City of Fresno

2600 Fresno Street
Fresno, CA 93721
www.fresno.gov

Meeting Agenda - Final

Thursday, May 21, 2026

9:00 AM

Regular Meeting

Council Chambers

City Council

Council President - Nelson Esparza
Vice President - Tyler Maxwell
Councilmembers:
Annalisa Perea, Mike Karbassi, Miguel Angel Arias, Brandon Vang, Nick Richardson
City Manager - Georgeanne A. White
City Attorney - Andrew Janz
Interim City Clerk - Amy K. Aller

THE FRESNO CITY COUNCIL WELCOMES YOU TO THE COUNCIL CHAMBER, LOCATED IN CITY HALL, 2ND FLOOR, 2600 FRESNO STREET, FRESNO, CALIFORNIA 93721.

PUBLIC PARTICIPATION – Public participation during Fresno City Council meetings is always encouraged and can occur by attending a meeting in the Council Chambers on the 2nd floor of City Hall located at 2600 Fresno Street, Fresno, CA 93721.

To be called to speak during a meeting, please fill out a speaker card (located throughout the chamber) and place it in the speaker card collection basket at the front of the chamber. You may also approach the speaker podium upon the Council President's call for any additional public comment.

Unless otherwise announced, all public speakers will have up to 3 minutes to address Council pursuant to Rule No. 10 of the Rules of Procedure for the City Council of the City of Fresno (available in the City Clerk's Office).

SUBMIT DOCUMENTS / WRITTEN COMMENTS - Pursuant to Rule 11 (c) of the Rules of Procedure, no documents shall be accepted for Council review unless submitted to the City Clerk at least 24 hours prior to the Council Agenda item be heard. Documents / written comments related to an agenda item can be submitted by one of the following methods:

1) eComment – eComment allows the public to submit agenda related comments through a website prior to the meeting. Submitted comments are limited to 1440 characters and will be a part of the official record.

a) Submit an e-Comment by visiting https://fresno.legistar.com/Calendar.aspx and selecting the "eComment" link.

b) e-Comment is available for use upon publication of the agenda and closes 24 hours prior to the meeting start time [pursuant to Rule 11(c)].

c) e-Comment is not permitted for Land use or CEQA items.

d) The e-Comment Electronic User Agreement can be viewed at: https://www.fresno.gov/cityclerk/#information

2) E-mail – Agenda related documents and comments can be e-mailed to the Office of the City Clerk at least 24 hours prior to the agenda item being heard, pursuant to Rule 11(c).

a) E-mail the Clerk's Office at clerk@fresno.gov

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1) City of Fresno website: https://fresno.legistar.com/Calendar.aspx (click “In Progress” to view the live meeting).

2) Community Media Access Collaborative website: https://cmac.tv/

3) YouTube - City of Fresno Council, Boards and Commissions Channel: https://www.youtube.com/channel/UC3Id83D8QGn1YBDw6aD5dZA/videos

4) Facebook: https://www.facebook.com/FresnoCA/videos

5) Cable Television: Comcast Channel 96 and AT&T Channel 99

6) Zoom: https://fresno.zoomgov.com/webinar/register/WN_FNSElVGFRqG799m0Rx4lEA

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GOVERNMENT CODE 84308 CONTRIBUTION PROHIBITIONS AND MANDATORY DISCLOSURES - The Political Reform Act of 1974 (Act) restricts campaign contributions over $500 to a decision-making public official from a party or participant, or their agent, in a proceeding involving a license, permit, contract, or entitlement for use. The Act requires disclosure of the contribution and creates a conflict where a decision-maker has received $500 or more from a party or participant to a proceeding in the prior 12 months. A decision-maker must disclose on the record during the proceeding that they have received contributions from a party, participant, or agent of a party or participant, greater than $500 within the preceding 12 months and the name(s) of the contributor(s). (See 2 CCR 18438.8(a).) Parties to a proceeding are required to disclose on the record if they made contributions over $500 to a decision-maker within the prior 12 months, and are prohibited from making contributions to a decision-maker during the proceeding and for 12 months after the date a final decision is rendered on the proceeding.

9:00 A.M. ROLL CALL

Invocation by Abbot Venerable Bunthon Say from the Fresno Cambodian Buddhist Society

Pledge of Allegiance to the Flag

APPROVE AGENDA

CEREMONIAL PRESENTATIONS

ID 26-664	Proclamation of “Older Americans Month”
Sponsors:	Council President Esparza and Vice President Maxwell
ID 26-626	Proclamation for “Mid Valley’s Recycler of the Year”
Sponsors:	Council President Esparza and Councilmember Arias
ID 26-604	Proclamation for “Vietnam Veterans of America William G. Camp Chapter 933 Memorial Day”
Sponsors:	Councilmember Richardson
ID 26-644	Proclamation of “National Bike Month”
Sponsors:	Councilmember Vang and Office of Mayor & City Manager
ID 26-452	Proclamation for “National Public Works Week”
Sponsors:	Office of Mayor & City Manager
ID 26-573	Proclamation “Honoring Kehinde Solwazi on His Retirement”
Sponsors:	Office of Mayor & City Manager
ID 26-605	Proclamation “Celebrating 70 Years at KFSN-TV”
Sponsors:	Office of Mayor & City Manager
ID 26-695	Proclamation of the “Central High School Wrestling Team”
Sponsors:	Councilmember Perea
ID 26-709	Proclamation of the “Fresno City College Beach Volleyball Team”
Sponsors:	Councilmember Perea and Council President Esparza

COUNCILMEMBER REPORTS AND COMMENTS

MAYOR/MANAGER REPORTS AND COMMENTS

1. SCHEDULED COUNCIL HEARINGS AND MATTERS

9:10 A.M.

ID 26-610

HEARING to Adopt Resolutions and Ordinance to Annex Territory and Levy a Special Tax Regarding City of Fresno Community Facilities District No. 9, Annexation No. 74 (Territory known as Assessor's Parcel No. 427-171-25) (East side of North Blackstone Avenue and East Rialto Avenue): (Council District 4)

1. ***RESOLUTION - to Annex Territory to Community Facilities District No. 9 and Authorizing the Levy of a Special Tax for Annexation No. 74 (Subject to Mayor's Veto)
2. ***RESOLUTION - Calling Special Mailed-Ballot Election (Subject to Mayor's Veto)
3. ***RESOLUTION - Declaring Election Results (Subject to Mayor's Veto)
4. ***BILL - (for Introduction and Adoption) - Levying a Special Tax for the Property Tax Year 2026-2027 and Future Tax Years Within and Relating to Community Facilities District No. 9, Annexation No. 74 (Subject to Mayor's Veto)

Sponsors: Public Works Department

9:15 A.M.

ID 26-612

HEARING to Adopt Resolutions and Ordinance to Annex Territory and Levy a Special Tax Regarding City of Fresno Community Facilities District No. 9, Annexation No. 73 (Territory known as Assessor's Parcel No. 479-050-20) (Southwest corner of South MLK Jr Boulevard and East Church Avenue): (Council District 3)

1. ***RESOLUTION - to Annex Territory to Community Facilities District No. 9 and Authorizing the Levy of a Special Tax for Annexation No. 73 (Subject to Mayor's Veto)
2. ***RESOLUTION - Calling Special Mailed-Ballot Election (Subject to Mayor's Veto)

3. ***RESOLUTION - Declaring Election Results (Subject to Mayor's Veto)
4. ***BILL - (For Introduction and Adoption) - Levying a Special Tax for the Property Tax Year 2026-2027 and Future Tax Years Within and Relating to Community Facilities District No. 9, Annexation No. 73 (Subject to Mayor's Veto)

Sponsors: Public Works Department

9:20 A.M.

ID 26-428

HEARING to Consider Plan Amendment and Rezone Application No. P21-01960, Conditional Use Permit Application No. P21-01959, Conditional Use Permit Application No. P21-03251, Planned Development Permit Application No. P21-03252 and related 2026 Final Environmental Impact Report (FEIR), State Clearinghouse (SCH) No. 2021100443 pertaining to ±22.4 acres of property located on the northeast corner of West Herndon Avenue and North Riverside Drive (Council District 2) - Planning & Development Department.

1. RESOLUTION - CERTIFYING the 2026 Final Environmental Impact Report (SCH No. 2021100443), for the proposed Costco Commercial Center Project;
a. Adopt the Findings of Fact and Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15091; and,
b. Adopt the Mitigation Monitoring and Reporting Program (MMRP) pursuant to CEQA Guidelines section 15097; and,
2. APPROVE Plan Amendment Application No. P21-01960, requesting authorization to amend the Fresno General Plan and Bullard Community Plan to change the planned land use designation for the subject property from Community Commercial to General Commercial, and reclassify West Herndon Avenue, from North Riverside to North Hayes Avenue, from an Expressway to a Super Arterial; and,
3. BILL (for introduction and adoption) to approve Rezone Application No. P21-01960, requesting authorization to amend the Official Zoning Map of the City of Fresno to rezone the subject property from the CC/EA/UGM/cz

(Community Commercial/Expressway Overlay/Urban Growth Management) zone district to the CG/UGM/cz (Commercial General/Urban Growth Management/conditions of zoning) zone district in accordance with the Plan Amendment Application; and,

4. APPROVE Conditional Use Permit Application No. P21-01959, requesting authorization to construct a ±219,216 square-foot Costco warehouse retail building, with a ±4,800 square-foot carwash and a ±13,000 square-foot fuel canopy with 32 fuel pumps, subject to compliance with the Draft Conditions of Approval (Exhibit H); and

5. APPROVE Conditional Use Permit Application No. P21-03251, requesting authorization to establish a State of California Alcoholic Beverage Control (ABC) Type 21 alcohol license that will allow the sale of beer, wine, and distilled spirits for consumption off the premises where sold, subject to compliance with the Draft Conditions of Approval (Exhibit H); and,

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

7. ADOPT the Fresno Municipal Code Findings pertaining to P21-01959, P21-01960, P21-03251, and P21-03252 (Exhibit G).

Sponsors: Planning and Development Department

9:25 A.M.

ID 26-148

Actions pertaining to the 2026-2027 Annual Action Plan

1. HEARING to obtain public comments regarding the Draft 2026-2027 Annual Action Plan

2. ***RESOLUTION - Adopting the 2026-2027 Annual Action Plan; approving submission to the U.S. Department of Housing and Urban Development (HUD) for application of $6,907,129 in Community Development Block Grant (CDBG), $2,766,057.28 in HOME Investment Partnerships (HOME), $623,922 in Emergency Solutions Grant (ESG), and $1,268,358 in Housing Opportunities for Persons with

AIDS/HIV (HOPWA) program funds; providing for subrecipient agreements; and authorizing the City Manager to sign all implementing documents required by HUD as approved to form by the City Attorney (Subject to Mayor's Veto)

Sponsors: Planning and Development Department

9:30 A.M.

ID 26-472

Actions pertaining to the dedication of portions of City-owned property for public street easements, and acquisition of a permanent easement and right-of-way from private property to support the construction of the Senior Activity Center TOD Housing Street Improvements Project (Council District 4):
1. Adopt an Addendum to the Senior Center and Affordable Housing Project Mitigated Negative Declaration (SCH No. 2024101319), pursuant to Sections 15162 and 15164 of the California Environmental Quality Act (CEQA) Guidelines
2. RESOLUTION - Dedicating those portions of City-owned property for public street purposes to accommodate construction of the Senior Activity Center Transit Oriented Development (TOD) Housing Street Improvements Project
3. HEARING to consider a Resolution of Necessity for acquisition of a permanent easement and right-of-way for public street purposes on a portion of Assessor's Parcel Number 428-090-33, owned by Mike Saadeldin, Mohammad T. Saadeldin, and Masad Inc., a California corporation, for the construction of the Senior Activity Center TOD Housing Street Improvements Project
4. ***RESOLUTION - Determining that public interest and necessity require acquisition of a permanent easement and right-of-way for public street purposes through and across a portion of Assessor's Parcel Number 428-090-33, owned by Mike Saadeldin, Mohammad T. Saadeldin, and Masad Inc., a California corporation, for the construction of the Senior Activity Center TOD Housing Street Improvements Project, and authorizing eminent domain proceedings for public use and purpose (Requires Five Affirmative Votes) (Subject to Mayor's Veto).

Sponsors: Capital Projects Department and Public Works Department

9:35 A.M.

ID 26-446 HEARING to consider adoption of a Resolution rescinding the Heritage Property Designation of the Haruji Ego Family Building (HR #008) Located at 956 China Alley Due to Loss of Applicability.
1. RESOLUTION - Rescinding the Heritage Property Designation of the Haruji Ego Family Building (HR #008) Located at 956 China Alley Due to Loss of Applicability (Council District 3)

Sponsors: Planning and Development Department

9:40 A.M.

ID 26-536 Actions pertaining to the California Municipal Finance Authority ("CMFA") Bond Opportunities for Land Development (BOLD) Program (Citywide)
1. HEARING to consider the City of Fresno's (City) participation in the BOLD Program and to receive public comment regarding the proposed financing of public capital improvements and/or development impact fees for new development within the City's jurisdiction
2. ***RESOLUTION - Authorizing use of the bond opportunities for land development program and authorizing the California Municipal Finance Authority to accept applications from property owners, conduct proceedings and levy special taxes within the City of Fresno pursuant to the Mello-Roos Community Facilities Act of 1982, as amended; and authorizing related actions (Subject to Mayor's Veto)

Sponsors: Office of Mayor & City Manager

9:45 A.M.

ID 26-656 Appearance by Mary Padilla regarding "Who is the King of the Nation" (District 2 Resident)

Sponsors: Office of the City Clerk

2. CONSENT CALENDAR

2.-A. ID 26-652 Approval of the Minutes for May 7, 2026, Regular Meeting,

May 12, 2026, Special Meeting, and May 14, 2026, Mayor's Budget Presentation and Special Meetings

Sponsors: Office of the City Clerk

2.-B. ID 26-679 ***RESOLUTION - Authorize the Police Department to accept an in-kind donation of retrofit at the Fresno Police Department's gymnasium from the Fresno Police Officers Association in excess of $25,000 pursuant to Fresno Municipal Code (FMC) section 7-105, and authorize the City Manager, or designee, to execute all documents on behalf of the City (Council District 3) (Subject to Mayor's Veto)

Sponsors: Office of Mayor & City Manager and Police Department

2.-C. ID 26-590 Approve the First Amendment to Consultant Services Agreement with Hill International, Inc., to provide additional professional construction management services for capital improvement projects at Fresno Yosemite International Airport (FAT) and Fresno Chandler Executive Airport (FCH) in an amount not to exceed $1,434,050.00, for a total contract value not to exceed $4,745,566.00. (Council Districts 3 and 4)

Sponsors: Airports Department

2.-D. ID 26-606 Approve a Consultant Services Agreement with Harris, Miller, Miller, & Hanson, Inc. (HMMH) to provide professional noise abatement related consultant services for the Development of a 14 CFR Part 150 Airport Noise Compatibility Planning Noise Exposure Map (NEM) Update at Fresno Yosemite International Airport (FAT) in an amount not to exceed $768,200.00 (Council District 4), and authorize the Director of Aviation to execute the agreement.

Sponsors: Airports Department

2.-E. ID 26-592 Actions pertaining to the H Street Parking Structure Project (Council District 3)
1. Adopt a finding that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Class 32/Section 15332 of the CEQA Guidelines, and that none of the exceptions to exemptions set forth in Section 15300.2 apply

2. Approve Design-Build Contract Amendment No. 2 for Phase Two of a Progressive Design-Build Agreement with Bomel Construction Company Inc. of Irvine, California, to provide design and construction services related to the H Street Parking Structure Project in an amount not to exceed $45,123,776.00, bringing the total contract amount to $47,516,755.00

Sponsors: Capital Projects Department

2.-F. ID 26-527

Reject all bids for the Repairs and Rehabilitation of Structural Components at the Fresno-Clovis Regional Wastewater Reclamation Facility Headworks Building - Phase 2 (Bid File 12601031) (Council District 3)

Sponsors: Capital Projects Department and Department of Public Utilities

2.-G. ID 26-589

Actions pertaining to the Dewatering Cake Pump Improvement Project (Bid File No. 12600757): (Council District 3)
1. Adopt a finding of Categorical Exemption, pursuant to Section 15301/Class 1 and Section 15302/Class 2 of the California Environmental Quality Act Guidelines
2. Approve the Second Amendment to the Consultant Services Agreement with Black & Veatch Corporation, to increase the total contract by an amount not to exceed $207,758.00, for a revised total contract amount not to exceed $834,205.00 with $11.239.00 in remaining contingency
3. Award a Construction Contract in the amount of $8,800,000.00 to W.M. Lyles Co., of Fresno, California, as the lowest responsive and responsible bidder

Sponsors: Capital Projects Department and Department of Public Utilities

2.-H. ID 26-594

Award a Construction Contract to Alpha1 Engineering, P.C. of Fresno, California, in the amount of $1,718,112.50, for construction of the Well Site Improvements at Pump Station 372 Project (Bid File 12601633). (Council District 3)

Sponsors: Capital Projects Department and Department of Public Utilities

2.-I. ID 26-596

Actions pertaining to the Wellhead Treatment Improvements at Pump Station 177 Project (Bid File 12601613) (Council District 6):
1. Adopt a finding of Categorical Exemption pursuant to Sections 15301/Class 1 (Existing Facilities) and 15303/Class 3 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act Guidelines
2. Award a Construction Contract in the amount of $3,944,000 to W. M. Lyles Co., as the lowest responsive and responsible bidder

Sponsors: Capital Projects Department and Department of Public Utilities

2.-J. ID 26-599

Actions pertaining to the Wellhead Treatment Improvements at Pump Station 185 Project (Bid File 12601614) (Council District 6):
1. Adopt a finding of Categorical Exemption pursuant to Sections 15301/Class 1 (Existing Facilities) and 15303/Class 3 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act Guidelines
2. Award a Construction Contract in the amount of $2,272,653 to W. M. Lyles Co. as the lowest responsive and responsible bidder

Sponsors: Capital Projects Department and Department of Public Utilities

2.-K. ID 26-574

Approve Contract Change Order No. 7 in the amount not to exceed $107,830.69, with fifty (50) additional working days, for the installation of two (2) Pacific Gas and Electric Company vaults and the reimbursement of the renewal of the State Water Board Annual Permit Fee with Avison Construction Company, Inc. of Madera, CA for the Transformative Climate Communities Park at MLK Magnet Core (Les Kimber Park) Project - Project ID PW00857 (Bid File 12302905). (Council District 3)

Sponsors: Capital Projects Department and Public Works Department

2.-L. ID 26-583

Actions pertaining to the Cedar Overlay Roadway Improvements from Herndon Avenue to Alluvial Avenue:

(Council District 6)
1. Adopt a finding of Categorical Exemption, pursuant to Section 15301, Existing Facilities (Class 1) of the California Environmental Quality Act Guidelines
2. Award a Construction Contract in the amount of $1,469,234.00 to Agee Construction Corporation of Clovis, California - Bid File No. 12600669

Sponsors: Capital Projects Department and Public Works Department

2.-M. ID 26-628 RESOLUTION - Authorizing a Reciprocal Data Exchange Agreement with the California Franchise Tax Board for the City/County Business Tax Program to exchange of business license tax data

Sponsors: Finance Department

2.-N. ID 26-607 RESOLUTION - Adopting the May 2024 Fresno County Multi-Jurisdictional Hazard Mitigation Plan, and City of Fresno Local Hazard Mitigation Plan Annex

Sponsors: Fire Department

2.-O. ID 26-629 Approve the Award of a Cooperative Purchase Agreement with L.N. Curtis & Sons for firefighting personal protective equipment with related equipment cleaning for a term of two years, not to exceed $2,400,000

Sponsors: Fire Department

2.-P. ID 26-602 Approve the award of a Purchase Contract to Cook's Communications Corp. of Fresno, California, for the purchase of 30 sets of patrol vehicle hardware and safety equipment in the amount of $704,195.40 for the Police Department (Bid File 12601719)

Sponsors: General Services Department

2.-Q. ID 26-609 Actions related to the lease of the Fresno Water Tower located at 2444 Fresno Street between the City of Fresno and Downtown Development Group, LLC, DBA Frida Café (District 3):
1. Adopt a finding of Categorical Exemption pursuant to Section 15301/Class 1 of the California Environmental Quality Act (CEQA) Guidelines

2. Approve a Lease Agreement between the City of Fresno and Downtown Development Group, LLC, a California limited liability corporation, DBA Frida Café, to lease the Fresno Water Tower property located at 2444 Fresno Street for three years with options to extend for two additional one-year terms, starting at $9,252 in year one and increasing 3% annually, totaling $49,120.12 over five years in rent

Sponsors: General Services Department, Parks, After School and Recreation and Community Services Department

2.-R. ID 26-608 Approve the Cooperative Purchase Agreement with The Drala Project, Inc., dba The Redesign Group, for the purchase of enterprise-grade technology equipment in an amount not to exceed $388,801.00, through California Participating Addendum No. 7-23-70-55-01 under NASPO ValuePoint Master Agreement No. 23026.

Sponsors: Information Services Department

2.-S. ID 26-642 ***RESOLUTION - Adopt the Twentieth Amendment to the FY 2026 Salary Resolution No. 2025-177 amending Exhibit 2, Unit 2, Non-Represented Management and Confidential Classes, by adding the new classification of Deputy Chief Investment Officer and the respective E5 salary range, effective May 18, 2026 (Subject to Mayor's Veto)

Sponsors: Personnel Services Department and Retirement Department

2.-T. ID 26-38 Actions pertaining to establishing Entertainment Zones
1. ADOPTION of a finding that the proposed amendment is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3)
2. BILL (for Introduction) Adding Section 9-3801 and Amending Section 9-2503 of the Fresno Municipal Code relating to Establishing Entertainment Zones.

Sponsors: Planning and Development Department

2.-U. ID 26-643 ***RESOLUTION - Naming the "Arakelian Family Kennels" (Subject to Mayor's Veto)

Sponsors: Police Department, Office of Mayor & City Manager, Vice President Maxwell and Councilmember Karbassi

2.-V. ID 26-290 Approve the First Amendment to the Consultant Services Agreement with Bodewell Group LLC for stakeholder engagement and public education support services to increase the compensation by $1,156,632, for a total contract amount not to exceed $2,494,632 (Citywide)

Sponsors: Department of Public Utilities

2.-W. ID 26-587 Actions pertaining to the Rebid - Fresno-Clovis Regional Wastewater Reclamation Facility Training Building Roof Abatement and Replacement (Bid File 12601180) (Council District 3):
1. Adopt a finding of Categorical Exemption pursuant to Sections 15301/Class 1 and 15302/Class 2 of the California Environmental Quality Act (CEQA) Guidelines;
2. Award a Construction Contract to United Restorations, LLC, of Fresno, California, in the amount of $256,312.50, and authorize the Director of Public Utilities, or designee, to sign and execute all related documents on behalf of the City.

Sponsors: Department of Public Utilities

2.-X. ID 26-439 Actions pertaining to agreements with State of California Department of Transportation (Caltrans) (Council Districts 1, 2, and 3)
1. Approve the revised State Route 99 Freeway Maintenance Agreement
2. Approve the Non-Vehicular Overcrossing Maintenance Agreement

Sponsors: Public Works Department

2.-Y. ID 26-572 RESOLUTION - Approve the Final Map of Tract No. 6463, accepting dedicated public uses offered therein except for dedications offered subject to City acceptance of developer installed required improvements - located on the north side of McKinley Avenue just east of Armstrong Avenue. (Council District 7)

Sponsors: Public Works Department

2.-Z. ID 26-582 ***RESOLUTION - Authorizing the Submission of Grant Applications to the California Department of Transportation's

Active Transportation Program Cycle 8 Call for Projects that Support Active Transportation and Authorizing the Execution of Grant Applications and Acceptance of Grant Funds, and Execution of Grant Agreement Documents by the Public Works Director or Designee (Citywide) (Subject to Mayor's Veto)

Sponsors: Public Works Department

2. -AA. ID 26-584 ***RESOLUTION - Authorizing the Submission of a Safe Streets and Roads for All Implementation Grant Application to the United States Department of Transportation and Authorizing the Public Works Director or Designee to Accept and Execute All Application and Grant Agreement Documents on Behalf of the City of Fresno (Council Districts 3 and 7) (Subject to Mayor's Veto)

Sponsors: Public Works Department

2. -BB. ID 26-593 Actions pertaining to Initiating Proceedings and Declaring Intention to Levy the Annual Assessment for the City of Fresno Landscaping and Lighting Maintenance District No. 1 and setting the public hearing for June 18, 2026, at 9:10 a.m. (Citywide)
1. RESOLUTION - Initiating proceedings for the annual levy of assessment for Landscaping and Lighting Maintenance District No. 1
2. RESOLUTION - To levy and collect the annual assessment for Landscaping and Lighting Maintenance District No. 1

Sponsors: Public Works Department

2. -CC. ID 26-638 RESOLUTION - To Adopt the City of Fresno Vision Zero Action Plan (Citywide)

Sponsors: Public Works Department

2. -DD. ID 26-595 Active Transportation Advisory Committee (ATAC) Biannual Report (October 2025 through March 2026) (Citywide)

Sponsors: Public Works Department

2. -EE. ID 26-566 Actions pertaining to the Parking Lot Solar and Energy Storage at Fresno Yosemite International Airport (FAT):

(Council District 4)
1. Approve the First Amendment to the Energy Services Agreement-Solar with ForeFront Power (FFP) BTM Solar, LLC, for the design, financing, construction, installation, operation, maintenance of a 2,970 kW (DC) (estimated) solar photovoltaic system;
2. Approve the First Amendment to the Energy Services Agreement-Energy Storage with FFP BTM Solar, LLC, for the design, financing, construction, installation, operation, maintenance of a 2,000 kW/3,828 kWh (estimated) energy storage system;
3. Authorize the Director of Airports or designee to execute the Amended Energy Service Agreements on behalf of the City of Fresno.

Sponsors: Public Works Department and Airports Department

2. -FF. ID 26-697 ***RESOLUTION - Directing the Administration to Identify a Funding Source for an Allocation of $200,000 to the City Attorney's Office to Fund the Eviction Protection Program. (Subject to Mayor's Veto)

Sponsors: Councilmember Arias

CONTESTED CONSENT CALENDAR

3. GENERAL ADMINISTRATION

3.-A. ID 26-654 WORKSHOP - Transparency Portal Presentation

Sponsors: Office of Mayor & City Manager and Office of the City Clerk

UNSCHEDULED COMMUNICATION

PLEASE NOTE: UNSCHEDULED COMMUNICATION IS NOT SCHEDULED FOR A SPECIFIC TIME AND MAY BE HEARD ANY TIME DURING THE MEETING

4. CITY COUNCIL

4.-A. ID 26-655 Presentation - Reimagining City-Owned Land for Economic Activation, Transparency & Community Growth

Sponsors: Vice President Maxwell

5. CLOSED SESSION

5.-A. ID 26-653

CONFERENCE WITH LABOR NEGOTIATORS -
Government Code Section 54957.6
City Negotiators: Sumeet Malhi
Employee Organization(s): 1. International Union of Operating Engineers, Stationary Engineers, Local 39 (Local 39); 2. Fresno City Employees Association (FCEA); 3. Fresno Police Officers Association (FPOA Basic), Unit 4; 4. International Association of Firefighters, Local 202, Unit 5 (Fire Basic); 5. Amalgamated Transit Union, Local 1027 (ATU); 6. International Brotherhood of Electrical Workers, Local 100 (IBEW); 7. Fresno Police Officers Association (FPOA Management); 8. International Association of Firefighters, Local 202, Unit 10 (Fire Management); 9. City of Fresno Professional Employees Association (CFPEA); 10. City of Fresno Management Employees Association (CFMEA). 11. Employee Organization(s): Unrepresented Employees in Unit 2 (Non-Represented Management and Confidential Classes): Airport Public Safety Manager, Airports Public Safety Assistant Manager, Assistant City Attorney, Assistant City Manager, Assistant Controller, Assistant Director, Assistant Director of Personnel Services, Assistant Director of Public Utilities, Assistant Director of Public Works, Assistant Police Chief, Assistant Retirement Administrator, Background Investigator, Budget Analyst, Budget Manager, Chief Assistant City Attorney, Chief Information Officer, Chief Labor Negotiator, Chief of Staff to Councilmember, Chief of Staff to the Mayor, City Attorney (City Negotiator, Council President Esparza), City Attorney Investigator, City Clerk (City Negotiator, Council President Esparza), City Engineer, City Manager (City Negotiator, Mayor Dyer), Community Coordinator, Community Outreach Specialist, Controller, Council Assistant, Deputy City Attorney II, Deputy City Attorney III, Deputy City Manager, Director, Director of Aviation, Director of Development, Director of Personnel Services, Director of Public Utilities, Director of Transportation, Economic Development Coordinator, Economic Development Director, Executive Assistant to

Department Director, Executive Assistant to the City Attorney, Executive Assistant to the City Council, Executive Assistant to the City Manager, Executive Assistant to the Mayor, Fire Chief, Governmental Affairs Manager, Human Resources Manager, Independent Reviewer, Internal Auditor, Investment Officer, Management Analyst II, Payroll Accountant, Payroll Manager, Police Chief, Principal Budget Analyst, Principal Internal Auditor, Principal Labor Relations Analyst, Project Liaison/Program Administrator, Public Affairs Officer, Public Works Director, Retirement Administrator, Retirement Benefits Manager, Retirement Office Manager, Senior Budget Analyst, Senior City Attorney Investigator, Senior Deputy City Attorney I, Senior Deputy City Attorney II, Senior Deputy City Attorney III, Senior Human Resources/Risk Analyst, Senior Law Clerk, Special Assistant City Attorney, Supervising Deputy City Attorney, Veterinarian

Sponsors: Office of Mayor & City Manager

5.-B. ID 26-711

CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Government Code Section 54956.9, subdivision (d)(2)
Lionel Puig, et al. v. City of Fresno, Risk File No. 2026047426

Sponsors: City Attorney's Office

5.-C. ID 26-712

CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Government Code Section 54956.9, subdivision (d)(2)
David Rose v. City of Fresno; Risk File No. 2025047316

Sponsors: City Attorney's Office

5.-D. ID 26-658

PUBLIC EMPLOYEE PERFORMANCE EVALUATION
1. Government Code Section 54957(b): consider the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee.
Title: City Clerk
2. Government Code Section 54957.6: conference with labor negotiator.
City Negotiator: Council President Nelson Esparza.
Unrepresented Employee: City Clerk

Sponsors: Council President Esparza

5.-E. ID 26-659 PUBLIC EMPLOYEE PERFORMANCE EVALUATION

1. Government Code Section 54957(b): consider the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee.
   Title: City Attorney
2. Government Code Section 54957.6: conference with labor negotiator.
   City Negotiator: Council President Nelson Esparza.
   Unrepresented Employee: City Attorney

Sponsors: Council President Esparza

ADJOURNMENT

UPCOMING EMPLOYEE CEREMONIES

EMPLOYEE OF THE QUARTER - 10:00 A.M.

- *July 22, 2026 (Wednesday) – Employee of the Summer Quarter*
- *October 7, 2026 (Wednesday) – Employee of the Fall Quarter*

EMPLOYEE SERVICE AWARDS - 10:00 A.M.

- *November 18, 2026 (Wednesday) – Employees Fall Service Awards*

2026 CITY COUNCIL MEETING SCHEDULE

June 4, 2026 - 9:00 A.M. (Regular Meeting)
June 8, 2026 - 9:00 A.M. (Budget Hearings)
June 9, 2026 - 9:00 A.M. (Budget Hearings)
June 10, 2026 - 9:00 A.M. (Budget Hearings)
June 11, 2026 - 9:00 A.M. (Budget Hearings)
June 12, 2026 - 9:00 A.M. (Budget Hearings)

2600 Fresno Street
Fresno, CA 93721
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City of Fresno

Staff Report

File #: ID 26-664 **Agenda Date:** 5/21/2026 **Agenda #:**

CEREMONIAL PRESENTATION

Proclamation of “Older Americans Month”

powered by Legistar™

CITY OF FRESNO

Office of Council President Nelson Esparza and Council Vice President Tyler Maxwell

Is hereby presented in honor of:

Older Americans Month

WHEREAS: May is nationally recognized as Older Americans Month, a time dedicated to honoring the achievements, contributions, and enduring legacy of older Americans, while also reaffirming our commitment to advancing programs and opportunities that allow seniors to live with dignity, independence, and purpose; and

WHEREAS: The City of Fresno proudly recognizes and celebrates the extraordinary and ongoing contributions of older Americans, whose wisdom, resilience, compassion, and leadership continue to strengthen our community through volunteerism, mentorship, civic participation, cultural preservation, and the countless ways they enrich the lives of residents across our city; and

WHEREAS: The West Fresno Family Resource Center and Dr. William Dailey Jr have long served as a vital pillar within the Fresno community through its commitment to empowering families, supporting underserved residents, and connecting individuals with critical resources and services that promote health, stability, and opportunity; and through its hosting of the annual Senior Symposium, the organization further demonstrates its dedication to uplifting older adults by providing valuable health information, educational workshops, community resources, and meaningful opportunities for connection and support; and

WHEREAS: The City of Fresno is strengthened when residents of every age, ability, and background are welcomed, valued, and encouraged to share their experiences, wisdom, and resilience, and recognizes the importance of fostering a compassionate and inclusive community that ensures older Americans have access to the support and opportunities needed to remain active and connected members of society; and

WHEREAS: The City of Fresno remains committed to promoting a more inclusive, accessible, and age-friendly community by investing in programs, services, and infrastructure that empower older residents to live healthy, engaged, and fulfilling lives. This commitment is exemplified by the City's investment in a state-of-the-art, 34,000-square-foot senior center designed to foster connection, wellness, lifelong learning, and community for Fresno's older American population for generations to come.

NOW THEREFORE BE IT RESOLVED: that we, Mayor Jerry P. Dyer, Council President Nelson Esparza, Council Vice President Tyler Maxwell, and the Fresno City Council, do hereby proclaim, May 2026, as:

"Older Americans Month"

in the City of Fresno.

IN WITNESS WHEREOF, we have hereunto set our hands
and affixed the Seal of The City of Fresno, California, on this 21st day of May 2026.

JERRY P. DYER, HONORABLE MAYOR

NELSON ESPARZA, COUNCIL PRESIDENT DISTRICT 7

TYLER MAXWELL, COUNCIL VICE PRESIDENT DISTRICT 4

ANNALISA PEREA, COUNCILMEMBER DISTRICT 1

MIKE KARBASSI, COUNCILMEMBER DISTRICT 2

MIGUEL ARIAS, COUNCILMEMBER DISTRICT 3

BRANDON VANG, COUNCILMEMBER DISTRICT 5

NICK RICHARDSON, COUNCILMEMBER DISTRICT 6

File #: ID 26-626 **Agenda Date:** 5/21/2026 **Agenda #:**

CEREMONIAL PRESENTATION

Proclamation for “Mid Valley’s Recycler of the Year”

CITY OF FRESNO

Offices of Council President Nelson Esparza and Councilmember Miguel Arias

Mid Valley's Recycler of the Year

Presented to: Nana's Flower Shop

WHEREAS, *the City of Fresno remains committed to promoting environmental stewardship, sustainability, and responsible waste management practices that contribute to a cleaner, healthier, and more sustainable community for all residents; and*

WHEREAS, *Nana's Flower Shop, under the leadership of owner Arturo Salas, has demonstrated an outstanding commitment to recycling and waste diversion practices that maintain strong compliance with recycling and organics collection requirements; and*

WHEREAS, *working closely with Mid Valley Disposal's Recycling Coordinator, Nana's Flower Shop effectively prioritizes waste reduction and resource recovery through the utilization of organics, trash, and recycling service while maintaining low contamination levels and exceeding standard recycling practices in support of the City's environmental goals; and*

WHEREAS, *the City of Fresno recognizes local businesses whose environmental leadership and community-minded practices help create a more sustainable future for residents throughout the city.*

NOW, THEREFORE, BE IT PROCLAIMED *that we, the Fresno City Council, and Mayor Jerry P. Dyer, celebrate and recognize Nana's Flower Shop and owner Arturo Salas being selected as Mid Valley's 2025 Recycler of the Year, and do hereby proclaim May 21st, 2026, as:*

"Nana's Flower Shop Day"

in the City of Fresno.
IN WITNESS WHEREOF*, we have hereunto set our hands and affixed the Great Seal of the City of Fresno, California, on this 21st day of May 2026.*

_____
JERRY P. DYER, *Honorable Mayor*

_____
NELSON ESPARZA, *Council President, District 7*

_____
MIGUEL A. ARIAS, *Councilmember, District 3*

_____
TYLER MAXWELL, *Council Vice President, District 4*

_____
ANNALISA PEREA, *Councilmember, District 1*

_____
MIKE KARBASSI, *Councilmember, District 2*

_____
BRANDON VANG, *Councilmember, District 5*

_____
NICK RICHARDSON, *Councilmember, District 6*

2600 Fresno Street
Fresno, CA 93721
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City of Fresno

Staff Report

File #: ID 26-604 **Agenda Date:** 5/21/2026 **Agenda #:**

CEREMONIAL PRESENTATION

Proclamation for “Vietnam Veterans of America William G. Camp Chapter 933 Memorial Day”

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CITY OF FRESNO

Office of Councilmember Nick Richardson

WHEREAS, Vietnam Veterans of America established a chapter in Fresno in 1985; and

WHEREAS, Vietnam Veterans of America, William G. Camp Chapter 933 is still an integral part of the Fresno Veteran's community; and

WHEREAS, in 1986 Vietnam Veterans of America William G. Camp Chapter 933 identified the need for a unique service honoring those who have fallen in defense of our nation; and

WHEREAS, on Monday May 29, 1986, Vietnam Veterans of America William G. Camp Chapter 933 conducted the first Sunrise Service honoring those who have fallen; and

WHEREAS, this service was conducted at the Vietnam Veterans Memorial in Woodward Park, and;

WHEREAS, May 25, 2026, is the 40th Anniversary of this event.

NOW, THEREFORE BE IT RESOLVED that we, Mayor Jerry Dyer and the Fresno City Council, do hereby proclaim May 25, 2026, as:

"Vietnam Veterans of America
William G. Camp Chapter 933 Memorial Day"

IN WITNESS WHEREOF, we have hereunto set our hands and affixed the Seal of The City of Fresno, California, this 25th day of May 2026.

JERRY P. DYER, Honorable Mayor	NELSON ESPARZA, Council President
TYLER MAXWELL, Council Vice President	ANNALISA PEREA, Councilmember District 1
MIKE KARBASSI, Councilmember District 2	MIGUEL ARIAS, Councilmember District 3
BRANDON VANG, Councilmember District 5	NICK RICHARDSON, Councilmember District 6

File #: ID 26-644 **Agenda Date:** 5/21/2026 **Agenda #:**

CEREMONIAL PRESENTATION

Proclamation of “National Bike Month”

CITY OF FRESNO

Office of Mayor Jerry P. Dyer & Councilmember Brandon Vang



***WHEREAS**, National Bike Month was first established in 1956 by the League of American Bicyclists and is celebrated each May; and*

***WHEREAS**, biking is a pollution-free transportation mode that improves air quality, aids public health, and reduces traffic congestion; and*

***WHEREAS**, to help Fresno expand its mobility options, the Fresno City Council established the Active Transportation Advisory Committee, which is composed of community members with both expertise and an interest in bicycle and pedestrian issues; and*

***WHEREAS**, the City of Fresno recognizes National Bike Month as a time to encourage residents to more frequently ride their bicycles which improve personal health, reduce emissions, and create healthy communities.*

***NOW, THEREFORE BE IT PROCLAIMED**, that we, Mayor Jerry Dyer and Members of the Fresno City Council, do hereby proclaim May 2026 to be:*

"National Bike Month"

In the City of Fresno

***IN WITNESS WHEREOF,** we have hereunto set our hands and affixed the Great Seal of the City of Fresno, California, this Twenty-First Day of May of the Year Two Thousand and Twenty-Six.*

***JERRY P. DYER,** Honorable Mayor*	***NELSON ESPARZA,** Council President*
***TYLER MAXWELL,** Council Vice President*	***ANNALISA PEREA,** Councilmember, District 1*
***MIKE KARBASSI,** Councilmember, District 2*	***MIGUEL ARIAS,** Councilmember, District 3*
***BRANDON VANG,** Councilmember, District 5*	***NICK RICHARDSON,** Councilmember, District 6*

2600 Fresno Street
Fresno, CA 93721
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File #: ID 26-452 **Agenda Date:** 5/21/2026 **Agenda #:**

CEREMONIAL PRESENTATION

Proclamation for “National Public Works Week”

CITY OF FRESNO

Office of Mayor Jerry P. Dyer



WHEREAS, *National Public Works Week calls attention to the importance of services provided by public works professionals, including here in the City of Fresno, where highly trained individuals spanning multiple departments, are an integral part of our community; and*

WHEREAS, *we recognize the ongoing contributions of the City of Fresno's Departments of Public Works, Capital Projects, General Services and Public Utilities, whose efforts help advance the health, safety, and quality of life for Fresno residents; and*

WHEREAS, *public infrastructure, facilities and services play a pivotal role in the community's successful day-to-day operation. Residents go about their daily lives, doing such things as driving city streets, taking showers, and washing dishes, all with the expectation that the infrastructure underpinning these tasks will operate as expected; and*

WHEREAS, *these critical services could not be provided without the dedicated and skilled efforts of professionals at all levels, including engineers, administrators, field staff, and office staff. These professionals are responsible for the design, building, operation, and maintenance of the City's infrastructure. They improve and protect our transportation systems and equipment, water supply, water treatment and solid waste systems, public buildings and other structures and facilities essential for the state's fifth-largest city to function.*

NOW, THEREFORE BE IT RESOLVED, *that we, Mayor Jerry Dyer, and Members of the Fresno City Council, do hereby proclaim the week of May 17- May 23, 2026, to be:*

"National Public Works Week"

In the City of Fresno.

IN WITNESS WHEREOF, we have hereunto set our hands and affixed the seal of the City of Fresno, California, this 21st day of May 2026.

JERRY P. DYER, Honorable Mayor	NELSON ESPARZA, Council President
TYLER MAXWELL, Council Vice President	ANNALISA PEREA, Councilmember District 1
MIKE KARBASSI, Councilmember District 2	MIGUEL ARIAS, Councilmember District 3
BRANDON VANG, Councilmember District 5	NICK RICHARDSON, Councilmember District 6

File #: ID 26-573 **Agenda Date:** 5/21/2026 **Agenda #:**

CEREMONIAL PRESENTATION

Proclamation “Honoring Kehinde Solwazi on His Retirement”

CITY OF FRESNO

Office of Mayor Jerry P. Dyer



Honoring Kehinde Solwazi on His Retirement

WHEREAS, *Professor Kehinde Solwazi was born in 1941 in Memphis, Tennessee and grew up in Kirkwood, Missouri, where he met his wife Kemisole; he has one son, Chuma, and is the proud grandfather of four. His love and devotion have been dedicated to African people and the celebration of everyday life throughout the African Diaspora; and*

WHEREAS, *pursuing his education with distinction, Professor Solwazi attended Harris Teachers' College in St. Louis on a Ford Foundation scholarship, earned a Bachelor of Fine Arts from the Art Institute of Chicago in 1967 with emphasis on drawing, painting, and printmaking, and in 1972 a Master of Arts in Fine Arts with emphasis on Black Expressionism in the woodcutting technique from San Diego State University; and*

WHEREAS, *as a visual artist, Professor Solwazi draws inspiration from Orthodox Spiritual Systems in Ethiopia, the African Diaspora, and the glorification of war, which produced a socially conscious body of work; and*

WHEREAS, *Professor Solwazi worked nearly 40 years as a Fresno City College Social Sciences Division faculty member, where he built one of the Central Valley's most enduring African American academic programs. He also served as Chair of Cultural Studies and is recognized as the father of Fresno City's Black Studies Program; and*

WHEREAS, *as a community elder, Professor Solwazi strengthened Fresno's African American community through the Black Political Council, United Black Men, and the Fresno City College Black Faculty Association. Upon Professor Solwazi's retirement, he established the Kehinde Solwazi Scholarship at Fresno City College – a living legacy that supports and empowers young Black students in pursuit of higher education; and*

WHEREAS, *the City of Fresno is proud to honor Professor Solwazi, whose life of scholarship, artistry, and community service helped shape the city's character and culture.*

NOW, THEREFORE BE IT RESOLVED *that we, Mayor Jerry Dyer and Members of the Fresno City Council, do hereby proclaim Thursday, May 21, 2026, to be:*

"Kehinde Solwazi Day"

In the City of Fresno.

IN WITNESS WHEREOF, we have hereunto set our hands and affixed the seal of the City of Fresno, California, this 21st day of May 2026.

JERRY P. DYER, Honorable Mayor	NELSON ESPARZA, Council President
TYLER MAXWELL, Council Vice President	ANNALISA PEREA, Councilmember District 1
MIKE KARBASSI, Councilmember District 2	MIGUEL ARIAS, Councilmember District 3
BRANDON VANG, Councilmember District 5	NICK RICHARDSON, Councilmember District 6

File #: ID 26-605 **Agenda Date:** 5/21/2026 **Agenda #:**

CEREMONIAL PRESENTATION

Proclamation “Celebrating 70 Years at KFSN-TV”

CITY OF FRESNO

Office of Mayor Jerry P. Dyer



WHEREAS, *on May 10, 1956, KFSN-TV signed on the air, originally operating as KFRE-TV. This month, the station celebrates its 70th anniversary of broadcasting service to the central San Joaquin Valley; and*

WHEREAS, *the station serves the Fresno-Visalia market area, which for the 2024-25 television season was the nation's 55th largest, covering Fresno, Kings, Madera, Mariposa, Merced, and Tulare counties; and*

WHEREAS, *in 1971, Capital Cities, Inc. purchased the station and adopted the call sign KFSN-TV, reflecting its longstanding association with Fresno and the San Joaquin Valley. The station in its early years carried CBS programming and has been affiliated with the ABC Television Network since 1985, making it one of the longest-tenured ABC affiliates in the Western United States; and*

WHEREAS, *The Walt Disney Company's 1996 acquisition of Capital Cities/ABC connected KFSN-TV to one of the world's most recognized media organizations. Branded as ABC30 and ABC30 Action News, the station produces local news programming multiple times each day and is widely recognized as the leading source for local news in Central California; and*

WHEREAS, *KFSN-TV has demonstrated consistent leadership in innovation, launching abc30.com in 1997 and in 2007 becoming the first Central California station to broadcast local newscasts in high-definition. It developed a mobile news app in 2012 and expanded its digital footprint through a local 24/7 streaming news channel; and*

WHEREAS, *the station's journalistic excellence has been recognized with multiple Emmy Awards and the prestigious Edward R. Murrow Award for Best Newscast. Through initiatives such as its Children First campaign and community partnerships, KFSN-TV continues its longstanding commitment to serving the Central Valley.*

NOW, THEREFORE BE IT RESOLVED *that we, Mayor Jerry Dyer and Members of the Fresno City Council, do hereby proclaim Thursday, May 21, 2026, to be:*

"KFSN-TV ABC 30 Day"

In the City of Fresno.

IN WITNESS WHEREOF, we have hereunto set our hands and affixed the seal of the City of Fresno, California, this 21st day of May 2026.

JERRY P. DYER, Honorable Mayor

NELSON ESPARZA, Council President

TYLER MAXWELL, Council Vice President

ANNALISA PEREA, Councilmember District 1

MIKE KARBASSI, Councilmember District 2

MIGUEL ARIAS, Councilmember District 3

BRANDON VANG, Councilmember District 5

NICK RICHARDSON, Councilmember District 6

2600 Fresno Street
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File #: ID 26-695 **Agenda Date:** 5/21/2026 **Agenda #:**

CEREMONIAL PRESENTATION

Proclamation of the “Central High School Wrestling Team”

powered by Legistar™

File #: ID 26-709 **Agenda Date:** 5/21/2026 **Agenda #:**

CEREMONIAL PRESENTATION

Proclamation of the “Fresno City College Beach Volleyball Team”

File #: ID 26-610 **Agenda Date:** 5/21/2026 **Agenda #:**

REPORT TO THE CITY COUNCIL

FROM: SCOTT L. MOZIER, PE, Director
Public Works Department

THROUGH: JILL M. GORMLEY, TE, Assistant Director
Public Works Department, Traffic & Engineering Services Division

BY: ADRIAN GONZALEZ, Supervising Engineering Technician
Public Works Department, Land Planning Section

SUBJECT

HEARING to Adopt Resolutions and Ordinance to Annex Territory and Levy a Special Tax Regarding City of Fresno Community Facilities District No. 9, Annexation No. 74 (Territory known as Assessor's Parcel No. 427-171-25) (East side of North Blackstone Avenue and East Rialto Avenue): (Council District 4)

1. ***RESOLUTION - to Annex Territory to Community Facilities District No. 9 and Authorizing the Levy of a Special Tax for Annexation No. 74 (Subject to Mayor's Veto)
2. ***RESOLUTION - Calling Special Mailed-Ballot Election (Subject to Mayor's Veto)
3. ***RESOLUTION - Declaring Election Results (Subject to Mayor's Veto)
4. ***BILL - (for Introduction and Adoption) - Levying a Special Tax for the Property Tax Year 2026-2027 and Future Tax Years Within and Relating to Community Facilities District No. 9, Annexation No. 74 (Subject to Mayor's Veto)

RECOMMENDATION

Staff recommends that Council (1) Adopt Resolution to annex territory to Community Facilities District No. 9 and authorizing the levy of a special tax for Annexation No. 74, (2) Adopt Resolution Calling Special Mailed-Ballot Election, (3) Adopt Resolution Declaring Election Results, and (4) Adopt Ordinance levying a special tax for the property tax year 2026-2027 and future tax years within and relating to Community Facilities District No. 9, Annexation No. 74.

EXECUTIVE SUMMARY

On April 23, 2026, the Council of the City of Fresno (Council) adopted Council Resolution No. 2026 -075 with the intent to annex territory to Community Facilities District No. 9 (CFD No. 9) at the request of the landowner, Pietro De Santis, of APN 427-171-25. This is the noticed public hearing to consider annexing APN 427-171-25 as Annexation No. 74 to CFD No. 9 to provide funding for the Services (as hereafter defined) pertaining to certain above ground public improvements associated with this commercial development. The cost for Services totals $301.65 per acre

annually for Fiscal Year 2026-2027. If approved, the recommended resolutions and ordinance will levy a Special Tax on the properties within the boundaries of Annexation No. 74 for identified Services (see attached Vicinity Map).

BACKGROUND

On December 16, 2008, the Council adopted Council Resolution No. 2008-351 forming CFD No. 9 to fund the Services for public improvements/areas that may benefit not only a particular subdivision or a portion of, but also the City of Fresno (City) and the public at large, that serve a public purpose, and that are constructed or installed on public property or dedicated rights-of-way or easements. CFD No. 9 is to provide maintenance for certain regulatory required public improvements located within and adjacent to public streets on the perimeter of commercial, industrial and multi-family subdivisions as described and permitted by the City of Fresno Special Tax Financing law, Chapter 8, Division 1, Article 3 of the Fresno Municipal Code (City Law) and the Mello-Roos Community Facilities Act of 1982 (Chapter 2.5, commencing with Section 53311, of Part 1, Division 2, Title 5 of the California Government Code).

New commercial, industrial and multi-family subdivisions and parcel maps have different needs and standards than those of a standard single-family residential subdivision. Commercial, industrial and multi-family subdivisions are traditionally self-maintained with different proprietary requirements for landscaping, signage and general designs. CFD No. 9 is designed to accommodate these requirements by providing funding of services for certain required public improvements in the public rights-of-way along the perimeters of these developments.

The landowner, Pietro De Santis, has petitioned the City to have APN 427-171-25 annexed to CFD No. 9 to provide funding for the operation and reserves for maintenance (Services) pertaining to certain above ground public improvements located within City public street easements. These improvements include concrete curbs and gutters, sidewalks, street lighting, and local street paving as associated with this development. Pursuant to this petition, the Council adopted Council Resolution No. 2026-075, declared its intention to annex APN 427-171-25 to CFD No. 9, and set the public hearing for formal consideration.

Council Resolution No. 2026-075 also directed preparation of a District Report describing the Services and the costs of those services and this report is on file with the City Clerk of the City of Fresno.

If adopted by the Council, the attached ordinance would levy the proposed maximum special tax totaling $301.65 per acre annually for Fiscal Year 2026-2027. The Maximum Special Tax will be adjusted upward annually by 2% or by the rise of the Construction Cost Index (CCI), if it exceeds 2% for the San Francisco Region.

The levy of the special tax is subject to approval by qualified electors through a special election. Two additional resolutions are attached for Council consideration pertaining to this special election.

Today’s public hearing has been duly noticed and the attached resolutions and ordinance have been approved as to form by the City Attorney’s Office.

ENVIRONMENTAL FINDINGS

Pursuant to the definition in California Environmental Quality Act Guidelines Section 15378, this action is not a project.

LOCAL PREFERENCE

Local preference was not implemented, as this item does not include a bid or award of a construction or services contract.

FISCAL IMPACT

No City funds will be involved. All costs for services will be borne by the property owners within the subject territory.

Attachments:
Vicinity Map
Features Map
District Report
Director's Certificate
Levine Act Disclosure Statement Form
Resolution Annex-Levy
Resolution Calling Election
Resolution Declaring Results
Ordinance

CITY OF

FRESNO

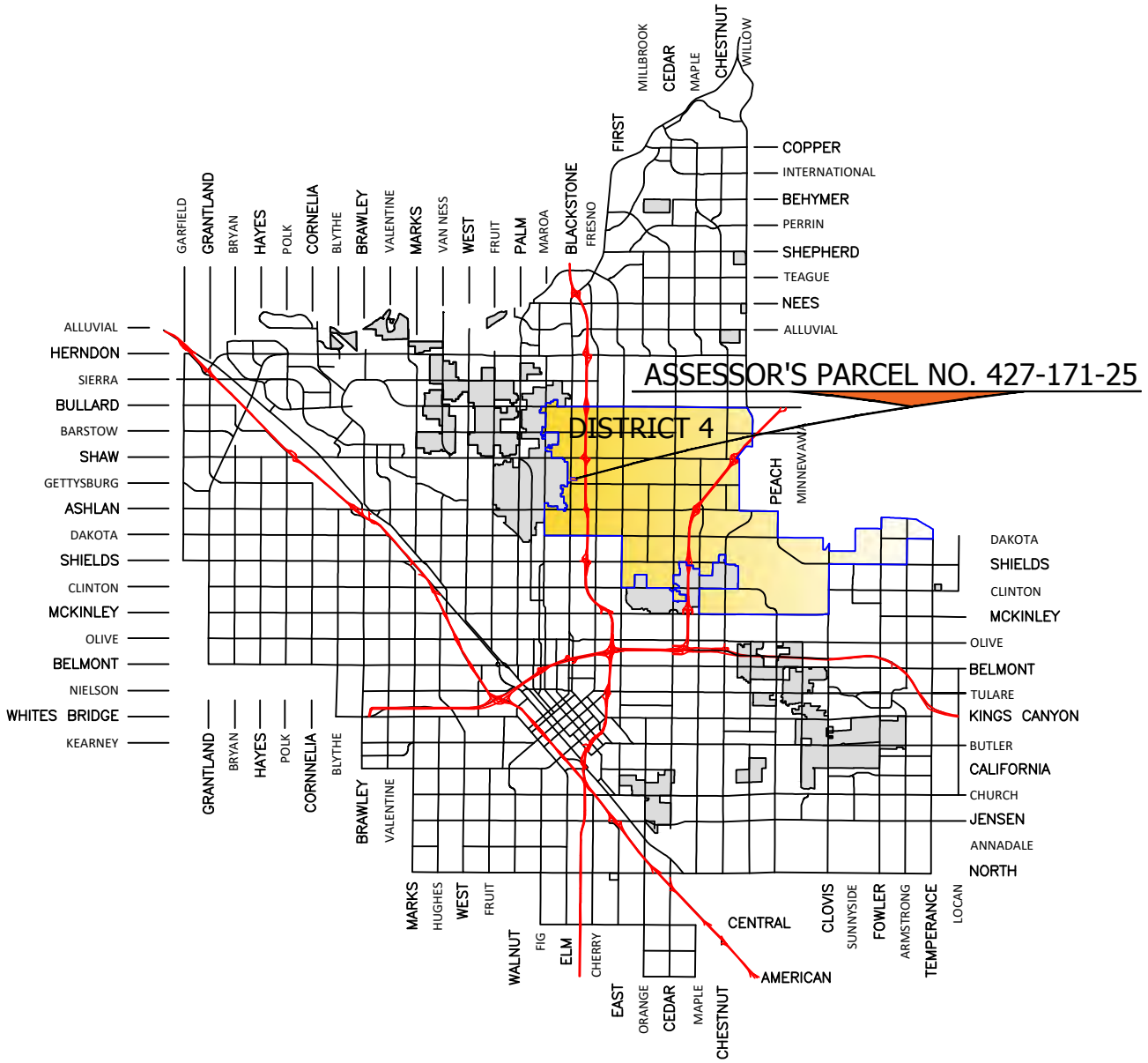
PUBLIC WORKS DEPARTMENT

LAND PLANNING SECTION

N

NOT TO SCALE

March 16, 2026



VICINITY MAP

ANNEXATION NO. 74
COMMUNITY FACILITIES DISTRICT NO. 9

CITY OF FRESNO

PUBLIC WORKS DEPARTMENT

LAND PLANNING SECTION

FEATURES TO BE ADDED BY ANNEXATION NO. 74

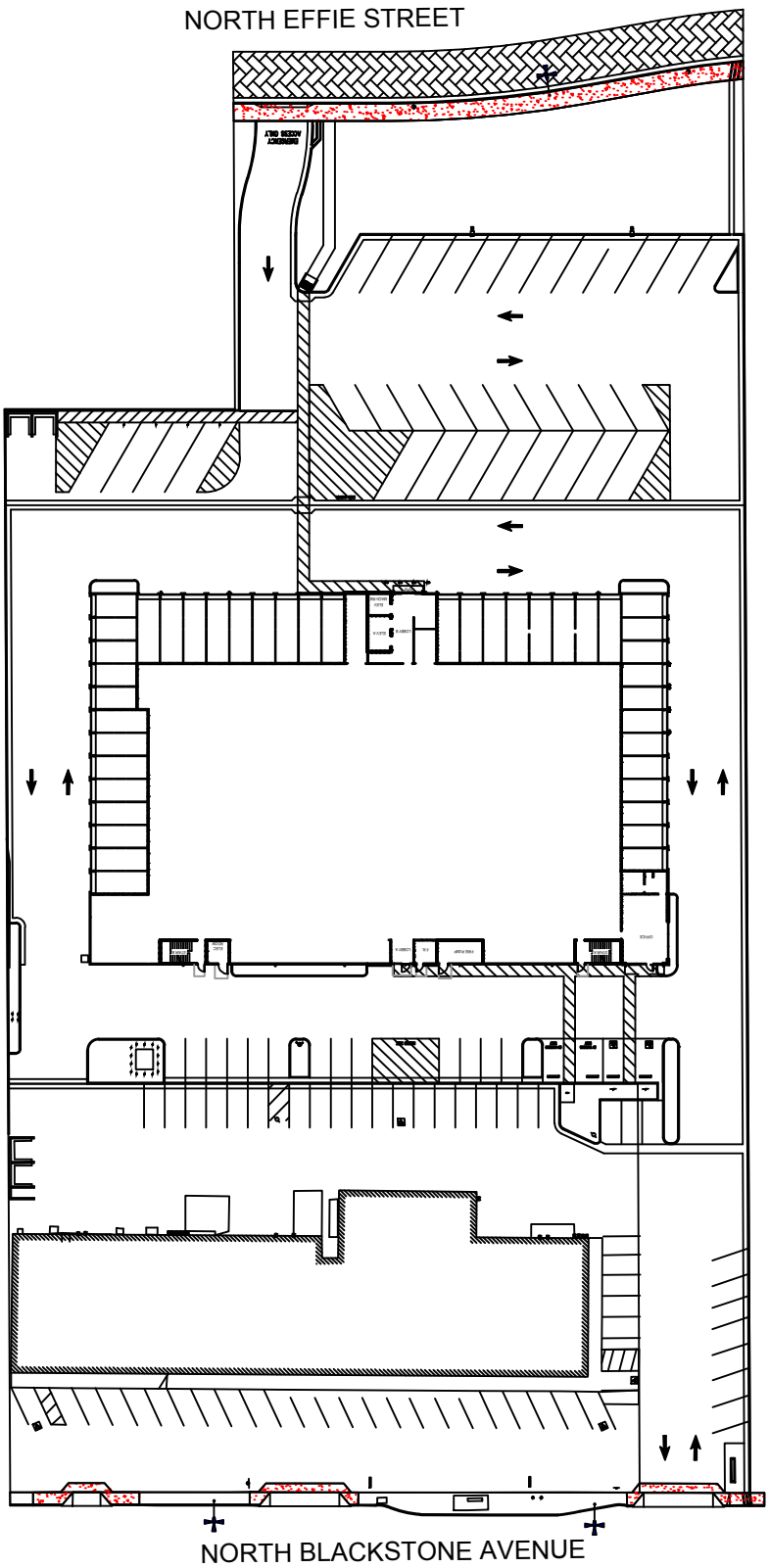
COMMUNITY FACILITIES DISTRICT NO. 9

ASSESSOR'S PARCEL NO. 427-171-25

N

NOT TO SCALE

March 16, 2026



CONCRETE IMPROVEMENTS:

SIDEWALK

CURB & GUTTER

LOCAL STREET PAVEMENT:

INTERIOR RESIDENTIAL

LIGHTING:

STREET

PEDESTRIAN

DISTRICT REPORT

City of Fresno

Community Facilities District No. 9

Annexation No. 74

Assessor's Parcel No. 427-171-25

CITY OF FRESNO
Community Facilities District No. 9
Annexation No. 74

COMMUNITY FACILITIES DISTRICT REPORT

CONTENTS

INTRODUCTION

A. Description of Services and Facilities.

B. Proposed Annexation Map No. 74 Boundaries.

C. Rate and Method of Apportionment of Special Taxes.

D. Shared Services and Facilities.

* * * * * * * * * * * * * * *

EXHIBIT A – Description of the Proposed Services

EXHIBIT B – Rate and Method of Appropriation

EXHIBIT C – Proposed Facilities to be Added by Annexation No. 74

CITY OF FRESNO
Community Facilities District No. 9
Annexation No. 74

INTRODUCTION

The City Council of the City of Fresno ("City") did, pursuant to the provision of the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code ("City Law"), on April 23, 2026, adopt Council Resolution No. 2026-075 entitled "A Resolution of the Council of the City of Fresno, California, of Intention to Annex the Territory Known as Assessor's Parcel Number 427-171-25 as Annexation No. 74 to the City of Fresno Community Facilities District No. 9 and to Authorize the Levy of Special Taxes". In Council Resolution No. 2026-075 the City expressly ordered the preparation of a written Community Facilities District Report ("District Report"), for the proposed Annexation No. 74, City of Fresno Community Facilities District No. 9 ("CFD No. 9").

The Council Resolution No. 2026-075 ordering the District Report directed that the District Report generally contain the following:

1. A description of the services which will be required to adequately meet the needs of CFD No. 9; and

2. An estimate of the fair and reasonable cost of the services including therewith.

For particulars, reference is made to the Resolution of Intention for CFD No. 9, as previously approved and adopted by the City.

NOW, THEREFORE, I, the Public Works Director of the City of Fresno, do hereby submit the following data:

A. Description of Services and Facilities. A general description and map of the proposed services and facilities are as shown in Exhibit A attached hereto and hereby made a part hereof.

B. Proposed Annexation Map No. 74 Boundaries. The proposed boundaries, shown on Annexation Map No. 74, are those properties and parcels in which special taxes may be levied to pay for the costs and expenses of the services and facilities. The proposed boundaries are described on Annexation Map No. 74, on file with the City Clerk of the City of Fresno, to which reference is hereby made.

C. Rate and Method of Apportionment of Special Taxes (RMA). The RMA for the services and facilities for Annexation Map No. 74 is set forth in Exhibit B attached hereto and hereby made a part hereof.

D. Shared Services and Facilities. There are no shared services for Assessor's Parcel No. 427-171-25.

By: Jill Gormley 4/28/2026
Jill M. Gormley, T.E., Assistant Director Date
Public Works Department

EXHIBIT A

City of Fresno

Community Facilities District No. 9
Formation

Description of Services currently financed by Community Facilities District No. 9

The services and operations (Services) that are to be financed by Community Facilities District No. 9 (CFD No. 9) are described below and are permitted by City of Fresno Special Tax Financing Law (Chapter 8, Division 1, Article 3 of the Fresno Municipal Code) and the Mello-Roos Community Facilities Act of 1982 (Chapter 2.5 commencing with Section 53311, of Part 1, Division 2, Title 5 of the California Government Code.)

I. Services may include all costs attributable to maintaining, servicing, cleaning, repairing and/or replacing all landscaping facilities (including reserves), including stamped concrete paving in medians and landscaped areas in public street rights-of-way, public trails, and, in instances where a required sound wall abuts a local City street and public landscape easements are officially dedicated for public use.

   General maintenance will include, without limitation, mowing, edging, fertilizing, seeding, aerating, and watering grass areas; repairing and replacing irrigation systems as necessary; staking, pruning, replacing and spraying of trees and shrubs; repairing and replacing paths, walkways and trails; repairing and replacing stamped concrete paving and removing litter, debris, and garbage.

II. Services may include all costs attributable to cleaning, maintaining, servicing, repairing and/or replacing all local ground level street infrastructures (including reserves) within local street rights-of-way. Such facilities may include, without limitation, street paving, curbs and gutters, sidewalks, street lighting, hydrants, inlets, street trees, street signage and street furniture.

Maintenance costs will also include a proportionate share of all other expenses that the City may incur in administering the CFD No. 9.

All Services shall be provided by the City of Fresno, with its own forces or by contract with third parties, or any combination thereof, to be determined entirely by the City of Fresno.

Nothing in this exhibit or any other exhibit or provision of this Resolution shall be construed as committing the City or CFD No. 9 to provide all of the authorized Services or to provide for the payment of or reimbursement for all of the authorized incidental expenses. The provision of Services and/or payment or reimbursement of incidental expenses shall be subject to the continued existence of CFD No. 9 and the availability of sufficient proceeds of special taxes within the District.

EXHIBIT A

City of Fresno

Community Facilities District No. 9
Annexation No. 74

Description of Services to be Financed by
Community Facilities District No. 9 for Assessor's Parcel No. 427-171-25

The services and operations described below (Services) to be financed by Community Facilities District No. 9 (CFD No. 9) for Assessor's Parcel No. 427-171-25, Annexation No. 74 are generally as described below.

Services shall include all costs attributable to cleaning, maintaining, servicing, repairing and/or replacing all ground level infrastructure (including reserves for replacement) within the public street rights-of-way associated with Assessor's Parcel No. 427-171-25. Such facilities include, without limitation, concrete curbs and gutters, sidewalks, street lighting, and local street paving associated with this development.

Services shall include all costs attributable to street lighting services.

Maintenance costs will also include a proportionate share of all other expenses that the City may incur in administering the CFD No. 9.

All Services shall be provided by the City of Fresno, with its own forces or by contract with third parties, or any combination thereof, to be determined entirely by the City of Fresno.

Nothing in this exhibit or any other exhibit or provision of this Resolution shall be construed as committing the City or CFD No. 9 to provide all of the authorized Services or to provide for the payment of or reimbursement for all of the authorized incidental expenses. The provision of Services and/or payment or reimbursement of incidental expenses shall be subject to the successful annexation of Annexation No. 74 to CFD No. 9 and the availability of sufficient proceeds of Special Taxes within CFD No. 9.

CITY OF FRESNO

PUBLIC WORKS DEPARTMENT

LAND PLANNING SECTION

FEATURES TO BE ADDED BY ANNEXATION NO. 74

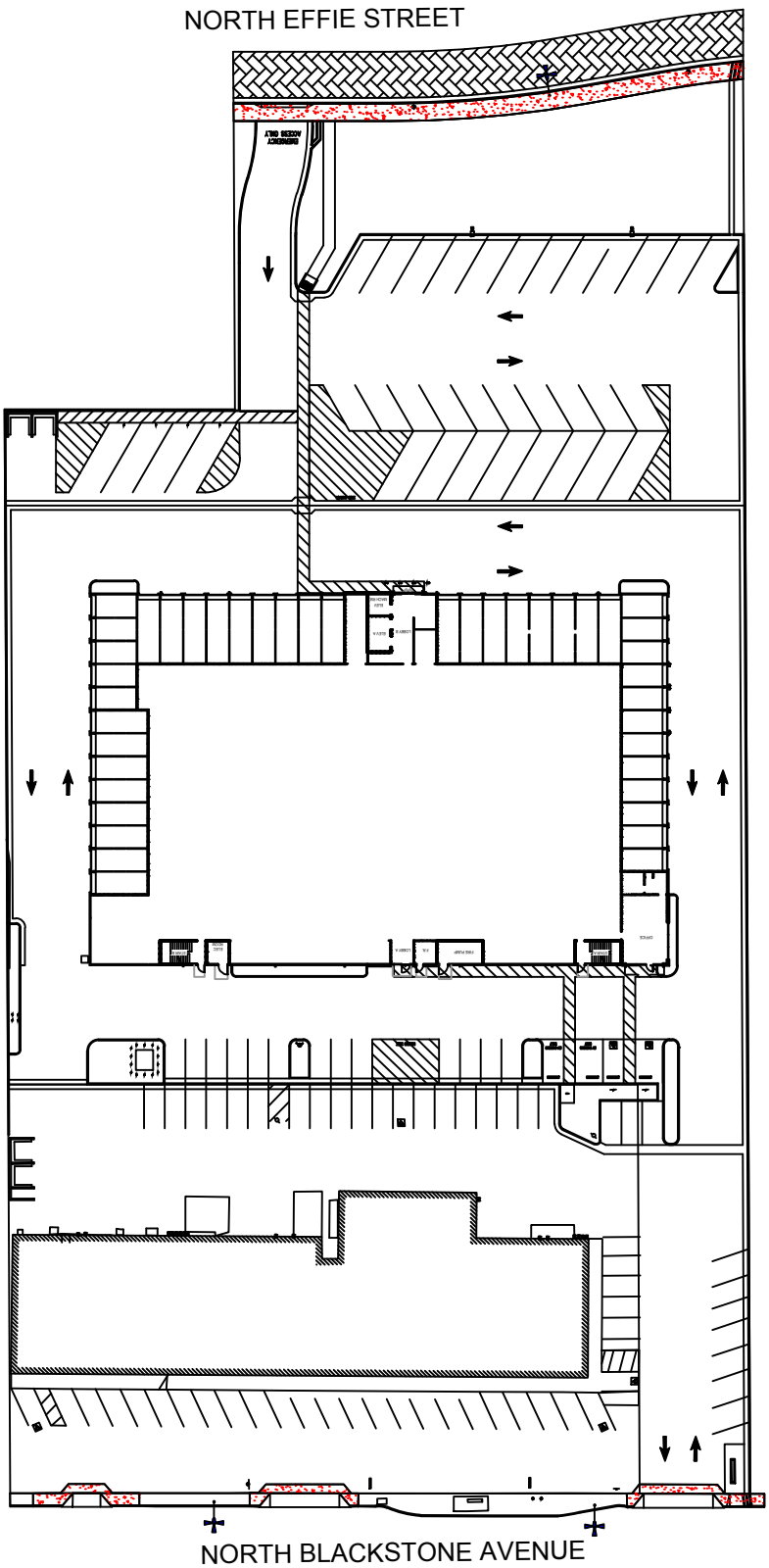
COMMUNITY FACILITIES DISTRICT NO. 9

ASSESSOR'S PARCEL NO. 427-171-25

N

NOT TO SCALE

March 16, 2026



CONCRETE IMPROVEMENTS:

SIDEWALK

CURB & GUTTER

LOCAL STREET PAVEMENT:

INTERIOR RESIDENTIAL

LIGHTING:

STREET

PEDESTRIAN

EXHIBIT B

City of Fresno

Community Facilities District No. 9
Annexation No. 74

Rate and Method of Apportionment of Special Tax

Cost Estimate

The estimate breaks down the costs of providing one year's Service for FY 2026-2027.

ITEM	DESCRIPTION	ESTIMATED COST
1	Landscape Operational Costs	$0.00
2	Other Operational Costs	$124.00
3	Reserve for Replacement	$1,121.00
4	Incidental Expenses	$37.00
	Total	$1,282.00

Subdivision or Development Appropriation Limit

Conditional Use Permit No.	Total Maximum Special Tax for Services per Acre	Appropriation Limit	Landowner
P24-04457	$301.65	$500,000.00	Pietro DeSantis
Assessor's Parcel Number 427-171-25			

EXHIBIT B

City of Fresno

Community Facilities District No. 9
Annexation No. 74

Rate and Method of Apportionment of Special Tax

A special tax applicable to each assessor's parcel in Community Facilities District No. 9 (CFD No. 9) shall be levied and collected according to the tax liability determined by the City Council of the City of Fresno, through the application of the appropriate amount or rate for taxable property, as described below. All of the property in CFD No. 9, unless exempted by law or by the provisions of Section E below, shall be taxed for the purposes, to the extent, and in the manner herein provided, including property subsequently annexed to CFD No. 9 unless a separate Rate and Method of Apportionment of Special Tax is adopted for the annexation area.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Assessor's Parcel" or "**Parcel"** means a lot or parcel shown on an assessor's parcel map with an assigned assessor's parcel number.

"Assessor's Parcel Map" means an official map of the County Assessor of the County of Fresno designating parcels by assessor's parcel number.

"City" means the City of Fresno.

"City Law" means the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code.

"Commercial or Industrial Developments or Subdivisions" means developments or subdivisions zoned for commercial or industrial uses.

"Council" means the City Council of the City of Fresno, acting as the legislative body of CFD No. 9.

"Developable Lot" means a lot that is anticipated development of residential or non-residential uses, and which is not an outlot, remainder parcel or other parcel which is not intended to be developed or which must be further subdivided before being developed.

"Development" means any assessor's parcel within the City of Fresno which is being developed for Industrial, Commercial, or Multi-Family purposes and requires a Building Permit.

"Excluded Parcels" means those assessor's parcels identified as ineligible for inclusion in CFD No. 9 as shown in "Attachment 1" of this Rate and Method of Apportionment of Special Tax.

"**Final Map"** means a final map, or portion thereof, approved by the Council pursuant to the Subdivision Map Act (California Government Code Section 66410 et seq.) that creates individual developable lots for which building permits may be issued. The term "Final Map" shall not include any assessor's parcel map or subdivision map or portion thereof, that does not create individual developable lots for which a building permit may be issued, including assessor's parcels that are designated as remainder parcels.

"Fiscal Year" means the period starting April 1 and ending on the following March 31.

"Maximum Special Tax" means the maximum special tax, determined in accordance with Section C, which can be levied in any Fiscal Year.

"Public Property" means any property within the boundaries of CFD No. 9 that is owned by the federal government, State of California or other local governments or public agencies.

"Reserve for Replacement" means a reasonable reserve pursuant to Fresno Municipal Code 8-1-303(e) (4), as a Service cost or expense and not as payment for public facilities under Government Code Section 53321(d).

"Residential Development or Subdivision" means developments or subdivisions zoned for residential multi-family uses.

"Residential Unit" means a multi-family residential dwelling unit and shall include condominiums, town homes, duplex, triplex and fourplex units, and individual apartment units in a multi-family subdivision. For purposes of the levy of special taxes pursuant to Section B below, "Residential Units" shall include dwelling units already built on taxable property in CFD No. 9, as well as dwelling units planned, but not yet built, when the special tax is levied each fiscal year.

"Shared Services" means the costs of services are paid equally by the property owners of two or more subdivisions.

"Special Tax" means any special tax to be levied each fiscal year on assessor's parcels of taxable property to fund the Special Tax Requirement as defined below.

"Special Tax Requirement" means the amount necessary in any fiscal year to (i) pay authorized maintenance and improvement expenses, (ii) pay administrative expenses of CFD No. 9, and (iii) cure any delinquencies in the payment of special taxes levied in prior fiscal years or (based on delinquencies in the payment of special taxes which have already taken place) are expected to occur in the fiscal year in which the tax will be collected.

"Subdivision" means the division, by any subdivider, of any unit or units of improved or unimproved land, or any portion thereof, shown on the latest equalized county assessment roll as a unit or as contiguous units, for the purpose of sale, lease, or financing whether immediate or future. Property shall be considered as contiguous units, even if it is separated by roads, streets, utility easement or railroad rights-of-way. "Subdivision" includes a condominium project, as defined in Section 4125 of the Civil Code, a community apartment project, as defined in Section 4105 of the Civil Code.

"Taxable Property" means all of the assessor's parcels within the boundaries of CFD No. 9 which are not exempt from the special tax pursuant to law or Section E below.

B. CALCULATIONS

COMMERCIAL AND INDUSTRIAL DEVELOPMENTS OR SUBDIVISIONS

On or about April 1 of each fiscal year, the City of Fresno (City) or its designee shall determine how many square feet of taxable area are in each assessor's parcels within each commercial or industrial development or subdivision of CFD No. 9.

For commercial or industrial developments or subdivisions, the area to be taxed is the total area within each assessor's parcels of the subdivision or development not designated as public right-of-way and is not to exceed the Maximum Special Tax identified for the development or subdivision in Section C, Table 1 below.

RESIDENTIAL SUBDIVISIONS

On or about April 1 of each fiscal year, the City or its designee shall determine how many residential units are built, or allowed to be built, on assessor's parcels within CFD No. 9. For parcels of undeveloped property zoned for development of multi-family units, the number of residential units shall be determined by referencing the condominium plan, apartment plan, site plan or other development plan, or by assigning the maximum allowable units permitted based on the underlying zoning for the parcel. Once a multi-family building or buildings have been built on an assessor's parcel, the City or its designee shall determine the actual number of residential units contained within the building or buildings, and the special tax levied against the parcel in the next fiscal year shall be calculated by dividing the Special Tax Requirement by the actual number of residential units not to exceed the Maximum Special Tax per residential unit identified for the subdivision in Section C, Table 1 below.

C. MAXIMUM SPECIAL TAX

The Maximum Special Tax (MST) applicable to each assessor's parcel in CFD No. 9 shall be specific to each development, subdivision, subdivisions, or portion thereof within CFD No. 9. When additional property is annexed into CFD No. 9, the rate and method adopted for the annexed property shall reflect the MST for the development, subdivision, subdivisions, or respective portion thereof then annexed.

The MST applicable to each development, subdivision, subdivisions, or portion thereof in CFD No. 9 shall be the rate that is created at the time of CFD No. 9 annexation expressly for the individual development, subdivision, subdivisions, or portion thereof being annexed to CFD No. 9 at that time. Beginning in January of each year, the MST will be adjusted upward annually by 2% or by the rise of the Construction Cost Index (CCI), if it exceeds 2%, for the San Francisco Region for the prior 12-month period (December through December) as published in the Engineering News Record, or published in a comparable index if the Engineering News Record is discontinued or otherwise not available. Each annual adjustment of the MST shall become effective on the subsequent July 1.

Subject to the maximum limit set by the MST, the Special Tax for the commercial, industrial or multi-family development or subdivision assessor's parcels is calculated by spreading the Special Tax Requirement to the total taxable square footage of the development or subdivision and then apportioned proportionately by area to the individual assessor's parcels within the development or subdivision or by the number of residential units as applicable.

The total Maximum Special Tax for Fiscal Year 2026-2027 for Annexation No. 74 of CFD No. 9 is identified in Table 1 below:

Table 1
Maximum Special Tax
(Fiscal Year 2026-2027)

Commercial Development*	***Total Maximum Special Tax per Acre***
P24-04457	$301.65
Assessor's Parcel Number 427-171-25	
*A Special Tax shall be levied on all assessor's parcels within an identified development or subdivision except excluded parcels as identified in Attachment 1.	

D. METHOD OF LEVY AND COLLECTION OF THE SPECIAL TAX

Commencing with Fiscal Year 2026-2027, the Special Tax shall be levied on all parcels of taxable property as follows:

Step 1: Determine the Special Tax Requirement (as defined in Section A above) for the fiscal year in which the special tax will be collected;

Step 2: Calculate the total special tax revenues that could be collected from taxable property within CFD No. 9 based on applying the Maximum

Special Tax rates determined pursuant to Section C above to each parcel of taxable property in CFD No. 9;

If the amount determined in Step 1 is greater than or equal to the amount calculated in Step 2, levy the Maximum Special Tax set forth in Table 1 above on all parcels of taxable property in CFD No. 9;

If the amount determined in Step 1 is less than the amount calculated in Step 2, levy the Special Tax proportionately against all parcels of taxable property up to 100% of the Maximum Special Tax for each subdivision as identified in Table 1, until the amount of the Special Tax levy equals the Special Tax Requirement for that fiscal year.

The Special Tax for CFD No. 9 shall be collected in the same manner and at the same time as ordinary ad valorem property taxes, provided, however, that CFD No. 9 may (under the authority of Government Code 53340), in any particular case, bill the taxes directly to the property owner off of the County of Fresno tax roll, and the Special Taxes will be equally subject to penalties and foreclosure if delinquent.

E. EXEMPTIONS

Notwithstanding any other provision of this Rate and Method of Apportionment of Special Tax, no Special Tax shall be levied on parcels that have been conveyed to a public agency, except as otherwise provided in City Law, and properties receiving a welfare exemption under subdivision (g) of Section 214 of the Revenue and Taxation Code. In addition, no Special Tax shall be levied on excluded parcels or parcels that are determined not to be developable lots.

EXHIBIT B

ATTACHMENT 1

City of Fresno

Community Facilities District No. 9
Annexation No. 74

Excluded Parcels

THERE ARE NO EXCLUDED PARCELS WITHIN THE BOUNDARIES OF ANNEXATION NO. 74

EXHIBIT C

CITY OF FRESNO
COMMUNITY FACILITIES DISTRICT NO. 9
AND ANNEXATION NO. 74

Description of Facilities to be added by Annexation No. 74 and maintained by Community Facilities District No. 9.

The proposed facilities to be maintained shall consist of:

1. The curbs and gutters, sidewalks, streetlights, and local street paving along Blackstone Avenue and Effie Street adjacent to this development.

These facilities are generally located on the attached Exhibit A (page A-3.)

Plans and specifications for the existing improvements are filed herewith and are incorporated herein by reference to the items as listed and enumerated in the documents as described below:

Ground level infrastructures and street lighting are as shown on Street and Street Light Construction Plans approved by the City of Fresno for Conditional Use Permit No. P24-04457 on file at the City of Fresno, Public Works Department.

CERTIFICATE OF PUBLIC WORKS DIRECTOR

Community Facilities District No. 9

Annexation No. 74

I, **Jill M. Gormley**, hereby declare:

I am familiar with Annexation Map No. 74 of the City of Fresno Community Facilities District No. 9 ("CFD No. 9"). I have also prepared, from county records, the list of private property owners within Annexation Map No. 74 of CFD No. 9 attached hereto. I have also personally inspected the land within Annexation Map No. 74 of CFD No. 9 and have noted that there are no dwellings therein that may contain registered voters. I have cross-checked the records with the County Registrar of Voters, as well as inquired directly of the County Registrar's records. I have done all of this to determine the number of registered voters, if any, residing within the boundaries of Annexation Map No. 74 of CFD No. 9.

Based on the foregoing, I have determined that there were no registered voters residing within Annexation Map No. 74 of CFD No. 9.

Attached to this declaration are the names and addresses of the persons owning private property within Annexation Map No. 74 of CFD No. 9. The total number of votes to be cast in the election is five (5) based on the formula of one vote for each acre, or portion of an acre, owned.

I certify that the foregoing is true and correct as of April 28, 2026.

CITY OF FRESNO

By: Jill Gormley

Jill M. Gormley, T.E., Assistant Director
Public Works Department

Landowner(s)

Conditional Use Permit
No. P24-04457

Pietro De Santis
340 W Cromwell Ave Ste 101
Fresno, CA 93711

APN: 427-171-25

Docusign Envelope ID: CB2E19F1-B029-482B-825A-049533BD265F

APPLICANT'S NAME: Angeline Ji Ling
(Submit with Application)

THIS FORM IS A PUBLIC RECORD

LEVINE ACT DISCLOSURE STATEMENT FOR LICENSES, PERMITS, OR OTHER ENTITLEMENTS FOR USE (DEVELOPMENT)

Background: California Government Code § 84308, commonly referred to as the "Levine Act," prohibits City Officers from participating in any proceeding concerning a license, permit, other entitlement for use, franchise, or contract (collectively "license, permit, or contract") if they receive campaign contribution(s) from a Party or Participant to the proceeding, or their Agents, totaling more than $500 in the preceding 12 months. The Levine Act also prohibits City Officers from accepting, soliciting, or directing campaign contributions over $500 from Parties or Participants to a proceeding, or in *any* amount by their Agents, while a proceeding is pending and for 12 months following the final decision in a proceeding. See definitions of Party, Participant, and Agent in the Definitions attached.

Levine Act requirements apply when the City Officer or the body of which they are a member has the authority to make any decision or recommendation in the proceeding. City Officers include City elected or appointed officers, their alternates, and any candidate for elective office. City Officers are listed at the following sites:

- *City elected officers* - https://www.fresno.gov/cityofficials/
- *Board members and Commissioners* - https://www.fresno.gov/cityclerk/#boards-&-commission- application

Parties are responsible for reviewing and disclosing on the record of a proceeding their and their Agent's campaign contributions to City Officers over $500 in the 12 months preceding any decision rendered by the agency. A "Party" to a proceeding means the applicant as well as the subject of the proceeding.

Both the applicant and the subject of a proceeding are required to provide information about campaign contributions to City Officers made by them, their Agents on behalf of them or their organization(s), their organization(s) subject to the proceeding with the City, and any organization they direct or control pursuant to the aggregation rules set forth by FPPC Reg. § 18438.5, except for uncompensated officers of a nonprofit organization. When a closed corporation is a Party or Participant to a proceeding subject to the Levine Act, the majority shareholder is subject to the disclosure and prohibition requirements of the Levine Act.

DISCLOSURES

Applicants and subjects of proceedings are responsible for reviewing the names of the City Officers and aggregation rules linked above prior to making the following disclosures:

FOR THE APPLICANT: Have you or your company, or any Agent on behalf of you or your company, or any organization you direct or control, made campaign contributions of more than $500 to a City Officer in the 12 months preceding the date of the submission of your bid or proposal, or the anticipated date of any action by a City Officer related to this proceeding?

YES:____ NO: X

If yes, please identify the City Officer(s), Contributing Entity and if they are a Party or an Agent, and date(s) of contribution(s) in the spaces below:

City Officer(s) Name(s)	Contributing Entity	Date(s) of Contribution(s)
NA		

Docusign Envelope ID: CB2E19F1-B029-482B-825A-049533BD265F

APPLICANT'S NAME: Angeline Ji Ling
(Submit with Application)

FOR THE ENTITY OR PERSON THAT IS THE SUBJECT OF PROCEEDING: Have you or your company, or any Agent on behalf of you or your company, or any organization you direct or control, made campaign contributions of more than $500 to a City Officer in the 12 months preceding the date of the submission of your bid or proposal, or the anticipated date of any action by a City Officer related to this proceeding?

YES:____ NO: X

If yes, please identify the City Officer(s), Contributing Entity and if they are a Party or an Agent, and date(s) of contribution(s) in the spaces below:

City Officer(s) Name(s)	Contributing Entity	Date(s) of Contribution(s)
NA		

Answering yes to the question above does not preclude the City of Fresno from awarding a license, permit, or contract or taking any subsequent action related to the proceeding.

ENTITY OWNERSHIP

To facilitate City Officials' compliance with the Levine Act, the City requests Parties (both applicants and subjects of the proceeding) disclose the ownership of their companies or entities they control. **Applications will not be denied if this information is not provided, but the disclosure above is legally required.**

Name of **Applicant**:

Hawkins Companies LLC | Angeline Ji Ling | Pre-Dev Project Manager

Address:
855 W Broad St., Ste 300, Boise, ID, 83702

List the names of all principals, partners, and/or trustees. For corporations, provide names of officers, directors, and all stockholders owning more than 10% equity interest in corporation:

Class A Member: Hawkins Legacy Management Trust, co-trustees: Jennifer L. Halker, Mathew L. Hawkins, Mark R. Hawkins, Megan Stephens, Sybil Hawkins;

Class B Member: GRH Holdings LLC; Manager: GRH Management LLC

Docusign Envelope ID: CB2E19F1-B029-482B-825A-049533BD265F

APPLICANT'S NAME: _____
(Submit with Application)

Name of the entity or person that is the **Subject of Proceeding:**

Hawkins Companies LLC

Address:
855 W Broad St., Ste 300, Boise, ID, 83702

List the names of all principals, partners, and/or trustees. For corporations, provide names of officers, directors, and all stockholders owning more than 10% equity interest in corporation:

Class A Member: Hawkins Legacy Management Trust, co-trustees: Jennifer L. Halker, Mathew L. Hawkins, Mark R. Hawkins, Megan Stephens, Sybil Hawkins;

Class B Member: GRH Holdings LLC; Manager: GRH Management LLC

SIGNATURES

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Angeline Ji Ling
Name of Applicant

Angeline Ji Ling | Pre-Dev Project Manager
Print Name and Title of Authorized Representative

Angeline Ji
Signature

3/11/26
Date

Hawkins Companies LLC,
an Idaho limited liability company
By: GRH Management LLC,
an Idaho limited liability company,
Its Manager

By: DocuSigned by: Brian Huffaker D13F2BA8201F477...
Brian Huffaker, Manager

Date: 3/12/2026 | 8:49 AM MDT

Docusign Envelope ID: CB2E19F1-B029-482B-825A-049533BD265F

APPLICANT'S NAME: _____
(Submit with Application)

LEVINE ACT DISCLOSURE STATEMENT
DEFINITIONS

Term	Definition	Law
Covered Proceedings	A license, permit, or other entitlement for use, meaning all business, professional, trade, and land use licenses and permits and all other entitlements for use, including all entitlements for land use, all contracts, and all franchises. Including a proceeding to grant, deny, revoke, restrict, or modify a license, permit or other entitlement for use, that does not solely involve purely ministerial decisions and is: (1) Applied for by the party; (2) Formally or informally requested by the party; or (3) A contract between the agency and the party or a franchisee granted by the agency to the party, *other than those* competitively bid, labor contract, personal employment contract, valued under $50,000, between two or more agencies, where no party receives financial compensation, periodic review of or renewal of a development agreement with no material changes; or a periodic review or renewal of competitively bid contracts (unless material modifications or amendments valued at >10% value of the contract $50,000, whichever is less).	FPPC Reg 18438.2(a)
Party	Any person who files an application for, or is the subject of, a proceeding involving a license, permit, or other entitlement for use.	Gov. Code 84308(a)(1)
Participant	Any person who is not a party but who actively supports or opposes a particular decision in a proceeding involving a license, permit, or other entitlement for use and who has a financial interest in the decision. A person actively supports or opposes a particular decision in a proceeding if that person lobbies in person the officers or employees of the agency, testifies in person before the agency, or otherwise acts to influence officers of the agency.	Gov. Code 84308(a)(2); *see also* FPPC Reg. 18348.4
Agent	A person who represents a party or participant for compensation and appears before or otherwise communicates with the governmental agency for the purpose of influencing the pending proceeding. See FPPC Reg 18438.3 for exceptions for certain consultants.	FPPC Reg 18438.3
Competitively Bid	Competitively bid contracts are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process. A contract required by law to be awarded to the lowest responsible bidder with a responsive bid, or, if the successful bidder refuses or fails to execute the contract, to the next lowest responsive bidder.	Gov. Code 84308(a)(5)(B); FPPC Reg 18438.2(a)(3)(A)
Labor Contract	A contract or agreement reached through collective bargaining or with a representative group regarding the salary, benefits, or terms and conditions under an employment or retirement policy for employees or retirees, including a project labor agreement entered under Public Contract Code Section 2500.	FPPC Reg 18438.2(a)(3)(B)
Personal Employment Contract	A contract for employment, including the terms and conditions of employment, between the agency and an agency employee. A contract with an independent contractor is NOT a personal employment contract.	FPPC Reg 18438.2(a)(3)(C)-(D)

Additional information on the Levine Act: https://www.fppc.ca.gov/content/dam/fppc/NS-Documents/TAD/Campaign%20Documents/84308/Section%2084308%20and%20Parties%20and%20Participants%20Guide.pdf

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, TO ANNEX TERRITORY TO COMMUNITY FACILITIES DISTRICT NO. 9 AND AUTHORIZING THE LEVY OF A SPECIAL TAX FOR ANNEXATION NO. 74

WHEREAS, on April 23, 2026, the Council of the City of Fresno (Council) adopted Council Resolution No. 2026-075 to annex the Territory Identified as APN 427-171-25 to the City of Fresno, Community Facilities District No. 9 (CFD No. 9) and to Authorize the Levy of Special Taxes, pursuant to the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code (City Law); and

WHEREAS, Council Resolution No. 2026-075, incorporating a map of the area proposed for annexation to CFD No. 9, and stating the Services (as hereinafter defined) to be provided, the estimated maximum cost of providing such Services, and the rate and method of apportionment of the special tax to be levied within Annexation No. 74 of CFD No. 9 to finance the Services with respect to Annexation No. 74 of CFD No. 9, is on file with the City Clerk of the City of Fresno (City Clerk), and the provisions thereof are incorporated herein by this reference as if fully set forth herein; and

WHEREAS, on this date, this Council held a noticed public hearing, as required by City Law and Council Resolution No. 2026-075, concerning the annexation of territory to CFD No. 9; and

WHEREAS, at the hearing all interested persons desiring to be heard on the annexation of territory to CFD No. 9, the Services to be provided therein and the levy of said special tax were heard and a full fair hearing was held; and

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: _____

WHEREAS, at the hearing evidence was presented to this Council on the proposed annexation before it, including a report by the Public Works Director (District Report) as to the Services to be provided through CFD No. 9 and the costs thereof, and a copy of the District Report is on file with the City Clerk; and

WHEREAS, pursuant to Government Code Section 53339.6, the City Clerk or designee did not receive written protests with respect to the proposed annexation, the specified types of services to be furnished therein, or the rate and method of apportionment of the special taxes therein, from any of the following: (1) at least 50% of the registered voters or six registered voters, whichever is more, residing within the existing community facilities district; (2) at least 50% of the registered voters or six registered voters, whichever is more, residing within the territory proposed for annexation; (3) property owners not exempt from the special tax and owning at least one-half of the area of land in the territory included in the existing community facilities district; or (4) property owners not exempt from the special tax and owning at least one-half of the area of land in the territory proposed for annexation; and

WHEREAS, the Special Tax proposed to be levied upon the territory, if annexed, to pay for the proposed Services (set forth in Exhibit A, Page A-2 hereto), has not been eliminated through protest of at least 50% or more of the registered voters residing within the territory proposed for annexation, or through protests of landowners not exempt from the special tax and owning at least one-half of the area of land within the proposed annexation.

NOW, THEREFORE, BE IT RESOLVED, by the Council of the City of Fresno as follows:

1. **Recitals.** The foregoing recitals are true and correct.

2. **No Majority Protest.** The proposed special tax to be levied within the proposed annexation has not been precluded by majority protest pursuant to City Law.

3. **Prior Proceedings.** The Council duly considered all prior proceedings for the proposed annexation and the levy of the special tax therein, and finds and determines that the proceedings are valid and conform to the requirements of City Law. This Council hereby finds and determines that the proposed annexation conforms to the Goals and Policies that this Council adopted respecting the formation of CFD No. 9.

4. **Boundaries Described.** The boundaries of the proposed annexation, set forth in the map of the area proposed for annexation to CFD No. 9, recorded in the Fresno County Recorder's Office in Book 47 page 58 of Maps of Assessment and Community Facilities Districts, are approved, incorporated herein by reference, and shall be the boundaries of Annexation No. 74.

5. **Services.** The types of Services proposed to be financed by Annexation No. 74 of CFD No. 9 and pursuant to City Law shall consist of those listed as services on page A-2 of Exhibit A in the District Report on file with the City Clerk (Services), which are also attached hereto and incorporated herein by this reference.

6. **Special Taxes.** Except to the extent that funds are otherwise available to CFD No. 9 to pay for the Services, a special tax sufficient to pay the costs thereof, secured by a continuing lien against all non-exempt real property in CFD No. 9, including the territory to be annexed, will be levied annually within CFD No. 9, and collected in the same manner as ordinary ad valorem property taxes or in any other manner as this Council or its designee shall determine, including direct billing of the affected property

owners. The proposed rate and method of apportionment of the special tax among the parcels of real property within the territory of the proposed annexation, in sufficient detail to allow each landowner within the territory of the proposed annexation to estimate the probable maximum amount such owner will have to pay, is described in the District Report on file with the City Clerk and attached hereto as Exhibit B and incorporated herein by this reference.

7. **Tax Collection Authority.** The Public Works Director of the City of Fresno or designee, 2600 Fresno Street, Fresno, California 93721 telephone number (559) 621-1492 is the officer who will be responsible for preparing annually a current roll of special tax levy obligations by assessor's parcel number and estimating future special tax levies pursuant to City Law.

8. **Tax Lien.** Upon recordation of a Notice of Special Tax Lien, pursuant to Section 3114.5 of the California Streets and Highways Code, a continuing lien to secure each levy of the special tax shall attach to all non-exempt real property in the proposed annexation area. This lien shall continue in force and effect until the special tax obligation ceases and the lien is canceled in accordance with law or until collection of the tax by the City of Fresno ceases.

9. **Appropriations Limit.** In accordance with City Law, the annual appropriations limit, as defined by subdivision (h) of Section 8 of Article XIII B of the California Constitution, of the proposed annexation, is hereby preliminarily established at $500,000.00 and said appropriations limit shall be submitted to the voters of the proposed annexation as hereafter provided. The proposition establishing said annual

appropriations limit shall become effective if approved by the qualified electors voting thereon and shall be adjusted in accordance with the applicable provisions of City Law.

10. **Election.** Pursuant to the provisions of City Law, the levy of the special tax and the proposition to establish the appropriations limit specified above shall be submitted to the qualified electors of the proposed annexation at an election the time, place and conditions of which election shall be as specified by a separate resolution of this Council.

11. **Effective Date.** This Resolution shall be effective upon final approval.

Attachments:
Exhibit A - Description of Services
Exhibit B - Rate and Method of Apportionment of Special Tax

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

BY: _____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

BY: _____
Brent Richardson Date
Deputy City Attorney

EXHIBIT A

City of Fresno

Community Facilities District No. 9
Formation

Description of Services currently financed by Community Facilities District No. 9

The services and operations (Services) that are to be financed by Community Facilities District No. 9 (CFD No. 9) are described below and are permitted by City of Fresno Special Tax Financing Law (Chapter 8, Division 1, Article 3 of the Fresno Municipal Code) and the Mello-Roos Community Facilities Act of 1982 (Chapter 2.5 commencing with Section 53311, of Part 1, Division 2, Title 5 of the California Government Code.)

I. Services may include all costs attributable to maintaining, servicing, cleaning, repairing and/or replacing all landscaping facilities (including reserves), including stamped concrete paving in medians and landscaped areas in public street rights-of-way, public trails, and, in instances where a required sound wall abuts a local City street and public landscape easements are officially dedicated for public use.

   General maintenance will include, without limitation, mowing, edging, fertilizing, seeding, aerating, and watering grass areas; repairing and replacing irrigation systems as necessary; staking, pruning, replacing and spraying of trees and shrubs; repairing and replacing paths, walkways and trails; repairing and replacing stamped concrete paving and removing litter, debris, and garbage.

II. Services may include all costs attributable to cleaning, maintaining, servicing, repairing and/or replacing all local ground level street infrastructures (including reserves) within local street rights-of-way. Such facilities may include, without limitation, street paving, curbs and gutters, sidewalks, street lighting, hydrants, inlets, street trees, street signage and street furniture.

Maintenance costs will also include a proportionate share of all other expenses that the City may incur in administering the CFD No. 9.

All Services shall be provided by the City of Fresno, with its own forces or by contract with third parties, or any combination thereof, to be determined entirely by the City of Fresno.

Nothing in this exhibit or any other exhibit or provision of this Resolution shall be construed as committing the City or CFD No. 9 to provide all of the authorized Services or to provide for the payment of or reimbursement for all of the authorized incidental expenses. The provision of Services and/or payment or reimbursement of incidental expenses shall be subject to the continued existence of CFD No. 9 and the availability of sufficient proceeds of special taxes within the District.

EXHIBIT A

City of Fresno

Community Facilities District No. 9
Annexation No. 74

Description of Services to be Financed by
Community Facilities District No. 9 for Assessor's Parcel No. 427-171-25

The services and operations described below (Services) to be financed by Community Facilities District No. 9 (CFD No. 9) for Assessor's Parcel No. 427-171-25, Annexation No. 74 are generally as described below.

Services shall include all costs attributable to cleaning, maintaining, servicing, repairing and/or replacing all ground level infrastructure (including reserves for replacement) within the public street rights-of-way associated with Assessor's Parcel No. 427-171-25. Such facilities include, without limitation, concrete curbs and gutters, sidewalks, street lighting, and local street paving associated with this development.

Services shall include all costs attributable to street lighting services.

Maintenance costs will also include a proportionate share of all other expenses that the City may incur in administering the CFD No. 9.

All Services shall be provided by the City of Fresno, with its own forces or by contract with third parties, or any combination thereof, to be determined entirely by the City of Fresno.

Nothing in this exhibit or any other exhibit or provision of this Resolution shall be construed as committing the City or CFD No. 9 to provide all of the authorized Services or to provide for the payment of or reimbursement for all of the authorized incidental expenses. The provision of Services and/or payment or reimbursement of incidental expenses shall be subject to the successful annexation of Annexation No. 74 to CFD No. 9 and the availability of sufficient proceeds of Special Taxes within CFD No. 9.

EXHIBIT B

City of Fresno

Community Facilities District No. 9
Annexation No. 74

Rate and Method of Apportionment of Special Tax

Cost Estimate

The estimate breaks down the costs of providing one year's Service for FY 2026-2027.

ITEM	DESCRIPTION	ESTIMATED COST
1	Landscape Operational Costs	$0.00
2	Other Operational Costs	$124.00
3	Reserve for Replacement	$1,121.00
4	Incidental Expenses	$37.00
	Total	$1,282.00

Subdivision or Development Appropriation Limit

Conditional Use Permit No.	Total Maximum Special Tax for Services per Acre	Appropriation Limit	Landowner
P24-04457	$301.65	$500,000.00	Pietro DeSantis
Assessor's Parcel Number 427-171-25			

EXHIBIT B

City of Fresno

Community Facilities District No. 9
Annexation No. 74

Rate and Method of Apportionment of Special Tax

A special tax applicable to each assessor's parcel in Community Facilities District No. 9 (CFD No. 9) shall be levied and collected according to the tax liability determined by the City Council of the City of Fresno, through the application of the appropriate amount or rate for taxable property, as described below. All of the property in CFD No. 9, unless exempted by law or by the provisions of Section E below, shall be taxed for the purposes, to the extent, and in the manner herein provided, including property subsequently annexed to CFD No. 9 unless a separate Rate and Method of Apportionment of Special Tax is adopted for the annexation area.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Assessor's Parcel" or "**Parcel"** means a lot or parcel shown on an assessor's parcel map with an assigned assessor's parcel number.

"Assessor's Parcel Map" means an official map of the County Assessor of the County of Fresno designating parcels by assessor's parcel number.

"City" means the City of Fresno.

"City Law" means the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code.

"Commercial or Industrial Developments or Subdivisions" means developments or subdivisions zoned for commercial or industrial uses.

"Council" means the City Council of the City of Fresno, acting as the legislative body of CFD No. 9.

"Developable Lot" means a lot that is anticipated development of residential or non-residential uses, and which is not an outlot, remainder parcel or other parcel which is not intended to be developed or which must be further subdivided before being developed.

"Development" means any assessor's parcel within the City of Fresno which is being developed for Industrial, Commercial, or Multi-Family purposes and requires a Building Permit.

"Excluded Parcels" means those assessor's parcels identified as ineligible for inclusion in CFD No. 9 as shown in "Attachment 1" of this Rate and Method of Apportionment of Special Tax.

"**Final Map"** means a final map, or portion thereof, approved by the Council pursuant to the Subdivision Map Act (California Government Code Section 66410 et seq.) that creates individual developable lots for which building permits may be issued. The term "Final Map" shall not include any assessor's parcel map or subdivision map or portion thereof, that does not create individual developable lots for which a building permit may be issued, including assessor's parcels that are designated as remainder parcels.

"Fiscal Year" means the period starting April 1 and ending on the following March 31.

"Maximum Special Tax" means the maximum special tax, determined in accordance with Section C, which can be levied in any Fiscal Year.

"Public Property" means any property within the boundaries of CFD No. 9 that is owned by the federal government, State of California or other local governments or public agencies.

"Reserve for Replacement" means a reasonable reserve pursuant to Fresno Municipal Code 8-1-303(e) (4), as a Service cost or expense and not as payment for public facilities under Government Code Section 53321(d).

"Residential Development or Subdivision" means developments or subdivisions zoned for residential multi-family uses.

"Residential Unit" means a multi-family residential dwelling unit and shall include condominiums, town homes, duplex, triplex and fourplex units, and individual apartment units in a multi-family subdivision. For purposes of the levy of special taxes pursuant to Section B below, "Residential Units" shall include dwelling units already built on taxable property in CFD No. 9, as well as dwelling units planned, but not yet built, when the special tax is levied each fiscal year.

"Shared Services" means the costs of services are paid equally by the property owners of two or more subdivisions.

"Special Tax" means any special tax to be levied each fiscal year on assessor's parcels of taxable property to fund the Special Tax Requirement as defined below.

"Special Tax Requirement" means the amount necessary in any fiscal year to (i) pay authorized maintenance and improvement expenses, (ii) pay administrative expenses of CFD No. 9, and (iii) cure any delinquencies in the payment of special taxes levied in prior fiscal years or (based on delinquencies in the payment of special taxes which have already taken place) are expected to occur in the fiscal year in which the tax will be collected.

"Subdivision" means the division, by any subdivider, of any unit or units of improved or unimproved land, or any portion thereof, shown on the latest equalized county assessment roll as a unit or as contiguous units, for the purpose of sale, lease, or financing whether immediate or future. Property shall be considered as contiguous units, even if it is separated by roads, streets, utility easement or railroad rights-of-way. "Subdivision" includes a condominium project, as defined in Section 4125 of the Civil Code, a community apartment project, as defined in Section 4105 of the Civil Code.

"Taxable Property" means all of the assessor's parcels within the boundaries of CFD No. 9 which are not exempt from the special tax pursuant to law or Section E below.

B. CALCULATIONS

COMMERCIAL AND INDUSTRIAL DEVELOPMENTS OR SUBDIVISIONS

On or about April 1 of each fiscal year, the City of Fresno (City) or its designee shall determine how many square feet of taxable area are in each assessor's parcels within each commercial or industrial development or subdivision of CFD No. 9.

For commercial or industrial developments or subdivisions, the area to be taxed is the total area within each assessor's parcels of the subdivision or development not designated as public right-of-way and is not to exceed the Maximum Special Tax identified for the development or subdivision in Section C, Table 1 below.

RESIDENTIAL SUBDIVISIONS

On or about April 1 of each fiscal year, the City or its designee shall determine how many residential units are built, or allowed to be built, on assessor's parcels within CFD No. 9. For parcels of undeveloped property zoned for development of multi-family units, the number of residential units shall be determined by referencing the condominium plan, apartment plan, site plan or other development plan, or by assigning the maximum allowable units permitted based on the underlying zoning for the parcel. Once a multi-family building or buildings have been built on an assessor's parcel, the City or its designee shall determine the actual number of residential units contained within the building or buildings, and the special tax levied against the parcel in the next fiscal year shall be calculated by dividing the Special Tax Requirement by the actual number of residential units not to exceed the Maximum Special Tax per residential unit identified for the subdivision in Section C, Table 1 below.

C. MAXIMUM SPECIAL TAX

The Maximum Special Tax (MST) applicable to each assessor's parcel in CFD No. 9 shall be specific to each development, subdivision, subdivisions, or portion thereof within CFD No. 9. When additional property is annexed into CFD No. 9, the rate and method adopted for the annexed property shall reflect the MST for the development, subdivision, subdivisions, or respective portion thereof then annexed.

The MST applicable to each development, subdivision, subdivisions, or portion thereof in CFD No. 9 shall be the rate that is created at the time of CFD No. 9 annexation expressly for the individual development, subdivision, subdivisions, or portion thereof being annexed to CFD No. 9 at that time. Beginning in January of each year, the MST will be adjusted upward annually by 2% or by the rise of the Construction Cost Index (CCI), if it exceeds 2%, for the San Francisco Region for the prior 12-month period (December through December) as published in the Engineering News Record, or published in a comparable index if the Engineering News Record is discontinued or otherwise not available. Each annual adjustment of the MST shall become effective on the subsequent July 1.

Subject to the maximum limit set by the MST, the Special Tax for the commercial, industrial or multi-family development or subdivision assessor's parcels is calculated by spreading the Special Tax Requirement to the total taxable square footage of the development or subdivision and then apportioned proportionately by area to the individual assessor's parcels within the development or subdivision or by the number of residential units as applicable.

The total Maximum Special Tax for Fiscal Year 2026-2027 for Annexation No. 74 of CFD No. 9 is identified in Table 1 below:

Table 1
Maximum Special Tax
(Fiscal Year 2026-2027)

Commercial Development*	***Total Maximum Special Tax per Acre***
P24-04457	$301.65
Assessor's Parcel Number 427-171-25	
*A Special Tax shall be levied on all assessor's parcels within an identified development or subdivision except excluded parcels as identified in Attachment 1.	

D. METHOD OF LEVY AND COLLECTION OF THE SPECIAL TAX

Commencing with Fiscal Year 2026-2027, the Special Tax shall be levied on all parcels of taxable property as follows:

Step 1: Determine the Special Tax Requirement (as defined in Section A above) for the fiscal year in which the special tax will be collected;

Step 2: Calculate the total special tax revenues that could be collected from taxable property within CFD No. 9 based on applying the Maximum

Special Tax rates determined pursuant to Section C above to each parcel of taxable property in CFD No. 9;

If the amount determined in Step 1 is greater than or equal to the amount calculated in Step 2, levy the Maximum Special Tax set forth in Table 1 above on all parcels of taxable property in CFD No. 9;

If the amount determined in Step 1 is less than the amount calculated in Step 2, levy the Special Tax proportionately against all parcels of taxable property up to 100% of the Maximum Special Tax for each subdivision as identified in Table 1, until the amount of the Special Tax levy equals the Special Tax Requirement for that fiscal year.

The Special Tax for CFD No. 9 shall be collected in the same manner and at the same time as ordinary ad valorem property taxes, provided, however, that CFD No. 9 may (under the authority of Government Code 53340), in any particular case, bill the taxes directly to the property owner off of the County of Fresno tax roll, and the Special Taxes will be equally subject to penalties and foreclosure if delinquent.

E. EXEMPTIONS

Notwithstanding any other provision of this Rate and Method of Apportionment of Special Tax, no Special Tax shall be levied on parcels that have been conveyed to a public agency, except as otherwise provided in City Law, and properties receiving a welfare exemption under subdivision (g) of Section 214 of the Revenue and Taxation Code. In addition, no Special Tax shall be levied on excluded parcels or parcels that are determined not to be developable lots.

EXHIBIT B

ATTACHMENT 1

City of Fresno

Community Facilities District No. 9
Annexation No. 74

Excluded Parcels

THERE ARE NO EXCLUDED PARCELS WITHIN THE BOUNDARIES OF ANNEXATION NO. 74

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, CALLING SPECIAL MAILED-BALLOT ELECTION

COMMUNITY FACILITIES DISTRICT NO. 9

ANNEXATION NO. 74

WHEREAS, on April 23, 2026, the Council of the City of Fresno (Council) adopted Council Resolution No. 2026-075 to annex the territory identified as APN 427-171-25 to City of Fresno Community Facilities District No. 9 (CFD No. 9) and to authorize the levy of a special tax; and

WHEREAS, Council Resolution No. 2026-075 identified the Services to be provided for Annexation No. 74 by CFD No. 9 and provided an estimate of the cost of providing those Services; and

WHEREAS, Council Resolution No. 2026-075 contemplated imposing a special tax upon those properties within Annexation No. 74 to CFD No. 9 receiving said Services; and

WHEREAS, a report has been filed with the City Clerk of the City of Fresno (City Clerk) that describes the proposed rate and method of apportionment of the special tax among the parcels of real property proposed to be annexed to CFD No. 9 in sufficient detail to allow all interested parties to estimate the maximum amount each property owner must pay; and

WHEREAS, the levy of said proposed Special Tax shall be subject to the approval of the qualified electors of the territory proposed to be annexed to CFD No. 9 at a special election; and

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: 

WHEREAS, the Public Works Director has filed a Certificate (Certificate) in these proceedings providing that fewer than twelve (12) registered voters reside within the boundaries of the territory proposed for annexation to CFD NO. 9.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. The levy of a special tax proposed in Council Resolution No. 2026-075 shall be submitted to the voters pursuant to the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code (City Law).

2. The setting of the appropriations limit shall be submitted to the voters pursuant to City Law.

3. The two ballot items described above shall be combined into a single ballot measure pursuant to City Law. The ballot language shall be as shown on the ballot form attached as Exhibit A, which is hereby approved.

4. This Council accepts the Certificate of the Public Works Director filed in these proceedings and, based on the Certificate, finds that fewer than twelve (12) registered voters reside within the boundaries of the territory proposed to be annexed to CFD No. 9. Accordingly, under City Law the voters in this election shall be the landowners owning land within the territory proposed to be annexed to CFD No. 9.

5. The Council further finds that the landowners of record owning property within the territory proposed to be annexed to CFD No. 9 are those set forth in the attachment to the Certificate and that the attachment correctly sets forth how much property owned by each landowner and the number of votes to which each is entitled.

6. This Council approves the form, attached as Exhibit B, entitled Waiver and Consent from Sole Property Owner Shortening Time Periods and Waiving Various Requirements for Conducting Mailed-Ballot Election in CFD No. 9, Annexation No. 74, City of Fresno, County of Fresno, State of California. This Council finds that the rights, procedures and time periods therein waived are solely for the protection of the voters, may be waived under City Law, and that the waiver constitutes a full and knowing waiver by any voter who has executed the form of these rights, procedures and time periods.

7. Accordingly, this Council calls the special election described herein and sets May 21, 2026, as Election Day. Pursuant to City Law, the election shall be conducted by mailed ballot.

8. The City Clerk or designee is directed to mail or to deliver the ballots, in the form of Exhibit A hereto, to the landowner(s) shown on the attachment to the Certificate. The City Clerk or designee shall fill in the names of the landowners and the number of votes to be cast on each ballot, according to the Certificate, before delivery or mailing.

9. The City Clerk or designee shall accept personal or mail delivery of the ballots at any time up to the hearing on Thursday, May 21, 2026, at 9:10 a.m. Upon receipt of all eligible ballots, however, the City Clerk or designee shall immediately close the election and declare the results to the Council.

Attachments:

Exhibit A - Special Election Ballot
Exhibit B - Waiver and Consent from Sole Property Owner

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

BY: _____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

BY: _____
Brent Richardson Date
Deputy City Attorney

EXHIBIT A

SPECIAL ELECTION BALLOT
(Mailed-Ballot Election)

Community Facilities District No. 9
Annexation No. 74

This ballot is for the use of Pietro De Santis, the sole landowner owning land (APN 427-171-25) within Community Facilities District No. 9, Annexation No. 74, City of Fresno, County of Fresno, State of California.

According to the provisions of the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the City of Fresno Municipal Code, and the resolutions of the City Council of the City of Fresno, the above-named landowner is entitled to cast five (5) votes on this ballot.

In order to be counted, the ballot must be returned prior to the hearing on Thursday, May 21, 2026, at 9:10 a.m., to Amy K. Aller, Interim City Clerk, City of Fresno, 2600 Fresno Street, Room 2133, Fresno, CA 93721.

Mailing by that date will not be sufficient. **The ballot must be physically <u>received</u> by the City Clerk prior to the deadline in order to be counted.**

AN "X" OR OTHER MARK WILL CAST ALL VOTES ASSIGNED TO THIS BALLOT, OR THE VOTER MAY WRITE NUMBERS IN THE SPACES PROVIDED

BALLOT MEASURE

Shall the City of Fresno (City) be authorized to levy a special tax, and finance the authorized services, and costs and expenses by and through its Community Facilities District No. 9, Annexation No. 74, all as specified in its Council Resolutions No. 2026-075 and No. 2026 -_____; and shall the appropriations limit for Community Facilities District No. 9 Annexation No. 74 be established in accordance therewith?	Number of Votes YES _____ Number of Votes NO _____

EXHIBIT A

CERTIFICATION

The undersigned is the authorized representative of the above-named landowner and is the person legally authorized and entitled to cast this ballot on behalf of the above-named landowner.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that this declaration is executed on _____, 2026.

Company Name: _____

By: _____

Print Name: _____

Print Title: _____

(Attach Notary Acknowledgment)

EXHIBIT B

WAIVER AND CONSENT FROM SOLE PROPERTY OWNER SHORTENING TIME PERIODS AND WAIVING VARIOUS REQUIREMENTS FOR CONDUCTING MAILED-BALLOT ELECTION

Community Facilities District No. 9, **Annexation No. 74**

The undersigned is the person legally entitled and authorized to cast the ballots as the authorized representative of the sole owner of the property (APN 427-171-25) in this mailed-ballot election to be conducted within Community Facilities District No. 9 Annexation No. 74, to determine, among other things, whether the rate and method of apportionment of the annual special taxes shall be approved.

The undersigned hereby waives any and all minimum time periods relative to the election pursuant to the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code (City Law).

The undersigned hereby waives the preparation and distribution of an impartial analysis of the ballot measure, as well as arguments in favor and against, under the authority of City Law.

The undersigned hereby waives the requirement to publish notice of the election under City Law.

The undersigned hereby waives the requirements regarding the time to mail ballots to the qualified electors under Elections Code Section 4101, and agrees to accept either mailed service or personal service of the ballot.

The undersigned hereby waives the requirements regarding identification envelopes for the return of mailed ballots contained in City Law.

The undersigned hereby waives any and all defects in notice or procedure in the conduct of the election, whether known or unknown (other than the right to have ballots accurately counted), and states that the election is being expedited, pursuant to this waiver and consent, at the particular instance and request of the undersigned.

I declare, under penalty of perjury, under the laws of the State of California, that I am the person legally entitled and authorized to cast the ballot as the authorized representative of the landowner set forth in the first paragraph hereof, and to waive and consent to the above, that the foregoing waivers and consents are voluntarily given and that this declaration is executed on _____, 2026.

Company Name: _____

By: _____

Print Name: _____

Print Title: _____

(Attach Notary Acknowledgment)

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA DECLARING ELECTION RESULTS

COMMUNITY FACILITIES DISTRICT NO. 9

ANNEXATION NO. 74

WHEREAS, on May 21, 2026, the Council of the City of Fresno (Council) adopted Council Resolution No. 2026 -_____ calling a special mailed-ballot election on levying special taxes on land within, and on approving an annual appropriations limit for Annexation No. 74 to Community Facilities District No. 9 (CFD No. 9); and

WHEREAS, the Council has received, reviewed and hereby accepts the City of Fresno City Clerk's (City Clerk) Canvass and Statement of Election Results, dated _____, 2026, a copy of which is attached as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. The Council finds and declares that: (a) the ballot measure on the levy of taxes and approval of an annual appropriations limit for Annexation No. 74, has been submitted to the qualified electors within the area of Annexation No. 74, pursuant to Council Resolution No. 2026 -_____, and (b) the ballot measure has been passed and approved by more than two-thirds of the votes cast, in accordance with City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno municipal Code (City Law).

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval:

2. The Council declares Annexation No. 74 to be fully formed and the property within Annexation No. 74, to be subject to the levy of the special taxes and the special tax lien described in Council Resolution No. 2026 -_____, annexing the territory identified as APN 427-171-25 as Annexation No. 74, and authorizing the levy of a special tax therein, and Council Resolution No. 2008-351, approving the local goals and policies for Community Facilities District No. 9, as described in the Community Facilities District Report dated as of April 28, 2026, on file with the City Clerk.

3. The Council directs the City Clerk or designee to record a notice of special tax lien in the Office of the County Recorder, pursuant to City Law, no later than 15 days after this resolution is adopted.

Attachment:

Exhibit A - Canvass and Statement of Election Results

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

BY: _____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

BY: _____
Brent Richardson Date
Deputy City Attorney

EXHIBIT A

CANVASS AND STATEMENT OF ELECTION RESULTS

Community Facilities District No. 9

Annexation No. 74

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, hereby certify:

I have personally received and assembled all ballots eligible to be cast in the special mailed-ballot, landowner election called by the Council of the City of Fresno (Council) in its Council Resolution No. 2026 -_____ on propositions to levy a special tax within and approve an appropriations limit for Community Facilities District No. 9, Annexation No. 74, and held on May 21, 2026. In accordance with my instructions contained in that Resolution, I hereby declare the election closed.

I personally, in the presence of members of City of Fresno staff representing the Public Works Department, as well as the City Clerk's Office, have counted the ballots and canvassed the returns of such election, and hereby certify that the result of that count is as follows and that the following total votes cast for and against such propositions, the total votes and the percentage of "yes" votes cast are true and correct.

Total Votes that could be cast	5
Total Votes Cast "Yes	5
Total Votes Cast "No"	0
Total Votes Cast	5

The Votes cast "Yes" equal **100%** of the total votes cast.

I make this certification on _____, 2026.

ATTEST:
Amy K. Aller
Interim City Clerk

By_____

Deputy

BILL NO. _____

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF FRESNO, CALIFORNIA, LEVYING A SPECIAL TAX FOR THE PROPERTY TAX YEAR 2026-2027 AND FUTURE TAX YEARS WITHIN AND RELATING TO COMMUNITY FACILITIES DISTRICT NO. 9, ANNEXATION NO. 74

WHEREAS, on May 21, 2026, the Council of the City of Fresno (Council) adopted Council Resolution No. 2026 -_____, a resolution of the Council annexing territory as Annexation No. 74 to Community Facilities District No. 9, authorizing the levy of a special tax therein to pay for certain facilities and services for Annexation No. 74, and preliminarily establishing an appropriations limit therefore (Annexation Resolution), pursuant to the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code (City Law); and

WHEREAS, by Council Resolution No. 2026 -_____, the Council called a special election on the proposition on levying a special tax and establishing an appropriations limit within Annexation No. 74; and

WHEREAS, on May 21, 2026, an election was held within Annexation No. 74 and as required by City Law, the ballot measure was passed and approved by more than two-thirds of the votes cast.

THE COUNCIL OF THE CITY OF FRESNO DOES ORDAIN AS FOLLOWS:

1. Pursuant to City Law, and in accordance with the Rate and Method of Apportionment of Special Tax as shown in Exhibit B to the Annexation Resolution, which is attached hereto for reference purposes, a special tax is hereby authorized and levied

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: _____

on all taxable parcels within Annexation No. 74 for the 2026-2027 fiscal year and for each future fiscal year at the same or at a rate lower than the maximum rate of tax provided in Exhibit B to the Annexation Resolution. The special taxes levied in any fiscal year on any parcel within Annexation No. 74 shall not exceed the maximum special tax specified in Exhibit B to the Annexation Resolution, which is attached hereto for reference purposes.

2. The Public Works Director or designee is authorized and directed, with the aid of the appropriate officers and agents of the City, to determine each year, the Special Tax Requirement (as that term is defined in Exhibit B of the Annexation Resolution), to prepare the annual special tax roll in the amount of Special Tax Requirement in accordance with said Exhibit B and, without further action of this Council, to provide all necessary and appropriate information to the County of Fresno (County) Auditor in the form, and within the time, necessary to effect the correct and timely billing and collection of the special tax on the secured property tax roll of the County. The Special Tax shall be levied and collected in the same manner, shall be subject to the same penalties and the same lien priority, and the same procedure and sale for delinquency, as for ad valorem taxes. Notwithstanding the foregoing, as set forth in the Annexation Resolution and City Law, this Council reserves the right to use any method of collecting the special tax, which the Council, from time to time, may determine to be in the best interests of the City including, without limitation, direct billing by the City to the property owners and supplemental billing. The Public Works Director or designee is further authorized and directed to furnish the notices of special tax required by Section 53340.2 of the California Government Code.

3. The appropriate officers and agents of the City are further authorized and directed to adjust the special tax roll before the final posting of the special taxes to the

County tax roll each fiscal year, as necessary to achieve a correct match of the special tax levy with the county assessor's parcel numbers finally used by the County in sending out property tax bills.

4. If a court of competent jurisdiction finds any part of this Ordinance to be invalid or the special tax to be inapplicable to or unreasonable for any particular parcel, the balance of this Ordinance and the application of the special tax to the remaining parcels, shall not be affected and shall remain in full force and effect.

5. This Ordinance shall take effect and be in force immediately upon the date of final passage, as a tax measure, pursuant to City Charter, Article VI, Section 610.

Attachment:
Exhibit B to the Annexation Resolution - Rate and Method of Apportionment of Special Tax

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

BY: _____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

BY: _____
Brent Richardson Date
Deputy City Attorney

EXHIBIT B

City of Fresno

Community Facilities District No. 9
Annexation No. 74

Rate and Method of Apportionment of Special Tax

Cost Estimate

The estimate breaks down the costs of providing one year's Service for FY 2026-2027.

ITEM	DESCRIPTION	ESTIMATED COST
1	Landscape Operational Costs	$0.00
2	Other Operational Costs	$124.00
3	Reserve for Replacement	$1,121.00
4	Incidental Expenses	$37.00
	Total	$1,282.00

Subdivision or Development Appropriation Limit

Conditional Use Permit No.	Total Maximum Special Tax for Services per Acre	Appropriation Limit	Landowner
P24-04457	$301.65	$500,000.00	Pietro DeSantis
Assessor's Parcel Number 427-171-25			

EXHIBIT B

City of Fresno

Community Facilities District No. 9
Annexation No. 74

Rate and Method of Apportionment of Special Tax

A special tax applicable to each assessor's parcel in Community Facilities District No. 9 (CFD No. 9) shall be levied and collected according to the tax liability determined by the City Council of the City of Fresno, through the application of the appropriate amount or rate for taxable property, as described below. All of the property in CFD No. 9, unless exempted by law or by the provisions of Section E below, shall be taxed for the purposes, to the extent, and in the manner herein provided, including property subsequently annexed to CFD No. 9 unless a separate Rate and Method of Apportionment of Special Tax is adopted for the annexation area.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Assessor's Parcel" or "**Parcel"** means a lot or parcel shown on an assessor's parcel map with an assigned assessor's parcel number.

"Assessor's Parcel Map" means an official map of the County Assessor of the County of Fresno designating parcels by assessor's parcel number.

"City" means the City of Fresno.

"City Law" means the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code.

"Commercial or Industrial Developments or Subdivisions" means developments or subdivisions zoned for commercial or industrial uses.

"Council" means the City Council of the City of Fresno, acting as the legislative body of CFD No. 9.

"Developable Lot" means a lot that is anticipated development of residential or non-residential uses, and which is not an outlot, remainder parcel or other parcel which is not intended to be developed or which must be further subdivided before being developed.

"Development" means any assessor's parcel within the City of Fresno which is being developed for Industrial, Commercial, or Multi-Family purposes and requires a Building Permit.

"Excluded Parcels" means those assessor's parcels identified as ineligible for inclusion in CFD No. 9 as shown in "Attachment 1" of this Rate and Method of Apportionment of Special Tax.

"**Final Map"** means a final map, or portion thereof, approved by the Council pursuant to the Subdivision Map Act (California Government Code Section 66410 et seq.) that creates individual developable lots for which building permits may be issued. The term "Final Map" shall not include any assessor's parcel map or subdivision map or portion thereof, that does not create individual developable lots for which a building permit may be issued, including assessor's parcels that are designated as remainder parcels.

"Fiscal Year" means the period starting April 1 and ending on the following March 31.

"Maximum Special Tax" means the maximum special tax, determined in accordance with Section C, which can be levied in any Fiscal Year.

"Public Property" means any property within the boundaries of CFD No. 9 that is owned by the federal government, State of California or other local governments or public agencies.

"Reserve for Replacement" means a reasonable reserve pursuant to Fresno Municipal Code 8-1-303(e) (4), as a Service cost or expense and not as payment for public facilities under Government Code Section 53321(d).

"Residential Development or Subdivision" means developments or subdivisions zoned for residential multi-family uses.

"Residential Unit" means a multi-family residential dwelling unit and shall include condominiums, town homes, duplex, triplex and fourplex units, and individual apartment units in a multi-family subdivision. For purposes of the levy of special taxes pursuant to Section B below, "Residential Units" shall include dwelling units already built on taxable property in CFD No. 9, as well as dwelling units planned, but not yet built, when the special tax is levied each fiscal year.

"Shared Services" means the costs of services are paid equally by the property owners of two or more subdivisions.

"Special Tax" means any special tax to be levied each fiscal year on assessor's parcels of taxable property to fund the Special Tax Requirement as defined below.

"Special Tax Requirement" means the amount necessary in any fiscal year to (i) pay authorized maintenance and improvement expenses, (ii) pay administrative expenses of CFD No. 9, and (iii) cure any delinquencies in the payment of special taxes levied in prior fiscal years or (based on delinquencies in the payment of special taxes which have already taken place) are expected to occur in the fiscal year in which the tax will be collected.

"Subdivision" means the division, by any subdivider, of any unit or units of improved or unimproved land, or any portion thereof, shown on the latest equalized county assessment roll as a unit or as contiguous units, for the purpose of sale, lease, or financing whether immediate or future. Property shall be considered as contiguous units, even if it is separated by roads, streets, utility easement or railroad rights-of-way. "Subdivision" includes a condominium project, as defined in Section 4125 of the Civil Code, a community apartment project, as defined in Section 4105 of the Civil Code.

"Taxable Property" means all of the assessor's parcels within the boundaries of CFD No. 9 which are not exempt from the special tax pursuant to law or Section E below.

B. CALCULATIONS

COMMERCIAL AND INDUSTRIAL DEVELOPMENTS OR SUBDIVISIONS

On or about April 1 of each fiscal year, the City of Fresno (City) or its designee shall determine how many square feet of taxable area are in each assessor's parcels within each commercial or industrial development or subdivision of CFD No. 9.

For commercial or industrial developments or subdivisions, the area to be taxed is the total area within each assessor's parcels of the subdivision or development not designated as public right-of-way and is not to exceed the Maximum Special Tax identified for the development or subdivision in Section C, Table 1 below.

RESIDENTIAL SUBDIVISIONS

On or about April 1 of each fiscal year, the City or its designee shall determine how many residential units are built, or allowed to be built, on assessor's parcels within CFD No. 9. For parcels of undeveloped property zoned for development of multi-family units, the number of residential units shall be determined by referencing the condominium plan, apartment plan, site plan or other development plan, or by assigning the maximum allowable units permitted based on the underlying zoning for the parcel. Once a multi-family building or buildings have been built on an assessor's parcel, the City or its designee shall determine the actual number of residential units contained within the building or buildings, and the special tax levied against the parcel in the next fiscal year shall be calculated by dividing the Special Tax Requirement by the actual number of residential units not to exceed the Maximum Special Tax per residential unit identified for the subdivision in Section C, Table 1 below.

C. MAXIMUM SPECIAL TAX

The Maximum Special Tax (MST) applicable to each assessor's parcel in CFD No. 9 shall be specific to each development, subdivision, subdivisions, or portion thereof within CFD No. 9. When additional property is annexed into CFD No. 9, the rate and method adopted for the annexed property shall reflect the MST for the development, subdivision, subdivisions, or respective portion thereof then annexed.

The MST applicable to each development, subdivision, subdivisions, or portion thereof in CFD No. 9 shall be the rate that is created at the time of CFD No. 9 annexation expressly for the individual development, subdivision, subdivisions, or portion thereof being annexed to CFD No. 9 at that time. Beginning in January of each year, the MST will be adjusted upward annually by 2% or by the rise of the Construction Cost Index (CCI), if it exceeds 2%, for the San Francisco Region for the prior 12-month period (December through December) as published in the Engineering News Record, or published in a comparable index if the Engineering News Record is discontinued or otherwise not available. Each annual adjustment of the MST shall become effective on the subsequent July 1.

Subject to the maximum limit set by the MST, the Special Tax for the commercial, industrial or multi-family development or subdivision assessor's parcels is calculated by spreading the Special Tax Requirement to the total taxable square footage of the development or subdivision and then apportioned proportionately by area to the individual assessor's parcels within the development or subdivision or by the number of residential units as applicable.

The total Maximum Special Tax for Fiscal Year 2026-2027 for Annexation No. 74 of CFD No. 9 is identified in Table 1 below:

Table 1
Maximum Special Tax
(Fiscal Year 2026-2027)

Commercial Development*	***Total Maximum Special Tax per Acre***
P24-04457	$301.65
Assessor's Parcel Number 427-171-25	
*A Special Tax shall be levied on all assessor's parcels within an identified development or subdivision except excluded parcels as identified in Attachment 1.	

D. METHOD OF LEVY AND COLLECTION OF THE SPECIAL TAX

Commencing with Fiscal Year 2026-2027, the Special Tax shall be levied on all parcels of taxable property as follows:

Step 1: Determine the Special Tax Requirement (as defined in Section A above) for the fiscal year in which the special tax will be collected;

Step 2: Calculate the total special tax revenues that could be collected from taxable property within CFD No. 9 based on applying the Maximum

Special Tax rates determined pursuant to Section C above to each parcel of taxable property in CFD No. 9;

If the amount determined in Step 1 is greater than or equal to the amount calculated in Step 2, levy the Maximum Special Tax set forth in Table 1 above on all parcels of taxable property in CFD No. 9;

If the amount determined in Step 1 is less than the amount calculated in Step 2, levy the Special Tax proportionately against all parcels of taxable property up to 100% of the Maximum Special Tax for each subdivision as identified in Table 1, until the amount of the Special Tax levy equals the Special Tax Requirement for that fiscal year.

The Special Tax for CFD No. 9 shall be collected in the same manner and at the same time as ordinary ad valorem property taxes, provided, however, that CFD No. 9 may (under the authority of Government Code 53340), in any particular case, bill the taxes directly to the property owner off of the County of Fresno tax roll, and the Special Taxes will be equally subject to penalties and foreclosure if delinquent.

E. EXEMPTIONS

Notwithstanding any other provision of this Rate and Method of Apportionment of Special Tax, no Special Tax shall be levied on parcels that have been conveyed to a public agency, except as otherwise provided in City Law, and properties receiving a welfare exemption under subdivision (g) of Section 214 of the Revenue and Taxation Code. In addition, no Special Tax shall be levied on excluded parcels or parcels that are determined not to be developable lots.

EXHIBIT B

ATTACHMENT 1

City of Fresno

Community Facilities District No. 9
Annexation No. 74

Excluded Parcels

THERE ARE NO EXCLUDED PARCELS WITHIN THE BOUNDARIES OF ANNEXATION NO. 74

File #: ID 26-612 **Agenda Date:** 5/21/2026 **Agenda #:**

REPORT TO THE CITY COUNCIL

FROM: SCOTT L. MOZIER, PE, Director
Public Works Department

THROUGH: JILL M. GORMLEY, TE, Assistant Director
Public Works Department, Traffic & Engineering Services Division

BY: ADRIAN GONZALEZ, Supervising Engineering Technician
Public Works Department, Land Planning Section

SUBJECT

HEARING to Adopt Resolutions and Ordinance to Annex Territory and Levy a Special Tax Regarding City of Fresno Community Facilities District No. 9, Annexation No. 73 (Territory known as Assessor's Parcel No. 479-050-20) (Southwest corner of South MLK Jr Boulevard and East Church Avenue): (Council District 3)

1. ***RESOLUTION - to Annex Territory to Community Facilities District No. 9 and Authorizing the Levy of a Special Tax for Annexation No. 73 (Subject to Mayor's Veto)
2. ***RESOLUTION - Calling Special Mailed-Ballot Election (Subject to Mayor's Veto)
3. ***RESOLUTION - Declaring Election Results (Subject to Mayor's Veto)
4. ***BILL - (For Introduction and Adoption) - Levying a Special Tax for the Property Tax Year 2026-2027 and Future Tax Years Within and Relating to Community Facilities District No. 9, Annexation No. 73 (Subject to Mayor's Veto)

RECOMMENDATION

Staff recommends that Council (1) Adopt Resolution to annex territory to Community Facilities District No. 9 and authorizing the levy of a special tax for Annexation No. 73, (2) Adopt Resolution Calling Special Mailed-Ballot Election, (3) Adopt Resolution Declaring Election Results, and (4) Adopt Ordinance levying a special tax for the property tax year 2026-2027 and future tax years within and relating to Community Facilities District No. 9, Annexation No. 73.

EXECUTIVE SUMMARY

On April 23, 2026, the Council of the City of Fresno (Council) adopted Council Resolution No. 2026 -076 with the intent to annex territory to Community Facilities District No. 9 (CFD No. 9) at the request of the landowner, 2500 MLK, LLC, of APN 479-050-20. This is the noticed public hearing to consider annexing APN 479-050-20 as Annexation No. 73 to CFD No. 9 to provide funding for the Services (as hereafter defined) pertaining to certain above ground public improvements associated with this commercial development. The cost for Services totals $3,854.50 per acre

annually for Fiscal Year 2026-2027. If approved, the recommended resolutions and ordinance will levy a Special Tax on the properties within the boundaries of Annexation No. 73 for identified Services (See attached Vicinity Map).

BACKGROUND

On December 16, 2008, the Council adopted Council Resolution No. 2008-351 forming CFD No. 9 to fund the Services for public improvements/areas that may benefit not only a particular subdivision or a portion of, but also the City of Fresno (City) and the public at large, that serve a public purpose, and that are constructed or installed on public property or dedicated rights-of-way or easements. CFD No. 9 is to provide maintenance for certain regulatory required public improvements located within and adjacent to public streets on the perimeter of commercial, industrial and multi-family subdivisions as described and permitted by the City of Fresno Special Tax Financing law, Chapter 8, Division 1, Article 3 of the Fresno Municipal Code (City Law) and the Mello-Roos Community Facilities Act of 1982 (Chapter 2.5, commencing with Section 53311, of Part 1, Division 2, Title 5 of the California Government Code).

New commercial, industrial and multi-family subdivisions and parcel maps have different needs and standards than those of a standard single-family residential subdivision. Commercial, industrial and multi-family subdivisions are traditionally self-maintained with different proprietary requirements for landscaping, signage and general designs. CFD No. 9 is designed to accommodate these requirements by providing funding of services for certain required public improvements in the public rights-of-way along the perimeters of these developments.

The landowner, 2500 MLK, LLC, along with the individual(s) representing the interests of the landowner - Stephen Shehadey, James Shehadey, Thomas Shehadey, and Sylvesta Hall - has petitioned the City to have APN 479-050-20 annexed to CFD No. 9 to provide funding for the operation and reserves for maintenance (Services) pertaining to certain above ground public improvements located within City public street easements. These improvements include landscaping, trees, and irrigation systems; concrete curbs and gutters, valley gutters, sidewalks and curb ramps; trail amenities, street name signage, street lighting, and local street paving as associated with this development. Pursuant to this petition, the Council adopted Council Resolution No. 2026-076, declared its intention to annex APN 479-050-20 to CFD No. 9, and set the public hearing for formal consideration.

Council Resolution No. 2026-076 also directed preparation of a District Report describing the Services and the costs of those services and this report is on file with the City Clerk of the City of Fresno.

If adopted by the Council, the attached ordinance would levy the proposed maximum special tax totaling $3,854.50 per acre annually for Fiscal Year 2026-2027. The Maximum Special Tax will be adjusted upward annually by 2% or by the rise of the Construction Cost Index (CCI), if it exceeds 2% for the San Francisco Region.

The levy of the special tax is subject to approval by the qualified electors through a special election. Two additional resolutions are attached for Council consideration pertaining to this special election.

Today’s public hearing has been duly noticed and the attached resolutions and ordinance have been

approved as to form by the City Attorney's Office.

ENVIRONMENTAL FINDINGS

Pursuant to the definition in California Environmental Quality Act Guidelines Section 15378, this action is not a project.

LOCAL PREFERENCE

Local preference was not implemented, as this item does not include a bid or award of a construction or services contract.

FISCAL IMPACT

No City funds will be involved. All costs for services will be borne by the property owners within the subject territory.

Attachments:
Vicinity Map
Features Map
District Report
Director's Certificate
Levine Act Disclosure Statement Form
Resolution Annex-Levy
Resolution Calling Election
Resolution Declaring Results
Ordinance

CITY OF

FRESNO

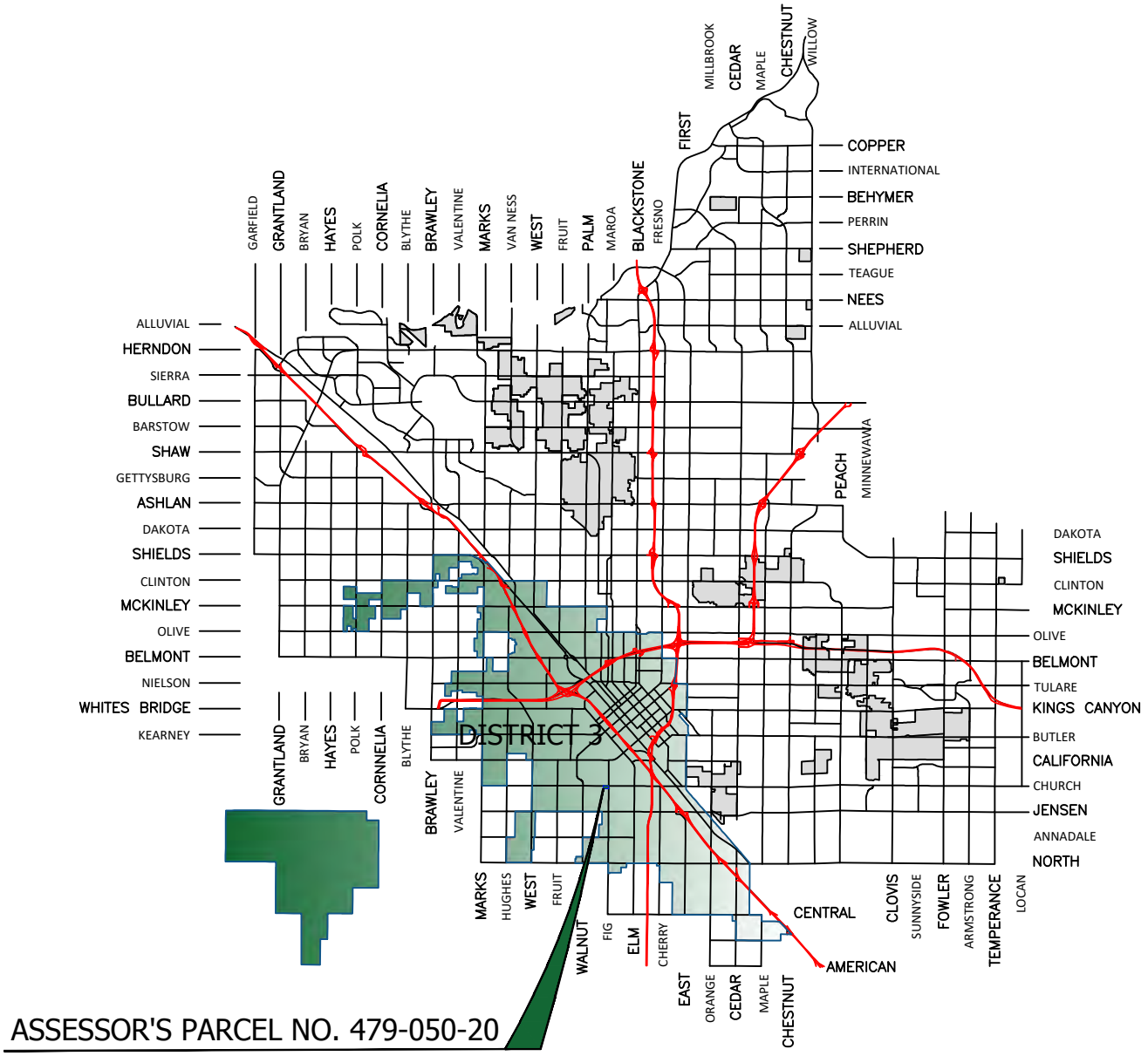
PUBLIC WORKS DEPARTMENT

LAND PLANNING SECTION

N

NOT TO SCALE

March 17, 2026



VICINITY MAP

ANNEXATION NO. 73
COMMUNITY FACILITIES DISTRICT NO. 9

CITY OF
FRESNO

PUBLIC WORKS DEPARTMENT

LAND PLANNING SECTION
FEATURES TO BE ADDED BY ANNEXATION NO. 73
COMMUNITY FACILITIES DISTRICT NO. 9

ASSESSOR'S PARCEL NO. 479-050-20

N

NOT TO SCALE
March 17, 2026

CONCRETE IMPROVEMENTS:

SIDEWALKS
CURB RAMPS
VALLEY GUTTER
CURB & GUTTER

LANDSCAPE AND IRRIGATION:

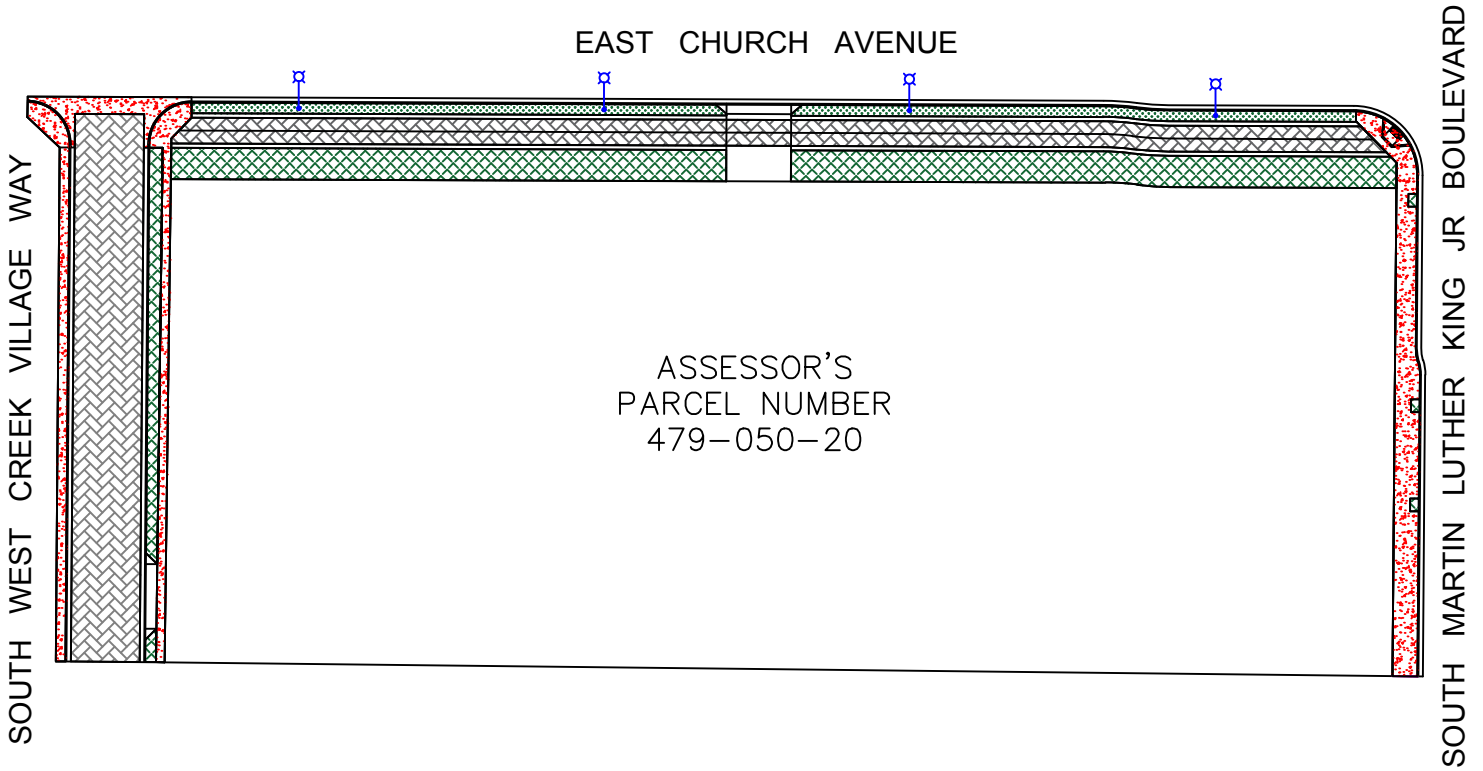
BUFFER/PARKWAY
BEDS, TREES, & SHRUBS

TURF & BED
GROUND COVER

LOCAL STREET PAVEMENT:

RESIDENTIAL
TRAIL

STREET LIGHTS:



DISTRICT REPORT

City of Fresno

Community Facilities District No. 9

Annexation No. 73

Assessor's Parcel No. 479-050-20

CITY OF FRESNO
Community Facilities District No. 9
Annexation No. 73

COMMUNITY FACILITIES DISTRICT REPORT

CONTENTS

INTRODUCTION

A. Description of Services and Facilities.

B. Proposed Annexation Map No. 73 Boundaries.

C. Rate and Method of Apportionment of Special Taxes.

D. Shared Services and Facilities.

* * * * * * * * * * * * * * *

EXHIBIT A – Description of the Proposed Services

EXHIBIT B – Rate and Method of Appropriation

EXHIBIT C – Proposed Facilities to be Added by Annexation No. 73

CITY OF FRESNO
Community Facilities District No. 9
Annexation No. 73

INTRODUCTION

The City Council of the City of Fresno ("City") did, pursuant to the provision of the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code ("City Law"), on April 23, 2026, adopt Council Resolution No. 2026-076 entitled "A Resolution of the Council of the City of Fresno, California, of Intention to Annex the Territory Known As Assessor's Parcel Number 479-050-20 as Annexation No. 73 to the City of Fresno Community Facilities District No. 9 and to Authorize the Levy of Special Taxes". In Council Resolution No. 2026-076 the City expressly ordered the preparation of a written Community Facilities District Report ("District Report"), for the proposed Annexation No. 73, City of Fresno Community Facilities District No. 9 ("CFD No. 9").

The Council Resolution No. 2026-076 ordering the District Report directed that the District Report generally contain the following:

1. A description of the services which will be required to adequately meet the needs of CFD No. 9; and

2. An estimate of the fair and reasonable cost of the services including therewith.

For particulars, reference is made to the Resolution of Intention for CFD No. 9, as previously approved and adopted by the City.

NOW, THEREFORE, I, the Public Works Director of the City of Fresno, do hereby submit the following data:

A. Description of Services and Facilities. A general description and map of the proposed services and facilities are as shown in Exhibit A attached hereto and hereby made a part hereof.

B. Proposed Annexation Map No. 73 Boundaries. The proposed boundaries, shown on Annexation Map No. 73, are those properties and parcels in which special taxes may be levied to pay for the costs and expenses of the services and facilities. The proposed boundaries are described on Annexation Map No. 73, on file with the City Clerk of the City of Fresno, to which reference is hereby made.

C. Rate and Method of Apportionment of Special Taxes (RMA). The RMA for the services and facilities for Annexation Map No. 73 is set forth in Exhibit B attached hereto and hereby made a part hereof.

D. Shared Services and Facilities. There are no shared services for APN 479-050-20.

By: Jill Gormley 4/28/2026
Jill M. Gormley, T.E., Assistant Director — Date
Public Works Department

EXHIBIT A

City of Fresno

Community Facilities District No. 9
Formation

Description of Services currently financed by Community Facilities District No. 9

The services and operations (Services) that are to be financed by Community Facilities District No. 9 (CFD No. 9) are described below and are permitted by City of Fresno Special Tax Financing Law (Chapter 8, Division 1, Article 3 of the Fresno Municipal Code) and the Mello-Roos Community Facilities Act of 1982 (Chapter 2.5 commencing with Section 53311, of Part 1, Division 2, Title 5 of the California Government Code.)

I. Services may include all costs attributable to maintaining, servicing, cleaning, repairing and/or replacing all landscaping facilities (including reserves), including stamped concrete paving in medians and landscaped areas in public street rights-of-way, public trails, and, in instances where a required sound wall abuts a local City street and public landscape easements are officially dedicated for public use.

   General maintenance will include, without limitation, mowing, edging, fertilizing, seeding, aerating, and watering grass areas; repairing and replacing irrigation systems as necessary; staking, pruning, replacing and spraying of trees and shrubs; repairing and replacing paths, walkways and trails; repairing and replacing stamped concrete paving and removing litter, debris, and garbage.

II. Services may include all costs attributable to cleaning, maintaining, servicing, repairing and/or replacing all local ground level street infrastructures (including reserves) within local street rights-of-way. Such facilities may include, without limitation, street paving, curbs and gutters, sidewalks, street lighting, hydrants, inlets, street trees, street signage and street furniture.

Maintenance costs will also include a proportionate share of all other expenses that the City may incur in administering the CFD No. 9.

All Services shall be provided by the City of Fresno, with its own forces or by contract with third parties, or any combination thereof, to be determined entirely by the City of Fresno.

Nothing in this exhibit or any other exhibit or provision of this Resolution shall be construed as committing the City or CFD No. 9 to provide all of the authorized Services or to provide for the payment of or reimbursement for all of the authorized incidental expenses. The provision of Services and/or payment or reimbursement of incidental expenses shall be subject to the continued existence of CFD No. 9 and the availability of sufficient proceeds of special taxes within the District.

EXHIBIT A

City of Fresno

Community Facilities District No. 9
Annexation No. 73

Description of Services to be Financed by
Community Facilities District No. 9 For Assessor's Parcel No. 479-050-20

The services and operations described below (Services) to be financed by Community Facilities District No. 9 (CFD No. 9) for Assessor's Parcel No. 479-050-20, Annexation No. 73 are generally as described below.

The Services that are to be financed will include all costs attributable to maintaining, servicing, cleaning, repairing and/or replacing all landscaping facilities (including reserves), in public street rights-of-way, public trails, and public landscape easements officially dedicated for public use and street trees.

General maintenance will include, without limitation, mowing, edging, fertilizing, seeding, aerating, and watering grass areas; repairing and replacing irrigation systems as necessary; staking, pruning, replacing and spraying of trees and shrubs; repairing and replacing paths, walkways and trails; and removing litter, debris, and garbage.

Services shall include all costs attributable to cleaning, maintaining, servicing, repairing and/or replacing all ground level infrastructure (including reserves for replacement) within the public street rights-of-way associated with Assessor's Parcel No. 479-050-20. Such facilities include, without limitation, concrete curbs and gutters, valley gutters, curb ramps and sidewalks, street name signage and street lighting, and local street paving associated with this subdivision.

Services shall include all costs attributable to street lighting services.

Maintenance costs will also include a proportionate share of all other expenses that the City may incur in administering the CFD No. 9.

All Services shall be provided by the City of Fresno, with its own forces or by contract with third parties, or any combination thereof, to be determined entirely by the City of Fresno.

Nothing in this exhibit or any other exhibit or provision of this Resolution shall be construed as committing the City or CFD No. 9 to provide all of the authorized Services or to provide for the payment of or reimbursement for all of the authorized incidental expenses. The provision of Services and/or payment or reimbursement of incidental expenses shall be subject to the successful annexation of Annexation No. 73 to CFD No. 9 and the availability of sufficient proceeds of Special Taxes within CFD No. 9.

CITY OF FRESNO

PUBLIC WORKS DEPARTMENT

LAND PLANNING SECTION
FEATURES TO BE ADDED BY ANNEXATION NO. 73
COMMUNITY FACILITIES DISTRICT NO. 9

ASSESSOR'S PARCEL NO. 479-050-20

N

NOT TO SCALE
March 17, 2026

CONCRETE IMPROVEMENTS:

SIDEWALKS
CURB RAMPS
VALLEY GUTTER
CURB & GUTTER

LANDSCAPE AND IRRIGATION:

BUFFER/PARKWAY
BEDS, TREES, & SHRUBS

TURF & BED
GROUND COVER

LOCAL STREET PAVEMENT:

RESIDENTIAL
TRAIL

STREET LIGHTS:

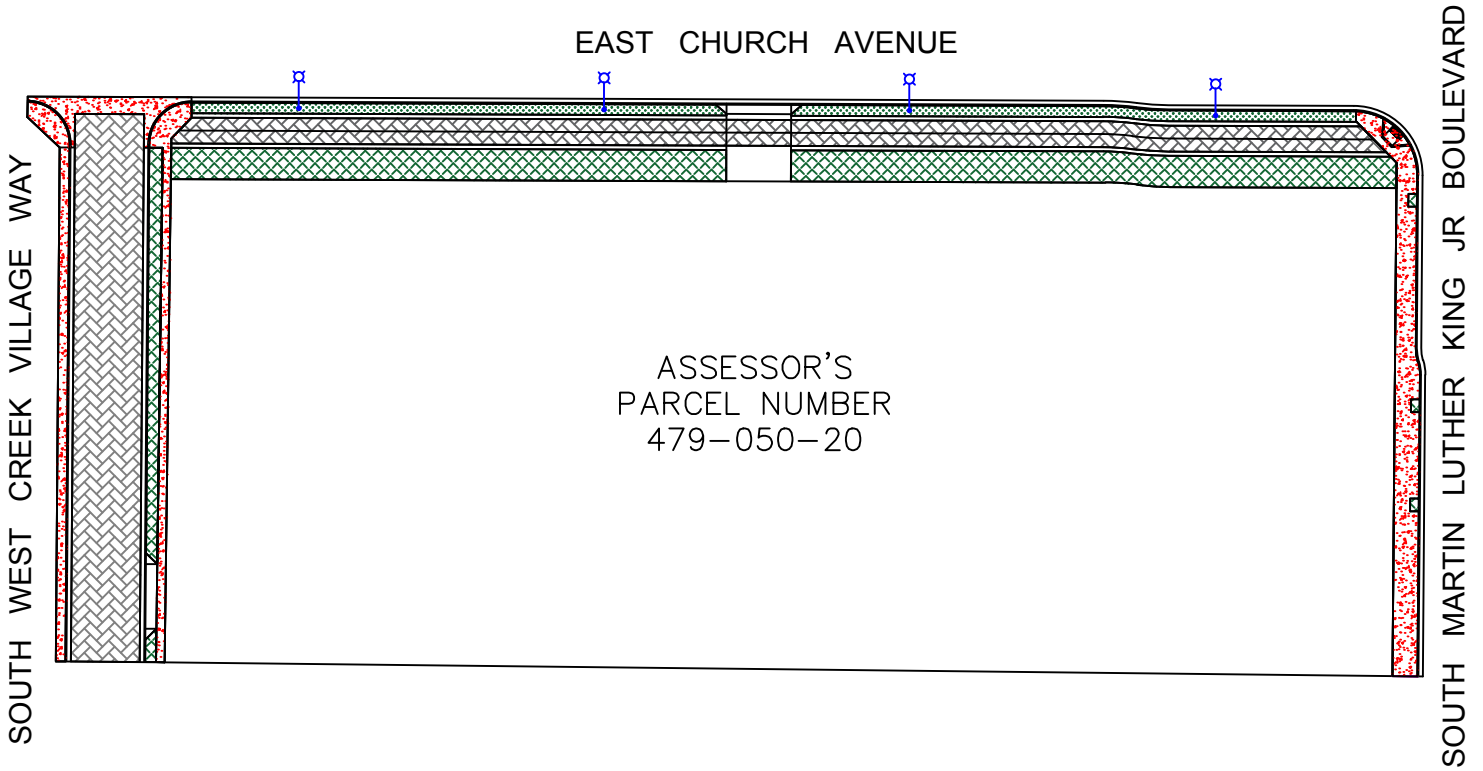


EXHIBIT B

City of Fresno

Community Facilities District No. 9
Annexation No. 73

Rate and Method of Apportionment of Special Tax

Cost Estimate

The estimate breaks down the costs of providing one year's Service for FY 2026-2027.

ITEM	DESCRIPTION	ESTIMATED COST
1	Landscape Operational Costs	$9,067.00
2	Other Operational Costs	$99.00
3	Reserve for Replacement	$4,537.00
4	Incidental Expenses	$19.00
	Total	$13,722.00

Subdivision or Development Appropriation Limit

Conditional Use Permit No.	Total Maximum Special Tax for Services per Acre	Appropriation Limit	Landowner
P23-00835	$3,854.50	$500,000.00	2500 MLK, LLC
Assessor's Parcel Number 479-050-20			

EXHIBIT B

City of Fresno

Community Facilities District No. 9
Annexation No. 73

Rate and Method of Apportionment of Special Tax

A special tax applicable to each assessor's parcel in Community Facilities District No. 9 (CFD No. 9) shall be levied and collected according to the tax liability determined by the City Council of the City of Fresno, through the application of the appropriate amount or rate for taxable property, as described below. All of the property in CFD No. 9, unless exempted by law or by the provisions of Section E below, shall be taxed for the purposes, to the extent, and in the manner herein provided, including property subsequently annexed to CFD No. 9 unless a separate Rate and Method of Apportionment of Special Tax is adopted for the annexation area.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Assessor's Parcel" or "**Parcel"** means a lot or parcel shown on an assessor's parcel map with an assigned assessor's parcel number.

"Assessor's Parcel Map" means an official map of the County Assessor of the County of Fresno designating parcels by assessor's parcel number.

"City" means the City of Fresno.

"City Law" means the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code.

"Commercial or Industrial Developments or Subdivisions" means developments or subdivisions zoned for commercial or industrial uses.

"Council" means the City Council of the City of Fresno, acting as the legislative body of CFD No. 9.

"Developable Lot" means a lot that is anticipated development of residential or non-residential uses, and which is not an outlot, remainder parcel or other parcel which is not intended to be developed or which must be further subdivided before being developed.

"Development" means any assessor's parcel within the City of Fresno which is being developed for Industrial, Commercial, or Multi-Family purposes and requires a Building Permit.

"Excluded Parcels" means those assessor's parcels identified as ineligible for inclusion in CFD No. 9 as shown in "Attachment 1" of this Rate and Method of Apportionment of Special Tax.

"**Final Map"** means a final map, or portion thereof, approved by the Council pursuant to the Subdivision Map Act (California Government Code Section 66410 et seq.) that creates individual developable lots for which building permits may be issued. The term "Final Map" shall not include any assessor's parcel map or subdivision map or portion thereof, that does not create individual developable lots for which a building permit may be issued, including assessor's parcels that are designated as remainder parcels.

"Fiscal Year" means the period starting April 1 and ending on the following March 31.

"Maximum Special Tax" means the maximum special tax, determined in accordance with Section C, which can be levied in any Fiscal Year.

"Public Property" means any property within the boundaries of CFD No. 9 that is owned by the federal government, State of California or other local governments or public agencies.

"Reserve for Replacement" means a reasonable reserve pursuant to Fresno Municipal Code 8-1-303(e) (4), as a Service cost or expense and not as payment for public facilities under Government Code Section 53321(d).

"Residential Development or Subdivision" means developments or subdivisions zoned for residential multi-family uses.

"Residential Unit" means a multi-family residential dwelling unit and shall include condominiums, town homes, duplex, triplex and fourplex units, and individual apartment units in a multi-family subdivision. For purposes of the levy of special taxes pursuant to Section B below, "Residential Units" shall include dwelling units already built on taxable property in CFD No. 9, as well as dwelling units planned, but not yet built, when the special tax is levied each fiscal year.

"Shared Services" means the costs of services are paid equally by the property owners of two or more subdivisions.

"Special Tax" means any special tax to be levied each fiscal year on assessor's parcels of taxable property to fund the Special Tax Requirement as defined below.

"Special Tax Requirement" means the amount necessary in any fiscal year to (i) pay authorized maintenance and improvement expenses, (ii) pay administrative expenses of CFD No. 9, and (iii) cure any delinquencies in the payment of special taxes levied in prior fiscal years or (based on delinquencies in the payment of special taxes which have already taken place) are expected to occur in the fiscal year in which the tax will be collected.

"Subdivision" means the division, by any subdivider, of any unit or units of improved or unimproved land, or any portion thereof, shown on the latest equalized county assessment roll as a unit or as contiguous units, for the purpose of sale, lease, or financing whether immediate or future. Property shall be considered as contiguous units, even if it is separated by roads, streets, utility easement or railroad rights-of-way. "Subdivision" includes a condominium project, as defined in Section 4125 of the Civil Code, a community apartment project, as defined in Section 4105 of the Civil Code.

"Taxable Property" means all of the assessor's parcels within the boundaries of CFD No. 9 which are not exempt from the special tax pursuant to law or Section E below.

B. CALCULATIONS

COMMERCIAL AND INDUSTRIAL DEVELOPMENTS OR SUBDIVISIONS

On or about April 1 of each fiscal year, the City of Fresno (City) or its designee shall determine how many square feet of taxable area are in each assessor's parcels within each commercial or industrial development or subdivision of CFD No. 9.

For commercial or industrial developments or subdivisions, the area to be taxed is the total area within each assessor's parcels of the subdivision or development not designated as public right-of-way and is not to exceed the Maximum Special Tax identified for the development or subdivision in Section C, Table 1 below.

RESIDENTIAL SUBDIVISIONS

On or about April 1 of each fiscal year, the City or its designee shall determine how many residential units are built, or allowed to be built, on assessor's parcels within CFD No. 9. For parcels of undeveloped property zoned for development of multi-family units, the number of residential units shall be determined by referencing the condominium plan, apartment plan, site plan or other development plan, or by assigning the maximum allowable units permitted based on the underlying zoning for the parcel. Once a multi-family building or buildings have been built on an assessor's parcel, the City or its designee shall determine the actual number of residential units contained within the building or buildings, and the special tax levied against the parcel in the next fiscal year shall be calculated by dividing the Special Tax Requirement by the actual number of residential units not to exceed the Maximum Special Tax per residential unit identified for the subdivision in Section C, Table 1 below.

C. MAXIMUM SPECIAL TAX

The Maximum Special Tax (MST) applicable to each assessor's parcel in CFD No. 9 shall be specific to each development, subdivision, subdivisions, or portion thereof within CFD No. 9. When additional property is annexed into CFD No. 9, the rate and method adopted for the annexed property shall reflect the MST for the development, subdivision, subdivisions, or respective portion thereof then annexed.

The MST applicable to each development, subdivision, subdivisions, or portion thereof in CFD No. 9 shall be the rate that is created at the time of CFD No. 9 annexation expressly for the individual development, subdivision, subdivisions, or portion thereof being annexed to CFD No. 9 at that time. Beginning in January of each year, the MST will be adjusted upward annually by 2% or by the rise of the Construction Cost Index (CCI), if it exceeds 2%, for the San Francisco Region for the prior 12-month period (December through December) as published in the Engineering News Record, or published in a comparable index if the Engineering News Record is discontinued or otherwise not available. Each annual adjustment of the MST shall become effective on the subsequent July 1.

Subject to the maximum limit set by the MST, the Special Tax for the commercial, industrial or multi-family development or subdivision assessor's parcels is calculated by spreading the Special Tax Requirement to the total taxable square footage of the development or subdivision and then apportioned proportionately by area to the individual assessor's parcels within the development or subdivision or by the number of residential units as applicable.

The total Maximum Special Tax for Fiscal Year 2026-2027 for Annexation No. 73 of CFD No. 9 is identified in Table 1 below:

Table 1
Maximum Special Tax
(Fiscal Year 2026-2027)

Commercial Development Number*	***Total Maximum Special Tax per Acre***
P23-00835	$3,854.50
Assessor's Parcel Number 479-050-20	
*A Special Tax shall be levied on all assessor's parcels within an identified development or subdivision except excluded parcels as identified in Attachment 1.	

D. METHOD OF LEVY AND COLLECTION OF THE SPECIAL TAX

Commencing with Fiscal Year 2026-2027, the Special Tax shall be levied on all parcels of taxable property as follows:

Step 1: Determine the Special Tax Requirement (as defined in Section A above) for the fiscal year in which the special tax will be collected;

Step 2: Calculate the total special tax revenues that could be collected from taxable property within CFD No. 9 based on applying the Maximum

Special Tax rates determined pursuant to Section C above to each parcel of taxable property in CFD No. 9;

If the amount determined in Step 1 is greater than or equal to the amount calculated in Step 2, levy the Maximum Special Tax set forth in Table 1 above on all parcels of taxable property in CFD No. 9;

If the amount determined in Step 1 is less than the amount calculated in Step 2, levy the Special Tax proportionately against all parcels of taxable property up to 100% of the Maximum Special Tax for each subdivision as identified in Table 1, until the amount of the Special Tax levy equals the Special Tax Requirement for that fiscal year.

The Special Tax for CFD No. 9 shall be collected in the same manner and at the same time as ordinary ad valorem property taxes, provided, however, that CFD No. 9 may (under the authority of Government Code 53340), in any particular case, bill the taxes directly to the property owner off of the County of Fresno tax roll, and the Special Taxes will be equally subject to penalties and foreclosure if delinquent.

E. EXEMPTIONS

Notwithstanding any other provision of this Rate and Method of Apportionment of Special Tax, no Special Tax shall be levied on parcels that have been conveyed to a public agency, except as otherwise provided in City Law, and properties receiving a welfare exemption under subdivision (g) of Section 214 of the Revenue and Taxation Code. In addition, no Special Tax shall be levied on excluded parcels or parcels that are determined not to be developable lots.

EXHIBIT B

ATTACHMENT 1

City of Fresno

Community Facilities District No. 9
Annexation No. 73

Excluded Parcels

THERE ARE NO EXCLUDED PARCELS WITHIN THE BOUNDARIES OF ANNEXATION NO. 73

EXHIBIT C

CITY OF FRESNO
COMMUNITY FACILITIES DISTRICT NO. 9
AND ANNEXATION NO. 73

Description of Facilities to be added by Annexation No. 73 and maintained by Community Facilities District No. 9.

The proposed facilities to be maintained shall consist of:

1. The landscaping and hardscaping located along the frontages of Church Avenue and West Creek Village Way, adjacent to development.

2. The curbs and gutters, valley gutters, sidewalks, streetlights, trail, street signage, and street trees along the frontages of Church Avenue, West Creek Village Way, and Martin Luther King Jr Boulevard, adjacent to the development.

These facilities are generally located on the attached Exhibit A (page A-3.)

Plans and specifications for the existing improvements are filed herewith and are incorporated herein by reference to the items as listed and enumerated in the documents as described below:

Landscaping and irrigation systems, ground level infrastructures and street lighting are as shown on Street, Street Light and Landscaping Construction Plans approved by the City of Fresno for P23-00835 on file at the City of Fresno, Public Works Department.

CERTIFICATE OF PUBLIC WORKS DIRECTOR

Community Facilities District No. 9

Annexation No. 73

I, **Jill M. Gormley**, hereby declare:

I am familiar with Annexation Map No. 73 of the City of Fresno Community Facilities District No. 9 ("CFD No. 9"). I have also prepared, from county records, the list of private property owners within Annexation Map No. 73 of CFD No. 9 attached hereto. I have also personally inspected the land within Annexation Map No. 73 of CFD No. 9 and have noted that there are no dwellings therein that may contain registered voters. I have cross-checked the records with the County Registrar of Voters, as well as inquired directly of the County Registrar's records. I have done all of this to determine the number of registered voters, if any, residing within the boundaries of Annexation Map No. 73 of CFD No. 9.

Based on the foregoing, I have determined that there were no registered voters residing within Annexation Map No. 73 of CFD No. 9.

Attached to this declaration are the names and addresses of the persons owning private property within Annexation Map No. 73 of CFD No. 9. The total number of votes to be cast in the election is four (4) based on the formula of one vote for each acre, or portion of an acre, owned.

I certify that the foregoing is true and correct as of April 28, 2026.

CITY OF FRESNO

By: Jill Gormley

Jill M. Gormley, T.E., Assistant Director
Public Works Department

Landowner(s)

Conditional Use Permit
No. P23-00835

2500 MLK, LLC
405 N Palm Ave
Fresno, CA 93710

APN: 479-050-20

APPLICANT'S NAME: 2500 MLK, LLC
(Submit with Application)

THIS FORM IS A PUBLIC RECORD

LEVINE ACT DISCLOSURE STATEMENT FOR LICENSES, PERMITS, OR OTHER ENTITLEMENTS FOR USE (DEVELOPMENT)

Background: California Government Code § 84308, commonly referred to as the "Levine Act," prohibits City Officers from participating in any proceeding concerning a license, permit, other entitlement for use, franchise, or contract (collectively "license, permit, or contract") if they receive campaign contribution(s) from a Party or Participant to the proceeding, or their Agents, totaling more than $500 in the preceding 12 months. The Levine Act also prohibits City Officers from accepting, soliciting, or directing campaign contributions over $500 from Parties or Participants to a proceeding, or in *any* amount by their Agents, while a proceeding is pending and for 12 months following the final decision in a proceeding. See definitions of Party, Participant, and Agent in the Definitions attached.

Levine Act requirements apply when the City Officer or the body of which they are a member has the authority to make any decision or recommendation in the proceeding. City Officers include City elected or appointed officers, their alternates, and any candidate for elective office. City Officers are listed at the following sites:

- *City elected officers* - https://www.fresno.gov/cityofficials/
- *Board members and Commissioners* - https://www.fresno.gov/cityclerk/#boards-&-commission- application

Parties are responsible for reviewing and disclosing on the record of a proceeding their and their Agent's campaign contributions to City Officers over $500 in the 12 months preceding any decision rendered by the agency. A "Party" to a proceeding means the applicant as well as the subject of the proceeding.

Both the applicant and the subject of a proceeding are required to provide information about campaign contributions to City Officers made by them, their Agents on behalf of them or their organization(s), their organization(s) subject to the proceeding with the City, and any organization they direct or control pursuant to the aggregation rules set forth by FPPC Reg. § 18438.5, except for uncompensated officers of a nonprofit organization. When a closed corporation is a Party or Participant to a proceeding subject to the Levine Act, the majority shareholder is subject to the disclosure and prohibition requirements of the Levine Act.

DISCLOSURES

Applicants and subjects of proceedings are responsible for reviewing the names of the City Officers and aggregation rules linked above prior to making the following disclosures:

FOR THE APPLICANT: Have you or your company, or any Agent on behalf of you or your company, or any organization you direct or control, made campaign contributions of more than $500 to a City Officer in the 12 months preceding the date of the submission of your bid or proposal, or the anticipated date of any action by a City Officer related to this proceeding?

YES:____ NO: X

If yes, please identify the City Officer(s), Contributing Entity and if they are a Party or an Agent, and date(s) of contribution(s) in the spaces below:

City Officer(s) Name(s) Contributing Entity Date(s) of Contribution(s)

_____

_____

_____

APPLICANT'S NAME: 2500 MLK, LLC
(Submit with Application)

FOR THE ENTITY OR PERSON THAT IS THE SUBJECT OF PROCEEDING: Have you or your company, or any Agent on behalf of you or your company, or any organization you direct or control, made campaign contributions of more than $500 to a City Officer in the 12 months preceding the date of the submission of your bid or proposal, or the anticipated date of any action by a City Officer related to this proceeding?

YES:____ NO: X

If yes, please identify the City Officer(s), Contributing Entity and if they are a Party or an Agent, and date(s) of contribution(s) in the spaces below:

City Officer(s) Name(s) Contributing Entity Date(s) of Contribution(s)

Answering yes to the question above does not preclude the City of Fresno from awarding a license, permit, or contract or taking any subsequent action related to the proceeding.

ENTITY OWNERSHIP

To facilitate City Officials' compliance with the Levine Act, the City requests Parties (both applicants and subjects of the proceeding) disclose the ownership of their companies or entities they control. **Applications will not be denied if this information is not provided, but the disclosure above is legally required.**

Name of **Applicant**:

2500 MLK, LLC

Address:

405 N. Palm Avenue, Fresno, CA 93701

List the names of all principals, partners, and/or trustees. For corporations, provide names of officers, directors, and all stockholders owning more than 10% equity interest in corporation:

Stephen Shehadey, James Shehadey, Thomas Shehadey
Sylvesta Hall

APPLICANT'S NAME: 2500 MLK, LLC
(Submit with Application)

Name of the entity or person that is the **Subject of Proceeding:**

2500 MLK, LLC

Address:
405 N. Palm Avenue, Fresno, CA 93701

List the names of all principals, partners, and/or trustees. For corporations, provide names of officers, directors, and all stockholders owning more than 10% equity interest in corporation:

Stephen Shehadey, James Shehadey, Thomas Shehadey, Sylvesta Hall

SIGNATURES

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

2500 MLK, LLC
Name of Applicant

James Shehadey, Manager
Print Name and Title of Authorized Representative

Jas Shehadey
Signature

3/18/2026
Date

2500 MLK, LLC
Name of Entity or Person that is the Subject of the Proceeding

James Shehadey, Manager
Print Name and Title of Authorized Representative

Jas Shehadey
Signature

3/18/2026
Date

APPLICANT'S NAME: 2500 MLK, LLC
(Submit with Application)

LEVINE ACT DISCLOSURE STATEMENT
DEFINITIONS

Term	Definition	Law
Covered Proceedings	A license, permit, or other entitlement for use, meaning all business, professional, trade, and land use licenses and permits and all other entitlements for use, including all entitlements for land use, all contracts, and all franchises. Including a proceeding to grant, deny, revoke, restrict, or modify a license, permit or other entitlement for use, that does not solely involve purely ministerial decisions and is: (1) Applied for by the party; (2) Formally or informally requested by the party; or (3) A contract between the agency and the party or a franchisee granted by the agency to the party, *other than those* competitively bid, labor contract, personal employment contract, valued under $50,000, between two or more agencies, where no party receives financial compensation, periodic review of or renewal of a development agreement with no material changes; or a periodic review or renewal of competitively bid contracts (unless material modifications or amendments valued at >10% value of the contract $50,000, whichever is less).	FPPC Reg 18438.2(a)
Party	Any person who files an application for, or is the subject of, a proceeding involving a license, permit, or other entitlement for use.	Gov. Code 84308(a)(1)
Participant	Any person who is not a party but who actively supports or opposes a particular decision in a proceeding involving a license, permit, or other entitlement for use and who has a financial interest in the decision. A person actively supports or opposes a particular decision in a proceeding if that person lobbies in person the officers or employees of the agency, testifies in person before the agency, or otherwise acts to influence officers of the agency.	Gov. Code 84308(a)(2); *see also* FPPC Reg. 18348.4
Agent	A person who represents a party or participant for compensation and appears before or otherwise communicates with the governmental agency for the purpose of influencing the pending proceeding. See FPPC Reg 18438.3 for exceptions for certain consultants.	FPPC Reg 18438.3
Competitively Bid	Competitively bid contracts are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process. A contract required by law to be awarded to the lowest responsible bidder with a responsive bid, or, if the successful bidder refuses or fails to execute the contract, to the next lowest responsive bidder.	Gov. Code 84308(a)(5)(B); FPPC Reg 18438.2(a)(3)(A)
Labor Contract	A contract or agreement reached through collective bargaining or with a representative group regarding the salary, benefits, or terms and conditions under an employment or retirement policy for employees or retirees, including a project labor agreement entered under Public Contract Code Section 2500.	FPPC Reg 18438.2(a)(3)(B)
Personal Employment Contract	A contract for employment, including the terms and conditions of employment, between the agency and an agency employee. A contract with an independent contractor is NOT a personal employment contract.	FPPC Reg 18438.2(a)(3)(C)-(D)

Additional information on the Levine Act: https://www.fppc.ca.gov/content/dam/fppc/NS-Documents/TAD/Campaign%20Documents/84308/Section%2084308%20and%20Parties%20and%20Participants%20Guide.pdf

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, TO ANNEX TERRITORY TO COMMUNITY FACILITIES DISTRICT NO. 9 AND AUTHORIZING THE LEVY OF A SPECIAL TAX FOR ANNEXATION NO. 73

WHEREAS, on April 23, 2026, the Council of the City of Fresno (Council) adopted Council Resolution No. 2026-076 to annex the Territory Identified as APN 479-050-20 to the City of Fresno, Community Facilities District No. 9 (CFD No. 9) and to Authorize the Levy of Special Taxes, pursuant to the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code (City Law); and

WHEREAS, Council Resolution No. 2026-076, incorporating a map of the area proposed for annexation to CFD No. 9, and stating the Services (as hereinafter defined) to be provided, the estimated maximum cost of providing such Services, and the rate and method of apportionment of the special tax to be levied within Annexation No. 73 of CFD No. 9 to finance the Services with respect to Annexation No. 73 of CFD No. 9, is on file with the City Clerk of the City of Fresno (City Clerk), and the provisions thereof are incorporated herein by this reference as if fully set forth herein; and

WHEREAS, on this date, this Council held a noticed public hearing, as required by City Law and Council Resolution No. 2026-076, concerning the annexation of territory to CFD No. 9; and

WHEREAS, at the hearing all interested persons desiring to be heard on the annexation of territory to CFD No. 9, the Services to be provided therein and the levy of said special tax were heard and a full fair hearing was held; and

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval:

WHEREAS, at the hearing evidence was presented to this Council on the proposed annexation before it, including a report by the Public Works Director (District Report) as to the Services to be provided through CFD No. 9 and the costs thereof, and a copy of the District Report is on file with the City Clerk; and

WHEREAS, pursuant to Government Code Section 53339.6, the City Clerk or designee did not receive written protests with respect to the proposed annexation, the specified types of services to be furnished therein, or the rate and method of apportionment of the special taxes therein, from any of the following: (1) at least 50% of the registered voters or six registered voters, whichever is more, residing within the existing community facilities district; (2) at least 50% of the registered voters or six registered voters, whichever is more, residing within the territory proposed for annexation; (3) property owners not exempt from the special tax and owning at least one-half of the area of land in the territory included in the existing community facilities district; or (4) property owners not exempt from the special tax and owning at least one-half of the area of land in the territory proposed for annexation; and

WHEREAS, the Special Tax proposed to be levied upon the territory, if annexed, to pay for the proposed Services (set forth in Exhibit A, Page A-2 hereto), has not been eliminated through protest of at least 50% or more of the registered voters residing within the territory proposed for annexation, or through protests of landowners not exempt from the special tax and owning at least one-half of the area of land within the proposed annexation.

NOW, THEREFORE, BE IT RESOLVED, by the Council of the City of Fresno as follows:

1. **Recitals.** The foregoing recitals are true and correct.

2. **No Majority Protest.** The proposed special tax to be levied within the proposed annexation has not been precluded by majority protest pursuant to City Law.

3. **Prior Proceedings.** The Council duly considered all prior proceedings for the proposed annexation and the levy of the special tax therein, and finds and determines that the proceedings are valid and conform to the requirements of City Law. This Council hereby finds and determines that the proposed annexation conforms to the Goals and Policies that this Council adopted respecting the formation of CFD No. 9.

4. **Boundaries Described.** The boundaries of the proposed annexation, set forth in the map of the area proposed for annexation to CFD No. 9, recorded in the Fresno County Recorder's Office in Book 47 page 57 of Maps of Assessment and Community Facilities Districts, are approved, incorporated herein by reference, and shall be the boundaries of Annexation No. 73.

5. **Services.** The types of Services proposed to be financed by Annexation No. 73 of CFD No. 9 and pursuant to City Law shall consist of those listed as services on page A-2 of Exhibit A in the District Report on file with the City Clerk (Services), which are also attached hereto and incorporated herein by this reference.

6. **Special Taxes.** Except to the extent that funds are otherwise available to CFD No. 9 to pay for the Services, a special tax sufficient to pay the costs thereof, secured by a continuing lien against all non-exempt real property in CFD No. 9, including the territory to be annexed, will be levied annually within CFD No. 9, and collected in the same manner as ordinary ad valorem property taxes or in any other manner as this Council or its designee shall determine, including direct billing of the affected property

owners. The proposed rate and method of apportionment of the special tax among the parcels of real property within the territory of the proposed annexation, in sufficient detail to allow each landowner within the territory of the proposed annexation to estimate the probable maximum amount such owner will have to pay, is described in the District Report on file with the City Clerk and attached hereto as Exhibit B and incorporated herein by this reference.

7. **Tax Collection Authority.** The Public Works Director of the City of Fresno or designee, 2600 Fresno Street, Fresno, California 93721 telephone number (559) 621-1492 is the officer who will be responsible for preparing annually a current roll of special tax levy obligations by assessor's parcel number and estimating future special tax levies pursuant to City Law.

8. **Tax Lien.** Upon recordation of a Notice of Special Tax Lien, pursuant to Section 3114.5 of the California Streets and Highways Code, a continuing lien to secure each levy of the special tax shall attach to all non-exempt real property in the proposed annexation area. This lien shall continue in force and effect until the special tax obligation ceases and the lien is canceled in accordance with law or until collection of the tax by the City of Fresno ceases.

9. **Appropriations Limit.** In accordance with City Law, the annual appropriations limit, as defined by subdivision (h) of Section 8 of Article XIII B of the California Constitution, of the proposed annexation, is hereby preliminarily established at $500,000.00 and said appropriations limit shall be submitted to the voters of the proposed annexation as hereafter provided. The proposition establishing said annual

appropriations limit shall become effective if approved by the qualified electors voting thereon and shall be adjusted in accordance with the applicable provisions of City Law.

10. **Election.** Pursuant to the provisions of City Law, the levy of the special tax and the proposition to establish the appropriations limit specified above shall be submitted to the qualified electors of the proposed annexation at an election the time, place and conditions of which election shall be as specified by a separate resolution of this Council.

11. **Effective Date.** This Resolution shall be effective upon final approval.

Attachments:
Exhibit A - Description of Services
Exhibit B - Rate and Method of Apportionment of Special Tax

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

BY: _____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

BY: _____
Brent Richardson Date
Deputy City Attorney

EXHIBIT A

City of Fresno

Community Facilities District No. 9
Formation

Description of Services currently financed by Community Facilities District No. 9

The services and operations (Services) that are to be financed by Community Facilities District No. 9 (CFD No. 9) are described below and are permitted by City of Fresno Special Tax Financing Law (Chapter 8, Division 1, Article 3 of the Fresno Municipal Code) and the Mello-Roos Community Facilities Act of 1982 (Chapter 2.5 commencing with Section 53311, of Part 1, Division 2, Title 5 of the California Government Code.)

I. Services may include all costs attributable to maintaining, servicing, cleaning, repairing and/or replacing all landscaping facilities (including reserves), including stamped concrete paving in medians and landscaped areas in public street rights-of-way, public trails, and, in instances where a required sound wall abuts a local City street and public landscape easements are officially dedicated for public use.

   General maintenance will include, without limitation, mowing, edging, fertilizing, seeding, aerating, and watering grass areas; repairing and replacing irrigation systems as necessary; staking, pruning, replacing and spraying of trees and shrubs; repairing and replacing paths, walkways and trails; repairing and replacing stamped concrete paving and removing litter, debris, and garbage.

II. Services may include all costs attributable to cleaning, maintaining, servicing, repairing and/or replacing all local ground level street infrastructures (including reserves) within local street rights-of-way. Such facilities may include, without limitation, street paving, curbs and gutters, sidewalks, street lighting, hydrants, inlets, street trees, street signage and street furniture.

Maintenance costs will also include a proportionate share of all other expenses that the City may incur in administering the CFD No. 9.

All Services shall be provided by the City of Fresno, with its own forces or by contract with third parties, or any combination thereof, to be determined entirely by the City of Fresno.

Nothing in this exhibit or any other exhibit or provision of this Resolution shall be construed as committing the City or CFD No. 9 to provide all of the authorized Services or to provide for the payment of or reimbursement for all of the authorized incidental expenses. The provision of Services and/or payment or reimbursement of incidental expenses shall be subject to the continued existence of CFD No. 9 and the availability of sufficient proceeds of special taxes within the District.

EXHIBIT A

City of Fresno

Community Facilities District No. 9
Annexation No. 73

Description of Services to be Financed by
Community Facilities District No. 9 For Assessor's Parcel No. 479-050-20

The services and operations described below (Services) to be financed by Community Facilities District No. 9 (CFD No. 9) for Assessor's Parcel No. 479-050-20, Annexation No. 73 are generally as described below.

The Services that are to be financed will include all costs attributable to maintaining, servicing, cleaning, repairing and/or replacing all landscaping facilities (including reserves), in public street rights-of-way, public trails, and public landscape easements officially dedicated for public use and street trees.

General maintenance will include, without limitation, mowing, edging, fertilizing, seeding, aerating, and watering grass areas; repairing and replacing irrigation systems as necessary; staking, pruning, replacing and spraying of trees and shrubs; repairing and replacing paths, walkways and trails; and removing litter, debris, and garbage.

Services shall include all costs attributable to cleaning, maintaining, servicing, repairing and/or replacing all ground level infrastructure (including reserves for replacement) within the public street rights-of-way associated with Assessor's Parcel No. 479-050-20. Such facilities include, without limitation, concrete curbs and gutters, valley gutters, curb ramps and sidewalks, street name signage and street lighting, and local street paving associated with this subdivision.

Services shall include all costs attributable to street lighting services.

Maintenance costs will also include a proportionate share of all other expenses that the City may incur in administering the CFD No. 9.

All Services shall be provided by the City of Fresno, with its own forces or by contract with third parties, or any combination thereof, to be determined entirely by the City of Fresno.

Nothing in this exhibit or any other exhibit or provision of this Resolution shall be construed as committing the City or CFD No. 9 to provide all of the authorized Services or to provide for the payment of or reimbursement for all of the authorized incidental expenses. The provision of Services and/or payment or reimbursement of incidental expenses shall be subject to the successful annexation of Annexation No. 73 to CFD No. 9 and the availability of sufficient proceeds of Special Taxes within CFD No. 9.

EXHIBIT B

City of Fresno

Community Facilities District No. 9
Annexation No. 73

Rate and Method of Apportionment of Special Tax

Cost Estimate

The estimate breaks down the costs of providing one year's Service for FY 2026-2027.

ITEM	DESCRIPTION	ESTIMATED COST
1	Landscape Operational Costs	$9,067.00
2	Other Operational Costs	$99.00
3	Reserve for Replacement	$4,537.00
4	Incidental Expenses	$19.00
	Total	$13,722.00

Subdivision or Development Appropriation Limit

Conditional Use Permit No.	Total Maximum Special Tax for Services per Acre	Appropriation Limit	Landowner
P23-00835	$3,854.50	$500,000.00	2500 MLK, LLC
Assessor's Parcel Number 479-050-20			

EXHIBIT B

City of Fresno

Community Facilities District No. 9
Annexation No. 73

Rate and Method of Apportionment of Special Tax

A special tax applicable to each assessor's parcel in Community Facilities District No. 9 (CFD No. 9) shall be levied and collected according to the tax liability determined by the City Council of the City of Fresno, through the application of the appropriate amount or rate for taxable property, as described below. All of the property in CFD No. 9, unless exempted by law or by the provisions of Section E below, shall be taxed for the purposes, to the extent, and in the manner herein provided, including property subsequently annexed to CFD No. 9 unless a separate Rate and Method of Apportionment of Special Tax is adopted for the annexation area.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Assessor's Parcel" or "**Parcel"** means a lot or parcel shown on an assessor's parcel map with an assigned assessor's parcel number.

"Assessor's Parcel Map" means an official map of the County Assessor of the County of Fresno designating parcels by assessor's parcel number.

"City" means the City of Fresno.

"City Law" means the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code.

"Commercial or Industrial Developments or Subdivisions" means developments or subdivisions zoned for commercial or industrial uses.

"Council" means the City Council of the City of Fresno, acting as the legislative body of CFD No. 9.

"Developable Lot" means a lot that is anticipated development of residential or non-residential uses, and which is not an outlot, remainder parcel or other parcel which is not intended to be developed or which must be further subdivided before being developed.

"Development" means any assessor's parcel within the City of Fresno which is being developed for Industrial, Commercial, or Multi-Family purposes and requires a Building Permit.

"Excluded Parcels" means those assessor's parcels identified as ineligible for inclusion in CFD No. 9 as shown in "Attachment 1" of this Rate and Method of Apportionment of Special Tax.

"**Final Map"** means a final map, or portion thereof, approved by the Council pursuant to the Subdivision Map Act (California Government Code Section 66410 et seq.) that creates individual developable lots for which building permits may be issued. The term "Final Map" shall not include any assessor's parcel map or subdivision map or portion thereof, that does not create individual developable lots for which a building permit may be issued, including assessor's parcels that are designated as remainder parcels.

"Fiscal Year" means the period starting April 1 and ending on the following March 31.

"Maximum Special Tax" means the maximum special tax, determined in accordance with Section C, which can be levied in any Fiscal Year.

"Public Property" means any property within the boundaries of CFD No. 9 that is owned by the federal government, State of California or other local governments or public agencies.

"Reserve for Replacement" means a reasonable reserve pursuant to Fresno Municipal Code 8-1-303(e) (4), as a Service cost or expense and not as payment for public facilities under Government Code Section 53321(d).

"Residential Development or Subdivision" means developments or subdivisions zoned for residential multi-family uses.

"Residential Unit" means a multi-family residential dwelling unit and shall include condominiums, town homes, duplex, triplex and fourplex units, and individual apartment units in a multi-family subdivision. For purposes of the levy of special taxes pursuant to Section B below, "Residential Units" shall include dwelling units already built on taxable property in CFD No. 9, as well as dwelling units planned, but not yet built, when the special tax is levied each fiscal year.

"Shared Services" means the costs of services are paid equally by the property owners of two or more subdivisions.

"Special Tax" means any special tax to be levied each fiscal year on assessor's parcels of taxable property to fund the Special Tax Requirement as defined below.

"Special Tax Requirement" means the amount necessary in any fiscal year to (i) pay authorized maintenance and improvement expenses, (ii) pay administrative expenses of CFD No. 9, and (iii) cure any delinquencies in the payment of special taxes levied in prior fiscal years or (based on delinquencies in the payment of special taxes which have already taken place) are expected to occur in the fiscal year in which the tax will be collected.

"Subdivision" means the division, by any subdivider, of any unit or units of improved or unimproved land, or any portion thereof, shown on the latest equalized county assessment roll as a unit or as contiguous units, for the purpose of sale, lease, or financing whether immediate or future. Property shall be considered as contiguous units, even if it is separated by roads, streets, utility easement or railroad rights-of-way. "Subdivision" includes a condominium project, as defined in Section 4125 of the Civil Code, a community apartment project, as defined in Section 4105 of the Civil Code.

"Taxable Property" means all of the assessor's parcels within the boundaries of CFD No. 9 which are not exempt from the special tax pursuant to law or Section E below.

B. CALCULATIONS

COMMERCIAL AND INDUSTRIAL DEVELOPMENTS OR SUBDIVISIONS

On or about April 1 of each fiscal year, the City of Fresno (City) or its designee shall determine how many square feet of taxable area are in each assessor's parcels within each commercial or industrial development or subdivision of CFD No. 9.

For commercial or industrial developments or subdivisions, the area to be taxed is the total area within each assessor's parcels of the subdivision or development not designated as public right-of-way and is not to exceed the Maximum Special Tax identified for the development or subdivision in Section C, Table 1 below.

RESIDENTIAL SUBDIVISIONS

On or about April 1 of each fiscal year, the City or its designee shall determine how many residential units are built, or allowed to be built, on assessor's parcels within CFD No. 9. For parcels of undeveloped property zoned for development of multi-family units, the number of residential units shall be determined by referencing the condominium plan, apartment plan, site plan or other development plan, or by assigning the maximum allowable units permitted based on the underlying zoning for the parcel. Once a multi-family building or buildings have been built on an assessor's parcel, the City or its designee shall determine the actual number of residential units contained within the building or buildings, and the special tax levied against the parcel in the next fiscal year shall be calculated by dividing the Special Tax Requirement by the actual number of residential units not to exceed the Maximum Special Tax per residential unit identified for the subdivision in Section C, Table 1 below.

C. MAXIMUM SPECIAL TAX

The Maximum Special Tax (MST) applicable to each assessor's parcel in CFD No. 9 shall be specific to each development, subdivision, subdivisions, or portion thereof within CFD No. 9. When additional property is annexed into CFD No. 9, the rate and method adopted for the annexed property shall reflect the MST for the development, subdivision, subdivisions, or respective portion thereof then annexed.

The MST applicable to each development, subdivision, subdivisions, or portion thereof in CFD No. 9 shall be the rate that is created at the time of CFD No. 9 annexation expressly for the individual development, subdivision, subdivisions, or portion thereof being annexed to CFD No. 9 at that time. Beginning in January of each year, the MST will be adjusted upward annually by 2% or by the rise of the Construction Cost Index (CCI), if it exceeds 2%, for the San Francisco Region for the prior 12-month period (December through December) as published in the Engineering News Record, or published in a comparable index if the Engineering News Record is discontinued or otherwise not available. Each annual adjustment of the MST shall become effective on the subsequent July 1.

Subject to the maximum limit set by the MST, the Special Tax for the commercial, industrial or multi-family development or subdivision assessor's parcels is calculated by spreading the Special Tax Requirement to the total taxable square footage of the development or subdivision and then apportioned proportionately by area to the individual assessor's parcels within the development or subdivision or by the number of residential units as applicable.

The total Maximum Special Tax for Fiscal Year 2026-2027 for Annexation No. 73 of CFD No. 9 is identified in Table 1 below:

Table 1
Maximum Special Tax
(Fiscal Year 2026-2027)

Commercial Development Number*	***Total Maximum Special Tax per Acre***
P23-00835	$3,854.50
Assessor's Parcel Number 479-050-20	
*A Special Tax shall be levied on all assessor's parcels within an identified development or subdivision except excluded parcels as identified in Attachment 1.	

D. METHOD OF LEVY AND COLLECTION OF THE SPECIAL TAX

Commencing with Fiscal Year 2026-2027, the Special Tax shall be levied on all parcels of taxable property as follows:

Step 1: Determine the Special Tax Requirement (as defined in Section A above) for the fiscal year in which the special tax will be collected;

Step 2: Calculate the total special tax revenues that could be collected from taxable property within CFD No. 9 based on applying the Maximum

Special Tax rates determined pursuant to Section C above to each parcel of taxable property in CFD No. 9;

If the amount determined in Step 1 is greater than or equal to the amount calculated in Step 2, levy the Maximum Special Tax set forth in Table 1 above on all parcels of taxable property in CFD No. 9;

If the amount determined in Step 1 is less than the amount calculated in Step 2, levy the Special Tax proportionately against all parcels of taxable property up to 100% of the Maximum Special Tax for each subdivision as identified in Table 1, until the amount of the Special Tax levy equals the Special Tax Requirement for that fiscal year.

The Special Tax for CFD No. 9 shall be collected in the same manner and at the same time as ordinary ad valorem property taxes, provided, however, that CFD No. 9 may (under the authority of Government Code 53340), in any particular case, bill the taxes directly to the property owner off of the County of Fresno tax roll, and the Special Taxes will be equally subject to penalties and foreclosure if delinquent.

E. EXEMPTIONS

Notwithstanding any other provision of this Rate and Method of Apportionment of Special Tax, no Special Tax shall be levied on parcels that have been conveyed to a public agency, except as otherwise provided in City Law, and properties receiving a welfare exemption under subdivision (g) of Section 214 of the Revenue and Taxation Code. In addition, no Special Tax shall be levied on excluded parcels or parcels that are determined not to be developable lots.

EXHIBIT B

ATTACHMENT 1

City of Fresno

Community Facilities District No. 9
Annexation No. 73

Excluded Parcels

THERE ARE NO EXCLUDED PARCELS WITHIN THE BOUNDARIES OF ANNEXATION NO. 73

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, CALLING SPECIAL MAILED-BALLOT ELECTION

COMMUNITY FACILITIES DISTRICT NO. 9

ANNEXATION NO. 73

WHEREAS, on April 23, 2026, the Council of the City of Fresno (Council) adopted Council Resolution No. 2026-076 to annex the territory identified as APN 479-050-20 to City of Fresno Community Facilities District No. 9 (CFD No. 9) and to authorize the levy of a special tax; and

WHEREAS, Council Resolution No. 2026-076 identified the Services to be provided for Annexation No. 73 by CFD No. 9 and provided an estimate of the cost of providing those Services; and

WHEREAS, Council Resolution No. 2026-076 contemplated imposing a special tax upon those properties within Annexation No. 73 to CFD No. 9 receiving said Services; and

WHEREAS, a report has been filed with the City Clerk of the City of Fresno (City Clerk) that describes the proposed rate and method of apportionment of the special tax among the parcels of real property proposed to be annexed to CFD No. 9 in sufficient detail to allow all interested parties to estimate the maximum amount each property owner must pay; and

WHEREAS, the levy of said proposed Special Tax shall be subject to the approval of the qualified electors of the territory proposed to be annexed to CFD No. 9 at a special election; and

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: _____

WHEREAS, the Public Works Director has filed a Certificate (Certificate) in these proceedings providing that fewer than twelve (12) registered voters reside within the boundaries of the territory proposed for annexation to CFD NO. 9.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. The levy of a special tax proposed in Council Resolution No. 2026-076 shall be submitted to the voters pursuant to the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code (City Law).

2. The setting of the appropriations limit shall be submitted to the voters pursuant to City Law.

3. The two ballot items described above shall be combined into a single ballot measure pursuant to City Law. The ballot language shall be as shown on the ballot form attached as Exhibit A, which is hereby approved.

4. This Council accepts the Certificate of the Public Works Director filed in these proceedings and, based on the Certificate, finds that fewer than twelve (12) registered voters reside within the boundaries of the territory proposed to be annexed to CFD No. 9. Accordingly, under City Law the voters in this election shall be the landowners owning land within the territory proposed to be annexed to CFD No. 9.

5. The Council further finds that the landowners of record owning property within the territory proposed to be annexed to CFD No. 9 are those set forth in the attachment to the Certificate and that the attachment correctly sets forth how much property owned by each landowner and the number of votes to which each is entitled.

6. This Council approves the form, attached as Exhibit B, entitled Waiver and Consent from Sole Property Owner Shortening Time Periods and Waiving Various Requirements for Conducting Mailed-Ballot Election in CFD No. 9, Annexation No. 73, City of Fresno, County of Fresno, State of California. This Council finds that the rights, procedures and time periods therein waived are solely for the protection of the voters, may be waived under City Law, and that the waiver constitutes a full and knowing waiver by any voter who has executed the form of these rights, procedures and time periods.

7. Accordingly, this Council calls the special election described herein and sets May 21, 2026, as Election Day. Pursuant to City Law, the election shall be conducted by mailed ballot.

8. The City Clerk or designee is directed to mail or to deliver the ballots, in the form of Exhibit A hereto, to the landowner(s) shown on the attachment to the Certificate. The City Clerk or designee shall fill in the names of the landowners and the number of votes to be cast on each ballot, according to the Certificate, before delivery or mailing.

9. The City Clerk or designee shall accept personal or mail delivery of the ballots at any time up to the hearing on Thursday, May 21, 2026, at 9:15 a.m. Upon receipt of all eligible ballots, however, the City Clerk or designee shall immediately close the election and declare the results to the Council.

Attachments:

Exhibit A - Special Election Ballot
Exhibit B - Waiver and Consent from Sole Property Owner

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

BY: _____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

BY: _____
Brent Richardson Date
Deputy City Attorney

EXHIBIT A

SPECIAL ELECTION BALLOT
(Mailed-Ballot Election)

Community Facilities District No. 9
Annexation No. 73

This ballot is for the use of 2500 MLK, LLC, the sole landowner owning land (APN 479-050-20) within Community Facilities District No. 9, Annexation No. 73, City of Fresno, County of Fresno, State of California.

According to the provisions of the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the City of Fresno Municipal Code, and the resolutions of the City Council of the City of Fresno, the above-named landowner is entitled to cast four (4) votes on this ballot.

In order to be counted, the ballot must be returned prior to the hearing on Thursday, May 21, 2026, at 9:15 a.m., to Amy K. Aller, Interim City Clerk, City of Fresno, 2600 Fresno Street, Room 2133, Fresno, CA 93721.

Mailing by that date will not be sufficient. **The ballot must be physically <u>received</u> by the City Clerk prior to the deadline in order to be counted.**

AN "X" OR OTHER MARK WILL CAST ALL VOTES ASSIGNED TO THIS BALLOT, OR THE VOTER MAY WRITE NUMBERS IN THE SPACES PROVIDED

BALLOT MEASURE

Shall the City of Fresno (City) be authorized to levy a special tax, and finance the authorized services, and costs and expenses by and through its Community Facilities District No. 9, Annexation No. 73, all as specified in its Council Resolutions No. 2026-076 and No. 2026 -_____; and shall the appropriations limit for Community Facilities District No. 9 Annexation No. 73 be established in accordance therewith?	Number of Votes YES _____ Number of Votes NO _____

EXHIBIT A

CERTIFICATION

The undersigned is the authorized representative of the above-named landowner and is the person legally authorized and entitled to cast this ballot on behalf of the above-named landowner.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that this declaration is executed on _____, 2026.

Company Name: _____

By: _____

Print Name: _____

Print Title: _____

(Attach Notary Acknowledgment)

EXHIBIT B

WAIVER AND CONSENT FROM SOLE PROPERTY OWNER SHORTENING TIME PERIODS AND WAIVING VARIOUS REQUIREMENTS FOR CONDUCTING MAILED-BALLOT ELECTION

Community Facilities District No. 9, **Annexation No. 73**

The undersigned is the person legally entitled and authorized to cast the ballots as the authorized representative of the sole owner of the property (APN 479-050-20) in this mailed-ballot election to be conducted within Community Facilities District No. 9 Annexation No. 73, to determine, among other things, whether the rate and method of apportionment of the annual special taxes shall be approved.

The undersigned hereby waives any and all minimum time periods relative to the election pursuant to the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code (City Law).

The undersigned hereby waives the preparation and distribution of an impartial analysis of the ballot measure, as well as arguments in favor and against, under the authority of City Law.

The undersigned hereby waives the requirement to publish notice of the election under City Law.

The undersigned hereby waives the requirements regarding the time to mail ballots to the qualified electors under Elections Code Section 4101, and agrees to accept either mailed service or personal service of the ballot.

The undersigned hereby waives the requirements regarding identification envelopes for the return of mailed ballots contained in City Law.

The undersigned hereby waives any and all defects in notice or procedure in the conduct of the election, whether known or unknown (other than the right to have ballots accurately counted), and states that the election is being expedited, pursuant to this waiver and consent, at the particular instance and request of the undersigned.

I declare, under penalty of perjury, under the laws of the State of California, that I am the person legally entitled and authorized to cast the ballot as the authorized representative of the landowner set forth in the first paragraph hereof, and to waive and consent to the above, that the foregoing waivers and consents are voluntarily given and that this declaration is executed on _____, 2026.

Company Name: _____

By: _____

Print Name: _____

Print Title: _____

(Attach Notary Acknowledgment)

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA DECLARING ELECTION RESULTS

COMMUNITY FACILITIES DISTRICT NO. 9

ANNEXATION NO. 73

WHEREAS, on May 21, 2026, the Council of the City of Fresno (Council) adopted Council Resolution No. 2026 -_____ calling a special mailed-ballot election on levying special taxes on land within, and on approving an annual appropriations limit for Annexation No. 73 to Community Facilities District No. 9 (CFD No. 9); and

WHEREAS, the Council has received, reviewed and hereby accepts the City of Fresno City Clerk's (City Clerk) Canvass and Statement of Election Results, dated _____, 2026, a copy of which is attached as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. The Council finds and declares that: (a) the ballot measure on the levy of taxes and approval of an annual appropriations limit for Annexation No. 73, has been submitted to the qualified electors within the area of Annexation No. 73, pursuant to Council Resolution No. 2026 -_____, and (b) the ballot measure has been passed and approved by more than two-thirds of the votes cast, in accordance with City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno municipal Code (City Law).

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: _____

2. The Council declares Annexation No. 73 to be fully formed and the property within Annexation No. 73, to be subject to the levy of the special taxes and the special tax lien described in Council Resolution No. 2026 -_____, annexing the territory identified as APN 479-050-20 as Annexation No. 73, and authorizing the levy of a special tax therein, and Council Resolution No. 2008-351, approving the local goals and policies for Community Facilities District No. 9, as described in the Community Facilities District Report dated as of April 28, 2026, on file with the City Clerk.

3. The Council directs the City Clerk or designee to record a notice of special tax lien in the Office of the County Recorder, pursuant to City Law, no later than 15 days after this resolution is adopted.

Attachment:

Exhibit A - Canvass and Statement of Election Results

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

BY: _____
Date

Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

BY: _____
Brent Richardson Date
Deputy City Attorney

EXHIBIT A

CANVASS AND STATEMENT OF ELECTION RESULTS

Community Facilities District No. 9

Annexation No. 73

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, hereby certify:

I have personally received and assembled all ballots eligible to be cast in the special mailed-ballot, landowner election called by the Council of the City of Fresno (Council) in its Council Resolution No. 2026 -_____ on propositions to levy a special tax within and approve an appropriations limit for Community Facilities District No. 9, Annexation No. 73, and held on May 21, 2026. In accordance with my instructions contained in that Resolution, I hereby declare the election closed.

I personally, in the presence of members of City of Fresno staff representing the Public Works Department, as well as the City Clerk's Office, have counted the ballots and canvassed the returns of such election, and hereby certify that the result of that count is as follows and that the following total votes cast for and against such propositions, the total votes and the percentage of "yes" votes cast are true and correct.

Total Votes that could be cast	4
Total Votes Cast "Yes	4
Total Votes Cast "No"	0
Total Votes Cast	4

The Votes cast "Yes" equal **100%** of the total votes cast.

I make this certification on _____, 2026.

ATTEST:
Amy K. Aller
Interim City Clerk

By_____

Deputy

BILL NO. _____

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF FRESNO, CALIFORNIA, LEVYING A SPECIAL TAX FOR THE PROPERTY TAX YEAR 2026-2027 AND FUTURE TAX YEARS WITHIN AND RELATING TO COMMUNITY FACILITIES DISTRICT NO. 9, ANNEXATION NO. 73

WHEREAS, on May 21, 2026, the Council of the City of Fresno (Council) adopted Council Resolution No. 2026 -_____, a resolution of the Council annexing territory as Annexation No. 73 to Community Facilities District No. 9, authorizing the levy of a special tax therein to pay for certain facilities and services for Annexation No. 73, and preliminarily establishing an appropriations limit therefore (Annexation Resolution), pursuant to the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code (City Law); and

WHEREAS, by Council Resolution No. 2026 -_____, the Council called a special election on the proposition on levying a special tax and establishing an appropriations limit within Annexation No. 73; and

WHEREAS, on May 21, 2026, an election was held within Annexation No. 73 and as required by City Law, the ballot measure was passed and approved by more than two-thirds of the votes cast.

THE COUNCIL OF THE CITY OF FRESNO DOES ORDAIN AS FOLLOWS:

1. Pursuant to City Law, and in accordance with the Rate and Method of Apportionment of Special Tax as shown in Exhibit B to the Annexation Resolution, which is attached hereto for reference purposes, a special tax is hereby authorized and levied

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval:

on all taxable parcels within Annexation No. 73 for the 2026-2027 fiscal year and for each future fiscal year at the same or at a rate lower than the maximum rate of tax provided in Exhibit B to the Annexation Resolution. The special taxes levied in any fiscal year on any parcel within Annexation No. 73 shall not exceed the maximum special tax specified in Exhibit B to the Annexation Resolution, which is attached hereto for reference purposes.

2. The Public Works Director or designee is authorized and directed, with the aid of the appropriate officers and agents of the City, to determine each year, the Special Tax Requirement (as that term is defined in Exhibit B of the Annexation Resolution), to prepare the annual special tax roll in the amount of Special Tax Requirement in accordance with said Exhibit B and, without further action of this Council, to provide all necessary and appropriate information to the County of Fresno (County) Auditor in the form, and within the time, necessary to effect the correct and timely billing and collection of the special tax on the secured property tax roll of the County. The Special Tax shall be levied and collected in the same manner, shall be subject to the same penalties and the same lien priority, and the same procedure and sale for delinquency, as for ad valorem taxes. Notwithstanding the foregoing, as set forth in the Annexation Resolution and City Law, this Council reserves the right to use any method of collecting the special tax, which the Council, from time to time, may determine to be in the best interests of the City including, without limitation, direct billing by the City to the property owners and supplemental billing. The Public Works Director or designee is further authorized and directed to furnish the notices of special tax required by Section 53340.2 of the California Government Code.

3. The appropriate officers and agents of the City are further authorized and directed to adjust the special tax roll before the final posting of the special taxes to the

County tax roll each fiscal year, as necessary to achieve a correct match of the special tax levy with the county assessor's parcel numbers finally used by the County in sending out property tax bills.

4. If a court of competent jurisdiction finds any part of this Ordinance to be invalid or the special tax to be inapplicable to or unreasonable for any particular parcel, the balance of this Ordinance and the application of the special tax to the remaining parcels, shall not be affected and shall remain in full force and effect.

5. This Ordinance shall take effect and be in force immediately upon the date of final passage, as a tax measure, pursuant to City Charter, Article VI, Section 610.

Attachment:
Exhibit B to the Annexation Resolution - Rate and Method of Apportionment of Special Tax

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

BY: _____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

BY: _____
Brent Richardson Date
Deputy City Attorney

EXHIBIT B

City of Fresno

Community Facilities District No. 9
Annexation No. 73

Rate and Method of Apportionment of Special Tax

Cost Estimate

The estimate breaks down the costs of providing one year's Service for FY 2026-2027.

ITEM	DESCRIPTION	ESTIMATED COST
1	Landscape Operational Costs	$9,067.00
2	Other Operational Costs	$99.00
3	Reserve for Replacement	$4,537.00
4	Incidental Expenses	$19.00
	Total	$13,722.00

Subdivision or Development Appropriation Limit

Conditional Use Permit No.	Total Maximum Special Tax for Services per Acre	Appropriation Limit	Landowner
P23-00835	$3,854.50	$500,000.00	2500 MLK, LLC
Assessor's Parcel Number 479-050-20			

EXHIBIT B

City of Fresno

Community Facilities District No. 9
Annexation No. 73

Rate and Method of Apportionment of Special Tax

A special tax applicable to each assessor's parcel in Community Facilities District No. 9 (CFD No. 9) shall be levied and collected according to the tax liability determined by the City Council of the City of Fresno, through the application of the appropriate amount or rate for taxable property, as described below. All of the property in CFD No. 9, unless exempted by law or by the provisions of Section E below, shall be taxed for the purposes, to the extent, and in the manner herein provided, including property subsequently annexed to CFD No. 9 unless a separate Rate and Method of Apportionment of Special Tax is adopted for the annexation area.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Assessor's Parcel" or "**Parcel"** means a lot or parcel shown on an assessor's parcel map with an assigned assessor's parcel number.

"Assessor's Parcel Map" means an official map of the County Assessor of the County of Fresno designating parcels by assessor's parcel number.

"City" means the City of Fresno.

"City Law" means the City of Fresno Special Tax Financing Law, Chapter 8, Division 1, Article 3, of the Fresno Municipal Code.

"Commercial or Industrial Developments or Subdivisions" means developments or subdivisions zoned for commercial or industrial uses.

"Council" means the City Council of the City of Fresno, acting as the legislative body of CFD No. 9.

"Developable Lot" means a lot that is anticipated development of residential or non-residential uses, and which is not an outlot, remainder parcel or other parcel which is not intended to be developed or which must be further subdivided before being developed.

"Development" means any assessor's parcel within the City of Fresno which is being developed for Industrial, Commercial, or Multi-Family purposes and requires a Building Permit.

"Excluded Parcels" means those assessor's parcels identified as ineligible for inclusion in CFD No. 9 as shown in "Attachment 1" of this Rate and Method of Apportionment of Special Tax.

"**Final Map"** means a final map, or portion thereof, approved by the Council pursuant to the Subdivision Map Act (California Government Code Section 66410 et seq.) that creates individual developable lots for which building permits may be issued. The term "Final Map" shall not include any assessor's parcel map or subdivision map or portion thereof, that does not create individual developable lots for which a building permit may be issued, including assessor's parcels that are designated as remainder parcels.

"Fiscal Year" means the period starting April 1 and ending on the following March 31.

"Maximum Special Tax" means the maximum special tax, determined in accordance with Section C, which can be levied in any Fiscal Year.

"Public Property" means any property within the boundaries of CFD No. 9 that is owned by the federal government, State of California or other local governments or public agencies.

"Reserve for Replacement" means a reasonable reserve pursuant to Fresno Municipal Code 8-1-303(e) (4), as a Service cost or expense and not as payment for public facilities under Government Code Section 53321(d).

"Residential Development or Subdivision" means developments or subdivisions zoned for residential multi-family uses.

"Residential Unit" means a multi-family residential dwelling unit and shall include condominiums, town homes, duplex, triplex and fourplex units, and individual apartment units in a multi-family subdivision. For purposes of the levy of special taxes pursuant to Section B below, "Residential Units" shall include dwelling units already built on taxable property in CFD No. 9, as well as dwelling units planned, but not yet built, when the special tax is levied each fiscal year.

"Shared Services" means the costs of services are paid equally by the property owners of two or more subdivisions.

"Special Tax" means any special tax to be levied each fiscal year on assessor's parcels of taxable property to fund the Special Tax Requirement as defined below.

"Special Tax Requirement" means the amount necessary in any fiscal year to (i) pay authorized maintenance and improvement expenses, (ii) pay administrative expenses of CFD No. 9, and (iii) cure any delinquencies in the payment of special taxes levied in prior fiscal years or (based on delinquencies in the payment of special taxes which have already taken place) are expected to occur in the fiscal year in which the tax will be collected.

"Subdivision" means the division, by any subdivider, of any unit or units of improved or unimproved land, or any portion thereof, shown on the latest equalized county assessment roll as a unit or as contiguous units, for the purpose of sale, lease, or financing whether immediate or future. Property shall be considered as contiguous units, even if it is separated by roads, streets, utility easement or railroad rights-of-way. "Subdivision" includes a condominium project, as defined in Section 4125 of the Civil Code, a community apartment project, as defined in Section 4105 of the Civil Code.

"Taxable Property" means all of the assessor's parcels within the boundaries of CFD No. 9 which are not exempt from the special tax pursuant to law or Section E below.

B. CALCULATIONS

COMMERCIAL AND INDUSTRIAL DEVELOPMENTS OR SUBDIVISIONS

On or about April 1 of each fiscal year, the City of Fresno (City) or its designee shall determine how many square feet of taxable area are in each assessor's parcels within each commercial or industrial development or subdivision of CFD No. 9.

For commercial or industrial developments or subdivisions, the area to be taxed is the total area within each assessor's parcels of the subdivision or development not designated as public right-of-way and is not to exceed the Maximum Special Tax identified for the development or subdivision in Section C, Table 1 below.

RESIDENTIAL SUBDIVISIONS

On or about April 1 of each fiscal year, the City or its designee shall determine how many residential units are built, or allowed to be built, on assessor's parcels within CFD No. 9. For parcels of undeveloped property zoned for development of multi-family units, the number of residential units shall be determined by referencing the condominium plan, apartment plan, site plan or other development plan, or by assigning the maximum allowable units permitted based on the underlying zoning for the parcel. Once a multi-family building or buildings have been built on an assessor's parcel, the City or its designee shall determine the actual number of residential units contained within the building or buildings, and the special tax levied against the parcel in the next fiscal year shall be calculated by dividing the Special Tax Requirement by the actual number of residential units not to exceed the Maximum Special Tax per residential unit identified for the subdivision in Section C, Table 1 below.

C. MAXIMUM SPECIAL TAX

The Maximum Special Tax (MST) applicable to each assessor's parcel in CFD No. 9 shall be specific to each development, subdivision, subdivisions, or portion thereof within CFD No. 9. When additional property is annexed into CFD No. 9, the rate and method adopted for the annexed property shall reflect the MST for the development, subdivision, subdivisions, or respective portion thereof then annexed.

The MST applicable to each development, subdivision, subdivisions, or portion thereof in CFD No. 9 shall be the rate that is created at the time of CFD No. 9 annexation expressly for the individual development, subdivision, subdivisions, or portion thereof being annexed to CFD No. 9 at that time. Beginning in January of each year, the MST will be adjusted upward annually by 2% or by the rise of the Construction Cost Index (CCI), if it exceeds 2%, for the San Francisco Region for the prior 12-month period (December through December) as published in the Engineering News Record, or published in a comparable index if the Engineering News Record is discontinued or otherwise not available. Each annual adjustment of the MST shall become effective on the subsequent July 1.

Subject to the maximum limit set by the MST, the Special Tax for the commercial, industrial or multi-family development or subdivision assessor's parcels is calculated by spreading the Special Tax Requirement to the total taxable square footage of the development or subdivision and then apportioned proportionately by area to the individual assessor's parcels within the development or subdivision or by the number of residential units as applicable.

The total Maximum Special Tax for Fiscal Year 2026-2027 for Annexation No. 73 of CFD No. 9 is identified in Table 1 below:

Table 1
Maximum Special Tax
(Fiscal Year 2026-2027)

Commercial Development Number*	***Total Maximum Special Tax per Acre***
P23-00835	$3,854.50
Assessor's Parcel Number 479-050-20	
*A Special Tax shall be levied on all assessor's parcels within an identified development or subdivision except excluded parcels as identified in Attachment 1.	

D. METHOD OF LEVY AND COLLECTION OF THE SPECIAL TAX

Commencing with Fiscal Year 2026-2027, the Special Tax shall be levied on all parcels of taxable property as follows:

Step 1: Determine the Special Tax Requirement (as defined in Section A above) for the fiscal year in which the special tax will be collected;

Step 2: Calculate the total special tax revenues that could be collected from taxable property within CFD No. 9 based on applying the Maximum

Special Tax rates determined pursuant to Section C above to each parcel of taxable property in CFD No. 9;

If the amount determined in Step 1 is greater than or equal to the amount calculated in Step 2, levy the Maximum Special Tax set forth in Table 1 above on all parcels of taxable property in CFD No. 9;

If the amount determined in Step 1 is less than the amount calculated in Step 2, levy the Special Tax proportionately against all parcels of taxable property up to 100% of the Maximum Special Tax for each subdivision as identified in Table 1, until the amount of the Special Tax levy equals the Special Tax Requirement for that fiscal year.

The Special Tax for CFD No. 9 shall be collected in the same manner and at the same time as ordinary ad valorem property taxes, provided, however, that CFD No. 9 may (under the authority of Government Code 53340), in any particular case, bill the taxes directly to the property owner off of the County of Fresno tax roll, and the Special Taxes will be equally subject to penalties and foreclosure if delinquent.

E. EXEMPTIONS

Notwithstanding any other provision of this Rate and Method of Apportionment of Special Tax, no Special Tax shall be levied on parcels that have been conveyed to a public agency, except as otherwise provided in City Law, and properties receiving a welfare exemption under subdivision (g) of Section 214 of the Revenue and Taxation Code. In addition, no Special Tax shall be levied on excluded parcels or parcels that are determined not to be developable lots.

EXHIBIT B

ATTACHMENT 1

City of Fresno

Community Facilities District No. 9
Annexation No. 73

Excluded Parcels

THERE ARE NO EXCLUDED PARCELS WITHIN THE BOUNDARIES OF ANNEXATION NO. 73

File #: ID 26-428 **Agenda Date:** 5/21/2026 **Agenda #:**

REPORT TO THE CITY COUNCIL

FROM: JENNIFER CLARK, AICP, Director
Planning & Development Department

THROUGH: ASHLEY ATKINSON, AICP, Assistant Director
Planning and Development Department

PHILLIP SIEGRIST, Planning Manager
Planning and Development Department

BY: STEVEN MARTINEZ, Planner
Planning and Development Department

SUBJECT

HEARING to Consider Plan Amendment and Rezone Application No. P21-01960, Conditional Use Permit Application No. P21-01959, Conditional Use Permit Application No. P21-03251, Planned Development Permit Application No. P21-03252 and related 2026 Final Environmental Impact Report (FEIR), State Clearinghouse (SCH) No. 2021100443 pertaining to ±22.4 acres of property located on the northeast corner of West Herndon Avenue and North Riverside Drive (Council District 2) - Planning & Development Department.

1. RESOLUTION - CERTIFYING the 2026 Final Environmental Impact Report (SCH No. 2021100443), for the proposed Costco Commercial Center Project;
    a. Adopt the Findings of Fact and Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15091; and,
    b. Adopt the Mitigation Monitoring and Reporting Program (MMRP) pursuant to CEQA Guidelines section 15097; and,
2. APPROVE Plan Amendment Application No. P21-01960, requesting authorization to amend the Fresno General Plan and Bullard Community Plan to change the planned land use designation for the subject property from Community Commercial to General Commercial, and reclassify West Herndon Avenue, from North Riverside to North Hayes Avenue, from an Expressway to a Super Arterial; and,
3. BILL (for introduction and adoption) to approve Rezone Application No. P21-01960, requesting authorization to amend the Official Zoning Map of the City of Fresno to rezone the subject property from the CC/EA/UGM/cz (Community Commercial/Expressway Overlay/Urban Growth Management) zone district to the CG/UGM/cz (Commercial General/Urban Growth Management/conditions of zoning) zone district in accordance with the Plan Amendment Application; and,
4. APPROVE Conditional Use Permit Application No. P21-01959, requesting authorization to construct a ±219,216 square-foot Costco warehouse retail building, with a ±4,800 square-foot

carwash and a ±13,000 square-foot fuel canopy with 32 fuel pumps, subject to compliance with the Draft Conditions of Approval (Exhibit H); and

5. APPROVE Conditional Use Permit Application No. P21-03251, requesting authorization to establish a State of California Alcoholic Beverage Control (ABC) Type 21 alcohol license that will allow the sale of beer, wine, and distilled spirits for consumption off the premises where sold, subject to compliance with the Draft Conditions of Approval (Exhibit H); and,
6. APPROVE Planned Development Permit Application No. P21-03252, requesting authorization to modify parking lot development standards to allow for 36.5-foot-tall parking lot light fixtures rather than 25-foot-tall fixtures.
7. ADOPT the Fresno Municipal Code Findings pertaining to P21-01959, P21-01960, P21-03251, and P21-03252 (Exhibit G).

RECOMMENDATIONS

1. RESOLUTION - CERTIFYING the 2026 Final Environmental Impact Report (SCH No. 2021100443), for the proposed Costco Commercial Center Project;
   a. Adopt the Findings of Fact and Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15091; and,
   b. Adopt the Mitigation Monitoring and Reporting Program (MMRP) pursuant to CEQA Guidelines section 15097; and,
2. APPROVE Plan Amendment Application No. P21-01960, requesting authorization to amend the Fresno General Plan and Bullard Community Plan to change the planned land use designation for the subject property from Community Commercial to General Commercial, and reclassify West Herndon Avenue, from North Riverside to North Hayes Avenue, from an Expressway to a Super Arterial; and,
3. BILL (for introduction and adoption) to approve Rezone Application No. P21-01960, requesting authorization to amend the Official Zoning Map of the City of Fresno to rezone the subject property from the CC/EA/UGM/cz (Community Commercial/Expressway Overlay/Urban Growth Management) zone district to the CG/UGM/cz (Commercial General/Urban Growth Management/conditions of zoning) zone district in accordance with the Plan Amendment Application; and,
4. APPROVE Conditional Use Permit Application No. P21-01959, requesting authorization to construct a ±219,216 square-foot Costco warehouse retail building, with a ±4,800 square-foot carwash and a ±13,000 square-foot fuel canopy with 32 fuel pumps, subject to compliance with the Draft Conditions of Approval (Exhibit H); and
5. APPROVE Conditional Use Permit Application No. P21-03251, requesting authorization to establish a State of California Alcoholic Beverage Control (ABC) Type 21 alcohol license that will allow the sale of beer, wine, and distilled spirits for consumption off the premises where sold, subject to compliance with the Draft Conditions of Approval (Exhibit H); and,
6. APPROVE Planned Development Permit Application No. P21-03252, requesting authorization to modify parking lot development standards to allow for 36.5-foot-tall parking lot light fixtures rather than 25-foot-tall fixtures.
7. ADOPT the Fresno Municipal Code Findings pertaining to P21-01959, P21-01960, P21-03251, and P21-03252 (Exhibit G).

EXECUTIVE SUMMARY

Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation, has filed Plan Amendment/Rezone Application No. P21-01960; Conditional Use Permit Application No. P21-

01959, Conditional Use Permit Application No. P21-03251 and Planned Development Permit Application No. P21-03252 pertaining to one vacant parcel totaling approximately ±22.4 acres, located on northeast corner of West Herndon Avenue and North Riverside Drive.

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

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

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

Related Conditional Use Permit Application No. P21-03251 requests authorization to establish a State of California Alcoholic Beverage Control (ABC) Type 21 alcohol license that will allow the sale of beer, wine, and distilled spirits for consumption off the premises where sold. Related Planned Development Permit Application No. P21-03252, requests to modify parking lot development standards to allow for 36.5-foot-tall light fixtures rather than 25-foot light fixtures.

This project was previously heard by the Planning Commission in February 2024 and ultimately approved by the City Council on April 18, 2024. Shortly thereafter, a lawsuit challenging the project's approval and environmental impact report (EIR) was filed. In July 2025, the Fresno County Superior Court issued an Order After Hearing granting the Petition for Writ of Mandate in the lawsuit. The Court granted the Petition in part to the extent as set forth in the Court's Order with regard to the First Cause of Action (non-CEQA challenge alleging violations of the Fresno Municipal Code) and Second Cause of Action (alleging violation of CEQA pertaining to GHG emissions analysis in the EIR) and denied the Petition in part with regard to the Third Cause of Action (alleging violation of CEQA pertaining to the Alternatives analysis in the EIR). Consistent with the Court's ruling, the Fresno Municipal Code Findings analysis (**Exhibit G**) has been revised, and Section 3.7 "Greenhouse Gas Emissions and Climate Change" of the EIR has been revised to eliminate reference to the City's 2021 Greenhouse Gas Reduction Plan (**Exhibit E-1**).

Fresno City Planning Commission Action

On May 6, 2026, the Planning Commission considered the item as presented by staff, followed by a

presentation by the applicant. One member of the public spoke in support of the project, and one member of the public spoke in opposition to the project. After a complete hearing, the Planning Commission voted and recommended that the City Council certify the Environmental Impact Report; approve the plan amendment, rezone, conditional use permits, and planned development permit subject to conditions of approval; and adopt the Fresno Municipal Code Findings. The Planning Commission resolutions are attached (Exhibit I).

BACKGROUND

Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation, has filed Plan Amendment/Rezone Application No. P21-01960; Conditional Use Permit Application No. P21-01959, Conditional Use Permit Application No. P21-03251 and Planned Development Permit Application No. P21-03252 pertaining to one vacant parcel totaling approximately ±22.4 acres, located on northeast corner of West Herndon Avenue and North Riverside Drive.

This project and associated EIR were previously heard by the Planning Commission on February 21, 2024, and ultimately approved by the City Council on April 18, 2024. Shortly thereafter, a lawsuit challenging the project's approval and EIR was filed; Fresno County Superior Court Case No. 24CECG02208, *Herndon-Riverside Coalition for Responsible Planning and Development v. City of Fresno et al*. In July 2025, the Fresno County Superior Court issued an Order After Hearing granting the Petition for Writ of Mandate in the lawsuit. The Court granted the Petition in part to the extent as set forth in the Court's Order with regard to the First Cause of Action (non-CEQA challenge alleging violations of the Fresno Municipal Code) and Second Cause of Action (alleging violation of CEQA pertaining to GHG emissions analysis in the EIR) and denied the Petition in part with regard to the Third Cause of Action (alleging violation of CEQA pertaining to the Alternatives analysis in the EIR).

With respect to GHG emissions and climate change analysis included in the EIR, the Order in pertinent part stated as follows:

The modeling presented within the EIR is substantial evidence of the anticipated emissions of the Project.

The EIR's conclusion that the Project will have a less than significant impact on climate change is based upon a comparison of the Project's anticipated emissions with the application of the mitigation measures and implementation of clean vehicle regulations and the 2021 [City of Fresno Greenhouse Gas Reduction Plan ("GHGRP")]. Following the certification of the EIR, the [2021] GHGRP was set aside and the 2014 GHGRP was adopted. As a result, the EIR conclusion that the Project will have a less than significant impact on climate [is] now without foundation.

For context, the Court's reference to the 2021 GHGRP being set aside pertains to the Fifth District Circuit Court of Appeal's unpublished August 6, 2024 decision in the South Fresno Community Alliance v. City of Fresno matter (case no. F086180), where the Court of Appeal directed that the City be compelled to set aside its Program Environmental Impact Report (PEIR) for the continued implementation of the City's 2014 General Plan (including the 2021 GHGRP) that the City had certified in 2021.

In accordance with the Court of Appeal's ruling, the City adopted Resolution No. 2025-69, rescinding

its certification of the PEIR and vacating its approval of the 2021 GHGRP. Resolution No. 2025-69 provided as follows:

The Master Environmental Impact Report, which was certified in connection with the City's adoption of its 2014 General Plan in 2014, is the environmental review document for the City's 2014 General Plan, subject to the requirements of CEQA (Public Resource Code §§21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, §15000 et seq.). The 2014 Greenhouse Gas Reduction Plan, adopted concurrently with the Master Environmental Impact Report, is the Greenhouse Gas Reduction Plan for the City, subject to the requirements of CEQA and the CEQA Guidelines.

In effect, under Resolution 2025-69, the City reverted to the pre-2021 status quo making the City's 2014 GHGRP its most current and only operable GHGRP. Consistent with the Court's ruling, Section 3.7, "Greenhouse Gas Emissions and Climate Change," of the EIR has been revised to eliminate reference to the City's 2021 GHGRP.

Furthermore, in accordance with the Fresno County Superior Court's ruling, the city adopted Resolution 2025-325 and passed Ordinance 2025-49 setting aside all former approvals of this project until a revised EIR is certified (Exhibits E-1 and E-2), and the City adopts municipal code findings addressing consistency between the City' s zoning provisions and the market delivery operations component of the Project as a permitted and/or accessory use (**Exhibit G**).

Surrounding Property Information

The project site is in an area generally characterized by a mix of existing land uses including a golf course (north), vacant land and mini self-storage (east), commercial and residential (south), and single unit residential (west). Furthermore, surrounding properties are planned and zoned for a mix of land uses which include Public Recreation (north), Residential Multi-Unit and Office (east), Residential, Multi-Unit and Community Commercial (south), and Residential, Single Unit (west). Properties located further to the west are planned for Commercial Highway and Commercial-Regional; to the east Public Facility - Junior High School and Office.

Project Description

The project proposes to develop a new ±219,216 square-foot Costco Warehouse retail building, a 16-dispenser (32 fuel pumps) gas station with a ±13,000 square-foot canopy, and a ±4,800 square foot automated carwash facility. The project will also include on- and off-site improvements including but not limited to seven (7) points of ingress and egress (three (3) along North Riverside Drive; one (1) along West Spruce Avenue; three (3) along a private road (formerly known as North Arthur Avenue); curbs, gutters, and sidewalks; landscaping; and guest, employee, and truck parking. Trucks will only enter and exit the site from the private road; employees and patrons may enter and exit the site from all seven access points.

<u>Existing and Proposed Facilities and Operations</u>

Costco currently operates three stores with associated gas stations in the Fresno/Clovis area: 7100 North Abby Street (Fresno); 4500 West Shaw Avenue (Fresno); and 2270 Clovis Avenue (Clovis). The store proposed in this project will replace the Costco at 4500 West Shaw Avenue, which is

approximately 134,000 square feet. It is anticipated that the existing Costco building may be purchased or leased by another large-format retailer; however, no specific use or redevelopment plan is known at this time. The fueling station will remain.

It is noted that the proposed relocation is anticipated to serve existing demand, but also future growth. The new store will largely feature the same services provided at the existing location, however, within a larger footprint to better serve the existing and future demand. These services include: a tire center, optical exams and optical sales, hearing aid testing and sales, pharmacy, food service preparation and sales, meat preparation and sales, bakery and sales of baked goods, and alcohol sales under a Type 21 ABC alcohol license.

The new store will also feature an integrated Market Delivery Operation (MDO) facility. The MDO element of the retail warehouse facilitates efficient delivery to members of big and bulky items, including furniture, major appliances, patio furniture, televisions, fitness equipment, mattresses, and grills. The MDO space within the retail warehouse will function much like the storage element of other large format retailers throughout Fresno. Purchased items will be loaded onto small box trucks from the MDO space within the retail warehouse for delivery to members' homes. The MDO component will also provide some sales floor display products from MDO stock, and the MDO component and retail component will share employees, equipment, and facilities. Services will be at the same scale as the existing program in the City of Fresno but be consolidated into the proposed warehouse facility. The existing Fresno MDO facility averages approximately 20 trips per day.

Gas Station

The project will include a Costco members-only gas station on the northern portion of the project site adjacent to West Spruce Avenue. The facility will include an approximately 13,000 square-foot canopy and a 125 square-foot controller enclosure. There will be four covered fueling islands, each with 4 two-sided fuel dispensers to provide for the fueling of 8 cars at each island, for a total of 32 fueling positions. The gas station will also have 8 stacking lanes, allowing approximately 40 cars to wait for pumps at any given time in addition to the 32 cars at the dispensers. The dispensers will be fully automated and self-service. An attendant will be present at all times of operation to oversee operations and assist members. Four (4) underground fuel tanks will also be installed at the southern edge of the gas station. Lights will be recessed into the canopy to provide both lighting during operating hours and security lighting after hours.

Car Wash

A Costco members-only automated carwash will be located at the northwest corner of the project site, adjacent to the gas station. The car wash structure will be approximately 4,800 square feet. The car wash facility will include only the automated car wash within the structure; wash water will be recycled; and no self-service car vacuum stations will be provided.

Building Design

The store design is contemporary and will include a variety of design elements that add depth and dimension. Costco intends to create scale and architectural interest with the use of design techniques such as the location of building materials, landscaping, and the incorporation of varying parapet cap heights that provide horizontal and vertical articulation. The technique of breaking a long elevation into smaller elements with varied materials and colors is used to create a more pedestrian-friendly scale in the proposed design. The proposed colors are natural earth tones, which will provide consistency with the surrounding development by utilizing similar building materials and architectural

detailing.

The warehouse design is consistent with the requirements of Leadership in Energy and Environmental Design (LEED), an internationally accepted benchmark for green building design and construction. The buildings will use recycled metal in construction, and restroom fixtures will be high efficiency to reduce water use. In addition, mechanical heat from refrigeration systems will be captured to preheat hot water tanks.

Site Access and Circulation

The proposed development will provide numerous points of access to the project site. The primary entrance to the warehouse will be located along North Riverside Drive, with a full-service driveway aligned with West Fir Drive. This proposal includes the installation of traffic control devices at the intersection of West Fir Drive, North Riverside Drive, and Costco's main driveway. Two additional right-in/right-out driveways along North Riverside Drive will provide secondary points of vehicle access to the project site. The existing right-of-way along the eastern edge of the site, North Arthur Avenue, has been vacated and is now a private driveway. The new private roadway will provide a north-south connection between West Spruce Drive and West Herndon Avenue, providing the site with right-in and left-in access from West Herndon Avenue and right-out access from the private roadway. At the eastern edge of the project site, two additional right-in/right-out driveways are proposed along the private roadway for customer access. A third driveway is proposed along the private roadway (near the southern boundary of the project site) that will provide delivery, service, and emergency vehicle access. The primary truck access route will be the southernmost driveway along the private roadway.

North Arthur Avenue

A portion of this project involved vacating an existing public street right-of-way, North Arthur Avenue, between West Spruce Avenue and West Herndon Avenue. North Arthur Avenue was originally dedicated on the J.C. Forkner Fig Garden Subdivision Map on May 26, 1920, however, was never developed as a public street. On July 25th, 2024, the Fresno City Council passed Resolution 2024-171 determining North Arthur Avenue was unnecessary for present or prospective public street purposes and the right-of-way was vacated.

West Spruce Avenue

West Spruce Avenue is located along the northernmost property boundary. Currently Spruce terminates at two intersections: Spruce Avenue and Riverside Drive; Spruce Avenue and Strother Avenue. Spruce does not have a segment across the project site. The project will extend and enhance West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue. The connection will include curb, gutter, sidewalk, Class II bicycle facilities, and streetlights, and will be consistent with the City of Fresno Active Transportation Plan. Additional enhancements to Spruce have also been required by the Fresno City Council, as identified within the draft Conditions of Approval (**Exhibit H**).

Pedestrian Trails and Bike Paths

The project will include construction of 12-foot-wide pedestrian and bicycle paths along the project site's frontage with West Herndon Avenue and North Riverside Drive. These facilities will be consistent with the City's Active Transportation Plan.

Landscaping

The landscape plan includes a mix of climate-adapted shrubs and grasses, and a variety of shade trees. The landscape design has incorporated a perimeter buffer which includes evergreen and deciduous trees and shrubs to enhance the streetscape. The proposed trees and landscaping will meet the City's shading requirement; the provided landscaping will shade at least 51 percent of the parking lot in 15 years. Additionally, the proposed landscaping represents 13 percent of the total project site and provides 354 trees, which meets the City's requirements of 10 percent of total project site and 121 trees, respectively.

Operation

Costco facilities are operated on a membership-only basis. The warehouse and car wash hours of operation are anticipated to be Monday through Friday from 9:00 a.m. to 8:30 p.m., and Saturday and Sunday from 9:00 a.m. to 7:00 p.m. The gas station will operate from 5:00 a.m. to 10:00 p.m. daily. It is anticipated that the proposed facilities will employ approximately 300 individuals in total, which will transfer from the existing Costco facility on West Shaw Avenue. A maximum of 165 to 175 employees will be on-site at any given time. Overall, the project is estimated to generate 10,616 net new weekday trips and 14,266 weekend daily net new trip ends.

Costco anticipates an average of about 10 to 13 trucks delivering goods on a typical weekday. The trucks range in size from 26-foot-long single-axle trailers to 70-foot-long double-axle trailers. Receiving time will be from 2:00 a.m. to 1:00 p.m., averaging two to three trucks per hour, with most of the deliveries completed before the 10:00 a.m. opening time. Deliveries to the warehouse will be made primarily in Costco trucks from its freight consolidation facility in Tracy, California, coming to the project site from SR 99 and West Herndon Avenue. Costco anticipates one daily delivery of large goods to the MDO facility. Typical receiving time is before 6:00 a.m., made primarily in Costco trucks from its freight consolidation facility (depot) in Tracy, California.

It is estimated that fuel will be delivered to the facility in two to three trucks per day. The largest fuel trucks will be approximately 70 feet long. While delivering the fuel, the trucks will be parked over the underground tanks. The trucks will not block access to any of the fueling positions or occupy any queuing space or parking spaces. The facility has been located and specifically designed to avoid traffic and queuing conflicts with the warehouse.

The tire center typically receives shipments of tires one to two times per week in single- or double-trailer trucks of up to 70 feet in length, and the same delivery truck will pick up old tires for recycling. Deliveries to and pickups from the tire center will be scheduled for pre-opening hours, typically about 6:00 a.m.

Existing Land Use and Zoning

The subject property is located within the boundaries of the Fresno General Plan and the Bullard Community Plan. These plans designate the subject ±22.4-acre property for Commercial Community planned land uses. The existing underlying CC/EA/UGM/cz (*Commercial Community / Expressway Area / Urban Growth Management / conditions of zoning*) zone district is consistent with the Commercial Community planned land use designation.

According to the Fresno General Plan, Community Commercial is intended for commercial development that primarily serves local needs such as convenience shopping and small offices. Many of the city's current commercial districts fall into this designation. Specific uses allowed include

medium-scale retail, office, civic and entertainment uses, supermarkets, drug stores and supporting uses. Under the current planned land use designation and zone district of Community Commercial, the proposed car wash would be prohibited; and the large format retail would be a conditionally permitted use. Therefore, the related Plan Amendment and Rezone Application (P21-01960) is required to change the existing zoning and land use to a district in which this use is permissible to facilitate the proposed development.

Proposed Land Use and Zoning

As described above, the project requires a general plan amendment to change the land use designation of the project site from CC (*Community Commercial*) to CG (*General Commercial*). The General Commercial designation proposed for the site is described in Urban Form, Land Use, and Design Element of the general plan as appropriate for retail and service uses that may generate high volumes of vehicle traffic.

Similarly, the project site requires a rezone from CC/EA/UGM/cz (*Community Commercial/Expressway Overlay/Urban Growth Management/conditions of zoning*) to CG/UGM/cz (*General Commercial/Urban Growth Management/conditions of zoning*). Large-format retail and fuel sales, which are the primary proposed uses at the site, are allowed (after review and approval of a conditional use permit) within the existing CC zoning (see Section 15-1201 of the Fresno Municipal Code). The proposed rezone is necessary to permit the development of the car wash, which is not allowed under the current zoning. Development standards for the CG district are focused on ensuring that structures fit into the surrounding development pattern and architectural or traffic conflicts are minimized.

Depending on the specific segment, West Herndon Avenue is designated as either an expressway or super arterial; these are the two highest roadway classifications in the General Plan. Herndon Avenue from its intersection with North Riverside Drive through State Route 99 is designated as a super arterial. The project site's Herndon frontage through North Hayes Avenue is designated as an expressway.

The project includes a general plan amendment to reclassify the portion of West Herndon Avenue between North Riverside Drive and North Hayes Avenue from expressway to super arterial to allow the construction of an intersection where West Herndon Avenue meets the former North Arthur Avenue. The current classification of expressway does not permit the construction of this intersection. The proposed intersection where West Herndon Avenue meets the former North Arthur Avenue will allow access to the project site via two north-south streets, rather than solely from North Riverside Drive. This will result in reduced traffic along North Riverside Drive.

Article 67 of the Fresno Municipal Code provides use classifications which describe one or more uses of land having similar characteristics (e.g. residential uses, commercial uses, industrial uses, etc.) but does not list every use or activity that may appropriately be within the classification. Pursuant to FMC Section 15-6704 (Commercial Use Classifications), the proposed uses are classified as Large-Format Retail, Washing, and Service Station.

Large-Format Retail is defined as retail establishments (over 80,000 square feet of sales area) that sell merchandise and bulk goods for individual consumption, including membership warehouse clubs. **Washing** is defined as washing, waxing, detailing, or cleaning of automobiles or similar light vehicles,

including self-serve washing facilities. **Service Station** is defined as establishments primarily engaged in retailing automotive fuels or retailing these fuels in combination with activities, such as providing minor automobile/vehicle repair services; selling automotive oils, replacement parts, and accessories; and/or providing incidental food and retail services.

Pursuant to Fresno Municipal Code Table 15-1202 (Land Use Regulations - Commercial Districts), Washing and Service Stations are conditionally permitted use in the CG zone district. Furthermore, Large-Format Retail is a permitted use in the CG zone district and not subject to specific limitations or additional regulations for special uses pursuant to FMC Article 27. Therefore, if approved, the project will be considered consistent with the proposed planned land use and zoning classification of Commercial General.

ANALYSIS

Traffic & Circulation

The project will include the construction of off-site improvements to improve circulation. Specific improvements include but are not limited to the following:

1) Installation of a traffic signal at the intersection of West Fir Avenue, North Riverside Drive, and the main Costco driveway.
2) The construction of a private 36-foot-wide road (formerly North Arthur Avenue) running along the eastern boundary of the project site.
3) Construction of an intersection at West Herndon Avenue and the private 36-foot-wide road to allow right-in/right-out and left-in turning, which will require a median cut on West Herndon Avenue.
4) The construction of West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue. The asphalt roadway will include curb, gutter, sidewalk, and streetlights, as well as the installation of sewer and water mains underneath this portion of West Spruce Avenue. Existing turf and mature trees within the right-of-way will be removed. In addition, the existing irrigation system at the golf course and path for the golf carts will be relocated. A new fence and nets to prevent errant balls from striking vehicles and pedestrians will be installed along the northern boundary of the roadway.
5) Improvements to the intersection of West Herndon Avenue and North Riverside Drive.
6) Improvements to North Riverside Drive include moving the concrete median approximately 5 feet to the west, construction of a second southbound left-turn lane, construction of a second northbound lane, and construction of a 12-foot-wide multiuse trail and a 3-foot-tall, landscaped berm between trail and parking lot.
7) The construction of pedestrian and bicycle facilities, including a trail as identified by the City's Active Transportation Plan along the project site's frontage with West Herndon Avenue.

As previously mentioned, the proposed development will provide multiple points of access to the project site. The primary entrance to the warehouse will be located along North Riverside Drive, with a full-service driveway aligned with West Fir Drive. Two additional right-in/right-out driveways along North Riverside Drive will provide secondary vehicle access to the project site. The proposed private road along the eastern edge of the site, formerly North Arthur Avenue, will provide a north-south connection between West Spruce Drive and West Herndon Avenue, providing West Herndon Avenue with right-in and left-in access from West Herndon Avenue and right-out access from the private roadway. Two additional driveways are proposed along the private drive for customer access. A third

driveway is proposed along the private drive near the southern boundary of the project site that will provide delivery, service, and emergency vehicle access. The primary truck access route will be the southernmost driveway along the private drive.

It is anticipated that the proposed Costco will employ approximately 300 individuals in total. A maximum of 165 to 175 employees will be on-site at any given time. In total, the project is estimated to generate 10,616 net new weekday trips and 14,266 weekend daily net new trip ends.

Although the proposed project will follow all safety and design protocol contained within the Fresno Municipal Code, the Traffic Impact Analysis (TIA) found that the proposed project will potentially increase the occurrence of safety hazards due to queuing. The following intersections were determined to not have sufficient storage to contain 95th percentile queues with project implementation. In these locations, project-generated traffic will result in a potentially hazardous transportation condition:

- North Riverside Drive and West Fir Avenue;
- North Riverside Drive and West Herndon Avenue; and
- North Golden State Boulevard and West Herndon Avenue.

At the two intersections on North Riverside Drive, the existing configuration of the intersections will not accommodate the project traffic volumes generated by the project. As a result, queuing traffic could extend beyond the existing left turn pockets, resulting in a hazard to through traffic. For the westbound approach of North Golden State Boulevard and West Herndon Avenue, the queue will extend past the North Weber Avenue intersection.

The City has identified the following improvements as Conditions of Approval for the proposed project that are applicable to the intersections for which a queuing impact was identified in the TIA:

- The proposed project shall modify the intersection of West Herndon Avenue and North Riverside Drive to the following configuration prior to occupancy:
  - Southbound - two (2) left-turn lanes, two (2) through lanes and one (1) right-turn lane.
  - Northbound - two (2) left-turn lanes, two (2) through lanes and one (1) right-turn lane.
  - Eastbound - two (2) left-turn lanes, three (3) through lanes and one (1) right-turn lane.
  - Westbound - two (2) left-turn lanes, three (3) through lanes and one (1) right-turn lane. If the general plan amendment is not approved, the westbound right-turn lane shall be extended to accommodate 150 feet of vehicle storage.
  - Bike lanes shall be provided in all directions. (Not required on westbound West Herndon Avenue if the general plan amendment is not approved).
  - If the general plan amendment is not approved, the westbound right-turn lane shall be extended to accommodate 150 feet of vehicle storage.

- The proposed project shall install a traffic signal with protected left-turn phasing per City of Fresno standards at the intersection of North Riverside Drive and West Fir Avenue prior to occupancy. This intersection is not subject to reimbursement under the TSMI fee program. The intersection should be constructed to include the following configuration:
  - Northbound - one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane.
  - Southbound - one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane.
  - Eastbound - one (1) left-turn lane, one (1) shared through right-turn lane.

- Westbound - two (2) left-turn lanes, one (1) shared through right-turn lane.
- Bike lanes shall be provided in northbound and southbound directions.

With the intersection improvements detailed above, the potential queuing at the intersections of North Riverside Drive and West Fir Avenue and North Riverside Drive and West Herndon Avenue will be reduced such that they will not exceed the provided lane storage capacities. However, the Conditions of Approval do not require improvements to the intersection of North Golden State Boulevard and West Herndon Avenue due to the upcoming High Speed Rail project at this intersection which limits the available right of way for improvements. Thus, the queue of the westbound approach of North Golden State Boulevard and West Herndon Avenue will continue to extend past the North Weber Avenue intersection. Because the proposed project will result in safety hazards related to queuing, the impact related to transportation hazards during operation will be **significant**.

The Public Works Department, Traffic Engineering Division has reviewed the potential traffic related impacts for the proposed project and has determined that the streets adjacent to and near the subject site will be able to accommodate the quantity and kind of traffic which may be potentially generated subject to the standard city requirements for street improvements and subject to the project specific conditions of approval determined applicable by the City of Fresno Traffic Engineer. These requirements generally include: (1) Major and local street dedications; (2) Street improvements, (including, but not limited to, construction of concrete curbs, gutters, pavement, underground street lighting systems; and, (3) Payment of applicable impact fees (including, but not limited to, the Traffic Signal Mitigation Impact (TSMI) Fee, Fresno Major Street Impact (FMSI) Fee, and the Regional Transportation Mitigation Fee (RTMF) Fee. These requirements are outlined within the memorandums from the City Traffic Engineer dated February 14, 2024, which are included in the Draft Conditions of Approval (**Exhibit H**).

Vehicle Miles Traveled (VMT) Analysis

The City has developed and adopted VMT guidelines and thresholds (i.e., CEQA Guidelines for VMT Thresholds) to meet the State requirements set by SB 743 and address CEQA Guidelines Section 15064.3. Therefore, the VMT analysis herein primarily relies on the guidance provided in the City's VMT guidance and CEQA Guidelines Section 15064.3. The City's CEQA Guidelines align with the OPR Technical Advisory which establishes that, for a retail project, any net increase in total VMT will indicate a significant impact.

The City of Fresno CEQA Guidelines for VMT Thresholds Section 3.1 regarding Development Projects states that if a project includes a General Plan Amendment or a Rezone, none of the screening criteria may apply, and that the City must evaluate such projects on a case-by-case basis. The proposed project includes both a General Plan Amendment and a Rezone and does not meet the screening criteria. As such, a quantitative VMT analysis is required.

For projects that are not screened out, a quantitative analysis of VMT impacts must be prepared and compared against the adopted VMT thresholds of significance. The City of Fresno CEQA Guidelines for VMT Thresholds includes thresholds of significance for development projects, transportation projects, and land use plans. These thresholds of significance were developed using the County of Fresno as the applicable region, and the required reduction of VMT (as adopted in the City of Fresno CEQA Guidelines for VMT Thresholds) corresponds to Fresno County's contribution to the statewide

greenhouse gas emission reduction target.

The City's adopted VMT thresholds for development projects are consistent with the regional VMT thresholds set by Fresno COG. For residential and non-residential (except retail) development projects, the adopted threshold of significance is a 13 percent reduction, which means that projects that generate VMT in excess of a 13 percent reduction from the existing regional VMT per capita or per employee will have a significant environmental impact. Projects that reduce VMT by more than 13 percent will be presumed to result in a less than significant impact. For retail projects, the adopted threshold is any net increase in VMT per employee compared to existing VMT per employee.

Quantitative assessments of the VMT generated by a development project are determined using the COG Activity Based Model (ABM), which is a tour-based model. Kittleson & Associates prepared the project TIA analyzing potential impacts to the transportation system. The VMT analysis methodology utilized a market-based GIS approach using data obtained from the applicant, as detailed below.

The following trip types characterize the proposed project trips:

- Primary trips: an entirely new trip on the roadway system for the express purpose of driving to and from the Costco facility;
- Pass-by trips: existing trips that are on roadways adjacent to the proposed project site, which allow motorists to turn into the Costco development and continue to their ultimate destination when their shopping is concluded; and
- Diverted trips: existing trips on nearby roadways in which a motorist decides to drive out-of-direction for a distance to stop at the Costco facility, and when their shopping is concluded, continues to their trip to the ultimate destination.

The methodology for VMT analysis uses the anticipated travel characteristics of the proposed project, trip generation and trip length assumptions, and vehicle trip distribution for Costco members and employees, as described below:

- Assessment of project trip generation
    - Including: members (accounting for primary and diverted member trips), warehouse employees, and gas station employees for the proposed project, as well as car wash employees, market delivery operation (MDO) on-site employees, and MDO delivery employees.
    - Excluding: members making pass-by trips, warehouse delivery trucks and fuel delivery trucks for the proposed Costco facility, as well as MDO delivery trucks from the depot and MDO delivery-to-members/other warehouse trucks. VMT is not affected bypass-by trips; thus, they were not assessed in the VMT analysis. Additionally, CEQA Guidelines Section 15064.3(a) states that VMT refers to the amount and distance of automobile travel attributable to a project. The City's CEQA Guidelines and the OPR Technical Advisory describe that the term "automobile" as used in Section 15064.3(a), refers to on-road passenger vehicles, specifically cars and light trucks; heavy vehicles are not included in the definition. Therefore, heavy-duty trucks (i.e., delivery trucks) were not included in the VMT analysis. However, it should be noted that the LOS analysis presented in the TIA considers all vehicle types, including heavy duty trucks.
    - Assessment of members' average primary trip length based on customers' approximate home locations.
    - Assessment of customers' diverted trip length based on expected routes drivers of

these trip types will take for the proposed project.

- Assessment of warehouse, gas station, and car wash employee average trip length based on the Fresno COG
- VMT Calculation Tool average employee trip lengths for the relevant transportation analysis zones (TAZs).
- Assessment of MDO on-site and delivery employee average trip length based on the Fresno COG VMT
- Calculation Tool average employee trip length for the relevant TAZs.
- Calculation of overall expected change in regional VMT that will result from the proposed project.

Operational VMT attributed to the proposed project is expected to result in a net increase of average daily VMT by 129,326 miles. Because the proposed project will result in an increase in VMT, this impact will be significant.

The implementation of Mitigation Measure 3.13-2 will reduce employee trips. However, employee trips account for 436 daily trips (less than 2 percent of the total daily trips) and 13,385 VMT (approximately 7 percent of the daily VMT). Based on the California Air Pollution Control Officers Association's estimates in the Quantifying Greenhouse Gas Mitigation Measures Handbook, Mitigation Measure 3.13-2 could achieve up to a 26 percent reduction in project employee commute VMT (CAPCOA 2021: 86). Implementation of a mandatory commute reduction program with 100 percent employee participation will only result in a 3,480-mile decrease, or less than 2 percent of the proposed project's total daily regional VMT.

The primary source of daily VMT is warehouse shopping by Costco members. The nature of Costco's land use and business model is auto oriented. Members purchase items in bulk at Costco facilities, making walking, biking, or transit trips to the warehouse impractical. Therefore, even with the implementation of Mitigation Measures 3.13-2 the impact will be **significant and unavoidable**.

Vehicle Miles Traveled Reduction Program

The Fresno City Council approved: Resolution No. 2025-314 adopting a Vehicle Miles Traveled Nexus Study, Reduction Program, and Capital Improvement Plan; Resolution No. 2025-315 amending the City's Master Fee Schedule to add a Vehicle Miles Traveled Mitigation Fee; and Ordinance No. 2025-43 adding Article 4.17 to Chapter 12 of the Fresno Municipal Code relating to the Vehicle Miles Traveled Reduction Program and Mitigation Fee. By the terms of the two Resolutions and the Ordinance, the legislation took effect on January 6, 2026, 61 days after passage.

The VMT Reduction Program imposes a VMT mitigation fee of $295 per unit of VMT generated above the threshold of significance on projects subject to the VMT Reduction Program. As set forth in Resolution No. 2025-314 Sections 2.D and 2.E, the VMT Reduction Program contemplates collecting impact fees from projects to contribute towards 24 enumerated VMT mitigation bank projects, which are forecast to reduce Citywide VMT. As set forth on page 31 of Exhibit A to Resolution No. 2025-314, the 24 enumerated projects would result in a cumulative VMT reduction of 67,429 vehicle miles traveled over a five-year horizon at a cost of $19,891,686, resulting in a fee of $295 per unit of VMT.

By its own clear terms, the VMT Reduction Program does not apply to all development projects within Fresno. Section 5 of Resolution No. 2025-314, which adopted the VMT Reduction Plan, provides that

"due to fairness and certainty principles and infeasibility due to the City and private party time, effort and resources and public review and comment that have been spent in such cases, the VMT Mitigation Fee will not apply to projects for which VMT analysis has been conducted and incorporated into CEQA documents published for public review prior to the effective date of the VMT Mitigation Fee." In other words, the VMT Reduction Program does not apply to projects for which VMT analysis has already been prepared and subject to public review, as the City Council determined it would not be feasible for such projects to redo the VMT analysis.

Here, the project's VMT analysis was completed and circulated for public review in connection with the Draft EIR in July of 2023. The 2024 EIR was fully certified on April 18, 2024. Although the 2024 EIR was later decertified, the project's VMT analysis was unaffected and was not recirculated for public review. The PR-DEIR circulated the project's Greenhouse Gas Emissions and Climate Change analysis for public review and comment between November 21, 2025, and January 5, 2026. Each of these events took place before the VMT Mitigation Fee and the VMT Reduction Program took effect on January 6, 2026.

Because the project's VMT analysis was complete, incorporated into a CEQA document, and circulated for public review long before the VMT Reduction Program became effective, the VMT Reduction Program does not apply to the project.

Air Quality

The California Emissions Estimator Model (CalEEMod) is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions (i.e. reactive organic gasses, oxides of nitrogen, small particulate matter, etc.) associated with both construction and operations from a variety of land use projects.

CalEEMod version 2020.4.0 was used to quantify direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Overall, the project will not result in criteria pollutants beyond adopted thresholds of significance. A more detailed analysis and evaluation of the project's air quality impacts is included in Section 3.3 of the original environmental impact report that was prepared for the project (**Exhibit D-1**).

Greenhouse Gas Emissions

In July 2025, the Fresno County Superior Court issued an Order After Hearing granting the Petition for Writ of Mandate in Case No. 24CECG02208, Herndon-Riverside Coalition for Responsible Planning and Development v. City of Fresno. The Court found that the greenhouse gas emissions modeling in the previously certified EIR presented substantial evidence that the Project will have a less than significant impact on climate change. However, following the certification of the Costco EIR, the City of Fresno's 2021 Greenhouse Gas Reduction Plan (GHGRP) was set aside by the Fifth District Circuit Court of Appeal's Case No. F086180, South Fresno Community Alliance v. City of Fresno. As a result, the Costco EIR's conclusion that the Project will have a less than significant impact on climate was now without foundation.

Consistent with the Court's ruling, a partially recirculated draft environmental impact report (PR-

DEIR) was prepared, and Section 3.7, "Greenhouse Gas Emissions and Climate Change" was revised to eliminate reference to the City's 2021 GHGRP. For disclosure purposes, the PR-DEIR continues to include a quantified inventory of the project's GHG emissions during operation and construction, which is consistent with the 2024 EIR. However, following the recission of its 2021 GHGRP, the City no longer has a quantitative threshold to evaluate the significance of GHG emissions. Accordingly, for Threshold 1, the PR-DEIR evaluates the significance of the project's GHG emissions based on whether the project would conflict with or impede the ability of the State to meet its GHG reduction goals. For Threshold 2, the PR-DEIR evaluates whether the project would conflict with applicable plans related to GHG emissions at the state, regional, and local levels.

This qualitative approach is consistent with the State Supreme Court's discussion of options as to how to evaluate GHG impacts in jurisdictions without a qualified climate action plan or numerical significance thresholds as expressed in the Court's decision in Center for Biological Diversity v. California Department of Fish and Wildlife and Newhall Land and Farming (2015). Because the City no longer has a qualified climate action plan, and neither the City nor the San Joaquin Valley Air Pollution Control District (SJVAPCD) have adopted numerical thresholds of significance, the City used its discretion to develop qualitative thresholds of significance and evaluate the project under this framework. For both thresholds, the analysis concludes the project will have a less than significant impact on greenhouse gas emissions. A more detailed analysis and evaluation of the project's greenhouse gas emissions is included in Section 3.7 of the PR-EIR (**Exhibit E-1**).

Alcoholic Beverage Control Regulations

In addition to obtaining a Conditional Use Permit from the City of Fresno, the applicant is required to obtain a license from the California Department of Alcoholic Beverage Control (ABC). ABC is awaiting the City's decision on the subject Conditional Use Permit application.

Number of Existing and Allowed ABC Licenses
The subject site is located in Census Tract 42.16. According to ABC, Census Tract 42.16 currently has two (2) active Type 21 off-sale alcohol licenses.

ABC authorizes one (1) off-sale alcohol license per 1,446 people within Census Tract 42.16, which has an approximate population of 4,338 people. Per ABC, a total of three (3) off-sale alcohol licenses are allowed in Census Tract 42.16. Therefore, there is currently one (1) less off-sale alcohol license in Census Tract 42.16 than permitted for that tract. If the Conditional Use Permit were to be granted and the establishment obtains an off-sale ABC license, Census Tract 42.16 would have the maximum number of permitted off-sale licenses.

Additionally, according to information provided by the California Department of Alcoholic Beverage Control and the Fresno Police Department, this area is within Crime Zone 1242, which is not a high-crime area.

Citywide Development Code
The proposed CUP shall comply with the requirements of Fresno Municipal Code Section 15-2706: The Responsible Neighborhood Market Act.

Responsible Neighborhood Market Act

The RNMA was adopted by City Council on October 15, 2020, and took effect on November 15, 2020. The Act amended Chapter 15, Article 27, Section 15-2706 of the FMC relating to the sale of alcoholic beverages for off-site consumption.

The proposed conditional use permit shall comply with the requirements of FMC Section 15-2706. Pursuant to FMC Section 15-2706-D-1, (Applicability - New or Expanded Use), any new or existing establishment that requests to modify their alcohol or business license (which includes upgrades in license types) must obtain a Conditional Use Permit (CUP) in compliance with the standards of the section, including applicable location restrictions, to ensure that establishments operate in a manner that is mutually beneficial to surrounding uses and to also provide mechanisms to prevent and correct any associated problems.

Location Restrictions

Pursuant to FMC Section 15-2706-F (Location Restrictions for New Establishments), the following location restrictions shall apply to new and/or existing establishments that must obtain a CUP pursuant to the Responsible Neighborhood Market Act (RNMA).

1) **Near Sensitive Uses.** The establishment shall not be located within 1,000 feet of the following:
    a. A public park, playground, recreational area including a trail that is immediately adjacent to a public park, or youth facility, including a nursery school, preschool, or day care facility.
    b. A public or private State-licensed or accredited school; or
    c. An alcohol or other drug abuse recovery or treatment facility.

The project does not comply with this restriction. The proposed establishment is located less than 150 feet, across Herndon Avenue from River Bluff Elementary School.

2) **Near Other Alcoholic Beverage Establishments.** The establishment shall not be located within 1,000 feet of an existing establishment, nor may it lead to a grouping of more than four establishments within a 1,000-foot radius. Notwithstanding this requirement, an establishment shall not be located within 500 feet of an existing establishment when an establishment is located in a Census Tract that is not oversaturated with off-sale licenses.

The project does not comply with this restriction. The proposed establishment is located approximately 200 feet from another establishment which has off-site alcohol sales.

3) **Within High Crime Areas.** The establishment shall not be located in an area of high crime, as defined by the California Business and Professions Code 23958.4(a)(1) et seq., and as determined by the Department of Alcoholic Beverage Control.

The project does comply with this restriction. According to information provided by the California Department of Alcoholic Beverage Control and the Fresno Police Department, this area is within Crime Zone 1242 which is not a high-crime area.

4) **Within High Concentration Areas.** The establishment shall not be located in an area of high concentration, as defined by the California Business and Professions Code 23958.4(a)(3) et seq., and as determined by the Department of Alcoholic Beverage Control.

The subject site is located in Census Tract 42.16. According to ABC, Census Tract 42.16 currently has two (2) active Type 21 off-sale alcohol licenses.

ABC authorizes one (1) off-sale alcohol license per 1,446 people within Census Tract 42.16, which has an approximate population of 4,338 people. Per ABC, a total of three (3) off-sale alcohol licenses are allowed in Census Tract 42.16. Therefore, there is currently one (1) less off-sale alcohol license in Census Tract 42.16 than permitted for that tract. If the Conditional Use Permit were to be granted and the establishment obtain an off-sale ABC license, Census Tract 42.16 would have the maximum number of permitted off-sale licenses.

5) Citywide Ratio. No establishment shall be granted a Conditional Use Permit under this Section if the number of sites selling alcohol for off-site consumption will exceed one license per 2,500 residents. This ratio requirement shall not apply to: (1) existing establishments that must obtain a CUP pursuant to this ordinance due to proposed expansion or improvement of an existing use that is currently operating pursuant to a CUP issued prior to the effective date of this ordinance; (2) new establishments that utilize the Cancel and Transfer provisions stated in Section S., below: or (3) an existing establishment that is in good standing which has a change in the ABC License holder, specifically partner franchisees.

The project does not comply with this restriction. According to the United States Census Bureau, the City of Fresno has an estimated population of 550,105 residents (2024). Per the established citywide ratio requirements noted above (one per 2,500 residents), there shall be no more than 220 off-sale licenses within the City of Fresno. According to the State of California Alcoholic Beverage Control there are a total of 505 active off-sale alcohol licenses (Type 20 & 21) currently within the City of Fresno.

Location Restrictions Exceptions

Pursuant to FMC Section 15-2706(F)(6), a new establishment may be excepted from location restrictions if the Review Authority determines all the following:

1) The proposed use is not located within an area in which the Chief of Police has determined, based upon quantifiable information, that the proposed use: (a) would be detrimental to the public health, safety, or welfare of persons located in the area; or (b) would increase the severity of existing law enforcement or public nuisance problems in the area.

The project complies. In the memorandum dated September 28, 2021, the Fresno Police Department indicated they were not in opposition to the project and provided Conditions of Approval should the application be approved. The Police Chief determined that the proposed use is not located within an area that the proposed use (a) would be detrimental to the public health, safety, or welfare of persons located in the area; or (b) would increase the severity of existing law enforcement or public nuisance problems in the area specific to this request.

2) The proposed off-premises sale of alcoholic beverages is incidental and appurtenant to a larger retail use and provides for a more complete and convenient shopping experience.

The project complies. Costco warehouse stores provide a variety of good and services including, but not limited to tire center; optical exams and optical sales; hearing aid testing and sales; pharmacy; food service preparation and sales; meat preparation and sales; bakery and sales of baked goods;

sale of bulk groceries (produce, dairy, dry, refrigerated, and frozen); sale of pet, household, office, and hygienic goods; and alcohol sales. Furthermore, the project site will also feature a car wash and a gas station.

3) The proposed outlet for the off-premises sale of alcoholic beverages would act as a public convenience or necessity to an underserved portion of the community and/or enhance the vitality of an existing commercial area without presenting a significant adverse impact on public health or safety.

The project complies. The proposed establishment will be the only bulk/warehouse store in the vicinity and contribute to the commercial and retail options available to residents and visitors. Patrons at the Costco will have convenient access to purchase alcohol on their regular trip to the store and not have to travel to another retail location. Per ABC, a total of three (3) off-sale alcohol licenses are allowed in Census Tract 42.16. There are currently only two (2) off-sale alcohol licenses. Therefore, the tract may be considered underserved. As conditioned, the Costco will not present a significant adverse impact on public health or safety.

4) The primary use of the establishment, based on information provided by the applicant, has been determined by the Review Authority to meet the definition of a General Market including a supermarket, neighborhood grocery store, or a Healthy Food Grocer.

The project complies. The proposed establishment will sell food and grocery items for offsite preparation and consumption including meat preparation and sales; bakery and sales of baked goods; sale of bulk groceries (produce, dairy, dry, refrigerated, and frozen).

The Director is able to make all of the aforementioned exceptions to the location restrictions pursuant to FMC Section 15-2706(F)(6). Therefore, staff recommend the requested ABC CUP be approved subject to the Draft Conditions of Approval **(Exhibit H).**

Public Services

Sewer

The Department of Public Utilities (DPU) has identified that adequate sanitary sewer and water services are available to serve the project site subject to implementation of the Fresno General Plan policies and the mitigation measures of the related Environmental Impact Report, and the construction and installation of public facilities and infrastructure in accordance with Department of Public Works Standards, specifications, and policies.

For water service, the total project area considered for water supply requirements consists of a Project area of ±22.4 acres. The Developer shall pay the Water Capacity Fee, as specified in the City's Master Fee Schedule, for all new connections to the City's water system. Furthermore, the developer shall pay for all new sewer connections as specified in the City's Master Fee Schedule.

Fresno Metropolitan Flood Control District

The subject property is located is located in the Fresno Metropolitan Flood Control District's (FMFCD) Drainage Areas "EG" and "EH." The FMFCD has indicated that the proposed development is not located within a flood prone area. The developer shall construct Storm Drainage and Flood Control Master Plan facilities located within the development. Certain Master Plan facilities will be eligible for

fee credit against the drainage fee for the drainage area served by the facilities. These as well as additional requirements are listed in the memorandum from FMFCD dated September 28, 2021.

Fire Department
The City of Fresno Fire Department reviewed the proposed project and has determined that adequate Fire service will be available subject to future requirements for development which will include installation of public fire hydrants and the provision of adequate fire flows per Public Works Standards, with two sources water; and installation of fire sprinklers within future structures.

Review for compliance with fire and life safety requirements for the interior of proposed buildings and the intended use are reviewed by both the Fire Department and the Building and Safety Services Section of the Planning and Development Department when a submittal for building plan review is made as required by the California Building Code.

Fresno Police Department
The City of Fresno Police Department reviewed the proposed development and recommended that the applicant and its operators combat crime with the implementation of Crime Prevention through Environmental Design (CPTED) concepts. Examples that should be incorporated into the development's design include sufficient lighting, video surveillance systems and signage to deter crime.

Furthermore, the Police Department reviewed the request for a State of California Type 21 ABC license (sale of beer, wine, and distilled spirits, for off-site consumption). In a memorandum dated September 28, 2021, the Police Department provided operational conditions to promote the public welfare.

Other Agencies

All comments received from the applicable agencies have been incorporated into the Conditions of Approval for Plan Amendment and Rezone Application No. P21-01960, Conditional Use Permit Application No. P21-01959, Conditional Use Permit Application No. P21-03251 and Planned Development Permit Application No. P21-03252. The project will comply with all department comments and conditions and all zoning requirements as incorporated into the draft Conditions of Approval **(Exhibit H).**

Fresno Municipal Code

Given the draft Conditions of Approval (**Exhibit H**), and as indicated in the draft Fresno Municipal Code Findings pertaining to P21-01959, P21-01960, P21-03251, and P21-03252 (**Exhibit G**), Plan Amendment and Rezone Application No. P21-01960, Conditional Use Permit Application Nos. P21-01959 and P21-03251 and Planned Development Permit Application No. P21-03251 will meet all of the provisions of the FMC, including but not limited to setbacks, transition standards, parking, landscaping, and connectivity, and will comply with all applicable design guidelines and development standards for the proposed Commercial General (Large Format Retail, Washing, and Service Station) in the CG/UGM/cz (*Commercial General/Urban Growth Management/conditions of zoning)* zone district.

LAND USE PLANS AND POLICIES

Fresno General Plan

The project proposes to amend the Fresno General Plan to change the planned land use designation of the project site (±22.4 acres) from CC (Community Commercial) to CG (General Commercial). The General Commercial designation proposed for the site is described in Urban Form, Land Use, and Design Element of the general plan as appropriate for retail and service uses that may generate high volumes of vehicle traffic.

Depending on the specific segment, West Herndon Avenue is designated as either an expressway or super arterial; the two highest roadway classifications in the General Plan. Herndon Avenue from its intersection with North Riverside Drive through State Route 99 is designated as a super arterial. The project site's Herndon frontage through North Hayes Avenue is designated as an expressway.

The project includes a general plan amendment to reclassify the portion of West Herndon Avenue between North Riverside Drive and North Hayes Avenue from expressway to super arterial to allow the construction of an intersection where West Herndon Avenue meets the former North Arthur Avenue. The current classification of expressway does not permit the construction of this intersection. The proposed intersection where West Herndon Avenue meets the former North Arthur Avenue will allow access to the project site via two north-south streets, rather than solely from North Riverside Drive. This will result in reduced traffic along North Riverside Drive.

The Fresno General Plan provides goals, objectives, and policies to guide development. As proposed, the project will be consistent with the following Fresno General Plan goals:

- ❖ Increase opportunity, economic development, business, and job creation.
- ❖ Emphasize and plan for all modes of travel on local and Major Streets in Fresno.
- ❖ Make full use of existing infrastructure, and investment in improvements to increase competitiveness and promote economic growth.
- ❖ Promote orderly land use development in pace with public facilities and services needed to serve development.

These goals contribute to the establishment of a comprehensive city-wide land use planning strategy to meet economic development objectives, achieve efficient and equitable use of resources and infrastructure, and create an attractive living environment.

The following are applicable objectives and policies from the Urban Form, Land Use & Design, and Economic Development elements of the Fresno General Plan:

- ❖ Objective ED-1: Support economic development by maintaining a strong working relationship with the business community and improving the business climate for current and future businesses.
- ❖ Objective LU-1: Establish a comprehensive citywide land use planning strategy to meet economic development objectives, achieve efficient and equitable use of resources and

infrastructure, and create an attractive living environment.

- Policy LU-1-a: **Promote Development within the Existing City Limits as of December 31, 2012**. Promote new development, infill, and rehabilitation of existing building stock in the Downtown Planning Area, along BRT corridors, in established neighborhoods generally south of Herndon Avenue, and on other infill sites and vacant land within the City.

- Policy LU-1-c: **Provision of Public Facilities and Services**. Promote orderly land use development in pace with public facilities and services needed to serve development.

❖ Objective LU-2: Plan for infill development that includes a range of housing types, building forms, and land uses to meet the needs of both current and future residents.

- Policy LU-2-a: **Infill Development and Redevelopment**. Promote development of vacant, underdeveloped, and re-developable land within the City Limits where urban services are available by considering the establishment and implementation of supportive regulations and programs.

Approval of the plan amendment and rezone will help facilitate and achieve the above-mentioned goals, objectives, and policies of the General Plan. The subject property is currently undeveloped and located in an area experiencing growth in development and that can be generally characterized by a mix of existing land uses including Parks and Recreation (North); Commercial Community and Vacant Land (South); Vacant and Storage Facility (East); and Medium Density Residential (West). Furthermore, surrounding properties are planned and zoned for a mix of land uses which include Open Space - Golf Course (North); Commercial Community and Residential Urban Neighborhood (South), Residential - Medium High Density (East); and Residential - Medium Density (West). The property is an appropriate infill site as it has existing infrastructure and is near built-out urban uses. The project also proposes a building of high-quality design and at a scale compatible with the surrounding area; therefore, the project fosters a high-quality design and will contribute to the mix of amenities in the surrounding area. Lastly, the project supports economic development as Costco will provide approximately 300 permanent jobs.

Bullard Community Plan

The Bullard Community Plan (City of Fresno 1991) outlines the public land use policy to direct the physical growth and change of the Bullard Community. Originally adopted in December of 1988 and most recently updated in 1991, this plan was developed assuming a 20-year horizon. As an adopted community plan, the Bullard Community Plan continues to guide development of the area. Where there is a conflict between the Bullard Community Plan and other planning guidelines (Including adopted design guidelines, the development code, and the general plan), those other planning guidelines take precedence (refer to City of Fresno Code of Ordinances, Section 15-104[B][4]). Goals identified in the Bullard Community Plan include: (1) Designate enough land for commercial use to meet the needs of the anticipated population, and (2) Distribute the new commercial land use designations at logical, marketable, convenient, and accessible locations. The project advances these goals.

Fresno County Airport Land Use Compatibility Plan

The project is not located within any Airport Influence Area under the Fresno County Airport Land Use Compatibility Plan.

Public Notice and Input
PR-DEIR Public Review
The PR-DEIR containing the project's revised Greenhouse Gas Emissions and Climate Change analysis was circulated for public review and comment between November 21, 2025, and January 5, 2026. Communications were received from 11 individuals and agencies; the comments and City responses are contained in Exhibit E-2.

Notice of Planning Commission Hearing

In accordance with FMC Section 15-5007 and California Government Code Section 65854, on April 15, 2026, the Planning and Development Department mailed a Dual Public Hearing Notice for Planning Commission and City Council to property owners and occupants within 1,000 feet of the project site (**Exhibits F-1, F-2, & F-3**). On the same day, the notice was also published electronically and emailed to interested parties who previously requested notification.

ENVIRONMENTAL FINDINGS

The CEQA Statutes (California Public Resources Code [PRC] Sections 21000, et seq.) and Guidelines (California Code of Regulations [CCR] Sections 15000, et seq.) state that if it has been determined that a project may or will have significant impacts on the environment, then an EIR must be prepared.

Pursuant to Section 15090 of the CEQA Guidelines, the EIR must be certified prior to the approval of the project. Pursuant to Section 15091 of the CEQA Guidelines, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The findings required shall be supported by substantial evidence in the record. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Pursuant to Section 15092 of the CEQA Guidelines, after considering the final EIR and in conjunction with making findings under Section 15091, the Lead Agency may decide whether or how to approve

or carry out the project. A public agency shall not decide to approve or carry out a project for which an EIR was prepared unless either: (1) the project as approved will not have a significant effect on the environment, or (2) the agency has (A) eliminated or substantially lessened all significant effects on the environment where feasible as shown in findings under Section 15091, and (B) determined that any remaining significant effects on the environment found to be unavoidable under Section 15091 are acceptable due to overriding concerns as described in Section 15093.

The project, as proposed, will have a significant effect on the environment. The EIR identified four (4) significant environmental impacts related to Noise, Project VMT, Cumulative VMT, and Traffic Safety:

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

However, the EIR and project have further identified and incorporated all feasible mitigation measures to be implemented to reduce adverse impacts. Consistent with Sections 15091, 15092, and 15093 of the CEQA Guidelines, the Findings of Fact and A Statement of Overriding Considerations were prepared for the project (**Exhibit E-2)**.

FRESNO MUNICIPAL CODE FINDINGS

Based upon analysis of the applications, staff concludes that the required findings of Sections 15-5306 (Conditional Use Permit Findings), 15-5812 (Plan Amendment and Rezone Findings), and the 15-5905 (Planned Development Permit Findings) of the Fresno Municipal Code can be made. These findings are attached as Exhibit G.

LOCAL PREFERENCE

Local preference was not considered because the project does not include a bid or award of a construction or service contract.

FISCAL IMPACT

Affirmative action by the City Council will result in timely deliverance of the review and processing of the applications as is reasonably expected by the applicant. Prudent financial management is demonstrated by the expeditious completion of this land use application in as much as the applicant has paid to the City a fee for the processing of this application and that fee is, in turn, funding the respective operations of the Planning and Development Department.

CONCLUSION

The appropriateness of the proposed project has been examined with respect to its compatibility with surrounding existing or proposed uses and its consistency with goals and policies of the Fresno

General Plan, Bullard Community, and the Fresno County Airport Land Use Compatibility Plan. These factors have been evaluated as described above and by the accompanying environmental impact report and staff conclude that the required findings contained within Sections 15-5812, 15-5306, and 15-5905 et seq. of the FMC can be made. Upon consideration of this evaluation, it can be concluded that the proposed Plan Amendment and Rezone Application No. P21-01960, the related Conditional Use Permit Application No. P21-01959, Conditional Use Permit Application No. P21-03251 and Planned Development Permit Application No. P21-03252 are appropriate for the subject property.

ATTACHMENTS:

Exhibit A - Vicinity Map / Aerial Photo
Exhibit B-1 - Project Parcel Rezone Exhibit
Exhibit B-2 - Project Parcel Plan Amendment Exhibit
Exhibit B-3 - Herndon Avenue Reclassification Exhibit
Exhibit C-1 - Project Site Plan Rendering
Exhibit C-2 - Project Elevations Renderings
Exhibit D-1 - 2023 Draft Environmental Impact Report with Appendices
Exhibit D-2 - 2024 Final Environmental Impact Report
Exhibit E-1 - 2025 Partially Recirculated Draft Environmental Impact Report with Appendices
Exhibit E-2 - 2026 Final Environmental Impact Report
Exhibit F-1 - Notice of Public Hearing (Planning Commission & City Council)
Exhibit F-2 - Notice of Public Hearing Mailing Buffer Map
Exhibit F-3 - Redacted Mailing List
Exhibit G - Fresno Municipal Code Findings
Exhibit H - Draft Conditions of Approval for the Costco Commercial Center Project
Exhibit I - Planning Commission Resolutions
Exhibit J-1 - City Council EIR Certification Resolution with Final EIR
Exhibit J-2 - City Council Resolution for Plan Amendment Application No. P21-01960
Exhibit J-3 - City Council Ordinance Bill for Rezone Application No. P21-01960
Exhibit J-4 - City Council FMC Findings Adoption Resolution
Exhibit K - City Council Hearing Presentation
Exhibit L - Levine Act Disclosure Statement

Exhibit A - Vicinity Map and Aerial Photo

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12



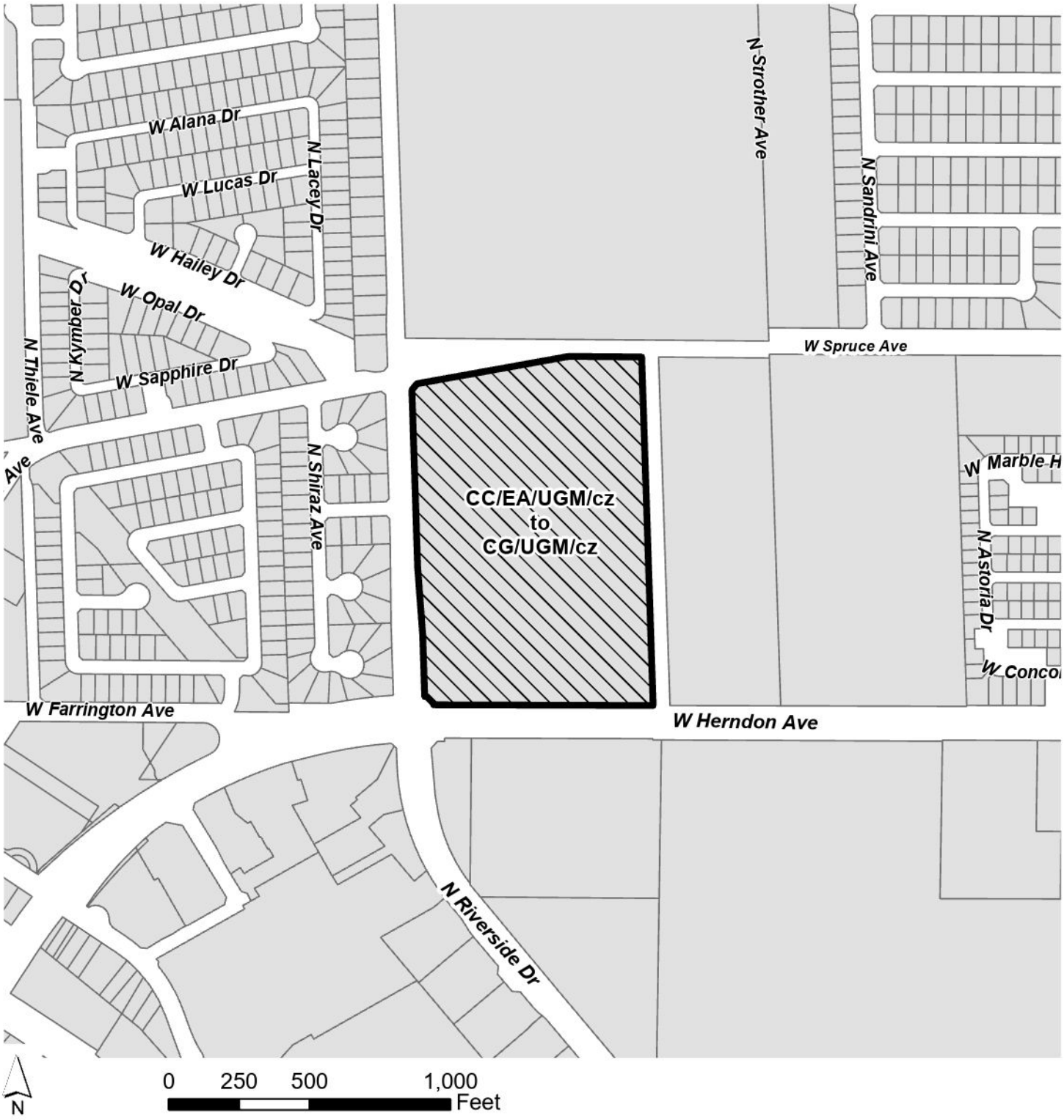
Source: Adapted by Ascent Environmental in 2021.

Figure 2-2 Project Location

Exhibit B-1 – Project Parcel Rezone Exhibit

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

Rezone Exhibit



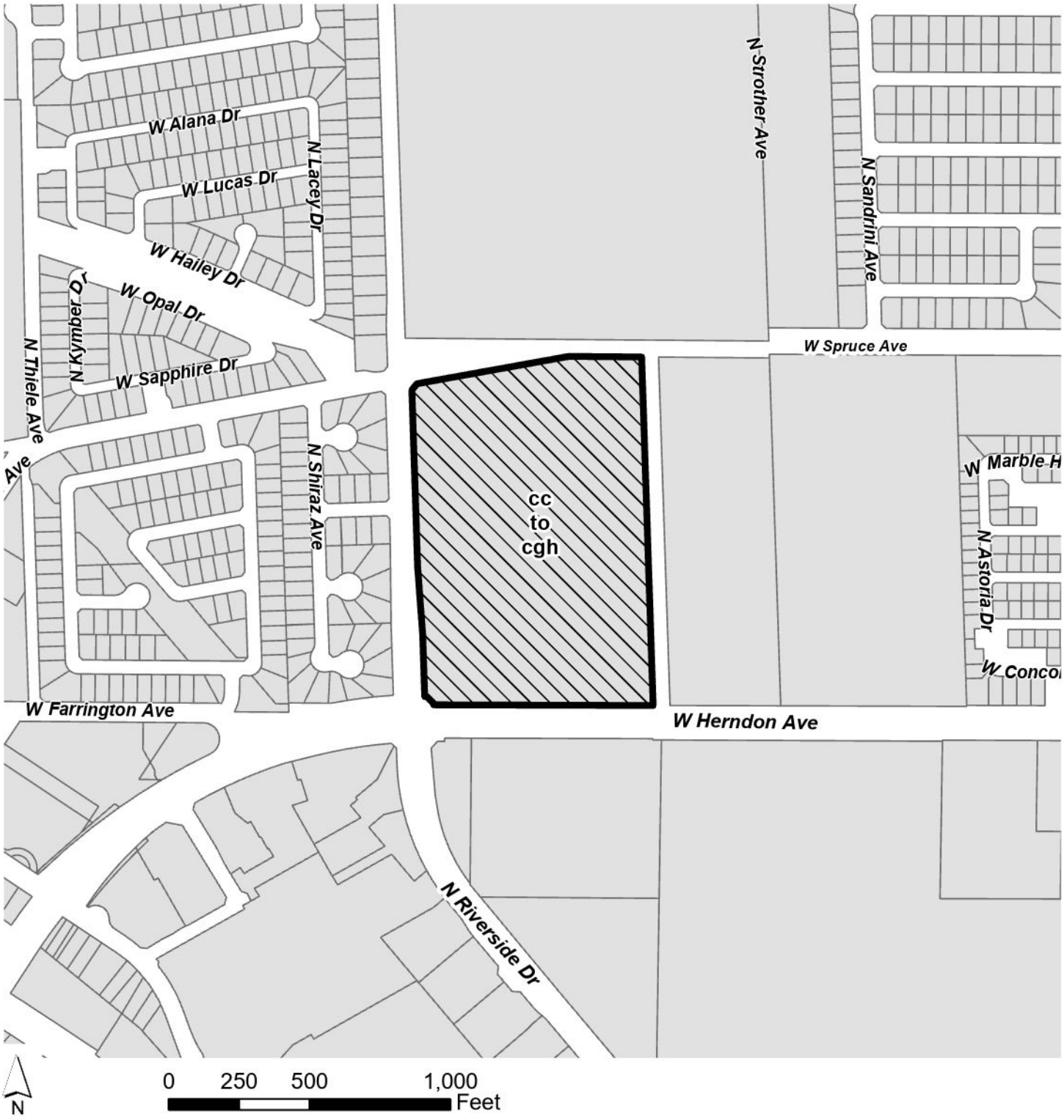
P21-01960
APN: 503-02-012
7120 N Riverside Drive

Proposes to rezone 23.26 acres from CC/EA/UGM/cz (Commercial Community/ Expressway Overlay/Urban Growth Management/conditions of zoning) to CG/UGM/cz (Commercial General/Urban Growth Management/conditions of zoning).

Exhibit B-2 – Project Parcel Plan Amendment Exhibit

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

Plan Amendment Exhibit



P21-01960
APN: 503-02-012
7120 N Riverside Drive

Proposes to change Planned Land Use designation for approximately 23.26 acres from cc (Commercial - Community) to cgh (Commercial - General) Land Use designation.

Exhibit B-3 – Herndon Avenue Reclassification Exhibit

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

Plan Amendment Exhibit

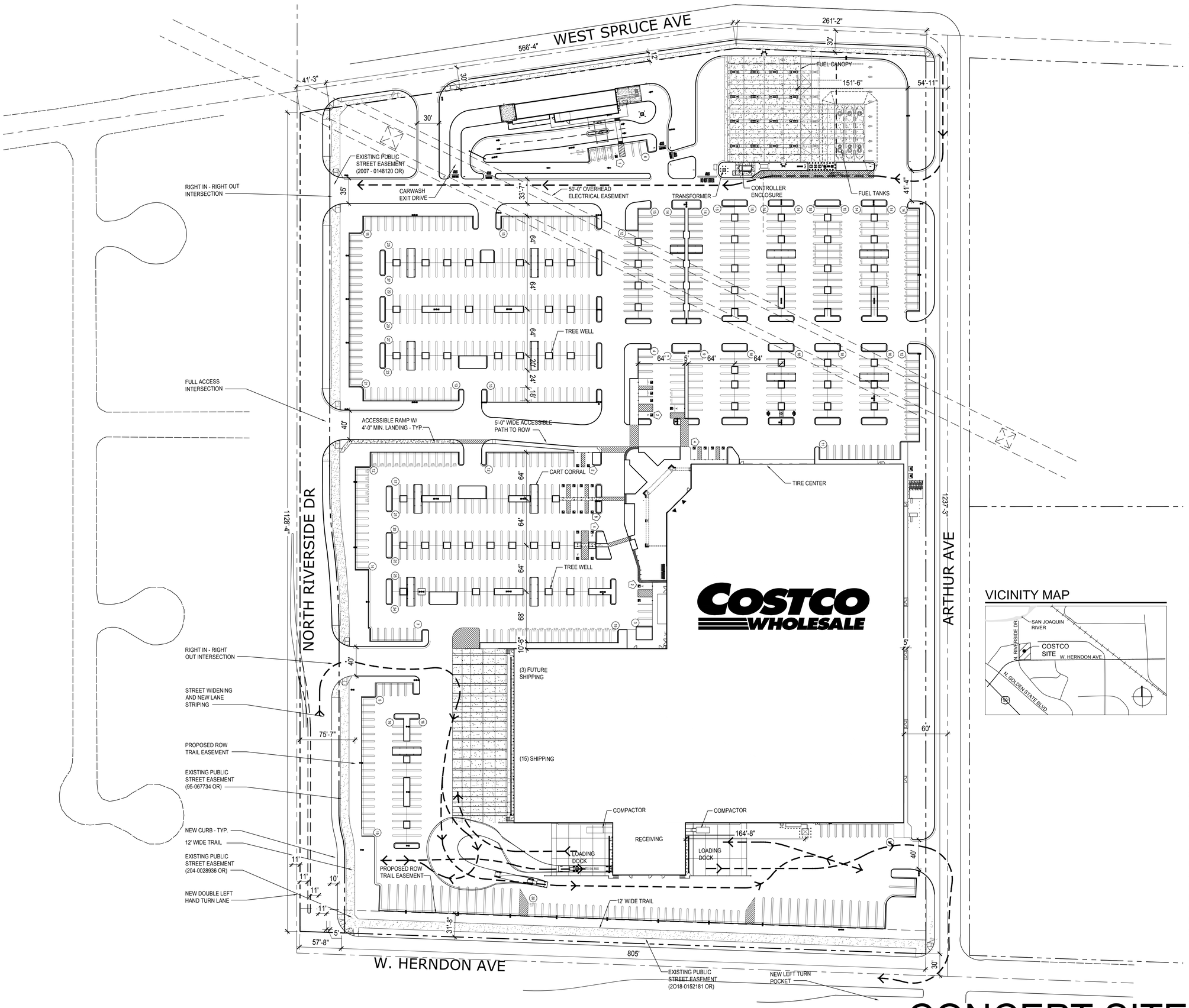


P21-01960
W Herndon Ave between N Riverside Dr and N Hayes Ave

Proposes to reclassify West Herndon Avenue between North Riverside Drive and North Hayes Avenue from Expressway to superarterial

Exhibit C-1 – Project Site Plan Rendering

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12



PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	NEC OF I-35 & NE 36TH ST FRESNO, CA
ACESSOR'S PARCEL NUMBER:	503-020-12

SITE DATA:

COSTCO SITE AREA:	21.20 ACRES (923,869 SF)
FUEL PARCEL AREA:	1.33 ACRES (57,753 SF)
TOTAL SITE AREA	**22.53 ACRES (981,622 SF)**
JURISDICTION:	CITY OF FRESNO
EXISTING ZONING:	CC/EA/cz
PROPOSED ZONING:	CG/cz

SETBACKS:	REQUIRED		ACTUAL	
	FRONT:	**TBD**	FRONT:	**TBD**
	SIDE:	**TBD**	SIDE:	**TBD**
	REAR:	**TBD**	REAR:	**TBD**

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:	219,216 SF
INCLUDES:	
GROSS WAREHOUSE	**167,960 SF**
INCLUDES NET MECHANICAL / FIRE	1,188 SF
INCLUDES OPEN CANOPY	3,233 SF
GROSS MDO	46,834 SF

PARKING DATA:

TOTAL SITE PARKING:	873 STALLS
INCLUDES:	
10' WIDE STALLS	808 STALLS
ACCESSIBLE STALLS	25 STALLS
TOTAL RECEIVING PARKING:	40 STALLS
INCLUDES:	
10' WIDE STALLS	40 STALLS
EV STALL PARKING	92 STALLS

NUMBER OF STALLS PER 1000 SF OF BUILDING AREA: 3.98 STALLS

12' WIDE TRAILER PARKING 33 STALLS

VICINITY MAP

NOTES:
EXISTING CONDITIONS TO BE FIELD VERIFIED.

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

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

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

0 25' 50' 100'
1" = 50'-0"

COSTCO WHOLESALE
FRESNO, CA

1101 Second Ave, Ste 100
Seattle, WA 98101
206 962 6500
MG2.com
MG2

NOVEMBER 14, 2023

CONCEPT SITE PLAN

D11-34

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CONCEPT SITE PLAN

FRESNO. CALIFORNIA

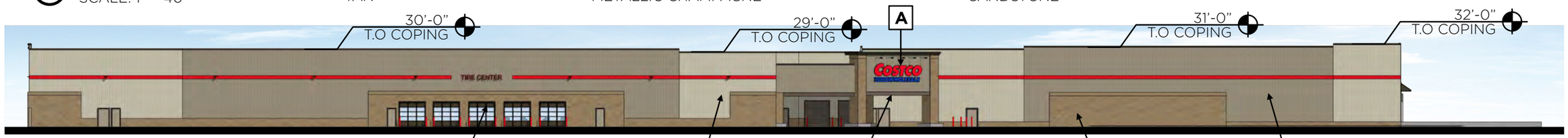
NOVEMBER 14. 2023

Exhibit C-2 – Project Elevations Renderings

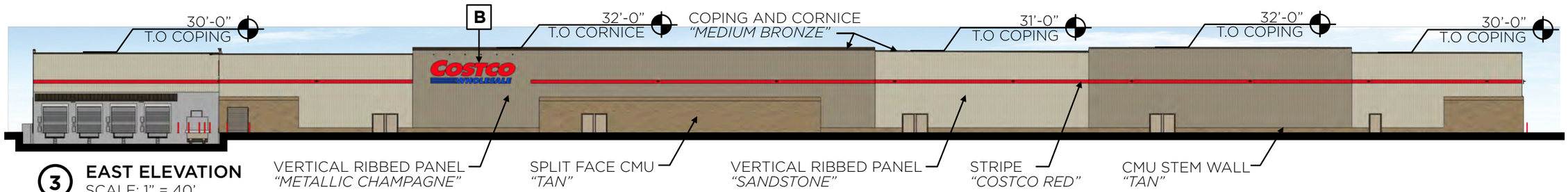
Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12



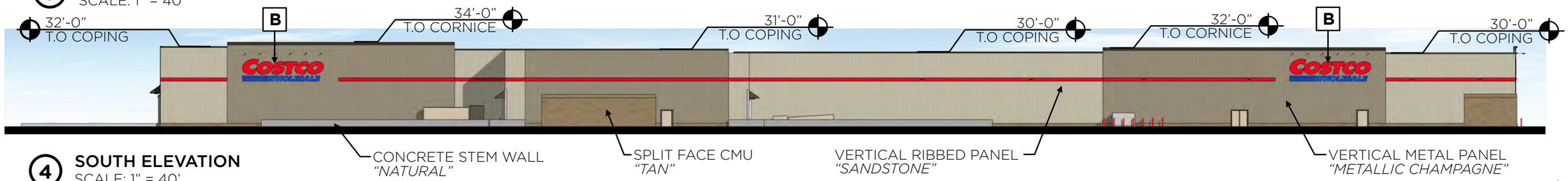
1 WEST ELEVATION
SCALE: 1" = 40'



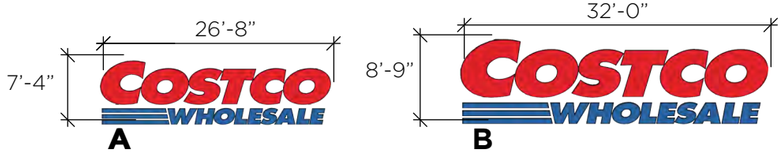
2 NORTH ELEVATION
SCALE: 1" = 40'



3 EAST ELEVATION
SCALE: 1" = 40'



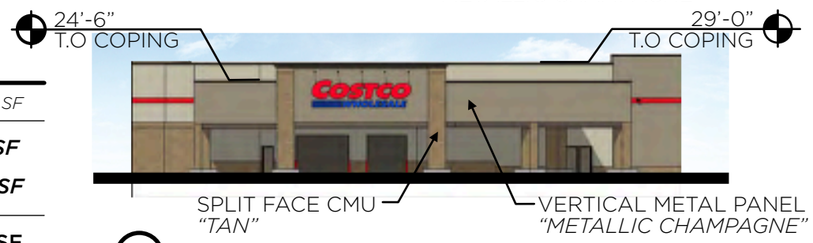
4 SOUTH ELEVATION
SCALE: 1" = 40'



5 SIGN PACKAGE

SIGN TABLE

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



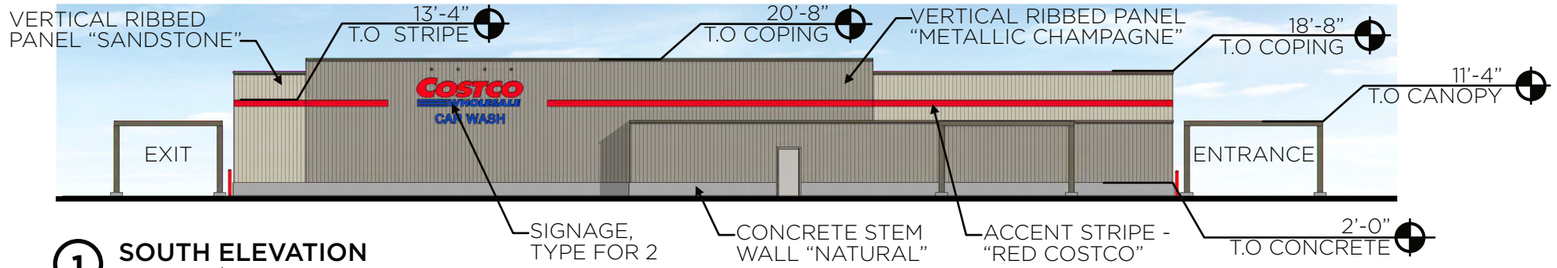
6 ENTRY CANOPY ELEVATION

MG2

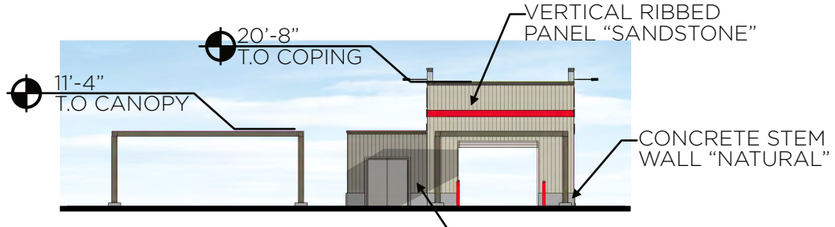
NOVEMBER 14, 2023
PROJECT# 21-5566-01
FRESNO, CA

PG: 1

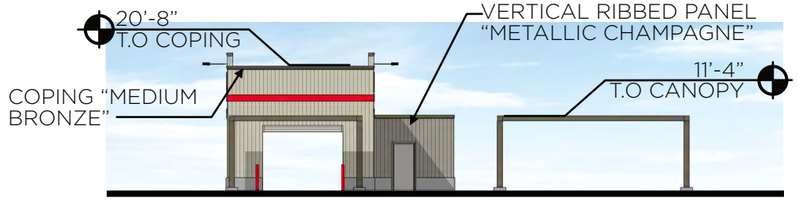
CONCEPT WAREHOUSE ELEVATIONS



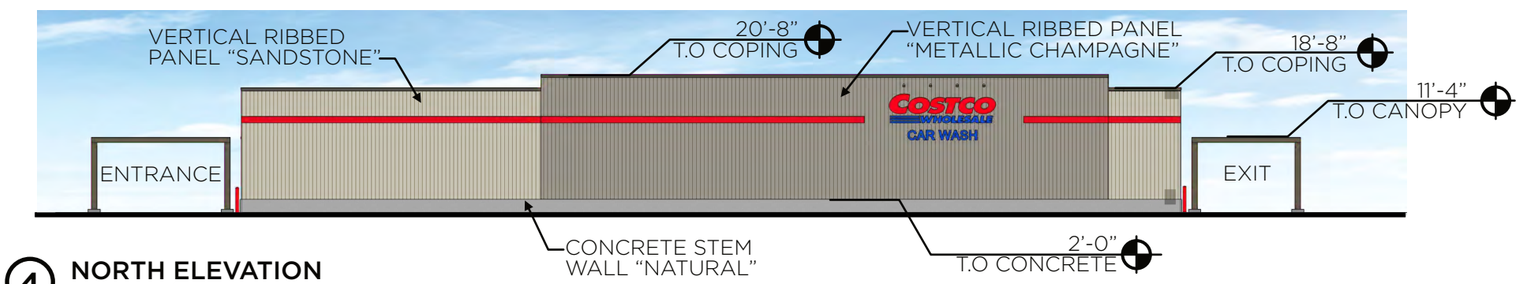
1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



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



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



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

SIGN TABLE

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



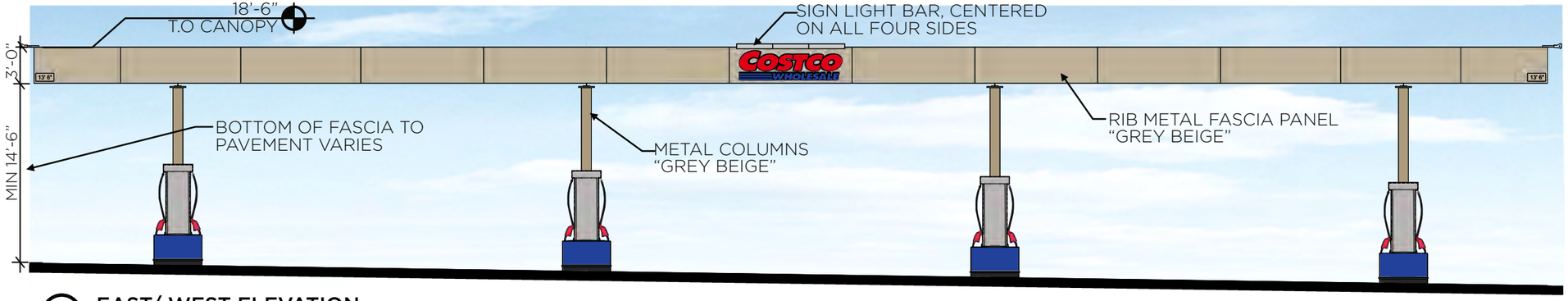
5 SIGNS
SCALE: 1/4" = 1'-0"

MG2

MARCH 17, 2021
PROJECT # 21-5556-01
FRESNO, CA

CONCEPT CAR WASH ELEVATIONS

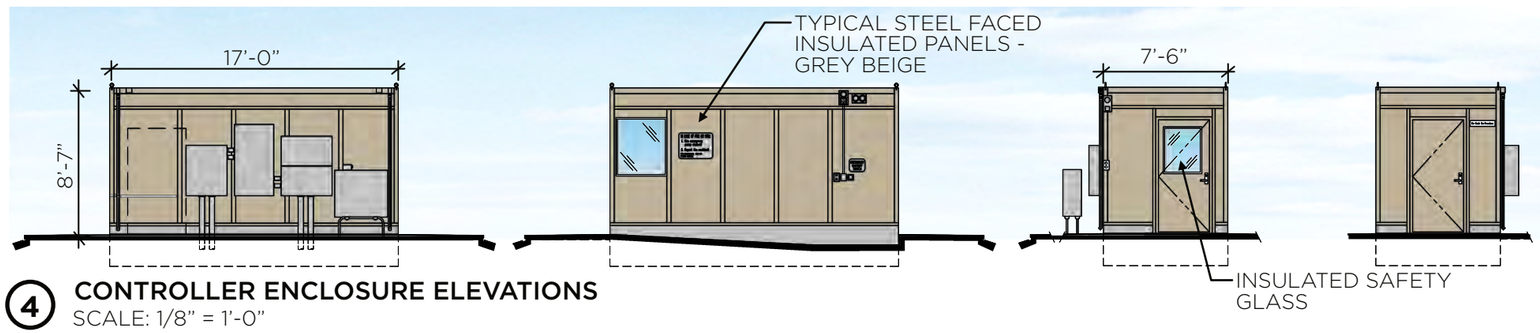
COSTCO WHOLESALE



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



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



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

SIGN TABLE

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



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

MG2

MARCH 17, 2021
PROJECT # 21-5556-01
FRESNO, CA

CONCEPT FUEL ELEVATIONS

Exhibit D-1 – 2023 Draft Environmental Impact Report with Appendices

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

Draft Environmental Impact Report

Fresno Costco Commercial Center Project

State Clearinghouse No. 2021100443

Prepared for:

City of FRESNO

Planning and Development Department

July 2023









Draft Environmental Impact Report

Fresno Costco Commercial Center Project

State Clearinghouse No. 2021100443

Prepared for:

City of FRESNO

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July 2023

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LIST OF ABBREVIATIONS

°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AAQS	ambient air quality standard
AB	Assembly Bill
ADT	average daily traffic
af	acre-feet
AFV	alternative fuel vehicles
AIRFA	American Indian Religious Freedom Act of 1978
ATP	Active Transportation Plan
BAU	business-as-usual
BMP	best management plans
CAA	Clean Air Act
CAFE	corporate average fuel economy
CAFE	Corporate Average Fuel Economy Standards
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	climate action plans
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CC	Community Commercial
CC/EA/UGM/cz	Community Commercial/Expressway Overlay/Urban Growth Management/conditions of zoning
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
Central Valley RWQCB	Central Valley Regional Water Quality Control Board
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CEUS	California Commercial End Use Survey
CFR	Code of Federal Regulations
CG/UGM/cz	General Commercial/Urban Growth Management/conditions of zoning
City	City of Fresno
CMP	Congestion Management Process
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNRA	California Natural Resources Agency's

CO	carbon monoxide
CO_2	carbon dioxide
COG	Council of Governments
Costco	Costco Wholesale Corporation
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CUPA	Certified Unified Program Agency
CVP	Central Valley Project
CWA	Clean Water Act
dB	decibels
diesel PM	exhaust from diesel engines
DOC	California Department of Conservation
DOT	U.S. Department of Transportation
Draft EIR	draft environmental impact report
DTSC	California Department of Toxic Substances'
DWR	California Department of Water Resources
EIR	environmental impact report
EPA	U.S. Environmental Protection Agency
EPAct	Energy Policy Act of 1992
ESA	Endangered Species Act
FAX	Fresno Area Express
FEMA	Federal Emergency Management Agency
FHSZ	fire hazard severity zones
FHWA	Federal Highway Administration
FICAN	Federal Interagency Committee on Aviation Noise
FID	Fresno Irrigation District
FIRM	Flood Insurance Rate Map
FMFCD	Fresno Metropolitan Flood Control District
FMMP	Farmland Mapping and Monitoring Program
Fresno COG	Fresno County Council of Governments
FTA	Federal Transit Administration
GAMAQI	*Guidance for Assessing and Mitigating Air Quality Impacts*
GBV	Ground-Borne Vibration
GC	General Commercial
General Plan	City of Fresno's General Plan
GHG	greenhouse gas
GHGRP	Greenhouse Gas Reduction Program
GIS	Geographic Information System
GPA	General Plan amendment
GSA	groundwater sustainability agencies
GSP	groundwater sustainability plan
HAP	hazardous air pollutants

HMBEP	Hazardous Materials Business Emergency/Contingency Plan
Hz	hertz
IEPR	Integrate Energy Policy Report
in/sec	inches per second
kBtu/year	kilo British Thermal Unit per year
km	kilometers
kV	kilovolt
kWh/year	kilowatt hours per year
lb/day	pounds per day
LCFS	Low Carbon Fuel Standard
L_{dn}	Day-Night Level
LEED™	Leadership in Energy Efficient Design
L_{eq}	Equivalent Continuous Sound Level
L_{max}	Maximum Sound Level
LOS	level of service
MBTA	Migratory Bird Treaty Act
MDO	market delivery operation
MEI	Maximally Exposed Individual
mgd	million gallons per day
mgy	million gallons per year
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
mPa	micro-Pascals
mph	miles per hour
MPO	metropolitan planning organizations
MS4	municipal separate storm sewer system
$MTCO_2e$	metric tons of carbon dioxide equivalent
MW	megawatts
MY	Model Year
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NCCP	natural community conservation plan
NFIP	National Flood Insurance Program
NFWRF	North Fresno Wastewater Reclamation Facility
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NKGSA	North King Groundwater Sustainability Agency
NO_2	nitrogen dioxide
NOP	notice of preparation
North Kings GSA	North Kings Groundwater Sustainability Agency
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act

NRHP	National Register of Historic Places
OCP	organochlorine pesticides
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PG&E	Pacific Gas & Electric
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter with aerodynamic diameter of 2.5 or less
Porter-Cologne Act	Porter-Cologne Water Quality Control Act of 1970
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
project	Costco Commercial Center Project
RCRA	Resource Conservation and Recovery Act
Reclamation	U.S. Bureau of Reclamation
RMS	root-mean-square
ROG	reactive organic gases
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	regional water quality control board
RWRF	Regional Wastewater Reclamation Facility
SAFE Rule	Safer Affordable Fuel-Efficient Vehicles Rule
SB	Senate Bill
SENL	single-event noise levels
SESWTF	Southeast Surface Water Treatment Facility
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO_2	sulfur dioxide
SO_X	oxides of sulfur
SPCC	Spill Prevention, Control, and Countermeasure
SPL	sound pressure level
SR	State Route
SSJVIC	Southern San Joaquin Valley Information Center
State CEQA Guidelines	California Environmental Quality Act Guidelines
SWE	snow water equivalent
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
SWQDV	Stormwater Quality Design Volume
SWTF	Surface water treatment facilities

TAC	toxic air contaminants
TCP	Traffic Control Plan
TIA	Transportation Impact Analysis
TPY	tons per year
USC	U.S. Code
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tanks
UWMP	Urban Water Management Plan
UWMPA	Urban Water Management Planning Act
UV	ultraviolet
VdB	vibration decibels
VMT	vehicle miles traveled
WSA	water supply assessment
WQO	Water Quality Objective
ZEV	zero emissions vehicle

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EXECUTIVE SUMMARY

ES.1 INTRODUCTION

This summary is provided in accordance with California Environmental Quality Act Guidelines (State CEQA Guidelines) Section 15123. As stated in Section 15123(a), "an EIR [environmental impact report] shall contain a brief summary of the proposed action and its consequences. The language of the summary should be as clear and simple as reasonably practical." As required by the guidelines, this chapter includes (1) a summary description of the Fresno Costco Commercial Center Project (project or proposed project), (2) a synopsis of environmental impacts and recommended mitigation measures (Table ES-1), (3) identification of the alternatives evaluated and of the environmentally superior alternative, and (4) a discussion of the areas of controversy associated with the project.

ES.2 SUMMARY DESCRIPTION OF THE PROJECT

ES.2.1 Project Location

The project site is a 22.4-acre parcel located at the northeast corner of the intersection of West Herndon Avenue and North Riverside Drive in the city of Fresno. The project site is a single parcel, bordered by West Spruce Avenue to the north, the right-of-way of (currently unbuilt) North Arthur Avenue to the east, West Herndon Avenue to the south, and North Riverside Drive to the east.

ES.2.2 Background and Need for the Project

The Costco Wholesale Corporation (Costco) proposes to construct a membership-only Costco Commercial Center, including a new Costco facility with an attached tire center and home delivery services, as well as a detached gas station and drive-through car wash, in the city of Fresno. The existing Costco facility on West Shaw Avenue would be relocated to the project site, and the new facility would be sized to accommodate the membership base in northwest Fresno.

Costco has occupied the commercial building at 4500 West Shaw Avenue in the city of Fresno since 1985. Costco's customer base in the area has outgrown the capacity of the current facility. For this reason, Costco would relocate to the proposed building, which would serve the same customers as the existing facility plus additional growth in the area. The project would allow Costco to expand services in the area to include a larger gas station and a car wash, as well as a loading area to facilitate delivery of purchases directly to homes in the Fresno area.

ES.2.3 Project Objectives

The State CEQA Guidelines require that an EIR include a statement of objectives for the project and that the objectives include the underlying purpose of the project. The following is a list of project objectives:

- Construct and operate a new membership-only Costco Commercial Center northwest Fresno that serves the local community with a wide variety of goods and services from both nationally known businesses and regional and local businesses.
- Locate the new membership-only Costco Commercial Center in a location that is convenient for its members, the community, and employees to travel to for shopping and working.
- Locate the new membership-only Costco Commercial Center in an area serviced by adequate existing infrastructure, including roadways and utilities.

- Establish a facility of sufficient size to provide a state-of-the-art facility that integrates several services, including home and/or business delivery service, under one roof.
- Meet demand for automobile services, including gasoline, car wash, and tire center.
- Create a commercial use with architecture designed to facilitate integration with the overall design context for an area, including the surrounding community.
- Reduce energy consumption by incorporating sustainable design features and systems with enhanced energy efficiencies meeting State and federal requirements.
- Continue and increase big-box retail store sales tax revenues received by the City.
- Improve availability of integrated retail sales of goods and services in the northwest area of Fresno.
- Minimize circulation conflicts between automobiles and pedestrians for retail stores and gas stations.

ES.2.4 Characteristics of the Project

The proposed Costco building would occupy 241,342 square feet, of which approximately 24,000 square feet would be reserved for storage and receiving. The sales floor area would include a tire center, optical exams and optical sales, hearing aid testing and sales, pharmacy, food service preparation and sales, meat preparation and sales, bakery and sales of baked goods, and alcohol sales. In addition to the general sales floor, the southwest portion of the warehouse would contain an area for receiving, storing, and loading big and bulky items for Costco's home delivery program. This 47,000-square foot relocated market delivery operation (MDO) is a last-mile facility for delivery of large and bulky items and is not open to visitation by Costco members. At MDO facilities, large goods are dropped off, organized, and loaded for daily deliveries to Costco members' homes. Services would be the same scale as the existing program but would be consolidated into the proposed retail facility. A dual-sided loading dock for large trucks would be located along the southern façade of the building. The MDO deliveries would be loaded onto box trucks at one of the loading spaces on the western façade.

PEDESTRIAN TRAILS AND BIKE PATHS

The project would include construction of 12-foot-wide pedestrian and bicycle paths along the project's frontage with West Herndon Avenue and North Riverside Drive. These facilities would be consistent with the City's Active Transportation Plan.

OFF-SITE ROADWAY IMPROVEMENTS

The project would include adjustments to the configuration of the southbound turn lanes on North Riverside Drive and North Golden State Boulevard to accommodate additional vehicle traffic turning onto West Herndon Avenue. The project would also include the construction of North Arthur Avenue along the eastern edge of the project site and the construction of West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue.

ES.3 ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION MEASURES

ES.3.1 Project-Specific Impacts

This EIR has been prepared pursuant to the CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 1500, et seq.) to evaluate the physical environmental effects of the project. The City of Fresno is the lead agency for the project. The City of Fresno has the principal responsibility for approving and carrying out the project and for ensuring that the requirements of CEQA

have been met. After the Final EIR is prepared and the EIR public-review process is complete, the Fresno City Council is responsible for certifying that the EIR adequately evaluates the impacts of the project.

Table ES-1, presented at the end of this chapter, provides a summary of the environmental impacts of the project. The table provides the level of significance of the impact before mitigation, recommended mitigation measures, and the significance of the impact after implementation of the mitigation measures.

ES.3.2 Significant and Unavoidable Impacts and Cumulative Impacts

SIGNIFICANT AND UNAVOIDABLE IMPACTS

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

ES.4 ALTERNATIVES TO THE PROPOSED PROJECT

The following provides brief descriptions of the alternatives evaluated in this Draft EIR:

- **Alternative 1a: No Project Alternative** assumes continued operation of the existing Costco facility at its current location, but also assumes development of the project site with the type and intensity of commercial uses consistent with the existing General Plan land use designation and zoning.
- **Alternative 1b: No Development Alternative** assumes continued operation of the existing Costco facility at its current location and no development of the project site.
- **Alternative 2: Reduced Size Costco Warehouse** assumes that the proposed warehouse at the proposed site would be similar in size to the existing Costco warehouse.
- **Alternative 3: Mixed-Use Costco Center Alternative** would adjust the land use mix on the project site to include high-density residential development intended to promote efficient vehicle travel.

ES.4.1 Environmentally Superior Alternative

The No Development Alternative (described above in Section ES.4) would avoid all adverse impacts resulting from construction and operation of the proposed project, as analyzed in Chapter 3 of this Draft EIR. For this reason, it is the environmentally superior alternative. However, the No Development Alternative would not meet the objectives the project. The No Project Alternative would also reduce the significant effects of the proposed project related to construction noise, vehicle miles traveled (VMT), and safety hazards due to intersection capacity. This alternative would achieve several of the project objectives related to introducing commercial development into northwest Fresno. Objectives related to the size of the facility and inclusion of a car wash would not be achieved due to the constraints of the existing zoning designation (i.e., Community Commercial).

When the environmentally superior alternative is the No Project Alternative, the State CEQA Guidelines (Section 15126[d][2]) require selection of an environmentally superior alternative from among the other action alternatives evaluated. As described in Chapter 6, "Alternatives," Alternative 2: Reduced Size Costco Warehouse would be environmentally superior action alternative. Although the environmental impacts would be similar to the proposed

project and no significant impacts or significant and unavoidable impacts would be completely avoided, the project's significant impacts related to VMT and construction noise would be slightly reduced.

ES.5 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The City released a notice of preparation (NOP) for this EIR on October 22, 2021. The purpose of the NOP was to provide notification that an EIR was being prepared and to solicit input on the scope and content of the document. A virtual public meeting was held on November 2, 2021, at 6:00 p.m. The scoping period for the project ended on November 22, 2021. The NOP and comments received in response to the NOP are included in Appendix A of this Draft EIR. Comments were received regarding traffic congestion, safety, and access; air quality and the proximity of the gas station to nearby sensitive receptors; access to existing recreational trails; and lighting. Issues to be resolved include the choice among alternatives and whether to adopt the mitigation measures identified in Table ES-1.

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant PS = Potentially significant S = Significant SU = Significant and unavoidable			
Aesthetics			
Impact 3.1-1: Substantially Degrade the Existing Visual Character or Quality of Public Views of the Site and Its Surroundings or Conflict with Zoning and Other Regulations Governing Scenic Quality Implementation of the project would alter views by adding built-environment elements on a vacant parcel. However, the existing visual quality of the parcel is low. The project elements proposed would not change the suburban visual character of the general area, as elements of the project's design (such as building height, color, massing, architectural detailing, screening vegetation and landscaping, and setback requirements) would be consistent with the visual character of the surrounding environment. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 3.1-2: Create a New Source of Substantial Light or Glare Which Would Adversely Affect Nighttime Views in the Area The project would introduce new sources of light onto the existing, vacant project site. Light spillover onto adjacent land uses would be reduced by using less powerful lights on fixtures at the edge of a property. Reflective, glare causing materials would not be used. All fixtures would be downcast and would not exceed the 0.5-foot-candle standard for light spillover onto residential areas. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4-1: Cumulative Aesthetics Impacts The project would contribute regional changes to aesthetics. The effects of these changes are highly subjective and tend to be localized. The combined effects of other projects in the cumulative impact area would not be cumulatively significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Agricultural and Forestry Resources			
Impact 3.2-1: Involve Other Changes in the Existing Environment, Which, Due to Their Location or Nature, Could Result in Conversion of Farmland to Non-Agricultural Use The project would result in the development of a parcel that was formerly used for agriculture and is recognized by DOC as Farmland of Local Importance. The project site is no longer used for agriculture and is designated for commercial land use per the General Plan. Similarly, surrounding parcels are designated, and in	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
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some cases developed as, residential and commercial uses. The project would not involve changes to the existing environment that could result in conversion of farmland to non-agricultural use. This impact would be less than significant.			
Impact 4-2: Cumulative Agriculture and Forestry Resources Impacts Although portions of the city, including the project site, were historically used for agriculture, the City has planned for urbanization of the incorporated city through its general plan. Therefore, although there is an existing, adverse cumulative condition related to the loss of Farmland in the city of Fresno the project would not substantially contribute to the impact. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Air Quality			
Impact 3.3-1: Generate Short-Term Construction-Related Emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ Considering SJVAPCD's guidance, annual and daily construction-generated emissions were quantified for the project. The project would not generate construction emissions of criteria air pollutants and ozone precursors exceeding SJVAPCD's annual mass emissions thresholds of significance or daily screening criteria. These thresholds are inherently tied to long-term regional air quality planning (i.e., SJVAPCD's AQMPs) which demonstrates that the project would not conflict with the applicable air quality plans. Because construction-generated emissions would not exceed SJVAPCD's annual mass emissions thresholds of significance or daily screening criteria, construction-generated emissions of criteria air pollutants and ozone precursors would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 3.3-2: Generate Long-Term Operational Emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ Considering SJVAPCD's guidance, annual and daily operation-generated emissions were quantified for the project for permitted and non-permitted operations. The project would not generate operational emissions of criteria air pollutants and ozone precursors exceeding SJVAPCD's annual mass emissions thresholds of significance or daily screening criteria for permitted and non-permitted sources following compliance with SJVACPD's Rule 9510 (ISR) for this land use type. Because operational emissions of criteria air pollutants and ozone precursors would be less than SJVAPCD's annual and daily mass emissions threshold, impacts would be less than significant	LTS	No mitigation is required for this impact.	LTS

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Impact 3.3-3: Expose Receptors to TAC Concentrations Adversely Affecting a Substantial Number of People Based on the HRA prepared for the project, construction and operation of the project would not produce significant diesel PM or other TACs such that SJVAPCD's thresholds for TAC cancer risk exposure of 20 in 1 million or an acute or chronic Hazard Index of 1 for the MEI for non-carcinogens would be exceeded. Using these numerical thresholds established by SJVAPCD, the project would not generate substantial emissions of TACs causing an adverse health impact from TAC expose. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 3.3-4: Expose Receptors to Substantial CO Concentrations Buildout of the project would not contribute to localized concentrations of mobile-source CO that would exceed an applicable ambient air quality standard. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 3.3-5: Generate Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People Buildout of the project would not introduce an odor source identified by SJVAPCD that could result in an adverse odor impact. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4-3: Cumulative Air Quality Impacts There is a cumulative impact related to air quality in the city of Fresno. However, the project's contribution to this cumulatively significant air quality impact would not be cumulatively considerable. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Archaeological, Historical, and Tribal Cultural Resources			
Impact 3.4-1: Cause a Substantial Adverse Change in the Significance of Archaeological Resources Although no known archaeological resources have been identified on the project site, project-related ground-disturbing activities may result in the discovery of or damage to yet undiscovered archaeological resources as defined in State CEQA Guidelines Section 15064.5. This impact would be reduced to a less-than-significant level with implementation of mitigation measures.	PS	**Mitigation Measure 3.4-1a: Develop and Implement a Worker Environmental Awareness Program** The applicant shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeologists to prepare a worker environmental awareness program. The program shall be provided to all construction personnel and supervisors who will have the potential to encounter and alter archaeological resources. A copy of the worker environmental awareness program shall be provided to the City's Planning Division before construction activities begin. The topics to be addressed in the worker environmental awareness program will include, at a minimum:	LTS

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		▶ types of cultural resources expected on the project site; ▶ types of evidence that indicates cultural resources might be present (e.g., glass shards, lithic scatters); ▶ what to do if a worker encounters a possible resource; ▶ what to do if a worker encounters animal bones or possible human bones; and ▶ repercussions for removing or intentionally disturbing archaeological resources. **Mitigation Measure 3.4-1b: Retain an Archaeological Monitor and Native American Monitor, and Halt Ground-Disturbing Activity upon Discovery of Subsurface Archaeological Features or Tribal Cultural Resources** In the event that any historic-era subsurface archaeological features or deposits (e.g., glass, metal, and/or ceramic refuse scatters), or prehistoric subsurface archaeological features or deposits (e.g., locally darkened soil ("midden"), stone tool chipping debris, bones, shell beads, or concentrated charcoal layers), are discovered during construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the City shall be notified. The applicant will then retain the services of a qualified professional archaeologist to assess the significance of the find. Specifically, the archaeologist shall determine whether the find qualifies as an historical resource, a unique archaeological resource, or tribal artifacts. If the find does fall within one of these three categories, the qualified archaeologist shall then make recommendations to the City regarding appropriate procedures that should be used to protect the integrity of the resource and to ensure that no additional resources are affected. Procedures could include preservation in place, archival research, subsurface testing, and/or data recovery, with preservation in place being the preferred option if feasible. If the find is a tribal artifact, the City shall provide a reasonable opportunity for input from a Native American tribal representative affiliated with the location of the discovery; affiliation shall be determined by the City, in consultation with the qualified archaeologist, based on the City's AB 52 list or the contact list provided by the NAHC. If responsive, the tribal representative will then determine whether the artifact is considered a tribal cultural resource, as defined by PRC Section 21074. The applicant, in consultation with the City and Tribe, shall implement the recommended preservation options (which may include preservation in place, data recovery, mapping, capping, or avoidance), and proper curation of significant artifacts, if it determines that the measures are feasible in light of project design, logistics, and cost considerations.	

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Impact 3.4-2: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource Tribal consultation has not resulted in the identification of tribal cultural resources on the project site. Despite this, excavation activities associated with project construction may disturb or destroy previously undiscovered significant subsurface tribal cultural resources. Impacts related to tribal cultural resources would be reduced to less than significant with implementation of mitigation measures by requiring that a worker environmental awareness program be prepared and provided to all construction personnel and supervisors who will have the potential to encounter and alter cultural resources, requiring construction to halt if potential archaeological resources are discovered, coordination with Native American groups (if applicable), implementation of preservation options (including preservation in place, data recovery, mapping, capping, or avoidance), and proper curation if significant artifacts are recovered.	PS	Implement Mitigation Measures 3.4-1a and 3.4-1b.	LTS
Impact 3.4-3: Disturb Human Remains Based on documentary research, no evidence suggests that any prehistoric or historic-period marked or un-marked human interments are present within or in the immediate vicinity of the project site. However, ground-disturbing preconstruction and construction activities could uncover previously unknown human remains. Compliance with California Health and Safety Code Section 7050.5 and PRC Section 5097 would make this impact less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 3.4-4: Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature Although no known paleontological resources have been identified on the project site, project-related ground-disturbing activities may result in the discovery of or damage to yet undiscovered resources. This impact would be reduced to a less-than-significant level with implementation of mitigation measures.	PS	**Mitigation Measure 3.4-4: Halt Ground-Disturbing Activity upon Discovery of Subsurface Paleontological Resources** If paleontological resources are discovered during earthmoving activities, the project applicant shall immediately halt operations within 30 feet of the find and notify the City. If the find is determined to be significant, it shall be salvaged by a qualified paleontologist retained by the project applicant following the standards of the SVP (2010) and curated at a certified repository such as the University of California Museum of Paleontology.	LTS
Biological Resources			
Impact 3.5-1: Result in Disturbance to or Loss of Special-Status Wildlife Species and Habitat Project activities would include ground disturbance, tree removal, and other vegetation removal, which could result in disturbance, injury, or mortality of several special-status wildlife species if present, reduced breeding productivity of these	PS	**Mitigation Measure 3.5-1a: Conduct Take Avoidance Survey for Burrowing Owl, Implement Avoidance Measures, and Compensate for Loss of Occupied Burrows** ▶ A qualified biologist shall conduct a focused survey for burrowing owls in accessible areas (i.e., not including private property) of habitat suitable for the species on and within 1,640 feet (500 meters) of the project site no less than 14	LTS

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species, and loss of species habitat. This impact would be reduced to a less-than-significant level with implementation of mitigation measures. Specifically, Mitigation Measures 3.5-1a and 3.5-1b would minimize impacts by requiring preconstruction surveys for burrowing owl, Swainson's hawk, white-tailed kite, other common raptors, and other native birds, and implementation of protective measures for active nests.		days before initiating ground disturbance activities using survey methods described in Appendix D of the CDFW 2012 Staff Report (CDFW 2012). Much of the area within this 1,640-foot survey area does not contain habitat suitable for burrowing owl (e.g., residential areas, commercial development, roads) and would not require surveys. Inaccessible areas that contain habitat suitable for burrowing owl (e.g., the Riverside Golf Course property) shall be surveyed using binoculars or a spotting scope. ▶ If no occupied burrows are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Fresno, and no further mitigation shall be required. ▶ If an active burrow is found within 1,640 feet of pending construction activities during the nonbreeding season (September 1 through January 31), the applicant shall establish and maintain a minimum protection buffer of 164 feet (50 meters) around the occupied burrow throughout construction. If an active burrow is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the project site shall be marked with fencing, flagging, or other means. The actual buffer size shall be determined by the qualified biologist based on the time of year and level of disturbance in accordance with guidance provided in the CDFW Staff Report on Burrowing Owl Mitigation (CDFW 2012). The protection buffer may be adjusted if, in consultation with CDFW, a qualified biologist determines that an alternative buffer shall not disturb burrowing owl use of the burrow because of particular site features or other buffering measures. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion plan shall be developed, as described in Appendix E of the CDFW Staff Report. Burrowing owls shall not be excluded from occupied burrows until the project burrowing owl exclusion plan is approved by CDFW. The exclusion plan shall include a compensatory habitat mitigation plan (see below). ▶ If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a protective buffer at a minimum of 164 feet unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer may be adjusted depending on the time of year and level of disturbance as outlined in the CDFW 2012 Staff Report. If an	

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		active burrow is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the site shall be marked with fencing, flagging, or other means. The size of the buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented so that burrowing owls are not adversely affected. Once the fledglings are capable of independent survival, the owls can be evicted, and the burrow can be destroyed per the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW 2012 Staff Report. ▶ If burrowing owls are evicted from burrows and the burrows are destroyed by implementation of project activities, the applicant shall mitigate the loss of occupied habitat in accordance with guidance provided in the CDFW 2012 Staff Report, which states that permanent impacts on nesting, occupied, and satellite burrows, and burrowing owl habitat (i.e., grassland habitat with suitable burrows) shall be mitigated such that habitat acreage and number of burrows are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The applicant shall retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards: ▪ Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat, disturbance levels, potential for conflicts with humans, pets, and other wildlife, density of burrowing owls, and relative importance of the habitat to the species throughout its range. ▪ If feasible, mitigation lands shall be provided adjacent or proximate to the project site so that displaced owls can relocate with reduced risk of injury or mortality. Feasibility of providing mitigation adjacent or proximate to the project site depends on availability of sufficient habitat to support displaced owls that may be preserved in perpetuity. ▪ If habitat suitable for burrowing owl is not available for conservation adjacent or proximate to the project site, mitigation lands can be secured off-site and shall aim to consolidate and enlarge conservation areas outside of planned development areas and within foraging distance of other conservation lands. Mitigation may be also accomplished through purchase	

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		of mitigation credits at a CDFW-approved mitigation bank, if available. Alternative mitigation sites and acreages may also be determined in consultation with CDFW. ▪ If burrowing owl habitat mitigation is completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and if the numbers are maintained over time. Measures of success, as suggested in the CDFW 2012 Staff Report, shall include site tenacity, number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors. **Mitigation Measure 3.5-1b: Conduct Focused Surveys for Swainson's Hawk, White-Tailed Kite, Other Nesting Raptors, and Other Native Nesting Birds and Implement Protective Buffers** ▶ To minimize the potential for loss of Swainson's hawk, white-tailed kite, other raptors, and other native birds, project construction activities (e.g., tree removal, vegetation clearing, ground disturbance, staging) shall be conducted during the nonbreeding season (approximately September 1-January 31, as determined by a qualified biologist), if feasible. If project construction activities are conducted during the nonbreeding season, no further mitigation shall be required. ▶ Within 14 days before the onset of project construction activities during the breeding season (approximately February 1 through August 31, as determined by a qualified biologist), a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys shall conduct focused surveys for Swainson's hawk, white-tailed kite, other nesting raptors, and other native birds. Surveys shall be conducted in accessible areas (i.e., not including private property) within 0.5 mile of the project site for Swainson's hawk and white-tailed kite; within 500 feet of the site for other raptors; and within 50 feet of the site for non-raptor common native bird nests. Inaccessible areas that contain habitat suitable for nesting birds (e.g., the Riverside Golf Course property) shall be surveyed using binoculars or a spotting scope.	

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		▶ If no nests are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Fresno, and no further mitigation shall be required. ▶ Impacts on nesting birds shall be avoided by establishing appropriate buffers around active nest sites identified during focused surveys to prevent disturbance to the nest. Project construction activity, including tree removal, shall not commence within the buffer areas until a qualified biologist has determined that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. An avoidance buffer shall be implemented for Swainson's hawk and white-tailed kite in consultation with CDFW. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers for Swainson's hawk nests, but the size of the buffer may be decreased if a qualified biologist and the City of Fresno, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. For other species, a qualified biologist shall determine the size of the buffer for nests of non-special-status species after a site- and nest-specific analysis. Buffers typically shall be 500 feet for common raptors. Buffer size for non-raptor common bird species generally shall be at least 20 feet. Factors to be considered for determining buffer size shall include presence of natural buffers provided by vegetation or topography, nest height above ground, baseline levels of noise and human activity, species sensitivity, and proposed project construction activities. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment would not be likely to adversely affect the nest. Any buffer reduction for a listed or fully protected species (i.e., Swainson's hawk, white-tailed kite) shall require consultation with CDFW. If an active nest is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the project site shall be marked with fencing, flagging, or other means. Periodic monitoring of the nest by a qualified biologist during project construction activities shall be required if the activity has potential to adversely affect the nest, the buffer has been reduced, or if birds within active nests are showing behavioral signs of agitation (e.g., standing up from a brooding position, flying off the nest) during project construction activities, as determined by the qualified biologist.	

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Impact 4-5: Cumulative Biological Resources Impacts The project would contribute to cumulative biological resources impacts associated with construction and operation of land uses in the cumulative impact area. Mitigation Measures 3.5-1a and 3.5-1b would prevent potential adverse effects on these species. The project's contribution to this cumulatively significant impact would be less than cumulatively considerable. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Energy			
Impact 3.6-1: Result in a Potentially Significant Environmental Impact Due to the Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources, During Project Construction or Operation The project would not use energy for construction that would be considered wasteful or unnecessary, as that energy expenditure would facilitate operation of the project and achievement of project goals. The project does not include any construction activity beyond what is needed to provide a functional facility. Construction of the project would adhere to best management practices (BMPs) for construction (e.g., restrict idling time to 5 minutes or less). Moreover, the project would utilize Tier 3 construction equipment or construction equipment exceeding 50 horsepower (hp). The project would introduce new electricity and natural gas consumption relative to baseline conditions; however, the project would be enrolled in the PG&E's Solar Choice Program to procure 100 percent of its electricity from solar resources. The project would also be served by existing infrastructure capable of meeting the project's operational energy needs. During operation, energy would not be used in a wasteful or inefficient manner. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 3.6-2: Conflict with or Obstruct Implementation of Energy Measures of a State or Local Plan for Renewable Energy or Energy Efficiency The project would be consistent with the relevant energy measures from the City of Fresno's GHGRP that pertain to nonresidential development. Because the project would incorporate relevant measures as project design features, such as a commitment to PG&E's Solar Choice Program, and would incorporate energy-reducing measures from the GHGRP, the project would not conflict with or obstruct implementation of the City of Fresno's GHGRP. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS

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Impact 4-6: Cumulative Energy Impacts Cumulative development would result in increased energy demand and consumption from increased construction activities, vehicle trips, and electrical and natural gas consumption. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Greenhouse Gas Emissions and Climate Change			
Impact 3.7-1: Generate GHG Emissions That Would Conflict with the City's Greenhouse Gas Reduction Plan The project would incorporate various measures that align with similar GHG reduction measures included in the GHGRP as project design features. The project's emissions would also be reduced by new regulatory mechanisms that are in place at the time of writing this Draft EIR that were not in effect at the time the GHGRP was prepared such as the Advanced Clean Cars II Program and the Advanced Clean Trucks regulation. Through the incorporation of on-site reduction measures derived from the GHGRP and reductions realized from these aforementioned programs, the project would reduce its emissions by 3,140 and 6,719 $MTCO_2e$ in 2030 and 2035, respectively, as compared to BAU levels of emissions. To demonstrate compliance with the GHGRP, the project would be require to reduce its emissions by 1.5 percent or 381 $MTCO_2e$ and 11.6 percent or 2,711 $MTCO_2e$ below BAU emissions by 2030 and 2035, respectively, and this level of reduction exceeds these standards. Therefore, the project would be consistent with the GHGRP. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4-7: Cumulative Greenhouse Gas Emissions and Climate Change Impacts There is an existing substantial adverse impact related to greenhouse gas (GHG) emissions and global climate change. However, the project's contribution to this cumulatively significant impact would not be cumulatively considerable. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Hazards and Hazardous Materials			
Impact 3.8-1: Create a Significant Hazard through Routine Transport, Use, or Disposal of Hazardous Materials Project construction and operation would involve the routine transport, use, and disposal of hazardous materials. Given compliance with applicable regulations which would reduce impacts associated with the use, transport, storage, and sale	LTS	No mitigation is required for this impact.	LTS

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of hazardous materials, including measures taken to address the safety of USTs and the handling of hazardous materials in accordance with the HMBEP and the local CUPA, impacts associated the routine transport, use, and disposal of hazardous materials would be less than significant.			
Impact 3.8-2: Create a Significant Hazard through Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment or be Located on a Site which is Included on a List of Hazardous Materials Sites Compiled Pursuant to Government Code Section 65962.5 and would Create a Significant Hazard to the Public or the Environment Implementation of the project could result in release of hazardous materials due to release of chemicals associated with past agricultural use of the site, location on a site that is on a list of known hazardous materials sites, or due to operation of the project, which would involve the use, storage, and sale of potentially hazardous materials. The potential for past use of the project site to result in substantial hazard has been evaluated in, including soil sampling as part of a Phase II ESA. Operation of the project would be subject to regulations designed to reduce the potential for the project to create hazardous conditions through a reasonably foreseeable upset or accident condition. There is no evidence of a substantial hazard to the public or the environment. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 3.8-3: Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School Compliance with all relevant regulations for the handling and transport of hazardous materials would reduce the potential for the generation of hazardous waste typical of construction activities. Additionally, the potential for operation of the project to result in hazardous effects on either school would be limited because the gas station would be designed to minimize potential for accidental releases of fuel into the environment. For these reasons, the project would result in a less-than-significant impact on schools within 0.25 mile of the project site.	LTS	No mitigation is required for this impact.	LTS

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Impact 3.8-4: Impair Implementation of or Physically Interfere with the Implementation of an Adopted Emergency Response Plan or Emergency Evacuation Plan The Fresno County Multi-Hazard Mitigation Plan does not identify formal evacuation routes. Compliance with the conditions of the Street Work and Traffic Control Permit during any potential road closures, applicable general plan policies, and review of the site plan by the City Fire Department would result in a less-than-significant impact on implementation of an adopted emergency response plan or emergency evacuation plan.	LTS	No mitigation is required for this impact.	LTS
Impact 3.8-5: Expose People or Structures, Either Directly or Indirectly, to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires The project site is not located within a designated urban-wildland interface area nor is it near designated State Responsibility Areas. Existing development and irrigated agricultural land surround the project site, and the likelihood for wildland fire in the area is low. The project design would comply with existing regulations and would ensure the Costco facility and associated tire center, gas station, and drive-through car wash meet the standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent damage to structures or people by reducing wildfire hazards. Therefore, this impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4-8: Cumulative Hazards and Hazardous Materials Impacts Hazardous materials and safety issues generally occur independently of one another and are related to site-specific and project-specific characteristics and conditions. Compliance with all applicable federal, state, and local regulations related to hazards and hazardous materials on a project-by-project basis would ensure that site-specific impacts are appropriately addressed and cannot combine with site-specific impacts from other project sites. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Hydrology and Water Quality			
Impact 3.9-1: Violate Water Quality Standards or Waste Discharge Requirements or Otherwise Degrade Water Quality Project construction activities such as grading, excavation, and trenching could result in erosion and sedimentation, and discharge of other nonpoint source pollutants. In addition, the project would include fuel storage and dispersal, tire maintenance, and a car wash facility that could generate stormwater pollutants	LTS	No mitigation is required for this impact.	LTS

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including oils, lubricants, and heavy metals. Regulations apply to the project that would reduce potentially significant impacts, including the NPDES Permit Program, underground storage tank regulations contained in CCR, Title 23, Water, Division 3, Chapter 16 (underground storage tank regulations), Central Valley RWQCB General Permit for Stormwater Discharges from MS4s (Order R5-2016-0040), and FMFCD's Storm Drainage and Flood Control Master Plan. Because compliance with these regulations and BMPs would be incorporated into the project, there would not be a violation of water quality standards or waste discharge requirement or interference with implementation of a water quality control plan. Because water quality would not be degraded, this impact would be less than significant.			
Impact 3.9-2: Substantially Decrease Groundwater Supplies; Interfere with Groundwater Recharge, Such That the Project May Impede Sustainable Groundwater Management of the Basin; or Conflict with or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan The project would receive water from the City of Fresno Department of Public Utilities, which relies on groundwater and surface water supplies. The North Kings GSA is projected to reach sustainability by 2040 if groundwater flows from within the North Kings GSA plan area to neighboring GSAs and basins are reduced and projects are developed to address present and future projected groundwater conditions. The project would be consistent with the City of Fresno 2020 UWMP and would not impede management actions included in the GSP. Because the project would not decrease groundwater supplies or interfere with groundwater recharge such that implementation of a sustainable groundwater management would be impeded, or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, this impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS

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Impact 3.9-3: Substantially Alter the Existing Drainage Pattern of the Site or Area in a Manner That Would Result in Substantial Erosion or Siltation, Substantially Increase in Surface the Rate or Amount of Surface Runoff in a Manner That Would Result in Flooding or Exceedance of the Capacity of Existing or Planned Stormwater Drainage Systems, or Impede or Redirect Flood Flows The project would add approximately 22 acres of impervious surface to the currently undeveloped site, which would change the existing drainage rate and pattern of the site and could degrade downstream surface waters. The project is located within an area served by facilities identified in FMFCD's Storm Drainage and Flood Control Master Plan. In addition, the project would be required to comply with the City of Fresno grading plan check process and NPDES Construction General Permit Region-wide MS4. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4-9: Cumulative Hydrology and Water Quality Impacts The effects of buildout of the project on surface water quality, groundwater quality and quantity, alteration of drainage patterns, and flood hazards would be addressed though compliance with existing regulations. Development associated with anticipated projects in the cumulative impact area would be subject to similar state and local regulations. The combined effects of other projects in the cumulative impact area would not be cumulatively significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Land Use and Planning			
Impact 3.10-1: Cause a Significant Environmental Impact Due to a Conflict with Relevant Plans, Policies, and Zoning Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect The proposed project would require a general plan amendment (GPA), rezone, and conditional use permit (CUP). Requests for discretionary permits require that the project be evaluated for compliance and consistency with a variety of policy and regulatory programs adopted to avoid or reduce the severity of potential environmental effects. Evaluation of resource-specific plans and policies (e.g., transportation improvement plans, greenhouse gas reduction plans) are evaluated separately in the topical sections of this EIR). The project would not conflict with City policies adopted for the purposes of avoiding or mitigating an environmental effect. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant PS = Potentially significant S = Significant SU = Significant and unavoidable			
Impact 4-10: Cumulative Land Use and Planning Impacts Land use and planning impacts would occur where there would be physical division of established communities or inconsistency land use plans and regulations adopted to avoid or mitigate environmental effects. There is not a significant cumulative impact as a result of community division or implementation of projects that do not adhere to adopted plans and regulations. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Noise and Vibration			
Impact 3.11-1: Generate a Substantial Temporary Increase in Ambient Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies Proposed construction areas are located in close proximity to existing noise-sensitive receptors. Most noise-generating construction activity would be performed during daytime hours, when construction noise is exempt from noise standards by the City of Fresno Municipal Code. However, it is possible that construction activity may be required during the non-exempt evening and nighttime hours (10:00 p.m. to 7:00 a.m., Monday through Saturday, and all-day Sunday) for activities such as large continuous concrete pours. Thus, potential nighttime construction activities could expose nearby noise-sensitive receptors to noise levels that exceed City nighttime noise standards as detailed in the Municipal Code. Mitigation Measure 3.11-1 would implement noise reduction measures to minimize construction noise and reduce noise exposure during the nighttime. However, it cannot be ensured that all impacts would be reduced to meet City noise standards during construction activity. Thus, the impact would be significant and unavoidable.	S	**Mitigation Measure 3.11-1: Implement Additional Measures to Reduce Exposure to Construction Noise Reduction during Noise-Sensitive Time Periods** For all outdoor construction activity that is to take place outside of the City of Fresno construction noise exception timeframes (i.e., 10:00 p.m. and 7:00 a.m., Monday through Saturday, and all hours of the day on Sunday), and that is anticipated to generate interior noise levels at sensitive receptors that exceed the City of Fresno General Plan interior noise standard of 45 dB for residential land uses, the construction contractor shall comply with the following measures: ▶ Consistent with Section 10-110 of the City Noise Control Ordinance, obtain an exception to Article 1, "Noise Regulations," through the Chief Administrative Officer. A permit may be issued authorizing noises prohibited by the noise ordinance whenever it is found that the public interest will be served thereby or that extreme hardship will result from the strict enforcement. ▶ Install temporary noise curtains as close as possible to the noise-generating activity such that the curtains obstruct the direct line of sight between the noise-generating construction activity and the nearby sensitive receptors. Temporary noise curtains shall consist of durable, flexible composite material featuring a noise barrier layer bounded to sound-absorptive material on one side. The noise barrier layer shall consist of rugged, impervious, material with a surface weight of at least one pound per square foot. ▶ Noise-reducing enclosures and techniques shall be used around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors). ▶ Operate heavy-duty construction equipment at the lowest operating power possible. All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine	SU

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
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		shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. ▶ Where available and feasible, construction equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that only sound when an object is detected. Self-adjusting backup alarms shall automatically adjust to 5 dB over the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels. ▶ Provide a minimum of one week of advanced notice to owners of all residential located within 350 feet of where nighttime construction activity would take place. This noticing shall inform the recipients of when and where nighttime construction would occur and the types of measures being implemented to lessen the impact at potentially affected receptors. This noticing shall also provide the contact information for the designated disturbance coordinator. The disturbance coordinator shall receive all public complaints and be responsible for determining the cause of the complaint and implementing any feasible measures to alleviate the problem.	
Impact 3.11-2: Generate Excessive Groundborne Vibration or Groundborne Noise Levels Construction activity associated with the proposed project would generate short-term increases in vibration near sensitive receptors in the vicinity of the project site. Based on the distance between the equipment anticipated to be used during construction and the location of nearby sensitive receptors, vibration levels would not exceed applicable state and federal thresholds with respect to structural damage and human annoyance. Additionally, City of Fresno Municipal Code Section 15-2507 exempts construction activity from vibration standards. Thus, the impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 3.11-3: Generate a Substantial Permanent Increase in Ambient Noise Levels in the Vicinity of the Project due to Operational Stationary and On-Site Noise in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies The proposed project would involve the generation of noise from various stationary and operational non-transportation noise sources. The HVAC equipment, parking area, tire center, car wash, and transformer and trash compactor would not exceed appliable City standards. However, the loading area	PS	**Mitigation Measure 3.11-3: Reduce Exposure of Existing Sensitive Receptors to Noise Generated by Loading Dock Activity** The project applicant shall construct a sound wall or other noise attenuating feature west of the loading docks with a demonstrated ability to result in a 4 dB noise decrease at the existing residences along North Riverside Drive.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
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could result in potentially significant levels of noise depending on project design. Implementation of Mitigation Measure 3.11-3 would the implementation of design features to reduce the noise levels anticipated from each noise source. For this reason, the impact related to long-term operational non-transportation noise would be less than significant with mitigation incorporated.			
Impact 3.11-4: Generate a Substantial Permanent Increase in Ambient Noise Levels in the Vicinity of the Project due to Traffic Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies The proposed project is expected to increase traffic along the surrounding roadway network, and thus, increase traffic noise in the vicinity of the project site. Project-generated traffic noise would not result in an exceedance of the City's interior or exterior standard at any sensitive receptors (residences) along North Riverside Drive. Additionally, although existing noise levels on West Herndon Avenue exceed the City's exterior noise standard of 65 dB L_{dn}/CNEL for nearby residential uses, project-generated traffic would not result in an exceedance of interior noise standards (i.e., 45 L_{dn}/CNEL) or a substantial increase (i.e., greater than 3 dB) in transportation noise. Thus, the impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 3.11-5: Generate a Substantial Permanent Increase in Ambient Noise Levels in the Vicinity of the Project due to Intermittent Single-Event Noise Levels from Trucks in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies The proposed project has the potential to expose nearby residents to SENLs due to operation of heavy vehicles accessing the project site during operational activities. The closest sensitive receptor west of North Riverside Drive could experience interior noise levels of approximately 66.4 dB SENLs exceeding a threshold of 65 dB SENL. Mitigation Measures 3.11-3 and 3.11-5 would require the use of design interventions and/or restricted access along North Riverside Drive during noise-sensitive hours (i.e., 10:00 p.m. to 7:00 a.m.). The implementation of Mitigation Measures 3.11-3 and 3.11-5 would reduce the impact to less than significant with mitigation incorporated.	PS	**Mitigation Measure 3.11-5: Implement Traffic Noise Reduction Measures along North Riverside Drive** The project proponent shall implement noise reduction measures to ensure that exterior noise levels at residential land uses near the west side of North Riverside Drive do not exceed the City's current noise standard of 65 dB L_{dn}/CNEL under existing-plus-project conditions. This measure is consistent with General Plan Policy NS-1-I, which recommends the use of design alterations to reduce noise impacts. This performance standard can be achieved using any combination of the following measures: ▶ Pave the roadway segment with rubberized hot-mix asphalt or equivalent surface treatment with known noise-reducing properties on top of the roadway surface. The rubberized hot-mix asphalt overlay shall be designed with appropriate thickness and rubber component quantity (typically 15 percent by weight of the total blend), such that traffic noise levels are reduced by an average of 4 to 6 dB (noise levels vary depending on travel speeds, meteorological conditions, and pavement quality) as compared to noise levels generated by vehicle traffic traveling on standard asphalt. Rubberized hot-mix asphalt has been found to achieve this level of noise reduction in other parts of	LTS

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

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Impact 4-11: Cumulative Noise and Vibration Impacts The ambient noise along West Herndon Avenue is influenced by roadway noise that exceeds the City's standards. The project's contribution to this cumulatively significant noise impact would be less than cumulatively considerable. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Public Services and Recreation			
Impact 3.12-1: Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Fire or Police Facilities or the Need for New or Physically Altered Governmental Facilities The project site is in a developing suburban area that is within the service area of the City's fire and police departments. The proposed facility would serve the city's existing population in northwest Fresno. The project would not introduce new residents to the area and new or physically altered facilities would not be required. Further, the project would comply with all applicable fire safety regulations and pay fire impact fees. Therefore, impacts to public services would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4-12: Cumulative Public Services and Recreation Impacts The project would not result in substantial demand for public services. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Transportation and Circulation			
Impact 3.13-1: Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities The proposed project would be consistent with established City and regional policies and plans related to bicycle and pedestrian facilities and transit service in the project area. The proposed project's off-site improvements include construction of bicycle facilities along its western, southern, and northern frontages (North Riverside Drive, West Herndon Avenue, and Spruce Avenue, respectively) and would be consistent with the City of Fresno Active Transportation Program. Additionally, although demand would be minimal, the existing transit service has the capacity to accommodate any increase in ridership generated by the proposed project. Lastly, the proposed project's reclassification of West Herndon Avenue between North Riverside Drive and North Hayes Avenue would allow the project to construct the proposed intersection that would provide additional access to the	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
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project site. This general plan amendment would allow for consistency between the proposed project and the general plan. Therefore, the project would not conflict with a plan, program, ordinance, or policy addressing the circulation system. This impact would be less than significant.			
Impact 3.13-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) Regarding Vehicle Miles Traveled The proposed project would result in a net increase of 129,326 regional daily VMT. The implementation of Mitigation Measure 3.13-2, which requires the project applicant to provide a mandatory Commute Reduction Program would be geared towards reducing employee trips which accounts for less than 2 percent of trips. Due to the nature of the proposed project which involves shopping in bulk and other auto-oriented services on-site, it would be infeasible to implement other mitigation to minimize VMT impacts from Costco members. Therefore, the proposed project's impact to VMT would be significant and unavoidable.	S	**Mitigation Measure 3.13-2: Provide a Mandatory Commute Reduction Program for Costco Employees** Costco shall provide a Mandatory Commute Reduction program for employees that achieves at least a 26 percent reduction in employee VMT. The commute reduction program shall be provided to the City for approval prior to issuance of a certificate of occupancy. Specific actions may include the following measures described in the California Air Pollution Control Officers Association's *Quantifying Greenhouse Gas Mitigation Measures Handbook*: ▶ **Commute Trip Reduction Marketing (estimated to result in up to 4 percent employee VMT reduction)**: Costco shall implement a marketing strategy to promote Costco's commute reduction program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and greenhouse gas emissions. The following features (or similar alternatives) shall be provided: ▪ on-site or online commuter information services, ▪ employee transportation coordinators, ▪ on-site or online transit pass sales, and ▪ guaranteed ride home service. ▶ **Provide Ridesharing Program (estimated to result in up to 8 percent employee VMT reduction)**: Costco shall develop and implement a ridesharing. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT, and greenhouse gas emissions. The following strategies provide examples of a multifaceted approach for promoting a rideshare program: ▪ designating a certain percentage of desirable parking spaces for ridesharing vehicles, ▪ designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and ▪ providing an app or website for coordinating rides.	SU

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant PS = Potentially significant S = Significant SU = Significant and unavoidable			
		▶ **Implement Subsidized or Discount Transit Program (estimated to result in up to 5.5 percent employee VMT reduction)**: Costco shall provide free transit passes for employees. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and, thus, a reduction in greenhouse gas emissions. ▶ **Provide End-of-Trip Bicycle Facilities (estimated to result in up to 4.4 percent employee VMT reduction)**: Costco shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include elements such as bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and greenhouse gas emissions. ▶ **Provide Employer-Sponsored Vanpool (estimated to result in up to 20.4 percent employee VMT reduction)**: Costco shall implement an employer-sponsored vanpool program. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT, thereby reducing greenhouse gas emissions (CAPCOA 2021).	
Impact 3.13-3: Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment) The proposed project would follow all safety protocol during construction activities and would develop a Traffic Control Plan (TCP) in accordance with City standards. The proposed project would be required to meet City design standards and regulations, including internal circulation and off-site improvement standards for all modes of transportation. Additionally, the proposed project would be subject to ministerial review by the City; thus, ensuring applicable design requirements related to safety are met. However, as detailed in the TIA, the proposed project would not meet safety thresholds related to intersection queuing. The City has issued several conditions of approval for the proposed project that would require the implementation of off-site improvements to reduce transportation hazards. However, no off-site improvements at the intersection of North Golden State Boulevard and West Herndon Avenue are included in the conditions of approval. Therefore, the proposed project's impact to transportation hazards would be significant and unavoidable.	S	**Mitigation Measure 3.13-3: Provide Off-Site Improvements** Costco shall provide the following off-site improvements to alleviate queuing that would result in transportation hazards to the greatest extent feasible prior to issuance of building permit: ▶ North Golden State Boulevard and West Herndon Avenue: Revise signal phasing to optimize green-time allocation relative to anticipated volumes. To reduce queue blockage of the intersection, "DO NOT BLOCK" pavement markings are required for the full width of North Weber Avenue. On the north leg of the intersection (i.e., North Golden State Boulevard, northeast of West Herndon Avenue), reconstruct the median to extend the south bound dual left-turn pocket as far north as possible without interfering with the existing north bound left-turn pocket at West Kathryn Avenue. All off-site improvements shall be designed in accordance with City roadway design standards and are subject to review by the City and responsible emergency service providers.	SU

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
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Impact 3.13-4: Result in Inadequate Emergency Access The proposed project would be designed according to City of Fresno standards and would be reviewed and approved by the City of Fresno and the appropriate emergency service providers. Additionally, the proposed project would develop a TCP to ensure sufficient emergency access is maintained during construction activities. The proposed project would meet all City design standards, municipal code regulations, and requirements provided in the 2019 California Fire Code as adopted by the City of Fresno. Additionally, the proposed project would be subject to review by the City and emergency service departments to ensure adequate access is provided. Thus, the proposed project would provide adequate emergency access during construction and operation. This is impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4-13: Cumulative Transportation and Circulation Impacts The project would result in an increase in vehicle miles traveled (VMT). Growth projected in the cumulative impact area could also result in increased VMT. Cumulative transportation impacts would be significant. The project's contribution to this cumulatively significant transportation impact would be cumulatively considerable. Cumulative impacts would be significant and unavoidable. The geographic scope of the cumulative impact analysis for transportation and circulation is the city of Fresno because this is the jurisdictional limit of the lead agency and where most VMT from the project would occur. The traffic analyses conducted for the project accounted for cumulative traffic in the region in the evaluation of VMT, geometric design features and incompatible uses, as well as emergency access. The discussion of VMT impacts associated with the project in Impact 3.13-2 is inherently a cumulative impact analysis because it addresses project generated VMT based on an efficiency threshold that is aligned with long-term goals and relevant plans. The proposed project would result in a net increase of 191,032daily VMT. The implementation of Mitigation Measure 3.13-2, which requires the project applicant to provide a mandatory Commute Reduction Program would be geared towards reducing employee trips which accounts for less than 2 percent of trips. Due to the unique nature of the project which involves bulk shopping that generally requires access to a personal automobile and is often a single-destination outing, it would be infeasible to implement other mitigation to minimize VMT impacts from Costco members for the reasons disclosed in Section 3.13, "Transportation and Circulation." Therefore, the project's contribution to substantial effects related to VMT would be cumulatively considerable.	S	No additional feasible mitigation measures are available to reduce impacts.	SU

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
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Utilities			
Impact 3.14-1: Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment or Storm Water Drainage, Electric Power, Natural Gas, or Telecommunications Facilities, the Construction or Relocation of which could cause Significant Environmental Effects The project would develop a currently vacant site into a Costco facility, which would require extending the surrounding utility infrastructure onto the project site. All utility infrastructure extensions and hookups would occur within the disturbance area of the project site, the environmental effects of which have been analyzed in this EIR. The project's projected demand for water, electric power, and natural gas, along with the project's projected wastewater and stormwater output are within the existing and future capacity of the utility providers that serve the project site. For these reasons, the project would not require the relocation or construction of new or expanded utility infrastructure that could result in significant environmental effects that are not evaluated in this EIR; the impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 3.14-2: Have Insufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development during Normal, Dry, and Multiple Dry Years The UWMP projects that the City would have an excess of water through 2045 during normal, dry, and multiple dry years. While the project would require a GPA from Community Commercial to General Commercial, the UWMP does not differentiate between commercial districts. Therefore, the project is accounted for within the UWMP's water supply calculation. Given that the project's water demand is accounted for in the City's UWMP projections for future development during normal, dry, and multiple dry years, and that the UWMP projections found that the City would have an excess of water in the aforementioned drought scenarios, there would be sufficient water supplies to serve the project. The impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 3.14-3: Result in a Determination by the Wastewater Treatment Provider Which Serves or May Serve the Project That It Has Inadequate Capacity to Serve the Project's Projected Demand in Addition to the Provider's Existing Commitments The City of Fresno Department of Public Utilities provides wastewater and sewer service to the project site. All wastewater is diverted to one of the City's two wastewater treatment plants that have an average flow capacity of 88.71 mgd. The project would produce approximately 0.05 mgd of wastewater. Given the fractional contribution to the wastewater system, the project would have a less-than-significant impact.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
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Impact 3.14-4: Generate Solid Waste in Excess of State or Local Standards, or in Excess of the Capacity of Local Infrastructure, or Otherwise Impair the Attainment of Solid Waste Reduction Goals or Not Comply with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste The project would comply with all applicable federal, state, and local management and reduction statutes related to solid waste, including the state Integrated Waste Management Act and the solid waste policies of the City of Fresno General Plan. The project's anticipated solid waste production of 2.9 tons per day would comprise 0.13 percent of the American Avenue Landfill's maximum permitted throughput of 2,200 tons per day. The project would have a less-than-significant impact.	LTS	No mitigation is required for this impact.	LTS
Impact 4-14: Cumulative Utilities Impacts The combined demand for some utilities, such as electricity, could result in the need to construct new or expected infrastructure. The cumulative effects of related projects would be potentially significant. However, the demand for utilities from the project and associated environmental effects would not result in cumulatively considerable environmental effects. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS

Source: Compiled by Ascent Environmental in 2022.

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1 INTRODUCTION

This draft environmental impact report (Draft EIR) evaluates the environmental impacts of the proposed Fresno Costco Commercial Center Project (project or proposed project). This Draft EIR has been prepared under the direction of City of Fresno (City), the lead agency under the California Environmental Quality Act (CEQA), in accordance with the requirements of CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines. The Costco Wholesale Corporation (Costco) is the project applicant. This chapter of the Draft EIR provides a synopsis of the project under analysis; information on the type, purpose, intended uses, and scope of the Draft EIR; the public review process; and the organization of this document.

1.1 PROJECT REQUIRING ENVIRONMENTAL ANALYSIS

Costco proposes to construct a membership-only Costco Commercial Center, including a new warehouse with an attached tire center and home delivery services, and a detached gas station and drive-through car wash. The proposed project site is a vacant 22.4-acre parcel located at the northeast corner of the intersection of West Herndon Avenue and North Riverside Drive in the city of Fresno. The project site is a single parcel, bordered by West Spruce Avenue to the north, the right-of-way of (currently unbuilt) North Arthur Avenue to the east, West Herndon Avenue to the south, and North Riverside Drive to the east.

The existing Costco facility on West Shaw Avenue would be relocated to the project site, and the new facility would be sized to accommodate the membership base in northwest Fresno. For further information on the proposed project, see Chapter 2, "Project Description."

1.2 PURPOSE AND INTENDED USES OF THIS DRAFT EIR

According to CEQA, preparation of an EIR is required whenever it can be fairly argued, based on substantial evidence, that a proposed project may result in a significant environmental impact. An EIR is a document used to inform public agency decision makers and the general public of the significant environmental impacts of a project, identify possible ways to minimize the significant impacts, and describe reasonable alternatives to the project that could feasibly attain most of the basic objectives of the project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project.

This Draft EIR has been prepared to meet the requirements of a project EIR as defined by Section 15161 of the State CEQA Guidelines. A project EIR focuses on the changes in the physical environment that would result from the implementation of a project, including its planning, construction, and operation. The City's intention in preparing a project EIR is that no further environmental analysis would be required for additional regulatory approvals following approval of the project, absent conditions requiring a subsequent EIR, a supplement to the EIR, or an addendum. (See State CEQA Guidelines Sections 15162–15164.)

1.3 MANDATORY FINDINGS OF SIGNIFICANCE

Within Article 5 of the State CEQA Guidelines, Section 15065 provides guidelines for the preliminary review of projects and conduct of an initial study. This section establishes that a lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur:

> (1) The project has the potential to: substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of

an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.

(2) The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

(3) The project has possible environmental effects that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

(4) The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.

Based on evidence in the record at the time application for the proposed project was submitted, the City determined that an EIR should be prepared to evaluate the potential effects of project implementation.

Following the decision to prepare an EIR, Section 15065(c) of the State CEQA Guidelines establishes that if a lead agency determines that any of the conditions specified above will occur, such a determination shall apply to:

(1) the identification of effects to be analyzed in depth in the environmental impact report or the functional equivalent thereof,

(2) the requirement to make detailed findings on the feasibility of alternatives or mitigation measures to substantially lessen or avoid the significant effects on the environment,

(3) when found to be feasible, the making of changes in the project to substantially lessen or avoid the significant effects on the environment, and

(4) where necessary, the requirement to adopt a statement of overriding considerations.

1.4 SCOPE OF THIS DRAFT EIR

This Draft EIR includes a detailed evaluation of the following environmental issue areas:

- Aesthetics;
- Agricultural and Forestry Resources;
- Air Quality;
- Archaeological, Historical, and Tribal Cultural Resources;
- Biological Resources;
- Energy;
- Greenhouse Gas Emissions and Climate Change;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use;
- Noise and Vibration;
- Public Services and Recreation;
- Transportation and Circulation; and
- Utilities.

Under the CEQA statutes and the State CEQA Guidelines, a lead agency may limit an EIR's discussion of environmental effects when such effects are not considered potentially significant (PRC Section 21002.1[e]; State CEQA Guidelines Sections 15128, 15143). (See Section 1.3.2, "Effects Found Not to Be Significant.") Information used to determine which impacts would be potentially significant was derived from review of the project; review of applicable planning documents and CEQA documentation; field work; feedback from public and agency consultation; and comments received during the scoping period (see Appendix A of this Draft EIR).

1.4.1 Comments Received on the Notice of Preparation

The City released a notice of preparation (NOP) for this EIR on October 22, 2021. The purpose of the NOP was to provide notification that an EIR was being prepared and to solicit input on the scope and content of the document. A virtual public meeting was held on November 2, 2021, at 6:00 p.m. The scoping period for the project ended on November 22, 2021. The NOP and comments received in response to the NOP are included in Appendix A of this Draft EIR.

Comments were received regarding traffic congestion, safety, and access; air quality and the proximity of the gas station to nearby sensitive receptors; access to existing recreational trails; and lighting. The effects of the project on visual resources, including substantial new sources of light that would adversely affect views in the area are evaluated in Section 3.1, "Aesthetics." Emissions of pollutants during project operation are evaluated in Section 3.3, "Air Quality," and Section 3.7, "Greenhouse Gas Emissions and Climate Change." Transportation, including safety hazards due to design or incompatible use and consistency with planned pedestrian facilities, is evaluated in Section 3.13, "Transportation and Circulation." Additional information about trails can be found in Section 3.12, "Public Services and Recreation."

1.4.2 Effects Found Not to Be Significant

CEQA Guidelines Section 15128 requires that an EIR contain a brief discussion stating the reasons why various possible significant effects of a project were determined not to be significant and are, therefore, not discussed in detail in the EIR. The following topics are not evaluated in detail in this Draft EIR because effects would not be significant: geology and soils, mineral resources, population and housing, and wildfire.

GEOLOGY AND SOILS

Directly or Indirectly Cause Adverse Effects Related to Rupture of a Known Earthquake Fault, Strong Seismic Shaking, Seismic Related Ground Failure, or Landslides

Earthquakes occur when fractures or boundaries between tectonic plates, which comprise the Earth's crust, or lithosphere, move relative to one-another. The project site is located in a region traditionally characterized by low seismic activity. It is not located within the California Geologic Survey designated Alquist-Priolo Earthquake Fault Zone, and no mapped active fault traces are known to project towards or transverse the site. Because there are no mapped active or potentially active faults in the general vicinity of the site, the potential for fault-related ground surface rupture at the site is considered low. The primary sources of seismic shaking are anticipated to be the Great Valley Fault and San Andreas Fault, which are located at distances of about 42 miles and 65 miles from the site, respectively (Appendix B). All buildings would be constructed in compliance with California Building Code Title 24, which identifies specific design requirements to reduce damage resulting from strong seismic ground shaking, ground failure, and landslide. For this reason, development of the project is not anticipated to directly or indirectly cause potential substantial adverse effects involving rupture of a known earthquake fault.

Substantial Soil Erosion or the Loss of Topsoil

Based on soil borings and test pits excavated on the site, soils are comprised primarily of alluvial fan deposits overlain by topsoil. The alluvial deposits are generally composed of interbedded layers of stiff to very stiff silts and clays with variable amounts of sand and medium dense to dense poorly graded sands, and silty sand (Kleinfelder 2021). Following construction, all disturbed areas would be either landscaped consistent with the City code or would be paved to reduce the potential for erosion.

Location on a Geologic Unit or Soul that is Unstable or that would Become Unstable as a Result of the Project, Potentially Resulting in On- or Off-Site Landslide, Lateral Spreading, Subsidence, Liquefaction, or Collapse

The project would not be located on a geologic unit or soil that is unstable. The project site and surrounding area are relatively flat; therefore, landslides or other forms of natural slope instability are unlikely to occur. Liquefaction and associated adverse effects are not anticipated on the project site due to the lack of near-surface groundwater (Kleinfelder 2021). Therefore, there would be no impacts related to exacerbation of these potential hazards.

Location on Expansive Soil, Creating Substantial Direct and Indirect Risks to Life and Property

Based on laboratory test results, the surficial soils exhibit a low expansion potential (Kleinfelder 2021). All buildings would be constructed in compliance with California Building Code Title 24, which identifies specific design requirements to reduce damage resulting from expansive soils.

Soils Incapable of Supporting use of Septic Tanks or Alternative Waste Water Disposal Systems Where Sewers are Not Available for the Disposal of Waste Water

The project would connect to the City's sewer system. Septic tanks and alternative disposal systems would not be constructed.

Conclusion

Based on site conditions and existing regulatory requirements, no significant impacts or a cumulatively considerable incremental effect related to geology and soils would occur, and no further analysis is required by CEQA. Potential impacts on paleontological resources are discussed in Section 3.4, "Archaeological, Historical, and Tribal Cultural Resources."

MINERAL RESOURCES

Loss of Availability of a Known Mineral Resource that would be of Value to the Region and Residents of the State

Impacts to mineral resources can occur if the project would result in the loss of availability of a known mineral resource. In the city of Fresno, mineral resources primarily consist of aggregate, which are located in the San Joaquin River Corridor (City of Fresno 2014:8-1). The project site is not within a mineral resource zone identified by the California Department of Conservation Mineral Resource Zone Map and there are no mining activities within or near the project site (Fresno County 2000).

Loss of Availability of a Locally-Important Mineral Resource Recovery Site Delineated on a Local General Plan, Specific Plan, or Other Land Use Plan

The site is not delineated in any local land use plans as an important mineral resources recovery site.

Conclusion

Therefore, the project would not have any significant impacts or a cumulatively considerable incremental effect related to mineral resources, and no further analysis is required by CEQA.

POPULATION AND HOUSING

Inducement of Substantial Unplanned Population Growth in an Area, either Directly or Indirectly

The project site is currently designated as Community Commercial and would be redesignated to General Commercial to accommodate the relocated commercial facility. The project does not include residential uses, nor does it include elements that would directly or indirectly affect population or housing (e.g., expand service infrastructure). Therefore, the project would not result in direct population growth or any substantial indirect

population growth. Construction would be short-term and would not result in construction employees relocating to the project vicinity due to this short duration and small scale.

As discussed further in Chapter 5, "Other Considerations," the project would not induce growth by creating new employment positions; a maximum of 300 employees would work at the proposed Costco facility, which is the same maximum number of employees at the existing Costco on West Shaw Avenue (which would close once the project is operational). It is assumed that the employees at the existing Costco facility would relocate to the new facility.

The *Fresno County General Plan Background Report* (City of Fresno 2014:5.12-3) reports that the number of employees residing in Fresno County exceeded the number of jobs available after the year 2000. Therefore, demand for local jobs is high and some employees who live in Fresno County travel outside the county to their place of employment. Because most of the jobs would be filled by existing employees, the project would not substantially increase the city's population or result in notable demand for additional housing or services. Any new employees would most likely be derived from the existing labor pool that resides locally (within the city or county). For these reasons, the project would not directly or indirectly induce unplanned population growth,

Displacement of Substantial Numbers of Existing People of Housing, Necessitating the Construction of Replacement Housing Elsewhere

The project would not remove any existing housing and would not displace any people or housing.

Conclusion

Potential impacts would be less than significant and less than cumulatively considerable, and no further analysis is required by CEQA.

WILDFIRE

Location on or near State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zones

The project site is not in or near the State Responsibility Area designated by California Department of Forestry and Fire Protection. In addition, the city of Fresno does not contain any land classified as a "Very High Fire Hazard Severity Zone." Therefore, wildfire issues associated with lands under these designations are not discussed further in this EIR. The potential for the project to expose people or structures to a significant risk of loss, injury, or death involving wildland fires is discussed in Section 3.8, "Hazards and Hazardous Materials."

Conclusion

Potential impacts would be less than significant and less than cumulatively considerable, and no further analysis is required by CEQA.

1.5 PUBLIC REVIEW PROCESS

This Draft EIR is being circulated for public review and comment for a period of 45 days. During this period, comments may be submitted to the lead agency. Upon completion of the public review and comment period, a Final EIR will be prepared that will include both written and oral comments on the Draft EIR received during the public review period, responses to those comments, any revisions to the Draft EIR made in response to public comments, and any other information added by the lead agency. The Draft EIR and Final EIR will comprise the EIR for the project.

Before adopting the project, the lead agency is required to certify that the EIR has been completed in compliance with CEQA, that the decision-making body reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the lead agency.

1.6 DRAFT EIR ORGANIZATION

This Draft EIR is organized into chapters, as identified and briefly described below. Chapters are further divided into sections (e.g., Chapter 3, "Environmental Impacts and Mitigation Measures," and Section 3.6, "Energy"):

The **"Executive Summary"** introduces the project; provides a summary of the environmental review process; and lists impacts evaluated, significance determinations, and mitigation measures.

Chapter 1, "Introduction," provides a description of the lead and responsible agencies, the legal authority and purpose for the document, and the public review process.

Chapter 2, "Project Description," describes the location, background, and goals and objectives for the project, and describes the project elements in detail.

Chapter 3, "Environmental Impacts and Mitigation Measures," provides an evaluation of the anticipated changes to existing conditions after development of the project. For any significant or potentially significant impact that would result from project implementation, mitigation measures are presented and the level of impact significance after mitigation is identified.

Chapter 4, "Cumulative Impacts," presents an analysis of the project's impacts considered together with other past, present, and probable future projects producing related impacts, as required by Section 15130 of the State CEQA Guidelines.

Chapter 5, "Other Considerations," evaluates growth-inducing impacts and irreversible and irretrievable commitment of resources.

Chapter 6, "Alternatives," presents a reasonable range of alternatives and evaluates the environmental effects of those alternatives relative to the proposed project, as required by Section 15126.6 of the State CEQA Guidelines. The environmentally superior alternative is identified.

Chapter 7, "Report Preparers," identifies the preparers of the document.

Chapter 8, "References," provides the full references associated with the parenthetical references found throughout this EIR, organized by chapter and section.

2 PROJECT DESCRIPTION

Costco proposes to construct a membership-only Costco Commercial Center, including a new Costco facility with an attached tire center and home delivery services, as well as a detached gas station and drive-through car wash in the city of Fresno. The existing Costco warehouse facility on West Shaw Avenue would close following construction of the proposed project, and the new facility would be sized to accommodate the membership base in northwest Fresno (Figure 2-1). The Costco warehouse building is consistent with established zoning for the parcel; however, an amendment to the City of Fresno's General Plan (General Plan) and rezoning of the site would be required to permit the proposed car wash. The project also includes a proposed General Plan amendment and rezoning to reclassify West Herndon Avenue from North Riverside Drive to North Hayes Avenue as a superarterial. The following discussion provides information about the project background, existing conditions, elements of the proposed project, buildout and operation assumptions used in the analysis, project objectives, and required approvals for the project.

2.1 PROJECT LOCATION

The proposed project site is a 22.4-acre parcel located at the northeast corner of the intersection of West Herndon Avenue and North Riverside Drive in the city of Fresno. The project site is a single parcel, bordered by West Spruce Avenue to the north, the right-of-way of (currently unbuilt) North Arthur Avenue to the east, West Herndon Avenue to the south, and North Riverside Drive to the east. The project site's address is 7120 North Riverside Drive and the assessor's parcel number (APN) is 50302012 (Figure 2-2). Local access to the site is provided by West Herndon Avenue, West Spruce Avenue, and North Riverside Drive. Regional access is provided by State Route (SR) 99, via the West Herndon Avenue interchange approximately 0.5 mile to the southwest.

2.1.1 Existing Conditions

The project site was used as an orchard from approximately 1937 through 1998. Based on historical photographs, the orchard was removed sometime between 1998 and 2002 (NIC 2022). The site has been vacant since the orchard was removed. The undeveloped project site is roughly rectangular and sparsely vegetated with grasses. An electrical transmission line extends diagonally across the northern portion of the project site from a tower in the northwest corner to the eastern side of the site. Surrounding land uses include a residential neighborhood to the west, a public golf course to the north (Riverside Golf Course), a vacant lot and self-storage facility to the east, a gas station and vacant lot to the south, Rio Vista Middle School and River Bluff Elementary School to the southeast, and a large-scale retail development (Marketplace at El Paseo Shopping Center) to the southwest.

CITY OF FRESNO GENERAL PLAN DESIGNATIONS AND ZONING

The general plan assigns the project site the land use designation of Community Commercial (Figure 2-3). As shown in Figure 2-4, the zoning designation for the project site is CC (Commercial – Community). The existing Community Commercial designation and CC district are intended for commercial development that primarily serves local needs such as convenience shopping and offices. Specific uses allowed include medium-scale retail, office, civic and entertainment uses, supermarkets, drug stores, and supporting uses.

2.2 PROPOSED PROJECT

The project would develop a new commercial warehouse facility with local and regional access for both residents and visitors of Fresno. The project site is in an area that has recently experienced substantial retail growth. The project would be required to comply with applicable standards for commercial development prescribed in the Citywide Development Code.



Source: Adapted by Ascent Environmental in 2021.

Figure 2-1 Regional Location of Project Site and Existing Costco Facility



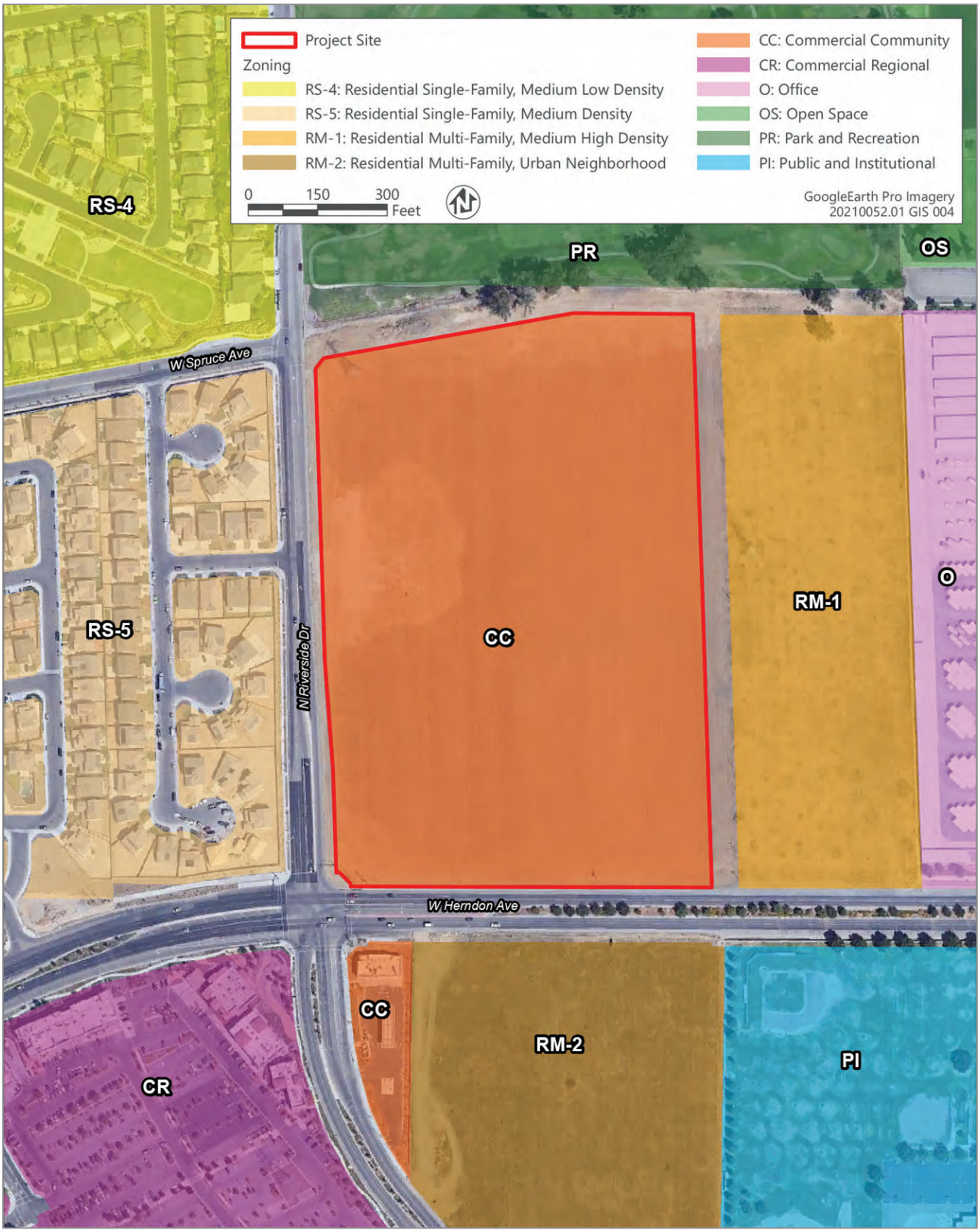
Source: Adapted by Ascent Environmental in 2021.

Figure 2-2 Project Location



Source: Data downloaded from the City of Fresno in 2021; adapted by Ascent Environmental in 2021.

Figure 2-3 Existing Land Use Designation



Source: Data downloaded from the City of Fresno in 2021; adapted by Ascent Environmental in 2021.

Figure 2-4 Existing Zoning Designation

GENERAL PLAN AMENDMENTS AND REZONING

As described above, the project would require a general plan amendment to change the land use designation of the project site from Community Commercial to General Commercial. The General Commercial designation proposed for the site is described in Urban Form, Land Use, and Design Element of the general plan as appropriate for retail and service uses that may generate high volumes of vehicle traffic. The proposed land use designation is shown in Figure 2-5.

Similarly, the project site would be rezoned from CC to CG, as shown in Figure 2-6. Large-format retail and fuel sales, which are the primary uses at the site, are allowed (after review and approval of a conditional use permit) within the existing CC zoning (see Section 15-1201 of the Fresno Municipal Code). The proposed rezone is necessary to permit the development of the car wash, which is not allowed under the current zoning. Development standards for the CG district are focused on ensuring that structures fit into the surrounding development pattern and architectural or traffic conflicts are minimized.

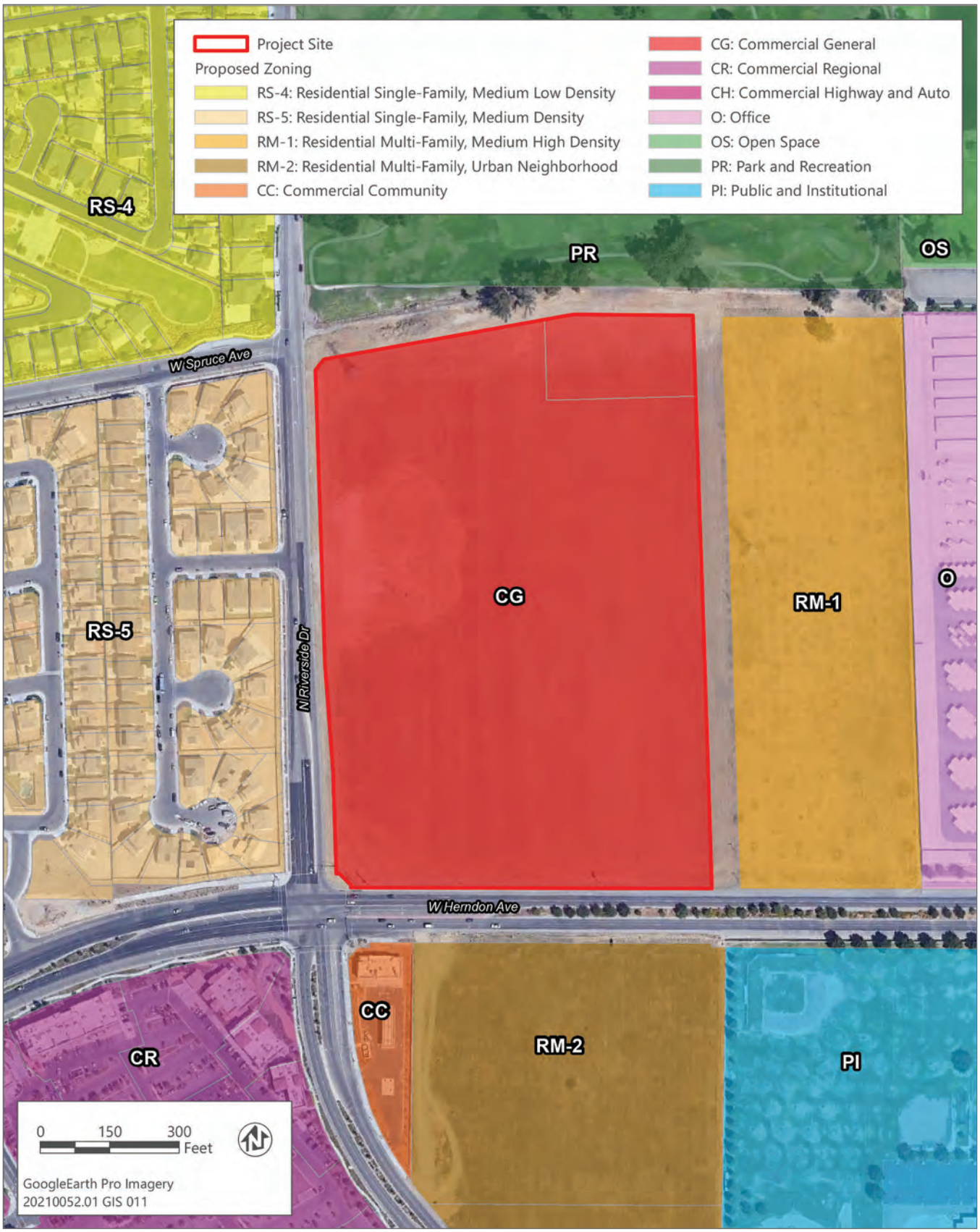
West Herndon Avenue is designated, depending on the specific segment, as either an expressway or superarterial, the two highest roadway classifications in the General Plan, throughout the project site's vicinity and is designated as a superarterial between the project site and SR 99 (Figure 2-7). The project includes a general plan amendment to reclassify the portion of West Herndon Avenue between North Riverside Drive and North Hayes Avenue from expressway to superarterial to allow the construction of an intersection where West Herndon Avenue meets the private North Arthur Avenue right-of-way. The current classification of expressway would not permit the construction of this intersection. The proposed intersection where West Herndon Avenue meets the North Arthur Avenue right-of-way would allow access to the project site via two north-south streets, rather than solely from North Riverside Drive. This may result in easier travel for southbound drivers along North Riverside Drive, including nearby residents and visitors to the Riverside Golf Course.

Customers traveling to the store from neighborhoods to the south of the project site would have access along North Riverside Drive, which is classified as an arterial south of the site, and Veterans Boulevard, a superarterial.



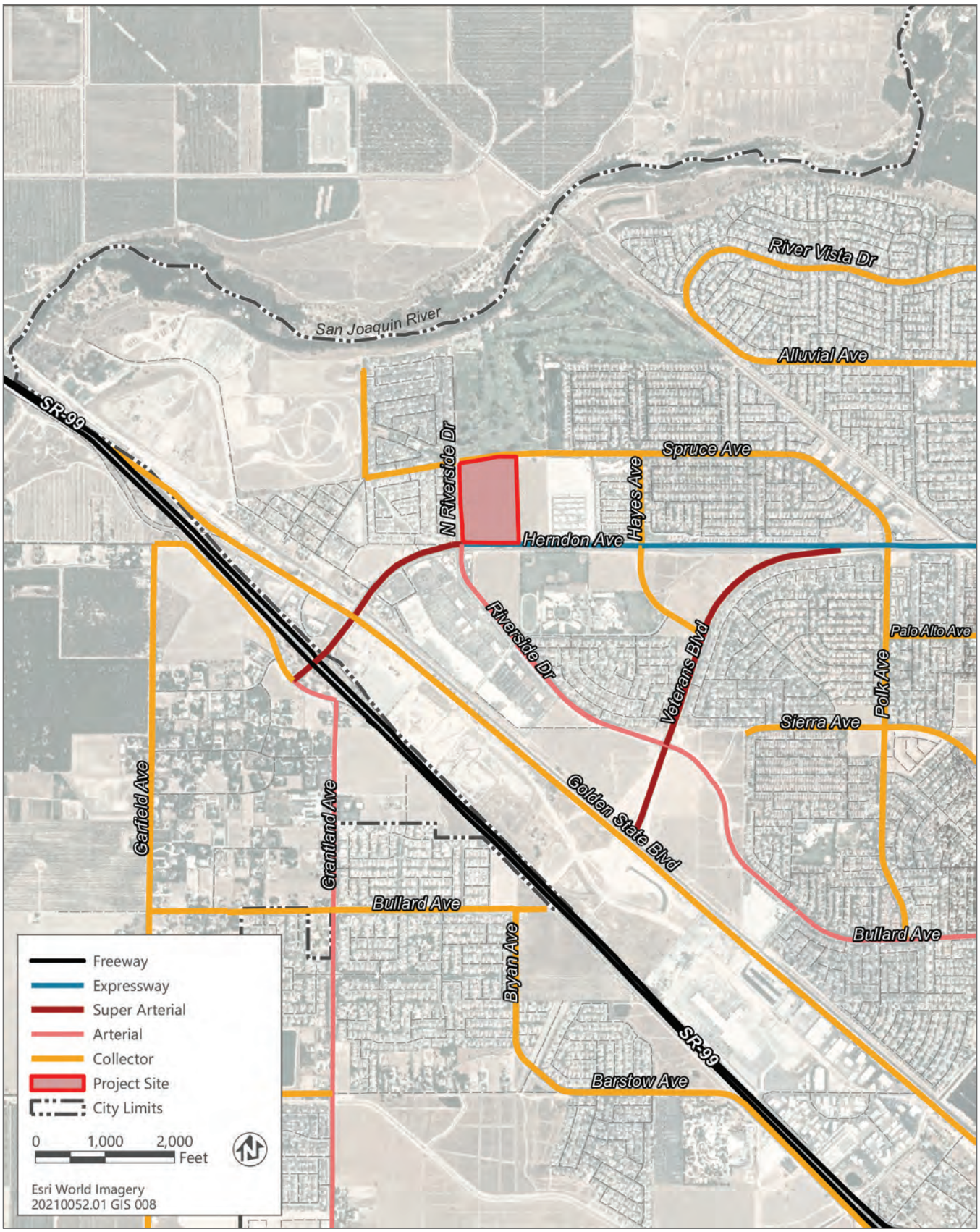
Source: Adapted by Ascent Environmental in 2021.

Figure 2-5 Proposed Land Use Designation



Source: Adapted by Ascent Environmental in 2021.

Figure 2-6 Proposed Zoning Designation



Source: Adapted by Ascent Environmental in 2021.

Figure 2-7 Existing General Plan Roadway Classifications

PLANNED DEVELOPMENT PERMIT

Article 59 of Chapter 15 of the Fresno Municipal Code establishes regulations and procedures for Planned Development Permits (PD Permits), which are permits for "development on large areas of land and infill sites to allow for projects that desire greater flexibility than already provided for in this Code." The PD Permit process allows developments to request deviations from development standards to respond to site conditions in more customized and tailored manner than allowed by the standards specified in the Municipal Code.

The project applicant has applied for a PD Permit to request deviations from Section 15-2015 of the Municipal Code, which specifies that lighting fixtures in commercial districts have a maximum height of 25 feet. Costco aims to achieve 2.5 foot-candles of light throughout the parking area to maximize safety within the parking lot. This level of lighting is intended to provide security and safety for drivers and pedestrians navigating the parking lot at night. The project would include light fixtures with a maximum height of approximately 36.5 feet instead of the allowed 25-foot-tall fixtures to reduce the number of lights needed to achieve the desired light levels within the parking field. The proposed 36.5-foot-tall light poles also allow a more diffuse distribution of light, reducing the difference in light levels in the areas between poles. The taller lighting also ensures that the area beneath the PG&E easement that runs directly through the parking field has adequate lighting. (No structures, including light poles, are allowed within this overhead easement.) Off-site glare and light spillover from parking lot light fixtures would be minimized by using less powerful lights on fixtures at the edge of the property.

2.2.1 Project Purpose and Need

Costco has occupied the commercial building at 4500 West Shaw Avenue in the city of Fresno since 1985. Costco's customer base has outgrown the capacity of the current facility, which could lead to future traffic and parking concerns. For this reason, the existing Costco warehouse would close, and the new facility would serve the same customers as the existing facility plus additional growth in the area.

The project would allow Costco to expand services in the area to include an additional gas station and a car wash, as well as a loading area to facilitate delivery of purchases directly to homes in the Fresno area.

ECONOMIC CHARACTERISTICS

The project would contribute to the availability of integrated retail sales of goods and services in the northwest area of Fresno in response to recent growth. The project would continue and increase Costco's contribution to the City's tax base through store sale tax revenues received by the City.

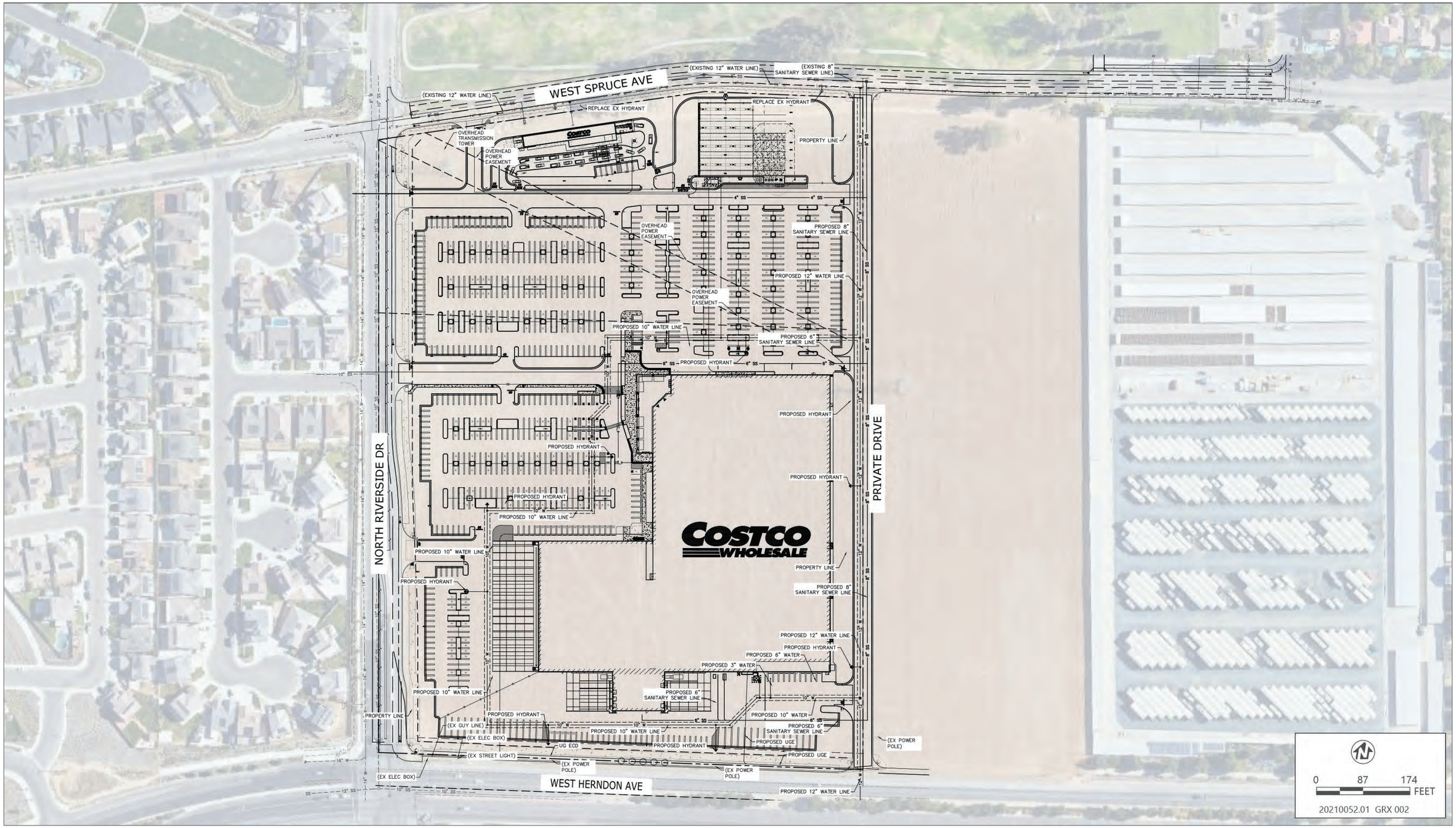
2.2.2 Project Elements

Each of the proposed project elements is described in detail below. A site plan for the proposed facilities is provided in Figure 2-8. Table 2-1 summarizes the different elements of the project and the square footage of each.

Table 2-1 Project Elements

Structure	Area (square feet)
Warehouse Retail Building Footprint	**241,342**
Warehouse/Retail	162,264
Loading/Back of house/Storage/Receiving	23,881
Market delivery operation	46,834
Open canopy space	5,126
Building envelope	2,9555
Fuel canopy	**12,885**
Car wash	**4,800**

Source: Data provided by Urban Planning Partners in 2022.



Source: Image produced and provided by Kimley Horn & Associates in 2021.

Figure 2-8 Site Plan

COSTCO WAREHOUSE BUILDING

The proposed warehouse would occupy 241,342 square feet of which approximately 24,000 square feet would be reserved for storage and receiving. The structure would be set in the southeastern corner of the project site, with parking provided primarily to the north and west of the building. The entrance and exit doorways would be located in the northwest corner of the building. The sales floor area would include a tire center, optical exams and optical sales, hearing aid testing and sales, pharmacy, food service preparation and sales, meat preparation and sales, bakery and sales of baked goods, and alcohol sales. Temporary outdoor sales may occur within the parking field adjacent to the warehouse for seasonal sales, such as Christmas trees from late November through December.

In addition to the general sales floor, the southwest portion of the warehouse would contain an area for receiving, storing, and loading items big and bulky items for Costco's home delivery program. This approximately 47,000-square-foot relocated market delivery operation (MDO) is a last-mile facility for delivery of large and bulky items and is not open to visitation by Costco members. At MDO facilities, large goods are dropped off, organized, and loaded for daily deliveries to Costco members' homes. Services would be the same scale as the existing program but would be consolidated into the proposed warehouse facility. The existing facility averages approximately 20 MDO trips per day and an average trip length of approximately 160 miles. In each trip, the box trucks typically make roughly 14 deliveries. It is anticipated that these trip characteristics would apply to the proposed MDO site.

COSTCO GAS STATION

The project would include a Costco members-only gas station on the northern portion of the project site adjacent to West Spruce Avenue. The facility would include an approximately 13,000 square-foot canopy and a 125 square-foot controller enclosure. There would be four covered fueling islands, each with four two-sided fuel dispensers to provide for the fueling of eight cars at each island, for a total of 32 fueling positions. The gas station would also have eight stacking lanes, allowing approximately 40 cars to wait for pumps at any given time in addition to the 32 cars at the dispensers. The dispensers would be fully automated and self-service. An attendant would be present at all times of operation to oversee operations and assist members. Four underground fuel tanks would also be installed at the southern edge of the gas station. Lights would be recessed into the canopy to provide both lighting during operating hours and a lower level of security lighting after hours.

COSTCO CAR WASH

A Costco members-only automated carwash would be located at the northwest corner of the project site, adjacent to the gas station. The car wash structure would be approximately 4,800 square feet. The car wash facility would include only the automated car wash within the structure. Wash water would be recycled. No self-service car vacuum stations would be provided.

EXISTING FACILITIES

Costco would close the existing Costco warehouse (see Figure 2-1). The City anticipates that the existing Costco building may be purchased or leased by another large-format retailer; however, no specific use, including the potential for redevelopment, is known at this time. The fueling station would remain.

SITE ACCESS AND CIRCULATION

The proposed development would provide multiple points of access to the project site. The primary entrance to the warehouse would be located along North Riverside Drive, with a full-service driveway aligned with West Fir Drive. This proposal includes the installation of traffic control devices at the intersection of West Fir Drive, North Riverside Drive, and the Costco main driveway. Two additional right-in/right-out driveways along North Riverside Drive would provide secondary vehicle access to the project site. The existing right-of-way along the eastern edge of the site is a private

driveway, North Arthur Avenue. The North Arthur Avenue roadway would provide a north-south connection between West Spruce Drive and West Herndon Avenue, providing West Herndon Avenue with right-in and left-in access from West Herndon Avenue and right-out access from North Arthur Avenue. At the eastern edge of the project site, two additional right-in/right-out driveways are proposed along North Arthur Avenue for customer access. A third driveway is proposed along North Arthur Avenue near the southern boundary of the project site that would provide delivery, service, and emergency vehicle access. The primary truck access route would be the southernmost driveway along North Arthur Avenue, with a secondary truck route using the southernmost driveway along North Riverside Drive.

North Arthur Avenue

A portion of this project involves vacating an existing public street right-of-way for North Arthur Avenue, between West Spruce Avenue and West Herndon Avenue. North Arthur Avenue was originally dedicated on a May 26, 1920, map for the J.C. Forkner Fig Garden Subdivision. North Arthur Avenue was never developed or constructed as a public street. There are no current or future plans to develop or construct North Arthur Avenue as a public street. The purpose of this proposed street vacation is to dispose of excess public street right-of-way to accommodate the development of this project in accordance with the Streets and Highways Code.

West Spruce Avenue

The applicant would extend West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue. The connection would be consistent with the City of Fresno Active Transportation Plan. The asphalt roadway would include curb, gutter, sidewalk, Class II bicycle facilities, and streetlights.

Loading

The truck loading dock would be located on the southern facade of the building. This dual-sided loading dock would allow trucks convenient access to loading positions with minimal maneuvering. The bay doors would be equipped with sealed gaskets to limit noise. A smaller on-grade door would also be located on the south side of the building. This door would be used to receive bread delivery and Federal Express-type trucks. A transformer and two trash compactors would also be located along the southern edge of the building. As discussed below, dense landscape material would provide visual screening for these service areas when viewed from North Riverside Drive and West Herndon Avenue.

In addition to the full-size truck loading dock on the southern side of the building, the southwestern portion of the building would accommodate the loading of small box trucks for Costco's online order and delivery service. Goods ordered online by Costco members would be delivered to the warehouse along with normal warehouse stock in full-size trucks. The southwestern portion of the warehouse would have space for receiving, sorting, and storing goods ordered online. When ready for delivery, these items would be loaded onto box trucks at one of the loading spaces on the western façade. The bay doors for this loading area would also be equipped with sealed gaskets to limit noise.

Parking

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

Pedestrian Trails and Bike Paths

The project would include construction of 12-foot-wide pedestrian and bicycle paths along the project site's frontage with West Herndon Avenue and North Riverside Drive. These facilities would be consistent with the City's Active Transportation Plan.

2.2.3 Project Design

BUILDING DESIGN

The warehouse design is proposed to be contemporary and would include a variety of design elements that add depth and dimension. Costco intends to create scale and architectural interest with the use of design techniques such as the location of building materials, landscaping, and the incorporation of varying parapet cap heights that break the long elevations both horizontally and vertically. The technique of breaking a long elevation into smaller elements with varied materials and colors is used to create a more pedestrian-friendly scale in the proposed design. The proposed colors are natural earth tones, which will relate to the proposed surrounding development by utilizing similar building materials and architectural detailing. Figures 2-9a through 2-9c provide representative visual simulations of the proposed warehouse building.

The warehouse design is consistent with the requirements of Leadership in Energy and Environmental Design (LEED), an internationally accepted benchmark for green building design and construction. The buildings would use recycled metal in construction, and restroom fixtures would be high efficiency to reduce water use. In addition, mechanical heat from refrigeration systems would be captured to preheat hot water tanks.



Source: Image produced and provided by MG2 Corporation in 2021.

Figure 2-9a Visual Simulation: Entry Canopy Perspective



Source: Image produced and provided by MG2 Corporation in 2021.

Figure 2-9b Visual Simulation: Northeast Perspective



Source: Image produced and provided by MG2 Corporation in 2021.

Figure 2-9c Visual Simulation: Southeast Perspective

LANDSCAPING

The landscape plan includes a mix of climate-adapted shrubs and grasses, and a variety of shade trees. The landscape design has incorporated a perimeter buffer which includes evergreen and deciduous trees and shrubs to enhance the streetscape. The proposed trees and landscaping would meet the City's shading requirement; the provided landscaping would shade at least 51 percent of the parking lot in 15 years. Additionally, the proposed landscaping represents 13 percent of the total project site and provides 354 trees, which meets the City's requirements of 10 percent of total project site and 121 trees, respectively.

INFRASTRUCTURE

Costco would construct utility improvements within the project site to service the proposed uses and connect to available utilities adjacent to the site. Additional water and/or sewer infrastructure improvements would be constructed adjacent to the site, in the fronting streets. Water and sewer service would be provided by the City of Fresno Department of Public Utilities via existing facilities located in the North Riverside Drive right-of-way. Stormwater from the site would be directed to existing Fresno Metropolitan Flood Control District drainage facilities in North Riverside Drive, West Spruce Avenue, and West Herndon Avenue.

The project would participate in PG&E's Solar Choice program, which provides 100 percent renewable energy to customers enrolled in the program. The project would also implement a solid waste diversion program that is consistent with the measures of the City's Greenhouse Gas Reduction Plan (LSA 2021). Specifically, the project would implement techniques of solid waste segregation, disposal, and reduction (such as recycling, composting, and waste separation), to reduce the volume of solid wastes that must be sent to landfill facilities consistent with Policies PU-9-a and RC-11-a. During construction, the project would recycle construction and demolition waste consistent with Policy RC-11-a.

Infrastructure Improvements

As discussed above, the project would include construction of off-site improvements to improve circulation and provide utilities to the site. Specific improvements include the following and are depicted in Figure 2-10:

1. Installation of a traffic signal at the intersection of West Fir Avenue, North Riverside Drive, and the main Costco driveway.
2. The construction of a private 36-foot asphalt right-of-way (currently named North Arthur Avenue) running along the eastern boundary of the project site.
3. Construction of the intersection of West Herndon Avenue and North Arthur Avenue to allow right-in/right-out and left-in turning, which would require a median cut on West Herndon Avenue.
4. The construction of West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue. The asphalt roadway would include curb, gutter, sidewalk, and streetlights, as well as the installation of sewer and water mains underneath this portion of West Spruce Avenue. Existing turf and mature trees within the right-of-way would be removed. In addition, the existing irrigation system at the golf course and path for the golf carts would be relocated. A new fence and nets to prevent errant balls from striking vehicles and pedestrians would be installed along the northern boundary of the roadway.
5. Improvements to the intersection of West Herndon Avenue and North Riverside Drive.
6. Improvements to North Riverside Drive, including moving the concrete median approximately 5 feet to the west, construction of a second southbound left-turn lane, construction of a second northbound lane, and construction of a 12-foot-wide multiuse trail and a 3-foot-tall landscaped berm between trail and parking lot.
7. The construction of pedestrian and bicycle facilities, including a trail as identified by the City's Active Transportation Plan along the project site's frontage with West Herndon Avenue.



Source: Adapted by Ascent Environmental in 2021.

Figure 2-10 Off-Site Infrastructure Improvements

2.2.4 Construction

Construction would occur Monday through Saturday for a duration of approximately 170 days. The City of Fresno Municipal Code exempts from noise standards site preparation, grading, and construction work accomplished pursuant to a construction permit issued by the City or other governmental agency that takes place between the hours of 7:00 a.m. and 10:00 p.m. on any day except Sunday. Peak construction workforce numbers would be 80 to 100 people in the last four weeks of construction. Construction would typically occur within daytime hours; however, some activities, such as pouring concrete slabs, could require work to start early (2:00 a.m.). Costco uses pre-manufactured building elements wherever possible to streamline the construction process and reduce the duration and intensity of these impacts at the site.

Table 2-2 lists equipment anticipated to be used during construction. In addition, approximately 325 loads of aggregate base would be imported onto the project site and approximately 3,000 cubic yards of utility and foundation spoils would be off hauled. Grading of the project site would be otherwise balanced and would not require additional import or export of soils. All staging would occur on the project site. Trucks would enter the project site from North Riverside Drive and exit the site via North Arthur Avenue.

Table 2-2 Construction Equipment List

Activity	Quantity	Equipment Type
Earthwork (Site Preparation and Grading)	2	Skip Loader
	2	Scrapers
	2	Motor Grader
	2	Soil Compactor
	1	Vibratory Roller
	4	Loaders/Tractor/Backhoes
	1	Paver
	1	AC Roller
Utilities	3	Excavators
	3	Loaders
	3	Backhoe Loaders
	2	Gradall Forklift
Landscaping	2	Mini Excavators
	2	Skidsteer Front Loader
Building Construction, Paving, and Architectural Coating	2	Excavators
	3	Rubber Tired Dozers
	3	Loaders/Tractors/Backhoes
	2	Gradall Forklift

Source: Data provided by Urban Planning Partners in 2021.

2.2.5 Operation

Costco facilities are operated on a membership-only basis. The warehouse and car wash hours are anticipated to be Monday through Friday from 9:00 a.m. to 8:30 p.m., and Saturday and Sunday from 9:00 a.m. to 7:00 p.m. The gas station would operate from 5:00 a.m. to 10:00 p.m. daily. It is anticipated that the proposed facilities would employ approximately 300 individuals, which would transfer from the existing Costco facility on West Shaw Avenue. A maximum of 165 to 175 employees would be on-site at any given time. In total, the project is estimated to generate 10,616 net new weekday trips and 14,266 weekend daily net new trip ends.

Costco anticipates an average of about 10 to 13 trucks delivering goods on a typical weekday. The trucks range in size from 26-foot-long single-axle trailers to 70-foot-long double-axle trailers. Receiving time would be from 2:00 a.m. to 1:00 p.m., averaging two to three trucks per hour, with most of the deliveries completed before the 10:00 a.m. opening time. Deliveries to the warehouse would be made primarily in Costco trucks from its freight consolidation facility in Tracy, California, coming to the project site from SR 99 and West Herndon Avenue. Costco anticipates one daily delivery of large goods to the MDO facility. Typical receiving time is before 6:00 a.m., made primarily in Costco trucks from its freight consolidation facility (depot) in Tracy, California.

It is estimated that fuel would be delivered to the facility in two to three trucks per day. The largest fuel trucks would be approximately 70 feet long. While delivering the fuel, the trucks would be parked over the underground tanks. The trucks would not block access to any of the fueling positions or occupy any queuing space or parking spaces. The facility has been located and specifically designed to avoid traffic and queuing conflicts with the warehouse.

The tire center would typically receive shipments of tires one to two times per week in single- or double-trailer trucks of up to 70 feet in length, and the same delivery truck would pick up old tires for recycling. Deliveries to, and pickups from, the tire center would be scheduled for pre-opening hours, typically about 6:00 a.m.

2.3 PROJECT OBJECTIVES

The State CEQA Guidelines require that an EIR include a statement of objectives for the project and that the objectives include the underlying purpose of the project. These objectives help the lead agency determine the alternatives to evaluate in the EIR (see CEQA Guidelines Section 15124[b]) and gauge whether alternatives or mitigation measures are feasible. The following is a list of project objectives:

- Construct and operate a new membership-only Costco Commercial Center in northwest Fresno that serves the local community with a wide variety of goods and services from both nationally known businesses and regional and local businesses.
- Locate the new membership-only Costco Commercial Center in a location that is convenient for its members, the community, and employees to travel to for shopping and working.
- Locate the new membership-only Costco Commercial Center in an area serviced by adequate existing infrastructure, including roadways and utilities.
- Establish a facility of sufficient size to provide a state-of-the-art facility that integrates several services, including home and/or business delivery service, under one roof.
- Meet demand for automobile services, including gasoline, car wash, and tire center.
- Create a commercial use with architecture designed to facilitate integration with the overall design context for an area, including the surrounding community.
- Reduce energy consumption by incorporating sustainable design features and systems with enhanced energy efficiencies meeting State and federal requirements.
- Continue and increase big-box retail store sales tax revenues received by the City.
- Improve availability of integrated retail sales of goods and services in the northwest area of Fresno.
- Minimize circulation conflicts between automobiles and pedestrians for retail stores and gas stations.

2.4 AGENCY ROLES AND RESPONSIBILITIES

2.4.1 Lead Agency

The City is the lead agency responsible for approving and carrying out the project and for ensuring that the requirements of CEQA have been met. After the EIR public review process is complete, the City Council will determine whether to certify the EIR (see State CEQA Guidelines Section 15090) and approve the project.

2.4.2 Trustee and Responsible Agencies

A trustee agency is a State agency that has jurisdiction by law over natural resources that are held in trust for the people of the State of California. The only trustee agency that has jurisdiction over resources potentially affected by the project is the California Department of Fish and Wildlife (CDFW).

Responsible agencies are public agencies, other than the lead agency, that have discretionary-approval responsibility for reviewing, carrying out, or approving elements of a project. Discretionary approval power may include such actions as issuance of a permit, authorization, or easement needed to complete some aspect of the proposed project. Responsible agencies may include, but are not limited to, the following:

- State Water Resource Control Board (SWRCB);
- Central Valley Regional Water Quality Control Board (Central Valley RWQCB);
- San Joaquin Valley Air Pollution Control District (SJVAPCD); and
- Fresno Metropolitan Flood Control District (FMFCD).

2.4.3 Required Permits and Approvals

The purpose of an EIR is to analyze the proposed development or activity described in the EIR, and this EIR is intended to apply to the listed project approvals, as well as to any other approvals that may be necessary or desirable to implement the project. A list of discretionary approvals, permits, and entitlements anticipated for the proposed project includes the approvals noted below. However, this EIR may be utilized by the City and any other governmental entities, such as responsible and trustee agencies, for approvals needed in connection with the proposed project, whether or not such agencies or specific approvals are expressly listed below. The following list identifies permits and other approval actions likely to be required from responsible agencies before implementation of the proposed project.

- SWRCB: Coverage under the State General Stormwater Permit.
- Central Valley RWQCB: National Pollutant Discharge Elimination System Permit and Wastewater Discharge Permit.
- SJVAPCD: Permit to construct and permit to operate.
- FMFCD: Plan and drainage report review.

The proposed project would also require the following entitlements from the City of Fresno:

- Amend the 2035 Fresno General Plan to change the planned land use designations for the project site from the Community Commercial to the General Commercial planned land use designation and reclassify a portion of West Herndon Avenue between North Riverside Drive and North Hayes Avenue from Expressway to Superarterial.
- Amend the Official Zoning Map of the City of Fresno to reclassify the project site from the CC/EA/UGM/cz (Community Commercial/Expressway Area Overlay/Urban Growth Management/conditions of zoning) zone district to the CG/UGM/cz (General Commercial/Urban Growth Management/conditions of zoning) zone district.

- Approve a Conditional Use Permit to construct a ±241,342 square-foot, warehouse retail building with a ±4,800 square-foot car wash; and an ±13,000 square-foot, 32-station fuel canopy.
- Approve an Alcoholic Beverage Control Conditional Use Permit to establish a Type 21 alcohol license that would allow the sale of beer, wine, and distilled spirits for consumption off the premises where sold.
- Approve a Planned Development Permit to modify parking lot development standards to allow for 36.5-foot-tall light fixtures rather than 25-foot light fixtures.
- Approve a Parcel Map for the subdivision of the existing parcel into two resultant parcels.
- Approve vacation of an existing public street right-of -way for North Arthur Avenue, between West Spruce Avenue and West Herndon Avenue.
- Approve a permit for construction noise.

3 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

APPROACH TO THE ENVIRONMENTAL ANALYSIS

This Draft EIR evaluates and discloses the environmental impacts associated with the project, in accordance with CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulation, Title 14, Chapter 3, Section 15000 et seq.). Sections 3.1 through 3.14 of this Draft EIR present a discussion of regulatory background, existing conditions, environmental impacts associated with construction and operation of the project, mitigation measures to reduce the level of impact, and residual level of significance (i.e., after application of mitigation, including impacts that would remain significant and unavoidable after application of all feasible mitigation measures). Issues evaluated in these sections consist of the environmental topics identified for review in the Notice of Preparation (NOP) prepared for the project (see Appendix A of this Draft EIR).

Sections 3.1 through 3.14 of this Draft EIR each include the following components:

Regulatory Background: This subsection presents information on the laws, regulations, plans, and policies that relate to the issue area being discussed. Regulations originating from the federal, state, and local levels are each discussed as appropriate.

Environmental Setting: This subsection presents the existing environmental conditions on the project site and in the surrounding area as appropriate, in accordance with State CEQA Guidelines Section 15125. The discussions of the environmental setting focus on information relevant to the issue under evaluation.

Environmental Impacts and Mitigation Measures: This subsection presents thresholds of significance and discusses potentially significant effects of the project on the existing environment, including the environment beyond the project boundaries, in accordance with State CEQA Guidelines Section 15126.2. The methodology for impact analysis is described, including technical studies upon which the analyses rely. The thresholds of significance are defined, and thresholds for which the project would have no impact are disclosed and dismissed from further evaluation. Project impacts and mitigation measures are numbered sequentially in each subsection (Impact 3.2-1, Impact 3.2-2, Impact 3.2-3, etc.). A summary impact statement precedes a more detailed discussion of the environmental impact. The discussion includes the analysis, rationale, and substantial evidence upon which conclusions are drawn. The determination of level of significance of the impact is defined in bold text. A "less-than-significant" impact is one that would not result in a substantial adverse change in the physical environment. A "significant" impact is one that would result in a substantial adverse change in the physical environment. These impacts are also described as "potentially significant" when the potential for substantial adverse change is less certain; however, both significant and potentially significant impacts are treated the same under CEQA in terms of procedural requirements and the need to identify feasible mitigation. Mitigation measures are identified, as feasible, to avoid, minimize, rectify, reduce, or compensate for significant or potentially significant impacts, in accordance with the State CEQA Guidelines Section 15126.4. Any required mitigation measures are numbered to correspond to the impact numbering; therefore, the mitigation measure for Impact 3.2-2 would be Mitigation Measure 3.2-2. Unless otherwise noted, the mitigation measures presented are recommended in the EIR for consideration by the City to adopt as conditions of approval.

Where an existing law, regulation, or permit specifies mandatory and prescriptive actions about how to fulfill the regulatory requirement as part of the project definition, leaving little discretion in its implementation, and would avoid an impact or maintain it at a less-than-significant level, the environmental protection afforded by the regulation is considered before determining impact significance. Where existing laws or regulations specify a mandatory permit process for future projects, performance standards without prescriptive actions to accomplish them, or other requirements that allow substantial discretion in how they are accomplished, or have a substantial compensatory component, the level of significance is determined before applying the influence of the regulatory requirements. In this circumstance, the impact would be potentially significant or significant, and the regulatory requirements would be included as a mitigation measure.

This subsection also describes whether mitigation measures would reduce project impacts to less-than-significant levels. Significant-and-unavoidable impacts are identified as appropriate in accordance with State CEQA Guidelines Section 15126.2(b). Significant-and-unavoidable impacts are also summarized in Chapter 5, "Other Considerations."

3.1 AESTHETICS

This section provides a description of existing visual conditions, meaning the physical features that make up the visible landscape near the project site and an assessment of changes to those conditions that would occur from project implementation. The effects of the project on the visual environment are generally defined in terms of the project's physical characteristics and potential visibility, the extent to which the project's presence would change the perceived visual character and quality of the environment, and the expected level of sensitivity that the viewing public may have where the project would alter existing views.

Comments pertaining to aesthetic resources were received in response to the notice of preparation (see Appendix A) and included concern about lighting, loss of greenspace, and impacts to the adjacent golf course. These impacts are analyzed in this section.

3.1.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws related to aesthetics, light, and glare are applicable to the project.

STATE

California Scenic Highway Program

California Scenic Highway Program California's Scenic Highway Program was created by the California Legislature in 1963 and is managed by the California Department of Transportation. The goal of this program is to preserve and protect scenic highway corridors from changes that would affect the aesthetic value of the land adjacent to highways. A highway may be designated "scenic" depending on how much of the natural landscape travelers can see, the scenic quality of the landscape, and the extent to which development intrudes on travelers' enjoyment of the view. The nearest officially designated scenic highway is a portion of Route 180 located approximately 25 miles southeast of the project site.

LOCAL

City of Fresno General Plan

The City of Fresno's General Plan (City of Fresno 2014) includes the following policies that pertain to aesthetic resources:

- Policy LU-6-a: Design of Commercial Development. Foster high quality design, diversity, and a mix of amenities in new development with uses through the consideration of guidelines, regulations and design review procedures.
- Policy LU-6-d: Neighborhood and Community Commercial Center Design. Plan for neighborhood mixed use and community commercial uses to implement the Urban Form concepts of this Plan, promote the stability and identity of neighborhoods and community shopping areas, and allow efficient access without compromising the operational effectiveness of the street system.
- Policy C-19-e. Working with utility companies the city will continue to pursue the undergrounding of overhead utilities as feasible.
- Policy MT-3-a: Scenic Corridors. Implement measures to preserve and enhance scenic qualities along scenic corridors or boulevards, including:
  - Van Ness Boulevard – Weldon to Shaw Avenues
  - Van Ness Extension – Shaw Avenue to the San Joaquin River Bluff

- Kearny Boulevard – Fresno Street to Polk Avenue
- Van Ness/Fulton couplet – Weldon Avenue to Divisadero
- Butler Avenue – Peach to Fowler Avenues
- Minnewawa Avenue – Belmont Avenue to Central Canal
- Huntington Boulevard – First Street to Cedar Avenue
- Sheperd Avenue – Friant Road to Willow Avenue
- Audubon Drive – Blackstone Avenue to West Herndon Avenue
- Fiant Road – Audubon to Millerton Roads
- Tulare Avenue – Sunnyside to Armstrong Avenues
- Ashland Avenue – Palm to Maroa Avenues

Bullard Community Plan

The Bullard Community Plan includes the following policies that pertain to aesthetic resources in commercial areas:

> 7g. Within an area 100 feet wide abutting property zoned or planned for residential use, exterior area lighting for parking areas, carports, garages, access drives and loading areas for commercial uses and office uses shall be shielded, to prevent line of sight visibility of the light source from abutting property zoned or planned for residential use.

Fresno Municipal Code

Chapter 15, "City Wide Development Code," of the City's code contains specific design and development standards applicable to development within different land use districts and zoning overlay districts. The project site is within the City's Community Commercial (CC)/Expressway Overlay/Urban Growth Management/conditions of zoning district.

Section 15-1201 through Section 15-1205

Section 15-1201 through Section 12-1205 of the Fresno Municipal Code establish design standards including height limits, setback, screening, and lighting height requirements, and reference to the landscaping standards that apply to development in commercial districts, including the CC and General Commercial (GC) districts.

Section 15-2015: Outdoor Lighting and Illumination

This section of the Fresno Municipal Code establishes additional standards to prevent spillover illumination or glare onto adjoining properties and prohibit interference with normal operation of adjacent property. Pursuant to this section, all outdoor lighting is required to be shielded. Light fixtures in commercial districts have a maximum height of 25 feet.

Sections 15-2420 and 15-2421: Parking Area Lighting, and Parking Lot Landscaping and Shading

These sections of the Fresno Municipal Code establish additional standards to prevent spillover illumination or glare onto adjoining properties and prohibit interference with normal operation of adjacent property. All outdoor lighting is required to be shielded, and should not exceed a height of 20 feet within 100 feet of any street frontage or Residential District. Parking areas must have a minimum lighting level of 0.5-foot candle in parking areas. Section 15-2420 establishes standards for tree cover, landscaping cover, and screening requirements for parking lots in Multi-Family, Mixed-Use, Office, Business Park, Regional Business Park, and Commercial developments: 10 percent of parking lots are to be landscaped.

Section 15-2508: Lighting and Glare

This section of the Fresno Municipal Code requires lighting design to deflect glare away from adjacent properties and prohibits or requires mitigation for direct heat or glare that may cause disruption to traffic or adjoining properties. Light casting onto residential properties should not exceed 0.5 foot-candle.

3.1.2 Environmental Setting

VISUAL CHARACTER AND QUALITY OF THE PROJECT SITE

As described in Chapter 2, "Project Description," the project site is 22.4 acres, flat, and undeveloped. The property was previously used as an orchard and has been disturbed and graded. The site currently supports minimal vegetation such as grasses and weeds. There are no trees on the project site, except for several large blue gum (*Eucalyptus globulus*) trees adjacent to the project site to the north and northeast, including a windrow along the southern boundary of the Riverside Golf Course. These trees are located within the right-of-way for the Spruce Avenue extension. As shown in Figure 3.1-1, the site is maintained to manage vegetation. Electric transmission lines bisect the project site, and overhead utility lines are located along its southern boundary. The project site is bounded by roadways to the south and west. From adjacent roadways, the seasonal grassland offers relatively open views, although isolated between existing urban uses. The visual character of the site is vacant land.

Visual quality is the overall visual impression or attractiveness of an area in relation to its visual character as determined by the particular landscape characteristics, including natural features such as landforms, rock forms, water features, and vegetation patterns; or features of the built environment such as historic or aesthetically valuable structures, vegetation, or scenic roadways. The project site does not contain notable natural features such as landforms, rock forms, water features, vegetation patterns, and does not support any historic or aesthetically valuable built environment features. The project site is not within, visible from, or in proximity to, state scenic roadways or scenic corridors identified in General Plan Policy MT-3-a. The visual quality of the project site is low.



Source: Photograph taken by Ascent Environmental in 2021.

Figure 3.1-1 Project Site Existing Conditions – Facing Southwest

VISUAL CHARACTER OF THE SURROUNDING AREA

On the east side of the project site is a vacant parcel with similar visual characteristics that is zoned for multi-family housing. A commercial self-storage facility is located east of this parcel. A golf course (Riverside Golf Course) is located north of the West Spruce Avenue right of way and project site. Single family residential developments are located to the northwest, west, and northeast of the project site. Low to medium density commercial development is located southwest of the project site, at the southwest corner of the intersection of North Riverside Drive and West Herndon Avenue (refer to Figure 2-3 in Chapter 2, "Project Description"). The existing commercial areas and residential communities are generally auto oriented in design, of low to medium density, and contain structures of similar height (i.e., one or two stories). Colors are predominately neutral tones. The limited height, density, and types of land uses comprising the areas surrounding the project site have a suburban visual character. The occurrence of interspersed vacant parcels in the vicinity of the project site results in an overall visual character that indicates transition from a rural community to a developed suburban environment.

Except for the Riverside Golf Course, development surrounding the project site does not contain natural features such as landforms, rock forms, water features, and vegetation patterns; or features of the built environment such as historic or aesthetically valuable structures, vegetation, or scenic roadways. The Riverside Golf Course supports gently sloping green hills, along with deliberately placed landscaping such as shrubs and trees. The range (or distance) of views of and within the golf course are short to medium. Landscaping on the golf course prevents direct line of site. In addition, fencing and netting to block errant golf balls create visual separation along North Riverside Drive north of the project site. Figure 3.1-2 shows existing views of the golf course in the area north of the project site.



Source: Photograph taken by Ascent Environmental in 2022.

Figure 3.1-2 Riverside Golf Course Existing Conditions - Facing Northeast

VIEWS OF THE PROJECT SITE AND SURROUNDING AREA

The project site is visible from adjacent roadways including West Spruce Avenue to the northeast, West Herndon Avenue to the south, and North Riverside Drive to the west, and from adjacent land uses including the golf course to the north, and the middle school located south of West Herndon Avenue. Primary viewers of the project site include occupants of the residential community approximately 80 feet to the west of the project site; individuals recreating at the golf course to the north; and drivers, bicyclists, and pedestrians using adjacent roadways. Views from the middle school are limited due to vegetation that screens the school from West Herndon Avenue. The project site is also visible from commercial areas located approximately 260 feet southwest of the site, but views from this location are limited by interfering roadway traffic, distance, and vegetation.

LIGHT AND GLARE CONDITIONS

The project site is undeveloped and is, therefore, void of light and glare sources. However, the adjacent residential areas, roadways, and commercial areas located in proximity to the site include interior and exterior lighting around buildings, facilities, and surface parking lots, which introduce lighting onto the parcel and the surrounding areas.

3.1.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

First, the predominant built and natural features contributing to the project site's appearance were identified (including built, natural, or cultural features) to describe the site's visual character. The quality of the visual environment (e.g., low, moderate, high) was determined relative to the visual character of the project site and surrounding areas. Publicly accessible areas from which the site is visible were identified, and the level of viewer exposure was determined. These existing conditions were compared to the plans for the proposed project to characterize the change in the aesthetic quality of the site.

The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers react to viewsheds and aesthetic conditions differently. Because the project site is in a rapidly urbanizing part of the city that some viewers may not characterize as fully urbanized, the following evaluation discusses degradation of views of the site as well as potential for conflict with applicable regulations.

THRESHOLDS OF SIGNIFICANCE

An impact on aesthetics, light, and glare would be significant if implementation of the project would:

- have a substantial adverse effect on a scenic vista;
- substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point), and in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality; or
- create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

TOPICS NOT DISCUSSED FURTHER

Substantial Adverse Effects on Scenic Vistas

A scenic vista is considered a view of an area that has remarkable scenery or a natural or cultural resource that is indigenous to the area. The project site is currently vacant and is located in a semi-developed, suburban setting. The site and surrounding areas do not contain remarkable scenery or views of natural areas that would be considered a scenic vista. There would be a less-than-significant impact. Therefore, no further analysis is required by CEQA.

Substantial Damage to Scenic Resources

The project site is not visible from a state scenic highway or locally designated scenic roadway. No scenic resources such as trees, rock outcroppings, and historic buildings, are located within or in proximity to the site. There would be no impact. Therefore, no further analysis is required by CEQA.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.1-1: Substantially Degrade the Existing Visual Character or Quality of Public Views of the Site and Its Surroundings or Conflict with Zoning and Other Regulations Governing Scenic Quality

Implementation of the project would alter views by adding built-environment elements on a vacant parcel. However, the existing visual quality of the parcel is low. The project elements proposed would not change the suburban visual character of the general area, as elements of the project's design (such as building height, color, massing, architectural detailing, screening vegetation and landscaping, and setback requirements) would be consistent with the visual character of the surrounding environment. This impact would be **less than significant.**

The project would construct an approximately 241,342-square-foot single story, contemporary-style retail building in the southeast corner of the project site, and a car wash and fueling stations along the northern portions of the site. Supporting site improvements would include a parking lot, landscaping, and on-site utility connections. Landscaping would include shrubs, and evergreen and deciduous trees. As depicted in Figure 3.1-3, the project would place trees along most of perimeter of the project site to partially screen project elements from surrounding land uses. The building colors would be primarily neutral earth tones and would use exterior materials and architectural detailing consistent with surrounding development (see Figure 2-9a in Chapter 2, "Project Description"). The project would also include construction of 12-foot-wide pedestrian and bicycle paths along the project's frontage with West Herndon Avenue and North Riverside Drive. These facilities would be consistent with the City's Active Transportation Plan.

The City of Fresno General Plan establishes policies related to land use and planning, as detailed above in Section 3.1.1, "Regulatory Setting." Policy LU-6-a requires that the City foster high quality design, diversity, and a mix of amenities through compliance with guidelines, regulations, and design review procedures. The proposed facility would comply with applicable design review procedures. Policy LU-6-d requires the City to plan for commercial development to implement the Urban Form concepts, promote the stability and identity of neighborhoods and community shopping areas, and allow efficient access without compromising the operational effectiveness of the street system. The project would be developed on a currently vacant lot and would not remove existing elements that could reduce the stability and identity of the surrounding neighborhoods. Additionally, as detailed in Section 3.13, "Transportation and Circulation," roadway design changes are proposed to ensure efficient access to the project site without compromising the operational effectiveness of the existing street system.

As described the in Chapter 2, "Project Description," the project site currently has a land use designation of Community Commercial per the City's official zoning map and is within the City's CC/Expressway Area Overlay/Urban Growth Management/conditions of zoning district. Implementation of the project would result in a change from the CC land use designation to the GC land use designation.



Source: Landscape site plan provided by David Babcock and Associates in 2021 and adapted by Ascent Environmental in 2022.

Figure 3.1-3 Preliminary Landscape Plan

As described in the "Regulatory Setting" section, above, the Fresno Municipal Ordinance contains design standards and regulations pertaining to aesthetics that apply to each land use designation and zoning district. Section 15-1203 "Intensity and massing development standards" describes development standards applicable to different commercial uses. The maximum height for buildings in both GC and CC districts is 35 feet per Section 15-1203 of the Fresno Municipal Code. Additional aesthetics-related requirements (Sections 15-1201 through 15-1205) for these districts include landscaping standards, as well as building façade and setback requirements. For example, Section 15-1205 requires all street-facing façades to include one projection or recess at least 2 feet in depth for every 25 feet of wall. Section 15-2420 establishes standards for tree cover, landscaping cover, and screening requirements for parking lots. The project design would comply with height, setback, façade, landscaping and tree cover requirements, and other aesthetics requirements contained in the Fresno Municipal Ordinance that are applicable to commercial zoning districts.

Currently, south-facing views from the Riverside Golf Course are minimally screened with vegetation, but also include views of the vacant project site and transmission lines in the foreground, and longer-distance views of surrounding commercial development. From this vantage point, views of the commercial development at the intersection of West Herndon Avenue and North Riverside Drive include buildings that are predominantly earth tones and similar in height amongst each other. Views from the golf course would be altered to include a net, parking, landscaping elements, the fueling station, and carwash in the foreground; and the retail warehouse building, and additional landscaping features in the mid-range views. The net and fencing that would be installed along the extension of West Spruce Avenue would have an appearance similar to the existing fence and net along North Riverside Drive (see Figure 3.1-2). Landscaping and trees proposed along the perimeter of the project site would provide partial screening. The existing visual quality of the site is low, and the project would introduce visual features that are consistent with local ordinances. Therefore, although the project would reduce the vacant land visible from this vantage point, it would not substantially degrade the existing visual quality and would be consistent with the visual character of the existing development in the vicinity.

East-facing views of the project site from the residential community are partially screened by vegetation and neutral fencing made of natural materials at the pedestrian level, but include vacant land associated with the site, views of the energy infrastructure on the site and views of street lighting in the foreground. Mid-range views from this vantage point include fencing and structures associated with the self-storage facility, and views of additional transmission lines, residences, and tree canopy in the long range. The project would introduce automobile traffic, parking and landscaping, and views of structures associated with the golf course nets, carwash, fueling facility, and warehouse structure in the short- to mid-range views of the site. The project would also increase viewers from this vantage point by placing additional pedestrian and bicyclist viewers along the proposed bike path planned along North Riverside Drive. The project would reduce the vacant land visible from this vantage point but would not substantially degrade the existing visual quality, which is relatively low, and would be consistent with the visual character of surrounding development.

North facing views of the project site from West Herndon Avenue are primarily short to mid-range. Viewers along this road include motorists, pedestrians, and bicyclists, and visitors of the commercial development at the corner of West Herndon Avenue and North Riverside Drive. Elements visible from the extent of West Herndon Avenue include views of the project site in the foreground (vacant land, utility infrastructure), and mid-range views of vegetation associated with the southern boundary of the golf course. Existing views would be altered by eliminating the vacant land, and introducing parking, landscaping, and the warehouse structure in the short range. For motorists on West Herndon Avenue, the project would appear consistent with the character and scale of existing development along the roadway. The project would reduce the vacant land visible from this vantage point but would not substantially degrade the existing visual character because existing views are low quality and the project would be consistent with the visual character of surrounding development.

Implementation of the project would alter views by adding built-environment elements on a vacant parcel, but would not substantially degrade existing views of the project site or the surrounding areas. Elements of the project's design (such as building height, color, massing, architectural detailing, landscaping, and setback requirements) would be consistent in visual character with the surrounding development, and consistent with applicable regulations pertaining to aesthetics. These established standards would result in a development that would not detract from or degrade the existing visual character or quality of public views of the site and its surroundings. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.1-2: Create a New Source of Substantial Light or Glare Which Would Adversely Affect Nighttime Views in the Area

The project would introduce new sources of light onto the existing, vacant project site. Light spillover onto adjacent land uses would be reduced by using less powerful lights on fixtures at the edge of a property. Reflective, glare causing materials would not be used. All fixtures would be downcast and would not exceed the 0.5-foot-candle standard for light spillover onto residential areas. Therefore, this impact would be **less than significant**.

The project site is currently vacant and is devoid of existing light and glare sources. However, the adjacent residential areas, roadways, and commercial areas located in proximity to the site include interior and exterior lighting around buildings, facilities, and surface parking lots, which introduce lighting onto the parcel and the surrounding areas. The project applicant has applied for a Planned Development Permit to request deviations from Section 15-2015 of the Municipal Code, which specifies that lighting fixtures in commercial districts have a maximum height of 25 feet, and proposes 36.5-foot-tall fixtures. This would reduce the number of light fixtures needed to achieve a lighting level of 2.5 foot-candles within the parking lot. Taller lighting is intended to allow a more diffuse distribution of light, reducing the difference in light levels in the areas between poles. The taller lighting also ensures that the area beneath the Pacific Gas and Electric Company easement that runs directly through the parking field has adequate lighting. (No structures, including light poles, are allowed within this overhead easement.) Light spillover onto adjacent land uses would be reduced by using less powerful lights on fixtures at the edge of a property. Reflective, glare causing materials would not be used in the building design. The applicant would be required to demonstrate that all fixtures would be downcast and would not exceed the 0.5-foot-candle standard established in Section 15-2420 of the Fresno Municipal Code and the Bullard Community Plan for light spillover onto adjacent residential areas. Shielding requirements in Section 15-2015 of the Fresno Municipal Code would also prohibit light pollution associated with upcast light and reduce effects on dark skies and day or nighttime views in the area.

The project would introduce new sources of light and proposes to erect lighting that is higher than existing City standards for parking lot lighting fixtures. All fixtures would be downcast and would not exceed the 0.5-foot-candle standard for light spillover onto residential areas that are adjacent. Therefore, the project impact of the new lighting would be **less than significant.**

Mitigation Measures

No mitigation is required for this impact.

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3.2 AGRICULTURAL AND FORESTRY RESOURCES

This section evaluates the potential impacts of the proposed project on agricultural and forestry resources. The existing forest and agricultural resource characteristics are described and the relationship between the proposed project and existing plans and policies is addressed. No comments regarding agricultural or forestry resources were received in response to the notice of preparation prepared for this project, which may be found in Appendix A.

3.2.1 Regulatory Setting

FEDERAL

Farmland Protection Policy Act

The Natural Resources Conservation Service, a federal agency within the U.S. Department of Agriculture, is the agency primarily responsible for the implementation of the Farmland Protection Policy Act. The purpose of the Farmland Protection Policy Act is to minimize federal programs' contribution to the conversion of farmland to nonagricultural uses by ensuring that federal programs are administered in a manner that is compatible with state, local, and private programs designed to protect farmland. The Natural Resources Conservation Service provides technical assistance to federal agencies, state, and local governments; tribes or non-profit organizations that desire to develop farmland protection programs and policies.

STATE

California Public Resources Code

Public Resources Code Section 21060.1 defines "agricultural land" as:

> prime farmland, farmland of statewide importance or unique farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California.

This EIR uses these definitions for evaluating impacts associated with the loss of agricultural lands resulting from implementing the project.

California Department of Conservation

The California Department of Conservation (DOC) administers and supports several programs, including the Williamson Act, the California Farmland Conservancy Program, the Williamson Act Easement Exchange Program and the Farmland Mapping and Monitoring Program. These programs are designed to preserve agricultural land and provide data on conversion of agricultural land to urban use. Key DOC tools available for land conservation planning are conservation easement grants, tax incentives to keep land in agriculture or open space, and farmland mapping and monitoring.

Farmland Mapping and Monitoring

The Farmland Mapping and Monitoring Program (FMMP) develops mapping tools and statistical data that tracks and assesses changes to farmland land use. The FMMP designates portions of the state landscape as "prime farmland," "unique farmland," "farmland of statewide importance," "farmland of local importance," "grazing land," urban and built-up land," or "other land" as described in Table 3.2-1, below.

Table 3.2-1 FMMP Mapping Categories

Category	Considered Important Farmland under CEQA[1]	Definition
Prime Farmland	Yes	Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the 4 years before the mapping date.
Farmland of Statewide Importance	Yes	Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the 4 years before the mapping date.
Unique Farmland	Yes	Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years before the mapping date.
Farmland of Local Importance	No	Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
Grazing Land	No	Land on which the existing vegetation is suited to the grazing of livestock.
Urban and Built-Up Land	No	Land occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
Other Land	No	Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and non-agricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.
Water	No	Perennial water bodies with an extent of at least 40 acres.

[1] Important farmland is defined by CEQA under Public Resources Code Section 21060.01 and CEQA Guidelines Appendix G.

Source: Compiled by Ascent Environmental in 2021.

Williamson Act

The California Land Conservation Act, also known as the Williamson Act, was adopted in 1965 to encourage the preservation of the state's agricultural lands and to prevent their premature conversion to urban uses. Landowners receive reduced property tax assessments in return for enrollment under Williamson Act contract. Property tax assessments of Williamson Act contracted land are based upon generated income as opposed to potential market value of the property. In return, the landowners guarantee that these properties remain under agricultural production for a 10-year period. The contract is renewed automatically unless the owner files a notice of non-renewal.

LOCAL

City of Fresno General Plan

Policies in the City of Fresno General Plan emphasize preservation of farmland by incentivizing new development within and adjacent to already-urbanized land, only extending public utilities to new development that adheres to the plan, and not expanding the City's sphere of influence. The Resource Conservation and Reliance Element also addresses the broader planning issues of farmland preservation (City of Fresno 2014). As described in Chapter 2, "Project Description," the land use designation of the project site is Community Commercial, and the site is within an urbanized area of the incorporated city with established utility service. General plan policies intended to preserve agricultural land outside of the area planned for urbanization under the general plan would not apply to the project.

3.2.2 Environmental Setting

The project site was used as an orchard from approximately 1937 through 1998. The orchard was removed sometime between 1998 and 2002, and the site has been vacant since then. Currently, the site is undeveloped and is sparsely vegetated with grasses. No agricultural uses occur on or adjacent to the project site. Surrounding land uses include a residential neighborhood to the west, a public golf course to the north (Riverside Golf Course), a vacant lot and self-storage facility to the east, a gas station and vacant lot to the south, Rio Vista Middle School and River Bluff Elementary School to the southeast, and a large-scale retail development (Marketplace at El Paseo Shopping Center) to the southwest. The project site and surrounding areas to the east, south, and west are classified as farmland of local importance (DOC 2018) (Figure 3.2-1).

As shown in Figure 2-3 in Chapter 2, "Project Description," no agricultural uses occur adjacent to the project site and adjacent parcels are designated for residential and commercial uses in the general plan (City of Fresno 2022). No timberland, Timber Production Zones, or forest land are identified within or adjacent to the project site.

3.2.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

State and local mapping of farmland and forest land was used to identify the potential for resources on and adjacent to the project site. Evaluation of potential impacts of the project was based on review of documents pertaining to the project area, including the general plan, associated policies and zoning information, and FMMP Important Farmlands data.

THRESHOLDS OF SIGNIFICANCE

An impact on agricultural and forestry resources would be significant if implementation of the project would:

- convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to non-agricultural use;
- conflict with existing zoning for agricultural use or a Williamson Act contract;
- conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g));
- result in the loss of forest land or conversion of forest land to non-forest use; and/or
- involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.



Source: 2018 data downloaded from DOC in 2021

Figure 3.2-1 Farmland Mapping and Monitoring Program Designation

TOPICS NOT DISCUSSED FURTHER

Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to Non-Agricultural Use or Conflict with Existing Zoning for Agricultural Use or a Williamson Act Williamson Act Contract

There are no lands under Williamson Act contract within or adjacent to the project site. No agricultural land use or zoning is present within or adjacent to the site. There would be no impact. Therefore, no further analysis is required by CEQA.

Conflict with Existing Zoning For, Or Cause Rezoning of, Forest Land, Timberland, or Timberland Zoned Timberland Production; Result in the Loss of Forest Land or Conversion of Forest Land to Non-Forest use; and/or Involve Other Changes in the Existing Environment, Which, Due to Their Location or Nature, Could Result in Conversion of Forest Land to Non-Forest Use

There are no forestland and timberland production zones within, or in proximity to, the project site. There would be no impact. Therefore, no further analysis is required by CEQA.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.2-1: Involve Other Changes in the Existing Environment, Which, Due to Their Location or Nature, Could Result in Conversion of Farmland to Non-Agricultural Use

The project would result in the development of a parcel that was formerly used for agriculture and is recognized by DOC as Farmland of Local Importance. The project site is no longer used for agriculture and is designated for commercial land use per the City of Fresno General Plan. Similarly, surrounding parcels are designated, and in some cases developed as, residential and commercial uses. The project would not involve changes to the existing environment that could result in conversion of farmland to non-agricultural use. This impact would be **less than significant**.

Farmlands of concern under CEQA (Prime Farmland, Unique Farmland, and Farmland of Statewide Importance) would not be directly or indirectly affected by the development of the project. The 22.4-acre project site is classified as locally important farmland (DOC 2018) and has historically supported agricultural uses. As described above, the DOC's farmland of local importance designation is intended to identify land of importance to the local agricultural economy, as determined at the local level. The site has been vacant since 2002 and is designated for commercial uses under the general plan. No agricultural land uses are identified on or adjacent to the project site.

As described further in Section 3.10, "Land Use and Planning," the project site and surrounding uses are designated for non-agricultural uses in the general plan. Land within the City's sphere of influence is no longer identified for agricultural uses or anticipated to contribute to the local agricultural economy. Through the general plan and Development Code, the City has designated all land within the city for use other than farmland. The project supports the City's intent to concentrate urban development within the City's sphere of influence while supporting preservation of agricultural land in the unincorporated area. Therefore, while implementation of the project would result in the conversion of fallow land formerly used for agriculture, this conversion would not result in the loss of Farmland as defined in Public Resources Code Section 21060.1 and Appendix G of the State CEQA Guidelines and the project would not involve changes to the existing environment that could result in conversion of farmland to non-agricultural use. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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3.3 AIR QUALITY

This section includes a discussion of existing air quality conditions, a summary of applicable regulations, and an analysis of potential construction and operational air quality impacts caused by proposed development of the project. Mitigation is developed as necessary to reduce significant air quality impacts to the extent feasible.

Public comments received in response to the notice of preparation articulated concerns related to pollution caused by operation of the project, specifically the proposed gas station. The effect of project operation on air quality is discussed below.

3.3.1 Regulatory Setting

Air quality in the project area is regulated through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, planning, policy making, education, and a variety of programs. The agencies responsible for improving air quality within the San Joaquin Valley Air Basin (SJVAB) are discussed below.

REGULATORY

Federal Plans, Regulations, and Laws

The U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. EPA's air quality mandates draw primarily from the federal Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments were made by Congress in 1990. EPA's air quality efforts address both criteria air pollutants and hazardous air pollutants (HAPs).

Criteria Air Pollutants

The CAA required EPA to establish national ambient air quality standards (NAAQS) for six common air pollutants found all over the U.S., referred to as criteria air pollutants. EPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter with aerodynamic diameter of 10 micrometers or less (PM_{10}) and fine particulate matter with aerodynamic diameter of 2.5 micrometers or less ($PM_{2.5}$), and lead. Criteria air pollutants are compounds that, at certain concentrations, can cause harm to human and animal health and the environment. Extensive scientific and economic research has been conducted to evaluate the specific concentrations where these pollutants may cause harm to health and environment and are reflected in EPA's NAAQS, which are shown in Table 3.3-1. The primary standards protect public health and the secondary standards protect public welfare. The CAA also required each state to prepare a State Implementation Plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. EPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and whether implementation will achieve air quality goals. If EPA determines a SIP to be inadequate, EPA may prepare a federal implementation plan that imposes additional control measures. If an approvable SIP is not submitted or implemented within the mandated time frame, sanctions may be applied to transportation funding and stationary air pollution sources in the air basin.

California's SIP is updated periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. The current SIP is a compilation of plans and regulations that govern how the region and state will comply with the CAA requirements to attain and maintain the NAAQS for ozone and $PM_{2.5}$.

Table 3.3-1 National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California (CAAQS)[a,b]	National (NAAQS)[c]	
			Primary[b,d]	Secondary[b,e]
Ozone	1-hour	0.09 ppm (180 µg/m^3)	–[e]	Same as primary standard
	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (147 µg/m^3)	
Carbon monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	Same as primary standard
	8-hour	9 ppm[f] (10 mg/m^3)	9 ppm (10 mg/m^3)	
Nitrogen dioxide (NO_2)	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	53 ppb (100 µg/m^3)	Same as primary standard
	1-hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	—
Sulfur dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	—	—
	3-hour	—	—	0.5 ppm (1300 µg/m^3)
	1-hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	—
Respirable particulate matter (PM_{10})	Annual arithmetic mean	20 µg/m^3	—	Same as primary standard
	24-hour	50 µg/m^3	150 µg/m^3	
Fine particulate matter ($PM_{2.5}$)	Annual arithmetic mean	12 µg/m^3	12.0 µg/m^3	15.0 µg/m^3
	24-hour	—	35 µg/m^3	Same as primary standard
Lead [f]	Calendar quarter	—	1.5 µg/m^3	Same as primary standard
	30-Day average	1.5 µg/m^3	—	—
	Rolling 3-Month Average	–	0.15 µg/m^3	Same as primary standard
Hydrogen sulfide	1-hour	0.03 ppm (42 µg/m^3)	No national standards	
Sulfates	24-hour	25 µg/m^3		
Vinyl chloride [f]	24-hour	0.01 ppm (26 µg/m^3)		
Visibility-reducing particulate matter	8-hour	Extinction of 0.23 per km		

Notes: µg/m^3 = micrograms per cubic meter; km = kilometers; ppb = parts per billion; ppm = parts per million.

a California standards for ozone, carbon monoxide, SO_2 (1- and 24-hour), NO_2, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

c National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. The $PM_{2.5}$ 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency for further clarification and current federal policies.

d National primary standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

e National secondary standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

f The California Air Resources Board has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Source: CARB 2016.

The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the U.S. The National Highway Traffic Safety Administration (NHTSA) sets CAFE standards for passenger cars and for light trucks (collectively, light-duty vehicles), and separately sets fuel consumption standards for medium- and heavy-duty trucks and engines. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel. The most recent standards require an industry-wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8 percent annually for model years 2024 and 2025, and 10 percent annually for model year 2026.

EPA has established a number of emission standards for on- and off-road heavy-duty diesel engines used in trucks and other equipment. This was done in part because diesel engines are a significant source of oxides of nitrogen (NO_X), PM_{10}, and $PM_{2.5}$, and because the EPA has identified diesel particulate matter as a probable carcinogen. Implementation of the heavy-duty diesel on-road vehicle standards and the non-road diesel engine standards are estimated to reduce particulate matter and NO_X emissions from diesel engines up to 95 percent in 2030 when the heavy-duty vehicle fleet is completely replaced with newer heavy-duty vehicles that comply with these emission standards.

In concert with the diesel engine emission standards, EPA regulations have also substantially reduced the amount of sulfur allowed in diesel fuels. The sulfur contained in diesel fuel is a significant contributor to the formation of particulate matter in diesel-fueled engine exhaust. The new standards reduced the amount of sulfur allowed by 97 percent for highway diesel fuel (from 500 parts per million by weight [ppmw] to 15 ppmw), and by 99 percent for off-highway diesel fuel (from about 3,000 ppmw to 15 ppmw). The low sulfur highway fuel (15 ppmw sulfur), also called ultra-low sulfur diesel is currently required for use by all vehicles in the U.S. All the aforementioned federal diesel engine and diesel fuel requirements have been adopted by California, in some cases with modifications making the requirements more stringent or the implementation dates sooner.

Hazardous Air Pollutants and Toxic Air Contaminants

TACs, or in federal parlance, HAPs, are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

A wide range of sources, from industrial plants to motor vehicles, emit TACs. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; or short-term acute effects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

For evaluation purposes, TACs are separated into carcinogens and non-carcinogens based on the nature of the physiological effects associated with exposure to the pollutant. Carcinogens are assumed to have no safe threshold below which health impacts would not occur. This contrasts with criteria air pollutants for which acceptable levels of exposure can be determined and for which the ambient standards have been established (Table 3.3-1). Cancer risk from TACs is expressed as excess cancer cases per one million exposed individuals, typically over a lifetime of exposure.

EPA regulates HAPs through its National Emission Standards for Hazardous Air Pollutants. The standards for a particular source category require the maximum degree of emission reduction that the EPA determines to be achievable, which is known as the Maximum Achievable Control Technology—MACT standards. These standards are authorized by Section 112 of the 1970 CAA and the regulations are published in 40 CFR Parts 61 and 63.

STATE PLANS, POLICIES, REGULATIONS, AND LAWS

California Air Resources Board

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, required CARB to establish CAAQS (see Table 3.3-1).

Criteria Air Pollutants

CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned federally regulated criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS. Differences in the standards are generally explained by the health effects studies considered during the standard-setting process and the interpretation of the studies. In addition, the CAAQS incorporate a margin of safety to protect sensitive individuals.

The CCAA requires that all local air districts in the state endeavor to attain and maintain the CAAQS by the earliest date practical. The CCAA specifies that local air districts should focus particular attention on reducing the emissions from transportation and area-wide emission sources. The CCCA also provides air districts with the authority to regulate indirect sources, such as vehicle movement and residential, commercial, and industrial development.

Toxic Air Contaminants

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807, Chapter 1047, Statutes of 1983) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588, Chapter 1252, Statutes of 1987). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. Research, public participation, and scientific peer review are required before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted EPA's list of HAPs as TACs. Most recently, in 1998, particulate matter exhaust from diesel engines (diesel PM) was added to CARB's list of TACs.

After a TAC is identified, CARB then adopts an airborne toxics control measure for sources that emit that particular TAC. If a safe threshold exists for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If no safe threshold exists, the measure must incorporate best available control technology for toxics to minimize emissions.

The Hot Spots Act requires that existing facilities that emit toxic substances above a specified level prepare an inventory of toxic emissions, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB has adopted diesel exhaust control measures and more stringent emissions standards for various transportation-related mobile sources of emissions, including transit buses, and off-road diesel equipment (e.g., tractors, generators). Over time, the replacement of older vehicles will result in a vehicle fleet that produces substantially lower levels of TACs than under current conditions. Mobile-source emissions of TACs (e.g., benzene, 1-3-butadiene, diesel PM) have been reduced significantly over the last decade and will be reduced further in California through a progression of regulatory measures (e.g., Low Emission Vehicle/Clean Fuels and Phase II reformulated gasoline regulations) and control technologies. With implementation of CARB's Risk Reduction Plan and other regulatory programs, it is estimated that emissions of diesel PM will be less than half of those in 2010 by 2035. Adopted regulations are also expected to continue to reduce formaldehyde emissions emitted by cars and light-duty trucks. As emissions are reduced, it is expected that risks associated with exposure to the emissions will also be reduced.

LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES

San Joaquin Valley Air Pollution Control District

Criteria Air Pollutants

The San Joaquin Valley Air Pollution Control District (SJVAPCD) is the primary agency responsible for meeting the NAAQS and CAAQS in the SJVAB. The SJVAB has been designated as nonattainment with respect to the NAAQS and CAAQS for ozone and $PM_{2.5}$ (Table 3.3-3) (CARB 2020, EPA 2022). SJVAPCD works with CARB and EPA to maintain the region's portion of the SIP for ozone and $PM_{2.5}$.

SJVAPCD also enforces air quality regulations, educates the public about air quality, and implements a number of programs to provide incentives for the replacement or retrofit of older diesel engines. SJVAPCD's air quality guidance also influences land use development in the SJVAB by providing decision makers with suggested goals, policies, and science pertaining to siting receptors to known or planned locations of stationary and/or mobile sources of air pollution.

SJVAPCD adopted its 2018 Plan for the 1997, 2006, and 2012 $PM_{2.5}$ NAAQS Standards ($PM_{2.5}$ Plan) on November 15, 2018. The $PM_{2.5}$ Plan utilizes extensive science and research, state of the art air quality modeling, and best available information to develop a strategy to attain the federal health-based 1997, 2006, and 2012 NAAQS (SJVAPCD 2018). Additionally, SJVAPCD adopted its 2016 Ozone Plan for 8-Hour Ozone NAAQS Standard (2016 Ozone Plan) in June 2016. The 2016 Ozone Plan provides a comprehensive strategy to reduce NO_X emissions, which combine with reactive organic gases (ROG) to form ground-level ozone, by 60 percent between 2012 and 2031 to assist SJVAPCD in attaining the 2008 8-hour ozone NAAQS (SJVAPCD 2016).

All projects are subject to adopted SJVAPCD rules and regulations in effect at the time of construction. Specific rules applicable to the project may include but are not limited to the following:

- **Regulation VIII—Fugitive Dust PM_{10} Prohibitions:** Rules 8011–8081 are designed to reduce PM_{10} emissions (predominantly dust and dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, and landfill operations. Compliance with Regulation VIII is mandatory and enforced through civil penalties, so compliance by the project proponent is assumed in this analysis. SJVAPCD is made aware of actions that violate their regulations and rules, such as Regulation VIII, and may investigate claims that, if found to be accurate, may incur financial penalties.
- **Rule 1177—Gasoline Dispensing Facility Tester Certification:** The purpose of this rule is to specify the requirements for persons electing to obtain certification as a Gasoline Dispensing Facility (GDF) Tester. The GDF Tester Certification Program has been established to provide GDF operators with a qualified pool of testers to properly conduct the gasoline vapor recovery performance tests required by District rules and/or Air Resources Board (ARB) executive orders.
- **Rule 2010—Permits Required:** This rule applies to anyone who plans to or does operate, construct, alter, or replace any source operation that may emit air contaminants or may reduce the emission of air contaminants. The proposed project would be subject to SJVAPCD permitting requirements for stationary sources such as boilers or back-up generators.
- **Rule 3180—Administration Fees for Indirect Source Review:** This rule serves to recover SJVAPCD's costs for administering the requirements of Rule 9510, Indirect Source Review (summarized below).
- **Rule 3135—Dust Control Plan Fee:** This rule requires applicants to submit a fee in addition to a dust control plan. The purpose of this fee is to recover SJVAPCD's cost for reviewing such plans and conducting compliance inspections.
- **Rule 4002—National Emissions Standards for Hazardous Air Pollutants**: This rule applies to all stationary sources of HAPs and requires them to comply with the standards, criteria, and requirements set forth therein.
- **Rule 4101—Visible Emissions:** This rule prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants.
- **Rule 4102—Nuisance:** This rule applies to any source operation that emits or may emit air contaminants or other materials. If such emissions create a public nuisance, the owner/operator could be in violation and be subject to enforcement action by SJVAPCD.
- **Rule 4601—Architectural Coatings:** This rule limits ROG from architectural coatings by specifying storage, cleanup, and labeling requirements for architectural coatings. This rule also establishes ROG limits for various architectural coating types.
- **Rule 4622—Gasoline Transfer Into Motor Vehicle Fuel Tanks:** The purpose of this rule is to limit emissions of gasoline vapors from the transfer of gasoline into motor vehicle fuel tanks. This rule applies to any gasoline storage and dispensing operation or mobile fueler from which gasoline is transferred into motor vehicle fuel tanks.
- **Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations:** This rule applies to the manufacture and use of certain asphalt types for paving and maintenance operations.

- **Rule 9510—Indirect Source Review:** Also known as the Indirect Source Rule (ISR), this rule is intended to reduce or mitigate emissions of NO_X and PM_{10} from the construction- and operation-related emissions of new land use development in the SJVAPCD. This rule requires specific percentage reductions in estimated on-site construction and operation emissions, and/or payment of a prescribed off-site mitigation fee for required reductions that cannot be met on the project site. Construction emissions of NO_X and PM_{10} exhaust must be reduced by 20 percent and 45 percent, respectively. Operational emissions of NO_X and PM_{10} must be reduced by 33.3 percent and 50 percent, respectively. The rule applies to residential developments of 50 units or more, and commercial development projects of 2,000 square feet and larger, so the proposed development would be subject to the ISR. The provisions of Rule 9510 are described in more detail in the analysis of environmental impacts and mitigation measures.

SJVAPCD's *Guidance for Assessing and Mitigating Air Quality Impacts* (GAMAQI) is an advisory document that provides lead agencies, consultants, and project applicants with analysis guidance and uniform procedures for addressing air quality in environmental documents. The GAMAQI describes the criteria that the SJVAPCD uses when reviewing and commenting on the adequacy of environmental documents. It recommends thresholds for determining whether projects would have significant adverse environmental impacts, identifies methods for predicting project emissions and impacts, and identifies measures that can be used to avoid or reduce air quality impacts. If modeled construction- or operation-related emissions for a project exceed SJVAPCD's mass emission thresholds for criteria air pollutants and precursors, then SJVAPCD recommends implementing mitigation to reduce these emissions. SJVAPCD's mass emission thresholds are presented in Section 3.3.3, "Environmental Impacts and Mitigation Measures."

SJVAPCD states in its GAMAQI that "[d]esign elements, mitigation measures, and compliance with District rules and regulations may not be sufficient to reduce project-related impacts on air quality to a less than significant level. In such situations, project proponents may enter into a Voluntary Emission Reduction Agreement (VERA) with the District to reduce the project related impact on air quality to a less than significant level" (SJVAPCD 2015a: 116). SJVAPCD directs project applicants to reduce project-level emissions to the best extent, then allows project applicants to engage in regional programs or a VERA to further reduce emissions to a less-than-significant level.

Typically, air districts develop thresholds of significance for CEQA evaluation (summarized below) in consideration of maintaining or achieving attainment under the NAAQS and CAAQS for the geographical area they oversee (long-term regional air quality planning). These thresholds are often tied to the SIP of an air district in nonattainment for criteria air pollutants within a cumulative context. The associated air quality plans are submitted to CARB and contain an inventory of existing ambient air pollutant concentrations and, if applicable, a suite of measures to reduce air pollution along with a projected date of achieving attainment under the NAAQS and CAAQS. Air quality plans identify a budget that accounts for new, future sources of pollution from land use development and stationary sources. These budgets inform the development of CEQA thresholds of significance; "projects with emissions below the thresholds of significance for criteria pollutants would be determined to 'not conflict or obstruct implementation of [SJVAPCD's] air quality plan'" (SJVAPCD 2015a: 65).

As discussed previously, the NAAQS and CAAQS represent concentrations of criteria air pollutants protective of human health and are substantiated by extensive scientific evidence. CARB states that ambient air quality standards "are established to protect even the most sensitive individuals in our communities. An air quality standard defines the maximum amount of a pollutant that can be present in outdoor air without harm to the public's health" (CARB 2022a). As stated previously, SJVAPCD, like other air districts in California and within the U.S., are tasked with producing local air quality plans to attain the NAAQS and CAAQS by an eventual date. These plans include mass emissions inventories coupled with control measures that achieve necessary reductions in certain criteria pollutants and precursors to meet the concentration-based NAAQS and CAAQS. In developing CEQA thresholds of significance, SJVAPCD has developed quantitative, project-level thresholds based on anticipated levels of growth in the SJVAB in consideration of existing sources of air pollution and a future attainment date. These thresholds of significance are intended to optimize emission elimination of proposed projects while requiring a level of mitigation that is realistic and achievable. Thus, projects that demonstrate levels of construction and/or operational emissions below these thresholds would be consistent with long-term regional planning efforts in the SJVAB to attain the NAAQS and CAAQS and, therefore, avoid subjecting residents of the region to harmful concentrations of criteria air pollutants. Consequently, such projects would not result in emissions that would conflict with an area achieving future attainment status under the NAAQS and CAAQS as outlined by an applicable air quality plan.

Similarly, projects that demonstrate emissions levels in exceedance of an applicable threshold could contribute to the continued nonattainment designation of a region or potentially degrade a region from attainment to nonattainment, resulting in acute or chronic respiratory and cardiovascular illness associated with exposure to concentrations of criteria air pollutants above what EPA and CARB consider safe. Symptoms can include coughing, difficulty breathing, chest pain, eye and throat irritation and, in extreme cases, death caused by exacerbation of existing respiratory and cardiovascular disease, cancer, and impaired immune and lung function. However, the exact location and magnitude of specific health impacts that could occur as a result of an individual project's construction or operational emissions of primary and secondary pollutants are difficult to model with any degree of reliability for several reasons. Below includes a discussion of the types of modeling that may be used to estimate dispersion of pollutants, their inputs and scientific limitations, and use in estimating health impacts.

The most common approach to determining the fate and transport of directly emitted criteria air pollutants is through dispersion modeling.

Dispersion modeling is best suited for primary criteria air pollutants, such a CO, PM_{10} and $PM_{2.5}$, which are directly emitted into the atmosphere and, at certain concentrations, cause adverse health and environmental impacts. Other pollutants of concern are identified as secondary pollutants, which are emitted as one compound, which then combines with other pollutants, to form criteria air pollution. To follow these secondary pollutants into the ambient atmosphere, use of a photochemical model is required.

The secondary pollutants of concern for this analysis are ROG, NO_X, and oxides of sulfur (SO_X), which combine in the atmosphere to form ground-level ozone and secondary PM. Photochemical modeling of these secondary pollutants is a more difficult exercise than the modeling of primary pollutants for the following reasons. With respect to the formation of ground-level ozone from the oxidation (i.e., combination) of ROG and NO_X in the presence of sunlight, rates of ozone formation are a function of a variety of complex physical factors, including topography, building influences on air flow (e.g., downwash), ROG and NO_X concentration ratios, multiple meteorological conditions, and sunlight exposure (Seinfeld and Pandis 1996:298). For example, rates of ozone formation are highest in elevated temperatures and when the ratio of ROG to NO_X is 5.5:1. When temperatures are lower and this ratio shifts, rates of ozone formation are stunted (Seinfeld and Pandis 1996:299–300). In addition, ROG emissions are composed of many compounds that have different levels of reactivity leading to ozone formation. Methane, for instance, is the most common ROG compound, yet it has one of the lowest reactivity potentials (Seinfeld and Pandis 1996:309, 312).

Moreover, as confirmed by epidemiological studies reviewed and confirmed by EPA and CARB, some groups may develop more severe health impacts than others. For instance, infants, children, the elderly, and individuals with preexisting medical conditions are more susceptible to developing illnesses from exposure to air pollutants. Additionally, environmental conditions (e.g., exposure to secondhand smoke), lifestyle choices (e.g., diet, exercise, use of drugs or tobacco products), and presence of a health condition (e.g., cancer, chronic illness) that may affect an individual's existing health is privileged information unknown to an air quality expert, regulator, lead agency, or any other person using photochemical models. Air dispersion and photochemical modeling cannot account for the locations of these individuals on a regional basis, and, therefore, the degree to which an individual may respond to certain concentrations of criteria air pollutants (e.g., the development of lifelong chronic conditions such as asthma or the exacerbation of an existing respiratory or cardiovascular condition) cannot be meaningful predicted. As explained in greater detail in Section 3.3.3, "Environmental Impacts and Mitigation Measures," the best modeling tools available use regional and national health data to quantify potential health effects; however, these results are not specific to any one location and cannot account for nuances in health data that are unknown.

A recent court decision, known as the Friant Ranch Decision, shaped the way in which air quality impacts are analyzed in EIRs (*Sierra Club v. County of Fresno)*. During the litigation process that led to the Friant Ranch Decision, SJVAPCD submitted an amicus curiae brief in support of Fresno County and Friant Ranch LP (the parties that ultimately did not prevail in the Friant Ranch Decision). In that brief, SJVAPCD provided scientific context and expert opinion regarding the feasibility of performing regional dispersion and photochemical modeling for ozone from one specific project. SJVAPCD described the challenges of trying to correlate pollutants in the atmosphere and cited several variables as to how and where pollutants would ultimately settle and the connection to actual health effects that would be realized in any one specific location from the generation of such pollutants. Such modeling, that could reasonably link secondary

pollution formation to specific health effects in a meaningful context from one project *alone* was not readily available (in 2009) for use by lead agencies. Notably, given improvements in scientific methodologies and modeling techniques, such modeling could be performed now using regional modeling tools such as EPA's Comprehensive Air Quality Model with Extensions and BenMap-CE; however, the degree of accuracy in applying models designed to trace the secondary formation of criteria air pollutants on a regional scale to project-level analysis is highly questionable given that compounding variables (e.g., temperature, sunlight, cumulative sources of air pollution, meteorological conditions) affect the accuracy of tracking the transport of these pollutants. This concern led SJVAPCD to state that "CEQA does not require an EIR to correlate a project's air quality emissions to specific health impacts, because such an analysis is not reasonably feasible." As SJVAPCD explains (SJVAPCD 2015b [footnotes omitted]):

> Attainment of a particular NAAQS occurs when the concentration of the relevant pollutant remains below a set threshold on a consistent basis throughout a particular region. For example, the San Joaquin Valley attained the 1-hour ozone NAAQS when ozone concentrations remained at or below 0.124 parts per million Valley-wide on 3 or fewer days over a 3-year period. Because the NAAQS are focused on achieving a particular concentration of pollution region-wide, the Air District's tools and plans for attaining the NAAQS are regional in nature.
>
> For instance, the computer models used to simulate and predict an attainment date for the ozone or particulate matter NAAQS in the San Joaquin Valley are based on regional inputs, such as regional inventories of precursor pollutants (NO_X, SO_X and [ROG]) and the atmospheric chemistry and meteorology of the Valley. At a very basic level, the models simulate future ozone or PM levels based on predicted changes in precursor emissions Valley wide. Because the NAAQS are set levels necessary to protect human health, the closer a region is to attaining a particular NAAQS, the lower the human health impact is from that pollutant.
>
> The goal of these modeling exercises is not to determine whether the emissions generated by a particular factory or development project will affect the date that the Valley attains the NAAQS. Rather, the Air District's modeling and planning strategy is regional in nature and based on the extent to which all of the emission-generating sources in the Valley (current and future) must be controlled in order to reach attainment.
>
> Accordingly, the Air District has based its thresholds of significance for CEQA purposes on the levels that scientific and factual data demonstrate that the [SJVAB] can accommodate without affecting the attainment date for the NAAQS. The Air District has tied its CEQA significance thresholds to the level at which stationary pollution sources must "offset" their emissions…. Thus the CEQA air quality analysis for criteria air pollutants is not really a localized, project-level impact analysis but one of regional cumulative impacts.

The brief explains that these CEQA thresholds of significance are not intended to be applied such that any localized human health impact associated with a project's emissions could be identified. Rather, CEQA thresholds of significance are used to determine whether a project's emissions would obstruct a region's capability of attaining the NAAQS and CAAQS according to the emissions inventory prepared in a SIP, which is then submitted and reviewed by CARB and EPA. This sentiment is corroborated in an additional brief submitted to the California Supreme Court by the South Coast Air Quality Management District (SCAQMD 2015).

Note that this section aligns with the sentiments of these *amicus curiae* briefs and does not perform dispersion or photochemical modeling to numerically correlate the project's emissions to potential human health impacts. Rather, the following analysis follows SJVAPCD's guidance in evaluating the project's emissions against SJVAPCD's thresholds of significance and provides a qualitative correlation between the project's emissions and resulting health impact. SJVAPCD has not developed its own model(s) for project-level evaluation of resulting concentrations of ozone precursors within the SJVAB that link emissions of an individual project to changes in health of individuals.

Toxic Air Contaminants

At the local level, air districts may adopt and enforce CARB control measures. Under SJVAPCD Rule 2010 ("Permits Required") and Rule 2201 ("New and Modified Stationary Source Review"), all sources that possess the potential to emit TACs are required to obtain permits from SJVAPCD. Permits may be granted to these operations if they are constructed and operated in accordance with applicable regulations, including New Source Review standards and air

toxics control measures (e.g., CARB's Hots Spots Program). SJVAPCD limits emissions and public exposure to TACs through multiple programs. SJVAPCD prioritizes TAC-emitting stationary sources based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors. Sensitive receptors are people or facilities that generally house people (e.g., residences, schools, hospitals), that may experience adverse effects from unhealthful concentrations of air pollutants. SJVAPCD's *District's Risk Management Policy to Address OEHHA's Revised Risk Assessment Guidance Document*, *Framework for Performing Health Risk Assessments*, and *Draft Guidance for Air Dispersion Modeling* are tools that may be utilized by experts to assess potential health effects at locations of sensitive receptors from the construction and operation of projects emitting TACs (SJVAPCD 2015c and 2018).

City of Fresno General Plan

The following existing City of Fresno General Plan Policies have been adopted to protect air quality:

- **Policy RC-4-a: Support Regional Efforts.** Support and lead, where appropriate, regional, State and federal programs and actions for the improvement of air quality, especially the SJVAPCD's efforts to monitor and control air pollutants from both stationary and mobile sources and implement Reasonably Available Control Measures in the Ozone Attainment Plan.
- **Policy RC-4-b: Conditions of Approval.** Develop and incorporate air quality maintenance requirements, compatible with Air Quality Attainment and Maintenance Plans, as conditions of approval for General Plan amendments, community plans, Specific Plans, neighborhood plans, Concept Plans, and development proposals.
- **Policy RC-4-c: Evaluate Impacts with Models.** Continue to require the use of computer models used by SJVAPCD to evaluate the air quality impacts of plans and projects that require such environmental review by the City.
- **Policy RC-4-d: Forward Information.** Forward information regarding proposed General Plan amendments, community plans, Specific Plans, neighborhood plans, Concept Plans, and development proposals that require air quality evaluation, and amendments to development regulations to the SJVAPCD for their review of potential air quality and health impacts.
- **Policy RC-4-k: Electric Vehicle Charging.** Develop standards to facilitate electric vehicle charging infrastructure in both new and existing public and private buildings, in order to accommodate these vehicles as the technology becomes more widespread.

3.3.2 Environmental Setting

METEROLOGY/TOPOGRAPHY/CLIMATE

The project site is within the city of Fresno and the SJVAB. Ambient concentrations of air pollutants are determined by the levels of emissions released by pollutant sources and the ability of the atmosphere to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and the presence of sunlight.

The SJVAB is the southern half of California's Central Valley and is approximately 250 miles long and averages 35 miles wide. The SJVAB is bordered by the Sierra Nevada in the east, the Coast Ranges in the west, and the Tehachapi mountains in the south. There is a slight downward elevation gradient from Bakersfield in the southeast end (elevation 408 feet) to sea level at the northwest end where the valley opens to the San Francisco Bay at the Carquinez Straits. The bowl-shaped topography inhibits movement of pollutants out of the SJVAB.

The SJVAB is in a Mediterranean Climate Zone and is influenced by a subtropical high-pressure cell most of the year generated by the Pacific Ocean that influences the amount of rain that is deposited, the characteristics of temperature, and the deposition/collection of air pollution in the SJVAB. Rainfall is sparse and occurs mainly in winter. Summers are hot and dry. Summertime maximum temperatures often exceed 100 degrees Fahrenheit (°F).

The subtropical high-pressure cell is strongest during spring, summer and fall and produces subsiding air, which can result in temperature inversions, or a reversal of the normal behavior of temperature in the troposphere that results in a layer of cool air at the surface is overlaid by a layer of warmer air, in the SJVAB. A temperature inversion can act like a lid, inhibiting vertical mixing of the air mass at the surface. Any emissions of pollutants can be trapped below the inversion. Most of the surrounding mountains are above the normal height of summer inversions (1,500–3,000 feet). These mountains can function as a physical barrier to trap emissions of regional pollutants in the SJVAB leading to degraded, stagnant air quality.

Winter-time high pressure events can often last many weeks with surface temperatures often lowering to 30–40°F. During these events, fog can be present, and inversions are extremely strong. These wintertime inversions can inhibit vertical mixing of pollutants to a few hundred feet.

Solar radiation and temperature are particularly important in the chemistry of photochemical smog (ozone) formation. The SJVAB averages over 260 sunny days per year. Photochemical air pollution (primarily ozone) is produced by the atmospheric reaction of organic substances (such as ROG and NO_X) under the influence of sunlight (SJVAPCD 2015a).

The local meteorology of the project site and surrounding area is represented by measurements recorded at the Western Regional Climate Center Friant Government CP Station. The average annual precipitation from a 1912 to 2016 period is approximately 14.3 inches. Average January temperatures range from a normal minimum of 36.7°F to a normal maximum of 55.4°F. July temperatures range from a normal minimum of 61.0°F to a normal maximum of 100.3°F (WRCC 2016). The prevailing wind direction is from the northwest (WRCC 2002).

EXISTING AMBIENT AIR QUALITY

Criteria Air Pollutants

Concentrations of criteria air pollutants are used to indicate the quality of the ambient air. A description of key criteria air pollutants in the SJVAB and their potential impacts on human health is provided below. Emission source types and health effects are summarized in Table 3.3-2. Fresno County's attainment status for the CAAQS and the NAAQS are shown in Table 3.3-3.

Table 3.3-2 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO_X in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	headache, dizziness, fatigue, nausea, vomiting, death	permanent heart and brain damage
Nitrogen dioxide (NO_2)	combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO_2 exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and ROG	breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	alterations to the immune system, carcinogenesis
Lead	metal processing	reproductive/ developmental effects (fetuses and children)	numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NO_X = oxides of nitrogen; ROG = reactive organic gases.

[1] Acute health effects refer to immediate illnesses caused by short-term exposures to criteria air pollutants at fairly high concentrations. An example of an acute health effect includes fatality resulting from short-term exposure to carbon monoxide levels in excess of 1,200 parts per million.

[2] Chronic health effects refer to cumulative effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations. An example of a chronic health effect includes the development of cancer from prolonged exposure to particulate matter at concentrations above the national ambient air quality standards.

Source: CARB 2022a.

Table 3.3-3 Attainment Status Designations for Fresno County

Pollutant	National Ambient Air Quality Standard	California Ambient Air Quality Standard
Ozone	—	Nonattainment (1-hour) Classification-Serious[1]
	Nonattainment (8-hour)[2] Classification=Extreme	Nonattainment (8-hour)
Respirable particulate matter (PM_{10})	Attainment (24-hour)	Nonattainment (24-hour)
	—	Nonattainment (Annual)
Fine particulate matter ($PM_{2.5}$)	Nonattainment (24-hour)	—
	Nonattainment (Annual)	Nonattainment (Annual)
Carbon monoxide (CO)	Unclassified/Attainment (1-hour)	Attainment (1-hour)
	Unclassified/Attainment (8-hour)	Attainment (8-hour)
Nitrogen dioxide (NO_2)	Unclassified/Attainment (1-hour)	Attainment (1-hour)
	Unclassified/Attainment (Annual)	Attainment (Annual)
Sulfur dioxide (SO_2)[5]	Unclassified/Attainment (1-Hour)	Attainment (1-hour)
		Attainment (24-hour)
Lead (Particulate)	Attainment (3-month rolling avg.)	Attainment (30-day average)
Hydrogen Sulfide	No Federal Standard	Unclassified (1-hour)
Sulfates		Attainment (24-hour)
Visibly Reducing Particles		Unclassified (8-hour)
Vinyl Chloride		Unclassified (24-hour)

[1] Per Health and Safety Code (HSC) § 40921.5(c), the classification is based on 1989 – 1991 data, and therefore does not change.

[2] 2015 Standard.

Sources: CARB 2020, EPA 2022.

Ozone

Ozone is a photochemical oxidant (a substance whose oxygen combines chemically with another substance in the presence of sunlight) and the primary component of smog. Ozone is not directly emitted into the air but is formed through complex chemical reactions between precursor emissions of ROG and NO_X in the presence of sunlight. ROG are volatile organic compounds that are photochemically reactive. ROG emissions result primarily from incomplete combustion and the evaporation of chemical solvents and fuels. NO_X are a group of gaseous compounds of nitrogen and oxygen that result from the combustion of fuels. As discussed in greater detail above under the heading, "San Joaquin Valley Air Pollution Control District," in Section 3.3.1, "Regulatory Setting," the formation of ozone from the oxidation of ROG and NO_X is a complex interaction and is reliant on various functions and conditions.

Acute health effects of ozone exposure include increased respiratory and pulmonary resistance, cough, pain, shortness of breath, and lung inflammation. Chronic health effects include restriction of lung function and possibility of permanent lung impairment (EPA 2018). Emissions of the ozone precursors ROG and NO_X have decreased over the past several years because of more stringent motor vehicle standards and cleaner burning fuels. Emissions of ROG and NO_X decreased from 2000 to 2010 and are projected to continue decreasing from 2010 to 2035 (CARB 2013).

Nitrogen Dioxide

NO_2 is a brownish, highly reactive gas that is present in all urban environments. The major human-made sources of NO_2 are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines. Combustion devices emit primarily nitric oxide, which reacts through oxidation in the atmosphere to form NO_2. The term NO_X is used to represent the combined emissions of seven compounds. The combined emissions are reported as equivalent NO_2, which are regulated by EPA and CARB through the CAA and CCAA. Because NO_2 is formed and

depleted by reactions associated with photochemical smog (ozone), the NO_2 concentration in a particular geographical area may not be representative of the local sources of NO_X emissions (EPA 2012).

Acute health effects of exposure to NO_X includes coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis, or pulmonary edema, breathing abnormalities, cyanosis, chest pain, rapid heartbeat, and death. Chronic health effects include chronic bronchitis and decreased lung function (CARB 2022a).

Particulate Matter

Respirable particulate matter with an aerodynamic diameter of 10 micrometers or less is referred to as PM_{10}. PM_{10} consists of particulate matter emitted directly into the air, such as fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires and natural windblown dust, and particulate matter formed in the atmosphere by reaction of gaseous precursors (CARB 2013). Fine particulate matter ($PM_{2.5}$) includes a subgroup of smaller particles that have an aerodynamic diameter of 2.5 micrometers or less. PM_{10} emissions in the SJVAB are dominated by emissions from area sources, primarily fugitive dust from vehicle travel on unpaved and paved roads, farming operations, construction and demolition, and particles from residential fuel combustion. Direct emissions of PM_{10} are projected to remain relatively constant through 2035. Emissions of $PM_{2.5}$ in the SJVAB are dominated by the same sources as emissions of PM_{10} (CARB 2013). Additionally, emissions of ambient $PM_{2.5}$ are heavily influenced from secondary source emissions such as nitrates, sulfates, and organic compounds from combustion processes including biomass burning, soil and road dust, livestock operations, and use of aerosols (Behera and Sharma 2010). While primary $PM_{2.5}$ is from direct emissions, secondary $PM_{2.5}$ is formed in the atmosphere through photochemical reactions, condensation, and other atmospheric processes.

A number of adverse health impacts have been associated with exposure to both $PM_{2.5}$ and PM_{10} (CARB 2022a). Short-term exposures to PM_{10} have been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits. For $PM_{2.5}$, short-term exposures (up to 24 hours in duration) have been associated with premature mortality, increased hospital admissions for heart or lung cases, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases. In addition, of all the common air pollutants, $PM_{2.5}$ is associated with the greatest proportion of adverse health effects related to air pollution, both in the U.S. and worldwide. Long-term (months to years) exposure to $PM_{2.5}$ has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children.

Carbon Monoxide

CO is an odorless, colorless gas formed by the incomplete combustion of fuels. CO is a product of motor vehicle exhaust, which comprises the majority of ambient CO concentrations. High concentrations of CO generally occur in areas with heavy traffic congestion. Other sources of CO emissions include industrial processes such as carbon black manufacturing, non-transportation related fuel combustion, and natural sources such as wildfires. CO can cause harmful health effects by reducing oxygen delivery to the body's organs (including the heart and brain) and tissues. For people with heart disease, short-term exposure to CO can further affect their body's capacity to respond to the increased oxygen demands of exercise or exertion. CO can also be deadly in indoor environments and closed spaces.

Sulfur Dioxide

Sulfur Dioxide (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. The main sources of SO_2 are coal and oil used in power plants and industries; as such, the highest levels of SO_2 are generally found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits placed on the sulfur content of fuels. SO_2 is an irritant gas that attacks the throat and lungs and can cause acute respiratory symptoms and diminished ventilator function in children. SO_2 can also yellow plant leaves and erode iron and steel.

Lead

Lead (Pb) in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline, the manufacturing of batteries, paint, ink, ceramics, ammunition, and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95 percent. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emission sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth.

Monitoring Station Data and Attainment Designations

Criteria air pollutant concentrations are measured at several monitoring stations in the SJVAB. The Table Mountain station is the station closest to and most representative of the project area with recent data for ozone. Because no PM_{10} and $PM_{2.5}$ concentrations are collected at the Table Mountain station, measured concentrations from the next closest station, the Clovis-N Villa Avenue station, was used. Table 3.3-4 summarizes the air quality data from a recent 3-year period (2018–2020).

Both CARB and EPA use this type of monitoring data to designate areas according to their attainment status for criteria air pollutants (attainment designations are summarized above in Table 3.3-2). As shown in Table 3.3-4, measured emissions of PM_{10} and $PM_{2.5}$ in 2020 were elevated due to wildfire activity in southern and central California.

Table 3.3-4 Summary of Annual Data on Ambient Air Quality (2018-2020)[1]

	2018	2019	2020
Ozone			
Maximum concentration (1-hour/8-hr avg, 0.09 ppm/0.070 ppm)[2]	*	*	0.096/0.085
Number of days state/national standard exceeded (8-hr avg, 0.070 ppm)	*	*	5
Number of days national standard exceeded (1-hr, 0.09 ppm)	*	*	2
Fine Particulate Matter ($PM_{2.5}$)			
Maximum concentration (24-hour 12 µg/m^3)	82.3	39.1	193.7
Number of days national standard exceeded (24-hour measured 12 µg/m^3)[2]	25	1	40
Respirable Particulate Matter (PM_{10})			
Maximum concentration (24-hour 50 µg/m^3)	118.6	155.7	296.0
Number of days state standard exceeded (24-hour 50 µg/m^3)	14	11	114
Number of days national standard exceeded (24-hour 150 µg/m^3)	0	0	1

Notes: µg/m^3 = micrograms per cubic meter; ppm = parts per million.

[1] Measurements from the Table Mountain station for ozone. Measurement for respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$) were taken from the Clovis-N Villa Avenue station.

[2] The 2015 8-hour ozone NAAQS matches the 8-hour ozone CAAQS.

Source: CARB 2022b.

Toxic Air Contaminants

According to the *California Almanac of Emissions and Air Quality* (CARB 2013), the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being diesel PM. Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control

system is being used. Unlike the other TACs, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a PM exposure method. This method uses the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of diesel PM. These estimates can be used as a surrogate for diesel PM where information specific to diesel PM is limited due to its highly dispersive character. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

Diesel PM poses the greatest health risk among these 10 TACs mentioned. Overall, levels of most TACs, except para-dichlorobenzene and formaldehyde, have decreased since 1990 (CARB 2013).

Existing sources of TACs in the project area include gasoline vapors such as benzene, toluene, and methyl tertiary-butyl ether from operation of the Valero gas station to the south of the project site. Also, diesel PM emissions are produced from vehicle trips on West Herndon Avenue and North Riverside Drive.

Sensitive Receptors

Sensitive receptors include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of people particularly sensitive to pollutants and/or the potential for increased and prolonged exposure to pollutants. The project site is in a mixed-use area with commercial development to the south, the Riverside Golf Course to the north, residences to the east and west of the project site, and the Rio Vista Middle School and River Bluff Elementary School to the southeast.

The nearest sensitive receptors include a neighborhood of single-family residences located west of the project site, the closest of which is approximately 90 feet from the project site boundary on the opposite side of North Riverside Drive. Rio Vista Middle School and River Bluff Elementary School are located approximately 850 feet and 1,230 feet south of the project site boundary, respectively.

Odors

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals can smell very minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; an odor that is offensive to one person may be perfectly acceptable to another (e.g., fast food restaurant). It is important to also note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity. Odor sources of concern include wastewater treatment plants, sanitary landfills, composting facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting operations, rendering plants, and food packaging plants. None of these odorous land uses are within proximity to the project site.

3.3.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The following resources were used for this analysis:

- the California Emissions Estimator Model (CalEEMod) 2020.4.0 Computer Program (CAPCOA 2021),
- SJVAPCD's GAMAQI (SJVAPCD 2015a), and
- the 2022 Air Quality Technical Report (Ramboll 2022) (included as Appendix C to this EIR).

Criteria Air Pollutants

SJVAPCD has established thresholds for determining environmental significance of air pollutant emissions. These thresholds distinguish between a project's short-term emissions from its long-term emissions. The short-term emissions are related to the construction phase of a project, which are recognized to be short in duration. The long-term emissions are related to the activities that will occur on an ongoing basis as a result of project operations.

Impacts are evaluated both on the basis of CEQA Guidelines Appendix G questions and SJVAPCD significance criteria. The impacts evaluated are those involving construction, operational emissions of criteria pollutants [i.e., ROG and NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$], and cumulative air quality impacts. Because the area is nonattainment for ozone, PM_{10}, and $PM_{2.5}$, a major criterion for review is whether the project would result in a net increase of pollutants impacting ozone precursor pollutants, PM_{10}, and $PM_{2.5}$.

Modeling was based on project-specific information (e.g., size, area to be graded, area to be paved) where available; reasonable assumptions based on typical construction activities; and default values in CalEEMod that are based on the project's location and land use types. Based on scheduling information provided by the project applicant, this analysis assumes that construction would commence in May 2023 and end in November 2023. Construction equipment mix assumptions were based on project-specific data. The CalEEMod mitigation module was used to account for Rule 8011 of Regulation VIII to reduce fugitive dust emissions. The modeling prepared for the project also assumes that all construction equipment over 50 horsepower would be held to EPA's Tier 3 engine standards.

Operational emissions were estimated for sources permitted by the air district (e.g., stationary sources like the project's gas station) and those that the air district does not directly regulate (e.g., mobile sources), which are referred to as "non-permitted" sources.

The project's emissions from the permitted gas station were based on anticipated throughput. Emissions from area sources were estimated using CalEEMod defaults. Energy-related emissions were estimated assuming that the project would be constructed to meet the 2022 California Energy Code requirements. Mobile-source emissions were calculated using project-specific VMT data and anticipated use of transportation refrigeration units accessing the project's loading dock. Mobile source emissions were estimated using project-specific VMT information from the TIA prepared for the project and accounts for: the movement of existing member VMT from the existing Costco warehouse at 4500 West Shaw Avenue to the project site, the increase in VMT from the project associated with expanded operations as compared to the existing Costco, and the assumed reuse of the Shaw Avenue facility with a new retail use.

In addition, a portion of warehouse delivery trucks will be equipped with transportation refrigeration units (TRUs), which result in emissions when the warehouse delivery truck is docked at the site. Emissions associated with these TRUs were calculated as mobile source emissions using the trip rates and trip length information.

See Appendix C for more details regarding modeling assumptions.

Toxic Air Contaminants

An HRA was prepared to quantify and evaluate TAC impacts from construction and operational activities. Construction activities accounted for the volume of diesel particulate matter (diesel PM) generated during the project's construction period. Operational impacts were estimated from project-generated traffic, operation of diesel generators, gasoline and diesel transfer and dispensing, and delivery trucks. The HRA was completed by referencing the SJVAPCD *Update to*

District's Risk Management Policy to Address OEHHA's Revised Risk Assessment Guidance Document, the SJVAPCD *Framework for Performing Health Risk Assessments*, the SJVAPCD *Draft Guidance for Air Dispersion Modeling,* and the Office of Environmental Health Hazard Assessment *Risk Assessment Guidelines* (SJVAPCD 2015c, SJVAPCD 2018, and OEHHA 2015). Specific model assumptions and inputs for these calculations can be found in Appendix C.

Carbon Monoxide

CO impacts are evaluated using SJVAPCD's preliminary screening tool. Based on the CO Protocol Analysis developed by the California Department of Transportation (Caltrans), and due to the fact that increased CO concentrations are usually associated with roadways that are congested and with heavy traffic volume, the SJVAPCD has established that preliminary screening can be used to determine with fair certainty that the effect a project has on any given intersection would not result in a CO hotspot. Therefore, SJVAPCD has established that if neither of the following criteria are met at all intersections affected by the developmental project, the project will result in no potential to create a violation of the CO standard:

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or
- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at more or more intersections in the project vicinity.

If either of the above criteria can be associated with any intersection affected by the project, the applicant/consultant would need to conduct a CO analysis to determine a project's significance.

Additionally, concentrations of CO were evaluated using the City of Fresno's General Plan and Development Code Update which determines that a CO hotspot would not occur for roadway intersections that support less than 36,000 peak hour trips. This value was determined by a sensitivity analysis conducted for the General Plan using the CALINE4 CO Hotspot model, which found that intersections that supported this level of trips would result in hourly concentrations of 7.5 ppm and an 8-hour concentration of 6.0, which is well below the NAAQS and CAAQS for CO.

THRESHOLDS OF SIGNIFICANCE

In its March 2015 GAMAQI, SJVAPCD provides evidence to support the development and applicability of its thresholds of significance for project-generated emissions of criteria air pollutants and precursors, which may be used at the discretion of a lead agency overseeing the environmental review of projects located within the SJVAB. As stated in the GAMAQI, "a Lead Agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the Lead Agency to adopt such thresholds is supported by substantial evidence" (SJVAPCD 2015a: 63-64). CEQA-related air quality thresholds of significance are tied to long-term air quality planning, which focuses on achieving or maintaining attainment designations with respect to the NAAQS and CAAQS for criteria air pollutants, which are scientifically substantiated, numerical concentrations considered to be protective of human health.

These numerical thresholds for construction- and operation-related emissions of criteria air pollutants and precursors would determine whether a project's discrete emissions would result in a regional contribution (i.e., significant) to the baseline nonattainment status of SJVAPCD. In developing thresholds of significance for individual project emissions, SJVAPCD analyzed emissions values against the SJVAPCD's offset thresholds to ozone precursors, which, when applied, prevent further deterioration of ambient air quality in the SJVAB. Thresholds for PM_{10} and $PM_{2.5}$ were adopted from the SJVAPCD's PM_{10} New Source Review (NSR) offset thresholds for stationary sources, which represent the greatest component of SJVACPD's long-term regional air quality planning (SJVAPCD 2015a: 82). Using these parameters, SJVAPCD developed quantitative thresholds of significance for project-level CEQA evaluation that may be used to determine the extent to which a project's emissions of criteria air pollutants and precursors would contribute to the regional degradation of ambient air quality within the SJVAB. According to SJVACPD, projects with emissions below these thresholds of significance would demonstrate consistency with SJVAPCD's air quality plans. Notably, annual mass emissions thresholds of significance are not designed to determine whether a project's contribution of emissions would directly result in a violation of the NAAQS or CAAQS, which are hourly, concentration-based standards.

SJVACPD has also developed daily mass emissions screening criteria for ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ to determine whether project emissions would result in a violation of an ambient air quality standard (AAQS). Unlike SJVACPD's annual mass emissions thresholds, which are used to evaluate a project's consistency with long-term regional air quality planning, these daily mass emissions screening criteria serve to determine the location where an exceedance of an AAQS, and resulting adverse health impacts, could occur. Because the NAAQS and CAAQS are concentration-based standards presented hourly, daily mass emissions are a more suitable estimate to determine whether a project would contribute to a violation of an AAQS. Projects that emit emissions below these daily screening criteria would likely not generate emissions in levels that would result in a violation of an AAQS, and air dispersion modeling would not be required. Consequently, projects that emit emissions above these criteria are recommended to perform an ambient air quality analysis to evaluate whether an exceedance, and resulting health impact, would occur.

Using federal and state guidance pertaining to TACs, in addition to the findings of several scientific studies, SJVAPCD developed cancer risk and non-cancer health hazard thresholds for TAC exposure. Unlike criteria air pollutants, there is no known safe concentration of TACs for cancer risk. Moreover, TAC emissions contribute to the deterioration of localized air quality. Due to the dispersion characteristics of TACs, emissions generally do not cause regional-scale air quality impacts. SJVAPCD's thresholds are designed to ensure that a source of TACs does not contribute to a localized, significant impact to existing or new receptors.

Appendix G of the State CEQA Guidelines includes the following criteria for assessing an air quality impact:

a) conflict with or obstruct implementation of the applicable air quality plan?

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

SJVAPCD also has recommended mass emissions thresholds for use in CEQA documents. Using the aforementioned criteria of Appendix G and SJVAPCD's GAMAQI, air quality impacts from project implementation would be found to be significant if the project would:

- generate emissions during project construction that exceed SJVAPCD's mass emissions threshold of 10 tons per year (TPY) for ROG and NO_X, 15 TPY for PM_{10} and $PM_{2.5}$, and 27 TPY for SO_X. Additional air dispersion modeling would be required if construction emissions would exceed SJVACPD's mass emissions screening criteria of 100 pounds per day (lb/day) for ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$;
- generate emissions during project operation that exceed 10 TPY, PM_{10} and $PM_{2.5}$ that exceed 15 TPY, and SO_X that exceed 27 TPY. Additional air dispersion modeling would be required if operational emissions would exceed SJVACPD's mass emissions screening criteria of 100 pounds per day (lb/day) for ROG, NO_X, CO, SO_X, PM_{10}, and PM $_{2.5}$;
- generate levels of TACs so that the probability of contracting cancer for the Maximally Exposed Individual (MEI) exceeds 20 in 1 million or an acute or chronic Hazard Index that equals or exceeds 1 for the MEI for non-carcinogens;
- contribute CO emissions leading to a CO concentration that exceeds the CAAQS of 9.0 ppm for 8 hours or 20 ppm for 1 hour; and/or
- generate emissions that expose members of the public to objectionable odors.

TOPICS NOT DISCUSSED FURTHER

All topics related to air quality are evaluated in this section.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.3-1: Generate Short-Term Construction-Related Emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$

Considering SJVAPCD's guidance, annual and daily construction-generated emissions were quantified for the project. The project would not generate construction emissions of criteria air pollutants and ozone precursors exceeding SJVAPCD's annual mass emissions thresholds of significance or daily screening criteria. These thresholds are inherently tied to long-term regional air quality planning (i.e., SJVAPCD's AQMPs) which demonstrates that the project would not conflict with the applicable air quality plans. Because construction-generated emissions would not exceed SJVAPCD's annual mass emissions thresholds of significance or daily screening criteria, construction-generated emissions of criteria air pollutants and ozone precursors would be **less than significant**.

Although the impacts from construction related air pollutant emissions are temporary in duration, such emissions can become a significant air quality impact. Construction activities such as grading, excavation, building construction, and paving can generate substantial amounts of air pollution. Emissions from construction equipment engines also contribute to elevated concentrations of ROG, NO_X, PM_{10}, $PM_{2.5}$, CO, and SO_X.

Several pieces of diesel-powered heavy equipment would operate during the construction of the proposed project. Site preparation activity emissions have been estimated based on the maximum fleet recommended by SJVAPCD. Exhaust and fugitive dust emissions would be generated by excavation and grading, construction vehicle traffic, wind blowing over exposed earth, construction workers traveling to and from the construction sites, heavy-duty construction equipment operation, and application of architectural coatings.

Dust from construction activities can cause impacts both locally and regionally. The dry climate of the area during the summer months, combined with regional fine, silty soils, create a high potential for dust generation. Increased dustfall and locally elevated PM_{10} levels near the construction activity are expected. Depending on the weather, soil conditions, the amount of activity taking place at any one time, and the nature of dust control efforts, these impacts could affect existing land uses near the project site. See the discussion in the "Methodology" section and Appendix C for additional modeling information.

Construction emissions estimates for the proposed project were calculated using CalEEMod (refer to Appendix C). Based on the outputs of CalEEMod, the project would produce the emissions shown in Table 3.3-5, estimated as annual and daily values and compared to applicable SJVAPCD thresholds of significance.

Table 3.3-5 Maximum Emissions of Criteria Pollutants and Precursors Associated with Construction of the Project

	ROG[1]	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Annual Emissions						
Maximum (TPY)	2.1	3.9	4.6	<1	0.6	0.2
SJVAPCD CEQA Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No
Daily Emissions						
Maximum (lb/day)	11	21	25	<1	3	1
SJVAPCD Screening Criteria	100	100	100	100	100	100
Exceeds Screening Criteria?	No	No	No	No	No	No

Notes: TPY = tons per year, lb/day = pounds per day, ROG = reactive organic gases, NO_X = oxides of nitrogen, CO = carbon monoxide, SO_X = sulfur oxides, PM_{10} = respirable particulate matter, $PM_{2.5}$ = fine particulate matter, SJVAPCD = San Joaquin Valley Air Pollution Control District.

[1] Appendix C expresses ROG emissions as VOCs, which are interchangeable terms that describe the same group of pollutants. SJVAPCD's thresholds are established for ROG emissions; therefore, ROG is the term used in this analysis.

Source: Modeling performed by Ramboll Environ in 2023.

As shown in Table 3.3-5, annual and daily emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ would not exceed SJVAPCD's annual mass emissions threshold of significance or screening criteria. This level of emissions indicates that the project would not conflict with long-term regional air quality planning in the SJVAB, would not result in a cumulative contribution to air pollution and would not conflict with SJVAPCD's relevant air quality plans. Additionally, as long-term regional air quality planning is directly tied to attainment of the NAAQS and CAAQS, the project would not directly result in an adverse health outcome. This impact would be **less than significant.**

Mitigation Measures

No mitigation is required for this impact.

Impact 3.3-2: Generate Long-Term Operational Emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$

Considering SJVAPCD's guidance, annual and daily operation-generated emissions were quantified for the project for permitted and non-permitted operations. The project would not generate operational emissions of criteria air pollutants and ozone precursors exceeding SJVAPCD's annual mass emissions thresholds of significance or daily screening criteria for permitted and non-permitted sources following compliance with SJVACPD's Rule 9510 (ISR) for this land use type. Because operational emissions of criteria air pollutants and ozone precursors would be less than SJVAPCD's annual and daily mass emissions threshold, impacts would be **less than significant.**

Implementation of the project would result in additional development and urbanization in the city of Fresno, which would in turn increase criteria air pollutants and ozone precursors in an area that is currently designated as an extreme nonattainment area with respect to the NAAQS.

Operational emissions estimates for the proposed project were calculated using CalEEMod (Appendix C). Table 3.3-6 summarizes the total modeled operational emissions associated with the project for the assumed first full year of operation (i.e., 2023) for the permitted (i.e., gas station) and non-permitted (i.e., mobile, energy, area) sources of pollution. Emissions are presented for the entire project including permitted and non-permitted emissions associated with project operation.

Table 3.3-6 Maximum Annual Emissions of Criteria Pollutants and Precursors Associated with Operation of the Project

	ROG[1]	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Permitted (Annual Emissions)						
Total (TPY)	9.9[2]	–	–	–	–	–
SJVAPCD CEQA Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No
Permitted (Daily Emissions)						
Maximum (lb/day)	54[2]	–	–	–	–	–
SJVAPCD Screening Criteria	100	100	100	100	100	100
Exceeds Screening Criteria?	No	No	No	No	No	No
Non-Permitted (Annual Emissions)[3]						
Total (TPY)	9.5	11.9	81.4	0.2	18.1	4.6
SJVAPCD CEQA Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	Yes	No	No	Yes	No
Emissions Reductions from Compliance with Rule 9510	–	-3.0	–	–	-9.1	–
Total (TPY)	9.5	8.9	81.4	0.3	9	6.5
Exceeds Threshold?	No	No	No	No	No	No

	ROG[1]	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Non-Permitted (Daily Emissions)						
Maximum (lb/day)	17	10	98	<1	<1	<1
SJVAPCD Screening Criteria	100	100	100	100	100	100
Exceeds Screening Criteria?	No	No	No	No	No	No

Notes: TPY = tons per year, lb/day = pounds per day, ROG = reactive organic gases, NO_X = oxides of nitrogen, CO = carbon monoxide, SO_X = sulfur oxides, PM_{10} = respirable particulate matter, $PM_{2.5}$ = fine particulate matter, SJVAPCD = San Joaquin Valley Air Pollution Control District.

[1] Appendix C expresses ROG emissions as VOCs, which are interchangeable terms that describe the same group of pollutants. SJVAPCD's thresholds are established for ROG emissions; therefore, ROG is the term used in this analysis.

[2] The permitted activity of the gas station would be limited to emissions of ROG, thus emissions of NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ are not presented in the table. While the gas station would be a source of non-permitted emissions (e.g., on-road vehicle trips), the permitted actions of the gas station are limited to gasoline and diesel fuel distribution.

[3] Non-permitted sources include landscaping activity, natural gas combustion, and on-road vehicle trips.

Source: Modeling performed by Ramboll Environ in 2023.

As shown in Table 3.3-6, permitted emissions of ROG would not exceed SJVAPCD's annual CEQA thresholds or daily mass emissions screening criteria; therefore, additional air dispersion modeling is not required.

Non-permitted emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ would similarly not exceed SJVAPCD's daily mass emissions thresholds. However, non-permitted sources of NO_X and PM_{10} would exceed SJVAPCD's annual mass emissions prior to compliance with SJVAPCD's Rule 9510. Following compliance with Rule 9510 (discussed in Section 3.1.1, "Regulatory Setting"), emissions of NO_X and PM_{10} would be reduced by 3 and 9.1 tons per year, respectively, thus reducing emissions to below SJVAPCD's annual mass emissions thresholds of significance. Therefore, the project would not conflict with long-term regional air quality planning in the SJVAB and SJVAPCD's air quality plans. Additionally, as long-term regional air quality planning is directly tied to attainment of the NAAQS and CAAQS, the project would not directly result in an adverse health outcome.

Moreover, the project would include several project design features which would benefit regional air quality within the SJVAB. For instance, as discussed in Chapter 2, "Project Description," the project is committed to procuring 100 percent of its electricity from PG&E's Solar Choice program, which provides 100 percent renewable energy to customers enrolled in the program. While this would not reduce on-site emissions from the project, it would reduce emissions expelled elsewhere at energy generation facilities, which would assist the SJVAB in attaining the NAAQS and CAAQS for those pollutants for which it is in nonattainment.

Additionally, as noted in Section 3.13, "Transportation and Circulation," the project would construct Class I bike paths along the proposed project's western and southern frontages, construct Class II bike lanes on the proposed project's northern frontage, and include bike parking as required in the City's Municipal Code. The use of these bike paths would serve to reduce VMT generated from the project, and would reduce exhaust emissions from on-road mobile sources. Inclusion of these on-site project design elements align with the direction provided by SJVAPCD to prioritize mitigating emissions from on-site sources.

Because the project would incorporate these project design features and would have emissions below SJVAPCD's annual mass emissions thresholds following compliance with the ISR requirements of Rule 9510, this impact would be **less than significant.**

Mitigation Measures

No mitigation is required for this impact.

Impact 3.3-3: Expose Receptors to TAC Concentrations Adversely Affecting a Substantial Number of People

Based on the HRA prepared for the project, construction and operation of the project would not produce significant diesel PM or other TACs such that SJVAPCD's thresholds for TAC cancer risk exposure of 20 in 1 million or an acute or chronic Hazard Index of 1 for the MEI for non-carcinogens would be exceeded. Using these numerical thresholds established by SJVAPCD, the project would not generate substantial emissions of TACs causing an adverse health impact from TAC expose. This impact would be **less than significant**.

SJVAPCD has developed quantitative threshold of significance for carcinogenic risk exposure (i.e., 20 in 1 million) and non-carcinogenic risk exposure (i.e., acute or chronic Hazard Index of 1 for the MEI) in consideration of dosage, risk exposure, background risk levels, and guidance established by AB 2588, the Air Toxics "Hot Spots" Information and Assessment Act. SJVAPCD's threshold for carcinogenic risk was updated in 2016 from 10 in 1 million to 20 in 1 million in consideration of improved ambient air quality due to efficacy of various programs such as CARB's Diesel Risk Reduction Plan (SJVAPCD 2016). A 2015 study demonstrated dramatic declines in cancer risk from exposure to air toxics from CARB-implementation regulations and policies (Propper et al. 2015).

Also, AB 2588 directs each air district to establish a prioritization score threshold for stationary sources of TACs. In order to assist the districts with this requirement, the California Air Pollution Control Officers Association (CAPCOA) Toxics Committee, in cooperation with the Office of Environmental Health Hazard Assessment (OEHHA) and CARB, developed the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990). The purpose of the guideline is to provide districts with suggested procedures for prioritizing facilities. However, districts may develop and use prioritization methods which differ from the CAPCOA guidelines. In 2015, CAPCOA updated these guidelines to incorporate the changes made to the OEHHA risk assessment methodology.

Construction

Construction-related activities would result in temporary, short-term project-generated emissions of diesel PM from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., demolition, clearing, grading); paving; application of architectural coatings; and other miscellaneous activities. Particulate exhaust emissions from diesel PM were identified as a TAC by CARB in 1998. Construction activity is anticipated to take place over a 6-month timeframe for the project and would not result in intensive construction activities for any one extended period of time during project construction. Nevertheless, a construction HRA was prepared to evaluated potential TAC exposure from project construction.

Based on the findings of the HRA, the lifetime cancer risk for the MEI (identified as a residential receptor type approximately 900 feet from the project site) was estimated to be 1.3 in one million, which is below SJVAPCD's significance threshold of 20 in one million. Additionally, estimated chronic and acute hazard risk at the MEI was found to be 0 which is below SJVAPCD's threshold of one. Because construction-emissions of diesel PM would be below SJVAPCD's thresholds of significance for TAC impacts, construction related TAC emissions would be less than significant.

Operation

The project would generate TACs from new gasoline and diesel-powered vehicle trips, operation of a new gas station, and transportation refrigeration units accessing the project site. Cancer risks and non-cancer chronic and acute hazards from these sources for the first year of operation (i.e., 2023) were evaluated in the HRA.

Based on the findings of the HRA, the lifetime cancer risk for the MEI (identified as a residential receptor type approximately 2,000 feet from the project site) was estimated to be 5.1 in one million, which is below SJVAPCD's significance threshold of 20 in one million. Additionally, estimated chronic and acute hazard risk at the MEI was found to be 0.01 and 0.14, respectively, which are below SJVAPCD's threshold of one.

Conclusion

Table 3.3-7 summarizes the total health risk from project construction and operation combined.

Table 3.3-7 Health Risk Assessment Results

Receptor Type	Maximum Estimated Cancer Risk (in one Million)	Maximum Estimated Chronic Hazard Index	Maximum Estimated Acute Hazard Index
Project Construction			
Residential	1.3	0	0
Sensitive	0.2	0	0
Worker	0	0	0
Project Operation			
Residential	5.1	0.01	0.14
Sensitive	0.8	0	0.02
Worker	3.4	0.07	0.52
Total Health Risk			
Residential	**6.4**	**0.01**	**0.14**
Sensitive	**1**	**0**	**0.02**
Worker	**3.4**	**0.07**	**0.52**
SJVACPD Threshold	**20**	**1**	**1**
Exceeds Threshold?	**No**	**No**	**No**

Note: SJVAPCD = San Joaquin Valley Air Pollution Control District.

Source: Modeling performed by Ramboll Environ in 2023.

Construction and operation of the project would not expose receptors to a cancer risk exceeding 20 in one million or a noncancer chronic and acute hazard index greater than one. For these reasons, TAC emissions would result in a **less-than-significant impact**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.3-4: Expose Receptors to Substantial CO Concentrations

Buildout of the project would not contribute to localized concentrations of mobile-source CO that would exceed an applicable ambient air quality standard. This impact would be **less than significant**.

Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, vehicle speed, and traffic delay. A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. Transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. However, under stable meteorological conditions, CO concentrations near roadways and/or intersections may reach unhealthy levels, adversely affecting nearby sensitive land uses, such as residential units, hospitals, schools, and childcare facilities. CO is a pollutant of localized concern and, therefore, is analyzed at the local level. Construction activities are rarely a cause of localized CO impacts because they do not typically result in substantial traffic increases at any one location. This impact focuses on operational increases in mobile sources of CO.

The Transportation Impact Analysis (see Appendix D) prepared for this project evaluated the LOS impacts at six existing intersections and three proposed intersections resulting from new roadways for site access. The traffic study evaluated impacts for the following scenarios:

- Scenario 1: Existing Conditions (2021),
- Scenario 2: Existing Plus Project Conditions (2021),

- Scenario 3: Existing Plus Project Conditions with Off-Site Improvements (2021),
- Scenario 4: Future Conditions (2042),
- Scenario 5: Future Plus Project Conditions (2042),
- Scenario 6: Future Plus Project with Reclassification Conditions with Off-Site Improvements (2042)
- Scenario 7: Future Plus Project Conditions without Reclassification of West Herndon Avenue (2042), and
- Scenario 8: Future Plus Project Conditions without Reclassification of West Herndon Avenue with Off-Site Improvements (2042).

Scenarios 3, 6, and 8 would not result in a reduction of LOS on one or more streets or at one or more intersections in the project vicinity to LOS E or F.

Based on the analysis performed in the Traffic Study, the LOS impacts show that the following intersections have the potential to reduce to LOS E or F with the project:

- Scenario 2: Existing Plus Project Conditions (2021)
  - Intersection No. 2 (North Riverside Drive/West Fir Avenue): PM and Saturday peak hours
  - Intersection No. 3 (North Riverside Drive/West Herndon Avenue): AM, PM, and Saturday peak hours
  - Intersection No. 4 (North Golden State Boulevard/West Herndon Avenue): PM and Saturday peak hours
- Scenario 5: Future Plus Project Conditions (2042):
  - Intersection No. 2 (North Riverside Drive/West Fir Avenue): PM and Saturday peak hours
  - Intersection No. 3 (North Riverside Drive/West Herndon Avenue): AM, PM, and Saturday peak hours
  - Intersection No. 4 (North Golden State Boulevard/West Herndon Avenue): PM and Saturday peak hours
- Scenario 7: Future Plus Project Conditions without Reclassification of West Herndon Avenue (2042)
  - Intersection No. 2 (North Riverside Drive/West Fir Avenue): PM and Saturday peak hours
  - Intersection No. 3 (North Riverside Drive/West Herndon Avenue): AM, PM, and Saturday peak hour
  - Intersection No. 4 (North Golden State Boulevard/West Herndon Avenue): PM and Saturday peak hours

For these intersections listed above, the total traffic volumes would be less than 36,000 vehicles per hour. Based on the City of Fresno's General Plan and Development Code Update intersections that support less than 36,000 peak hour trips would not create a CO hotspot. SJVAPCD provides two criteria for determining whether a CO impact would occur: (1) a traffic study for the project indicates that the LOS on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F, or (2) a traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at more or more intersections in the project vicinity. Either threshold may be used to determine the significance of a CO impact. Because the project satisfies the SJVAPCD screening criterion that no existing LOS F on any of the studied intersections would be substantially worsened, the project would not result in the potential to create a violation of the CO standard. Additionally, mobile-source CO emissions have historically decreased since the advent of catalytic converters, which decrease mobile-source exhaust emissions. There have also been improvements in fuel economy since 2015, when the GAMAQI was developed, through regulatory compliance implemented by EPA and CARB (e.g., the CAFE standards and Advanced Clean Cars program) that also result in reduced vehicular CO emissions. This impact would be **less than significant.**

Mitigation Measures

No mitigation is required for this impact.

Impact 3.3-5: Generate Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People

Buildout of the project would not introduce an odor source identified by SJVAPCD that could result in an adverse odor impact. This impact would be **less than significant.**

According to SJVAPCD's *Guidance for Assessing and Mitigating Air Quality Impacts*, each project that would generate odors should be evaluated to determine the likelihood that it would result in nuisance odors. SJVAPCD recognizes the subjective nature of odor impacts and recommends that each project should be assessed on a "case-by-case" basis, taking into consideration all available pertinent information to qualitatively determine if a significant impact is likely to occur, such as information regarding the characteristics of the buffer zone between the sensitive receptor(s) and the odor source(s), local meteorological conditions, and the nature of the odor source. To facilitate the evaluation of odors, SJVAPCD has produced a list of common types of facilities, along with the distance from the source within which odors could possibly be significant. The list provides a qualitative assessment of a project's potential to adversely affect off-site receptors. Table 3.3-8, below, presents the list of common facilities and the minimum distance from the source below which the odor impacts may be significant. The project does not include any uses identified by the SJVAPCD as being associated with odors, and thus the project would not result in odors adversely affecting a substantial number of people.

Table 3.3-8 San Joaquin Valley Air Pollution Control District Screening Levels for Potential Odors Sources

Type of Facility	Distance
Wastewater Treatment Facility	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rending Plant	1 mile

Source: SJVAPCD 2015a.

Although there is a gas station proposed as a component of the project, odors from gasoline and diesel fuel transfer would be concentrated on the site and are not considered significant sources of odor to nearby receptors due to the high dissipation rates of benzene, the chemical component of gasoline associated with its notable odor. Additionally, SJVAPCD's Rule 4622 would limit emissions of gasoline vapors from the transfer of gasoline into motor vehicle tanks, which would also serve to reduce odors from gasoline dispensing. Because the project would not site a new source of odor listed above in Table 3.3-8, highly dispersive characteristics of benzene, and the efficacy of Rule 4622, this impact would be **less than significant.**

Mitigation Measures

No mitigation is required for this impact.

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3.4 ARCHAEOLOGICAL, HISTORICAL, AND TRIBAL CULTURAL RESOURCES

This section analyzes and evaluates the potential impacts of the project on known and unknown cultural resources, addressing the CEQA Guidelines Appendix G categories of "Cultural Resources" and "Tribal Cultural Resources." It also addresses paleontological resources, listed in Subsection (f) in the "Geology and Soils" Appendix G category.[1] Cultural resources include districts, sites, buildings, structures, or objects generally older than 50 years and considered to be important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. They include pre-historic resources, historic-period resources, and "tribal cultural resources" (the latter as defined by Assembly Bill (AB) 52, Statutes of 2014, in Public Resources Code [PRC] Section 21074).

Archaeological resources are locations where human activity has measurably altered the earth or left deposits of prehistoric or historic-period physical remains (e.g., stone tools, bottles, former roads, house foundations). Historical (or built environment) resources include standing buildings (e.g., houses, barns, outbuildings, cabins) and intact structures (e.g., dams, bridges, roads, districts), or landscapes. A cultural landscape is defined as a geographic area (including both cultural and natural resources and the wildlife therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places and objects, with cultural value to a tribe.

One comment letter regarding tribal cultural resources was received in response to the AB 52 notification letters (see Appendix A). The comment letter received in response to the notification expressed a general tribal interest in the project area, as well as a request for copies of the record search and cultural resources documentation. This issue is addressed in this section.

3.4.1 Regulatory Setting

FEDERAL

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's master inventory of known historic properties. It is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

The formal criteria (36 CFR 60.4) for determining NRHP eligibility are as follows:

1. The property is at least 50 years old (however, properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP);
2. It retains integrity of location, design, setting, materials, workmanship, feeling, and associations; and
3. It possesses at least one of the following characteristics:

   Criterion A Is associated with events that have made a significant contribution to the broad patterns of history (events).

   Criterion B Is associated with the lives of persons significant in the past (persons).

   Criterion C Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant, distinguishable entity whose components may lack individual distinction (architecture).

   Criterion D Has yielded, or may be likely to yield, information important in prehistory or history (information potential).

[1] The remaining Appendix G subcategories of "Geology and Soils" are addressed in Section 1.2.1, "Effects Found Not to Be Significant."

For a property to retain and convey historic integrity it must possess most of the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Location is the place where the historic property was constructed or the place where a historic event occurred. Integrity of location refers to whether the property has been moved since its construction. Design is the combination of elements that create the form, plan, space, structure, and style of a property. Setting is the physical environment of a historic property that illustrates the character of the place. Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. This is an intangible quality evoked by physical features that reflect a sense of a past time and place. Association is the direct link between the important historic event or person and a historic property. Continuation of historic use and occupation help maintain integrity of association.

Listing in the NRHP does not entail specific protection or assistance for a property but it does guarantee consideration in planning for federal or federally assisted projects, eligibility for federal tax benefits, and qualification for federal historic preservation assistance. Additionally, project effects on properties listed in the NRHP must be evaluated under CEQA.

The National Register Bulletin series was developed to assist evaluators in the application of NRHP criteria. For example, National Register Bulletin #36 provides guidance in the evaluation of archaeological site significance. If a property cannot be placed within a particular theme or time period, and thereby lacks "focus," it will be unlikely to possess characteristics which would make it eligible for listing in the NRHP. Evaluation standards for linear features (such as roads, trails, fence lines, railroads, ditches, and flumes) are considered in terms of four related criteria that account for specific elements that define engineering and construction methods of linear features: (1) size and length, (2) presence of distinctive engineering features and associated properties, (3) structural integrity, and (4) setting. The highest probability for NRHP eligibility exists in the intact, longer segments, where multiple criteria coincide.

American Indian Religious Freedom Act of 1978

The American Indian Religious Freedom Act of 1978 (AIRFA) (42 U.S. Code Section 1996) pledges to protect and preserve the traditional religious rights of American Indians, Aleuts, Eskimos, and Native Hawaiians. It establishes a national policy that traditional Native American practices and beliefs, sites (and right of access to those sites), and the use of sacred objects shall be protected and preserved. If a place of religious importance to American Indians could be affected by a federal undertaking, AIRFA promotes consultation with Indian religious practitioners, which could be coordinated with Section 106 consultation. Amendments to Section 106 of the National Historic Preservation Act (NHPA) in 1992 strengthened the interface between AIRFA and the NHPA by clarifying that (1) properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization could be determined to be eligible for inclusion in the NRHP and (2) in carrying out its responsibilities under Section 106, a federal agency shall consult with any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to properties described under (1).

Native American Graves Protection and Repatriation Act of 1990

The intent of the Native American Graves Protection and Repatriation Act of 1990 (25 U.S. Code Section 3001) is to identify Native American affiliation or lineal descent and ensure the rightful disposition, or repatriation, of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony that are in federal possession or control. The regulations implementing the requirements of Native American Graves Protection and Repatriation Act relating to the inadvertent discovery of human remains and objects of cultural patrimony of Native American origin on federal or tribal lands are described in 43 CFR Section 10.4.

STATE

California Register of Historical Resources

All properties in California that are listed in or formally determined eligible for listing in the NRHP are also listed in the California Register of Historical Resources (CRHR). The CRHR is a listing of State of California resources that are significant in the context of California's history. It is a Statewide program with a scope and with criteria for inclusion similar to those used for the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

A historical resource must be significant at the local, state, or national level under one or more of the criteria defined in the California Code of Regulations Title 15, Chapter 11.5, Section 4850 to be included in the CRHR. The CRHR criteria are tied to CEQA because any resource that meets the criteria below is considered a significant historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria:

Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

Criterion 2. Is associated with the lives of persons important to local, California, or national history.

Criterion 3. Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.

Criterion 4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Similar to the NRHP, a historical resource must meet one of the above criteria and retain integrity to be listed in the CRHR. The CRHR uses the same seven aspects of integrity used by the NRHP.

California Environmental Quality Act

CEQA requires public agencies to consider the effects of their actions on "historical resources," "unique archaeological resources," and "tribal cultural resources." Pursuant to PRC Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether projects would have effects on unique archaeological resources. PRC Section 21084.2 establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment."

Historical Resources

"Historical resource" is a term with a defined statutory meaning (PRC Section 21084.1; State CEQA Guidelines Sections 15064.5[a] and [b]). Under State CEQA Guidelines Section 15064.5(a), historical resources include the following:

1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR (PRC Section 5024.1).

2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3) Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a

resource will be considered by the lead agency to be historically significant if the resource meets the criteria for listing in the CRHR (PRC Section 5024.1).

4) The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to PRC Section 5020.1[k]), or identified in a historical resources survey (meeting the criteria in PRC Section 5024.1[g]) does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

Unique Archaeological Resources

CEQA also requires lead agencies to consider whether projects will affect unique archaeological resources. PRC Section 21083.2(g) states that "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Tribal Cultural Resources

CEQA also requires lead agencies to consider whether projects will affect tribal cultural resources. PRC Section 21074 states:

a) "Tribal cultural resources" are either of the following:
    1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
        A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
        B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
    2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Public Resources Code Section 21080.3

AB 52, signed by the California Governor in September of 2014, established a new class of resources under CEQA: "tribal cultural resources," defined in PRC Section 21074. Pursuant to PRC Sections 21080.3.1, 21080.3.2, and 21082.3, lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation before the release of an EIR, negative declaration, or mitigated negative declaration.

PRC Section 21080.3.2 states:

> Within 14 days of determining that a project application is complete, or to undertake a project, the lead agency must provide formal notification, in writing, to the tribes that have requested notification of proposed projects in the lead agency's jurisdiction. If it wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. The lead agency must begin the consultation process with the tribes that have requested consultation within 30 days of receiving the request for consultation.

Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act (PRC Section 5097.9) applies to both State and private lands. The act requires, upon discovery of human remains, that construction or excavation activity cease and that the county coroner be notified. If the remains are those of a Native American, the coroner must notify the Native American Heritage Commission (NAHC), which notifies and has the authority to designate the most likely descendant of the deceased. The act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

Health and Safety Code Section 7050.5

Section 7050.5 of the Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If they are determined to be those of a Native American, the coroner must contact NAHC.

Public Resources Code Section 5097

PRC Section 5097 specifies the procedures to be followed if human remains are unexpectedly discovered on nonfederal land. The disposition of Native American burials falls within the jurisdiction of NAHC. Section 5097.5 of the code states:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

LOCAL

City of Fresno General Plan

The Historic and Cultural Resource Element (Chapter 8) of the City of Fresno's General Plan (City of Fresno 2014) contains the following objectives and policies regarding historic and cultural resources, including archaeological sites and places of significance to local Native American tribes:

- **Policy HCR-1-c: Historic Preservation Ordinance**. Maintain the provisions of the City's Historic Preservation Ordinance, as may be amended, and enforce the provisions as appropriate.
- **Policy HCR-2-c: Project Development.** Prior to project approval, continue to require a project site and its Area of Potential Effects (APE), without benefit of a prior historic survey, to be evaluated and reviewed for the potential for historic and/or cultural resources by a professional who meets the Secretary of Interior's Qualifications. Survey costs shall be the responsibility of the project developer. Council may, but is not required, to adopt an ordinance to implement this policy.
- **Policy HCR-2-d: Native American Sites.** Work with local Native American tribes to protect recorded and unrecorded cultural and sacred sites, as required by State law, and educate developers and the community-at-large about the connections between Native American history and the environmental features that characterize the local landscape.
- **Policy HCR-2-f: Archaeological Resources.** Consider State Office of Historic Preservation guidelines when establishing CEQA mitigation measures for archaeological resources.

City of Fresno Municipal Code

Historic Preservation Ordinance. The City of Fresno has also established a Historic Preservation Commission and a Local Register of Historic Resources per Fresno Municipal Code, Chapter 12, Article 16. The Ordinance is used to provide local levels of control over the historical aesthetics of cultural resources within the city, and to ensure that the potential impact to locally significant historical resources that may be the subject of redevelopment are given reasonable consideration. The purpose of the Ordinance is to:

> […] continue to preserve, promote and improve the historic resources and districts of the City of Fresno for educational, cultural, economic and general welfare of the public; to continue to protect and review changes to these resources and districts which have a distinctive character or a special historic, architectural, aesthetic or cultural value to this city, state and nation; to continue to safeguard the heritage of this city by preserving and regulating its historic buildings, structures, objects, sites and districts which reflect elements of the city's historic, cultural, social, economic, political and architectural history; to continue to preserve and enhance the environmental quality and safety of these landmarks and districts; to continue to establish, stabilize and improve property values and to foster economic development. (Article 16 Section 12-1602(a).)

3.4.2 Environmental Setting

REGIONAL PREHISTORY

The project site is located in the city of Fresno in California's Central Valley. The Central Valley region of California was one of the most densely populated areas in North America during prehistoric times. Early work conducted by Sacramento Junior College and the University of California, Berkeley in the first 40 years of the 20th Century within the region resulted in the development of the Central California Taxonomic System and a tripartite classification scheme (Early, Middle, and Late Periods). In 2007, this classification system was updated based the findings of studies since the 1940s and results based on new technologies such as Carbon 14 dating and obsidian hydration (NIC 2021:8). The resulting new classification system is briefly described below.

Paleo-Indian and Lower Archaic Period (11,500–5550 cal B.C.E.) sites are not well represented in the Central Valley. This is likely due to the fact that large segments of the Late Pleistocene landscape throughout the valley have been buried or removed by periodic episodes of deposition and erosion, in particular the formation of the Sacramento–San Joaquin Delta about 6,000 years ago. The archaeological evidence that is available for this early period is primarily defined by basally thinned, fluted projectile points found in sites located in and around Fresno and in Kern County on the ancient shoreline of Buena Vista Lake. These points are morphologically similar to well-dated Clovis points found elsewhere in North America.

Middle Archaic Period/Windmiller Pattern (5550–550 cal B.C.E.) sites are characterized by extended burials orientated to the west, specialized grave goods, baked clay balls, charmstones, and exotic lithic materials. Year-round settlements with seasonal forays into the foothills resulted in the acquisition of a varied subsistence resource base that was dominated by fish and acorn acquisition. However, archaeological evidence shows heavy exploitation of elk, deer, antelope, rabbits, waterfowl, and numerous additional floral and faunal species.

Upper Archaic Period/Berkeley Pattern (550 cal B.C.E. – 1100 cal. C.E.) artifact assemblages show a dramatic increase in the use of mortar and pestle groundstone technology, possibly related to an expanded reliance on acorns as a staple food resource. Flexed burials with various orientations are common, as well as specialized bone tools, numerous distinctive shell beads and ornaments, and stone tools unique to the period frequently occur on sites dated to this time.

Emergent Period/Augustine Pattern (1100 cal. C.E. – Historic Contact) cultural manifestations are distinguished by the presence of shaped mortars and pestles, the use of bow and arrow technology and the introduction of the harpoon, particularly during early phases of this period. Bone awls are common. There is an increased usage of shell for decorative items and as money for exchange. Ground stone technologies included mundane items such as handstones and pestles as well as more exotic times such as tubular pipes and charmstones. Mortuary practices can be highly variable; pre-interment pit burning, cremations, and flex burials are all associated with this period.

ETHNOGRAPHY

The project site is within the ethnographic territory of the Northern Valley Yokuts. The Northern Valley Yokuts primarily occupied the lands along the San Joaquin River, starting in the north at the Calaveras River and extending southward to the upper San Joaquin River, and from the crest of the Coast (Diablo) Range in the east to the Sierra Nevada foothills in the west.

The Northern Valley Yokuts diet was comprised of seasonally available resources obtained by hunting, fishing, and gathering. A wide variety of tools and implements were used by the Northern Valley Yokuts to collect, process, and cook their food. Fishing and hunting tools included harpoons, hooks, nets, bows and arrows, traps, and blinds, as well as tule rafts for navigating waterways. Sharpened digging sticks and woven tools such as seed beaters, burden baskets, and carrying nets were used to collect plant resources. Stone mortars and pestles, bedrock and portable mortars, possibly wooden mortars, stone knives, and scrapers. Various bone tools were used to process resources, including hides for clothing, bedding, and other related household items. Clay was used for cooking, waterproofing basketry, and net weights. Additional items, such as marine shell beads, basketry materials, chalk, and obsidian were obtained through trade. Northern Valley Yokuts constructed many types of shelters and storage facilities, including conical huts, shade structures, sweat house pits, and acorn granaries. The primary building materials used were willow and tule.

Today, the descendants of these first peoples live throughout the Fresno area, including on the Tule River Reservation near Porterville, Picayune Rancheria at Coarsegold in Madera County, Santa Rosa Rancheria in Kings County, and Table Mountain Rancheria near Friant in Fresno County (NIC 2021:12).

HISTORIC SETTING

Regional History

The Yokuts were the first residents of the area that would become the city of Fresno, followed by the Mexicans and the Americans. There were no missions in the San Joaquin Valley but there were small Mexican era settlements such as Pueblo de las Junta, located at the confluence of the San Joaquin River and the Fresno Slough. The Spanish and Mexican influence is indicated through place names such as "Fresno," which means "ash tree" and which was first applied to the Fresno River (City of Fresno 2014:8-4). Following the Gold Rush of 1849, miners were drawn to the southern gold fields, and cattle ranchers and dryland farmers moved into the area.

In 1870, the Central Pacific Railroad began its diagonal push down the San Joaquin Valley, reaching what is now Fresno in late April 1872. In that same year, the Contract and Finance Company, a subsidiary of the railroad, laid out the town of Fresno in a rigid "gridiron" plan. Fresno continued to grow slowly until extensive irrigation efforts, such as the 28-mile Enterprise Canal and Miller and Lux's 67-mile San Joaquin and Kings River Canal were established. Soon after, people from around the United States and from Europe came by rail to settle in the region, establishing agricultural colonies and livestock operations, as well as numerous individual family farms serviced by a lacework of canals, laterals, and irrigation ditches. As a result of this population boom, Fresno was incorporated as a city in 1885, and by 1890, had a population of over 10,000. By 1900, Fresno was the market center of what is now the richest farming region in the United States (City of Fresno 2014:8-5).

Fresno continued to grow following World War I, and in 1930, the city had a population of 52,513. While the Great Depression brought hardship to the city, it also resulted in the construction of a series of major civic buildings in the city, such as the complex of buildings at Fresno's Chandler Airfield/Fresno Municipal Airport built by the Works Progress Administration between 1936 and 1937 (City of Fresno 2014:8-5).

During and after World War II, a surge of returning servicemen and homeless transients arrived in the city, looking for agricultural work, creating a severe housing shortage. This led to the development of a series of suburban housing tracts and associated infrastructure outside of the city, including the Herndon–Kearney 230 kilovolt (kV) Transmission Line between 1943 and 1964 which brought power to agricultural, commercial, and residential to developments in the northwestern portion of the city (NIC 2021:18-19). The first major post-war subdivision completed was Mayfair, which included the first suburban shopping center. Manchester Center followed in 1955, with Fig Garden Village in 1956. Six

blocks of the Downtown were converted to a pedestrian mall in 1964, with a design by landscape architect Garrett Eckbo (City of Fresno 2014:8-6). However, like so many other cities across the country, the suburban flight of the 1960s eventually lead to the decline of the downtown area.

Today, Fresno is home to a diverse population, which includes descendants from the city's earliest pioneers and recently arrived immigrants. Although farming and ranching remain at the economic forefront, its place in the center of California has allowed it to also become a hub for industrial complexes and distribution centers, continuing the city's legacy as a major center of commerce in California.

Project Site and West Spruce Avenue History

The project site is located on the northwestern outskirts of Fresno, approximately 11 miles from downtown and one and a half miles south of the San Joaquin River just east of the former community of Herndon. Herndon started as a ferry crossing on the San Joaquin River called Sycamore Point, then became a steamship stop, and a railroad stop called Sycamore Station in 1872. Growth of the community slowed after that and today, Herndon is considered to be an unincorporated community of Fresno County (Hoover et al. 2002).

Located in in proximity to the San Joaquin River, the project site was subject to little development other than agricultural use and river access over the last 150 years. No development of the site is shown until 1946, when USGS 7.5-minute Herndon topographic map shows that the project site is under cultivation. By 1964, the topographic maps show that the Herndon–Kearney 230-kV Transmission Line bisects the northern portion of the project site and that the property is still in use agriculturally. No further development of the project site is shown on later topographic maps.

Aerial photographs do not start until 1962, but they indicate that the entire project site was in use as an orchard from at least 1962. The electrical transmission line is in place by that time as well. The orchard remained in place until sometime between 1998 and 2002, when it appears to have been removed (NIC 2021:12). Since 2002, the project site has continued to be regularly plowed for vegetation maintenance. No other development of the site is seen on later aerial photographs.

West Spruce Avenue was constructed between 1942 and 1947 to provide access onto and around the Fresno Municipal Golf Course, which is in place to its north. The road appears to be unpaved at that time. The golf course was established by three members of the Sunnyside Country Club in 1925 as the semi-private nine-hole Riverside Golf Club along the San Joaquin River. In 1938, the City of Fresno purchased the course, club house, and 40 additional acres for roughly $12,000. The City expanded the course to 18 holes. The improved course opened in 1939 as the Fresno Municipal Golf Course, and in 1963, its original Riverside name was returned (NIC 2022:14).

Project Site Geoarchaeology

Recent geoarchaeological research for California Department of Transportation District 6, which includes Fresno County, finds that the project area has low sensitivity for the presence of buried archaeological remains (NIC 2021:5). The project site is underlain by Middle-to-Late Pleistocene-aged (450 to 130 thousand years ago) alluvium of the Riverbank Formation (Qr^2) with soils of the Exeter Series found at the surface. Because this material formed long before the first human occupation of the area, it is very unlikely to contain or to have buried archaeological resources. The overlying soils of the Exeter Series are younger, dating to the Late Holocene (2,000 to 150 years ago) and so are generally more sensitive for buried cultural remains.

Site-specific variables, including age of the underlying landform, lack of archaeological sites within the general vicinity, minimal historical development, extent of past disturbance from agricultural activities, and negative survey results indicate low potential for the discovery of intact archaeological deposits, including buried archaeological deposits, materials, or features (NIC 2021:19).

PALEONTOLOGICAL RESOURCES

Paleontological resources are the remains or traces of prehistoric plant and animal life, exclusive of human remains or artifacts, and the geologic units that house them. Paleontological resources are useful in education in that they promote the understanding of the history of life and the diversity of the Earth's biota. Paleontological resources occur in geologic units (e.g., formations or members). The probability of finding significant fossils at a given location can be estimated based on previous records of fossils recovered from the geologic units present in and/or adjacent to it. The geological setting and the number of known fossil localities help to estimate a location's paleontological sensitivity as defined by CEQA.

The Riverbank Formation is well represented by important paleontological remains elsewhere in California, though only one fossil locality is on record for the formation in Fresno County. The locality is near the Laguna Seca Ranch approximately 50 miles west of the project area, and produced a single tibia from an extinct Rancholabrean-aged horse (*Equus* sp.). However, it should also be kept in mind that unlike archaeological sites, which are narrowly defined, paleontological sites are defined by the entire areal and stratigraphic extent of their respective geologic unit or formation. This means that once a significant fossil locality is identified, no matter how small, the entire geologic unit containing it is treated as a paleontological site, even if that unit extends over multiple counties or states. The paleontological sensitivity of a geologic unit is thus described and analyzed in the broadest possible terms. A more reliable estimation of the actual paleontological resource potential of any given location is often gained from records of significant fossil discoveries made in close proximity to it and from direct field inspection of the location concerned.

None of the fossil localities on record for Fresno County, including the Laguna Seca Ranch locality, have been mapped within the project area. As no unique geologic features, fossil-bearing strata, or paleontological sites have been recorded within or near the project area, the paleontological resource sensitivity of the project area is estimated to be low (NIC 2021).

RECORDS SEARCHES, SURVEYS, AND CONSULTATION

Two record searches by the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System were conducted to determine whether historic built environment resources or archaeological sites have been previously recorded within project site. The record searches also provided information concerning the extent to which each location has been previously surveyed, and the number and type of cultural resources within a 0.25-mile radius of the project site. The results of the SSJVIC search were returned on September 13, 2021, and December 20, 2021, respectively. The portion of West Spruce Avenue to be extended was covered in the September 13, 2021, results. The SSJVIC searches included a search of available archaeological and historical records as well as the following sources:

- National Register of Historic Places: listed properties,
- CRHR: listed resources,
- Historic Property Data File for Fresno County,
- Archaeological Determinations of Eligibility,
- Built Environment Resources Directory,
- California Inventory of Historical Resources,
- California Historical Landmarks,
- California Points of Historical Interest,
- Historical GLO land plat maps, and
- Historical USGS topographic maps and aerial imagery.

The SSJVIC records search results for the project site, which includes the location of the extension for West Spruce Avenue, indicated that no prior cultural resource studies have been completed at these locations, though eight

studies have been completed within the 0.25-mile records search radius. The results also indicated that no built environment features or archaeological sites have been previously recorded within the project site, and that three built environment features have been recorded within the 0.25-mile search radius. The previously recorded built environment features within the 0.25-mile records search radius included two transmission lines and a ditch. No archaeological sites have been previously recorded within the project site or within a 0.25-mile radius.

An intensive pedestrian survey of the entire project site was conducted on September 24, 2021, and of the location for the extension of West Spruce Avenue on June 20, 2022. All portions of each property were surveyed intensively using transects spaced no greater than 15 meters apart. Ground visibility within the project site was excellent at 75-100 percent due to recent plowing and vegetation maintenance. The slope was nearly level. Ground disturbances (e.g., animal burrows, drainages, dirt roads) and geologic outcrops were visually inspected. An unrecorded segment of a previously recorded linear resource, electrical transmission line P-10-006130, was identified and recorded during the field survey in September of 2021. In June 2022, a segment of West Spruce Avenue (NIC-2022-Costco 01) was identified, recorded, and evaluated. No additional historic resources 50 years or older were identified within the project site, and no archaeological sites were identified. No paleontological resources or unique geologic units were noted.

Historic Features

P-10-006130

P-10-006130 is the Herndon-Kearney 230-kV Transmission Line. It carries electricity between the Herndon and Kearney Substations, providing power to agricultural, commercial, and residential developments in northwestern Fresno. The transmission line was constructed between 1943 and 1969. A previously unrecorded 907-foot-long segment of this approximately 11-mile-long line was recorded within the project site as a result of the cultural resources investigation for the project. P-10-006130 as a whole was determined not eligible for listing in the NRHP by the State Historic Preservation Officer in 2011. Research conducted for the project also finds that P-10-006130 also does not represent a historical resource for the purposes of CEQA.

While the transmission line is potentially under Criterion 1 for its association with the development of electrical infrastructure in Fresno, it does not retain sufficient integrity to convey that significance. The resource has lost its integrity of design, workmanship, and materials following extensive past upgrades and alterations, as well as its integrity of setting and feeling due to the dramatic transformation of the surrounding area from a mostly agricultural to a residential and commercial environment (NIC 2021:18-19). P-10-006130 also does not have any direct associations with any individuals significant to history (Criterion 2); has been significantly altered as noted above and is without noteworthy architectural qualities (Criterion 3); and is not likely to yield any additional important information about our history (Criterion 4).

NIC-2022-Costco-01, West Spruce Avenue Segment

This resource is a 1,580-foot segment of West Spruce Avenue between North Riverside Drive and North Sandrini Avenue. Historical sources indicate that the portion of the road extending eastward from its intersection with North Riverside Drive to its intersection with Strother Avenue was first constructed between 1942 and 1947. It provided access onto and around the Riverside Golf Course (then the Fresno Municipal Golf Course), though the alignment appears to have been slightly different. By 1964 it follows its current path. The portion between Strother Avenue and North Sandrini Avenue was completed between 2007 and 2009. West of Strother Avenue the road is roughly 10 feet wide, and to its east is 70 feet wide. Asphalt is severely decayed along the western portion.

The segment of West Spruce Avenue within the project area is part historic and part modern. It does not appear to be directly associated with any events (Criterion 1) or people (Criterion 2) significant in local, regional, or national history. While the western portion was constructed in the mid-20th century to facilitate travel around the Riverside Golf Course, it was one of dozens of roads in place in the area by that time and has since been largely abandoned. The eastern portion was constructed in the 21st century and so is not historic. The road segment does not appear to have had primary importance in either historic or modern times. In addition, the road is of a type that is ubiquitous in construction, materials, and engineering throughout the region, and so does not appear to be eligible for CRHR listing under Criterion 3. Its information value is captured in existing documentation, including historical aerial

photographs, maps, and plans, as well as in the formal recordation of the resource completed as part of this assessment for the project. For these reasons, the resource does not appear to be significant under any CRHR criteria and is recommended as not eligible for listing in the CRHR. As such, NIC-2022-Costco-01 neither constitutes an historical resource as defined under CEQA Section 15064.5, nor a unique archaeological resource as defined under CEQA Section 21083.2(g).

Tribal Cultural Resources

NAHC Search

A search of the NAHC Scared Lands File was conducted on October 7, 2021. The results were negative for Native American cultural resources in the proposed project site or its immediate vicinity, including the portion of West Spruce Avenue to be expanded.

Native American Consultation

Pursuant to AB 52, the following tribes have requested project notification by the City:

- Roger Ledger, Chairperson, Dumna Wo Wah Tribal Government;
- John Ledger, Dumna Wo Wah Tribal Government;
- Eric S. Smith, Dumna Wo Wah Tribal Government; and
- Bob Pennell, Cultural Resources Director, Table Mountain Rancheria of California.

The City mailed notification letters concerning development of the project site to these tribal representatives on October 11, 2021. A response from Robert Pennell of the Table Mountain Rancheria of California was received on October 19, 2021, indicating that the project site lies within an area of tribal interest. Mr. Pennell then requested copies of the result of any cultural records and technical studies prepared for the project, which were provided.

No other tribes have formally responded to either notification, and none have requested consultation under AB 52.

3.4.3 Impacts and Mitigation Measures

METHODOLOGY

The impact analysis for archaeological and historical resources is based on the findings and recommendations of the *Cultural and Paleontological Resources Assessment for the Costco Commercial Center Development Project in the City of Fresno, Fresno County, California* (NIC 2021 and 2022). The analysis is also informed by the provisions and requirements of federal, state, and local laws and regulations that apply to cultural resources.

PRC Section 21083.2(g) defines a "unique archaeological resource" as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following CRHR-related criteria: (1) that it contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; (2) that it as a special and particular quality, such as being the oldest of its type or the best available example of its type; or (3) that it is directly associated with a scientifically recognized important prehistoric or historic event or person. An impact on a resource that is not unique is not a significant environmental impact under CEQA (State CEQA Guidelines Section 15064.5[c][4]). If an archaeological resource qualifies as a resource under CRHR criteria, then the resource is treated as a unique archaeological resource for the purposes of CEQA.

PRC Section 21074 defines "tribal cultural resources" as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are listed or determined eligible for listing in the CRHR, listed in a local register of historical resources, or otherwise determined by the lead agency to be a tribal cultural resource.

For the purposes of the impact discussion, "historical resource" is used to describe built-environment historic-period resources. Archaeological resources (both prehistoric and historic-period sites), which may qualify as "historical resources" pursuant to CEQA, are analyzed separately as unique archaeological resources as defined by PRC 21083.2(g).

THRESHOLDS OF SIGNIFICANCE

An impact on cultural resources would be significant if implementation of the project would:

- cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the State CEQA Guidelines;
- cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the State CEQA Guidelines;
- cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe that is also:
  - listed or eligible for listing in the CRHR or in the local register of historical resources as defined in PRC Section 5020.1(k), or
  - a resource determined by the lead agency in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC 5024.1(c). In applying the criteria set forth in PRC 5024.1(c), the lead agency shall consider the significance of the resource to ta Native American tribe;
- disturb any human remains, including those interred outside of formal cemeteries; or
- directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

TOPICS NOT DISCUSSED FURTHER

Significance of Historical Resources pursuant to Section 15064.5 of the State CEQA Guidelines

As described above, two historic features were identified on the project site. This feature, P-10-006310 was previously determined not eligible for listing in the NRHP by the State Historic Preservation Officer and the results of the study for the project find that it is also not eligible for listing in the CRHR (NIC 2021:18-19). Investigation conducted for the project determined that NIC-2022-Costco-1 was not eligible for listing in the CRHR. As a result, neither are considered historical resources for the purposes of CEQA. Therefore, project construction and operation would have no impact on historical resources per Section 15064.5 of the State CEQA Guidelines and no further analysis is required by CEQA.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.4-1: Cause a Substantial Adverse Change in the Significance of Archaeological Resources

Although no known archaeological resources have been identified on the project site, project-related ground-disturbing activities may result in the discovery of or damage to yet undiscovered archaeological resources as defined in State CEQA Guidelines Section 15064.5. This impact would be reduced to a **less-than-significant level with implementation of mitigation measures**. Specifically, Mitigation Measures 3.4-1a and 3.4-1b would minimize impacts by requiring that a worker environmental awareness program be prepared and provided to all construction personnel and supervisors who would have the potential to encounter and alter archaeological resources. These measures would also require construction to halt if potential archaeological resources are discovered, coordination with Native American groups (if applicable), implementation of preservation options (including data recovery, mapping, capping, or avoidance), and proper curation if significant artifacts are recovered.

As indicated through the results of the SSJVIC records search and pedestrian survey, no known prehistoric or historic-era archaeological sites are present on the project site or within a 0.25-mile radius.

Geological analysis finds that the project site is underlain by Middle-to-Late Pleistocene-aged (450 to 130 thousand years ago) alluvium of the Riverbank Formation (Qr^2) with soils of the Exeter Series found at the surface. Given several site-specific variables—including age of the underlying landform, lack of archaeological sites within the general vicinity, minimal historical development, extent of past disturbance from agricultural activities, and negative survey results—the potential for the discovery of intact archaeological deposits, including buried archaeological deposits, materials, or features at the project site, is estimated to be low (NIC 2021:19).

Regardless, implementation of the project as described in Chapter 2, "Project Description," would involve preconstruction (such as utility discovery 'potholing' and vegetation clearing)- and construction-related ground-disturbing activities, including grading, that may result in the discovery of and/or damage or destruction of unrecorded archaeological sites and materials at the project site. Such actions would result in a substantial adverse change to the significance of the resource. This impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.4-1a: Develop and Implement a Worker Environmental Awareness Program

The applicant shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeologists to prepare a worker environmental awareness program. The program shall be provided to all construction personnel and supervisors who will have the potential to encounter and alter archaeological resources. A copy of the worker environmental awareness program shall be provided to the City's Planning Division before construction activities begin. The topics to be addressed in the worker environmental awareness program will include, at a minimum:

- types of cultural resources expected on the project site;
- types of evidence that indicates cultural resources might be present (e.g., glass shards, lithic scatters);
- what to do if a worker encounters a possible resource;
- what to do if a worker encounters animal bones or possible human bones; and
- repercussions for removing or intentionally disturbing archaeological resources.

Mitigation Measure 3.4-1b: Retain an Archaeological Monitor and Native American Monitor, and Halt Ground-Disturbing Activity upon Discovery of Subsurface Archaeological Features or Tribal Cultural Resources

In the event that any historic-era subsurface archaeological features or deposits (e.g., glass, metal, and/or ceramic refuse scatters), or prehistoric subsurface archaeological features or deposits (e.g., locally darkened soil ("midden"), stone tool chipping debris, bones, shell beads, or concentrated charcoal layers), are discovered during construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the City shall be notified. The applicant will then retain the services of a qualified professional archaeologist to assess the significance of the find. Specifically, the archaeologist shall determine whether the find qualifies as an historical resource, a unique archaeological resource, or tribal artifacts. If the find does fall within one of these three categories, the qualified archaeologist shall then make recommendations to the City regarding appropriate procedures that should be used to protect the integrity of the resource and to ensure that no additional resources are affected. Procedures could include preservation in place, archival research, subsurface testing, and/or data recovery, with preservation in place being the preferred option if feasible. If the find is a tribal artifact, the City shall provide a reasonable opportunity for input from a Native American tribal representative affiliated with the location of the discovery; affiliation shall be determined by the City, in consultation with the qualified archaeologist, based on the City's AB 52 list or the contact list provided by the NAHC. If responsive, the tribal representative will then determine whether the artifact is considered a tribal cultural resource, as defined by PRC Section 21074. The applicant, in consultation with the City and Tribe, shall implement the recommended preservation options (which may include preservation in place, data

recovery, mapping, capping, or avoidance), and proper curation of significant artifacts, if it determines that the measures are feasible in light of project design, logistics, and cost considerations.

Significance after Mitigation

Implementation of Mitigation Measures 3.4-1a and 3.4-1b would reduce this impact to a level that would be **less than significant with implementation of mitigation measures** by requiring that a worker environmental awareness program be prepared and provided to all construction personnel and supervisors who will have the potential to encounter and alter archaeological resources. The mitigation would also require construction to halt if potential archaeological resources are discovered, coordination with Native American groups (if applicable), implementation of preservation options (including data recovery, mapping, capping, or avoidance), and proper curation if significant artifacts are recovered. This mitigation would also be consistent with Objective HCR-1, Policy HCR-1-c, Objective HCR-2, Policy HCR-2-b, Policy HCR-2-c, and HCR-2-d of the City of Fresno General Plan and the Historic Preservation Ordinance.

Impact 3.4-2: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

Tribal consultation has not resulted in the identification of tribal cultural resources on the project site. Despite this, excavation activities associated with project construction may disturb or destroy previously undiscovered significant subsurface tribal cultural resources. Impacts related to tribal cultural resources would be reduced to **less than significant with implementation of mitigation measures** by requiring that a worker environmental awareness program be prepared and provided to all construction personnel and supervisors who will have the potential to encounter and alter cultural resources; and requiring construction to halt if potential archaeological resources are discovered, coordination with Native American groups (if applicable), implementation of preservation options (including preservation in place, data recovery, mapping, capping, or avoidance), and proper curation if significant artifacts are recovered.

Implementation of the project would involve construction and excavation activities associated with relocation of the Costco facility. As discussed above in Section 3.4.2, "Environmental Setting," tribal consultation did not result in the identification of tribal cultural resources on the project site. Tribal consultation was initiated on October 11, 2021. Only one response was received from Robert Pennell of the Table Mountain Rancheria of California. Mr. Pennell only requested additional information; he did not identify the presence of any Tribal Cultural Resources. No further responses have been received to date and no tribal cultural resources have been identified on the project site as a result of the tribal consultation. Despite this, excavation activities associated with project construction may disturb or destroy previously undiscovered significant subsurface tribal cultural resources. This impact is **potentially significant**.

Mitigation Measures

Implement Mitigation Measures 3.4-1a and 3.4-1b.

Significance after Mitigation

Impacts related to unknown tribal cultural resources would be reduced to **less than significant with implementation of mitigation measures** by requiring that a worker environmental awareness program be prepared and provided to all construction personnel and supervisors who will have the potential to encounter and alter archaeological resources; The mitigation would also require construction to halt if potential archaeological resources are discovered, coordination with Native American groups (if applicable), implementation of preservation options (including preservation in place, data recovery, mapping, capping, or avoidance), and proper curation if significant artifacts are recovered.

Impact 3.4-3: Disturb Human Remains

Based on documentary research, no evidence suggests that any prehistoric or historic-period marked or un-marked human interments are present within or in the immediate vicinity of the project site. However, ground-disturbing preconstruction and construction activities could uncover previously unknown human remains. Compliance with California Health and Safety Code Section 7050.5 and PRC Section 5097 would make this impact **less than significant**.

Based on documentary research, no evidence suggests that any prehistoric or historic-period marked or un-marked human interments are present within or in the immediate vicinity of the project site. However, the grave sites and Native American remains can occur outside of identified cemeteries or burial sites. Therefore, there is a possibility that unmarked, previously unknown Native American or other graves could be present within the project site and could be uncovered by project-related construction activities.

California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Section 7050.5 and PRC Section 5097. These statutes require that, if human remains are discovered, potentially damaging ground-disturbing activities in the area of the remains and a 50-foot radius shall be halted immediately, and the appropriate County Coroner shall be notified immediately. If the remains are determined by the coroner to be Native American, NAHC shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the NAHC-designated Most Likely Descendant, and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments, if present, are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.94.

Compliance with California Health and Safety Code Section 7050.5 and PRC Section 5097 would provide an opportunity to avoid or minimize the disturbance of human remains, and to appropriately treat any remains that are discovered. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.4-4: Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature

Although no known paleontological resources have been identified on the project site, project-related ground-disturbing activities may result in the discovery of or damage to yet undiscovered resources. This impact would be reduced to a **less-than-significant level with implementation of mitigation measures**. Specifically, Mitigation Measure 3.4-4 would minimize impacts by requiring the project applicant to immediately halt operations if paleontological resources are discovered during earthmoving activities.

Recent geologic maps indicate that the project area is underlain by Middle-to-Late Pleistocene (450 to 130 thousand years ago) alluvium of the Riverbank Formation (Qr^2). The Riverbank Formation is well represented by important paleontological remains elsewhere in California, though only one fossil locality is on record for the formation in Fresno County. The locality is near the Laguna Seca Ranch approximately 50 miles west of the project area and produced a single tibia from an extinct Rancholabrean-aged horse (NIC 2021).

None of the fossil localities on record for Fresno County, including the Laguna Seca Ranch locality, have been mapped within the project area. As no unique geologic features, fossil-bearing strata, or paleontological sites have been recorded within or near the project area, the paleontological resource sensitivity of the project area is estimated to be low. Nevertheless, given the general sensitivity of the Riverbank Formation for vertebrate fossils, a field survey was completed that included inspection for geologic outcrops that may contain paleontological resources (NIC 2021).

As no unique geologic features, fossil-bearing strata, or paleontological sites have been recorded within or near the project area, and no paleontological resources of any kind were observed within the project area during the field survey undertaken as part of this assessment, the paleontological resource sensitivity of the project area is estimated to be low (NIC 2021). Nonetheless, there is a low potential that ground-disturbing activities could result in discovery of paleontological resources, which could lead to destruction of the resource. This impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.4-4: Halt Ground-Disturbing Activity upon Discovery of Subsurface Paleontological Resources

If paleontological resources are discovered during earthmoving activities, the project applicant shall immediately halt operations within 30 feet of the find and notify the City. If the find is determined to be significant, it shall be salvaged by a qualified paleontologist retained by the project applicant following the standards of the SVP (2010) and curated at a certified repository such as the University of California Museum of Paleontology.

Significance after Mitigation

The potential for the project to result in the direct or indirect destruction of unique paleontological resources is low; however, the potential cannot be dismissed. With implementation of Mitigation Measure 3.4-4, which sets forth standard treatment measures to limit destruction of unique paleontological resources, the effect of the project on yet undiscovered paleontological resources would be effectively reduced. This impact would be **less than significant with mitigation**.

3.5 BIOLOGICAL RESOURCES

This section addresses biological resources known or with potential to occur on or near the project site and describes potential effects of implementation of the project on those resources.

In response to the notice of preparation for the project EIR, comment letters were received from several members of the public; however, no comments pertaining to biological resources were received. Refer to Appendix A.

3.5.1 Regulatory Setting

FEDERAL

Federal Endangered Species Act

Pursuant to the federal Endangered Species Act (ESA) (16 U.S.C. Section 1531 et seq.), the U.S. Fish and Wildlife Service (USFWS) regulates the taking of species listed in the ESA as threatened or endangered. In general, persons subject to ESA (including private parties) are prohibited from "taking" endangered or threatened fish and wildlife species on private property, and from "taking" endangered or threatened plants in areas under federal jurisdiction or in violation of state law. Under Section 9 of the ESA, the definition of "take" is to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." USFWS has also interpreted the definition of "harm" to include significant habitat modification that could result in take.

Section 10 of the ESA applies if a non-federal agency is the lead agency for an action that results in take and no other federal agencies are involved in permitting the action. Section 7 of the ESA applies if a federal discretionary action is required (e.g., a federal agency must issue a permit), in which case the involved federal agency consults with USFWS.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA), first enacted in 1918, provides for protection of international migratory birds and authorizes the Secretary of the Interior to regulate the taking of migratory birds. The MBTA provides that it will be unlawful, except as permitted by regulations, to pursue, take, or kill any migratory bird, or any part, nest, or egg of any such bird. Under the MBTA, "take" is defined as "to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or any attempt to carry out these activities." A take does not include habitat destruction or alteration if there is not a direct taking of birds, nests, eggs, or parts thereof. The current list of species protected by the MBTA can be found in Title 50 of the Code of Federal Regulations (CFR), Section 10.13 (50 CFR 10.13). The list includes nearly all birds native to the United States.

STATE

California Endangered Species Act

Pursuant to the California Endangered Species Act (CESA), a permit from California Department of Fish and Wildlife (CDFW) is required for projects that could result in the "take" of a plant or animal species that is listed by the state as threatened or endangered. Under CESA, "take" is defined as an activity that would directly or indirectly kill an individual of a species. Authorization for take of state-listed species can be obtained through a California Fish and Game Code Section 2081 incidental take permit.

Native Plant Protection Act

The Native Plant Protection Act (NPPA) (California Fish and Game Code Section 1900 et seq.) allows the California Fish and Game Commission to designate plants as rare or endangered. Sixty-four species, subspecies, and varieties of plants are protected as rare under the NPPA. The act prohibits take of endangered or rare native plants but includes exceptions for agricultural and nursery operations; for emergencies; and, after proper notification of CDFW, for vegetation removal from canals, roads, and other building sites, changes in land use, and other situations.

California Fish and Game Code Sections 3503 and 3503.5—Protection of Bird Nests and Raptors

Section 3503 of the Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 of the California Fish and Game Code states that it is unlawful to take, possess, or destroy any raptors (i.e., species in the orders *Falconiformes* and *Strigiformes*), including their nests or eggs. Typical violations include destruction of active nests as a result of tree removal or disturbance caused by project construction or other activities that cause the adults to abandon the nest, resulting in loss of eggs and/or young.

Fully Protected Species under the California Fish and Game Code

Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code prohibit take of fully protected birds, mammals, reptiles and amphibians, and fish. Species listed under these statutes may not be taken or possessed at any time and no incidental take permits can be issued for these species except for scientific research purposes, for relocation to protect livestock, or as part of a natural community conservation plan (NCCP).

LOCAL

City of Fresno Municipal Code – Tree Preservation

The City of Fresno Municipal Code includes an ordinance regarding tree preservation (Section 13-305) that requires property owners to obtain a permit to remove or maintain street trees (i.e., any tree planted, or caused to be planted, by the City within the street right-of-way, parkway, or any landscape or public tree easement). Removed trees will be replaced by the applicant through replanting, or by the City through collection of permit fees. Section 15-2308 of the City of Fresno Municipal Code states that removal of eucalyptus trees does not require approval of a tree removal permit.

3.5.2 Environmental Setting

The project site consists of an undeveloped parcel in the northwestern portion of the city of Fresno, approximately 0.35 mile south of the San Joaquin River. The site is surrounded by the Riverside Golf Course to the north; residential development to the west; industrial and residential development to the east; and West Herndon Avenue, commercial development, some undeveloped parcels, and the Rio Vista Middle School to the south. There is a large transmission tower in the northwest corner of the project site. No raptor nests were observed on this tower; however, several owl pellets (likely attributed to a barn owl [*Tyto alba*] or great horned owl [*Bubo virginianus*]) and California ground squirrel (*Otospermophilus beecheyi*) bones were observed under the tower during the reconnaissance-level survey on November 1, 2021, indicating that owls and likely other raptors use the tower as a roost site. California ground squirrel burrows are present throughout the project site and several squirrels were observed during the reconnaissance-level surveys on November 1, 2021, and June 20, 2022. There is a mound of soil directly adjacent to the northern boundary of the project site with many California ground squirrel burrows.

VEGETATION

Habitat within the project site is comprised entirely of regularly disced field with sparse cover of ruderal grassland vegetation. Most of the site does not contain vegetation. Where it occurs, vegetation consists of predominately nonnative grasses as well as native forbs, including Jimsonweed (*Datura wrightii*) and narrow leaf milkweed (*Asclepias fascicularis*). Several large blue gum (*Eucalyptus globulus*) trees are present adjacent to the project site to the north and northeast, including a windrow along the southern boundary of the Riverside Golf Course. These trees are located adjacent to the project site where Spruce Avenue would be extended east of the site. The project site and adjacent rights-of-way do not contain any aquatic habitat (e.g., streams, wetlands), riparian habitat, sensitive natural communities, or other sensitive habitats.

SENSITIVE BIOLOGICAL RESOURCES

Special-Status Species

Special-status species are defined as species that are legally protected or that are otherwise considered sensitive by federal, state, or local resource agencies. Special-status species are species, subspecies, or varieties that fall into one or more of the following categories, regardless of their legal or protection status:

- officially listed by California under CESA or the federal government under ESA as endangered, threatened, or rare;
- a candidate for state or federal listing as endangered or threatened under CESA or ESA;
- taxa (i.e., taxonomic category or group) that meet the criteria for listing, even if not currently included on any list, as described in Section 15380 of the State CEQA Guidelines;
- species identified by CDFW as species of special concern;
- species listed as fully protected under the California Fish and Game Code;
- species afforded protection under local planning documents; and
- plant taxa considered by the CDFW to be "rare, threatened, or endangered in California" and assigned a California Rare Plant Rank (CRPR) of 1, or 2. The CDFW system includes rarity and endangerment ranks for categorizing plant species of concern, and ranks 1 and 2 are summarized as follows:
  - CRPR 1A - Plants presumed to be extinct in California;
  - CRPR 1B - Plants that are rare, threatened, or endangered in California and elsewhere;
  - CRPR 2A - Plants presumed to be extinct in California but common elsewhere;
  - CRPR 2B - Plants that are rare, threatened, or endangered in California but more common elsewhere.

All plants with a CRPR are considered "special plants" by CDFW. The term "special plants" is a broad term used by CDFW to refer to all of the plant taxa inventoried in CDFW's California Natural Diversity Database (CNDDB), regardless of their legal or protection status. Plants ranked as CRPR 1A, 1B, 2A, or 2B typically qualify as endangered, rare, or threatened species within the definition of CEQA Guidelines Section 15380. CDFW recommends that potential impacts on CRPR 1 and 2 species be evaluated in CEQA documents. CRPR 3 (review list) and 4 (watch list) species may meet the definition of endangered, rare, or threatened pursuant to CEQA Guidelines Section 15380 and/or Section 15125(c). These species should be evaluated by the lead agency on a case-by-case basis to determine their local rarity.

The term "California species of special concern" is applied by CDFW to animals not listed under ESA or CESA, but that are declining at a rate that could result in listing, or that historically occurred in low numbers and known threats to their persistence currently exist. CDFW's fully protected status was California's first attempt to identify and protect animals that were rare or facing extinction. Most species listed as fully protected were eventually listed as threatened or endangered under CESA; however, some species remain listed as fully protected but do not have simultaneous listing under CESA. Fully protected species may not be taken or possessed at any time and no take permits can be issued for these species except for scientific research purposes, for relocation to protect livestock, or as part of an NCCP.

Of the 21 special-status plant species that are known to occur within the nine U.S. Geological Survey (USGS) 7.5-minute quadrangles including and surrounding the project site, none were determined to have potential to occur on the site and adjacent rights-of-way due to the lack of habitat potentially suitable for the species (CNDDB 2021; CNPS 2021; Table 3.5-1). Of the 28 special-status wildlife species that could occur within the nine USGS quadrangles, three species were determined to have potential to occur on the project site and adjacent rights-of-way based on the presence of habitat potentially suitable for these species (CNDDB 2021, Table 3.5-2). Tables 3.5-1 and 3.5-2 describe the species' regulatory status, habitat, and potential for occurrence on the project site and adjacent rights-of-way.

Table 3.5-1 Special-Status Plant Species Known to Occur in the Vicinity of the Project Site and Their Potential for Occurrence on the Site

Species	Listing Status[1] Federal	Listing Status[1] State	CRPR	Habitat	Potential for Occurrence
Heartscale *Atriplex cordulata* var. *cordulata*	–	–	1B.2	Alkaline flats and scalds in the Central Valley. Sandy soils. 10–900 feet in elevation. Blooms April–October.	Not expected to occur. The project site does not contain alkaline flats or scalds.
Lesser saltscale *Atriplex minuscula*	–	–	1B.1	In alkali sink, shadscale scrub, and grassland in sandy, alkaline soils. 0–740 feet in elevation. Blooms May–October.	Not expected occur. While the project site contains grassland and moderately alkaline soil, this species is typically associated with alkali sink habitat that is seasonally flooded, which is not present on the project site.
Hoover's calycadenia *Calycadenia hooveri*	–	–	1B.3	On exposed, rocky, barren soil. 230–855 feet in elevation. Blooms July–September.	Not expected to occur. The project site does not contain rocky soil.
Succulent owl's-clover *Castilleja campestris* var. *succulenta*	FT	SE	1B.2	Vernal pools, often in acidic soils. 65–2,315 feet in elevation. Blooms April–May.	Not expected to occur. The project site does not contain vernal pool or wetland habitat.
California jewelflower *Caulanthus californicus*	FE	SE	1B.1	Sandy soils. 210–6,100 feet in elevation. Blooms February–May.	Not expected to occur. The project site is outside of the current known range of this species.
Palmate-bracted salty bird's-beak *Chloropyron palmatum*	FE	SE	1B.1	Saline-alkaline soils in seasonally flooded lowland plains and basins. Usually on Pescadero silty clay which is alkaline. Less than 500 feet in elevation. Blooms May–October.	Not expected to occur. The project site does not contain seasonally flooded alkaline-saline soils or Pescadero silty clay soil.
Recurved larkspur *Delphinium recurvatum*	–	–	1B.2	On alkaline soils; often in valley saltbush or valley chenopod scrub. 10–2,595 feet in elevation. Blooms March–June.	Not expected to occur. The project site does not contain saltbush or chenopod scrub habitat.
Dwarf downingia *Downingia pusilla*	–	–	2B.2	Vernal lake and pool margins with a variety of associates. In several types of vernal pools. 3–1610 feet in elevation. Blooms March–May.	Not expected to occur. The project site does not contain vernal pool or wetland habitat.
Spiny-sepaled button-celery *Eryngium spinosepalum*	–	–	1B.2	Some sites on clay soil of granitic origin; vernal pools, within grassland. 260–840 feet in elevation. Blooms April–June.	Not expected to occur. The project site does not contain vernal pool or wetland habitat.
California satintail *Imperata brevifolia*	–	–	2B.1	Mesic sites, alkali seeps, riparian areas. 10–4,905 feet in elevation. Blooms September–May.	Not expected to occur. The project site does not contain mesic sites, seeps, or riparian habitat.
Alkali-sink goldfields *Lasthenia chrysantha*	–	–	1B.1	Vernal pools. Alkaline soils. 0–655 feet in elevation. Blooms February–June.	Not expected to occur. The project site does not contain vernal pool or wetland habitat.
Munz's tidy-tips *Layia munzii*	–	–	1B.2	Hillsides, in white-gray alkaline clay soils, w/grasses and chenopod scrub associates. 490–2,300 feet in elevation. Blooms March–April.	Not expected to occur. The project site does not contain hillsides or chenopod scrub habitat.

Species	Listing Status[1] Federal	Listing Status[1] State	CRPR	Habitat	Potential for Occurrence
Madera leptosiphon *Leptosiphon serrulatus*	–	–	1B.2	Dry slopes; often on decomposed granite in woodland. 985–4,265 feet in elevation. Blooms April–May.	Not expected to occur. The project site does not contain woodland habitat or decomposed granite soils.
Pincushion navarretia *Navarretia myersii* ssp. *myersii*	–	–	1B.1	Vernal pools and wetlands. Clay soils within non-native grassland. 150–330 feet in elevation. Blooms April–May.	Not expected to occur. The project site does not contain vernal pool or wetland habitat.
San Joaquin Valley Orcutt grass *Orcuttia inaequalis*	FT	SE	1B.1	Vernal pools, wetland. 30–2,480 feet in elevation. Blooms April–September.	Not expected to occur. The project site does not contain vernal pool or wetland habitat.
Hairy Orcutt grass *Orcuttia pilosa*	FE	SE	1B.1	Vernal pools, wetland. 145–660 feet in elevation. Blooms May–September.	Not expected to occur. The project site does not contain vernal pool or wetland habitat.
Hartweg's golden sunburst *Pseudobahia bahiifolia*	FE	SE	1B.1	Clay soils, often acidic. Predominantly on the northern slopes of knolls, but also along shady creeks or near vernal pools. 195–560 feet in elevation. Blooms March–April.	Not expected to occur. The project site does not contain acidic soils, or knolls, vernal pool, wetland, or creek habitat.
California alkali grass *Puccinellia simplex*	–	–	1B.2	Alkaline, vernally mesic. Sinks, flats, and lake margins. 3–3,005 feet in elevation. Blooms March–May.	Not expected to occur. The project site does not contain vernally mesic habitat.
Sanford's arrowhead *Sagittaria sanfordii*	–	–	1B.2	In standing or slow-moving freshwater ponds, marshes, and ditches. 0–2,135 feet in elevation. Blooms May–October.	Not expected to occur. The project site does not contain pond, marsh, or ditch habitat.
Caper-fruited tropidocarpum *Tropidocarpum capparideum*	–	–	1B.1	Valley and foothill grassland. Alkaline clay. 0–1,180 feet in elevation. Blooms March–April.	Not expected to occur. The project site is outside of the current known range of this species.
Greene's tuctoria *Tuctoria greenei*	FE	SR	1B.1	Vernal pools in open grasslands. 80–4,350 feet in elevation. Blooms May–July.	Not expected to occur. The project site does not contain vernal pool or wetland habitat.

Notes: CRPR = California Rare Plant Rank; CEQA = California Environmental Quality Act; ESA = Endangered Species Act; NPPA = Native Plant Protection Act

1 Legal Status Definitions

Federal:

FE Federally Listed as Endangered (legally protected by ESA)
FT Federally Listed as Threatened (legally protected by ESA)

State:

SE State Listed as Endangered (legally protected by CESA)

California Rare Plant Ranks (CRPR):

1B Plant species considered rare or endangered in California and elsewhere (protected under CEQA, but not legally protected under ESA or CESA).
2B Plant species considered rare or endangered in California but more common elsewhere (protected under CEQA, but not legally protected under ESA or CESA).

CRPR Threat Ranks:

0.1 Seriously threatened in California (over 80% of occurrences threatened; high degree and immediacy of threat)
0.2 Moderately threatened in California (20-80% occurrences threatened; moderate degree and immediacy of threat)
0.3 Not very threatened in California (less than 20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

Sources: CNDDB 2021; CNPS 2021.

Table 3.5-2 Special-Status Wildlife Species Known to Occur in the Vicinity of the Project Site and Their Potential for Occurrence on the Site

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Amphibians and Reptiles				
Blunt-nosed leopard lizard *Gambelia sila*	FE	SE FP	Resident of sparsely vegetated alkali and desert scrub habitats, in areas of low topographic relief. Seeks cover in mammal burrows, under shrubs or structures such as fence posts; they do not excavate their own burrows.	Not expected to occur. The project site is located near the easternmost extent of the current known range of blunt-nosed leopard lizard. The site is disturbed, routinely disked, and does not contain any shrub cover. The project site is also surrounded by extensive residential and commercial development and is not connected to surrounding habitat suitable for blunt-nosed leopard lizard.
California glossy snake *Arizona elegans occidentalis*	–	SSC	Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular ranges south to Baja California. Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.	Not expected to occur. The project site is outside of the documented range of this species.
California red-legged frog *Rana draytonii*	FT	SSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.	Not expected to occur. The project site is outside of the current known range of this species and does not contain aquatic or upland habitat suitable for California red-legged frog.
California tiger salamander *Ambystoma californiense*	FT	ST	Need underground refuges, especially ground squirrel burrows, within 1.3 mile of vernal pools or other seasonal water sources for breeding.	Not expected to occur. The project site and surrounding areas do not contain vernal pool or wetland habitat suitable for California tiger salamander.
Coast horned lizard *Phrynosoma blainvillii*	–	SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	Not expected to occur. The project site does not contain scattered shrub habitat suitable for coast horned lizard.
Giant gartersnake *Thamnophis gigas*	FT	ST	Prefers freshwater marsh and low gradient streams. Has adapted to drainage canals and irrigation ditches. This is the most aquatic of the garter snakes in California.	Not expected to occur. The project site does not contain aquatic habitat suitable for giant garter snake and is located a sufficient distance from nearby aquatic habitat (i.e., San Joaquin River) such that the project site would not be used as upland habitat for the species.
Northern California legless lizard *Anniella pulchra*	–	SSC	Sandy or loose loamy soils under sparse vegetation. Soil moisture is essential. They prefer soils with a high moisture content.	Not expected to occur. While the project site contains loamy soils and sparse vegetation, it is disturbed and routinely disked, which would likely exclude northern California legless lizard from the project site.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Western pond turtle *Actinemys marmorata*	–	SSC	An aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6,000 feet elevation. Need basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	Not expected to occur. The project site does not contain aquatic habitat suitable for western pond turtle and is located a sufficient distance from nearby aquatic habitat (i.e., San Joaquin River) such that the project site would not be used as upland habitat for the species.
Western spadefoot *Spea hammondii*	–	SSC	Occurs primarily in vernal pool grassland habitats but can be found in valley-foothill hardwood woodlands with vernal pools. Vernal pools are essential for breeding and egg-laying.	Not expected to occur. The project site does not contain vernal pool or seasonal wetland habitat suitable for western spadefoot.
Birds				
Burrowing owl *Athene cunicularia*	–	SSC	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	May occur. The project site contains open ruderal grassland habitat, a healthy population of California ground squirrels, and many ground squirrel burrows. There is a large pile of soil on the northern boundary of the project site with many ground squirrel burrows that may provide additional habitat suitable for burrowing owls. While no evidence of burrowing owl use (e.g., scat, pellets) was observed during the reconnaissance-level surveys on November 1, 2021, or June 20, 2022, burrowing owls could establish on the project site at any time.
Swainson's hawk *Buteo swainsoni*	–	ST	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	May occur. The project site contains nesting habitat (i.e., large trees) potentially suitable for Swainson's hawks within blue gum trees located adjacent to the future extension of Spruce Avenue. Additionally, there are many large, mature trees on the Riverside Golf Course property north of the project site, including several large eucalyptus trees directly adjacent to the northern edge of the project site that may provide nesting habitat suitable for the species. The project site also may provide foraging habitat for Swainson's hawks, albeit low-quality foraging habitat due to disturbance and surrounding development.
Tricolored blackbird *Agelaius tricolor*	–	ST SSC	Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few kilometers of the colony.	Not expected to occur. The project site does not contain nesting habitat suitable for tricolored blackbirds (e.g., riparian habitat, marsh habitat, blackberry brambles).

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Western yellow-billed cuckoo *Coccyzus americanus occidentalis*	FT	SE	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	Not expected to occur. The project site does not contain riparian forest habitat suitable for western yellow-billed cuckoo.
White-tailed kite *Elanus leucurus*	–	FP	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	May occur. The project site contains nesting habitat (i.e., large trees) potentially suitable for white-tailed kites within blue gum trees located adjacent to the future extension of Spruce Avenue. Additionally, there are many large, mature trees on the Riverside Golf Course property north of the project site, including several large eucalyptus trees directly adjacent to the northern edge of the site, that may provide nesting habitat suitable for the species. The project site also may provide foraging habitat for white-tailed kites, albeit low-quality foraging habitat due to disturbance and surrounding development.
Yellow-headed blackbird *Xanthocephalus xanthocephalus*	–	SSC	Nests in freshwater emergent wetlands with dense vegetation and deep water. Often along borders of lakes or ponds. Nests only where large insects such as Odonata are abundant, nesting timed with maximum emergence of aquatic insects.	Not expected to occur. The project site does not contain nesting habitat suitable for yellow-headed blackbird (e.g., vegetation associated with wetlands, lakes, or ponds).
Fish				
Delta smelt *Hypomesus transpacificus*	FT	SE	Sacramento-San Joaquin Delta. Seasonally in Suisun Bay, Carquinez Strait and San Pablo Bay. Seldom found at salinities > 10 ppt. Most often at salinities < 2ppt.	Not expected to occur. The project site does not contain aquatic habitat suitable for Delta smelt.
Hardhead *Mylopharodon conocephalus*	–	SSC	Low to mid-elevation streams in the Sacramento-San Joaquin drainage. Also present in the Russian River. Clear, deep pools with sand-gravel-boulder bottoms and slow water velocity. Not found where exotic centrarchids predominate.	Not expected to occur. The project site does not contain aquatic habitat suitable for hardhead.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Invertebrates				
Crotch bumble bee *Bombus crotchii*	–	–	Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include *Antirrhinum*, *Phacelia*, *Clarkia*, *Dendromecon*, *Eschscholzia*, and *Eriogonum*. Bumble bees have three basic habitat requirements: suitable nesting sites for the colonies, availability of nectar and pollen from floral resources throughout the duration of the colony period (spring, summer, and fall), and suitable overwintering sites for the queens.	Not expected to occur. There is one historic (1899) documented occurrence of crotch bumble bee within the nine USGS quadrangles including and surrounding the project site (CNDDB 2021). The project site is within the historic range of this species; however, crotch bumble bee has recently undergone a dramatic decline in abundance and distribution and is no longer present across much of its historic range (Xerces Society 2018). While efforts are underway to encourage recovery of crotch bumble bee populations, it is unlikely that the range of this species would expand into the Fresno County region during the life of the project.
Monarch - California overwintering population *Danaus plexippus* pop. 1	FC	–	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby. Milkweed species are the larval host plants.	Not expected to occur. The project site does not contain coastal habitat suitable for overwintering monarch butterflies, so removal of trees would not affect overwintering habitat for this species. Several narrow leaf milkweed plants were observed during the reconnaissance-level survey on November 1, 2021. Milkweed species provide foraging and host plant opportunities for monarch butterflies. However, because the project site is regularly disked, this habitat is not high quality, and the site does not contain adequate nectar sources. Loss of these narrow leaf milkweed plants would not be considered a substantial reduction of monarch larval habitat in the region.
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	FT	–	Occurs only in the Central Valley of California, in association with blue elderberry (*Sambucus nigra* ssp. *caerulea*). Prefers to lay eggs in elderberry stems 2-8 inches in diameter; some preference shown for "stressed" elderberry shrubs.	Not expected to occur. The project site does not contain blue elderberry shrub habitat suitable for valley elderberry longhorn beetle.
Vernal pool fairy shrimp *Branchinecta lynchi*	FT	–	Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled pools. Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.	Not expected to occur. The project site does not contain vernal pool or seasonal wetland habitat suitable for vernal pool fairy shrimp.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Mammals				
American badger *Taxidea taxus*	–	SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	Not expected to occur. The project site contains friable soils and a healthy California ground squirrel population. However, the site is regularly disked, which may deter badgers from establishing dens, and is surrounded by dense suburban and commercial development and disconnected from nearby undeveloped habitat suitable for this species.
Fresno kangaroo rat *Dipodomys nitratoides exilis*	FE	SE	The known historical geographic range of the Fresno kangaroo rat encompassed an area of grassland and alkali desert scrub communities on the San Joaquin Valley floor in Merced, Kings, Fresno, and Madera counties. Recently they have been found only in alkali sink communities from 200 to 300 feet in elevation. Known habitat for these animals has been reduced and fragmented primarily by agricultural developments, urbanization, and transportation infrastructures.	Not expected to occur. While the project site is within the historic range of Fresno kangaroo rat, currently, there are no known populations of the species within its historical geographic range in Merced, Madera, and Fresno counties.
Pallid bat *Antrozous pallidus*	–	SSC	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	Not expected to occur. The project site does not contain roosting habitat (e.g., tree cavities, cliffs, crevices, human-made structures) suitable for pallid bats. Human-made structures on the project site (e.g., transmission towers) do not provide roosting habitat suitable for this species.
San Joaquin kit fox *Vulpes macrotis mutica*	FE	ST	Annual grasslands or grassy open stages with scattered shrubby vegetation. Need loose-textured sandy soils for burrowing, and suitable prey base.	Not expected occur. San Joaquin kit foxes are unlikely to den within the project site because it is regularly disturbed, surrounded by dense suburban and commercial development, and disconnected from nearby undeveloped habitat suitable for this species. Further, a recent assessment report for the species does not identify any areas east of SR 99 near Fresno as within the current range of San Joaquin kit fox (USFWS 2020).
San Joaquin Pocket Mouse *Perognathus inornatus*	–	–	Occurs in dry, open grasslands or scrub areas on fine-textured soils in the Central and Salinas valleys.	Not expected to occur. The project site is regularly disturbed and does not contain open grassland or scrub habitat or fine-textured soils suitable for San Joaquin pocket mouse.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Spotted bat *Euderma maculatum*	–	SSC	Occupies a wide variety of habitats from arid deserts and grasslands through mixed conifer forests. Feeds over water and along washes. Feeds almost entirely on moths. Needs rock crevices in cliffs or caves for roosting.	Not expected to occur. The project site does not contain roosting habitat (e.g., rock crevices, cliffs, caves, human-made structures) suitable for spotted bats. Human-made structures on the project site (e.g., transmission towers) do not provide roosting habitat suitable for this species.
Western mastiff bat *Eumops perotis californicus*	–	SSC	Many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, and chaparral. Roosts in crevices in cliff faces, high buildings, trees, and tunnels.	Not expected to occur. The project site does not contain roosting habitat (e.g., trees cavities, cliffs, crevices, human-made structures) suitable for western mastiff bats. Human-made structures on the project site (e.g., transmission towers) do not provide roosting habitat suitable for this species.

Notes: CNDDB = California Natural Diversity Database; CEQA = California Environmental Quality Act

1 Legal Status Definitions

Federal:

FE Federally Listed as Endangered (legally protected)

FT Federally Listed as Threatened (legally protected)

State:

FP Fully protected (legally protected)

SSC Species of special concern (no formal protection other than CEQA consideration)

SE State Listed as Endangered (legally protected)

ST State Listed as Threatened (legally protected)

Sources: City of Fresno 2014; CNDDB 2021; USFWS 2021.

3.5.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

This impact evaluation is based on data collected during reconnaissance-level field surveys conducted on November 1, 2021, and June 20, 2022, review of aerial photographs, and review of existing databases and environmental reports that address biological resources in the project vicinity.

Data reviewed in preparation of this analysis include:

- results of CNDDB record search of the Madera, Gregg, Lanes Bridge, Biola, Herndon, Fresno North, Fresno South, Kerman, and Kearney Park USGS 7.5-minute quadrangles (CNDDB 2021);
- results of California Native Plant Society, Inventory of Rare Plants search of the Madera, Gregg, Lanes Bridge, Biola, Herndon, Fresno North, Fresno South, Kerman, and Kearney Park USGS 7.5-minue quadrangles (CNPS 2021);
- a list of species and other resources, obtained from USFWS Information for Planning and Consultation, that are known from or expected to be on or near the project location or could be affected by projects in this location (USFWS 2021);
- Master Environmental Impact Report General Plan and Development Code Update City of Fresno, Fresno County, California (City of Fresno 2014); and
- aerial photographs of the project site and region.

THRESHOLDS OF SIGNIFICANCE

An impact on biological resources would be significant if implementation of the project would:

- have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS;
- have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS;
- have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and/or
- conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

TOPICS NOT DISCUSSED FURTHER

Effect, Either Directly or Through Habitat Modifications, Special-Status Plants Identified in Local or Regional Plans, Policies, or Regulations or by CDFW or USFWS

No special-status plants have potential to occur on the project site. Therefore, no further analysis is required by CEQA.

Effect Riparian Habitat or Other Sensitive Natural Communities Identified in Local or Regional Plans, Policies, or Regulations or by CDFW or USFWS

The project site does not contain riparian habitat or any sensitive natural communities. Therefore, no further analysis is required by CEQA.

Effect State or Federally Protected Wetlands through Direct Removal, Filling, Hydrological Interruption, or Other Means

The project site does not contain any state or federally protected wetlands or other waters. Therefore, no further analysis is required by CEQA.

Movement of Native Resident or Migratory Fish Species

The project site does not contain aquatic habitat suitable for native resident or migratory fish species. Therefore, no further analysis is required by CEQA.

Movement of Native Resident or Migratory Wildlife Species, Established Native Resident or Migratory Wildlife Corridors or Use of Native Wildlife Nursery Site

According to the California Essential Habitat Connectivity Project, the project site is not located within a Natural Landscape Block or Essential Habitat Connectivity area (Spencer et al. 2010). Project development would not interfere substantially with the movement of any native resident or migratory wildlife species because the project site does not currently provide an important connection between any areas of natural habitat that would otherwise be isolated. While wildlife may use the project site for nesting and roosting or may pass through the site occasionally, it is unlikely that the project site functions as a significant wildlife movement corridor or wildlife nursery site due to the lack of high-quality natural habitat and extensive residential and commercial development surrounding the site. Therefore, no further analysis is required by CEQA.

Consistency with Local Policies or Ordinances Protecting Biological Resources

City of Fresno Municipal Code includes a tree preservation policy, and the City of Fresno General Plan includes policies designed to protect and preserve natural habitats within the city. Project implementation would result in removal of several blue gum trees; however, the City of Fresno Municipal Code exempts Eucalyptus trees (including blue gum) from the tree removal permit requirement. Additionally, the project site does not contain natural habitat, nor does any land surrounding the project site. These policies would, therefore, not apply to the project. Therefore, no further analysis is required by CEQA.

Consistency with Habitat Conservation Plans; Natural Community Conservation Plans; or Other Approved Local, Regional, or State Habitat Conservation Plans

The project site is not within the plan area of any adopted Habitat Conservation Plan; NCCP; or other approved local, regional, or state habitat conservation plan. Therefore, no further analysis is required by CEQA.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.5-1: Result in Disturbance to or Loss of Special-Status Wildlife Species and Habitat

Project activities would include ground disturbance, tree removal, and other vegetation removal, which could result in disturbance, injury, or mortality of several special-status wildlife species if present, reduced breeding productivity of these species, and loss of species habitat. This impact would be reduced to a **less-than-significant level with implementation of mitigation measures**. Specifically, Mitigation Measures 3.5-1a and 3.5-1b would minimize impacts by requiring preconstruction surveys for burrowing owl, Swainson's hawk, white-tailed kite, other common raptors, and other native birds, and implementation of protective measures for active nests.

The following three wildlife species may occur on the project site: burrowing owl, Swainson's hawk, and white-tailed kite, as discussed in Table 3.5-2. Common native nesting birds protected under California Fish and Game Code and the federal MBTA may also be present on the project site.

Burrowing Owl

The project site contains ruderal grassland habitat with friable soils and many California ground squirrel burrows. Although no evidence of burrowing owl use (e.g., scat, pellets) was observed during the reconnaissance-level survey on November 1, 2021, burrowing owls could occupy the project site in the future.

Project implementation would include ground disturbance and vegetation clearing, which would require the use of vehicles and heavy machinery. These activities could result in inadvertent disturbance, injury, or mortality of burrowing owl. If present, burrowing owls could be disturbed due to the presence of equipment and personnel and could be inadvertently injured or killed by heavy machinery or vehicles or could abandon active nests resulting mortality of chicks or eggs. Active burrows could be inadvertently crushed and destroyed, if present, potentially resulting in the loss of eggs or chicks. This would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.5-1a: Conduct Take Avoidance Survey for Burrowing Owl, Implement Avoidance Measures, and Compensate for Loss of Occupied Burrows

- A qualified biologist shall conduct a focused survey for burrowing owls in accessible areas (i.e., not including private property) of habitat suitable for the species on and within 1,640 feet (500 meters) of the project site no less than 14 days before initiating ground disturbance activities using survey methods described in Appendix D of the CDFW 2012 Staff Report (CDFW 2012). Much of the area within this 1,640-foot survey area does not contain habitat suitable for burrowing owl (e.g., residential areas, commercial development, roads) and would not require surveys. Inaccessible areas that contain habitat suitable for burrowing owl (e.g., the Riverside Golf Course property) shall be surveyed using binoculars or a spotting scope.

- If no occupied burrows are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Fresno, and no further mitigation shall be required.
- If an active burrow is found within 1,640 feet of pending construction activities during the nonbreeding season (September 1 through January 31), the applicant shall establish and maintain a minimum protection buffer of 164 feet (50 meters) around the occupied burrow throughout construction. If an active burrow is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the project site shall be marked with fencing, flagging, or other means. The actual buffer size shall be determined by the qualified biologist based on the time of year and level of disturbance in accordance with guidance provided in the CDFW Staff Report on Burrowing Owl Mitigation (CDFW 2012). The protection buffer may be adjusted if, in consultation with CDFW, a qualified biologist determines that an alternative buffer shall not disturb burrowing owl use of the burrow because of particular site features or other buffering measures. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion plan shall be developed, as described in Appendix E of the CDFW Staff Report. Burrowing owls shall not be excluded from occupied burrows until the project burrowing owl exclusion plan is approved by CDFW. The exclusion plan shall include a compensatory habitat mitigation plan (see below).
- If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a protective buffer at a minimum of 164 feet unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer may be adjusted depending on the time of year and level of disturbance as outlined in the CDFW 2012 Staff Report. If an active burrow is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the site shall be marked with fencing, flagging, or other means. The size of the buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented so that burrowing owls are not adversely affected. Once the fledglings are capable of independent survival, the owls can be evicted, and the burrow can be destroyed per the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW 2012 Staff Report.
- If burrowing owls are evicted from burrows and the burrows are destroyed by implementation of project activities, the applicant shall mitigate the loss of occupied habitat in accordance with guidance provided in the CDFW 2012 Staff Report, which states that permanent impacts on nesting, occupied, and satellite burrows, and burrowing owl habitat (i.e., grassland habitat with suitable burrows) shall be mitigated such that habitat acreage and number of burrows are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The applicant shall retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards:
    - Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat, disturbance levels, potential for conflicts with humans, pets, and other wildlife, density of burrowing owls, and relative importance of the habitat to the species throughout its range.
    - If feasible, mitigation lands shall be provided adjacent or proximate to the project site so that displaced owls can relocate with reduced risk of injury or mortality. Feasibility of providing mitigation adjacent or proximate to the project site depends on availability of sufficient habitat to support displaced owls that may be preserved in perpetuity.
    - If habitat suitable for burrowing owl is not available for conservation adjacent or proximate to the project site, mitigation lands can be secured off-site and shall aim to consolidate and enlarge conservation areas outside of planned development areas and within foraging distance of other conservation lands. Mitigation may be also accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. Alternative mitigation sites and acreages may also be determined in consultation with CDFW.
    - If burrowing owl habitat mitigation is completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and

responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and if the numbers are maintained over time. Measures of success, as suggested in the CDFW 2012 Staff Report, shall include site tenacity, number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-1a would reduce potential impacts on burrowing owl to a **less-than-significant** level by requiring a take avoidance survey for burrowing owl, implementation of measures to avoid injury or mortality of burrowing owls and destruction of active burrows if detected, and compensation if burrows cannot be avoided such that the habitat acreage and the number of burrows destroyed are replaced through permanent conservation of comparable or better habitat.

Swainson's Hawk, White-Tailed Kite, Common Raptors, and Other Common Native Birds

Two additional special-status birds have potential to occur on the project site: Swainson's hawk and white-tailed kite. Nesting habitat for Swainson's hawk and white-tailed kite is present within blue gum trees located adjacent to the future extension of Spruce Avenue and large mature trees on the Riverside Golf Course property north of the project site. Other common raptor species could also nest in trees on the project site or on the Riverside Golf Course, as well as on the large transmission tower on the project site, including red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), great horned owl, and Cooper's hawk (*Accipiter cooperi*). Common native ground-nesting birds, including killdeer (*Charadrius vociferus*) and western meadowlark (*Sturnella neglecta*) may nest on the project site, and both species were observed on the site during the November 1, 2021, reconnaissance-level survey. While not special-status species, common raptors and other common native birds and their nests are protected under California Fish and Game Code and the federal MBTA.

Project implementation would include ground disturbance, tree removal, and other vegetation clearing which would require the use of equipment, vehicles, and heavy machinery. These activities could result in direct loss of nests or inadvertent disturbance, injury, or mortality of special-status and common native birds. If present, special-status and common native birds could be disturbed due to the presence of equipment and personnel potentially leading to nest abandonment. Active ground nests could be inadvertently removed and destroyed during ground disturbance activities, if present, potentially resulting in the loss of eggs or chicks. This would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.5-1b: Conduct Focused Surveys for Swainson's Hawk, White-Tailed Kite, Other Nesting Raptors, and Other Native Nesting Birds and Implement Protective Buffers

- To minimize the potential for loss of Swainson's hawk, white-tailed kite, other raptors, and other native birds, project construction activities (e.g., tree removal, vegetation clearing, ground disturbance, staging) shall be conducted during the nonbreeding season (approximately September 1-January 31, as determined by a qualified biologist), if feasible. If project construction activities are conducted during the nonbreeding season, no further mitigation shall be required.
- Within 14 days before the onset of project construction activities during the breeding season (approximately February 1 through August 31, as determined by a qualified biologist), a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys shall conduct focused surveys for Swainson's hawk, white-tailed kite, other nesting raptors, and other native birds. Surveys shall be conducted in accessible areas (i.e., not including private property) within 0.5 mile of the project site for Swainson's hawk and white-tailed kite; within 500 feet of the site for other raptors; and within 50 feet of the site for non-raptor common native bird nests. Inaccessible areas that contain habitat suitable for nesting birds (e.g., the Riverside Golf Course property) shall be surveyed using binoculars or a spotting scope.

- If no nests are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Fresno, and no further mitigation shall be required.
- Impacts on nesting birds shall be avoided by establishing appropriate buffers around active nest sites identified during focused surveys to prevent disturbance to the nest. Project construction activity, including tree removal, shall not commence within the buffer areas until a qualified biologist has determined that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. An avoidance buffer shall be implemented for Swainson's hawk and white-tailed kite in consultation with CDFW. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers for Swainson's hawk nests, but the size of the buffer may be decreased if a qualified biologist and the City of Fresno, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. For other species, a qualified biologist shall determine the size of the buffer for nests of non-special-status species after a site- and nest-specific analysis. Buffers typically shall be 500 feet for common raptors. Buffer size for non-raptor common bird species generally shall be at least 20 feet. Factors to be considered for determining buffer size shall include presence of natural buffers provided by vegetation or topography, nest height above ground, baseline levels of noise and human activity, species sensitivity, and proposed project construction activities. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment would not be likely to adversely affect the nest. Any buffer reduction for a listed or fully protected species (i.e., Swainson's hawk, white-tailed kite) shall require consultation with CDFW. If an active nest is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the project site shall be marked with fencing, flagging, or other means. Periodic monitoring of the nest by a qualified biologist during project construction activities shall be required if the activity has potential to adversely affect the nest, the buffer has been reduced, or if birds within active nests are showing behavioral signs of agitation (e.g., standing up from a brooding position, flying off the nest) during project construction activities, as determined by the qualified biologist.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-1b would reduce potential impacts on Swainson's hawk, white-tailed kite, other raptors, and other common native nesting birds to a **less-than-significant** level by requiring focused surveys for nesting birds and implementation of measures to avoid disturbance, injury, or mortality of the species if nests are detected.

3.6 ENERGY

This section was prepared pursuant to CEQA Guidelines Section 15126 and Appendix F of the CEQA guidelines, which require that EIRs include a discussion of the potential energy impacts of projects. The analysis considers whether the project would result in inefficient, wasteful, and unnecessary consumption of energy. No comments regarding energy use were received in response to the notice of preparation for this EIR.

3.6.1 Regulatory Setting

Energy conservation is embodied in many federal, state, and local statutes and policies. At the federal level, energy standards apply to numerous products (e.g., the U.S. Environmental Protection Agency's [EPA] EnergyStar™ program) and transportation (e.g., fuel efficiency standards). At the state level, Title 24 of the California Code of Regulations sets forth energy standards for buildings. Further, the State provides rebates/tax credits for installation of renewable energy systems, and offers the Flex Your Power program that promotes conservation in multiple areas. At the local level, individual cities and counties establish policies in their general plans and climate action plans (CAPs) related to the energy efficiency of new development and land use planning and to the use of renewable energy sources.

FEDERAL

Energy Policy and Conservation Act, and CAFE Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Pursuant to this act, the National Highway Traffic and Safety Administration, part of the U.S. Department of Transportation (DOT), is responsible for revising existing fuel economy standards and establishing new vehicle economy standards.

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Compliance with the CAFE standards is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the country. EPA calculates a CAFE value for each manufacturer based on the city and highway fuel economy test results and vehicle sales. The CAFE values are a weighted harmonic average of the EPA city and highway fuel economy test results. Based on information generated under the CAFE program, DOT is authorized to assess penalties for noncompliance. Under the Energy Independence and Security Act of 2007 (described below), the CAFE standards were revised for the first time in 30 years.

Energy Policy Act of 1992 and 2005

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAct. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs. The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Energy Independence and Security Act increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels; and reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent.

By addressing renewable fuels and the CAFE standards, the Energy Independence and Security Act of 2007 builds upon progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century.

STATE

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

State of California Energy Action Plan

CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 2003 California Energy Action Plan (2008 update). The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs; and encouragement of urban design that reduces vehicle miles traveled (VMT) and accommodates pedestrian and bicycle access.

Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and the California Air Resources Board (CARB) prepared and adopted a joint agency report in 2003, *Reducing California's Petroleum Dependence*. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT (CEC and CARB 2003). Further, in response to the CEC's 2003 and 2005 *Integrated Energy Policy Reports*, Governor Davis directed CEC to take the lead in developing a long-term plan to increase alternative fuel use.

A performance-based goal of AB 2076 was to reduce petroleum demand to 15 percent below 2003 demand by 2030.

Integrated Energy Policy Report

Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) required CEC to "conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The Energy Commission shall use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety" (PRC Section 25301[a]). This work culminated in preparation of the first Integrate Energy Policy Report (IEPR).

CEC adopts an IEPR every 2 years and an update every other year. The multivolume 2021 IEPR, which is the most recent IEPR, was adopted in February 2022. Volume I of the 2021 IEPR addresses actions needed to reduce the greenhouse gases (GHGs) related to the buildings in which Californians live and work, with an emphasis on energy efficiency. It also addresses reducing GHG emissions from the industrial and agricultural sectors. Volume II examines actions needed to increase the reliability and resiliency of California's energy system. Volume III looks at the evolving role of gas in

California's energy system. Volume IV reports on California's energy demand outlook, including a forecast to 2035 and long-term energy demand scenarios to 2050. The analysis addresses the electricity, gas, and transportation sectors. The appendix volume assesses the benefits of California's Clean Transportation Program (CEC 2022a).

Legislation Associated with Electricity Generation

The State has passed multiple pieces of legislation requiring the increasing use of renewable energy to produce electricity for consumers. California's Renewable Portfolio Standard (RPS) Program was established in 2002 (SB 1078) with the initial requirement for electric utility providers to generate 20 percent of their electricity from renewable by 2017, 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011), 52 percent by 2027 (SB 100 of 2018), 60 percent by 2030 (also SB 100 of 2018), and 100 percent by 2045 (also SB 100 of 2018). More detail about these regulations is provided in Section 3.7, "Greenhouse Gas Emissions and Climate Change."

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires doubling of the energy efficiency savings in electricity and natural gas for retail customers through energy efficiency and conservation by December 31, 2030.

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare a state plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels Plan in partnership with CARB and in consultation with other state, federal, and local agencies. The plan presents strategies and actions California must take to increase the use of nonpetroleum fuels in a manner that minimizes the costs to California and maximizes the economic benefits of in-state production. The plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuel use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation to public health and environmental quality.

California Building Energy Efficiency Standards (Title 24, Part 6)

The energy consumption of new residential and nonresidential buildings in California is regulated by the California Energy Code. The code was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy-efficiency standards for residential and nonresidential buildings. CEC updates the California Energy Code every 3 years, typically including more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

The 2019 California Energy Code was adopted by CEC on May 9, 2018, and applies to projects constructed after January 1, 2020. CEC estimates that the combination of required energy-efficiency features and mandatory solar panels in the 2019 California Energy Code will result in new residential buildings that use 53 percent less energy than those designed to meet the 2016 California Energy Code. CEC also estimates that the 2019 California Energy Code will result in new commercial buildings that use 30 percent less energy than those designed to meet the 2016 standards, primarily through the transition to high-efficacy lighting (CEC 2018).

California Green Building Standards (Title 24, Part 11)

The California Green Building Standards, also known as CALGreen, is a reach code (i.e., optional standards that exceed the requirements of mandatory codes) developed by CEC that provides green building standards for statewide residential and nonresidential construction. The current version is the 2019 CALGreen Code, which took effect on January 1, 2020. As compared to the 2016 CALGreen Code, the 2019 CALGreen Code strengthened sections pertaining to EV and bicycle parking, water efficiency and conservation, and material conservation and resource efficiency, among other sections of the CALGreen Code. The CALGreen Code sets design requirements equivalent to or more stringent than those of the California Energy Code for energy efficiency, water efficiency, waste diversion, and indoor air quality. These codes are adopted by local agencies that enforce building codes and used as guidelines by state agencies for meeting the requirements of Executive Order B-18-12.

Legislation Associated with Greenhouse Gas Reduction

The State has passed legislation that aims to reduce GHG emissions. The legislation often has an added benefit of reducing energy consumption. SB 32 requires a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. Executive Order S-3-05 sets a long-term target of reducing statewide GHG emissions by 80 percent below 1990 levels by 2050.

SB 375 aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. The Advanced Clean Cars program, approved by CARB, combines the control of GHG emissions and criteria air pollutants and the increase in the number of zero-emission vehicles into a single package of standards. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025.

Implementation of the state's legislation associated with GHG reduction will have the co-benefit of reducing California's dependency on fossil fuel and making land use development and transportation systems more energy efficient.

More details about legislation associated with GHG reduction are provided in the regulatory setting of Section 3.7, "Greenhouse Gas Emissions and Climate Change."

LOCAL

City of Fresno General Plan

The City of Fresno General Plan establishes the following policy related energy that is relevant to the project:

- Policy RC-5-c: GHG Reduction through Design and Operations. Increase efforts to incorporate requirements for GHG emission reductions in land use entitlement decisions, facility design, and operational measures subject to City regulation through the following measures and strategies:
  - Promote the expansion of incentive-based programs that involve certification of projects for energy and water efficiency and resiliency. These certification programs and scoring systems may include public agency "Green" and conservation criteria, Energy Star™ certification, CALGreen Tier 1 or Tier 2, Leadership in Energy Efficient Design (LEED™) certification, etc.
  - Promote appropriate energy and water conservation standards and facilitate mixed-use projects, new incentives for infill development, and the incorporation of mass transit, bicycle and pedestrian amenities into public and private projects.
  - Require energy and water audits and upgrades for water conservation, energy efficiency, and mass transit, pedestrian, and bicycle amenities at the time of renovation, change in use, change in occupancy, and change in ownership for major projects meeting review thresholds specified in an implementing ordinance.
  - Incorporate the City's "Guidelines for Ponding Basin/Pond Construction and Management to Control Mosquito Breeding" as conditions of approval for any project using an on-site stormwater basin to prevent possible increases in vector-borne illnesses associated with global climate change.
  - Periodically evaluate the City's facility maintenance practices to determine whether there are additional opportunities to reduce GHGs through facility cleaning and painting, parks maintenance, road maintenance, and utility system maintenance.
  - Periodically evaluate standards and mitigation strategies for highly vehicle-dependent land uses and facilities, such as drive-through facilities and auto-oriented development.

City of Fresno Climate Action Plan

The City of Fresno first adopted its GHGRP in 2014. The City updated its GHGRP in 2021 to extend its GHG reduction targets beyond 2020 to align with state reduction targets for 2030 (as mandated by SB 32) and 2035 (to align with the horizon year of the general plan). The GHGRP estimates forecasted emissions in the city using a business-as-usual (BAU) model that does not account for various statewide regulations that will reduce emissions in the city.

3.6.2 Environmental Setting

ELECTRICITY AND NATURAL GAS USE

Electric services and natural gas are provided by Pacific Gas and Electric Company (PG&E) for the project. In 2020, PG&E provided its customers enrolled in PG&E's base plan with an energy portfolio composed of 31 percent eligible renewable energy, 10 percent large hydroelectric power, 16 percent natural gas, and 42 percent nuclear power (CEC 2021). PG&E also offers its customers the option to enroll in a 50 or 100 percent renewable energy plan through its Solar Choice Program.

ENERGY USE FOR TRANSPORTATION

In 2020, the transportation sector comprised the largest end-use sector of energy in the state totaling 40.3 percent, followed by the industrial sector totaling 23.1 percent, the commercial sectors at 18.7 percent, and the residential sector of 18.0 percent (EIA 2022). On-road vehicles use about 90 percent of the petroleum consumed in California. The CEC reported retail sales of 156 million gallons of gasoline and diesel in Fresno County in 2020 (the most recent data available) (CEC 2022b). The California Department of Transportation (Caltrans) projects that 522 and 168 million gallons of gasoline and diesel, respectively, will be consumed in Fresno County in 2025 (Caltrans 2008).

ENERGY USE AND CLIMATE CHANGE

Scientists and climatologists have produced substantial evidence that the burning of fossil fuels by vehicles, power plants, industrial facilities, residences, and commercial facilities has led to an increase of the earth's temperature (IPCC 2014 and OPR et al. 2018). For an analysis of GHG production and the project's contribution to climate change, see Section 3.7, "Greenhouse Gas Emissions and Climate Change."

3.6.3 Impacts and Mitigation Measures

METHODOLOGY

Construction of the project requires the use of transportation fuel, including gasoline and diesel use in construction equipment, material transport via hauling trucks, delivery via vendor trucks, and construction worker vehicles. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, while VMT associated with the transportation of construction materials and construction worker commutes would also result in fuel consumption. Construction workers would travel to and from the project site throughout the duration of construction; this analysis assumes that construction workers would primarily use gasoline-powered passenger vehicles.

Fuel Use for Heavy-Duty Construction Equipment

Heavy-duty construction equipment of various types would be used during each phase of construction. Heavy-duty construction equipment associated with construction activities would use diesel fuel. The California Emissions Estimator Model (CalEEMod) Version 2020.4.0. was used to estimate construction equipment usage, and results are included in Appendix E. Fuel consumption from construction equipment was estimated by converting the total carbon dioxide (CO_2) emissions from each construction phase to gallons using conversion factors for CO_2 to gallons of diesel. The estimated diesel fuel usage from off-road construction sources over the course of the project construction period is 55,154 gallons.

Fuel Use for Worker, Vendor, and Hauling Trips during Construction

Fuel consumption from worker, vendor, and hauling trips are estimated by converting the total CO_2 emissions from each construction phase to gallons using conversion factors for CO_2 to gallons of gasoline or diesel. Worker vehicles are assumed to include light-duty automobiles and trucks, vendor vehicles are assumed to include an equal mix of medium heavy-duty trucks and heavy heavy-duty trucks, and hauling vehicles are assumed to include heavy heavy-duty trucks. Estimated fuel usage totals 17,539 gallons of gasoline and 29,805 gallons of diesel over the course of the project construction period. Construction of the project is not anticipated to require natural gas fuel. Therefore, natural gas related to construction of the project is not discussed further.

Electricity Use during Project Operation

Operation of the project would result in electricity demand for the car wash, warehouse, gas station, and parking lot. The total electricity use for the project assumes compliance with the 2022 Title 24 standards. The project would require natural gas, mainly for building heating, food preparation, and hot water. Natural gas is estimated using CalEEMod defaults based on averages for the climate zone for the car wash, warehouse, and gas station. Estimates for the project are conservative because they assume the project would be built to existing 2022 Title 24, Part 6 standards, even though it is assumed (based on the 2023 construction year) that a subsequent, more energy efficient iteration of the code will apply.

Fuel Use for Commute Trips during Project Operation

Operational gasoline fuel usage occurs due to customer trips and employee trips when commuting to work at the warehouse, car wash, and gas station and is calculated based on gasoline vehicle net VMT. The development of the member and employee VMT is described in detail in Appendix D. Gasoline fuel consumption for the project is calculated by dividing total net member and employee VMT by average fuel efficiency of gasoline vehicles in Fresno County from the EMFAC2021 database for calendar year 2023.

Fuel Use for Truck Trips during Project Operation

Warehouse truck, fuel delivery truck, and Market Delivery Operations delivery truck fuel consumption is based on total net VMT, which is described in detail in Appendix D. Diesel fuel consumption for the project is calculated by dividing total net diesel truck VMT by the average fuel efficiency of diesel vehicles in Fresno County from the EMFAC2021 database for calendar year 2023.

THRESHOLDS OF SIGNIFICANCE

An impact on energy would be significant if implementation of the project would:

- result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation; and/or
- conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

TOPICS NOT DISCUSSED FURTHER

All of the topics identified in Appendix G of the State CEQA Guidelines are examined in this analysis.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.6-1: Result in a Potentially Significant Environmental Impact Due to the Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources, During Project Construction or Operation

The project would not use energy for construction that would be considered wasteful or unnecessary, as that energy expenditure would facilitate operation of the project and achievement of project goals. The project does not include any construction activity beyond what is needed to provide a functional facility. Construction of the project would adhere to best management practices (BMPs) for construction (e.g., restrict idling time to 5 minutes or less). Moreover, the project would utilize Tier 3 construction equipment or construction equipment exceeding 50 horsepower (hp). The project would introduce new electricity and natural gas consumption relative to baseline conditions; however, the project would be enrolled in the PG&E's Solar Choice Program to procure 100 percent of its electricity from solar resources. The project would also be served by existing infrastructure capable of meeting the project's operational energy needs. During operation, energy would not be used in a wasteful or inefficient manner. This impact would be **less than significant.**

Most of the project's construction-related energy consumption would be associated with the use of off-road equipment and the transport of equipment and materials using on-road haul trucks. An estimated 17,539 gallons of gasoline and 84,959 gallons of diesel fuel would be used during construction of the project (see Appendix E for a summary of construction calculations). The energy needs for project construction would occur over a 7-month construction period and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy. Gasoline and diesel would also be consumed during worker commute trips. Energy would be required to transport demolition waste and excavated materials. The project would also utilize Tier 3 engines for all construction equipment exceeding 50 hp and would comply with the statewide standard of restricting idling time to no more than 5 minutes. The one-time energy expenditure required to construct the project (spread over the buildout period) would be nonrecoverable. However, there is no atypical construction-related energy demand associated with the project. Nonrenewable energy would not be consumed in a wasteful, inefficient, or unnecessary manner when compared to other construction activity in the region. Additionally, as shown in Appendix E, on-road gasoline and diesel fuel consumption associated with construction activity would go down every year as the vehicle fleet becomes more fuel-efficient over time.

Table 3.6-1 summarizes total construction gasoline and diesel fuel consumption.

Table 3.6-1 Operational Energy Consumption

Construction Activity	Energy Consumption	Units
Diesel Fuel		
Off-Road Heavy Duty Equipment	55,154	gallons
On-Road Mobile Activity	29,805	gallons
Gasoline		
On-Road Mobile Activity	17,539	gallons

Source: Calculations by Ramboll Environ in 2023.

Energy would be consumed from operation of the various land use types proposed for the project site. Table 3.6-2 summarizes the electricity and natural gas consumption from each portion of the project as expressed in kilowatt hours per year (kWh/year) and kilo British Thermal Unit per year (kBtu/year). In total, the project would consume 2,116,460 kWh/year of electricity and 2,753,494 kBtu/year of natural gas. Additionally, vehicle trips related to project implementation would consume 1,088,273 and 59,908 gallons of gasoline and diesel fuel, respectively, in 2023. Notably, the project would obtain its electricity through PG&E Solar Choice Program, which provides 100 percent renewable energy to customers enrolled in the program.

Table 3.6-2 Operational Energy Consumption

Land Use/Energy Type[1]	Energy Consumption	Units
Automobile Care Center		
Electricity	41,328	kWh/year
Natural Gas	99,360	kBtu/year
Discount Club		
Electricity	1,911,410	kWh/year
Natural Gas	2,560,620	kBtu/year
Gasoline/Service Station		
Electricity	38,897	kWh/year
Natural Gas	93,514	kBtu/year
Parking Lot		
Electricity	124,460	kWh/year
Natural Gas	0	kBtu/year
All Land Uses		
Electricity	2,297,337	kWh/year
Natural Gas	2,753,494	kBtu/year

Notes: kWh/year = kilowatt-hours per year; kBtu/year = kilo British thermal units per year.

[1] these designation titles align with the titles used in CALEEMOD.

Source: Calculations by Ramboll Environ in 2023.

For context, the increase in operational electrical demand from the project would represent 0.026 percent of the total electrical demand countywide and 0.001 percent of the total electricity demand statewide. In 2020, total in-state electricity consumption was 279,510 GWh. CEC estimates that state-wide energy demand will increase to 354,209 GWh in 2030. The project's anticipated electricity usage of 2,297,337 kWh/year is approximately 0.0008 percent of the statewide demand in 2020. Given that the state is growing annually, the anticipated state-wide energy demand for the anticipated build-out year for the project of 2023 will likely be greater than that in 2020, and thus the project's relative percentage contribution to the state-wide energy demand would be even less.

With respect to natural gas, the project's incremental contribution of new demand would equate to 0.008 percent of the total natural gas consumed countywide and 0.0002 percent of the total natural gas demand statewide. Similarly, the gasoline and diesel fuel consumption from the project would represent 0.284 and 0.028 percent, respectively, of the county's total consumption. This fuel consumption would equate to 0.007 percent and 0.001 percent, respectively, of the total gasoline and diesel fuel consumed statewide.

Reducing energy consumption by incorporating sustainable design features and systems with enhanced energy efficiencies meeting State and federal requirements is a stated objective of the project. The project would comply with the 2022 California Energy Code, which is intended to increase the energy efficiency of new development projects in the state. Through the permitting process, all development would comply with the State's Title 24 California Building Code. The 2022 California Energy Code (and subsequent updates), which the project is subject to, is designed to move the state closer to its zero-net energy goals. For these same reasons, the project would be consistent with the City's general plan. As also stated in Section 3.6.1, PG&E, as an electricity utility, is required to comply with the future benchmarks of the state's RPS (i.e., 52 percent renewable by 2027, 60 percent by 2030, and 100 percent by 2045). Because electricity utilities in the state are required to increase the percentage of renewable energy sources in the electricity they provide, over time electricity consumed as part of the project will increasingly be provided by renewable sources.

Although the project would result in the generation of VMT associated with shopper trips to the warehouse, purchase of goods in bulk can reduce the overall energy used for the packaging and transport of consumer goods. Further, Mitigation Measure 3.13-2, identified in Section 3.13, "Transportation and Circulation," would establish a mandatory commute reduction program for employees to reduce the energy demand associated with work commutes. Additionally, through regulatory mechanisms in place, such as the Advanced Clean Cars program and Advanced Clean Trucks, gasoline and diesel fuel consumption will continue to decrease as California's on-road transportation sectors electrifies over time.

Therefore, energy would not be used in a wasteful or inefficient manner during operation. As discussed in Section 3.14, "Utilities," the project would be served by existing power and natural gas lines and would not require any new infrastructure to meet the project's energy needs. The project would introduce 2,297,337 kWh/year and 2,753,494 Btu/year of operational energy usage which could be met through existing infrastructure.

The project would not result in wasteful, inefficient, or unnecessary consumption of energy. The project's incremental increase in electricity, natural gas, gasoline, and diesel fuel consumption would represent a small percentage of total consumption within the context of the County of Fresno. The project would serve the community as a retail land use. Locating shopping options near existing residences, where consumers can fulfill multiple shopping needs in one trip, would support efficient use of energy. In addition, the project would procure its electricity from PG&E's Solar Choice Program. This impact would be **less than significant.**

Mitigation Measures

No mitigation is required for this impact.

Impact 3.6-2: Conflict with or Obstruct Implementation of Energy Measures of a State or Local Plan for Renewable Energy or Energy Efficiency

The project would be consistent with the relevant energy measures from the City of Fresno's GHGRP that pertain to nonresidential development. Because the project would incorporate relevant measures as project design features, such as a commitment to PG&E's Solar Choice Program, and would incorporate energy-reducing measures from the GHGRP, the project would not conflict with or obstruct implementation of the City of Fresno's GHGRP. This impact would be **less than significant.**

As discussed in Section 3.6.1, "Regulatory Setting," the City of Fresno adopted its most recent update to its GHGRP in 2020. The GHGRP includes GHG emission reduction targets, strategies, and implementation measures developed to help the City reach these targets. Reduction strategies address GHG emissions associated with transportation and land use, water, waste management and recycling, agriculture, open space, and energy. Consistency with State and local plans is demonstrated in the Energy Technical Report provided as Appendix E (Tables B-1 and B-2). The analysis in Section 3.7, "Greenhouse Gas Emissions and Climate Change," which is incorporated by reference, also demonstrates the project's consistency with the targets in the City's GHGRP and establishes a chain of consistency between the GHGRP and the State's targets for GHG reduction. Because the GHGRP is designed to comply with statewide plans, projects consistent with the local plans are inherently consistent with the State's plans for energy efficiency.

As discussed in Chapter 2, "Project Description," the project is committed to enrolling in PG&E Solar Choice Program, which provides options for customers to acquire 50 or 100 percent of its electricity from renewable sources. The project has committed to enrolling in the 100 percent renewable option of PG&E's Solar Choice Program which would align the project with the energy reduction measures of the GHGRP.

Due to the inclusion of energy efficiency and renewable energy measures as part of the project and compliance with state regulations related to energy efficiency and renewable energy, as well as the GHGRP, project implementation would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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3.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

This section presents a summary of regulations applicable to greenhouse gas (GHG) emissions; a summary of climate change science and GHG sources in California; quantification of project-generated GHGs and discussion about their contribution to global climate change; and analysis of the project's resiliency to climate change-related risks. No comments were received in response to the notice of preparation that specifically address GHG emissions or climate change. Effects related to pollution and air quality concerns are addressed in Section 3.3, "Air Quality."

3.7.1 Regulatory Setting

FEDERAL

Greenhouse Gas Emission Standards

In *Massachusetts et al. v. Environmental Protection Agency et al.,* 549 U.S. 497 (2007), the Supreme Court of the United States ruled that CO_2 is an air pollutant as defined under the federal Clean Air Act (CAA) and that the U.S. Environmental Protection Agency (EPA) has the authority to regulate GHG emissions. In 2010, EPA started to address GHG emissions from stationary sources through its New Source Review permitting program, including operating permits for "major sources" issued under Title V of the CAA.

In October 2012, EPA and the National Highway Traffic Safety Administration, on behalf of the U.S. Department of Transportation, issued final rules to further reduce GHG emissions and improve corporate average fuel economy (CAFE) standards for light-duty vehicles for model years 2017 and beyond (77 *Federal Register* 62624). These rules would increase fuel economy to the equivalent of 54.5 miles per gallon, limiting vehicle emissions to 163 grams of CO_2 per mile for the fleet of cars and light-duty trucks by model year 2025 (77 *Federal Register* 62630).

On April 2, 2018, the EPA administrator announced a final determination that the current standards should be revised. On August 2, 2018, the U.S. Department of Transportation and EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule), which would amend existing CAFE standards for passenger cars and light-duty trucks by increasing the stringency of the standards by 1.5 percent per year from models 2021 through 2026.

The CAA grants California the ability to enact and enforce more strict fuel economy standards through the acquisition of an EPA-issued waiver. Each time California adopts a new vehicle emission standard, the state applies to EPA for a preemption waiver for those standards. However, Part One of the SAFE Rule, which became effective on November 26, 2019, revoked California's existing waiver to implement its own vehicle emission standard. Part Two of the SAFE Rule established a standard to be adopted and enforced nationwide (84 Federal Register [FR] 51310). Pending several legal challenges to Part One of the SAFE Rule and administrative turnover, on December 21, 2021, the NHSTA published its CAFE Preemption Rule, which finalizes the repeal of the SAFE Rule Part 1 allowing California to continue procuring its waiver from EPA through the CAA to enforce more stringent emissions standards. Also, on April 1, 2022, the Secretary of Transportation unveiled new CAFE standards for 2024–2026 model year passenger cars and light-duty trucks. These new standards require new vehicles sold in the US to average at least 40 miles per gallon and apply to all states except those that enforce stricter standards.

STATE

Statewide GHG Emission Targets and Climate Change Scoping Plan

Reducing GHG emissions in California has been the focus of the State government for approximately two decades. GHG emission targets established by the State legislature include reducing statewide GHG emissions to 1990 levels by 2020 (Assembly Bill [AB] 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (Senate Bill [SB] 32 of 2016). Executive Order S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. This target was superseded by AB 1279, which codifies a goal for carbon neutrality and reduce emissions by 85 percent below 1990 levels by 2045. These targets are in line with the scientifically established levels needed in the U.S.

to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (United Nations 2015).

CARB adopted the *Final 2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 16, 2022, which traces the State's the pathway to achieve its carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045 using a combined top-down, bottom-up approach under various scenarios. It identifies the reductions needed by each GHG emission sector (e.g., transportation [including off-road mobile source emissions], industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste) to achieve these goals.

The state has also passed more detailed legislation addressing GHG emissions associated with transportation, electricity generation, and energy consumption, as summarized below.

Transportation-Related Standards and Regulations

CARB certified the Advanced Clean Cars II Program (ACC II Program) on August 25, 2022. The ACC II Program builds upon the existing ACC program and established more stringent zero emissions vehicle (ZEV) sales requirements for future benchmark years. The ACC II Program is designed to ensure that 100 percent of all vehicle sales in the State will be ZEVs by 2035.

CARB has also adopted the Advanced Clean Trucks Regulation (ACT Regulation) which sets requirements for the transition of diesel trucks and vans to zero-emission trucks beginning in 2024. CARB estimates that the ACT Regulation will lower related premature deaths.

Executive Order B-48-18, signed into law in January 2018, requires all state entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as 200 hydrogen-fueling stations and 250,000 EV-charging stations installed by 2025. It specifies that 10,000 of these charging stations must be direct-current fast chargers.

CARB adopted the Low Carbon Fuel Standard (LCFS) in 2007 to reduce the carbon intensity (CI) of California's transportation fuels. Low-CI fuels emit less CO_2 than other fossil fuel–based fuels such as gasoline and fossil diesel. The LCFS applies to fuels used by on-road motor vehicles and off-road vehicles, including construction equipment (Wade, pers. comm., 2017).

In addition to regulations that address tailpipe emissions and transportation fuels, the state legislature has passed regulations to address the amount of driving by on-road vehicles. Since passage of SB 375 in 2008, CARB requires metropolitan planning organizations to develop and adopt sustainable communities strategies as a component of the federally prepared regional transportation plans to show reductions in GHG emissions from passenger cars and light-duty trucks in their respective regions for 2020 and 2035. These plans link land use and housing allocation to transportation planning and related mobile-source emissions. The Fresno Council of Governments (COG) serves as the metropolitan planning organization for Fresno County. The Fresno COG was tasked by CARB to achieve a 5-percent per capita reduction compared to 2012 emissions by 2020 and a 10-percent per capita reduction by 2035, both of which CARB confirmed the region would achieve by implementing the Regional Transportation Plan/Sustainable Communities Strategy (CARB 2019). In March 2018, CARB promulgated revised targets tasking the Fresno COG to achieve a 6-percent and a 13-percent per capita reduction by 2020 and 2035, respectively (CARB 2018). The Fresno COG has not yet prepared a Regional Transportation Plan/Sustainable Communities Strategy to demonstrate that it will meet these targets.

SB 743 of 2013 required that the Governor's Office of Planning and Research (OPR) propose changes to the State CEQA Guidelines to address transportation impacts in transit priority areas and other areas of the state. In response, Section 15064.3 was added to CEQA in December 2018, requiring that transportation impacts no longer consider congestion but instead focus on the impacts of vehicle miles traveled (VMT). In support of these changes, OPR published its *Technical Advisory on Evaluating Transportation Impacts in CEQA,* which recommends that the transportation impact of a project be based on whether the project would generate a level of VMT per capita (or VMT per employee or some equivalent metric) that is 15 percent lower than that of existing development in the region, or that a different threshold is used based on substantial evidence (OPR 2017). OPR's technical advisory

explains that this criterion is consistent with Public Resources Code Section 21099, which states that the criteria for determining significance must "promote the reduction in greenhouse gas emissions" (OPR 2017). This metric is intended to replace the use of delay and level of service to measure transportation-related impacts. More detail about SB 743 is provided in the "Regulatory Setting" section of Section 3.13, "Transportation and Circulation."

Legislation Associated with Electricity Generation

The state has passed legislation requiring the increasing use of renewables to produce electricity for consumers. California's Renewables Portfolio Standard Program was established in 2002 (SB 1078) with the initial requirement to generate 20 percent of their electricity from renewable by 2017, 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011), 52 percent by 2027 (SB 100 of 2018), 60 percent by 2030 (also SB 100 of 2018), and 100 percent by 2045 (also SB 100 of 2018).

California Building Energy Efficiency Standards (Title 24, Part 6)

The energy consumption of new residential and nonresidential buildings in California is regulated by the California Code of Regulations Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Commission (CEC) updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. The current California Energy code will require builders to use more energy-efficient building technologies for compliance with increased restrictions on allowable energy use. CEC estimates that the combination of mandatory on-site renewable energy and prescriptively required energy efficiency features will result in new residential construction that uses 53 percent less energy than the 2016 standards. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent compared to the 2016 standards primarily through prescriptive requirements for high-efficiency lighting (CEC 2018).

The Title 24 Building Energy Efficiency Standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards are demonstrated to be cost effective and exceed the energy performance required by Title 24 Part 6.

California Integrated Waste Management Act

To minimize the amount of solid waste that must be disposed of in landfills, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties were required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995, and 50 percent by January 1, 2000. Through other statutes and regulations, this 50 percent diversion rate also applies to State agencies. In order of priority, waste reduction efforts must promote source reduction, recycling and composting, and environmentally safe transformation and land disposal.

In 2011, AB 341 modified the California Integrated Waste Management Act and directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. The resulting Mandatory Commercial Recycling Regulation (2012) requires that on and after July 1, 2012, certain businesses that generate 4 cubic yards or more of commercial solid waste per week shall arrange recycling services. To comply with this requirement, businesses may either separate recyclables and self-haul them or subscribe to a recycling service that includes mixed waste processing. AB 341 also established a statewide recycling goal of 75 percent; the 50 percent disposal reduction mandate still applies for cities and counties under AB 939, the Integrated Waste Management Act.

Safeguarding California Plan: California's Climate Adaptation Strategy

Safeguarding California is California's overall plan for climate adaptation, originally released in 2014 and most recently updated in 2018, as directed by AB 1482 which requires the plan be updated every 3 years. The plan provides policy guidance for state decision makers and is part of continuing efforts to reduce impacts and prepare for climate risks. This plan establishes California's comprehensive climate strategy, discusses progress to date on the State's various climate adaptation efforts, highlights state agency adaptation initiatives and makes realistic sector-specific recommendations. Policy recommendations in the plan are presented in three main chapters: Social Systems and the Built Environment; Natural and Managed Resource Systems; and Parks, Recreation, and California Culture. The plan

also includes a chapter focused specifically on Climate Justice and provides policy recommendations to ensure that the states adaptation strategies are implemented in and just and equitable manner that benefit California's most disadvantaged communities (CNRA 2018).

LOCAL

San Joaquin Valley Air Pollution Control District

The San Joaquin Valley Air Pollution Control District (SJVAPCD) is the primary agency responsible for addressing air quality concerns in Fresno County. Its role is discussed further in Section 3.3, "Air Quality." SJVAPCD also recommends methods for analyzing project-generated GHGs in CEQA analyses and offers multiple potential GHG reduction measures for land use development projects. SJVAPCD developed thresholds of significance to provide a uniform scale to measure the significance of GHG emissions from land use and stationary source projects in compliance with CEQA and AB 32. SJVAPCD's goals in developing GHG thresholds include ease of implementation, use of standard analysis tools, and emissions mitigation consistent with AB 32. However, SJVAPCD has not developed new thresholds since the passage of SB 32, which mandates a statewide emissions target of 40 percent below 1990 levels by 2030.

City of Fresno General Plan

The City of Fresno General Plan establishes the following policies related to GHG and climate change that are relevant to the project:

- Policy RC-5-c: GHG Reduction through Design and Operations. Increase efforts to incorporate requirements for GHG emission reductions in land use entitlement decisions, facility design, and operational measures subject to City regulation through the following measures and strategies:
  - Promote the expansion of incentive-based programs that involve certification of projects for energy and water efficiency and resiliency. These certification programs and scoring systems may include public agency "Green" and conservation criteria, Energy Star™ certification, CALGreen Tier 1 or Tier 2, Leadership in Energy Efficient Design (LEED™) certification, etc.
  - Promote appropriate energy and water conservation standards and facilitate mixed-use projects, new incentives for infill development, and the incorporation of mass transit, bicycle and pedestrian amenities into public and private projects.
  - Require energy and water audits and upgrades for water conservation, energy efficiency, and mass transit, pedestrian, and bicycle amenities at the time of renovation, change in use, change in occupancy, and change in ownership for major projects meeting review thresholds specified in an implementing ordinance.
  - Incorporate the City's "Guidelines for Ponding Basin/Pond Construction and Management to Control Mosquito Breeding" as conditions of approval for any project using an on-site stormwater basin to prevent possible increases in vector-borne illnesses associated with global climate change.
  - Periodically evaluate the City's facility maintenance practices to determine whether there are additional opportunities to reduce GHGs through facility cleaning and painting, parks maintenance, road maintenance, and utility system maintenance.
  - Periodically evaluate standards and mitigation strategies for highly vehicle-dependent land uses and facilities, such as drive-through facilities and auto-oriented development.

City of Fresno Climate Action Plan

The City adopted its first greenhouse gas reduction plan (GHGRP) in 2014. The City also updated its GHGRP in 2021 to extend its GHG reduction targets beyond 2020 to align with state reduction targets for 2030 as mandated by SB 32 and 2035 to align with the horizon year of the general plan. The GHGRP estimates forecasted emissions in the city using a business-as-usual (BAU) model that does not account for various statewide regulations that will reduce emissions in the city. To establish GHG reduction targets, an adjusted BAU (ABAU) that accounts for such regulations

was also estimated. Following this exercise, an emissions reduction targets of reducing emissions by an additional 29,316 and 209,463 metric tons of carbon dioxide equivalent ($MTCO_2e$) for 2030 and 2035, respectively, through local GHG reduction measures was established. These reductions represent a 1.5 and 11.6 percent reduction in all GHG emissions for 2030 and 2035, respectively, and will be used in this analysis to demonstrate that the project's projected emissions align with the GHGRP.

3.7.2 Environmental Setting

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected toward space. The absorbed radiation is then emitted from the earth as low-frequency infrared radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are found to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. The Sixth Assessment Report contains IPCC's strongest warnings to date on the causes and impacts of climate change. Importantly, the report notes that, in terms of solutions, "We need transformational change operating on processes and behaviors at all levels: individual, communities, business, institutions, and governments. We must redefine our way of life and consumption."

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent are estimated to be sequestered through ocean and land uptake every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remain stored in the atmosphere (IPCC 2013).

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is considered to be enormous. No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

EFFECTS OF CLIMATE CHANGE ON THE ENVIRONMENT

The global average temperature is expected to increase by 3 to 7°F by the end of the century, depending on future GHG emission scenarios (IPCC 2007). According to California's Fourth Climate Change Assessment, depending on future GHG emissions scenarios, average annual maximum daily temperatures in California are projected to increase between 3.6 and 5.8°F by 2050 and by 5.6 to 8.8°F by 2100 (OPR et al. 2018a).

Other environmental resources could be indirectly affected by the accumulation of GHG emissions and resulting rise in global average temperature. In recent years, California has been marked by extreme weather and its effects. Climate model projections for California demonstrate that impacts will vary throughout the state and show a tendency for the northern part of the state to become wetter while the southern portion of California to become drier (Pierce et al., 2018). According to California Natural Resources Agency's (CNRA's) report, *Safeguarding California Plan: 2018 Update* (CNRA 2018), California experienced the driest 4-year statewide precipitation on record from 2012

through 2015; the warmest years on average in 2014, 2015, and 2016; and the smallest and second smallest Sierra snowpack on record in 2015 and 2014 (CNRA 2018). Climate model projections included in California's Fourth Climate Change Assessment demonstrate that seasonal summer dryness in California may be prolonged due to earlier spring soil drying and would last longer into the fall and winter rainy season. Increases in temperature are also predicted to result in changes to California's snowpack. Based on climate model projections, the mean snow water equivalent , a common measurement which indicates the amount of water contained within snowpack, in California is anticipated to decline to two-thirds of its historic average by 2050 and between less than half and less than one-third of historic average by 2100, depending on future emissions scenarios (OPR, CEC, and CNRA 2018a).

Climate model projections demonstrate that California will experience variation in precipitation patterns as well. The Northern Sierra Nevada range experienced its wettest year on record in 2016 (CNRA 2018). As temperatures increase, the increase in precipitation falling as rain rather than snow also could lead to increased potential for floods because water that would normally be held in the snowpack of the Sierra Nevada and Cascade mountains until spring will flow into the Central Valley concurrently with winter rainstorm events. This scenario will place more pressure on California's levee/flood control system (CNRA 2018). As the climate continues to warm, extreme precipitation events in California will increase and could, subsequently, increase the probability of "mega-flood" events (Polade et al. 2017).

Climate change is also projected to result in tertiary impacts on energy infrastructure throughout California. Changes in temperature, precipitation patterns, extreme weather events, and sea-level rise have the potential to affect and decrease the efficiency of thermal power plants and substations, decrease the capacity of transmission lines, disrupt electrical demand, and threaten energy infrastructure with the increased risk of flooding (CNRA 2018).

According to California's Fourth Climate Change Assessment, climate change will create impacts on the State's transportation network that will have 'ripple effects' including direct and indirect impacts on inter-dependent infrastructure networks as well as negative impacts on the economy. Without appropriate adaptations strategies for roadway materials (i.e., asphalt and pavement), researchers estimate that the median total cost to California for 2040-2070 will be between $1 billion and $1.25 billion (OPR, CEC, and CNRA 2018a). The California Department of Transportation (Caltrans) owns and operates more than 51,000 miles along 265 highways, as well as three of the busiest passenger rail lines in the nation. Sea level rise, storm surge, and coastal erosion are imminent threats to highways, roads, bridge supports, airports, transit systems and rail lines near sea level and seaports. Shifting precipitation patterns, increased temperatures, wildfires, and increased frequency in extreme weather events also threaten transportation systems across the state. Temperature extremes and increased precipitation can increase the risk of road and railroad track failure, decrease transportation safety, and increase maintenance costs (CNRA 2018). Modeling for flood events in California demonstrates that approximately 370 miles of highways are susceptible to flooding in a 100-year storm event by the year 2100 (OPR, CEC, and CNRA 2018a).

Water availability and changing temperatures affect the prevalence of pests, disease, and species, which will directly impact crop development, forest health, and livestock production. Other environmental concerns include decline in water quality, groundwater security, and soil health (CNRA 2018). Vulnerabilities of water resources also include risks to degradation of watersheds, alteration of ecosystems and loss of habitat, (OPR, CEC, and CNRA 2018a).

California's Fourth Climate Change Assessment also identifies the impacts climate change will have on public health and social systems. Average temperature increases in California are estimated to have impacts on human mortality, with 6,700 to 11,300 additional annual deaths in 2050, depending on higher or lower emissions scenarios (Ostro et al. 2011). Studies have also shown that impacts from climate change can also have indirect impacts on public health, such as increased vector-borne diseases, and stress and mental trauma due to extreme events, economic disruptions, and residential displacement (Gould & Dervin 2012; McMichael & Lindgren 2011; United States Global Change Research Program 2016).

STATEWIDE GHG EMISSIONS

As discussed previously, GHG emissions are attributable in large part to human activities. The total GHG inventory for California in 2020 was 369 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) (CARB 2022). This is less than the 2020 target of 431 $MMTCO_2e$. Table 3.7-1 summarizes the statewide GHG inventory for California by percentage.

As shown in Table 3.7-1, transportation, industry, and in-state electricity generation are the largest GHG emission sectors.

Emissions of CO_2 are byproducts of fossil fuel combustion. Methane, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices, landfills, and forest fires. Nitrous oxide is also largely attributable to agricultural practices and soil management. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution (CO_2 dissolving into the water) and are two of the most common processes for removing CO_2 from the atmosphere.

Table 3.7-1 Statewide GHG Emissions by Economic Sector

Sector	$MMTCO_2e$	Percent
Transportation	141	38%
Industrial	85	23%
Electricity (in state)	41	11%
Residential	33	9%
Agriculture and Forestry	30	8%
Commercial	22	6%
Electricity (Imports)	19	5%
Total	**369**[1]	**100%**

Note: $MMTCO_2e$ = million metric tons of carbon dioxide equivalent.

[1] Numbers do not sum to total because of rounding of whole numbers.

Source: CARB 2022.

A GHG inventory and emissions forecast for the city of Fresno is provided in the City's GHGRP and summarized in Table 3.7-2. These emissions inventories demonstrate the business-as-usual projections for the city without consideration of statewide regulatory measures to reduce GHG emissions. Similar to statewide emissions trends, the transportation sector comprises the greatest GHG emission sector in the city.

Table 3.7-2 City of Fresno 2016 Inventory Update and Business-as-Usual Projections (in $MTCO_2e$)

Emissions Sector	2016	2020	2030	2035
Transportation	1,520,052	1,594,888	1,798,498	1,909,852
Commercial Energy	524,838	557,142	627,373	657,379
Residential Energy	479,371	514,053	579,546	603,951
Fugitive Emissions	270,130	288,573	335,316	357,008
Solid Waste	119,167	127,303	147,923	156,493
Industrial Energy	10,055	10,506	11,528	12,035
Agriculture Energy	20	20	20	20
Total	2,923,633	3,092,486	3,500,204	3,697,738

Notes: Totals may not equal the sum of the numbers because of independent rounding.

$MTCO_2e$ = metric tons of carbon dioxide equivalent.

Source: City of Fresno 2020.

3.7.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The following resources were used for this analysis:

- the California Emissions Estimator Model (CalEEMod) 2020.4.0 Computer Program (CAPCOA 2021),
- SJVAPCD's Guide to Assessing and Mitigating Air Quality Impacts (GAMAQI) (SJVAPCD 2015), and
- the 2022 Greenhouse Gas Technical Report (Ramboll 2022) (included as Appendix F to this EIR).

Regional and local GHG emissions and associated impacts were estimated in accordance with SJVAPCD-recommended methodologies.

CalEEMod modeling was based on project-specific information (e.g., land use type, construction and operational equipment to be used, trip projections) where available, reasonable assumptions based on typical construction activities, and default values in CalEEMod that are based on the project's location and land use type. Construction emissions were estimated using an equipment inventory and usage assumptions and on-road vehicle activity provided by the applicant and default values in CalEEMod that are based on the project's location. Construction activities associated with the project would likely require the use of equipment such as excavators, loaders, backhoes, generators, welders, dump trucks, pavers, cranes, pumps, tunnel boring equipment, and solids control machinery. For the purpose of this evaluation, it is assumed that construction of the project would begin in May 2023 and end in November 2023.

To assess the climate change impacts that would result from operations of the project, information pertaining to operational emissions provided by the applicant were used in CalEEMod to produce an estimation of GHGs that would result from both off-site and on-site operational trips. The most recent available emissions inventory for Fresno County was derived from EMFAC2021v1.0.2 and applied to CalEEMod to provide the most current vehicle emissions rates for on-road vehicles. These trips include worker commute and customer trips to the project site as estimated in the project's traffic study (Kittleson 2023).

Emissions from energy consumption (electricity and natural gas combustion) were estimated using Pacific Gas and Electric Company (PG&E) emissions factors applied to the intensities provided for the land use types proposed for the project scaled to PG&E's requirements to comply with the RPS. Area-, wastewater-, and solid waste-source emissions were estimated using CalEEMod default values for the proposed land use types (i.e., car wash, commercial center, gas station, and parking lot).

The City's GHGRP contains a consistency checklist designed to streamline CEQA review for development projects within the city of Fresno. The strategies are organized into the following categories: land use and transportation; transportation facilities strategies; transportation demand strategies; energy conservation strategies for new and existing buildings; water conservation strategies; waste diversion and recycling and energy recovery; strategies for existing development; and municipal strategies.

Proposed development projects that are consistent with the GHGRP as determined through the GHGRP CEQA Consistency Checklist may rely on the GHGRP for the cumulative impacts analysis of GHG emissions. For CEQA purposes, GHG impacts are inherently cumulative as no one project is responsible for the global impact of climate change; rather, the emissions of all past, present, and future projects determine the degree of climate change severity. Projects that are not consistent with the GHGRP must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions, and apply appropriate GHG reduction mitigation measures. The GHGRP identifies a range of GHG reduction strategies from which project applicants and lead agencies can select the strategies best suited to reduce the GHG emissions that would be generated by their individual projects.

The first step in the GHGRP checklist is determining whether the proposed project is consistent with the general plan's land use and zoning designations. Projects that require a zoning change must determine whether emissions associated with this change would produce more GHG emissions than the previous zoning designation, which are the

basis for the emissions accounted for in the GHGRP. The project requires an amendment to alter the existing designation from Community Commercial to General Commercial. Based on the allowable floor-to-area ratio anticipated under these two designations, the General Commercial designation has the potential to allow development that would generate greater emissions than the Community Commercial zoning designation. Based on the guidance in the GHGRP checklist, the checklist cannot be used to determine the project's significance.

Thus, a project-level evaluation of GHG emissions has been prepared to demonstrate consistency with the GHGRP. The project is quantitatively evaluated using the same methodology contained in the GHGRP. The project will incorporate various measures contained in the GHGRP, which have been quantified for the project first year of operation (i.e., 2023), as well as 2030 and 2035, to evaluate whether the project would achieve its fair share of reductions and or conflict with the City achieving its reduction targets for those years.

The GHGRP provides an inventory for 2016, as well as an adjusted BAU forecast for 2030 and 2035. The adjusted BAU forecast is used to identify the "gap" between the city's projected emissions and the emissions target the City will need to meet through local GHG-reducing measures. Based on these projections, the City's GHGRP measures would need to reduce the city's communitywide emissions by an additional 1.5 percent and 11.6 percent in 2030 and 2035, respectively. Scaling this percentage to the project level, the project would also need to reduce its emissions by these percentages when compared to an adjusted BAU scenario.

Projected emissions from the project were calculated under an adjusted BAU scenario. This scenario reflects emission reductions that would occur as a result of state policies already in place when the GHGRP was prepared. This approach was taken to frame the project's emissions at the time the GHGRP was prepared in consideration of the regulations that were in place at that time.

Under this scenario, the project's emissions would be 25,191 and 23,308 $MTCO_2e$ in 2030 and 2035, respectively. Applying the 1.5 percent and 11.6 percent reduction identified in the GHGRP for 2030 and 2035, the project would not result in a significant climate change effect if it would:

- reduce emissions that meet or exceed a 381 $MTCO_2e$ target, or 1.5 percent of the project's adjusted BAU emissions, in 2030, or
- reduce emissions that meet or exceed a 2,711 $MTCO_2e$ target, or 11.6 percent of the project's adjusted BAU emissions, in 2035.

See Appendix F for a detailed description of modeling assumptions, CalEEMod outputs, and calculations.

THRESHOLDS OF SIGNIFICANCE

State CEQA Guidelines Section 15064 and relevant portions of Appendix G recommend that a lead agency consider a project's consistency with relevant, adopted plans and discuss any inconsistencies with applicable regional plans, including plans to reduce GHG emissions. An impact on climate change would be significant if implementation of the project would:

- generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

With respect to GHG emissions, the CEQA Guidelines Section 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. The CEQA Guidelines note that an agency has the discretion to either quantify a project's GHG emissions or rely on a "qualitative analysis or performance-based standards" (Section 15064.4[a]). A lead agency may use a "model or methodology" to estimate GHG emissions and has the discretion to select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change" (Section 15064.4[c]). The CEQA Guidelines provide that the lead

agency should consider the following when determining the significance of impacts from GHG emissions on the environment (Section 15064.4[b]):

- The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Appendix G is a sample Initial Study checklist that includes a number of factual inquiries related to the subject of climate change, as it does on a whole series of additional environmental topics. Notably, lead agencies are under no obligation to use these inquiries in fashioning thresholds of significance on these subjects, or indeed on any subject addressed in the checklist. (*Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th 1059, 1068.) Rather, with few exceptions, "CEQA grants agencies discretion to develop their own thresholds of significance." (*Ibid*.) Even so, it is a common practice for lead agencies to take the language from the inquiries set forth in Appendix G and to use that language in fashioning thresholds. The City has done so here.

The City has an adopted GHGRP with a checklist available for use in CEQA analyses; however, the project is amending the general plan such that the project would, by a comparative worst-case scenario analysis, have greater emissions than the land use type included in the general plan. Nevertheless, the city has applied the GHGRP's BAU approach to substantiate the significance determination of the project. The use of the GHGRP in determining the project's significance answers both the Appendix G questions of whether the project would directly or indirectly generate substantial GHG emissions as well as conflict with a local or statewide plan to reduce GHG emissions (in this case, the city's GHGRP). Although the GHGRP is not used for CEQA streamlining, the reduction targets of the GHGRP are applicable standards for use to determine a project's cumulative contribution to climate change.

A comparative analysis was prepared to determine if the project's emissions would align with the long-term GHG reduction goals of the City's GHGRP using a BAU approach compared to the project's emissions in light of the most recent GHG regulations, plans, and programs in place at this time. Thus, to determine the potential significance of the project, GHG emissions are disclosed and compared to the GHG reduction goals of the GHGRP. For the purposes of determining the significance of the project, the project would result in a cumulatively considerable contribution to climate change if it would:

- fail to reduce GHG emissions by at least the 381 $MTCO_2e$ reduction target, or 1.5 percent of the project's adjusted BAU emissions, in 2030; or
- fail to reduce GHG emissions by at least the 2,711 $MTCO_2e$ reduction target, or 11.6 percent of the project's adjusted BAU emissions, in 2035.

TOPICS NOT DISCUSSED FURTHER

All issues pertaining to climate change are evaluated in this analysis.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.7-1: Generate GHG Emissions That Would Conflict with the City's Greenhouse Gas Reduction Plan

The project would incorporate various measures that align with similar GHG reduction measures included in the GHGRP as project design features. The project's emissions would also be reduced by new regulatory mechanisms that are in place at the time of writing this Draft EIR that were not in effect at the time the GHGRP was prepared such as the Advanced Clean Cars II Program and the Advanced Clean Trucks regulation. Through the incorporation of on-site reduction measures derived from the GHGRP and reductions realized from these aforementioned programs, the project would reduce its emissions by 3,140 and 6,719 $MTCO_2e$ in 2030 and 2035, respectively, as compared to BAU levels of emissions. To demonstrate compliance with the GHGRP, the project would be require to reduce its emissions by 1.5 percent or 381 $MTCO_2e$ and 11.6 percent or 2,711 $MTCO_2e$ below BAU emissions by 2030 and 2035, respectively, and this level of reduction exceeds these standards. Therefore, the project would be consistent with the GHGRP. This impact would be **less than significant.**

The project would generate GHG emissions from project construction and operation. Construction-related activities would generate GHG emissions from the use of heavy-duty off-road equipment, materials transport, and worker commutes. Based on modeling conducted for the project, construction is estimated to generate a total of 1,050 $MTCO_2e$. These emissions are amortized over a 30-year period and included in the total emissions evaluated below.

Operation of the project would also generate GHG emissions from vehicle trips accessing the project site, electricity consumption, on-site natural gas combustion, and solid waste and wastewater generation. For the first year of operation (2023), the project's emissions total 22,428 $MTCO_2e$/year.

As summarized in the "Methodology" section, the project's adjusted BAU emissions were estimated for 2030 and 2035. These emissions account for a project scenario wherein no on-site GHG reduction measures are in place using the regulatory setting in place when the GHGRP was adopted. Table 3.7-3 summarizes the project's adjusted BAU emissions for 2030 and 2035 and identifies the reductions needed for the project to align with the reduction targets of the GHGRP.

Table 3.7-3 Adjusted Business-as-Usual Emissions from the Project in 2030 and 2035

Emissions Category	2030 ($MTCO_2e$)	2035 ($MTCO_2e$)
Area Sources	<1	<1
Energy Usage	275	233
Mobile Source	24,342	22,504
Wastewater Generation	34	31
Solid Waste Disposal	540	540
Operational Total	**25,191**	**23,308**
Percent Reduction Needed from Adjusted BAU	1.5%	11.6%
Emissions Reduction Needs	**381**	**2,711**

Note: $MMTCO_2e$ = million metric tons of carbon dioxide equivalent.

Source: Emissions estimated by Ramboll Environ in 2023.

The project has made several commitments to on-site GHG reduction measures that align with those contained in the GHGRP. As indicated in Chapter 2, "Project Description," the project would participate in PG&E's Solar Choice program, which provides 100 percent renewable energy to customers enrolled in the program. The project would also implement a solid waste diversion program that is consistent with the measures of the GHGRP. Additionally, the project would construct and maintain EV chargers in line with Part 11 of the 2022 Title 24 California Building Code (CalGreen Code) (i.e., 5 percent of all parking stations shall be a Level 2 charging station, at a minimum).

Notably, CARB has developed and adopted new regulations that serve to reduce statewide GHG emissions from the on-road mobile source sector. As discussed in greater detail in Section 3.7.1, the ACC II Program and the ACT regulation are regulatory measures designed to electrify on-road gasoline and diesel fuel passenger vehicles, and light-, medium-, and heavy-duty trucks. These regulations would amend the adjusted BAU scenario in 2030 and 2035 contained in the GHGRP and would be represented in future updates to the GHGRP.

Table 3.7-4 summarizes the project's anticipated emissions in 2030 and 2035 following the application of on-site GHG reduction measures that the project has committed to. Table 3.7-4 also shows the reductions that would be achieved through the implementation of the ACC II Program and ACT regulation. Table 3.7-2 also reflects the implementation of Mitigation Measure 3.13-2, identified in Section 3.13, "Transportation and Circulation," which would establish a mandatory commute reduction program for employees.

Table 3.7-4 Project Emissions in 2030 and 2035 including Project Design Features

Emissions Category	2030 ($MTCO_2e$)	2035 ($MTCO_2e$)
Area Sources	<1	<1
Energy Usage	148	148
Mobile Source[1]	21,782	16,943
Wastewater Generation	34	31
Solid Waste Disposal	365	365
Operational Total	**22,338**	**17,479**
Reduction Achieved	**3,140**	**6,719**
Emissions Reduction Needs	**381**	**2,711**
Meets Reduction?	**Yes**	**Yes**

Note: $MMTCO_2e$ = million metric tons of carbon dioxide equivalent.

[1] Estimated mobile source emissions from the project account for the reductions that would be achieved by the Advanced Clean Cars II Program and the Advanced Clean Trucks Program

Source: Emissions estimated by Ramboll Environ in 2023.

As shown above in Table 3.7-4, the project would achieve a 3,140 and 6,719 $MTCO_2e$ reduction in GHG emissions in 2030 and 2035, respectively. This level of reduction would exceed the necessary reductions of 381 and 2,711 $MTCO_2e$ in 2030 and 2035, respectively, as identified in the GHGRP.

Notably, the GHGRP was prepared in consideration of the state's long-term reduction targets established in SB 32 (i.e., reducing statewide emissions by 40 percent below a 1990 inventory). SB 32 was considered an interim target to meeting the goal of reducing GHGs by 80 percent below 1990 levels by 2050 and directed by Executive Order S-3-05. Since the GHGRP was adopted, the state has passed more stringent targets, which are codified in AB 1279. These targets include reducing emissions by 85 percent below 1990 levels and achieving carbon neutrality by no later than 2045.

The 2022 Scoping Plan provides the framework for achieving these aggressive targets, and includes language that can be interpreted as revising the goal for 2030 to 48 percent reduction from 1990 levels as compared to the 40 percent reduction legislated in SB 32 (CARB 2022: 71). The goals established in the GHGRP were designed to adhere to the, then, most current GHG reduction target mandated by SB 32 (i.e., 40 percent reduction from 1990 levels by 2030). It is therefore foreseeable that the GHGRP's existing targets could be interpreted as inconsistent with the state's current long-term GHG reduction goals for 2030 (i.e., 48 percent below 1990 levels by 2030) and 2045 (i.e., 85 percent reduction from 1990 levels and carbon neutrality).

Nevertheless, the project would be fully operational before 2030 and includes several design elements that mirror the GHG reduction measures within the GHGRP. Moreover, the GHGRP is structured to be monitored and updated on an annual basis to evaluate the effectiveness of its strategies and to track progress throughout the General Plan's horizon year of 2035. To be a qualified GHGRP for CEQA purposes, the GHGRP updates would allow for the City to adjust its GHG reduction targets to account for the state's most recently adopted statewide targets legislated by AB

1279. Additionally, the use of CAP consistency for CEQA determinations is still supported by CARB in Appendix D of the 2022 Scoping Plan (CARB 2022: 7-10). The 2022 Scoping Plan does not explicitly state that the new reduction goals of AB 1279 disqualify existing CAPs that align with the state's previous target of reducing emissions by 40 percent from the 1990 inventory.

Therefore, because the GHGRP is designed to be updated periodically, and it is assumed that such updates would account for the state's most recent long-term GHG reduction goals of AB 1279, consistency with the GHGRP's reduction goals are still considered an appropriate threshold for determining the significance of the project's cumulative contribution to global climate change. Because the project would exceed the GHGRP's target reduction goals, the project's emissions would align with the GHGRP. Therefore, this impact would be **less than significant.**

Mitigation Measures

No mitigation is required for this impact.

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3.8 HAZARDS AND HAZARDOUS MATERIALS

This section describes the potential impacts of the project related to hazardous materials and public health. The evaluation provided in this section is based on information in the Phase II Environmental Site Assessment (ESA) prepared for the project site (Kleinfelder 2021) which is attached as Appendix G, and public databases containing lists of known hazardous waste/hazardous material sites, such as records from the State Water Resources Control Board's (SWRCB's) GeoTracker database and California Department of Toxic Substances' (DTSC's) EnviroStor database. Potential hazardous air emissions associated with operation of the project are addressed in Section 3.3, "Air Quality." Water quality concerns and potential for contamination or impairment are evaluated in Section 3.9, "Hydrology and Water Quality."

Public comments on the notice of preparation related to hazards and hazardous materials included concern over fumes generated from the gas station and their potential effect on sensitive receptors of River Bluff Elementary School and Rio Vista Middle School along with residents in the vicinity. Evaluation of the potential hazards associated with the gas station are presented below and in Section 3.3, "Air Quality."

3.8.1 Regulatory Setting

FEDERAL

Management of Hazardous Materials

Various federal laws address the proper handling, use, storage, and disposal of hazardous materials and require measures to prevent or address accidental release. The U.S. Environmental Protection Agency (EPA) is the agency primarily responsible for enforcement and implementation of federal laws and regulations pertaining to hazardous materials. Applicable federal regulations pertaining to hazardous materials are primarily contained in Code of Federal Regulations (CFR) Titles 29, 40, and 49. Hazardous materials, as defined in the Code, are listed in 49 CFR 172.101. Management of hazardous materials is governed by the following laws.

- The Toxic Substances Control Act of 1976 (15 U.S. Code [USC] Section 2601 et seq.) regulates the manufacturing, inventory, and disposition of industrial chemicals, including hazardous materials. Section 403 of the Toxic Substances Control Act establishes standards for lead-based paint hazards in paint, dust, and soil.
- The Resource Conservation and Recovery Act (RCRA) of 1976 (42 USC 6901 et seq.) is the law under which EPA regulates hazardous waste from the time the waste is generated until its final disposal ("cradle to grave").
- The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (also called the Superfund Act or CERCLA) (42 USC 9601 et seq.) gives EPA authority to seek out parties responsible for releases of hazardous substances and ensure their cooperation in site remediation.
- The Superfund Amendments and Reauthorization Act of 1986 (Public Law 99-499; USC Title 42, Chapter 116), also known as SARA Title III or the Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA), imposes hazardous materials planning requirements to help protect local communities in the event of accidental release.
- The Spill Prevention, Control, and Countermeasure (SPCC) rule includes requirements for oil spill prevention, preparedness, and response to prevent oil discharges to navigable waters and adjoining shorelines. The rule requires specific facilities to prepare, amend, and implement SPCC Plans. The SPCC rule is part of the Oil Pollution Prevention regulation, which also includes the Facility Response Plan rule.

Transport of Hazardous Materials

The U.S. Department of Transportation (USDOT) Office of Hazardous Materials Safety regulates transport of hazardous materials between states and is responsible for protecting the public from dangers associated with such transport. The federal hazardous materials transportation law, 49 USC 5101 et seq. (formerly the Hazardous Materials Transportation Act 49 USC 1801 et seq.) is the basic statute regulating transport of hazardous materials in the United

States. Hazardous materials transport regulations are enforced by the Federal Highway Administration, the U.S. Coast Guard, the Federal Railroad Administration, and the Federal Aviation Administration.

Worker Safety

The federal Occupational Safety and Health Administration (OSHA) is the agency responsible for assuring worker safety in the handling and use of chemicals identified in the Occupational Safety and Health Act of 1970 (Public Law 91-596, 9 USC 651 et seq.). OSHA has adopted numerous regulations pertaining to worker safety, contained in CFR Title 29. These regulations set standards for safe workplaces and work practices, including standards relating to the handling of hazardous materials and those required for excavation and trenching.

STATE

Management of Hazardous Materials

California Health and Safety Code

California Health and Safety Code Section 25501 defines a hazardous material as follows:

> "Hazardous material" means any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

"Hazardous wastes" are defined in California Health and Safety Code Section 25141(b) as wastes that:

> … because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in serious illness [or] pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

For purposes of this section, the term "hazardous materials" refers to both hazardous substances and hazardous wastes.

Under Chapter 6.95 of the California Health and Safety Code (Hazardous Materials Release Response Plans and Inventory), qualifying businesses are required to prepare a Hazardous Materials Business Emergency/Contingency Plan (HMBEP), which must include hazardous materials and hazardous waste management procedures and emergency response procedures, including emergency spill cleanup supplies and equipment. A HMBEP must be submitted by any business that handles a hazardous material or a mixture containing a hazardous material in quantities equal to, or greater than:

- a total weight of 500 pounds or a total volume of 55 gallons;
- 200 cubic feet of a compressed gas at standard temperature and pressure; and/or
- a radioactive material handled in quantities for which an emergency plan is required pursuant to Parts 30, 40, or 70 of Chapter 10, Title 10, CFR, or equal to or greater than the amounts specified above, whichever amount is less.

Hazardous Waste Control Law and Universal Waste Rule

Under CCR Title 22 and the California Hazardous Waste Control Law, DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. California's Universal Waste Rule allows individuals and businesses to transport, handle, and recycle certain common hazardous wastes, termed universal wastes, in a manner that differs from the requirements for most hazardous wastes. Universal wastes include televisions, computers, and other electronic devices, as well as batteries, fluorescent lamps, mercury thermostats, and other mercury-containing equipment. The hazardous waste regulations (CCR Title 22, Division 4.5, Chapter 11) identify seven categories of hazardous wastes that

can be managed as universal wastes. Any unwanted item that falls within one of these waste streams can be handled, transported, and recycled following the simple requirements set forth in the universal waste regulations.

California Accidental Release Prevention Program

The goal of the California Accidental Release Prevention Program (CCR Title 19, Division 2, Chapter 4.5) is to reduce the likelihood and severity of consequences of any releases of extremely hazardous materials. Any business that handles regulated substances (chemicals that pose a major threat to public health and safety or the environment because they are highly toxic, flammable, or explosive, including ammonia, chlorine gas, hydrogen, nitric acid, and propane) must prepare a risk management plan. The risk management plan is a detailed engineering analysis of the potential accident factors present at a business and the measures that can be implemented to reduce this accident potential. The plan must provide safety information, hazard data, operating procedures, and training and maintenance requirements. The list of regulated substances is found in Article 8, Section 2770.5 of the program regulations.

Transport of Hazardous Materials

The State of California has adopted U.S. Department of Transportation regulations for the movement of hazardous materials originating within the state and passing through the state; state regulations are contained in Title 26 of the California Code of Regulations (CCR). State agencies with primary responsibility for enforcing state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation. Together, these agencies determine appropriate container types and license hazardous waste haulers to transport hazardous waste on public roads.

Management of Construction Activities

Through the Porter-Cologne Water Quality Act and the National Pollution Discharge Elimination System (NPDES) program, RWQCBs have the authority to require proper management of hazardous materials during project construction. For a detailed description of the Porter-Cologne Water Quality Act, the NPDES program, and the role of the Central Valley RWQCB, see Section 3.9, "Hydrology and Water Quality."

The State Water Resources Control Board (SWRCB) adopted the statewide NPDES Construction General Permit in August 1999. The state requires that projects disturbing more than 1 acre of land during construction file a Notice of Intent with the RWQCB to be covered under this permit. Construction activities subject to the Construction General Permit include clearing, grading, stockpiling, and excavation. Dischargers are required to eliminate or reduce non-stormwater discharges to storm sewer systems and other waters. A stormwater pollution prevention plan (SWPPP) must be developed and implemented for each site covered by the permit. The SWPPP must include best management plans (BMPs) designed to prevent construction pollutants from contacting stormwater and keep products of erosion from moving off-site into receiving waters throughout the construction and life of the project; the BMPs must address source control and, if necessary, pollutant control.

Worker Safety

The California Occupational Safety and Health Administration (Cal/OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations within the state. Cal/OSHA standards are typically more stringent than federal OSHA regulations and are presented in Title 8 of the CCR. Cal/OSHA conducts on-site evaluations and issues notices of violation to enforce necessary improvements to health and safety practices.

California Fire Code

The California Fire Code is contained in Title 24 of the CCR, Part 9, also referred to as the California Building Standards Code. The California Fire Code incorporates the International Fire Code and necessary California amendments. It prescribes regulations consistent with nationally recognized good practices to safeguard life and property from the hazards of fire, explosion, and dangerous conditions arising from the storage, handling, and use of hazardous materials, as well as provisions to assist emergency response personnel. Chapter 23, Motor Fuel-Dispensing Facilities and Repair Garages, sets forth regulations for gas stations and repair garages such as location of dispensing devices, emergency disconnect switches and shutoff valves, and spill control.

Fire Hazard Severity Zones

Public Resources Code (PRC) Sections 4201-4204, and Government Code Sections 51175–51189, require identification of fire hazard severity zones (FHSZs) within the state of California. Fire prevention areas considered to be under state jurisdiction are referred to as "state responsibility areas." In state responsibility areas, the California Department of Forestry and Fire Protection (CAL FIRE) is required to delineate three hazard ranges: moderate, high, and very high; whereas "local responsibility areas," which are under the jurisdiction of local entities (e.g., cities, counties), are only required to identify very high FHSZs. The hazard ranges are measured quantitatively, based on: vegetation, topography, weather, crown fire potential (a fire's tendency to burn upwards into trees and tall brush), and ember production and movement.

LOCAL

City of Fresno General Plan

The City of Fresno General Plan includes the following policies that pertain to hazards and hazardous materials and are relevant to this analysis:

- **Policy NS-4-a: Processing and Storage.** Require safe processing and storage of hazardous materials, consistent with the California Building Code and Uniform Fire Code, as adopted by the City.
- **Policy NS-4-c: Soil and Groundwater Contamination Reports.** Require an investigation of potential soil or groundwater contamination whenever justified by past site uses. Require appropriate mitigation as a condition of project approval in the event soil or groundwater contamination is identified or could be encountered during site development.
- **Policy NS-4-e: Compliance with County Program.** Require that the production, use, storage, disposal, and transport of hazardous materials conform to the standards and procedures established by the County Division of Environmental Health. Require compliance with the County's Hazardous Waste Generator Program, including the submittal and implementation of a Hazardous Materials Business Plan, when applicable.
- **Policy NS-4-f: Hazardous Materials Facilities.** Require facilities that handle hazardous materials or hazardous wastes to be designed, constructed, and operated in accordance with applicable hazardous materials and waste management laws and regulations.
- **Policy NS-6-f: Emergency Vehicle Access.** Require adequate access for emergency vehicles in all new development, including adequate widths, turning radii, hard standing areas, and vertical clearance.

Fresno County Department of Public Health

A Certified Unified Program Agency (CUPA) is a local agency that has been certified by the California Environmental Protection Agency (Cal/EPA) to implement the local Unified Program. The CUPA can be a county, city, or joint powers authority. The Fresno County Department of Public Health is the certified CUPA for the city of Fresno and vicinity. As such, Fresno County provides oversight of businesses that (CERS 2015):

- Require HMBEPs;
- Require California accidental release prevention plans;
- Operate underground storage tanks (USTs);
- Operate aboveground storage tanks;
- Generate aboveground storage tanks;
- Generate hazardous waste(s); and
- Have on-site treatment of hazardous waste/tiered permits.

Compliance is achieved through routine inspections of regulated facilities, and investigation of citizen-based complaints and inquiries regarding improper handling and/or disposal of hazardous materials and/or hazardous waste.

Emergency Response

Fresno County prepared the Fresno County Multi-Hazard Mitigation Plan in coordination with the City of Fresno and other participating jurisdictions to reduce the vulnerability of the County and its residents to future hazard events. The plan assesses hazard risks and identifies goals and objectives to reduce the County's vulnerability to hazards. To meet the identified goals and objectives of the plan, mitigation actions are described specific to each participating jurisdiction, including the actions listed below which are pertinent to implementation of the proposed project (Fresno County 2018).

Fresno County Mitigation Actions

- **County 1:** Develop and Conduct a Multi-Hazard Seasonal Public Awareness Program
- **County 2:** Identify Critical Facilities and Inspect for Vulnerability to Major Hazards
- **County 3:** Upgrade or Replace Critical County Facilities Found to be Vulnerable to Major Hazards

City of Fresno Mitigation Actions

- **Fresno 1:** Establish Post-Disaster Action Plan for City Continuity of Operations Plan

3.8.2 Environmental Setting

PAST AGRICULTURAL USE OF THE PROJECT SITE

The project site was used as an orchard from approximately 1937 through 1998. The orchard was removed between 1998 and 2002, and the site has been vacant since then. Chemicals formerly used in orchards included organochlorine pesticides (OCPs), as well as heavy metals and compounds, such as arsenic and lead, which may persist in soil for decades.

Ten composite soil samples (including one duplicate) and ten discrete soil samples (including one duplicate) were collected from the project site in 2021 and analyzed for presence of OCPs, arsenic, and lead. The reported concentrations of OCPs, arsenic, and lead present in the soil samples were below their respective human health screening criteria for commercial/industrial soils, and below thresholds for classification as a California-regulated or RCRA hazardous waste (Kleinfelder 2021).

DOCUMENTED HAZARDOUS MATERIALS SITES

Riverside Golf Course

A leaking UST released petroleum at the Riverside Golf Course, which is located immediately north of the project site, in 1989 (SWRCB 2021a). The storage tanks and 1,820 cubic yards of impacted soil were removed in 1989. Cleanup is complete and the case was closed by the SWRCB in 1999 (SWRCB 2021b). Fresno County issued a Certification of Response Actions indicating that the remaining levels of contamination present did not pose a threat to groundwater, public health, or safety, and further assessment and cleanup were not required (Fresno County 1999).

AIRPORTS AND AIR HAZARDS

Airport influence areas are used in land use planning to identify areas commonly overflown by aircraft as they approach and depart an airport, or as they fly within established airport traffic patterns. The closest airport, Sierra Sky Airport, is a small, privately owned airport approximately 2 miles east of the project site. Sierra Sky Airport was created to serve residents in the adjacent subdivision, Sierra Sky Park, and contains one runway (Paquette 2007). The closest publicly owned airport, Fresno-Chandler Executive Airport, is approximately 9 miles southeast of the project site. Fresno Yosemite International Airport is approximately 11 miles southeast of the site. The airport influence areas include six safety zones which limit land use based on the zone type. The project site is not located within the airport planning area or safety zones for the Sierra Sky Airport, Fresno-Chandler Executive Airport, or Fresno Yosemite International Airport (Fresno County ALUC 2018, n.d.).

SCHOOLS

The schools closest to the project site are Rio Vista Middle School and River Bluff Elementary School, located south of West Herndon Avenue. The outdoor areas of Rio Vista Middle School are approximately 130 feet from the southeast corner of the project site (see Figure 2-2 in Chapter 2, "Project Description"). Other schools in the vicinity include William Saroyan Elementary School, located approximately 1 mile to the southeast; Forkner Elementary School and Figarden Elementary School located approximately 2.8 miles to the east; and Teague Elementary School approximately 2.6 miles to the southeast.

WILDLAND FIRE HAZARD

The project site is not located within a designated urban-wildland interface area nor is it near designated State Responsibility Areas. According to maps published by CAL FIRE, the city of Fresno does not contain any land classified as a Very High FHSZ. The project site is classified as "Unzoned" (CAL FIRE 2007).

3.8.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The following reports and data sources related to potentially hazardous conditions were reviewed for this analysis:

- available literature, including documents published by federal, State, County, and City agencies;
- applicable City of Fresno General Plan policies; and
- Phase II Environmental Site Assessment for the project (Appendix G), prepared by Kleinfelder (2021).

Project construction and operation were evaluated against the hazardous materials information gathered from these sources to determine whether any risks to public health and safety or other conflicts would occur.

THRESHOLDS OF SIGNIFICANCE

An impact related to hazards and hazardous materials would be significant if implementation of the project would:

- create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment;
- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school;
- be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;
- impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

TOPICS NOT DISCUSSED FURTHER

Result in a Safety Hazard or Excessive Noise for People Residing or Working in the Project Area

The project site is not located within the airport planning area or safety zones for the Sierra Sky Airport, Fresno-Chandler Executive Airport, or Fresno Yosemite International Airport (Fresno County ALUC 2018, n.d.). No other airport land use plans are applicable to the project site. Additionally, construction of the project would last for approximately 170 days, and the construction equipment used (e.g., forklift, excavators, and graders) would not be large enough to impede the use of aircraft in the area. The new facility would be approximately 32 feet high and would not be tall enough to interfere with existing airport operations at the Sierra Sky Airport, Fresno-Chandler Executive Airport, or Fresno Yosemite International Airport. The project site is not within an airport influence area established to identify locations where there is potential for a project to result in a safety hazard or excessive noise for people residing or working in the project area. Therefore, no further analysis is required by CEQA.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.8-1: Create a Significant Hazard through Routine Transport, Use, or Disposal of Hazardous Materials

Project construction and operation would involve the routine transport, use, and disposal of hazardous materials. Given compliance with applicable regulations which would reduce impacts associated with the use, transport, storage, and sale of hazardous materials, including measures taken to address the safety of USTs and the handling of hazardous materials in accordance with the HMBEP and the local CUPA, impacts associated the routine transport, use, and disposal of hazardous materials would be **less than significant.**

Short-Term Construction Impacts

Construction would involve the transport, use, storage, and disposal of hazardous materials and petroleum products that are commonly used at construction sites. These hazardous materials could include diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals. Hazardous waste generated during construction may consist of fuel and lubricant containers, paint and solvent containers, and cement products containing strong basic or acidic chemicals. Although the transportation of hazardous materials could result in accidental spills or other hazards, the USDOT Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in 49 USC 5101. These standard accident and hazardous materials recovery training and procedures are enforced by the state and followed by private state-licensed, certified, and bonded transportation companies and contractors.

Given that the project would disturb more than 1 acre of land, Costco would be required to file a Notice of Intent with the RWQCB and apply for a Construction General Permit. Project construction activities would be subject to the requirements of the Construction General Permit, which would regulate clearing, grading, stockpiling, and excavation during construction. A SWPPP would be developed for the project as part of the Construction General Permit. The SWPPP would include best management practices (BMPs) designed to prevent construction pollutants from contacting stormwater and keep products of erosion from moving off-site into receiving waters throughout the construction and life of the project, as described in Section 3.9, "Hydrology and Water Quality."

Short-term construction impacts related to the transport, use, and disposal of hazardous materials would be **less than significant** with implementation of the project-specific SWPPP, and compliance with the CUPA and safety regulations prescribed by the USDOT Office of Hazardous Materials Safety for transportation of hazardous materials.

Long-Term Operational Impacts

Operation would include the routine transport of fuel to the fuel facility, and approximately two to three trucks per day would be used to deliver fuel. While delivering the fuel, the truck would be parked over the USTs. The trucks would not block access to any of the fueling positions or occupy any queuing space or parking spaces in a way that

could cause an accident leading to the release of gasoline during fueling. The project would be subject to standard regulations related to the routine transport, storage, and dispensing of gasoline.

The project's gas station would be designed to minimize potential hazards related to the fuel. Specifically, the fuel pump dispensers would be equipped with automatic shutoffs and other safety device and signage, as required by fire, building, and health codes. All USTs would be double walled. In accordance with Title 23, Section 2635(b) of the CCR, USTs would have spill containment and overfill prevention systems. Fuel tank storage areas would include appropriate safety design, equipment, and signage to protect public health and safety from leaks, fires, or spills involving vehicle fuel if any were to occur on the project site. In addition, a SWPPP would be prepared and would include BMPs designed to prevent project-generated pollutants from entering stormwater and moving off-site into receiving waters throughout the construction and life of the project. Refer to Section 3.9, "Hydrology and Water Quality," for more detailed information related to the SWPPP that would be prepared for the project.

The project would also include the regular operation of a 4,800 square-foot car wash. The potentially hazardous materials associated with the car wash include the solvents and detergents used to wash the car along with potential oils and lubricants associated with ongoing operation of the machinery used to power the car wash. The water from the car wash would be collected and recycled, and all washing would occur within the covered structure. In addition, all potential spills would be handled in accordance with the HMBEP, as described below.

Potentially hazardous materials may also be used, stored, and sold at the Costco warehouse. Appropriate documentation for all hazardous materials, fuel, and other hazardous waste transported, sold, and stored in connection with operation of the project would be provided as required for compliance with existing hazardous materials regulations. As previously stated, the State of California requires all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to submit an HMBEP to the appropriate CUPA. Given the amount of fuel that would be routinely transported to the project site for the gas station, a HMBEP would be developed for the project and submitted to the Fresno County Department of Public Health, the certified CUPA for the city of Fresno and surrounding vicinity. The HMBEP would include an inventory of the hazardous materials used at the project site and emergency response plans and procedures to be implemented in the event of a significant or threatened significant release of a hazardous material. The HMBEP would also include the Material Safety Data Sheet for each hazardous and potentially hazardous substance used, including fuel for the gas station, which would summarize the physical and chemical properties of the hazardous materials and their health impacts. In the event of an accidental release of fuel or other hazardous materials during project operation, the HMBEP would require the immediate notification to all appropriate agencies and personnel of a release. The HMBEP would identify local emergency medical assistance appropriate for potential accident scenarios, contact information of all company emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

Given the design measures that would be implemented to improve the safety of the gas station and USTs; compliance with applicable regulations which would reduce impacts associated with the use, transport, storage, and sale of hazardous materials; and the handling of hazardous materials in accordance with the HMBEP, long-term operational impacts associated the routine transport, use, and disposal of hazardous materials would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.8-2: Create a Significant Hazard through Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment or be Located on a Site which is Included on a List of Hazardous Materials Sites Compiled Pursuant to Government Code Section 65962.5 and would Create a Significant Hazard to the Public or the Environment

Implementation of the project could result in release of hazardous materials due to release of chemicals associated with past agricultural use of the site, location on a site that is on a list of known hazardous materials sites, or due to operation of the project, which would involve the use, storage, and sale of potentially hazardous materials. The potential for past use of the project site to result in substantial hazard has been evaluated in, including soil sampling as part of a Phase II ESA. Operation of the project would be subject to regulations designed to reduce the potential for the project to create hazardous conditions through a reasonably foreseeable upset or accident condition. There is no evidence of a substantial hazard to the public or the environment. This impact would be **less than significant**.

Past Agricultural Use

As described above in Section 3.8.2, "Environmental Setting," the project site was used as an orchard from approximately 1937 through 1998, and pesticides (OCPs, arsenic, and lead) may be present. However, the Phase II ESA soil sample analyses indicate that the reported concentrations of OCP, arsenic, and lead are below the human health screening criteria for commercial/industrial soils, and below thresholds for classification as a California-regulated or Federal RCRA hazardous waste (Kleinfelder 2021). The soil does not contain concentrations of hazardous materials that are a concern to human health and safety and construction would not create a hazard to the public or the environment due to potential to release hazardous materials.

Known Hazardous Materials Sites

A former hazardous materials site identified in the SWRCB GeoTracker database is situated along the northern boundary of the project site adjacent to Spruce Avenue. In 1989, Riverside Golf Course removed a UST that had leaked and released petroleum hydrocarbons to the area beneath the tank. Fresno County, along with SWRCB, deemed cleanup of the site complete in 1999 (Fresno County 1999; SWRCB 2021b). Fresno County determined that the levels of contamination remaining at the site did not pose a significant threat to public health and safety following cleanup of the leaking UST, and that the remaining hydrocarbon contamination from the unauthorized petroleum spill would continue to degrade over time (Fresno County 1999). Although buildout of Spruce Avenue and the work at the golf course (e.g., modification to the sprinkler system, fence installation) could occur in the vicinity of this site, there is not a potential for a substantial hazard because the site was fully remediated 23 years ago. No other hazardous materials sites were identified on the state Cortese list via the DTSC EnviroStor database or the EPA Envirofacts/Enviromapper website within 2,000 feet of the project site (DTSC 2021; EPA 2021).

Facility Operations

As described above in Impact 3.8-1 and below in Impact 3.8-3, during operation of the project, potentially hazardous materials may be: used, stored, and sold at the Costco warehouse; used in association with the car wash; and stored and dispensed at the gas station. Appropriate documentation for all hazardous materials, fuel, and other hazardous waste transported, sold, and stored in connection with operation of the project would be provided as required for compliance with existing hazardous materials regulations. The project's gas station would be designed to minimize potential hazards related to the fuel. Specifically, the fuel pump dispensers would be equipped with automatic shutoffs and other safety device and signage, as required by fire, building, and health codes. A HMBEP would be developed for the project and submitted to the Fresno County Department of Public Health, the certified CUPA for the city of Fresno and surrounding vicinity. The HMBEP would include an inventory of the hazardous materials used at the project site and emergency response plans and procedures to be implemented in the event of a significant or threatened significant release of a hazardous material. The HMBEP would also include the Material Safety Data Sheet for each hazardous and potentially hazardous substance used, including fuel for the gas station, which would summarize the physical and chemical properties of the hazardous materials and their health impacts. In the event of an accidental release of fuel or other hazardous materials during project operation, the HMBEP would require the

immediate notification to all appropriate agencies and personnel of a release. The HMBEP would identify local emergency medical assistance appropriate for potential accident scenarios, contact information of all company emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

The project's potential to result in a reasonably foreseeable upset involving the release of hazardous materials would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.8-3: Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School

Compliance with all relevant regulations for the handling and transport of hazardous materials would reduce the potential for the generation of hazardous waste typical of construction activities. Additionally, the potential for operation of the project to result in hazardous effects on either school would be limited because the gas station would be designed to minimize potential for accidental releases of fuel into the environment. For these reasons, the project would result in a **less-than-significant impact** on schools within 0.25 mile of the project site.

The project site is in proximity to Rio Vista Middle School and River Bluff Elementary School. There are no other schools within 0.25 mile of the project site. Project construction would involve the use of hazardous materials and generation of hazardous waste typical of construction activities including fuel and lubricant containers, paint and solvent containers, and cement products containing strong basic or acidic chemicals. The construction contractor would be required to comply with all relevant regulations, including the Toxic Substances Control Act of 1976 which regulates the disposal of hazardous materials, the federal hazardous materials transportation law which regulates the transportation of hazardous materials that is overseen by the USDOT, and Chapter 6.95 of the California Health and Safety Code which requires the preparation of a HMBEP, as described below in more detail. Compliance with these regulations would minimize potential hazardous material effects to Rio Vista Middle School and River Bluff Middle School during construction of the project.

Operation of the project would involve the ongoing use of a gas station. As described above in Impact 3.8-1, the gas station would be designed to minimize potential for accidental releases of fuel into the environment. The fuel pump dispensers would be equipped with automatic shutoffs and the USTs would be double walled. USTs would also have spill containment and overfill prevention systems. Fuel tank storage areas would include appropriate safety design, equipment, and signage to protect public health and safety from leaks, fires, or spills involving vehicle fuel if any were to occur on the project site. Potentially hazardous air emissions associated with operation of the gas station are addressed in Section 3.3, "Air Quality." Additionally, the automated car wash would be enclosed within a structure, limiting the potential for wastewater to be released into the environment.

A HMBEP would also be developed for project construction and operation and submitted to the Fresno County Department of Public Health, the certified CUPA for the city of Fresno and surrounding vicinity. The HMBEP would include an inventory of the hazardous materials used at the project site and emergency response plans and procedures to be implemented in the event of a release of a hazardous material. Preparing an emergency response plan through the HMBEP would help prevent potential impacts to the surrounding schools if hazardous emissions or materials were released during construction or operation of the project. The HMBEP would also include the Material Safety Data Sheet for each hazardous and potentially hazardous substance used, including fuel for the gas station, which would summarize the physical and chemical properties of the hazardous materials and their health impacts. In the event of an accidental release of fuel or other hazardous materials during project operation, the HMBEP would require the immediate notification to all appropriate agencies and personnel of a release. The HMBEP would identify local emergency medical assistance appropriate for potential accident scenarios, contact information of all company emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. Coordination with outside agencies and

implementation of the emergency response plans in the HMBEP would aid in reducing the potential impact on surrounding schools in the event of an accidental release of hazardous materials. Given that the gas station would be designed to minimize potential for accidental releases of fuel into the environment and both construction and operation activities would comply with the HMBEP developed for the project, the potential for the project to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.8-4: Impair Implementation of or Physically Interfere with the Implementation of an Adopted Emergency Response Plan or Emergency Evacuation Plan

The Fresno County Multi-Hazard Mitigation Plan does not identify formal evacuation routes. Compliance with the conditions of the Street Work and Traffic Control Permit during any potential road closures, applicable general plan policies, and review of the site plan by the City Fire Department would result in a **less-than-significant impact** on implementation of an adopted emergency response plan or emergency evacuation plan.

The project is within the jurisdiction of the Fresno County Multi-Hazard Mitigation Plan, as described above in Section 3.8.2, "Environmental Setting." The Fresno County Multi-Hazard Mitigation Plan does not identify formal evacuation routes. If roadways must be closed temporarily during construction, the project applicant would be required to obtain a Street Work and Traffic Control Permit from the City of Fresno Director of Public Works. In obtaining the permit, the applicant would be required to coordinate and get approval of the proposed dates of the road closures from the City's engineer. Depending on the type of roadway requiring closure, certain additional measures would be implemented to maintain traffic safety including the posting of the road closure up to 5 days prior to the closure and the creation of a detour route during the closure (City of Fresno 2019).

As discussed further in Section 3.13, "Transportation and Circulation," the project's site plan would be reviewed by the City Fire Department and the final site plan would be required to meet all Fire Department and General Plan Policy NS-6-f requirements for emergency vehicle access, turnaround, and vertical clearance, as well as secure evacuation routes. Additionally, review of the site plan by the City Fire Department would ensure that the appropriately sized evacuation routes are built into the project design. Accordingly, the roadway traffic generated by the project would not obstruct emergency vehicle response, an adopted emergency response plan, or evacuation plan, and the impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.8-5: Expose People or Structures, Either Directly or Indirectly, to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires

The project site is not located within a designated urban-wildland interface area nor is it near designated State Responsibility Areas. Existing development and irrigated agricultural land surround the project site, and the likelihood for wildland fire in the area is low. The project design would comply with existing regulations and would ensure the Costco facility and associated tire center, gas station, and drive-through car wash meet the standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent damage to structures or people by reducing wildfire hazards. Therefore, this impact would be **less than significant**.

Project implementation would result in the construction and operation of a Costco facility with an attached tire center and a detached gas station and drive-through car wash on a parcel of land that is currently undeveloped. As discussed above in Section 3.8.2, "Environmental Setting," the project site is not located within a designated urban-wildland interface area nor is it near designated State Responsibility Areas. According to maps published by CAL FIRE,

the city of Fresno does not contain any land classified as a Very High FHSZ. The project site is classified as "Unzoned" (CAL FIRE 2007). The project site is surrounded by existing development and irrigated agricultural land, and the likelihood for wildland fire in the area is low.

The project would also be designed to meet the building standards of the California Fire Code and California Building Standards Code, which include measures such as ignition-resistant construction, automatic interior fire sprinklers, a robust water delivery system, and adequate emergency and fire apparatus access. Given that the project site is not located in a high fire risk area and the Costco facility and associated tire center, gas station, and drive-through car wash would be designed to meet current fire safety design standards, the impacts from wildfire risk would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

3.9 HYDROLOGY AND WATER QUALITY

This section identifies the regulatory context and policies related to hydrology and water quality, describes the existing hydrologic conditions at the project site, and evaluates the project's potential hydrology and water-quality impacts. Water supply is addressed in Section 3.14, "Utilities."

No comments received in response to circulation of the notice of preparation that address hydrology and water quality.

3.9.1 Regulatory Setting

FEDERAL

Clean Water Act

The U.S. Environmental Protection Agency (EPA) is the lead federal agency responsible for water quality management. The Clean Water Act (CWA) is the primary federal law that governs and authorizes water quality control activities by EPA as well as the states. Various elements of the CWA address water quality. These are discussed below.

CWA Water Quality Criteria/Standards

Pursuant to federal law, EPA has published water quality regulations under Title 40 of the Code of Federal Regulations (CFR). Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the act, water quality standards consist of designated beneficial uses of the water body in question and criteria that protect the designated uses. Section 304(a) requires EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. As described in the discussion of state regulations below, the State Water Resources Control Board (SWRCB) and its nine-regional water quality control boards (RWQCBs) have designated authority in California to identify beneficial uses and adopt applicable water quality objectives.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established under the CWA to regulate municipal and industrial discharges to surface waters of the United States. NPDES permit regulations have been established for broad categories of discharges including point source waste discharges and nonpoint source stormwater runoff. Each NPDES permit identifies limits on allowable concentrations and mass emissions of pollutants contained in the discharge. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits.

"Nonpoint source" pollution originates over a wide area rather than from a definable point. Nonpoint source pollution often enters receiving water in the form of surface runoff and is not conveyed by way of pipelines or discrete conveyances. Two types of nonpoint source discharges are controlled by the NPDES program: discharges caused by general construction activities and the general quality of stormwater in municipal stormwater systems. The goal of the NPDES nonpoint source regulations is to improve the quality of stormwater discharged to receiving waters to the maximum extent practicable. The RWQCBs in California are responsible for implementing the NPDES permit system (see the discussion below).

National Flood Insurance Act

The Federal Emergency Management Agency (FEMA) is tasked with responding to, planning for, recovering from, and mitigating against disasters. The Federal Insurance and Mitigation Administration within FEMA is responsible for administering the National Flood Insurance Program (NFIP) and administering programs that aid with mitigating future damages from natural hazards.

FEMA prepares Flood Insurance Rate Maps (FIRMs) that delineate the regulatory floodplain to assist local governments with the land use planning and floodplain management decisions needed to meet the requirements of NFIP. Floodplains are divided into flood hazard areas, which are areas designated per their potential for flooding, as delineated on FIRMs. Special Flood Hazard Areas are the areas identified as having a 1 percent chance of flooding in each year (otherwise known as the 100-year flood). In general, the NFIP mandates that development is not to proceed within the regulatory 100-year floodplain if the development is expected to increase flood elevation by 1 foot or more.

STATE

California Porter-Cologne Act

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and each of the nine RWQCBs power to protect water quality and is the primary vehicle for implementation of California's responsibilities under the Clean Water Act. The applicable RWQCB for the proposed project is the Central Valley RWQCB. The SWRCB and the Central Valley RWQCB have the authority and responsibility to adopt plans and policies, regulate discharges to surface and groundwater, regulate waste disposal sites, and require cleanup of discharges of hazardous materials and other pollutants.

Under the Porter-Cologne Act, each RWQCB must formulate and adopt a water quality control plan (known as a "Basin Plan") for its region. The Basin Plan for the Central Valley Region includes a comprehensive list of waterbodies within the region and detailed language about the components of applicable Water Quality Objectives (WQOs). Through the Basin Plan, the Central Valley RWQCB executes its regulatory authority to enforce the implementation of total maximum daily loads, and to ensure compliance with surface WQOs. The Basin Plan includes both narrative and numerical WQOs designed to provide protection for all designated and potential beneficial uses in all its principal streams and tributaries. Applicable beneficial uses include municipal and domestic water supply, irrigation, non-contact and contact water recreation, groundwater recharge, fresh water replenishment, hydroelectric power generation, and preservation and enhancement of wildlife, fish, and other aquatic resources.

The Central Valley RWQCB also administers the adoption of waste discharge requirements, manages groundwater quality, and adopts projects within its boundaries under the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit).

NPDES Construction General Permit for Stormwater Discharges Associated with Construction Activity

The SWRCB adopted the statewide NPDES General Permit in August 1999. The state requires that projects disturbing more than 1 acre of land during construction file a Notice of Intent with the RWQCB to be covered under this permit. Construction activities subject to the General Permit include clearing, grading, stockpiling, and excavation. Dischargers are required to eliminate or reduce non stormwater discharges to storm sewer systems and other waters. A stormwater pollution prevention plan (SWPPP) must be developed and implemented for each site covered by the permit. The SWPPP must include best management practices (BMPs) designed to prevent construction pollutants from contacting stormwater and keep products of erosion from moving off-site into receiving waters throughout the construction and life of the project; the BMPs must address source control and, if necessary, pollutant control.

NPDES Stormwater Permit for Discharges from Small Municipal Separate Storm Sewer Systems

The Municipal Stormwater Permitting Program regulates stormwater discharges from municipal separate storm sewer systems (MS4s). Stormwater is runoff from rain or snow melt that runs off surfaces such as rooftops, paved streets, highways or parking lots and can carry with it pollutants such as oil, pesticides, herbicides, sediment, trash, bacteria, and metals. The runoff can then drain directly into a local stream, lake, or bay. Often, the runoff drains into storm drains that eventually drain untreated into a local waterbody.

In 2016, the Central Valley RWCQB issued a region-wide MS4 permit (Order No. R5-2016-0040) covering the entire Central Valley Region, including the city of Fresno, to promote greater watershed/drainage shed coordination, water quality measure protections, and program implementation efficiencies (California Water Boards 2022).

California Water Code

The California Water Code is enforced by the California Department of Water Resources (DWR). The mission of DWR is "to manage the water resources of California in cooperation with other agencies, to benefit the State's people, and to protect, restore, and enhance the natural and human environments." DWR is responsible for promoting California's general welfare by ensuring beneficial water use and development statewide.

Groundwater Management

Groundwater Management is outlined in the California Water Code, Division 6, Part 2.75, Chapters 1-5, Sections 10750 through 10755.4. The Groundwater Management Act was first introduced in 1992 as Assembly Bill (AB) 3030, and has since been modified by Senate Bill (SB) 1938 in 2002, AB 359 in 2011, and the Sustainable Groundwater Management Act (SGMA; SB 1168, SB 1319, and AB 1739) in 2014. The intent of these acts is to encourage local agencies to work cooperatively to manage groundwater resources within their jurisdictions and to provide a methodology for developing a Groundwater Management Plan.

SGMA became law on January 1, 2015, and applies to all groundwater basins in the state (Water Code Section 10720.3). By enacting SGMA, the legislature intended to provide local agencies with the authority and the technical and financial assistance necessary to sustainably manage groundwater within their jurisdiction (Water Code Section 10720.1).

Pursuant to SGMA, any local agency that has water supply, water management, or land use responsibilities within a groundwater basin may elect to be a "groundwater sustainability agency" for that basin (Water Code Section 10723). In 2017, the North Kings Groundwater Sustainability Agency (North Kings GSA) elected to become a GSA pursuant to Water Code Section 10723.8 and undertake sustainable groundwater management in the portion of the Kings Subbasin underlying the agency's boundary. The North Kings GSA is a joint powers authority consisting of the following public agencies: Fresno Irrigation District, Fresno County, City of Fresno, City of Clovis, City of Kerman, Biola Community Services District, Garfield Water District, and International Water District (North Kings GSA 2019). In November 2019, the North Kings GSA completed a groundwater sustainability plan (GSP) for the Kings Subbasin that was filed with the State in January 2020. DWR recommended approval of the GSP in March of 2023. GSAs are required to begin implementing their GSPs as soon as they are adopted locally.

California Code of Regulations

Underground Storage Tank Regulations

The SWRCB Underground Storage Tank Regulations (California Code of Regulations [CCR] Title 23, Division 3, Chapter 16), establish: construction requirements for new underground storage tanks; separate monitoring requirements for new and existing underground storage tanks, uniform requirements for unauthorized release reporting, and for repair, upgrade, and closure of underground storage tanks.

Worker Safety Regulations

The California Occupational Safety and Health Administration (Cal/OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations within the state. Cal/OSHA standards are codified in Title 8 of the CCR.

LOCAL

City of Fresno General Plan

The City of Fresno General Plan (City of Fresno 2014a) includes the following policies that pertain to hydrology and water quality and are relevant to this analysis.

- **Policy NS-3-h: Runoff Controls.** Implement grading regulations and related development policies that protect area residents from events that exceed the capacity of the Storm Drainage and Flood Control Master Plan system of facilities.
- **Policy NS-3-i: New Development Must Mitigate Impact.** Require new development to not significantly impact the existing storm drainage and flood control system by imposing conditions of approval as project mitigation, as authorized by law. As part of this process, closely coordinate and consult with the FMFCD [Fresno Metropolitan Flood Control District] to identify appropriate conditions that will result in mitigation acceptable and preferred by FMFCD for each project.
- **Policy PU-7-a: Reduce Wastewater.** Identify and consider implementing water conservation standards and other programs and policies, as determined appropriate, to reduce wastewater flows.
- **Policy PU-8-g: Review Project Impact on Supply.** Mitigate the effects of development and capital improvement projects on the long-range water budget to ensure an adequate water supply for current and future uses.
- **Policy RC-7-c: Best Practices for Conservation.** Require all City Facilities and all new private development to follow U.S. Bureau of Reclamation Best Management Practices for water conservation, as warranted and appropriate.

Fresno Municipal Code

Chapter 6: Municipal Services and Utilities

Chapter 6 of the Fresno Municipal Code contains the following regulations pertaining to hydrology and water quality.

Article 7: Urban Storm Water Quality Management and Discharge Control

This article prohibits illicit discharges and connections to the storm drain system. The chapter also addresses stormwater quality in accordance with the requirements of the NPDES permit, prohibits the discharge of non-stormwater into the storm drain system, and requires the reduction of pollutants in stormwater discharges by implementing BMPs and low impact development features for new development and redevelopment projects.

Fresno Metropolitan Flood Control District's Storm Drainage and Flood Control Master Plan

The Storm Drainage and Flood Control Master Plan contains an estimate of the total costs of constructing the local drainage facilities and improvements required by the plan, together with their appurtenances, and a map of each local drainage area showing generally its boundaries and location of the planned local drainage facilities and improvements.

Grading Plan Check Process

Before obtaining a grading permit, all development projects are required to submit grading plans to the City of Fresno for review and approval. Developers must submit plans and fees to satisfy the grading plan check process (City of Fresno 2021a).

Urban Water Master Plan

The 2020 UWMP was adopted by the City Council on July 14, 2021. The 2020 UWMP assesses current and projected water supplies along with the reliability of those water supplies; evaluates the current and future type of water demand and type of customers; describes required conservation measures implemented by water suppliers; and prepares a response plan, in the event of a water shortage.

Underground Storage Tank Closure Guidelines

A gas station maintenance contractor installs and/or removes underground fuel storage tanks up to 20,000 gallons which have been or are to be used for dispensing gasoline, diesel fuel, waste oil or kerosene (no chemicals). This work involves the installation and/or removal of all incidental tank related piping, electrical work, including the installation of vapor probes in back fill areas of the tanks and any associated calibration work, including but not limited to the testing and adjustment of leak detection and vapor recovery equipment, such as automatic tank gauges, leak line detectors, vapor recovery lines, and in-station diagnostics. This contractor also performs the installation of auto

hoisting equipment, grease racks, compressors, air hoses, and other gas station equipment. All contractors performing work must implement all safety standards established by Cal/OSHA (Fresno County 2009).

The Fresno County Department of Public Health provides underground storage tank closure guidelines. These guidelines provide a process to ensure that:

- underground storage tanks are removed or abandoned safely;
- property permits are obtained prior to initiating any work on the property,
- soil samples are obtained properly, and
- all paperwork is submitted in order, to the appropriate agencies.

Prior to conducting any activity associated with an underground storage tank closure, a permit shall be obtained from the Fresno County Department of Public Health. Upon removing the underground storage tank, dispenser, and piping, soil and/or groundwater samples must be obtained under the direction of the Fresno County Department of Public Health. Closure documentation required by the underground storage tank closure guidelines includes:

- Underground Storage Tank Unified Program Consolidated Forms reflecting permanent underground tank closure;
- copies of all the closure process sample analytical results;
- a scaled site drawing that includes the sample locations and depths, and the tank, dispenser, and piping locations;
- copies of laboratory chain of custody forms and documentation of precision and accuracy; and
- proper tank disposal documentation.

Additional permits may be necessary from the local fire department, building department, or law enforcement agency that has site jurisdiction (Fresno County 2009).

3.9.2 Environmental Setting

SURFACE WATER

The western slopes of the Sierra Nevada drain to the west through the city of Fresno via the San Joaquin and Kings Rivers. The Kings River is connected to the San Joaquin River by the James Bypass, a manmade canal. The San Joaquin River is 366 miles long and spans from the Sierra Nevada Mountains to the San Francisco Bay via the San Joaquin Valley. Much of the water that flows through the San Joaquin River has a variety of uses including municipal and domestic water supply, agricultural, industrial, recreational, freshwater and wildlife habitat, and migration and spawning grounds (City of Fresno 2021b).

The project site is located approximately 0.3 mile south of the San Joaquin River. Water quality in the San Joaquin River is affected by both natural and anthropogenic sources, including soil erosion; stormwater runoff; wastewater discharges, industrial, residential, and agricultural runoff; recreational activity; and wildlife. Water quality issues associated with the segment of the San Joaquin River that flows near the project site (Friant Dam to Mendota Pool) is listed on the SWRCB's 303(d) list for invasive species and pH (SWRCB 2016). There are no agricultural ponds, recharge basins, irrigation canals, and other similar features located on the project site.

GROUNDWATER

The project site is underlain by the Kings Groundwater Subbasin, which is an alluvial basin bounded north and south by the San Joaquin and Kings Rivers, respectively, the Sierra Nevada mountains on the northeast, and the Westside and Delta-Mendota Subbasins to the west-southwest. The aquifer system is comprised of unconfined and confined groundwater in the western parts of the subbasin where lacustrine clay beds exist. East of the lacustrine clays, clay beds separate shallower unconfined water from deeper confined groundwater (North Kings GSA 2019).

The project site is located within the North Kings GSA plan area. The plan area is approximately 311,000 acres and is comprised primarily of agricultural and urban land use designations. The North Kings GSA plan area is a conjunctive use area, utilizing groundwater resources to supplement available surface water supplies to meet water demands. Groundwater levels have fallen substantially over the last century throughout the San Joaquin Valley, including within the North Kings GSA plan area. This is largely due to extraordinary groundwater extraction in adjacent GSPs. Notably, a large cone of depression west of the North Kings GSA plan area has caused increased groundwater flow in that direction. Monitoring of the area since the 1920s indicates that there is minimal subsidence occurring within the North Kings GSA plan area boundary, with the greatest levels occurring toward the western edge (North Kings GSA 2019).

Through its various surface water resources and several decades of proactive groundwater recharge activities, the North Kings GSA plan area has not experienced significant overdraft conditions like elsewhere in the Kings Groundwater Subbasin. Drought and other challenges, however, have contributed to a gradual decline in overall groundwater conditions that will be addressed through the implementation of the GSP for the North Kings region. The North Kings GSA is projected to reach sustainability by 2040 if groundwater flows from within the North Kings GSA plan area to areas governed by neighboring GSAs and basins are reduced and projects are developed to mitigate present and future projected impacts. Management actions included in the GSP to address groundwater sustainability consist of education and outreach, well head requirements, groundwater allocation, and groundwater pumping restrictions (North Kings GSA 2019).

On the project site, subsurface soil consists of alluvial deposits composed of interbedded layers of silts and clays with variable amounts of sand. Groundwater was not encountered to a maximum depth of 50 below the ground surface during soil sampling conducted in 2021. The elevation of the site is approximately 300 feet above mean sea level and regional well data indicates that groundwater levels at the site are currently approximately 200 feet above mean sea level, or 100 feet below the ground surface (Kleinfelder 2021).

STORMWATER DRAINAGE

The project site is located within the Fresno Metropolitan Flood Control District (FMFCD), which plans, implements, operates, and maintains storm drainage facilities within the Fresno-Clovis metropolitan area. The storm drainage facilities within a drainage area consist of storm drain inlets, pipeline, retention basins, urban detention (water quality) basins, and stormwater pump stations. FMFCD 's local stormwater drainage system consists of interconnected surface conveyances, storm drains, retention basins, pump stations and outfalls, which discharge to groundwater, irrigation canals, creeks, and the San Joaquin River. The raw surface water recharges the groundwater basin to sustain the groundwater supply for the city. The groundwater recharge volume can vary based on surface water supply availability and is represented as an addition to annual groundwater supplies (City of Fresno 2021a).

In compliance with the federal Clean Water Act and implementing stormwater permit regulations, FMFCD and five other local public agencies (Fresno County, City of Fresno, City of Clovis, California State University, Fresno, and California Department of Transportation) developed a stormwater quality management program to be implemented in the Fresno-Clovis metropolitan area. The program proposal was submitted to the Central Valley RWQCB as a part of the NPDES municipal stormwater permit process and a permit was issued to the participating agencies in September 1994. The MS4 permit was renewed in 5-year increments until 2018. In April 2018, the Cities of Clovis and Fresno, Fresno County, California State University, Fresno, and FMFCD submitted Notices of Intent to obtain coverage under the General MS4 Permit (Order R5-2016-0040). The General Permit requires continued implementation of the existing Stormwater Quality Management Program until a new plan is approved. MS4 permits for the Cities of Clovis and Fresno, Fresno County, California State University, Fresno, and FMFCD were assigned in May 2018.

The local stormwater drainage program provides control and safe disposal of stormwater runoff generated by local land uses. The metropolitan portion of FMFCD is divided into local drainage areas of approximately 1 to 2 square miles. Within the drainage areas, the FMFCD operates and maintains a complex system of surface conveyances, storm drains, pump stations and retention basins that capture and recharge stormwater to the groundwater aquifer. The system is designed to move water from a basin and discharge to other FMFCD facilities, or to irrigation canals, creeks, and the San Joaquin River (City of Fresno 2016). The project site is located within the EH local stormwater drainage area, which is served by a retention or detention facility. The area east of North Arthur Avenue is in the EG basin and

drainage is directed to Spruce Avenue (Chapman, pers. comm., 2021). There are existing stormwater inlets at the northeast, northwest, and southwest corners of the project site that lead to 24-inch, 30-inch, and 36-inch pipes, respectively. There is also an existing 7-acre basin adjacent to the Riverside Golf Course northeast of the project site that serves the adjacent, EG drainage basin.

FLOODING AND DAM INUNDATION

FEMA prepares maps of the 100-year floodplains for communities in the United States. For areas within the 100-year floodplain, there is a 1 percent chance of flooding for any given year and these areas are considered to be at high-risk. Maps are also available for 500-year floods, which mean that in any given year, the risk of flooding in the designated area is 0.2 percent. Areas within the 100-year floodplain that are financed by federally backed mortgages are subject to mandatory federal insurance requirements and building standards to reduce flood damage. According to FEMA Map Panel 06019C1535H, the project site is not located within a 100-year flood zone (FEMA 2009).

Three dams control flows on the San Joaquin River and the Kings River: the Friant, Mendota, and Pine Flat Dams. In addition to the dams on the two rivers, there are reservoirs and detention basins that have been constructed to prevent flooding (City of Fresno 2014b). Dam failure is the uncontrolled release of impounded water behind a dam. Flooding, earthquakes, blockages, landslides, lack of maintenance, improper operation, poor construction, vandalism, and terrorism can all cause a dam to fail. There is no historic record of dam failure in Fresno County (Fresno County 2018). While both the unincorporated and incorporated areas of the county are considered at risk for dam failure, the project site is not designated as an area subject to inundation due to dam breach (DWR 2022).

3.9.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Evaluation of potential hydrologic and water quality impacts is based on a review of existing documents and studies that address water resources in the vicinity of the project. Information obtained from these sources was reviewed and summarized to describe existing conditions and to identify potential environmental effects, based on the standards of significance presented in this section. In determining the level of significance, the analysis assumes that the project would comply with relevant federal, state, and local laws, ordinances, and regulations.

THRESHOLDS OF SIGNIFICANCE

An impact on hydrology and water quality would be significant if implementation of the project would:

- violate any water-quality standards or waste-discharge requirements or otherwise substantially degrade surface or groundwater quality;
- substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:
  - result in substantial erosion or siltation on site or off site;
  - substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site;
  - create or contribute runoff water that would exceed the capacity of existing or planned stormwater- drainage systems or provide substantial additional sources of polluted runoff;
  - impede or redirect flood flows;

- in flood hazard, tsunami, or seiche zones risk release of pollutants due to project inundation; or
- conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

TOPICS NOT DISCUSSED FURTHER

Risk Release of Pollutants Due to Project Inundation in a Flood Hazard, Tsunami, or Seiche Zone

According to FEMA FIRM Panel 06019C1535H, the project site is not within a floodplain, a FEMA-designated floodway, or an inundation area (FEMA 2009). Therefore, the project does not present a risk of release of pollutants in a flood hazard, tsunami, or seiche zone. There would be no impact; therefore, no further analysis is required by CEQA.

The project area is located inland with no large water bodies located in the vicinity, and there is no known history of mud flow in the vicinity. The project would not subject people or structures to a significant risk of inundation from sea level rise, tsunami, seiche, or mudflow. Therefore, there would be no impact, and no further analysis is required by CEQA.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.9-1: Violate Water Quality Standards or Waste Discharge Requirements or Otherwise Degrade Water Quality

Project construction activities such as grading, excavation, and trenching could result in erosion and sedimentation, and discharge of other nonpoint source pollutants. In addition, the project would include fuel storage and dispersal, tire maintenance, and a car wash facility that could generate stormwater pollutants including oils, lubricants, and heavy metals. Regulations apply to the project that would reduce potentially significant impacts, including the NPDES Permit Program, underground storage tank regulations contained in CCR, Title 23, Water, Division 3, Chapter 16 (underground storage tank regulations), Central Valley RWQCB General Permit for Stormwater Discharges from MS4s (Order R5-2016-0040), and FMFCD's Storm Drainage and Flood Control Master Plan. Because compliance with these regulations and BMPs would be incorporated into the project, there would not be a violation of water quality standards or waste discharge requirement or interference with implementation of a water quality control plan. Because water quality would not be degraded, this impact would be **less than significant**.

Short-Term Construction Impacts

Construction activities associated with the project would include grading, exaction, placing of fill, trenching, spoil pile storage, and backfilling of trenches. These types of earth-moving activities would increase the potential for erosion and sedimentation, particularly during storm events. Additionally, construction equipment and vehicles could deposit constituents such as diesel fuel, hydraulic fluid, oil, and exhaust into the environment that could be conveyed within stormwater runoff to surface waters or groundwater. Construction activities use concrete, solvents, glues, oils, paints, and generate trash, all of which could contribute to polluted stormwater runoff. Polluted stormwater runoff could contribute to degradation of downstream surface waters or groundwater.

All earth-disturbing activities during construction would be subject to the NPDES Permit Program, administered by the Central Valley RWQCB. As required by NPDES, the project would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). The NPDES Construction General Permit identifies limits on discharge, monitoring and reporting requirements, and other provisions to ensure that the discharge does not adversely affect water quality or human health. Construction activities subject to the Construction General Permit include clearing, grading, and other ground-disturbing activities such as stockpiling or excavation. The Construction General Permit requires development and implementation of a SWPPP and BMPs such as maintaining or creating drainages to convey and direct surface runoff away from bare areas, and installing physical barriers such as berms, silt fencing, waddles, straw bales, and gabions. Because the project would be required to comply with the provisions of the Construction General Permit,

including preparation of a SWPPP and implementation of all identified BMPs, short-term construction impacts associated with water quality standards and waste discharge requirements would be minimized.

The project would be implemented in compliance with underground storage tank regulations contained in CCR, Title 23, Water, Division 3, Chapter 16 (underground storage tank regulations) to protect water quality.

Long-Term Operational Impacts

Development of the site with a Costco warehouse building, car wash, fueling facilities, and paved parking areas would create impervious surfaces within the site. Fuel could be spilled while being dispensed to auto and trucks or during fuel deliveries. Oils, lubricants, heavy metals, and other water quality contaminants would create residue on the paved surfaces of the site, which could be carried in stormwater runoff during rain events and could reach surface or groundwaters. Additionally, a leak in an underground storage tank could result in the potential contamination of groundwater.

The underground storage tank regulations (CCR, Title 23, Division 3, Chapter 16) require rigorous design, construction, testing, and monitoring for all underground storage tank systems. These regulations require reinforcement of tank areas that receive the greatest wear and an independent secondary containment system large enough to contain 150 percent of the volume of the largest tank, or 10 percent of the total volume of all tanks, whichever is greater. A leak interception and detection system is also required that prevents stored fuel from contacting groundwater. Additionally, the owners of all new underground storage tanks are required to develop a routine monitoring and reporting plan, and a response plan for any unauthorized release before the storage tank system is put into service.

Costco would construct utility improvements within the site to service the proposed uses and connect to available utilities adjacent to the project site. The car wash facility would include only the automated car wash within the structure. Wash water would be recycled. The approximately 22-acre site would be paved and graded such that stormwater would runoff into the existing storm drain system. Stormwater from the site would be directed to existing FMFCD drainage facilities in North Riverside Drive, West Spruce Avenue, and West Herndon Avenue. The City of Fresno, FMFCD, Fresno County, the City of Clovis, and California State University Fresno are covered under the region-wide Central Valley RWQCB General Permit for Stormwater Discharges from MS4s (Order R5-2016-0040). This Region-wide MS4 Permit requires that the City and its co-permittees implement water quality and watershed protection measures for all development projects. The waste discharge requirements contained in the region-wide MS4 Permit have been designed to be consistent with the water quality standards and goals established in the Central Valley RWQCB's Basin Plan. In addition, the project would be designed in a matter consistent with FMFCD's Storm Drainage and Flood Control Master Plan. Implementation of the SWPPP and BMPs, which include programs, technologies, processes, practices, and devices that control, prevent, remove, or reduce pollution, would reduce impacts to surface waters to acceptable levels and long-term project impacts to surface or groundwater quality would not exceed acceptable levels.

As discussed above, regulations apply to the project that would reduce potentially significant impacts, including the NPDES Permit Program; underground storage tank regulations contained in CCR, Title 23, Water, Division 3, Chapter 16 (underground storage tank regulations); Central Valley RWQCB General Permit for Stormwater Discharges from MS4s (Order R5-2016-0040); and FMFCD's Storm Drainage and Flood Control Master Plan. Because compliance with these regulations and BMPs would be incorporated into the project, there would not be a violation of water quality standards or waste discharge requirement or interference with implementation of a water quality control plan. Because water quality would not be degraded, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.9-2: Substantially Decrease Groundwater Supplies; Interfere with Groundwater Recharge, Such That the Project May Impede Sustainable Groundwater Management of the Basin; or Conflict with or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan

The project would receive water from the City of Fresno Department of Public Utilities, which relies on groundwater and surface water supplies. The North Kings GSA is projected to reach sustainability by 2040 if groundwater flows from within the North Kings GSA plan area to neighboring GSAs and basins are reduced and projects are developed to address present and future projected groundwater conditions. The project would be consistent with the City of Fresno 2020 UWMP and would not impede management actions included in the GSP. Because the project would not decrease groundwater supplies or interfere with groundwater recharge such that implementation of a sustainable groundwater management would be impeded, or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, this impact would be **less than significant**.

As discussed above under Section 3.9.2, "Environmental Setting," the North Kings GSA is projected to reach sustainability by 2040 if groundwater flows from within the North Kings GSA plan area to neighboring GSAs and basins are reduced and projects are developed to address present and future projected groundwater conditions. Management actions included in the GSP to address groundwater sustainability consist of education and outreach, well head requirements, groundwater allocation, and groundwater pumping restrictions.

As described further in Section 3.14, "Utilities," the project would be supplied water through the City of Fresno Department of Public Utilities in accordance with the City's *2020 Urban Water Management Plan* (UWMP). The city relies on groundwater from the North Kings Subbasin; surface water from Central Valley Project (CVP), through a contract with the United States Bureau of Reclamation; Kings River water, through a contract with Fresno Irrigation District; and recycled water (City of Fresno 2021b). The groundwater yields identified in the North Kings GSA GSP were used to develop the 2020 UWMP. Water supply and demand factors within the City's UWMP rely on existing land use designations. Although the project involves re-zoning of the site, the site remains zoned for commercial use. Because the UWMP does not differentiate between different commercial zoning districts, the project is accounted for in the City's UWMP. Because the UWMP is based on the yields in the GSP, the project's water demand would not interfere with implementation of the GSP. Further, although project implementation would create impervious conditions on the project site, which would interfere with natural groundwater recharge that may occur through the silty and sandy alluvial subsoils, runoff would be channeled to a retention facility within the local stormwater drainage area that capture and recharge stormwater to the groundwater aquifer.

The project involves development of a retail building, car wash, fueling facilities, and paved parking areas. It is located on a parcel zoned for commercial uses, and would be rezoned to a different commercial use. There are no project features that could affect education and outreach activities included in the GSP. In addition, the project does not include wells. Water supplied to the project is accounted for in the City's current UWMP, and would therefore not interfere with projected groundwater allocations or groundwater pumping restrictions as water supplies from the City would be adjusted as necessary. Because the project would not decrease groundwater supplies or interfere with groundwater recharge such that implementation of a sustainable groundwater management would be impeded, or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.9-3: Substantially Alter the Existing Drainage Pattern of the Site or Area in a Manner That Would Result in Substantial Erosion or Siltation, Substantially Increase in Surface the Rate or Amount of Surface Runoff in a Manner That Would Result in Flooding or Exceedance of the Capacity of Existing or Planned Stormwater Drainage Systems, or Impede or Redirect Flood Flows

The project would add approximately 22 acres of impervious surface to the currently undeveloped site, which would change the existing drainage rate and pattern of the site and could degrade downstream surface waters. The project is located within an area served by facilities identified in FMFCD's Storm Drainage and Flood Control Master Plan. In addition, the project would be required to comply with the City of Fresno grading plan check process and NPDES Construction General Permit Region-wide MS4. This impact would be **less than significant**.

The project site is undeveloped, does not contain streams or rivers, and does not contain impervious surfaces. As discussed in Impact 4.9-1 above, construction of the project would result in ground-disturbing activities such as grading, excavation, trenching, and spoil pile storage. The project would add approximately 22 acres of impervious surface to the currently undeveloped site, which would change the existing drainage rate and pattern of the site and could increase soil erosion that could contribute to degradation of downstream surface waters. It is anticipated that the stormwater runoff from the project site would flow west through the 36-inch pipes in West Herndon Avenue to the 54-inch pipes in North Golden State Boulevard and the existing 15-acre basin adjacent to SR 99. In addition, FMFCD would require construction of the inlet identified in the Storm Drainage and Flood Control Master Plan on Spruce Avenue in conjunction with development of North Arthur Avenue and Spruce Avenue. This would be constructed within the disturbance area of the Spruce Avenue extension. Both the EH and EG drainage areas have permanent drainage service and have been sized for the runoff of the proposed project (Chapman, pers. comm., 2021).

The applicant would construct utility improvements within the site to service the proposed uses and connect to available utilities adjacent to the project site. Stormwater from the site would be directed to existing FMFCD drainage facilities in North Riverside Drive, West Spruce Avenue, and West Herndon Avenue, located within the EH local stormwater drainage area. In addition, the project would be required to comply with the City of Fresno grading plan check process and NPDES Construction General Permit Region-wide MS4. Compliance with the grading plan check process requires that all new development drains properly and is routed to the appropriate location. Additionally, these regulations would result in appropriate handling of stormwater on site to reduce potential for substantial increased runoff and minimize potential for downstream flooding. Participation in the Region-wide MS4 permit would reduce water quality impacts to surface and groundwater by ensuring that discharged water meets the water quality standards and goals established in the Central Valley RWQCB's Basin Plan through the implementation of BMPs described above. The runoff generated by the project is not anticipated to exceed the capacity of existing and planned stormwater drainage systems. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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3.10 LAND USE AND PLANNING

This land-use analysis evaluates the project's consistency with applicable land-use plans and policies. The physical environmental effects associated with the project, many of which pertain to issues of land use compatibility (e.g., noise, aesthetics, air quality) are evaluated in other sections of Chapter 3 of this Draft EIR.

Public comments on the notice of preparation related to land use and planning included concern over rezoning the project site from CC/EA/UGM/cz (Community Commercial/Expressway Overlay/Urban Growth Management/conditions of zoning) zone district to the CG/UGM/cz (General Commercial/Urban Growth Management/conditions of zoning) zone district. Evaluation of the potential impact associated with this rezone is presented below in Section 3.10.3, "Environmental Impacts and Mitigation Measures."

3.10.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws related to land use are applicable to the project.

STATE

Planning and Zoning Laws

California Government Code Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement general plans. The general plan is a comprehensive, long-term, and general document that describes plans for the physical development of a city or county and of any land outside its boundaries that, in the city's or county's judgment, bears relation to its planning. The general plan addresses a broad range of topics, including at a minimum land use, circulation, housing, conservation, open space, noise, and safety. In addressing these topics, the general plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the city's or county's vision for the area. The State Zoning Law (California Government Code, Section 65800 et seq.) establishes that zoning ordinances, which are laws that define allowable land uses within a specific zone district, are required to be consistent with the general plan. Local general plan policies and zoning ordinances, as they relate to the proposed project, are summarized below.

LOCAL

City of Fresno General Plan

The City of Fresno General Plan (City of Fresno 2014) establishes the following policies related to land use and planning that are relevant to the project:

- Policy LU-6-a: Design of Commercial Development. Foster high quality design, diversity, and a mix of amenities in new development with uses through the consideration of guidelines, regulations and design review procedures.
- Policy LU-6-d: Neighborhood and Community Commercial Center Design. Plan for neighborhood mixed use and community commercial uses to implement the Urban Form concepts of this Plan, promote the stability and identity of neighborhoods and community shopping areas, and allow efficient access without compromising the operational effectiveness of the street system.

Bullard Community Plan

The Bullard Community Plan (City of Fresno 1991) outlines the public land use policy to direct the physical growth and change of the Bullard Community. Originally adopted in December of 1988 and most recently updated in 1991, this plan was developed assuming a 20-year horizon. As an adopted community plan, the Bullard Community Plan continues to guide development of the area. Where there is a conflict between the Bullard Community Plan and

other planning guidelines (Including adopted design guidelines, the development code, and the general plan), those other planning guidelines take precedence (refer to City of Fresno Code of Ordinances, Section 15-104[B][4]).

The potentially applicable goals and policies within the Bullard Community Plan are listed below:

- 4.2.3. Goals
  - Designate enough land for commercial use to meet the needs of the anticipated population.
  - Distribute the new commercial land use designations at logical, marketable, convenient and accessible locations.
- 4.2.4 Policies/Implementation Measures

1. All new retail commercial uses shall be developed as part of planned unified shopping centers, except on Blackstone Avenue.
2. Retail commercial development within the undeveloped northwest portion of the Bullard Plan-Area shall occur at three commercial "nodes" of no more than 15 acres each located at the following intersections: Polk/Sierra, Bullard/Dante, and Herndon/Bryan Avenues. The 15 acres of commercial use may be developed entirely on a single corner of the intersection or may be developed on two corners of the intersection as a 10-acre neighborhood shopping center and a 5 acre accessory center or combination thereof.
3. New retail commercial development shall be designed and located so as to minimize its impact as an attractive nuisance to any public or private school of elementary through high school grades.
7. The following development standards for interface areas between properties zoned or planned for commercial or office uses, and properties zoned or planned for residential uses, shall be mandatory for land north of West Herndon Avenue (excepting the Herndon townsite and the Pinedale Redevelopment Area) and advisory for all other areas.
   a. All loading and storage areas shall be screened from view of adjoining property zoned or planned for residential uses, by a combination of landscape planting and a solid masonry wall. Loading space shall be located not less than one hundred fifty feet from the boundary of said residential property; however, the proximity of loading areas may be reduced to not less than forty feet from the boundary of residential property, if the Director of the Development Department or the Planning Commission finds that additional screening and noise attenuating methods have been designed to adequately protect adjoining residential property. All storage shall be within an enclosed structure. Outdoor storage is expressly prohibited;
   b. Roof-mounted and detached mechanical equipment for commercial and office uses shall be screened from view and acoustically baffled, to prevent the noise level rating for the equipment from exceeding 55 L_{dn}, measured at the nearest property line;
   c. A landscaped setback twenty feet wide, containing deciduous and evergreen trees, shall be planted and maintained along the property line between commercial and office uses and abutting properties zoned or planned for residential uses, and along abutting local streets, provided, however, that this requirement shall not apply to those parcels of land which are one acre or less in size, or to parcels larger than one acre, subject to Director review and approval of landscape plans;
   d. No commercial or office building shall be constructed within fifty-feet of the property line of abutting properties zoned or planned for residential uses;
   e. The following wall and berm treatment shall be required for commercial uses and office uses:
      (1) A solid masonry wall six feet in height, an earth berm six feet in height, or any combination of solid masonry wall and earth berm that provides a continuous barrier six feet in height, shall be erected on, or along, the property line between properties zoned or planned for commercial and office uses and properties zoned or planned for residential uses;

(2) A solid masonry wall three and one-half feet in height, an earth berm three and one-half feet in height, or any combination of solid masonry wall and earth berm that provides a continuous barrier three and one-half feet in height, shall be erected on, or along, the setback line twenty feet from and parallel with the right-of-way line of abutting local streets;

(3) Earth berms shall be planted with grass or ground cover, and maintained by the property owner;

f. The provisions of the approved commercial district or office district shall apply to outdoor advertising for commercial and office uses, excepting freestanding signs in a commercial district, wherein there shall be permitted one freestanding sign containing the name of buildings and occupants or groups thereof, and shall be not more than one hundred and twenty-five square feet in area, and not more than twenty feet in height, and shall not be located within any required landscaped setback or landscaped transition setback area.

Fresno Municipal Code

Chapter 15: Citywide Development Code

The Citywide Development Code, Chapter 15 (City of Fresno 2015), establishes land use classifications and regulations to implement the General Plan. The Development Code is the primary tool that regulates development within the city.

Article 12

Article 12 establishes use regulations, development standards, and design standards for Commercial Districts within the city of Fresno. Lands within the city designated as Commercial District are meant to provide for a full range of commercial uses to serve the city's existing and future needs; establish design standards to create a unified and attractive character along commercial streets; and ensure that new development is designed to minimize traffic and parking impacts on surrounding residential neighborhoods. The Commercial District designation is also meant to implement and provide appropriate regulations for general plan classifications of "Main Street Commercial," "Community Commercial," "Regional Commercial," "General Commercial," "Highway and Auto Commercial," and "Commercial Recreation." The project site is designated as Community Commercial within the City of Fresno General Plan which allows for medium-scale retail, office, civic and entertainment uses, supermarkets, drug stores, and supporting uses.

3.10.2 Environmental Setting

The project site is located within a 22.4-acre parcel located at the northeast corner of the intersection of West Herndon Avenue and North Riverside Drive in the city of Fresno. Surrounding land uses include a residential neighborhood to the west, a public golf course to the north (Riverside Golf Course), a vacant lot and self-storage facility to the east, a gas station and vacant lot to the south, Rio Vista Middle School and River Bluff Elementary School to the southeast, and a large-scale retail development (Marketplace at El Paseo Shopping Center) to the southwest.

The existing City of Fresno General Plan designation for the project site is Community Commercial (CC) (City of Fresno 2014). Land within the city designated as Community Commercial are meant to serve local needs including convenience shopping and small offices through commercial development (City of Fresno 2014). The CC designation allows for a variety of commercial facilities including medium-scale retail, office, civic and entertainment uses, supermarkets, drug stores, and supporting uses. Additionally, West Herndon Avenue is designated, depending on the specific segment, as either an expressway or superarterial, the two highest roadway classifications in the General Plan, throughout the project site's vicinity and is designated as a superarterial between the project site and State Route 99.

The project site is also zoned as CC/EA/UGM/cz in the Title 15 Citywide Development Code. Similar to the City of Fresno General Plan designation, CC zoning designation is intended for commercial development that primarily serves local needs such as convenience shopping and offices. Specific uses allowed include medium-scale retail, office, civic and entertainment uses, supermarkets, drug stores, and supporting uses (City of Fresno 2016).

The Expressway Area Overlay District is applied to Expressways, Super Arterials, and other streets that may be designated by the City. The district is intended to:

- Protect land uses and residences proximate to designated major streets.
- Limit development that may potentially be detrimental to the general health, safety, and welfare and to existing and future infrastructure operations and improvements.
- Mitigate noise to acceptable levels in residential base districts.

Use regulations and development standards are governed by the base district, except that residential buildings cannot be constructed within 200 feet of the road's right-of-way without specific mitigation for road noise and no non-residential buildings or signage can be constructed within 30 feet of the road's right-of-way.

3.10.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Evaluation of potential land-use impacts is based on a review of the planning documents pertaining to the project study area including that City of Fresno General Plan (City of Fresno 2014), General Plan Program EIR (City of Fresno 2021), and the Chapter 15 Citywide Development Code. In determining the level of significance, this analysis assumes that the project would comply with relevant state and local ordinances and regulations related to land use.

THRESHOLDS OF SIGNIFICANCE

An impact on land-use impact would be significant if implementation of the project would:

- physically divide an established community; and/or
- cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

TOPICS NOT DISCUSSED FURTHER

Physically Divide an Established Community

The project would occupy a currently undeveloped parcel surrounded by a residential neighborhood to the west, Riverside Golf Course to the north, a vacant lot and self-storage facility to the east, two schools to the southeast, a gas station and vacant lot to the south, and a large-scale retail development to the southwest. Given the range of uses that surround the site, development on this vacant parcel would not divide and established community. The project also involves making roadway improvements, including extending West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue. Because implementing the project would not divide an established community and would improve circulation on and around the site, there would be no impact. Therefore, no further analysis is required by CEQA.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.10-1: Cause a Significant Environmental Impact Due to a Conflict with Relevant Plans, Policies, and Zoning Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

The proposed project would require a general plan amendment (GPA), rezone, and conditional use permit (CUP). Requests for discretionary permits require that the project be evaluated for compliance and consistency with a variety of policy and regulatory programs adopted to avoid or reduce the severity of potential environmental effects. Evaluation of resource-specific plans and policies (e.g., transportation improvement plans, greenhouse gas reduction plans) are evaluated separately in the topical sections of this EIR. The project would not conflict with City policies adopted for the purposes of avoiding or mitigating an environmental effect. This impact would be **less than significant**.

The City of Fresno General Plan and Title 15 Citywide Development Code are the primary planning documents for the City of Fresno. The project includes the following entitlements, as described in Chapter 2, "Project Description," which would eliminate conflicts with the adopted land use designations and zoning regulating development or the project site.

- Amend the General Plan to change the planned land use designations for the project site from CC to the General Commercial (GC) planned land use designation and reclassify a portion of West Herndon Avenue between North Riverside Drive and North Hayes Avenue from Expressway to Super Arterial.
- Amend the Official Zoning Map of the City of Fresno to reclassify the project site from the CC/EA/UGM/cz zone district to the CG/UGM/cz zone district.
- Approve a Planned Development Permit to modify parking lot development standards to allow for 36.5-foot-tall light fixtures rather than 25-foot light fixtures.

As described above, the project site is currently identified as CC, a general plan land use designation applied to locations intended to serve local needs. The project includes an amendment to the City of Fresno General Plan to change the land use designation for the project site to GC. Allowable uses under the GC designation include wholesale businesses and specialized retail not normally found in shopping centers with potential to generate higher volumes of traffic (City of Fresno 2014). The proposed Costco facility would be a wholesale business and would therefore be consistent with the GC designation. Similarly, the CG designation would allow for large-format retail and fuel sales, which would be the primary uses at the project site, and the car wash, which is not allowed under the current zoning. Amending the Official Zoning Map of the City of Fresno to reclassify the project site from the CC/EA/UGM/cz zone district to the CG/UGM/cz zone district would ensure that the project is consistent with the zoning on site. Finally, a portion of West Herndon Avenue would be reclassified from Expressway to Super Arterial to allow the construction of a turn pocket where West Herndon Avenue meets the private North Arthur Avenue right-of-way. The proposed zoning changes are a part of the project and would not result in a conflict with relevant plans, policies, or zoning given that approval of the zoning change would occur prior to development of the site, ensuring that the proposed project features are consistent with the zoning requirements.

These proposed changes to the general plan land use designations, zoning, and parking lot standards are evaluated throughout this document. For example, Section 3.1, "Aesthetics," analyzes the project's consistency with the lighting requirements applicable to the CG zoning district and the potential impact resulting from the taller light fixtures. Similarly, consistency with City of Fresno General Plan Policy LU-6-a, which requires new development to foster high quality design, diversity, and a mix of amenities through compliance with guidelines, regulations, and design review procedures and Policy LU-6-d, which requires commercial development to implement the Urban Form concepts, promote the stability and identity of neighborhoods and community shopping areas, and allow efficient access without compromising the operational effectiveness of the street system are evaluated in Section 3.1, "Aesthetics," and in Section 3.13, "Transportation and Circulation."

The Bullard Community Plan policies are intended to direct the physical growth and change of the Bullard Community as detailed above in Section 3.10.1, "Regulatory Setting." Policy 1 requires all new retail commercial uses to be developed as a part of planned and unified shopping centers. The proposed Costco facility would be designed as a unified shopping center within the project area with a self-contained warehouse, gas station, and car wash. The proposed buildings are designed to relate to the proposed surrounding development by using similar building materials and architectural detailing, further creating a sense of unity. Policy 2 requires that retail commercial development within the Bullard Community Plan area to occur at three nodes, one of which is located at the West Herndon/Bryan Avenue intersection located directly southwest of the project site. This policy, which was established before the area was developed, limits commercial development to 15 acres. Policy 2 relates to community design and was not adopted for the purpose of avoiding or mitigating an environmental effect.

Policy 3 requires new retail commercial development to minimize effects as an attractive nuisance to any public or private school of elementary through high school grades and was not adopted for the purpose of avoiding or mitigating an environmental effect. The closest schools to the project site are Rio Vista Middle School and River Bluff Elementary School, located south of West Herndon Avenue. The outdoor areas of Rio Vista Middle School are approximately 130 feet from the southeast corner of the project site. Once operational, students attending Vista Middle School and River Bluff Elementary School could easily access the project site. However, customers would need to be a Costco member to enter the warehouse, and the food court would be located within the warehouse. There are no outdoor facilities except for the car wash and gas stations that would be accessible to students. It is unlikely that students would spend time outside of the Costco warehouse given the lack of amenities; therefore, the project would not be an attractive nuisance, and would comply with Policy 3.

Policy 7 outlines development standards for interface areas between properties planned for commercial use and properties zoned or planned for residential uses. Directly west of the project site on North Riverside Drive is residential development. Therefore, there would be an interface area between the proposed project and the residential development to the west that falls under the requirements of Policy 7. Policy 7a requires all loading and storage areas to be screened from view of adjoining property zoned or planned for residential uses. The truck loading dock would be located on the southern facade of the building, and a portion of the loading dock would be viewable to residents. However, dense landscaping composed of evergreen and deciduous trees and shrubs would provide visual screening to residents located adjacent to the project site. Policy 7b requires roof-mounted and detached mechanical equipment for commercial and office uses to be screened from view and acoustically baffled; however, no roof-mounted or detached mechanical equipment is proposed for this project. Therefore, the project would be consistent with Policy 7b. Policy 7c requires a 20-foot landscaped setback containing deciduous and evergreen trees to be planted and maintained along the property line between commercial uses and abutting properties zoned or planned for residential uses. The project's landscape design has incorporated a perimeter buffer which includes evergreen and deciduous trees and shrubs, consistent with Policy 7c. Additionally, the Costco warehouse would be built in the southeastern portion of the project site, with a landscaped parking lot and North Riverside Drive buffering the building from the residential development. The project site is more than 50 feet from the property line of the residential development to the west, and would be in compliance with Policy 7e. The earth berm and masonry wall requirements detailed in Policy 7e do not apply to the project given that North Riverside Drive separates the project site from the residential development. However, the project would include improvements to North Riverside Drive, including construction of a 12-foot-wide multiuse trail and a 3-foot-tall, landscaped berm between the trail and parking lot, satisfying the intent of Policy 7e. No freestanding advertising signs are proposed, and Policy 7f does not apply.

Therefore, although implementation of the project would result in commercial development of the entire project site (22.4 acres), because the development would be consistent with the other policies in the community plan that address potential environmental effects of commercial development. Additionally, the project would be consistent with the City of Fresno General Plan policies related to land use and planning. The City of Fresno General Plan indicates that relevant policies and portions of plans are reflected in the general plan "resulting in a consolidation and update of planning documents" (City of Fresno 2014: 3-46). Where there are inconsistencies between the general plan and community plans, Implementing Policy D-7-a of the City of Fresno General Plan commits the City to amend or repeal the community plans. Per Implementing Policy D-7-a, the Bollard Community Plan will be amended and consolidated with the Pinedale Community Plan. Last updated in 2007, the Pinedale Community Plan does not currently include the project site.

Requests for discretionary permits require compliance and consistency with a variety of policy and regulatory programs adopted to avoid or reduce the severity of potential environmental effects. Resource-specific plans and policies (e.g., transportation improvement plans, greenhouse gas reduction plans) are evaluated separately in the topical sections of this EIR. With respect to land use planning, approval of the requested entitlements would change the underlying land use designation and zoning to be consistent with the proposed project. The project would not conflict with City policies adopted for the purposes of avoiding or mitigating an environmental effect. Therefore, impacts related to consistency with relevant plans, policies, and zoning would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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3.11 NOISE AND VIBRATION

This section includes a summary of applicable regulations related to noise and vibration, a description of ambient-noise conditions, and an analysis of potential short-term construction and long-term operational-source noise impacts associated with the proposed project. Mitigation measures are recommended as necessary to reduce significant noise impacts. Additional data is provided in Appendix H, "Noise Measurement Data and Noise Modeling Calculations."

There were no comments received during the project's scoping period related to noise (see Appendix A).

3.11.1 Regulatory Setting

FEDERAL

U.S. Environmental Protection Agency Office of Noise Abatement and Control

The U.S. Environmental Protection Agency (EPA) Office of Noise Abatement and Control was originally established to coordinate Federal noise control activities. In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at more local levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to state and local governments. However, documents and research completed by the EPA Office of Noise Abatement and Control continue to provide value in the analysis of noise effects.

Federal Transit Administration

To address the human response to ground vibration, the Federal Transit Administration (FTA) has set forth guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines are presented in Table 3.11-1.

Table 3.11-1 Ground-Borne Vibration (GBV) Impact Criteria for General Assessment

Land Use Category	GVB Impact Levels (VdB re 1 micro-inch/second)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 [4]	65 [4]	65 [4]
Category 2: Residences and buildings where people normally sleep.	72	75	80
Category 3: Institutional land uses with primarily daytime uses.	75	78	83

Notes: VdB = vibration decibels referenced to 1 microinch per second and based on the root mean square velocity amplitude.

[1] "Frequent Events" is defined as more than 70 vibration events of the same source per day.

[2] "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.

[3] "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.

[4] This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research would require detailed evaluation to define acceptable vibration levels.

Source: FTA 2018: 123–126.

STATE

California General Plan Guidelines

The State of California General Plan Guidelines 2017, published by the California Governor's Office of Planning and Research (OPR) (2017), provides guidance for the compatibility of projects within areas of specific noise exposure. Acceptable and unacceptable community noise exposure limits for various land use categories have been determined to help guide new land use decisions in California communities. In many local jurisdictions, these guidelines are used to derive local noise standards and guidance. Citing EPA materials and the State Sound Transmissions Control Standards, the State's general plan guidelines recommend interior and exterior CNEL of 45 and 60 decibels (dB) for residential units, respectively (OPR 2017: 378).

California Department of Transportation

In 2020, the California Department of Transportation (Caltrans) published the Transportation and Construction Vibration Manual (Caltrans 2020). The manual provides general guidance on vibration issues associated with construction and operation of projects in relation to human perception and structural damage. Table 3.11-2 presents recommendations for levels of vibration that could result in damage to structures exposed to continuous vibration.

Table 3.11-2 Caltrans Recommendations Regarding Levels of Vibration Exposure

PPV (in/sec)	Effect on Buildings
0.4-0.6	Architectural damage and possible minor structural damage
0.2	Risk of architectural damage to normal dwelling houses
0.1	Virtually no risk of architectural damage to normal buildings
0.08	Recommended upper limit of vibration to which ruins and ancient monuments should be subjected
0.006-0.019	Vibration unlikely to cause damage of any type

Notes: PPV= peak particle velocity; in/sec = inches per second.

Source: Caltrans 2020: 38.

LOCAL

City of Fresno General Plan

The City of Fresno General Plan (City of Fresno 2014) addresses noise and vibration within the Noise and Safety Element. The noise-related policies applicable to the proposed project include:

- **Policy NS-1-a: Desirable and Generally Acceptable Exterior Noise Environment.** Establish 65 dB L_{dn} or CNEL as the standard for the desirable maximum average exterior noise levels for defined usable exterior areas of residential and noise-sensitive uses for noise, but designate 60 dB L_{dn} or CNEL (measured at the property line) for noise generated by stationary sources impinging upon residential and noise sensitive uses. Maintain a 65 dB L_{dn} or CNEL as the maximum average exterior noise levels for non-sensitive commercial land uses, and maintain 70 dB L_{dn} or CNEL as maximum average exterior noise level for industrial land uses, both to be measured at the property line of parcels where noise is generated which may impinge on neighboring properties.
- **Policy NS-1-b: Conditionally Acceptable Exterior Noise Exposure Range.** Establish the conditionally acceptable noise exposure level range for residential and other noise sensitive uses to be 65 dB L_{dn} or require appropriate noise reducing mitigation measures as determined by a site-specific acoustical analysis to comply with the desirable and conditionally acceptable exterior noise level and the required interior noise level standards set in Table 9-2 (presented as Table 3.11-3, below).

Table 3.11-3 Transportation (Non-Aircraft) Noise Source

Noise Sensitive Land Use[1]	Outdoor Activity Areas (L_{dn} dB)[2]	Interior Spaces (L_{dn} dB)[2]
Residential	65	45
Transient Lodging	65	45
Hospitals, Nursing Homes	65	45
Theaters, Auditoriums, Music Halls	-	35
Churches, Meeting Halls	65	45
Office Buildings	-	45
Schools, Libraries, Museums	-	45

Notes: dB = decibels; L_{dn} = day-night average sound level.

[1] Where the location of outdoor activity areas is unknown or is not applicable, the exterior noise level standard shall be applied to the property line of the receiving land use.

[2] As determined for a typical worst-case hour during periods of use.

Source: City of Fresno 2014: 9-18.

Table 3.11-4 Stationary Noise Sources

	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly Equivalent Sound Level (L_{eq}), dB	50	45
Maximum Sound Level (L_{max}), dB	70	65

Note: dB = decibels.

Source: City of Fresno 2014: 9-18.

- Policy NS-1-c: Generally Unacceptable Exterior Noise Exposure Range. Establish the exterior noise exposure of greater than 65 dB L_{dn} or CNEL to be generally unacceptable for residential and other noise sensitive uses for noise generated by sources in Policy NS-1-a, and study alternative less noise-sensitive uses for these areas if otherwise appropriate. Require appropriate noise reducing mitigation measures as determined by an acoustical analysis to comply with the generally desirable or generally acceptable exterior noise level and the required 45 dB interior noise level standards set in Table 9-2 (presented as Table 3.11-3, above) as conditions of permit approval.
- Policy NS-1-g: Noise mitigation measures which help achieve the noise level targets of the General Plan include, but are not limited to, the following:
  - Facades with substantial weight and insulation;
  - Installation of sound-rated windows for primary sleeping and activity areas;
  - Installation of sound-rated doors for all exterior entries and primary sleeping and activity areas;
  - Greater building setbacks and exterior barriers;
  - Acoustic baffling of vents for chimneys, attic, and gable ends;
  - Installation of mechanical ventilation systems that provide fresh air under closed window conditions.

  The aforementioned measures are not exhaustive and alternative designs may be approved by the City, provided that a qualified Acoustical Consultant submits information demonstrating that the alternative design(s) will achieve and maintain the specific targets for outdoor activity areas and interior spaces.
- Policy NS-1-i: Mitigation by New Development. Require an acoustic analysis where new development of industrial, commercial or other noise generating land uses (including transportation facilities such as roadways, railroads, and airports) may result in noise levels that exceed the noise level exposure criteria established by Tables 9-2 and 9-3 [presented as Table 3.11-3 and Table 3.11-4 above] to determine impacts, and require developers to mitigate these impacts in conformance with Tables 9-2 and 9-3 [presented as Table 3.11-3 and Table 3.11-4 above] as a condition of permit approval through appropriate means. Noise mitigation measures may include:
  - The screening of noise sources such as parking and loading facilities, outdoor activities, and mechanical equipment;
  - Providing increased setbacks for noise sources from adjacent dwellings;
  - Installation of walls and landscaping that serve as noise buffers;
  - Installation of soundproofing materials and double-glazed windows; and
  - Regulating operations, such as hours of operation, including deliveries and trash pickup.

  Alternative acoustical designs that achieve the prescribed noise level reduction may be approved by the City, provided a qualified Acoustical Consultant submits information demonstrating that the alternative designs will achieve and maintain the specific targets for outdoor activity areas and interior spaces. As a last resort, developers may propose to construct noise walls along roadways when a compatible with aesthetic concerns and neighborhood character. This would be a developer responsibility, with no City funding.

- **Policy NS-1-j: Significance Threshold**. Establish, as a threshold of significance for the City's environmental review process, that a significant increase in ambient noise levels is assumed if the project would increase noise levels in the immediate vicinity by 3 dB L_{dn} or CNEL or more above the ambient noise limits established in the City's General Plan.
- **Policy NS-1-k: Proposal Review.** Review all new public and private development proposals that may potentially be affected by or cause a significant increase in noise levels, per Policy NS-1-I, to determine conformance with the policies of the General Plan's Noise and Safety Element. Require developers to reduce the noise impacts of new development on adjacent properties through appropriate means.
- **Policy NS-1-l: Enforcement.** Continue to enforce applicable State Noise Insulation Standards and Uniform Building Code noise requirements, as adopted by the City.
- **Policy NS-1-m: Transportation Related Noise Impacts.** For projects subject to City approval, require that the project sponsor mitigate noise created by new transportation and transportation-related station noise sources, including roadway improvement projects, so that resulting noise levels do not exceed the City's adopted standards for noise sensitive land uses.
- **Policy NS-1-n: Best Available Technology.** Require new noise sources to use best available control technology to minimize noise emissions.
- **Policy NS-1-o: Sound Wall Guidelines.** Acoustical studies and noise mitigation measures for projects shall specify the heights, materials, and design for sound walls and other noise barriers. Aesthetic considerations shall also be addressed in these studies and mitigation measures such as variable noise barrier heights, a combination of a landscaped berm with wall, and reduced barrier height in combination with increased distance or elevation differences between noise source and noise receptor, with a maximum allowable height of 15 feet. The City will develop guidelines for aesthetic design measures of sound walls, and may commission area wide noise mitigation studies that can serve as templates for acoustical treatment that can be applied to similar situations in the urban area.
- **Policy NS-1-p: Airport Noise Compatibility.** Implement the land use and noise exposure compatibility provisions of the adopted Fresno Yosemite International Airport Land Use Compatibility Plan, the Fresno-Chandler Executive Airport Master and Environs Specific Plan, and the Sierra Sky Park Land Use Policy Plan to assess noise compatibility of proposed uses and improvements within airport influence and environs areas.

City of Fresno Municipal Code

Chapter 10, Article 1 (Noise Regulations) of the Fresno Municipal Code establishes excessive noise guidelines and exemptions. Chapter 15, Article 25 (Section 15-2506, "Noise") of the Fresno Municipal Code applies to noise sources resulting from or relating to new development or the expansion of a use or activity (City of Fresno 2022). The noise standards contained in Chapter 15 of the municipal code match those in the General Plan; therefore, those provisions are not duplicated below. Additionally, Section 15-1604, "Expressway Area Overlay District," is intended to mitigate noise to acceptable levels from major streets that are classified as Expressways, Super Arterials, and other streets that may be designated by the City.

Section 10-102(b): Definitions, Ambient Noise

"Ambient Noise" is the all-encompassing noise associated with a given environment, being usually a composite of sounds from many sources near and far. For the purpose of this ordinance, ambient noise level is the level obtained when the noise level is averaged over a period of 15 minutes, without inclusion of the offending noise, at the location and time of day at which comparison with the offending noise is to be made. Where the ambient noise level is less than that designated in this section (see Table 3.11-5), however, the noise level specified herein shall be deemed to be the ambient noise level for that location.

Table 3.11-5 Acceptable Ambient Noise Level

Land Use	Time	Sound Level (dB)
Residential	10 p.m. to 7 a.m.	50
	7 p.m. to 10 p.m.	55
	7 a.m. to 7 p.m.	60
Commercial	10 p.m. to 7 a.m.	60
	7 a.m. to 10 p.m.	65
Industrial	Anytime	70

Note: dB = decibels.

Source: City of Fresno 2022.

Section 10-105: Excessive Noise Prohibited

No person shall make, cause, or suffer or permit to be made or caused upon any premises or upon any public street, alley, or place within the city, any sound or noise which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing or working in the area, unless such noise or sound is specifically authorized by or in accordance with this article. The provisions of this section shall apply to, but shall be limited to, the control, use, and operation of the following noise sources:

- Radios, musical instruments, phonographs, television sets, or other machines or devices used for the amplification, production, or reproduction of sound or the human voice.
- Animals or fowl creating, generating, or emitting any cry or behavioral sound.
- Machinery or equipment, such as fans, pumps, air conditioning units, engines, turbines, compressors, generators, motors or similar devises, equipment, or apparatus.
- Construction equipment or work, including the operation, use or employment of pile drivers, hammers, saws, drills, derricks, hoists, or similar construction equipment or tools.

Section 10-109: Exceptions

The provisions of this article shall not apply to:

- Construction, repair or remodeling work accomplished pursuant to a building, electrical, plumbing, mechanical, or other construction permit issued by the city or other governmental agency, or to site preparation and grading, provided such work takes place between the hours of 7:00 a.m. and 10:00 p.m. on any day except Sunday.
- Emergency work.
- Any act or acts which are prohibited by any law of the State of California or the United States.

Section 10-110: Permits

Projects that would generate noise prohibited by the code may apply for a discretionary permits. The Chief Administrative Officer shall issue the requested permit unless he finds that the public interest will suffer and that such public detriment exceeds the hardship to be suffered by the applicant if the permit is not issued.

Section 15-1604: Expressway Area (EA) Overlay District

A. **Purpose.** As used herein, the Expressway Area (EA) Overlay District means major streets that are classified as Expressways, Super Arterials, and other streets that may be designated by the City. The Expressway Area (EA) Overlay District is established to:

    1. Protect land uses and residences proximate to designated major streets.
    2. Limit development that may potentially be detrimental to the general health, safety, and welfare and to existing and future infrastructure operations and improvements.

3. Mitigate noise to acceptable levels.

B. **Use Regulations.** Those uses permitted in the Base District, subject to the limitations and conditions set forth therein.

C. **Development Standards.** Development Standards shall be as required by the Base District, except as follows:

1. Residential Districts. No building shall be erected within 200 feet of the right-of-way line, except as follows:

a. An acoustical study determines that interior noise can be mitigated to acceptable levels.

b. In no case shall the minimum building setback be less than 75 feet from the center line of the nearest moving traffic lane of the abutting roadway.

c. Any barrier necessary to achieve acceptable noise levels shall not be less than eight feet in height and may be a wall, an earth berm, or any combination of wall and earth berm.

d. Where no frontage road is required along the expressway, any landscaped open space transition setback separating properties zoned for residential uses shall contain a wall, berm, or any combination of wall and berm, not less than eight feet high and located 50 feet from and parallel to the center line of the nearest moving lane of the abutting roadway.

2. **Non-Residential Districts.** No buildings, nor private signage, shall be erected within 30 feet of the right-of-way.

Section 15-2506: Noise

…

h) Exemptions. The following are exempted from conformance to the noise standards of this section.

…

6. Public Works Construction Projects, Maintenance, and Repair. Street, utility, and similar construction projects undertaken by or under contract to the City, or the State of California or a public utility regulated by the California Public Utilities Commission, as well as maintenance and repair operations conducted by such parties, including street sweeping, debris and litter removal, removal of downed wires, restoring electrical service, repairing traffic signals, unplugging sewers, vacuuming catch basins, repairing of damaged poles, removal of abandoned vehicles, repairing of water hydrants and mains, gas lines, oil lines, sewers, storm drains, roads, and sidewalks.

Section 15-2507: Vibration

No vibration shall be produced that is transmitted through the ground and is discernible without the aid of instruments by a reasonable person at the lot lines of the site. Vibrations from temporary construction, demolition, and vehicles that enter and leave the subject parcel (e.g., construction equipment, trains, trucks, etc.) are exempt from this standard.

3.11.2 Environmental Setting

ACOUSTIC FUNDAMENTALS

Prior to discussing the noise setting for the project, background information about sound, noise, vibration, and common noise descriptors is needed to provide context and a better understanding of the technical terms referenced throughout this section.

Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a human ear. Noise is defined as loud, unexpected, annoying, or unwanted sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.

Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz, or thousands of hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (mPa). One mPa is approximately one hundred billionth (0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 mPa. Because of this large range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB).

Addition of Decibels

Because decibels are logarithmic units, SPLs cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness at the same time, the resulting sound level at a given distance would be 3 dB higher than if only one of the sound sources was producing sound under the same conditions. For example, if one idling truck generates an SPL of 70 dB, two trucks idling simultaneously would not produce 140 dB; rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level approximately 5 dB louder than one source.

A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within this range better than sounds of the same amplitude with frequencies outside of this range. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an "A-weighted" sound level (expressed in units of A-weighted decibels) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgment correlates well with the A-scale sound levels of those sounds. Thus, noise levels are typically reported in terms of A-weighted decibels. All sound levels discussed in this section are expressed in A-weighted decibels. Table 3.11-6 describes typical A-weighted noise levels for various noise sources.

Table 3.11-6 Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1,000 feet	— 100 —	
Gas lawn mower at 3 feet	— 90 —	
Diesel truck at 50 feet at 50 miles per hour	— 80 —	Food blender at 3 feet, Garbage disposal at 3 feet
Noisy urban area, daytime, Gas lawn mower at 100 feet	— 70 —	Vacuum cleaner at 10 feet, Normal speech at 3 feet

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
Commercial area, Heavy traffic at 300 feet	— 60 —	
Quiet urban daytime	— 50 —	Large business office, Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime	— 30 —	Library, Bedroom at night
Quiet rural nighttime	— 20 —	
	— 10 —	Broadcast/recording studio
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Notes: dB= decibels

Source: Caltrans 2013: Table 2-5.

Human Response to Changes in Noise Levels

The doubling of sound energy results in a 3-dB increase in the sound level. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different from what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear can discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In general, the healthy human ear is most sensitive to sounds between 1,000 and 5,000 Hz and perceives both higher and lower frequency sounds of the same magnitude with less intensity (Caltrans 2013: 2-18). In typical noisy environments, changes in noise of 1–2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness (Caltrans 2013: 2-10). Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dB increase in sound would generally be perceived as barely detectable.

Vibration

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., operating factory machinery) or transient in nature (e.g., explosions). Vibration levels can be depicted in terms of amplitude and frequency, relative to displacement, velocity, or acceleration.

Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV and RMS vibration velocity are normally described in inches per second (in/sec) or in millimeters per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings (FTA 2018: 110; Caltrans 2020: 6).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2018: 110, 199; Caltrans 2020: 7). This is based on a reference value of 1 micro inch per second.

The typical background vibration-velocity level in residential areas is approximately 50 VdB. Ground vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (FTA 2018: 120; Caltrans 2020: 27).

Table 3.11-7 summarizes the general human response to different ground vibration-velocity levels.

Table 3.11-7 Human Response to Different Levels of Ground Noise and Vibration

Vibration-Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Note: VdB = vibration decibels referenced to 1 microinch per second and based on the root mean square velocity amplitude.

Source: FTA 2018: 120.

Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur to fragile buildings.

Vibrations generated by construction activity can be transient, random, or continuous. Transient construction vibrations are generated by blasting, impact pile driving, and wrecking balls. Continuous vibrations are generated by vibratory pile drivers, large pumps, and compressors. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment. Construction activities can generate sufficient ground vibrations to pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants (FTA 2018: 113). Table 3.11-8 presents vibration levels for typical pieces of equipment used during construction.

Table 3.11-8 Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 ft, in/sec	Approximate Lv at 25 ft
Pile Driver (impact)	upper range	1.518	112
	typical	0.644	104
Pile Driver (sonic)	upper range	0.734	105
	typical	0.17	93
Clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.21	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Note: PPV = peak particle velocity; Lv = root mean square vibration velocity level in decibels, vibration decibels referenced to 1 microinch per second

Source: FTA 2018: 184.

Common Noise Descriptors

Noise in our daily environment fluctuates over time. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors used throughout this section.

Equivalent Continuous Sound Level (L_{eq}): L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound level that occurs during the same period (Caltrans 2013: 2-48). For instance, the 1-hour equivalent sound level, also referred to as the hourly L_{eq}, is the energy average of sound levels occurring during a 1-hour period and is the basis for noise abatement criteria used by Caltrans and FTA (Caltrans 2013: 2-47; FTA 2018: 210).

Maximum Sound Level (L_{max}): L_{max} is the highest instantaneous sound level measured during a specified period (Caltrans 2013: 2-48; FTA 2018: 207–208).

Day-Night Level (L_{dn}): L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10-dB "penalty" applied to sound levels occurring during nighttime hours between 10:00 p.m. and 7:00 a.m. (Caltrans 2013: 2-48; FTA 2018: 214).

Community Noise Equivalent Level (CNEL): CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to sound levels occurring during the nighttime hours between 10:00 p.m. and 7:00 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7:00 p.m. and 10:00 p.m. (Caltrans 2013: 2-48).

Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which a noise level decreases with distance depends on the following factors.

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Roads and highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources, thus propagating at a slower rate in comparison to a point source. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.

Ground Absorption

The propagation path of noise from a source to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective-wave canceling (i.e., when sound energy bounces off a nonabsorbent material) provides additional attenuation associated with geometric spreading. Traditionally, this additional attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver, such as soft dirt, grass, or scattered bushes and trees), additional ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the attenuate rate associated with cylindrical spreading, the additional ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance. This would hold true for point sources, resulting in an overall drop-off rate of up to 7.5 dB per doubling of distance.

Atmospheric Effects

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels, as wind can carry sound. Sound levels can be increased over large distances (e.g., more than 500 feet) from the source because of atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also affect sound attenuation.

Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receiver attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content, or pitch, of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction (Caltrans 2013: 2-41; FTA 2018: 42). Barriers higher than the line of sight provide increased noise reduction (FTA 2018: 16). Vegetation between the source and receiver is rarely effective in reducing noise because it does not create a solid barrier unless there are multiple rows of vegetation (FTA 2018: 15, 104, 106).

EXISTING NOISE ENVIRONMENT

Existing Noise- and Vibration-Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels, and because of the potential for nighttime noise to result in sleep disruption. Additional land uses such as schools, transient lodging, historic sites, cemeteries, and places of worship are also generally considered sensitive to increases in noise levels. These land use types are also considered vibration-sensitive land uses in addition to commercial and industrial buildings where vibration would interfere with operations within the building, including levels that may be well below those associated with human annoyance.

The nearest noise-sensitive receptors include a neighborhood of single-family residences located west of the project site, the closest of which is approximately 90 feet from the project site boundary on the opposite side of North Riverside Drive. Other noise-sensitive receptors in the area include Rio Vista Middle School and River Bluff Elementary School. Rio Vista Middle School and River Bluff Elementary School are located approximately 850 feet and 1,230 feet south of the project site boundary, respectively. See Figure 3.11-1 for locations of sensitive land uses relative to the project site.

Existing Noise Sources

The predominant noise source in the project area is vehicle traffic on the surrounding roadway network [e.g., North Riverside Drive, West Herndon Avenue, North Golden State Boulevard, and State Route (SR) 99]. To assess existing traffic noise and potential long-term (operation-related) noise impacts due to project-generated increases in traffic, noise levels were estimated using proprietary calculators based on Caltrans' and the FHWA's traffic noise propagation equations and recommended methods, using project-specific traffic data. The analysis is based on the reference noise emission levels for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and ground attenuation factors. Truck usage and vehicle speeds on area roadways were estimated from field observations and the project-specific TIA. Unless noted, the modeling conducted does not account for any natural or human-made shielding (e.g., the presence of walls or buildings) or reflection off building surfaces. Additionally, average daily traffic (ADT) along specific roadway segments were provided by Kittelson & Associates, Inc. and included in Appendix D. Table 3.11-9 summarizes the modeled existing traffic noise levels at 50 feet from the centerline of each area roadway segment identified for analysis, and lists distances from each roadway centerline to the 70, 65, and 60 L_{dn} traffic noise contours. For further details on traffic-noise modeling inputs and parameters, refer to Appendix H.

Table 3.11-9 Summary of Modeled Existing Traffic Noise Levels

Roadway Segment/Segment Description	L_{dn} at 50 feet from Roadway Centerline	Distance (feet) from Roadway Centerline to L_{dn} Contour			Exceeds 65 L_{dn}/CNEL Exterior Noise Standard for Residential Uses?[2]
		70	65	60	
North Riverside Drive (between Spruce Avenue and the northernmost project driveway)[1]	52.0	2	8	25	No
North Riverside Drive (between the northernmost project driveway and Fir Avenue)[1]	53.6	4	11	36	No
North Riverside Drive (between Fir Avenue and the southernmost project driveway)[1]	54.0	4	12	39	No
North Riverside Drive (between the southernmost project driveway and West Herndon Avenue)[1]	54.0	4	12	39	No
West Herndon Avenue (west of North Riverside Drive) [1]	65.8	61	191	605	Yes
West Herndon Avenue (between North Riverside Drive and North Arthur Avenue) [1]	66.4	70	221	698	Yes
West Herndon Avenue (east of North Arthur Avenue) [1]	66.4	70	221	698	Yes

Notes: L_{dn} = day-night level.

All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow, and does not account for shielding of any type or finite roadway adjustments. All noise levels are reported as A-weighted noise levels. For additional details, refer to Appendix H for detailed traffic data, and traffic-noise modeling input data and output results.

[1] Noise levels include a 5 dB reduction to account for attenuation from cinderblock wall/soundwall along residential property line.

[2] The 65 dBA CNEL/L_{dn} residential noise standards are summarized in Table 3.11-3. These are the City of Fresno's noise standards adopted for evaluating long-term noise associated with traffic.

Source: Data modeled by Ascent Environmental in 2022.



Source: Adapted by Ascent Environmental in 2022.

Figure 3.11-1 Noise-Sensitive Receptors

3.11.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Construction Noise and Vibration

To assess potential short-term (construction-related) noise and vibration impacts, sensitive receptors and their relative exposure were identified. Project-generated construction source noise and vibration levels were determined based on methodologies, reference emission levels, and usage factors from FTA's *Guide on Transit Noise and Vibration Impact Assessment* methodology (FTA 2018) and FHWA's *Roadway Construction Noise Model User's Guide* (FHWA 2006). Reference levels for noise and vibration emissions for specific equipment or activity types are well documented and the usage thereof common practice in the field of acoustics.

Operational Noise and Vibration

With respect to non-transportation noise sources (e.g., stationary) associated with proposed project implementation, the assessment of long-term (operational-related) impacts was based on reconnaissance data, reference noise emission levels, and measured noise levels for activities and equipment associated with project operation (e.g., heating, ventilation and air conditioning [HVAC] units, delivery docks), and standard attenuation rates and modeling techniques.

To assess potential long-term (operation-related) noise impacts due to project-generated increases in traffic, noise levels were estimated in using calculations consistent with the Federal Highway Administration's Traffic Noise Model Version 2.5 (FHWA 2004) and project-specific traffic data (see Appendix H for further information). The analysis is based on the reference noise emission levels for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and ground attenuation factors. Truck usage and vehicle speeds on area roadways were estimated from field observations and the project-specific traffic report. Note that the modeling conducted does not account for any natural or human-made shielding (e.g., the presence of walls or buildings) or reflection off building surfaces.

Selection of Noise Metrics for Thresholds of Significance

The thresholds of significance used in this analysis utilize different noise metrics, including L_{dn}, L_{eq}, L_{max}, CNEL, and single-event noise level (SENL); that allow evaluation of a range of noise impacts. The type of noise metric applied to each noise source analyzed is dependent on the nature and duration of the noise generated by the source. Generally, L_{dn} and CNEL standards are used to evaluate noise sources that generate consistent noise levels throughout the day. L_{eq} metrics are generally used to evaluate noise-generating activities that do not persist all day but do last for most of an hour or longer. L_{max} metrics are used to evaluate the loudest noise levels generated by sources that produce a range of noise levels over time. The SENL metric is used to evaluate noise sources that expose receptors for a relatively short period (i.e., less than 1 minute) because it captures both the magnitude and the duration of a sound event. Noise standards established by the City are applied as significance criteria if they are expressed in the appropriate metric for the noise source being analyzed. The City has established noise standards using the L_{dn}/CNEL, L_{max}, and L_{eq} metrics. However, because the City has not established SENL standards for analyzing heavy vehicle activity that expose receptors for a relatively short period, this noise impact analysis applies SENL standards recommended by the Federal Interagency Committee on Aviation Noise (FICAN).

THRESHOLDS OF SIGNIFICANCE

Thresholds are based on Appendix G of the State CEQA Guidelines, noise policies and standards in the City's Municipal Code, City of Fresno General Plan policies, and Caltrans and FTA vibration and noise standards. A noise or vibration impact is considered significant if implementation of the proposed project would:

- generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

- result in short-term construction-related activity occurring outside of exempt daytime hours (i.e., 10:00 p.m. and 7:00 a.m., Monday through Saturday) as identified in the City's Municipal Code Section 10-109 and would exceed the City's ambient noise standard of 50 dB L_{eq} for residential uses between the hours of 10:00 p.m. and 7:00 a.m. (Table 3.11-5);
- expose nearby sensitive receptors to operational non-transportation noise sources exceeding the City's stationary noise standards of 50 dB L_{eq} or 70 L_{max} between the hours of 7:00 a.m. and 10:00 p.m. and 45 dB L_{eq} or 65 L_{max} between the hours of 10:00 p.m. and 7:00 a.m. (Table 3.11-4) and/or ambient noise standards as applicable (Table 3.11-5);

- generate a substantial permanent increase in traffic noise levels at noise-sensitive land uses in excess of the following standards:
  - where noise levels currently do not exceed applicable noise standard of 65 dB L_{dn}/CNEL for residential uses from transportation sources (Table 3.11-3) but would exceed Table 3.11-3 standards for the same land use as a result of project implementation; or
  - where Table 3.11-3 transportation noise standards are currently exceeded, result in substantial increases in noise of at least 3 dB (City of Fresno General Plan Policy NS-1-j);
  - expose nearby residential structures to SENLs generated by truck pass-bys resulting from the project higher than an interior noise level of 65 SENL (FICAN 1997);
- generate excessive groundborne vibration or groundborne noise levels;
  - result in construction-generated vibration levels exceeding Caltrans' recommended standards with respect to the prevention of structural building damage (0.2 and 0.08 in/sec PPV for normal and historical buildings, respectively) or FTA's maximum-acceptable-vibration standard with respect to human response (80 VdB for residential uses) at nearby existing vibration-sensitive land uses; or
  - for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

TOPICS NOT DISCUSSED FURTHER

For a Project Located Within the Vicinity of a Private Airstrip or an Airport Land Use Plan or, Where Such a Plan has Not Been Adopted, Within 2 Miles of a Public Airport or Public Use Airport, Expose People Residing or Working in the Project Area to Excessive Noise Levels

The project site is located approximately 1.8 miles west of Sierra Sky Park Airport. The Sierra Sky Park Airport is a private airstrip and is subject to the adopted Sierra Sky Park Land Use Policy Plan. The Sierra Sky Park Airport Land Use Policy Plan identifies normally acceptable exterior and interior noise levels of 60 CNEL and 45 CNEL, respectively, for residential land uses (Fresno County Airport Land Use Commission 1995: 2). Based on noise contour maps provided in the Sierra Sky Park Airport Land Use Policy Plan and Fresno Council of Governments' Airport Land Use Compatibility Plan, the project area is outside of the 60 CNEL noise contour (Fresno County Airport Land Use Commission 1995: Figure 1; Fresno COG 2018: Exhibit H2). Operation of the proposed project would not result in the exposure of people residing or working in the project area to excessive aircraft-related noise levels, and any impact would be less than significant. Therefore, no further analysis is required under CEQA.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.11-1: Generate a Substantial Temporary Increase in Ambient Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

Construction would be located in close proximity to existing noise-sensitive receptors. Most noise-generating construction activity would be performed during daytime hours, when construction noise is exempt from noise standards by the City of Fresno Municipal Code. However, it is possible that construction activity may be required during the non-exempt evening and nighttime hours (10:00 p.m. to 7:00 a.m., Monday through Saturday, and all-day Sunday) for activities such as large continuous concrete pours. Thus, potential nighttime construction activities could expose nearby noise-sensitive receptors to noise levels that exceed City nighttime noise standards as detailed in the Municipal Code. Mitigation Measure 3.11-1 would implement noise reduction measures to minimize construction noise and reduce noise exposure during the nighttime. However, it cannot be ensured that all impacts would be reduced to meet City noise standards during construction activity. Thus, the impact would be **significant and unavoidable**.

On-Site Construction

As discussed in Chapter 2, "Project Description," construction activities would consist of grading and site preparation; utility installation and connection; roadway, driveway, and parking lot construction; building construction and equipment installation; and landscape installation. The construction staging area would be located on-site. Construction would last approximately 170 days. Construction activities would primarily occur during daytime hours; however, limited activities, such as pouring concrete slabs, could require work to start as early as 2:00 a.m. No pile driving or blasting would take place.

Construction-generated noise levels would fluctuate depending on the type, number, and duration of equipment used. The effects of construction noise largely depend on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the ambient noise environment at nearby receptors. Construction equipment would vary by phase, but the entire construction process would include operation of the following types of equipment: loaders, scrapers, compactors, rollers, graders, pavers, excavators, and forklifts. Noise generated from these pieces of equipment would be intermittent and short in duration, as typical use is characterized by short periods of full-power operation followed by extended periods of lower power, idling, or powered-off conditions.

The grading and site preparation phases typically generate the most substantial noise levels because of the associated on-site equipment. Site preparation equipment and activities include graders and excavators. Additionally, approximately 325 loads of aggregate base would be imported onto the site and approximately 3,000 cubic yards of utility and foundation spoils would be off-hauled.

It is expected that the primary sources of noise would include rollers, graders, scrapers, pavers, and excavators. Noise emission levels from these types of construction equipment as well as other common equipment types are shown in Table 3.11-10, below. Modeling for on-site construction noise conservatively assumed simultaneous operation of four pieces of heavy equipment (a scraper, paver, roller, and grader) within close proximity at the edge of the project site. These four pieces of equipment would generate a combined noise level of 87.6 dB L_{eq} at 50 feet. Construction noise would attenuate to the City of Fresno's daytime noise standard for residential uses of 60 dB L_{eq} at a distance of 1,193 feet. Calculations of these combined noise levels are provided in Appendix H.

Table 3.11-10 Noise Levels Generated by Construction Equipment

Equipment Type	Typical Noise Level (dB) at 50 feet
Backhoe	80
Compactor	80
Excavator	85
Forklift/Manlift	85
Grader	85
Paver	85
Roller	85
Scraper	85

Note: dB = decibel.

Source: FHWA 2006: 3.

Noise-sensitive receptors that could be adversely affected by construction noise are shown in Table 3.11-11. The distance to, and daytime noise exposure levels at, each receptor location were estimated for the closest possible construction activities (at the project boundary) and are summarized in Table 3.11-11.

The attenuated noise level at the nearest noise-sensitive receptor, a single-family residence located approximately 90 feet from the western project boundary, would be 82.4 dB L_{eq}. Based on documented noise attenuating features of noise barriers, a barrier that is just tall enough to break the line of sight between a noise source and a receptor provides at least 5 dB of noise reduction and can achieve an approximate 1 dB additional reduction for each 2 feet of height above where the sound barrier breaks the line of sight (with a maximum theoretical total reduction of 20 dB) (FHWA 2010: 56). An approximately 6-foot-tall cinderblock wall is located along the property line of the residences west of North Riverside Drive functioning as a noise barrier between the project site and the residential noise-sensitive receptors. Therefore, the noise level generated by construction activity would be further reduced to 77.4 dB L_{eq} at the nearest noise-sensitive receptor. Assuming the average exterior-to-interior noise level reduction of 24 dB typically provided by residential buildings with the windows closed (EPA 1978: 11), the interior noise level at the sensitive receptor nearest to where the construction activity could occur would be approximately 53.4 dB L_{eq}. Detailed inputs and parameters for the estimated construction noise attenuation calculations are also provided in Appendix H.

Table 3.11-11 Levels of Noise Exposure at Noise-Sensitive Receptors during Typical Daytime Construction Activity

Sensitive Receptor[1]	Distance to Sensitive Receptor (feet)	Exterior Daytime Construction Noise Level at Sensitive Receptor (L_{eq})	Interior Daytime Construction Noise Level at Sensitive Receptor (L_{eq})	Exceeds 60 dB L_{eq} Exterior Daytime Noise Standard?[3]
Single-Family Residence (adjacent to North Riverside Drive west of project site)	90	77[2]	53[2]	Yes
Rio Vista Middle School	850	63	39	Yes
River Bluff Elementary School	1,230	60	36	No

Notes: L_{eq} = Hourly Equivalent Sound Level; dB = decibel

Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.

[1] See Exhibit 3.11-1 for locations of sensitive land uses relative to the project site.

[2] Noise levels include a 5 dB reduction to account for attenuation from cinderblock wall along residential property line.

[3] 60 dBA L_{eq} is the daytime (7:00 a.m. to 7:00 p.m.) acceptable ambient noise level, as summarized in Table 3.11-5.

Source: Data modeled by Ascent Environmental in 2021.

The City of Fresno Noise Ordinance (City of Fresno Municipal Code Chapter 10, Section 10-109) exempts construction-related noise, provided that all construction activities are performed between 7:00 a.m. and 10:00 p.m., any day except Sunday. As described in Chapter 2, "Project Description," construction would primarily occur during the day and, thus, would be exempt from City noise standards; however, some construction activities would be required to start as early as 2:00 a.m.

Construction activities would only be permitted during the nighttime hours if there are no other reasonable options. For example, some foundation designs require that once the pouring of concrete begins, the pour must continue without pause until complete. In some instances, such a concrete pour may take 20 or more hours, requiring work to occur during the nighttime hours. To ensure a comprehensive evaluation of potential environmental effects, this EIR assumes the potential for limited outdoor nighttime construction activity.

As shown in Table 3.11-12, if a continuous nighttime concrete pour were required (likely the most noise intensive nighttime construction activity that might occur), associated noise could expose nearby noise-sensitive receptors, including locations where people normally sleep, (e.g., single-family residences west of the project site) to noise levels that exceed applicable standards. The exterior noise level at the sensitive receptor located closest to the project site would reach 68 dB $L_{eq.}$ As discussed above, a barrier breaking the line of sight between a noise source and a receptor provides at least 5 dB of noise reduction (FHWA 2010: 56). An approximately 6-foot-tall cinderblock wall is located along the property line of the residences west of North Riverside Drive functioning as a noise barrier between the project site and the residential noise-sensitive receptors. Therefore, applying a 5 dB of noise reduction the noise level generated by nighttime construction activity would be 63 dB L_{eq} at the nearest sensitive receptor. However, noise associated with nighttime construction would still exceed the City's exterior noise standard of 50 dB between the hours of 10:00 p.m. and 7:00 a.m.

Table 3.11-12 Levels of Noise Exposure at Noise-Sensitive Receptors during a Nighttime Concrete Pour

Sensitive Receptor	Distance to Sensitive Receptor (feet)	Exterior Nighttime Construction Noise Level at Sensitive Receptor (L_{eq})[1]	Interior Nighttime Construction Noise Level at Sensitive Receptor (L_{eq})[1]	Exceeds Nighttime Noise Standards?
Single-family Residence (along North Riverside Drive west of project site)	400	63	39	Yes

Notes: L_{eq} = Hourly Equivalent Sound Level

Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.

[1] Assumes 2 concrete mixer trucks, 1 concrete pump truck, and 1 tractor. Noise levels incorporate a 5 dB noise reduction due to existing sound wall located along North Riverside Drive.

Source: Data modeled by Ascent Environmental in 2021.

Assuming the average exterior-to-interior noise level reduction of 24 dB typically provided by residential buildings with the windows closed (EPA 1978: 11), the highest L_{eq} in the interior of rooms for all nearby sensitive receptors where people normally sleep, could reach 39 dB L_{eq}. This does not exceed the local interior noise standard of 45 dB. However, because the exterior nighttime noise standard of 50 dB between the hours of 10:00 p.m. and 7:00 a.m. could be exceeded during construction, this impact would be a potentially significant.

Off-Site Construction

As portrayed in Figure 2-10 located in Chapter 2, "Project Description," off-site construction activities would include intersection improvements at West Fir Avenue and North Riverside Drive, West Herndon Avenue and North Riverside Drive, and West Herndon Avenue and a proposed private driveway along the eastern boundary of the project site (North Arthur Avenue). Additionally, the proposed project would involve the construction of West Spruce Avenue from North Riverside Drive to North Sandrini Avenue and a private north-south right-of-way, North Arthur Avenue, along the project's eastern boundary. Off-site improvements would also include utility connections and the construction of pedestrian and bicycle facilities along the project's western and southern frontages.

As previously stated, construction noise would be short-term; however, off-site construction activity would occur in close proximity to the single-family residences to the west of the project site. Modeling of off-site construction noise included simultaneous operation of two pieces of heavy equipment (i.e., a paver and grader) due to the spatial constraints associated with simultaneously operating heavy equipment in close proximity to one another on a smaller project site such as a linear alignment or intersection. Table 3.11-13 presents anticipated noise levels from off-site construction at each of the intersections where construction would take place.

Table 3.11-13 Levels of Noise Exposure at Noise-Sensitive Receptors during Off-Site Construction

Off-Site Improvement Intersection Location	Distance to Nearest Sensitive Receptor (feet)	Exterior Construction Noise Level at Sensitive Receptor (L_{eq})	Interior Construction Noise Level at Sensitive Receptor (L_{eq})
West Fir Avenue, North Riverside Drive, main Costco driveway	60	84	60
West Herndon Avenue and North Arthur Avenue	1,000	60	36
West Herndon Avenue and North Riverside Drive	80	80	58

Notes: L_{eq} = Hourly Equivalent Sound Level

Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.

Source: Data modeled by Ascent Environmental in 2021.

As detailed above, the City Municipal Code exempts construction activity that takes places between the hours of 7:00 a.m. and 10:00 p.m., Monday through Saturday, from local noise standards (Chapter 10, Section 10-109). Additionally, as detailed in Section 15-2506 of the City's Municipal Code, development noise standards are exempt for "street, utility, and similar construction projects undertaken by or under contract to the City."

Summary

Construction activities would primarily occur during daytime hours (i.e., 7:00 a.m. to 10:00 p.m.) and thus would be exempt from the City's noise control ordinance. However, on-site construction could start as early as 2:00 a.m. and the exterior nighttime noise standard of 50 dB between the hours of 10:00 p.m. and 7:00 a.m. could be exceeded during nighttime construction activities. Therefore, the impact related to construction noise would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.11-1: Implement Additional Measures to Reduce Exposure to Construction Noise Reduction during Noise-Sensitive Time Periods

For all outdoor construction activity that is to take place outside of the City of Fresno construction noise exception timeframes (i.e., 10:00 p.m. and 7:00 a.m., Monday through Saturday, and all hours of the day on Sunday), and that is anticipated to generate interior noise levels at sensitive receptors that exceed the City of Fresno General Plan interior noise standard of 45 dB for residential land uses, the construction contractor shall comply with the following measures:

- Consistent with Section 10-110 of the City Noise Control Ordinance, obtain an exception to Article 1, "Noise Regulations," through the Chief Administrative Officer. A permit may be issued authorizing noises prohibited by the noise ordinance whenever it is found that the public interest will be served thereby or that extreme hardship will result from the strict enforcement.
- Install temporary noise curtains as close as possible to the noise-generating activity such that the curtains obstruct the direct line of sight between the noise-generating construction activity and the nearby sensitive receptors. Temporary noise curtains shall consist of durable, flexible composite material featuring a noise barrier layer bounded to sound-absorptive material on one side. The noise barrier layer shall consist of rugged, impervious, material with a surface weight of at least one pound per square foot.

- Noise-reducing enclosures and techniques shall be used around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors).
- Operate heavy-duty construction equipment at the lowest operating power possible. All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- Where available and feasible, construction equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that only sound when an object is detected. Self-adjusting backup alarms shall automatically adjust to 5 dB over the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels.
- Provide a minimum of one week of advanced notice to owners of all residential located within 350 feet of where nighttime construction activity would take place. This noticing shall inform the recipients of when and where nighttime construction would occur and the types of measures being implemented to lessen the impact at potentially affected receptors. This noticing shall also provide the contact information for the designated disturbance coordinator. The disturbance coordinator shall receive all public complaints and be responsible for determining the cause of the complaint and implementing any feasible measures to alleviate the problem.

Significance after Mitigation

The proposed project is anticipated to require limited nighttime construction, which has the potential to result in short-term, temporary exceedances of the nighttime exterior noise standard. Interior noise standards would not be exceeded and sleep disruption is not anticipated. Therefore, actual effects would be limited to individuals outdoors between 10:00 p.m. and 7:00 a.m. on the specific night(s) of construction and their experience of the tranquil nighttime environment.

Implementation of Mitigation Measure 3.11-1 would provide substantial reductions in levels of construction noise exposure at noise-sensitive receptors by ensuring proper equipment use; and requiring the use of enclosures, shields, and noise curtains (noise curtains typically can reduce noise by up to 10 dB [EPA 1971]). Thus, construction noise could potentially be reduced from 63 dB L_{eq} prior to mitigation to approximately 53 db L_{eq} after Mitigation Measure 3.11-1 is implemented. Although noise reduction would be achieved with implementation of these measures, the effectiveness of Mitigation Measure 3.11-1 would depend upon the specific site conditions at the time of construction. Because it cannot be assured that the applicable noise standards can be met, this impact would remain **significant and unavoidable**.

Impact 3.11-2: Generate Excessive Groundborne Vibration or Groundborne Noise Levels

Construction activity associated with the proposed project would generate short-term increases in vibration near sensitive receptors in the vicinity of the project site. Based on the distance between the equipment anticipated to be used during construction and the location of nearby sensitive receptors, vibration levels would not exceed applicable state and federal thresholds with respect to structural damage and human annoyance. Additionally, City of Fresno Municipal Code Section 15-2507 exempts construction activity from vibration standards. Thus, the impact would be **less than significant.**

Operation of the proposed project would not result in any new long-term operational sources of ground vibration. Some ground vibration would be generated during project construction.

On-Site Construction

Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Construction-related ground vibration is normally associated with impact equipment such as jackhammers and the operation of some heavy-duty construction equipment, such as dozers and trucks. The effects of ground vibration may be unnoticeable at the lowest levels, result in low-rumbling sounds and detectable vibrations at moderate levels, and cause sleep disturbance in places where people normally sleep or annoyance in buildings that are primarily used for daytime functions.

Construction activities would require the use of heavy-duty off-road equipment such as rollers, graders, excavators, and trucks (e.g., material and equipment haul trucks). No pile driving or blasting would take place. Table 3.11-8 presents vibration levels for typical pieces of equipment used during construction.

Of the heavy-duty equipment that could be used during project construction, the highest level of ground vibration would be generated by a vibratory roller. A vibratory roller operated within approximately 26 feet of an existing building or structure could expose that structure to levels of ground vibration that exceed Caltrans' recommended level of 0.2 inches per section (in/sec) PPV with respect to the prevention of structural damage. Also, a vibratory roller operated within 73 feet of a building could expose the building occupants to ground vibration levels that exceed the FTA maximum-acceptable vibration standard of 80 VdB with respect to human annoyance for residential uses. Because all construction activity would take place more than 73 feet from sensitive receptors (nearest receptor is approximately 90 feet from the project boundary), there would be no exceedance of Caltrans' recommended level of 0.2 in/sec PPV with respect to the prevention of structural damage or FTA's standard of 80 VdB with respect to human annoyance for residential uses. Refer to Appendix H for detailed vibration modeling calculations. Furthermore, City of Fresno Municipal Code Section 15-2507 exempts construction activity from the City's vibration standard. Therefore, the proposed project's exposure of persons to excessive levels of groundborne vibration during construction would be less than significant.

Off-Site Construction

Off-site construction would involve construction equipment such as loaded trucks which generate vibration level of 0.076 in/sec PPV and 86 VdB at 25 feet (FTA 2018: 184). Vibration from operation of a loaded truck could exceed the threshold of significance of 0.2 in/sec PPV for structural damage within 14 feet of construction activity and the threshold with respect to human response of 80 VdB within 40 feet of bulldozing activity. Refer to Appendix H for detailed vibration modeling calculations. The nearest vibration-sensitive receptors at each off-site infrastructure improvement location are over 40 feet away from where construction associated with off-site improvements would occur. Thus, construction activities would not result vibration levels at sensitive receptors exceeding Caltrans- or FTA-recommended standards with respect to the prevention of structural damage and human annoyance, respectively. Additionally, Section 15-2507 of the City of Fresno municipal code exempts short-term construction from the City's vibration standards. Therefore, the proposed project's exposure of persons to excessive levels of groundborne vibration during off-site construction would be less than significant.

Summary

All construction activity associated with the project would be located further than necessary to avoid substantial structural damage and human annoyance due to vibration. Construction would not exceed 80 VdB or 0.2 PPV during on-site construction or off-site construction associated with the proposed project. Furthermore, the City's municipal code exempts construction activity from local noise ordinance standards. Therefore, the impact related to construction vibration would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.11-3: Generate a Substantial Permanent Increase in Ambient Noise Levels in the Vicinity of the Project due to Operational Stationary and On-Site Noise in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

The proposed project would involve the generation of noise from various stationary and operational non-transportation noise sources. The HVAC equipment, parking area, tire center, car wash, and transformer and trash compactor would not exceed appliable City standards. However, the loading area could result in potentially significant levels of noise depending on project design. Implementation of Mitigation Measure 3.11-3 would require the implementation of design features to reduce the noise levels anticipated from each noise source. For this reason, the impact related to long-term operational non-transportation noise would be **less than significant with mitigation incorporated**.

This impact analyzes potential exposure of existing sensitive receptors to noise generated by non-transportation activities associated with operation of the proposed project.

HVAC Equipment

Development of the proposed project would result in the installation of stationary noise sources used during building operation such as HVAC equipment. The proposed Costco warehouse would be located near the southwest corner of the project site. Based on proposed project site plans, all mechanical equipment associated with building operations, such as HVAC equipment and the emergency backup generator, would be located in enclosed areas on the eastern building façade. Noise levels from HVAC equipment vary substantially depending on unit efficiency, size, and location. Noise levels from HVAC equipment range from 45 to 70 dB L_{eq} at 50 feet (EPA 1971). The nearest sensitive receptor would be located approximately 900 feet from the eastern building façade of the proposed Costco warehouse. Using the highest noise level for HVAC equipment, the nearest sensitive receptors could be exposed to a noise level of 44.9 dB L_{eq} (see Appendix H for detailed calculations). As previously discussed, a barrier that is just tall enough to break the line of sight between a noise source and a receptor provides at least 5 dB of noise reduction (FHWA 2010: 56). An approximately 6-foot-tall cinderblock wall is located along the property line of the residences west of North Riverside Drive functioning as a noise barrier between the project site and the residential noise-sensitive receptors. Accounting for a 5 dB noise reduction from the sound wall, noise generated by HVAC equipment would be reduced to 39.9 dB $L_{eq.}$ Applying an additional 24 dB noise reduction, following EPA guidance, the HVAC system would result in an interior noise level of 15.9 dB L_{eq}. Additionally, the noise level would likely be even lower because the HVAC equipment would be enclosed. Therefore, noise generated by HVAC equipment would meet the City's interior noise standard of 45 dB as well as the City's most stringent noise standard of 45 dB L_{eq} from stationary noise sources during nighttime hours. For this reason, the impact related to HVAC equipment would be less than significant.

Heavy Vehicles (Loading and Delivery)

The proposed project would include the operation of heavy vehicles on-site (i.e., idling trucks, on-site truck circulation, trailer-mounted refrigeration units, doors slamming, and truck deliveries). Noise generated by these types of activities is considered a non-transportation noise source because it is not linear in nature. As detailed in Chapter 2, "Project Description," the Costco truck loading dock would be located along the southern façade of the building, and the bay doors would be equipped with sealed gaskets to limit noise. Additionally, the southwestern portion of the building would accommodate the loading of small box trucks for Costco's online order and delivery service. The bay doors for this loading area would also be equipped with sealed gaskets to limit noise. It is estimated that fuel would be delivered to the gasoline facility in two to three trucks per day. Fuel delivery trucks would be parked over the underground tanks.

Based on reference noise levels and accounting for typical usage factors of individual pieces of equipment, such activities could result in noise levels of approximately 82 dB L_{eq} and 86 dB L_{max} at a distance of 50 feet. Additionally, the proposed land use and services provided on the project site (e.g., truck loading and deliveries of goods, tires, and fuel) could result in many on-site heavy vehicles operating simultaneously. Thus, these activities could generate a combined hourly average noise level of approximately 84 dB L_{eq} and a maximum noise level as high as 86 dB L_{max} at 50 feet. Detailed inputs and parameters for the estimated operational non-transportation noise exposure levels are provided in Appendix H.

The noise-sensitive receptor nearest to the proposed project that could be adversely affected by operational non-transportation noise is shown in Table 3.11-14 and is located approximately 500 feet west of the project boundary.

Table 3.11-14 Levels of Noise Exposure at Off-Site Noise-Sensitive Receptors during Operational Non-Transportation Activity

Sensitive Receptor	Distance to Nearest Sensitive Receptor (feet)	Operational Non-Transportation Noise Exposure Level at Sensitive Receptor (Exterior)		Potentially Exceeds Exterior Noise Standard?
		L_{eq} (dB)	L_{max} (dB)	
Single-Family Residence (along North Riverside Drive west of project site)	500	59[1]	61[1]	Yes

Notes: L_{eq} = Hourly Equivalent Sound Level; dB = decibel; L_{max} = Maximum Sound Level

[1] Noise levels include a 5 dB reduction to account for attenuation from cinderblock wall along residential property line.

Source: Data modeled by Ascent Environmental in 2021.

Operational non-transportation noise levels could be as high as 64 dB L_{eq} and 66 dB L_{max} at the nearest sensitive receptor. Based on documented noise attenuating features of noise barriers, a barrier that is just tall enough to break the line of sight between a noise source and a receptor provides at least 5 dB of noise reduction (FHWA 2010: 56). An approximately 6-foot-tall cinderblock wall is located along the property line of the residences west of North Riverside Drive functioning as a noise barrier between the project site and the residential noise-sensitive receptors. Therefore, the noise level generated by loading dock activity would be further reduced to 59 dB L_{eq} and 61 dB L_{max}, as shown in Table 3.11-14.

An additional exterior-to-interior noise level reduction of 24 dB typically provided by residential buildings with the windows closed (EPA 1978: 11) would result in interior noise levels at the nearest surrounding residences of approximately 35 dB L_{eq} and would, thus, not exceed the City's interior noise standard of 45 dB. Although noise generated by the loading dock would not exceed the City's interior noise standard, it may potentially exceed exterior noise standards (i.e., 50 dB between 10:00 p.m. and 7:00 a.m., 55 dB between 7:00 p.m. and 10:00 p.m., and 60 dB between 7:00 a.m. and 7:00 p.m.). For this reason, the impact related to loading and delivery would be potentially significant.

Parking and Gas Station

Based on the current conceptual plan the proposed project would include 829 parking spaces to accommodate Costco members and employees. The nearest sensitive receptor is a single-family residence located approximately 90 feet from the parking area. Additionally, the proposed project would include a Costco members-only gas station adjacent to West Spruce Avenue. The gas station would accommodate a total of 32 fueling positions and operate from 5:00 a.m. to 10:00 p.m. daily. Noise generated from parking lots and gas stations is associated with people talking, horns honking, engines starting, doors slamming, engines idling, car alarms sounding, and various other sounds associated with moving vehicles. These noise sources are typically short, intermittent throughout the day, and vary as a function of the number of vehicles present throughout the day (i.e., peak hours would result in more noise). Noise associated with the proposed parking lot and gas station was calculated using weekend midday peak hour traffic volumes (i.e., 2,130 trips). It is anticipated that the parking and fueling area would result in daytime noise levels of 65.7 dB L_{eq} at 50 feet and 47.6 dB L_{eq} the nearest sensitive receptor, approximately 400 feet away from a center point of the parking area. See Appendix H for detailed modeling. As discussed, the approximately 6-foot cinderblock sound wall along the property line of the residences west of North Riverside Drive would provide an additional noise reduction of 5 dB. Therefore, the noise from the parking area would attenuate to 42.6 dB L_{eq}; and thus, not exceed the City's ambient noise standard of 60 dB L_{eq} between the hours of 7:00 a.m. and 7:00 p.m. and 55 dB L_{eq} between the hours of 7:00 p.m. to 10:00 p.m. Some operational activity would also occur in the early morning hours prior to 7:00 a.m. These noise levels (primarily associated with the gas station and parking) are anticipated to be substantially lower than the modeled noise level of 42.6 dB L_{eq} for project operation, which would not exceed the City's nighttime noise standard of 45 dB L_{eq} between the hours of 10:00 p.m. and 7:00 a.m. Furthermore, considering the 24 dB noise attenuation for residential building with the windows closed, the noise generated by parking would remain well

below interior noise standards for sensitive land uses at 18.6 L_{eq}. Therefore, noise generated by parking associated with the proposed project would be less than significant.

Car Wash

The proposed project would involve the implementation of a Costco members-only automated carwash located at the northern boundary of the project site, adjacent to the gas station. The proposed hours of operation for the project are Monday through Friday from 9:00 a.m. to 8:30 p.m. and Saturday and Sunday from 9:00 a.m. to 7:00 p.m.

Noise from automated car wash facilities occurs as a result of the general operating of pumps, compressors, high-pressure applicators and spray nozzles, scrubbers, and dryers. The majority of the mechanical equipment (such as pumps and compressors) would be fully enclosed within an equipment room adjacent to the car wash tunnel, which would limit noise. The dryers, however, are the dominant noise source associated with car wash systems.

The proposed project includes a drying assembly at the exit of the car wash tunnel which would face the single-family residences west of North Riverside Drive. The distance from the car wash exit to the nearest residential property line is approximately 350 feet. An 80 HP Stealth High Powered Quiet Drying System generates a noise level of 69 dB at 50 feet (City of Sacramento 2018: 7). The noise generated by the car wash would therefore attenuate to a noise level of 52.1 dB L_{eq} at the nearest sensitive receptor. Thus, the noise level would not exceed the City's ambient noise standard of 60 dB L_{eq} between the hours of 7:00 a.m. and 7:00 p.m. and 55 dB L_{eq} between the hours of 7:00 p.m. to 10:00 p.m. Therefore, noise generated by the car wash would be less than significant.

Tire Center

The tire center would operate Monday through Friday from 9:00 a.m. to 8:30 p.m., Saturday from 9:00 a.m. to 7:00 p.m., and Sunday from 10:00 a.m. to 7:00 p.m. The primary source of noise from a tire service center is from air wrenches used to loosen and tighten the lug nuts on a tire. Other common sources of noise from a tire center could include air compressors, tire inflation, on-vehicle tire balancing at a high spin rate, and brake drum resurfacing. The noises generated by the tire center are short-term heightened levels of noise and would not all occur simultaneously.

The traditional Costco warehouse tire center layout is for a row of service bays with individual roll-up doors typically facing the parking lot and vehicle staging area. The proposed project's tire center would have all its service areas located inside the building with the roll-up doors located along the northern façade.

Although noise measurements at tire service centers throughout California have shown some variation because of differences in activity, intensity, and layout, they tend to cluster in a fairly narrow band. The combination of lug wrench operation plus numerous other noise sources (e.g., car starts, car horn, dropped tools, banging hammer on a stuck brake drum, air compressor, phone ringing, boom box music) comprise the total noise generation expected from the tire facility associated with the proposed project. Table 3.11-15 presents reference noise measurements at various tire center facilities.

Table 3.11-15 Noise Measurements at Similar Tire Centers in California

Tire Center	Measurement Distance (feet)	Measurement Period Noise Level (L_{eq})
American Tire Depot, Orange	50	65 dB
American Tire Depot, Costa Mesa	50	62 dB
Costco Tire Center, Culver City	70	60 dB
Firestone, Chino Hills	52	58 dB
Les Schwab, Yuba City	75	57 dB
Costco Tire Center, Tustin	60	59 dB

Notes: L_{eq} = Hourly Equivalent Sound Level; dB = decibel

Source: City of Redding 2018: Table 4.10-17.

Based on the measured noise levels shown in Table 3.11-15, a reference noise level of 65 dB L_{eq} at 50 feet from the tire center façade is a reasonably conservative input assumption. The shortest distance between the Costco warehouse building boundary and the nearest sensitive receptor west of the project is approximately 400 feet. Therefore, the noise level from the tire center would attenuate to a level of 46.9 dB L_{eq} at the closest sensitive receptor, and thus, not exceed the exterior noise City standard of 60 dB L_{eq} for residential areas between the hours of 7:00 a.m. and 7:00 p.m. or the 55 dBA L_{eq} evening time (i.e., 7:00 p.m. to 10:00 p.m.) noise standard. Therefore, the noise impacts associated with the Costco warehouse tire center would be less than significant.

Transformer and Trash Compactors

As described in Chapter 2, "Project Description," a transformer and two trash compactors would be located along the southern edge of the building near the loading dock. Trash compactors would generally be operated in the early morning hours (i.e., 6:00 a.m. to 9:00 a.m.) or evening hours (7:00 p.m. to 10:00 p.m.) but could also be operated on a limited basis during facility hours of operation. There would be no direct line-of-sight to residences. At most modern stores, compactors are located near the receiving area to provide indoor storage of baled material, simplify any clean-up of spills, and to address noise, odor, and rodent control issues. The measured noise level of a Marathon Vert-I-Pack compactor was measured at 74 dB at 3 feet or 50 dB at a distance of 50 feet (City of Cypress 2018). The trash compactor noise level would attenuate to a level of 32 dB at a distance of 400 feet, which is the distance between the nearest sensitive receptors west of the project site measured from the project's southwestern boundary. See Appendix H for detailed modeling. Noise generated by the transformer and trash compactors would not exceed the City's most stringent exterior noise standard of 45 dB L_{eq} from stationary sources; therefore, the noise impacts associated with trash handling would be less than significant.

Summary

The proposed project's operational activity would involve various non-transportation noise sources which would affect nearby sensitive receptors. Combined noise levels from non-transportation noise sources would fluctuate depending on each noise source's location and proximity to sensitive receptors, the presence of noise barriers (i.e., building walls), operating hours, and if the nature of each noise is intermittent or continuous. Although noise may combine from the various generators analyzed above, it is unlikely that combined noise levels would increase to levels that exceed the City's noise standards at nearby sensitive receptors. As detailed in Section 3.11.2, "Environmental Setting," above, a doubling of sound energy corresponds to a 3-dB increase. Thus, two identical sources each producing sound of the same loudness at the same time would need to occur to result in a 3 dB increase in noise which is perceptible and would result in an adverse effect to humans. The HVAC equipment, parking area, gas station, car wash, tire center, and transformer and trash compactors would not exceed ambient noise standards for residential uses during daytime hours (i.e., 60 dB L_{eq}) and/or daytime noise standards from stationary sources (i.e., 50 dB L_{eq}). Operation of the loading dock area could expose nearby sensitive receptors to noise levels exceeding applicable City standards. Therefore, the impact related to long-term operational non-transportation noise would be **potentially significant**.

Mitigation Measures

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

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

Significance after Mitigation

The implementation of Mitigation Measure 3.11-3 would reduce noise levels to meet required standards. Therefore, the impact after mitigation would be **less than significant**.

Impact 3.11-4: Generate a Substantial Permanent Increase in Ambient Noise Levels in the Vicinity of the Project due to Traffic Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

The proposed project is expected to increase traffic along the surrounding roadway network, and thus, increase traffic noise in the vicinity of the project site. Project-generated traffic noise would not result in an exceedance of the City's interior or exterior standard at any sensitive receptors (residences) along North Riverside Drive. Additionally, although existing noise levels on West Herndon Avenue exceed the City's exterior noise standard of 65 dB L_{dn}/CNEL for nearby residential uses, project-generated traffic would not result in an exceedance of interior noise standards (i.e., 45 L_{dn}/CNEL) or a substantial increase (i.e., greater than 3 dB) in transportation noise. Thus, the impact would be **less than significant**.

Project-generated vehicle trips would result in an increase in average daily traffic volumes and associated increases in traffic noise levels along affected roadway segments near the project site. To analyze the impact of project-generated operational transportation noise sources, traffic noise levels under existing and existing-plus-project conditions were modeled for affected roadway segments. For further details on traffic volumes and conditions, see Section 3.13, "Transportation and Circulation." Refer to Appendix H for detailed noise modeling input parameters.

The general plan includes maximum average exterior noise levels (Table 9-25 of the General Plan Noise and Safety Element, presented as Table 3.11-3 above) that are designed to protect sensitive land uses from excessive noise levels. These noise standards vary based on the land use type; and thus, are dependent on the land use type and proximity to existing freeways and roadways. Traffic volume increases could result in potentially significant impacts if traffic noise levels exceed the City's exterior noise compatibility standard of 65 dB L_{dn}/CNEL for residential uses. Additionally, the project would result in potentially significant impacts if there were a traffic noise increase of 3 dB L_{dn}/CNEL or greater at locations with existing noise levels exceeding the City's 65 dB L_{dn}/CNEL exterior noise standard (General Plan Noise and Safety Element Policy NS-1-j t).

Table 3.11-16 summarizes the modeled traffic noise levels at the nearest applicable off-site receptors from the roadway centerlines under existing and existing plus project conditions, along with the overall net change in noise level as a result of project-generated traffic.

Table 3.11-16 Summary of Modeled Traffic Noise Levels under Existing and Existing Plus Project Conditions

Segment Description		Noise (dB L_{dn}/CNEL) at 50 feet from Roadway			Significant Change?
		Existing	Plus Project	Change	
1	North Riverside Drive (between Spruce Avenue and the northernmost project driveway)[1]	52.0	56.3	NA[2]	No
2	North Riverside Drive (between the northernmost project driveway and Fir Avenue)[1]	53.6	59.3	NA[2]	No
3	North Riverside Drive (between Fir Avenue and the southernmost project driveway)[1]	54.0	63.3	NA[2]	No
4	North Riverside Drive (between the southernmost project driveway and West Herndon Avenue)[1]	54.0	63.6	NA[2]	No
5	West Herndon Avenue (west of North Riverside Drive)[1]	65.8	67.6	1.8	No
6	West Herndon Avenue (between North Riverside Drive and North Arthur Avenue)[1]	66.4	67.4	1	No
7	West Herndon Avenue (east of North Arthur Avenue)[1]	66.4	67.4	1	No

Notes: dB = decibel.

[1] Noise levels include a 5 dB reduction to account for attenuation from cinderblock wall/soundwall along residential property line.

2 NA indicated where existing noise levels do not exceed the City's 65 dB Ldn/CNEL exterior noise standard and change is not used to determine potential for impact.

Source: Modeled by Ascent Environmental in 2022 based on traffic data provided by Kittelson & Associates, Inc. in 2022.

Existing noise levels on West Herndon Avenue could potentially exceed the City's exterior noise standard of 65 dB L_{dn}/CNEL for nearby residential uses. However, interior noise levels for residential buildings along this roadway would not exceed the City of Fresno General Plan interior noise standard of 45 L_{dn}/CNEL because the existing and existing plus-project-noise levels are below 68 L_{dn}/CNEL; and thus, when the 24 dB noise attenuation for residential building with the windows closed is applied, the interior noise levels would not exceed 45 L_{dn}/CNEL (68-24=44). Additionally, although the existing noise levels along West Herndon Avenue are above the City's noise standard, the traffic noise generated by the project would not result in a substantial increase (i.e., greater than 3 dB).

As detailed in Chapter 2, "Project Description," the proposed project includes the construction of West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue. This extension of West Spruce Avenue would improve access to the project site but would also likely result in the redistribution of some existing and future trips in the vicinity of the project site. The extension of West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue would introduce a new roadway that would abut Riverside Golf Course to the north and the proposed project site to the south. Although neither of these uses are considered noise sensitive receptors for the purposes of this analysis, there are residences located east and west of this proposed roadway segment that would experience an increase in traffic noise associated with the redistribution of trips along the surrounding roadway network and the introduction of a new noise source (i.e., the proposed roadway segment).

Based on the surrounding land use context and roadway network, the likely redistribution of trips due to the extension of West Spruce Avenue would be associated with the new routes available to vehicles traveling between the development in the vicinity of the projects site and West Herndon Avenue and North Riverside Drive. Additionally, the proposed roadway segment could be used by cut through traffic during peak travel times when roadway facilities along West Herndon Avenue in the vicinity of the project site are experiencing increases in delay. However, this redistribution would likely be minimal in that the most direct route to the primary surrounding roadways (i.e., West Herndon Avenue and North Riverside Drive) from existing and proposed development north of West Herndon Avenue would remain via existing roadways. The exception to this would be for the residential development north of West Spruce Avenue between North Hayes Avenue and North Sandrini Avenue (approximately 155 single family homes). Due to the location of the westernmost roadway used to access this development (i.e., North Sandrini Avenue), a high percentage of westbound trips exiting, and eastbound trips entering the development would likely use the West Spruce Avenue extension. In order to provide a conservative analysis, it was assumed that all of the daily trips associated with this residential development would use the West Spruce Avenue extension to access the surrounding roadway network. This is conservative because the West Spruce Avenue extension would not provide the shortest or most direct route for trips headed south or east would from the existing residential development. Using the weekday daily trip generation rate from the ITE Trip Generation Manual (11th Edition) for single-family detached housing (ITE Land Use Code 210), this development likely produces approximately 1,500 trips per day.

In order to not exceed the City's 65 dB L_{dn}/CNEL exterior noise standard (General Plan Noise and Safety Element Policy NS-1-j t) at the homes nearest to where this new roadway segment would be located, ADT should not exceed 9,000 ADT. Because of the relatively low volume of vehicles from existing development that would likely use this roadway segment (see trip generation quantification above), although the travel patterns in the vicinity of the project site would change with the extension of West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue, it can be assumed that the number of trips along this roadway segment with implementation of the proposed project would not exceed 9,000 ADT.

As detailed above, existing noise levels along North Riverside Drive (between Spruce Avenue and West Herndon Avenue) are below the City's exterior standard of 65 dB L_{dn}/CNEL for residential uses (i.e., maximum 54 dB L_{dn}/CNEL). Additionally, as detailed above, the extension of West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue would not result in an exceedance of the City's exterior standard of 65 dB L_{dn}/CNEL at nearby residential uses. Therefore, the impact would be **less than significant.**

Mitigation Measures

No mitigation is required for this impact.

Impact 3.11-5: Generate a Substantial Permanent Increase in Ambient Noise Levels in the Vicinity of the Project due to Intermittent Single-Event Noise Levels from Trucks in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

The proposed project has the potential to expose nearby residents to SENLs due to operation of heavy vehicles accessing the project site during operational activities. The closest sensitive receptor west of North Riverside Drive could experience interior noise levels of approximately 66.4 dB SENLs exceeding a threshold of 65 dB SENL. Mitigation Measure 3.11-3 (as detailed under Impact 3.11-3) and Mitigation Measure 3.11-5 would require the use of design interventions. The implementation of Mitigation Measures 3.11-3 and 3.11-5 would reduce the impact to **less than significant with mitigation incorporated**.

The proposed project would result in heavy vehicles (ranging in size from 26-foot-long single-axle trailers to 70-foot-long double-axle trailers) entering and exiting the project site using the surrounding roadway network during more noise-sensitive early-morning hours. In addition to increases in average daily traffic noise, intermittent SENLs associated with the operation of heavy vehicles on the surrounding roadway network and increases in the frequency of occurrence of such levels would be of additional concern, particularly during the more noise-sensitive nighttime and early morning hours.

Although the average daily noise descriptors (i.e., L_{dn} and CNEL) incorporate a nighttime weighting or "penalty" that is intended to reflect the expected increased sensitivity to noise annoyance at night, L_{dn} and CNEL standards do not fully protect residents from sleep disturbance. The SENL describes a receiver's cumulative noise exposure from a single impulsive noise event (e.g., a passing truck, a truck downshifting to engine brake, or an aircraft flying overhead), which is a rating of a discrete noise event that compresses the total sound energy of the event into a 1-second period, measured in decibels (Caltrans 2011). These noise events can be more startling to receptors if they occur when ambient noise levels are quieter, such as during nighttime hours.

Many studies have been conducted regarding the effects of single-event noise on sleep disturbance, but because of the wide variation in the reaction of test subjects to SENLs of various levels, no definitive consensus has been reached with respect to a universal criterion to apply. Upon a review of studies about sleep disturbance and aircraft-generated SENLs, the Federal Interagency Committee on Aviation Noise (FICAN) provided estimates of the percentage of people expected to be awakened when exposed to specific SENLs inside a home (FICAN 1997). According to FICAN's review, 10 percent of the population is estimated to be awakened when the SENL interior noise level is 81 dB. An estimated 5 to 10 percent of the population is affected when the SENL interior noise level is between 65 and 81 dB, and few sleep awakenings (less than 5 percent) are predicted if the interior SENL is less than 65 dB. However, FICAN did not recommend a threshold of significance based on the percent of people awakened.

For the purposes of this analysis, exposure of interior rooms of residential structures, regardless of location, to SENLs from truck pass-bys generated by the project that exceed 65 SENL, which is the level determined by FICAN to result in sleep disturbance to 5 percent of the exposed population (FICAN 1997), would be considered significant.

Noise levels generated by passing haul trucks typically range from approximately 87 to 90 SENL at 50 feet (EPA 1971). The southernmost driveway along a new private roadway, North Arthur Avenue, would serve as primary truck access. Secondary truck access would be along the southernmost driveway along North Riverside Drive. The nearest sensitive receptor is located approximately 40 feet from where the SENL's could occur (a single-family residence located west of North Riverside Drive). Additional noise attenuation could be provided by a cinderblock sound wall observed between the roadway and receptor; however, it may not be tall enough to break the line of sight between where SENLs could occur and the residences' second floor where bedrooms are typically located. Although studies have found that human-made barriers can provide additional noise reduction of 5 dB between a receiver and a noise source (Caltrans 2013: 2-41; FTA 2018: 42), a 5 dB noise reduction was not applied for the cinderblock wall to maintain a conservative analysis. Assuming the average exterior-to-interior noise level reduction of 24 dB typically provided by residential buildings with the windows closed (EPA 1978: 11), the interior SENL at the sensitive receptor nearest to where the heavy vehicle activity could occur would be approximately 66.4 SENL. Thus, SENL's at the nearest noise-sensitive receptors would exceed 65 SENL. Therefore, noise generated by SENLs would be potentially significant.

Mitigation Measures

The project applicant shall incorporate one of the following mitigation measures to reduce potential noise impacts from SENLs:

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

The project proponent shall implement noise reduction measures to ensure that exterior noise levels at residential land uses near the west side of North Riverside Drive do not exceed the City's current noise standard of 65 dB L_{dn}/CNEL under existing-plus-project conditions. This measure is consistent with General Plan Policy NS-1-I, which recommends the use of design alterations to reduce noise impacts. This performance standard can be achieved using either of the following measures:

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

Significance after Mitigation

The implementation of Mitigation Measure 3.11-5 would require the project applicant to construct a sound wall and/or pave North Riverside Drive with noise reducing materials. The implementation of one of this mitigation measure would ensure residents near North Riverside Drive would not experience SENL above 65. For this reason, the impact related to SENLs would be reduced to **less than significant with mitigation incorporated.**

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3.12 PUBLIC SERVICES AND RECREATION

This section provides an overview of existing public services and evaluates the potential for implementation of the project to affect availability, service level, or capacity of public services, including fire-protection services, police-protection services, parks and recreation, and public schools, and, if such an effect is determined to occur, whether new or expanded facilities would be required that could result in a potentially significant impact to the environment. Other publicly provided utility services, such as water and wastewater treatment, and stormwater management are addressed in Section 3.14, "Utilities."

Comments received in response to the notice of preparation released for this draft EIR expressed concern about the potential for the proposed project to impede access to the San Joaquin River or otherwise interfere with existing recreational opportunities in the project area. This issue is discussed below.

3.12.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws are applicable to the provision of public services for the project.

STATE

California Health and Safety Code

State fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which includes regulations for building standards (as set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise building and childcare facility standards, and fire-suppression training.

California Fire Code

An important requirement for fire suppression is adequate fire flow, which is the amount of water, expressed in gallons per minute (gpm), available to control a given fire and the length of time this flow is available. The total fire flow needed to extinguish a structural fire is based on a variety of factors, including building design, internal square footage, construction materials, dominant use, height, number of floors, and distance to adjacent buildings. Minimum requirements for available fire flow at a given building are dependent on standards set in the California Fire Code.

LOCAL

City of Fresno General Plan

The City of Fresno General Plan includes the following policies that pertain to hydrology and water quality and are relevant to this analysis.

- Policy POSS-1-a: Parkland Standard. Implement a standard of at least three acres of public parkland per 1,000 residents for Pocket, Neighborhood, and Community parks throughout the city, while striving for five acres per 1,000 residents for all parks throughout the city, subject to identifying additional funding for Regional Parks, Open Space/Natural Areas, and Special Use Parks/Facilities.
- Policy POSS-3-c: Link Parks with Walkways. Link public open space to adjacent, schools, and residential uses and Activity Centers through a series of landscaped linear walkways and bikeways that enhance and encourage pedestrian use.

- **Policy POSS-7-h: Interlink City and San Joaquin River Parkway Trail Networks.** Strive to connect the parkway trail network to other trails in the vicinity, in order to create a community and regional trail system that offers a variety of different route combinations and enhances public access to the parkway.
- **Policy PU-1-c: Safety Considerations in Development Approval.** Continue to identify and apply appropriate safety, design and operational measures as conditions of development approval, including, but not limited to, street access control measures, lighting and visibility of access points and common areas, functional and secure onsite recreational and open space improvements within residential developments, and use of State licensed, uniformed security.
- **Policy PU-1-g: Plan for Optimum Service.** Create and adopt a program to provide targeted police services and establish long-term steps for attaining and maintaining the optimum levels of service - 1.5 unrestricted officers per 1,000 residents.
- **Policy PU-1-i: Crime and Nuisances.** Assist community and neighborhood groups seeking to reduce crime and nuisances they associate with high concentrations of establishments with off-sale or on-sale liquor licenses through Police Department consultations, other available services, and programs such as Neighborhood Watch.
- **Policy PU-1-j: Lighting and Safety.** Ensure adequate lighting at off-sale liquor stores to help deter crime and to promote a more inviting and safe atmosphere around them.
- **Policy PU-2-e: Service Standards.** Strive to achieve a community wide risk management plan that include the following service level objectives 90 percent of the time:
  - First Unit on Scene – First fire unit arriving with minimum of three firefighters within 5 minutes and 20 seconds from the time the unit was alerted to the emergency incident.
  - Effective Response Force – Provide sufficient number of firefighters on the scene of an emergency within 9 minutes and 20 seconds from the time of unit alert to arrival. The effective response force is measured as 15 firefighters for low risk fire incidents and 21 firefighters for high risk fire incidents and is the number of personnel necessary to complete specific tasks required to contain and control fire minimizing loss of life and property.
- **Policy PU-2-f: Plan for Optimum Service.** Create and adopt a program to provide appropriate number of employees to effectively respond to call volume and type; and establish a long-term plan to attain a level of service of 0.81 firefighters per 1,000 residents.
- **Policy PU-3-d: Review Development Applications.** Continue Fire Department review of development applications, provide comments and recommend conditions of approval that will ensure adequate on-site and off-site fire protection systems and features are provided.

City of Fresno Municipal Code, Sections 12-4.801 and 12-4.901

In order to implement the goals and objectives of the general plan, and to mitigate the impacts caused by future development in the city, certain fire department and police facilities must be constructed. The City Council has determined that a Fire Facilities Fee and Police Facilities Fee are needed in order to finance these public facilities and to pay for each development's fair share.

3.12.2 Environmental Setting

FIRE PROTECTION

The City of Fresno Fire Department provides fire suppression, fire prevention, hazardous materials mitigation, rescue, and emergency medical services. The fire department aims to respond to the scene of an emergency within 4 minutes of notification (City of Fresno 2020: 4.15-2). Nearby fire stations include 6239 North Polk Avenue (Station 14) and the temporary station at 5983 North La Ventana (Station 18), each of which have an engine operated by a three-person crew. Station 14 also has a brush rig (City of Fresno 2020: 4.15-4). The project site is served by Station 14. In 2021, Station 14 responded to 970 incidents (including fire, emergency medical calls, traffic collisions, other hazards, and false alarms); 28 percent of these calls were responded to within 4 minutes (City of Fresno 2022).

LAW ENFORCEMENT

The City of Fresno Police Department provides a full range of police services including uniformed patrol response, crime prevention, tactical crime enforcement, and traffic enforcement and accident prevention. The police department has a target ratio of 1.5 unrestricted officers per 1,000 residents. The project site is in the northwest policing district. The police station for this district is located at 3080 West Shaw Avenue, approximately 4 miles southwest of the project site (City of Fresno 2020: 4.15-5).

SCHOOLS

The project site is within an area served by Central Unified School District. The district has 24 school sites that serve over 16,000 students.

RECREATION

The City of Fresno owns and operates a park system that includes more than 80 public parks, trails, regional parks, neighborhood parks, educational facilities, community pools, splash parks, and dual-use ponding basins. School facilities supplement the City's park system and are available for recreational use through joint-use agreements (City of Fresno 2020: 4.15-8).

The closest recreation amenity to the project site, Riverside Golf Course is located immediately north of the project site and is one of three courses owned by the City of Fresno. Riverbottom Park is located in the floodplain of the San Joaquin River adjacent to the Santa Fe Railroad, approximately 1 mile northeast of the project site. The park is a component of the San Joaquin River Parkway, a planned 22-mile natural and recreational area extending from Friant Dam to State Route 99, that is managed by the San Joaquin River Conservancy and provides open space and passive recreation opportunities. Trails connect Riverbottom Park to parking at the northern terminus of North Riverside Drive.

3.12.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Impacts on public services that would result from the project were identified by comparing existing service capacity and facilities against future demand associated with project implementation. The project proposes construction of a commercial facility in an area with existing City services. For the purpose of this analysis, the project is not anticipated to directly or indirectly contribute residents to the city. Rather, the project would serve the existing population that is currently afforded public services.

THRESHOLDS OF SIGNIFICANCE

An impact on public services and recreation would be significant if implementation of the project would:

- result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services (i.e., fire, police, schools, or other public facilities);
- increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; and/or
- include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

TOPICS NOT DISCUSSED FURTHER

Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Governmental Facilities, or the Need for New or Physically Altered Governmental Facilities, the Construction of Which Could Cause Significant Environmental Impacts in Order to Maintain Acceptable Service Ratios, Response Times, or other Performance Objectives for Schools, Libraries, and Other Public Facilities

The project would not include additional housing. Employees of the existing Costco warehouse and MDO would transfer to the proposed facility. Due to proximity, employees would not need to move and would remain in the community. The project would not result in population growth that would substantially increase demand for public amenities such as schools and libraries. For these reasons, the project would not have significant impacts associated with provision of new or physically altered governmental facilities. Therefore, no further analysis is required by CEQA.

Increase the Use of Existing Neighborhood and Regional Parks or Other Recreational Facilities Such That Substantial Physical Deterioration of the Facility Would Occur or Be Accelerated; and/or Include Recreational Facilities or Require the Construction or Expansion of Recreational Facilities

The project would not include additional housing and would not result in additional employees that would increase use of, or demand for, recreational facilities. Because the project is non-residential, it is not required to provide recreation facilities. The project would not substantially increase demand for, or use of, existing parks and would not result in significant recreation impacts. In addition, the minor modifications to River Golf Course required to accommodate the project would not substantially affect the use of the golf course. The required modifications to the existing irrigation system, relocation of the path for the golf carts, and installation of new fence and nets have been evaluated in this EIR and would not constitute a substantial physical deterioration or construction or expansion with the potential to result in additional, adverse physical effects on the environment. Therefore, no further analysis is required by CEQA.

Limit Access to Existing Recreational Facilities

As noted above, the City received public comments during the scoping period regarding the potential for the project to limit access to recreational facilities, including trails. Although not explicitly required by CEQA, the following information is provided for informational purposes.

Development of the proposed project would not physically obstruct access to existing recreational opportunities, including the trails along the San Joaquin River that connect to Riverbottom Park. Moreover, the project would facilitate multi-modal access to these existing facilities because it would include construction of 12-foot-wide pedestrian and bicycle paths along the project's frontage with West Herndon Avenue and North Riverside Drive. These paths would be consistent with the City's Active Transportation Plan and would support General Plan Policies POSS-3-c and POSS-7-h regarding linking city pathways with parks and the San Joaquin Parkway Trail Networks. The project would not preclude access to existing or planned recreational facilities.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.12-1: Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Fire or Police Facilities or the Need for New or Physically Altered Governmental Facilities

The project site is in a developing suburban area that is within the service area of the City's fire and police departments. The proposed facility would serve the city's existing population in northwest Fresno. The project would not introduce new residents to the area and new or physically altered facilities would not be required. Further, the project would comply with all applicable fire safety regulations and pay fire impact fees. Therefore, impacts to public services would be **less than significant**.

The project would construct a commercial facility on vacant land identified for commercial development in the City of Fresno General Plan. The project site is in a developing suburban area that is within the service area of the City's fire and police departments. The proposed Costco facility would serve the city's existing population in northwest Fresno and is consistent with the type of development the City has planned for the site. The project would not introduce new residents to the area and would not affect service ratios. For these reasons, the demand for public services generated by the project would be within the planned service demand of the existing providers.

All site plans and building designs would be reviewed by the City Fire Department to verify that the project would comply with City fire code and other standards pursuant to General Plan Policy PU-3-d. This process would ensure that the project would include appropriately designed fire suppression facilities (i.e., sprinklers, extinguishers, fire hydrants) and adequate emergency access, as noted in Fresno Fire Department Policy. The City would identify and apply appropriate safety, design, and operational measures as conditions of development approval pursuant to General Plan Policies PU-1-c and PU-1-j.

Further, impact fees are collected from new development for the construction of fire and police facilities (as established in Sections 12-4.901 and 12-4.801 of the Fresno Municipal Code). The project would be required to deposit a Fire Service Fee and a Police Service Fee with the City prior to occupancy of the facility. Payment of the required fees would provide funding to supplement staff and equipment and reduce impacts to fire and police protection services.

The project would not introduce new residents to the area, is consistent with the type of land use planned for the site, is mostly surrounded by existing development currently served by fire and police services, and would pay impact fees that contribute funds for public services. New or physically altered facilities would not be required. Further, the project would comply with all applicable fire safety regulations. For these reasons, substantial adverse physical effects associated with the provision of new or physically altered fire or police facilities or the need for new or physically altered governmental facilities are not anticipated. Therefore, impacts to public services would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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3.13 TRANSPORTATION AND CIRCULATION

This section describes the applicable federal, state, and local transportation regulations and policies; discusses the existing roadway network and transportation facilities in the vicinity of the proposed project; and analyzes the potential impacts from implementation of the proposed project on transportation. Mitigation measures that would reduce impacts, where applicable, are also discussed. Information contained within this section was provided primarily in the *Fresno Costco Relocation Transportation Impact Analysis* (TIA) prepared for the proposed project (Kittelson & Associates 2023), which is included as Appendix D of this EIR and incorporated herein.

Pursuant to Senate Bill (SB) 743, Public Resources Code (PRC) Section 21099, and California Code of Regulations (CCR) Section 15064.3(a), generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts and a project's effect on automobile delay shall no longer constitute a significant impact under CEQA. Therefore, the transportation analysis herein evaluates impacts using VMT and does not include level of service (LOS) analysis. Although not addressed in this EIR, an analysis of traffic operations (i.e., intersection and freeway LOS analysis) for the proposed project was conducted by Kittelson & Associates and is included in the TIA (Kittelson & Associates 2023) attached as Appendix D.

Comments received regarding transportation in response to the notice of preparation include concerns related to increased traffic and safety, including safety concerns along Golden State Boulevard, grade separation for High Speed Rail, and the number of driveways into the project site. Comments also provide access and roadway design suggestions for the vicinity of the proposed project site. Because a project's effects on automobile delay no longer constitute a significant impact under CEQA, comments related to automobile delay (e.g., LOS, congestion) are not addressed herein. See Appendix A for all notice of preparation comments received.

3.13.1 Regulatory Setting

FEDERAL

Federal Highway Administration

The Federal Highway Administration (FHWA), an agency of the U.S. Department of Transportation, provides stewardship over the construction and preservation of the nation's highways, bridges, and tunnels. FHWA also conducts research and provides technical assistance to state and local agencies to improve safety, mobility, and livability and to encourage innovation in these areas. FHWA also provides regulation and guidance related to work zone safety, mobility, and temporary traffic control device implementation.

STATE

California Department of Transportation

The California Department of Transportation (Caltrans) is the state agency responsible for the design, construction, maintenance, and operation of the California State Highway System, as well as the segments of the Interstate Highway System that lie within California. Caltrans District 6 is responsible for the operation and maintenance of State Route (SR) 99 in the vicinity of the proposed project site. Caltrans requires a transportation permit for any transport of heavy construction equipment or materials that necessitates the use of oversized vehicles on state highways.

The Caltrans Transportation Impact Study Guide (TISG) was prepared to provide guidance to Caltrans Districts, lead agencies, tribal governments, developers, and consultants regarding Caltrans' review of a land use project or plan's transportation analysis using a VMT metric. This guidance is not binding on public agencies, and it is intended to be a reference and informational document. The TISG replaces the Guide for the Preparation of Traffic Impact Studies and is for use with local land use projects, not for transportation projects on the State Highway System (Caltrans 2020).

Senate Bill 743

SB 743, passed in 2013, required the Governor's Office of Planning and Research (OPR) to develop new State CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

OPR published its proposal for the comprehensive updates to the State CEQA Guidelines in November 2017 which included proposed updates related to analyzing transportation impacts pursuant to Senate Bill 743. These updates indicated that VMT would be the primary metric used to identify transportation impacts. In December of 2018, OPR published the most recent version of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018) which provides guidance for VMT analysis.

In December 2018, OPR and the State Natural Resources Agency submitted the updated CEQA Guidelines to the Office of Administrative Law for final approval to implement SB 743. The Office of Administrative Law subsequently approved the updated CEQA Guidelines. As of July 1, 2020, implementation of Section 15064.3 of the updated CEQA Guidelines apply statewide.

REGIONAL

Fresno Council of Governments

The Fresno County Council of Governments (Fresno COG) is a voluntary association of local governments and a regional planning agency composed of 16 member agencies, including the City of Fresno. Fresno COG is one of 18 metropolitan planning organizations (MPO) across California. The primary functions of Fresno COG involve transportation planning and programming. Fresno COG is responsible for developing and adopting the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) in an effort to meet state goals to reduce greenhouse gas emissions through coordinated land use and transportation planning.

Regional Transportation Plan

The most recent RTP was adopted by the Fresno COG board of directors in July 2022. The RTP serves as a blueprint establishing long term goals and policies to meet a regional vision for the future transportation system. The SCS is a state-mandated component of the RTP which requires MPOs to determine an approach to meet greenhouse gas emission reductions through land use and transportation planning strategies. The 2022 RTP includes goals and policies streamlined to focus on five key policy areas: equity, sustainability and resiliency, infrastructure and safety, economy, and innovation (Fresno COG 2022).

Fresno County SB 743 Implementation Regional Guidelines

The Fresno County SB 743 Implementation Regional Guidelines, adopted in July 2020, was developed as a guide for Fresno COG's member agencies choosing to establish their own VMT guidance and thresholds as appropriate for their individual jurisdictions (Fresno COG 2021). The document contains recommended project screening criteria, threshold and VMT analysis for development projects, transportation projects, and land use plans, and potential mitigation strategies.

Fresno County Transportation Authority and Measure C

The Fresno County Transportation Authority (FCTA) is a regional agency that was created to administer the voter-passed Measure C program in 1986. Measure C was a 20-year program that achieved a half-cent sales tax for transportation expenditures and infrastructure. After its 20-year duration, the program was extended in 2006 for another 20 years. The FCTA established goals and core values for using these funds for building roads, expanding the bicycling network, expanding the transit network and transit services, and supporting vanpools and ride hailing services.

Fresno County Congestion Management Process

The Fresno County Congestion Management Process (CMP) is a systematic and regionally acceptable approach for managing congestion. Its responsibilities are to provide information on transportation system performance and assess alternative strategies for alleviating congestion and improving mobility. The CMP has identified a CMP network that includes SR 41 from the SR 99 interchange to the Madera/Fresno County line, SR 99 from the Madera/Fresno County line to the Jensen Avenue interchange, SR 168 from the SR 180 interchange to the West Herndon Avenue interchange, and SR 180 from the SR 99 interchange to the SR 168 interchange.

Fresno County Regional Active Transportation Plan

The Fresno County Regional Active Transportation Plan (ATP) was adopted in January 2018. The Fresno County ATP serves as a guide for planning and program development involving biking, walking, and other human-powered transportation in the region (Fresno COG 2018: ES-1). The Fresno County ATP proposed several projects to build out the active transportation network and meet regional goals to increase safety and walking and bicycling trips. The Fresno County ATP recommends specific improvements for jurisdictions without their own adopted ATPs and reproduces the planned bicycle and pedestrian network maps for the four jurisdictions that had already developed their own ATPs at the time. The City's planned bicycle and pedestrian networks are included in Chapter 18.

LOCAL

City of Fresno Municipal Code

Chapter 10 of the City Municipal Code provides regulations related to Fire Prevention including the City's adoption of the 2019 California Fire Code. Chapter 13 addresses the general provisions for sidewalks streets, parkways, and underground utilities. Chapter 14 addresses traffic and circulation. Chapter 15 includes the citywide development code.

City of Fresno General Plan

The General Plan, adopted in December 2014, is the City's blueprint for future growth and development. The General Plan's Mobility and Transportation Element, identifies objectives and policies to meet goals for the local transportation and circulation system (City of Fresno 2014). The following Mobility and Transportation policies pertain to the proposed project:

- Policy MT-1-a: Transportation Planning Consistent with the General Plan. Continue to review local, regional, and inter-regional transportation plans and capital improvement plans, and advocate for the approval and funding of State highway and rail projects, consistent with the General Plan and discourage projects inconsistent with the General Plan.
- Policy MT-1-b: Circulation Plan Diagram Implementation. Design and construct planned streets and highways that complement and enhance the existing network, as well as future improvements to the network consistent with the goals, objectives and policies of the General Plan, as shown on the Circulation Diagram (Figure MT-1), to ensure that each new and existing roadway continues to function as intended.
- Policy MT-1-f: Match Travel Demand with Transportation Facilities. Designate the types and intensities of land uses at locations such that related travel demands can be accommodated by a variety of viable transportation modes and support Complete Neighborhoods while avoiding the routing of excessive or incompatible traffic through local residential streets.
- Policy MT-1-g: Complete Streets Concept Implementation. Provide transportation facilities based upon a Complete Streets concept that facilitates the balanced use of all viable travel modes (pedestrians, bicyclists, motor vehicle and transit users), meeting the transportation needs of all ages, income groups, and abilities and providing mobility for a variety of trip purposes, while also supporting other City goals.
- Policy MT-1-i: Local Street Standards. Establish and implement local roadway standards addressing characteristics such as alignment, width, continuity and traffic calming, to provide efficient neighborhood circulation; to allow convenient access by residents, visitors, and public service and safety providers; and to promote neighborhood integrity and desired quality of life by limiting intrusive pass-through traffic.

- **Policy MT-1-j: Transportation Improvements Consistent with Community Character.** Prioritize transportation improvements that are consistent with the character of surrounding neighborhoods and supportive of safe, functional and Complete Neighborhoods; minimize negative impacts upon sensitive land uses such as residences, hospitals, schools, natural habitats, open space areas, and historic and cultural resources. In implementing this policy, the City will design improvements to:
  - Facilitate provision of multi-modal transportation opportunities;
  - Provide added safety, including appropriate traffic calming measures;
  - Promote achievement of air quality standards;
  - Provide capacity in a cost effective manner; and
  - Create improved and equitable access with increased efficiency and connectivity.
- **Policy MT-2-b: Reduce Vehicle Miles Traveled and Trips.** Partner with major employers and other responsible agencies, such the San Joaquin Valley Air Pollution Control District and the Fresno Council of Governments, to implement trip reduction strategies, such as eTRIP, to reduce total vehicle miles traveled and the total number of daily and peak hour vehicle trips, thereby making better use of the existing transportation system.
- **Policy MT-2-i: Transportation Impact Studies.** Require a Transportation Impact Study (currently named *Traffic Impact Study*) to assess the impacts of new development projects on existing and planned streets for projects meeting one or more of the following criteria, unless it is determined by the City Traffic Engineer that the project site and surrounding area already has appropriate multi-modal infrastructure improvements.
  - When a project includes a General Plan amendment that changes the General Plan Land Use Designation.
  - When the project will substantially change the off-site transportation system (auto, transit, bike or pedestrian) or connection to the system, as determined by the City Traffic Engineer.
  - Transportation impact criteria are tiered based on a project's location within the City's Sphere of Influence. This is to assist with areas being incentivized for development…
- **Policy MT-4-b: Bikeway Improvements.** Establish and implement property development standards to assure that projects adjacent to designated bikeways provide adequate right-of-way and that necessary improvements are constructed to implement the planned bikeway system shown on Figure MT-2 to provide for bikeways, to the extent feasible, when existing roadways are reconstructed; and alternative bikeway alignments or routes where inadequate right-of-way is available.
- **Policy MT-4-c: Bikeway Linkages.** Provide linkages between bikeways, trails and paths, and other regional networks such as the San Joaquin River Trail and adjacent jurisdiction bicycle systems wherever possible.
- **Policy MT-4-e: Minimum Bike Lane Widths.** Provide not less than 10 feet of street width (five feet for each travel direction) to implement bike lanes for designated Class II bikeways along roadways. Strive for 14 feet of street width (seven feet for each travel direction) for curbside bike lanes where right-of-way is available.
- **Policy MT-5-a: Sidewalk Development.** Pursue funding and implement standards for development of sidewalks on public streets, with priority given to meeting the needs of persons with physical and vision limitations; providing safe routes to school; completing pedestrian improvements in established neighborhoods with lower vehicle ownership rates; or providing pedestrian access to public transportation routes.
- **Policy MT-5-d: Pedestrian Safety.** Minimize vehicular and pedestrian conflicts on both major and non-roadways through implementation of traffic access design and control standards addressing street intersections, median island openings and access driveways to facilitate accessibility while reducing congestion and increasing safety. Increase safety and accessibility for pedestrians with vision disabilities through the installation of Accessible Pedestrian Signals at signalized intersections.

- **Policy MT-6-g: Path and Trail Development.** Require all projects to incorporate planned multi-purpose path and trail development standards and corridor linkages consistent with the General Plan, applicable law and case-by-case determinations as a condition of project approval.
- **Policy MT-6-i: Path and Trail Design Standards.** Designate and design paths and trails in accordance with design standards established by the City that give consideration to all path and trail users (consistent with design, terrain and habitat limitations) and provide for appropriate widths, surfacing, drainage, design speed, barriers, fences, signage, visibility, intersections, bridges, and street cleaning.
- **Policy MT-6-j: Variety in Path and Trail Design.** Provide for different levels and types of usable pedestrian and bicycle corridors, including broad, shaded sidewalks; jogging paths; paved and all terrain bicycle paths; through block passageways; and hiking trails. Where a designated multipurpose path route is adjacent to a public right-of-way which accommodates bike lane, allow for flexibility in path design, so that bike lanes may be substituted for the bicycle component of the multipurpose path where it is safe and appropriate to do so.
- **Policy MT-6-k: Path and Trail Buffers.** Use landscaping with appropriate and adequate physical and visual barriers (e.g., masonry walls, wrought iron, or square-tube fencing) to screen path and trail rights-of ways and separate paths and trails from mining operations, drainage facilities, and similar locations as warranted.
- **Policy MT-6-l: Environmentally Sensitive Path and Trail Design.** Develop paths and trails with minimum environmental impact by taking the following actions:
  - Surface paths and trails with materials that are conducive to maintenance and safe travel, choosing materials that blend in with the surrounding area;
  - Design paths and trails to follow contour lines where the least amount of grading (fewest cuts and fills) and least disturbance of the surrounding habitat will occur;
  - Beautify path and trail rights-of-way in a manner consistent with intended use, safety, and maintenance;
  - Use landscaping to stabilize slopes, create physical or visual barriers, and provide shaded areas; and
  - Preserve and incorporate native plant species into the landscaping.
- **Policy MT-8-c: New Development Facilitating Transit.** Continue to review development proposals in transportation corridors to ensure they are designed to facilitate transit. Coordinate all projects that have residential or employment densities suitable for transit services, so they are located along existing or planned transit corridors or that otherwise have the potential for transit orientation to FAX, and consider FAX's comments in decision-making.

Bullard Community Plan

The Bullard Community Plan, adopted in 1988, tiers from the City's 1984 General Plan by providing specificity necessary to guide the day-to-day development decisions for the community plan area. Additionally, the Bullard Community Plan seeks to focus on and address challenges unique to the Bullard Community Plan area. Similar to the General Plan, the Bullard Community Plan states the public land use policy that directs the physical growth of the Bullard Community. The following Bullard Community Plan policy from Section 4.2.4 is applicable to the proposed project (City of Fresno 1988):

- **Policy 4**. Commercial areas shall be designed such that commercial traffic will not route through local residential streets.

City of Fresno CEQA Guidelines for Vehicle Miles Traveled Thresholds

In 2020, City Council adopted the City of Fresno *CEQA Guidelines for VMT Thresholds*. The *CEQA Guidelines for VMT Thresholds* was developed to provide guidance for analyzing transportation impacts of proposed projects to comply with CEQA pursuant to SB 743 as well as to ensure alignment with local policies and regulations established in the General Plan. This document serves as a detailed guideline for preparing VMT analysis for development projects, transportation projects, and plans consistent with SB 743 requirements. The CEQA Guidelines for VMT Thresholds identifies a significance threshold for retail projects of no net increase in regional VMT.

City of Fresno Active Transportation Plan

The City of Fresno's ATP, adopted in March 2017, provides a comprehensive guide outlining the vision for active transportation in the city. The plan lays out the following goals to improve bicycle access and connectivity in Fresno:

- Equitably improve the safety and perceived safety of walking and bicycling in Fresno;
- Increase walking and bicycling trips in Fresno by creating user-friendly facilities;
- Improve the geographical equity of access to walking and bicycling facilities in Fresno; and
- Fill key gaps in Fresno's walking and bicycling networks (City of Fresno 2016).

Complete Streets Policy

The City's Complete Streets Policy was adopted by the City Council on October 10, 2019, to guide the implementation of the City's complete streets and multimodal objectives and policies within the Fresno General Plan. The Complete Streets policy aids the planning, design, and construction of transportation facilities that balance safety, access, and mobility for users of all abilities and ages (City of Fresno 2019a). The City has integrated complete streets designs into its policies in compliance with Assembly Bill 1358.

City of Fresno Public Works Department Policies and Procedures

Policy number 210.01, "Traffic Control Policies and Procedures," was issued in June 2019 to govern the preparation and submittal of a temporary Traffic Control Plan (TCP). This policy was enacted to ensure consistent and efficient submittal and review of TCPs and ensure that they are prepared and submitted in accordance with the current edition of the California Manual on Traffic Control Devices, the City of Fresno Standard Specifications, and City of Fresno Policies (City of Fresno 2019b).

Policy number 210.1, "Conditions for Roadway Closures and Lane Closures," was issued in March 2019 to govern the issuance of Street Work and TCPs to close roadways to through traffic or close travel lanes on roadways within the city of Fresno. This policy was enacted pursuant to Article 2 of Chapter 13 of the Fresno Municipal Code which requires applicants seeking to encroach upon, or work within, a public right-of-way to first obtain a permit from the Director of Public Works and comply with the applicable terms, conditions, and restrictions (City of Fresno 2019c).

3.13.2 Environmental Setting

ROADWAY SYSTEM

There are several types of roadways in the city which include freeways, expressways, superarterials, arterials, collectors, local, and drive streets. A description of each is provided below. Existing roadway classifications are also provided in Figure 2-7 in Chapter 2, "Project Description."

Freeway

Multiple-lane divided (median island separation) roadways on adopted state route alignments servicing through and crosstown traffic, with no access to abutting property and no at-grade intersections. Freeways are under the jurisdiction of the state, and outside the control of the City. In the proposed project area, SR 99, also known as Golden State Highway, is a north-south freeway traversing the Central Valley. SR 99 connects to Interstate 5 near Wheeler Ridge to the south and ends at SR 36 near Red Bluff to the north. In the City of Fresno, SR 99 has six lanes. The nearest interchange is at West Herndon Avenue approximately 0.5 miles west of the proposed project site.

Expressway

Four- to six-lane divided (median island separation) roadways primarily serving through and crosstown vehicle traffic, with at-grade major street intersections located at approximately one-half mile intervals and no driveways for direct motor vehicle access to abutting property. West Herndon Avenue is an east-west roadway with four to six lanes and a

raised planted median from the southwest corner of the proposed project site to the east. West Herndon Avenue is designated an expressway east of North Riverside Drive. The posted speed limit is 45 miles per hour (mph).

Superarterial

Four- to six-lane divided (median island separation) roadways with a primary purpose of moving multiple modes of travel traffic to and from major traffic generators and among subregions. A select number of motor vehicle access points to adjacent properties or local streets between the major street intersections may be approved by the City. Access points will be limited to right-turn entrance and exit vehicular movements, as well as select left-turn partial openings in medians from the superarterials to surrounding properties or neighborhoods, limited to one location per half-mile. No left turns are allowed out of local streets or properties. West Herndon Avenue is designated as superarterial from the southwest corner of the proposed project site, where the roadway intersects with North Riverside Drive, to its terminus west of SR 99.

Arterial

Four- to six-lane divided (median island separation) roadways with somewhat limited motor vehicle access to abutting properties, and with the primary purpose of moving traffic within and between neighborhoods and to and from freeways and expressways. In addition to major street intersections, appropriately designed and spaced local street intersections may allow left-turn movements to and from the arterial streets. In the proposed project area, North Riverside Drive is a north-south roadway with two lanes north of West Herndon Avenue and four lanes south of West Herndon Avenue. The posted speed limit is 40 mph. North Riverside Drive becomes West Bullard Avenue south of North Veterans Boulevard.

Collector

Two- to four-lane undivided (opposing travel lanes generally not separated by a median island) roadways, with the primary function of connecting local streets and arterials and neighborhood traffic generators and providing access to abutting properties. Local street intersections and motor vehicle access points from abutting properties are allowed consistent with the City's engineering standards and accepted traffic engineering practices. Collectors typically have a center two-way left-turn lane. In the proposed project area, West Spruce Avenue is an east-west collector street with two lanes west of North Riverside Drive and four lanes within the residential development east of the proposed project site. The road does not currently connect through from North Riverside Drive, along the north perimeter of the proposed project site, to the residential development to the east. The posted speed limit is 40 mph to the east of North Riverside Drive with unposted speed limit to the west. West Spruce Avenue provides access to residential areas around the proposed project site.

Local

Two- to three-lane roadways designed to provide direct access to properties, while discouraging excessive speeds and volumes of motor vehicle travel incompatible with neighborhoods being served through the implementation of multiple, well-connected routes and traffic calming measures. The alignments of future local streets are typically not specified by the General Plan Circulation Diagram, but existing local streets may be depicted for informational purposes. In specific circumstances, local streets are designated where necessary to assure adequate access and implementation of Complete Neighborhoods with well-connected routes for motor vehicle, bicycle and pedestrian travel. The existing neighborhoods east and west of the proposed project site are served by local streets.

TRANSIT SYSTEM

Public transportation in the city consists of public buses, express bus service, demand-response paratransit, and passenger rail. Fresno Area Express (FAX) is the principal transit provider in the city operated by the Fresno Department of Transportation. FAX operates 18 routes with a fleet of over 100 buses. Handy Ride is a demand-response service for seniors and persons with disabilities, as required by the Americans with Disabilities Act (ADA). FAX is the largest transit provider in the region with over 10 million annual boardings (Fresno COG 2019: 21).

FAX bus Route 3 and bus Route 20 provide service near the proposed project site. The 3 line runs between the Marketplace at El Paseo and the Clovis Community College/Herndon area east of the proposed project site. Service frequency is approximately every 15 minutes between 5:00 a.m. and 9:00 p.m. on weekdays and 9:30 a.m. and 7:00 p.m. on weekends. The Route 20 line operates between the Marketplace at El Paseo and Fresno City College north of downtown. Buses operate on approximately 45 minutes headways between 5:30 a.m. and 10:00 p.m. on weekdays and 6:30 a.m. and 7:30 p.m. on weekends. The nearest bus stops for both lines are located on North Riverside Drive, in front of the Marketplace at El Paseo, approximately 0.2 miles from the southwest corner of the proposed project site.

The Fresno County Rural Transit Agency and Amtrak also provide services for regional travel outside of the Fresno-Clovis Metropolitan Area. Fresno County Rural Transit Agency provides service to many of the unincorporated communities in Fresno County such as Coalinga and Mendota. The San Joaquin Line is one of Amtrak's passenger rail services with connections between the San Joaquin Valley, Sacramento Valley, San Francisco Bay Area, and Los Angeles. Greyhound provides similar bus service to these regions.

BICYCLE SYSTEM

The bicycle and pedestrian transportation system in the City of Fresno is composed of bikeways and trails. The city is generally flat, which provides a favorable environment for bicycling and walking as a mode of transportation. The General Plan classifies bicycle facilities into the following four types:

- **Class I Bikeway (Bike Path):** Bike paths, often referred to as shared-use paths or trails, are off-street facilities that provide exclusive use for non-motorized travel, including bicyclists and pedestrians. Bike paths have minimal cross flow with motorists and are typically located along landscaped corridors.
- **Class II Bikeway (Bike Lane):** Class II bike lanes are on-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. On-street bikes lanes are located adjacent to motor vehicle traffic. Bike lanes are intended to alert drivers about the predictable movements of bicyclists and provide adequate space for comfortable riding. Current City standards require bike lanes on all new collectors and arterials; many existing collectors are already constructed with Class II bike lanes.
- **Class III Bikeway (Bike Route):** Class III bike routes are on-street pavement markings or signage that connect the bicycle roadway network. Class III bike routes can be utilized to connect bicycle lanes or paths along corridors that do not provide enough space for dedicated lanes on low-speed and low-volume streets. Shoulders are useful but not required on streets with Class III bike routes.
- **Class IV Bikeways (Separated Bikeways):** Class IV separated bikeways, commonly known as "cycle tracks," are physically separated bicycle facilities that are distinct from the sidewalk and designed for exclusive use by bicyclists. They are located within the street right-of-way, but provide similar comfort when compared to Class I multi-use paths. The key feature of a separated bikeway is a vertical element that provides further separation from motor vehicle traffic (City of Fresno 2016).

As of 2016, the city's bicycle system was comprised of 38 miles of Class I, 431 miles of Class II, and 22 miles of Class III bicycle facilities (City of Fresno 2016: 61). The following bicycle facilities are present in the vicinity of the project site:

- Class II bike lane on North Riverside Drive south of the proposed project site, from West Herndon Avenue to Carnegie Avenue;
- Class II bike lane on North Hayes Avenue east of the proposed project site, from West Herndon Avenue to West Spruce Avenue;
- Class II bike lane on West Spruce Avenue for approximately 1 mile from North Sandrini Avenue east to West Herndon Avenue; and
- Class II bike lane on Veterans Boulevard south of the proposed project site, from West Wathen Avenue to North Hayes Avenue.

PEDESTRIAN SYSTEM

As of 2016, the City of Fresno pedestrian system consisted of 1,984 miles of sidewalks (City of Fresno 2016). The following pedestrian facilities are present in the vicinity of the project site:

- A multiuse path is available on the north side of West Herndon Avenue starting east of the project site and continuing to the east; however, a sidewalk is not present on the north side of the street along the project site to North Riverside Drive. No sidewalk is present on the south side of West Herndon Avenue to the east of North Riverside Drive. West of North Riverside Drive, a sidewalk is present on the north side of West Herndon Avenue for approximately 350 feet, then discontinues. A sidewalk is continuously present on the south side of West Herndon Avenue west of North Riverside Drive in the vicinity of the project site.
- Sidewalks are present on the west side of North Riverside Drive, both north and south of West Herndon Avenue. Sidewalks are not present along the project frontage (east side) of North Riverside Drive. They are present on the east side of North Riverside Drive to the south of West Herndon Avenue for approximately 500 feet.
- The North Riverside Drive/West Herndon Avenue signalized intersection has marked crosswalks on the west and south legs with pedestrian signal heads serving those crosswalks. These two crosswalks feature curb ramps with high-visibility truncated dome pads.

3.13.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Vehicle Miles Traveled

The City has developed and adopted VMT guidelines and thresholds (i.e., *CEQA Guidelines for VMT Thresholds*) to meet the State requirements set by SB 743 and address CEQA Guidelines Section 15064.3. Therefore, the VMT analysis herein primarily relies on the guidance provided in the City's VMT guidance and CEQA Guidelines Section 15064.3. The City's CEQA Guidelines align with the OPR Technical Advisory which establishes that any net increase in total VMT would indicate a significant impact.

The City of Fresno *CEQA Guidelines for VMT Thresholds* Section 3.1 regarding Development Projects states that if a project includes a General Plan Amendment or a Rezone, none of the screening criteria may apply, and that the City must evaluate such projects on a case-by-case basis. The proposed project includes both a General Plan Amendment and a Rezone and does not meet the screening criteria. As such, a quantitative VMT analysis is required.

For projects that are not screened out, a quantitative analysis of VMT impacts must be prepared and compared against the adopted VMT thresholds of significance. The City of Fresno *CEQA Guidelines for VMT Thresholds* includes thresholds of significance for development projects, transportation projects, and land use plans. These thresholds of significance were developed using the County of Fresno as the applicable region, and the required reduction of VMT (as adopted in the City of Fresno *CEQA Guidelines for VMT Thresholds*) corresponds to Fresno County's contribution to the statewide greenhouse gas emission reduction target. In order to reach the statewide greenhouse gas reduction target of 15 percent, Fresno County must reduce its greenhouse gas emissions by 13 percent. The method of reducing greenhouse gas by 13 percent is to reduce VMT by 13 percent as well.

The City's adopted VMT thresholds for development projects are consistent with the regional VMT thresholds set by Fresno COG. For residential and non-residential (except retail) development projects, the adopted threshold of significance is a 13 percent reduction, which means that projects that generate VMT in excess of a 13 percent reduction from the existing regional VMT per capita or per employee would have a significant environmental impact. Projects that reduce VMT by more than 13 percent would be presumed to result in a less than significant impact. For retail projects, the adopted threshold is any net increase in VMT per employee compared to existing VMT per employee.

Quantitative assessments of the VMT generated by a development project are determined using the COG Activity Based Model (ABM), which is a tour-based model.

As previously described, Kittleson & Associates prepared the project TIA analyzing potential impacts to the transportation system. The VMT analysis methodology utilized a market-based GIS approach using data obtained from the applicant, as detailed below.

The following trip types characterize the proposed project trips:

- Primary trips: an entirely new trip on the roadway system for the express purpose of driving to and from the Costco facility;
- Pass-by trips: existing trips that are on roadways adjacent to the proposed project site, which allow motorists to turn into the Costco development and continue to their ultimate destination when their shopping is concluded; and
- Diverted trips: existing trips on nearby roadways in which a motorist decides to drive out-of-direction for a distance to stop at the Costco facility, and when their shopping is concluded, continues to their trip to the ultimate destination.

The methodology for VMT analysis uses the anticipated travel characteristics of the proposed project, trip generation and trip length assumptions, and vehicle trip distribution for Costco members and employees, as described below:

- Assessment of project trip generation
  - Including: members (accounting for primary and diverted member trips), warehouse employees, and gas station employees for the proposed project, as well as car wash employees, market delivery operation (MDO) on-site employees, and MDO delivery employees.
  - Excluding: members making pass-by trips, warehouse delivery trucks and fuel delivery trucks for the proposed Costco facility, as well as MDO delivery trucks from the depot and MDO delivery-to-members/other warehouse trucks. VMT is not affected by pass-by trips; thus, they were not assessed in the VMT analysis. Additionally, CEQA Guidelines Section 15064.3(a) states that VMT refers to the amount and distance of **automobile** travel attributable to a project. The City's CEQA Guidelines and the OPR Technical Advisory describe that the term "automobile" as used in Section 15064.3(a), refers to on-road passenger vehicles, specifically cars and light trucks; heavy vehicles are not included in the definition. Therefore, heavy-duty trucks (i.e., delivery trucks) were not included in the VMT analysis. However, it should be noted that the LOS analysis presented in the TIA considers all vehicle types, including heavy duty trucks. See Appendix D.
- Assessment of members' average primary trip length based on customers' approximate home locations.
- Assessment of customers' diverted trip length based on expected routes drivers of these trip types would take for the proposed project.
- Assessment of warehouse, gas station, and car wash employee average trip length based on the Fresno COG VMT Calculation Tool average employee trip lengths for the relevant transportation analysis zones (TAZs).
- Assessment of MDO on-site and delivery employee average trip length based on the Fresno COG VMT Calculation Tool average employee trip length for the relevant TAZs.
- Calculation of overall expected change in regional VMT that would result from the proposed project.

See Appendix D for additional details related to the TIA methodology.

Safety

The City's *Traffic Impact Study Report Guidelines* do not contain formally adopted thresholds of significance for vehicle queuing at intersections as it pertains to transportation hazard impacts. For the purposes of this section, a vehicle queue that overflows the available storage for a turn pocket and blocks the adjacent travel lane or that queues to an upstream signal blocking through traffic is considered a potential safety hazard and would be considered a significant impact. Therefore, the transportation hazards impact discussion identifies a significant impact as occurring at locations where the proposed project traffic would cause the queue length for a turn pocket to overflow its available storage compared to no project conditions or cause a queue to spillback into an upstream

signalized intersection. An analysis of 95th percentile queue lengths was performed using Synchro software version 10. The queue length that has only a 5 percent probability of being exceeded during a given analysis period (expressed in feet) is defined as the 95th percentile queue length. Queue lengths for the a.m., p.m., and Saturday midday peak hours were analyzed due to these typically being the times of day at which traffic along roadways would be greatest.

THRESHOLDS OF SIGNIFICANCE

The significance criteria used to evaluate the proposed project impacts to transportation under CEQA are based on Appendix G of the CEQA Guidelines, City of Fresno *CEQA Guidelines for VMT Thresholds,* and CEQA Guidelines Section 15064.3. An impact to the transportation system would be significant if implementation of the proposed project would:

- conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and/or
- result in inadequate emergency access.

TOPICS NOT DISCUSSED FURTHER

All topics related to transportation are evaluated in this section.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.13-1: Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities

The proposed project would be consistent with established City and regional policies and plans related to bicycle and pedestrian facilities and transit service in the project area. The proposed project's off-site improvements include construction of bicycle facilities along its western, southern, and northern frontages (North Riverside Drive, West Herndon Avenue, and Spruce Avenue, respectively) and would be consistent with the City of Fresno Active Transportation Program. Additionally, although demand would be minimal, the existing transit service has the capacity to accommodate any increase in ridership generated by the proposed project. Lastly, the proposed project's reclassification of West Herndon Avenue between North Riverside Drive and North Hayes Avenue would allow the project to construct the proposed intersection that would provide additional access to the project site. This general plan amendment would allow for consistency between the proposed project and the general plan. Therefore, the project would not conflict with a plan, program, ordinance, or policy addressing the circulation system. This impact would be **less than significant**.

As detailed in Chapter 2, "Project Description," the proposed project involves a general plan amendment to reclassify the portion of West Herndon Avenue between North Riverside Drive and North Hayes Avenue from expressway to superarterial, thus allowing for the construction of an intersection where West Herndon Avenue meets the private North Arthur Avenue right-of-way. The current classification of expressway would not permit the construction of this intersection. The proposed intersection where West Herndon Avenue meets the North Arthur Avenue right-of-way would allow access to the proposed project site via two north-south streets, rather than solely from North Riverside Drive. This may result in easier travel for southbound drivers along North Riverside Drive, including nearby residents and visitors to the Riverside Golf Course. West Herndon Avenue is currently designated as a superarterial from SR 99 to the southwest corner of the project site. Extending the superartial designation east by approximately 1,000 feet would be consistent with the overall intent of the circulation diagram established in the City's general plan and would not result in any conflicts with the general plan as a whole. Additional analysis pertaining to bicycle and pedestrian facilities as well as transit service is provided below.

Bicycle and Pedestrian Facilities

The general plan establishes the City of Fresno's commitment to increasing active transportation as a form of travel within its jurisdiction. General Plan Goals MT-4 through MT-6 and their associated supporting policies, detailed above in Section 3.13.1, "Regulatory Setting," inform the City's direction in providing bicycle and pedestrian improvements throughout the transportation network. Generally, these policies promote the implementation of bicycle infrastructure and supportive facilities from new development to create a fully integrated active transportation system that increases safety and comfort for pedestrians and bicyclists.

As detailed in Chapter 2, "Project Description," the proposed project involves the construction of a Costco retail facility with an attached tire center, home delivery services, a detached gas station, and a drive-through car wash. There are no existing bicycle or pedestrian facilities along the proposed project site boundary. Trail improvements provided by the proposed project would include Class I bicycle facilities along the project's frontage on West Herndon Avenue and North Riverside Drive which is consistent with future facilities identified in the City of Fresno's ATP (City of Fresno 2016) adjacent to the proposed project site. The proposed project also involves the construction of West Spruce Avenue along the northern proposed project site boundary. The City has identified the construction of Spruce Avenue, including Class II bicycle facilities, as a condition of approval (City of Fresno 2022), which would be consistent with the City of Fresno's ATP.

The City Municipal Code requires the implementation of short-term bicycle parking for new development (Article 24, Section 15-2429). The proposed project would provide bicycle parking in accordance with the municipal code including supplying the appropriate number of spaces and locating them as detailed in the ordinance.

As discussed, the proposed project would construct Class I bike paths along the project site's western and southern frontages, construct Class II bike lanes on the proposed project's northern frontage, and include bike parking as required in the City's Municipal Code. Therefore, the impact on bicycle and pedestrian facilities would be less than significant.

Transit Services

As discussed above in Section 3.13.2, "Environmental Setting," FAX provides fixed route bus service in the proposed project area. Route 3 runs south of the proposed project site along West Herndon Avenue. The north end of Route 20 is located just south of the proposed project site and runs southeast to the VA Medical Center. Local and regional plans do not identify any future planned or programmed transit improvements in the vicinity of the proposed project site. The general plan encourages the implementation of transit infrastructure in the city through Objective MT-1 which strives to create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes.

The proposed land uses on the project site include bulk shopping, vehicle fueling, car wash services, and tire repair service. Thus, the nature of the proposed project does not lend itself to substantially increasing transit ridership; however, some employees may choose to commute by transit to and from the Costco facility. Additionally, on-site food court amenities and light shopping could generate some transit trips, although the total increase of potential transit trips generated by the proposed project would be minimal. Furthermore, the proposed project would not conflict with existing transit stops south of the project. The proposed project's implementation of off-site bicycle and pedestrian facilities as described above would benefit first/last mile travel to and from the existing transit facilities in the vicinity of the proposed project.

Local and regional plans do not include transit improvements in the project area, and the proposed project would not generate a substantial increase in transit ridership. Additionally, the proposed project would not affect existing transit stops, and bicycle and pedestrian improvements provided by the proposed project would benefit transit riders in the area. Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy addressing transit services. Thus, the impact on transit services would be less than significant.

Summary

The nature of bulk shopping and auto-oriented services at the Costco facility does not lend itself to substantially increased transit ridership. Additionally, the proposed project would not conflict with any existing transit stops. Furthermore, off-site bicycle and pedestrian improvements could enhance first/last mile connections for transit riders using the bus stops in the vicinity of the proposed project. The proposed project would provide short-term bicycle parking as required by the City Municipal Code (Article 24, Section 15-2429). Consistent with the City of Fresno's ATP, the proposed project involves the construction of off-site Class I bicycle facilities along the proposed project frontage on West Herndon Avenue and North Riverside Drive and Class II bicycle facilities along newly constructed Spruce Avenue. For these reasons, the impact would be **less than significant**.

Consistency with programs, plans, ordinances, and policies related to roadways are addressed in Impacts 3.13-2 and 3.13-3, below.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.13-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) Regarding Vehicle Miles Traveled

The proposed project would result in a net increase of 129,326 regional daily VMT. The implementation of Mitigation Measure 3.13-2, which requires the project applicant to provide a mandatory Commute Reduction Program would be geared towards reducing employee trips which accounts for less than 2 percent of trips. Due to the nature of the proposed project which involves shopping in bulk and other auto-oriented services on-site, it would be infeasible to implement other mitigation to minimize VMT impacts from Costco members. Therefore, the proposed project's impact to VMT would be **significant and unavoidable**.

Construction

Construction activities would be temporary and intermittent in nature; and, thus, would not result in long-term increases in vehicular trips. The peak number of construction workers is estimated to be 80-100 personnel during four weeks of construction. Assuming all construction workers would drive alone and generate two trips per day (commuting to the proposed project site and back), construction personnel would generate at most 200 trips per day during a short-term period. Therefore, the number of daily construction trips generated would be fewer than 500 trips per day, thus satisfying the screening thresholds for projects that generate a low volume of daily traffic established in the City of Fresno *CEQA Guidelines for VMT Thresholds*. Therefore, construction activities are not expected to result in a significant increase to VMT.

Operations

As detailed in Table 3.13-1, the proposed project is anticipated to generate 191,032 new daily VMT. The trip types included in the VMT analysis include member trips as well as employee trips. For detailed information regarding trip generation, trip length, and VMT methodology and analysis see Appendix D.

Table 3.13-1 Proposed Project Daily VMT

Trip Type	Daily VMT
Member Primary	173,528
Member Pass-by	0
Member Diverted	4,119
Warehouse, Fuel Station, + Car Wash Employees	9,210
MDO Warehouse Employees	2,824
MDO Driver Employees	1,351
MDO Deliveries[1]	--
Fuel Truck Delivery[1]	--
Warehouse Truck Delivery[1]	--
Total Daily VMT	**191,032**

[1] Delivery truck trips are excluded from the VMT calculation as heavy vehicles are not required to be evaluated for VMT impacts pursuant to CEQA.

Source: Kittelson & Associates 2023.

The existing Costco facility located on West Shaw Avenue is located approximately 2.6 miles from the proposed project site and would be decommissioned when the new Costco facility becomes operational. Since the proposed project would replace the existing Costco warehouse located on West Shaw Avenue, the VMT associated with that warehouse would be eliminated. Table 3.13-2 shows daily VMT calculations for the existing Costco warehouse located on West Shaw Avenue.

Table 3.13-2 Existing Costco Daily VMT

Trip Type	Daily VMT
Member Primary	106,943
Member Pass-by	0
Member Diverted	4,636
Warehouse and Fuel Station Employees	4,152
MDO Warehouse Employees	2,944
MDO Driver Employees	1,408
MDO Deliveries[1]	--
Fuel Truck Delivery[1]	--
Warehouse Truck Delivery[1]	--
Total Daily VMT	**120,083**

[1] Delivery truck trips are excluded from the VMT calculation as good movement is not evaluated for identifying transportation impacts pursuant to CEQA.

Source: Kittelson & Associates 2023.

It is assumed that a future unknown retail use would backfill the existing Costco facility located on West Shaw Avenue. Additionally, the existing Costco fuel station is assumed to remain operational after the Costco vacates the existing facility and another retail use becomes moves into the building. Table 3.13-3 shows the total daily VMT estimated for the existing Costco fuel station, which would remain operational, as well as the estimated VMT for a generic retail use, which is assumed to backfill the existing Costco facility located on West Shaw Avenue.

Table 3.13-3 Existing West Shaw Avenue Building Backfill Retail Use and Costco Fuel Station Daily VMT

	Daily VMT
Backfill Retail Use	31,673
Fuel Station	26,704
Total Daily VMT	**58,377**

Source: Kittelson & Associates 2023.

Because the existing Costco on Shaw Avenue would close and existing MDO operations would be relocated following construction of the project, the total VMT for Costco's existing operations (member and warehouse employee trips, MDO employee trips, and fuel station trips) disclosed in Table 3.13-2 are assumed to be eliminated. This is a reduction on 120,083 daily VMT. However, the gas station would remain operational and it is reasonable to assume that the vacant facility would be backfilled with a new retail use. When the 58,377 daily VMT (shown in Table 3.13-3) that is anticipated from these future uses is attributed to the West Shaw Avenue site, the net change in daily VMT would be -61,706, as shown in Table 3.13-4. The daily VMT for the proposed project, as shown in Table 3.13-1, would be 191,032.

Table 3.13-4 Overall Change in Regional Daily VMT with Relocated Costco Warehouse

Scenario	Daily VMT
Difference in West Shaw Avenue Site	-61,706
Existing Shaw Costco	-120,083
Backfill Retail Use	31,673
Fuel Station	26,704
Relocated Costco Facility (Herndon Avenue)	191,032
Total Daily VMT	**129,326**

Source: Kittelson & Associates 2023.

As detailed in Table 3.13-4, the change in regional daily VMT with the relocation of the Costco warehouse and MDO operations is 129,326 (i.e., 191,032 – 61,706 = 129,326). The City of Fresno *CEQA Guidelines for VMT Thresholds* states that "VMT generated by retail projects would indicate a significant impact for any net increase in total VMT" (City of Fresno 2020); therefore, the proposed project would result in a significant impact to VMT.

Summary

Construction activity is temporary and would generate fewer than 500 daily trips; thus, the proposed project meets the screening criteria established in the City of Fresno *CEQA Guidelines for VMT Thresholds* while construction activities occur. Operational VMT attributed to the proposed project is expected to result in a net increase of average daily VMT by 129,326. Because the proposed project would result in an increase in VMT, this impact would be **significant**.

Mitigation Measures

Table 3.13-3 presents the most recent California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing GHG Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (Handbook) measures for reducing greenhouse gas emissions within the transportation sector. Most of the measures quantified in the CAPCOA Handbook aim to reduce VMT and encourage mode shifts from single-occupancy vehicles to shared (e.g., transit) or active modes of transportation (e.g., bicycle) (CAPCOA 2021). Although all transportation measures are provided below, not all are applicable or feasible given the implementation scale, nature of the proposed project, and/or limited jurisdictional authority of Costco, the applicant, to implement particular measures. The following mitigation measures have been proposed based on the analysis of feasibility and applicability included in Table 3.13-5.

Table 3.13-5 Transportation Sector Measures to Reduce VMT

	Mitigation Measure	Maximum Potential VMT Reduction[1]	Feasible/Applicable to the project?	Notes
T-1	Increase Residential Density	30% from project VMT	N/A	The proposed project does not include residential uses.
T-2	Increase Job Density	30% from project VMT	N/A	This is a plan/communitywide strategy and is not applicable.
T-3	Provide Transit-Oriented Development	31% from project VMT	N/A	This is a plan/communitywide strategy and is not applicable.
T-4	Integrate Affordable and Below Market Rate Housing	28.6% from project/site multifamily residential VMT	N/A	The proposed project does not include residential uses.
T-5	Implement Commute Trip Reduction Program (Voluntary)	4% project/site employee commute VMT	Yes	See Mitigation Measure 3.13-2 below.
T-6	Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)	26% from project/site employee commute VMT	Yes	See Mitigation Measure 3.13-2 below.
T-7	Implement Commute Trip Reduction Marketing	4% project/site employee commute VMT	Yes	See Mitigation Measure 3.13-2 below.
T-8	Provide Ridesharing Program	8% project/site employee commute VMT	Yes	See Mitigation Measure 3.13-2 below.
T-9	Implement Subsidized or Discounted Transit Program	5.5% from employee/resident	Yes	See Mitigation Measure 3.13-2 below.
T-10	Provide End-of-Trip Bicycle Facilities	4.4% project/site employee commute VMT	Yes	See Mitigation Measure 3.13-2 below.
T-11	Provide Employer-Sponsored Vanpool	20.4% project/site employee commute VMT	Yes	See Mitigation Measure 3.13-2 below.

	Mitigation Measure	Maximum Potential VMT Reduction[1]	Feasible/Applicable to the project?	Notes
T-12	Price Workplace Parking	20% project/site employee commute VMT	N/A	Measure ineffective due to readily available, uncontrolled and free parking in the immediate vicinity of the proposed project.
T-13	Implement Employee Parking Cash-Out	12% project/site employee commute VMT	N/A	Measure ineffective due to readily available, uncontrolled and free parking in the immediate vicinity of the proposed project.
T-14	Provide Electric Vehicle Charging Infrastructure	--	N/A	See Mitigation Measure 3.3-2a. This measure does not affect VMT.
T-15	Limit Residential Parking Supply	13.7% from residences' VMT	N/A	The proposed project does not include residential uses.
T-16	Unbundle Residential Parking Costs from Property Cost	15.7% from project VMT	N/A	The proposed project does not include residential uses.
T-17	Improve Street Connectivity	30% from vehicle travel in the plan/community	Yes	The proposed project would construct West Spruce Avenue along the northern project site boundary improving street connectivity. Additionally, the project would construct North Arthur Avenue along the eastern project site boundary, connecting West Spruce Avenue and West Spruce Avenue. See Chapter 2, "Project Description."
T-18	Provide Pedestrian Network Improvement	6.4% from vehicle travel in the plan/community	Yes	Pedestrian facility improvements provided as part of the proposed project. See Chapter 2, "Project Description."
T-19-A	Construct or Improve Bike Facility	0.8% from vehicles parallel roadways	Yes	Bicycle facility improvements provided as part of the proposed project. See Chapter 2, "Project Description."
T-19-B	Construct or Improve Bike Boulevard	0.2% from vehicles on roadway	Yes	Bicycle facility improvements provided as part of the proposed project. See Chapter 2, "Project Description."
T-20	Expand Bikeway Network	0.5% from vehicles on roadway	Yes	Bicycle facility improvements provided as part of the proposed project. See Chapter 2, "Project Description."
T-21-A	Implement Conventional Carshare Program	0.15% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-21-B	Implement Electric Carshare Program	VMT reduction not quantified—see CAPCOA handbook	No	This is a plan/communitywide strategy and is not feasible.
T-22-A	Implement Pedal (Non-Electric) Bikeshare Program	0.2% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-22-B	Implement Electric Bikeshare Program	0.06% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-22-C	Implement Scootershare Program	0.07% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.

	Mitigation Measure	Maximum Potential VMT Reduction[1]	Feasible/Applicable to the project?	Notes
T-23	Provide Community-Based Travel Planning	2.3% from vehicle travel in the plan/community	N/A	The proposed project does not include residential uses. This measure applies to residences.
T-24	Implement Market Price Public Parking (On-Street)	30% from vehicle travel in the plan/community	No	The applicant, Costco, does not have jurisdiction over public on-street parking facilities and operation.
T-25	Extend Transit Network Coverage or Hours	4.6% from vehicle travel in the plan/community	No	The applicant, Costco, does not have jurisdiction over the operation of transit service.
T-26	Increase Transit Service Frequency	11.3% from vehicle travel in the plan/community	No	The applicant, Costco, does not have jurisdiction over the operation of transit service.
T-27	Implement Transit-Supportive Roadway Treatments	0.6% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-28	Provide Bus Rapid Transit	13.8% from vehicle travel in the plan/community	No	The applicant, Costco, does not have jurisdiction over the operation of transit service.
T-29	Reduce Transit Fares	1.2% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-30	Use Cleaner-Fuel Vehicles	--	N/A	This measure does not affect VMT.

Notes: VMT = Vehicle Miles Traveled; N/A = not applicable

Source: Mitigation Measures and VMT Reduction Potential provided by CAPCOA 2021 *Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*

Mitigation Measure 3.13-2: Provide a Mandatory Commute Reduction Program for Costco Employees

Costco shall provide a Mandatory Commute Reduction program for employees that achieves at least a 26 percent reduction in employee VMT. The commute reduction program shall be provided to the City for approval prior to issuance of a certificate of occupancy. Specific actions may include the following measures described in the California Air Pollution Control Officers Association's *Quantifying Greenhouse Gas Mitigation Measures Handbook*:

- **Commute Trip Reduction Marketing (estimated to result in up to 4 percent employee VMT reduction)**: Costco shall implement a marketing strategy to promote Costco's commute reduction program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and greenhouse gas emissions. The following features (or similar alternatives) shall be provided:
  - on-site or online commuter information services,
  - employee transportation coordinators,
  - on-site or online transit pass sales, and
  - guaranteed ride home service.
- **Provide Ridesharing Program (estimated to result in up to 8 percent employee VMT reduction)**: Costco shall develop and implement a ridesharing program. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT, and greenhouse gas emissions. The following strategies provide examples of a multifaceted approach for promoting a rideshare program:
  - designating a certain percentage of desirable parking spaces for ridesharing vehicles,
  - designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and

    - providing an app or website for coordinating rides.

- **Implement Subsidized or Discount Transit Program (estimated to result in up to 5.5 percent employee VMT reduction)**: Costco shall provide free transit passes for employees. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and, thus, a reduction in greenhouse gas emissions.
- **Provide End-of-Trip Bicycle Facilities (estimated to result in up to 4.4 percent employee VMT reduction)**: Costco shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include elements such as bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and greenhouse gas emissions.
- **Provide Employer-Sponsored Vanpool (estimated to result in up to 20.4 percent employee VMT reduction)**: Costco shall implement an employer-sponsored vanpool program. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT, thereby reducing greenhouse gas emissions (CAPCOA 2021).

Significance after Mitigation

Mitigation Measure 3.13-2 would implement Measure T-6 (Mandatory Commute Reduction Program), as identified in the *Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA 2021). The implementation of Mitigation Measure 3.13-2 would reduce employee trips. However, employee trips account for 436 daily trips (less than 2 percent of the total daily trips) and 13,385 VMT (approximately 7 percent of the daily VMT). Based on the California Air Pollution Control Officers Association's estimates in the *Quantifying Greenhouse Gas Mitigation Measures Handbook*, Mitigation Measure 3.13-2 could achieve up to a 26 percent reduction in project employee commute VMT (CAPCOA 2021: 86). Implementation of a mandatory commute reduction program with 100 percent employee participation would only result in a 3,480-mile decrease, or less than 2 percent of the proposed project's total daily regional VMT.

The primary source of daily VMT is warehouse shopping by Costco members. The nature of Costco's land use and business model is auto-oriented. Members purchase items in bulk at Costco facilities, making walking, biking, or transit trips to the warehouse impractical. Therefore, even with the implementation of Mitigation Measures 3.13-2 the impact would be **significant and unavoidable**.

Impact 3.13-3: Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)

The proposed project would follow all safety protocol during construction activities and would develop a Traffic Control Plan (TCP) in accordance with City standards. The proposed project would be required to meet City design standards and regulations, including internal circulation and off-site improvement standards for all modes of transportation. Additionally, the proposed project would be subject to ministerial review by the City; thus, ensuring applicable design requirements related to safety are met. However, as detailed in the TIA, the proposed project would not meet safety thresholds related to intersection queuing. The City has issued several conditions of approval for the proposed project that would require the implementation of off-site improvements to reduce transportation hazards. However, no off-site improvements at the intersection of North Golden State Boulevard and West Herndon Avenue are included in the conditions of approval. Therefore, the proposed project's impact to transportation hazards would be **significant and unavoidable**.

Construction

For the purpose of this analysis, project construction is expected to begin in May of 2023 and complete in approximately 170 days. As described in Chapter 2, "Project Description," construction activities would typically take place Monday through Saturday, between 7:00 a.m. and 10:00 p.m.; however, some construction activities would be required to start as early as 2:00 a.m. All phases of construction would comply with City standards and regulations. Additionally, construction staging would be located within the proposed project site. Construction transportation

impacts would be localized and temporary; however, during construction of the proposed project, traffic operations could be degraded. For this reason, the proposed project would be required to follow all local protocols to ensure safety and minimize traffic disturbance during construction activities.

Before construction, the project contractor would be required to obtain a Street Work Permit to allow construction work in the public right-of-way for off-site utility and roadwork improvements. A TCP would be prepared by the contractor in accordance with policy number 210.01 ("Traffic Control Policies and Procedures") of the City of Fresno Public Works Department Policies and Procedures. The TCP would demonstrate appropriate traffic handling during construction activities for all work that could impact the traveling public. Additionally, if off-site construction activities necessitate travel lane closures, the proposed project would be required to follow protocol as described in policy number 210.1 ("Conditions for Roadway Closures and Lane Closures") in the City of Fresno Public Works Department Policies and Procedures. Therefore, any increased hazards related to transportation during construction would be minimized. For this reason, the impact related to transportation hazards during construction would be less than significant.

Operations

As discussed in Chapter 2, "Project Description," the proposed project would involve the development of a new facility on an undeveloped 22.4-acre parcel. The project would include the construction of a retail building, gas station, and car wash. The proposed project would be required to meet all development standards as identified by the City of Fresno. Additionally, the proposed project is subject to City of Fresno review processes, which would ensure that that the project design would comply with all applicable City and industry roadway/driveway design standards.

The Traffic Planning Section of the City's Planning and Development Department provides conditions of approval, site plan review, and design guidelines for commercial development projects. Furthermore, the proposed project would be required to meet all applicable regulations within the City Municipal Code including those in Chapter 13 for off-site roadway, intersection, and sidewalk improvements. At the City's direction, the proposed project would connect West Spruce Avenue north of the proposed project site, as described in Chapter 2, "Project Description." This would be applied as a condition of approval and would make the roadways consistent with the General Plan Mobility and Transportation Element. Figure MT-1 of the General Plan Mobility and Transportation Element designates the planned roadway network of the General Plan and establishes West Spruce Avenue as a collector roadway.

On-site design would comply with the circulation and safety standards as detailed in Chapter 15 of the City of Fresno Municipal Code (Section 15-2423). Each access point along North Riverside Drive and the proposed new private roadway, North Arthur Avenue, would provide adequate sight distance in accordance with City and industry-wide design standards. Additionally, the proposed project would provide 829 parking stalls which would meet City and ADA requirements as detailed in the City of Fresno Parking Manual (1987).

Although the proposed project would follow all safety and design protocol as described above, the TIA found that the proposed project would potentially increase the occurrence of safety hazards due to queuing. The following intersections were determined to not have sufficient storage to contain 95th percentile queues with project implementation. In these locations, project-generated traffic would result in a potentially hazardous transportation condition:

- North Riverside Drive and West Fir Avenue;
- North Riverside Drive and West Herndon Avenue; and
- North Golden State Boulevard and West Herndon Avenue.

At the two intersections on North Riverside Drive, the existing configuration of the intersections would not accommodate the project traffic volumes generated by the project. As a result, queuing traffic could extend beyond the existing left turn pockets, resulting in a hazard to through traffic. For the westbound approach of North Golden State Boulevard and West Herndon Avenue, the queue would extend past the North Weber Avenue intersection.

The City has identified the following improvements as conditions of approval for the proposed project that are applicable to the intersections for which a queuing impact was identified in the TIA (City of Fresno 2022):

- The proposed project shall modify the intersection of West Herndon Avenue and North Riverside Drive to the following configuration prior to occupancy:

- Southbound – two (2) left-turn lanes, two (2) through lanes and one (1) right-turn lane.
- Northbound – two (2) left-turn lanes, two (2) through lanes and one (1) right-turn lane.
- Eastbound – two (2) left-turn lanes, three (3) through lanes and one (1) right-turn lane.
- Westbound – two (2) left-turn lanes, three (3) through lanes and one (1) right-turn lane. If the general plan amendment is not approved, the westbound right-turn lane shall be extended to accommodate 150 feet of vehicle storage.
- Bike lanes shall be provided in all directions. (Not required on westbound West Herndon Avenue if the general plan amendment is not approved).
- If the general plan amendment is not approved, the westbound right-turn lane shall be extended to accommodate 150 feet of vehicle storage.

- The proposed project shall install a traffic signal with protected left-turn phasing per City of Fresno standards at the intersection of North Riverside Drive and West Fir Avenue prior to occupancy. This intersection is not subject to reimbursement under the TSMI fee program. The intersection should be constructed to include the following configuration:
  - Northbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane.
  - Southbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane.
  - Eastbound – one (1) left-turn lane, one (1) shared through right-turn lane.
  - Westbound – two (2) left-turn lanes, one (1) shared through right-turn lane.
  - Bike lanes shall be provided in northbound and southbound directions.

With the intersection improvements detailed above, the potential queuing at the intersections of North Riverside Drive and West Fir Avenue and North Riverside Drive and West Herndon Avenue would be reduced such that they would not exceed the provided lane storage capacities. However, the conditions of approval do not require improvements to the intersection of North Golden State Boulevard and West Herndon Avenue due to the upcoming High Speed Rail project at this intersection which limits the available right of way for improvements. Thus, the queue of the westbound approach of North Golden State Boulevard and West Herndon Avenue would continue to extend past the North Weber Avenue intersection. Because the proposed project would result in safety hazards related to queuing, the impact related to transportation hazards during operation would be significant.

Summary

Transportation hazards related to construction would be temporary. Additionally, the construction contractor would be required to develop and implement a TCP to minimize any potential hazards during construction. The proposed project's design would be required to meet all City design standards and would be subject to review by the City's Traffic Operations and Planning Division, Traffic Planning Section. Through this review, the City would backcheck designs and confirm that the appropriate safety elements are included. The proposed project would be required to comply with the City's conditions of approval which include off-site improvements that would reduce the potential queuing hazards at the intersections of North Riverside Drive and West Fir Avenue and North Riverside Drive and West Herndon Avenue. However, the conditions of approval do not require improvements to the intersection of North Golden State Boulevard and West Herndon Avenue due to the upcoming High Speed Rail project at this intersection which limits the available right of way for improvements. Thus, the queue of the westbound approach of North Golden State Boulevard and West Herndon Avenue would continue to extend past the North Weber Avenue intersection. Therefore, the proposed project could substantially increase transportation hazards during project operation. This impact would be **significant.**

Mitigation Measures

Mitigation Measure 3.13-3: Provide Off-Site Improvements

Costco shall provide the following off-site improvements to alleviate queuing that would result in transportation hazards to the greatest extent feasible prior to issuance of a certificate of occupancy:

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

All off-site improvements shall be designed in accordance with City roadway design standards and are subject to review by the City and responsible emergency service providers.

Significance after Mitigation

Following construction of project off-site improvements detailed in Mitigation Measure 3.13-3, the southbound left-turn queue at the North Golden State Boulevard and West Herndon Avenue intersection would continue to overflow the available storage for the turn pocket and block the adjacent travel lane by approximately 50 feet. Constraints in the median preclude increasing the southbound left-turn lanes to fully accommodate the 95th percentile queue. As discussed above, existing roadway layout and approved projects in the area preclude additional design features to address this impact. Specifically, the alignment of the California High Speed Rail parallels the existing railway northeast of North Golden State Boulevard and limits the available right of way for improvements. According to analysis in the TIA, the spillback condition would occur during the most congested period of the day and would not be a continuous condition. However, because the southbound left-turn queue at the North Golden State Boulevard and West Herndon Avenue would continue to overflow the available storage for the turn pocket and block the adjacent travel lane during certain times throughout the day, this would remain a transportation hazard with mitigation. Therefore, the impact would be **significant and unavoidable.**

Impact 3.13-4: Result in Inadequate Emergency Access

The proposed project would be designed according to City of Fresno standards and would be reviewed and approved by the City of Fresno and the appropriate emergency service providers. Additionally, the proposed project would develop a TCP to ensure sufficient emergency access is maintained during construction activities. The proposed project would meet all City design standards, municipal code regulations, and requirements provided in the 2019 California Fire Code as adopted by the City of Fresno. Additionally, the proposed project would be subject to review by the City and emergency service departments to ensure adequate access is provided. Thus, the proposed project would provide adequate emergency access during construction and operation. This impact would be **less than significant**.

As discussed in Impact 3.13-3, above, all improvements related to the proposed project would meet City of Fresno design standards and safety protocol while construction activities are performed. The proposed project would also be required to follow the provisions set forth in the City of Fresno Municipal Code Section 15-2423, "Circulation and Safety," which provides that parking lots shall be "designed so that sanitation, emergency, and other public service vehicles can provide service without backing unreasonable distances or making other dangerous or hazardous turning movements, as determined by the Review Authority" (City of Fresno Municipal Code Section 15-2423). Additionally, the proposed project would follow standards set forth in the 2019 California Fire Code as adopted by the City of Fresno Section 10-50100, "Adoption of the California Fire Code," of the Municipal Code which establishes minimum width dimensions to maintain adequate access for fire apparatus roads at no less than 24 feet. Section 3310.1 of the 2019 California Fire Code identifies minimum requirements to provide required emergency access during construction activities.

Emergency vehicle access to the project site would be accommodated by the driveways located on North Riverside Drive and within the drive aisles in the parking lot and to the queue storage area of the gas station. The intersection

of North Riverside Drive and West Herndon Avenue would serve as the primary access point for emergency vehicles to service the Costco retail building and MDO facility. The driveway furthest north on North Riverside Drive would provide emergency access to the northern portion of the site including the car wash and gas station. Additionally, the proposed site plan provides adequate lane width and curb radii to accommodate emergency vehicles.

Further, as detailed in Impact 3.13-3, above, the proposed project includes the reclassification of West Herndon Avenue from expressway to superarterial which would allow for the construction of a new driveway where West Herndon Avenue meets North Arthur Avenue. Increasing the number of access points to the project site may assist in the event of an emergency.

The proposed project would be required to follow all state, county, and City requirements to ensure any potential impacts to emergency vehicles are minimized during construction and maintained during operations. Therefore, the proposed project would not result in inadequate emergency access; thus, the impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

3.14 UTILITIES

This section evaluates the availability of existing utility and infrastructure systems (water, wastewater, stormwater, electricity, and natural gas) to serve the project and the impact of the project on these systems. No public comments on the notice of preparation related to utilities and service systems were received.

3.14.1 Regulatory Setting

FEDERAL

Clean Water Act

The Clean Water Act (CWA) employs a variety of regulatory and non-regulatory tools to reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established under the CWA to regulate municipal and industrial discharges to surface waters. NPDES permit regulations have been established for broad categories of discharges including point source waste discharges and nonpoint sources (nonpoint source discharges are further discussed in Section 3.9, "Hydrology and Water Quality"). Each NPDES permit identifies limits on allowable concentrations and mass loadings of pollutants contained in the discharge. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits. Section 307 of the CWA describes the factors that EPA must consider in setting effluent limits for priority pollutants.

NPDES permits cover various industrial and municipal discharges, including discharges from storm sewer systems in larger cities, stormwater generated by industrial activity, runoff from construction sites disturbing more than 1 acre, and mining operations. Point source dischargers must obtain a discharge permit from the proper authority (usually a state, sometimes EPA, a tribe, or a territory). So-called "indirect" point source dischargers are not required to obtain NPDES permits. "Indirect" dischargers send their wastewater into a public sewer system, which carries it to the municipal sewage treatment plant, through which it passes before entering any surface water.

The CWA was amended in 1987 with Section 402(p) requiring NPDES permits for nonpoint source (i.e., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a definable point. The goal of the NPDES stormwater regulations is to improve the water quality of stormwater discharged to receiving waters to the "maximum extent practicable" using structural and nonstructural best management practices (BMPs). BMPs can include educational measures (e.g., workshops informing the public of what impacts can result when household chemicals are dumped into storm drains), regulatory measures (e.g., local authority of drainage-facility design), public-policy measures (e.g., labeling storm-drain inlets as to impacts of dumping on receiving waters) and structural measures (e.g., filter strips, grass swales, and detention ponds).

STATE

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (UWMPA) (California Water Code Sections 10610–10656). The UWMPA states that every urban water supplier that provides water to 3,000 or more customers, or that provides more than 3,000 acre-feet (af) of water annually, should make every effort to ensure the level of reliability in its water service is sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. This effort includes the adoption of an Urban Water Management Plan (UWMP) by every urban-water supplier and an update of the plan every 5 years. The UWMPA has been amended several times since 1983 with the most recent amendment occurring with Senate Bill (SB) 318 in 2004. The UWMPA and SB

610, described below, are interrelated; the UWMP is typically relied upon to meet the requirements for SB 610. The City of Fresno adopted the 2020 Fresno UWMP on July 15, 2021 (City of Fresno 2021a).

Senate Bill 610

SB 610 makes changes to the UWMPA to require additional information in UWMPs if groundwater is identified as a source available to the supplier. Required information includes a copy of any groundwater management plan adopted by the supplier, a copy of the adjudication order or decree for adjudicated basins, and if non-adjudicated, whether the basin has been identified as being overdrafted or projected to be overdrafted in the most current California Department of Water Resources (DWR) publication on that basin. If the basin is in overdraft, that plan must include current efforts to eliminate any long-term overdraft. A key provision in SB 610 requires that any project subject to the California Environmental Quality Act supplied with water from a public water system be provided a specified water supply assessment, except as specified in the law.

Sustainable Groundwater Management Act

On September 16, 2014, a three-bill legislative package was signed into law, composed of Assembly Bill (AB) 1739, SB 1168, and SB 1319, collectively known as the Sustainable Groundwater Management Act (SGMA). The Governor's signing message states "a central feature of these bills is the recognition that groundwater management in California is best accomplished locally." The SGMA provides a framework for sustainable management of groundwater supplies by local authorities, with the potential for state intervention if necessary to protect the resource. The act requires the formation of local groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt locally based management plans. The groundwater basin that serves Fresno has been designated by DWR as high priority and subject to a condition of critical overdraft.

California Integrated Waste Management Act

To minimize the amount of solid waste that must be disposed of in landfills, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties were required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995, and 50 percent by January 1, 2000. Solid waste plans are required to explain how each city's AB 939 plan will be integrated with the county plan. In order of priority, the plans must promote source reduction, recycling and composting, and environmentally safe transformation and land disposal.

In 2011, AB 341 modified the California Integrated Waste Management Act, established a statewide recycling goal of 75 percent, and directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. The resulting Mandatory Commercial Recycling Regulation requires that on and after July 1, 2012, certain businesses that generate 4 cubic yards or more of commercial solid waste per week shall arrange for recycling services. To comply with this requirement, businesses may either separate recyclables and self-haul them or subscribe to a recycling service that includes mixed waste processing.

AB 1826 (Chapter 727, Statutes of 2014; Mandatory Commercial Organics Recycling) requires businesses that generate a specified amount of organic waste per week to arrange for recycling services for that waste, requires jurisdictions to implement recycling programs to divert organic waste from businesses subject to the law, and requires periodic reporting to CalRecycle by jurisdictions on their progress in implementing the program. Organic waste includes food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste. Effective January 1, 2017, businesses that generate 4 cubic yards of organic waste per week shall arrange for organic waste recycling services.

California Code of Regulations, Energy Efficiency Standards

Energy consumption in new buildings in California is regulated by State Building Energy Efficiency Standards (CALGreen) contained in the California Code of Regulations, Title 24, Part 2, Chapter 2-53. Title 24 applies to all new construction of both residential and nonresidential buildings, and regulates energy consumed for heating, cooling, ventilation, water heating, and lighting. The 2016 Building Energy Efficiency Standards have improved efficiency requirements from previous codes and the updated standards are expected to result in a statewide consumption reduction.

LOCAL

City of Fresno General Plan

The City of Fresno General Plan (2014a) establishes the following policies relevant to the project:

- **Policy PU-4-c: System Extension and Cost Recovery.** Pursue enlargement or extension of the sewage collection system where necessary to serve planned urban development, with the capital costs and benefits allocated equitably and fairly between the existing users and new users.
- **Policy PU-4-d: Capacity Modeling.** Continue development and utilization of citywide sewer flow monitoring and computerized flow modeling to determine availability of sewer collection system capacity to serve planned urban development.
- **Policy PU-8-b: Potable Water Supply and Cost Recovery.** Prepare for provision of increased potable water capacity (including surface water treatment capacity) in a timely manner to facilitate planned urban development consistent with the General Plan. Accommodate increase in water demand from the existing community with the capital costs and benefits allocated equitably and fairly between existing users and new users, as authorized by law, and recognizing the differences in terms of quantity, quality and reliability of the various types of water in the City's portfolio.
    - Consistent with fiscal management policies and strategies in the Economic Development and Fiscal Sustainability Element, new users will be obligated to pay for the cost of being attached to the potable water supply and distribution system and surface water treatment through connection fees, including the cost of any incremental burden that they may place on the entire system in terms of both infrastructure and water resources, and pay for the full operational costs of extraordinary facilities, as authorized by law.
- **Policy PU-8-c: Conditions of Approval.** Set appropriate conditions of approval for each new development proposal to ensure that the necessary potable water production and supply facilities and water resources are in place prior to occupancy.
- **Policy PU-8-g: Review Project Impact on Supply.** Mitigate the effects of development and capital improvement projects on the long-range water budget to ensure an adequate water supply for current and future uses.
- **Policy PU-6-a: Treatment Capacity and Cost Recovery.** Prepare for and consider the implementation of increased wastewater treatment and reclamation facility capacity in a timely manner to facilitate planned urban development within the Metropolitan Area consistent with this General Plan. Accommodate increase in flows and loadings from the existing community with the capital costs and benefits allocated equitably and fairly between existing users and new users, as authorized by law.
- **Policy PU-7-a: Reduce Wastewater.** Identify and consider implementing water conservation standards and other programs and policies, as determined appropriate, to reduce wastewater flows
- **Policy PU-9-b: Compliance with State Law.** Continue to pursue programs to maintain conformance with the Solid Waste Management Act of 1989 or as otherwise required by law and mandated diversion goals.
- **Policy RC-8-a: Existing Standards and Programs.** Continue existing beneficial energy conservation programs, including adhering to the California Energy Code in new construction and major renovations.
- **Policy RC-8-c: Energy Conservation in New Development.** Consider providing an incentive program for new buildings that exceed California Energy Code requirements by fifteen percent.

3.14.2 Environmental Setting

Public utilities in the project area are provided by various entities, as identified in Table 3.14-1 and discussed in detail below.

Table 3.14-1 Utilities Providers for the Project Area

Utility	Agency/Provider
Water Supply	City of Fresno Water Division
Wastewater Collection, Conveyance, and Treatment	City of Fresno Wastewater Management Division
Stormwater Conveyance	City of Fresno Department of Public Utilities
Solid Waste Collection	City of Fresno Solid Waste Management Division
Electrical Service	Pacific Gas and Electric Company (PG&E)
Natural Gas	PG&E

Sources: City of Fresno n.d.d.; City of Fresno 2014b, 2021a.

WATER SUPPLY

The City of Fresno supplies potable water to its residential, commercial, institutional, industrial, and landscape irrigational customers in the city through a water distribution system that consists of about 1,860 miles of distribution and transmission mains; 202 active municipal groundwater wells; three surface water treatment facilities (SWTFs) with current rated capacities ranging from 4 to 54 million gallons per day (mgd); five water storage facilities with pump stations, including one at each of the SWTFs plus two in the distribution system; and three booster pump facilities (City of Fresno 2021a). Surface water treatment facilities (SWTFs) supply approximately half of the city's potable water demand. The remaining potable water is supplied from groundwater from the North Kings Subbasin located in the southern part of the San Joaquin Valley; surface water from the Central Valley Project (CVP), through a contract with the U.S. Bureau of Reclamation (Reclamation); Kings River water, through a contract with the Fresno Irrigation District (FID); and recycled water (City of Fresno 2021a). The CVP is a network of dams, reservoirs, canals, hydroelectric powerplants and other facilities that extends through central California to reduce flood risk for the Central Valley and supply valley domestic and industrial water (Reclamation n.d.).

The 2020 UWMP was adopted by the City Council on July 15, 2021. The City's 2020 UWMP is a long-term water resource planning document created to ensure there is enough water to meet both existing and future demands in the city. The 2020 UWMP assesses current and projected water supplies along with the reliability of those water supplies; evaluates the current and future type of water demand and type of customers; describes required conservation measures implemented by water suppliers; and prepares a response plan, in the event of a water shortage. The 2020 UWMP was prepared in accordance with the UWMPA, which stipulates that every urban water supplier in California supplying water directly or indirectly to 3,000 or more customers or supplying more than 3,000 af of water annually shall adopt and submit an UWMP to DWR (City of Fresno 2021a).

Surface Water Supply

Surface water serves as a primary source of water supply within the city with completion of the Southeast Surface Water Treatment Facility (SESWTF), a 54 mgd surface water treatment facility in southeast Fresno. The SESWTF provides nearly one-half of the city's annual water demand. Production from this facility may ultimately be 80 mgd if it is determined that the facility is capable of safely running at higher filter loading rates. With the SESWTF operational, along with the other SWTFs in the city (Northeast Surface Water Treatment Facility [NESWTF] and the T-3 Water Storage and Modular Surface Water Treatment Facility [T-3 SWTF]) the City provided greater than 50 percent of its potable supply through surface water for the first time in 2019 and 2020. The City expects to provide half or more of its potable demand using its surface water supply sources going forward.

In addition to surface water provided from the aforementioned SWTFs, the City contracts with FID for Kings River water and with Reclamation for CVP water from the Friant-Kern Canal. The City has secured a surface water supply from Reclamation CVP Friant Division for an annual water supply of 60,000 af of Class 1 water through an agreement

originally executed in 1961. The agreement was last renewed in 2010 as a Section 9(d) contract that provides water from the San Joaquin River in perpetuity. The City also has an agreement with FID to provide the City with an allocated 115,000 af per year of Kings River water in normal-year conditions. The City's annual Kings River supply allocation is dependent on annual precipitation, Sierra Nevada mountain snowpack, and natural river flow conditions. The annual variability of these sources results in variable allocations to the City. The City executed its most recent agreement with FID in 2016. The 2016 agreement identifies the City's contracted percentage of FID's Kings River water based on the city's water service area located within FID service area as a percentage of the FID land area up to the 29 percent cap. As the City incorporates new users and the water service area expands, the percentage of Kings River supply increases. The City has historically not used all its available FID Kings River allocation in any given year, although it pays a flat rate for its total allocation regardless of use. Water unused by the city is reallocated by FID to its other customers. The surface water supply from these sources is used either for potable uses through treatment and distribution or delivery to recharge basins for groundwater recharge (City of Fresno 2021a).

Groundwater Supply

The City's groundwater supply is sourced from the Kings Subbasin, which is part of the greater San Joaquin Valley Groundwater Basin. The City is a member of the North Kings Groundwater Sustainability Agency (GSA), which was formed following passage of the SGMA of 2014. The SGMA requires governments and water agencies of "critically overdrafted" basins to reach sustainability by 2040. The Kings Subbasin was designated a critically overdrafted basin by DWR and the North Kings GSA is working within the SGMA framework to reach groundwater sustainability. The City plans to limit its use of groundwater and maximize its existing water rights and surface water supply sources.

Water Service Reliability

Normal Year

In normal years, it is anticipated that the City would have an excess of water through 2045 for each of the water supply categories, as shown below in Table 3.14-2.

Table 3.14-2 Normal Year Supply and Demand

Water Supply	2025	2030	2035	2040	2045
Ground water [1]	138,090 AF	143,630 AF	149,100 AF	154,490 AF	159,820 AF
Surface Water – CVP [2]	60,000 AF	60,000 AF	60,000 AF	60,000 AF	60,000 AF
Surface Water – Kings River [3]	125,030 AF	131,600 AF	131,600 AF	131,600 AF	131,600AF
Recycled Water [4]	5,910 AF	5,910 AF	5,910 AF	5,910 AF	5,910 AF
Supply Totals	**329,030 AF**	**341,140 AF**	**346,610 AF**	**352,000 AF**	**357,330 AF**
Potable Demand	136,504 AF	147,356 AF	154,210 AF	161,076 AF	167,947 AF
Non-Potable Demand	62,700 AF	65,400 AF	68,100 AF	70,800 AF	73,500 AF
Demand Totals	**199,204 AF**	**212,756 AF**	**222,310 AF**	**231,876 AF**	**241,447 AF**
Difference	**129,826 AF**	**128,384 AF**	**124,300 AF**	**120,124 AF**	**115,883 AF**

Notes: AF = acre-feet.

[1] Groundwater yields were estimated for normal years, as shown in Table 6-1 of the 2020 GWMP.

[2] CVP yields were estimated from long-term average allocations, as shown in Table 6-2 in the 2020 GWMP.

[3] Kings River yields were estimated from long-term average allocations, as shown in Table 6-3 in the 2020 GWMP.

[4] Recycled water yields were projected supply values from Table 6-6 of the 2020 GWMP, excluding agricultural irrigation demand that does not offset the City's potable demand.

Source: City of Fresno 2021a.

Single Dry Year

The single-dry-year water supply availability is based on the City's water supply data from 2015, which marked the lowest surface water supply year during the 2012-2017 drought. In this scenario, it is anticipated that the City would have an excess of water through 2045 for each of the water supply categories, as shown below in Table 3.14-3. If necessary, the City would pump beyond its estimated sustainable yield during dry periods and balance out the pumping with recharge in normal or wet periods.

Table 3.14-3 Single Dry Year Supply and Demand

Water Supply	2025	2030	2035	2040	2045
Ground water [1]	138,090 AF	143,630 AF	149,100 AF	154,490 AF	159,820 AF
Surface Water – CVP [2]	0 AF	0 AF	0 AF	0 AF	0 AF
Surface Water – Kings River [3]	45,852 AF	45,852 AF	45,852 AF	45,852 AF	45,852 AF
Recycled Water [4]	5,910 AF	5,910 AF	5,910 AF	5,910 AF	5,910 AF
Supply Totals	**189,852 AF**	**195,392 AF**	**200,862 AF**	**206,252 AF**	**211,582 AF**
Potable Demand	136,504 AF	147,356 AF	154,210 AF	161,076 AF	167,947 AF
Non-Potable Demand	27,588 AF	28,776 AF	29,964 AF	31,152 AF	32,340 AF
Demand Totals	**164,092 AF**	**176,132 AF**	**184,174 AF**	**192,228 AF**	**200,287 AF**
Difference	**25,760 AF**	**19,260 AF**	**16,688 AF**	**14,024 AF**	**11,295 AF**

Notes: AF = acre-feet.

[1] Groundwater yields were estimated sustainable yields from Table 6-1 of the 2020 GWMP.

[2] CVP yields were based on the actual allocation during 2015 (0 AF).

[3] Kings River yields were based on the actual total FID allocation in 2015 (42,935 AF) but with the projected City percentage of FID supply for the future years considered as shown in Table 6-3 in the 2020 GWMP.

[4] Recycled water yields were projected supply values from Table 6-6 of the 2020 GWMP, excluding agricultural irrigation demand that does not offset the City's potable demand.

Source: City of Fresno 2021a.

Multiple Dry Years

During multiple dry years, it is anticipated that the City would have an excess of water through 2045 for each of the water supply categories, as shown below in Table 3.14-4. There would be seasonal variability with surface water availability in dry years, and the City would be required to work closely with surface water suppliers to minimize impacts to the City's SWTFs. However, it is anticipated that sufficient good-quality water would be available to permit the SWTFs to operate.

Table 3.14-4 Multiple Dry Years Supply and Demand

	Water Supply	2025	2030	2035	2040	2045
First Year	Ground water [1]	138,090 AF	143,630 AF	149,100 AF	154,490 AF	159,820 AF
	Surface Water – CVP [2]	30,000 AF	30,000 AF	30,000 AF	30,000 AF	30,000 AF
	Surface Water – Kings River [3]	99,725 AF	99,725 AF	99,725 AF	99,725 AF	99,725 AF
	Recycled Water [4]	5,910 AF	5,910 AF	5,910 AF	5,910 AF	5,910 AF
	Supply Totals	**273,725 AF**	**279,265 AF**	**284,735 AF**	**290,125 AF**	**295,455 AF**
	Potable Demand	136,504 AF	147,356 AF	154,210 AF	161,076 AF	167,947 AF
	Non-Potable Demand	62,700 AF	65,400 AF	68,100 AF	70,800 AF	73,500 AF
	Demand Totals	**199,204 AF**	**212,756 AF**	**222,310 AF**	**231,876 AF**	**241,447 AF**
	Difference	**74,521 AF**	**66,509 AF**	**62,425 AF**	**58,249 AF**	**54,008 AF**

	Water Supply	2025	2030	2035	2040	2045
Second Year	Ground water [1]	138,090 AF	143,630 AF	149,100 AF	154,490 AF	159,820 AF
	Surface Water – CVP [2]	37,200 AF	37,200 AF	37,200 AF	37,200 AF	37,200 AF
	Surface Water – Kings River [3]	93,426 AF	93,426 AF	93,426 AF	93,426 AF	93,426 AF
	Recycled Water [4]	5,910 AF	5,910 AF	5,910 AF	5,910 AF	5,910 AF
	Supply Totals	**274,626 AF**	**280,166 AF**	**285,636 AF**	**291,026 AF**	**296,356 AF**
	Potable Demand	136,504 AF	147,356 AF	154,210 AF	161,076 AF	167,947 AF
	Non-Potable Demand	62,700 AF	65,400 AF	68,100 AF	70,800 AF	73,500 AF
	Demand Totals	**199,204 AF**	**212,756 AF**	**222,310 AF**	**231,876 AF**	**241,447 AF**
	Difference	**75,422 AF**	**67,410 AF**	**63,326 AF**	**59,150 AF**	**54,909 AF**
Third Year	Ground water [1]	138,090 AF	143,630 AF	149,100 AF	154,490 AF	159,820 AF
	Surface Water – CVP [2]	0 AF	0 AF	0 AF	0 AF	0 AF
	Surface Water – Kings River [3]	73,568 AF	73,568 AF	73,568 AF	73,568 AF	73,568 AF
	Recycled Water [4]	5,910 AF	5,910 AF	5,910 AF	5,910 AF	5,910 AF
	Supply Totals	**217,568 AF**	**223,108 AF**	**228,578 AF**	**233,968 AF**	**239,298 AF**
	Potable Demand	136,504 AF	147,356 AF	154,210 AF	161,076 AF	167,947 AF
	Non-Potable Demand	53,763 AF	46,281 AF	43,526 AF	40,677 AF	37,761 AF
	Demand Totals	**190,267 AF**	**193,637 AF**	**197,736 AF**	**201,753 AF**	**205,708 AF**
	Difference	**27,301 AF**	**29,471 AF**	**30,842 AF**	**32,215 AF**	**33,589 AF**
Fourth Year	Ground water [1]	138,090 AF	143,630 AF	149,100 AF	154,490 AF	159,820 AF
	Surface Water – CVP [2]	0 AF	0 AF	0 AF	0 AF	0 AF
	Surface Water – Kings River [3]	45,852 AF	45,852 AF	45,852 AF	45,852 AF	45,852 AF
	Recycled Water [4]	5,910 AF	5,910 AF	5,910 AF	5,910 AF	5,910 AF
	Supply Totals	**189,852 AF**	**195,392 AF**	**200,862 AF**	**206,252 AF**	**211,582 AF**
	Potable Demand	136,504 AF	147,356 AF	154,210 AF	161,076 AF	167,947 AF
	Non-Potable Demand	26,047 AF	18,564 AF	15,810 AF	12,960 AF	10,045 AF
	Demand Totals	**162,551 AF**	**165,920 AF**	**170,020 AF**	**174,036 AF**	**177,992 AF**
	Difference	**27,301 AF**	**29,471 AF**	**30,842 AF**	**32,215 AF**	**33,589 AF**
Fifth Year	Ground water [1]	138,090 AF	143,630 AF	149,100 AF	154,490 AF	159,820 AF
	Surface Water – CVP [2]	45,000 AF	45,000 AF	45,000 AF	45,000 AF	45,000 AF
	Surface Water – Kings River [3]	125,840 AF	125,840 AF	125,840 AF	125,840 AF	125,840 AF
	Recycled Water [4]	5,910 AF	5,910 AF	5,910 AF	5,910 AF	5,910 AF
	Supply Totals	**314,840 AF**	**320,380 AF**	**325,850 AF**	**331,240 AF**	**336,570 AF**
	Potable Demand	136,504 AF	147,356 AF	154,210 AF	161,076 AF	167,947 AF
	Non-Potable Demand	62,700 AF	65,400 AF	68,100 AF	70,800 AF	73,500 AF
	Demand Totals	**199,204 AF**	**212,756 AF**	**222,310 AF**	**231,876 AF**	**241,447 AF**
	Difference	**115,636 AF**	**107,624 AF**	**103,540 AF**	**99,364 AF**	**95,123 AF**

Notes: AF = acre-feet.

[1] Groundwater yields were estimated sustainable yields from Table 6-1 of the 2020 GWMP.

[2] CVP yields were based on the actual allocations in 2012 through 2016, which ranged from 0 to 45,000 AF.

[3] Kings River yields were based on the actual total FID allocations in 2012 to 2016, which ranged from 42,935 to 110,824 but with the projected City percentage of FID supply for the future years considered as shown in Table 6-3 in the 2020 GWMP.

[4] Recycled water yields were projected supply values from Table 6-6 of the 2020 GWMP, excluding agricultural irrigation demand that does not offset the City's potable demand.

Source: City of Fresno 2021a.

WASTEWATER AND STORMWATER

Wastewater

The City of Fresno owns and maintains the wastewater collection system that serves the city, which consists of 1,630 miles of pipes ranging in size from 4 inches in diameter to 84 inches in diameter. This collection system also uses 15 lift stations throughout the city, ranging in pumping capacity from 0.25 mgd to 2.2 mgd. Two wastewater treatment plants serve the city: the Fresno-Clovis Regional Wastewater Reclamation Facility (RWRF) and the North Fresno Wastewater Reclamation Facility (NFWRF) (City of Fresno 2021a).

The RWRF treats flows from the city along with sewered county areas, the city of Clovis, Pinedale County Water District, and Pinedale Public Utility District. The RWRF is the fourth largest municipal wastewater facility in northern California, with an average monthly flow capacity of 88 mgd (City of Fresno n.d.a). The RWRF includes preliminary, primary, secondary, and tertiary treatment units with disinfection (City of Fresno 2021a). Treated wastewater from RWRF is used to irrigate fields with alfalfa, silage corn, Sudangrass and other fiber crops not used for human consumption.

The NFWRF was constructed as part of a residential, commercial, and golf course development located in the northern portion of the city. As a condition of the planned community, the developer was required to construct a wastewater treatment facility that would produce tertiary level effluent for use within the development to ensure the overall project had a net zero impact on water resources. The NFWRF has an average monthly flow capacity of 0.71 mgd that could be expanded to 1.25 mgd with approval of increased use of the ultraviolet (UV) light disinfection system by the State Water Resources Control Board Department of Drinking Water. The disinfected tertiary effluent from NFWRF is used to irrigate the Copper River Ranch Golf Course and turf within the surrounding area. Unused treated effluent is diverted to the City's collection system to the RWRF (City of Fresno 2021a).

Stormwater

The Fresno Metropolitan Flood Control District (FMFCD) manages the stormwater infrastructure and flows within the city and the larger Fresno-Clovis Metropolitan Area. Most stormwater in the city drains to urban stormwater basins, where the water is retained to attenuate peak flow runoff and recharge groundwater, or is pumped to local irrigation canals for conveyance away from the municipal areas. FMFCD estimates that stormwater recharge in urban basins during the winter months ranges from 7,000 af per year to 22,200 af per year. Stormwater capture and infiltration are considered an integral component of natural groundwater recharge for the Kings Subbasin (City of Fresno 2021a).

ENERGY

Electricity

Pacific Gas and Electric Company (PG&E) provides the majority of electricity to the city via underground and above-ground service lines as part of its Greater Fresno Area service territory. The greater Fresno area generates approximately 3,987 megawatts (MW) of electricity through thermo, hydro, solar, and biomass facilities. The largest electrical generating facility is the Helms Pumped Storage Plant that pumps water up and down between two reservoirs located at different elevations. The Helms Pumped Storage Plant produces and stores up to 1,212 MW of electricity that represents approximately 30 percent of the electricity produced in the greater Fresno area (City of Fresno 2014b).

Natural Gas

PG&E is the natural gas service provider in the greater Fresno area. PG&E owns and maintain several natural gas transmission lines in the region that feed local distribution lines that connect to individual service lines. Approximately 90 percent of the natural gas supply for PG&E is from out-of-state imports. The primary pipeline that extends through California includes Lines 400 and 401 consisting of 725 miles of 36-inch and 42-inch pipelines. These pipelines extend from the TransCanada's system that originates in Canada and extends through Malin, Oregon (City of Fresno 2014b).

TELECOMMUNICATIONS

AT&T is the largest provider of cellular and fixed telephone services in the city. Telephone lines are located throughout the greater Fresno area (City of Fresno 2014b).

SOLID WASTE

The City manages an intensive solid waste diversion program and is on track to be zero waste by the year 2025 (City of Fresno 2021a). Recycling of construction and demolition material is required for any building, relocation, or demolition project permitted by the City that generates at least 8 cubic yards of material by volume and all waste must be hauled to a City-approved facility. The City's Solid Waste Division provides weekly curbside collection of residential bulky goods, recycling, green waste, as well as waste oil and waste oil filters (City of Fresno 2021b).

Garbage disposed of in the city of Fresno is taken to Cedar Avenue Recycling and Transfer Station. Once trash has been off-loaded at the transfer station, it is sorted and non-recyclable solid waste is loaded onto large trucks and taken to the American Avenue Landfill. The American Avenue Landfill is operated by Fresno County and located near the city of San Joaquin, approximately 17 miles southwest of the project site (City of Fresno 2021b). The City has disposed of municipal solid waste at the American Avenue Landfill since 1993. The American Avenue Landfill has a maximum permitted capacity of 32,700,000 cubic yards and a remaining capacity of 29,358,535 cubic yards, with an estimated closure date of August 31, 2031. The maximum permitted throughput is 2,200 tons per day (CalRecycle n.d.). The American Avenue Landfill is a mixed waste processing facility.

In December 2011, the City privatized its commercial waste collection services and granted several companies exclusive franchises for collecting and hauling commercial and multi-family solid waste and recycling material in the city. Allied Waste Services is responsible for servicing the northern portion of the city and Mid Valley Disposal is responsible for the southern section of the city, with Ashlan Avenue being the dividing line (City of Fresno n.d.c). The project area is within the jurisdiction of Allied Waste Services. Franchise haulers provide and maintain containers; respond to customer complaints/concerns and provide roll-off and compactor services to residential, multi-family and commercial customers respective to their agreements (City of Fresno 2021a).

3.14.3 Environmental Impacts and Mitigation Measures

ANALYSIS METHODOLOGY

Water Demand and Wastewater Output

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

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

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

The project is anticipated to require a total of 17.01 million gallons per year (mgy) of water (3.38 mgy of indoor water, 1.67 mgy of outdoor water for landscape irrigation, and 11.95 mgy of water used in the car wash) and is estimated to produce 13.15 mgy of wastewater. This wastewater estimate conservatively assumes that all water entering the warehouse becomes wastewater (i.e., no consumptive use of indoor water) and includes 9.73 mgy of wastewater generated by the car wash. The indoor water demand of the project was calculated by the applicant based on fixture counts and use estimates for indoor use and irrigation water demand for the existing North Costco Wholesale

building from 2013 (Sievert pers. comm. 2023). Irrigation water demand and carwash water use and wastewater generation are based on design information prepared for the proposed project.

Electricity and Natural Gas Demand

The project would have a 2,116-megawatt-hour annual electricity demand and a 2,753,494-thousand-British-thermal-unit annual natural gas demand. Energy use (both electricity and natural gas) was calculated for the project using CalEEMod. To calculate energy use, CalEEMod uses the California Commercial End Use Survey (CEUS) database to develop energy intensity values. The CEUS data lists energy use intensity by building type, "end-use," and CEC forecasting climate zone. Each nonresidential land use in CalEEMod is matched to the appropriate CEUS building type. The CEUS end uses are grouped according to whether the end use is subject to Title 24 building requirements or not.

Solid Waste Production

The project would produce approximately 1,073.52 tons per year of solid waste. Solid waste production for the project was calculated using CalEEMod which uses the overall California Waste Stream composition to generate the necessary types of different waste disposed into landfills.

THRESHOLDS OF SIGNIFICANCE

An impact to utilities and service systems would be significant if implementation of the project would:

- require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments;
- generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
- not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

TOPICS NOT DISCUSSED FURTHER

All thresholds are evaluated below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.14-1: Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment or Storm Water Drainage, Electric Power, Natural Gas, or Telecommunications Facilities, the Construction or Relocation of which could cause Significant Environmental Effects

The project would develop a currently vacant site into a Costco facility, which would require extending the surrounding utility infrastructure onto the project site. All utility infrastructure extensions and hookups would occur within the disturbance area of the project site, the environmental effects of which have been analyzed in this EIR. The project's projected demand for water, electric power, and natural gas, along with the project's projected wastewater and stormwater output, are within the existing and future capacity of the utility providers that serve the project site. For these reasons, the project would not require the relocation or construction of new or expanded utility infrastructure that could result in significant environmental effects that are not evaluated in this EIR; the impact would be **less than significant.**

The project site is a vacant parcel, and the existing utility infrastructure that follow the roadways surrounding the parcel would be extended onto the project site to serve the proposed Costco facility, as detailed below. Costco would construct utility improvements within the project site to service the proposed uses and connect to available utilities adjacent to the site.

Water Supply

There is an existing water line in West Herndon Avenue and an existing well near the northeast corner of the project site. The applicant would be required to destruct any existing on-site well in compliance with the State of California Well Standards, Bulletin 74-81 and 74-90 or current revisions issued by California Department of Water Resources and City of Fresno standards. Water service would be provided by the City of Fresno Department of Public Utilities via existing facilities located in the North Riverside Drive right-of-way. There would not be any water service connections to the existing 16-inch water main in West Herndon Avenue. The construction of West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue would also include installation of water mains in the road right of way. These features are project components that would implement planned infrastructure connections, which are evaluated throughout this EIR. Upgrade or relocation of additional infrastructure would not be required because there is adequate capacity in the existing infrastructure to accommodate service to the site.

Wastewater

Sewer service would be provided by the City of Fresno Department of Public Utilities via existing facilities located in the North Riverside Drive right-of-way. The existing lines have adequate capacity to serve the project and new or upgraded lines or wastewater treatment facilities would not be required because there is adequate capacity in the existing infrastructure to accommodate service to the site. The project also includes installation of an 8-inch sanitary sewer main in West Spruce Avenue. These features are project components that would implement planned infrastructure connections. The environmental effects of implementing these project components are evaluated throughout this EIR.

Stormwater

Stormwater from the site would be directed to existing FMFCD drainage facilities in North Riverside Drive, West Spruce Avenue, and West Herndon Avenue along with the additional proposed stormwater drainage facilities. It is anticipated that the stormwater runoff would flow west through the 36-inch pipes in West Herndon Avenue to the 54-inch pipes in North Golden State Boulevard and the existing 15-acre basin adjacent to SR 99. In addition, FMFCD would require construction of the inlet identified in the Storm Drainage and Flood Control Master Plan on Spruce Avenue in conjunction with development of North Arthur Avenue and Spruce Avenue. This would be constructed within the disturbance area of the Spruce Avenue extension. The existing infrastructure has been sized for the runoff of the proposed project site (Chapman pers. comm. 2021).

As described above in Section 3.14.2, "Environmental Setting," FMFCD manages stormwater infrastructure. Development of the site with a warehouse building, car wash, fueling facilities, and paved parking areas would create approximately 22 acres of additional impervious surface. The proposed stormwater drainage facilities (e.g., storm drainage mechanisms and storm water pipes) would be designed and constructed in compliance with the City of Fresno and FMFCD Development Standards. Furthermore, all disturbance associated with construction of the stormwater drainage facilities would occur within the disturbance area of the project, and as analyzed in Section 3.9, "Hydrology and Water Quality," the stormwater drainage facilities would be constructed in compliance with City of Fresno grading plan check process and NPDES Construction General Permit.

FMFCD's Post-Development Standards Technical Manual describes the stormwater management requirements for "Priority Projects," which are includes commercial developments greater than 100,000 square feet, automotive repair shops, parking lots 5,000 square feet or greater with 25 or more parking spaces and potentially exposed to urban runoff, streets and roads; and retail gasoline outlets. All Priority Projects must mitigate the Stormwater Quality Design Volume (SWQDV) or Stormwater Quality Design Flow (SWQDF) through low-impact developemnt or treatment-based stormwater quality BMPs or a combination thereof. Development of the on-site stormwater facilities would minimize effect of the additional impervious area on peak runoff volumes. Additional stormwater facilities would not be required.

Electric Power, Natural Gas, and Telecommunication

The project would require electricity and natural gas during operation. PG&E indicated in a will-serve letter that it has the capacity to provide gas and electric service to the project site and support the project's projected 2,116-megawatt-hour annual electricity demand and a 2,753,494-thousand-British-thermal-unit annual natural gas demand. It is the project applicant's obligation to coordinate permanent and temporary power installation; permanent power infrastructure must be in place for receive a certificate of occupancy. There are existing power and gas lines in the area that would serve the project. AT&T provides telecommunication service to the area. Infrastructure is typically co-located with existing power lines. Powerlines and telecommunications would be extended from existing public rights of way.

Summary

The project's anticipated water demand, wastewater and stormwater output, along with its projected electric and natural gas demand would be within the capacity of the existing utility infrastructure. All proposed utility hookups to existing infrastructure would occur within the disturbance area of the project site and adjacent street rights-of-way, including where Spruce Avenue would be improved as a public street and North Arthur Avenue would be improved as a private street. The project would therefore have a **less-than-significant impact** related to the relocation or construction of new utility infrastructure.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.14-2: Have Insufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development during Normal, Dry, and Multiple Dry Years

The UWMP projects that the City would have an excess of water through 2045 during normal, dry, and multiple dry years. While the project would require a GPA from Community Commercial to General Commercial, the UWMP does not differentiate between commercial districts. Therefore, the project is accounted for within the UWMP's water supply calculation. Given that the project's water demand is accounted for in the City's UWMP projections for future development during normal, dry, and multiple dry years, and that the UWMP projections found that the City would have an excess of water in the aforementioned drought scenarios, there would be sufficient water supplies to serve the project. The impact would be **less than significant**.

As detailed above in Section 3.14.2, "Environmental Setting," the City of Fresno manages a water distribution system composed of distribution and transmission mains, municipal groundwater wells, three SWTFs, water storage facilities, and booster pump facilities (City of Fresno 2021a). The City's water is sourced from SWTFs and groundwater from the North Kings Subbasin.

As described above in Section, 3.14.2, "Environmental Setting," the 2020 UWMP is a long-term water resource planning document used by the City to ensure there is enough water to meet both existing and future demands. The UWMP projects that the City would have an excess of water through 2045 during normal, dry, and multiple dry years as illustrated above in Table 3.14-1, Table 3.14-2, and Table 3.14-3. The City sources its potable and non-potable water from groundwater, surface water, and recycled water to ensure that enough water is available in a potential drought. In a normal year, the City would have an excess of 115,883 af of water in 2045. That excess would decrease to 11,295 af in 2045 in a single dry year, and would increase to 95,123 af in the fifth year of multiple dry years (City of Fresno 2021a). In multiple dry years the City would work closely with surface water suppliers to minimize impacts to the City's SWTFs.

The City's 2020 UWMP projects potable water demand through 2045 using land use-based projections sourced from the City's Geographic Information System (GIS) database and the City's General Plan. The land use-based projections correspond with the planned land use at buildout as described in the City's General Plan. As analyzed in Section 3.10, "Land Use and Planning," the project site is identified as Community Commercial and would include a General Plan amendment (GPA) to redesignate the site to General Commercial. The GPA would allow for the slightly more intensive commercial use of the site which currently does allow for commercial use. The UMWP combines all commercial land use designations (which include both Community Commercial and General Commercial) into one category and anticipates that the city's commercial acreage would increase by 2 percent (4,100 acres) by 2056 (City of Fresno 2021a: Table 4-3). The projected water demand for commercial land use in 2045 is anticipated to be 25,496 acre-feet annually, or 8,308 mgy (City of Fresno 2021a: Table 4-6). The project is anticipated to require 17.01 mgy of water, of which 3.38 mgy would be used for indoor water, 11.95 would be used by the car wash, and 1.67 mgy would be required for outdoor water. The project's water demand is a fraction (less than 1 percent) of the City's anticipated potable water demand for commercial use. Given that the water demand projections already account for commercial water demand on the project site, the project is not anticipated to strain the existing and future water system in a way that would require the relocation or construction of new or expanded infrastructure.

Given that the project's water demand is accounted for in the City's UWMP projections for future development during normal, dry, and multiple dry years, and that the UWMP projections found that the City would have an excess of water in the aforementioned drought scenarios, there would be sufficient water supplies to serve the project. The impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.14-3: Result in a Determination by the Wastewater Treatment Provider Which Serves or May Serve the Project That It Has Inadequate Capacity to Serve the Project's Projected Demand in Addition to the Provider's Existing Commitments

The City of Fresno Department of Public Utilities provides wastewater and sewer service to the project site. All wastewater is diverted to one of the City's two wastewater treatment plants that have an average flow capacity of 88.71 mgd. The project would produce approximately 0.05 mgd of wastewater. Given the fractional contribution to the wastewater system, the project would have a **less-than-significant impact**.

The City of Fresno Department of Public Utilities is responsible for providing sewer service to the project site. Wastewater from the project site is carried through the City's wastewater collection system to be treated at either the RWRF or NFWRF as described above in Section 3.14.2, "Environmental Setting." The RWRF and NFWRF have an average flow capacity of 88 mgd and 0.71 mgd, respectively.

As explained above, wastewater generation has been assumed to equate to indoor water demand plus estimated wastewater generated through operation of the car wash. This is the highest possible rate of generate and assumes no consumptive use. The project is projected to create 13.15 mgy of wastewater, which is equivalent to 0.04 mgd. The project's wastewater output would be less than 1 percent of the capacity of the two wastewater treatment plants that serve the city. Most of the wastewater produced would be typical of commercial developments, consisting of

bathrooms and kitchen drains. Water from the proposed car wash would be recycled before being released into the City's wastewater collection system.

The City of Fresno Department of Public Utilities has reviewed the proposed project and has identified sewer facility charges as conditions of approval. The Department of Public Utilities has not identified inadequate capacity to serve the project's projected demand in addition to the City's existing commitments (Diaz and Gray pers. comm. 2021). Based upon the relative quantity of wastewater produced by the project and the consistency of the project with the General Plan land use designation for the project site, upon which the Department of Public Utilities bases future wastewater generation projections, it is anticipated that there is adequate capacity to accommodate provision of sewer service to the project site. The impact would be **less than significant.**

Mitigation Measures

No mitigation is required for this impact.

Impact 3.14-4: Generate Solid Waste in Excess of State or Local Standards, or in Excess of the Capacity of Local Infrastructure, or Otherwise Impair the Attainment of Solid Waste Reduction Goals or Not Comply with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste

The project would comply with all applicable federal, state, and local management and reduction statutes related to solid waste, including the state Integrated Waste Management Act and the solid waste policies of the City of Fresno General Plan. The project's anticipated solid waste production of 2.9 tons per day would comprise 0.13 percent of the American Avenue Landfill's maximum permitted throughput of 2,200 tons per day. The project would have a **less-than-significant impact**.

Construction is not anticipated to generate substantial solid waste. Vegetation clearing would require some disposal, but grading would be otherwise balanced and no demolition would occur. Decommissioning of the existing Costco gas station would result in the removal and disposal of the underground fuel tanks and any identified contaminated soil at an approved hazardous waste disposal facility.

During operation, the project would generate approximately 1,073.52 tons of solid waste per year, which would be equivalent to 2.9 tons per day. The project area is served by an exclusive franchise operation managed by Allied Waste Services which provides both solid waste and recycling services. As described above in Section 3.14.2, "Environmental Setting," the closest landfill to the project site is the American Avenue Landfill which has a remaining capacity of 29,358,535 cubic yards and a maximum permitted throughput is 2,200 tons per day (CalRecycle n.d.). The project's anticipated solid waste production of 2.9 tons per day would comprise 0.13 percent of the American Avenue Landfill's maximum permitted throughput of 2,200 tons per day. The project would not generate solid waste in excess of the capacity of local infrastructure. Following closure of the American Avenue Landfill (anticipated in 2031), solid waste would be transported by the licensed waste hauler to the facility identified to accept waste from the city.

Additionally, the project would comply with all applicable federal, state, and local management and reduction statutes related to solid waste, including the state Integrated Waste Management Act and the solid waste policies of the City of Fresno General Plan. As detailed in Section, 3.14.1, "Regulatory Setting," the Integrated Waste Management Act requires businesses that generate 4 cubic yards or more of commercial solid waste per week to arrange for recycling services. The project would have recycling services provided by Allied Waste, and the American Avenue Landfill is a mixed waste processing facility. The Integrated Waste Management Act also requires businesses that generate 8 cubic yards of organic waste per week to arrange for organic waste recycling services. The project is not anticipated to generate more than 8 yards of organic waste per week; however, Allied Waste provides organic waste services that the project could use during operation. Given that Allied Waste Services provides both organic waste and recycling services, the project would comply with the Integrated Waste Management Act. Additionally, the City's General Plan has a policy of ensuring compliance with state law (PU-9-b). The project would not be inconsistent with established regulations or generate solid waste that exceeds the capacity of existing infrastructure. This impact would be **less than significant**.

4 CUMULATIVE IMPACTS

4.1 INTRODUCTION TO THE CUMULATIVE ANALYSIS

This Draft EIR provides an analysis of cumulative impacts of the proposed project taken together with other past, present, and probable future projects producing related impacts, as required by Section 15130 of the State CEQA Guidelines. The goal of such an exercise is twofold: first, to determine whether the overall long-term impacts of all such projects would be cumulatively significant; and second, to determine whether the incremental contribution to any such cumulatively significant impacts by the project would be "cumulatively considerable" (and thus significant). (See State CEQA Guidelines Sections 15130[a]–[b], 15355[b], 15064[h], and 15065[c]; and *Communities for a Better Environment v. California Resources Agency* [2002] 103 Cal. App. 4th 98, 120.) In other words, the required analysis intends first to create a broad context in which to assess cumulative impacts, viewed on a geographic scale beyond the project site itself, and then to determine whether the project's incremental contribution to any significant cumulative impacts from all projects is itself significant (i.e., "cumulatively considerable").

Cumulative impacts are defined in State CEQA Guidelines Section 15355 as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." A cumulative impact occurs from "the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (State CEQA Guidelines Section 15355[b]).

Consistent with State CEQA Guidelines Section 15130, the discussion of cumulative impacts in this Draft EIR focuses on significant and potentially significant cumulative impacts. Section 15130(b) of the State CEQA Guidelines provides, in part, the following:

> The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

4.2 CUMULATIVE SETTING

4.2.1 Geographic Scope

The geographic area that could be affected by the project and is appropriate for a cumulative impact analysis varies depending on the environmental resource topic, as presented in Table 4-1.

Table 4-1 Geographic Scope of Cumulative Impacts

Resource Topic	Geographic Area
Aesthetics	Project vicinity
Agricultural and Forestry Resources	City of Fresno
Air Quality	Regional (San Joaquin Valley Air Pollution Control District—pollutant emissions that have regional effects) Local (immediate vicinity—pollutant emissions that are highly localized)
Archaeological, Historical, and Tribal Cultural Resources	Regional
Biological Resources	Regional
Energy	Regional
Greenhouse Gas Emissions and Climate Change	Global
Hazards and Hazardous Materials	Project vicinity
Hydrology and Water Quality	Regional
Land Use and Planning	City of Fresno
Noise and Vibration	Project vicinity
Public Services and Recreation	City of Fresno
Transportation and Circulation	City of Fresno
Utilities	City of Fresno

Source: Compiled by Ascent Environmental in 2022.

4.2.2 Cumulative Impact Approach

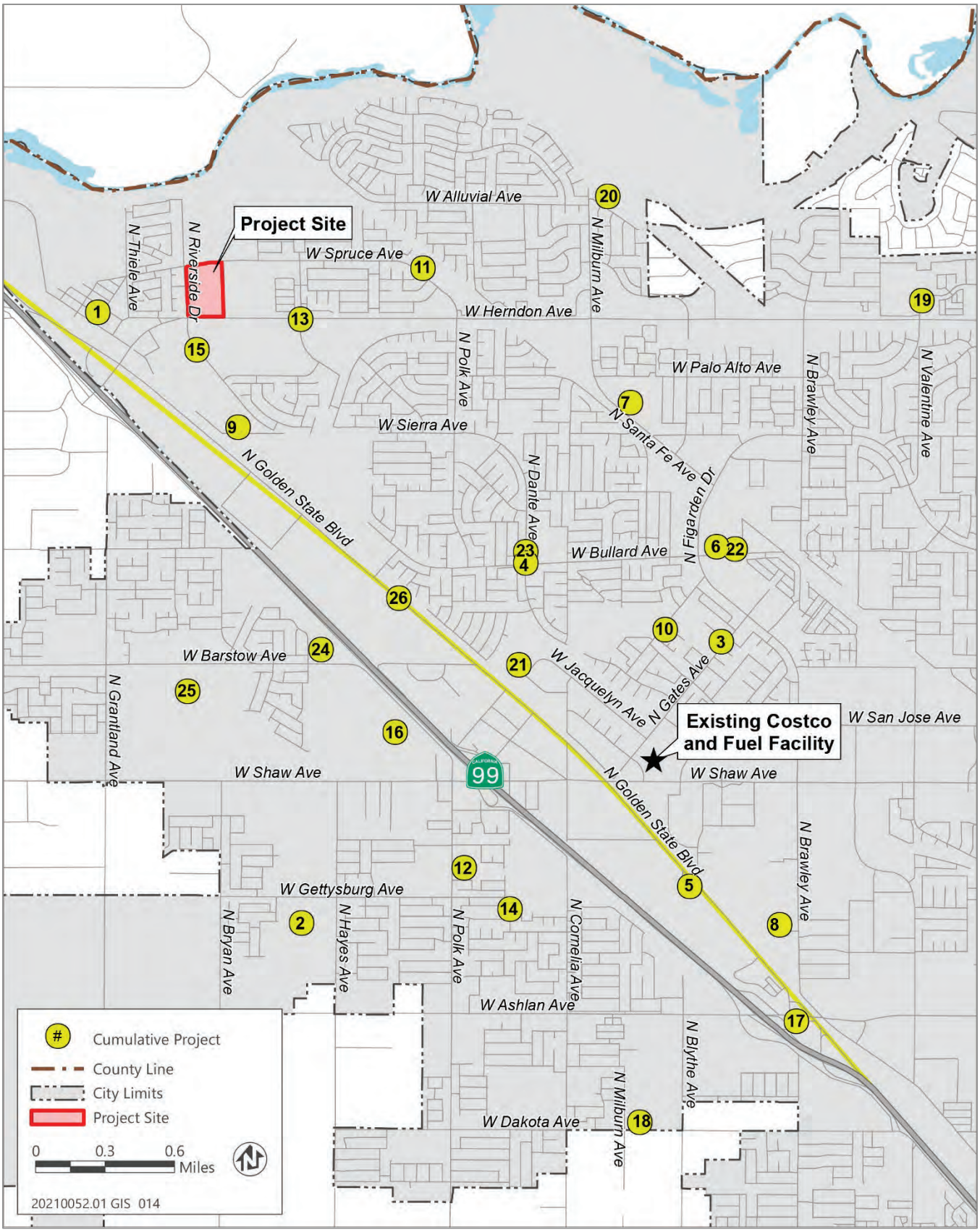
The State CEQA Guidelines identify two basic methods for establishing the cumulative environment in which the project is to be considered: the use of a list of past, present, and probable future projects (the "list approach") or the use of adopted projections from a general plan, other regional planning document, or certified EIR for such a planning document (the "plan approach"). For this Draft EIR, the list approach was taken.

LIST OF RELATED PROJECTS

The list of past, present, and probable future projects used for this cumulative analysis is restricted to those projects that have occurred or are planned to occur (i.e., pending applications at the time of the NOP release) within the city. For the purposes of this discussion, these projects that may have a cumulative effect on the resources of the project area will often be referred to as the "related projects." These related projects are identified in Figure 4-1 and described in Table 4-2; the map numbering corresponds to the numbers in Table 4-2.

This list of projects was utilized in the development and analysis of the cumulative settings and impacts for each resource topic. Past and current projects in the project vicinity were also considered as part of the cumulative setting as they contribute to the existing conditions upon which the proposed project and each probable future project's environmental effects are compared.

Significance criteria, unless otherwise specified, are the same for cumulative impacts as project impacts for each environmental topic area. When considered in relation to other reasonably foreseeable projects, cumulative impacts to some resources may be significant and more severe than those caused by the proposed project alone.



Source: Information received from the City of Fresno in 2021; adapted by Ascent Environmental in 2021.

Figure 4-1 Cumulative Project Map

Table 4-2 Cumulative Project List

No.	Project Name	Project Description	Location	Status
1	North Elgin Avenue Multifamily Residential Development	A multifamily residential duplex would be constructed.	7035 North Elgin Avenue	The building development permit was approved with conditions by the City of Fresno in 2019. Construction of the project has not begun.
2	Hayes Avenue Residential Development	The project would develop a 98-lot single family residential subdivision.	4417 North Hayes Avenue	The project hearing approving the development permit was complete in 2019. Construction of the project has not begun.
3	West Regency Avenue Multifamily Townhouse	The project would construct a 2-unit detached multi-family townhouse	4277 West Regency Avenue	The development permit is currently under review by the City of Fresno.
4	Dante Avenue Multifamily Residential Development	The project would involve construction of 64 multifamily use dwelling units adjacent to an existing multifamily residential development	North Dante Avenue and West Bullard Avenue	The development permit was approved by the City of Fresno in 2019. Construction of the project has not begun.
5	Drywall Supply Company Reconstruction	The project would involve the reconstruction and reconfiguration of the existing drywall supply business impacted by the realignment of North Golden State Boulevard for the High-Speed Rail project.	4565 North Golden State Boulevard	The development permit is under review by the City of Fresno.
6	Brighten Academy Child Day Care Facility	The project would involve the construction of a 4,704 sq. ft. child day care facility.	4250 West Bullard Avenue	The development permit was approved by the City of Fresno in 2020. Construction of the project has not begun.
7	Northpointe Church New Office Building	The project would involve the construction of a new office building to be used by church staff members.	4625 West Palo Alto Avenue	The development permit was approved by the City of Fresno in 2020. Construction of the project has not begun.
8	HVAC Office/Warehouse Building	The project would involve the construction of a new 4,976 sq. ft. office/warehouse building on an existing lot.	4048 West Ashcroft Avenue	The development permit was approved by the City of Fresno in 2020. Construction of the project has not begun.
9	Floor & Decor at El Paseo	The project would involve a retail development in Phase III of the Marketplace at El Paseo shopping center. The retail development would include an 80,000 sq. ft. building to be a Floor & Decor retail store and two pad sites at the property frontage to be built at a future date.	6417 North Riverside Drive	The development permit was approved by the City of Fresno in 2020. Construction of the project has not begun.
10	Avalon Triplex	The project would construct a new triplex. Two of the units will be 1,255 sq. ft. and one unit will be 1,208 sq. ft.	4465 West Avalon Avenue	Approved by the City of Fresno in 2019.

No.	Project Name	Project Description	Location	Status
11	Spruce Avenue Multi-Tenant Office building	The project would involve the construction of a new 9,320 sq. ft. multi-tenant office building.	5550 West Spruce Avenue	The development permit was approved by the City of Fresno in 2020. Construction of the project has not begun.
12	Barcus II TPM	The project would involve the subdivision of two residential parcels encompassing a total of ±0.29 acres on the west side of North Barcus Avenue into two single-family residential properties with a ±6.78-acre remainder that will encompass the existing church campus.	4710 North Polk Avenue	The development permit was approved by the City of Fresno in 2020. Construction of the project has not begun.
13	Riverside Crossing	The project would involve the construction of a 185-unit apartment complex.	6271 North Hayes Avenue	The development permit was approved by the City of Fresno in 2020. Construction of the project has not begun.
14	Barcus Avenue Apartment Complex	The project would involve the construction of a new 13-building apartment complex. One of the buildings will be an office/community building. In total, there are 96 apartment units proposed.	North Barcus Avenue and West Donner Avenue	The project is on hold as of December 2020.
15	Tentative Tract Map Tract 6172	The project would involve the development of 45 multi-family residential buildings which yields 234 units.	6640 North Riverside Drive	The project is in the planning phase, and the Final Action Letter was sent in 2020.
16	California 99 Self-Storage	The project would involve the development of a 120,000 sq. ft. self-storage space and support buildings.	5303 North Island Waterpark Drive	The project is under review by the City of Fresno as of April 2021.
17	Jack's Truck Wash	The project would involve the construction of a 5,750 sq. ft. metal building for truck car wash, minor truck maintenance, tire exchange, and drive dispatch office.	4011 West Ashlan Avenue	The project is on hold as of April 2021.
18	Milburn/Dakota Park	The project would develop a park. Amenities include a multi-use field, covered stage, playgrounds, a water play area, restrooms, picnic shelters, a rubberized jogging track, dog park, multi-use courts (for tennis, basketball, futsal, and pickleball), and an exercise area. The neighborhood park will also include 33 parking spaces and a connection to John Steinbeck Elementary School to the north.	3520 North Milburn Avenue	The development permit was approved in June 2021. Construction of the project has not begun.
19	Lincoln Park Apartments	The project would involve the construction of an 88-unit multi-family residential development located at the northeast corner of West Herndon and North Prospect Avenues.	3311 West Fir Avenue	The development permit is under review by the City of Fresno.
20	Single Family Residential Alluvial – Bluff	The project would involve the construction of a new 4,000 sq. ft. home with a 1,500 sq. ft. attached garage on the existing vacant lot.	4748 West Alluvial Avenue	The development permit was approved in August 2021. Construction of the project has not begun.
21	Toor Trucking Office Building	The project would involve the construction of a new 450 sq. ft. office building for an existing truck parking lot.	4951 West Jacquelyn Avenue	The development permit was approved in September 2021. Construction of the project has not begun.

No.	Project Name	Project Description	Location	Status
22	Bullard-Figarden Apartments	The project would involve the construction of 192 multi-family dwelling units in 24 multi-family buildings and a community building.	West Bullard Avenue and North Figarden Drive	The development permit is under review by the City of Fresno.
23	Dante Apartments	The project would involve the construction of a 52-unit apartment complex.	North Dante Avenue and West Bullard Avenue	The development permit was approved in October 2021. Construction of the project has not begun.
24	Barstow Truck Parking	The project would involve the construction and development of a truck parking facility with a 5,400 sq. ft. of Auto/Truck Service Center and a 5,400 sq. ft. truck wash with two tunnels.	6050 West Barstow Avenue	The development permit is under review by the City of Fresno.
25	Westbridge Apartments	The project involves the construction of a 176-unit multi-family project inclusive of an office/community building/pool and recreation facilities.	6785 West Barstow Avenue	The development permit is under review by the City of Fresno.
26	California High Speed Rail: Merced to Fresno project section	The approximately 65-mile project section would provide essential connections between the Central Valley and the Silicon Valley with stations in downtown Fresno and downtown Merced.	Roughly parallel to State Route 99 and Golden State Boulevard in Fresno	Under construction.

Notes: sq. ft. = square feet.

All the listed projects are located in the city of Fresno.

Source: Data provided by the City of Fresno in 2021.

4.3 ANALYSIS OF CUMULATIVE IMPACTS

The following sections contain a discussion of the cumulative effects anticipated from development of the proposed project, taken together with other past, present, and probable future projects producing related impacts, for each of the environmental issue areas evaluated in this Draft EIR. The analysis conforms with Section 15130(b) of the State CEQA Guidelines, which specifies that the "discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact."

When considered in relation to other reasonably foreseeable projects, cumulative impacts to some resources would be significant and more severe than those caused by the proposed project alone.

For purposes of this EIR, the project would result in a significant cumulative effect if:

- The cumulative effects of related projects (past, current, and probable future projects) are not significant and the incremental impact of implementing the proposed project is substantial enough, when added to the cumulative effects of related projects, to result in a new cumulatively significant impact; or
- The cumulative effects of related projects (past, current, and probable future projects) are already significant and implementation of the proposed project makes a considerable contribution to the effect. The standards used herein to determine a considerable contribution are that either the impact must be substantial or must exceed an established threshold of significance.

This cumulative analysis assumes that all mitigation measures identified in Chapter 3 to mitigate project impacts are adopted and implemented, and all elements of the design build performance criteria that would minimize environmental effects are implemented. The analysis herein analyzes whether, after implementation of project-

specific mitigation and performance criteria that minimize environmental effects, the residual impacts of the project would cause a cumulatively significant impact or would contribute considerably to existing/anticipated (without the project) cumulatively significant effects. Where the project would so contribute, additional mitigation is recommended where feasible.

Impact 4-1: Cumulative Aesthetics Impacts

The project would contribute regional changes to aesthetics. The effects of these changes are highly subjective and tend to be localized. The combined effects of other projects in the cumulative impact area would not be cumulatively significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

The geographic scope of the cumulative impact analysis for aesthetics is the project vicinity. Effects on scenic resources generally occur at the interface between development and the scenic resources. For this reason, they tend to be localized. As described in Section 3.1, "Aesthetics," the project would result in a less-than-significant effect on the visual character and quality of the site and would be consistent with regulations governing scenic quality. The project would not adversely affect nighttime views in the area.

The viewshed for the cumulative aesthetics setting is the project site and vicinity and includes viewing groups, which are mostly composed of people traveling along arterial roadways that traverse the viewshed, such as West Herndon Avenue, and those using Riverside Golf Course to the north. Most of northwestern Fresno and the nearby unincorporated areas exhibit relatively flat topography which is either urbanized or dominated by crop farming interspersed with rural communities and open space areas; however, the project vicinity is dominated by urban development interspersed with vacant parcels designated for development. As planned cumulative development occurs over time the overall visual environment may change. Whether this overall change in land use is experienced as an adverse or beneficial outcome is highly subjective. However, the anticipated development in the cumulative impact area may result in a different visual environment than currently exists. The incremental effects of the project related to scenic resources, visual character and quality, and light and glare would not combine with development that would occur as a result of forecasted growth in adjacent areas to produce cumulatively considerable impacts because adjacent development would also be subject to general plan policies, zoning, and other ordinances or regulations in place to protect scenic resources and limit light and glare. The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 4-2: Cumulative Agriculture and Forestry Resources Impacts

Although portions of the city, including the project site, were historically used for agriculture, the City has planned for urbanization of the incorporated city through its general plan. Therefore, although there is an existing, adverse cumulative condition related to the loss of Farmland in the city of Fresno the project would not substantially contribute to the impact. Cumulative impacts would be **less than significant**.

The geographic scope of the cumulative impact analysis for agricultural and forestry resources is the city of Fresno because citywide actions affect the loss of these resources in the region. Development of the project and other anticipated projects in the city of Fresno would not result in the loss of substantial forestry resources. No cumulative impact would occur.

Development associated with implementation of the City of Fresno General Plan would result in the continued loss of farmland in the region. The City of Fresno General Plan Master Environmental Impact Report identified that development according to the of land uses in the general plan would result in the loss of up to 15,903 acres of FMMP-designated farmland (City of Fresno 2014: 5.2-12). This cumulative impact would be significant.

Although the project site is not zoned for agriculture and is not under Williamson Act contract, it is designated Farmland of Local Importance. Development of the project site would result in permanent conversion of this land. However, the project would not result in a considerable contribution to the overall significant cumulative effect on conversion of agricultural lands. Farmland of Local Importance is not a designation of concern under CEQA. If the project site was designated as Important Farmland, which it is not, the conversion of the project site would result in loss of less than 1.01 percent of the 15,903 acres of Farmland planned loss under implementation of the general plan. This would not result in a cumulatively considerable contribution.

In addition, the parcel is currently designated for a use other than agriculture and surrounded by existing urban development. Although portions of the city, including the project site, were historically used for agriculture, the City has planned for urbanization of the incorporated city through its general plan. Therefore, although there is an existing, adverse cumulative condition related to the loss of Farmland in the city of Fresno the project would not substantially contribute to the impact. Cumulative impacts would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 4-3: Cumulative Air Quality Impacts

There is a cumulative impact related to air quality in the city of Fresno. However, the project's contribution to this cumulatively significant air quality impact would not be cumulatively considerable. Cumulative impacts would be **less than significant**.

Air quality impacts are assessed at the air basin level. As discussed in Section 3.3, "Air Quality," the project site is within the San Joaquin Valley Air Basin (SJVAB). The conditions in the SJVAB define the geographic context and the impacts identified in Section 3.3 are inherently cumulative because the thresholds established by the air district are developed considering the broader landscape and anticipated development wholistically. As stated in Section 3.3, the region is currently in nonattainment for emissions of ozone precursors (reactive organic gases [ROG] and oxides of nitrogen [NO_X]), respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). When concentrations of ozone, PM_{10}, or $PM_{2.5}$ exceed the ambient air quality standard, then those sensitive to air pollution (such as children, the elderly, and the infirm) could experience health effects such as: decrease of pulmonary function and localized lung edema in humans and animals; increased mortality risk; and risk to public health, implied by altered connective tissue metabolism, altered pulmonary morphology in animals after long-term exposures, and pulmonary function decrements in chronically exposed humans. Cumulative development in the region will continue to increase the concentration of pollutants from construction activities, traffic, natural gas combustion in buildings, area sources, and stationary sources.

In accordance with CEQA Guidelines Section 15064, subdivision (h)(3), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously approved plan or mitigation program. As shown in Table 3.3-7, all air quality pollutants would be below established thresholds. This level of emissions indicates that the project would not conflict with long-term regional air quality planning in the SJVAB. Additionally, as long-term regional air quality planning is directly tied to attainment of the national and state air quality standards, the project would not contribute substantially to adverse health outcomes associated with cumulative air quality impairment. Generation of toxic air contaminants (TACs) and carbon dioxide hotspots are localized impacts. Projects would need to be in the same general area to result in cumulatively considerable impacts. None of the projects listed in Table 4-2 are anticipated to result in substantial, cumulative effects on the sensitive receptors identified for the project due to spatial separation and implementation of standard mitigation imposed by SVAPCD. Finally, there is not a cumulatively considerable impact related to odor in the project area, and as disclosed in Section 3.3, the project is not anticipated to result in significant odor impacts.

Therefore, although the cumulative condition of air quality in the SJVAB is significant, the project would not substantially contribute to the impact. Cumulative impacts would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 4-4: Cumulative Archaeological, Historical, and Tribal Cultural Resources Impacts

The project could contribute to cumulative impacts associated with damage or loss of cultural resources. There is no feasible mitigation for this impact beyond Mitigation Measures 3.4-1a and 3.4-1b. The project's contribution to this cumulatively significant impact would not be cumulatively considerable. Cumulative impacts would be **less than significant**.

The geographic scope of the cumulative impact analysis for archaeological, historical, and tribal cultural resources is the region because some archaeological resources could have regional importance, and individual impacts to these resources could collectively result in greater, more adverse impacts. Because all significant cultural resources are unique and nonrenewable members of finite classes, meaning there are a limited number of significant cultural resources, all adverse effects erode a dwindling resource base.

The historic lands of the Yokuts have been affected by development since Spanish explorer Gabriel Moraga crossed Yokut territory in 1808. The discovery of gold at Sutter's Mill in Coloma in 1848 was the catalyst that caused a dramatic alteration of Native American cultural patterns as a flood of Euro-Americans entered the region. In 1854, gold was discovered in the upper reaches of the Kern River, which brought a tremendous influx of miners into eastern Kern County. When the Gold Rush was over, many of the miners settled in the Central Valley communities and established farms, ranches, and lumber mills. These activities have resulted in an existing significant adverse effect on archaeological resources and human remains.

Impacts to a subsurface archaeological find at one project site are generally not made worse by impacts from another project to a cultural resource at another site. Rather, the resources and the effects upon them are generally independent. No known unique archaeological, historical, or tribal cultural resources, are located within the boundaries of the project site; nonetheless, project-related earth-disturbing activities could damage undiscovered resources. Implementation of Mitigation Measures 3.4-1a and 3.4-1b would reduce the project's contribution to a less-than-significant level by requiring that a worker environmental awareness program be prepared and provided to all construction personnel and supervisors who will have the potential to encounter and alter archaeological resources, requiring construction to halt if potential archaeological resources are discovered, coordination with Native American groups (if applicable), implementation of preservation options (including data recovery, mapping, capping, or avoidance), and proper curation if significant artifacts are recovered.

Therefore, the proposed project would not result in a considerable contribution to a significant cumulative impact related to archaeological, historical, or tribal cultural resources. Cumulative impacts would be **less than significant**.

Mitigation Measures

No additional mitigation is required.

Impact 4-5: Cumulative Biological Resources Impacts

The project would contribute to cumulative biological resources impacts associated with construction and operation of land uses in the cumulative impact area. Mitigation Measures 3.5-1a and 3.5-1b would prevent potential adverse effects on these species. The project's contribution to this cumulatively significant impact would be less than cumulatively considerable. Cumulative impacts would be **less than significant**.

The geographic scope of the cumulative impact analysis for biological resources is the region where similar habitat and distribution of species occurs. Sensitive habitats for biological resources in the vicinity of the project site and in the region have been modified over time as land has been developed and converted to agricultural and urban uses. Future projects in the region, including projects described in Table 4-2, could continue to result in losses of sensitive habitats and special-status species. Although individual projects would be required to mitigate for significant impacts on a project-by-project basis, they may result in residual impacts that combine with the existing adverse condition to create a significant cumulative condition related to special-status species and sensitive habitats.

The project site and vicinity are located in an area of the city characterized by intensive residential and commercial development. There are no state or federally protected wetlands, sensitive natural communities, wildlife movement corridors, or wildlife nursery sites on the project site. However, project impacts include potentially significant impacts on burrowing owl, Swainson's hawk, white-tailed kite, other nesting raptors, and other nesting native birds. Mitigation Measures 3.5-1a and 3.5-1b would address potential adverse effects on these species and would reduce impacts to a less-than-significant level.

Because the project would either have no impact or a negligible impact on biological resources after mitigation, it would not have a considerable contribution to any significant cumulative impact related to biological resources. Cumulative impacts would be **less than significant**.

Mitigation Measures

No additional mitigation is required.

Impact 4-6: Cumulative Energy Impacts

Cumulative development would result in increased energy demand and consumption from increased construction activities, vehicle trips, and electrical and natural gas consumption. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

The geographic scope of the cumulative impact analysis for energy impacts is the region to reflect the scale at which energy resources and consumption are managed. Potential impacts related to increased energy consumption are evaluated in Section 3.6, "Energy." Construction of the project would result in a temporary increase in fuel consumption. For the proposed project and the various projects identified in Table 4-2, it is anticipated that fuel would not be consumed in a wasteful manner during construction, as it is in the interest of construction contractors to meet project schedules and minimize costs. This translates to various efficiencies, including in the use of energy resources. Therefore, impacts related to energy would not be cumulatively significant on a regional scale.

During operation, the project would use electricity and natural gas to operate the facility. As explained in Section 3.6, this energy demand represents a relatively small contribution to cumulative energy demand. Moreover, the project would comply with the 2022 California Energy Code, which is intended to increase the energy efficiency of new development projects in the state, as verified through the permitting process. The 2022 California Energy Code (and subsequent updates), which the project is subject to, is designed to move the state closer to its zero-net energy goals. For these same reasons, the project would be consistent with the City's general plan. As also stated in Section 3.6.1, PG&E, as an electricity utility, is required to comply with the future benchmarks of the state's RPS (i.e., 52 percent renewable by 2027, 60 percent by 2030, and 100 percent by 2045). Because electricity utilities in the state are required to increase the percentage of renewable energy sources in the electricity they provide, over time electricity consumed as part of the project will increasingly be provided by renewable sources. Additionally, through regulatory mechanisms in place, such as the Advanced Clean Cars program and Advanced Clean Trucks, gasoline and diesel fuel consumption will continue to decrease as California's on-road transportation sectors electrifies over time. Because the project's incremental increase in electricity, natural gas, gasoline, and diesel fuel consumption would represent a small percentage of total consumption within the context of the county, and because buildings and vehicles will become increasingly more energy efficient and electric into the future, the project would not result in the wasteful, inefficient, or unnecessary consumption of energy.

The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 4-7: Cumulative Greenhouse Gas Emissions and Climate Change Impacts

There is an existing substantial adverse impact related to greenhouse gas (GHG) emissions and global climate change. However, the project's contribution to this cumulatively significant impact would not be cumulatively considerable. Cumulative impacts would be **less than significant**.

The geographic scope of the cumulative impact analysis for GHG emissions and climate change is global. Climate change is an inherently cumulative issue and relates to development in the region, California, and, most of all, the world. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more carbon dioxide (CO_2) is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. The combination of GHG emissions from past, present, and future projects contribute substantially to the phenomenon of global climate change and its associated environmental impacts. Therefore, the impacts discussed in Section 3.7, "Greenhouse Gas Emissions and Climate Change," are also the cumulative effects of the project.

Through the incorporation of on-site reduction measures derived from the City's Greenhouse Gas Reduction Program (GHGRP) and reductions realized from state programs, the project would reduce its emissions by 3,140 and 6,719 $MTCO_2e$ in 2030 and 2035, respectively, when compared to emissions modeled using the assumptions in the GHGRP. The reductions identified for the project exceed the relative reductions identified in the GHGRP. Therefore, the project would be consistent with the GHGRP.

Based on consistency with the GHGRP, which itself is consistent with the state's targets established to address the existing cumulative condition of global climate change, the project would not have a considerable contribution to the cumulative condition. Cumulative impacts would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 4-8: Cumulative Hazards and Hazardous Materials Impacts

Hazardous materials and safety issues generally occur independently of one another and are related to site-specific and project-specific characteristics and conditions. Compliance with all applicable federal, state, and local regulations related to hazards and hazardous materials on a project-by-project basis would ensure that site-specific impacts are appropriately addressed and cannot combine with site-specific impacts from other project sites. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

The geographic scope of the cumulative impact analysis for hazards and hazardous materials is the project vicinity because the effects of accidental release of hazardous materials, safety hazards near airports, physical interference with emergency response or evacuation plans, and exposure to wildland fires are localized. To contribute to a cumulative effect, two effects would need to occur in relatively close proximity.

Topics addressed in Section 3.8, "Hazards and Hazardous Materials," are related to the transport, use, or disposal of hazardous materials or hazardous waste; reasonably foreseeable upset and accident conditions; hazardous emissions, particularly near schools; inclusion on a list of hazardous materials sites; proximity to airports; and consistency with emergency evacuation plans. Existing regulations specify mandatory actions that must occur during project development and operation and potential safety issues related to proximity to schools and airports. In addition, impacts related to hazardous materials and safety issues generally occur independently of one another and are related to site-specific and project-specific characteristics and conditions. Because these effects are generally localized, they typically do not combine to result in greater cumulative impacts.

As described in Section 3.8, impacts resulting from development of the project would be less than significant because discretionary development would be required to comply with federal, state, and local regulations that would substantially lessen potential impacts. The incremental effects of the project related to hazards and hazardous materials would not combine with cumulative development to produce cumulatively considerable cumulative impacts because future projects would also be required to comply with federal, state, and local regulations to minimize hazards and hazardous materials impacts. With implementation of existing regulations, the project's incremental impacts related to hazards and hazardous materials would not be cumulatively significant, and the project would not have a considerable contribution such that a new cumulatively significant impact related to hazards and hazardous materials would occur. Cumulative impacts would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 4-9: Cumulative Hydrology and Water Quality Impacts

The effects of buildout of the project on surface water quality, groundwater quality and quantity, alteration of drainage patterns, and flood hazards would be addressed though compliance with existing regulations. Development associated with anticipated projects in the cumulative impact area would be subject to similar state and local regulations. The combined effects of other projects in the cumulative impact area would not be cumulatively significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

The geographic scope of the cumulative impact analysis for hydrology and water quality impacts is the region because water resources are interconnected and changes in hydrology and water quality can have far-reaching effects. For this reason, the resources are managed and regulated at the watershed and basin level. Future development would be subject to the National Pollutant Discharge Elimination System (NPDES) MS4 permit and would be required to comply with best management practices (BMPs) in the Development Code; General Plan policies related to hydrology and water quality; and the General Construction NPDES permit. New development projects would require implementation of plans that identify and implement a variety of BMPs to reduce the potential for erosion or sedimentation. As a result of compliance with these regulations, impacts associated with individual projects would not be substantial and, in the cumulative scenario, would not combine with impacts associated with other development (which would be subject to similar requirements) within the watershed or groundwater basin to cause an increase in stormwater runoff rates or volumes and would not introduce new sources of surface water and groundwater pollution.

The City of Fresno is part of the North Kings Groundwater Sustainability Agency (GSA), and operates subject to a Groundwater Sustainability Plan. The City of Fresno would provide water to the proposed project (upon approval), and the City will be subject to the requirements of the GSA. The proposed project does not conflict with any adopted water quality or sustainable groundwater management plan. The City's compliance with the GSA would ensure that impacts are less than cumulatively considerable.

Thus, impacts from combined projects in the cumulative impact area are not cumulatively significant, and the impact of the project would not be cumulatively considerable. Cumulative impacts would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 4-10: Cumulative Land Use and Planning Impacts

Land use and planning impacts would occur where there would be physical division of established communities or inconsistency land use plans and regulations adopted to avoid or mitigate environmental effects. There is not a significant cumulative impact as a result of community division or development of projects that do not adhere to adopted plans and regulations. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

The geographic scope of cumulative land use and planning impacts is primarily confined to the city of Fresno. Cumulative growth and development have been planned for by the City as part of its general plan and the county authorizes development consistent with its plans and policies. There is not a significant cumulative impact as a result of community division or development of projects that do not adhere to adopted plans and regulations.

Cases where projects are approved despite inconsistencies with applicable policies, standards, and regulations would be isolated and would not combine such that there is a cumulative effect to land use and planning in the region. Further, no significant land use impacts were identified as a result of the project because development would not physically divide a community, conflict with any relevant policies or plans adopted for mitigating environmental impacts, or disturb a Habitat Conservation Plan or Natural Communities Conservation Plan. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 4-11: Cumulative Noise and Vibration Impacts

The ambient noise along West Herndon Avenue is influenced by roadway noise that exceeds the City's standards. The project's contribution to this cumulatively significant noise impact would be less than cumulatively considerable. Cumulative impacts would be **less than significant**.

Noise and vibration impacts associated with future development under the project are analyzed in Section 3.11, "Noise and Vibration." Noise and vibration impacts are based on factors related to site-specific and project-specific characteristics and conditions, including distance to noise sources, barriers between land uses and noise sources, and other factors. Noise impacts are typically site-specific and only combine when cumulative development occurs in close proximity. For this reason, the geographic scope of the cumulative impact analysis for noise and vibration is the project vicinity.

The project would result in a significant and unavoidable noise impact associated with temporary nighttime construction noise. Due to the distribution characteristics of sound and vibration, construction noise and vibration are generally limited to the vicinity of individual project sites. Therefore, projects must be both proximate and implemented concurrently to have a cumulative effect. Although noise and vibration impacts would remain significant and unavoidable for the project, there would not be cumulative impacts due to combined construction noise and vibration to which the project would contribute.

Impact 3.11-4 evaluates the project's contribution to cumulative, ambient noise levels due to traffic generation. As described in Section 3.11, existing noise levels on West Herndon Avenue exceed the City's exterior noise standard of 65 dB L_{dn}/CNEL for residential uses. Future development may result in additional traffic that contributes to noise along area roadways. This is an existing adverse condition. Although the existing noise levels along West Herndon Avenue are above the City's noise standard, the traffic noise generated by the project would not result in a substantial increase. The 1 decibel increase in traffic noise would be imperceptible and would not be a cumulatively considerable contribution to ambient noise on West Herndon Avenue in the cumulative condition. The project would result in noise that exceeds the City's standard due to increased traffic along North Riverside Drive. This impact would be addressed through implementation of Mitigation Measures 3.11-5a and 3.11-5b. Although there is an existing,

adverse cumulative condition associated with roadway noise, along West Herndon Avenue, the project would not contribute significantly to this condition. Cumulative impacts would be **less than significant**.

Mitigation Measures

No additional mitigation is required.

Impact 4-12: Cumulative Public Services and Recreation Impacts

The project would not result in substantial demand for public services. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

The geographic scope of the cumulative impact analysis for public services and recreation is the city of Fresno because these resources are managed by the City. Impacts to public services related to development of the project are analyzed in Section 3.12, "Public Services and Recreation." This assessment includes an analysis of the need for new facilities or modification to facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools, emergency services, police protection, fire protection, and other public facilities. The project site is in a developing suburban area that is within the service area of the City's fire and police departments. The proposed project would serve the city's existing population in northwest Fresno. The project would not introduce new residents to the area and new or physically altered facilities would not be required. The incremental effects of the project would not combine with other development that would occur in the cumulative context to produce cumulatively considerable impacts because future development projects would be site-specific and would be required to evaluate the physical environmental impacts of constructing new or expanded public services infrastructure by local ordinances and state regulations. Such future development projects would be required to provide offsite improvements, or feasible mitigation as appropriate, which would reduce the significance of potential impacts such that they would not be cumulatively considerable.

Thus, the project would not have a cumulatively considerable contribution such that a new cumulatively significant public services impact would occur. Cumulative impacts would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 4-13: Cumulative Transportation and Circulation Impacts

The project would result in an increase in vehicle miles traveled (VMT). Growth projected in the cumulative impact area could also result in increased VMT. Cumulative transportation impacts would be significant. The project's contribution to this cumulatively significant transportation impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

The geographic scope of the cumulative impact analysis for transportation and circulation is the city of Fresno because this is the jurisdictional limit of the lead agency and where most VMT from the project would occur. The traffic analyses conducted for the project accounted for cumulative traffic in the region in the evaluation of VMT, geometric design features and incompatible uses, as well as emergency access. The discussion of VMT impacts associated with the project in Impact 3.13-2 is inherently a cumulative impact analysis because it addresses project generated VMT based on an efficiency threshold that is aligned with long-term goals and relevant plans. The proposed project would result in a net increase of 129,326 regional daily VMT. The implementation of Mitigation Measure 3.13-2, which requires the project applicant to provide a mandatory Commute Reduction Program would be geared towards reducing employee trips which accounts for less than 2 percent of trips. Due to the unique nature of the project which involves bulk shopping that generally requires access to a personal automobile and is often a single-destination outing, it would be infeasible to implement other mitigation to minimize VMT impacts from Costco members for the reasons disclosed in Section 3.13, "Transportation and Circulation." Therefore, the project's contribution to substantial effects related to VMT would be cumulatively considerable.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts.

Significance after Mitigation

The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

Impact 4-14: Cumulative Utilities Impacts

The combined demand for some utilities, such as electricity, could result in the need to construct new or expected infrastructure. The cumulative effects of related projects would be potentially significant. However, the demand for utilities from the project and associated environmental effects would not result in cumulatively considerable environmental effects. Cumulative impacts would be **less than significant**.

The geographic scope of the cumulative impact analysis for utilities is the city of Fresno because these services are provided and managed by the City. Future development within the city would be guided by the general plan, Development Code, and other associated planning and policy documents. The City and utility providers would be involved in the development review process for all projects in the city and would continue to provide input during the review of new projects to ensure that they comply with all federal, state, and local regulations and ordinances protecting utility services, including complying with all water conservation measures and solid waste reduction measures implemented by the City or the state. The combined demand for some utilities, such as electricity, could result in the need to construct new or expected infrastructure. The cumulative effects of related projects would be potentially significant.

As explained further in Section 3.14, "Utilities," the project would not result in utility demand that would result in cumulatively considerable environmental effects. The project site is in an area with existing utilities, and utility providers have planned for commercial development on the property. The project would not result in a considerable contribution to the cumulatively significant impact of utility construction. Cumulative impacts would be **less than significant**.

Mitigation Measures

No mitigation is required.

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5 OTHER CONSIDERATIONS

5.1 GROWTH INDUCEMENT

CEQA Section 21100(b)(5) specifies that the growth-inducing impacts of a project must be addressed in an EIR. Section 15126.2(e) of the State CEQA Guidelines provides the following guidance for assessing growth-inducing impacts of a project:

> Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also, discuss the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

A project can induce growth directly, indirectly, or both. Direct growth inducement would result if a project involved construction of new housing. Indirect growth inducement would result, for instance, if implementing a project resulted in any of the following:

- substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises);
- substantial short-term employment opportunities (e.g., construction employment) that indirectly stimulates the need for additional housing and services to support the new temporary employment demand; and/or
- removal of an obstacle to additional growth and development, such as removing a constraint on a required public utility or service (e.g., construction of a major sewer line with excess capacity through an undeveloped area).

Growth inducement itself is not an environmental effect but may foreseeably lead to environmental effects. If substantial growth inducement occurs, it can result in secondary environmental effects, such as increased demand for housing, demand for other community and public services and infrastructure capacity, increased traffic and noise, degradation of air or water quality, degradation or loss of plant or animal habitats, conversion of agricultural and open-space land to urban uses, and other effects.

5.1.1 Growth-Inducing Impacts of the Project

GROWTH-INDUCING EFFECTS OF CONSTRUCTION

Project construction is expected to begin in May of 2023 and last approximately 170 days. Construction could require up to 100 temporary workers, which are anticipated to originate from the existing regional labor pool (i.e., relocation of construction workers would not likely be necessary). The peak construction workforce would occur during the last four weeks of construction and may require up to 100 workers. Construction jobs supporting the project would be temporary and it is the nature of construction work that construction contractors bid and work on projects based on their availability and need for work, and in regions that are accessible to their work force. As existing construction projects near completion, contractors may seek out new construction projects to maintain employment for the same workers. Although it is possible that some construction workers could move to the city or the region as a result of the proposed project and cumulative projects, the existing labor force is anticipated to be sufficient to meet construction employment needs for these projects. For these reasons, substantial population growth or increases in housing demand in the region as a result of these construction jobs is not anticipated. Therefore, the project would not

directly induce population growth by bringing substantial numbers of construction jobs to the area, or result in associated increases in demand for housing or goods and services.

GROWTH-INDUCING EFFECTS OF OPERATION

Operation of the proposed Costco facility would essentially replace the existing Costco facility at 4500 West Shaw Avenue in the city of Fresno that has been in operation since 1985. The customer base has outgrown the current location on West Shaw Avenue, and the existing Costco facility's continued operation could lead to future traffic and parking concerns. The proposed Costco facility would be sized to accommodate the current and projected membership base in northwest Fresno. Several utility improvements to the project site would be required to service the proposed uses and connect to available utilities, including extension of water, sewer, and stormwater services. The project would also require construction of off-site improvements to improve circulation during operation, as described in Section 2.2.4, "Project Design."

Generally, infrastructure and utility improvements have the potential to be growth-inducing because they can remove a constraint on a required public utility or service. However, the roadway infrastructure and utility improvements necessary for operation of the project would be limited to areas on the project site and adjacent to the project site that would fill gaps in existing infrastructure according to the respective master plans. Utility improvements would be restricted to those that are required to connect the proposed Costco facilities to existing utility infrastructure, and the off-site roadway improvements would be restricted to those allowing for safe access to the project site from the adjacent roadways. Neither type of infrastructure improvement would induce growth through extending roadway or utility infrastructure to new areas or from increasing infrastructure capacity.

The project includes a general plan amendment to reclassify the portion of West Herndon Avenue between North Riverside Drive and North Hayes Avenue from expressway to superarterial. Both are four- to six-lane divided (median island separation) roadways. Expressways have major street intersections located at approximately one-half mile intervals and no driveways for direct motor vehicle access to abutting property. A select number of motor vehicle access points to adjacent properties or local streets between the major street intersections may be approved by the City along superarterials. This re-designation would not affect the capacity of the roadway in a manner that could support additional or unplanned growth.

The number of employees residing in Fresno County exceeds the number of jobs available (US Census 2017). Therefore, employees who live in Fresno County tend to travel outside the county to their place of employment. The City of Fresno's General Plan focuses on improving economic growth through encouraging mixed-uses and higher intensities in developed areas (City of Fresno 2014: 3-3). The project would not create new employment opportunities; a maximum of 300 employees would work at the proposed Costco facility, which is the same maximum number of employees at the existing Costco facility on West Shaw Avenue. Additionally, the employees at the existing facility would relocate to the new facility, further reducing the potential of the project to induce long-term economic growth. For these reasons, operation of the project is not expected to result in direct or indirect population growth.

5.2 SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

Section 15126.2(c) of the State CEQA Guidelines requires EIRs to include a discussion of significant environmental effects that cannot be avoided if the proposed project is implemented. As documented throughout Chapter 3, "Environmental Impacts and Mitigation Measures," and Chapter 4, "Cumulative Impacts," of this Draft EIR, after implementation of the recommended mitigation measures, most of the impacts associated with the project would be reduced to a less-than-significant level. The following impacts are considered significant and unavoidable; that is, no feasible mitigation is available to reduce the project's impacts to a less-than-significant level:

- Impact 3.11-1: Generate a Substantial Temporary Increase in Ambient Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies
- Impact 3.13-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) Regarding Vehicle Miles Traveled

- Impact 3.13-3: Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)
- Impact 4-13: Cumulative Transportation and Circulation Impacts

5.3 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

The State CEQA Guidelines require a discussion of any significant irreversible environmental changes that would be caused by the project. Specifically, Section 15126.2(d) states:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generation to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The project would result in the irreversible and irretrievable commitment of energy and material resources during construction and operation, including the following:

- construction materials, including such resources as soil, rocks, wood, concrete, glass, and steel;
- land area committed to the new Costco facilities; and
- energy expended in the form of electricity, gasoline, diesel fuel, and oil for equipment and transportation vehicles that would be needed for project construction and operation.

The use of these nonrenewable resources is expected to account for a minimal portion of the region's resources and would not affect the availability of these resources for other needs within the region. Construction activities would not result in inefficient use of energy or natural resources. Construction contractors would be required to comply with emissions control measures applicable to the project. Long-term project operation would not result in substantial increase in consumption of energy and natural resources. See Section 3.6, "Energy," of this EIR for further discussion.

As described in Section 2.3, "Project Objectives," an operational goal of the project is to reduce energy consumption by incorporating sustainable design features and systems with enhanced energy efficiencies meeting state and federal requirements. To meet this goal, the project would construct a new commercial building with updated technology and decommission the existing Costco facility on West Shaw Avenue which began operation in 1985. Notwithstanding the project benefit of improved efficiency, construction and operational activities related to the project would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobiles and construction equipment.

With respect to operational activities, compliance with all applicable building codes, as well as project mitigation measures, would require that natural resources are conserved or recycled to the maximum extent feasible. Nonetheless, a long-term increase in the demand for electricity, natural gas, and water would occur. However, as discussed in Impact 3.6-1 in Section 3.6, "Energy," the project would not involve a wasteful or unjustifiable use of energy or other resources, and energy conservation efforts would also occur with the proposed construction and operation of the project. Therefore, the use of energy on-site would occur in an efficient manner.

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6 ALTERNATIVES

6.1 INTRODUCTION

State CEQA Guidelines Section 15126.6(a) requires EIRs to describe:

> a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a range of potentially feasible alternatives that will avoid or substantially lessen the significant adverse impacts of a project, and foster informed decision making and public participation. An EIR is not required to consider alternatives that are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

This section of the State CEQA Guidelines also provides guidance regarding what the alternatives analysis should consider. Subsection (b) further states the purpose of the alternatives analysis is as follows:

> Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code [PRC] Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

The State CEQA Guidelines require that the EIR include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative must be discussed, but in less detail than the significant effects of the project as proposed (CEQA Guidelines Section 15126.6[d]).

The State CEQA Guidelines further require that the "no project" alternative be considered (CEQA Guidelines Section 15126.6[e]). The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project. If the no project alternative is the environmentally superior alternative, CEQA requires that the EIR "shall also identify an environmentally superior alternative among the other alternatives" (CEQA Guidelines Section 15126[e][2]).

In defining "feasibility" (e.g., "feasibly attain most of the basic objectives of the project"), CEQA Guidelines Section 15126.6(f)(1) states, in part:

> Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

In determining what alternatives should be considered in the EIR, it is important to consider the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency's decision-making body, here the City Council. (See CEQA Sections 21081.5, 21081[a] [3].)

6.2 CONSIDERATIONS FOR SELECTION OF ALTERNATIVES

6.2.1 Attainment of Project Objectives

The State CEQA Guidelines require that an EIR include a statement of objectives for the project, and that the objectives include the underlying purpose of the project. These objectives help the lead agency determine the alternatives to evaluate in the EIR (see CEQA Guidelines Section 15124[b]) and gauge whether alternatives or mitigation measures that are feasible meet the basic project objectives. The specific project objectives, as stated by the project proponent, are as follows:

- Construct and operate a new membership-only Costco Commercial Center in northwest Fresno that serves the local community with a wide variety of goods and services from both nationally known businesses and regional and local businesses.
- Locate the new membership-only Costco Commercial Center in a location that is convenient for its members, the community, and employees to travel to for shopping and working.
- Locate the new membership-only Costco Commercial Center in an area serviced by adequate existing infrastructure, including roadways and utilities.
- Establish a facility of sufficient size to provide a state-of-the-art facility that integrates several services, including home and/or business delivery service, under one roof.
- Meet demand for automobile services, including gasoline, car wash, and tire center.
- Create a commercial use with architecture designed to facilitate integration with the overall design context for an area, including the surrounding community.
- Reduce energy consumption by incorporating sustainable design features and systems with enhanced energy efficiencies meeting State and federal requirements.
- Continue and increase big-box retail store sales tax revenues received by the City.
- Improve availability of integrated retail sales of goods and services in the northwest area of Fresno.
- Minimize circulation conflicts between automobiles and pedestrians for retail stores and gas stations.

6.2.2 Environmental Impacts of the Project

Sections 3.1 through 3.14 of this Draft EIR address the environmental impacts of implementation of the proposed project. Potentially feasible alternatives were developed with consideration of avoiding or lessening the significant, and potentially significant, adverse impacts of the project, as identified in Chapter 3 of this Draft EIR and summarized below. If an environmental issue area analyzed in this Draft EIR is not addressed below, it is because no significant impacts were identified for that issue area.

Four impacts that would result from project implementation were determined to be significant and unavoidable. The first impact is associated with short-term, nighttime construction near sensitive receptors and the potential to exceed established noise thresholds. The work window for certain activities associated with project construction would require activities that extend beyond the daytime hours (i.e., 7:00 a.m. to 10:00 p.m. Monday through Saturday) exempt from the City's noise control ordinance. To reduce this impact, an alternative would need to be located on a site that is not proximate to sensitive receptors or would eliminate the need for nighttime construction activity.

The second impact considered significant and unavoidable is the generation of a net increase in vehicle miles traveled (VMT), or the amount of travel induced by the project. The proposed Costco facility is intended to serve the growing customer base in northwest Fresno and would result in redirection of trips from the existing Costco facility located on West Shaw Avenue, approximately 2.6 miles southeast of the project site. As discussed further in Section 3.13, "Transportation and Circulation," Costco's land use and business model is auto oriented. Because members purchase

items in bulk at Costco facilities, walking, biking, or transit trips to the warehouse are impractical. An alternative that reduces VMT may be more centrally located, reducing travel distance for the greatest number of customers, and/or located near other destinations that could be combined with a trip to the Costco facility. These same alternative locations may reduce the other transportation impacts related to roadway hazards and cumulative transportation impacts.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

- **Impact 3.11-1:** Generate a Substantial Temporary Increase in Construction Noise Levels in Excess of Applicable Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies
- **Impact 3.13-2:** Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) Regarding Vehicle Miles Traveled
- **Impact 3.13-3:** Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)
- **Impact 4-13:** Cumulative Transportation Impacts

IMPACTS REDUCED TO LESS THAN SIGNIFICANT WITH MITIGATION

- **Impact 3.4-1:** Cause a Substantial Adverse Change in the Significance of Archaeological Resources
- **Impact 3.4-2:** Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource
- **Impact 3.4-4:** Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature
- **Impact 3.5-1:** Result in Disturbance to or Loss of Special-Status Wildlife Species and Habitat
- **Impact 3.11-3:** Generate a Substantial Permanent Increase in Ambient Noise Levels in the Vicinity of the Project due to Operational Stationary and On-Site Noise in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies
- **Impact 3.11-4:** Exposure of Existing Sensitive Receptors to Excessive Traffic Noise Levels
- **Impact 3.11-5:** Generate a Substantial Permanent Increase in Ambient Noise Levels in the Vicinity of the Project due to Intermittent Single-Event Noise Levels from Trucks in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

6.3 ALTERNATIVES CONSIDERED BUT NOT EVALUATED FURTHER

As described above, State CEQA Guidelines Section 15126.6(c) provides that the range of potential alternatives for the project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Alternatives that fail to meet the fundamental project purpose need not be addressed in detail in an EIR. (*In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165-1167.)

In determining what alternatives should be considered in the EIR, it is important to acknowledge the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by lead agency decision-maker(s). (See Pub. Resources Code, § 21081(a)(3).) At the time of action on the project, the decision-maker(s) may consider evidence beyond that found in this EIR in addressing such determinations. The decision-maker(s), for example, may conclude that a particular alternative is infeasible (i.e., undesirable) from a policy standpoint, and may reject an alternative on that basis provided that the decision-maker(s) adopts a finding, supported by substantial evidence, to that effect, and provided that such a finding reflects a reasonable balancing of the relevant economic, environmental, social, and other considerations supported by

substantial evidence. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 998.)

The EIR should also identify any alternatives that were considered by the lead agency but were rejected during the planning or scoping process and briefly explain the reasons underlying the lead agency's determination. The following alternatives were considered by the City of Fresno but are not evaluated further in this Draft EIR.

6.3.1 Off-Site Alternatives

As established in Section 15126.6(f)(2) of the State CEQA Guidelines, the rule of reason applied to assessment of alternative locations in a CEQA evaluation is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen significant effects of the project need be considered in the EIR. As described above, alternative locations for the proposed Costco facility could reduce anticipated impacts associated with construction noise and transportation by locating the facility on appropriately designated property of adequate size (approximately 20 to 25 acres) that is not near existing sensitive receptors but also central to other land uses so that VMT is reduced. A preliminary evaluation did not identify any other properties in northwest Fresno that were appropriately zoned (i.e., zoned for commercial use), adequately sized, and sufficiently distant from sensitive receptors that could be affected by nighttime construction.

The City received a public comment requesting evaluation of three specific alternative sites after the close of the scoping period: the southeast corner of West Herndon Avenue and Hayes Avenue, the area west of North Riverside Drive and north of Veterans Boulevard, and the area west of Bullard Avenue and south of Veterans Boulevard. As discussed further below, these alternatives were dismissed from further analysis due to feasibility and because they would not clearly address the project's significant environmental effects.

SOUTHEAST CORNER OF WEST HERNDON AVENUE AND HAYES AVENUE

There are three parcels at the southeast corner of Hayes and West Herndon Avenues: two parcels of approximately 1 acre zoned for office use and two parcels (13 acres and 7 acres) zoned for multifamily residential. Collectively, these parcels would provide approximately enough space to accommodate the proposed project. However, these parcels are under different ownership and the property is bisected by a Fresno Metropolitan Flood Control (FMCD) easement that runs to a small parcel owned by FMFCD in the middle of the site.

In addition to land acquisition and coordination with FMCD, development of the Costco facility at this location would require a general plan amendment and rezone. State law limits the City's ability to downzone residentially designated land. Senate Bill 330, known as the Housing Crisis Act, prevents the City from reducing residential capacity on a site zoned for housing without identifying replacement capacity. Government Code Section 65863 requires that cities ensure their general plans provide for regional housing needs. In addition, cities and counties are required to have no "net loss" of lower and moderate-income dwelling units. The City cannot take action that would reduce identified affordable housing sites for these income categories. Additionally, conceptual plans to develop apartments on this property have already been submitted to the City. Finally, the location across Hayes from the entrance to River Bluff Elementary school would not reduce effects on sensitive receptors or potential for traffic hazards.

This alternative location would not reduce anticipated impacts associated with construction noise and VMT. The alternative location is near the proposed project site and would result in development that requires similar construction techniques and has similar operational constraints to VMT reduction (i.e., purchasing goods in bulk can be incompatible with use of alternative modes of transportation). The site is also near sensitive receptors (residences along West Millbrae Avenue and River Bluff Elementary west of Hayes Avenue). The alternative was dismissed from further analysis because it would not lessen the environmental impacts of the project and may be infeasible due to State housing regulations and existing ownership and easement conditions.

AREA WEST OF NORTH RIVERSIDE DRIVE AND NORTH OF VETERANS BOULEVARD

There are three undeveloped parcels of approximately 8 acres, 6 acres, and 9 acres that are zoned for light industrial use in the area west of North Riverside Drive and north of Veterans Boulevard. In addition to land acquisition, development of the Costco facility at this location would require a general plan amendment and zoning designation change. However, if the three parcels were purchased and combined, this could be adequate land for the proposed facility.

The alternative site is located in the project site vicinity (northwest Fresno), approximately two-thirds of a mile south of the proposed project site. Similar to the proposed project site, it is separated from a residential subdivision by North Riverside Drive. Overall, the proximity of the alternative site to sensitive receptors is similar to the project.

Because the alternative site is in a similar area of the city and located within similar proximity to sensitive receptors, implementation of the project at the alternative site would not likely result in substantial reduction in VMT or construction noise. In addition, site access would be restricted to North Riverside Drive because Veterans Boulevard is designated as an expressway in the area and the slope of the overpass, which is substantially above grade in the area, would prohibit direct access. This could result in queuing impacts.

Finally, the parcels would have to be acquired by the project applicant. If the property owner(s) are willing to sell, all parties would need to negotiate mutually agreeable terms. Therefore, the feasibility of this alternative is unknown. Because this off-site alternative would not likely minimize significant impacts associated with the proposed project, and its feasibility is uncertain, it is rejected from further consideration.

AREA WEST OF BULLARD AVENUE AND SOUTH OF VETERANS BOULEVARD

This area is comprised of two parcels, an 11-acre parcel zoned for multi-family residential and a 9-acre parcel zoned for light industrial uses. Combined, these parcels may provide adequate land for the proposed project. In addition to land acquisition, development of the Costco facility at this location would require a general plan amendment and zoning designation change. State law limits the City's ability to downzone residentially designated land. Senate Bill 330 prevents the City from reducing residential capacity on a site zoned for housing without identifying replacement capacity. Government Code Section 65863 requires that cities ensure their general plans provide for regional housing needs. In addition, cities and counties are required to have no "net loss" of lower and moderate-income dwelling units. The City cannot take action that would reduce identified affordable housing sites for these income categories.

Similar to the alternative site discussed above, this site is in the same general vicinity of the project (northwest Fresno), located less than 1 mile to the south of the project site. Because it is in the general vicinity of the project site, it is unlikely that implementation of the project at the alternative site would result in a substantial VMT reduction compared to the project at the proposed site.

Fewer sensitive receptors are located near this alternative site; however, unlike the residences near the project site, the residences near the alternative site do not have sound walls protecting their rear yards. Therefore, it is uncertain if implementation of the project at this location would minimize construction noise impacts.

To implement the project at this location, the parcels would have to be acquired by the project applicant. If the property owner(s) are willing to sell, all parties would need to negotiate mutually agreeable terms. This land also has power pole easements running through the property and the future alignment of West Escalon Avenue which could preclude a viable site plan. For these reasons, the feasibility of this alternative is unknown. Because this off-site alternative would not likely minimize significant impacts associated with the proposed project, and its feasibility is uncertain, it is rejected from further consideration.

6.3.2 Redevelopment of the Existing Costco Facility

Under this alternative, the existing Costco facility would be renovated in its current location, but not expanded. Certain upgrades would be possible, including improved energy efficiency. However, site constraints would prevent expansion of the Costco facility and consolidation of the MDO processing, as envisioned with the proposed project.

Existing concerns with traffic and parking would persist with continued use of the redeveloped Costco property as the customer base in northwest Fresno continues to grow. This alternative would not adequately meet most of the project objectives, including constructing and operating a new warehouse in northwest Fresno, reducing energy consumption, providing a convenient location, providing a state-of-the-art Costco facility (including home and/or business delivery service), minimizing circulation conflicts, and developing a Costco facility that is large enough to accommodate all the uses and services that Costco provides to its members elsewhere. For these reasons, this alternative is dismissed from further consideration.

6.3.3 No Gas Station Alternative

An alternative that would remove the gas station from the project was considered based on public comments. Under an alternative without the gas station, all other project elements would remain unchanged. As explained above in Section 6.2, "Considerations for Selection of Alternatives," alternatives evaluated in detail should reduce the significant impacts anticipated with implementation of the proposed project. The significant and unavoidable impacts of the project as proposed, related to construction noise and operational transportation, would not be substantially lessened by this alternative.

Short-term construction noise may be slightly reduced because the gas station facility would not be constructed. As with the proposed project, construction activity under this alternative would be expected to expose existing sensitive receptors northeast and west of the site to construction noise that exceeds standards. This alternative would require implementation of the same mitigation measures as the proposed project. However, as with the proposed project, it cannot be ensured that these measures would reduce equipment noise to meet City noise standards during construction activity.

Related to vehicle trips, this alternative would eliminate VMT from customers traveling to the project site for the sole purpose of purchasing gas. However, because customers who would otherwise combine fueling with a Costco shopping trip would have to purchase gas elsewhere, the net effect on VMT is unclear.

Operation of the project would contribute to a permanent increase in ambient noise levels in the area from activities including delivery vehicles, landscape maintenance, HVAC equipment operation, and traffic noise. This alternative may result in slight reductions in operational noise because there would be no fuel delivery trucks, fewer idling cars queuing for gas, and potential for fewer overall trips on North Riverside Drive and Spruce Avenue. Impacts related to potential for effects on biological resources would not change because the disturbance footprint would be the same. Potential effects on cultural or tribal cultural resources may be slightly reduced due to the potential for reduced earthwork in an alternative where excavation is not required for the underground storage tanks at the gas station.

This alternative would meet all of the established project objectives, except one: the objective to meet member demand for automobile services, including gasoline, car wash, and tire center.

This alternative was dismissed from detailed evaluation because it does not address the significant impacts of the project in a meaningful way that will result in substantial reductions to the severity of potential impacts.

6.3.1 No Spruce Avenue Connection

This alternative would construct Spruce Avenue along the northern boundary of the project site, but would not extend the roadway east to connect to the existing terminus of Spruce Road. This alternative would reduce the potential for traffic noise to affect the residences north of Spruce Avenue. This alternative is not consistent with the City's general plan and would restrict safe and efficient traffic flow in the area. It should also be noted that even if this improvement were not a condition of project approval, because it is an identified roadway connection in the general plan, it would likely be developed in the near future, regardless of project approval. For these reasons, the alternative has been dismissed from detailed analysis.

6.4 ALTERNATIVES SELECTED FOR DETAILED ANALYSIS

The following alternatives are evaluated in this Draft EIR:

- Alternative 1a: No Project Alternative assumes continued operation of the existing Costco facility at its current location, but also assumes development of the project site with the type and intensity of commercial uses consistent with the existing General Plan land use designation and zoning.
- Alternative 1b: No Development Alternative assumes continued operation of the existing Costco facility at its current location and no development of the project site.
- Alternative 2: Reduced Size Costco Warehouse assumes that the proposed warehouse at the proposed site would be similar in size to the existing Costco warehouse.
- Alternative 3: Mixed-Use Costco Center Alternative would adjust the land use mix on the project site to include high-density residential development intended to promote VMT efficiency.

Further details on these alternatives, and an evaluation of environmental effects relative to the proposed project, are provided below. As described above, the alternatives are intended to "avoid or substantially lessen" the significant impacts of the project (CEQA Guidelines Section 15126.6[a]). For this reason, the alternative evaluation below focuses on the environmental resources where there is a significant impact identified (prior to mitigation) in Chapter 3: aesthetics; archaeological, historical, and tribal cultural resources; biological resources; noise and vibration; and transportation and circulation. Resources in which the project would generate less-than-significant impacts are only specifically evaluated where there is a potential for a substantial change in the severity of the impact.

6.4.1 Alternative 1a: No Project Alternative - Development Consistent with Existing Land Use and Zoning

The State CEQA Guidelines (Section 15126.6[e][1]) states the purpose for describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The guidelines suggest two typical paths for discussing the no project alternative: 1) when the project is the revision of an existing land use or regulatory plan, the no project alternative would be a continuation of the existing plan not the future, or 2) if the project is other than a land use plan, for example a development project on identifiable property, the no project alternative is the circumstance under which the project does not proceed, specifically the practical result of the project's non-approval (not a set of artificial assumptions that would be required to preserve the existing physical environment).

In the case of this no project alternative, because the project site is designated and zoned for commercial use, is surrounded on all sides by existing development, has immediate access to adjacent roads and public utilities, and contains no major development constraints, it is reasonably foreseeable that this project site would be developed in the moderately near future. Also, because the project includes amendments to the City's General Plan and rezoning of the site, examining an alternative that maintains the current land use designation and zoning would be useful to decision makers.

For these reasons, Alternative 1a assumes that development of the site would occur consistent with existing land use designation (Community Commercial) and zoning (Community Commercial) of the site (it would be speculative to assume otherwise). The existing Community Commercial designation allows a floor area ratio (FAR) of 1.0, whereas the proposed General Commercial designation allows a FAR of 2.0, which is twice the floor area allowed under the existing designation. Also, whereas the General Commercial designation allows uses with higher traffic volumes, such as strip malls, wholesale businesses, and specialized retail, the Community Commercial designation is intended for commercial development that primarily serves local needs, such as medium-scale retail, office, civic and entertainment use, supermarkets, drug stores, and supporting uses. Based on the applicable development standards, and assuming that future development would be consistent with City standards related to building coverage, setbacks, landscaping, and building heights, future development of the site is anticipated to include commercial/retail development totaling approximately 120,000 square feet (s.f.), which is approximately half the intensity of the

proposed project. It should be noted that, although Alternative 1a would include less overall development, this analysis assumes that no portion of the site would remain vacant, and that the entire site would be graded. However, because there would be less overall floor area, there would likely be opportunities for increased landscape areas.

Under Alternative 1a, the existing Costco facility on West Shaw Avenue would continue to operate. Operation of the existing facility is accounted for in the baseline, existing conditions described throughout this EIR. For this reason, continued operation and associated energy use, VMT, and air pollutant and greenhouse gas (GHG) emissions of the magnitude disclosed for existing operations are considered a continuation of baseline conditions and are not considered impacts resulting from Alternative 1a. However, the existing Shaw Avenue Costco has existing circulation challenges and limited parking would persist with intensification of the use of the Costco property as the customer base in northwest Fresno continues to grow. Alternative 1a would not achieve the basic project objective of establishing a facility of sufficient size that integrates several services, including home and/or business delivery service, under one roof. Alternative 1awould also not meet the project objective related to meeting demand for automobile services, including gasoline, car wash, and tire center because the car wash is not consistent with existing zoning. Other objectives related to operation of a retail center that serves the community with a wide variety of goods in northwest Fresno that is serviced by adequate infrastructure, creating a commercial center that is integrated with the overall design context, reducing energy consumption, increasing taxable sales, and minimizing circulation conflicts could be achieved by commercial development of the site under Alternative 1a.

ALTERNATIVE EVALUATION

Less-than-Significant Project Impacts

The proposed project would result in less-than-significant impacts (with no mitigation measures required) related to aesthetics, agricultural and forestry resources, air quality, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, greenhouse gas emissions, land use, mineral resources, population and housing, public services, recreation, utilities, and wildfire. Implementation of Alternative 1a would result in less overall development than the project and would be consistent with the existing general plan land use designation and zoning for the project site. Alternative 1a assumes development of the project site with a commercial use that is consistent with the existing zoning. Under this alternative, it is assumed that the entire site would be graded, although the overall level of construction would be slightly less. Potential to generate long-term operational emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ would be similar to the project, and similar SJVAPCD standards would likely be applied. Because the proposed project would result in less-than-significant impacts related to the issues listed above, the No Project Alternative would result in a *similar* level of impact.

Archaeological, Historical, and Tribal Cultural Resources

Alternative 1a, similar to the proposed project, would include grading of the entire project site. The proposed project's impacts to archaeological, tribal cultural, and paleontological resources are less than significant with implementation of mitigation measures. Alternative 1a would require similar mitigation measures and its impacts would be reduced in the same manner. Therefore, the overall level of impact would be *similar*.

Biological Resources

Grading of the entire site is assumed under Alternative 1a, and the same mitigation measures would be required. These mitigation measures, as applied to either the proposed project (as described in Section 3.5, "Biological Resources") or the No Project Alternative, would reduce impacts to less than significant. Therefore, the overall impact would be *similar*.

Noise and Vibration

The project would result in a significant impact related to construction noise, primarily due to the need for nighttime construction. The need for nighttime construction relates primarily to the large foundation necessary for a Costco facility. Under Alternative 1a, the overall floor area would be substantially smaller than the proposed project and may also consist of a series of smaller structures (depending on the specific development); therefore, overnight foundation pouring may not be necessary under this scenario. Also, the smaller size would also likely allow for increased site design flexibility, which could place structures farther from existing sensitive receptors than under the proposed

project. Because of these reasons, there is a reasonable likelihood that Alternative 1a could result in a substantial reduction to the project's significant impacts related to construction noise. This impact would be *less*.

Transportation and Circulation

As described above, unlike the proposed General Commercial designation, which allows uses with higher traffic volumes, the existing Community Commercial designation is intended for commercial development that primarily serves local needs, such as medium-scale retail, office, civic and entertainment use, supermarkets, drug stores, and supporting uses. Therefore, a project consistent with this designation would generally be more VMT efficient than a wider-serving project, such as a Costco facility. Also, whereas some transportation demand management (TDM) measures are not very effective for a Costco facility (i.e., shoppers buying in bulk would not generally be able use bicycles or transit), they may be much more feasible for a local-serving retail development. Therefore, Alternative 1a may substantially reduce the project's significant impacts related to VMT and traffic hazards due to overall reduced traffic volumes. The impact would be *less*.

6.4.2 Alternative 1b: No Project Alternative – No Development

The No Development Alternative is a version of the "no project" alternative wherein the existing environmental setting is maintained. The existing Costco facility on West Shaw Avenue would continue to operate.

This alternative assumes that permissible development would not occur on the project site and the lot would remain vacant. Alternative 1b is provided for informational purposes and discloses the effects on the environment if the environmental setting were maintained. Although the site remaining undeveloped is a potential outcome of not approving the proposed project, decision-makers could only select and implement this alternative if the City also purchased the property or changed the land use designation to ensure a "no development" outcome. Otherwise, it is reasonably foreseeable that development of the property would occur as described in Alternative 1a. The No Development Alternative would not meet any of the objectives established for the project.

ALTERNATIVE EVALUATION

Less-than-Significant Project Impacts

The proposed project would result in less-than-significant impacts (with no mitigation measures required) related to aesthetics, agricultural and forestry resources, air quality, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, greenhouse gas emissions, land use, mineral resources, population and housing, public services, recreation, utilities, and wildfire. The No Development Alternative would eliminate all environmental effects of construction and operation identified in Chapter 3 of this EIR. The proposed project would result in less-than-significant impacts related to the issues listed above and the No Development Alternative would result in *less* impact. The exceptions would be impacts related to land use. These are discussed individually below.

Archaeological, Historical, and Tribal Cultural Resources

This alternative would eliminate the potential for development to disturb archaeological, tribal cultural, and paleontological resources present on the project site. This would avoid a significant impact of the project. The No Development Alternative would result in *less* impact.

Biological Resources

This alternative would eliminate the effect of development on biological resources present on the project site. This would avoid a significant impact of the project. The No Development Alternative would result in *less* impact.

Land Use

Alternative 1b would not conflict with City policies adopted for the purposes of avoiding or mitigating an environmental effect. However, the No Development Alternative would not be consistent with the existing general plan land use designation and zoning, which have been established by the City to identify appropriate locations for

development. Eliminating the development potential of the project site could result in increased pressure to develop commercial land uses in other areas of northwest Fresno that are less suitable for this type of development. Overall, the No Development Alternative would result in impacts that are *similar* to the proposed project.

Noise and Vibration

This alternative would eliminate the effect of construction noise on sensitive receptors. This would avoid a significant impact of the project. The No Development Alternative would result in *less* impact.

Transportation and Circulation

Under the No Development Alternative, the project site would not generate VMT or contribute to traffic that results in queuing hazards. This would avoid a significant impact of the project. The No Development Alternative would result in *less* impact.

6.4.3 Alternative 2: Reduced Size Costco Warehouse

The significant impacts associated with the project that cannot be minimized or avoided through mitigation relate to traffic queuing, VMT, and construction noise. Reducing the size of the Costco warehouse would result in a reduction in total VMT. Regarding the project's significant impact related to noise, a smaller version of the project may allow more flexibility in terms of site design and layout, potentially providing more distance between specific project elements and existing sensitive receptors. Because noise generally attenuates according to the "inverse square law" (i.e., a doubling of distance from a point source reduces sound pressure by approximately 6 dB), the amount of increased distance a smaller structure would allow would not likely avoid the impact, but in combination with the mitigation measures identified, the construction-related noise impact would be further reduced.

The Reduced Size Costco Warehouse Alternative assumes development of a Costco warehouse on the project site that is the same size as the existing Costco warehouse on Shaw Avenue. As with redevelopment of the existing Costco site, a smaller warehouse would not accommodate consolidation of the MDO and those processes would continue at their current location. The fueling station would also be substantially smaller than the proposed station, and there would be no car wash. The site would be designed to place the smaller structure as far as reasonably possible from existing sensitive receptors that back onto North Riverside Drive across from the project site. Under this alternative, there may be a slight reduction in construction activity, but the general duration and types of construction would be similar.

This alternative would likely not adequately meet several of the project objectives, including expanding the space available for integrated retail sales and services in the local market, providing a state-of-the-art facility to better serve the membership in the greater Fresno area, integrated automobile services, and developing a facility that is large enough to accommodate all the uses and services that Costco provides to its members elsewhere.

ALTERNATIVE EVALUATION

Less-than-Significant Project Impacts

The proposed project would result in less-than-significant impacts (with no mitigation measures required) related to aesthetics, agricultural and forestry resources, air quality, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, greenhouse gas emissions, land use, mineral resources, population and housing, public services, recreation, utilities, and wildfire. Implementation of the Reduced Size Costco Warehouse Alternative would result in less intense development on the project site, although the overall level of ground disturbance and the construction period and intensity would be similar. Overall operations would be similar. Because the proposed project would result in less-than-significant impacts related to the issues listed above, the Reduced Size Costco Warehouse Alternative would result in a *similar* level of impact.

Archaeological, Historical, and Tribal Cultural Resources

Implementation of the Reduced Size Costco Warehouse Alternative, similar to the proposed project, would include grading of the entire project site. The proposed project's impacts to archaeological, tribal cultural, and paleontological resources are less than significant with implementation of mitigation measures. The Reduced Size Costco Warehouse Alternative would require similar mitigation measures and its impacts would be reduced in the same manner. Therefore, the overall level of impact would be *similar*.

Biological Resources

Grading of the entire project site is assumed under the Reduced Size Costco Warehouse Alternative, and the same mitigation measures would be required. These mitigation measures, as applied to either the proposed project (as described in Section 3.5, "Biological Resources") or the Reduced Size Costco Warehouse Alternative, would reduce impacts to less than significant. Therefore, the overall impact would be *similar*.

Noise and Vibration

As described above, one of the project's significant impacts relates to construction noise, primarily due to the need for nighttime construction. It is likely that a smaller Costco warehouse structure would still require overnight construction for the foundation pour. Also as described above, due to the way noise attenuates, even if the smaller Costco warehouse was moved farther away from existing residences that back onto North Riverside Drive, it likely would not be enough to avoid or substantially reduce the impact. However, the increased distance, in combination with the mitigation measures identified in Section 3.11, "Noise and Vibration," would result in a slight reduction in the level of nighttime noise. Therefore, the impact would be *slightly less*.

Transportation and Circulation

Decreasing the size of the Costco warehouse would reduce the total VMT generated because the alternative would involve fewer shoppers, fewer employees, and fewer deliveries than the proposed project. However, as discussed in Section 3.13, "Transportation and Circulation," the City's *CEQA Guidelines for VMT Thresholds* states that "VMT generated by retail projects would indicate a significant impact for any net increase in total VMT." Although the Reduced Size Costco Warehouse Alternative may result in a slight decrease in total VMT, it would not eliminate the VMT generated. It would also not change the effectiveness of mitigation measures (i.e., shoppers buying in bulk would not typically use bicycle or transit). Therefore, although the Reduced Size Costco Warehouse Alternative would likely result in a modest reduction in the overall VMT, it would not minimize or avoid the impact altogether, and the impact would be *slightly less* under the alternative.

6.4.4 Alternative 3: Mixed-Use Costco Center Alternative

A possible approach for reducing project impacts related to VMT would be to adjust the land use mix to include land uses with higher VMT efficiency. High-density residential, especially in combination with retail and commercial development, is usually one of the more VMT-efficient land uses. Given the large number of commercial/retail uses in the area and the generally low level of medium- and high-density housing, a high-density housing development may perform moderately well in this location compared to the project. However, a Costco warehouse facility would not provide the ideal retail facility to coexist on the same property as a multi-family housing development. A grocery-store-anchored shopping center or other mixed-retail center that would allow residents to walk to shopping and possible jobs would be more appropriate. Also, to accommodate a high-density housing structure, the Costco warehouse component would need to occupy a much smaller footprint.

Under the Mixed-Use Costco Center Alternative, a two-story Costco warehouse would be developed within a smaller footprint to allow room for a low-to-mid-rise, high-density housing development on the project site. The overall floor area would likely be smaller than the proposed Costco warehouse but may be larger than the existing Costco warehouse. Due to site constraints, no gas station, car wash, or MDO facility would be included under this alternative.

Critically, the Costco warehouse structure would be designed such that loading docks and other noise- and air-pollutant-generating facilities and equipment are located on the side of the building farthest from any sensitive receptor and as far from sensitive receptors as possible, including the on-site high-density residential structure. It

should be noted that this design constraint may affect the feasibility of this alternative and that more detailed design work would be needed to make the final feasibility determination.

If feasible, this alternative would likely not meet several project objectives, including developing a Costco facility that is large enough to accommodate all the uses and services that Costco provides to its members elsewhere and meeting member demand for automobile services, including gasoline. Also, because this alternative would involve large multi-story structures in an area dominated by one-and two-story residential development and single-story commercial development, it would likely not achieve the objective related to integration with the overall design context for the area.

ALTERNATIVE EVALUATION

Less-than-Significant Project Impacts

The proposed project would result in less-than-significant impacts (with no mitigation measures required) related to aesthetics, agricultural and forestry resources, air quality, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, greenhouse gas emissions, land use, mineral resources, population and housing, public services, recreation, utilities, and wildfire. Implementation of the Mixed-Use Costco Center Alternative would result in greater intensity of development on the project site, although the overall level of ground disturbance and the construction period and intensity would be similar. The proposed project would result in less-than-significant impacts related to the issues listed above and the Mixed-Use Costco Center Alternative would result in a *similar* level of impact. Two exceptions would be impacts related to aesthetics and land use. These are discussed individually below.

Aesthetics

The proposed project would result in less-than-significant impacts related to aesthetics. However, the Mixed-Use Costco Center Alternative would involve development of structures much larger in scale than the proposed project, including a two-story Costco warehouse and a low-to-mid-rise high-density housing development. Under this alternative the mass of structures on the project site would be much more prominent and would not generally be consistent with the one- and two-story single-family residential development or the single-story commercial development in the vicinity. The contrast would be especially stark on the northern portion of the site, which is adjacent the fairway for Riverside Golf Course. Although this change in visual character may not rise to the level of a significant impact that cannot be minimized, it would be *greater* than the proposed project.

Archaeological, Historical, and Tribal Cultural Resources

Implementation of the Mixed-Use Costco Center Alternative, similar to the proposed project, would include grading of the entire project site. The proposed project's impacts to archaeological, tribal cultural, and paleontological resources are less than significant with implementation of mitigation measures. The Mixed-Use Costco Center Alternative would require similar mitigation measures and its impacts would be reduced in the same manner. Therefore, the overall level of impact would be *similar*.

Biological Resources

Grading of the entire project site is assumed under the Mixed-Use Costco Center Alternative, and the same mitigation measures would be required. These mitigation measures, as applied to either the proposed project (as described in Section 3.5, "Biological Resources") or the Mixed-Use Costco Center Alternative, would reduce impacts to less than significant. Therefore, the overall impact would be *similar*.

Noise and Vibration

One of the project's significant impacts relates to construction noise, primarily due to the need for nighttime construction. Due to the constrained size of the project site to support a Costco warehouse and a housing development, this alternative could increase the effects of construction noise by placing the construction areas closer to existing sensitive receptors. Also, the taller structures may require pile driving, which could result in increased impacts related to vibration. However, the modified design of this alternative may limit the need for nighttime construction associated with continuous concrete pours for large foundations. Overall, the impacts associated with the Mixed-Use Costco Center Alternative would be *similar*.

Transportation and Circulation

Because the Mixed-Use Costco Center Alternative would result in a smaller commercial warehouse and includes uses that are more VMT efficient than the Costco warehouse facility alone, the alternative would likely result in somewhat reduced VMT impacts compared to the project. However, because the project site is not in a jobs-rich area that would support walkable/bikeable employment for on-site residents, the VMT efficiency associated with the residential development would be limited, and not likely enough to counter the project's daily VMT generation. As discussed above, the City's *CEQA Guidelines for VMT Thresholds* establishes that any increase in net VMT for retail projects would be a significant impact. Therefore, although the project would likely result in modest reductions, it would not avoid or minimize the significant impact related to VMT. Effects on queuing and roadway hazards would be reduced. The overall impact would be *slightly less*.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Because the No Development Alternative (Alternative 1b, described above in Section 6.4.2) would avoid all adverse impacts resulting from construction and operation of the proposed project, as analyzed in Chapter 3 of this Draft EIR, it is the environmentally superior alternative. However, the No Development Alternative would not meet the objectives the project. The No Project Alternative (Alternative 1a, described above in Section 6.4.1) would also avoid the significant and unavoidable effects of the project, while achieving some of the project objectives related to providing a commercial center on the site.

When the environmentally superior alternative is the No Project Alternative, the State CEQA Guidelines (Section 15126[d][2]) require selection of an environmentally superior alternative from among the other action alternatives evaluated. As illustrated in Table 6-1, below, Alternative 2: Reduced Size Costco Warehouse would be environmentally superior action alternative because although the environmental impacts would be similar to the proposed project, and no significant impacts or significant and unavoidable impacts would be completely avoided, the project's significant impacts related to VMT and construction noise would be slightly reduced.

Table 6-1 Summary of Environmental Effects of the Alternatives Relative to the Proposed Project

Environmental Topic	Proposed Project	Alternative 1a: No Project/Development	Alternative 1b: No Project/No Development	Alternative 2: Reduced Size Costco Warehouse	Alternative 3: Mixed-Use Costco Center
Aesthetics	LTS	Similar	Less	Similar	Greater
Agricultural and Forestry Resources	LTS	Similar	Less	Similar	Similar
Air Quality	LTSM	Similar	**Less**	Similar	Similar
Archaeological, Historical, and Tribal Cultural Resources	LTSM	Similar	**Less**	Similar	Similar
Biological Resources	LTSM	Similar	**Less**	Similar	Similar
Energy	LTS	Similar	Less	Similar	Similar
Greenhouse Gas Emissions and Climate Change	LTS	Similar	Less	Similar	Similar
Hydrology and Water Quality	LTS	Similar	Less	Similar	Similar
Hazards and Hazardous Materials	LTS	Similar	Less	Similar	Similar
Land Use and Planning	LTS	Similar	Similar	Similar	Similar
Noise and Vibration	SU	**Less**	**Less**	Slightly Less	Similar
Public Services	LTS	Similar	Less	Similar	Similar
Transportation and Circulation	SU	**Less**	**Less**	Slightly Less	Slightly Less
Utilities	LTS	Similar	Less	Similar	Similar

Notes: bold text indicates that the project avoids or minimizes a significant impact associated with the project; LTS = less than significant; LTSM = less than significant with mitigation; SU = significant and unavoidable

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Chapter 4 Cumulative Impacts

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Chapter 5 Other Considerations

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Chapter 6 Alternatives

No references used in this chapter.

Appendix A

Notice of Preparation and Comments Received Suring the Scoping Period

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING FOR THE COSTCO COMMERCIAL CENTER PROJECT

Date:	October 22, 2021
To:	State Clearinghouse, Responsible and Trustee Agencies, Interested Parties, and Organizations
Subject:	Notice of Preparation of an Environmental Impact Report and Scoping Meeting for the Costco Commercial Center Project, Fresno, California
Lead Agency:	City of Fresno Planning and Development Department 2600 Fresno Street, Room 3043 Fresno, CA 93721 (559) 621-8277
Contact:	Jose Valenzuela, Planner III Planning and Development Department 2600 Fresno Street, Room 3065 Fresno, CA 93721 (559) 621-8070 Jose.Valenzuela@fresno.gov
Comment Period:	October 22, 2021 – November 22, 2021

PURPOSE OF NOTICE

The Costco Wholesale Corporation (Costco) proposes to construct the Costco Commercial Center (hereafter "project"), which comprises a new Costco facility (including loading docks and internal space to provide last-mile home delivery of big and bulky items) with an attached tire center and a detached gas station and drive-through car wash in the City of Fresno. As the lead agency, the City of Fresno will prepare an Environmental Impact Report (EIR) for the project and is issuing this Notice of Preparation (NOP) per Section 15082 of the California Environmental Quality Act (CEQA) Guidelines. The purpose of this NOP is to provide agencies, interested parties, and organizations with sufficient information describing the project and the potential environmental effects to enable meaningful input related to the scope and content of information to be included in the EIR. The EIR will evaluate the potential environmental impacts of the project on both a direct and cumulative basis and identify potentially feasible mitigation measures or alternatives that may lessen or avoid impacts.

The City is requesting input from the public and responsible and trustee agencies on environmental issues associated with development of the project, as described in this NOP.

Comments received during this public comment period will be used to focus the environmental analyses in the EIR.

PUBLIC REVIEW PERIOD AND SCOPING MEETING

This NOP is available for public review and comment for 30 days beginning October 22, 2021. The City will hold a public scoping meeting to inform interested parties about the project and provide agencies and the public with an opportunity to submit comments on the scope and content of the EIR. In response to COVID-19, the public scoping meeting will be conducted virtually on November 2, 2021 at 6:00 p.m.

Web link: https://zoom.us/j/98798625753

Call-in Information: 1-669-900-9128

Webinar ID: 98798625753

Meeting Date: November 2, 2021

Meeting Time: 6:00 p.m.

Any interested person may appear at the public hearing electronically, by either Zoom meeting or telephone. If you have any questions regarding the scoping meeting, contact Jose Valenzuela, Project Planner, at (559) 621-8070 or Jose.Valenzuela@fresno.gov. Si necesita información en Español, comuníquese con Jose Valenzuela al teléfono (559) 621-8070 o por correo electrónico jose.valenzuela@fresno.gov.

Submitting Comments

Comments and suggestions as to the appropriate scope of analysis in the EIR are invited from all interested parties. Written comments or questions concerning the EIR should be directed to the City's project manager at the following address. Comments must be received by 5:00 p.m. on November 22, 2021. Please include the commenter's full name and address.

Jose Valenzuela, Planner III
Planning and Development Department
2600 Fresno Street, Room 3065
Fresno, CA 93721
(559) 621-8070
Jose.Valenzuela@fresno.gov

Si necesita información en Español, comuníquese con Jose Valenzuela al teléfono (559) 621-8070 o por correo electrónico jose.valenzuela@fresno.gov.

Copies of this NOP may be reviewed at the following locations:

- Fresno County Public Library during library hours;
- City of Fresno, 2600 Fresno Street, Room 3065 between 7:00 a.m. and 6:00 p.m.; or
- Online at: https://www.fresno.gov/cityclerk/notices-publications/

PROJECT OVERVIEW

The project would develop a new Costco retail building; gas station; car wash; and associated parking areas, driveways, and other supporting infrastructure. The existing Costco at 4500 West Shaw Avenue would relocate to the new facility, which would be sized to accommodate the customer base in northwest Fresno. The existing Costco gas station would be decommissioned, including removal of the underground storage tanks. The existing and proposed Costco sites are shown in Figure 1.

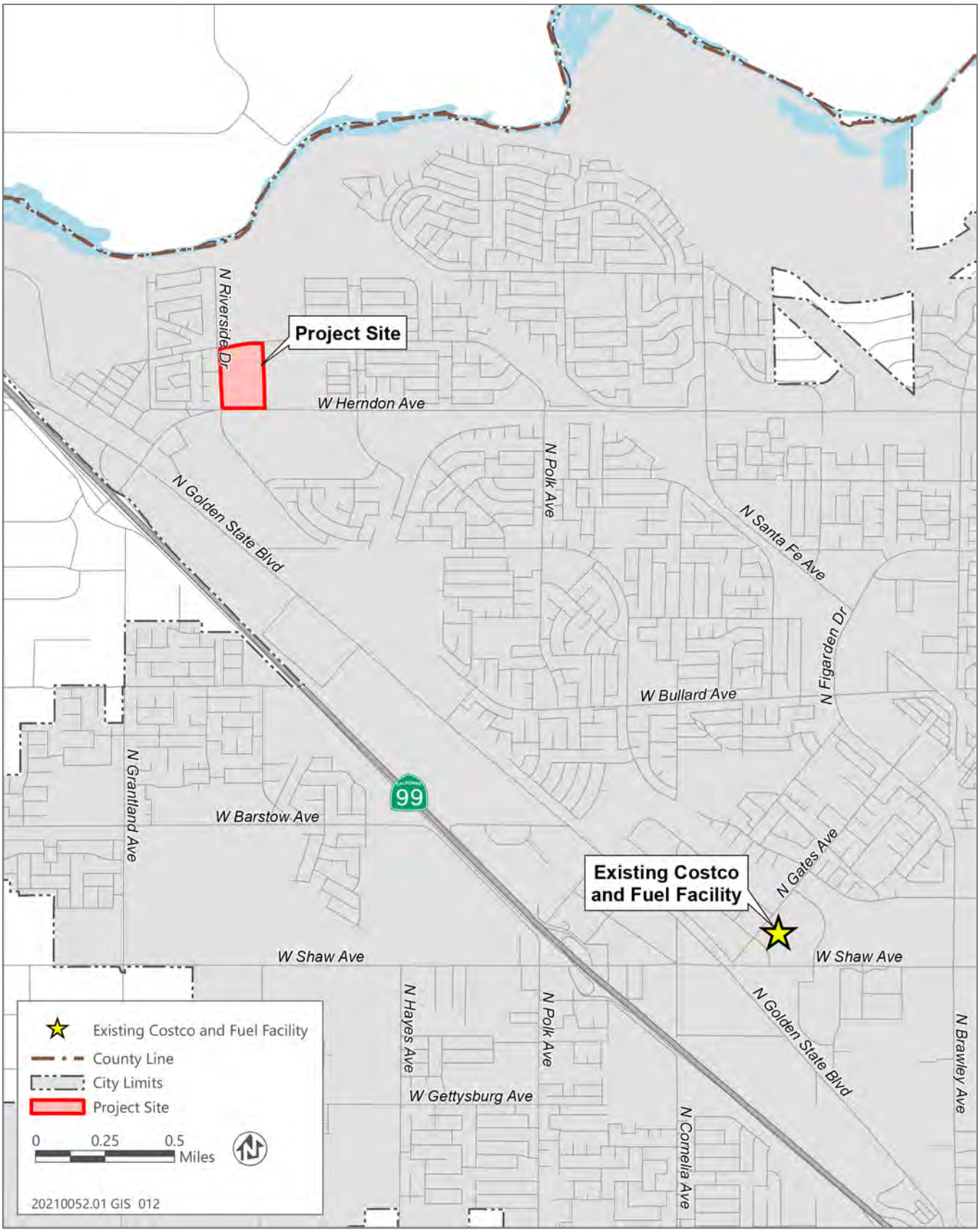
The project would allow Costco to expand services in the area to include a larger gas station and a car wash, as well as a loading area to facilitate last-mile home delivery of big and bulky items in the Fresno area. The Costco retail building is consistent with established zoning for the parcel; however, a re-zone and General Plan amendment would be required to permit the proposed car wash.

The project also includes a proposed General Plan amendment and rezoning to reclassify the adjacent portion of West Herndon Avenue from expressway to super arterial to allow the construction of an intersection where West Herndon Avenue meets the Arthur Avenue right-of-way. The intersection would allow project traffic to access the project site via two north-south streets, rather than solely from North Riverside Drive. This would permit easier travel for southbound drivers along North Riverside Drive, including nearby residents and visitors to the Riverside Golf Course.

Costco Wholesale facilities are operated on a membership-only basis. The warehouse and car wash hours are anticipated to be Monday through Friday from 9:00 a.m. to 8:30 p.m., and Saturday and Sunday from 9:00 a.m. to 7:00 p.m. The fuel station would operate from 5:00 a.m. to 10:00 p.m. daily.

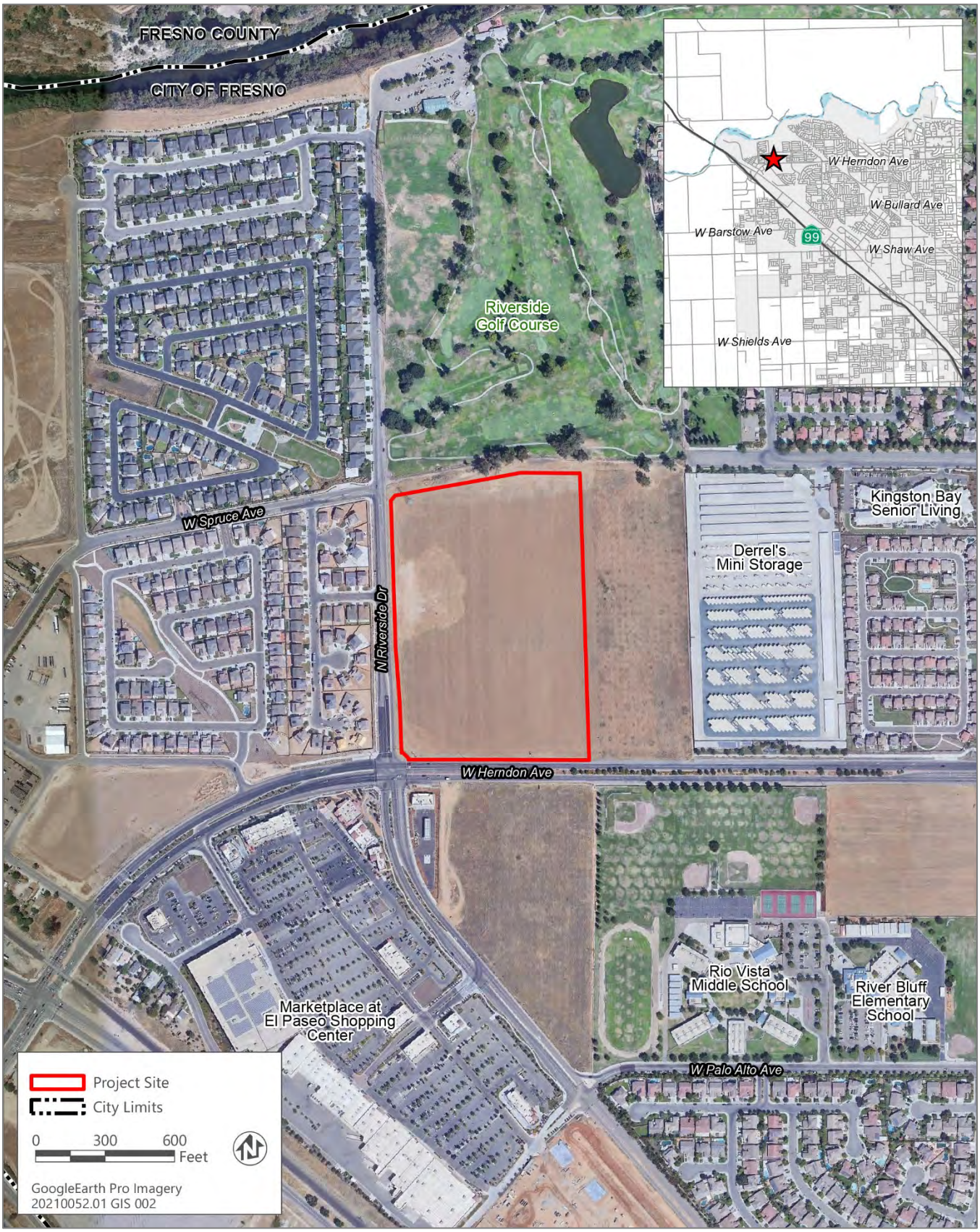
Project Location

The proposed location of the Costco Commercial Center site is a vacant 22.4-acre parcel located at the northeast corner of the intersection of West Herndon Avenue and North Riverside Boulevard in the City of Fresno. The project site is a single parcel, bordered by West Spruce Avenue to the north, the right-of-way of (currently unbuilt) Arthur Avenue to the east, West Herndon Avenue to the south, and North Riverside Boulevard to the east. The site's address is 7120 North Riverside Drive and the assessor's parcel number (APN) is 503-02-012 (Figure 2). Local access to the site is provided by West Herndon Avenue, West Spruce Avenue, and North Riverside Boulevard. Regional access is provided by State Route (SR) 99, via the West Herndon Avenue interchange approximately 0.5 mile to the southwest.



Source: adapted by Ascent in 2021

Figure 1 Regional Location of Project and Existing Costco



Source: adapted by Ascent in 2021

Figure 2 Project Location

Requested Entitlements

The project would require the following entitlements from the City of Fresno:

- A General Plan Amendment and rezoning to reclassify the portion of West Herndon Avenue fronting the project site from expressway to super arterial, to change the site's General Plan Land Use Designation from Community Commercial to General Commercial, and to change the site's zoning designation from CC (Commercial – Community) to CG (Commercial General);
- A conditional use permit (CUP) per Table 15-1202 in Section 15-1202 of the Fresno Municipal Code to establish a Large-Format Retail, Service Station, and Car Wash within the CG zone;
- A CUP per Section 15-2706 the Fresno Municipal Code to establish a new use including the sale of alcoholic beverages for off-site consumption;
- A Planned Development Permit per Section 15-59 of the Fresno Municipal Code to allow variation from the standards for parking lot lighting in Section 15-2015; and
- Approval of a Parcel Map for the subdivision of the existing parcel into two resultant parcels.

Project Elements

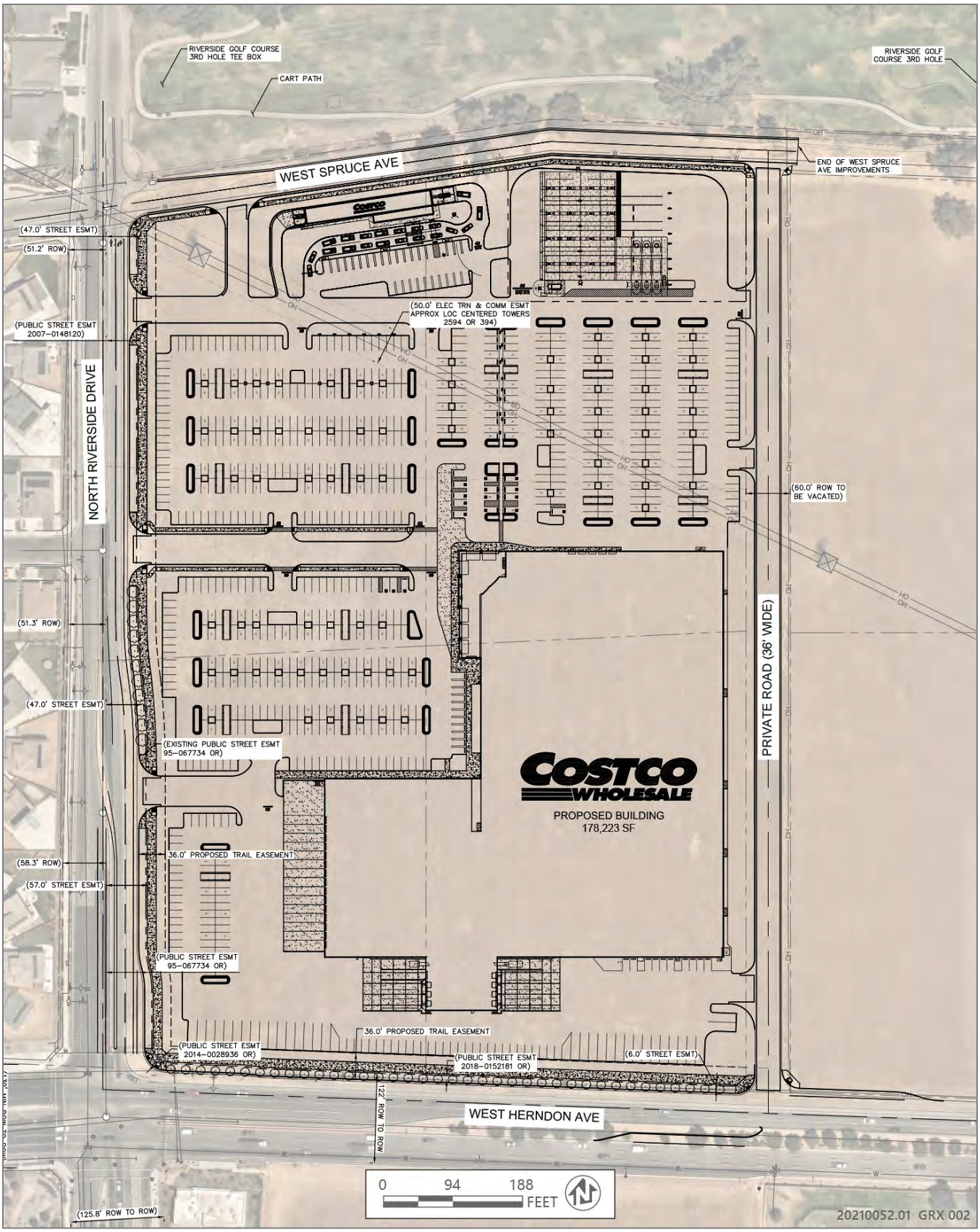
COSTCO RETAIL BUILDING

The proposed Costco building would be 178,223 square feet (sq. ft.); of which approximately 57,000 sq. ft. would be reserved for storage and receiving (Figure 3). The structure would be set in the southeastern corner of the project site, with parking provided primarily to the north and east of the building. The sales floor area would include a tire center, optical exams and optical sales, hearing aid testing and sales, food service preparation and sales, meat preparation and sales, bakery and sales of baked goods, and alcohol sales. The southwest portion of the warehouse would contain areas for receiving, storing, and loading items for last-mile home delivery of big and bulky items.

COSTCO GAS STATION

The project would include a Costco members-only gas station on the northern portion of the project site adjacent to West Spruce Avenue. The facility would include an approximately 11,500 square-foot canopy and a 125 square-foot controller enclosure. There would be four covered fueling islands, each with four two-sided fuel dispensers to provide for the fueling of eight cars at each island, for a total of 32 fueling positions. The fueling station would also have eight stacking lanes, allowing approximately 40 cars to wait for pumps at any given time in addition to the 32 cars at the dispensers. The dispensers would be fully automated and self-service. A Costco attendant would be present at all times of operation to oversee operations and assist members. Four underground fuel tanks would also be installed at the southern edge of the gas station.

Lights would be recessed into the canopy to provide both lighting during operating hours and a lower level of security lighting after hours.



Source: Image produced and provided by Kimley Horn & Associates in 2021

Figure 3 Site Plan

COSTCO CAR WASH

A Costco members-only automated carwash would be located at the northeastern corner of the project site, adjacent to the gas station. The car wash structure would be approximately 4,800 sq. ft. The car wash facility would include only the automated car wash within the structure. No self-service car vacuum stations would be provided.

SITE ACCESS AND CIRCULATION

The proposed development would provide multiple points of access to the project site. The primary entrance to the warehouse would be located along North Riverside Drive, with a full-service driveway aligned with West Fir Drive. This proposal includes the installation of traffic control devices at the intersection of West Fir Drive, North Riverside Drive, and the Costco main driveway. Two additional right-in/right-out driveways along North Riverside Drive would provide secondary vehicle access to the project site. The existing right-of-way along on the eastern edge of the project is for a private driveway, Arthur Avenue, would provide a north-south connection between West Herndon Avenue and West Spruce Drive. The Arthur Avenue roadway would meet West Herndon Avenue with right-in and right-out access from Arthur Avenue. The Applicant is also proposing a median cut on West Herndon Drive to allow left-in turning from West Herndon Drive.

At the eastern edge of the project site, two additional right-in/right-out driveways are proposed along Arthur Avenue for customer access. A third driveway is proposed along Arthur Avenue near the southern boundary of the project site that would provide delivery, service, and emergency vehicle access. The primary truck access route would be the southernmost driveway along Arthur Avenue, with a secondary truck route using the southernmost driveway along North Riverside Drive. The truck loading dock would be located on the southern facade of the building. The bay doors would be equipped with sealed gaskets to limit noise.

The project would also include construction of 12-foot-wide pedestrian and bicycle paths along the project's frontage with West Herndon Avenue and North Riverside Drive.

RESPONSIBLE AGENCIES

For the purposes of CEQA, the term "Responsible Agency" includes all public agencies other than the Lead Agency that have discretionary approval power over the project (CEQA Guidelines Section 15381). Discretionary approval power may include such actions as issuance of a permit, authorization, or easement needed to complete some aspect of the proposed project. Responsible agencies may include, but are not limited to, the following:

- California Department of Transportation, District 3;
- California Department of Fish and Wildlife, Region 4;
- Central Valley Regional Water Quality Control Board; and
- San Joaquin Valley Air Pollution Control District.

POTENTIAL ENVIRONMENTAL EFFECTS

The EIR will describe the direct and indirect environmental impacts of construction and operation of the project. It is anticipated that the EIR will address potential impacts in the following issue areas. In addition, the EIR will evaluate alternatives, growth-inducing impacts, and cumulative impacts.

Aesthetics

The EIR will describe the existing visual character of the project site and the surrounding suburban and rural land use conditions. The analysis will evaluate the significance of changes in the visual character and the site, including light and glare.

Agriculture

The project site is designated Farmland of Local Importance by the California Department of Conservation's Farmland Mapping and Monitoring Program. All potentially significant direct and indirect impacts on agriculture resources that could result from project implementation will be described.

Air Quality

The EIR will describe existing air quality conditions at the project site, including the locations of nearby sensitive receptors and the applicable regulations and policies, such as the Environmental Review Guidelines and Procedures for Implementing CEQA from the San Joaquin Valley Air Pollution Control District. The analysis will disclose construction- and operation-related emissions of criteria air pollutants and precursors, and toxic air contaminants.

Biological Resources

The project site has been previously graded and used for agriculture. A comprehensive review of the sensitive resources with potential to be affected by the project will be conducted. The likelihood of presence in the project area will be based on habitat suitability, species ranges, and documented occurrences. The EIR will assess the potential impacts of the project on biological resources.

Historic, Archaeological, and Tribal Cultural Resources

The EIR will summarize known cultural resources in the project area, applicable state and local regulations related to prehistoric, historic, and tribal cultural resources, and the results of the City's consultation process. There is the potential for buried prehistoric and historic-era resources within the project area and potential impacts to these resources during project construction will be considered in the EIR.

Energy

The EIR will summarize federal, state, and local policies and regulations concerning energy consumption and energy efficiency that would be applicable to the project, including applicable policies in the City of Fresno General Plan and the City's Greenhouse Gas (GHG) Reduction Plan. The EIR will also evaluate whether the project would include features that would make it energy efficient, including efficiency with respect to the vehicle miles traveled (VMT) by motor vehicles, and the degree to which the project would comply with existing energy standards.

Greenhouse Gases and Climate Change

The analysis will apply thresholds of significance aligned with statewide and regionwide GHG targets for 2030 and beyond, including consistency with the most recent GHG Reduction Plan prepared by the City in 2014 and updated in 2020.

Hazards and Hazardous Materials

The EIR will summarize the results of the Phase I and II Environmental Site Assessments prepared for the project site. The EIR will identify any existing issues related to hazards and hazardous materials in the project area and identify impacts that could occur from construction and operation. The use of hazardous materials in project operation and disposal of any hazardous wastes would be subject to numerous laws and regulations at all levels of government.

Hydrology and Water Quality

The EIR will evaluate drainage, runoff, and other water quality concerns. There are no surface waters within the project site.

Land Use

The Land Use section will discuss the proposed General Plan amendment and rezoning. The evaluation will focus on consistency with applicable land use plans adopted to avoid or mitigate an environmental effect. The EIR will examine the existing land use patterns in the area and describe any potential for division or conflicts with existing communities.

Noise and Vibration

Implementing the proposed project would result in short-term and long-term increases in ambient noise levels. The EIR will include a description of the existing noise environment, including noise sources and sensitive receptors in the project area. The EIR will then assess potential short-term (i.e., construction) and long-term (i.e., operational) noise impacts to sensitive receptors.

Public Services

The conversion of the previously undeveloped project site to commercial uses would result in an increased demand for emergency services (police and fire) and other services. The EIR section will discuss the anticipated demand for services and analyze the capacity of the existing services; however, the impact analysis significance determination will be based on whether the project would trigger the need for new or expanded public facilities, the construction of which could result in significant impacts on the environment.

Transportation and Circulation

This section of the EIR will be based on a CEQA-compliant VMT analysis using City of Fresno CEQA Guidelines for Vehicle Miles Traveled adopted on June 25, 2020 that establish VMT thresholds of significance. The EIR will evaluate safety impacts and conflicts with bicycle, pedestrian, and transit plans and facilities, along with any impacts associated with geometric design features of the project (e.g., sharp curves or dangerous intersections).

Utilities

The EIR will discuss the potential increase in demand for water supply and treatment, wastewater treatment, and solid waste from project implementation. The analysis will assess any potential for project operation to affect the ability for existing and planned facilities to meet the projected increase in demand.

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From:	Anthony Botti
To:	Jose Valenzuela
Subject:	NW Fresno Costco Proposal
Date:	Wednesday, November 03, 2021 12:37:01 PM

External Email: Use caution with links and attachments

Hi Jose,

I hope this is a proper way of submitting my public comment for the new Costco project.

I live in this general area, but on the west side of Highway 99 (Bullard and Grantland). I support a new Costco being constructed at the parcel located at Herndon and Riverside. I know Costco will have to make some serious traffic improvements, but I would like to state some that I see as being the most beneficial.

1) We would definitely need two left hand turn lanes heading east on Herndon that turn north onto Riverside Drive. Therefore, at least two lanes would need to be created on northbound Riverside. I would like to see those lanes start further west on Herndon, in line with Farrington Street. As it stands right now, that median causes a traffic hazard as motorists using the turn lane to make a u-turn or go into the neighborhood often impede traffic trying to continue through east on Herndon. It will only get worse as Costco shoppers enter the picture.

2) I know right hand turns off of Herndon into shopping centers are basically non-existent, but I think this is one place it is much needed. For traffic heading westbound, it would be nice to see a frontage road created just after the storage facility. This could take those vehicles directly into the Costco lot without having to go up to the Riverside traffic light. That frontage road would lessen the congestion to benefit EB traffic turning north on Riverside and WB travelers, who might live in the neighborhood, to have easier access to make a right turn on Riverside by not fighting Costco customers. That frontage road could also help delivery trucks not have to make a tight right turn onto Riverside.

The other huge plus to putting a Costco here is that it will close the Shaw location, which as you know becomes a traffic nightmare, especially if there is a train coming through. It will make the left hand turn much safer for those EB Shaw motorists looking to make a northbound turn onto Jennifer Ave. That existing Costco parking lot is so much easier to navigate when the store is closed for a holiday, so it will make it much safer for Pep Boys, Winco and all other businesses in that shopping center.

Thank you,

Anthony Botti

From: Conni Youngman
To: Jose Valenzuela
Subject: Proposed Costco at Herndon & Riverside
Date: Friday, November 19, 2021 2:46:13 PM

External Email: Use caution with links and attachments

Dear Mr. Valenzuela,

We are writing to express our concerns regarding the proposed Costco at the corner of Herndon and Riverside Drive in northwest Fresno.

We have lived in our current home, just east of the proposed Costco, for 29 years. When we moved to this location, there was virtually nothing out that way. We understand and appreciate growth. Most of the growth in the area has been good. However, as the Costco is currently proposed, there will be nothing beneficial to the area or the residents.

The zoning for this parcel appears to be CC or Commercial-Community which was obviously designated with good reason because of the surrounding neighborhood. According to Fresno's own development code, this parcel was not intended to be for large scale, big-box retail. To re-zone this parcel to allow this development would be tragic.

The most concerning part of this is the impact on the environment of the surrounding neighborhoods. In our whole area, there is very, very little greenbelt, except for Riverside Golf Course and the area around the San Joaquin River. Currently, we can walk west down Spruce Avenue, across the walking path south of Riverside Golf Course, then turn north on Riverside Drive and get to a very nice path above the river. This proposed Costco will not only ruin all of that, but with the proposed gas station and its ridiculous 32 gas pumps, there will be so much pollution from the gas fumes and cars idling at the gas station, one would need a gas mask to walk through there. I cannot imagine the thought process to even consider putting 32 gas pumps directly in front of a lovely public golf course, across the street from homes, or across the street from a school's athletic field. It just boggles the mind.

Imagine if you will, the homeowners who bought along and near Riverside Drive, thinking they were across from a golf course on the bluffs, and now they are across from a supersized Costco with its supersized gas station and car wash and all the associated traffic, fumes, noise, and trash that goes along with it. The housing developments along Riverside Drive are fairly new and there was absolutely no disclosure of a potential mega gas station for this location. How unfair…really just unfair.

We honestly cannot imagine a worse location for this project in all of northwest Fresno. The detrimental impact on the neighborhood and surrounding environment will be devastating. We hope you will not approve this development.

Sincerely,

Kirk and Conni Youngman
5912 W. Locust Avenue

Fresno, CA 93722
(559) 473-5595
youngmanc@sbcglobal.net

Sent from my iPhone

Fresno Costco Scoping Meeting 11/2/2021 6pm

Notes from Public Comments

Larry Hodges—Resident west of Riverside Golf Course

- Traffic congestion, safety, and access
- Concern that more residents aren't participating/public outreach

Conni Youngman—Resident east of Costco site

- Traffic congestion
- Gas station next to golf course
- Lighting
- Idling cars near golf course
- Connection of Spruce Ave?

Rangel Melendez

- Cars idling at gas station
- No "green" included in development
- Proximity to San Joaquin river and lack of greenway/parkland in vicinity
- Project will impact how the area is developed
- Project should be moved away from river
- More green spaces should be developed in area (lack of parks)
- AQ issues
- Proximity to schools
- Fumes from gas station
- Requested to see CEQA steps slide
- Project is good (job creator) but proposed in wrong location

Terry—Resident east of project

- Spruce being punched through?
- How are electrical lines being handled?
- Who owns property to the east of the site?

From:	Futsum Tesfai
To:	Jose Valenzuela
Cc:	Phillip Siegrist
Subject:	Jose.valenzuela@fresno.gov Phillip.siegrist@fresno.gov
Date:	Thursday, August 26, 2021 1:18:32 PM

External Email: Use caution with links and attachments

To Jose and Phillip,

I am the homeowner who lives at 6628 w Fallon Ave fresno ca 93722 and I joined you at Costco video call. My name is Futsumberhan Tesfai and I hope you can please forgive my email coming simply so late to let you know me my family and neighborhood directly oppose a Costco being built on Shaw and Herndon . I am a state inspector and 3rd party to the building department and while doing an inspection the supervisor and I start a conversation about where I live and when I brought up the Costco to him yesterday, he begged and pleaded for me to beg the city of fresno to not do this, he now lives next to a Super Walmart built by his home and he told me that was the worst thing that ever happened to his family. He never gets a chance to simply come home he is always in traffic and there is so much disruption. He is the one who reminded me to write this email. Please I will not write anymore if the city of fresno doesn't care about my family and wants what is happening to this guy happen to my family by you building this Costco in one of the most busiest streets in fresno that happens to be right next to our home. If the city of fresno wants the homeless at Costco all day to come walking distance to my home then build this Costco but if the city cares about my family and hears the people that live here they would not build this Costco and let us enjoy our peaceful safe neighborhood.

Kindest Regards

CEO Energy Specialist
Christ Jesus
Service Done By
Futsumberhan Tesfai
559-470-3674

From: Kati Pitts
To: Jose Valenzuela
Subject: PUBLIC COMMENTARY: Costco Relocation Project
Date: Wednesday, November 03, 2021 6:37:39 PM

External Email: Use caution with links and attachments

Hello Mr. Valenzuela,

I submitted some feedback regarding the proposed Costco site relocation several months ago to Councilmember Karbassi. I was made aware today that a meeting took place yesterday regarding the project with opportunity for public comment. As it is not entirely clear where one should submit public comment outside the scope of that meeting, and your name is listed on the City's website for the project, I am forwarding to you for consideration. If this should go elsewhere, please feel free to redirect.

Our family and our neighbors remain in strong opposition to this site being used for the purposes under consideration. Frankly, given the proximity of other high-traffic elements in the area and the surrounding environment (which is not similar in composition to the current W. Shaw Avenue site) Costco is not a welcome addition to the neighborhood.

Please let me know if any additional discussion on the matter is requested.

Thank you,
Kati Pitts

> ----- Forwarded Message -----
> **From:** "Kati Pitts" <kati.pitts@yahoo.com>
> **To:** "Andrew.Kloose@fresno.gov" <Andrew.Kloose@fresno.gov>
> **Sent:** Mon, May 17, 2021 at 10:37 AM
> **Subject:** RE: Contact District 2 Form submitted on City Council
> Thank you, Andrew. If Mr. Karbassi would like to speak with us any further, he is more than welcome to email or call.
>
> Have a wonderful day,
> Kati Pitts
>
> Sent from Yahoo Mail on Android
>
> On Mon, May 17, 2021 at 10:21 AM, Andrew Kloose <Andrew.Kloose@fresno.gov> wrote:
>
> > Good morning Kati,
> >
> > Thank you for contacting our office. I will share you message from your family on this subject with Councilmember Karbassi.

Thank you,

Andrew Kloose
Council Assistant – Councilmember Mike Karbassi
City of Fresno, District 2
2600 Fresno Street
Fresno, CA 93721
Office: (559) 621-8000

From: Kati Pitts <wordpress@fresno.gov>
Sent: Saturday, May 15, 2021 10:27 PM
To: District2 <District2@fresno.gov>
Subject: Contact District 2 Form submitted on City Council

First Name	Kati
Last Name	Pitts
Address	6911 W Sapphire Dr, 93722
Email	kati.pitts@yahoo.com
Phone Number	(559) 930-1855
Subject	Proposed Costco Location at Herndon/Riverside
Message	Mr. Karbassi, Please accept this message as notice of our family's staunch opposition to the proposed/planned Costco location at Herndon Avenue and Riverside Drive in NW Fresno. The traffic this business would bring is absolutely unwelcome. The parcel of property in question is directly across from schools who require many students to walk home (across Herndon Avenue) on Riverside Drive, and an increase in traffic would greatly impact student safety. I'd also like to remind you of the road rage incident in 2019 at the local Costco site, which remains a risk of recurrence and would further endanger students and residents. As a resident of the Elderberry on the Bluff community, located directly across from the site in question, our homeowners are significantly concerned about the risk to our property value as well as access to our homes. Increased traffic, noise, loitering, and homeless encampments are all current issues at the W. Shaw Costco location, and are significant concerns to our residents. We urge you - please fight for our homes, our safety, our children's safety. The property in

	question should NOT be zoned for anything but residential use. STOP COSTCO. Help them find a more appropriate location. Sincerely, The Pitts Family (Chris, Kati, Cole (age 13) and Cayson (age 9)
IP Address	45.23.63.128
User-Agent (Browser/OS)	Google Chrome 90.0.4430.210 / Android
Referrer	https://www.fresno.gov/citycouncil/district-2/contact-us/

From: Nunya B Zwaaks
To: Jose Valenzuela
Subject: EIR west Fresno
Date: Tuesday, November 02, 2021 8:05:40 PM

External Email: Use caution with links and attachments

Nay. Objection; Land owner has not given consent to use; Land is not Vacant; Costco is not wanted/needed or requested by any of the living.

TABLE MOUNTAIN RANCHERIA
CULTURAL RESOURCES DEPARTMENT

Brenda D. Lavell
Tribal Chairperson

Beverly J. Hunter
Tribal Vice-Chairperson

Jenna Gosselaar
Tribal Secretary/Treasurer

Richard L. Jones
Tribal Council Member-At-Large

Michelle Heredia-Cordova
Tribal Council Member-At-Large

"Preserving our past, Protecting our future"

Robert Pennell
Cultural Resources Department Director

Office (559) 325-0351
Fax (559) 325-0394

23736 Sky Harbour Road

P.O. Box 410

Friant, California 93626

Office (559) 316-6330

Fax (559) 822-6340

CERTIFIED 3675 3909

October 19, 2021

Jose Valenzuela, Planner III
City of Fresno
2600 Fresno Street, Third Floor
Fresno, Ca. 93721

RE: Project Notifications for Environmental Assessment No. P21-01960, P21-01959, P21-03251, P21-03252 for Plan Amendment, Rezone Application No. P21-01960, Conditional Use Permit Application No. P21-01959, ABC Conditional Use Permit Application No. P21-03251, Planned Development Permit Application No. P21-03252, and the relate vesting tentative tract map, in the City of Fresno, Fresno County

Dear: Jose Valenzuela

Table Mountain Rancheria is responding to your letter dated, October 11, 2021, regarding, Project Notifications for Environmental Assessment No. P21-01960, P21-01959, P21-03251, P21-03252 for Plan Amendment/Rezone Application No. P21-01960, Conditional Use Permit Application No. P21-01959, ABC Conditional Use Permit Application No. P21-03251, Planned Development Permit Application No. P21-03252, and the relate vesting tentative tract map, in the City of Fresno, Fresno County. Thank you for notifying Table Mountain Rancheria of the potential development and request for consultation. The Rancheria is very interested in this project as it lies within our cultural area of interest.

If you have already conducted a record search, please provide Table Mountain Rancheria with copies of any cultural resource report you may have.

At this time, please contact our office at (559) 325-0351 or rpennell@tmr.org to coordinate a discussion and meeting date regarding your project.

Sincerely,

Robert Pennell
Tribal Cultural Resources Director

November 17, 2021

Mr. Jose Valenzuela, Planner III
City of Fresno Planning and Development Department
2600 Fresno Street, Room 3065
Fresno, CA 93721

Dear Mr. Valenzuela:

Below are my additional comments on Environmental Review Process- Scoping Meeting for Costco Development on Herndon and Riverside Dr.

I would like to add to my verbal comments during the On-line meeting the points below to be considered:

Seems the Costco development on northwest Fresno has many fans as the current location is always congested with customers of Costco and other retail locations in the area. However, there are many environmental areas this project will overlap, and I believe this will be detrimental to the community.

The proposed development represents approximately 27% increase size of building, compared to the current location at Shaw Ave. (~130,000 ft^2. to 173,000+ ft^2).

There will also be 32 new gas pumps replacing the existing 12 gas pumps – an increase of 266% gas pump for the delight of Costco customers only. Some neighbors I have talked to about this say this will be an improvement not having many cars, 16 or more, at a time idling waiting for gas to be pumped. The larger capacity of gas pumps will attract many more customers driving their vehicles.

Hopefully the new Costco will also create new jobs as this will be a larger store and, of course, new employees will be needed.

On the other hand, a larger store will need additional loading/unloading bays for the products being sold. This means that additional trucks will be coming through the area to offload/load their cargo. This will in no doubt contribute to the air pollution in the area. Vehicular traffic will also be another contributor to the already polluted air we have to breathe in Fresno.

Following are my strong points to oppose to this development:

- **Vehicular and products delivering traffic contributing to air pollution**
- **32 gas pumps emitting vapors and the potential for as many as twice if not more vehicles idling waiting to pump gas contributing to pollution.**
- **The two above being close to River Bluff Elementary School and Rio Vista Middle School.**
- **Traffic to the closest area that can be called a park (San Joaquin River Trail behind Riverside Golf Course), will be limited.**
- **There seems that no additional "Green" areas are earmarked for development for recreation of residents along this new Costco.**

We already have had the Market Place at El Paseo contributing to these detrimental activities of pollution where eight gas pumps at the Valero Gas Station and 12 additional gas pumps at the ne 76-Gas station have been built and yet no other efforts to provide Green areas for the enjoyment of this once only housing community has happened.

I sure hope the Environmental Impact Committee and the City of Fresno Planning and Development Department (Jose Valenzuela, Planner III) take into consideration these and other's residents' requests to stop this development and to relocate it to other areas where the Costco can actually make a positive impact on the community and the environment is not affected. I recommend any place south of the 180-freeway, West of the 99 and 41 freeways or what is called Southwest Fresno.

Thanks

Rangel Melendez

CC:
Mike Karbassi
Facebook
Nextdoor

Appendix B

Geotechnical Study

May 20, 2021
Kleinfelder Project No. 20212905.001A

Costco Wholesale
999 Lake Drive
Issaquah, Washington 98027

Attention: Ms. Kim Katz
Director of Real Estate Development

SUBJECT: Geotechnical Study
Proposed Costco Wholesale Warehouse and Fuel Facility
NE Corner of West Herndon Avenue and North Riverside Drive
Fresno, California 93722
CW# 20-0569

Dear Ms. Katz:

Kleinfelder is pleased to present this report summarizing our geotechnical study for the proposed Costco Wholesale Warehouse and Fuel Facility located at the northeast corner of West Herndon Avenue and North Riverside Drive in Fresno, California. The conclusions and recommendations presented in this report are subject to the limitations presented in Section 7.

We appreciate the opportunity to provide geotechnical engineering services to you on this project. If you have any questions regarding this report or if we can be of further service, please do not hesitate to contact Andrea Traum 408.595.3275, or Andy Franks, Kleinfelder's Client Account Manager for Costco at 480.650.4905.

Sincerely,

KLEINFELDER, INC.

Dan Dockendorf, EIT
Project Engineer

Andrea Traum, PE, LEED AP
Senior Program Manager

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KLEINFELDER 380 North First Street, Suite A, San Jose, CA 95112 p | 949.727.4466

GEOTECHNICAL STUDY
PROPOSED COSTCO WHOLESALE WAREHOUSE AND FUEL FACILITY
NE CORNER OF WEST HERNDON AVENUE AND NORTH RIVERSIDE DRIVE
FRESNO, CALIFORNIA 93722
CW# 20-0569
KLEINFELDER PROJECT NO. 20212905.001A

MAY 20, 2021

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ONLY THE CLIENT OR ITS DESIGNATED REPRESENTATIVES MAY USE THIS DOCUMENT AND ONLY FOR THE SPECIFIC PROJECT FOR WHICH THIS REPORT WAS PREPARED.

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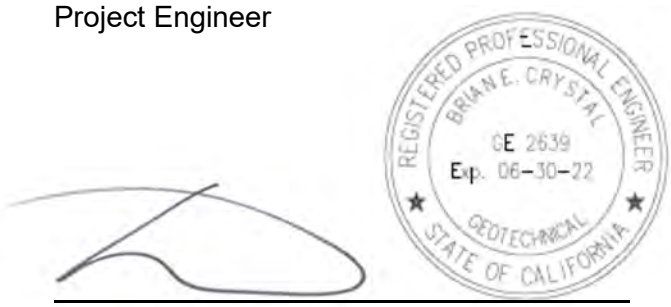
A Report Prepared for:

Ms. Kim Katz
Costco Wholesale
999 Lake Drive
Issaquah, Washington 98027

GEOTECHNICAL STUDY
PROPOSED COSTCO WHOLESALE WAREHOUSE AND FUEL FACILITY
NE CORNER OF WEST HERNDON AVENUE AND NORTH RIVERSIDE DRIVE
FRESNO, CALIFORNIA 93722
CW# 20-0569

Dan Dockendorf, EIT
Project Engineer



Brian E. Crystal, PE, GE
Principal Geotechnical Engineer

KLEINFELDER
380 North First Street, Suite A
San Jose, CA 95112
Phone: 831.755.7900

May 20, 2021
Kleinfelder Project No. 20212905.001A

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EXECUTIVE SUMMARY

This report presents the results of Kleinfelder's geotechnical study for proposed Costco Wholesale Warehouse (CW# 20-0569) located at the northeast corner of West Herndon Avenue and North Riverside Drive in Fresno, California. The purpose of our geotechnical study was to evaluate soil and groundwater conditions at the site and provide geotechnical recommendations for project design and construction. We based our study on the Costco Wholesale Development Requirements (CWDRs), Version 2020, dated December 18, 2020.

Kleinfelder understands Costco plans to purchase an approximately 23.7-acre site to construct a new approximately 178,000-square-foot warehouse, fuel facility, and car wash. The warehouse building will be a single-story, steel-framed structure (30 feet in height) with concrete-masonry unit and metal walls. The fuel facility will contain three 40,000-gallon underground storage tanks (USTs), a fuel additive UST, four fueling islands, and a pre-manufactured metal canopy. The car wash will consist of an approximately 180-foot tunnel with an automobile queuing area. The building surroundings will consist mainly of surface parking with landscape areas. Two outparcels located on the western side of the property parallel to Riverside Drive are also included in this study. The current civil plans do not specify the future developments for these outparcels.

Grading plans are still in development and the finished floor elevations (FFE) for the warehouse has not yet been established. We anticipate the finished grades of will generally match existing grades, with less than 5 feet of cut or fill. Surface elevations indicate that existing grades vary from a high at approximate Elevation 302 feet at the southern portion of the site bordering West Herndon Avenue to a low at approximate Elevation 294 feet at the northern portion of the site bordering the Riverside Golf Course.

The project site is located north of West Herndon Avenue and east of North Riverside Drive as shown on Figure 1. The warehouse is planned in the southeastern portion of the property and the fuel facility is on the northeastern corner. The remainder of the site will be covered in surface parking and drive aisles and landscaping. At the time of our field exploration, the site was covered by light vegetation and tilled soil. The surface of the site was fairly dry at the time of exploration, when the site was flooded with rain, it was inaccessible with a truck mounted drill rig. Based on a review of aerial photography dating back to 1998 the site was used for agricultural purposes.

Subsurface conditions at the site were explored by drilling 38 borings and excavating 18 test pits. A total of 21 borings and 6 test pits were drilled/excavated in the building area; 13 borings and 5 test pits were drilled/excavated in the parking and drive areas; 4 borings and 1 test pit were

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drilled/excavated in the fuel facility; 2 test pits were excavated within the car wash facility; and finally 2 test pits were excavated within the outparcels adjacent to the Costco parking lot. The borings were drilled using truck-mounted, hollow-stem-auger drilling equipment to depths of approximately 21½ and 51½ below the existing ground surface (bgs) in the warehouse building area; approximately 11½ feet bgs in the parking and drive areas; and approximately 26½ feet bgs in the fuel facility area. The test pits were excavated to depths of about 10 feet bgs or practical refusal with a rubber tired backhoe. The approximate locations of the borings and test pits are presented on Figure 2, Exploration Location Map.

The soils encountered within our borings and test pits were comprised primarily of alluvial fan deposits to the maximum depth of our field explorations (51½ feet bgs). There was an observed "plow zone" across the site at depths varying between 6 and 16 inches deep across the site. This plow zone or topsoil layer consisted of tilled sandy lean clays and silts with variable amounts of sand. The observed organic content of the topsoil was between ½ and 1½ percent. The alluvial deposits underlaying the topsoil were generally composed of interbedded layers of stiff to very stiff silts and clays with variable amounts of sand and medium dense to dense poorly graded sands, and silty sand. Soils between approximately 3 to 6 feet were observed to be weakly to moderately cemented underlain by soils with no visible cementation to the maximum depths explored in this investigation.

Based on the results of our field exploration, it is our professional opinion that the proposed project is geotechnically feasible, provided the recommendations presented in the geotechnical report are incorporated into the project design and construction. We identified the following key geotechnical considerations during our study.

- The proposed Costco warehouse building, fuel facility, and car wash may be supported on a conventional shallow foundation system. Overexcavation and recompaction of the on-site soils is recommended to mitigate loose shallow soils and provide relatively uniform support for the proposed warehouse and other improvements.
- Soils within 10 feet of the warehouse pad (including the entrance canopy, building aprons, utility pads, stairs, ramps, stoops, and the loading dock) should be overexcavated to a depth of at least 4 feet below existing grade or 2 feet below the bottom of the footings and floor slabs, whichever is deeper, and replaced as structural fill. If fill soils are encountered at the base of the overexcavation within the warehouse pad, the overexcavation should continue until the fill is removed. The on-site soils can be moisture conditioned and reused as structural fill.

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- Existing soils below the car wash facility should be overexcavated to depth of at least 2 feet below the bottom of foundations, moisture conditions, and replaced as structural fill. The overexcavation should extend beyond the proposed improvements a horizontal distance of at least 5 feet.
- Soils in pavement, sidewalk, and other flatwork areas should be overexcavated to a depth of at least 18 inches below existing grade or 12 inches below the finished subgrade elevation, whichever is deeper. The overexcavated soils can be moisture conditioned and recompacted as structural fill. The overexcavation should extend beyond the proposed improvements a horizontal distance of at least 2 feet.
- Difficult excavation conditions may be encountered within the strongly cemented hardpan layers observed between 4 and 6 feet across the site.
- Organic matter in the topsoil is low (between ½ to 1½ percent) based on laboratory testing Stripping of topsoil is not necessary. However, any roots and vegetative matter in excess of one inch should be removed by screening or raking prior to reuse as structural fill. After screening or raking, the surface soils can be moisture conditioned and used as structural fill.
- Following overexcavation and prior to replacing soils, the exposed subgrade should be compacted with at least a 10-ton roller, fully-loaded tandem-axle dump truck or water truck. Areas identified as being soft or yielding may require additional compaction or overexcavation, as determined by Kleinfelder.
- The on-site clays should not be used as retaining wall backfill. The granular backfill, which should meet the requirements for imported fill as defined in Section 5.2.4, should extend behind walls a horizontal distance of at least one-half the height of the wall.
- We recommend granular (sandy) fill soils and imported material should be compacted to at least 95 percent of the maximum dry unit weight (ASTM D1557) in accordance with the CWDRs. Clayey fill soils should be compacted at least 92 percent of the soil's maximum dry unit weight (ASTM D1557). Compacting clayey soils to at least 92 percent relative compaction will achieve the necessary strength assumed in our design recommendations.
- The site soils are fine-grained, moisture sensitive, and susceptible to disturbance, rutting, and pumping during construction. The contractor should plan to repair subgrade conditions that become unstable/disturbed and should develop a plan to manage subgrade trafficability across the site throughout the construction period. Features of this plan may include temporary surface haul roads, limited traffic routes, etc.

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- The resistivity values found for the samples tested indicate that the soil may be corrosive ferrous metals. The concentrations of soluble sulfates indicate that the subsurface soils represent a Class S0 exposure to sulfate attack on concrete in contact with the soil based on ACI 318-14 Table 19.3.1.1 (ACI, 2014). Therefore, in accordance with ACI Building Code 318-14, no special provisions for selection of cement type are required.
- Based on the results of the infiltration testing and our laboratory testing, it is our opinion that the site is suitable for infiltration BMPs, provided the following recommendations are incorporated into the design and construction. Due to the variability in infiltration rates, we recommend that a design infiltration rate of 0.3 inch per hour be used for the soils at the base of the BMPs.

The findings, conclusions, and recommendations presented in this executive summary should not be relied upon without consulting our geotechnical report for more information. The conclusions and recommendations presented in this report are subject to the limitations presented in Section 7.

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1 INTRODUCTION

This report presents the results of Kleinfelder's geotechnical study for proposed Costco Wholesale Warehouse (CW# 20-0569) located at the northeast corner of West Herndon Avenue and North Riverside Drive in Fresno, California. The location of the project site is presented on Figure 1, Site Vicinity Map. The purpose of our geotechnical study was to evaluate soil and groundwater conditions at the site and provide geotechnical recommendations for project design and construction. The scope of our services was presented in our proposal titled, "Proposal for Geotechnical Study, Proposed Costco Wholesale Warehouse and Fuel Facility, NEC of West Herndon Avenue and North Riverside Drive, Fresno, California, CW# 20-0569," dated December 4, 2020. We based our study on the Costco Wholesale Development Requirements (CWDRs), Version 2020, dated December 18, 2020.

This report presents a description of the services performed, a discussion of the geotechnical conditions observed at the site, and recommendations developed from our engineering analyses of field and laboratory data. Individuals using this report should read the limitations presented in Section 7.

1.1 PROJECT DESCRIPTION

Kleinfelder understands Costco plans to purchase an approximately 23.7-acre site to construct a new approximately 178,000-square-foot warehouse, fuel facility, and car wash. The warehouse building will be a single-story, steel-framed structure (30 feet in height) with concrete-masonry unit and metal walls. The fuel facility will contain three 40,000-gallon underground storage tanks (USTs), a fuel additive UST, four fueling islands, and a pre-manufactured metal canopy. The car wash will consist of an approximately 180-foot tunnel and automobile queuing area. The building surroundings will consist mainly of surface parking with landscape areas. Two outparcels located on the western side of the property parallel to Riverside Drive are also included in this study. The current civil plans do not specify the future developments for these outparcels.

Based on the CWDRs, we understand maximum column loads will be on the order of 150 kips, typical wall loads will be approximately 4.5 kips per lineal foot, canopy column loads will be approximately 50 kips, and the total slab load (dead plus live loads) will be approximately 500 psf. The warehouse surroundings will consist mainly of parking with a loading dock and some landscaped areas. Parking and drive areas will be paved with either Portland cement concrete or asphalt concrete pavements.

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Grading plans are still in development and the finished floor elevations (FFE) for the warehouse has not yet been established. We anticipate the finished grades of will generally match existing grades, with less than 5 feet of cut or fill. Surface elevations indicate that existing grades vary from a high at approximate Elevation 302 feet at the southern portion of the site bordering West Herndon Avenue to a low at approximate Elevation 294 feet at the northern portion of the site bordering the Riverside Golf Course.

1.2 SCOPE OF SERVICES

The scope of our geotechnical study consisted of a literature review, subsurface explorations, geotechnical laboratory testing, engineering evaluation and analysis, and preparation of this report. Studies to assess environmental hazards that may affect the soil and groundwater at the site were beyond our geotechnical scope of services. The following paragraphs present a description of our services.

1.2.1 Task 1 – Background Data Review

We reviewed readily-available published and unpublished geologic literature in our files and the files of public agencies, including selected publications prepared by the California Geological Survey (formerly known as the California Division of Mines and Geology) and the U.S. Geological Survey (USGS). We also reviewed readily available seismic and faulting information, including data for designated earthquake fault zones as well as our in-house database of faulting in the general site vicinity.

1.2.2 Task 2 – Field Exploration

Subsurface conditions at the site were explored by drilling 38 borings and excavating 18 test pits. A total of 21 borings and 6 test pits were drilled/excavated in the building area; 13 borings and 5 test pits were drilled/excavated in the parking and drive areas; 4 borings and 1 test pit were drilled/excavated in the fuel facility; 2 test pits were excavated within the car wash facility; and finally 2 test pits were excavated within the outparcels adjacent to the Costco parking lot.

The borings were drilled using truck-mounted, hollow-stem-auger drilling equipment to depths of approximately 21½ and 51½ below the existing ground surface (bgs) in the warehouse building area; approximately 11½ feet bgs in the parking and drive areas; and approximately 26½ feet bgs in the fuel facility area. The test pits were excavated to depths of about 10 feet bgs or practical refusal with a rubber tired backhoe. The approximate locations of the borings and test pits are presented on Figure 2, Exploration Location Map.

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Prior to commencement of the fieldwork, Underground Service Alert (USA) was notified and various geophysical techniques were used at the boring and test pit locations to identify potential conflicts with subsurface structures. A Kleinfelder staff engineer supervised the field operations and logged the explorations. Selected samples were retrieved, placed in plastic bags, or sealed, and transported to our Stockton laboratory for evaluation. Descriptions used on the logs result from field observations and data, as well as from laboratory test data. Stratification lines on the logs represent the approximate boundary between soil types, and the actual transition may vary and can be gradual. Appendix A presents a description of the field exploration program, exploration logs, test pit logs and a legend of terms and symbols used on the logs.

1.2.3 Task 3 – Laboratory Testing

Laboratory testing was performed on representative bulk and relatively undisturbed samples to assist in soil classification and development of engineering parameters for geotechnical design. Laboratory testing consisted of moisture content, dry unit weight, sieve analysis, wash sieve (percent passing No. 200 sieve), Hydrometer, Atterberg limits, direct shear, unconfined compression, modified Proctor, and R-value. Laboratory testing was performed by Kleinfelder's laboratory with the exception of corrosivity testing, which was performed by Sunland Analytical of Sacramento, California. Appendix B presents the results of the laboratory testing performed for this study.

Analytical testing was performed on a composite topsoil sample for essential elements in accordance with CWDRs, and sixteen topsoil samples were tested for organic content. The topsoil analysis and organic content testing were performed by Waypoint Analytical to assess soil fertility, localized concentrations of various metals, and organic content. Appendix B also presents analytical test results.

1.2.4 Task 4 – Geotechnical Analyses

We analyzed field and laboratory data relative to the finished grades, warehouse layout, and structural loads to provide geotechnical recommendations for design and construction. We evaluated feasible foundation systems, concrete slab support, pavement design, and earthwork.

1.2.5 Task 5 – Report Preparation

This report summarizes the services performed, data acquired, and our findings, conclusions, and geotechnical recommendations for the design and construction of the proposed improvements.

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Our report includes the following items:

- An executive summary;
- Vicinity map and field exploration location map showing the approximate boring and test pit locations;
- Boring and test pit logs (Appendix A);
- Results of laboratory testing (Appendix B);
- Discussion of general site conditions;
- Discussion of general subsurface conditions as encountered in our field exploration,
- Discussion of regional and local geology and site seismicity;
- Discussion on liquefaction and seismic settlement;
- Recommendations for seismic design parameters in accordance with the 2019 California Building Code (CBC);
- Recommendations for foundation design, allowable bearing pressures, embedment depths, and compatibility constraints under various loading conditions;
- Anticipated total and differential static settlements;
- Recommendations for site preparation, earthwork, temporary slope inclinations, fill placement, and compaction specifications, including the excavation characteristics of subsurface soil deposits and formational materials;
- Recommendations for support of floor slabs and slabs-on-grade;
- Recommendations for flexible and rigid pavement structural sections for light- and heavy-duty pavement based on Equivalent Single Axle loading presented in the CWDRs;
- Recommendations for design of retaining structures, including active and at-rest lateral earth pressures, passive and frictional resistance, and applicable surcharge loads;
- Fuel Facility Underground Storage Tank (UST) excavation side slopes, including temporary shoring recommendations, if required; and
- Preliminary evaluation of the corrosion potential of the on-site soils

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2 SITE CONDITIONS

2.1 SITE DESCRIPTION

The project site is located north of West Herndon Avenue and east of North Riverside Drive as shown on Figure 1. The site is currently bounded by West Herndon Avenue to the south, North Riverside Drive to the east, Riverside Golf Course to the north and a vacant lot and industrial warehouses to the east. The warehouse is planned in the southeastern portion of the property, the fuel facility in the northeastern corner, and the car wash facility directly west of the fuel facility. The remainder of the site will be covered by surface parking and drive aisles and landscaping. Two smaller outparcels located on the northwest and southwest corners of the site are planned to be occupied by other tenants.

At the time of our field exploration, the project site and associated outparcels were covered by light vegetation and plowed/tilled soil. The surface of the site was fairly dry at the time of exploration; however, a few weeks early, the site was flooded and inaccessible with a truck mounted drill rig due to recent rains. Based on a review of aerial photography dating back to 1998 the site was used for agricultural purposes.

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3 GEOLOGY

3.1 GEOLOGIC SETTING

Geologic mapping compiled by the CGS (Matthews and Burnett, 1965) indicates the site geology is composed of Recent Great Valley fan deposits north of the San Joaquin River, Recent Great Valley stream and channel deposits within the San Joaquin River, and Pleistocene nonmarine deposits south of the San Joaquin River. The Natural Resources Conservation Survey (NRCS, formerly Soil Conservation Service) has mapped the soils in the project site area as Hanford sandy loam, which consists primarily of sand and silt.

3.2 SUBSURFACE CONDITIONS

The soils encountered within our borings and test pits were comprised primarily of alluvial fan deposits to the maximum depth of our field explorations (51½ feet bgs). There was an observed "plow zone" across the site at depths varying between 6 and 16 inches deep across the site. This plow zone or topsoil layer consisted of tilled sandy lean clays and silts with variable amounts of sand. The observed organic content of the topsoil was between ½ and 1½ percent. The alluvial deposits underlaying the topsoil were generally composed of interbedded layers of stiff to very stiff silts and clays with variable amounts of sand and medium dense to dense poorly graded sands, and silty sand. Soils between approximately 4 to 6 feet were observed to be weakly to strongly cemented (hardpan) underlain by soils with no visible cementation to the maximum depths explored in this investigation.

3.3 GROUNDWATER

According to regional well record data published by the California Department of Water Resources (DWR), current groundwater levels in the site area are between approximately Elevation 197 to 200 feet above mean sea level (msl, based on WGS84 vertical datum). Groundwater was not encountered at the time of the field exploration to a maximum depth of 50 feet below ground surface.

It is possible that groundwater conditions at the site could change due to variations in rainfall, groundwater withdrawal or recharge, construction activities, well pumping, or other factors not apparent at the time the explorations were performed.

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3.4 ASSESSMENT OF POTENTIAL GEOLOGIC HAZARDS

3.4.1 Localized Faulting

Earthquakes occur as fractures or boundaries with tectonic plates, which comprise the Earth's crust, or lithosphere, move relative to one-another. These boundaries can be discrete faults observed at the surface or as buried (blind) structures at depth. The site is not located within the California Geologic Survey (CGS) designated Alquist-Priolo Earthquake Fault Zone, and no mapped active fault traces are known to project towards or transverse the site (Hart and Bryant, 2007). Because there are no mapped active or potentially active faults in the general vicinity of the site, the potential for fault-related ground surface rupture at the site is considered low.

The site is located in a region traditionally characterized by low seismic activity. Based on review of published data and a current understanding of the geologic framework and tectonic setting of the proposed development, the primary sources of seismic shaking are anticipated to be the Great Valley Fault and San Andreas Fault, which are located at distances of about 42 miles and 65 miles from the site, respectively.

3.4.2 Landsliding

Landslides and other forms of mass wasting, including mud flows, debris flows, soil slips, and rock falls occur as soil or rock moves down slope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. Debris flows are known to travel great distances from their source based on the gradients, channel geometry and amount of fluid within the slide mass.

The site and surrounding area are relatively flat; therefore, landslides or other forms of natural slope instability do not represent a hazard to the project.

3.4.3 Liquefaction and Seismic Compression

The term liquefaction describes a phenomenon in which saturated, cohesionless soils temporarily lose shear strength (liquefy) due to increased pore water pressures induced by strong, cyclic ground motions during an earthquake. Structures founded on or above potentially liquefiable soils may experience bearing capacity failures due to the temporary loss of foundation support, vertical settlements (both total and differential), and/or undergo lateral spreading. The factors known to influence liquefaction potential include soil type, relative density, grain size, confining pressure, depth to groundwater, and the intensity and duration of the seismic ground shaking. Liquefaction

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is most prevalent in loose to medium dense, silty, sandy, and gravelly soils below the groundwater table. Due to the lack of groundwater in the upper 50 feet below, liquefaction and its adverse effects are not a hazard at this site.

3.4.4 Expansive Soils

Expansive soils are characterized by their ability to undergo significant volume changes (shrink or swell) due to variations in moisture content. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors, and may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. The surficial soils are generally sandy lean clays and silts with variable amounts of sand. Based on laboratory test results, the surficial soils exhibit a low expansion potential.

3.4.5 Collapsible Soils

Collapsible soils are characterized by their ability to undergo significant shrinkage (collapse) during inundation. Inundation in soils can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. Based on soil densities and water contents, the soils encountered are not expected to collapse during inundation, so the impact of collapsible soils for this site is considered low.

3.4.6 Flooding

The Flood Insurance Rate Map prepared by the Federal Emergency Management Agency (FEMA) was reviewed to identify the potential flood hazard for the project. This map indicates the site is within Zone X which is defined as being an area outside the Special Flood Hazard Area and higher than the elevation of the 0.2-percent-annual-chance flood. Based on this information the potential for the project site to be impacted by regional flooding is considered low. Based on this information the potential for the project site to be impacted by regional flooding is considered low. Flooding could occur from the nearby San Joaquin River located at approximately 2,000 feet north of the site.

3.4.7 Subsidence

The site is not located in an area of known significant ground subsidence due to the withdrawal of subsurface fluids. Subsidence may be present but adverse impacts have not been recorded.

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Therefore, the potential for subsidence occurring at the site due to the withdrawal of oil, gas, or water is considered low.

3.4.8 Oil and Gas Fields

The California Division of Oil, Gas & Geothermal Resources (2021) has not mapped this site within any existing local oil field. Based on the map, the site is located approximately 2.5 miles west of abandoned oil wells which are located within the Streets of Brentwood Mall property. No active wells are known to exist within the project boundary. The nearest well is number API 0401920145 located approximately 2.5 miles east of the project site. This well is listed as plugged and abandoned as of April 27, 2018 (DOGGR, 2021).

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4 GEOTECHNICAL DESIGN RECOMMENDATIONS

4.1 GENERAL

Based on the results of our field exploration, laboratory testing, and engineering analyses conducted during this study, it is our professional opinion the proposed project is geotechnically feasible, provided the design and construction recommendations presented in this report are incorporated into the project. We identified the following key geotechnical considerations during our study.

- The proposed Costco warehouse building, fuel facility, and car wash may be supported on a conventional shallow foundation system. Overexcavation and recompaction of the on-site soils is recommended to mitigate loose shallow soils and provide relatively uniform support for the proposed warehouse and other improvements.
- Soils within 10 feet of the warehouse pad (including the entrance canopy, building aprons, utility pads, stairs, ramps, stoops, and the loading dock) should be overexcavated to a depth of at least 4 feet below existing grade or 2 feet below the bottom of the footings and floor slabs, whichever is deeper, and replaced as structural fill. If fill soils are encountered at the base of the overexcavation within the warehouse pad, the overexcavation should continue until the fill is removed. The on-site soils can be moisture conditioned and reused as structural fill.
- Existing soils below the car wash facility should be overexcavated to depth of at least 2 feet below the bottom of foundations, moisture conditioned, and replaced as structural fill. The overexcavation should extend beyond the proposed improvements a horizontal distance of at least 5 feet.
- Soils in pavement, sidewalk, and other flatwork areas should be overexcavated to a depth of at least 18 inches below existing grade or 12 inches below the finished subgrade elevation, whichever is deeper. The overexcavated soils can be moisture conditioned and recompacted as structural fill. The overexcavation should extend beyond the proposed improvements a horizontal distance of at least 2 feet.
- Difficult excavation conditions may be encountered within the strongly cemented hardpan layers observed between 4 and 6 feet across the site.
- Organic matter in the topsoil is low (between ½ to 1½ percent) based on laboratory testing. Stripping of topsoil is not necessary. However, any roots and vegetative matter in excess of one inch should be removed by screening or raking prior to reuse as structural fill. After

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screening or raking, the surface soils can be moisture conditioned and used as structural fill.

- Following overexcavation and prior to replacing soils, the exposed subgrade should be compacted with at least a 10-ton roller, fully-loaded tandem-axle dump truck or water truck. Areas identified as being soft or yielding may require additional compaction or overexcavation, as determined by Kleinfelder.
- The on-site clays should not be used as retaining wall backfill. The granular backfill, which should meet the requirements for imported fill as defined in Section 5.2.4, should extend behind walls a horizontal distance of at least one-half the height of the wall.
- We recommend granular (sandy) fill soils and imported material should be compacted to at least 95 percent of the maximum dry unit weight (ASTM D1557) in accordance with the CWDRs. Clayey fill soils should be compacted at least 92 percent of the soil's maximum dry unit weight (ASTM D1557). Compacting clayey soils to at least 92 percent relative compaction will achieve the necessary strength assumed in our design recommendations.
- The site soils are fine-grained, moisture sensitive, and susceptible to disturbance, rutting, and pumping during construction. The contractor should plan to repair subgrade conditions that become unstable/disturbed and should develop a plan to manage subgrade trafficability across the site throughout the construction period. Features of this plan may include temporary surface haul roads, limited traffic routes, etc.
- The resistivity values found for the samples tested indicate that the soil may be corrosive ferrous metals. The concentrations of soluble sulfates indicate that the subsurface soils represent a Class S0 exposure to sulfate attack on concrete in contact with the soil based on ACI 318-14 Table 19.3.1.1 (ACI, 2014). Therefore, in accordance with ACI Building Code 318-14, no special provisions for selection of cement type are required.
- Based on the results of the infiltration testing and our laboratory testing, it is our opinion that the site is suitable for infiltration BMPs, provided the following recommendations are incorporated into the design and construction. Due to the variability in infiltration rates, we recommend that a design infiltration rate of 0.3 inch per hour be used for the soils at the base of the BMPs.

The following opinions, conclusions, and recommendations are based on the properties of the materials encountered in the borings and test pits, the results of the laboratory-testing program, and our engineering analyses performed, and should be incorporated into project design and construction.

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4.2 2019 CBC SEISMIC DESIGN PARAMETERS

According to the 2019 California Building Code, every structure, and portion thereof, including non-structural components that are permanently attached to structures and their supports and attachments, shall be designed and constructed to resist the effects of earthquake motions in accordance with ASCE 7-16, excluding Chapter 14 and Appendix 11A. The Seismic Design Category for a structure may be determined in accordance with Section 1613.3.5 of the 2019 CBC.

Based on information obtained from the investigation, published geologic literature and maps, and on our interpretation of the 2019 CBC criteria, it is our opinion that the project site may be classified as Site Class D, Stiff Soil, according to Section 1613.3.2 of 2019 CBC and Table 20.3-1 of ASCE/SEI 7-16. Approximate coordinates for the site are noted below.

Latitude: 36.83809 °N
Longitude: 119.90885 °W

The Risk-Targeted Maximum Considered Earthquake (MCER) mapped spectral accelerations for 0.2 seconds and 1 second periods (Ss and S1) were estimated using Section 1613.3 of the 2019 CBC and the California Office of Statewide Planning and Development (OSHPD) seismic design maps web-based application (available at https://seismicmaps.org/). In accordance with Section 11.4.8 of ASCE 7-16, a site-specific ground motion analysis is required for Site Class D sites with an S1 greater than 0.2 g. However, a site-specific ground motion analysis is not required if the seismic response coefficient (Cs) is determined in accordance with requirements of Chapter 12 and exceptions as noted in Section 11.4.8. The assumption that Cs may be determined in accordance with the requirements of Chapter 12 and exceptions as noted in Section 11.4.8 should be verified by the project structural engineer during final design. The 2019 CBC Seismic Design Parameters (non-site-specific) for these structures are summarized in table 1.

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TABLE 1
2019 CBC SEISMIC DESIGN PARAMETERS

DESIGN PARAMETER	RECOMMENDED VALUE
Site Class	D
S_s (g)	0.607
S_1 (g)	0.234
F_a	1.315
F_v	N/A*
S_{MS} (g)	0.798
S_{M1} (g)	N/A
S_{DS} (g)	0.532
S_{D1} (g)	N/A
PGA_M (g)	0.351

* Section 11.4.8 of ASCE 7-16 requires a site-specific ground motion hazard analysis be performed for Site Class D sites with S_1 values greater than or equal to 0.2g unless exceptions are taken. If exceptions are taken, then a F_v value of 2.132 could be used only to calculate the T_s value.

4.3 FOUNDATIONS

4.3.1 General

Based on the results of our field exploration, laboratory testing, and geotechnical analyses, the proposed warehouse building, fuel facility canopy and car wash may be supported on conventional shallow spread footing foundations founded on subgrade prepared in accordance with Section 5.2.2. Proposed light poles may be supported on drilled pile foundations. Recommendations for the design and construction of shallow foundations and drilled pile foundations are presented below.

4.3.2 Conventional Shallow Foundations

Allowable Soil Bearing Pressure

Footings founded on engineered fill may be designed for a net allowable soil bearing pressure of 3,000 pounds per square foot (psf) for dead plus sustained live loads. Footings should be embedded at least 18 inches below the lowest adjacent exterior grade. A one-third increase in the above bearing pressures can be used for short term load conditions for wind or seismic loads. The footing dimension and reinforcement should be designed by the structural engineer; however, continuous footings should have minimum widths of 18 inches.

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Estimated Settlement

We estimate total static settlement for foundations designed and constructed in accordance with the recommendations presented above to be less than 1 inch. Differential static settlement between similarly loaded footings is estimated to be ½ inch or less over 50 feet.

Lateral Resistance

Lateral load resistance may be derived from passive resistance along the vertical sides of the footings, friction acting at the base of the footing, or a combination of the two. An allowable passive resistance of 250 psf per foot of depth may be used for design. Allowable passive resistance values should not exceed 2,500 psf. An allowable coefficient of friction of 0.30 between the base of the footings and the structural fill soils can be used for sliding resistance using the dead load normal stresses. Friction and passive resistance may be combined without reduction. We recommend that the first foot of soil cover be neglected in the passive resistance calculations if the ground surface is not protected from erosion or disturbance by a slab, pavement, or in a similar manner.

4.3.3 Short Drilled Pile Foundations (Light Poles)

Axial Capacity

The compressive axial capacity of drilled piles may be estimated based on an allowable skin friction capacity of 150 pounds per square foot. The upper one foot of the skin friction capacity should be ignored. The uplift capacity may be estimated as 70 percent of the allowable compressive axial capacity. A one-third increase in the allowable capacities may be used for transient loading conditions such as wind or seismic loads.

Settlement

Static settlement of the proposed light pole foundations supported on short drilled piles, as recommended, is estimated to be less than ½ inch.

Lateral Resistance

The drilled pile foundations lateral resistance can be designed in general accordance with Section 1807.3 of the 2019 CBC. We recommend a lateral soil bearing pressure of 250 psf per foot of depth below grade. The total lateral soil bearing pressure should not exceed 2,500 psf per pile. Since drilled piles will act as isolated pole foundations, the allowable lateral soil bearing pressure may be

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increased by a factor of 2 for short-term lateral loads provided the structure will not be adversely affected by ½ inch of lateral movement at the ground surface.

4.4 BUILDING SLAB-ON-GRADE

Concrete slab-on-grade floors are appropriate for the proposed warehouse, provided the subgrade is prepared in accordance with Section 5.2.2. In accordance with the CWDRs, we recommend the slab be a minimum nominal thickness of 6 inches and underlain by at least 6 inches of aggregate base material. Aggregate base materials should meet current Caltrans specifications for Class 2 aggregate base. Please note that Caltrans Class 2 aggregate base may utilize recycled materials. The use of recycled material under building slabs is typically not allowed and requires Costco's approval.

A modulus of subgrade reaction of 150 pounds per cubic inch may be used for design of slabs underlain 6 inches of aggregate base material. Pursuant to current Costco Wholesale standard construction design practices, we have evaluated the necessity of using a steel-reinforced slab. Provided the building slabs are constructed on structural fill prepared as recommended in Section 5.2.4, the proposed warehouse buildings can be built with non-reinforced slabs.

Floor slab control joints should be used to reduce damage due to shrinkage cracking. Control joint spacing is a function of slab thickness, aggregate size, slump and curing conditions. The requirements for concrete slab thickness, joint spacing, and reinforcement should be established by the designer, based on experience, recognized design guidelines and the intended slab use. Placement and curing conditions will have a strong impact on the final concrete slab integrity.

Kleinfelder typically recommends installation of a vapor barrier beneath the slab to mitigate potential moisture issues such as flooring performance and mold. However, we understand that Costco Wholesale has determined that moisture barriers are not to be used in construction of Costco Wholesale warehouses due to adverse effects on concrete curing and performance. Therefore, we have provided construction recommendations that do not include installation of a moisture barrier, with the understanding that there will be an increased risk for adverse moisture issues.

4.5 EXTERIOR FLATWORK

Prior to casting exterior flatwork, the subgrade soils should be scarified, moisture conditioned, and recompacted or overexcavated, as recommended in Section 5.2.2. Additionally, all flatwork

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should be underlain at a minimum by 4.0 inches of aggregate base moisture conditioned to at least the optimum moisture content and compacted to not less than 95 percent relative compaction (ASTM D1557). Flatwork should be at least four inches thick. Flatwork subjected to wheel loads should be designed in accordance with Section 4.8.

4.6 SITE DRAINAGE

Foundation and slab performance depends greatly on proper irrigation and how well runoff water drains from the site. This drainage should be maintained both during construction and over the entire life of the project. The ground surface around structures should be graded such that water drains away from structures without ponding. The surface gradient needed to do this depends on the landscaping type. Surface gradients should conform to current Costco Wholesale standards and the CBC.

Pavement underdrains at drainage inlets and catch basins should be included as shown in Detail 16_16 of the CWDRs. Drains should be designed and constructed per Costco's standard details and laterals should extend at least 10 feet from the catch basins. Perimeter foundation drains are not necessary.

Where slabs or pavement areas abut landscaped areas, the aggregate base and subgrade soil should be protected against saturation. Vertical cut off structures are recommended to reduce lateral seepage under slabs from adjacent landscaped areas. Vertical cut-off structures may consist of deepened concrete perimeters, or equivalent, extending at least three inches below the base/subgrade interface. Vertical cut-off structures should be poured neat against undisturbed native soil or compacted fill. The cut-off structures should be continuous.

Operations personnel should be instructed to limit irrigation to the minimum level necessary to properly sustain landscaping plants. Should excessive irrigation, waterline breaks, or unusually high rainfall occur, saturated zones and "perched" groundwater may develop, which could soften subgrade and reduce pavement life, and could also create potholes. We also recommend that the downspouts from roof drains be connected to a designed subsurface drainage system such as a storm sewer, etc. to avoid discharging water onto pavement areas and backfill zones around the warehouse.

Potential sources of water such as water pipes, drains, and the like should be frequently examined for signs of leakage or damage. Any such leakage or damage should be promptly repaired.

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Sewer lines beneath the warehouse should have a sufficient slope (at least 1 percent). Plumbing and utility lines should be provided with flexible joints or oversized sleeves where they penetrate floor slabs to prevent breakage caused by different slab movement. In addition, utility trenches should be plugged with cohesive backfill where they enter the building to reduce moisture infiltration along pipe bedding material. The cohesive backfill materials should have a plasticity index (PI) between 15 and 30 and no less than 70 percent of the particles passing the No. 200 sieve.

4.7 RETAINING STRUCTURES

Design earth pressures for retaining structures depend primarily on the allowable wall movement, wall inclination, type of backfill materials, backfill slopes, surcharges, and drainage. The earth pressures provided assume that granular (sandy) soils will used as backfill. The on-site clays should not be used as retaining wall backfill. The granular backfill, which should meet the requirements for imported fill as defined in Section 5.2.4, should extend behind walls a horizontal distance of at least one-half the height of the wall. Determination of whether the active or at-rest condition is appropriate for design will depend on the flexibility of the walls. Walls that are free to rotate at least 0.002 radians (deflection at the top of the wall of at least 0.002 x H, where H is the unbalanced wall height) may be designed for the active condition. Walls that are not capable of this movement should be assumed rigid and designed for the at-rest condition. The recommended active and at-rest earth pressures and passive resistance values are provided in Table 2.

TABLE 2
LATERAL EARTH PRESSURES FOR RETAINING STRUCTURES
(ONSITE/IMPORTED GRANULAR BACKFILL)

Wall Movement	Backfill Condition	Equivalent Fluid Pressure (pcf)	Seismic Increment (pcf)
Free to Deflect (active condition)	Level	40	9H*
Restrained (at-rest condition)		60	N/A**

*Note: * Walls supporting more than 6 feet of backfill should be designed to support an incremental seismic lateral pressure, which is applied as a triangular pressure distribution with a maximum pressure at the bottom of the wall, not inverted, and H is the height of the wall.*

*** for restrained walls, use the static active earth pressure and seismic increment to check the seismic condition; use at-rest earth pressure only to check the static condition; the larger loading of both cases should be used for the design of restrained walls.*

The above lateral earth pressures do not include the effects of surcharges (e.g., traffic, footings), compaction, or truck-induced wall pressures. Any surcharge (live, including traffic, or dead load) located within a 1:1 (horizontal to vertical) plane drawn upward from the base of the excavation

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should be added to the lateral earth pressures. The lateral contribution of a uniform surcharge load located immediately behind walls may be calculated by multiplying the surcharge by 0.33 for cantilevered walls under active conditions and 0.50 for restrained walls under at-rest conditions. Walls adjacent to areas subject to vehicular traffic should be designed for a 2-foot equivalent soil surcharge (250 psf). Lateral load contributions from other surcharges located behind walls may be provided once the load configurations and layouts are known.

Walls should be properly drained or designed to resist hydrostatic pressures. Adequate drainage is essential to provide a free-drained backfill condition so that there is no hydrostatic buildup behind the wall. Walls should also be appropriately waterproofed to reduce the potential for staining. Drainage behind loading dock walls can consist of weep holes placed along the base of the wall. Weep holes should be spaced 10 to 15 feet apart and connected with a gravel drain consisting of approximately 2 cubic feet of clean gravel per foot of wall length wrapped with filter fabric. Other types of retaining walls should have a continuous back drain as described below.

For backfill of walls with a continuous back drain, except for the upper 2 feet, the backfill immediately behind retaining walls (minimum horizontal distance of 2 feet measured perpendicular to the wall) should consist of free-draining ¾-inch crushed rock wrapped with filter fabric. The upper 2 feet of cover backfill should consist of relatively impervious material. A 4-inch-diameter perforated PVC pipe, placed perforations down at the bottom of the rock layer leading to a suitable gravity outlet, should be installed at the base of the walls.

As an alternative to the gravel drain noted above, a manufactured drain panel may be utilized behind retaining walls in addition to normal waterproofing. This system generally consists of a prefabricated drain panel lined with filter fabric. At the wall base, we recommend that a gravel drain be installed to collect and discharge drainage to a suitable outlet. The drain should consist of a 4-inch-diameter perforated PVC pipe, placed perforations down at the bottom of approximately 2 cubic feet of clean gravel per foot of wall length. The gravel drain should be wrapped in filter fabric (Mirafi 140N or equivalent). The pipe should be sloped to drain to a suitable outlet and cleanouts should be provided at appropriate intervals.

If drainage behind the wall is omitted, the wall should be designed for full hydrostatic pressure. The design of any drain system should be submitted to Kleinfelder for review to check that our recommendations have been properly incorporated into the design. Installation of the drainage system should be reviewed and documented by a Kleinfelder representative.

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4.8 PAVEMENT SECTIONS

The required pavement structural sections will depend on the expected wheel loads, volume of traffic, and subgrade soils. We have provided asphalt concrete pavement sections for traffic indices provided in the CWDRs (Costco, 2020). Positive drainage of the paved areas should be provided since moisture infiltration into the subgrade may decrease the life of pavements. Curbing located adjacent to paved areas should be founded in the subgrade, not the aggregate base, in order to provide a cutoff, which reduces water infiltration into the base course.

The following pavement sections provided above are based on the soil conditions encountered during our field exploration, our assumptions regarding final site grades, and limited laboratory testing.

4.8.1 Costco Pavement Design Parameters

We developed pavement design recommendations using traffic loading parameters provided in the Costco Wholesale Development Requirements and the following test data:

- A 20-year pavement design life;
- Light-duty pavements subject to 6,600 passenger vehicle trips per day (Traffic Index of 5.0);
- Heavy-duty pavements subject to 30 tractor-trailer truck tips per day (Traffic Index of 7.0);
- For asphalt concrete pavements, a design R-value of 50 based on laboratory test results; and
- For Portland cement concrete (PCC) Pavements, a 28-day flexural strength (modulus of rupture determined by the third-point method) of at least 550 pounds per square inch (psi) (approximate compressive strength of 4,000 psi); a modulus of subgrade reaction (k value) of 150 pounds per cubic inch (pci) for native subgrade; and interlock at the control joints.

4.8.2 Asphalt Concrete Pavement

We have developed new asphalt concrete pavement, also referred to as Hot Mix Asphalt (HMA) pavements sections in accordance the Caltrans Highway Design Manual in lieu of the Asphalt Institute Manual Series (MS-1) so that the pavement structural sections are somewhat comparable to the existing sections. HMA should conform to requirements of the Costco Wholesale Specification Section 321216, Asphalt Paving. Table 2 presents recommended HMA

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pavement sections. The designer should select the appropriate pavement sections based on project requirements. Prior to placement of aggregate base, pavement subgrade should be prepared in accordance with Section 5.2.2.

TABLE 3
RECOMMENDED MINIMUM ASPHALT CONCRETE PAVEMENT SECTIONS

Traffic Use	Traffic Index, TI	Asphalt Concrete* (inches)	Aggregate Base* (inches)
Light-Duty Pavement	5.0	3.0	4.0
Heavy-Duty Pavement	7.0	4.0	5.0

* Rounded to the closest ½ inch.

4.8.3 Asphalt Performance Grade Binder

An asphalt performance grade (PG) binder of 64-10 should be used for the project and is locally available. This recommendation was developed in accordance with Costco Wholesale Asphalt Paving Specification Section 321216. Air temperature data near the project site was used with the MERRA Climate Data option and the PG binder was selected using the FHWA program LTTPBind Online web-based tool based on the AASHTO M323-13 standard. The high-end and low-end temperature rating was selected to provide a reliability of at least 98 and 90 percent, respectively.

4.8.4 Portland Cement Concrete Pavement

We designed PCC pavement in accordance with the Portland Cement Association (PCA) Thickness Design for Concrete Pavements (PCA, 1984) using the design parameters stated above. For heavy-duty pavements, we recommend that PCC pavement should be comprised of 7.0 inches of PCC with 4.0 inches of aggregate base. Prior to placement of aggregate base, pavement subgrade should be prepared in accordance with Section 5.2.2.

Longitudinal and transverse joint spacing should not exceed 12 feet and 15 feet, respectively. Joint details should conform to PCA guidelines. Expansion joints in concrete slabs should be sealed with petroleum resistant sealant to prevent minor releases from impacting subsurface soil.

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4.8.5 Aggregate Base

Aggregate base materials should meet current Caltrans specifications for Class 2 aggregate base and be compacted to at least 95 percent relative compaction (ASTM D1557). Caltrans Class 2 aggregate base utilizes recycled materials and require Costco's approval prior to use.

4.8.6 Pavement Maintenance

Pavements may undergo movement due to changes in subgrade moisture content. This movement tends to accelerate pavement deterioration. A crack sealing program should be performed annually to slow pavement deterioration. Any areas where surface water stands on the surface should be remediated. Over time, as cracking becomes more pronounced, a slurry seal coat should be applied.

4.9 SOIL CORROSIVITY

We performed laboratory testing for parameters commonly used to evaluate corrosivity of soils, including pH, minimum resistivity, chloride, and soluble sulfate content. Table 4 presents the results.

TABLE 4
CORROSION TEST RESULTS

Location	Depth (ft)	Minimum Resistivity (ohm-cm)	pH	Soluble Sulfate Content (percent)	Soluble Chloride Content (percent)
TP-2	4-6	4,020	7.4	7.8	3.4
TP-4	4-6	6,160	7.3	11.5	3.0
TP-6	4-6	3,480	6.9	25.9	2.8
TP-9	4-6	10,450	6.4	1.0	0.8
TP-10	4-6	7,240	6.7	4.6	0.9

These tests are a generalized indicator of soil corrosivity for the samples tested. Other soils on site may be more, less, or similarly corrosive in nature. Imported fill materials should be tested to confirm that their corrosion potential is not more severe than those noted.

Although Kleinfelder does not practice corrosion engineering, resistivity values between 3,000 to 5,000 ohm-cm are normally considered corrosive and resistivity values between 5,000 to 10,000

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ohm-cm are considered moderately corrosive to buried ferrous metals (NACE, 2006). The concentrations of soluble sulfates indicate that the subsurface soils represent a Class S0 exposure to sulfate attack on concrete in contact with the soil based on ACI 318-14 Table 19.3.1.1 (ACI, 2014). Therefore, in accordance with ACI Building Code 318-14, no special provisions for selection of cement type are required. The project structural engineer should review this data to determine if remedial measures are necessary for the concrete reinforcing steel.

4.10 INFILTRATION TESTING AND STORMWATER MANAGEMENT

We evaluated the feasibility for infiltration throughout surrounding parking areas by performing a total of four borehole infiltration tests. Infiltration may be controlled primarily by factors such as the type and porosity of the surface filtering media, maintenance of these media, surface slope, surface vegetation, and intensity, duration, and type of precipitation. Surface drainage and maintenance will typically determine the site's infiltration rate and the amount of water that will infiltrate for any given storm.

Based on visual soil classification and laboratory testing of the soil samples collected during our field explorations, the upper approximately 1 to 2 feet of the subsurface soils consist predominantly sandy lean clays and silts with variable amounts of sand underlain by sandy silts and silty sands to 5 feet bgs. Table 5 summarizes the unfactored short-term in-situ percolation rates for each test location.

TABLE 5
UNFACTORED SHORT-TERM PERCOLATION RATES

Infiltration Test Location	Tested Depth from Ground Surface (ft)	Short-Term Percolation Rate (in/hr)	Soil Description
INF-1	3-5	0.36	Sandy Silt (ML)
INF-2	3-5	1.38	Silty Sand (SM)
INF-3	3-5	0.75	Silty Sand (SM)
INF-4	3-5	1.05	Silty Sand (SM)

Note: Short-term percolation rate includes a reduction factor using the "Porchet Method" to adjust for non-vertical percolation through the sides of the borehole.

The short-term percolation rates provided in Table 5 have been reduced to account for non-vertical percolation through the sides of the borehole, but do not include any safety factors for long-term performance. While Fresno County does not provide specific guidance on a factor of safety, we recommend using a factor of safety of at least 3 due to the variability in test results and to account for long-term performance. The civil engineer should determine the applicability

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of the factor of safety and may apply a higher factor of safety depending on the performance objectives. The long-term infiltration rate was estimated by dividing the short-term percolation rates shown in Table 4 and are presented in Table 6.

TABLE 6
LONG-TERM INFILTRATION RATES

Infiltration Test Location	Short-Term Percolation Rate (in/hr)	Minimum Recommended Factor of Safety	Long-Term Infiltration Rate (in/hr)
INF-1	0.36	3	0.1
INF-2	1.38	3	0.5
INF-3	0.75	3	0.3
INF-4	1.05	3	0.4

Based on the results of the infiltration testing and our laboratory testing, it is our opinion that the site is suitable for infiltration BMPs, provided the following recommendations are incorporated into the design and construction. Due to the variability in infiltration rates, we recommend that a design infiltration rate of 0.3 inches per hour be used for the basin invert elevations between 3 to 5 feet bgs.

If infiltration BMPs are impractical due to existing site constraints, we recommend alternatives, such as bio-filtration/bio-retention systems (bio-swales and planter boxes), be implemented at the project site. If bio-filtration/bio-retention systems are employed, we recommend that the BMPs be built such that water exiting from them will not seep into the foundation areas or beneath slabs and pavement. If planters are located within 10 feet of the building or building foundations, or adjacent to slabs and pavements, then some means of diverting water away from the building, building foundation soils, or soils that support slabs and pavements would be required, such as lining the planters.

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5 CONSTRUCTION RECOMMENDATIONS

5.1 GENERAL

The following recommendations should be used by the contractor for construction of the project.

5.2 EARTHWORK

5.2.1 General

Site preparation and earthwork operations should be performed in accordance with applicable codes, safety regulations and other local, state, or federal specifications, and the recommendations included in this report. References to maximum dry unit weights are established in accordance with the latest version of ASTM Standard Test Method D1557 (modified Proctor). The earthwork operations should be observed and tested by a representative of Kleinfelder.

5.2.2 Site Preparation

Abandoned utilities and other existing features within the proposed development areas (if any are encountered) should be removed and the excavation(s) backfilled with engineered fill. Debris produced by demolition operations, including wood, steel, piping, plastics, etc., should be separated and disposed of off-site. Existing utility pipelines or conduits that extend beyond the limits of the proposed construction and are to be abandoned in place, should be plugged with non-shrinking cement grout to prevent migration of soil and/or water. Demolition, disposal, and grading operations should be observed and tested by a representative of Kleinfelder.

Prior to grading and subgrade preparation, all vegetation should be cut and removed from the site. Roots and vegetative matter in excess of one inch should be removed by screening or raking. Other than plant roots, organic matter in the topsoil is minimal based on our laboratory testing (between ½ and 1½ percent). Based on the organic content tests, stripping of topsoil is not necessary. After grubbing, the surface soils can be moisture conditioned and recompacted as structural fill.

Soils within 10 feet of the warehouse building pad should be overexcavated to a depth of at least 4 feet below existing grade or 2 feet below the bottom of the footings and floor slabs, whichever is deeper. If fill soils are encountered at the base of the overexcavation within the building pads, the overexcavation should continue until the fill is removed. It should be noted that some isolated

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areas did encounter fill deeper than 4 feet bgs. The overexcavated soils can be moisture conditioned and recompacted as structural fill.

Existing soils below the car wash facility should be overexcavated to depth of at least 2 feet below the bottom of foundations, moisture conditioned, and replaced as structural fill. The overexcavation should extend beyond the proposed improvements a horizontal distance of at least 5 feet.

Soils in pavement, sidewalk, and other flatwork areas should be overexcavated to a depth of at least 18 inches below existing grade or 12 inches below the finished subgrade elevation, whichever is deeper. The overexcavated soils can be moisture conditioned and recompacted as structural fill. The overexcavation should extend beyond the proposed improvements a horizontal distance of at least 2 feet.

Following overexcavation and prior to replacing soils, the exposed subgrade should be compacted with at least a 10-ton roller, fully-loaded tandem-axle dump truck or water truck. Areas identified as being soft or yielding may require additional compaction or overexcavation as determined by Kleinfelder.

Should grading be performed during or following extended periods of rainfall, the moisture content of the near-surface soils will be significantly above the optimum moisture content. These conditions could seriously impede grading by causing an unstable subgrade condition. Typical remedial measures include deep scarification and drying, removal and replacement with crushed rock and geotextile fabric, and/or lime treatment.

The site soils are fine-grained, moisture sensitive, and susceptible to disturbance, rutting, and pumping during construction. The contractor should plan to repair subgrade conditions that become unstable/disturbed and should develop a plan to manage subgrade trafficability across the site throughout the construction period. Features of this plan may include temporary surface haul roads, limited traffic routes, etc.

5.2.3 Foundation Excavations

Shallow Foundations

Following excavation to the foundation subgrade elevations, the exposed subgrade should be observed by a representative of the geotechnical engineer to evaluate the presence of satisfactory materials at design elevations. If unsatisfactory material, such as soft or disturbed soil, debris or

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otherwise unsuitable soil is present at the base of footing excavations, then unsuitable materials should be overexcavated and replaced (e.g. with structural concrete, 2-sack sand-cement slurry, structural fill) to the depth and extent determined by the geotechnical engineer.

Drilled Pile Foundations

The performance and capacities of piles can be influenced significantly by the selected construction methods and procedures used. Construction methods that create large zones of disturbance around the drilled shafts can lead to lower than expected skin friction due to excessive stress relief around the shaft length. Drilling of the pile shafts should be accomplished using conventional heavy-duty excavation equipment maintained in good condition.

The on-site soils contain sandy layers and caving of the pile shafts could occur. Temporary steel casing may be required to stabilize the sides of the pile shaft. Concrete should be placed immediately after drilling of the hole is complete. The concrete should be pumped to the bottom of the drilled shaft using a down hole tremie. If steel casing is used, the casing should be removed as the concrete is placed but the bottom of the casing should be kept at least 5 feet below the top of the concrete.

5.2.4 Fill Material and Compaction Criteria

All material placed below foundation elements, structural elements, slabs, parking areas and roadways should be considered structural fill. The on-site soils, minus debris, organic matter, or other deleterious materials may be used as structural fill. Rock or other soil fragments greater than 3 inches in size should not be used in the fills.

Import soils, if required, should have no particles greater than 3 inches in maximum dimension, no less than 70 percent of the particles passing the No. 4 sieve, no more than 30 percent of particles passing the No. 200 sieve, and a Plasticity Index (PI) less than 12. The contractor should provide documentation that all imported soil is free of hazardous materials, including petroleum or petroleum byproducts, chemicals, and harmful minerals. Test results with the geotechnical and analytical properties of the proposed import material should be provided to Costco for approval prior to transportation and use on site.

We recommend granular (sandy) fill soils and imported material should be compacted to at least 95 percent of the maximum dry unit weight (ASTM D1557) in accordance with the CWDRs. Clayey fill soils should be compacted to at least 92 percent of the soil's maximum dry unit weight

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(ASTM D1557). Compacting clayey soils to at least 92 percent relative compaction will achieve the necessary strength assumed in our design recommendations.

Fill should be placed in loose horizontal lifts not more than 8 inches thick (loose measurement). The moisture content of the fill should be maintained at -2 to +2 percent of optimum for sandy soils and above optimum for clayey soils during compaction. The moisture content of the clayey fill is considered very important, and therefore, both relative compaction and moisture content should be used to evaluate compaction acceptance. If both criteria are not within the specified tolerances, the fill should not be accepted, and the contractor should rework the material until the fill is placed within the specified tolerances.

Processing of on-site soil maybe required prior to placement as structural fill. Processing may require ripping the material, disking to break up clumps, and blending to attain uniform moisture contents necessary for compaction. Compaction of mass graded areas should be accomplished with a sheep's foot type roller compactor to aid in moisture conditioning. Utility trench backfill should be mechanically compacted. Flooding should not be permitted. Table 7 presents structural fill placement and compaction criteria.

TABLE 7
STRUCTURAL FILL PLACEMENT AND COMPACTION CRITERIA

Fill Location/Use	Material Type	Relative Compaction[1] (ASTM D698)	Moisture Content Range	Minimum Compaction Testing Frequency Per Lift
Aggregate Base for Pavements and Concrete Slabs	Aggregate Base	At least 95 percent	-2 to +2% of optimum	10,000 Square Feet
Structural Areas (Building Pads)	On-site Soils or Imported Material	At least 92 percent for clayey soils At least 95 percent for sandy soils	Above optimum -2 to +2% of optimum	10,000 Square Feet
Subgrade for Pavements, Sidewalks and Other Flatwork Areas	On-site Soils or Imported Material	At least 92 percent for clayey soils At least 95 percent for sandy soils	Above optimum -2 to +2% of optimum	15,000 Square Feet
Foundation and Retaining Wall Backfill	Imported Material	At least 95 percent for sandy soils	-2 to +2% of optimum	1,000 Square Feet

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Utility Trenches Backfill	On-site Soils or Imported Material	At least 92 percent for clayey soils At least 95 percent for sandy soils	Above optimum -2 to +2% of optimum	150 Linear Feet
Lawns or Unimproved Areas	On-site Soils or Imported Material	At least 90 percent	-2 to +2% of optimum	20,000 Square Feet

Note: [1] Where two or more compaction specifications coincide, the more stringent specification should be utilized.

5.2.5 Excavation Characteristics

The upper soils are sandy soils. The excavations for the USTs and foundations should be excavatable with conventional heavy-duty construction equipment maintained in good condition. However, caving of the sidewalls during excavation in sandy soils may occur depending on conditions at the time of excavation and should be anticipated by the contractor. In addition, difficult excavation may be encountered in heavily-cemented, hardpan layers located between 4 and 6 feet below grade.

A representative of Kleinfelder should be present during excavation in this area to observe the soil conditions. If soft, loose, or deleterious materials are encountered in the base of the excavation then the materials should be removed and replaced as compacted fill or otherwise remediated to provide competent bearing material under site improvements.

5.2.6 Temporary Excavations

All excavations must comply with applicable local, state, and federal safety regulations, including OSHA requirements. The responsibility for excavation safety and stability of temporary construction slopes lies solely with the contractor. We are providing this information below solely as a service to our client. Under no circumstances should this information provided be interpreted to mean that Kleinfelder is assuming responsibility for final engineering of excavations or shoring, construction site safety, or the contractors' activities; such responsibility is not being implied and should not be inferred.

Minor sloughing and/or raveling of slopes should be anticipated as they dry out. Where space for sloped embankments is not available, shoring will be necessary. In addition, excavations within a 1:1 plane extending downward from a horizontal distance of 2 feet beyond the bottom outer edge of existing improvements should not be attempted without bracing and/or underpinning the footings, as discussed above. The geotechnical engineer or their field representative should

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observe the excavations so that modifications can be made to the excavations, as necessary, based on variations in the encountered soil conditions. All applicable excavation safety requirements and regulations, including OSHA requirements, should be met.

All trench excavations should be braced and shored in accordance with good construction practice and all applicable safety ordinances and codes. Stockpiled (excavated) materials should be placed no closer to the edge of an excavation than a distance equal to the depth of the excavation, but no closer than 4 feet.

5.2.7 Oversize Material

Oversized material (e.g. material greater than 3 inches in diameter) is not anticipated to be encountered. However, if encountered, material larger than 3 inches in diameter should be removed and disposed of off-site.

5.2.8 Trench Backfill

Pipe zone backfill (i.e. material beneath and in the immediate vicinity of the pipe) should consist of imported soil less than ¾-inch in maximum dimension. Trench zone backfill (i.e., material placed between the pipe zone backfill and finished subgrade) may consist of onsite soil or imported fill that meets the requirements for engineered fill provided above.

If imported material is used for trench zone backfill, we recommend it consist of silty sand. In general, gravel should not be used for trench zone backfill due to the potential for soil migration into the relatively large void spaces present in this type of material and for water seepage along trenches backfilled with coarse-grained sand and/or gravel.

Recommendations provided above for pipe zone backfill are minimum requirements only. More stringent material specifications may be required to fulfill local building requirements and/or bedding requirements for specific types of pipes. We recommend the project civil engineer develop these material specifications based on planned pipe types, bedding conditions, and other factors beyond the scope of this study.

Trench backfill should be placed and compacted in accordance with recommendations provided for engineered fill in Section 5.2.4. Mechanical compaction is recommended; ponding or jetting should be avoided, especially in areas supporting structural loads or beneath concrete slabs supported on grade, pavements, or other improvements.

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5.3 UNSTABLE SUBGRADE CONDITIONS

Should grading be performed during or following extended periods of rainfall, the moisture content of the near-surface soils will be significantly above the optimum moisture content. The moisture contents of the near surface soils during our field exploration were over optimum moisture content from recent rains and irrigation from agricultural use. These conditions could seriously impede grading by causing an unstable subgrade condition. Typical remedial measures include the following:

- Drying: Drying unstable subgrade involves disking or ripping wet subgrade to a depth of approximately 18 to 24 inches and allowing the exposed soil to dry. Multiple passes of the equipment (likely on a daily basis) will be needed because as the surface of the soil dries, a crust forms that reduces further evaporation. Frequent disking will help prevent the formation of a crust and will promote drying. This process could take several days to several weeks depending on the material, the depth of ripping, the number of passes, and the weather.
- Removal and Replacement with Crushed Rock and Geotextile Fabric: Unstable subgrade could be overexcavated 12 to 24 inches below existing grade and replaced with ¾- or 1-inch crushed rock underlain by geotextile fabric. The geotextile fabric should consist of a woven geotextile, such as Mirafi HP series or equivalent. The final depth of removal will depend upon the conditions observed in the field once overexcavation begins. The geotextile fabric should be placed in accordance with the manufacturer's recommendations.
- Chemical Treatment: Unstable subgrade could be stabilized by mixing the upper 12 to 18 inches of the subgrade with Portland cement, Class C flyash or lime. For estimating purposes, an application rate of 10 to 12 percent Class C flyash, 3 to 5 percent high calcium quick lime, or 4 to 5 percent Portland cement may be used. Final application rates should be determined in the field at the time of construction in consultation with the geotechnical engineer. Chemical treatment should be performed by a specialty contractor experienced in this work. Since soil treatment uses the on-site soil, the expense of importing material can be avoided.

5.4 EXTERIOR FLATWORK

Prior to casting exterior flatwork, the existing soils should be overexcavated and subgrade soils should be moisture conditioned and recompacted as recommended in Section 5.2.2. The

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moisture content of the finished subgrade soils should be maintained around optimum prior to the placement of any flatwork or structural fill. Careful control of the water/cement ratio should be performed to avoid shrinkage cracking due to excess water or poor concrete finishing or curing.

5.5 TEMPORARY SHORING

5.5.1 General

Temporary shoring may be required in the proposed UST area where the excavation cannot be adequately sloped. Temporary shoring may consist of a turn-key shoring system, soldier piles and lagging, or other system. General recommendations for design of temporary shoring are presented below.

The shoring design must be provided by a civil engineer registered in the State of California and experienced in the design and construction of shoring under similar conditions. Once the final excavation and shoring plans are complete, the plans and design should be reviewed by Kleinfelder for conformance with the design intent and geotechnical recommendations provided herein.

5.5.2 Lateral Pressures

For the design of cantilevered shoring, an equivalent fluid pressure of 40 pounds per cubic foot (pcf) may be used for level backfill. Where the surface of the retained earth slopes up away from the shoring, a greater pressure should be used. Design data can be developed for additional cases when the design conditions are established.

In addition to the recommended earth pressure, any surcharge (live, including traffic, or dead load) located within a 1H:1V plane drawn upward from the base of the shored excavation should be added to the lateral earth pressures. The lateral contribution of a uniform surcharge load located immediately behind the wall may be calculated by multiplying the surcharge by 0.33 for the level backfill condition. Lateral load contributions of surcharges located at a distance behind the shored wall may be provided once the load configurations and layouts are known. As a minimum, a 2-foot equivalent soil surcharge (250 psf) is recommended to account for traffic or nominal construction loads. It should be noted that the above pressures do not include hydrostatic pressure and assume groundwater will not be encountered in the excavation.

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5.5.3 Design of Soldier Piles

All soldier piles should extend to a sufficient depth below the excavation bottom to provide the required lateral resistance. We recommend the required embedment depths be calculated based on the principles of force and moment equilibrium. For this method, the allowable passive pressure against soldier piles that extend below the level of excavation may be assumed to be equivalent to a fluid pressure of 300 pcf. The maximum lateral resistance value should not exceed 3,000 psf. To account for arching, the passive resistance may be assumed to act over a width 2.4 times the width of the embedded portion of the pile, provided adjacent piles are spaced at least 2.5 pile diameters, center-to-center.

Drilling of the soldier pile shafts could be accomplished using heavy-duty drilling equipment. The on-site soils are sandy, and caving of the pile shafts could occur. In addition, difficult drilling may be encountered in heavily-cemented, hardpan layers. Temporary steel casing may be required to stabilize the sides of the pile shaft. Concrete for piles should be placed immediately after the drilling of the hole is complete. The concrete should be pumped to the bottom of the drilled shaft using a tremie. Once concrete pumping is initiated, a minimum head of 5 feet of concrete above the bottom of the tremie should be established and maintained throughout the concrete placement to prevent contamination of the concrete by soil inclusions. If steel casing is used, the casing should be removed as the concrete is placed.

To develop full lateral resistance, provisions should be taken to assure firm contact between the soldier piles and undisturbed materials. The concrete placed in the soldier pile excavations may be a lean-mix concrete. However, the concrete used in that portion of the soldier pile that is below the planned excavated level should provide sufficient strength to adequately transfer the imposed loads to the surrounding materials.

5.5.4 Lagging

Continuous treated timber lagging should be used between the soldier piles. The lagging should be installed as the excavation proceeds. If treated timber is used, the lagging may remain in place after backfilling. The lagging should be designed for the recommended earth pressure but limited to a maximum value of 400 psf.

Some caving and running of the upper soils should be anticipated. To reduce the potential for loss of ground and settlement of the soil behind the wall, the contractor should backfill any space between the lagging and the cut slope with clean sand or sand-cement slurry after installation.

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5.5.5 Deflection

Shoring adjacent to existing structures or improvements should be designed and constructed to reduce potential movement. The shoring system designer should evaluate potential deflections in their design.

5.5.6 Monitoring

Some deflection of the shored excavation should be anticipated during the planned excavation. We recommend the project civil engineer perform a survey of all existing utilities and structures adjacent to the shored excavation. The purpose of this survey would be to evaluate the ability of existing utility lines or improvements to withstand horizontal movements associated with a shored excavation and to establish the baseline condition in case of unfounded claims of damage. If existing improvements are not capable of withstanding anticipated lateral movements, alternative shoring systems may be required.

Horizontal and vertical movements of the shoring system should be monitored by a licensed surveyor. The construction monitoring and performance of the shoring system are ultimately the contractor's responsibility. However, at a minimum, we recommend that the top of shoring be surveyed prior to excavation and that the top and bottom of the soldier beams be surveyed on a weekly basis until the shoring is not needed. Surveying should consist of measuring movements in vertical and two perpendicular horizontal directions.

5.6 PAVEMENTS

5.6.1 HMA Design

Hot Mix Asphalt (HMA) should conform to requirements of the Costco Wholesale Specification Section 321216, Asphalt Paving. Section 1.3.C of the HMA specification requires that the HMA section be placed in at least two lifts. The HMA specification allows the use of ½- or ¾-inch Nominal Maximum Aggregate Size (NMAS) mixes for the base course and ⅜- or ½-inch NMAS mixes for surface course. Maximum and minimum HMA compacted lift thicknesses are provided in Table 3.1 in Section 3.3.B of the HMA specification.

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5.6.2 Construction Considerations

The pavement sections provided above are contingent on the following recommendations being implemented during construction.

- Pavement subgrade should be prepared as recommended in Section 5.2.2.
- Subgrade soils should be in a stable, non-pumping condition at the time the aggregate base materials are placed and compacted.
- Aggregate base materials should be compacted to at least 95 percent relative compaction (ASTM D1557).
- Asphalt paving materials and placement methods should meet current Costco Wholesale Specifications Section 321216.
- Adequate drainage (both surface and subsurface) should be provided such that the subgrade soils and aggregate base materials are not allowed to become wet.

Note that pavement materials and construction must be completed in strict accordance with the Costco's specifications that contain very specific pavement material (asphalt, aggregate and concrete) criteria and construction practices to be used (compaction and material sampling). The general contractor and pavement construction subcontractor should be aware that asphalt and concrete mix designs must be submitted to the design architect and Kleinfelder at least 45 days prior to the scheduled production and laydown for review and approval.

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6 ADDITIONAL SERVICES

6.1 PLANS AND SPECIFICATIONS REVIEW

We recommend Kleinfelder perform a review of geotechnical related portions of the project plans and specifications before they are finalized to see that geotechnical recommendations have been properly interpreted and implemented during design. If we are not accorded the privilege of performing this review, we can assume no responsibility for misinterpretation of our recommendations.

6.2 CONSTRUCTION OBSERVATION AND TESTING

The construction process is an integral design component with respect to the geotechnical aspects of a project. Because geotechnical engineering is an inexact science due to the variability of natural processes, and because we sample only a limited portion of the soils affecting the performance of the proposed structure, unanticipated or changed conditions can be encountered during grading. Proper geotechnical observation and testing during construction are imperative to allow the geotechnical engineer the opportunity to verify assumptions made during the design process. Therefore, we recommend that Kleinfelder be retained during the construction of the proposed improvements to observe compliance with the design concepts and geotechnical recommendations, and to allow design changes in the event that subsurface conditions or methods of construction differ from those assumed while completing this study.

Our services are typically needed at the following stages of grading:

- After demolition and grubbing;
- During grading;
- During the installation of temporary construction shoring;
- After the overexcavation, but prior to subgrade preparation;
- During utility trench backfill;
- During fill placement of wall backfill;
- During base placement and site paving; and
- After excavation for foundations.

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7 LIMITATIONS

This geotechnical study has been prepared for the exclusive use of Costco Wholesale and their agents for specific application to the proposed Costco Wholesale (CW# 20-0569) located at the northeast corner of West Herndon Avenue and North Riverside Drive in Fresno, California. The findings, conclusions and recommendations presented in this report were prepared in accordance with generally accepted geotechnical engineering practice. No other warranty, express or implied, is made.

The scope of services was limited to a background data review and the field exploration described in Section 1.2. It should be recognized that definition and evaluation of subsurface conditions are difficult. Judgments leading to conclusions and recommendations are generally made with incomplete knowledge of the subsurface conditions present due to the limitations of data from field studies. The conclusions of this assessment are based on our field exploration and laboratory testing programs, and engineering analyses.

Kleinfelder offers various levels of investigative and engineering services to suit the varying needs of different clients. Although risk can never be eliminated, more detailed and extensive studies yield more information, which may help understand and manage the level of risk. Since detailed study and analysis involves greater expense, our clients participate in determining levels of service, which provide information for their purposes at acceptable levels of risk. The client and key members of the design team should discuss the issues covered in this report with Kleinfelder, so that the issues are understood and applied in a manner consistent with the owner's budget, tolerance of risk and expectations for future performance and maintenance.

Recommendations contained in this report are based on our field observations and subsurface explorations, limited laboratory tests, and our present knowledge of the proposed construction. It is possible that soil or groundwater conditions could vary between or beyond the points explored. If soil or groundwater conditions are encountered during construction that differ from those described herein, the client is responsible for ensuring that Kleinfelder is notified immediately so that we may reevaluate the recommendations of this report. If the scope of the proposed construction, including the estimated Traffic Index or locations of the improvements, changes from that described in this report, the conclusions and recommendations contained in this report are not considered valid until the changes are reviewed, and the conclusions of this report are modified or approved in writing, by Kleinfelder.

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The scope of services for this subsurface exploration and geotechnical report did not include environmental assessments or evaluations regarding the presence or absence of wetlands or hazardous substances in the soil, surface water, or groundwater at this site.

Kleinfelder cannot be responsible for interpretation by others of this report or the conditions encountered in the field. Kleinfelder must be retained so that all geotechnical aspects of construction will be monitored on a full-time basis by a representative from Kleinfelder, including site preparation, preparation of foundations, and placement of engineered fill and trench backfill. These services provide Kleinfelder the opportunity to observe the actual soil and groundwater conditions encountered during construction and to evaluate the applicability of the recommendations presented in this report to the site conditions. If Kleinfelder is not retained to provide these services, we will cease to be the engineer of record for this project and will assume no responsibility for any potential claim during or after construction on this project. If changed site conditions affect the recommendations presented herein, Kleinfelder must also be retained to perform a supplemental evaluation and to issue a revision to our original report.

This report, and any future addenda or reports regarding this site, may be made available to bidders to supply them with only the data contained in the report regarding subsurface conditions and laboratory test results at the point and time noted. Bidders may not rely on interpretations, opinion, recommendations, or conclusions contained in the report. Because of the limited nature of any subsurface study, the contractor may encounter conditions during construction which differ from those presented in this report. In such event, the contractor should promptly notify the owner so that Kleinfelder's geotechnical engineer can be contacted to confirm those conditions. We recommend the contractor describe the nature and extent of the differing conditions in writing and that the construction contract include provisions for dealing with differing conditions. Contingency funds should be reserved for potential problems during earthwork and foundation construction.

This report may be used only by the client and only for the purposes stated, within a reasonable time from its issuance, but in no event later than one year from the date of the report. Land use, site conditions (both on site and off site) or other factors may change over time, and additional work may be required with the passage of time. Any party, other than the client who wishes to use this report shall notify Kleinfelder of such intended use. Based on the intended use of this report and the nature of the new project, Kleinfelder may require that additional work be performed and that an updated report be issued. Non-compliance with any of these requirements by the client or anyone else will release Kleinfelder from any liability resulting from the use of this report by any unauthorized party and the client agrees to defend, indemnify, and hold harmless Kleinfelder from any claims or liability associated with such unauthorized use or non-compliance.

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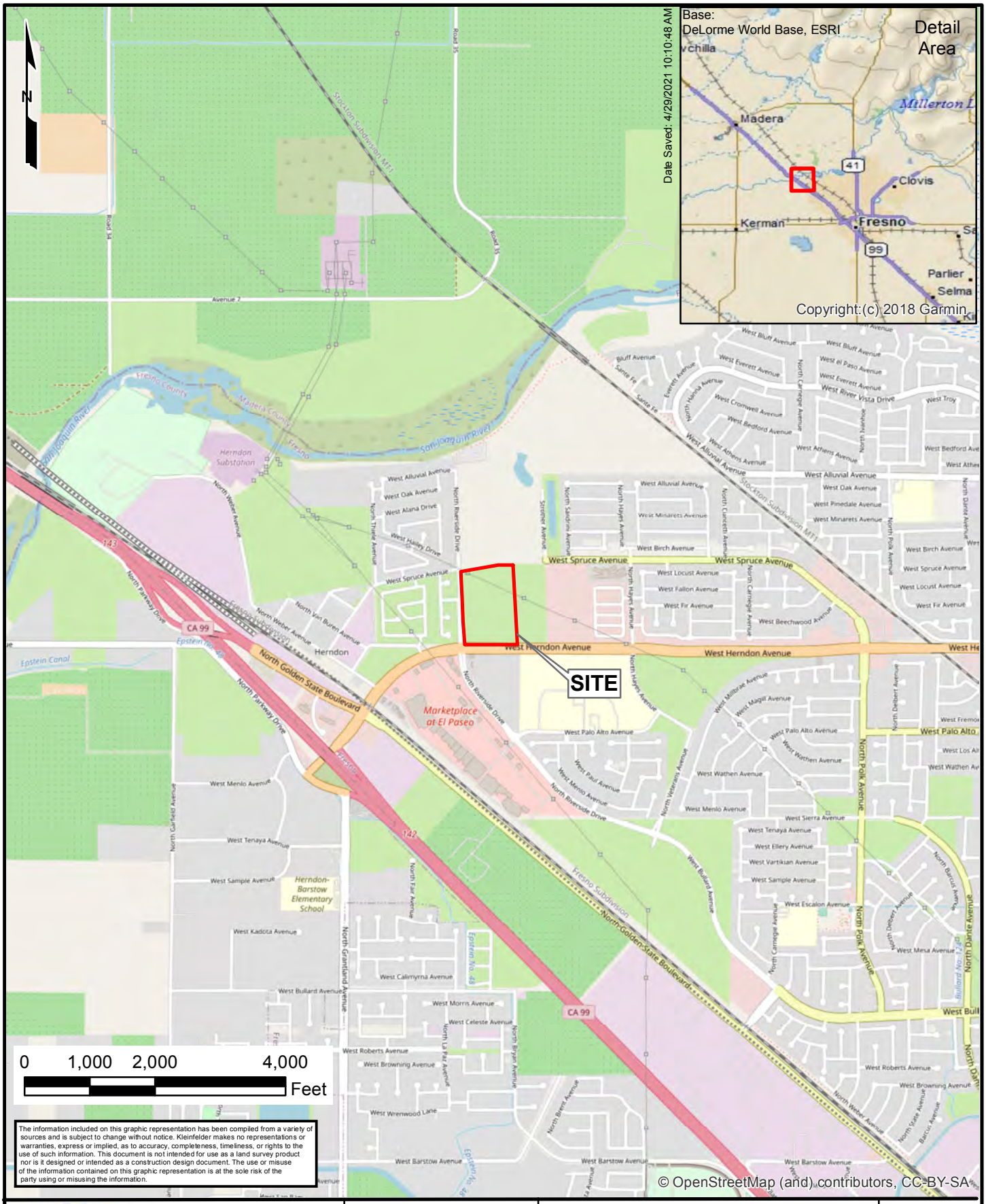
Figures



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PROJECT NO.	20212905
DRAWN:	4/29/2021
DRAWN BY:	JDS
CHECKED BY:	DD
FILE NAME:	20212905_1.mxd

SITE VICINITY MAP

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE

1



LEGEND

- PROPERTY BOUNDARY
- BORING LOCATION (Kleinfelder, 2021 Investigation)
- INFILTRATION TEST LOCATION (Kleinfelder, 2021 Investigation)
- TEST PIT LOCATION (Kleinfelder, 2021 Investigation)

0 200 400

SCALE: 1" = 200' SCALE IN FEET

REFERENCE:
BASE MAPPING CREATED FROM PLAN TITLED " PRELIMINARY OVERALL GRADING, SHEET C1.10", DATED: 04/01/2021 AND PREPARED BY KIMLEY HORN AND ASSOCIATES, INC.

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PROJECT NO.	20212905
DRAWN BY	JDS
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DATE:	04/29/2021
REVISED:	

EXPLORATION LOCATION MAP

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
2

PLOTTED: 4/29/2021 9:51 AM BY: jeff sala
CAD FILE: W:\2021\20212905.001A - Costco Fresno New Warehouse\20212905.dwg LAYOUT: F2

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Appendix A

APPENDIX A
FIELD EXPLORATIONS

GENERAL

Subsurface conditions at the site were explored by drilling 38 borings and excavating 18 test pits. A total of 21 borings and 6 test pits were drilled/excavated in the building area; 13 borings and 5 test pits were drilled/excavated in the parking and drive areas; 4 borings and 1 test pit were drilled/excavated in the fuel facility; 2 test pits were excavated within the car wash facility; and finally 2 test pits were excavated within the outparcels adjacent to the Costco parking lot.

The borings were drilled using truck-mounted, hollow-stem-auger drilling equipment to depths of approximately 21½ and 51½ below the existing ground surface (bgs) in the warehouse building area; approximately 11½ feet bgs in the parking and drive areas; and approximately 26½ feet bgs in the fuel facility area. The test pits were excavated to depths of about 10 feet bgs or practical refusal with a rubber tired backhoe. The approximate locations of the borings and test pits are presented on Figure 2, Exploration Location Map.

Prior to commencement of the fieldwork, Underground Service Alert (USA) was notified and various geophysical techniques were used at the boring locations to identify potential conflicts with subsurface structures. In addition, Kleinfelder also employed a private utility location company (1st Call Utility location services) to clear all excavation areas prior to the commencement of fieldwork.

The boring and test pit logs are presented as Figures A-3 through A-62. An explanation to the log is presented as Figures A-1 through A-2. The Boring/Test Pit Log describes the earth materials encountered, samples obtained and show field and laboratory tests performed. The log also shows the location, boring/test pit number, drilling/excavation date and the name of the drilling/excavation subcontractor. The borings and test pits were logged by a Kleinfelder engineer using the Unified Soil Classification System. The boundaries between soil types shown on the logs are approximate because the transition between different soil layers may be gradual.

A modified-California sampler was used to obtain drive samples of the soil encountered. This sampler consists of a 2.5-inch O.D., 2-inch I.D. split barrel shaft that is pushed or driven a total of 18-inches into the soil at the bottom of the boring. The soil was retained in six-inch sleeves for laboratory testing. An additional 2 inches of soil from each drive remained in the cutting shoe and was usually discarded after visually classifying the soil. The sampler was driven using a

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140-pound hammer falling 30 inches. The total number of blows required to drive the sampler the final 12 inches is termed blow count and is recorded on the Log of Boring.

Samples were also obtained using a Standard Penetration Sampler (SPT). This sampler consists of a 2-inch O.D., 1-inch I.D. split barrel shaft that is advanced into the soils at the bottom of the drill hole a total of 18 inches. The sampler was driven using a 140-pound hammer falling 30 inches. The total number of hammer blows required to drive the sampler the final 12 inches is termed the blow count (N) and is recorded on the Log of Boring. The procedures we employed in the field are generally consistent with those described in ASTM Standard Test Method D1586.

Bulk and grab samples of the near-surface soils were directly retrieved from the auger cuttings from the borings and the excavated material in the test pits.

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SAMPLE/SAMPLER TYPE GRAPHICS

BULK SAMPLE

CALIFORNIA SAMPLER
(3 in. (76.2 mm.) outer diameter)

STANDARD PENETRATION SPLIT SPOON SAMPLER
(2 in. (50.8 mm.) outer diameter and 1-3/8 in. (34.9 mm.) inner diameter)

GROUND WATER GRAPHICS

WATER LEVEL (level where first observed)

WATER LEVEL (level after exploration completion)

WATER LEVEL (additional levels after exploration)

OBSERVED SEEPAGE

NOTES

- The report and graphics key are an integral part of these logs. All data and interpretations in this log are subject to the explanations and limitations stated in the report.
- Lines separating strata on the logs represent approximate boundaries only. Actual transitions may be gradual or differ from those shown.
- No warranty is provided as to the continuity of soil or rock conditions between individual sample locations.
- Logs represent general soil or rock conditions observed at the point of exploration on the date indicated.
- In general, Unified Soil Classification System designations presented on the logs were based on visual classification in the field and were modified where appropriate based on gradation and index property testing.
- Fine grained soils that plot within the hatched area on the Plasticity Chart, and coarse grained soils with between 5% and 12% passing the No. 200 sieve require dual USCS symbols, ie., GW-GM, GP-GM, GW-GC, GP-GC, GC-GM, SW-SM, SP-SM, SW-SC, SP-SC, SC-SM.
- If sampler is not able to be driven at least 6 inches then 50/X indicates number of blows required to drive the identified sampler X inches with a 140 pound hammer falling 30 inches.

ABBREVIATIONS
WOH - Weight of Hammer
WOR - Weight of Rod

UNIFIED SOIL CLASSIFICATION SYSTEM (ASTM D 2487)

COARSE GRAINED SOILS (More than half of material is larger than the #200 sieve)	**GRAVELS** (More than half of coarse fraction is larger than the #4 sieve)	CLEAN GRAVEL WITH <5% FINES	Cu≥4 and 1≤Cc≤3		**GW**	WELL-GRADED GRAVELS, GRAVEL-SAND MIXTURES WITH LITTLE OR NO FINES
			Cu<4 and/ or 1>Cc>3		**GP**	POORLY GRADED GRAVELS, GRAVEL-SAND MIXTURES WITH LITTLE OR NO FINES
		GRAVELS WITH 5% TO 12% FINES	Cu≥4 and 1≤Cc≤3		**GW-GM**	WELL-GRADED GRAVELS, GRAVEL-SAND MIXTURES WITH LITTLE FINES
					GW-GC	WELL-GRADED GRAVELS, GRAVEL-SAND MIXTURES WITH LITTLE CLAY FINES
			Cu<4 and/ or 1>Cc>3		**GP-GM**	POORLY GRADED GRAVELS, GRAVEL-SAND MIXTURES WITH LITTLE FINES
					GP-GC	POORLY GRADED GRAVELS, GRAVEL-SAND MIXTURES WITH LITTLE CLAY FINES
		GRAVELS WITH > 12% FINES			**GM**	SILTY GRAVELS, GRAVEL-SILT-SAND MIXTURES
					GC	CLAYEY GRAVELS, GRAVEL-SAND-CLAY MIXTURES
					GC-GM	CLAYEY GRAVELS, GRAVEL-SAND-CLAY-SILT MIXTURES
	SANDS (Half or more of coarse fraction is smaller than the #4 sieve)	CLEAN SANDS WITH <5% FINES	Cu≥6 and 1≤Cc≤3		**SW**	WELL-GRADED SANDS, SAND-GRAVEL MIXTURES WITH LITTLE OR NO FINES
			Cu<6 and/ or 1>Cc>3		**SP**	POORLY GRADED SANDS, SAND-GRAVEL MIXTURES WITH LITTLE OR NO FINES
		SANDS WITH 5% TO 12% FINES	Cu≥6 and 1≤Cc≤3		**SW-SM**	WELL-GRADED SANDS, SAND-GRAVEL MIXTURES WITH LITTLE FINES
					SW-SC	WELL-GRADED SANDS, SAND-GRAVEL MIXTURES WITH LITTLE CLAY FINES
			Cu<6 and/ or 1>Cc>3		**SP-SM**	POORLY GRADED SANDS, SAND-GRAVEL MIXTURES WITH LITTLE FINES
					SP-SC	POORLY GRADED SANDS, SAND-GRAVEL MIXTURES WITH LITTLE CLAY FINES
		SANDS WITH > 12% FINES			**SM**	SILTY SANDS, SAND-GRAVEL-SILT MIXTURES
					SC	CLAYEY SANDS, SAND-GRAVEL-CLAY MIXTURES
					SC-SM	CLAYEY SANDS, SAND-SILT-CLAY MIXTURES

FINE GRAINED SOILS (Half or more of material is smaller than the #200 sieve)	SILTS AND CLAYS (Liquid Limit less than 50)	**ML**	INORGANIC SILTS AND VERY FINE SANDS, SILTY OR CLAYEY FINE SANDS, SILTS WITH SLIGHT PLASTICITY
		CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
		CL-ML	INORGANIC CLAYS-SILTS OF LOW PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
		OL	ORGANIC SILTS & ORGANIC SILTY CLAYS OF LOW PLASTICITY
	SILTS AND CLAYS (Liquid Limit 50 or greater)	**MH**	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SAND OR SILT
		CH	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS
		OH	ORGANIC CLAYS & ORGANIC SILTS OF MEDIUM-TO-HIGH PLASTICITY

NOTE: USE MATERIAL DESCRIPTION ON THE LOG TO DEFINE A GRAPHIC THAT MAY NOT BE PROVIDED ON THIS LEGEND.

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PROJECT NO.: 20212905.001A
DRAWN BY: JDS
CHECKED BY: DD
DATE: 2/10/2021

GRAPHICS KEY

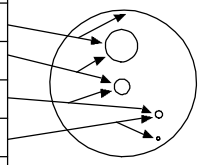
COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-1

gINT FILE: Klf_gint_master_2021
gINT TEMPLATE: E:\KLF_STANDARD_GINT_LIBRARY_2021.GLB [_KLF_GEO-LEG1 (GRAPHICS KEY) WITH USCS]
PROJECT NUMBER: 20212905.001A
OFFICE FILTER: SAN JOSE
PLOTTED: 03/11/2021 11:55 AM BY: GGomez

GRAIN SIZE

DESCRIPTION		SIEVE SIZE	GRAIN SIZE	APPROXIMATE SIZE
Boulders		>12 in. (304.8 mm.)	>12 in. (304.8 mm.)	Larger than basketball-sized
Cobbles		3 - 12 in. (76.2 - 304.8 mm.)	3 - 12 in. (76.2 - 304.8 mm.)	Fist-sized to basketball-sized
Gravel	coarse	3/4 -3 in. (19 - 76.2 mm.)	3/4 -3 in. (19 - 76.2 mm.)	Thumb-sized to fist-sized
	fine	#4 - 3/4 in. (#4 - 19 mm.)	0.19 - 0.75 in. (4.8 - 19 mm.)	Pea-sized to thumb-sized
Sand	coarse	#10 - #4	0.079 - 0.19 in. (2 - 4.9 mm.)	Rock salt-sized to pea-sized
	medium	#40 - #10	0.017 - 0.079 in. (0.43 - 2 mm.)	Sugar-sized to rock salt-sized
	fine	#200 - #40	0.0029 - 0.017 in. (0.07 - 0.43 mm.)	Flour-sized to sugar-sized
Fines		Passing #200	<0.0029 in. (<0.07 mm.)	Flour-sized and smaller



SECONDARY CONSTITUENT

	AMOUNT	
Term of Use	Secondary Constituent is Fine Grained	Secondary Constituent is Coarse Grained
Trace	<5%	<15%
With	≥5 to <15%	≥15 to <30%
Modifier	≥15%	≥30%

MOISTURE CONTENT

DESCRIPTION	FIELD TEST
Dry	Absence of moisture, dusty, dry to the touch
Moist	Damp but no visible water
Wet	Visible free water, usually soil is below water table

CEMENTATION

DESCRIPTION	FIELD TEST
Weakly	Crumbles or breaks with handling or slight finger pressure
Moderately	Crumbles or breaks with considerable finger pressure
Strongly	Will not crumble or break with finger pressure

CONSISTENCY - FINE-GRAINED SOIL

CONSISTENCY	SPT - N_{60} (# blows / ft)	Pocket Pen (tsf)	UNCONFINED COMPRESSIVE STRENGTH (Q_u)(psf)	VISUAL / MANUAL CRITERIA
Very Soft	<2	PP < 0.25	<500	Thumb will penetrate more than 1 inch (25 mm). Extrudes between fingers when squeezed.
Soft	2 - 4	0.25 ≤ PP <0.5	500 - 1000	Thumb will penetrate soil about 1 inch (25 mm). Remolded by light finger pressure.
Medium Stiff	4 - 8	0.5 ≤ PP <1	1000 - 2000	Thumb will penetrate soil about 1/4 inch (6 mm). Remolded by strong finger pressure.
Stiff	8 - 15	1 ≤ PP <2	2000 - 4000	Can be imprinted with considerable pressure from thumb.
Very Stiff	15 - 30	2 ≤ PP <4	4000 - 8000	Thumb will not indent soil but readily indented with thumbnail.
Hard	>30	4 ≤ PP	>8000	Thumbnail will not indent soil.

REACTION WITH HYDROCHLORIC ACID

DESCRIPTION	FIELD TEST
None	No visible reaction
Weak	Some reaction, with bubbles forming slowly
Strong	Violent reaction, with bubbles forming immediately

APPARENT / RELATIVE DENSITY - COARSE-GRAINED SOIL

APPARENT DENSITY	SPT-N_{60} (# blows/ft)	MODIFIED CA SAMPLER (# blows/ft)	CALIFORNIA SAMPLER (# blows/ft)	RELATIVE DENSITY (%)
Very Loose	<4	<4	<5	0 - 15
Loose	4 - 10	5 - 12	5 - 15	15 - 35
Medium Dense	10 - 30	12 - 35	15 - 40	35 - 65
Dense	30 - 50	35 - 60	40 - 70	65 - 85
Very Dense	>50	>60	>70	85 - 100

FROM TERZAGHI AND PECK, 1948

PLASTICITY

DESCRIPTION	LL	Either the LL or the PI (or both) may be used to describe the soil plasticity. The ranges of numbers shown here do not imply that the LL ranges correlate with the PI ranges for all soils.	PI
Non-Plastic	NP		NP
Low	< 30		< 15
Medium	30 - 50		15 - 25
High	> 50		> 25

LL is from Casagrande, 1948. PI is from Holtz , 1959.

STRUCTURE

DESCRIPTION	CRITERIA
Stratified	Alternating layers of varying material or color with layers at least 1/4-in. thick, note thickness.
Laminated	Alternating layers of varying material or color with the layer less than 1/4-in. thick, note thickness.
Fissured	Breaks along definite planes of fracture with little resistance to fracturing.
Slickensided	Fracture planes appear polished or glossy, sometimes striated.
Blocky	Cohesive soil that can be broken down into small angular lumps which resist further breakdown.
Lensed	Inclusion of small pockets of different soils, such as small lenses of sand scattered through a mass of clay; note thickness.

ANGULARITY

DESCRIPTION	CRITERIA
Angular	Particles have sharp edges and relatively plane sides with unpolished surfaces.
Subangular	Particles are similar to angular description but have rounded edges.
Subrounded	Particles have nearly plane sides but have well-rounded corners and edges.
Rounded	Particles have smoothly curved sides and no edges.

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SOIL DESCRIPTION KEY

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-2

gINT FILE: Klf_gint_master_2021
gINT TEMPLATE: E:\KLF_STANDARD_GINT_LIBRARY_2021.GLB [KLF_GEO-LEG 2 (SOIL DESC KEY)]
PROJECT NUMBER: 20212905.001A
OFFICE FILTER: SAN JOSE
PLOTTED: 03/11/2021 11:56 AM BY: GGomez

Date Begin - End:	2/22/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-1**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Warm/clear	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.84017°
Longitude: -119.90781°
Approximate Ground Surface Elevation (ft.): 295.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: low plasticity, red, moist, organic material, fine sand (Plow depth observed = 0-6 inches)	S1											Hand Auger down to 1.5 feet
				S2											Switched to Hollow Stem Auger
			SILT (ML): low to medium plasticity, pink to brown, moist, hard, iron oxide	S3		BC=12 17 20	6" 6" 6"		28.9						
290	5		Trace fine sand	S4		BC=11 20 19	6" 6" 6"								
			Sandy SILT (ML): non-plastic, pink to brown, moist, very stiff, iron oxide	S5		BC=5 10 9	6" 6" 6"								
285	10		**SILT (ML)**: low plasticity, pink, moist, hard, iron oxide	S6		BC=11 14 21	6" 6" 6"		12.9	99.6					
			Poorly Graded SAND (SP): fine to medium-grained, pink, moist, dense												
280	15		The boring was terminated at approximately 11.5 ft. below ground surface. The boring was backfilled with auger cuttings on February 22, 2021.												
275	20														
270	25														
265	30														

LABORATORY RESULTS

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/5/2021

BORING LOG KB-1

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-3

PAGE: 1 of 1

PLOTTED: 04/02/2021 11:32 AM BY: DDockendorf
PROJECT NUMBER: 20212905.001A OFFICE FILTER: SAN JOSE
gINT FILE: Klf_gint_master_2021 gINT TEMPLATE: E:\KLF_STANDARD_GINT_LIBRARY_2021.GLB [_KLF_BORING/TEST PIT SOIL LOG]

Date Begin - End:	2/23/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-2**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Warm/clear	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.84002°
Longitude: -119.99090°
Approximate Ground Surface Elevation (ft.): 294.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
290	0		**Lean CLAY with Sand (CL)**: low to medium plasticity, reddish brown, moist, fine sand, (Plow depth observed = 0-6 inches)	S1											Hand Auger down to 1.5 feet
				S2											Switched to Hollow Stem Auger
			SILT (ML): low to medium plasticity, pink to brown, white mottling, moist, very stiff, weak to moderately cemented, iron oxide	S3		BC=10 12 9	6" 6" 6"		28.1			71			
	5		**Silty SAND (SM)**: fine to medium-grained, non-plastic, pink to reddish brown, moist, dense	S4		BC=15 20 20	6" 6" 6"		10.1 15.6	99.2					
285	10		**Poorly Graded SAND with Silt (SP-SM)**: fine to medium-grained, yellowish brown, moist, medium dense Fine to coarse grained sand	S5		BC=4 4 6	6" 6" 6"		2.1						
			SILT (ML): low plasticity, light pink, moist, stiff, weakly cemented	S6		BC=7 11 21 PP=4.5	6" 6" 6"		10.9	102.2					
280	15		The boring was terminated at approximately 11.5 ft. below ground surface. The boring was backfilled with auger cuttings on February 23, 2021.												
275	20														
270	25														
265	30														
260															

LABORATORY RESULTS

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/5/2021

BORING LOG KB-2

COSTCO FRESNO NEW WAREHOUSE
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FRESNO, CALIFORNIA 93722

FIGURE
A-4

PAGE: 1 of 1

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PROJECT NUMBER: 20212905.001A OFFICE FILTER: SAN JOSE
gINT FILE: Klf_gint_master_2021 gINT TEMPLATE: E:\KLF_STANDARD_GINT_LIBRARY_2021.GLB [_KLF_BORING/TEST PIT SOIL LOG]

Date Begin - End:	2/23/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-3**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83934°
Longitude: -119.90809°
Approximate Ground Surface Elevation (ft.): 296.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: low to medium plasticity, red, (Plow depth observed = 0-6 inches)	S1 S2											Hand Auger down to 1.5 feet
			Clayey SAND (SC): fine to medium-grained, non-plastic to low plasticity, red, moist, moderately cemented	S3					6.6						Switched to Hollow Stem Auger
290	5		**Clayey SAND with Silt (SC)**: very dense, strongly cemented	S4 S5		BC=25 30 50/3"	NR 6" 6"								
			SILT with Sand (ML): non-plastic, pink to reddish yellow, moist, hard	S6		BC=2 15 17	6" 6" 6"		10.7						
285	10		**Poorly Graded SAND with Silt (SP-SM)**: fine to coarse-grained, yellowish brown, moist, dense	S7		BC=12 17 19 PP=4.5	6" 6" 6"		3.8	104.2					
280	15														
275	20														
270	25														
265	30														

The boring was terminated at approximately 11.5 ft. below ground surface. The boring was backfilled with auger cuttings on February 23, 2021.

LABORATORY RESULTS

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/5/2021

BORING LOG KB-3

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
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FRESNO, CALIFORNIA 93722

FIGURE
A-5

PAGE: 1 of 1

PLOTTED: 04/02/2021 11:32 AM BY: DDockendorf
PROJECT NUMBER: 20212905.001A
OFFICE FILTER: SAN JOSE
gINT FILE: Klf_gint_master_2021
gINT TEMPLATE: E:\KLF_STANDARD_GINT_LIBRARY_2021.GLB [_KLF_BORING/TEST PIT SOIL LOG]

Date Begin - End:	2/23/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-4**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Warm/clear	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION | LABORATORY RESULTS

Latitude: 36.83929°
Longitude: -119.90932°
Approximate Ground Surface Elevation (ft.): 296.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: low to medium plasticity, reddish brown, moist, fine to medium sand, (Plow depth observed = 0-5 inches)	S1					8.4						Hand Auger down to 1.5 feet
				S2											
			Clayey SAND (SC): fine to medium-grained, low plasticity, red, moist, hard pan layer at 2.75 feet	S3					5.6						Switched to Hollow Stem Auger
				S4											
290	5		**Silty SAND (SM)**: fine to medium-grained, non-plastic, pinkish brown, moist, dense	S5		BC=14 18 18	6" 6" 6"		10.0						
			Poorly Graded SAND (SP): reddish brown, moist, medium dense	S6		BC=12 12 15	6" 6" 6"		2.6	98.2					
285	10		Loose	S7		BC=3 4 5	6" 6" 6"					3.8			
280	15														
275	20														
270	25														
265	30														

The boring was terminated at approximately 11.5 ft. below ground surface. The boring was backfilled with auger cuttings on February 23, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
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CHECKED BY:	DD
DATE:	3/5/2021

BORING LOG KB-4

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-6

PAGE: 1 of 1

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Date Begin - End:	2/26/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-5**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.84022°
Longitude: -119.90800°
Approximate Ground Surface Elevation (ft.): 295.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
			Clayey SAND (SC): non-plastic, pale brown, moist, fine sand, (Plow depth observed = 0-6 inches)	S1											Hand Auger down to 2.5 feet
				S2											
			Lean CLAY with Sand (CL)												Hand layer from 2.5 to 3 feet
			Clayey SILT (CL-ML): low to medium plasticity, brown, moist, hard, moderately cemented	S3		BC=16 16 20	6" 6" 6"		21.0						Switched to Hollow Stem Auger
290	5		Low plasticity	S4		BC=27 43 45	6" 6" 6"		15.0	110.0					
			Silty SAND (SM): non-plastic, pink, moist, dense, fine to medium grained sand, iron oxide	S5		BC=8 18 24	6" 6" 6"		11.1	106.8					
285	10		4" Layer of (CL-ML) at 11 feet	S6		BC=11 16 18	6" 6" 6"		11.3	98.1					
			Sandy SILT (ML): non-plastic, brown, moist, hard, fine sand	S7		BC=15 30 27	6" 6" 6"		10.0						
280	15		**SILT with Sand (ML)**: non-plastic, pale brown, moist, very stiff, fine sand	S8		BC=10 11 15	6" 6" 6"		6.3	101.3					
			SILT (ML): non-plastic, pink to brown, moist, hard	S9		BC=12 16 17	6" 6" 6"								
275	20		Low to medium plasticity	S10		BC=15 30 50/6"	6" 6" 6"		10.4	114.3					
			Medium plasticity, very stiff	S11		BC=8 8 14	6" 6" 6"								
270	25		Non plasticity, hard	S12		BC=23 32 49 BC=0									
265	30														

The boring was terminated at approximately 26.5 ft. below ground surface. The boring was backfilled with neat cement on February 26, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
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CHECKED BY:	DD
DATE:	3/5/2021

BORING LOG KB-5

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-7

PAGE: 1 of 1

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Date Begin - End:	2/26/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-6**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.84004°
Longitude: -119.90816°
Approximate Ground Surface Elevation (ft.): 295.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
			Lean CLAY with Sand (CL): low to medium plasticity, red, moist, fine to medium sand, (Plow depth observed = 0-7 inches)	S1											Hand Auger down to 1.25 feet
				S2					10.4						Hand layer from 1.25 to 2.5 feet
			Silty CLAY (CL-ML): low to medium plasticity, brown, moist, hard, weakly cemented						31.8						Switched to Hollow Stem Auger
				S3		BC=30 31 35	6" 6" 6"								
290	5		**Silty CLAY with Sand (CL-ML)**: low plasticity, brown, moist, hard, weak to moderately cemented, fine to medium sand												
				S4		BC=25 30 35	6" 6" 6"		5.0	111.8			NP	NP	
			Poorly Graded SAND with Silt (SP-SM): fine to medium-grained, yellowish brown, moist, very dense												
				S5		BC=7 9 12	6" 6" 6"		6.2	108.5					
285	10		**SILT with Sand (ML)**: fine-grained, non-plastic, pale brown to reddish yellow, moist, very stiff												
				S6		BC=7 9 12	6" 6" 6"								
			Poorly Graded SAND (SP): fine to coarse-grained, pink, moist, medium dense												
			SILT with Sand (ML): non-plastic, brown, moist, hard, weakly cemented												
				S7		BC=10 31 30	6" 6" 6"								
280	15		Low plasticity Moderately cementation, medium plasticity												
				S8		BC=20 20 21	6" 6" 6"		8.7	98.9					
			Pink to brown Increase in sand content	S9		BC=13 21 29	6" 6" 6"								
275	20		Brown to yellowish brown, fine sand, low plasticity												
				S10		BC=25 30 32	6" 6" 6"								
			Poorly Graded SAND (SP): pink to brown, moist, medium dense, fine sand												
				S11		BC=2 5 8	NR NR NR								
270	25														
				S12		BC=4 8 10	NR								
265	30														

The boring was terminated at approximately 26.5 ft. below ground surface. The boring was backfilled with neat cement on February 26, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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DATE:	3/5/2021

BORING LOG KB-6

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-8

PAGE: 1 of 1

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Date Begin - End:	2/26/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-7**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.84000°
Longitude: -119.90836°
Approximate Ground Surface Elevation (ft.): 295.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
			Lean CLAY with Sand (CL): low to medium plasticity, red, moist, fine sand, (Plow depth observed = 0-8 inches)	S1											Hand Auger down to 1.5 feet
				S2					10.5						
			SILT (ML): low plasticity, brown, moist, hard, moderately to strongly cemented												Hand layer from 1.5 to 3.25 feet
				S3		BC=38 48 50/3"	6" 6" 6"		27.5				NP	NP	Switched to Hollow Stem Auger
290	5			S4		BC=21 20 25	6" 6" 6"		10.7	109.3					
			Poorly Graded SAND with Silt (SP-SM): fine to medium-grained, non-plastic, yellowish brown, moist, dense												
			Sandy SILT (ML): non-plastic, pale brown, moist, very stiff, fine to medium sand	S5		BC=11 11 12	6" 6" 6"								
285	10			S6		BC=7 9 8	6" 6" 6"								
			Poorly Graded SAND with Silt (SP-SM): reddish yellow, moist, medium dense, fine sand												
			SILT (ML): non-plastic, pink to brown, moist, hard	s7		BC=13 14 41	6" 6" 6"								
280	15		**SILT with Sand (ML)**: non-plastic, pale brown, moist, very stiff	S8		BC=7 9 21	6" 6" 6"								
			Silty CLAY (CL-ML): low to medium plasticity, brown, moist, hard, trace fine sand	S9		BC=25 25 41	6" 6" 6"		11.7	120.2					
275	20		**SILT with Sand (ML)**: non-plastic, pink to brown, moist, stiff	S10		BC=7 6 7	6" 6" 6"								
				S11		BC=5 7 8	6" 6" 6"								
270	25		**Poorly Graded SAND with Silt (SP-SM)**: brown pale, moist, medium dense, fine sand	S12		BC=9 10 11	6" 6" 6"								
265	30														

The boring was terminated at approximately 26.5 ft. below ground surface. The boring was backfilled with neat cement on February 26, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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BORING LOG KB-7

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-9

PAGE: 1 of 1

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Date Begin - End:	2/26/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-8**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83988°
Longitude: -119.90844°
Approximate Ground Surface Elevation (ft.): 294.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
290	0		**Lean CLAY with Sand (CL)**: low to medium plasticity, red, moist, fine sand, (Plow depth observed = 0-12 inches)	S1											Hand Auger down to 1.5 feet
				S2											Hand layer from 1.5 to 3.5 feet
			Sandy SILT (ML): non-plastic, brown to yellish brown, moist, hard, moderately to strongly cemented, fine sand	S3		BC=31 48 50/2"	6" 6" 6"								Switched to Hollow Stem Auger
	5		**SILT (ML)**: low plasticity, brown, moist, very stiff, weakly cemented	S4		BC=13 16 12	6" 6" 6"		11.9	101.1					
285			**Silty SAND (SM)**: fine to medium-grained, non-plastic, pink to brown, moist, medium dense	S5		BC=8 10 14	6" 6" 6"								
	10		**Poorly Graded SAND with Silt (SP-SM)**: fine to medium-grained, reddish yellow, moist, dense	S6		BC=9 15 24	6" 6" 6"		6.2	108.5					
280			**SILT with Sand (ML)**: low to medium plasticity, reddish yellow, moist, medium stiff	S7		BC=2 4 9	6" 6" 6"					73			
	15		**SILT (ML)**: non-plastic, pinkish brown, moist, hard	S8		BC=6 12 20	6" 6" 6"								
275			Trace fine sand, yellowish brown, very stiff	S9		BC=12 12 13	6" 6" 6"								
	20			S10		BC=8 9 16	6" 6" 6"		9.0	102.8					
			SILT with Sand (ML): non-plastic, pale brown, moist, stiff, fine sand	S11		BC=3 4 6	6" 6" 6"					82			
270	25		**SILT (ML)**: low to medium plasticity, pale brown, moist, hard, iron oxide	S12		BC=8 16 25	6" 6" 6"								
265	30														
260															

The boring was terminated at approximately 26.5 ft. below ground surface. The boring was backfilled with neat cement on February 26, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
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BORING LOG KB-8

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-10

PAGE: 1 of 1

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Date Begin - End:	2/25/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-9**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83877°
Longitude: -119.90798°
Approximate Ground Surface Elevation (ft.): 297.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: medium plasticity, reddish brown, moist, fine sand, (Plow depth observed = 0-12 inches)	S1					9.5						Hand Auger down to 2.5 feet
				S2											
			Sandy Lean CLAY (CL): red, fine to medium grained sand	S3					11.1						Switched to Hollow Stem Auger
	5		**Silty CLAY with Sand (CL-ML)**: low plasticity, brown, moist, hard, weakly cemented, fine sand												
			Decrease in sand content	S4		BC=7 12 50/2"	6" 6" 6"								
290			**SILT with Clay (ML)**: non-plastic, reddish brown to light brownish gray, moist, hard			BC=20 25 24	6" 6" 6"								
			Poorly Graded SAND with Silt and Clay (SP-SM): non-plastic, yellowish brown, moist, medium dense, fine to medium sand	S5					11.9	100.8					
	10					BC=3 7 9	6" 6" 6"								
285			**Silty SAND (SM)**: non-plastic, pink, moist, medium dense, fine sand	S6					11.2	100.8		47			
	15					BC=9 13 18	6" 6" 6"		11.1						
280			**SILT with Sand (ML)**: non-plastic, pink, moist, hard, fine sand	S7											
			Poorly Graded SAND with Clay (SP-SC): non-plastic, olive brown, moist, dense, fine to medium sand												
	20					BC=12 16 21	6" 6" 6"								
275				S8					6.9	112.0					
			Poorly Graded SAND (SP): fine to medium-grained, brown, moist, medium dense												
	25					BC=7 8 10	6" 6" 6"		2.6			3.1			
270			Fine to coarse grained	S9											
	30					BC=5 5 7	6" 6" 6"								
265				S10											

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PROJECT NO.:	20212905.001A
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DATE:	3/5/2021

BORING LOG KB-9

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-11

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Date Begin - End:	2/25/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-9**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83877°
Longitude: -119.90798°
Approximate Ground Surface Elevation (ft.): 297.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)
260			**Poorly Graded SAND (SP)**: fine to medium-grained, brown, moist, medium dense	S11		BC=6 7 9	6" 6" 6"
	40		**Silty CLAY with Sand (CL-ML)**: low to medium plasticity, pink to brown, moist, very stiff, weakly cemented, fine sand	S12		BC=6 13 16	6" 6" 6"
255							
	45		**SILT with Sand (ML)**: non-plastic, pale brown, moist, hard, fine sand	S13		BC=14 43 50/2"	6" 6" 6"
250							
	50		**Sandy Lean CLAY (CL)**: medium plasticity, light reddish brown, moist, very stiff, weakly cemented, fine sand	S14		BC=9 9 12	6" 6" 6"
245							
	55						
240							
	60						
235							
	65						
230							

LABORATORY RESULTS

USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks

The boring was terminated at approximately 51.5 ft. below ground surface. The boring was backfilled with neat cement on February 25, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/5/2021

BORING LOG KB-9

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
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FRESNO, CALIFORNIA 93722

FIGURE
A-11

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Date Begin - End:	2/24/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-10**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION | LABORATORY RESULTS

Latitude: 36.83875°
Longitude: -119.90853°
Approximate Ground Surface Elevation (ft.): 296.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295			**Sandy Lean CLAY (CL)**: low to medium plasticity, reddish brown, moist, fine sand, (Plow depth observed = 0-12 inches)	S1 / S2											Hand Auger down to 2 feet
			Lean CLAY with Sand (CL): low to medium plasticity, brown, moist, fine sand	S3					11.3						Switched to Hollow Stem Auger
	5		**Silty CLAY (CL-ML)**: medium plasticity, yellowish brown, moist, hard	S4		BC=17 23 28	6" 6" 6"		16.5	100.6			26	5	
290			**Poorly Graded SAND (SP)**: fine to coarse-grained, reddish yellow, moist, medium dense	S5		BC=7 8 9	6" 6" 6"		1.4	102.2					
	10		Pink to reddish yellow	S6		BC=4 5 7	6" 6" 6"		1.1	97.1					
285															
	15		**Silty CLAY (CL-ML)**: medium plasticity, pink to brown, moist, hard	S7		BC=7 16 19	6" 6" 6"		18.3						
280			**Lean CLAY with Sand (CL)**: medium plasticity, dark pink, moist, very stiff												
	20		**Poorly Graded SAND (SP)**: fine to coarse-grained, pink, moist, dense	S8		BC=8 14 21	6" 6" 6"								
275															
	25														
270															
	30														
265															

The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 24, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

KLEINFELDER
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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/5/2021

BORING LOG KB-10

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-12

PAGE: 1 of 1

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PROJECT NUMBER: 20212905.001A
gINT FILE: Klf_gint_master_2021
gINT TEMPLATE: E:\KLF_STANDARD_GINT_LIBRARY_2021.GLB [_KLF_BORING/TEST PIT SOIL LOG]

Date Begin - End:	2/24/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-11**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83871°
Longitude: -119.90914°
Approximate Ground Surface Elevation (ft.): 295.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
			Lean CLAY with Sand (CL): low plasticity, red, moist, fine sand, (Plow depth observed = 0-6 inches)	S1											Hand Auger down to 2.75 feet
				S2											
			Moderately cemented	S3					9.7						Switched to Hollow Stem Auger
290	5		**SILT (ML)**: non-plastic, black to brown, moist, medium stiff, weakly cemented	S4		BC=3 6 7	6" 6" 6"		11.0	100.5					
			Stiff	S5		BC=6 6 13	6" 6" 6"		10.9	99.4					
285	10		**Poorly Graded SAND with Silt (SP-SM)**: fine to medium-grained, non-plastic, yellowish brown, moist, dense	S6		BC=12 14 21	6" 6" 6"		5.7	106.1					
			SILT with Sand (ML): fine-grained, non-plastic, pink to brown, moist, hard												
280	15			S7		BC=10 20 24	6" 6" 6"		9.1						
275	20		**Poorly Graded SAND (SP)**: fine to medium-grained, pink to brown, moist, dense	S8		BC=7 14 20	6" 6" 6"								
270	25														
265	30														

The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 24, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

KLEINFELDER
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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/5/2021

BORING LOG KB-11

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-13

PAGE: 1 of 1

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PROJECT NUMBER: 20212905.001A OFFICE FILTER: SAN JOSE
gINT FILE: Klf_gint_master_2021 gINT TEMPLATE: E:\KLF_STANDARD_GINT_LIBRARY_2021.GLB [_KLF_BORING/TEST PIT SOIL LOG]

Date Begin - End:	2/22/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-12**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Cool/Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83875°
Longitude: -119.91006°
Approximate Ground Surface Elevation (ft.): 297.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: fine to medium-grained, low to medium plasticity, reddish brown, moist, (Plow depth observed = 0-9 inches)	S1					9.0						Hand Auger down to 0.75 feet Switched to Hollow Stem Auger
			Clayey SAND (SC): low to medium plasticity, reddish yellow, white mottle, moist, very stiff, strongly cemented	S2		BC=8 11 18	6" 6" 6"		4.7	107.1					
290	5		**Poorly Graded SAND with Clay (SP-SC)**: fine to medium-grained, non-plastic, reddish yellow to pink, moist, very dense, moderately cemented	S3		BC=11 30 40	6" 6" 6"								
			SILT with Sand (ML): non-plastic, pink, moist, very stiff, fine sand	S4		BC=3 12 13	6" 6" 6"		9.5	94.0					
285	10		**SILT (ML)**: low to medium plasticity, pink, moist, stiff, weakly cemented	5A		BC=4 6 8	6" 6" 6"		21.5						
280	15														
275	20														
270	25														
265	30														

The boring was terminated at approximately 11.5 ft. below ground surface. The boring was backfilled with auger cuttings on February 22, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

KLEINFELDER
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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/5/2021

BORING LOG KB-12

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-14

PAGE: 1 of 1

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Date Begin - End:	2/22/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-13**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny & cool	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83844°
Longitude: -119.91035°
Approximate Ground Surface Elevation (ft.): 298.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: fine to medium-grained, low to medium plasticity, reddish brown, moist, (Plow depth observed = 0-9 inches)	S1											Hand Auger down to 1.0 feet
				S2											Switched to Hollow Stem Auger
				S3					3.9						
			Poorly Graded SAND with Clay (SP-SC): fine to medium-grained, low plasticity, reddish brown, moist, moderately cemented												
	5		**SILT (ML)**: pink, moist, very stiff, moderately to strongly cemented												
			Trace fine sand, non plastic	S4		BC=9 10 18	6" 6" 6"		6.2	105.6					
290			**SILT with Sand (ML)**: pink to reddish brown, moist, very stiff						17.1						
				S5		BC=6 9 10	3" 6" 6"								
	10														
				S6		BC=13 18 23	6" 6" 6"								
			Poorly Graded SAND (SP): fine to coarse-grained, reddish yellow & pink, moist, dense												
285															
	15		The boring was terminated at approximately 11.5 ft. below ground surface. The boring was backfilled with auger cuttings on February 22, 2021.												
280															
	20														
275															
	25														
270															
	30														
265															

LABORATORY RESULTS

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

KLEINFELDER
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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/5/2021

BORING LOG KB-13

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-15

PAGE: 1 of 1

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Date Begin - End:	2/22/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-14**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Warm/Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION | LABORATORY RESULTS

Latitude: 36.83843°
Longitude: -119.90938°
Approximate Ground Surface Elevation (ft.): 298.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: fine to medium-grained, low to medium plasticity, reddish brown, moist, (Plow depth observed = 0-12 inches)	S1											Hand Auger down to 2.0 feet
				S2											
				S3					8.9						Switched to Hollow Stem Auger
			Sandy Lean CLAY (CL): low to medium plasticity, reddish brown, moist, fine to medium sand												
	5		**SILT with Sand (ML)**: low plasticity, pink with iron oxyde, moist, hard, weak to moderately cemented	S4		BC=17 21 34 PP=3.5	6" 6" 6"								
290			**Silty SAND (SM)**: fine-grained, pink, moist, medium dense	S5		BC=6 7 8	6" 6" 6"		5.0						
	10		Very dense	S6		BC=25 50/5"	NR								
285															
	15														
280															
	20														
275															
	25														
270															
	30														
265															

The boring was terminated at approximately 11.5 ft. below ground surface. The boring was backfilled with auger cuttings on February 22, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

KLEINFELDER
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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/5/2021

BORING LOG KB-14

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-16

PAGE: 1 of 1

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Date Begin - End:	2/25/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-15**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83838°
Longitude: -119.90912°
Approximate Ground Surface Elevation (ft.): 295.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
			Lean CLAY with Sand (CL): low to medium plasticity, red, moist, (Plow depth observed = 0-6 inches)	S1											Hand Auger down to 1.5 feet
				S2					9.5						
			SILT with Sand (ML): light yellowish brown, low to moderate, moist, stiff, fine sand												Switched to Hollow Stem Auger
						BC=5 5 5	6" 6" 6"		13.9						
			SILT (ML): low plasticity, yellowish brown, white mottling, moist, stiff Moderately to strongly cementation, hard	S3											
290	5					BC=6 15 16	6" 6" 6"								
				S4					13.2	104.4					
			Poorly Graded SAND (SP): fine to coarse-grained, yellowish brown, moist, medium dense			BC=5 7 9	6" 6" 6"								
				S5					11.2	94.5					
285	10					BC=5 5 6	NR NR 6"		16.0						
			Clayey SILT with Sand (CL-ML): low to medium plasticity, yellowish brown, moist, stiff, fine to coarse sand	S6											
280	15		**Poorly Graded SAND with Sand (SP)**: fine to coarse-grained, pink, moist, medium dense			BC=8 9 17	6" 6" 6"								
				S7					2.2	109.1					
			Lean CLAY with Sand (CL): medium plasticity, yellowish brown, moist, very stiff												
275	20		**Poorly Graded SAND (SP)**: fine to medium-grained, reddish yellow, moist, medium dense			BC=7 7 9	6" 6" 6"								
				S8											
270	25														
265	30														

The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with auger cuttings on February 25, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

KLEINFELDER
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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/8/2021

BORING LOG KB-15

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-17

PAGE: 1 of 1

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Date Begin - End:	2/23/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-16**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Not Available	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION | LABORATORY RESULTS

Latitude: 36.83846°
Longitude: -119.90884°
Approximate Ground Surface Elevation (ft.): 296.00
Surface Condition: Grassy field

Approx. Elevation (ft)	Depth (ft)	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0	**Lean CLAY with Sand (CL)**: low plasticity, reddish brown, moist, (Plow depth observed = 0-6 inches)	S1											Hand Auger down to 2.5 feet
			S2					8.9						
		Increase in sand content	S3					18.5						Switched to Hollow Stem Auger
		SILT (ML): low to medium plasticity, yellowish brown, moist, hard												
	5				BC=35 43 32	6" 6" 6"								
290		**SILT with Sand (ML)**: low plasticity, yellowish brown, moist, hard, fine to medium sand	S4					10.4	118.1					
					BC=6 8 5	6" 6" 6"								
		Poorly Graded SAND (SP): fine to coarse-grained, reddish yellow, moist, medium dense	S5					7.7	106.2					
	10				BC=5 7 9	6" 6" 6"								
285			S6											
		Fine grained, trace clay												
	15				BC=3 5 9	6" 6" 6"								
280		**Lean CLAY with Sand (CL)**: medium plasticity, moist, stiff	S7											
		Poorly Graded SAND (SP): fine to coarse-grained, pink, moist, medium dense												
	20				BC=9 13 14	6" 6" 6"								
275			S8											
	25													
270														
	30													
265														

The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 23, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/8/2021

BORING LOG KB-16

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-18

PAGE: 1 of 1

PLOTTED: 04/02/2021 11:36 AM BY: DDockendorf
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PROJECT NUMBER: 20212905.001A
gINT FILE: Klf_gint_master_2021
gINT TEMPLATE: E:\KLF_STANDARD_GINT_LIBRARY_2021.GLB [_KLF_BORING/TEST PIT SOIL LOG]

Date Begin - End:	2/23/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-17**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Not Available	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83846°
Longitude: -119.90885°
Approximate Ground Surface Elevation (ft.): 296.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: low to medium plasticity, reddish brown, fine sand, (Plow depth observed = 0-12 inches)	S1					10.1				17	6	
				S2											
				S3					9.3						
	5		**Silty CLAY (CL-ML)**: low to medium plasticity, reddish brown, moist, hard	S4		BC=13 25 33 PP=>4.5	6" 6" 6"		21.1	102.1					
290			**Poorly Graded SAND with Silt and Clay (SP-SM)**: fine to medium-grained, non-plastic, reddish yellow, moist, medium dense	S5		BC=7 7 9	6" 6" 6"		6.3						
	10		**Poorly Graded SAND (SP)**: fine to coarse-grained, non-plastic to low plasticity, brown, moist, medium dense, trace Silt and Clay	S6		BC=9 10 10	6" 6" 6"		3.1	110.7					
285	15		**Clayey SAND (SC)**: fine to coarse-grained, low plasticity, olive brown, moist, medium dense	S7		BC=7 8 13	3" 6" 6"								
280															
	20		**Poorly Graded SAND (SP)**: fine to coarse-grained, pale red to pink, moist, medium dense	S8		BC=6 8 12									
275															
	25														
270															
	30														
265															

The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 23, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

KLEINFELDER
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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/8/2021

BORING LOG KB-17

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-19

PAGE: 1 of 1

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Date Begin - End:	2/23/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-18**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Not Available	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83824°
Longitude: -119.90793°
Approximate Ground Surface Elevation (ft.): 298.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: low plasticity, red, fine to medium sand, (Plow depth observed = 0-7 inches)	S1											Hand Auger down to 2.5 feet
				S2											
			Iron present, increase in sand content						6.9						Switched to Hollow Stem Auger
				S3											
	5		**Sandy SILT (ML)**: reddish yellow, moist, hard, moderately to strongly cemented, fine to medium sand	S4		BC=18 38 37	6" 6" 6"		32.6						
			SILT (ML): low plasticity, pink to brown, moist, hard, moderately cemented	S5											
290			**Silty SAND (SM)**: non-plastic, brownish pink, moist, medium dense, iron oxide	S6		BC=13 17 16	6" 6" 6"		6.6	102.3					
	10		**Poorly Graded SAND with Silt (SP-SM)**: fine-grained, non-plastic, pink, moist, medium dense	S7		BC=4 6 6	6" 6" 6"								
285															
	15		Increase in sand size, fine to coarse grained	S8		BC=9 12 12	6" 6" 6"		2.6	112.8					
280			**Silty SAND (SM)**: fine-grained, olive brown, moist, medium dense												
	20			S9		BC=5 5 5	6" 6" 6"								
275			The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 23, 2021.												
	25														
270															
	30														
265															

LABORATORY RESULTS

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/8/2021

BORING LOG KB-18

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-20

PAGE: 1 of 1

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Date Begin - End:	2/24/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-19**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION | LABORATORY RESULTS

Latitude: 36.83822°
Longitude: -119.90842°
Approximate Ground Surface Elevation (ft.): 297.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Sandy Lean CLAY (CL)**: low plasticity, reddish brown, (Plow depth observed = 0-12 inches)	S1					8.1						
				S2											
			Lean CLAY with Sand (CL): medium plasticity, red												
			SILT (ML): low plasticity, pink to red, moist, hard, moderately to strongly cemented	S3		BC=17 15 18	6" 6" 6"		22.1						
290	5		Iron oxide	S4		BC=9 21 41 PP=>4.5	6" 6" 6"		23.5						
			Trace fine sand, very stiff	S5		BC=9 10 16	6" 6" 6"								
285	10		**Poorly Graded SAND (SP)**: fine to medium-grained, pink, moist, medium dense	S6		BC=6 6 8	6" 6" 6"								
280	15		Fine to coarse grained	S7		BC=4 7 12	3" 6" 6"								
275	20		Yellowish brown, trace Silt, fine to medium grained, dense	S8		BC=13 16 16	6" 6" 6"								
270	25														
265	30														

The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 24, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
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CHECKED BY:	DD
DATE:	3/8/2021

BORING LOG KB-19

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-21

PAGE: 1 of 1

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Date Begin - End:	2/25/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-20**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION | LABORATORY RESULTS

Latitude: 36.83821°
Longitude: -119.90903°
Approximate Ground Surface Elevation (ft.): 296.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295			**Lean CLAY with Sand (CL)**: low to medium plasticity, red, moist, fine to medium sand, (Plow depth observed = 0-4 inches)	S1											Hand Auger down to 1.5 feet
				S2					21.0						Switched to Hollow Stem Auger
			Silty CLAY with Sand (CL-ML): low plasticity, reddish yellow, moist, very stiff, fine sand	S3		BC=31 15 10	6" 6" 6"								
290	5		Moderate to strongly cemented, hard, non plastic	S4		BC=10 25 43	6" 6" 6"		17.5	103.3					
			Poorly Graded SAND (SP): fine to coarse-grained, pink to yellow, moist, medium dense	S5		BC=9 9 17	6" 6" 6"		1.7	103.0					
285	10			S6		BC=6 7 9	6" 6" 6"		1.1	101.0					
280	15		**Silty SAND (SM)**: yellowish brown, moist, dense, fine sand	S7		BC=6 7 26	4" 6" 6"								
275	20		**Poorly Graded SAND (SP)**: fine to coarse-grained, light gray to pink, moist, dense	S8		BC=10 16 21	6" 6" 6"								
270	25		The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 25, 2021.												
265	30														

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
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CHECKED BY:	DD
DATE:	3/8/2021

BORING LOG KB-20

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-22

PAGE: 1 of 1

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Date Begin - End:	2/22/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-21**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Cool/Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION | LABORATORY RESULTS

Latitude: 36.83803°
Longitude: -119.91001°
Approximate Ground Surface Elevation (ft.): 296.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: fine to medium-grained, low to medium plasticity, reddish brown, moist, (Plow depth observed = 0-6 inches)	S1					9.9						Hand Auger down to 1.0 feet Switched to Hollow Stem Auger
			Clayey SAND (SC): fine to medium-grained, low plasticity, reddish yellow, moist, medium dense, moderately to strongly cemented	S2		BC=14 14 8	6" 6" 6"					27			
290	5		**Poorly Graded SAND with Clay (SP-SC)**: fine to coarse-grained, yellowish brown, moist, medium dense, trace 1/2" gravel	S3		BC=8 10 17	6" 6" 6"		4.3	121.4					
			Poorly Graded SAND (SP): fine to medium-grained, reddish yellow to pink, moist, medium dense	S4		BC=4 4 6	6" 6" 6"								
285	10		Increase in sand size, fine to coarse grained	S5		BC=4 6 9	6" 6" 6"		2.3	106.5					
280	15														
275	20														
270	25														
265	30														

The boring was terminated at approximately 11.5 ft. below ground surface. The boring was backfilled with auger cuttings on February 22, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
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DATE:	3/8/2021

BORING LOG KB-21

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-23

PAGE: 1 of 1

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Date Begin - End:	2/26/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-22**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83793°
Longitude: -119.90899°
Approximate Ground Surface Elevation (ft.): 297.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: low to medium plasticity, reddish brown, moist, fine sand, (Plow depth observed = 0-6 inches)	S1											Hand Auger down to 2.5 feet
				S2											
			Red, increase in sand content, fine to medium sand	S3					6.3						Switched to Hollow Stem Auger
	5		**SILT with Sand (ML)**: low to medium plasticity, brown to reddish brown, moist, hard	S4		BC=20 23 17	6" 6" 6"		14.9	105.6					
290			Increase in sand content	S5		BC=11 11 13	6" 6" 6"		9.8	109.3					
	10		**Silty SAND (SM)**: fine to medium-grained, non-plastic, pale brown, moist, medium dense												
285			**Poorly Graded SAND (SP)**: yellowish brown, moist, medium dense, fine to coarse sand, trace fine gravel	S6		BC=4 6 6	6" 6" 6"		3.2	98.3		2.9			
	15		Slight decrease in sand size, fine to medium grained	S7		BC=5 6 9	6" 6" 6"								
280			**Silty SAND (SM)**: brown, moist, medium dense, fine sand												
	20			S8		BC=4 6 8	6" 6" 6"								
275															
	25														
270															
	30														
265															

The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 26, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
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CHECKED BY:	DD
DATE:	3/8/2021

BORING LOG KB-22

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-24

PAGE: 1 of 1

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Date Begin - End:	2/24/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-23**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny/Warm	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION | LABORATORY RESULTS

Latitude: 36.83796°
Longitude: -119.90855°
Approximate Ground Surface Elevation (ft.): 297.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295			**Sandy Lean CLAY (CL)**: low plasticity, red, moist, fine sand, (Plow depth observed = 0-8 inches)	S1					10.1						Hand Auger down to 1.0 feet
				S2											Switched to Hollow Stem Auger
						BC=33 50/2"	4" 6"		16.1						
	5		**Silty SAND (SM)**: fine to medium-grained, non-plastic, brown, moist, very dense, strongly cemented	S3											
290			**Poorly Graded SAND (SP)**: fine to medium-grained, yellowish brown, moist, medium dense	S4		BC=3 3 7	6" 6" 6"		3.5	107.5					
			Sandy SILT (ML): fine-grained, non-plastic, pale brown, moist, very stiff	S5		BC=6 9 15	6" 6" 6"		5.7	103.0					
	10		**Silty SAND (SM)**: fine to medium-grained, pale reddish brown, moist, dense												
285			**SILT (ML)**: low plasticity, pink, moist, hard	S6		BC=10 19 28	6" 6" 6"		9.3	103.5					
	15		**Silty SAND (SM)**: fine to medium-grained, yellowish brown, moist, medium dense	S7		BC=6 6 11	6" 6" 6"					34			
280															
	20			S8		BC=14 30 50	6" 6" 6"								
275															
	25														
270															
	30														
265															

The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 24, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
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DATE:	3/8/2021

BORING LOG KB-23

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-25

PAGE: 1 of 1

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Date Begin - End:	2/23/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-24**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Not Available	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83799°
Longitude: -119.90808°
Approximate Ground Surface Elevation (ft.): 297.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Sandy Lean CLAY (CL)**: fine to medium-grained, low plasticity, reddish brown, low cemented, (Plow depth observed = 0-12 inches)	S1											Hand Auger down to 1.5 feet
				S2											
				S3					21.5						Switched to Hollow Stem Auger
			Sandy SILT (ML): reddish yellow to pale red												
			SILT (ML): non-plastic, pink to brown, white mottling, moist, very stiff, strongly cemented	S4		BC=8 12 11	6" 6" 6"								
290	5		No cementation, low plasticity, trace fine sand, iron oxide	S5		BC=8 12 21	6" 6" 6"		19.4	101.3					
			Poorly Graded SAND with Silt (SP-SM): fine to medium-grained, pale red, moist, loose	S6		BC=4 3 4	6" 6" 6"		3.4						
285	10		No silt, trace up to 3/8" subrounded to subangular gravel, medium dense	S7		BC=5 5 8	6" 6" 6"		1.5	116.5					
			Reddish yellow, dense												
280	15			S8		BC=8 15 20	6" 6" 6"								
			Sandy SILT (ML): olive brown, moist, hard, fine sand												
275	20			S9		BC=21 25 23 PP=4.5	6" 6" 6"								
270	25														
265	30														

The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 23, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

KLEINFELDER
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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/8/2021

BORING LOG KB-24

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-26

PAGE: 1 of 1

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Date Begin - End:	2/23/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-25**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Not Available	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83771°
Longitude: -119.90790°
Approximate Ground Surface Elevation (ft.): 298.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: low plasticity, reddish brown, moist, fine sand, (Plow depth observed = 0-10 inches)	S1 S2											Hand Auger down to 1.0 feet Switched to Hollow Stem Auger
									5.0	113.7					
			Clayey SAND (SC): fine to medium-grained, non-plastic, reddish brown, moist, very dense	S3		BC=50/2"	2"								
	5		Decrease in Clay, medium dense	S4		BC=3 20 15 13	6" 6" 6"		5.7						
290			**Poorly Graded SAND with Silt (SP-SM)**: fine to medium-grained, reddish yellow, moist, dense	S5		BC=14 19 13	6" 6" 6"		7.5	106.9					
	10		Decrease in Silt, medium dense	S6		BC=5 7 10	6" 6" 6"		9.5						
285			**Poorly Graded SAND (SP)**: yellowish brown to reddish yellow, moist, medium dense, fine sand												
	15			S7		BC=6 10 13	6" 6" 6"		1.9	101.9					
280			**SILT with Sand (ML)**: low plasticity, pinkish brown, moist, hard, low cemented, fine sand												
	20		Non plastic	S8		BC=12 16 25	6" 6" 6"								
275			The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 23, 2021.												
	25														
270															
	30														
265															

LABORATORY RESULTS

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

KLEINFELDER
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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/8/2021

BORING LOG KB-25

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-27

PAGE: 1 of 1

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PROJECT NUMBER: 20212905.001A OFFICE FILTER: SAN JOSE
gINT FILE: Klf_gint_master_2021 gINT TEMPLATE: E:\KLF_STANDARD_GINT_LIBRARY_2021.GLB [_KLF_BORING/TEST PIT SOIL LOG]

Date Begin - End:	2/24/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-26**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83773°
Longitude: -119.90833°
Approximate Ground Surface Elevation (ft.): 298.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Clayey SAND (SC)**: fine-grained, non-plastic, red, moist, (Plow depth observed = 0-6 inches)	S1											Hand Auger down to 2.0 feet
				S2											Switched to Hollow Stem Auger
						BC=23 21 15	6" 6" 6"								
			Silty SAND (SM): pink to brown, moist, dense, moderately cemented, fine sand	S3					23.7						
	5		**Sandy SILT (ML)**: low plasticity, yellowish brown, moist, very stiff, weak to moderately cemented, fine sand			BC=8 11 17	6" 6" 6"								
				S4					9.0	108.4		64			
290						BC=10 14 21	6" 6" 6"								
			Very stiff	S5					9.0	108.4					
	10		**SILT (ML)**: low plasticity, pink & red, moist, very stiff			BC=11 17 21	6" 6" 6"								
285				S6											
	15		**Poorly Graded SAND with Silt (SP-SM)**: fine to medium-grained, yellowish brown, moist, medium dense			BC=9 10 14	6" 6" 6"								
280				S7											
	20		**SILT with Sand (ML)**: non-plastic, pink, moist, hard			BC=11 17 27	6" 6" 6"								
				S8											
275	25														
270															
	30														
265															

The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 24, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/8/2021

BORING LOG KB-26

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-28

PAGE: 1 of 1

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PROJECT NUMBER: 20212905.001A OFFICE FILTER: SAN JOSE
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Date Begin - End:	2/26/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-27**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83773°
Longitude: -119.90885°
Approximate Ground Surface Elevation (ft.): 298.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Silty SAND (SM)**: fine to medium-grained, low plasticity, reddish brown, moist, (Plow depth observed = 0-12 inches)	S1 S2											Hand Auger down to 2.0 feet
				S3					12.7						Switched to Hollow Stem Auger
	5		**SILT (ML)**: brown, moist, moderately to strongly cemented			BC=13 8 9	6" 6" 6"								
290			**Poorly Graded SAND with Sand (SP-SM)**: non-plastic, brown, moist, medium dense, fine sand	S4					8.1	103.1					
						BC=5 8 10	6" 6" 6"					8.7			
			Decrease in Silt content	S5					5.5	102.5					
	10					BC=4 4 8	6" 6" 6"								
285			**Sandy SILT (ML)**: non-plastic, pale brown to pink, moist, stiff, fine sand	S6											
	15					BC=8 10 1	6" 6" 6"								
280			Very stiff	S7											
			Silty SAND (SM): pink to brown, moist, medium dense, fine sand												
	20					BC=10 11 12	6" 6" 6"								
275				S8											
	25														
270															
	30														
265															

The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 26, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

KLEINFELDER
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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/8/2021

BORING LOG KB-27

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-29

PAGE: 1 of 1

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PROJECT NUMBER: 20212905.001A
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Date Begin - End:	2/22/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-28**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny/Clear	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83757°
Longitude: -119.90963°
Approximate Ground Surface Elevation (ft.): 298.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: fine to medium-grained, low to medium plasticity, reddish brown, moist, (Plow depth observed = 0-6 inches)	S1											Hand Auger down to 1.5 feet
				S2											Switched to Hollow Stem Auger
			Low to medium plasticity												
			Poorly Graded SAND with Silt (SP-SM): fine to coarse-grained, yellowish brown, moist, medium dense	S3		BC=13 21 13	3" 6" 6"		5.6	115.2					
290	5		**SILT (ML)**: non-plastic, yellowish brown, moist, stiff, weak cemented, trace fine sand	S4		BC=4 6 6	4" 6" 6"								
			Silty SAND (SM): fine to medium-grained, non-plastic, pink, moist, very stiff	S5		BC=9 22 23	6" 6" 6"		11.7	108.8					
285	10		**Poorly Graded SAND with Silt (SP-SM)**: fine to medium-grained, non-plastic, reddish yellow, moist, medium dense	S6		BC=4 6 8	6" 6" 6"								
	15														
280	20														
275	25														
270	30														
265															

The boring was terminated at approximately 11.5 ft. below ground surface. The boring was backfilled with auger cuttings on February 22, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/8/2021

BORING LOG KB-28

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-30

PAGE: 1 of 1

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PROJECT NUMBER: 20212905.001A OFFICE FILTER: SAN JOSE
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Date Begin - End:	2/26/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-29**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83745°
Longitude: -119.90896°
Approximate Ground Surface Elevation (ft.): 299.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Silty SAND (SM)**: low plasticity, reddish brown, moist, fine sand, (Plow depth observed = 0-12 inches)	S1											Hand Auger down to 2.5 feet
				S2											
				S3											Switched to Hollow Stem Auger
	5		Fine to medium sand, pale brown, medium dense	S4		BC=8 7 10	6" 6" 6"		6.8	112.2					
290	10		**Poorly Graded SAND with Silt (SP-SM)**: non-plastic, pink to brown, moist, medium dense, fine sand	S5		BC=6 6 5	6" 6" 6"		4.3	96.2					
			6" Layer of Sllt, brown	S6		BC=10 19 20	6" 6" 6"		9.8	105.1					
285	15		**Silty SAND (SM)**: non-plastic, pale brown, moist, dense, fine sand												
			Sandy SILT (ML): non-plastic, pale brown, moist, very stiff, fine sand	S7		BC=10 14 11	6" 6" 6"								
280	20		Dense												
			Silty CLAY (CL-ML): low to medium plasticity, brown, moist, hard, weak to moderately cemented, trace sand	S8		BC=6 16 17	6" 6" 6"								
275	25		The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 26, 2021.												
270	30														
265															

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/8/2021

BORING LOG KB-29

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-31

PAGE: 1 of 1

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PROJECT NUMBER: 20212905.001A
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Date Begin - End:	2/24/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-30**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83753°
Longitude: -119.90850°
Approximate Ground Surface Elevation (ft.): 299.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: medium plasticity, reddish brown, moist, fine sand, (Plow depth observed = 0-8 inches)	S1					10.9						Hand Auger down to 3.0 feet
				S2											
			Clayey SAND (SC): fine to medium-grained, low plasticity, red, moist	S3					10.8			34			Switched to Hollow Stem Auger
	5		**SILT with Sand (ML)**: non-plastic, pink to reddish brown, moist, hard, fine sand			BC=7 16 17	6" 6" 6"								
				S4					9.0	104.1					
			Poorly Graded SAND with Silt (SP-SM): reddish yellow, moist, medium dense, fine sand			BC=4 4 7	6" 6" 6"								
290			**Poorly Graded SAND (SP)**: fine to medium-grained, pink, moist, medium dense	S5					1.1	90.4					
	10					BC=10 11 21	6" 6" 6"								
			Silty SAND (SM): yellowish brown, dense, fine sand, poorly graded	S6											
285															
	15		Medium dense			BC=7 9 10	6" 6" 6"								
				S7											
280															
	20					BC=7 10 11 PP=4.5	3" 6" 6"								
			SILT (ML): low plasticity, pink to brown, moist, hard	S8											
275															
	25														
270															
	30														
265															

LABORATORY RESULTS

The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 24, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/9/2021

BORING LOG KB-30

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-32

PAGE: 1 of 1

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Date Begin - End:	2/23/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-31**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Not Available	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION | LABORATORY RESULTS

Latitude: 36.83751°
Longitude: -119.90805°
Approximate Ground Surface Elevation (ft.): 299.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: low to medium plasticity, reddish brown, moist, fine sand, (Plow depth observed = 0-6 inches)	S1											Hand Auger down to 2.5 feet
				S2											
			Decrease in Clay content	S3					8.8						Switched to Hollow Stem Auger
	5		**Sandy SILT (ML)**: non-plastic, pink to reddish yellow, moist, hard, moderately to strongly cemented, fine sand	S4		BC=15 23 24 PP=>4.5	6" 6" 6"		17.5	98.3					
290			**Poorly Graded SAND (SP)**: non-plastic, yellowish brown, moist, loose, fine sand	S5		BC=3 4 5	2" 6" 6"	SM				13			
	10		Medium dense	S6		BC=4 8 12	6" 6" 6"		2.8	100.2					
285			**Silty SAND (SM)**: reddish brown, medium dense, fine sand												
	15		Increase in sand content	S7		BC=8 10 12	6" 6" 6"								
			SILT (ML): low plasticity, pink, moist, very stiff, weakly cemented												
280			**Sandy SILT (ML)**: non-plastic, pink to brown, moist, hard, fine sand												
	20			S8		BC=12 24 50/3"	6" 6" 6"								
275	25														
270	30														
265															

The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 23, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

KLEINFELDER
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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/9/2021

BORING LOG KB-31

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-33

PAGE: 1 of 1

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PROJECT NUMBER: 20212905.001A
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Date Begin - End:	2/24/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-32**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83728°
Longitude: -119.90788°
Approximate Ground Surface Elevation (ft.): 300.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
			Lean CLAY with Sand (CL): low plasticity, red, moist, fine sand, (Plow depth observed = 0-6 inches)	S1					8.8						
				S2											
			Decrease in Clay content	S3					6.4						
									4.0	119.6					
295	5		**Poorly Graded SAND with Clay (SP-SC)**: non-plastic, red, moist, medium dense, fine to medium sand, gravel (up to 3/8" subangular subrounded)	S4		BC=12 10 9	6" 6" 6"								
			Fine to coarse sand, loose	S5		BC=4 4 6	6" 6" 6"		2.5	113.3					
290	10		**Poorly Graded SAND (SP)**: fine to medium-grained, pinkish brown, moist, medium dense	S6		BC=4 5 6	6" 6" 6"					6.2			
285	15		Fine to coarse grained, brown, dense	S7		BC=8 16 16	6" 6" 6"								
280	20		Very dense, pink	S8		BC=17 26 27	6" 6" 6"								
			SILT (ML): low plasticity, light pink, moist, hard, low cemented												
275	25														
270	30														

The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 24, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/9/2021

BORING LOG KB-32

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-34

PAGE: 1 of 1

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Date Begin - End:	2/24/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-33**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83735°
Longitude: -119.90832°
Approximate Ground Surface Elevation (ft.): 299.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: low to medium plasticity, reddish brown, moist, fine sand, (Plow depth observed = 0-8 inches)	S1											Hand Auger down to 1.75 feet
				S2					10.0						
			Clayey SAND (SC): fine to medium-grained, non-plastic, red, moist, dense	S3		BC=24 27 24	6" 6" 6"								Switched to Hollow Stem Auger
	5		**Sandy SILT (ML)**: non-plastic, pink to brown, moist, hard, moderately to strongly cemented, fine sand	S4		BC=16 17 7	6" 6" 6"		14.5						
290			Stiff												
			Silty SAND (SM): reddish yellow, moist, loose, fine sand	S5		BC=6 6 3	6" 6" 6"		6.6	105.2					
	10		Fine to medium grained	S6		BC=2 3 6	6" 6" 6"					25			
285			**Sandy SILT (ML)**: low plasticity, pink, moist, very stiff, low cemented, fine sand												
	15			S7		BC=7 11 13	6" 6" 6"								
			Poorly Graded SAND (SP): fine to medium-grained, pink to brown, moist, medium dense	S8					5.3						
280															
	20		Fine sand, dense			BC=7 13 21	6" 6" 6"								
			SILT (ML): low plasticity, pink, moist, hard	S9		PP=>4.5									
275	25		The boring was terminated at approximately 21.5 ft. below ground surface. The boring was backfilled with neat cement on February 24, 2021.												
270	30														
265															

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/9/2021

BORING LOG KB-33

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-35

PAGE: 1 of 1

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Date Begin - End:	2/25/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-34**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83725°
Longitude: -119.90873°
Approximate Ground Surface Elevation (ft.): 299.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
			Sandy Lean CLAY (CL): red, moist, loose, (Plow depth observed = 0-8 inches)	S1											Hand Auger down to 2.5 feet
				S2											
			Lean CLAY with Sand (CL): low to medium plasticity, reddish brown, moist Decrease in sand content	S3					9.0				19	5	Switched to Hollow Stem Auger
295															
	5		**Sandy SILT (ML)**: non-plastic, yellowish brown, moist, hard, moderately to strongly cemented, fine sand	S4		BC=32 49 50	6" 6" 6"		12.9	106.8					
			SILT (ML): non-plastic, brownish gray, moist, hard, weakly cemented												
290			Moderately cemented, iron oxide	S5		BC=16 31 36	6" 6" 6"		19.4	98.2					
	10		**Silty SAND (SM)**: yellowish brown, moist, dense, fine sand												
			SILT (ML): low plasticity, brownish gray, moist, hard	S6		BC=9 16 23	6" 6" 6"		8.3	112.4					
285															
	15		**Silty SAND (SM)**: non-plastic, pink t yellowish brown, moist, medium dense, fine sand	S7		BC=5 6 8	6" 6" 6"					22			
280															
	20		Decrease in sand content, pink, very dense	S8		BC=17 19 50/4"	6" 6" 6"								
			SILT (ML): non-plastic, light brownish gray, moist, hard	S9											
275															
	25		**Silty SAND (SM)**: non-plastic, light gray, moist, medium dense, fine sand	S10		BC=10 13 19	6" 6" 6"		3.8	95.3					
270															
	30		**SILT with Sand (ML)**: light gray, moist, very stiff, fine sand	S11		BC=7 8 11	6" 6" 6"		7.9			76			
265			**Silty CLAY (CL-ML)**: medium plasticity, gray, moist, very stiff												

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PROJECT NO.: 20212905.001A
DRAWN BY: GG
CHECKED BY: DD
DATE: 3/9/2021

BORING LOG KB-34

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-36

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Date Begin - End:	2/25/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-34**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION | LABORATORY RESULTS

Latitude: 36.83725°
Longitude: -119.90873°
Approximate Ground Surface Elevation (ft.): 299.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
			Silty CLAY (CL-ML): medium plasticity, gray, moist, very stiff	S12 S13		BC=8 16 16 PP=3.75	6" 6" 6"								
260	40		**SILT with Sand (ML)**: non-plastic, brownish gray, moist, hard, weak to moderately cemented, fine sand	S14		BC=25 29 33	6" 6" 6"								
255			**Poorly Graded SAND (SP)**: gray to light gray, moist, very dense, fine sand												
	45		**Silty SAND (CL-ML)**: medium plasticity, yellowish brown, moist, trace fine to medium sand	S15		BC=12 18 18	6" 6" 6"								
250															
	50		**Clayey SAND with Silt (SC)**: fine to medium-grained, low plasticity, yellowish brown, moist, dense	S16		BC=11 17 17	6" 6" 6"								
245	55														
240	60														
235	65														
230															

The boring was terminated at approximately 51.5 ft. below ground surface. The boring was backfilled with neat cement on February 25, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/9/2021

BORING LOG KB-34

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-36

PLOTTED: 04/02/2021 11:40 AM BY: DDockendorf
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Date Begin - End:	2/22/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-35**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny/Clear	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

Latitude: 36.83705°
Longitude: -119.90914°
Approximate Ground Surface Elevation (ft.): 299.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
			Lean CLAY with Sand (CL): fine to medium-grained, low plasticity, reddish yellow, moist, (Plow depth observed = 0-8 inches)	S1					6.7						Hand Auger down to 1.0 feet
				S2											Switched to Hollow Stem Auger
			Poorly Graded SAND with Clay (SP-SC): fine to coarse-grained, non-plastic, yellowish brown, moist, medium dense, trace 3/8" gravel, subrounded to subangular	S3		BC=2 10 12	6" 6" 6"								
295	5		**Poorly Graded SAND with Gravel (SP)**: fine to coarse-grained, yellowish brown to brown, moist, loose	S4		BC=3 3 2	6" 6" 6"		3.5			6.9			
			Poorly Graded SAND (SP): fine to coarse-grained, pink to brown, moist, medium dense	S5		BC=5 7 10	6" 6" 6"		1.5	103.7					
290	10		Decrease in sand size, fine to medium grained	S6		BC=3 4 10	6" 6" 6"								
285	15														
280	20														
275	25														
270	30														
265															

The boring was terminated at approximately 11.5 ft. below ground surface. The boring was backfilled with auger cuttings on February 22, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.
GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
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DATE:	3/9/2021

BORING LOG KB-35

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-37

PAGE: 1 of 1

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Date Begin - End:	2/22/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-36**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny/Clear	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.23702°
Longitude: -119.90781°
Approximate Ground Surface Elevation (ft.): 301.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
300			**Lean CLAY with Sand (CL)**: fine to medium-grained, low to medium plasticity, reddish brown, moist, (Plow depth observed = 0-12 inches)	S1											Hand Auger down to 2.5 feet
				S2											
				S3											Switched to Hollow Stem Auger
			Sandy Lean CLAY (CL): low plasticity, reddish yellow, moist, weak to moderately cemented, fine to medium sand												
	5		**Clayey SAND (SC)**: fine to medium-grained, low plasticity, reddish yellow, moist, medium dense, weakly cemented, trace 3/8" gravel	S4		BC=9 7 8	6" 6" 6"								
295															
				S5		BC=4 2 4	6" 6" 6"								
	10		**Poorly Graded SAND (SP)**: fine to coarse-grained, reddish brown, moist, loose, trace 3/8" subrounded gravel												
290			Pink to brown, medium dense	S6		BC=7 7 9	6" 6" 6"								
	15														
285															
	20														
280															
	25														
275															
	30														
270															

The boring was terminated at approximately 11.5 ft. below ground surface. The boring was backfilled with auger cuttings on February 22, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
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CHECKED BY:	DD
DATE:	3/9/2021

BORING LOG KB-36

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-38

PAGE: 1 of 1

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Date Begin - End:	2/22/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-37**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny/Clear	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION | LABORATORY RESULTS

Latitude: 36.83765°
Longitude: -119.90779°
Approximate Ground Surface Elevation (ft.): 299.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: medium plasticity, red, moist, fine sand, (Plow depth observed = 0-12 inches)	S1											Hand Auger down to 2.5 feet
				S2					10.8						
			Increase in sand content	S3					10.3						Switched to Hollow Stem Auger
	5		**Poorly Graded SAND with Silt (SP-SM)**: fine-grained, yellowish brown, moist, medium dense	S4		BC=6 10 9	6" 6" 6"		4.3						
290			**Poorly Graded SAND (SP)**: fine to medium-grained, pink, moist, medium dense	S5		BC=6 9 11	6" 6" 6"		1.8	99.3					
	10		**Silty SAND (SM)**: fine-grained, reddish yellow, moist, medium dense	S6		BC=4 5 8	6" 6" 6"								
285	15														
280	20														
275	25														
270	30														
265															

The boring was terminated at approximately 11.5 ft. below ground surface. The boring was backfilled with auger cuttings on February 22, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
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CHECKED BY:	DD
DATE:	3/9/2021

BORING LOG KB-37

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-39

PAGE: 1 of 1

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Date Begin - End:	2/22/2021	**Drilling Company:**	Moore Twining	**BORING LOG KB-38**	
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75	**Hammer Type - Drop:**	140 lb. Auto - 30 in.
Plunge:	-90 degrees	**Drilling Method:**	HA/HSA	**Hammer Efficiency:**	88%
Weather:	Sunny/Clear	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION | LABORATORY RESULTS

Latitude: 36.83864°
Longitude: -119.90785°
Approximate Ground Surface Elevation (ft.): 297.00
Surface Condition: Grassy field

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: low to medium plasticity, red, moist, fine to medium sand, (Plow depth observed = 0-8 inches)	S1											Hand Auger down to 2.5 feet
				S2											
			Decrease in sand content (metal formate)	S3											Switched to Hollow Stem Auger
	5		**SILT with Sand (ML)**: low plasticity, pink, moist, hard, moderately cemented	S4		BC=19 25 25 PP=>4.5	6" 6" 6"		5.6	119.7					
290			Weak cementation, fine sand, medium stiff	S5		BC=3 4 4	6" 6" 6"		10.5						
	10		**Poorly Graded SAND (SP)**: fine to medium-grained, pink, moist, medium stiff	S6		BC=5 8 10	6" 6" 6"		1.9	101.2					
285	15														
280	20														
275	25														
270	30														
265															

The boring was terminated at approximately 11.5 ft. below ground surface. The boring was backfilled with auger cuttings on February 22, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
DRAWN BY:	GG
CHECKED BY:	DD
DATE:	3/9/2021

BORING LOG KB-38

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-40

PAGE: 1 of 1

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PERCOLATION TEST HOLE LOG INF-1

Date Begin - End:	3/01/2021	**Drilling Company:**	Moore Twining		
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75		
Plunge:	-90 degrees	**Drilling Method:**	Hollow Stem Auger	**Hammer Efficiency:**	88%
Weather:	Sunny/Cool	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.84003°
Longitude: -119.90856°
Approximate Ground Surface Elevation (ft.): 294.00
Surface Condition: Bare Earth

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
			Sandy Lean CLAY (CL): reddish brown, moist												2" perforated PVC pipe installed in hole surrounded by gravel. Hole presoaked on 3/1, test completed on 3/2
			Silty SAND (SM): reddish brown, moist, medium dense, fine to medium-grained												
			Sandy SILT (ML): brownish gray, moist, very stiff, Moderately Cemented	INF-1		BC=12 16 9	12"								
290	5														
285	10														
280	15														
275															

LABORATORY RESULTS

The percolation test hole was terminated at approximately 5 ft. below ground surface. The percolation test hole was backfilled with auger cuttings on March 02, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

KLEINFELDER
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PROJECT NO.:	20212905.001A
DRAWN BY:	SD
CHECKED BY:	DD
DATE:	3/2/2021

PERCOLATION TEST HOLE LOG INF-1

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-41

PAGE: 1 of 1

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PERCOLATION TEST HOLE LOG INF-2

Date Begin - End:	3/01/2021	**Drilling Company:**	Moore Twining		
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75		
Plunge:	-90 degrees	**Drilling Method:**	Hollow Stem Auger	**Hammer Efficiency:**	88%
Weather:	Sunny/Cool	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83927°
Longitude: -119.90917°
Approximate Ground Surface Elevation (ft.): 296.00
Surface Condition: Bare Earth

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Lean CLAY with Sand (CL)**: low plasticity, reddish brown, moist												2" perforated PVC pipe installed in hole surrounded by gravel. Hole presoaked on 3/1, test completed on 3/2
			Silty SAND (SM): reddish brown, moist, fine to medium-grained												
				INF-2		BC=3 2 5	12"								
290	5														
285	10														
280	15														

The percolation test hole was terminated at approximately 5 ft. below ground surface. The percolation test hole was backfilled with auger cuttings on March 02, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

KLEINFELDER
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PROJECT NO.:	20212905.001A
DRAWN BY:	SD
CHECKED BY:	DD
DATE:	3/2/2021

PERCOLATION TEST HOLE LOG INF-2

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-42

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PERCOLATION TEST HOLE LOG INF-3

Date Begin - End:	3/01/2021	**Drilling Company:**	Moore Twining		
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75		
Plunge:	-90 degrees	**Drilling Method:**	Hollow Stem Auger	**Hammer Efficiency:**	88%
Weather:	Sunny/Cool	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83808°
Longitude: -119.91016°
Approximate Ground Surface Elevation (ft.): 296.00
Surface Condition: Bare Earth

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	0		**Sandy Lean CLAY (CL)**: low plasticity, reddish brown, moist												2" perforated PVC pipe installed in hole surrounded by gravel. Hole presoaked on 3/1, test completed on 3/2
			Silty SAND (SM): reddish brown, moist, medium dense, fine to medium-grained												
				INF-3		BC=12 7 7	12"								
	5														
290															
	10														
285															
	15														
280															

The percolation test hole was terminated at approximately 5 ft. below ground surface. The percolation test hole was backfilled with auger cuttings on March 02, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
DRAWN BY:	SD
CHECKED BY:	DD
DATE:	3/2/2021

PERCOLATION TEST HOLE LOG INF-3

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-43

PAGE: 1 of 1

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PERCOLATION TEST HOLE LOG INF-4

Date Begin - End:	3/01/2021	**Drilling Company:**	Moore Twining		
Logged By:	SD	**Drill Crew:**	James/Yvan		
Hor.-Vert. Datum:	Not Available	**Drilling Equipment:**	CME-75		
Plunge:	-90 degrees	**Drilling Method:**	Hollow Stem Auger	**Hammer Efficiency:**	88%
Weather:	Sunny/Cool	**Exploration Diameter:**	6 in. O.D.	**Hammer Cal. Date:**	5/01/2020

FIELD EXPLORATION

Latitude: 36.83711°
Longitude: -119.90929°
Approximate Ground Surface Elevation (ft.): 299.00
Surface Condition: Bare Earth

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	Blow Counts(BC)= Uncorr. Blows/6 in. Pocket Pen(PP)= tsf	Recovery (NR=No Recovery)	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	5		**Lean CLAY with Sand (CL)**: low to medium plasticity, reddish brown, moist **Silty SAND (SM)**: brown, moist, medium dense, fine to medium-grained	INF-4		BC=5 12 12									2" perforated PVC pipe installed in hole surrounded by gravel. Hole presoaked on 3/1, test completed on 3/2
290	10														
285	15														
280															

The percolation test hole was terminated at approximately 5 ft. below ground surface. The percolation test hole was backfilled with auger cuttings on March 02, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during drilling or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
DRAWN BY:	SD
CHECKED BY:	DD
DATE:	3/2/2021

PERCOLATION TEST HOLE LOG INF-4

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-44

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Date Begin - End: 1/19/2021 **Excavation Company:** Landscape Services

Logged By: SL **Excavation Crew:** Dan

Hor.-Vert. Datum: Not Available **Excavation Equip.:** CAT 420E

Plunge: N/A degrees **Excav. Dimensions:** 10'x 2' ft

Weather: Sunny/Cool

TEST PIT LOG TP- 1

Approximate Elevation (feet)	Depth (feet)	Graphical Log	FIELD EXPLORATION Latitude: 36.83963° Longitude: -119.90856° Approximate Ground Surface Elevation (ft.): 295.00 Surface Condition: Bare Earth Lithologic Description	Sample Number	Sample Type	LABORATORY RESULTS USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
			Lean CLAY with Sand (CL): fine to coarse-grained sand, reddish brown, Observed Plow Depth 16 inches deep	1									
			Silty SAND (SM): reddish brown, strongly cemented, hard pan	2									
290	5												
285	10												

The test pit was terminated because of backhoe refusal (▲) at approximately 3.5 ft. below ground surface. The test pit was backfilled with excavated material on January 19, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.: 20212905.001A

DRAWN BY: JDS

CHECKED BY: DD

DATE: 2/16/2021

TEST PIT LOG TP- 1

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
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FRESNO, CALIFORNIA 93722

FIGURE

A-45

PAGE: 1 of 1

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Date Begin - End: 1/19/2021 **Excavation Company:** Landscape Services

Logged By: SL **Excavation Crew:** Dan

Hor.-Vert. Datum: Not Available **Excavation Equip.:** CAT 420E

Plunge: N/A degrees **Excav. Dimensions:** 9'x 2' ft

Weather: Sunny/Cool

TEST PIT LOG TP- 2

FIELD EXPLORATION

Latitude: 36.83896°
Longitude: -119.91019°
Approximate Ground Surface Elevation (ft.): 294.00
Surface Condition: Bare Earth

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
			Lean CLAY with Sand (CL): low to medium plasticity, reddish brown, moist, Observed Plow Depth 7 inches deep	1									**R-Value=** 75
			Poorly Graded SAND with Silt (SP-SM): fine to coarse-grained sand, yellowish brown, moist, fine to coarse gravel										
290				2									Corrosion
	5												
			Poorly Graded SAND (SP): fine to coarse-grained sand, reddish brown, moist, trace cementation										
			grades to medium to coarse sand										
285													
	10												
280													
	15												
275													

The test pit was terminated because of caving at approximately 9 ft. below ground surface. The test pit was backfilled with excavated material on January 19, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.: 20212905.001A

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DATE: 2/16/2021

TEST PIT LOG TP- 2

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE

A-46

PAGE: 1 of 1

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Date Begin - End: 1/19/2021 **Excavation Company:** Landscape Services

Logged By: SL **Excavation Crew:** Dan

Hor.-Vert. Datum: Not Available **Excavation Equip.:** CAT 420E

Plunge: N/A degrees **Excav. Dimensions:** 16'x 2' ft

Weather: Sunny/Cool

TEST PIT LOG TP- 3

FIELD EXPLORATION

Latitude: 36.83879°
Longitude: -119.90825°
Approximate Ground Surface Elevation (ft.): 297.00
Surface Condition: Bare Earth

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type
295	0		**Sandy Lean CLAY (CL)**: low to medium plasticity, reddish brown, Observed Plow Depth 12 inches deep	1	
			Silty SAND (SM): fine to medium-grained, reddish brown, moderate to strong cementation		
				2	
	5		**Poorly Graded SAND (SP)**: fine-grained sand, yellowish brown with light brownish gray		
290					
	10				
285					
	15				
280					

LABORATORY RESULTS

USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks

The test pit was terminated at approximately 10 ft. below ground surface. The test pit was backfilled with excavated material on January 19, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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DATE: 2/16/2021

TEST PIT LOG TP- 3

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
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FRESNO, CALIFORNIA 93722

FIGURE
A-47

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Date Begin - End: 1/19/2021 **Excavation Company:** Landscape Services

Logged By: SL **Excavation Crew:** Dan

Hor.-Vert. Datum: Not Available **Excavation Equip.:** CAT 420E

Plunge: N/A degrees **Excav. Dimensions:** 14'x 2' ft

Weather: Sunny/Cool

TEST PIT LOG TP- 4

FIELD EXPLORATION

Latitude: 36.83824°
Longitude: -119.90981°
Approximate Ground Surface Elevation (ft.): 295.00
Surface Condition: Bare Earth

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
			Sandy Lean CLAY (CL): low plasticity, reddish brown, Observed Plow Depth 12 inches deep	1									**Proctor - ASTM D1557 Method A=** Max. Dry Unit Wt.: 128.5 pcf Opt. Water Content: 8.2%
			Sandy SILT (ML): fine to coarse-grained sand, reddish brown										
			moderately cemented	2									
290	5												
			Poorly Graded SAND (SP): fine-grained sand, yellowish brown										
285	10												
280	15												

The test pit was terminated at approximately 10 ft. below ground surface. The test pit was backfilled with excavated material on January 19, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.: 20212905.001A

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TEST PIT LOG TP- 4

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
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FRESNO, CALIFORNIA 93722

FIGURE

A-48

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Date Begin - End: 1/19/2021 **Excavation Company:** Landscape Services

Logged By: SL **Excavation Crew:** Dan

Hor.-Vert. Datum: Not Available **Excavation Equip.:** CAT 420E

Plunge: N/A degrees **Excav. Dimensions:** 14'x 2' ft

Weather: Sunny/Cool

TEST PIT LOG TP- 5

FIELD EXPLORATION

Latitude: 36.83831°
Longitude: -119.90827°
Approximate Ground Surface Elevation (ft.): 296.00
Surface Condition: Bare Earth

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type
295	0		**Sandy Lean CLAY (CL)**: reddish brown, Observed Plow Depth 12 inches deep	1	
			Silty SAND (SM): fine to coarse-grained sand, yellowish brown, moderate to strong cementation		
			light gray with reddish brown intermixed		
			Poorly Graded SAND (SP): fine-grained sand, light gray	2	
290	5		**Sandy SILT (ML)**: fine-grained sand, non-plastic, light brownish gray		
			Poorly Graded SAND (SP): fine-grained sand, yellowish brown and light gray intermixed		
285	10				
280	15				

LABORATORY RESULTS

USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks

The test pit was terminated at approximately 10 ft. below ground surface. The test pit was backfilled with excavated material on January 19, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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TEST PIT LOG TP- 5

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
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FRESNO, CALIFORNIA 93722

FIGURE

A-49

PAGE: 1 of 1

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TEST PIT LOG TP- 6

Date Begin - End:	1/19/2021	**Excavation Company:**	Landscape Services
Logged By:	SL	**Excavation Crew:**	Dan
Hor.-Vert. Datum:	Not Available	**Excavation Equip.:**	CAT 420E
Plunge:	N/A degrees	**Excav. Dimensions:**	12'x 2' ft
Weather:	Sunny/Cool		

Latitude: 36.83782°
Longitude: -119.90804°
Approximate Ground Surface Elevation (ft.): 298.00
Surface Condition: Bare Earth

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
			Lean CLAY with Sand (CL): low plasticity, reddish brown, Observed Plow Depth 12 inches deep	1									
			Silty SAND (SM): fine to coarse gained sand, light grayish brown										
295													
				2									
	5		**Poorly Graded SAND (SP)**: fine-grained sand, yellowish brown and light gray										Corrosion
290													
	10												
285													
	15												
280													

The test pit was terminated at approximately 9.5 ft. below ground surface. The test pit was backfilled with excavated material on January 19, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.:	20212905.001A
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TEST PIT LOG TP- 6

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
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FRESNO, CALIFORNIA 93722

FIGURE
A-50

PLOTTED: 04/02/2021 11:42 AM BY: DDockendorf
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Date Begin - End: 1/19/2021 **Excavation Company:** Landscape Services

Logged By: SL **Excavation Crew:** Dan

Hor.-Vert. Datum: Not Available **Excavation Equip.:** CAT 420E

Plunge: N/A degrees **Excav. Dimensions:** 14'x 2' ft

Weather: Sunny/Cool

TEST PIT LOG TP- 7

FIELD EXPLORATION

Latitude: 36.83755°
Longitude: -119.90900°
Approximate Ground Surface Elevation (ft.): 298.00
Surface Condition: Bare Earth

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type
295	0		**Sandy Lean CLAY (CL)**: dark brown, Observed Plow Depth 15 inches deep	1	
			Poorly Graded SAND with Silt (SP-SM): fine-grained sand, dark brown, moderately cemented		
	5		**Poorly Graded SAND (SP)**: fine-grained sand, yellowish brown	2	
290			fine-grained sand, light gray, some moderate cementation		
	10				
285					
	15				
280					

LABORATORY RESULTS

USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
							R-Value= 75

The test pit was terminated at approximately 10 ft. below ground surface. The test pit was backfilled with excavated material on January 19, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.: 20212905.001A

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DATE: 2/16/2021

TEST PIT LOG TP- 7

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
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FRESNO, CALIFORNIA 93722

FIGURE

A-51

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Date Begin - End: 1/19/2021 **Excavation Company:** Landscape Services

Logged By: SL **Excavation Crew:** Dan

Hor.-Vert. Datum: Not Available **Excavation Equip.:** CAT 420E

Plunge: N/A degrees **Excav. Dimensions:** 13'x 2' ft

Weather: Sunny/Cool

TEST PIT LOG TP- 8

FIELD EXPLORATION

Latitude: 36.83742°
Longitude: -119.90874°
Approximate Ground Surface Elevation (ft.): 299.00
Surface Condition: Bare Earth

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type
			Sandy Lean CLAY (CL): reddish brown, Observed Plow Depth 6 inches deep	1	
			Silty SAND (SM): fine to medium-grained sand, light gray, weak cementation		
			Poorly Graded SAND (SP): fine-grained sand, light gray, some moderate cementation, hard pan		
295	5		yellowish brown	2	
290	10				
285	15				
280					

LABORATORY RESULTS

USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks

The test pit was terminated at approximately 10 ft. below ground surface. The test pit was backfilled with excavated material on January 19, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.: 20212905.001A

DRAWN BY: JDS

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DATE: 2/16/2021

TEST PIT LOG TP- 8

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
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FRESNO, CALIFORNIA 93722

FIGURE

A-52

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Date Begin - End: 1/19/2021 **Excavation Company:** Landscape Services

Logged By: SL **Excavation Crew:** Dan

Hor.-Vert. Datum: Not Available **Excavation Equip.:** CAT 420E

Plunge: N/A degrees **Excav. Dimensions:** 13'x 2' ft

Weather: Sunny/Cool

TEST PIT LOG TP- 9

FIELD EXPLORATION

Latitude: 36.83726°
Longitude: -119.90824°
Approximate Ground Surface Elevation (ft.): 300.00
Surface Condition: Bare Earth

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
			Sandy Lean CLAY (CL): low plasticity, reddish brown, Observed Plow Depth 16 inches deep	1									**Proctor - ASTM D1557 Method A=** Max. Dry Unit Wt.: 133.8 pcf Opt. Water Content: 7.2%
			Sandy SILT (ML): reddish brown, moderate to strong cementation										
				2									
295	5		fine-grained sand, light gray, moderatly cemented										Corrosion
			fine to medium-grained sand, reddish brown										
290	10		fine to coarse-grained sand, grades to poorly graded sand										
285	15												

The test pit was terminated at approximately 10.5 ft. below ground surface. The test pit was backfilled with excavated material on January 19, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.: 20212905.001A

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DATE: 2/16/2021

TEST PIT LOG TP- 9

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
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FRESNO, CALIFORNIA 93722

FIGURE

A-53

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Date Begin - End: 1/19/2021 **Excavation Company:** Landscape Services

Logged By: SL **Excavation Crew:** Dan

Hor.-Vert. Datum: Not Available **Excavation Equip.:** CAT 420E

Plunge: N/A degrees **Excav. Dimensions:** 13'x 2' ft

Weather: Sunny/Cool

TEST PIT LOG TP-10

FIELD EXPLORATION

Latitude: 36.83721°
Longitude: -119.90966°
Approximate Ground Surface Elevation (ft.): 299.00
Surface Condition: Bare Earth

Approximate Elevation (feet)	Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
295	5		**Lean CLAY with Sand (CL)**: low plasticity, reddish brown, dry, Observed Plow Depth 16 inches deep	1									
			Silty SAND (SM): fine to coarse-grained, reddish brown, moist, weak to moderate cementation										
			moderate cementation intermixed										
				2									Corrosion
290	10		light gray, moderate to strong cementation										
285	15												
280													

The test pit was terminated at approximately 9.5 ft. below ground surface. The test pit was backfilled with excavated material on January 19, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:
The exploration location and elevation are approximate and were estimated by Kleinfelder.

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PROJECT NO.: 20212905.001A

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CHECKED BY: DD

DATE: 2/16/2021

TEST PIT LOG TP-10

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE

A-54

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PLOTTED: 05/13/2021 11:23 AM BY: JSala

Date Begin - End: 4/24/2021 **Excavation Company:** Landscape Services

Logged By: SD **Excavation Crew:** Dan

Hor.-Vert. Datum: Not Available **Excavation Equip.:** CAT 420E

Plunge: N/A degrees **Excav. Dimensions:** 12'x 2' ft

Weather: Clear/Sunny

TEST PIT LOG TP-11

Depth (feet)	Graphical Log	FIELD EXPLORATION Latitude: ° Longitude: ° Surface Condition: Grass & Weeds Lithologic Description	Sample Number	Sample Type	LABORATORY RESULTS USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
		Sandy Lean CLAY (CL): fine to medium-grained sand, brown, moderately cemented, plowed zone 0-10"	1			2.8						
			2									
		SILT with Sand (ML): dark grayish brown, strongly cemented, Hard Pan	3			13.3				NP	NP	
5												
10												
15												

The test pit was terminated because of backhoe refusal (↑) at approximately 5.5 ft. below ground surface. The test pit was backfilled with excavated material on April 24, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:

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TEST PIT LOG TP-11

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-55

PLOTTED: 05/13/2021 11:23 AM BY: JSala

Date Begin - End: 4/24/2021 **Excavation Company:** Landscape Services

Logged By: SD **Excavation Crew:** Dan

Hor.-Vert. Datum: Not Available **Excavation Equip.:** CAT 420E

Plunge: N/A degrees **Excav. Dimensions:** 12'x 2' ft

Weather: Clear/Sunny

TEST PIT LOG TP-12

Latitude: °
Longitude: °
Surface Condition: Grass & Weeds

Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
		Sandy Lean CLAY: fine-grained sand, brown, moist, plowed zone 0-9"	1			3.1						
			2									
		increase in sand content reddish brown										
		strongly cemented	3			23.7						
		Hard Pan										
5		The test pit was terminated because of backhoe refusal (↑) at approximately 4.5 ft. below ground surface. The test pit was backfilled with excavated material on April 24, 2021.										
10												
15												

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.
GENERAL NOTES:

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TEST PIT LOG TP-12

COSTCO FRESNO NEW WAREHOUSE
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N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
A-56

PLOTTED: 05/13/2021 11:23 AM BY: JSala

TEST PIT LOG TP-13

Date Begin - End:	4/24/2021	**Excavation Company:**	Landscape Services
Logged By:	SD	**Excavation Crew:**	Dan
Hor.-Vert. Datum:	Not Available	**Excavation Equip.:**	CAT 420E
Plunge:	N/A degrees	**Excav. Dimensions:**	10'x 2' ft
Weather:	Clear/Sunny		

FIELD EXPLORATION

Latitude: °
Longitude: °
Surface Condition: Grass & Weeds

Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
		Sandy SILT (ML): fine-grained sand, brown, weakly cemented, plowed zone 0-9"	1			3.2						
			2									
		SILT with Sand (ML): dark grayish brown, Hard Pan	3									
5												

The test pit was terminated because of backhoe refusal (↑) at approximately 5 ft. below ground surface. The test pit was backfilled with excavated material on April 24, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:

10

15

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TEST PIT LOG TP-13

COSTCO FRESNO NEW WAREHOUSE
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FIGURE

A-57

PAGE: 1 of 1

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Date Begin - End: 4/24/2021 **Excavation Company:** Landscape Services

Logged By: SD **Excavation Crew:** Dan

Hor.-Vert. Datum: Not Available **Excavation Equip.:** CAT 420E

Plunge: N/A degrees **Excav. Dimensions:** 12'x 2' ft

Weather: Clear/Sunny

TEST PIT LOG TP-14

Latitude: °
Longitude: °
Surface Condition: Grass & Weeds

Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
		Silty SAND (CL): fine to medium-grained sand, brown, plowed zone 0-8"	1			2.9						
			2									
		Silty SAND (SM): strongly cemented, Hard Pan	3									
5		The test pit was terminated because of backhoe refusal (↑) at approximately 4 ft. below ground surface. The test pit was backfilled with excavated material on April 24, 2021.										
10												
15												

FIELD EXPLORATION

LABORATORY RESULTS

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:

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TEST PIT LOG TP-14

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FRESNO, CALIFORNIA 93722

FIGURE

A-58

PLOTTED: 05/13/2021 11:23 AM BY: JSala

Date Begin - End: 4/24/2021 **Excavation Company:** Landscape Services

Logged By: SD **Excavation Crew:** Dan

Hor.-Vert. Datum: Not Available **Excavation Equip.:** CAT 420E

Plunge: N/A degrees **Excav. Dimensions:** 12'x 2' ft

Weather: Clear/Sunny

TEST PIT LOG TP-15

Latitude: °
Longitude: °
Surface Condition: Grass & Weeds

Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
		Sandy Lean CLAY (CL): yellowish brown, moist, plowed zone 0-12"	1			2.6				17	2	
			2									
		SILT with Sand (ML): grayish brown to yellowish brown, moist, Hard Pan										
		Poorly Graded SAND with Silt (SP-SM): fine to medium-grained sand, reddish brown, moist	3									
5												
10												
15												

The test pit was terminated because of backhoe refusal (↑) at approximately 5.5 ft. below ground surface. The test pit was backfilled with excavated material on April 24, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:

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TEST PIT LOG TP-15

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FIGURE
A-59

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TEST PIT LOG TP-16

Date Begin - End:	4/24/2021	**Excavation Company:**	Landscape Services
Logged By:	SD	**Excavation Crew:**	Dan
Hor.-Vert. Datum:	Not Available	**Excavation Equip.:**	CAT 420E
Plunge:	N/A degrees	**Excav. Dimensions:**	12'x 2' ft
Weather:	Clear/Sunny		

FIELD EXPLORATION

Latitude: °
Longitude: °
Surface Condition: Grass & Weeds

Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
		Silty SAND (SM): fine to medium-grained sand, brown, moist, plowed zone 0 to 11"	1			3.8				19	2	
			2									
		Sandy SILT (ML): reddish brown to brown, Hard Pan										
5		**Lean CLAY with Sand (CL)**: fine-grained sand, medium plasticity, trace sand	3			4.6						

LABORATORY RESULTS

The test pit was terminated because of backhoe refusal (↑) at approximately 5.5 ft. below ground surface. The test pit was backfilled with excavated material on April 24, 2021.

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:

10

15

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TEST PIT LOG TP-16

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FIGURE

A-60

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TEST PIT LOG TP-17

Date Begin - End:	4/24/2021	**Excavation Company:**	Landscape Services
Logged By:	SD	**Excavation Crew:**	Dan
Hor.-Vert. Datum:	Not Available	**Excavation Equip.:**	CAT 420E
Plunge:	N/A degrees	**Excav. Dimensions:**	11'x 2' ft
Weather:	Clear/Sunny		

FIELD EXPLORATION

Latitude: °
Longitude: °
Surface Condition: Grass & Weeds

Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
		Silty SAND (SM): fine to medium-grained sand, brown pale, moist, plowed zone 0 to 10"	1			2.0						
			2									
		Poorly Graded SAND with Silt (SP-SM): moist	3									
5		The test pit was terminated because of backhoe refusal (↑) at approximately 5 ft. below ground surface. The test pit was backfilled with excavated material on April 24, 2021.										

LABORATORY RESULTS

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:

10

15

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TEST PIT LOG TP-17

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FIGURE

A-61

PAGE: 1 of 1

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Date Begin - End: 4/24/2021 **Excavation Company:** Landscape Services

Logged By: SD **Excavation Crew:** Dan

Hor.-Vert. Datum: Not Available **Excavation Equip.:** CAT 420E

Plunge: N/A degrees **Excav. Dimensions:** 12'x 2' ft

Weather: Clear/Sunny

TEST PIT LOG TP-18

FIELD EXPLORATION

Latitude: °
Longitude: °
Surface Condition: Grass & Weeds

Depth (feet)	Graphical Log	Lithologic Description	Sample Number	Sample Type	USCS Symbol	Water Content (%)	Dry Unit Wt. (pcf)	Passing #4 (%)	Passing #200 (%)	Liquid Limit	Plasticity Index (NP=NonPlastic)	Additional Tests/ Remarks
		Silty SAND (SM): fine to medium-grained sand, brown, moist, plowed zone 0 to 11"	1			3.8						
			2									
		Silty SAND (SM): olive brown, moist	3									
5		The test pit was terminated because of backhoe refusal (↑) at approximately 4.5 ft. below ground surface. The test pit was backfilled with excavated material on April 24, 2021.										
10												
15												

GROUNDWATER LEVEL INFORMATION:
Groundwater was not observed during excavation or after completion.

GENERAL NOTES:

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TEST PIT LOG TP-18

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FIGURE

A-62

PAGE: 1 of 1

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Appendix B

APPENDIX B
LABORATORY TESTING

GENERAL

Laboratory tests were performed on selected samples as an aid in classifying the soils and to evaluate physical properties of the soils that may affect foundation design and construction procedures. Laboratory testing was performed by Kleinfelder's in house laboratory. Corrosivity testing was performed by Sunland Analytical and Topsoil analytical testing was performed by Waypoint Analytical. The tests were performed in general conformance with the current ASTM or Caltrans standards. A description of the laboratory-testing program is presented below.

MOISTURE AND UNIT WEIGHT

Moisture content and dry unit weight tests were performed on selected samples recovered from the borings. Moisture contents were determined in general accordance with ASTM Test Method D 2216; dry unit weight was calculated using the entire weight of the samples collected in general accordance with ASTM Test Method D 7263. Results of these tests are presented on the boring logs and attached to this appendix.

WASH SIEVE

Selected soil samples were tested for the percent passing the No. 200 sieve, which was performed by wash sieving in accordance with ASTM Standard Test Method D1140. Results of these tests are presented on the boring logs and attached to this appendix.

ATTERBERG LIMITS

Atterberg limits testing was performed on a selected soil samples to assist in classification. Testing was performed in general accordance with ASTM D4318. Results of these tests are presented on the boring logs and attached to this appendix.

UNCONFINED COMPRESSIVE STRENGTH

Select drive samples were tested for their relative compressive strength in accordance with ASTM Standard Test Method D 2166. Results are presented as an attachment to this appendix.

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MAXIMUM DENSITY AND OPTIMUM MOISTURE

Maximum density and optimum moisture content testing was performed on one bulk sample of the near surface soils to evaluate the compaction characteristics of the onsite soils. Maximum density and optimum moisture content testing was performed in general accordance with ASTM Standard Test Method D1557, Method B. The test result is attached.

DIRECT SHEAR

Select drive samples were tested for direct shear in accordance with ASTM Standard Test Method D 3080. Results are presented as an attachment to this appendix.

R-VALUE

Resistance value (R-value) tests were performed on selected bulk soil samples obtained to evaluate pavement support characteristics of the near-surface onsite soils. R-value tests were performed in accordance with ASTM Standard Test Method D2844. The test results are attached to this appendix.

SOIL CORROSIVITY TESTS

A series of chemical tests were performed on a selected sample of the near-surface soils to estimate pH, resistivity and sulfate and chloride contents. Test results may be used by a qualified corrosion engineer to evaluate the general corrosion potential with respect to construction materials. The tests were performed by Sunland Analytical of Sacramento, CA. The results of the tests are presented in Table 4 of Section 4.9 of the report and attached to this appendix.

TOPSOIL ANALYTICAL TESTS

Topsoil analytical testing was performed on one composite sample of the near-surface soils by Waypoint Analytical of Anaheim, California. The composite topsoil sample was tested for percentages of organic matter, percentages of deleterious material, pH, mineral content, micro and macro nutrient content, and herbicide presence in the soil. Eight discrete topsoil samples were tested for organic contents. The test results are presented in the Waypoint Analytical report attached to this appendix.

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Exploration ID	Depth (ft.)	Sample No.	Sample Description	Water Content (%)	Dry Unit Wt. (pcf)	Sieve Analysis (%)			Atterberg Limits			Additional Tests
						Passing 3/4"	Passing #4	Passing #200	Liquid Limit	Plastic Limit	Plasticity Index	
KB-1	3.0			28.9								
KB-1	11.0	S6		12.9	99.6							
KB-2	3.0	S3	BROWN SILT (ML)	28.1				71				
KB-2	5.0			10.1								
KB-2	6.0	S4		15.6	99.2							
KB-2	7.5			2.1								
KB-2	11.0	S6		10.9	102.2							
KB-3	2.0	S3		6.6								
KB-3	7.5			10.7								
KB-3	11.0	S7		3.8	104.2							
KB-4	0.5	S2		8.4								
KB-4	2.0	S3		5.6								
KB-4	5.0			10.0								
KB-4	8.5	S6		2.6	98.2							
KB-4	10.0	S7	REDDISH BROWN POORLY GRADED SAND (SP)					3.8				
KB-5	3.0			21.0								
KB-5	6.0	S4		15.0	110.0							
KB-5	8.5	S5		11.1	106.8							
KB-5	11.0	S6		11.3	98.1							
KB-5	12.5			10.0								
KB-5	16.0	S8		6.3	101.3							
KB-5	21.0	S10		10.4	114.3							
KB-6	0.5	S2		10.4								
KB-6	2.0			31.8								
KB-6	6.0	S4		5.0	111.8				NP	NP	NP	
KB-6	8.5	S5		6.2	108.5							
KB-6	16.0	S8		8.7	98.9							
KB-7	0.5	S2		10.5								

Refer to the Geotechnical Evaluation Report or the supplemental plates for the method used for the testing performed above.
NP = NonPlastic
NA = Not Available

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LABORATORY TEST RESULT SUMMARY

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FRESNO, CALIFORNIA 93722

FIGURE
B-1

Exploration ID	Depth (ft.)	Sample No.	Sample Description	Water Content (%)	Dry Unit Wt. (pcf)	Sieve Analysis (%)			Atterberg Limits			Additional Tests
						Passing 3/4"	Passing #4	Passing #200	Liquid Limit	Plastic Limit	Plasticity Index	
KB-7	3.0	S3		27.5					NP	NP	NP	
KB-7	6.0	S4		10.7	109.3							
KB-7	18.5	S9		11.7	120.2							
KB-8	6.0	S4		11.9	101.1							
KB-8	11.0	S6		6.2	108.5							
KB-8	12.5	S7	REDDISH YELLOW SILT WITH SAND (ML)					73				
KB-8	21.0	S10		9.0	102.8							
KB-8	22.5	S11	BROWN SILT WITH SAND (ML)					82				
KB-9	0.5	S2		9.5								
KB-9	2.0	S3		11.1								
KB-9	8.5	S5		11.9	100.8							
KB-9	11.0	S6		11.2	100.8			47				
KB-9	15.0			11.1								
KB-9	21.0	S8		6.9	112.0							
KB-9	25.0	S9	BROWN POORLY GRADED SAND (SP)	2.6				3.1				
KB-10	2.0	S3		11.3								
KB-10	6.0	S4	YELLOWISH BROWN SILTY CLAY (CL-ML)	16.5	100.6				26	21	5	
KB-10	8.5	S5		1.4	102.2							
KB-10	11.0	S6		1.1	97.1							
KB-10	15.0			18.3								
KB-11	2.0	S3		9.7								
KB-11	6.0	S4		11.0	100.5							
KB-11	8.5	S5		10.9	99.4							
KB-11	11.0	S6		5.7	106.1							
KB-11	15.0			9.1								
KB-12	0.0	S1		9.0								
KB-12	4.0	S2		4.7	107.1							
KB-12	8.5	S4		9.5	94.0							

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LABORATORY TEST RESULT SUMMARY

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FIGURE
B-2

Exploration ID	Depth (ft.)	Sample No.	Sample Description	Water Content (%)	Dry Unit Wt. (pcf)	Sieve Analysis (%)			Atterberg Limits			Additional Tests
						Passing 3/4"	Passing #4	Passing #200	Liquid Limit	Plastic Limit	Plasticity Index	
KB-12	10.0			21.5								
KB-13	2.0	S3		3.9								
KB-13	6.0	S4		6.2	105.6							
KB-13	7.5			17.1								
KB-14	1.5	S3		8.9								
KB-14	7.5			5.0								
KB-15	0.5	S2		9.5								
KB-15	3.0			13.9								
KB-15	6.0	S4		13.2	104.4							
KB-15	8.5	S5		11.2	94.5							
KB-15	10.0			16.0					NP	NP	NP	
KB-15	16.0	S7		2.2	109.1							
KB-16	0.5	S2		8.9								
KB-16	2.0	S3		18.5								
KB-16	6.0	S4		10.4	118.1							
KB-16	8.5	S5		7.7	106.2							
KB-17	0.5	S2	REDDISH BROWN SILTY CLAY (CL-ML)	10.1					17	11	6	
KB-17	3.0	S3		9.3								
KB-17	6.0	S4		21.1	102.1							
KB-17	7.5			6.3								
KB-17	11.0	S6		3.1	110.7							
KB-18	2.0			6.9								
KB-18	5.0			32.6								
KB-18	8.5	S6		6.6	102.3							
KB-18	16.0	S8		2.6	112.8							
KB-19	0.5	S2		8.1								
KB-19	3.0			22.1								
KB-19	6.0	S4		23.5								

Refer to the Geotechnical Evaluation Report or the supplemental plates for the method used for the testing performed above.
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LABORATORY TEST RESULT SUMMARY

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FIGURE
B-3

Exploration ID	Depth (ft.)	Sample No.	Sample Description	Water Content (%)	Dry Unit Wt. (pcf)	Sieve Analysis (%)			Atterberg Limits			Additional Tests
						Passing 3/4"	Passing #4	Passing #200	Liquid Limit	Plastic Limit	Plasticity Index	
KB-20	2.0			21.0								
KB-20	6.0	S4		17.5	103.3							
KB-20	8.5	S5		1.7	103.0							
KB-20	11.0	S6		1.1	101.0							
KB-21	0.0	S1		9.9								
KB-21	3.0	S2	REDDISH YELLOW CLAYEY SAND (SC)					27				
KB-21	6.0	S3		4.3	121.4							
KB-21	11.0	S5		2.3	106.5							
KB-22	2.0	S3		6.3								
KB-22	6.0	S4		14.9	105.6							
KB-22	8.5	S5		9.8	109.3							
KB-22	11.0	S6	YELLOWISH BROWN POORLY GRADED SAND (SP)	3.2	96.4			2.9				
KB-23	0.5	S2		10.1								
KB-23	2.0			16.1								
KB-23	6.0	S4		3.5	107.5							
KB-23	8.5	S5		5.7	103.0							
KB-23	11.0	S6		9.3	103.5							
KB-23	15.0	S7	YELLOWISH BROWN SILTY SAND (SM)					34				
KB-24	1.5			21.5								
KB-24	6.0	S5		19.4	101.3							
KB-24	7.5			3.4								
KB-24	11.0	S7		1.5	116.5							
KB-25	2.0			5.0	113.7							
KB-25	5.0			5.7								
KB-25	8.5	S5		7.5	106.9							
KB-25	10.0			9.5								
KB-25	16.0	S7		1.9	101.9							
KB-26	3.0	S3		23.7								

Refer to the Geotechnical Evaluation Report or the supplemental plates for the method used for the testing performed above.
NP = NonPlastic
NA = Not Available

KLEINFELDER
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PROJECT NO.: 20212905.001A
DRAWN BY: JDS
CHECKED BY: DD
DATE: 2/10/2021

LABORATORY TEST RESULT SUMMARY

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
B-4

Exploration ID	Depth (ft.)	Sample No.	Sample Description	Water Content (%)	Dry Unit Wt. (pcf)	Sieve Analysis (%)			Atterberg Limits			Additional Tests
						Passing 3/4"	Passing #4	Passing #200	Liquid Limit	Plastic Limit	Plasticity Index	
KB-26	6.0	S4	YELLOWISH BROWN SANDY SILT (ML)	9.0	108.4			64				
KB-26	8.5	S5		9.0	108.4							
KB-27	2.0	S3		12.7								
KB-27	6.0	S4		8.1	103.1							
KB-27	7.5	S5	BROWN POORLY GRADED SAND WITH SILT (SP-SM)					8.7				
KB-27	8.5	S5		5.5	102.5							
KB-28	4.0			5.6	115.2							
KB-28	8.5	S5		11.7	108.8							
KB-29	6.0	S4		6.8	112.2							
KB-29	8.5	S5		4.3	96.2							
KB-29	11.0	S6		9.8	105.1							
KB-30	0.5	S2		10.9								
KB-30	2.5	S3	REDDISH BROWN CLAYEY SAND (SC)	10.8				34				
KB-30	6.0	S4		9.0	104.1							
KB-30	8.5	S5		1.1	90.4							
KB-31	2.0	S3		8.8								
KB-31	6.0	S4		17.5	98.3							
KB-31	7.5	S5	BROWN POORLY GRADED SAND WITH SILT (SP-SM)					13				
KB-31	11.0	S6		2.8	100.2							
KB-32	0.5	S2		8.8								
KB-32	2.0	S3		6.4								
KB-32	4.0			4.0	119.6							
KB-32	8.5	S5		2.5	113.3							
KB-32	11.0	S6	BROWN POORLY GRADED SAND (SP)					6.2				
KB-33	0.5	S2		10.0								
KB-33	4.0			14.5								
KB-33	8.5	S5		6.6	105.2							
KB-33	11.0	S6	REDDISH YELLOW SILTY SAND (SM)					25				

Refer to the Geotechnical Evaluation Report or the supplemental plates for the method used for the testing performed above.
NP = NonPlastic
NA = Not Available

KLEINFELDER
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PROJECT NO.: 20212905.001A
DRAWN BY: JDS
CHECKED BY: DD
DATE: 2/10/2021

LABORATORY TEST RESULT SUMMARY

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
B-5

Exploration ID	Depth (ft.)	Sample No.	Sample Description	Water Content (%)	Dry Unit Wt. (pcf)	Sieve Analysis (%)			Atterberg Limits			Additional Tests
						Passing 3/4"	Passing #4	Passing #200	Liquid Limit	Plastic Limit	Plasticity Index	
KB-33	16.0	S8		5.3								
KB-34	2.0	S3	BROWNINSH GRAY SILTY CLAY (CL-ML)	9.0					19	14	5	
KB-34	6.0	S4		12.9	106.8							
KB-34	8.5	S5		19.4	98.2							
KB-34	11.0	S6		8.3	112.4							
KB-34	15.0	S7	LIGHT GRAY SILTY SAND (SM)					22				
KB-34	26.0	S10		3.8	95.3							
KB-34	31.0	S11	LIGHT GRAY SILT WITH SAND (ML)	7.9				76				
KB-35	0.5	S2		6.7								
KB-35	5.0	S4	BROWN POORLY GRADED SAND WITH GRAVEL (SP)	3.5				6.9				
KB-35	8.5	S5		1.5	103.7							
KB-37	0.5	S2		10.8								
KB-37	2.0	S3		10.3								
KB-37	5.0	S4		4.3								
KB-37	8.5	S5		1.8	99.3							
KB-38	6.0	S4		5.6	119.7							
KB-38	7.5	S5		10.5								
KB-38	11.0	S6		1.9	101.2							
TP-10	5.0	2										Corrosion
TP-11	0.0	1		2.8								
TP-11	4.0	3	BROWN SILT WITH SAND (ML)	13.3					NP	NP	NP	
TP-12	0.0	1		3.1								
TP-12	3.0	3		23.7								
TP-13	0.0	1		3.2								
TP-14	0.0	1		2.9								
TP-15	0.0	1	YELLOWISH BROWN SANDY LEAN CLAY (CL)	2.6					17	15	2	
TP-16	0.0	1	BROWN SANDY SILT (ML)	3.8					19	17	2	
TP-16	4.0	3		4.6								

Refer to the Geotechnical Evaluation Report or the supplemental plates for the method used for the testing performed above.
NP = NonPlastic
NA = Not Available

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PROJECT NO.: 20212905.001A
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DATE: 2/10/2021

LABORATORY TEST RESULT SUMMARY

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
B-6

Exploration ID	Depth (ft.)	Sample No.	Sample Description	Water Content (%)	Dry Unit Wt. (pcf)	Sieve Analysis (%)			Atterberg Limits			Additional Tests
						Passing 3/4"	Passing #4	Passing #200	Liquid Limit	Plastic Limit	Plasticity Index	
TP-17	0.0	1		2.0								
TP-18	0.0	1		3.8								
TP- 2	0.0	1	BROWN POORLY GRADED SAND WITH SILT (SP-SM)									**R-Value=** 75
TP- 2	4.5	2										Corrosion
TP- 4	0.0	1	REDDISH BROWN SANDY SILT (ML)									**Proctor - ASTM D1557 Method A=**
												Maximum Dry Unit Weight: 128.5 pcf
												Optimum Water Content: 8.2%
TP- 6	5.0	2										Corrosion
TP- 7	0.0	1	DARK BROWN POORLY GRADED SAND WITH SILT (SP-SM)									**R-Value=** 75
TP- 9	0.0	1	REDDISH BROWN SANDY SILT (ML)									**Proctor - ASTM D1557 Method A=**
												Maximum Dry Unit Weight: 133.8 pcf
												Optimum Water Content: 7.2%
TP- 9	5.0	2										Corrosion

Refer to the Geotechnical Evaluation Report or the supplemental plates for the method used for the testing performed above.
NP = NonPlastic
NA = Not Available

KLEINFELDER
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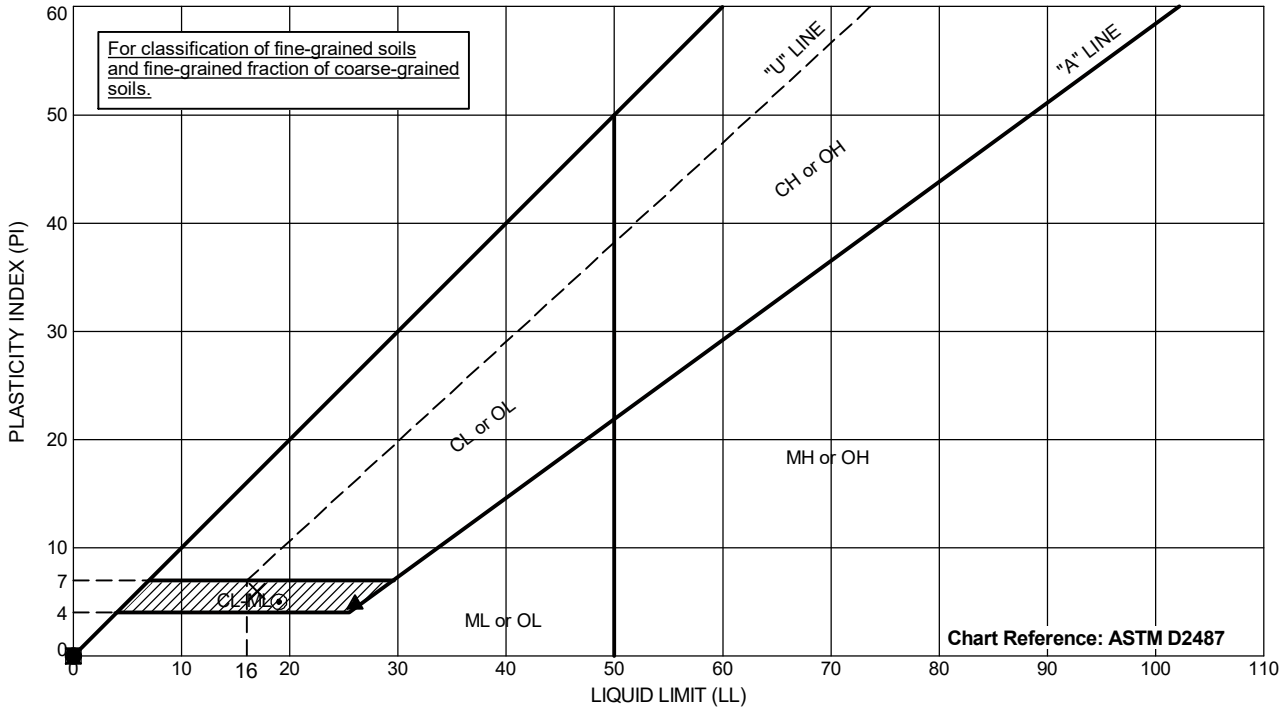
PROJECT NO.: 20212905.001A
DRAWN BY: JDS
CHECKED BY: DD
DATE: 2/10/2021

LABORATORY TEST RESULT SUMMARY

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
B-7



Exploration ID		Depth (ft.)	Sample Number	Sample Description	Passing #200	LL	PL	PI
●	KB-6	6	S4		NM	NP	NP	NP
⊠	KB-7	3	S3		NM	NP	NP	NP
▲	KB-10	6	S4	YELLOWISH BROWN SILTY CLAY (CL-ML)	NM	26	21	5
×	KB-17	0.5	S2	REDDISH BROWN SILTY CLAY (CL-ML)	NM	17	11	6
⊙	KB-34	2	S3	BROWNISH GRAY SILTY CLAY (CL-ML)	NM	19	14	5

Testing performed in general accordance with ASTM D4318.
NP = Nonplastic
NA = Not Available
NM = Not Measured

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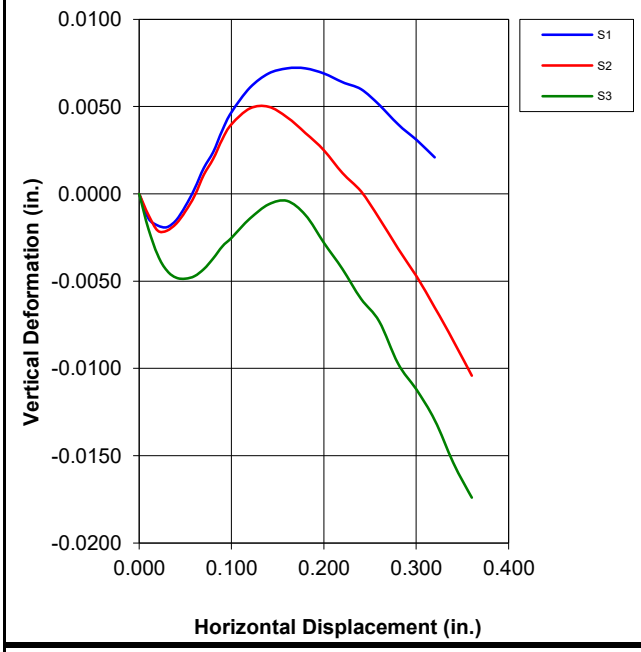
PROJECT NO.: 20212905.001A
DRAWN BY: GG
CHECKED BY: DD
DATE: 3/9/2021

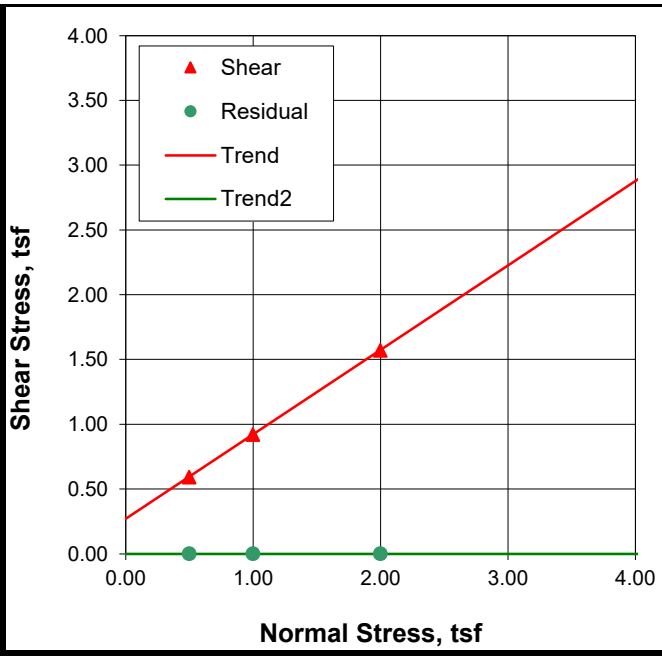
ATTERBERG LIMITS

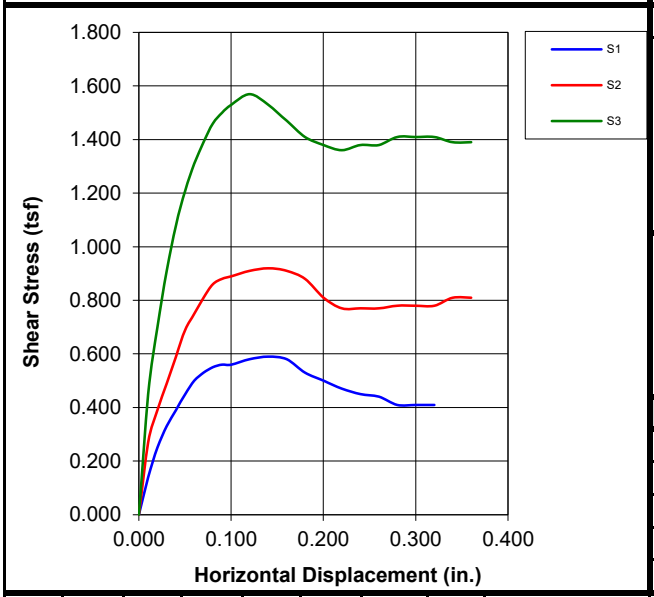
COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RIVERSIDE DR.
FRESNO, CALIFORNIA 93722

FIGURE
B-8

PLOTTED: 03/22/2021 04:46 PM BY: DDockendorf
OFFICE FILTER: SAN JOSE
PROJECT NUMBER: 20212905.001A
gINT FILE: Klf_gint_master_2021
gINT TEMPLATE: E:\KLF_STANDARD_GINT_LIBRARY_2021.GLB [KLF_ATTERBERG (ASTM)]







Specimen Number		1	2	3	4
Initial	Water Content, %	3.8	3.3	3.5	
	Dry Density, pcf	104.6	106.4	105.7	
	Void Ratio	0.611	0.584	0.595	
	Saturation, %	16.9	15.2	15.7	
	Diameter, in	2.42	2.42	2.42	
	Height, in	0.96	0.96	0.96	
At Test	Water Content, %	20.5	21.4	20.4	
	Dry Density, pcf	112.2	111.3	112.5	
	Void Ratio	0.491	0.506	0.500	
	Diameter, in	2.42	2.42	2.42	
	Height, in	0.89	0.91	0.90	
Maximum Shear Stress, tsf		0.59	0.92	1.57	
Residual Shear Stress, tsf		na	na	na	
Hoizontal Displacment, in.		0.140	0.140	0.120	
Normal Stress, tsf		0.50	1.00	2.00	
Strain Rate, in./min.		0.005	0.005	0.005	

LL:	nm	PL:	nm	PI:	nm	G_S:	2.70	Assumed

	c, tsf	ϕ, deg.	Tan ϕ
Failure	0.3	33.1	0.65
Residual	na	na	na

Test Conditions: Undisturbed / Inundated

Specimen 1: Light Brownish Gray Sandy Silt

Specimen 2: Light Brownish Gray Sandy Silt

Specimen 3: Light Brownish Gray Sandy Silt

Boring:	KB-8
Sample:	S4
Depth, ft:	8
Test Date:	3/5/21

Remarks: nm = not measured, na = not applicable

The determination of strength envelopes and the development of relationships to aid in interpreting and evaluating test results are beyond the scope of this test method. The user of this report retains the sole responsibility to evaluate and approve any interpreted values from the testing.

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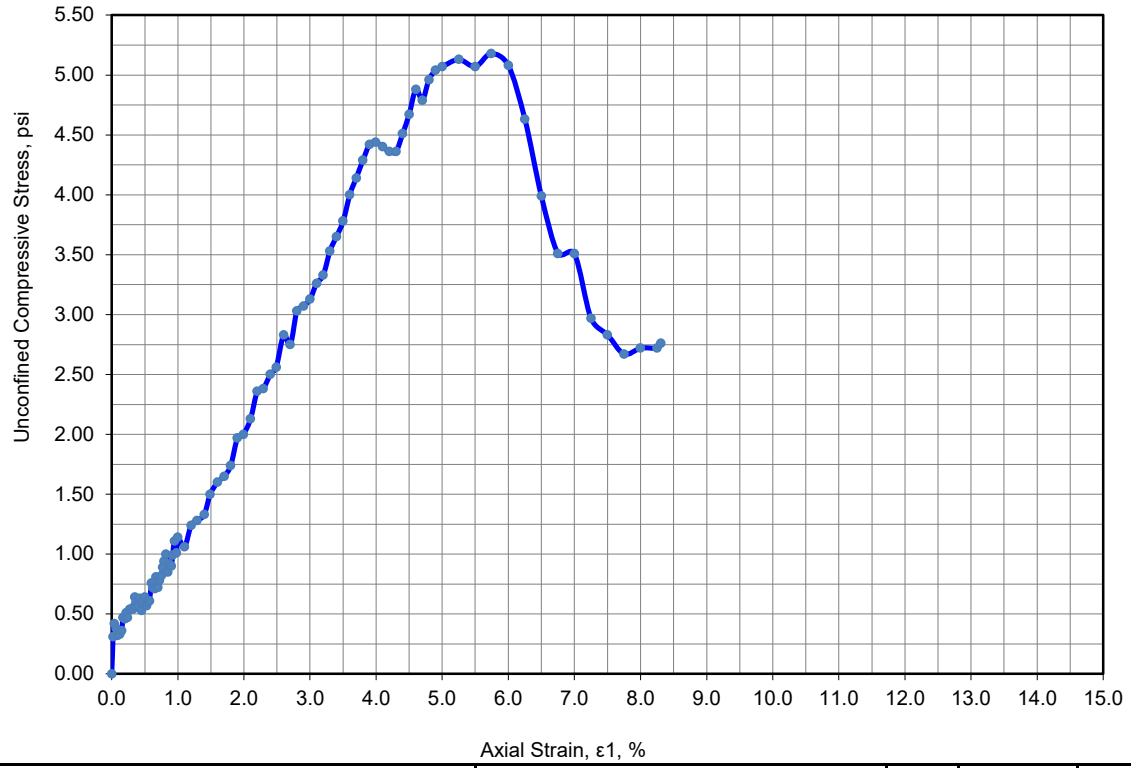
9969 Horn Rd., Sacramento, CA 95827

PROJECT NO.: 20212905
ENTRY BY: A. Catanuso
CHECKED BY:
DATE: 3/8/21

DIRECT SHEAR TEST ASTM D3080

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RVIERSIDE DR
FRESNO, CALIFORNIA 93722

FIGURE
B-9



Specimen Failure Picture



Specimen No.			1
Initial	Diameter, in	D_O	2.40
	Height, in	H_O	5.29
	Height to Diameter Ratio		2.21
	Water Content, %	ω_O	9.6
	Dry Density, lbs/ft^3	γd_o	93.1
	Saturation, %	S_O	32.0
	Void Ratio	e_O	0.810
Time to Failure, min.		t_f	5.8
Unconfined Compressive Strength, psi		q_u	5.18
Shear Strength, psi		s_u	2.59
Strain at Failure, %		ε_f	5.7
Average Rate of Strain to Failure, %/min		$\dot{\varepsilon}$	1.0

Description of Specimen: Light Brownish Gray SILT

Amount of Material Finer than the No. 200, %: nm

LL:	PL:	PI:	G_S:	Specimen Type:	Test Method:
nm	nm	nm	2.70 Assumed	Intact	ASTM D2166

Boring:	KB-8
Sample:	S8
Depth, ft:	16.0
Test Date:	3/11/21

Remarks: nm= not measured, na = not applicable

KLEINFELDER
Bright People. Right Solutions.
9969 Horn Rd., Sacramento, CA 95827

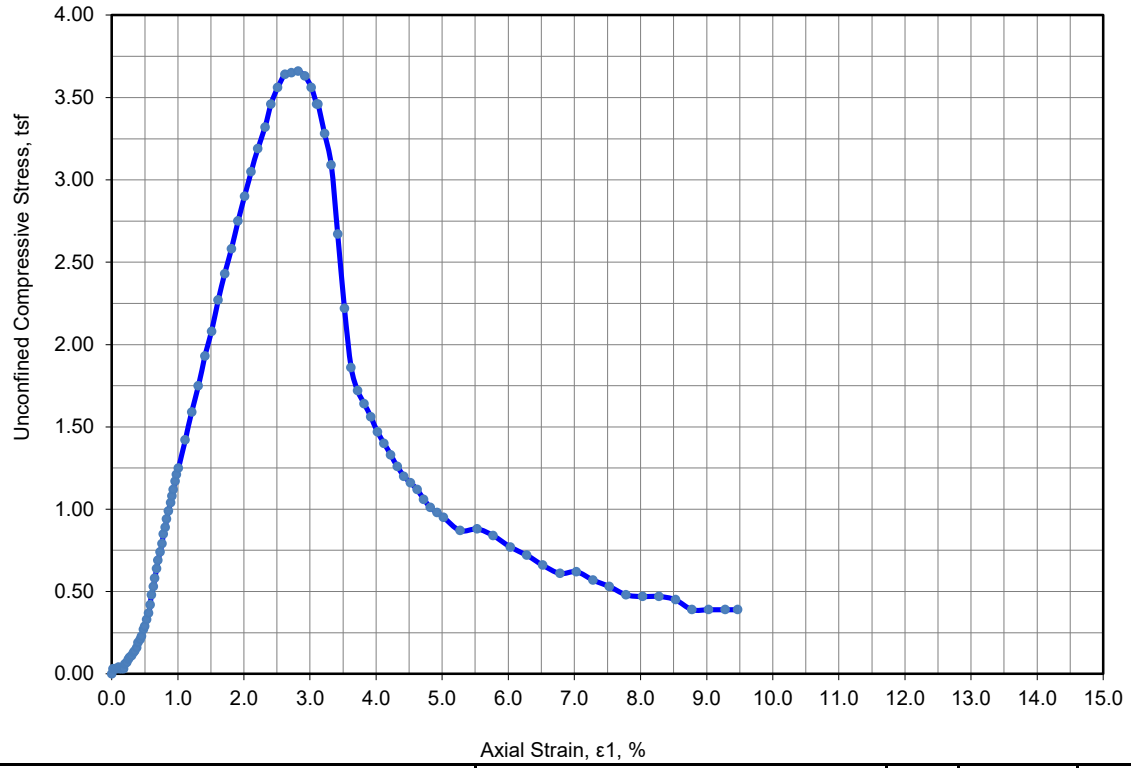
PROJECT NO.:	20212905
ENTRY BY:	A Catanuso
CHECKED BY:	J. Slinkard
DATE:	3/15/2021

UNCONFINED COMPRESSION TEST (UC)

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RVIERSIDE DR
FRESNO, CALIFORNIA 93722

FIGURE

B-10



Specimen Failure Picture



Specimen No.			1
Initial	Diameter, in	D_O	2.41
	Height, in	H_O	5.03
	Height to Diameter Ratio		2.08
	Water Content, %	ω_O	21.7
	Dry Density, lbs/ft^3	γd_o	100.8
	Saturation, %	S_O	87.4
	Void Ratio	e_O	0.672
Time to Failure, min.		t_f	5.6
Unconfined Compressive Strength, tsf		q_u	3.66
Shear Strength, tsf		s_u	1.83
Strain at Failure, %		ε_f	2.8
Average Rate of Strain to Failure, %/min		$\dot{\varepsilon}$	0.5

Description of Specimen: Light Brownish Gray SILT

Amount of Material Finer than the No. 200, %: nm

LL: nm | PL: nm | PI: nm | G_S: 2.70 Assumed | Specimen Type: Intact | Test Method: ASTM D2166

Boring:	KB-7
Sample:	S7
Depth, ft:	13.5
Test Date:	3/11/21

Remarks: nm= not measured, na = not applicable

KLEINFELDER
Bright People. Right Solutions.
9969 Horn Rd., Sacramento, CA 95827

PROJECT NO.: 20212905
ENTRY BY: A Catanuso
CHECKED BY: J. Slinkard
DATE: 3/15/2021

UNCONFINED COMPRESSION TEST (UC)

COSTCO FRESNO NEW WAREHOUSE
NEC OF W. HERNDON AVE. &
N. RVIERSIDE DR
FRESNO, CALIFORNIA 93722

FIGURE
B-11

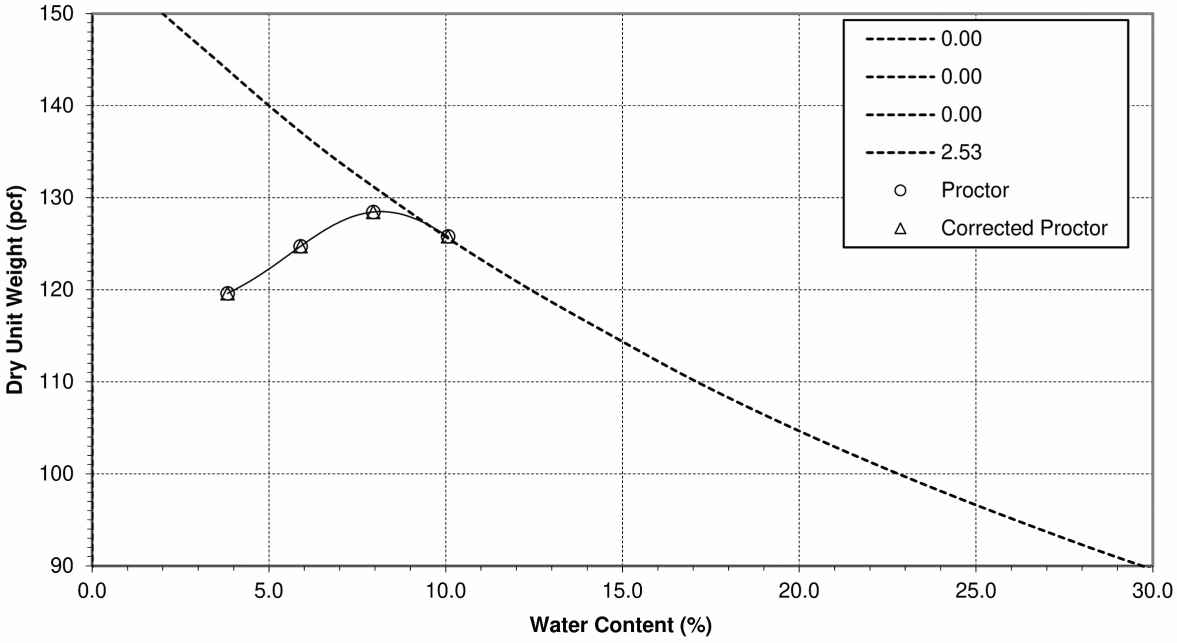
Laboratory Test Report

Client:	**Costco Wholesale**	Report No.:	**21-SAC-00138 Rev. 0**	Issued:	**2/8/2021**
Project:	**20212905.001A**				
	CSM Costco Fresno, CA New Whse/Gas GEO	Sampled by:		Date:	**1/19/2021**
	01-000L - Lab Testing	Submitted by:	**Adam Wohletz**	Date:	**1/25/2021**

Tested on **1/29/2021** by **J. Carmichael**

Material Description: **Reddish Brown Sandy Silt**

Location: **TP - 4 @ 0'-3'**



Test Method: ASTM D1557 A	Uncorrected	Corrected
Maximum Dry Unit Weight (pcf)	**128.5**	**na**
Optimum Water Content (%)	**8.2**	**na**
Oversize Fraction, retained on #4 (%)		**<5**
Bulk Specific Gravity of Oversize Fraction		**na**

Rammer Type: Manual

Specimen Preparation: Moist

Reviewed on 2/8/2021 by Jarod Slinkard,
Lab Supervisor

Limitations: Pursuant to applicable building codes, the results presented in this report are for the exclusive use of the client and the registered design professional in responsible charge. The results apply only to the samples tested. If changes to the specifications were made and not communicated to Kleinfelder, Kleinfelder assumes no responsibility for pass/fail statements (meets/did not meet), if provided. This report may not be reproduced, except in full, without written approval of Kleinfelder.

Laboratory Test Report

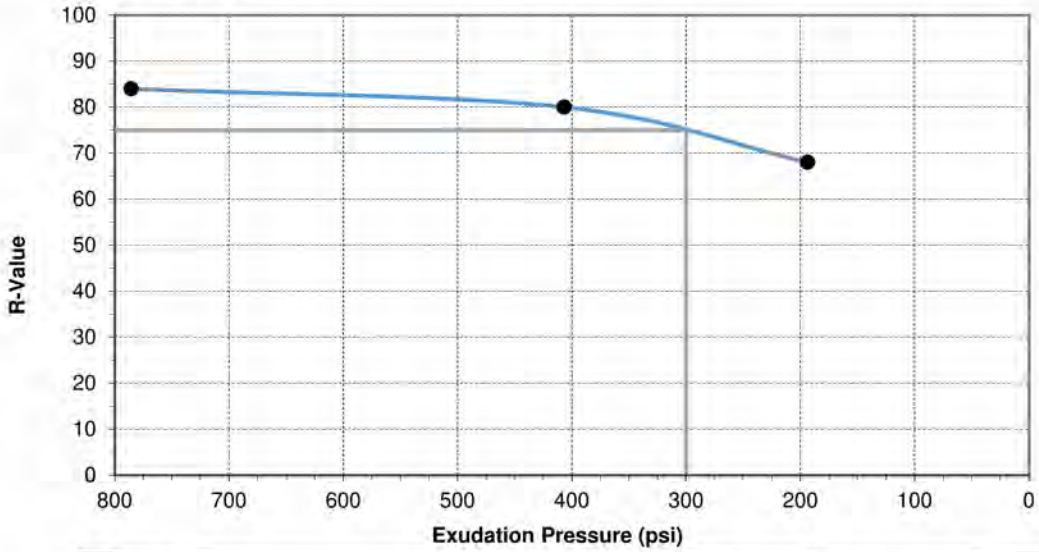
Client:	**Costco Wholesale**	Report No.:	**21-SAC-00138 Rev. 0**	Issued:	**2/8/2021**
Project:	**20212905.001A**				
	CSM Costco Fresno, CA New Whse/Gas GEO	Sampled by:		Date:	**1/19/2021**
	01-000L - Lab Testing	Submitted by:	**Adam Wohletz**	Date:	**1/25/2021**

Tested on **1/28/2021** by **K. DeSouza**

Test Method: **ASTM D2844**

Material Description: **Yellowish Brown Poorly Graded SAND with silt and gravel**

Specific Location: **TP-2 0'-3'**



Briquette No.	A	B	C
Dry Unit Weight at Test (pcf)	126.7	125.3	125.8
Expansion Pressure (psf)	35	74	113
Exudation Pressure (psi)	194	407	786
Moisture at Time of Test (%)	9.1	8.7	8.2
Resistance Value	68	80	84
R - VALUE AT 300 PSI EXUDATION PRESSURE:			**75**

Reviewed on 2/8/2021 by Jarod Slinkard,
Lab Supervisor

Limitations: Pursuant to applicable building codes, the results presented in this report are for the exclusive use of the client and the registered design professional in responsible charge. The results apply only to the samples tested. If changes to the specifications were made and not communicated to Kleinfelder, Kleinfelder assumes no responsibility for pass/fail statements (meets/did not meet), if provided. This report may not be reproduced, except in full, without written approval of Kleinfelder.

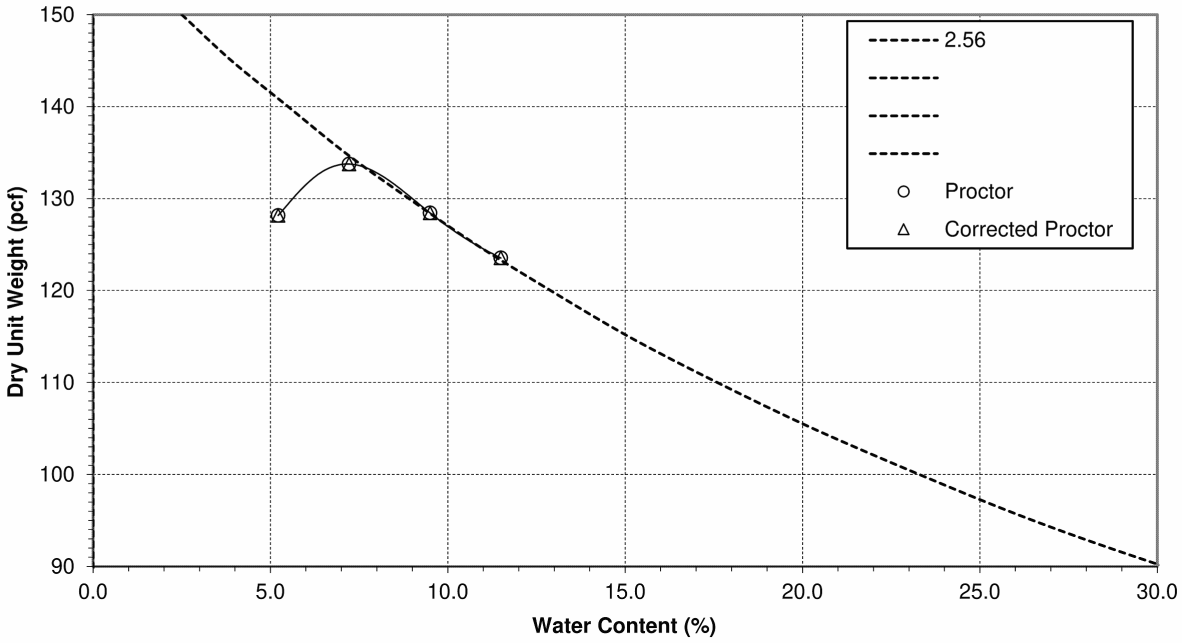
Laboratory Test Report

Client:	**Costco Wholesale**	Report No.:	**21-SAC-00138 Rev. 0**	Issued:	**2/8/2021**
Project:	**20212905.001A**				
	CSM Costco Fresno, CA New Whse/Gas GEO	Sampled by:		Date:	**1/19/2021**
	01-000L - Lab Testing	Submitted by:	**Adam Wohletz**	Date:	**1/25/2021**

Tested on **1/29/2021** by **K. DeSouza**

Material Description: **Reddish Brown Sandy Silt**

Location: **TP-9 @ 0'-3'**



Test Method: ASTM D1557 A	Uncorrected	Corrected
Maximum Dry Unit Weight (pcf)	**133.8**	**na**
Optimum Water Content (%)	**7.2**	**na**
Oversize Fraction, retained on #4 (%)		**<5**
Bulk Specific Gravity of Oversize Fraction		**na**

Rammer Type: Manual

Specimen Preparation: Moist

Reviewed on 2/8/2021 by Jarod Slinkard,
Lab Supervisor

Limitations: Pursuant to applicable building codes, the results presented in this report are for the exclusive use of the client and the registered design professional in responsible charge. The results apply only to the samples tested. If changes to the specifications were made and not communicated to Kleinfelder, Kleinfelder assumes no responsibility for pass/fail statements (meets/did not meet), if provided. This report may not be reproduced, except in full, without written approval of Kleinfelder.

Laboratory Test Report

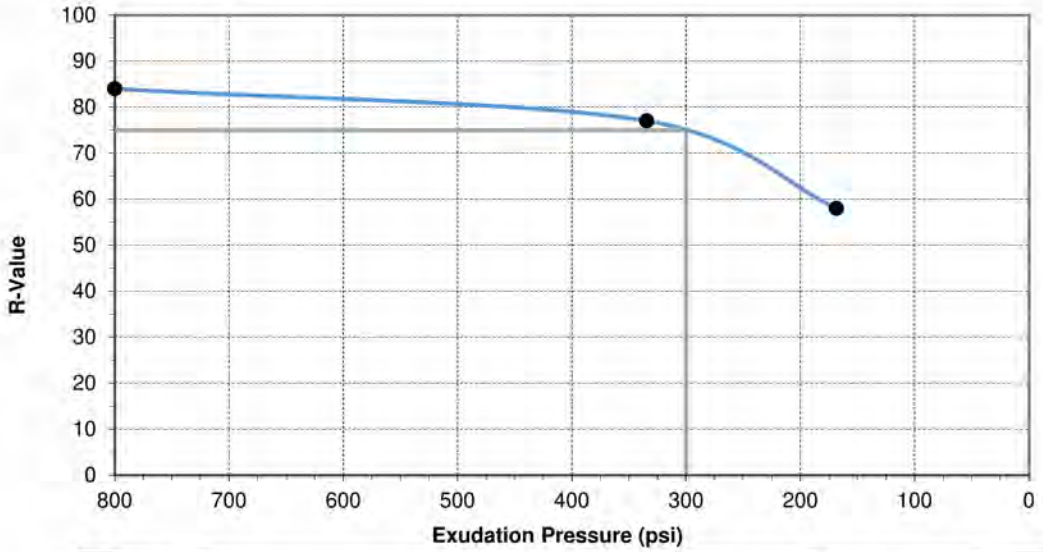
Client:	**Costco Wholesale**	Report No.:	**21-SAC-00138 Rev. 0**	Issued:	**2/8/2021**
Project:	**20212905.001A**				
	CSM Costco Fresno, CA New Whse/Gas GEO	Sampled by:		Date:	**1/19/2021**
	01-000L - Lab Testing	Submitted by:	**Adam Wohletz**	Date:	**1/25/2021**

Tested on **1/28/2021** by **K. DeSouza**

Test Method: **ASTM D2844**

Material Description: **Dark Brown Poorly Graded SAND with silt**

Specific Location: **TP-7 0'-3'**



Briquette No.	A	B	C
Dry Unit Weight at Test (pcf)	121.0	121.3	121.2
Expansion Pressure (psf)	0	39	74
Exudation Pressure (psi)	168	334	800
Moisture at Time of Test (%)	11.1	10.2	9.3
Resistance Value	58	77	84
R - VALUE AT 300 PSI EXUDATION PRESSURE:			**75**

Reviewed on 2/8/2021 by Jarod Slinkard,
Lab Supervisor

Limitations: Pursuant to applicable building codes, the results presented in this report are for the exclusive use of the client and the registered design professional in responsible charge. The results apply only to the samples tested. If changes to the specifications were made and not communicated to Kleinfelder, Kleinfelder assumes no responsibility for pass/fail statements (meets/did not meet), if provided. This report may not be reproduced, except in full, without written approval of Kleinfelder.

Laboratory Test Report

Project Name: Costco Fresno New Warehouse
Project No.: 20212905
Lab No.: 21
Boring No. / Location: INF-1
Sample ID: 21-SAC-00367
Sample Depth, ft.: 3.5
Material Description: Brownish Gray Sandy Silt
Report Date: March 17, 2021

Particle Size Analysis of Soils (ASTM D422)

Sieve Analysis	
US Standard Sieve Size	Percent Passing
3 Inch	100
2-1/2 Inch	100
2 Inch	100
1-1/2 Inch	100
1 Inch	100
3/4 Inch	100
1/2 Inch	100
3/8 Inch	100
No. 4	100
No. 10	90
No. 20	88
No. 40	80
No. 60	73
No. 140	59
No. 200	53.2

Hydrometer Analysis	
Particle Diameter, mm	Percent Passing
0.029	38.0
0.019	32.6
0.012	27.2
0.008	22.6
0.006	19.9
0.003	15.4
0.001	12.7

Specific Gravity:	2.7 Assumed

Reviewed By: J. Slinkard

Limitations:
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Laboratory Test Report

Project Name: Costco Fresno New Warehouse
Project No.: 20212905
Lab No.: 21-SAC-00367
Boring No. / Location: INF-2
Sample ID: S1
Sample Depth, ft.: 3.5
Material Description: Brown Silty SAND
Report Date: March 17, 2021

Particle Size Analysis of Soils (ASTM D422)

Sieve Analysis	
US Standard Sieve Size	Percent Passing
3 Inch	100
2-1/2 Inch	100
2 Inch	100
1-1/2 Inch	100
1 Inch	100
3/4 Inch	100
1/2 Inch	100
3/8 Inch	100
No. 4	100
No. 10	96
No. 20	88
No. 40	68
No. 60	53
No. 140	41
No. 200	37.2

Hydrometer Analysis	
Particle Diameter, mm	Percent Passing
0.031	25.0
0.021	19.2
0.012	14.4
0.009	11.5
0.006	9.6
0.003	7.7
0.001	5.8

Specific Gravity:	2.7 Assumed

Reviewed By: J. Slinkard

Limitations:
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Laboratory Test Report

Project Name: Costco Fresno New Warehouse
Project No.: 20212905
Lab No.: 21-SAC-00367
Boring No. / Location: INF-3
Sample ID: S1
Sample Depth, ft.: 3.5
Material Description: Brown Silty SAND
Report Date: March 17, 2021

Particle Size Analysis of Soils (ASTM D422)

Sieve Analysis	
US Standard Sieve Size	Percent Passing
3 Inch	100
2-1/2 Inch	100
2 Inch	100
1-1/2 Inch	100
1 Inch	100
3/4 Inch	100
1/2 Inch	100
3/8 Inch	100
No. 4	100
No. 10	98
No. 20	90
No. 40	71
No. 60	59
No. 140	43
No. 200	34.2

Hydrometer Analysis	
Particle Diameter, mm	Percent Passing
0.033	15.5
0.022	11.6
0.013	7.8
0.009	6.8
0.006	5.8
0.003	3.9
0.001	2.9

Specific Gravity:	2.7 Assumed

Reviewed By: _____

Limitations:
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Laboratory Test Report

Project Name: Costco Fresno New Warehouse
Project No.: 20211905
Lab No.: 21-SAC-00367
Boring No. / Location: INF-4
Sample ID: S1
Sample Depth, ft.: 3.5
Material Description: Brown Silty SAND
Report Date: March 17, 2021

Particle Size Analysis of Soils (ASTM D422)

Sieve Analysis	
US Standard Sieve Size	Percent Passing
3 Inch	100
2-1/2 Inch	100
2 Inch	100
1-1/2 Inch	100
1 Inch	100
3/4 Inch	100
1/2 Inch	100
3/8 Inch	100
No. 4	100
No. 10	98
No. 20	90
No. 40	72
No. 60	58
No. 140	40
No. 200	31.9

Hydrometer Analysis	
Particle Diameter, mm	Percent Passing
0.034	14.6
0.022	10.7
0.013	7.8
0.009	6.8
0.006	5.8
0.003	4.9
0.001	3.9

Specific Gravity:	2.7 Assumed

Reviewed By: J. Slinkard

Limitations:
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Sunland Analytical

11419 Sunrise Gold Circle, #10
Rancho Cordova, CA 95742
(916) 852-8557

Date Reported 02/03/2021
Date Submitted 01/27/2021

To: Dan Dockendorf
Kleinfelder-Fresno
3731 W.Ashcroft Ave
Fresno, CA 93722

From: Gene Oliphant, Ph.D. \ Randy Horney
General Manager \ Lab Manager

The reported analysis was requested for the following location:
Location : 20212905.001A Site ID : TP-2 BAG @4-6.
Thank you for your business.

* For future reference to this analysis please use SUN # 83917-174954.

EVALUATION FOR SOIL CORROSION

Soil pH	7.41	
Minimum Resistivity	4.02 ohm-cm (x1000)	
Chloride	3.4 ppm	00.00034 %
Sulfate	7.8 ppm	00.00078 %

METHODS
pH and Min.Resistivity CA DOT Test #643
Sulfate CA DOT Test #417, Chloride CA DOT Test #422m

Sunland Analytical

11419 Sunrise Gold Circle, #10
Rancho Cordova, CA 95742
(916) 852-8557

Date Reported 02/03/2021
Date Submitted 01/27/2021

To: Dan Dockendorf
Kleinfelder-Fresno
3731 W.Ashcroft Ave
Fresno, CA 93722

From: Gene Oliphant, Ph.D. \ Randy Horney
General Manager \ Lab Manager

The reported analysis was requested for the following location:
Location : 20212905.001A Site ID : TP-4 BAG @ 4-6.
Thank you for your business.

* For future reference to this analysis please use SUN # 83917-174955.

EVALUATION FOR SOIL CORROSION

Soil pH	7.33	
Minimum Resistivity	6.16 ohm-cm (x1000)	
Chloride	3.0 ppm	00.00030 %
Sulfate	11.5 ppm	00.00115 %

METHODS
pH and Min.Resistivity CA DOT Test #643
Sulfate CA DOT Test #417, Chloride CA DOT Test #422m

Sunland Analytical

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Rancho Cordova, CA 95742
(916) 852-8557

Date Reported 02/03/2021
Date Submitted 01/27/2021

To: Dan Dockendorf
Kleinfelder-Fresno
3731 W.Ashcroft Ave
Fresno, CA 93722

From: Gene Oliphant, Ph.D. \ Randy Horney
General Manager \ Lab Manager

The reported analysis was requested for the following location:
Location : 20212905.001A Site ID : TP-6 BAG @ 4-6.
Thank you for your business.

* For future reference to this analysis please use SUN # 83917-174956.

EVALUATION FOR SOIL CORROSION

Soil pH	6.87	
Minimum Resistivity	3.48 ohm-cm (x1000)	
Chloride	2.8 ppm	00.00028 %
Sulfate	25.9 ppm	00.00259 %

METHODS
pH and Min.Resistivity CA DOT Test #643
Sulfate CA DOT Test #417, Chloride CA DOT Test #422m

Sunland Analytical

11419 Sunrise Gold Circle, #10
Rancho Cordova, CA 95742
(916) 852-8557

Date Reported 02/03/2021
Date Submitted 01/27/2021

To: Dan Dockendorf
Kleinfelder-Fresno
3731 W.Ashcroft Ave
Fresno, CA 93722

From: Gene Oliphant, Ph.D. \ Randy Horney
General Manager \ Lab Manager

The reported analysis was requested for the following location:
Location : 20212905.001A Site ID : TP-9 BAG @ 4-6.
Thank you for your business.

* For future reference to this analysis please use SUN # 83917-174957.

EVALUATION FOR SOIL CORROSION

Soil pH	6.43	
Minimum Resistivity	10.45 ohm-cm (x1000)	
Chloride	0.8 ppm	00.00008 %
Sulfate	1.0 ppm	00.00010 %

METHODS
pH and Min.Resistivity CA DOT Test #643
Sulfate CA DOT Test #417, Chloride CA DOT Test #422m

Sunland Analytical

11419 Sunrise Gold Circle, #10
Rancho Cordova, CA 95742
(916) 852-8557

Date Reported 02/03/2021
Date Submitted 01/27/2021

To: Dan Dockendorf
Kleinfelder-Fresno
3731 W.Ashcroft Ave
Fresno, CA 93722

From: Gene Oliphant, Ph.D. \ Randy Horney
General Manager \ Lab Manager

The reported analysis was requested for the following location:
Location : 20212905.001A Site ID : TP-10 BAG @ 4-6.
Thank you for your business.

* For future reference to this analysis please use SUN # 83917-174958.

EVALUATION FOR SOIL CORROSION

Soil pH	6.72	
Minimum Resistivity	7.24 ohm-cm (x1000)	
Chloride	0.9 ppm	00.00009 %
Sulfate	4.6 ppm	00.00046 %

METHODS
pH and Min.Resistivity CA DOT Test #643
Sulfate CA DOT Test #417, Chloride CA DOT Test #422m

SUNLAND ANALYTICAL LAB
11419 Sunrise Gold Cr., Ste.10
Rancho Cordova, CA 95742
(916)852-8557

INVOICE

Inv.No. 103917

Kleinfelder-Fresno
3731 W.Ashcroft Ave
Fresno, CA 93722

Date 02/03/2021
Terms: NET 30, 30+ 15%
Customer P.O.#
Requestor: Dockendorf

ATTENTION ACCOUNTS PAYABLE

* Please indicate Invo.# on remittance

SUN NOS.	SAMPLE LOCATION		ANALYSIS	PRICE
174954	20212905.001A	TP-2 BAG @4-6	CTP.1	144.00
174955	20212905.001A	TP-4 BAG @ 4-6	CTP.1	144.00
174956	20212905.001A	TP-6 BAG @ 4-6	CTP.1	144.00
174957	20212905.001A	TP-9 BAG @ 4-6	CTP.1	144.00
174958	20212905.001A	TP-10 BAG @ 4-6	CTP.1	144.00
		********* Total *********		720.00

Anaheim Office
March 19, 2021
Report 21-068-0006

Kleinfelder, Inc.
380 North First Street
Suite A
San Jose CA 95112

Attn: Dan Dockendorf

RE: Costco Fresno - New Warehouse & Fuel GEO Fresno, CA Job #: 20212905.001A

Background

One composite sample was processed on March 09, 2021 identified as soil from areas where new landscaping is scheduled for installation. Fertilizer and amendment recommendations were requested. The sample was analyzed for horticultural suitability, fertility and physical characteristics. The results of the analyses are attached. Organic matter testing was run separately on individual subsamples and these results are also attached.

Analytical Results and Comments

The reaction of the sample is slightly acidic at a pH of 6.3 with free lime favorably absent. These levels are within the range preferred for most plants. Salinity (ECe), sodium, chloride and boron are safely low. The sodium adsorption ratio (SAR) indicates that sodium is adequately balanced by soluble calcium and magnesium; this balance is important for soil structure quality, which relates to the rate at which water infiltrates the soil. Extractable aluminum is low.

According to the USDA Soil Classification system, the texture of the less than 2mm fraction of the soil is classified as sandy loam. Organic matter content is low at 0.66% dry weight. Based on this information the estimated infiltration rate is moderate at 0.35 inch per hour. Infiltration rates may vary due to differences in compaction across the site.

In terms of soil fertility, phosphorus is low and nitrogen is slightly below optimum. All of the other major nutrients are sufficient for proper plant nutrition at this time. Of the micronutrients; manganese is sufficient. Copper, zinc and iron are low.

Recommendations

Incorporation of nitrogen and phosphorus fertilizer is recommended at the time of planting. Incorporation of a nitrogen stabilized organic amendment or composted greenwaste product is recommended in order to improve soil nutrient holding capacity and porosity. If a composted greenwaste amendment is chosen, that would provide additional phosphorus and potassium as well as supplemental micronutrients, product depending.

The primary symptom of zinc and iron deficiencies is a general yellowing of leaves with veins remaining green. In severe cases, leaves may become pale yellow or whitish, but veins remain green. Brown spots may develop between veins and leaf margins may turn brown. Zinc deficiencies typically appear first on older, interior leaves. Iron deficiency shows first and more severely on the newer growth at branch tips. If these symptoms are present after plant installation they may be treated with an application of a chelated

micronutrient product at the manufacturer's recommended rate. Incorporation of a composted greenwaste amendment would also provide additional micronutrients and may be sufficient to negate any deficiency, product depending.

Boron is safely low for general ornamental plants and may be below optimum levels for plant nutritional purposes. Irrigation water often supplies sufficient boron to meet plant nutritional requirements. However, if boron is low in the irrigation water and/or plants show symptoms of boron deficiency after they are well established, you may consider an application of a product containing boron at the manufacturer's label rate. Boron deficiency symptoms often include stunted or deformed younger growth and tight internodes. Tissue testing can be performed to identify a boron deficiency if it is suspected. Incorporation of a composted greenwaste amendment may be sufficient to negate this deficiency, product depending.

To Prepare for Mass Planting:
Drainage of the root zone should be improved by first loosening the top 10 inches of any undisturbed or compacted soil. The following materials should then be evenly spread and thoroughly blended with the top 6 inches of soil to form a homogenous layer:

Amount per 1000 Square Feet	
5 cubic yards	Nitrogen Stabilized Organic Amendment*
9 pounds	Ammonium Phosphate (16-20-0)*

*The rate may change based on the analysis of the chosen organic amendment. This rate is based on 270 lbs. of dry weight of organic matter per cubic yard of amendment. If a composted greenwaste amendment is chosen that provides a substantial amount of phosphorus, the ammonium phosphate should be replaced with ammonium sulfate (21-0-0) at a 7 pound rate.

To Prepare Backfill For Trees and Shrubs:

- Excavate planting pits at least twice as wide as the diameter of the rootball.
- Soil immediately below the rootball should be left undisturbed to provide support but the sides and the bottom around the side should be cultivated to improve porosity.
- The top of the rootball should be at or slightly above final grade.
- The top 12 inches of backfill around the sides of the rootball of trees and shrubs may consist of the above amended soil or may be prepared as follows:

3 parts	Site Soil
1 part	Nitrogen Stabilized Organic Amendment*

Uniformly blended with:

Amount / Cubic Yard of Backfill	
1/2 pound	Ammonium Phosphate (16-20-0)*

*The rate may change based on the analysis of the chosen organic amendment. This rate is based on 270 lbs. of dry weight of organic matter per cubic yard of amendment. If a composted greenwaste amendment is chosen that provides a substantial amount of phosphorus, the ammonium phosphate should be replaced with ammonium sulfate (21-0-0) at a 1/3 lb. per cubic yard rate.

- Backfill below 12 inches required for 24 inch box or larger material should not contain the organic amendment or fertilizer.
- Ideally a weed and turf free zone should be maintained just beyond the diameter of the planting hole. A 2-4 inch deep layer of coarse mulch can be placed around the tree or shrub. Mulch should be kept a minimum 4 inches from the trunk.
- Irrigation of new plantings should take into consideration the differing texture of the rootball substrate and surrounding soil matrix to maintain adequate moisture during this critical period of establishment.

Maintenance

Maintenance fertilization should rely primarily on a nitrogen only program supplemented with a complete fertilizer in the fall and spring. Beginning 60 days after planting, ammonium sulfate (21-0-0) should be applied at a rate of 5 pounds per 1000 square feet with reapplication every 45-60 days. Alternatively, slow release Sulfur Coated Urea (43-0-0) may be applied at 6 pounds per 1000 square feet every 90 days. Once plants are performing satisfactorily, the frequency of fertilization may be decreased depending on color and rate of growth desired. In the winter for a quick greening effect, calcium nitrate (15.5-0-0) may be applied at a 6 pound rate if applicable. Early fall and spring, substitute a complete fertilizer such as 15-15-15 to help insure continuing adequate phosphorus and potassium.

Alternatively, Blood Meal (12-0-0) provides available nitrogen fairly rapidly while materials such as Feather Meal (12-0-0), Soybean or Cotton Seed Meal (7-1-1) are slower to provide available nitrogen, but they extend the length of time they make this contribution. In order to provide a good supply of nitrogen for a 3-4 month time frame a good combination would be 6 pounds Blood Meal and 14 pounds Feather Meal per 1000 square feet. In the fall and spring, substitute a complete organic fertilizer such as 5-5-5 applied at the manufacturer's label rate. Or, nutrient rich composted greenwaste may be spread in a 1 to 2 inch layer, which generally carries enough nutrition to boost complete nutrition though a source of nitrogen might also be added at a half rate to assure adequate nitrogen availability.

If we can be of any further assistance, please feel free to contact us.

Joe Kiefer, CCA

jkiefer@waypointanalytical.com

Emailed 20 Pages: ddockendorf@kleinfelder.com

Report Number
21-068-0006

Account Number
01944

4741 East Hunter Ave. Suite A
Anaheim, CA 92807
Main 714-282-8777 ° Fax 714-282-8575
www.waypointanalytical.com

Send To: Kleinfelder, Inc.
380 North First Street
Suite A
San Jose, CA 95112

Purchase Order: 20212905.001A
Report Date: 03/15/2021
Date Received: 03/09/2021

Project: Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22841
Sample ID: KB 1 - S1 - 0-6

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	1.25		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

Comments:

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Project: Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22842
Sample ID: KB 1 - S2 - 6-12

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	0.74		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

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Project: Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22843
Sample ID: KB 14 - S1 - 0-6

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	0.98		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

Comments:

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Report Date: 03/15/2021
Date Received: 03/09/2021

Project: Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22844
Sample ID: KB 14 - S2 - 6-12

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	0.38		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

Comments:

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Report Date: 03/15/2021
Date Received: 03/09/2021

Project: Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22845
Sample ID: KB 18 - S1 - 0-6

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	0.91		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

Comments:

Report Number
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Purchase Order: 20212905.001A
Report Date: 03/15/2021
Date Received: 03/09/2021

Project: Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22846
Sample ID: KB 18 - S2 - 6-12

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	0.76		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

Comments:

Report Number
21-068-0006

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San Jose, CA 95112

Purchase Order: 20212905.001A
Report Date: 03/15/2021
Date Received: 03/09/2021

Project: Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22847
Sample ID: KB 25 - S1 - 0-6

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	1.19		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

Comments:

Report Number
21-068-0006

Account Number
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380 North First Street
Suite A
San Jose, CA 95112

Purchase Order: 20212905.001A
Report Date: 03/15/2021
Date Received: 03/09/2021

Project: Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22848
Sample ID: KB 25 - S2 - 6-12

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	0.32		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

Comments:

Report Number
21-068-0006

Account Number
01944

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www.waypointanalytical.com

Send To: Kleinfelder, Inc.
380 North First Street
Suite A
San Jose, CA 95112

Purchase Order: 20212905.001A
Report Date: 03/15/2021
Date Received: 03/09/2021

Project: Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22849
Sample ID: KB 27 - S1 - 0-6

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	0.59		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

Comments:

Report Number
21-068-0006

Account Number
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Purchase Order: 20212905.001A
Report Date: 03/15/2021
Date Received: 03/09/2021

Project: Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22850
Sample ID: KB 27 - S2- 6-12

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	0.60		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

Comments:

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Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22851
Sample ID: KB 28 - S1 - 0-6

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	0.94		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

Comments:

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Project: Costco Fresno - New Warehouse & Fuel GEO
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Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22852
Sample ID: KB 28 - S2 - 6-12

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	0.52		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

Comments:

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Project: Costco Fresno - New Warehouse & Fuel GEO
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Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22853
Sample ID: KB 36 - S1 - 0-6

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	0.60		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

Comments:

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Purchase Order: 20212905.001A
Report Date: 03/15/2021
Date Received: 03/09/2021

Project: Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22854
Sample ID: KB 36 - S2 - 6-12

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	0.36		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

Comments:

Report Number
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Purchase Order: 20212905.001A
Report Date: 03/15/2021
Date Received: 03/09/2021

Project: Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22855
Sample ID: KB 38 - S1 - 0-6

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	0.88		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

Comments:

Report Number
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Purchase Order: 20212905.001A
Report Date: 03/15/2021
Date Received: 03/09/2021

Project: Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

REPORT OF ANALYSIS

Date Sampled:

Lab Number: 22856
Sample ID: KB 38 - S2 - 6-12

Analysis	Result	Quantitation Limit	Method	Date and Time Test Started	Analyst
Organic Matter (Titration) , %	0.39		WALK-BLACK	03/11/2021 12:41	AAB

Method Reference:
Methods of Soil Analysis, Part 3 - Chemical Methods, 2nd Ed. Rev. Soil Science Society of America, Black, C.A et al. 1982, pages 995-996.

Comments:

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Project : Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

COMPREHENSIVE SOIL ANALYSIS

Report No : **21-068-0006**
Purchase Order : 20212905.001A
Date Recd : 03/09/2021
Date Printed : 03/15/2021

Sample Description - Sample ID	Half Sat %	pH	ECe dS/m	NO_3-N ppm	NH_4-N ppm	PO_4-P ppm	K ppm	Ca ppm	Mg ppm	Cu ppm	Zn ppm	Mn ppm	Fe ppm	Organic % dry wt.	Lab No.
	TEC	Qual Lime		Sufficiency Factors											
Composite	12	6.3	0.3	10	7	2	126	938	216	0.3	0.9	4	8	0.66	22857
	67	None		0.7		0.1	1.8	1.0	1.8	0.4	0.3	0.7	0.3		

Saturation Extract Values						SAR	Gravel %		Percent of Sample Passing 2 mm Screen					USDA Soil Classification	Lab No.
Ca meq/L	Mg meq/L	Na meq/L	K meq/L	B ppm	SO_4 meq/L		Coarse 5 - 12	Fine 2 - 5	Sand: Very Coarse 1 - 2	Sand: Coarse 0.5 - 1	Sand: Med. to Very Fine 0.05 - 0.5	Silt .002-.05	Clay 0-.002		
2.7	0.9	0.5	0.3	0.09	0.7	0.4	0	0.6	6.6	12.4	41.1	20.8	19.0	Sandy Loam	22857

22857 Chloride (Cl) = 0.470 meq/L
22857 Aluminum = 2.18 meq/L

Sufficiency factor (1.0=sufficient for average crop) below each nutrient value. N factor based on 200 ppm constant feed. SAR = Sodium adsorption ratio. Half Saturation %=approx field moisture capacity. Nitrogen(N), Potassium(K), Calcium(Ca) and Magnesium(Mg) by sodium chloride extraction. Phosphorus(P) by sodium bicarbonate extraction. Copper(Cu), Zinc(Zn), Manganese(Mn) & Iron(Fe) by DTPA extraction. Sat. ext. method for salinity (ECe as dS/m),Boron (B), Sulfate(SO_4), Sodium(Na). Gravel fraction expressed as percent by weight of oven-dried sample passing a 12mm(1/2 inch) sieve. Particle sizes in millimeters. Organic percentage determined by Walkley-Black or Loss on Ignition.

* LOW , SUFFICIENT , HIGH

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Sample Summary Table

Report Number: **21-068-0005**

Client Project Description: **Costco Fresno - New Warehouse & Fuel GEO**
Fresno, CA
Job #: 20212905.001A

Lab No	Client Sample ID	Matrix	Date Collected	Date Received	Method	Lab ID
89358	Composite	Formulation		03/09/2021	SW-7471A	
89358	Composite	Formulation		03/09/2021	SW-DRYWT	
89358	Composite	Formulation		03/09/2021	6010D	

: A&L Analytical Laboratories, Inc., Memphis, TN

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San Jose , CA 95112

Project Information : Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

Report Number : **21-068-0005**

REPORT OF ANALYSIS

Report Date : 03/17/2021
Received : 03/09/2021

Lab No : **89358**
Sample ID : **Composite**

Matrix: **Formulation**
Sampled:

Analytical Method: 6010D
Prep Method: 3050B

Prep Batch(es): **L541320** 03/15/21 08:42

Test	Results	Units	MQL	DF	Date / Time Analyzed	By	Analytical Batch
Total Barium	**76.6**	mg/Kg - dry	2.68	5	03/16/21 18:46	TJS	L541650
Total Copper	**11.6**	mg/Kg - dry	2.68	5	03/16/21 18:46	TJS	L541650
Total Arsenic	**3.99**	mg/Kg - dry	2.68	5	03/16/21 18:46	TJS	L541650
Total Silver	<1.34	mg/Kg - dry	1.34	5	03/16/21 18:46	TJS	L541650
Total Chromium	**19.5**	mg/Kg - dry	1.34	5	03/16/21 18:46	TJS	L541650
Total Cadmium	<0.536	mg/Kg - dry	0.536	5	03/16/21 18:46	TJS	L541650
Total Cobalt	**6.25**	mg/Kg - dry	2.68	5	03/16/21 18:46	TJS	L541650
Total Molybdenum	<1.34	mg/Kg - dry	1.34	5	03/16/21 18:46	TJS	L541650
Total Nickel	**14.1**	mg/Kg - dry	1.34	5	03/16/21 18:46	TJS	L541650
Total Lead	**7.00**	mg/Kg - dry	1.61	5	03/16/21 18:46	TJS	L541650
Total Selenium	<2.68	mg/Kg - dry	2.68	5	03/16/21 18:46	TJS	L541650
Total Zinc	**32.1**	mg/Kg - dry	6.70	5	03/16/21 18:46	TJS	L541650
Total Beryllium	**0.772**	mg/Kg - dry	0.268	5	03/16/21 18:46	TJS	L541650
Total Antimony	<2.68	mg/Kg - dry	2.68	5	03/16/21 18:46	TJS	L541650
Total Thallium	<5.36	mg/Kg - dry	5.36	5	03/16/21 18:46	TJS	L541650
Total Vanadium	**42.8**	mg/Kg - dry	2.68	5	03/16/21 18:46	TJS	L541650

Qualifiers/ Definitions

B Analyte detected in blank
DF Dilution Factor
MQL Method Quantitation Limit

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Kleinfelder, Inc.
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Project Information : Costco Fresno - New Warehouse & Fuel GEO
Fresno, CA
Job #: 20212905.001A

Report Number : **21-068-0005**

REPORT OF ANALYSIS

Report Date : 03/17/2021
Received : 03/09/2021

Lab No : **89358**
Sample ID : **Composite**

Matrix: **Formulation**
Sampled:

Analytical Method: SW-7471A **Prep Batch(es):** **L541464** 03/16/21 11:00
Prep Method: SW-7471A (PREP)

Test	Results	Units	MQL	DF	Date / Time Analyzed	By	Analytical Batch
Mercury (Total)	**0.05540** B	mg/Kg - dry	0.01425	1	03/16/21 13:54	DDB	L541729

Analytical Method: SW-DRYWT

Test	Results	Units	MQL	DF	Date / Time Analyzed	By	Analytical Batch
% Moisture	**6.68**	%		1	03/15/21 17:50	FMM	L541529

Qualifiers/ Definitions

B Analyte detected in blank
MQL Method Quantitation Limit
DF Dilution Factor

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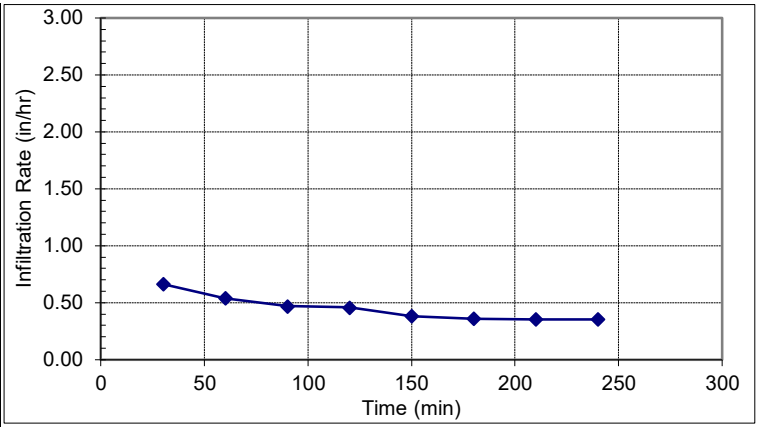
Appendix C

Project: Costco Fresno New Warehouse
Tester Dan Dockendorf
Date: March 1, 2021
Location: INF-1

Method: Borehole Percolation Test Procedure

INCREMENTAL INFILTRATION RATE

Time Between Readings (minutes)	Total Elapsed Time (minutes)	Drop in Head (feet)	Percolation Rate (min/in)	Tested Infiltration Rate (in/hour)
30	30.00	0.53	4.76	0.67
30	60.00	0.43	5.77	0.54
30	90.00	0.38	6.6	0.47
30	120.00	0.37	6.7	0.46
30	150.00	0.31	8.0	0.38
30	180.00	0.30	8.4	0.36
30	210.00	0.29	8.6	0.35
30	240.00	0.29	8.5	**0.36**



$$I_t = \frac{\Delta H\ \pi r^2\ 60}{\Delta t(\pi r^2 + 2\pi r H_{avg})} = \frac{\Delta H\ 60\ r}{\Delta t(r + 2H_{avg})}$$

Where:

I_t = tested infiltration rate, inches/hour
ΔH = change in head over the time interval, inches
Δt = time interval, minutes
$^*r$ = effective radius of test hole
H_{avg} = average head over the time interval, inches

Presoak Level (ft, bgs):	3.00	Final period drop delta d (in):	3.52
Starting water level (ft, bgs):	3.00	Diameter of well casing (in)	2
Well bottom depth (ft, bgs)	5.50	Diameter of boring (in):	6
Water column height Ho (in):	30		

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Project No.: 20212905.001A

Boring Percolation Test Method

Costco Fresno New Warehouse
NEC of W. Herndon Ave & North Riverside Dr.
Fresno, California 93722

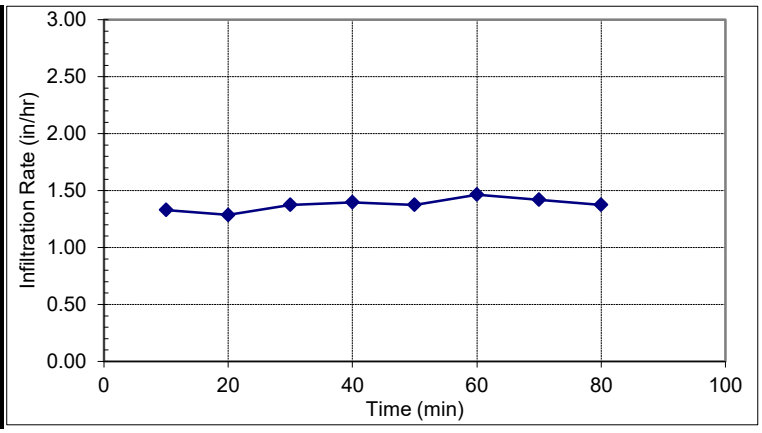
Figure
C-1

Project: Costco Fresno New Warehouse
Tester Dan Dockendorf
Date: March 1, 2021
Location: INF-2

Method: Borehole Percolation Test Procedure

INCREMENTAL INFILTRATION RATE

Time Between Readings (minutes)	Total Elapsed Time (minutes)	Drop in Head (feet)	Percolation Rate (min/in)	Tested Infiltration Rate (in/hour)
10	10.00	0.32	2.60	1.33
10	20.00	0.31	2.69	1.29
10	30.00	0.33	2.5	1.38
10	40.00	0.34	2.5	1.40
10	50.00	0.33	2.5	1.38
10	60.00	0.35	2.4	1.47
10	70.00	0.34	2.5	1.42
10	80.00	0.33	2.5	**1.38**



$$I_t = \frac{\Delta H\ \pi r^2\ 60}{\Delta t(\pi r^2 + 2\pi r H_{avg})} = \frac{\Delta H\ 60\ r}{\Delta t(r + 2H_{avg})}$$

Where:

I_t = tested infiltration rate, inches/hour
ΔH = change in head over the time interval, inches
Δt = time interval, minutes
$^*r$ = effective radius of test hole
H_{avg} = average head over the time interval, inches

Presoak Level (ft, bgs):	3.0	Final period drop delta d (in):	3.96
Starting water level (ft, bgs):	3.0	Diameter of well casing (in)	2
Well bottom depth (ft, bgs)	5.20	Diameter of boring (in):	6
Water column height Ho (in):	26.4		

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Project No.: 20212905.001A

Boring Percolation Test Method

Costco Fresno New Warehouse
NEC of W. Herndon Ave & North Riverside Dr.
Fresno, California 93722

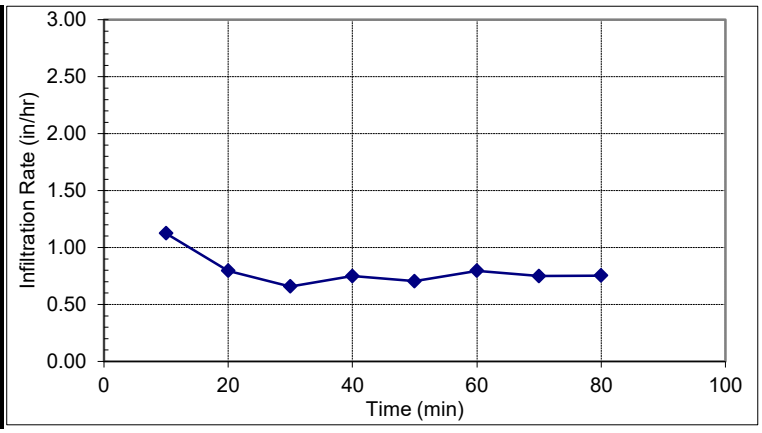
Figure
C-2

Project: Costco Fresno New Warehouse
Tester Dan Dockendorf
Date: March 1, 2021
Location: INF-3

Method: Borehole Percolation Test Procedure

INCREMENTAL INFILTRATION RATE

Time Between Readings (minutes)	Total Elapsed Time (minutes)	Drop in Head (feet)	Percolation Rate (min/in)	Tested Infiltration Rate (in/hour)
10	10.00	0.25	3.33	1.13
10	20.00	0.18	4.63	0.80
10	30.00	0.15	5.6	0.66
10	40.00	0.17	4.9	0.75
10	50.00	0.16	5.2	0.70
10	60.00	0.18	4.6	0.80
10	70.00	0.17	4.9	0.75
10	80.00	0.17	4.9	**0.75**



$$I_t = \frac{\Delta H\ \pi r^2\ 60}{\Delta t(\pi r^2 + 2\pi r H_{avg})} = \frac{\Delta H\ 60\ r}{\Delta t(r + 2H_{avg})}$$

Where:

I_t = tested infiltration rate, inches/hour
ΔH = change in head over the time interval, inches
Δt = time interval, minutes
$^*r$ = effective radius of test hole
H_{avg} = average head over the time interval, inches

Presoak Level (ft, bgs):	3.0	Final period drop delta d (in):	2.05
Starting water level (ft, bgs):	3.0	Diameter of well casing (in)	2
Well bottom depth (ft, bgs)	5.00	Diameter of boring (in):	6
Water column height Ho (in):	24		

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Project No.: 20212905.001A

Boring Percolation Test Method

Costco Fresno New Warehouse
NEC of W. Herndon Ave & North Riverside Dr.
Fresno, California 93722

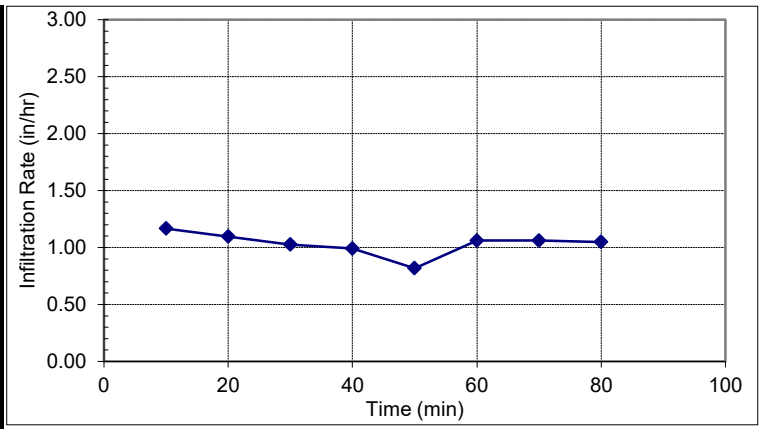
Figure
C-3

Project: Costco Fresno New Warehouse
Tester Dan Dockendorf
Date: March 1, 2021
Location: INF-4

Method: Borehole Percolation Test Procedure

INCREMENTAL INFILTRATION RATE

Time Between Readings (minutes)	Total Elapsed Time (minutes)	Drop in Head (feet)	Percolation Rate (min/in)	Tested Infiltration Rate (in/hour)
10	10.00	0.35	2.38	1.17
10	20.00	0.33	2.53	1.10
10	30.00	0.31	2.7	1.03
10	40.00	0.30	2.8	0.99
10	50.00	0.25	3.3	0.82
10	60.00	0.32	2.6	1.06
10	70.00	0.32	2.6	**1.06**
10	80.00	0.32	2.6	**1.05**



$$I_t = \frac{\Delta H\ \pi r^2\ 60}{\Delta t(\pi r^2 + 2\pi r H_{avg})} = \frac{\Delta H\ 60\ r}{\Delta t(r + 2H_{avg})}$$

Where:

I_t = tested infiltration rate, inches/hour
ΔH = change in head over the time interval, inches
Δt = time interval, minutes
$^*r$ = effective radius of test hole
H_{avg} = average head over the time interval, inches

Presoak Level (ft, bgs):	2.5	Final period drop delta d (in):	3.8
Starting water level (ft, bgs):	2.5	Diameter of well casing (in)	2
Well bottom depth (ft, bgs)	5.25	Diameter of boring (in):	6
Water column height Ho (in):	33		

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Project No.: 20212905.001A

Boring Percolation Test Method

Costco Fresno New Warehouse
NEC of W. Herndon Ave & North Riverside Dr.
Fresno, California 93722

Figure
C-4

Appendix C

Air Quality Technical Report

Prepared for
Ascent Environmental, Inc.
Sacramento, California

Project Number
1690023335

Date
June 2023

COSTCO COMMERCIAL CENTER AIR QUALITY TECHNICAL REPORT

FRESNO, CALIFORNIA

RAMBOLL

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AB	Assembly Bill
ACC	Advanced Clean Cars
AEI	annual emissions inventory
AERMOD	American Meteorological Society/Environmental Protection Agency regulatory air dispersion model
AP-42	United States Environmental Protection Agency's Compilation of Air Pollutant Emission Factors
APCDs	Air Pollution Control Districts
AQ	air quality
AQAP	Air Quality Attainment Plan
AQMDs	Air Quality Management Districts
ATCM	Airborne Toxic Control Measure
ASFs	age sensitivity factors
AvgHP	Maximum rated average horsepower
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod®	California Emission Estimator Model®
CAP	criteria air pollutant
CARB	California Air Resources Board
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CO	carbon monoxide
CO_2	carbon dioxide
cREL	chronic reference exposure level
CUP	conditional use permit
CY	cubic yard
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
EF	emission factor
EIR	Environmental Impact Report
EMFAC	EMission FACtors model
EVR	Enhanced vapor recovery
FAH	Fraction of time at home
g/m^3	gram/cubic meter
GDF	gasoline dispensing facility
GHG	greenhouse gas
HARP	Hot Spots Analysis and Reporting Program
HIA	acute hazard index
HIC	chronic hazard index
HIs	hazard indices
HQ	hazard quotient
HRA	health risk assessment
LDR	Land Disposal Restrictions
LLC	Limited Liability Company

Acronym	Definition
LOS	level of service
MDO	market delivery operation
MSW	municipal solid waste
MT	metric tonnes
NAAQS	National Ambient Air Quality Standards
NED	National Elevation Datasets
NESHAPs	National Emissions Standards for Hazardous Air Pollutants
NHTSA	National Highway Traffic Safety Administration
NO	Nitric oxide
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
O_3	ozone
OEHHA	California Office of Environmental Health Hazard Assessment
OFFROAD	Off-road Emissions Inventory Program model
Pb	Lead
PM	particulate matter
PM10	particulate matter less than 10 microns in diameter
PM2.5	particulate matter less than 2.5 microns in diameter
ppm	parts per million by volume
Ramboll	Ramboll US Consulting, Inc.
RCRA	Resource Conservation and Recovery Act
REL	reference exposure level
ROG	reactive organic gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SAFE	Safer Affordable Fuel-Efficient
SCAQMD	South Coast Air Quality Management District
SIP	State Implementation Plan
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO2	Sulfur Dioxide
SOx	sulfur oxide
TACs	Toxic Air Contaminant
TRUs	transportation refrigeration units
USEPA	United States Environmental Protection Agency
USGS	United States Geologic Survey
VDECS	Verified Diesel Emission Control Strategies
VMT	Vehicle miles traveled
VOCs	Volatile Organic Compounds
ZEV	zero emission vehicle

1. INTRODUCTION

Ramboll US Consulting, Inc. (Ramboll) was retained to prepare an Air Quality (AQ) Technical Report for the proposed Costco warehouse and gasoline dispensing facility in Fresno, California (Project).

This AQ Technical Report analyzes the Project's impacts on air quality from construction and operations. In particular, this report describes the existing setting of the Project site, describes the relevant regulatory setting, discusses the methodology used to evaluate AQ emissions related to the Project, and evaluates potential impacts related to AQ that would be affected as a result of implementation of the Project.

1.1 Existing Conditions

The existing 22.4-acre site is currently undeveloped, located within the Bullard Community Plan Area, and designated by both the General Plan and zoning as Community Commercial. The location of the site is in Fresno, California at West Herndon Avenue and North Riverside Drive.

1.2 Project Analysis

The "Project" is defined as Project operation of the newly constructed Costco. Costco Wholesale Corporation (Costco) proposes to construct the Costco Commercial Center, which comprises a new Costco facility (including loading docks and internal space to provide last-mile home delivery of big and bulky items) with an attached tire center and a detached gas station and drive-through car wash in the City of Fresno.

The Project would develop a new Costco retail building; gas station; car wash; and associated parking areas, driveways, and other supporting infrastructure. Costco Wholesale is proposing to construct a wholesale retail facility with approximately 178,000 square feet (sq. ft.); of which approximately 57,000 sq. ft. would be reserved for storage and receiving at the northeast corner of W. Herndon Ave. and N. Riverside Dr (APN 50302012). The project involves the construction of a Costco retail facility that includes an attached tire center, as well as a detached gas station and a drive-through car wash. The project would include a Costco members-only gas station on the northern portion of the project site adjacent to West Spruce Avenue. The facility would include an approximately 11,500 square-foot canopy and a 125 square-foot controller enclosure. There would be four covered fueling islands, each with four two-sided fuel dispensers to provide for the fueling of eight cars at each island, for a total of 32 fueling positions. A Costco members-only automated carwash would be located at the northeastern corner of the project site, adjacent to the gas station. The car wash structure would be approximately 4,800 sq. ft. The project would have its main access points along North Riverside Drive and include approximately 889 parking stalls.

2. ENVIRONMENTAL AND REGULATORY BACKGROUND

2.1 Criteria Air Pollutants

Criteria air pollutants (CAPs) are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The federal and state standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive people from illness or discomfort. Pollutants of concern include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter less than 10 microns in diameter (PM_{10}), particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), and lead. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants. These pollutants are discussed in the following paragraphs.

2.1.1 Ozone

O_3 is a colorless gas that is formed in the atmosphere when volatile organic compounds (VOCs), sometimes referred to as reactive organic gases, and NO_x react in the presence of ultraviolet sunlight. O_3 is not a primary pollutant; it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of VOCs and NO_X, the precursors of O_3, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O_3 formation, and ideal conditions occur during summer and early autumn on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. Short-term exposures (lasting for a few hours) to O_3 at levels typically observed in the San Joaquin Valley can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

2.1.2 Nitrogen Dioxide

Most NO_2, like O_3, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to O_3 formation. The primary sources of NO, the precursor to NO_2, include automobile exhaust and industrial sources. High concentrations of NO_2 can cause breathing difficulties and result in a brownish-red cast to the atmosphere, causing reduced visibility. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis, and some increase in bronchitis in children (2 and 3 years old) has also been observed at concentrations below 0.3 parts per million by volume (ppm).

2.1.3 Carbon Monoxide

Carbon Monoxide (CO) is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the Project location, automobile exhaust accounts for the majority of CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when

surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. The highest levels of CO typically occur during the colder months of the year when inversion conditions, where a layer of warm air sits atop cool air, are more frequent and can trap pollutants close to the ground. In terms of health, CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can be dizziness, fatigue, and impairment of central nervous system functions.

2.1.4 Sulfur Dioxide

Sulfur Dioxide (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. The main sources of SO_2 are coal and oil used in power plants and industries; as such, the highest levels of SO_2 are generally found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits placed on the sulfur content of fuels. SO_2 is an irritant gas that attacks the throat and lungs and can cause acute respiratory symptoms and diminished ventilator function in children. SO_2 can also yellow plant leaves and erode iron and steel.

2.1.5 Particulate Matter

Particulate matter (PM) pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. $PM_{2.5}$ and PM_{10} represent fractions of particulate matter. Fine particulate matter, or $PM_{2.5}$, is roughly 1/28 the diameter of a human hair. $PM_{2.5}$ results from fuel combustion (e.g., motor vehicles, power generation, and industrial facilities), residential fireplaces, and woodstoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as sulfur oxides (SO_X), NO_X, and VOCs. Inhalable or coarse particulate matter, or PM_{10}, is about one- seventh the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood-burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions.

$PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances such as lead, sulfates, and nitrates can cause lung damage directly or be absorbed into the bloodstream, causing damage elsewhere in the body. Additionally, these substances can transport absorbed gases, such as chlorides or ammonium, into the lungs, also causing injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

2.1.6 Lead

Lead (Pb) in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline, the manufacturing of batteries, paint, ink, ceramics, ammunition, and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead.

Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95%. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emission sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth.

2.1.7 Sulfates

Sulfates are the fully oxidized form of sulfur, which typically occur in combination with metals or hydrogen ions. Sulfates are produced from reactions of SO_2 in the atmosphere. Sulfates can result in respiratory impairment, as well as reduced visibility.

2.1.8 Vinyl Chloride

Vinyl chloride is a colorless gas with a mild, sweet odor, which has been detected near landfills, sewage plants, and hazardous waste sites, due to the microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air can cause nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure through inhalation can cause liver damage, including liver cancer.

2.1.9 Hydrogen Sulfide

Hydrogen sulfide is a colorless and flammable gas that has a characteristic odor of rotten eggs. Sources of hydrogen sulfide include geothermal power plants, petroleum refineries, sewers, and sewage treatment plants. Exposure to hydrogen sulfide can result in nuisance odors, as well as headaches and breathing difficulties at higher concentrations.

2.1.10 Visibility-Reducing Particles

Visibility-reducing particles are any particles in the air that obstruct the range of visibility. Effects of reduced visibility can include obscuring the view shed of natural scenery, reduced airport safety, and discouraging tourism. Sources of visibility-reducing particles are the same as for $PM_{2.5}$ described above.

2.2 Non-Criteria Air Pollutants

2.2.1 Toxic Air Contaminants

A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic non-cancer health effects. A toxic substance released into the air is considered a toxic air contaminant (TAC). Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources such as dry cleaners, gas stations, combustion sources, waste processing facilities and laboratories; mobile sources such as automobiles; and area sources such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and non-carcinogenic effects. Non-carcinogenic effects typically affect one or more target organ systems and may be experienced either on short-term (acute) or long-term (chronic) exposure to a given TAC.

2.2.2 Diesel Particulate Matter

Diesel particulate matter (DPM) is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. CARB classified "particulate emissions from diesel-fueled engines" (DPM; 17 CCR 93000) as a TAC in August 1998. DPM is emitted from a broad range of diesel engines: on-road diesel engines of trucks, buses, and cars, and off-road diesel engines including locomotives, marine vessels, and heavy-duty construction equipment, among others. Approximately 70% of all airborne cancer risk in California is associated with DPM.[1] To reduce the cancer risk associated with DPM, CARB adopted a diesel risk reduction plan in 2000.

2.3 Regulatory Setting

2.3.1 Federal and State Ambient Air Quality Standards for Criteria Air Pollutants

The Federal Clean Air Act (CAA) requires the adoption of National Ambient Air Quality Standards (NAAQS), which are periodically updated, to protect the public health and welfare from the effects of air pollution. Current federal standards are set for SO_2, CO, NO_2, O_3, PM_{10}, $PM_{2.5}$, and Pb.[2]

The State of California also has established additional standards, known as the California Ambient Air Quality Standards (CAAQS), which are generally more restrictive than the NAAQS. The current NAAQS and CAAQS are shown in **Table 2-1**.

Specific geographic areas are classified as either "attainment" or "non-attainment" areas for each pollutant based upon the comparison of measured data with the NAAQS and CAAQS. Those areas designated as "non-attainment" for purposes of NAAQS compliance are required to prepare regional air quality plans, which set forth a strategy for bringing an area into compliance with the standards. These regional air quality plans developed to meet federal requirements are included in an overall program referred to as the State Implementation Plan (SIP). If the SIP is deemed acceptable, the United States Environmental Protection Agency (USEPA) will delegate responsibility for implementation pursuant to the SIP to the State and/or its air districts therein.

Whenever the USEPA revises or establishes a new NAAQS, the State and the USEPA have specific obligations to ensure that the NAAQS is met.[3] These are listed below:

- The USEPA must designate areas as meeting (attainment areas) or not meeting (non-attainment areas) the NAAQS within two years after its promulgation.
- States must submit "infrastructure SIPs" to show that they have the basic air quality management program components in place to implement the NAAQS within three years after its promulgation.

[1] CARB. 2000. Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. Available at: https://ww2.arb.ca.gov/sites/default/files/classic//diesel/documents/rrpfinal.pdf. Accessed: February 2022.

[2] NAAQS. Available at: https://www.epa.gov/criteria-air-pollutants/naaqs-table. Accessed: February 2022.

[3] USEPA. NAAQS Implementation Process. Available at: https://www.epa.gov/criteria-air-pollutants/naaqs-implementation-process. Accessed: February 2022.

- States must submit non-attainment area SIPs that outline the strategies and emission control measures that will improve air quality and make the area meet the NAAQS within 18 to 36 months after designation.

The steps involved in the SIP process are described below.[4]

- SIPs must be developed with public input and be formally adopted by the State and submitted to the USEPA by the Governor's designee (CARB in California).
- The USEPA reviews each SIP and proposes to approve or disapprove all or part it. The public is then provided with an opportunity to comment on the USEPA's proposed action. The USEPA considers public input before taking final action on a State's plan.
- If the USEPA approves all or part of a SIP, those control measures are enforceable in federal court. In the event a State fails to submit an approvable SIP or if the USEPA disapproves a SIP, the USEPA is required to develop a Federal Implementation Plan.

Table 2-2 summarizes the attainment status of Fresno County (San Joaquin Valley Air Pollution Control District) for the pollutants regulated by the NAAQS and CAAQS.[5] As seen in **Table 2-2**, Fresno County is currently in attainment (including where unclassified) for: the federal PM_{10} standard, the federal and State CO standards, the federal and State NO_2 standards, the federal and State SO_2 standards, the federal and state lead standards, and the State visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride standards. However, as also shown in **Table 2-2**, Fresno County is currently designated as nonattainment for the State 1-hour O_3 standard, the federal and State 8-hour O_3 standards, the State PM_{10} standards, and the federal and State $PM_{2.5}$ standards.[6, 7, 8]

2.3.2 Federal Heavy-duty Engines and Vehicles Fuel Efficiency Standards

In 2010, President Obama issued a memorandum directing federal agencies to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the USEPA and National Highway Traffic Safety Administration (NHTSA) proposed stringent, coordinated federal GHG and fuel economy standards for model year 2017–2025 light-duty vehicles. The proposed standards are projected to achieve 163 grams/mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon (mpg) if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the USEPA and NHTSA announced fuel economy and GHG standards for medium- and

[4] USEPA. State Implementation Plan Development Process. Available at: https://www.epa.gov/criteria-air-pollutants/naaqs-implementation-process. Accessed: February 2022.

[5] USEPA. Non-attainment Areas for Criteria Pollutants (Green Book). Available at: https://www.epa.gov/green-book. Accessed: February 2022.

[6] Ibid.

[7] California standard attainment status based on CARB website. Available at: http://www.arb.ca.gov/desig/adm/adm.htm. Accessed: February 2022.

[8] SJVAPCD Attainment status. Available at: https://www.valleyair.org/aqinfo/attainment.htm. Accessed: February 2022.

heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles.

In August 2016, the USEPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types of sizes of buses and work trucks. The final standards are expected to lower carbon dioxide emissions by approximately 1.1 billion metric tons (MT) and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.[9]

In August 2017, the USEPA asked for additional information and data relevant to assessing whether the GHG emissions standards for model years 2022-2025 remain appropriate. In early 2018, the USEPA Administrator announced that the midterm evaluation for the GHG emissions standards for cars and light-duty trucks for model years 2022-2025 was completed and stated his determination that the current standards should be revised in light of recent data. Subsequently, in April 2018, the USEPA and NHTSA proposed to amend certain existing Corporate Average Fuel Economy (CAFE) standards for passenger cars and light trucks and establish new standards, covering model years 2022-2025. Compared to maintaining the post-2020 standards now in place, the pending proposal would increase U.S. fuel consumption.[10] California and other states have announced their intent to challenge federal actions that would delay or eliminate GHG reductions. In April 2020, NHTSA and EPA amended the CAFE and GHG emissions standards for passenger cars and light trucks and established new less stringent standards, covering model years 2021 through 2026.

On September 27, 2019, the USEPA and NHTSA published the SAFE Rule (Part One).[11] The SAFE Rule (Part One) went into effect in November 2019, and revoked California's authority to set its own GHGs standards and set zero emission vehicle mandates in California. The SAFE Rule (Part One) freezes new zero emission vehicles (ZEV) sales at model year 2020 levels for year 2021 and beyond, and will likely result in a lower number of future ZEVs and a corresponding greater number of future gasoline internal combustion engine vehicles. In response to the USEPA's adoption of the SAFE Rule (Part One), CARB has issued guidance regarding the adjustment of vehicle emissions factors to account for the rule's implications

[9] USEPA and NHTSA. 2016. Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles – Phase 2. Available at: https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf. Accessed: February 2022.

[10] NHTSA. 2018. Federal Register, Vol. 83, No. 72, Rules & Regulations, Mid-Term Evaluation of Greenhouse Gas Emissions Standards for Model Year 2022-2025 Light Duty Vehicles. April 13. Available at: https://www.federalregister.gov/documents/2018/04/13/2018-07364/mid-term-evaluation-of-greenhouse-gas-emissions-standards-for-model-year-2022-2025-light-duty. Accessed: February 2022.

[11] USEPA and NHTSA. 2019. Federal Register, Vol. 84, No. 188, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program. September 27. Available at: https://www.govinfo.gov/content/pkg/FR-2019-09-27/pdf/2019-20672.pdf. Accessed: February 2022.

on criteria air pollutant and greenhouse gas emissions.[12,13] The SAFE Rule is subject to ongoing litigation and on February 8, 2021, the D.C. Circuit Court of Appeals granted the Biden Administration's motion to stay litigation over Part 1 of the SAFE Rule. On April 22 and April 28, 2021, respectively, NHTSA and USEPA formally announced their intent to reconsider the Safe Rule (Part One).[14] In August 2021, USEPA proposed to revise existing national greenhouse gas (GHG) emissions standards for passenger cars and light trucks for Model Years 2023- 2026 to make the standards more stringent. The NHTSA finalized the Corporate Average Fuel Economy Pre-emption rulemaking to withdraw its portions of the SAFE I Rule on December 21, 2021.[15] On March 9, 2022, USEPA reinstated California's authority under the Clean Air Act to implement its own GHG emission standards and ZEV sales mandate and entirely rescinded the SAFE Rule (Part One).

In December 2021, the USEPA finalized federal GHG emissions standards for passenger cars and light trucks for Model Years 2023 through 2026. These standards are the strongest vehicle emissions standards ever established for the light-duty vehicle sector and are based on sound science and grounded in a rigorous assessment of current and future technologies. The updated standards will result in avoiding more than 3 billion tons of GHG emissions through 2050.[16]

2.3.3 Federal Hazardous Air Pollutants Program

The 1977 CAA Amendments required the USEPA to identify National Emissions Standards for Hazardous Air Pollutants (NESHAPs) to protect the public health and welfare. Hazardous air pollutants include certain VOCs, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 CAA Amendments, which expanded the control program for hazardous air pollutants, 189 substances and chemical families were identified as hazardous air pollutants.

2.3.4 California's Air Toxics Program

The state Air Toxics Program was established in 1983 under Assembly Bill (AB) 1807 (Tanner). The California TAC list identifies more than 700 pollutants, of which carcinogenic and non-carcinogenic toxicity criteria have been established for a subset of these pollutants pursuant to the California Health and Safety Code. In accordance with AB 2728, the state list includes the (federal) hazardous air pollutants.

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[12] CARB. 2019. EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicle Rule Part One. November 20. Available at: https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf. Accessed: February 2022.

[13] CARB. 2020. EMFAC Off-Model Adjustment Factors for Carbon Dioxide Emissions to Account for the SAFE Vehicles Rule Part One and the Final SAFE Rule. June 26. Available at: https://ww3.arb.ca.gov/msei/emfac_off_model_co2_adjustment_factors_06262020-final.pdf. Accessed: February 2022.

[14] USEPA. 2021. Federal Register, Vol. 86, No. 80, California State Motor Vehicle Pollution Control Standards; Advanced Clean Car Program; Reconsideration of a previous Withdrawal of a Waiver of Preemption; Opportunity for Public Hearing and Public Comment. April 28. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/notice-reconsideration-previous-withdrawal-waiver. Accessed: February 2022.

[15] NHTSA. Available at: https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy. Accessed: May 2022.

[16] USEPA. 2021. Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions. Accessed: January 2022.

The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) seeks to identify and evaluate risk from air toxics sources; however, AB 2588 does not reduce the quantity of air toxics emissions. Instead, under AB 2588, TAC emissions from individual facilities are quantified and prioritized. "High-priority" facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

In 2000, CARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines. The plan is anticipated to result in an 85% decrease in statewide diesel health risk in 2020 compared with the diesel risk in 2000. Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression-Ignition (Diesel) Engines and Equipment program. All of these regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment. There also are several Airborne Toxic Control Measures that reduce diesel emissions, including In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449 et seq.) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025).

2.3.5 California Health and Safety Code Section 41700

This section of the Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any of those persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This section also applies to sources of objectionable odors.

2.3.6 California's Pavley Standards

AB 1493 ("the Pavley Standard" or AB 1493) required CARB to adopt regulations by January 1, 2005, to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 through 2016.

CARB's approach to passenger vehicles (cars and light trucks), under AB 1493, combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. This new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California. These standards will apply to all passenger and light-duty trucks used by customers, employees of and deliveries to the Project. While AB 1493 focuses on the reduction of GHG emissions, it is anticipated that this regulation would also help reduce criteria air pollutants.

2.3.7 California's Advanced Clean Cars

In January 2012, CARB approved the Advanced Clean Cars (ACC) program,[17] a new emissions-control program for model year 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, the new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions. While ACC focuses on the reduction of GHG emissions, it is anticipated that this regulation would

[17] Advanced Clean Cars Program. Available at: https://ww2.arb.ca.gov/index.php/our-work/programs/advanced-clean-cars-program. Accessed: February 2022.

also help reduce criteria air pollutants. At the time of this writing, CARB has adopted the Advanced Clean Cars II (ACC II) regulations which "will seek to reduce criteria and greenhouse gas emissions from new light- and medium-duty vehicles beyond the 2025 model year and increase the number of zero emission vehicles (ZEV) for sale".[18]

2.3.8 California's Advanced Clean Trucks

In June 2020, CARB approved the Advanced Clean Trucks regulation, which has requirements for manufacturer ZEV sales and a one-time reporting requirement for large entities and fleets.[19] The Advanced Clean Truck Regulation is part of a holistic approach to accelerate a large-scale transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. Large employers including retailers, manufacturers, brokers and others are required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, are required to report about their existing fleet operations. This information helps to identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

2.3.9 California's Diesel Emissions Control Measures

CARB has adopted a number of Airborne Toxic Control Measures (ATCMs) to control diesel particulate emissions and emissions from in-use on- and off-road diesel-fueled vehicles. With the assistance of the Advisory Committee and its subcommittees, CARB developed and approved the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*[20] and the *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines*.[21] Various control measures adopted by CARB to reduce diesel emissions are summarized below.

2.3.9.1 ATCM: Diesel-Fueled Commercial Motor Vehicle Idling

This ATCM applies to diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds that are or must be licensed for operation on highways. The measure limits idling of trucks to a maximum of 5 minutes, except when the vehicle is queuing.[22] While this ATCM focuses on the reduction of diesel particulate emissions as a toxic, this regulation would also help reduce criteria air pollutants.

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[18] Advanced Clean Cars II Program. Available at: https://ww2.arb.ca.gov/advanced-clean-cars-ii-meetings-workshops. Accessed: February 2022.

[19] CARB. 2020. Advanced Clean Trucks. Available at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks. Accessed: February 2022.

[20] CARB. 2000. Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. Available at: https://www.arb.ca.gov/diesel/documents/rrpfinal.pdf. Accessed: February 2022.

[21] CARB. 2008. California's Diesel Risk Reduction Plan: Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. Available at: https://www.arb.ca.gov/diesel/documents/rmg.htm. Accessed: February 2022.

[22] 13 CCR 2485: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/msprog/truck-idling/13ccr2485_09022016.pdf. Accessed: February 2022.

2.3.9.2 ATCM: Stationary Compression Ignition Engines

This ATCM establishes emission standards and fuel use requirements for new and in-use stationary engines used in prime and emergency back-up applications (non-agricultural) and for new stationary engines used in agricultural applications.[23] While this ATCM focuses on the reduction of diesel particulate emissions as a toxic, this regulation would also help reduce criteria air pollutants.

2.3.9.3 In-Use Off-Road Diesel-Fueled Fleets

These regulations reduce diesel PM and NO_x emissions from in-use, off-road heavy-duty diesel vehicles in California. Such vehicles typically are used in construction, mining, and industrial operations. The regulations, among other requirements, impose limits on idling; require all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; restrict the adding of older vehicles into fleets; and require fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (VDECS) (i.e., exhaust retrofits).

The requirements and compliance dates of the regulations vary by fleet size. Large fleets have compliance deadlines each year from 2014 through 2023, medium fleets each year from 2017 through 2023, and small fleets each year from 2019 through 2028.[24] At the time of writing, CARB is in the process of developing a rule amendment. The target of the amendment aligns with the targets set out by the Draft 2020 Mobile Source Strategy, which sets a goal of reducing statewide NOx emissions from the construction and earth moving sector by 7.5 tpd by 2031.

2.3.9.4 Truck and Bus Regulation

The Truck and Bus Regulation (13 CCR 2025) requires diesel trucks and buses to be upgraded to reduce emissions; newer heavier trucks and buses must meet PM filter requirements; lighter and older heavier trucks must be replaced; and, by January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent to reduce PM and NOx emissions.

The regulation applies to nearly all privately- and federally-owned diesel-fueled trucks and buses, and to privately- and publicly-owned school buses with a gross vehicle weight rating greater than 14,000 pounds. The regulation provides a variety of flexibility options tailored to fleets operating low use vehicles, fleets operating in selected vocations like agricultural and construction, and small fleets of three or fewer trucks.

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[23] 17 CCR 93115: Airborne Toxic Control Measure for Stationary Compression Ignition (CI) Engines. Available at: https://govt.westlaw.com/calregs/Document/I32577B50D60811DE88AEDDE29ED1DC0A?originationContext=Search+Result&listSource=Search&viewType=FullText&navigationPath=Search%2fv3%2fsearch%2fresults%2fnavigation%2fi0ad62d2e00000160511f23fc18257bb0%3fstartIndex%3d1%26Nav%3dREGULATION_PUBLICVIEW%26contextData%3d(sc.Default)&rank=1&list=REGULATION_PUBLICVIEW&transitionType=SearchItem&contextData=(sc.Search)&t_T1=17&t_T2=93115&t_S1=CA+ADC+s. Accessed: February 2022.

[24] 13 CCR 2449: General Requirements for In-Use Off-Road Diesel-Fueled Fleets. Available at: https://govt.westlaw.com/calregs/Document/ID1C693E02DDD11E197D9B83B68A61150?originationContext=Search+Result&listSource=Search&viewType=FullText&navigationPath=Search%2fv3%2fsearch%2fresults%2fnavigation%2fi0ad62d2e000001605120fcc918257bd2%3fstartIndex%3d1%26Nav%3dREGULATION_PUBLICVIEW%26contextData%3d(sc.Default)&rank=1&list=REGULATION_PUBLICVIEW&transitionType=SearchItem&contextData=(sc.Search)&t_T1=13&t_T2=2449&t_S1=CA+ADC+s. Accessed: February 2022.

2.3.10 Local Regulations and Guidance

Air pollution often does not conform to city and/or county jurisdictional boundaries, and the State has been divided into air basins based on geographical and meteorological conditions. Air pollution within each air basin is regulated by the regional air pollution control districts/air quality management districts, in a manner that is consistent with and in furtherance of standards adopted by the USEPA and CARB. The Project site is located within the San Joaquin Valley Air Basin (SJVAB) and the jurisdictional boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD).

2.3.10.1 San Joaquin Valley Air Pollution Control District

District Plans

While CARB is responsible for the regulation of mobile emission sources within the state, local Air Quality Management Districts (AQMDs) and Air Pollution Control Districts (APCDs) are responsible for enforcing standards and regulating stationary sources. The Project site is located within the SJVAB and is subject to the guidelines and regulations of the SJVAPCD.

The SJVAPCD is responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SJVAB. The SJVAPCD's air quality plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control methods have worked, and to show how air pollution will be reduced. The plans also use computer modelling to estimate future levels of pollution and to demonstrate that the Valley will meet air quality goals. The most recent plans are summarized below.

2018 Plan for the 1997, 2006, and 2012 $PM_{2.5}$ Standards

In November 2018, SJVAPCD adopted the 2018 Plan for the 1997, 2006, and 2012 $PM_{2.5}$ Standards.[25] This plan addresses the USEPA federal 1997 annual $PM_{2.5}$ standard and 24-hour $PM_{2.5}$ standard; the 2006 24-hour $PM_{2.5}$ standard; and the 2012 annual $PM_{2.5}$ standard. In the report, SJVAPCD included mobile source measures and a comprehensive suite of fiscally responsible local measures for stationary and area sources, including measures to further reduce emissions from industrial sources, residential wood burning and commercial charbroiling.

2016 Plan for the 2008 8-Hour Ozone Standard

In June 2016, SJVAPCD adopted the 2016 Plan for the 2008 8-hour Ozone Standard. [26] Through the comprehensive stationary and mobile source control strategies that previously have been adopted and that are now proposed in this plan, NO_x emissions in the SJVAB are expected to be reduced by over 60% between 2012 and 2031. As a result, the ambient ozone concentrations are projected to decrease dramatically in all areas of the Valley, such that future 8-hour ozone concentrations are expected to demonstrate attainment.

[25] SJVAPCD. 2018. 2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards. Available at: http://www.valleyair.org/pmplans/documents/2018/pm-plan-adopted/2018-Plan-for-the-1997-2006-and-2012-PM2.5-Standards.pdf. Accessed: February 2022.

[26] SJVAPCD (June 2016), "2016 Plan for the 2008 8-Hour Ozone Standard." Available at: https://www.valleyair.org/Air_Quality_Plans/Ozone-Plan-2016/Adopted-Plan.pdf. Accessed: February 2022.

District Rules and Regulations

The SJVAPCD is responsible for planning, implementing, and enforcing federal and state ambient standards in the SJVAB. Below is a list of SJVAPCD rules relevant to the Project:

Regulation II: Permits

Regulation II (Rules 2010-2550) contains a series of rules covering permitting requirements within the SJVAB. SJVAPCD regulations require any person constructing, altering, replacing or operating any source which emits, may emit, or may reduce emissions to obtain an Authority to Construct or a Permit to Operate.

Rule 3135: Dust Control Plan Fee

This rule requires the applicant to submit a fee in addition to a Dust Control Plan. The purpose of this fee is to recover the SJVAPCD's cost for reviewing these plans and conducting compliance inspections.[27]

Rule 4101: Visible Emissions

This rule applies to any source operation that emits or may emit air contaminants. The purpose of this rule is to prohibit the emissions of visible air contaminants to the atmosphere.[28]

Rule 4102: Nuisance

This rule applies to any source operation that emits or may emit air contaminants or other materials. In the event that the Project or construction of the Project creates a public nuisance, it could be in violation and be subject to SJVAPCD enforcement action.[29]

Rule 4601: Architectural Coating

This rule limits VOC content in architectural coatings. This rule also contains requirements for architectural coatings storage, clean up and labeling.[30]

Rule 4622: Gasoline Transfer into Motor Vehicle Fuel Tanks

This rule applies to any gasoline storage and dispensing operation or mobile fueler from which gasoline is transferred into motor vehicle fuel tanks. The purpose of this rule is to limit emissions to gasoline vapors.[31]

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[27] SJVAPCD (October 2005), "Dust Control Plan Fee," Rule 3135. Available at: https://www.valleyair.org/rules/currntrules/2018/R3135-a2.pdf. Accessed: February 2022.

[28] SJVAPCD (February 2005), "Visible Emissions," Rule 4101. Available at: https://www.valleyair.org/rules/currntrules/r4101.pdf. Accessed: February 2022.

[29] SJVAPCD (May 1992), "Nuisance," Rule 4102. Available at: http://www.valleyair.org/rules/currntrules/r4102.pdf. Accessed: February 2022.

[30] SJVAPCD (April 1991), "Architectural Coatings," Rule 4601. Available at: http://www.valleyair.org/rules/currntrules/r4601.pdf. Accessed: February 2022.

[31] SJVAPCD (December 2013), "Gasoline Transfer into Motor Vehicle Fuel Tanks," Rule 4622. Available at: https://www.valleyair.org/rules/currntrules/Rule4622.pdf. Accessed: February 2022.

Rule 4641: Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations

Rule 4641 applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations. Asphalt paving operations associated with the Project will be subject to Rule 4641.[32]

Regulation VIII: Fugitive PM_{10} Prohibitions

Regulation VIII (Rules 8011-8081) contains a series of rules designed to reduce PM_{10} emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, etc. If a construction Project is 10 or more acres in area or will include moving, depositing or relocating more than 2,500 cubic yards (CY) per day of bulk materials on at least three days, then a Dust Control Plan must be submitted as specified in Section 6.3.1 of Rule 8021 (Construction, Demolition, Excavation, Extraction and Other Earthmoving Activities). Construction activities shall not commence until the SJVAPCD has approved the Dust Control Plan. The Project may also be subject to additional provisions within Rule 8021, as well as Rule 8031 (Bulk Materials), Rule 8041 (Carryout and Track Out), Rule 8051 (Open Areas), Rule 8061 (Paved and Unpaved Roads), and Rule 8071 (Unpaved Vehicle/Equipment Traffic Areas). For example, Rule 8061 places thresholds and requirements on limiting Visible Dust Emissions from unpaved road segments to 20% opacity.[33]

Rule 9510: Indirect Source Rule

This rule requires the applicants of certain development projects which equal or exceed established applicability thresholds to apply to the SJVAPCD when applying for the development's last discretionary approval.[34] The rule is applicable for a development project which upon full buildout would include 2,000 square feet of commercial space as well as a large development project which upon full buildout would include 10,000 square feet of commercial space. This Project includes a commercial space (warehouse) greater than 10,000 square feet. Projects subject to the rule are required to quantify indirect emissions (mobile source emissions), area source emissions and construction exhaust emissions and to mitigate a portion of these emissions. The Indirect Source Rule was adopted December 2005 and last amended December 2017. Rule 9510 was adopted to reduce the impacts of growth in emissions from all new development in the San Joaquin Valley. Developers of projects subject to Rule 9510 must reduce emissions occurring during construction and operational phases through on-site measures or pay off-site mitigation fees. The reductions for construction equipment exhaust emissions (for equipment greater than 50 horsepower) are 20% of the total NOx emissions and 45% of the total PM_{10} exhaust emissions. For operation, the operational baseline NOx emissions must be reduced by 33.3% and operational baseline PM_{10} emissions by 50% over a period of ten years. One hundred percent of all off-site mitigation fees are used by the SJVAPCD to fund emission reduction projects through its Incentives Programs, achieving emission reductions on behalf of the project. The emission

[32] SJVAPCD (April 1991), "Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations," Rule 4641. Available at: http://www.valleyair.org/rules/currntrules/r4641.pdf. Accessed: February 2022.

[33] SJVAPCD (November 2001), "Paved and Unpaved Roads," Rule 8061. Available at: https://www.valleyair.org/rules/currntrules/r8061.pdf. Accessed: February 2022.

[34] SJVAPCD Rule 9510 (Indirect Source Review). Available online at: https://www.valleyair.org/rules/currntrules/r9510-a.pdf. Accessed: February 2022.

reductions expected from the rule allow the SJVAPCD to achieve attainment of the federal air quality standards for ozone by 2031.[35]

2.3.10.2 City of Fresno General Plan

The City of Fresno's General Plan was adopted in December 2014.[36] The General Plan includes a Resource Conservation and Resilience section which addresses both air quality and greenhouse gas emissions. The City acknowledges its role in improving air quality by supporting and leading, where appropriate, regional, State and federal programs and actions for the improvement of air quality, especially the SJVAPCD's efforts to monitor and control air pollutants from both stationary and mobile sources, which is summarized in Policy RC-4-a. Other implementing policies under the overall RC-4 objective in the General Plan seek to take necessary actions to achieve and maintain compliance with State and federal air quality standards for criteria pollutants.

The City of Fresno's General Plan and Development Code Update Master Environmental Impact Report[37] outlines the local air quality and assesses carbon monoxide hotspot impacts. The report states that no CO hotspot modeling should be required for new projects during General Plan Buildout unless intersection volumes exceed 36,000 peak hour trips.

2.4 Environmental Setting

2.4.1 Local Air Quality Monitoring Data

The Project is located within the SJVAB. The SJVAB consists of eight counties: Fresno, Kern (western and central), Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. Cumulatively, these counties make up about 16% of California's geographic area, making the SJVAB the second largest air quality basin in the State.

The SJVAB has 37 monitoring stations to measure air quality; 24 operated by the SJVAPCD, 2 by the National Park Service, 2 by tribal groups, 9 by CARB, and 1 jointly operated by the SJVAPCD and CARB. The location of these monitoring stations can be viewed on the SJVAPCD air monitoring webpage map of air monitoring sites in operation.[38]

The monitoring stations closest to the Project site are Fresno – Sierra Skypark #2; Fresno – Garland; and Fresno – First Street. Only one monitoring station in the SJVAPCD measures SO_2, so the Fresno station at First Street was used for this data. The most recent four years of published data at these monitoring stations are provided in **Table 2-3**. The frequency with which the ozone and PM standards have been exceeded at the nearest monitoring sites is displayed in **Table 2-4**.

[35] SJVAPCD. 2016 Ozone Plan for 2008 8-Hour Ozone Standard. Available at: https://www.valleyair.org/Air_Quality_Plans/Ozone-Plan-2016/Adopted-Plan.pdf. Accessed: February 2022.

[36] City of Fresno. 2014. Fresno General Plan. Available at: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2019/07/ConsolidatedGP6182020.pdf. Accessed: July 2022.

[37] City of Fresno. 2014. General Plan and Development Code Update. Available at: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2016/11/Sec-05-03-Air-Quality-MEIR.pdf. Accessed: July 2022.

[38] SJVAPCD. Air Monitoring. Available at: https://valleyair.org/aqinfo/air-monitoring.htm. Accessed: February 2022.

3. SIGNIFICANCE THRESHOLDS

3.1 California Environmental Quality Act Guidelines

The analysis provided in this report evaluates the significance of the Project's criteria air pollutant emissions by reference to the following questions from Section III, Air Quality, of Appendix G of the California Environmental Quality Act (CEQA) Guidelines[39]:

Threshold 1. Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Threshold 2. Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?

Threshold 3. Would the Project expose sensitive receptors to substantial pollutant concentrations?

Threshold 4. Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

An evaluation of the Project based on the significance thresholds discussed below is provided in subsequent sections.

3.2 San Joaquin Valley Air Pollution Control District Thresholds

The SJVAPCD has established significance thresholds[40] to assess the impacts of project-related construction and operational emissions on regional and local ambient air quality. **Table 3-1** shows the mass annual thresholds for construction and operation as adopted by the SJVAPCD for CAP and TAC emissions. As shown in **Table 3-1**, the SJVAPCD has separate operational emissions thresholds for permitted equipment and activities and non-permitted equipment and activities. Permitted equipment and activities are those which require a permit through SJVAPCD. Non-permitted equipment and activities do not require a permit and include area, energy, and mobile sources. The analysis summarized in this report estimates project-related construction and operational mass emissions and compares the emissions to these significance thresholds.

The thresholds represent screening-level thresholds that can be used to evaluate whether project-related emissions would cause a significant impact on air quality. For pollutants in attainment, emissions below the screening-level thresholds would not cause a significant impact. When assessing the significance of project-related impacts on air quality, impacts may be significant when on-site emission increases from construction activities or operational activities exceed the 100 pounds per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures.[41] Under such circumstance, SJVAPCD recommends that an ambient air quality analysis be performed. In the event that emissions exceed these daily thresholds, modeling would be required to demonstrate that

[39] California Natural Resources Agency. 2018. Appendix G of the CEQA Guidelines. Available at: http://resources.ca.gov/ceqa/docs/2018_CEQA_FINAL_TEXT_122818.pdf. Accessed: February 2022.

[40] SJVAPCD. 2015. Air Quality Thresholds of Significance – Criteria Pollutants. March 19. Available at: http://www.valleyair.org/transportation/0714-gamaqi-criteria-pollutant-thresholds-of-significance.pdf. Accessed: February 2022.

[41] SJVAPCD. 2015. GAMAQI. Available at: http://www.valleyair.org/transportation/GAMAQI.pdf. Accessed: July 2022.

the project's total air quality impacts result in ground-level concentrations that are below the CAAQS and NAAQS, including appropriate background levels.

3.3 Project Approach to Significance

This report, relative to threshold 1, evaluates the Project for consistency with applicable plans related to emissions, including the regional air quality attainment plans. This report, relative to threshold 2, quantifies the Project's emissions during construction and operations and compares those results to the applicable SJVAPCD thresholds. Relative to threshold 3, this report includes a CO hotspots analysis and summarizes results of the Health Risk Assessment Technical Report which assesses the potential health risk impacts to sensitive receptors. This report, relative to threshold 4, evaluates the potential for odor-generating activities from the Project.

4. AIR QUALITY EMISSIONS INVENTORY

This section describes the methodology that Ramboll used to develop the criteria air pollutant emission inventories associated with the Project, which include one-time emissions associated with construction of the Project, and annual emissions associated with operation of the Project. Construction is expected to occur in mid- to late-2023. Emissions due to operation of the Project are therefore quantified for 2023. This is a conservative assumption for on-road and off-road mobile sources as vehicular emissions are expected to decrease in future years due to anticipated Statewide improvements and fleet turnover to newer equipment and vehicles. Sub-categories of operational emissions include the following: area, energy, mobile, and gasoline dispensing facility (GDF) sources. The emissions inventory reflects the reasonably foreseeable change based on the discontinued operation of the Costco Warehouse located at 4500 W Shaw Avenue. For purposes of this analysis, 4500 W Shaw Avenue is assumed to be backfilled by a shopping center use.

4.1 Resources

4.1.1 California Emission Estimator Model®

Ramboll primarily utilized the California Emissions Estimator Model (CalEEMod®) version 2020.4.0[42] methodology to assist in quantifying the criteria air pollutant emissions in the inventories presented in this report for the proposed project. CalEEMod® provides methodologies to calculate both construction emissions and operational emissions from a land use development project. It calculates daily or annual criteria air pollutant emissions. Specifically, the model methodology aids the user in the following calculations:

- One-time short-term construction emissions associated with site preparation, grading, building, and paving from off-road construction equipment, and on-road mobile equipment associated with workers, vendors, and hauling.
- Operational emissions associated with the fully built out project, such as on-road mobile vehicle traffic generated by the land uses, emissions from architectural coating, and emissions from consumer products.

CalEEMod® is a statewide program designed to calculate both criteria pollutant and GHG emissions from development projects in California developed under the auspices of the SCAQMD, with input from other California air districts, and is currently supported by numerous lead agencies for use in quantifying the emissions associated with development projects undergoing environmental review. CalEEMod® utilizes widely accepted models for emission estimates combined with appropriate default data that can be used if site-specific information is not available. These models and default estimates use sources such as the USEPA AP-42 emission factors,[43] CARB's on-road and off-road equipment emission models such as the EMission FACtor model (EMFAC) and the Emissions Inventory Program model

[42] SCAQMD. 2020. California Emissions Estimator Model®. Available at: https://www.aqmd.gov/caleemod. Accessed: February 2022.

[43] The USEPA maintains a compilation of Air Pollutant Emission Factors and process information for several air pollution source categories. The data is based on source test data, material balance studies, and engineering estimates. Available at: https://www.epa.gov/air-emissions-factors-and-quantification/ap-42-compilation-air-emissions-factors. Accessed: February 2022.

(OFFROAD), and studies commissioned by California agencies such as the California Energy Commission (CEC) and CalRecycle.

As mentioned above, CalEEMod® is based upon the CARB-approved OFFROAD and EMFAC models. OFFROAD[44] is an emission factor model used to calculate emission rates from off-road mobile sources (e.g., construction equipment, agricultural equipment). The off-road diesel emission factors used by CalEEMod® are based on the CARB OFFROAD2011 program. EMFAC2017[45] is the emission factor model used in CalEEMod® to calculate emissions rates from on-road vehicles (e.g., passenger vehicles). EMFAC2017 has been superseded by EMFAC2021. In order to allow for a more accurate representation of mobile source operational emissions associated with the Project, operational mobile source emission factors were estimated using EMFAC2021. These emissions factors were then used to estimate mobile source operational emissions based on CalEEMod® methodology and defaults along with Project specific values where available.

In addition, CalEEMod® contains default values and existing regulation methodologies to use in each specific local air district region. Appropriate statewide default values can be utilized if regional default values are not defined. Ramboll used default factors for the Fresno County area for the emissions inventory, unless otherwise noted in the methodology descriptions below.

4.2 Construction Emissions

This section describes the calculation of criteria air pollutant emissions from construction activities at the Project site. While the exact construction schedule and equipment mix may vary from the current analysis, the emissions are not expected to be higher than that calculated given the conservative assumptions included in the analysis.

The major construction phases included in this analysis are:

- Demolition: involves removing buildings or structures.
- Site Preparation: involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.
- Grading: involves the cut and fill of land to ensure the proper base and slope for the construction foundation.
- Paving: involves the laying of concrete or asphalt such as in parking lots or roads.
- Building Construction: involves the construction of structures and buildings.
- Architectural Coating: involves parking and lane striping

The proposed schedule for constructing the Project is shown in **Table 4-1**. Construction-related emissions of ROGs, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ were estimated using CalEEMod®. PM emissions are composed of exhaust emissions and fugitive emissions. Exhaust emissions are typically given out by a combustion engine of on-road vehicles and/or off-road equipment. Fugitive emissions are PM dust suspended in the air by wind action and

[44] CARB. 2011. Off Road Mobile Source Emission factors. Available at: https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory. Accessed: February 2022.

[45] CARB. 2015. Mobile Source Emissions Inventory. Available at: https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/msei-modeling-tools. Accessed: February 2022.

construction related activities. Default on-site equipment lists in CalEEMod® supplemented with Project-specific material movement inputs were used for the various construction phases.

4.2.1 Emissions from Construction Equipment

The emission calculations associated with construction equipment are from off-road equipment engine use based on the equipment list and phase length, and on-road vehicle trips and phase length.

Since the majority of the off-road construction equipment used for construction projects are diesel fueled, CalEEMod® methodology assumes all of the equipment operates on diesel fuel. The calculations include the running exhaust emissions from off-road equipment. Since the equipment is assumed to be diesel, there are no starting emissions associated with the equipment, as these are *de minimis* for diesel-fueled equipment. CalEEMod® calculates the exhaust emissions based on default values for horsepower and load factor from CARB's OFFROAD2011.[46]

Project construction would include on-site equipment during grading/excavation and site preparation that generates fugitive dust. The construction-related equipment mix assumptions are project-specific. See **Table 4-2** for the construction equipment by construction phase. The combustion emissions from this equipment were calculated using CalEEMod®; the fugitive dust emissions from this equipment were calculated using the quantity of material moved and AP-42 emissions factors. PM_{10} and $PM_{2.5}$ emissions from fugitive dust will be controlled by watering consistent with Regulation VIII (Rules 8011 through 8081). For purposes of this analysis, CalEEMod® defaults assume watering the construction site twice a day reduces the fugitive dust emissions by 55%. Additionally, construction equipment greater than 50 hp used at the site shall meet USEPA Tier 3 emission standards for PM_{10} and $PM_{2.5}$ and include particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices.

4.2.2 Emissions from On-Road Construction Trips

Construction generates on-road vehicle criteria air pollutant emissions from personal vehicles for worker and vendor commuting.

These emissions are calculated in CalEEMod® based on the number of trips and vehicle miles traveled (VMT) along with emission factors from EMFAC2017. The numbers of worker and vendor trips represent defaults from CalEEMod® based on the construction equipment to be used. The number of haul trips was estimated based on the volume of soil to be imported/exported (**Table 4-3**) and the square footage to be demolished (**Table 4-4**).

4.2.3 Fugitive Dust

Fugitive dust contributes to PM_{10} and $PM_{2.5}$ emissions and is generated by the various construction activities occurring at the Project site including entrained road dust, grading, demolition, and truck loading.

Entrained road dust is generated by vehicle travel on paved and unpaved roads. Emission factors for entrained road dust are on a "per mile" basis. In CalEEMod®, entrained road dust emission factors are based on the equations presented in the Paved Roads and Unpaved

[46] SCAQMD. 2020. California Emissions Estimator Model® User's Guide, Appendix A. Available at: https://www.aqmd.gov/caleemod. Accessed: February 2022.

Roads chapters of USEPA's AP-42 and are then multiplied by the total VMT for Project-related trips. Emissions from entrained road dust were estimated using CalEEMod® and are presented in **Appendix A**.

Fugitive dust emissions from bulldozing equipment (i.e., rubber-tired dozers), grading equipment (i.e., graders, rubber-tired dozers, and scrapers), and demolition activity occur during the Project construction. In addition, truck loading activities would generate fugitive dust emissions. The construction material movement and demolition assumptions are presented in **Table 4-3** and **Table 4-4**, respectively. Emissions from these sources were estimated using CalEEMod® and are presented in **Appendix A**.

4.2.4 Architectural Coating

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings. CalEEMod® was used to estimate VOC evaporative emissions from application of surface coatings and these emissions are presented in **Appendix A**.

4.2.5 Paving

CalEEMod® was used to estimate the VOC off-gassing emissions associated with asphalt paving. The emissions associated with paving are presented in **Appendix A**.

4.2.6 Total Construction Emissions

The annual and daily criteria air pollutant emissions associated with construction are shown in **Table 4-5**. As shown in **Table 4-5**, annual and daily criteria air pollutant emissions from construction of the Project are below the SJVAPCD significance thresholds.

4.3 Operational Emissions

This section describes the calculation of criteria air pollutant emissions from Project operational activities. Operational emissions are evaluated for the first year of Project operation in 2023.

4.3.1 Area Sources

Area sources are those emissions that are generally too small to be uniquely identified as point sources and are thus generally aggregated as a group. CalEEMod® estimates emissions for the following sources, which are included under the category of "area" sources: landscaping equipment (e.g., lawn mowers), consumer products, and architectural coatings. Criteria air pollutant emissions due to natural gas combustion in buildings, could also be considered area sources, but are reported by CalEEMod® in the emissions associated with building energy use (described below).

The criteria air pollutant emissions generated by the Project were calculated using CalEEMod® defaults and can be viewed in **Appendix A**.

4.3.2 Energy Sources

Criteria air pollutant emissions are emitted from buildings as a result of activities for which natural gas is typically used as an energy source. Combustion of fossil fuels, such as natural gas, emits criteria air pollutants directly into the atmosphere. Climate Zone 11 was selected based on the CEC forecast climate zone map shown in the CalEEMod® User's Guide. The analysis assumes that the Project's land uses accord to the 2019 Title 24 Standards, as that code cycle became effective on January 1, 2020. To calculate the total building natural gas input for the Project, Ramboll utilized default values provided in CalEEMod®, which are based on the Commercial End-Use Survey (CEUS).

Criteria air pollutant emissions from the natural gas consumption were estimated in CalEEMod® and can be viewed in **Appendix A**.

4.3.3 Operational Gasoline Transfer and Dispensing

Emissions from gasoline transfer and dispensing mainly occur during loading, breathing, refueling, spillage, and from hose permeation. Emission factors were obtained from SJVAPCD staff for EVR Phase I and EVR Phase II installed underground tank. These emissions which are permitted through the SJVAPCD are presented in **Table 4-6**.

4.3.4 Mobile Sources

The criteria air pollutant emissions associated with on-road mobile sources are generated from customers and delivery trucks travelling to and from the Project site. The emissions associated with on-road mobile sources include running, idling and starting exhaust emissions, evaporative emissions, tire wear, brake wear, and entrained road dust. Running emissions are dependent on VMT. Starting and evaporative emissions are associated with the number of starts or time between vehicle uses and the assumptions used in determining these values are described below. In addition, a portion of warehouse delivery trucks will be equipped with transportation refrigeration units (TRUs), which result in emissions when the warehouse delivery truck is docked at the site. Ramboll calculated mobile source emissions using the trip rates and trip length information based on analyses conducted by Kittelson & Associates, Inc (Kittelson).

The analysis includes the reductions from adopted regulatory programs, which are accounted for within the EMFAC2021 model:

- AB 1493 ("the Pavley Standard") required CARB to adopt regulations by January 1, 2005, to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 and thereafter. CalEEMod® and EMFAC2021 include emission reductions for non-commercial passenger vehicles and light-duty trucks of model year 2017 – 2025.
- The ACC program, introduced in 2012, combines the control of smog, soot causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2015 through 2025. CalEEMod® and EMFAC2021 include reductions associated with this regulation that are represented in this analysis. While ACC focuses on the reduction of GHG emissions, it is anticipated that this regulation would also help reduce criteria air pollutants.
- The USEPA/NHTSA advanced fuel economy and GHG standards (Phase 1) were adopted in 2011 for medium and heavy-duty trucks for model years 2014-2018.[47] This Heavy-Duty National Program is intended to reduce fuel use and GHG emissions from medium- and heavy-duty vehicles, semi-trucks, pickup trucks and vans, and all types and sizes of work trucks and buses in between. CalEEMod® and EMFAC2021 include reductions associated with this regulation that are represented in this analysis.

[47] USEPA, Office of Transportation and Air Quality. 2011. Available at: https://www.gpo.gov/fdsys/pkg/FR-2011-09-15/pdf/2011-20740.pdf. Accessed: February 2022.

- The USEPA/NHTSA advanced fuel economy and GHG standards (Phase 2) were adopted in 2016 for medium- and heavy-duty trucks for model years 2018 and beyond.[48] The Phase 2 program includes technology-advancing standards that substantially reduce GHG and criteria pollutant emissions and fuel consumption resulting in an ambitious, yet achievable, program that will allow manufacturers to meet the applicable standards over time, at reasonable cost, through a mix of different technologies. The Phase 2 program's standards will be phased in, beginning with model year 2021 and culminating with model year 2027. [49]

In November 2019, CARB released EMFAC off-model adjustment factors to account for the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One.[50] The SAFE Rule has been incorporated into EMFAC2021, which is used in this analysis.

4.3.4.1 Calculating Mobile Source Emissions

Mobile source emissions calculation requires trip rates and trip lengths for each different trip type in the Project (e.g., passenger vehicles and delivery trucks).

The following sections describe the methodology to derive the necessary inputs. The mobile source calculations were performed using Excel following CalEEMod® methodology in order to capture the Project's mobile emissions.

The Project emissions inventory accounts for the moving of the Costco Warehouse from 4500 W Shaw Avenue to the new Project location (i.e., W. Herndon Avenue and N. Riverside Drive). It is reasonably foreseeable that the 4500 W Shaw Avenue location will be backfilled with a shopping center use, which will have lower mobile emissions compared to the current Costco Warehouse operations. The reduction in mobile emissions from the removal of the Costco Warehouse at 4500 W Shaw Avenue is incorporated into the Project emissions inventory. The VMT and trip rate assumed for the change at 4500 W Shaw Avenue and Project location are detailed in **Appendix B**.

a) Trip Generation Rates

The trip generation rates for the Project were based on Kittelson data. The trips for the northeast corner of W. Herndon Ave. and N. Riverside Dr (Herndon/Riverside) and 4500 W Shaw Ave are shown in **Appendix B** in **Table B-1a** and **Table B-1b**, respectively.

b) Trip Lengths

Trip lengths for passenger vehicles, fuel delivery trucks, and warehouse delivery trucks were provided by Kittelson. The trip length for the MDO delivery trucks is based on the average routed round trip length for Fresno MDO deliveries. These trip lengths for Herndon/Riverside and 4500 W Shaw Ave are presented in **Appendix B, Table B-1a** and **Table B-1b**, respectively.

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[48] USEPA, Office of Transportation and Air Quality. 2016. Available at: https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf. Accessed: February 2022.

[49] The emission reductions attributable to Phase 2 of the regulations for medium- and heavy-duty trucks were not included in the Project's emissions inventory due to the difficulty in quantifying the reductions. Excluding these reductions results in a more conservative (i.e., higher) estimate of emissions for the Project.

[50] CARB. 2019. EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One. Available at: https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf. Accessed: February 2022.

c) Fleet Mix

The fleet mixes derived based on CalEEMod® and EMFAC2021 were used to determine the mix of light-duty vehicles used for member vehicles and employee vehicles. The MDO delivery trucks, fuel delivery trucks, and warehouse delivery trucks were assumed to all be heavy-heavy-duty trucks. The fleet mixes were used to calculate the fleet-weighted average emission factor for each vehicle type. The fleet mixes for the operational mobile trips are shown in **Table B-2** of **Appendix B**.

d) Transportation Refrigeration Units

The Project includes Transport Refrigeration Units (TRUs), which are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including truck vans, semi-truck trailers, shipping containers, and railcars. These TRUs account for approximately 15% of the warehouse delivery trucks. This analysis assumes that TRUs are plugged in at the loading dock. Emission factors for TRUs were obtained from OFFROAD2021 for TRU trailers in Fresno County and are presented in **Table 4-7**.

e) On-Road Mobile Source Emission Factors

Exhaust, evaporative, tire wear, and brake wear emission factors were obtained from EMFAC2021 for Fresno County and are presented in **Appendix B, Tables B-3 through B-5**. Emission factors for passenger vehicles were calculated as a fleet-weighted average. Entrained road dust emission factors were calculated following guidance in the CalEEMod® User's Guide, Appendix A, which is based on AP-42, Section 13.2.1 for vehicles traveling on paved roads. Entrained road dust emission factors for PM_{10} and $PM_{2.5}$ are shown in **Appendix B, Table B-6**.

4.3.4.2 Mobile Source Emissions

The emission factors for each vehicle type were calculated from EMFAC2021 model outputs. The fleet mixes from **Table B-2** were used to form member vehicle weighted emission factors and employee vehicle weighted emission factors. The emission factors used to estimate mobile emissions from running exhaust, running losses, tire wear, brake wear (**Table B-3**), and entrained road dust (**Table B-6**) are on a "per mile" basis and thus the emissions were calculated by multiplying these factors by the estimated VMT for each vehicle type. The emission factors for starting exhaust and non-running evaporative processes (**Table B-4**) are on a "per trip" basis and thus the emissions were calculated by multiplying these factors by the estimated number of trips for each vehicle type. The emission factors used to estimate criteria air pollutant emissions from idling (**Table B-5**) are on a "per minute of idling" basis and thus the emissions were calculated by multiplying these factors by the estimated idle duration for each vehicle type.

Member vehicles used the member vehicle weighted emission factors, while warehouse, fuel station, and car wash employees and MDO driver and warehouse employee vehicles used the employee vehicle weighted emission factors. The overall mobile source emissions are shown in **Appendix B, Table B-7a** and **B-7b.**

4.3.5 Total Operational Emissions

Table 4-8a summarizes the Project operational criteria air pollutant emissions from permitted and non-permitted sources on an annual basis. **Table 4-8b** summarizes the

Project operational on-site daily criteria air pollutant emissions from permitted and non-permitted sources.

5. HEALTH RISK ASSESSMENT

This HRA evaluates the estimated cancer risk, non-cancer chronic hazard index (HIC), and acute hazard index (HIA) associated with construction and operation of the Project to address the SJVACPD Significance Thresholds.

5.1 Estimated Air Concentrations

To evaluate the health risks and concentration of air toxics in the surrounding area, SJVAPCD recommends estimating concentrations using air pollution dispersion modeling. The methodologies used to evaluate emissions for the Project are based on the most recent SJVAPCD Modeling and Health Risk Assessment Guidelines and the most recent Air Toxics Hot Spots Program Risk Assessment Guidelines from Office of Environmental Health Hazard Assessment (OEHHA).[51,52,53]

Off-site air concentrations of TACs from Project emissions are estimated using the American Meteorological Society/Environmental Protection Agency regulatory air dispersion model (AERMOD). Details on the inputs and methodology used in the dispersion modeling are discussed further in the sections below.

5.1.1 Toxic Air Contaminant Emissions

Ramboll evaluated excess lifetime cancer risk and HIC for off-site receptors from Project construction emissions. In particular, the construction HRA assesses the lifetime cancer risk and HIC associated with DPM emissions from off-road diesel construction equipment and hauling and vendor trucks during construction of the Project. Diesel exhaust, a complex mixture that includes hundreds of individual constituents, is identified by the State of California as a known carcinogen.[54,55] Under California regulatory guidelines, DPM is used as a surrogate measure of exposure for the mixture of chemicals that make up diesel exhaust as a whole. We conservatively assumed that all PM_{10} from diesel fueled equipment and trucks is DPM. Gasoline vehicles were not included in the HRA per the direction from SJVAPCD.[56]

Additionally, Ramboll evaluated the lifetime cancer risk, HIC, and HIA analyses resulting from Project operation, which includes DPM emissions associated with Costco delivery trucks travel and idling, warehouse diesel delivery truck travel and idling, MDO diesel delivery truck travel and idling, and TAC emissions (e.g., benzene) from gasoline transfer and dispensing. Costco members' vehicles are assumed to be gasoline-fueled, hybrid, and electric vehicles. Therefore, TAC emissions associated with Costco members' vehicles are not included in the

[51] SJVAPCD. 2006. Guidance for Air Dispersion Modeling. August. Available at: https://www.valleyair.org/busind/pto/Tox_Resources/Modeling%20Guidance.pdf Accessed: February 2022.

[52] SJVAPCD. Health Risk Assessment Guidance Document for AB2588 and CEQA. Document provided by the SJVAPCD staff, Kyle Melching, via email dated August 4, 2021.

[53] Cal/EPA, OEHHA. 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines. February. Available at: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed: February 2022.

[54] Cal/EPA, OEHHA. 1998. Findings of the Scientific Review Panel on The Report on Diesel Exhaust, as adopted at the Panel's April 22, 1998, meeting.

[55] Cal/EPA, OEHHA. 2018. OEHHA/ARB Consolidated Table of Approved Risk Assessment Health Values. May. Available at: https://www.arb.ca.gov/toxics/healthval/contable.pdf. Accessed: May 2021.

[56] Email communication with SJVAPCD staff, Diana Walker, on August 17, 2021.

operational HRA based on the direction from the District.[57] Detailed emission calculations for the construction and operational HRAs are presented in **Appendix C** and **Appendix D**.

5.1.2 Air Dispersion Modeling Methodology

Ramboll used AERMOD Version 21112 to estimate ambient air concentrations and evaluate the health risks of TACs at off-site receptors. [58,59] For each receptor location, the model generates air concentrations (or air dispersion factors if unit emissions [i.e., 1 g/s] were modeled) that result from emissions from multiple sources.

Air dispersion models such as AERMOD require a variety of inputs such as source parameters, meteorological data, topography information, and receptor parameters. When site-specific information was unknown, default parameter sets that are designed to produce conservative (i.e., overestimates of) air concentrations were used.

5.1.2.1 AERMOD

AERMOD has been approved for use by USEPA, CARB, and SJVAPCD, and incorporates multiple variables in its algorithms including:

- Meteorological data representative of surface and upper air conditions;
- Local terrain data to account for elevation changes; and
- Physical specification of emission sources including information such as:
  - Location;
  - Release height; and
  - Source dimensions.

Dispersion model averaging times are specified based on the averaging times of ambient air quality standards and the air quality significance thresholds established by the appropriate regulatory agencies. For the Project construction HRA, the PERIOD averaging time (average concentration for the 5-year meteorological data set) was used to calculate chronic (long-term) health effects. No acute non-cancer toxicity has been identified for DPM.[60] Thus, an acute HI from Project construction was not calculated.

For the Project operational HRA, the 1-hour averaging time was used to evaluate acute (short-term) effects and the PERIOD averaging time (average concentration for the 5-year meteorological data set) was used to calculate chronic (long-term) health effects.

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[57] Ibid.

[58] USEPA. 2021. User's Guide for the AMS/EPA Regulatory Model (AERMOD). August. Available at: https://gaftp.epa.gov/Air/aqmg/SCRAM/models/preferred/aermod/aermod_userguide.pdf. Accessed: February 2022.

[59] USEPA. 2017. Guideline on Air Quality Models (Revised). 40 Code of Federal Regulations, Part 51, Appendix W. Office of Air Quality Planning and Standards. January. Available at: https://www.epa.gov/scram/clean-air-act-permit-modeling-guidance. Accessed: February 2022.

[60] CARB. 2018. *Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values*. August, https://www.arb.ca.gov/toxics/healthval/contable.pdf. Accessed: February 2022.

The following other options in AERMOD were selected for use in this analysis. The regulatory default option was selected based the SJVAPCD modeling recommendations,[61] which established the settings for variables such as rural modeling dispersion option, receptor heights, off-site receptor grid spacing, and emissions source parameters. The air dispersion model was run using a unit emission factor approach. The model output based on a unit emission factor approach was incorporated into a post-processing step with the calculated emission rates to estimate the air concentrations at each receptor.

5.1.2.2 Source Characterization

For the Project construction HRA, DPM emissions from haul trucks and vendor vehicles traveled on the roadway links within 0.25 miles of the site boundary were modeled using line-volume sources in the air dispersion model. Volume sources covering the planned construction areas were used to represent DPM exhaust emissions from the off-road equipment for the construction modeling. 20 meters-by-20 meters volume sources[62] are used to characterize construction off-road equipment with a release height of 5 meters, an initial lateral dimension of 2.3 (length of side/2.15), and an initial vertical dimension of 1.4 m. Modeled construction emission source locations are shown in **Figure 1**.

For the Project operational analysis, DPM emissions from mobile sources traveling on the roadway links within 0.25 miles of the site boundary were modeled as line-volume sources. Point sources were used to represent on-site idling for fuel delivery trucks, warehouse delivery trucks, and MDO delivery trucks, as well as transport refrigeration unit (TRU) emissions when in use by warehouse delivery trucks at the warehouse loading docks. The GDF emission sources were modeled as point sources (loading and breathing emissions) and volume sources (refueling, hose permeation, and spillage). Modeled operational emission source locations are shown in **Figure 2**. Detailed source parameters and their bases were provided in **Appendix E**.

5.1.2.3 Meteorology

SJVAPCD provides AERMOD model-ready meteorological data sets for use in air quality and risk impact analyses in the SJVAB. SJVAPCD's Fresno, CA (Station ID 93193) meteorological data set was selected based on that station's close geographic proximity to the Project. The SJVAPCD meteorological data set for January 1, 2013 to December 31, 2017 was used for the analysis.[63] The meteorological station location is presented in **Figure 3**.

5.1.2.4 Land Use

The land uses surrounding the Project alignment are primarily a mix of developed residential and commercial areas. AERMOD offers the option of using either rural or urban dispersion characteristics. Selection of rural or urban dispersion characteristics depends on the predominant land use within a three-kilometer radius of the site. SJVAPCD recommends that if 50% or more of the land use types within the three-kilometer radius is classified as heavy

[61] SJVAPCD. 2006. Guidance for Air Dispersion Modeling. Available at: http://www.valleyair.org/busind/pto/tox_resources/Modeling%20Guidance.pdf. Accessed: February 2022.

[62] The modeled volume is an approximate representation of the area where construction activity may occur. Slight changes to the exact boundary of the construction activity area are not anticipated to meaningfully alter the analysis findings.

[63] SJVAPCD. Meteorological Data. Available at: ftp://ftp2.valleyair.org/public/Modeling/Meteorological_Data. Accessed: February 2022.

industrial, light/moderate industrial, and/or commercial, then urban dispersion characteristics must be chosen for all Project emissions sources. Otherwise, the rural dispersion characteristics must be chosen.[64] Ramboll determined that less than 50% of the land use within the three-kilometer radius is classified as the urban land use types, and rural dispersion characteristics were therefore used for the Project.

Data specifying terrain elevations of sources and receptors are imported into the model. Elevations are based on National Elevation Datasets (NEDs) and consist of an array of regularly spaced points on a horizontal plane for which an elevation is specified. NED 1-arc second data used in this analysis were obtained from the United States Geologic Survey (USGS).[65]

5.1.2.5 Emission Rates

Emissions were modeled using the χ/Q ("chi over q") method, such that each source group has a unit emission rate (i.e., 1 gram per second [g/s]), and the model estimates dispersion factors (with units of [µg/m^3]/[g/s]). Actual emissions were multiplied by the dispersion factors to obtain concentrations.

For the Project construction analysis, emissions from all modeled construction sources including off-road construction equipment, off-site vendor vehicle travel, and off-site hauling vehicle travel – were assumed to occur between the hours of 7:00 AM and 10:00 PM and 6 days per week for the Project construction duration of one year.

For the Project operational analysis, warehouse delivery trucks and TRUs are expected to operate between 2AM and 1PM, 7 days per week. Emissions from gasoline refueling, hose permeation, and spillage were modeled from 6 AM to 10 PM based on the anticipated operating schedule of the gas station. Emissions from fuel delivery trucks, MDO delivery trucks, and gasoline tank loading and breathing loss were conservatively modeled 24 hours per day, 7 days per week.

5.1.2.6 Receptors

In order to evaluate health impacts to off-site receptors, nearby sensitive receptor populations were identified. SJVAPCD identifies the following as off-site sensitive receptors: schools, daycare facilities, hospitals, and adult/elderly care facilities.[66] The following receptors are included in the AERMOD modeling per SJVAPCD guidance:[67]

- 25 m x 25 m from the site boundary to 100 m from the site boundary;
- 50 m x 50 m from 100 m to 250 m from the site boundary;
- 100 m x 100 m from 250 m to 500 m from the site boundary;
- 250 m x 250 m from 500 m to 1,000 m from the site boundary;
- 500 m x 500 m from 1,000 m to 2,000 m from the site boundary;

[64] SJVAPCD. 2006. Guidance for Air Dispersion Modeling. Available at: http://www.valleyair.org/busind/pto/tox_resources/Modeling%20Guidance.pdf. Accessed: February 2022.

[65] USGS National Elevation Dataset. Available at: https://www.mrlc.gov/tools. Accessed: February 2022.

[66] SJVAPCD. 2006. Guidance for Air Dispersion Modeling. Available at: http://www.valleyair.org/busind/pto/tox_resources/Modeling%20Guidance.pdf. Accessed: February 2022.

[67] Ibid.

- Coarse Grid 100 m x 100 m from 200 m to ¼-mile from the Project;[68] and
- Discrete sensitive receptors.

Sensitive receptor locations within a 2,000 meter radius of the modeled site boundary[69] were procured from a third-party that identified these receptors.[70]

The locations of all receptors are illustrated on **Figure 4**. Receptor heights were assumed to be ground-level based on SJVAPCD guidance.[71]

5.2 Risk Characterization Methods

The Project construction and operational HRA's was conducted in accordance with SJVAPCD risk assessment guidelines.[72] These guidelines are based on OEHHA's 2015 Air Toxics Hot Spots Program Risk Assessment Guidelines.[73] The 2015 OEHHA Guidelines include various updates that are protective of human health, particularly related to estimating potential risks in infants, children, and other sensitive receptors. Lifetime cancer risk, HIC, and HIA were calculated at each receptor. TAC emissions and air dispersion results were input into HARP, version 21081, the OEHHA-recommended program for completing an HRA. Specific steps taken to complete the HRA, such as exposure assessment, dose-response, and risk characterization are described in more detail below.

5.3 Exposure Assessment

To calculate health impacts for comparison to SJVAPCD thresholds, this report assesses risk to residential, worker, and sensitive receptors. The exposure rate for the residential scenario is more conservative than those for other sensitive receptor types (i.e., school child, daycare child, and patients) as residents have the highest exposure frequency, exposure time, and exposure duration, thus for this analysis, sensitive receptors were evaluated using residential exposure assumptions.

Exposure Assumptions: The exposure duration, pathways, exposure analysis methods (e.g., OEHHA 95th High End Method) evaluated in the HRA used to estimate excess lifetime cancer risks for exposed populations were selected in accordance with risk assessment guidelines from OEHHA and SJVAPCD.[74,75] A deposition rate of 0.05 m/s was used for multipathway analysis. For construction HRA, we conservatively assume that exposure begins at birth (age 0), rather than at the third trimester due to higher overall intake of DPM.

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[68] Ibid.

[69] Ibid.

[70] EDR. 2021. EDR Offsite Receptor Report.

[71] SJVAPCD. 2006. Guidance for Air Dispersion Modeling. Available at: http://www.valleyair.org/busind/pto/tox_resources/Modeling%20Guidance.pdf. Accessed: January 2022.

[72] SJVAPCD. Health Risk Assessment Guidance Document for AB2588 and CEQA. Document provided by the SJVAPCD staff, Kyle Melching, via email dated August 4, 2021.

[73] Cal/EPA, OEHHA. 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines. February. Available at: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed: February 2022.

[74] Cal/EPA, OEHHA. 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines. February. Available at: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed: February 2022.

[75] SJVAPCD. 2006. Guidance for Air Dispersion Modeling. Available at: http://www.valleyair.org/busind/pto/tox_resources/Modeling%20Guidance.pdf. Accessed: February 2022.

Calculation of Intake: The dose estimated for each exposure pathway is a function of the concentration of a chemical and the intake of that chemical. The intake factor for inhalation, IF_{inh}, can be calculated as follows:

$$IF_{inh} = \frac{DBR * FAH * EF * ED * CF}{AT}$$

Where:

IF_{inh} = Intake Factor for Inhalation (m^3/kg-day)

DBR = Daily Breathing Rate (L/kg-day)

FAH = Frequency of time at Home (unitless)

EF = Exposure Frequency (days/year)

ED = Exposure Duration (years)

CF = Conversion Factor, 0.001 (m^3/L)

AT = Averaging Time (days)

The chemical intake or dose is estimated by multiplying the inhalation intake factor, IF_{inh}, by the chemical concentration in air, C_i. When coupled with the chemical concentration, this calculation is mathematically equivalent to the dose algorithm given in the current OEHHA Hot Spots guidance.[76]

5.3.1 Age Sensitivity Factors

As a conservative and health-protective measure, the estimated excess lifetime cancer risks for a resident will be adjusted using age sensitivity factors (ASFs) that account for an "anticipated special sensitivity to carcinogens" of infants and children as recommended in the OEHHA 2009 Technical Support Document and OEHHA 2015 Air Toxics Hot Spots Program Risk Assessment Guidelines.[77,78] Cancer risk estimates were weighted by a factor of 10 for exposures that occur from the third trimester of pregnancy to two years of age and by a factor of three for exposures that occur from two years through 15 years of age. No weighting factor (i.e., an ASF of one, which is equivalent to no adjustment) is applied to ages 16 and older.

5.3.2 Toxicity Assessment

The toxicity assessment characterizes the relationship between the magnitude of exposure and the nature and magnitude of adverse health effects that may result from such exposure. For purposes of calculating exposure criteria to be used in risk assessments, adverse health effects are classified into two broad categories – cancer and non-cancer endpoints. Toxicity values that are used to estimate the likelihood of adverse effects occurring in humans at

[76] Cal/EPA, OEHHA. 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines. Appendix D. February. Available at: https://oehha.ca.gov/media/downloads/crnr/2015gmappendices.pdf. Accessed: September 2021.

[77] Cal/EPA, OEHHA. 2009. Technical Support Document for Cancer Potency Factors: Methodologies for Derivation, Listing of Available Values, and Adjustment to Allow for Early Life Stage Exposures. May. Available online at: https://oehha.ca.gov/air/crnr/technical-support-document-cancer-potency-factors-2009. Accessed: September 2021.

[78] Cal/EPA, OEHHA. 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines. Appendix D: February. Available at: https://oehha.ca.gov/media/downloads/crnr/2015gmappendices.pdf. Accessed: September 2021.

different exposure levels are identified as part of the toxicity assessment component of a risk assessment. Toxicity factors in the latest HARP Health Database,[79] integrated into the HARP program, were used in this HRA. The HARP program contains the most up-to-date listing of available inhalation and oral cancer potency factors (CPFs), chronic inhalation and oral RELs, and acute RELs approved by California Environmental Protection Agency (Cal/EPA) for use in health risk assessments.

5.4 Risk Characterization

This section describes the methods used to estimate potential adverse effects associated with off-site exposures to chemicals emitted from the Project. The results of the HRA are presented in Section 5.5. HARP was used to estimate carcinogenic risks and non-cancer HIs associated with potential exposures to potential emissions from the Project's construction and operational emissions.

5.4.1 Estimation of Cancer Risks

Excess lifetime cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens. The estimated risk is expressed as a unitless probability. The cancer risk attributed to a chemical is calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the chemical-specific cancer potency factor (CPF). For carcinogenic chemicals, both inhalation and non-inhalation pathways must be considered, using the CPFs in HARP. Total risk is the sum of risks attributable to each chemical considered by each pathway.

The equation used to calculate the potential excess lifetime cancer risk for the inhalation pathway is as follows:

$$Riskinh = Ci \; x \; CF \; x \; IFinh \; x \; CPFi \; x \; ASF$$

Where:

Riskinh = Cancer risk; the incremental probability of an individual developing cancer as a result of inhalation exposure to a particular potential carcinogen (unitless)

Ci = Annual average air concentration for chemical (µg/m^3)

CF = Conversion factor (mg/µg)

IFinh = Intake factor for inhalation (m^3/kg-day)

CPFi = Cancer potency factor for chemical (mg chemical/kg body weight-day)$^{-1}$

ASF = Age sensitivity factor (unitless)

A similar equation, using oral dose and the oral CPF, is used to calculate risks from oral exposure. Oral cancer risks include dermal absorption, incidental ingestion of soil, and mother's milk. HARP default exposure parameters were used, as described above.

[79] The latest HARP Health Database is available from ARB here: https://www.arb.ca.gov/toxics/harp/harp.htm. Accessed: February 2022.

5.4.1.1 Estimation of Chronic Non-Cancer Hazard Indices

The potential for exposure to result in adverse chronic non-cancer effects is evaluated by comparing the estimated annual average air concentration (which is equivalent to the average daily air concentration) to the non-cancer chronic reference exposure level (cREL) for each chemical. When calculated for a single chemical, the comparison yields a ratio termed a hazard quotient (HQ). To evaluate the potential for adverse chronic non-cancer health effects from simultaneous exposure to multiple chemicals, the HQs for all chemicals are summed, yielding a HI:

$$HQi = Ci / cREL$$

$$HI = \sum HQ$$

Where:

HI	=	Hazard index
HQi	=	Chronic hazard quotient for chemical i
Ci	=	Annual average concentration of chemical i (µg/m^3)
cRELi	=	Chronic noncancer reference exposure level for chemical i (µg/m^3)

Estimation of non-inhalation chronic health effects uses a similar method, but the annual average air concentration is replaced by the dose calculated by HARP using the exposure parameters mentioned above, and the appropriate non-inhalation REL is used.

Estimation of an HI for each target organ (also referred to as a segregation of HI by target organ analysis) is recommended by OEHHA because the non-cancer effects of chemicals with different target organs are generally not additive.

5.5 Health Risk Results

Using the health risk assessment options for HARP detailed in **Table 5-1** and **Table 5-2** for the construction HRA and operational HRA, respectively, the potential health impacts during the construction and operation of the Project were estimated at the maximally impacted residential, worker, and sensitive receptors. The cancer risk, HIC, and HIA results of the construction and operational health risk assessment are presented in **Table 5-3**.

6. CO HOTSPOTS

Mobile-source impacts occur on two basic scales of motion. Regionally, Project-related travel will add to regional trip generation and increase the VMT within the local airshed and the SJVAB. Locally, Project traffic will be added to the City's roadway system. There is a potential for the formation of microscale CO "hotspots" in the area immediately around points of congested traffic. Because of continued improvement in mobile emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the basin is steadily decreasing.

Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. To verify that the Project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted. The Fresno Costco Relocation Transportation Impact Analysis prepared by Kittelson evaluated the level of service (LOS) (i.e., increased congestion) impacts at intersections affected by the Project. The potential for CO hotspots was evaluated based on the results of the traffic analysis.

6.1 Regulatory Background

The City of Fresno's General Plan and Development Code Update was reviewed to determine if the Project would require a site-specific hotspot analysis. The localized impacts to ambient CO concentrations from peak traffic volumes within the City were modeled using the CALINE4 CO Hotspots model. It was determined that tripling the maximum traffic volume within the City during the peak hour – 12,000 trips – resulted in an 8-hour CO concentration of 6 ppm, which falls below the 8-hour CAAQS of 9.0 ppm.[80] Because that volume of traffic is very unlikely to occur, it was determined that CO hotspot modeling is not required for new projects unless roadway intersection traffic volumes exceed 36,000 peak hour trips.

Further, SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts indicates that the project would result in no potential to create a violation of the CO standard if neither of the following SJVAPCD screening criteria are met at any of the intersections affected by the project:[81]

- A traffic study for the project indicates that the LOS on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F.
- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at more or more intersections in the project vicinity.

[80] City of Fresno. 2014. General Plan and Development Code Update. Available at: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2016/11/Sec-05-03-Air-Quality-MEIR.pdf. Accessed: February 2022.

[81] SJVAPCD. 2015. Guidance for Assessing and Mitigating Air Quality Impacts. Available at: http://www.valleyair.org/transportation/GAMAQI.pdf. Accessed: February 2022.

6.2 Traffic Study Findings

The Traffic Study[82] prepared for this project evaluated the LOS impacts at six existing intersections and three proposed intersections resulting from new roadways for site access. Kittelson evaluated eight scenarios, which are summarized in **Appendix G**:

- Scenario 1: Existing Conditions (2021),
- Scenario 2: Existing Plus Project Conditions (2021)
- Scenario 3: Existing Plus Project Conditions with Off-Site Improvements (2021)
- Scenario 4: Future Conditions (2042),
- Scenario 5: Future Plus Project Conditions (2042),
- Scenario 6: Future Plus Project with Reclassification Conditions with Off-Site Improvements (2042)
- Scenario 7: Future Plus Project Conditions without Reclassification of W. Herndon Ave. (2042), and
- Scenario 8: Future Plus Project Conditions without Reclassification of W. Herndon Ave. with Off-Site Improvements (2042).

Scenarios 3, 6, and 8 would not result in a reduction of LOS on one or more streets or at one or more intersections in the project vicinity to LOS E or F.

Based on the analysis performed by Kittelson, the LOS impacts show that the following intersections have the potential to reduce to LOS E or F with the Project:

- Scenario 2: Existing Plus Project Conditions (2021)
  - Intersection No. 2 (N Riverside Dr/W Fir Ave): PM and Saturday peak hours
  - Intersection No. 3 (N Riverside Dr/W Herndon Ave): AM, PM, and Saturday peak hours
  - Intersection No. 4 (N Golden State Blvd/W Herndon Ave): PM and Saturday peak hours
- Scenario 5: Future Plus Project Conditions (2042):
  - Intersection No. 2 (N Riverside Dr/W Fir Ave): PM and Saturday peak hours
  - Intersection No. 3 (N Riverside Dr/W Herndon Ave): AM, PM, and Saturday peak hours
  - Intersection No. 4 (N Golden State Blvd/W Herndon Ave): PM and Saturday peak hours
- Scenario 7: Future Plus Project Conditions without Reclassification of W. Herndon Ave. (2042)
  - Intersection No. 2 (N Riverside Dr/W Fir Ave): PM and Saturday peak hours
  - Intersection No. 3 (N Riverside Dr/W Herndon Ave): AM, PM, and Saturday peak hour
  - Intersection No. 4 (N Golden State Blvd/W Herndon Ave): PM and Saturday peak hours

For these intersections listed above, the total traffic volumes are less than the 36,000 vehicles per hour threshold determined in the General Plan. Further, the Project satisfies the remaining SJVAPCD screening criterion because there are no existing LOS F on any of the

[82] Kittelson & Associates, Inc. 2023. Fresno Costco Relocation Transportation Impact Analysis. May.

studied intersections. Therefore, the Project would not result in the potential to create a violation of the CO standard.

7. PROJECT INVENTORY IN CONTEXT

This section assesses the significance of the Project's emissions for purposes of CEQA.

7.1 Threshold 1

Would the Project conflict with or obstruct implementation of the applicable air quality plan?

CARB has developed a three-step approach to determine project conformity with the applicable Air Quality Attainment Plan (AQAP):

1. *Determination that an AQAP is being implemented in the area where the project is being proposed.* SJVAPCD has implemented the current, modified 2016 8-hour AQAP as approved by CARB and approved by USEPA for the 2008 8-hour O3 standard.
2. *The proposed project must be consistent with the growth assumptions of the applicable AQAP.* The Fresno County 2050 growth Projections[83] for the 2018 Public Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)[84,85] provides for future employment/population factors.
3. *The project must contain in its design all reasonably available and feasible air quality control measures.* The Project incorporates various policy and rule-required implementation measures that would reduce related emissions.

As discussed in **Section 2.3**, SJVAPCD's air quality plans rely on information from CARB and Fresno Council of Governments (Fresno COG) to project future emissions and determine the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and Fresno COG growth projections are based on population, vehicle trends, and land use plans developed by the cities and Fresno County as part of the development of their general plans. As such, projects that propose development that is consistent with the growth anticipated by the general plan(s) would be consistent with the growth projections of the SIP because associated emissions of criteria pollutants in a designated non-attainment area would be accounted for in these air quality plans. If a project proposes development that is greater than anticipated in Fresno COG's growth projections, the project would be in conflict with the regional air quality attainment plans and SIP and could potentially result in a significant air quality impact.

The Project is expected to serve the existing population of the area by providing more convenient access to Costco services, and thus it is not expected to lead to population growth. Therefore, it is consistent with the growth projections developed by Fresno COG for the area. The Project also does not involve a change in land use type that would conflict with that established in the City of Fresno General Plan.

The Project shows conformity with CARB's three step approach and the Project growth was anticipated by the Fresno COG RTP/SCS and incorporated into the AQAP. Implementation of

[83] Fresno County Council of Governments, 2017. Fresno County 2050 Growth Projections. Available at: https://2ave3l244ex63mgdyc1u2mfp-wpengine.netdna-ssl.com/wp-content/uploads/publications/RTP/2018_RTP/Fresno_COG_2050_Projections_Final_Report_050417.pdf. Accessed: February 2022.

[84] Fresno County Council of Governments, 2018. Fresno County 2018 Regional Transportation. Available at: https://www.fresnocog.org/project/regional-transportation-plan-rtp/. Accessed: February 2022.

[85] The 2022 RTP/SCS is in development and 70% complete, but the final adoption is not planned until June 2022.

rule-required measures would ensure that the Project would not obstruct an air quality plan during construction or operation.

7.2 Threshold 2

Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?

Per **Table 2-2**, the Project region is a designated non-attainment area for ozone (the State 1-hour O_3; federal and State 8-hour O_3) and particulate matter (State PM_{10}; federal and State $PM_{2.5}$). Ozone precursors include VOC and NO_X. As discussed in **Section 4**, estimated emissions for the Project show that the annual emissions for construction (**Table 4-5**) and on-site operations (**Table 4-8a** and **Table 4-8b**) are less than the SJVAPCD significance thresholds for all criteria pollutants. For annual operational criteria air pollutant emissions, the NOx and PM_{10} are above the SJVAPCD significance thresholds prior to compliance with Rule 9510. Through compliance with Rule 9510, the operational PM_{10} and NOx emissions would be below the significance thresholds.

7.3 Threshold 3

Would the Project expose sensitive receptors to substantial pollutant concentrations?

7.3.1 Health Risk Thresholds

The construction-related and operational health risk assessment results were used to assess if the Project would expose off-site receptors to substantial pollutant concentrations. As discussed in **Section 5**, the construction analysis evaluates the health risk resulting from off-road equipment DPM emissions during construction of the Project, as well as the DPM emissions from hauling and vendor trucks. The operational analysis evaluates the health risk resulting from DPM emissions from TRU usage, travel and idling for fuel delivery trucks, warehouse delivery trucks, and MDO delivery trucks, as well as TAC emissions from gasoline transfer and dispensing.

The results of the analyses show that the lifetime cancer risk, HIC, and acute hazard index of the Project-related construction and operational emissions are less than the SJVAPCD significance thresholds (**Table 5-3**).

7.3.2 CO Hotspots

Per **Section 6**, the Project would not result in a CO "hot spot" and a CO "hot spots" analysis is not needed to determine whether the change in the level of service (LOS) of an intersection in the Project area would have the potential to result in exceedances of the CAAQS or NAAQS or expose sensitive receptors to substantial pollutant concentrations.

7.3.3 Health Effects of Criteria Air Pollutants

Significant project criteria air pollutant emissions could potentially lead to increased concentrations of pollutants in the atmosphere and could result in health effects due to the increased emissions. The following section describes the mechanism by which project-related emissions could increase the concentrations of criteria air pollutants in the atmosphere and qualitatively describes the potential health effects.

The ambient concentration of criteria pollutants is a result of complex atmospheric chemistry and emissions of pollutant precursors and direct emissions. NO_X and VOC are precursors to ozone and, and NOx, VOC, and SO_X are precursors to secondarily formed $PM_{2.5}$. Chemical and

physical processes transform some of these precursors to the criteria pollutant concentrations in the atmosphere. The calculation of ozone and secondary $PM_{2.5}$ concentrations resulting from precursors is dependent on the spatial location of the criteria air pollutant emissions and how the emissions are dispersed in the atmosphere. Source apportionment, or the practice of deriving information about pollution sources and the amount they contribute to ambient air pollution levels, is also influenced by the meteorological conditions of the project location.

There are several variables which determine whether emissions of air pollutants from the project move and disperse in the atmosphere in a manner in which concentrations of criteria pollutants would become elevated and result in health impacts. A specific mass of precursor emissions does not equate to an equivalent concentration of the resultant ozone or secondary particulate matter in that area. The resulting concentration of criteria pollutants is influenced by sunlight, other pollutants in the air, complex reactions, and transport. The dispersion is based on the meteorological conditions of the source (the project), local terrain (elevation profile), and the height and size of the source. The surrounding land use, wind direction and wind speed will influence the location where the project emissions disperse. Meteorology, the presence of sunlight, and other complex chemical factors all combine to determine the ultimate concentration and location of ozone or PM formed by emissions of precursors.

The resulting health effects are further based on a complex relationship of multiple variables and factors. The calculated health effects are dependent upon the concentrations of pollutants to which the receptors are exposed, the number and type of exposure pathways for a receptor, and the intake parameters for a receptor, which vary based upon age and sensitivity (i.e. presence of pre-existing conditions). Health effects would be more likely for individuals with greater susceptibility to exposures, and also dependent on the location of receptors relative to the project site impacts whether receptors are exposed to project-related pollutants.

The following is a summary of the health effects from ozone, $PM_{2.5}$ and PM_{10}. Meteorology and terrain play major roles in ozone formation, and ideal conditions occur on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. Short-term exposures (lasting for a few hours) to ozone at levels typically observed in California can result in health effects. When inhaled, $PM_{2.5}$ and PM_{10} can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks and cause or aggravate bronchitis and other lung diseases. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Health effects of $PM_{2.5}$ include mortality (all causes), hospital admissions (respiratory, asthma, cardiovascular), emergency room visits (asthma), and acute myocardial infarction (non-fatal). For ozone, the endpoints are mortality, emergency room visits (respiratory) and hospital admissions (respiratory).

For this project, mass emissions for construction are below significance levels. For operation, emissions are also below significance levels for on-site daily emissions. Annual operational emissions are above the significance thresholds for NOx and PM_{10} prior to rule compliance and reduced to below the annual thresholds after rule compliance. The health effects from these emissions have been addressed by the analyses included herein.

The SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts establishes thresholds which are based upon scientific data that demonstrate the level of criteria air pollutant emissions that can be accommodated in the San Joaquin Valley without affecting the attainment of the CAAQS and NAAQS. As discussed in **Section 2.3.1**, the CAAQS and NAAQS are set to protect the public health and welfare from the effects of air pollution. Thus, the analyses relative to the SJVAPCD significance thresholds are an indicator for the potential health effects. The District has also adopted health risk thresholds that provide a threshold regarding the potential health effects for air pollutants. The GAMAQI states that "the District has established thresholds of significance for TACs that are extremely conservative and protective of health impacts on sensitive receptors." The CO hotspots analysis further evaluates for health effects based on the CAAQS for CO. The evaluation of the air emissions, which is a measure of potential health effects, are highlighted in **Section 7.1** through **7.3.2**.

7.4 Threshold 4

Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

7.4.1 Odors

According to SJVAPCD's *Guidance for Assessing and Mitigating Air Quality Impacts*, each project that will generate odors should be evaluated to determine the likelihood that it would result in nuisance odors. SJVAPCD recognizes the subjective nature of odor impacts and recommends that each project should be assessed on a "case-by-case" basis, taking into consideration all available pertinent information to qualitatively determine if a significant impact is likely to occur, such as information regarding the characteristics of the buffer zone between the sensitive receptor(s) and the odor source(s), local meteorological conditions, and the nature of the odor source. To facilitate the evaluation of odors, SJVAPCD has produced a list of common types of facilities, along with the distance from the source within which odors could possibly be significant. The list provides a qualitative assessment of a project's potential to adversely affect off-site receptors. The table below presents the list of common facilities and the minimum distance from the source below which the odor impacts may be significant. The Project does not include any uses identified by the SJVAPCD as being associated with odors, and thus the Project would not result in odors adversely affecting a substantial number of people.

SJVAPCD Screening Levels for Potential Odor Sources	
Type of Facility	**Distance**
Wastewater Treatment Facility	2 Miles
Sanitary Landfill	1 Mile
Transfer Station	1 Mile
Composting Facility	1 Mile
Petroleum Refinery	2 Miles
Asphalt Batch Plant	1 Mile
Chemical Manufacturing	1 Mile
Fiberglass Manufacturing	1 Mile

SJVAPCD Screening Levels for Potential Odor Sources	
Type of Facility	**Distance**
Painting/Coating Operations	1 Mile
Food Processing Facility	1 Mile
Feed Lot/Dairy	1 Mile
Rendering Plant	1 Mile

7.4.2 Valley Fever

7.4.2.1 Background

Valley Fever or *coccidioidomycosis* is one of the most studied and oldest known fungal infections. *Coccidioidomycosis* was first discovered in the early 1890s in Domingo Ezcurra, an Argentinean soldier, and in 1900 was established as a fungal disease. After an outbreak in the 1930s in the San Joaquin Valley of California, this disease was given its nickname "San Joaquin Valley Fever," often shortened further to "Valley Fever".[86]

Valley Fever is primarily a disease of the lungs caused by inhalation of spores of the *Coccidioides immitis* fungus. The *Coccidioides* fungus resides in the soil in southwestern United States, northern Mexico, and parts of Central and South America. When weather and moisture conditions are favorable, the fungus "blooms" and forms many tiny spores that lie dormant in the soil. The spores are found in the top few inches of soil, become airborne when the soil is disturbed by wind, vehicles, excavation, or other ground-moving activities, and are subsequently inhaled into the lungs. After the fungal spores have settled in the lungs, they change into a multicellular structure called a spherule. Fungal growth in the lungs occurs as the spherule grows and bursts, releasing endospores, which then develop into more spherules.

Infection occurs when the spores of the fungus become airborne and are inhaled. The fungal spores become airborne when contaminated soil is disturbed by human activities, such as construction and agricultural activities, and natural phenomenon, such as windstorms, dust storms, and earthquakes.

Valley Fever symptoms generally occur within 2-3 weeks of exposure. Approximately 60% of Valley Fever cases are mild and display flu-like symptoms or no symptoms. The remainder developed flu-like symptoms (fatigue, cough, chest pain, fever, rash, headache, and joint aches) that can last for a month and tiredness that can sometimes last for longer than a few weeks. In some cases, painful red bumps may develop. A small percentage of infected persons (<1%) can develop disseminated disease that spreads outside the lungs to the brain, bone, and skin. Without proper treatment, Valley Fever can lead to severe pneumonia, meningitis, and even death. Symptoms may appear 1 to 4 weeks after exposure.

[86] Los Angeles County Department of Health Services. 2004. Coccidioidomycosis: Cases of Valley Fever on the Rise in Southern California. The Public's Health Newsletter for Medical Professionals in Los Angeles County, Volume 4, Number 3. April. Available at: http://www.publichealth.lacounty.gov/media/tph/TPHApril2004.pdf. Accessed: February 2022.

These symptoms are not unique to Valley Fever and may be caused by other illnesses as well. Identifying and confirming this disease requires specific laboratory tests such as: (1) microscopic identification of the fungal spherules in the infected tissue, sputum, or body fluid sample; (2) growing a culture of *Coccidioides immitis* from a tissue specimen, sputum, or body fluid; (3) detection of antibodies (serological tests specifically for Valley Fever) against the fungus in blood serum or other body fluids; and (4) administering the Valley Fever skin test (called coccidioidin or spherulin), which indicates prior exposure to the fungus

Valley Fever is not contagious, and thus cannot be passed from person to person. Most individuals who are infected will recover without treatment within 6 months and will have a life-long immunity to the fungal spores. In severe cases, such as patients with rapid and extensive primary illness, those who are at risk for dissemination of disease, and those who have disseminated disease, antifungal drug therapy is used. Only 1-2% of those exposed who seek medical attention will develop a disease that spreads to other parts of the body other than the lungs. The table below presents infection classifications and normal diagnostic spread as noted in recent research.

Range of Valley Fever Cases[87,88]

Infection Classification	Percent of Total Diagnosed Cases
Asymptomatic infections	60
Infections that resolve spontaneously (with lifelong immunity)	35
Chronic disease or disease disseminated throughout the body	Up to 5
Meningeal infection (affecting brain and/or spinal cord and requiring lifetime treatment)	0.15–0.75

Factors that affect the susceptibility to coccidioidal dissemination are race, sex, pregnancy, age, and immunosuppression. In 2019, there were 9,004 reported Valley Fever cases in California.[89] Consistent with previous years, the highest incidence of Valley fever in 2019 was reported in counties in the Central Valley and Central Coast regions of California, including Kern, Kings, San Luis Obispo, Fresno, Tulare, Madera, and Monterey counties. Of the 9,004 reported cases, 621 were reported for Fresno County.[90] Within Fresno County, elevated

[87] Hector RF, Laniado-Laborin R. 2005. Coccidioidomycosis—A Fungal Disease of the Americas. *PLoS Medicine*. 2005;2(1):e2. doi:10.1371/journal.pmed.0020002. Available at: http://www.ncbi.nlm.nih.gov/pmc/articles/PMC545195. Accessed: February 2022.

[88] Saubolle, Michael A., Peter P. McKellar, and Den Sussland. 2007. Epidemiologic, clinical, and diagnostic aspects of coccidioidomycosis. *Journal of clinical microbiology* 45.1: 26-30. Available at: http://jcm.asm.org/content/45/1/26.short. Accessed: February 2022.

[89] California Department of Public Health. 2020. Valley Fever Cases Reach Record High in California in 2019. Available at: https://www.cdph.ca.gov/Programs/OPA/Pages/NR20-321.aspx. Accessed: February 2022.

[90] California Department of Public Health. 2020. Epidemiologic Summary of Valley Fever in California, 2019. https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciEpiSummary2019.pdf. Accessed: February 2022.

areas of Valley Fever activity are known in the western portion, which does not include the City of Fresno.[91]

7.4.2.2 Assessment of Valley Fever Risks

The *Coccidioides immitis* fungus spores found in soil, which are responsible for transmitting the Valley Fever, can disperse in the air when the soil is disturbed during construction activities, and then can be inhaled into the lungs. On-site construction workers potentially could be exposed to Valley Fever from fugitive dust generated during construction of the Project, notably during grading and other earthmoving activities. Construction activities are subject to SJVAPCD Regulation VIII (Fugitive PM_{10} Prohibition). Regulation VIII is intended to reduce ambient concentrations of PM_{10} by requiring actions to prevent, reduce or mitigate anthropogenic fugitive dust emissions. By reducing fugitive dust emissions, Regulation VIII reduces potential exposure to Valley Fever. Since current long-term residents typically already have been exposed to and have developed immunity to Valley Fever, construction activities are not expected to add significantly to exposure of off-site residents to the fungus.

Operation of the Project is not expected to produce significant amounts of fugitive dust. Therefore, operational activities are not expected to add significantly to exposure of off-site residents to the fungus.

[91] Fresno County. Valley Fever in Fresno County. Available at: https://www.co.fresno.ca.us/home/showpublisheddocument/20584/636482356859800000. Accessed: February 2022.

TABLES

Table 2-1. Summary of NAAQS and CAAQS
Costco Commercial Center
Fresno, California

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	-	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM_{10})[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		-		
Fine Particulate Matter ($PM_{2.5}$)[9]	24 Hour	-	-	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15.0 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	-	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	-	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		-	-	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	-	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)		Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	-		-	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	-	
	Annual Arithmetic Mean	-		0.030 ppm (for certain areas)[11]	-	
Lead (Pb)[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	-	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Calendar Quarter	-		1.5 µg/m^3 (for certain areas)[12]		
	Rolling 3-Month Average	-		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

Notes:

[1] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[2] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

[3] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4] Methods specified by the ARB or any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

[5] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[6] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[7] Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

[8] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

Table 2-1. Summary of NAAQS and CAAQS
Costco Commercial Center
Fresno, California

[9] On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[10] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[11] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[12] The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[13] The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[14] In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Abbreviations:

ARB - Air Resources Board
CAAQS - California Ambient Air Quality Standards
CO - carbon monoxide
lbs - pounds
mg/m^3 - milligrams per cubic meter
NAAQS - National Ambient Air Quality Standards
NO_x - nitrogen oxide compounds (NO + NO_2)
ppm - parts per million
PM_{10} - particulate matter less than 10 microns in diameter
$PM_{2.5}$ - particulate matter less than 2.5 microns in diameter
ROG - reactive organic gases
SO_x - sulfur oxide compounds
U.S. EPA - United States Environmental Protection Agency
µg/m^3 - micrograms per cubic meter
VOC - volatile organic compounds

Table 2-2. SJVAPCD NAAQS and CAAQS Attainment Status
Costco Commercial Center
Fresno, California

Pollutant	Designation/Classification[1]	
	Federal Standards[2]	California Standards[3]
Ozone (1 Hour)	No Federal Standard[4]	Nonattainment/Severe
Ozone (8 Hour)	Nonattainment/Extreme[5]	Nonattainment
Respirable Particulate Matter (PM_{10})	Attainment[6]	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment[7]	Nonattainment
Carbon Monoxide (CO)	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide (NO_2)	Attainment/Unclassified	Attainment
Sulfur Dioxide (SO_2)	Attainment/Unclassified	Attainment
Lead (Particulate)	No Designation/Classification	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

Notes:

[1] See SJVAPCD Attainment Status. Available at: https://www.valleyair.org/aqinfo/attainment.htm. Accessed: September 2021.

[2] See 40 CFR Part 81.

[3] See CCR Title 17 Sections 60200-60210.

[4] Effective June 15, 2005, the U.S. Environmental Protection Agency (EPA) revoked the federal 1-hour ozone standard, including associated designations and classifications. EPA had previously classified the SJVAB as extreme nonattainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). Many applicable requirements for extreme 1-hour ozone nonattainment areas continue to apply to the SJVAB.

[5] Though the Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010).

[6] On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM_{10} National Ambient Air Quality Standard (NAAQS) and approved the PM_{10} Maintenance Plan.

[7] The Valley is designated nonattainment for the 1997 $PM_{2.5}$ NAAQS. EPA designated the Valley as nonattainment for the 2006 $PM_{2.5}$ NAAQS on November 13, 2009 (effective December 14, 2009).

Abbreviations:

CAAQS - California Ambient Air Quality Standards
CCR - California Code of Regulations
CFR - Code of Federal Regulations
CO - carbon monoxide
EPA - U.S. Environmental Protection Agency
NAAQS - National Ambient Air Quality Standards
NO_2 - nitrogen dioxide
PM_{10} - particulate matter less than 10 microns in diameter
$PM_{2.5}$ - particulate matter less than 2.5 microns in diameter
ROG - reactive organic gases
SJVAPCD - San Joaquin Valley Air Pollution Control District
SJVAB - San Joaquin Valley Air Basin
SO_x - sulfur oxide compounds

Table 2-3. Local Ambient Air Quality Data (Fresno County)
Costco Commercial Center
Fresno, California

Pollutant[1,2]	Averaging Time	2017	2018	2019	2020	Most Stringent Ambient Air Quality Standard[3]	Monitoring Station
Ozone	1 hour	0.128 ppm	0.100 ppm	0.097 ppm	0.116 ppm	0.09 ppm (State)	Fresno - Sierra Skypark #2
	8 hours	0.107 ppm	0.087 ppm	0.084 ppm	0.096 ppm	0.070 ppm (State/National)	
PM_{10}	24 hours	153.6 µg/m^3	136.2 µg/m^3	334.9 µg/m^3	283.7 µg/m^3	50 µg/m^3 (State)	Fresno - Garland
	Annual	39.4 µg/m^3	40.6 µg/m^3	35.9 µg/m^3	48.4 µg/m^3	20 µg/m^3 (State)	
$PM_{2.5}$	24 hours	86 µg/m^3	95.7 µg/m^3	51.3 µg/m^3	163.2 µg/m^3	35 µg/m^3 (National)	Fresno - Garland
	Annual	14.8 µg/m^3	16.2 µg/m^3	11.1 µg/m^3	163.2 µg/m^3	12 µg/m^3 (National)	
SO_2	1 hour	7.7 ppb	7.2 ppb	8.9 ppb	16.2 ppb	75 ppb (National)	Fresno - First Street
	24 hours	2.3 ppb	2.6 ppb	2.1 ppb	2.2 ppb	140 ppb (National)	
NO_2	1 hour	51 ppb	43 ppb	41 ppb	43 ppb	100 ppb (National)	Fresno - Sierra Skypark #2
	Annual	7.21 ppb	7.93 ppb	6.98 ppb	7.5 ppb	30 ppb (State)	
CO	1 hour	2.3 ppb	2.1 ppb	1.9 ppb	5 ppb	20 (State)	Fresno - First Street
	8 hours	1.9 ppb	2 ppb	1.5 ppb	2.5 ppb	9.0 (State)	

Notes:

[1] Ozone, PM_{10}, $PM_{2.5}$ data obtained from CARB iDAM: Air Quality Data Statistics. Daily exceedances for particulate matter are estimated days because PM_{10} and $PM_{2.5}$ are not monitored daily. Available at: https://www.arb.ca.gov/adam/select8/sc8start.php.

[2] SO_2, NO_2, and CO data obtained from EPA AirData. Available at: https://www.epa.gov/outdoor-air-quality-data/monitor-values-report. Accessed: September 2021.

[3] Most Stringent Ambient Air Quality Standard obtained from the table of ambient air quality standards available at: https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf. Accessed: September 2021.

Abbreviations:

CARB - California Air Resources Board
CO - carbon monoxide
EPA - Environmental Protection Agency
NO_2 - nitrogen dioxide
ppb - parts per billion
ppm - parts per million
PM_{10} - particulate matter less than 10 microns in diameter
$PM_{2.5}$ - particulate matter less than 2.5 microns in diameter
SO_2 - sulfur dioxide
µg/m^3 - micrograms per cubic meter

Table 2-4. Frequency of Air Quality Standard Violations
Costco Commercial Center
Fresno, California

Monitoring Site	Year	Number of Days Exceeding Standard[1,2]					
		National 24-Hour PM_{10}	State 24-Hour PM_{10}	National 24-Hour $PM_{2.5}$	State 1-Hour O_3	State 8-Hour O_3	National 8-Hour O_3
Fresno-Sierra Skypark #2 (O3); Fresno-Garland (PM2.5, PM10)	2017	1	97	31	6	46	44
	2018	0	103	36	4	30	27
	2019	3	73	10	2	9	9
	2020	14	100	45	8	19	18

Notes:

[1] * = There was insufficient (or no) data available to determine the value.

[2] Ozone, PM_{10}, $PM_{2.5}$ data obtained from CARB iDAM: Air Quality Data Statistics. Daily exceedances for particulate matter are estimated days because PM_{10} and $PM_{2.5}$ are not monitored daily. Available at: https://arb.ca.gov/adam/select8/sc8start.php. Accessed: September 2021.

Abbreviations:

CARB - California Air Resources Board

O_3 - ozone

PM_{10} - particulate matter less than 10 microns in diameter

$PM_{2.5}$ - particulate matter less than 2.5 microns in diameter

Table 3-1. SJVAPCD Air Quality Significance Thresholds
Costco Commercial Center
Fresno, California

Criteria Air Pollutant Annual Thresholds (tons/year)[1]			
		Operation	
Pollutant	Construction	Permitted Equipment and Activities	Non-Permitted Equipment and Activities
NO_X	10	10	10
VOC	10	10	10
PM_{10}	15	15	15
$PM_{2.5}$	15	15	15
SO_X	27	27	27
CO	100	100	100
Toxic Air Contaminants (TACs) Thresholds[2]			
Carcinogens	Maximum Exposed Individual Cancer Risk ≥ 20 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)		
Non-Carcinogens	Acute: Hazard Index equals or exceeds 1 for the Maximally Exposed Individual		
	Chronic: Hazard Index equals or exceeds 1 for the Maximally Exposed Individual		

Source:

[1] SJVAPCD. San Joaquin Valley Air Pollution Control District Air Quality Thresholds of Significance - Criteria Pollutants. Available at: http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf. Accessed: January 2022.

[2] SJVAPCD. San Joaquin Valley Air Pollution Control District Air Quality Thresholds of Significance - Toxic Air Contaminants. Available at: http://www.valleyair.org/transportation/0714-GAMAQI-TACs-Thresholds-of-Significance.pdf. Accessed: January 2022.

Abbreviations:

$\mu g/m^3$ - micrograms per cubic meter
CO - carbon monoxide
CO_2e - carbon dioxide equivalents
GHG - greenhouse gases
lbs - pounds
MT - metric ton
NO_2 - nitrogen dioxide
NOx - nitrogen oxides
PM_{10} - respirable particulate matter
$PM_{2.5}$ - fine particulate matter
ppm - parts per million
SJVAPCD - San Joaquin Valley Air Pollution Control District
SO_2 - sulfur dioxide
SO_x - sulfur oxides
TACs - toxic air contaminants
VOC - volatile organic compounds
yr - year

Table 4-1. Construction Schedule
Costco Commercial Center
Fresno, California

CalEEMod® Phase Type[1]	Start Date[1]	End Date[1]	Phase Duration[2] (days)
Demolition	5/1/2023	5/8/2023	7
Site Preparation	5/1/2023	5/8/2023	7
Grading	5/9/2023	6/12/2023	30
Grading/BC Overlap	6/13/2023	7/5/2023	20
Building Construction	7/6/2023	11/10/2023	110
Paving	7/29/2023	9/13/2023	40
Architectural Coating	9/14/2023	11/10/2023	50

Notes:
[1] Construction phases and duration are based on Project-specific estimates.
[2] The construction work week was assumed to be 6 days per week.

Abbreviations:
CalEEMod® - California Emissions Estimator Model

Table 4-2. Construction Equipment
Costco Commercial Center
Fresno, California

Phase Name	Offroad Equipment Type[1]	Number of Equipment[1]	Usage Hours[2] (hours/day)	Equipment Horsepower[2] (hp)	Equipment Load Factor[2]
Demolition	Concrete/Industrial Saws	1	8	81	0.73
	Excavators	3	8	158	0.38
	Rubber Tired Dozers	2	8	247	0.4
Site Preparation	Tractors/Loaders/Backhoes	4	8	97	0.37
Grading	Graders	3	8	187	0.41
	Other Construction Equipment	2	8	401	0.42
	Paving Equipment	1	8	132	0.36
	Rubber Tired Dozers	4	8	247	0.4
	Scrapers	2	8	367	0.48
	Surfacing Equipment	1	8	263	0.3
	Tractors/Loaders/Backhoes	2	8	97	0.37
Grading/BC Overlap	Excavators	3	8	158	0.38
	Rough Terrain Forklifts	2	8	100	0.4
	Rubber Tired Dozers	3	8	247	0.4
	Tractors/Loaders/Backhoes	3	8	97	0.37
Building Construction	Excavators	3	8	158	0.38
	Rough Terrain Forklifts	2	8	100	0.4
	Rubber Tired Dozers	3	8	247	0.4
	Tractors/Loaders/Backhoes	3	7	97	0.37
Paving	Rough Terrain Forklifts	1	8	100	0.4
	Rubber Tired Dozers	2	8	247	0.4
	Tractors/Loaders/Backhoes	2	8	97	0.37
Architectural Coating	Air Compressors	1	6	78	0.48

Notes:

[1] Number and type of offroad equipment for the Grading, Grading/BC Overlap, Building Construction, and Paving phases based on Project-specific data. Equipment used in the Demolition and Architectural Coating phases are based on CalEEMod® default values.

[2] Equipment usage hours, horsepower, and load factor are based on CalEEMod® defaults, with the exception of the horsepower value for "Other Construction Equipment" during the Grading phase. The "Other Construction Equipment" represents soil compactors and is based is based on project-specific data.

Abbreviations:

CalEEMod® - California Emissions Estimator Model

hp - horsepower

Table 4-3. Construction Material Movement
Costco Commercial Center
Fresno, California

Phase Name	Material Imported[1] (yd^3)	Material Exported[1] (yd^3)
Grading	60,000	0
Grading/BC Overlap	0	3,000

Notes:

[1] Soil import and export quantities based on project-specific data.

Abbreviations:

yd^3 - cubic yard

Table 4-4. Construction Demolition Assumptions
Costco Commercial Center
Fresno, California

Phase Name	Size Metric	Unit Amount[1]
Demolition/Site Prep	Tons of Debris	10

Notes:

[1] Square-footage quantity based on project-specific data.

Table 4-5. Annual and Daily Criteria Air Pollutant Emission Estimates for Project Construction
Costco Commercial Center
Fresno, California

Scenario	Annual Criteria Air Pollutant Emission Estimates[1]						Daily Criteria Air Pollutant Emission Estimates[1]					
	VOC[2]	NO_x	CO	SO_x[3]	PM_{10}	$PM_{2.5}$	VOC[2]	NO_x	CO	SO_x[3]	PM_{10}	$PM_{2.5}$
	(tons/year)						(pounds/day)					
Project Construction[4]	2.1	3.9	4.6	0.01	0.6	0.2	11.3	21.4	25.4	0.1	3.3	1.3
SJVAPCD Significance Thresholds[5]	**10**	**10**	**100**	**27**	**15**	**15**	100	100	100	100	100	100
Exceeds Threshold for any Year of Construction?	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Notes:

[1] Total emissions for project construction were estimated using CalEEMod® (see Appendix A). Total construction emissions include construction of the fuel station, warehouse, car wash, and parking lot.

[2] For purposes of this analysis VOC emissions are assumed to be equal to ROG.

[3] For purposes of this analysis SO_X emissions are assumed to be equal to SO_2.

[4] Construction emissions assume watering control consistent with SJVAPCD Rule 8021. Construction equipment greater than 50 hp used at the site shall meet USEPA Tier 3 emission standards for PM_{10} and $PM_{2.5}$ and include particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices.

[5] SJVAPCD Air Quality Significance Thresholds. Available at http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf. Accessed: January 2022.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel
CARB - California Air Resources Board
CO - carbon monoxide
lbs - pounds
NO_x - nitrogen oxide compounds (NO + NO_2)
$PM_{2.5}$ - particulate matter less than 2.5 microns in diameter
PM_{10} - particulate matter less than 10 microns in diameter
ROG - reactive organic gases
SJVAPCD - San Joaquin Valley Air Pollution Control District
SO_2 - sulfur dioxide
SO_x - sulfur oxide compounds
USEPA - United States Environmental Protection Agency
VOC - volatile organic compounds

Table 4-6. Gasoline Dispensing Facility Operational VOC Emissions
Costco Commercial Center
Fresno, California

Scenario	VOC Emission Factor[1] (lb/1,000 gallons)						Emissions[2] (tons/year)
	Loading	Breathing	Refueling	Hose Permeation	Spillage	Total	
Herndon/Riverside	0.15	0.024	0.356	0.009	0.24	**0.779**	**9.9**

Notes:

[1] Emission factors obtained from SJVAPCD staff via email on October 13, 2021 for EVR Phase I and EVR Phase II Installed Underground Tank.

[2] Herndon/Riverside emissions are estimated using a throughput of 25.5 million gallons/year.

Abbreviations:

EVR - enhanced vapor recovery

lb - pounds

SJVAPCD - San Joaquin Valley Air Pollution Control District

VOC - volatile organic compounds

Table 4-7. TRU Criteria Air Pollutant Emission Calculations
Costco Commercial Center
Fresno, California

Emission Factor[1,2] (g/bhp-hr)	VOC	NOx	CO	SO_x	PM_{10}	$PM_{2.5}$
	2.52	2.12	0.32	0.002	0.06	0.06

Scenario	Number of Round Trips with TRUs[3]	Annual Average TRU Emissions (tons/year)					
		VOC	NOx	CO	SO_x	PM_{10}	$PM_{2.5}$
Herndon/Riverside	712	0.39	0.33	0.05	0.000	0.009	0.009

Notes:

[1] Emission factors obtained from OFFROAD2021 emissions output for Calendar Year 2023, Transportation Refrigeration Unit - Instate Trailer and Transportation Refrigeration Unit - Out-Of-State Trailer in Fresno County.

[2] SO_X emission factors based on sulfur content of ultra-low sulfur diesel fuel (15 ppm) and fuel consumption from OFFROAD2021.

[3] Approximately 15% of warehouse delivery trucks are equipped with TRUs.

[4] Horsepower is based on SJVAPCD Guidance for Air Dispersion Modeling, section 2.3.1 Transportation Refrigeration unit (TRU), Modeling Parameters.

[5] Load factor obtained from CARB Draft 2019 Update to Emissions Inventory for Transport Refrigeration Units, for TRUs Over 25 hp, 2013 and newer. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/cold-storage/documents/hra_emissioninventory2019.pdf. Accessed: January 2022.

[6] TRU Cycle Duration is based on 2 hours of off-site loading time plus the duration of the on-site and off-site transit. It is assumed that loading/unloading will occur while the TRU is plugged in, so no emissions are estimated for this time period. Assumptions based on Table II.G.1 of CARB Proposed Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate. Available at: https://ww2.arb.ca.gov/sites/default/files/barcu/board/rulemaking/tru2021/appi.pdf. Accessed: May 2022.

Abbreviations:

CARB - California Air Resources Board
CO - carbon dioxide
NOx - oxides of nitrogen
PM_{10} - particulate matter less than 10 microns in diameter
$PM_{2.5}$ - particulate matter less than 2.5 microns in diameter
ppm - parts per million
SJVAPCD - San Joaquin Valley Air Pollution Control District
SOx - sulfur oxide compounds
TRU - transportation refrigeration unit
VOCs - Volatile Organic Compounds

Constants:

Horsepower [4]	50	bhp
Load Factor [5]	0.38	
TRU Cycle Duration [6]	622	minutes
Fuel Consumption[2]	0.040	gal/hp-hr
Fuel Sulfur Content[2]	15	ppm
Density of Diesel	3,221	g/gal

Conversion Factors:

453.592	g/lb
1000000	g/MT
60	min/hr
365	day/year
2000	lb/ton

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Table 4-8a. Annual Criteria Air Pollutant Emission Estimates for Project Operation
Costco Commercial Center
Fresno, California

Emission Category	Annual Criteria Air Pollutant Emission Estimates[1] (tons/year)					
	VOC[2]	**NO_x**	**CO**	**SO_x[3]**	**PM_{10}**	**$PM_{2.5}$**
Permitted						
Gasoline Dispensing Facility	9.9	--	--	--	--	--
Permitted Total	**9.9**	--	--	--	--	--
SJVAPCD Significance Thresholds[4]	**10**	**10**	**100**	**27**	**15**	**15**
Exceeds Threshold?	NO	--	--	--	--	--
Non-permitted						
Area[5]	0.95	0.00	0.01	0.00	0.00	0.00
Energy[5]	0.01	0.13	0.11	0.00	0.01	0.01
Mobile[6]	8.6	11.8	81.3	0.2	18.1	4.6
Non-permitted Total	**9.5**	**11.9**	**81.4**	**0.2**	**18.1**	**4.6**
SJVAPCD Significance Thresholds[4]	**10**	**10**	**100**	**27**	**15**	**15**
Exceeds Threshold?	NO	YES	NO	NO	YES	NO
Annual Emissions Reduction from Rule 9510 Compliance[7]	--	-3.0	--	--	-9.1	--
Non-permitted Total with Rule Compliance[8]	**9.5**	**8.9**	**81.4**	**0.2**	**9.1**	**4.6**
Exceeds Threshold?	NO	NO	NO	NO	NO	NO

Notes:

[1] Emissions totals may not add up due to rounding. Emissions shown as zero may be non-zero values; however, they are below a meaningful reporting level for this analysis.

[2] For purposes of this analysis VOC emissions are assumed to be equal to ROG.

[3] For purposes of this analysis SO_x emissions are assumed to be equal to SO_2.

[4] SJVAPCD Air Quality Significance Thresholds. Available at http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf. Accessed: January 2022.

[5] Total area and energy emissions were estimated using CalEEMod® (see Appendix A).

[6] Total mobile emissions include emissions from on-road vehicles and TRUs. On-road mobile emissions were estimated using CalEEMod® default trip lengths, EMFAC2021 emission factors, and Project-specific vehicle trip rates provided by Kittelson & Associates, See Appendix B for details. TRU emissions were estimated using OFFROAD2021 emission factors.

[7] The annual emissions reductions from Rule 9510 compliance for NOx and PM_{10} are calculated using the SJVAPCD Indirect Source Rule Fee Estimator available at: https://ww2.valleyair.org/media/q2jdhwze/fee-estimator.xlsm. Accessed: February 2023.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel
CO - carbon monoxide
EMFAC - EMission FACtors model
lbs - pounds
NO_x - nitrogen oxide compounds (NO + NO_2)
$PM_{2.5}$ - particulate matter less than 2.5 microns in diameter
PM_{10} - particulate matter less than 10 microns in diameter
ROG - reactive organic gases
SJVAPCD - San Joaquin Valley Air Pollution Control District
SO_2 - sulfur dioxide
SO_x - sulfur oxide compounds
VOC - volatile organic compounds

Table 4-8b. On-Site Daily Criteria Air Pollutant Emission Estimates for Project Operation
Costco Commercial Center
Fresno, California

Emission Category	On-Site Daily Criteria Air Pollutant Emission Estimates[1]					
	VOC[2]	NO_x	CO	SO_x[3]	PM_{10}	$PM_{2.5}$
	(lbs/day)					
Permitted On-Site						
Gasoline Dispensing Facility[4]	54.4	--	--	--	--	--
Total Daily Permitted On-Site Emissions (lb/day)	**54.4**	--	--	--	--	--
SJVAPCD Significance Thresholds[5]	**100**	**100**	**100**	**100**	**100**	**100**
Exceeds Threshold?	NO	--	--	--	--	--
Non-permitted On-Site						
Area[6]	5.19	0.00	0.06	0.00	0.00	0.00
Energy[6]	0.08	0.74	0.62	0.00	0.06	0.06
Mobile on-road	12.0	9.1	97.6	0.1	0.2	0.1
Mobile TRU Emissions	0.01	0.01	0.00	0.00	0.00	0.00
Mobile[7]	12.0	9.1	97.6	0.1	0.2	0.1
Total Daily Non-permitted On-Site Emissions (lb/day)	**17.3**	**9.8**	**98.3**	**0.1**	**0.3**	**0.2**
SJVAPCD Significance Thresholds[5]	**100**	**100**	**100**	**100**	**100**	**100**
Exceeds Threshold?	NO	NO	NO	NO	NO	NO

Notes:

[1] Emissions totals may not add up due to rounding. Emissions shown as zero may be non-zero values; however, they are below a meaningful reporting level for this analysis.

[2] For purposes of this analysis VOC emissions are assumed to be equal to ROG.

[3] For purposes of this analysis SO_X emissions are assumed to be equal to SO_2.

[4] The gasoline dispensing facility VOC emissions are for the Herndon/Riverside facility.

[5] SJVAPCD Air Quality Significance Thresholds. Available at http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf. Accessed: January 2022.

[6] Total area and energy emissions were estimated using CalEEMod® (see Appendix A).

[7] Total mobile emissions include emissions from on-road vehicles and TRUs. On-road mobile emissions were estimated using CalEEMod® default trip lengths, EMFAC2021 emission factors, and Project-specific vehicle trip rates provided by Kittelson & Associates, See Appendix B for details. TRU emissions were estimated using OFFROAD2021 emission factors.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel
CO - carbon monoxide
EMFAC - EMission FACtors model
lbs - pounds
NO_x - nitrogen oxide compounds (NO + NO_2)
$PM_{2.5}$ - particulate matter less than 2.5 microns in diameter
PM_{10} - particulate matter less than 10 microns in diameter
ROG - reactive organic gases
SJVAPCD - San Joaquin Valley Air Pollution Control District
SO_2 - sulfur dioxide
SO_x - sulfur oxide compounds
VOC - volatile organic compounds

Table 5-1. HARP Health Risk Assessment Options for Construction HRA
Costco Commercial Center
Fresno, California

HARP2 Risk Analyses Screen/ Option Title		Options Chosen[1]				
		Residential Cancer Risk Run	**Residential Chronic Risk Run**	**Worker Cancer Risk Run**	**Worker Chronic Risk Run**	**Acute Risk Run**
Select Risk Scenario	Analysis Type	Cancer Risk	Chronic Risk (Non-cancer)	Cancer Risk	Chronic Risk (Non-cancer)	Acute Risk (Non-cancer)
	Receptor Type	Individual Resident		Worker		N/A
	Exposure Duration[2]	0.53-Year (0 start age)	N/A	0.53-Year (16 start age)	N/A	N/A
	Intake Rate Percentile	95th percentile (High End)	95th percentile (High End)	95th percentile (High End)		N/A
Select Pathways to Evaluate	Tab "Pathways to Evaluate"	User Defined		Select "Worker Pathways"		Default Inhalation Only Pathway
		Select deposition rate of 0.05 m/s		Select deposition rate of 0.05 m/s		
	Tab "Inh"	Uncheck "Apply fraction of time spent at home (FAH) to ages greater than or equal to 16 years"		Check box "Use Adjustment Factors" with WAF = 1.87[3]		Use Defaults (No Change)
	Tab "Soil"	Use Defaults (No Change)		Use Defaults (No Change)		N/A
	Tab "Derm"	Warm Climate		Warm Climate		N/A
	Tab "MMlk"	Use Defaults (No Change)		N/A	N/A	N/A
	Tab "HG Produce"	Use Defaults (No Change)		N/A	N/A	N/A
	Tab "Pig, Chicken, & Egg"	Use Defaults (No Change)		N/A	N/A	N/A

Notes:

[1] Options were chosen based on SJVAPCD's Draft HRA Guidance provided to Ramboll by Kyle Melching (SJVAPCD) on August 4, 2021.

[2] Exposure duration was set to 0.53 years to reflect the duration of construction activity (i.e. 193 days).

[3] Annual concentration adjustment factor for worker is set based on a construction schedule of 7:00 AM to 10:00 PM, 6 days a week.

Abbreviations:

ADMRT - Air Dispersion Modeling and Risk Tool
HARP - Hotspots Analysis and Reporting Program
N/A - not applicable
SJVAPCD - San Joaquin Valley Air Pollution Control District

Table 5-2. HARP Health Risk Assessment Options for Operational HRA
Costco Commercial Center
Fresno, California

HARP2 Risk Analyses Screen/ Option Title		Options Chosen[1]			
		Residential Cancer Risk Run	**Residential Chronic Risk Run**	**Worker Cancer Risk Run**	**Worker Chronic Risk Run**
Select Risk Scenario	Analysis Type	Cancer Risk	Chronic Risk (Non-cancer)	Cancer Risk	Chronic Risk (Non-cancer)
	Receptor Type	Individual Resident		Worker	
	Exposure Duration[2]	69.47-Year	N/A	39.47-Year (16.53 start age)	N/A
	Intake Rate Percentile	95th percentile (High End)		95th percentile (High End)	
Select Pathways to Evaluate	Tab "Pathways to Evaluate"	User Defined		Select "Worker Pathways"	
		Select deposition rate of 0.05 m/s		Select deposition rate of 0.05 m/s	
	Tab "Inh"	Uncheck "Apply fraction of time spent at home (FAH) to ages greater than or equal to 16 years"		Check box "Use Adjustment Factors" with worker adjustment factor (WAF) = 1.5[3]	
	Tab "Soil"	Use Defaults (No Change)		Use Defaults (No Change)	
	Tab "Derm"	Warm Climate		Warm Climate	
	Tab "MMlk"	Use Defaults (No Change)		N/A	N/A
	Tab "HG Produce"	Use Defaults (No Change)		N/A	N/A
	Tab "Pig, Chicken, & Egg"	Use Defaults (No Change)		N/A	N/A

Notes:

[1] Options were chosen based on SJVAPCD's Draft HRA Guidance provided to Ramboll by Kyle Melching (SJVAPCD) on August 4, 2021.

[2] Exposure duration reflects the start of Project operation after a 0.53-year construction duration.

[3] Annual concentration adjustment factor for workers is set based on Costco general operating hours of 16 hours per day and 7 days a week.

Abbreviations:

ADMRT - Air Dispersion Modeling and Risk Tool
HARP - Hotspots Analysis and Reporting Program
HRA - health risk assessment
N/A - not applicable
SJVAPCD - San Joaquin Valley Air Pollution Control District

Table 5-3. Health Risk Assessment Results
Costco Commercial Center
Fresno, California

Receptor Type	Maximum Estimated Cancer Risk (in a million)	Maximum Estimated Chronic Hazard Index	Maximum Estimated Acute Hazard Index
Project Construction			
Residential	1.3	0.00	0.00
Sensitive	0.2	0.00	0.00
Worker	0.0	0.00	0.00
Project Operational			
Residential	5.1	0.01	0.14
Sensitive	0.8	0.00	0.02
Worker	3.4	0.07	0.52
Total Health Risk[1,2]			
Residential	6.4	0.01	0.14
Sensitive	1.0	0.00	0.02
Worker	3.4	0.07	0.52
SJVAPCD Threshold[3]	20	1	1

Notes:

[1] Total cancer risk and chronic hazard index values are provided relative to the maximally impacted receptors from Project operation.

[2] Acute health hazard index is provided as a maximum of construction and operational values. These values are not additive due to the short-term risk impacts.

[3] SJVAPCD CEQA Thresholds of Significance. Available at: http://www.valleyair.org/transportation/0714-GAMAQI-TACs-Thresholds-of-Significance.pdf. Accessed: July 2022.

Abbreviations:

CEQA - California Environmental Quality Act

SJVAPCD - San Joaquin Valley Air Pollution Control District

FIGURES



Site Boundary
Construction Trucks
Construction Offroad Equipment

0 500 1,000 Feet

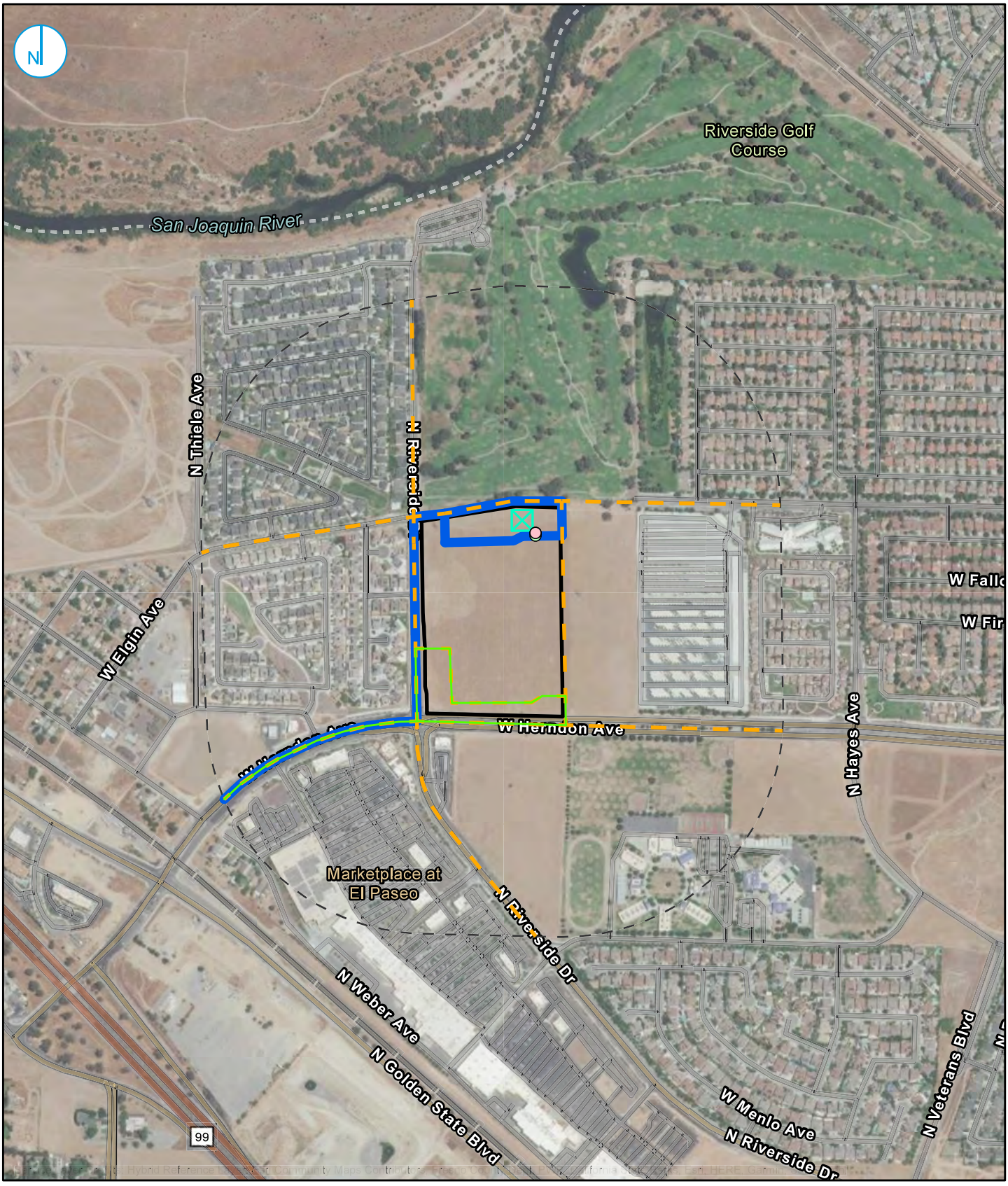
MODELED CONSTRUCTION EMISSION SOURCES

Costco Commercial Center
Fresno, California

FIGURE 1

RAMBOLL US Consulting
A RAMBOLL COMPANY

RAMBOLL



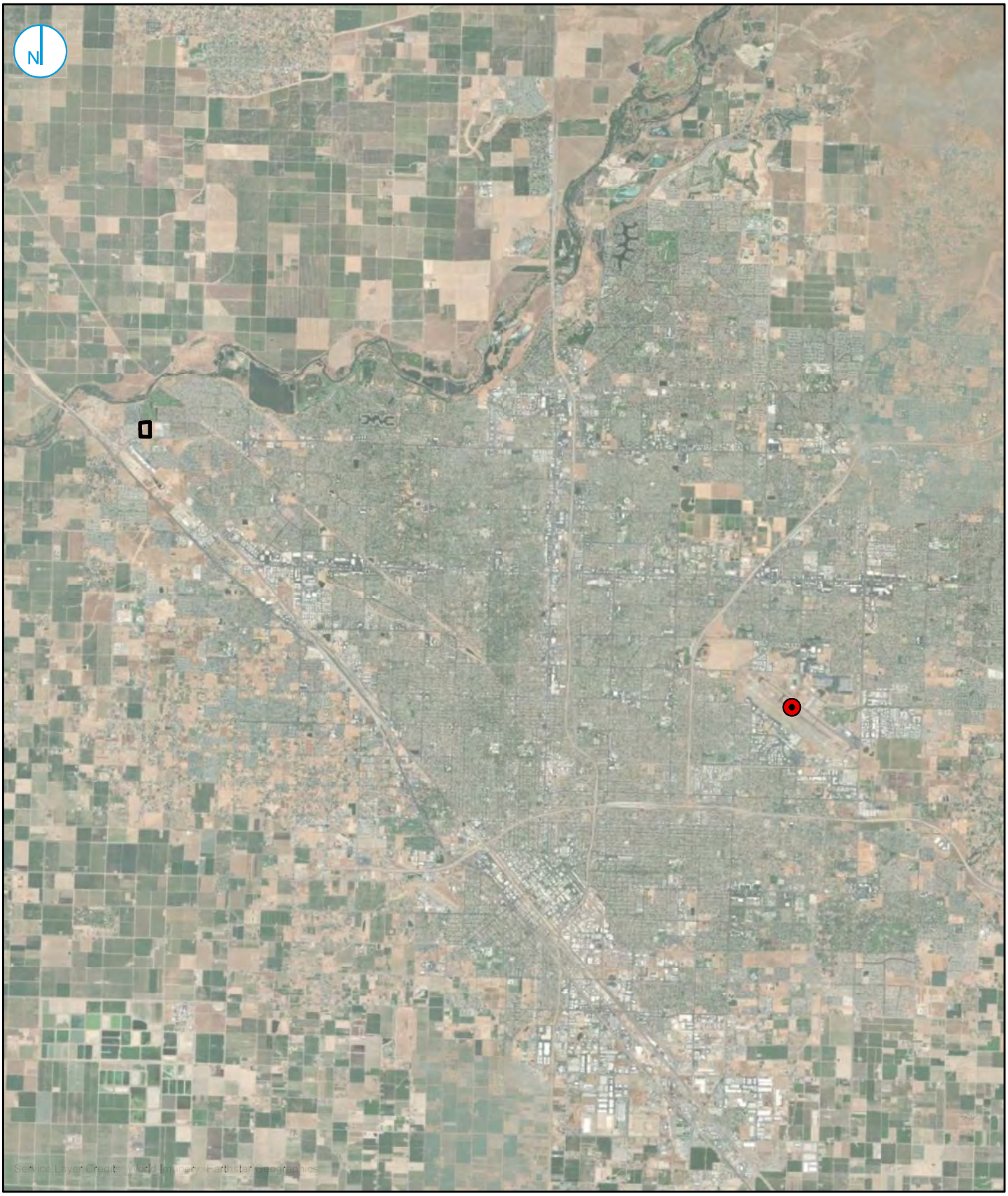
MODELED OPERATIONAL EMISSION SOURCES

Costco Commercial Center
Fresno, California

FIGURE 2

RAMBOLL US Consulting
A RAMBOLL COMPANY

RAMBOLL



Site Boundary

Meteorological Station

0 500 1,000 Feet

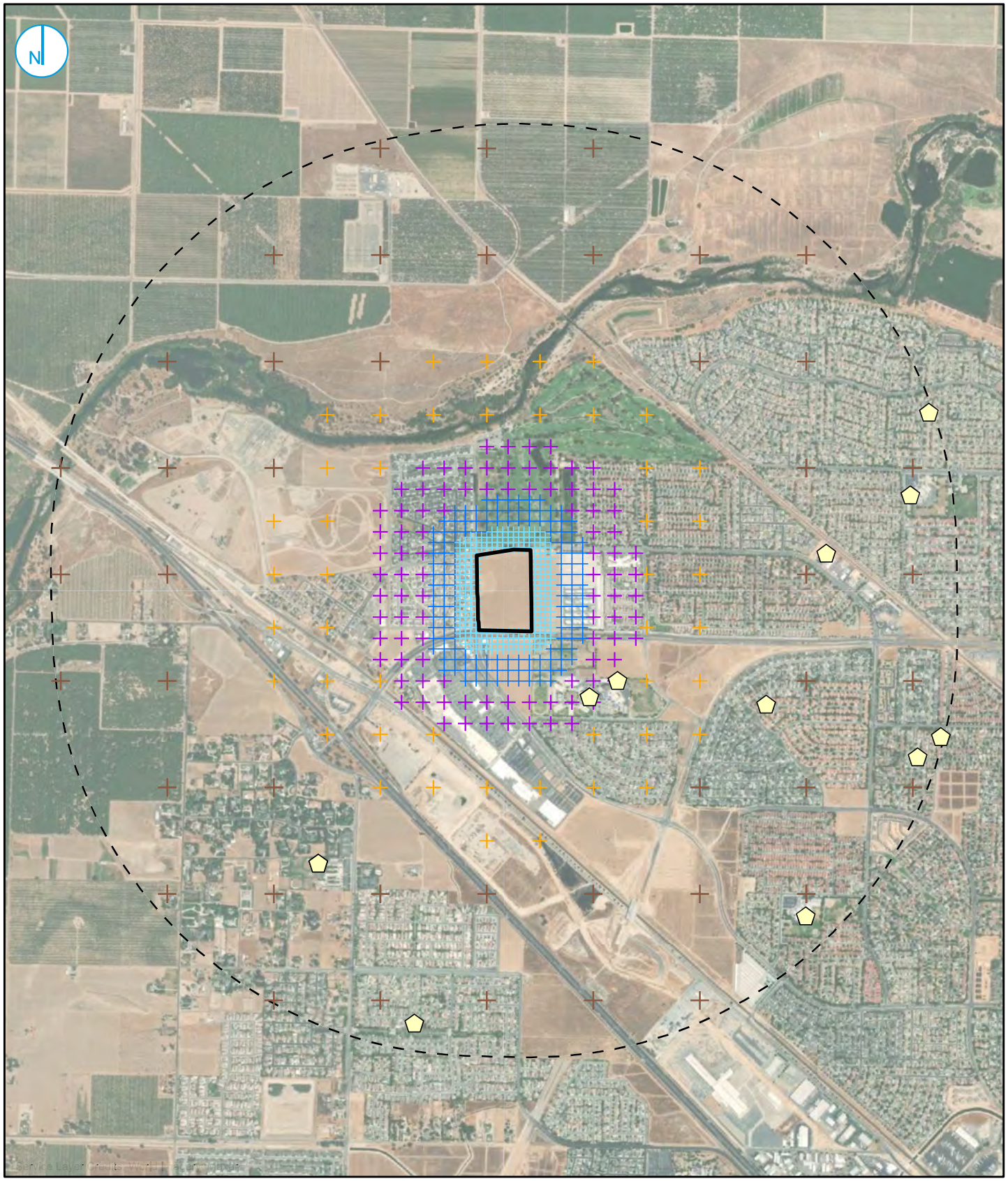
METEOROLOGICAL STATION LOCATION

Costco Commercial Center
Fresno, California

FIGURE 3

RAMBOLL US Consulting
A RAMBOLL COMPANY

RAMBOLL



MODELED GRID AND SENSITIVE RECEPTORS

Costco Commercial Center
Fresno, California

FIGURE 4

RAMBOLL US Consulting
A RAMBOLL COMPANY

RAMBOLL

APPENDIX A
CALEEMOD® OUTPUT

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Costco Fresno Mitigated Construction Run

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	889.00	Space	15.55	355,600.00	0
Automobile Care Center	4.80	1000sqft	0.11	4,800.00	0
Discount Club	241.34	1000sqft	5.54	241,340.00	0
Gasoline/Service Station	32.00	Pump	1.33	4,517.60	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	191.61	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project-specific information (RPS Emission Factor)

Land Use - Project-specific information

Construction Phase - Project-specific information

Off-road Equipment -

Off-road Equipment - Project-specific information

Off-road Equipment -

Off-road Equipment - Project-specific information

Off-road Equipment - Project-specific information

Off-road Equipment - Project-specific information

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Off-road Equipment -

Trips and VMT - Project-specific information

Demolition - Project-specific information

Grading - Project-specific information

Vehicle Trips - Unmitigated Construction Run

Consumer Products - Unmitigated Construction Run

Area Coating - Unmitigated Construction Run

Landscape Equipment - Unmitigated Construction Run

Energy Use - Unmitigated Construction Run

Water And Wastewater - Unmitigated Construction Run

Solid Waste - Unmitigated Construction Run

Construction Off-road Equipment Mitigation - Water 2x/day to comply with SJVAPCD Rule 8021. All construction equipment >50 hp mitigated to Tier 3 + Level 3 DPF.

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	125329	0
tblAreaCoating	Area_Nonresidential_Interior	375986	0
tblAreaCoating	Area_Parking	21336	0
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	14.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	14.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	20.00	50.00
tblConstructionPhase	NumDays	370.00	110.00
tblConstructionPhase	NumDays	20.00	7.00
tblConstructionPhase	NumDays	35.00	30.00

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	NumDays	35.00	20.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	10.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	PhaseEndDate	4/11/2025	11/10/2023
tblConstructionPhase	PhaseEndDate	2/14/2025	11/10/2023
tblConstructionPhase	PhaseEndDate	5/26/2023	5/8/2023
tblConstructionPhase	PhaseEndDate	7/28/2023	6/12/2023
tblConstructionPhase	PhaseEndDate	9/15/2023	7/5/2023
tblConstructionPhase	PhaseEndDate	3/14/2025	9/13/2023
tblConstructionPhase	PhaseEndDate	6/9/2023	5/8/2023
tblConstructionPhase	PhaseStartDate	3/15/2025	9/14/2023
tblConstructionPhase	PhaseStartDate	9/16/2023	7/6/2023
tblConstructionPhase	PhaseStartDate	6/10/2023	5/9/2023
tblConstructionPhase	PhaseStartDate	7/29/2023	6/13/2023
tblConstructionPhase	PhaseStartDate	2/15/2025	7/29/2023
tblConstructionPhase	PhaseStartDate	5/27/2023	5/1/2023
tblConsumerProducts	ROG_EF	2.14E-05	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	2.70	0.00
tblEnergyUse	LightingElect	3.71	0.00
tblEnergyUse	LightingElect	2.70	0.00

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	4.16	0.00
tblEnergyUse	NT24E	2.30	0.00
tblEnergyUse	NT24E	4.16	0.00
tblEnergyUse	NT24NG	3.84	0.00
tblEnergyUse	NT24NG	2.08	0.00
tblEnergyUse	NT24NG	3.84	0.00
tblEnergyUse	T24E	1.75	0.00
tblEnergyUse	T24E	1.91	0.00
tblEnergyUse	T24E	1.75	0.00
tblEnergyUse	T24NG	16.86	0.00
tblEnergyUse	T24NG	8.53	0.00
tblEnergyUse	T24NG	16.86	0.00
tblGrading	MaterialExported	0.00	3,000.00
tblGrading	MaterialImported	0.00	60,000.00
tblLandscapeEquipment	NumberSummerDays	180	0
tblLandUse	LotAcreage	8.00	15.55
tblLandUse	LotAcreage	0.10	1.33
tblOffRoadEquipment	HorsePower	172.00	401.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblProjectCharacteristics	CO2IntensityFactor	203.98	191.61
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblSolidWaste	SolidWasteGenerationRate	18.34	0.00
tblSolidWaste	SolidWasteGenerationRate	1,037.93	0.00
tblSolidWaste	SolidWasteGenerationRate	17.25	0.00

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblTripsAndVMT	HaulingTripNumber	1.00	2.00
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	53.75	0.00
tblVehicleTrips	ST_TR	182.17	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	33.67	0.00
tblVehicleTrips	SU_TR	166.88	0.00
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	41.80	0.00
tblVehicleTrips	WD_TR	172.01	0.00
tblWater	IndoorWaterUseRate	451,589.32	0.00
tblWater	IndoorWaterUseRate	17,876,662.33	0.00
tblWater	IndoorWaterUseRate	425,020.45	0.00
tblWater	OutdoorWaterUseRate	276,780.55	0.00
tblWater	OutdoorWaterUseRate	10,956,664.01	0.00
tblWater	OutdoorWaterUseRate	260,496.40	0.00

2.0 Emissions Summary

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	2.2806	4.5511	3.7117	0.0113	0.9356	0.1729	1.1085	0.3872	0.1595	0.5467	0.0000	1,026.9395	1,026.9395	0.1854	0.0533	1,047.4410
Maximum	**2.2806**	**4.5511**	**3.7117**	**0.0113**	**0.9356**	**0.1729**	**1.1085**	**0.3872**	**0.1595**	**0.5467**	**0.0000**	**1,026.9395**	**1,026.9395**	**0.1854**	**0.0533**	**1,047.4410**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	2.0686	3.9074	4.6415	0.0113	0.5786	0.0294	0.6080	0.2169	0.0291	0.2459	0.0000	1,026.9388	1,026.9388	0.1854	0.0533	1,047.4403
Maximum	**2.0686**	**3.9074**	**4.6415**	**0.0113**	**0.5786**	**0.0294**	**0.6080**	**0.2169**	**0.0291**	**0.2459**	**0.0000**	**1,026.9388**	**1,026.9388**	**0.1854**	**0.0533**	**1,047.4403**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**9.30**	**14.14**	**-25.05**	**0.00**	**38.16**	**82.99**	**45.15**	**43.99**	**81.76**	**55.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-1-2023	7-31-2023	3.2883	2.7515
2	8-1-2023	9-30-2023	2.0410	1.7429
		Highest	3.2883	2.7515

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2023	5/8/2023	6	7	
2	Site Preparation	Site Preparation	5/1/2023	5/8/2023	6	7	
3	Grading	Grading	5/9/2023	6/12/2023	6	30	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Grading/BC Overlap	Grading	6/13/2023	7/5/2023	6	20	
5	Building Construction	Building Construction	7/6/2023	11/10/2023	6	110	
6	Paving	Paving	7/29/2023	9/13/2023	6	40	
7	Architectural Coating	Architectural Coating	9/14/2023	11/10/2023	6	50	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 165

Acres of Paving: 15.55

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 375,986; Non-Residential Outdoor: 125,329; Striped Parking Area: 21,336 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	3	8.00	187	0.41
Grading	Other Construction Equipment	2	8.00	401	0.42
Grading	Paving Equipment	1	8.00	132	0.36
Grading	Rubber Tired Dozers	4	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Surfacing Equipment	1	8.00	263	0.30
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading/BC Overlap	Excavators	3	8.00	158	0.38
Grading/BC Overlap	Rough Terrain Forklifts	2	8.00	100	0.40
Grading/BC Overlap	Rubber Tired Dozers	3	8.00	247	0.40
Grading/BC Overlap	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Excavators	3	8.00	158	0.38

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Building Construction	Rough Terrain Forklifts	2	8.00	100	0.40
Building Construction	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Paving	Rough Terrain Forklifts	1	8.00	100	0.40
Paving	Rubber Tired Dozers	2	8.00	247	0.40
Paving	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	2.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	4	10.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	15	38.00	0.00	7,500.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading/BC Overlap	11	28.00	0.00	375.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	11	230.00	99.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	46.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1000e-004	0.0000	1.1000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9400e-003	0.0752	0.0688	1.4000e-004		3.4900e-003	3.4900e-003		3.2500e-003	3.2500e-003	0.0000	11.8972	11.8972	3.3300e-003	0.0000	11.9805
Total	**7.9400e-003**	**0.0752**	**0.0688**	**1.4000e-004**	**1.1000e-004**	**3.4900e-003**	**3.6000e-003**	**2.0000e-005**	**3.2500e-003**	**3.2700e-003**	**0.0000**	**11.8972**	**11.8972**	**3.3300e-003**	**0.0000**	**11.9805**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	1.3000e-004	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0567	0.0567	0.0000	1.0000e-005	0.0593
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7700e-003	1.0000e-005	6.5000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5083	0.5083	1.0000e-005	1.0000e-005	0.5126
Total	**2.1000e-004**	**2.8000e-004**	**1.8000e-003**	**1.0000e-005**	**6.7000e-004**	**0.0000**	**6.8000e-004**	**1.7000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5650**	**0.5650**	**1.0000e-005**	**2.0000e-005**	**0.5719**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2400e-003	0.0641	0.0864	1.4000e-004		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	11.8972	11.8972	3.3300e-003	0.0000	11.9805
Total	**3.2400e-003**	**0.0641**	**0.0864**	**1.4000e-004**	**5.0000e-005**	**4.5000e-004**	**5.0000e-004**	**1.0000e-005**	**4.5000e-004**	**4.6000e-004**	**0.0000**	**11.8972**	**11.8972**	**3.3300e-003**	**0.0000**	**11.9805**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	1.3000e-004	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0567	0.0567	0.0000	1.0000e-005	0.0593
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7700e-003	1.0000e-005	6.5000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5083	0.5083	1.0000e-005	1.0000e-005	0.5126
Total	**2.1000e-004**	**2.8000e-004**	**1.8000e-003**	**1.0000e-005**	**6.7000e-004**	**0.0000**	**6.8000e-004**	**1.7000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5650**	**0.5650**	**1.0000e-005**	**2.0000e-005**	**0.5719**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1200e-003	0.0215	0.0312	4.0000e-005		1.0600e-003	1.0600e-003		9.8000e-004	9.8000e-004	0.0000	3.8302	3.8302	1.2400e-003	0.0000	3.8612
Total	**2.1200e-003**	**0.0215**	**0.0312**	**4.0000e-005**	**0.0000**	**1.0600e-003**	**1.0600e-003**	**0.0000**	**9.8000e-004**	**9.8000e-004**	**0.0000**	**3.8302**	**3.8302**	**1.2400e-003**	**0.0000**	**3.8612**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.1800e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3389	0.3389	1.0000e-005	1.0000e-005	0.3417
Total	**1.4000e-004**	**1.0000e-004**	**1.1800e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3389**	**0.3389**	**1.0000e-005**	**1.0000e-005**	**0.3417**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0600e-003	0.0243	0.0328	4.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.8302	3.8302	1.2400e-003	0.0000	3.8612
Total	**1.0600e-003**	**0.0243**	**0.0328**	**4.0000e-005**	**0.0000**	**2.6000e-004**	**2.6000e-004**	**0.0000**	**2.6000e-004**	**2.6000e-004**	**0.0000**	**3.8302**	**3.8302**	**1.2400e-003**	**0.0000**	**3.8612**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.1800e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3389	0.3389	1.0000e-005	1.0000e-005	0.3417
Total	**1.4000e-004**	**1.0000e-004**	**1.1800e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3389**	**0.3389**	**1.0000e-005**	**1.0000e-005**	**0.3417**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4522	0.0000	0.4522	0.2086	0.0000	0.2086	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1079	1.1479	0.7006	1.9600e-003		0.0465	0.0465		0.0428	0.0428	0.0000	172.1647	172.1647	0.0557	0.0000	173.5567
Total	**0.1079**	**1.1479**	**0.7006**	**1.9600e-003**	**0.4522**	**0.0465**	**0.4987**	**0.2086**	**0.0428**	**0.2514**	**0.0000**	**172.1647**	**172.1647**	**0.0557**	**0.0000**	**173.5567**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-003	0.4693	0.0990	2.2100e-003	0.0642	4.4300e-003	0.0686	0.0177	4.2400e-003	0.0219	0.0000	212.4374	212.4374	1.3900e-003	0.0334	222.4289
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-003	1.6100e-003	0.0192	6.0000e-005	7.0900e-003	3.0000e-005	7.1200e-003	1.8800e-003	3.0000e-005	1.9100e-003	0.0000	5.5190	5.5190	1.3000e-004	1.4000e-004	5.5650
Total	**0.0103**	**0.4709**	**0.1182**	**2.2700e-003**	**0.0713**	**4.4600e-003**	**0.0757**	**0.0195**	**4.2700e-003**	**0.0238**	**0.0000**	**217.9564**	**217.9564**	**1.5200e-003**	**0.0336**	**227.9939**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2035	0.0000	0.2035	0.0939	0.0000	0.0939	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0480	0.9363	1.0751	1.9600e-003		5.6200e-003	5.6200e-003		5.6200e-003	5.6200e-003	0.0000	172.1645	172.1645	0.0557	0.0000	173.5565
Total	**0.0480**	**0.9363**	**1.0751**	**1.9600e-003**	**0.2035**	**5.6200e-003**	**0.2091**	**0.0939**	**5.6200e-003**	**0.0995**	**0.0000**	**172.1645**	**172.1645**	**0.0557**	**0.0000**	**173.5565**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-003	0.4693	0.0990	2.2100e-003	0.0642	4.4300e-003	0.0686	0.0177	4.2400e-003	0.0219	0.0000	212.4374	212.4374	1.3900e-003	0.0334	222.4289
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-003	1.6100e-003	0.0192	6.0000e-005	7.0900e-003	3.0000e-005	7.1200e-003	1.8800e-003	3.0000e-005	1.9100e-003	0.0000	5.5190	5.5190	1.3000e-004	1.4000e-004	5.5650
Total	**0.0103**	**0.4709**	**0.1182**	**2.2700e-003**	**0.0713**	**4.4600e-003**	**0.0757**	**0.0195**	**4.2700e-003**	**0.0238**	**0.0000**	**217.9564**	**217.9564**	**1.5200e-003**	**0.0336**	**227.9939**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading/BC Overlap - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1967	0.0000	0.1967	0.1011	0.0000	0.1011	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0329	0.3343	0.3036	5.7000e-004		0.0151	0.0151		0.0139	0.0139	0.0000	50.3819	50.3819	0.0163	0.0000	50.7893
Total	**0.0329**	**0.3343**	**0.3036**	**5.7000e-004**	**0.1967**	**0.0151**	**0.2118**	**0.1011**	**0.0139**	**0.1149**	**0.0000**	**50.3819**	**50.3819**	**0.0163**	**0.0000**	**50.7893**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-004	0.0235	4.9500e-003	1.1000e-004	3.2100e-003	2.2000e-004	3.4300e-003	8.8000e-004	2.1000e-004	1.0900e-003	0.0000	10.6219	10.6219	7.0000e-005	1.6700e-003	11.1215
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1300e-003	7.9000e-004	9.4400e-003	3.0000e-005	3.4800e-003	2.0000e-005	3.5000e-003	9.2000e-004	1.0000e-005	9.4000e-004	0.0000	2.7111	2.7111	6.0000e-005	7.0000e-005	2.7337
Total	**1.5300e-003**	**0.0243**	**0.0144**	**1.4000e-004**	**6.6900e-003**	**2.4000e-004**	**6.9300e-003**	**1.8000e-003**	**2.2000e-004**	**2.0300e-003**	**0.0000**	**13.3329**	**13.3329**	**1.3000e-004**	**1.7400e-003**	**13.8551**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading/BC Overlap - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0885	0.0000	0.0885	0.0455	0.0000	0.0455	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0141	0.2857	0.3759	5.7000e-004		2.1800e-003	2.1800e-003		2.1800e-003	2.1800e-003	0.0000	50.3819	50.3819	0.0163	0.0000	50.7892
Total	**0.0141**	**0.2857**	**0.3759**	**5.7000e-004**	**0.0885**	**2.1800e-003**	**0.0907**	**0.0455**	**2.1800e-003**	**0.0477**	**0.0000**	**50.3819**	**50.3819**	**0.0163**	**0.0000**	**50.7892**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-004	0.0235	4.9500e-003	1.1000e-004	3.2100e-003	2.2000e-004	3.4300e-003	8.8000e-004	2.1000e-004	1.0900e-003	0.0000	10.6219	10.6219	7.0000e-005	1.6700e-003	11.1215
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1300e-003	7.9000e-004	9.4400e-003	3.0000e-005	3.4800e-003	2.0000e-005	3.5000e-003	9.2000e-004	1.0000e-005	9.4000e-004	0.0000	2.7111	2.7111	6.0000e-005	7.0000e-005	2.7337
Total	**1.5300e-003**	**0.0243**	**0.0144**	**1.4000e-004**	**6.6900e-003**	**2.4000e-004**	**6.9300e-003**	**1.8000e-003**	**2.2000e-004**	**2.0300e-003**	**0.0000**	**13.3329**	**13.3329**	**1.3000e-004**	**1.7400e-003**	**13.8551**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1776	1.8072	1.6238	3.0900e-003		0.0814	0.0814		0.0748	0.0748	0.0000	271.4578	271.4578	0.0878	0.0000	273.6527
Total	**0.1776**	**1.8072**	**1.6238**	**3.0900e-003**		**0.0814**	**0.0814**		**0.0748**	**0.0748**	**0.0000**	**271.4578**	**271.4578**	**0.0878**	**0.0000**	**273.6527**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6200e-003	0.2227	0.0698	1.0000e-003	0.0327	1.3900e-003	0.0340	9.4400e-003	1.3300e-003	0.0108	0.0000	95.4877	95.4877	5.3000e-004	0.0144	99.7859
Worker	0.0511	0.0357	0.4263	1.3400e-003	0.1573	7.3000e-004	0.1580	0.0418	6.7000e-004	0.0425	0.0000	122.4820	122.4820	2.9000e-003	3.1900e-003	123.5038
Total	**0.0567**	**0.2584**	**0.4961**	**2.3400e-003**	**0.1899**	**2.1200e-003**	**0.1920**	**0.0512**	**2.0000e-003**	**0.0532**	**0.0000**	**217.9697**	**217.9697**	**3.4300e-003**	**0.0176**	**223.2896**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0758	1.5354	2.0193	3.0900e-003		0.0116	0.0116		0.0116	0.0116	0.0000	271.4575	271.4575	0.0878	0.0000	273.6524
Total	**0.0758**	**1.5354**	**2.0193**	**3.0900e-003**		**0.0116**	**0.0116**		**0.0116**	**0.0116**	**0.0000**	**271.4575**	**271.4575**	**0.0878**	**0.0000**	**273.6524**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6200e-003	0.2227	0.0698	1.0000e-003	0.0327	1.3900e-003	0.0340	9.4400e-003	1.3300e-003	0.0108	0.0000	95.4877	95.4877	5.3000e-004	0.0144	99.7859
Worker	0.0511	0.0357	0.4263	1.3400e-003	0.1573	7.3000e-004	0.1580	0.0418	6.7000e-004	0.0425	0.0000	122.4820	122.4820	2.9000e-003	3.1900e-003	123.5038
Total	**0.0567**	**0.2584**	**0.4961**	**2.3400e-003**	**0.1899**	**2.1200e-003**	**0.1920**	**0.0512**	**2.0000e-003**	**0.0532**	**0.0000**	**217.9697**	**217.9697**	**3.4300e-003**	**0.0176**	**223.2896**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0356	0.3745	0.2593	5.4000e-004		0.0168	0.0168		0.0154	0.0154	0.0000	47.0096	47.0096	0.0152	0.0000	47.3896
Paving	0.0204					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0559**	**0.3745**	**0.2593**	**5.4000e-004**		**0.0168**	**0.0168**		**0.0154**	**0.0154**	**0.0000**	**47.0096**	**47.0096**	**0.0152**	**0.0000**	**47.3896**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0500e-003	7.3000e-004	8.7600e-003	3.0000e-005	3.2300e-003	1.0000e-005	3.2500e-003	8.6000e-004	1.0000e-005	8.7000e-004	0.0000	2.5174	2.5174	6.0000e-005	7.0000e-005	2.5384
Total	**1.0500e-003**	**7.3000e-004**	**8.7600e-003**	**3.0000e-005**	**3.2300e-003**	**1.0000e-005**	**3.2500e-003**	**8.6000e-004**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**2.5174**	**2.5174**	**6.0000e-005**	**7.0000e-005**	**2.5384**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0131	0.2697	0.3271	5.4000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003	0.0000	47.0095	47.0095	0.0152	0.0000	47.3896
Paving	0.0204					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0335**	**0.2697**	**0.3271**	**5.4000e-004**		**2.0600e-003**	**2.0600e-003**		**2.0600e-003**	**2.0600e-003**	**0.0000**	**47.0095**	**47.0095**	**0.0152**	**0.0000**	**47.3896**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0500e-003	7.3000e-004	8.7600e-003	3.0000e-005	3.2300e-003	1.0000e-005	3.2500e-003	8.6000e-004	1.0000e-005	8.7000e-004	0.0000	2.5174	2.5174	6.0000e-005	7.0000e-005	2.5384
Total	**1.0500e-003**	**7.3000e-004**	**8.7600e-003**	**3.0000e-005**	**3.2300e-003**	**1.0000e-005**	**3.2500e-003**	**8.6000e-004**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**2.5174**	**2.5174**	**6.0000e-005**	**7.0000e-005**	**2.5384**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.8 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8169					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7900e-003	0.0326	0.0453	7.0000e-005		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003	0.0000	6.3831	6.3831	3.8000e-004	0.0000	6.3927
Total	**1.8217**	**0.0326**	**0.0453**	**7.0000e-005**		**1.7700e-003**	**1.7700e-003**		**1.7700e-003**	**1.7700e-003**	**0.0000**	**6.3831**	**6.3831**	**3.8000e-004**	**0.0000**	**6.3927**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6500e-003	3.2500e-003	0.0388	1.2000e-004	0.0143	7.0000e-005	0.0144	3.8000e-003	6.0000e-005	3.8600e-003	0.0000	11.1347	11.1347	2.6000e-004	2.9000e-004	11.2276
Total	**4.6500e-003**	**3.2500e-003**	**0.0388**	**1.2000e-004**	**0.0143**	**7.0000e-005**	**0.0144**	**3.8000e-003**	**6.0000e-005**	**3.8600e-003**	**0.0000**	**11.1347**	**11.1347**	**2.6000e-004**	**2.9000e-004**	**11.2276**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.8 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8169					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0339	0.0458	7.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	6.3831	6.3831	3.8000e-004	0.0000	6.3927
Total	**1.8184**	**0.0339**	**0.0458**	**7.0000e-005**		**3.6000e-004**	**3.6000e-004**		**3.6000e-004**	**3.6000e-004**	**0.0000**	**6.3831**	**6.3831**	**3.8000e-004**	**0.0000**	**6.3927**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6500e-003	3.2500e-003	0.0388	1.2000e-004	0.0143	7.0000e-005	0.0144	3.8000e-003	6.0000e-005	3.8600e-003	0.0000	11.1347	11.1347	2.6000e-004	2.9000e-004	11.2276
Total	**4.6500e-003**	**3.2500e-003**	**0.0388**	**1.2000e-004**	**0.0143**	**7.0000e-005**	**0.0144**	**3.8000e-003**	**6.0000e-005**	**3.8600e-003**	**0.0000**	**11.1347**	**11.1347**	**2.6000e-004**	**2.9000e-004**	**11.2276**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Discount Club	0.00	0.00	0.00		
Gasoline/Service Station	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	14.70	6.60	6.60	33.00	48.00	19.00	21	51	28
Discount Club	14.70	6.60	6.60	16.70	64.30	19.00	45	40	15
Gasoline/Service Station	14.70	6.60	6.60	2.00	79.00	19.00	14	27	59

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Discount Club	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Gasoline/Service Station	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Parking Lot	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0 / 0	0.0000	0.0000	0.0000	0.0000
Discount Club	0 / 0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0 / 0	0.0000	0.0000	0.0000	0.0000
Discount Club	0 / 0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Equipment Type	Number

11.0 Vegetation

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Costco Fresno (Project) Operation

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	889.00	Space	8.00	355,600.00	0
Automobile Care Center	4.80	1000sqft	0.11	4,800.00	0
Discount Club	241.34	1000sqft	5.54	241,340.00	0
Gasoline/Service Station	32.00	Pump	0.10	4,517.60	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	191.61	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project-specific values (RPS emission factor)

Land Use - Project-specific values

Construction Phase - Operational run

Off-road Equipment - Operational run

Vehicle Trips - Project-specific values, mobile emissions calculated seperately

Consumer Products - Updated emission factor for consumer products to refine the VOC emissions based on recent CARB regulations.

Table Name	Column Name	Default Value	New Value
tblConsumerProducts	ROG_EF	2.14E-05	1.62E-05

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	203.98	191.61
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	53.75	0.00
tblVehicleTrips	ST_TR	182.17	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	33.67	0.00
tblVehicleTrips	SU_TR	166.88	0.00
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	41.80	0.00
tblVehicleTrips	WD_TR	172.01	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Energy	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	330.8528	330.8528	0.0345	6.5300e-003	333.6620
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	217.9149	0.0000	217.9149	12.8784	0.0000	539.8748
Water						0.0000	0.0000		0.0000	0.0000	5.9496	12.3158	18.2653	0.6132	0.0147	37.9717
Total	**0.9616**	**0.1351**	**0.1241**	**8.1000e-004**	**0.0000**	**0.0103**	**0.0103**	**0.0000**	**0.0103**	**0.0103**	**223.8644**	**343.1895**	**567.0539**	**13.5261**	**0.0212**	**911.5307**

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Energy	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	330.8528	330.8528	0.0345	6.5300e-003	333.6620
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	217.9149	0.0000	217.9149	12.8784	0.0000	539.8748
Water						0.0000	0.0000		0.0000	0.0000	5.9496	12.3158	18.2653	0.6132	0.0147	37.9717
Total	**0.9616**	**0.1351**	**0.1241**	**8.1000e-004**	**0.0000**	**0.0103**	**0.0103**	**0.0000**	**0.0103**	**0.0103**	**223.8644**	**343.1895**	**567.0539**	**13.5261**	**0.0212**	**911.5307**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2023	4/30/2023	5	20	

Acres of Grading (Site Preparation Phase): 0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Grading (Grading Phase): 0

Acres of Paving: 8

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Discount Club	0.00	0.00	0.00		
Gasoline/Service Station	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	14.70	6.60	6.60	33.00	48.00	19.00	21	51	28
Discount Club	14.70	6.60	6.60	16.70	64.30	19.00	45	40	15
Gasoline/Service Station	14.70	6.60	6.60	2.00	79.00	19.00	14	27	59
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Discount Club	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Gasoline/Service Station	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Parking Lot	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	183.9160	183.9160	0.0317	3.8400e-003	185.8520
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	183.9160	183.9160	0.0317	3.8400e-003	185.8520
NaturalGas Mitigated	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	146.9368	146.9368	2.8200e-003	2.6900e-003	147.8100
NaturalGas Unmitigated	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	146.9368	146.9368	2.8200e-003	2.6900e-003	147.8100

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	99360	5.4000e-004	4.8700e-003	4.0900e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3022	5.3022	1.0000e-004	1.0000e-004	5.3337
Discount Club	2.56062e+006	0.0138	0.1255	0.1054	7.5000e-004		9.5400e-003	9.5400e-003		9.5400e-003	9.5400e-003	0.0000	136.6443	136.6443	2.6200e-003	2.5100e-003	137.4563
Gasoline/Service Station	93514.3	5.0000e-004	4.5800e-003	3.8500e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9903	4.9903	1.0000e-004	9.0000e-005	5.0199
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0149**	**0.1350**	**0.1134**	**8.1000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**146.9368**	**146.9368**	**2.8200e-003**	**2.7000e-003**	**147.8100**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	99360	5.4000e-004	4.8700e-003	4.0900e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3022	5.3022	1.0000e-004	1.0000e-004	5.3337
Discount Club	2.56062e+006	0.0138	0.1255	0.1054	7.5000e-004		9.5400e-003	9.5400e-003		9.5400e-003	9.5400e-003	0.0000	136.6443	136.6443	2.6200e-003	2.5100e-003	137.4563
Gasoline/Service Station	93514.3	5.0000e-004	4.5800e-003	3.8500e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9903	4.9903	1.0000e-004	9.0000e-005	5.0199
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0149**	**0.1350**	**0.1134**	**8.1000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**146.9368**	**146.9368**	**2.8200e-003**	**2.7000e-003**	**147.8100**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	41328	3.5919	6.2000e-004	7.0000e-005	3.6297
Discount Club	1.91141e+006	166.1263	0.0286	3.4700e-003	167.8751
Gasoline/Service Station	38896.5	3.3806	5.8000e-004	7.0000e-005	3.4162
Parking Lot	124460	10.8172	1.8600e-003	2.3000e-004	10.9310
Total		**183.9160**	**0.0317**	**3.8400e-003**	**185.8520**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	41328	3.5919	6.2000e-004	7.0000e-005	3.6297
Discount Club	1.91141e+006	166.1263	0.0286	3.4700e-003	167.8751
Gasoline/Service Station	38896.5	3.3806	5.8000e-004	7.0000e-005	3.4162
Parking Lot	124460	10.8172	1.8600e-003	2.3000e-004	10.9310
Total		**183.9160**	**0.0317**	**3.8400e-003**	**185.8520**

6.0 Area Detail

6.1 Mitigation Measures Area

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Unmitigated	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7641					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.9000e-004	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Total	**0.9467**	**1.0000e-004**	**0.0107**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0209**	**0.0209**	**5.0000e-005**	**0.0000**	**0.0222**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7641					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.9000e-004	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Total	**0.9467**	**1.0000e-004**	**0.0107**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0209**	**0.0209**	**5.0000e-005**	**0.0000**	**0.0222**

7.0 Water Detail

7.1 Mitigation Measures Water

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	18.2653	0.6132	0.0147	37.9717
Unmitigated	18.2653	0.6132	0.0147	37.9717

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.451589 / 0.276781	0.4398	0.0148	3.5000e-004	0.9144
Discount Club	17.8767 / 10.9567	17.4115	0.5845	0.0140	36.1967
Gasoline/Service Station	0.42502 / 0.260496	0.4140	0.0139	3.3000e-004	0.8606
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**18.2653**	**0.6132**	**0.0147**	**37.9717**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.451589 / 0.276781	0.4398	0.0148	3.5000e-004	0.9144
Discount Club	17.8767 / 10.9567	17.4115	0.5845	0.0140	36.1967
Gasoline/Service Station	0.42502 / 0.260496	0.4140	0.0139	3.3000e-004	0.8606
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**18.2653**	**0.6132**	**0.0147**	**37.9717**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	217.9149	12.8784	0.0000	539.8748
Unmitigated	217.9149	12.8784	0.0000	539.8748

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	18.34	3.7229	0.2200	0.0000	9.2232
Discount Club	1037.93	210.6904	12.4515	0.0000	521.9766
Gasoline/Service Station	17.25	3.5016	0.2069	0.0000	8.6751
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**217.9149**	**12.8784**	**0.0000**	**539.8748**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	18.34	3.7229	0.2200	0.0000	9.2232
Discount Club	1037.93	210.6904	12.4515	0.0000	521.9766
Gasoline/Service Station	17.25	3.5016	0.2069	0.0000	8.6751
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**217.9149**	**12.8784**	**0.0000**	**539.8748**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number

11.0 Vegetation

APPENDIX B
MOBILE SOURCE EMISSION CALCULATIONS

Table B-1a. Trip Lengths and Vehicle Miles Traveled by Operational Mobile Sources (Herndon/Riverside)
Costco Commercial Center
Fresno, California

Trip Type		Average One-Way Trip Length[1,2]	Peak Daily Trips (one-way trips/day)[3]	Peak Daily VMT[4]	Annual Average Trips (one-way trips/yr)	Annual Average VMT
Member Vehicles	Primary	17.3	10,046	173,528	3,666,790	63,337,720
	Diverted	1.0	4,038	4,119	1,473,870	1,503,435
	Pass-By	0.1	3,788	379	1,382,620	138,262
Warehouse, Fuel Station, and Car Wash Employee Vehicles	Primary	30.7	300	9,210	109,500	3,361,650
MDO Driver and Warehouse Employee Vehicles	Primary	30.7	136	4,175	49,640	1,523,875
MDO Delivery Trucks	Primary	81.5	20	1,630	7,300	594,950
Fuel Delivery Trucks	Primary	125.0	14	1,750	5,110	638,750
Warehouse Delivery Trucks	Primary	125.0	26	3,250	9,490	1,186,250

Notes:

[1] Average trip lengths for primary and diverted trip types are based on Project-specific data provided by Kittelson & Associates. Pass-by trip length for member vehicles is assumed to be equal to the CalEEMod® default trip length of 0.1 miles.

[2] Average trip length for MDO delivery trucks provided by Costco. The average routed round trip length for Fresno MDO delivery trucks is 163 miles.

[3] Peak daily trips are based on Project-specific data provided by Kittelson & Associates.

[4] Peak daily VMT based on Project-specific data provided by Kittelson & Associates or estimated as a product of average trip length and number of trips presented in this table.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel

MDO - market delivery operation

VMT - vehicle miles traveled

Table B-1b. Trip Lengths and Vehicle Miles Traveled by Operational Mobile Sources (4500 W. Shaw Avenue)
Costco Commercial Center
Fresno, California

Trip Type		Peak Daily Trips (one-way trips/day)[1]	Peak Daily VMT[2]	Annual Average Trips (one-way trips/yr)	Annual Average VMT
Passenger Vehicles	Primary	1,363	58,264	497,495	21,266,360
	Pass-by	48	0	17,520	0
	Diverted	2,099	3,442	766,135	1,256,330

Notes:

[1] Peak daily trips are based on Project-specific data provided by Kittelson & Associates.

[2] Peak daily VMT based on Project-specific data provided by Kittelson & Associates or estimated as a product of average trip length and number of trips presented in this table.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel

MDO - market delivery operation

VMT - vehicle miles traveled

Table B-2. Operational Mobile Source Fleet Mixes
Costco Commercial Center
Fresno, California

Vehicle Category	Fuel Type	Fleet Mix CalEEMod® Default[1]	EMFAC VMT Output[2] (miles/day)	Employee Vehicle Fleet Mix[3]	Member Vehicle Fleet Mix[4]
LDA	Gas	51.0%	12,057,533	52.8%	55.0%
	Phe		351,337	1.54%	1.6%
	Elec		514,390	2.25%	0%
	Dsl		22,675	0.10%	0%
LDT1	Gas	5.3%	1,013,826	5.88%	5.9%
	Phe		1,027	0.01%	0.0%
	Elec		1,049	0.01%	0%
	Dsl		250	0.00%	0%
LDT2	Gas	17.6%	5,488,159	19.29%	19.4%
	Phe		39,774	0.14%	0.1%
	Elec		17,710	0.06%	0%
	Dsl		14,595	0.05%	0%
MDV	Gas	16.1%	4,629,686	17.47%	17.8%
	Phe		29,118	0.11%	0.1%
	Elec		19,405	0.07%	0%
	Dsl		71,606	0.27%	0%
LHD1	All	2.7%	--	--	--
LHD2	All	0.7%	--	--	--
MHD	All	1.4%	--	--	--
HHDT	All	2.2%	--	--	--
OBUS	All	0.1%	--	--	--
UBUS	All	0.0%	--	--	--
MCY	All	2.4%	--	--	--
SBUS	All	0.2%	--	--	--
MH	All	0.3%	--	--	--

Notes:

[1] CalEEMod® default for Fresno County calendar year 2023.

[2] Data obtained from EMFAC2021 for default emissions activity.

[3] Fleet mix for employee vehicles estimated based on the ratio of the vehicle classes in CalEEMod® default fleet mix and the EMFAC2021 VMT output.

[4] Fleet mix for member vehicles visiting the Costco Gas Station are estimated based on the ratio of the vehicle classes in CalEEMod® default fleet mix and the EMFAC2021 VMT output. Vehicles are assumed to be gasoline or plug-in hybrid.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel
EMFAC - EMission FACtors model
HHDT - Heavy heavy-duty truck
LDA - light duty automobiles
LDT - light-duty trucks
LHD - light heavy-duty trucks
MCY - motorcycles
MDV - medium-duty vehicle
MH - motor homes
MHD - medium heavy-duty trucks
OBUS - other buses
SBUS - school buses
UBUS - urban buses
VMT - vehicle miles traveled

Table B-3. Operational Mobile Source CAP Emission Factors - Running Exhaust, Running Loss, Tire Wear, and Brake Wear
Costco Commercial Center
Fresno, California

EMFAC Vehicle Class	Fuel	EMFAC VMT Output[1] (miles/day)	EMFAC Emissions Output[1,2] (tons/day)					
			VOC[3]	NO_x	CO	SO_x	PM_{10}[4]	$PM_{2.5}$[4]
Passenger Vehicles[5]								
LDA	Gas	12,057,533	0.51	0.58	10.53	0.04	0.20	0.07
LDA	Phe	351,337	0.00	0.00	0.09	0.00	0.00	0.00
LDA	Elec	514,390	0.00	0.00	0.00	0.00	0.01	0.00
LDA	Dsl	22,675	0.00	0.01	0.01	0.00	0.00	0.00
LDT1	Gas	1,013,826	0.16	0.21	2.25	0.00	0.02	0.01
LDT1	Phe	1,027	0.00	0.00	0.00	0.00	0.00	0.00
LDT1	Elec	1,049	0.00	0.00	0.00	0.00	0.00	0.00
LDT1	Dsl	250	0.00	0.00	0.00	0.00	0.00	0.00
LDT2	Gas	5,488,159	0.28	0.52	6.01	0.02	0.10	0.03
LDT2	Phe	39,774	0.00	0.00	0.01	0.00	0.00	0.00
LDT2	Elec	17,710	0.00	0.00	0.00	0.00	0.00	0.00
LDT2	Dsl	14,595	0.00	0.00	0.00	0.00	0.00	0.00
MDV	Gas	4,629,686	0.34	0.67	6.18	0.02	0.08	0.03
MDV	Phe	29,118	0.00	0.00	0.01	0.00	0.00	0.00
MDV	Elec	19,405	0.00	0.00	0.00	0.00	0.00	0.00
MDV	Dsl	71,606	0.00	0.01	0.02	0.00	0.00	0.00
Delivery Trucks[5]								
HHDT	Dsl	2,030,441	0.03	3.94	0.16	0.03	0.32	0.14

EMFAC Vehicle Class	Fuel	Running Exhaust, Running Loss, Tire Wear and Brake Wear Emission Factors[6] (grams/mile)					
		VOC[3]	NO_x	CO	SO_x	PM_{10}[4]	$PM_{2.5}$[4]
Passenger Vehicles[5]							
LDA	Gas	0.038	0.044	0.793	0.003	0.015	0.005
LDA	Phe	0.005	0.003	0.221	0.001	0.012	0.004
LDA	Elec	0.000	0.000	0.000	0.000	0.012	0.004
LDA	Dsl	0.032	0.275	0.339	0.002	0.035	0.024
LDT1	Gas	0.141	0.192	2.013	0.003	0.017	0.007
LDT1	Phe	0.003	0.003	0.201	0.001	0.012	0.004
LDT1	Elec	0.000	0.000	0.000	0.000	0.012	0.004
LDT1	Dsl	0.268	1.602	1.824	0.004	0.247	0.226
LDT2	Gas	0.046	0.086	0.994	0.004	0.016	0.006
LDT2	Phe	0.003	0.003	0.209	0.001	0.012	0.004
LDT2	Elec	0.000	0.000	0.000	0.000	0.012	0.004
LDT2	Dsl	0.016	0.080	0.136	0.003	0.023	0.012
MDV	Gas	0.067	0.131	1.210	0.004	0.017	0.006
MDV	Phe	0.004	0.003	0.220	0.001	0.012	0.004
MDV	Elec	0.000	0.000	0.000	0.000	0.012	0.004
MDV	Dsl	0.013	0.103	0.209	0.004	0.023	0.012

Table B-3. Operational Mobile Source CAP Emission Factors - Running Exhaust, Running Loss, Tire Wear, and Brake Wear
Costco Commercial Center
Fresno, California

EMFAC Vehicle Class	Fuel	Running Exhaust, Running Loss, Tire Wear and Brake Wear Emission Factors[6] (grams/mile)					
		VOC[3]	NO_x	CO	SO_x	PM_{10}[4]	$PM_{2.5}$[4]
Member Vehicle Weighted Emission Factor[7]		**0.050**	**0.075**	**0.967**	**0.003**	**0.016**	**0.005**
Employee Vehicle Weighted Emission Factor[7]		**0.049**	**0.075**	**0.945**	**0.003**	**0.016**	**0.005**
Delivery Trucks[5]							
HHDT	Dsl	0.01	1.76	0.07	0.015	0.14	0.06

Notes:

[1] Data obtained from EMFAC2021 for default emissions activity.

[2] Sum of running exhaust, running loss, tire wear, and brake wear emissions obtained from EMFAC2021 for default emissions activity.

[3] For purposes of this analysis VOC is assumed to be equal to ROG.

[4] PM emissions are a sum of exhaust, tire wear, and brake wear.

[5] Delivery trucks are assumed to be diesel-fueled.

[6] Emission factors for EMFAC vehicle classes are estimated as a ratio of the EMFAC emissions output and EMFAC VMT output.

[7] Emission factors for EMFAC vehicle classes are weighted based on the project-specific fleet mix in Table B-2 to estimate trip-based emission factors for passenger vehicles.

Abbreviations:

CAP - criteria air pollutant
CO - carbon monoxide
Dsl - Diesel
EMFAC - EMission FACtors model
LDA - light-duty automobile
LDT - light-duty truck
HHDT - heavy heavy-duty truck
MDV - medium-duty vehicle
NO_x - nitrogen oxide compounds (NO + NO_2)
Phe - Plug-in hybrid
PM - particulate matter
$PM_{2.5}$ - particulate matter less than 2.5 microns in diameter
PM_{10} - particulate matter less than 10 microns in diameter
ROG - reactive organic gases
SO_x - sulfur oxide compounds
VOC - volatile organic compounds
VMT - vehicle miles traveled

Conversion Factor:

907184.74 grams per ton

Table B-4. Operational Mobile Source CAP Emission Factors - Starting Exhaust, Hot Soak, Diurnal Loss, and Resting Loss
Costco Commercial Center
Fresno, California

EMFAC Vehicle Class	Fuel	EMFAC Vehicle Trips Output[1] (trips/day)	EMFAC Emissions Output[1] (tons/day)								
			VOC[2]				NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
			Starting Exhaust	Hot Soak	Diurnal	Resting Loss	Starting Exhaust				
Passenger Vehicle											
LDA	Gas	1,459,129	0.547	0.156	0.574	0.000	0.428	5.313	0.001	0.004	0.003
LDA	Phe	31,224	0.006	0.001	0.004	0.000	0.004	0.044	0.000	0.000	0.000
LDA	Elec	56,838	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDA	Dsl	3,207	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDT1	Gas	135,565	0.114	0.037	0.154	0.000	0.076	1.087	0.000	0.001	0.001
LDT1	Phe	83	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDT1	Elec	118	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDT1	Dsl	62	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDT2	Gas	657,946	0.318	0.073	0.285	0.000	0.281	2.975	0.001	0.002	0.001
LDT2	Phe	3,337	0.001	0.000	0.000	0.000	0.000	0.005	0.000	0.000	0.000
LDT2	Elec	2,516	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDT2	Dsl	1,661	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MDV	Gas	598,810	0.420	0.084	0.339	0.000	0.358	3.094	0.001	0.002	0.001
MDV	Phe	2,568	0.000	0.000	0.000	0.000	0.000	0.004	0.000	0.000	0.000
MDV	Elec	2,761	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MDV	Dsl	8,640	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Delivery Trucks[3]											
HHDT	Dsl	237,288	0	0	0	0	0.7	0.0	0.0	0.0	0.0

Vehicle Class	Fuel	Starting Exhaust, Hot Soak, Diurnal, and Resting Loss Emission Factors[4] (grams/trip)								
		VOC[2]				NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
		Starting Exhaust	Hot Soak	Diurnal	Resting Loss	Starting Exhaust				
Passenger Vehicles										
LDA	Gas	0.340	0.097	0.357	0.000	0.266	3.303	0.001	0.002	0.002
LDA	Phe	0.167	0.043	0.130	0.000	0.113	1.285	0.001	0.002	0.002
LDA	Elec	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDA	Dsl	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDT1	Gas	0.763	0.251	1.029	0.000	0.512	7.275	0.001	0.004	0.003
LDT1	Phe	0.167	0.025	0.078	0.000	0.113	1.285	0.001	0.002	0.001
LDT1	Elec	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDT1	Dsl	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDT2	Gas	0.438	0.101	0.394	0.000	0.388	4.103	0.001	0.002	0.002
LDT2	Phe	0.167	0.027	0.088	0.000	0.113	1.285	0.001	0.002	0.002
LDT2	Elec	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDT2	Dsl	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MDV	Gas	0.636	0.128	0.513	0.000	0.543	4.687	0.001	0.002	0.002
MDV	Phe	0.167	0.033	0.108	0.000	0.113	1.285	0.001	0.003	0.002
MDV	Elec	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MDV	Dsl	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Member Vehicle Weighted Emission Factor[5]		**0.433**	**0.111**	**0.427**	**0.000**	**0.351**	**3.901**	**0.001**	**0.002**	**0.002**
Employee Vehicle Emission Factor[5]		**0.423**	**0.108**	**0.417**	**0.000**	**0.342**	**3.804**	**0.001**	**0.002**	**0.002**
Delivery Trucks[3]										
HHDT	Dsl	0	0	0	0	2.8	0	0	0	0

Notes:
[1] Data obtained from EMFAC2021 for default emissions activity.
[2] For purposes of this analysis VOC is assumed to be equal to ROG.
[3] Delivery trucks are assumed to be diesel-fueled.
[4] Emission factors for EMFAC vehicle classes are estimated as a ratio of the EMFAC emissions output and EMFAC trip output.
[5] Emission factors for EMFAC vehicle classes are weighted based on the project-specific fleet mix in Table B-2 to estimate trip-based emission factors for passenger vehicles.

Abbreviations:
CAP - criteria air pollutant
CO - carbon monoxide
Dsl - Diesel
EMFAC - EMission FACtors model
LDA - light-duty automobile
LDT - light-duty truck
HHDT - heavy heavy-duty truck
MDV - medium-duty vehicle
NO_x - nitrogen oxide compounds (NO + NO_2)
Phe - Plug-in hybrid
PM - particulate matter
$PM_{2.5}$ - particulate matter less than 2.5 microns in diameter
PM_{10} - particulate matter less than 10 microns in diameter
ROG - reactive organic gases
SO_x - sulfur oxide compounds
VOC - volatile organic compounds
VMT - vehicle miles traveled

Conversion Factor:
907184.74 grams per ton

Table B-5. Operational Mobile Source CAP Emission Factors - Idling Exhaust
Costco Commercial Center
Fresno, California

EMFAC Vehicle Class	Fuel	Idling Emission Factors[1] (grams/idle-minute)					
		VOC[2]	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Passenger Vehicles							
LDA	Gas	0.003	0.003	0.059	0.000	0.000	0.000
LDA	Phe	0.001	0.001	0.041	0.000	0.000	0.000
LDA	Elec	0.000	0.000	0.000	0.000	0.000	0.000
LDA	Dsl	0.012	0.012	0.177	0.000	0.004	0.003
LDT1	Gas	0.012	0.015	0.158	0.000	0.001	0.001
LDT1	Phe	0.001	0.000	0.037	0.000	0.000	0.000
LDT1	Elec	0.000	0.000	0.000	0.000	0.000	0.000
LDT1	Dsl	0.049	0.044	0.209	0.000	0.042	0.040
LDT2	Gas	0.004	0.007	0.074	0.000	0.000	0.000
LDT2	Phe	0.001	0.001	0.038	0.000	0.000	0.000
LDT2	Elec	0.000	0.000	0.000	0.000	0.000	0.000
LDT2	Dsl	0.012	0.008	0.104	0.000	0.001	0.001
MDV	Gas	0.006	0.010	0.091	0.000	0.000	0.000
MDV	Phe	0.001	0.001	0.040	0.000	0.000	0.000
MDV	Elec	0.000	0.000	0.000	0.000	0.000	0.000
MDV	Dsl	0.009	0.008	0.174	0.000	0.001	0.001
Member Vehicle Weighted Emission Factor[3]		0.0041	0.0059	0.0730	0.0003	0.0004	0.0004
Employee Vehicle Weighted Emission Factor[3]		0.0040	0.0058	0.0720	0.0003	0.0004	0.0004
Delivery Trucks[4]							
HHDT	Dsl	0.045	0.928	0.628	0.002	0.001	0.001

Notes:

[1] Data obtained from EMFAC2021 project-level output. Passenger vehicle emission rates are equivalent to the running exhaust emission rate in grams per mile at 5 mph, multiplied by the speed correction factor of 2.5 mph.

[2] For purposes of this analysis VOC is assumed to be equal to ROG.

[3] Emission factors for EMFAC vehicle classes are weighted based on the project-specific fleet mix in Table B-2 to estimate trip-based emission factors for passenger vehicles.

[4] Delivery trucks are assumed to be diesel-fueled.

Abbreviations:

CAP - criteria air pollutant
CO - carbon monoxide
EMFAC - EMission FACtors model
LDA - light-duty automobile
LDT - light-duty truck
HHDT - heavy heavy-duty truck
MDV - medium-duty vehicle
mph - miles per hour
NO_x - nitrogen oxide compounds (NO + NO_2)
PM - particulate matter
$PM_{2.5}$ - particulate matter less than 2.5 microns in diameter
PM_{10} - particulate matter less than 10 microns in diameter
ROG - reactive organic gases
SO_x - sulfur oxide compounds
VOC - volatile organic compounds

Conversion Factor:

60 minutes per hour

Table B-6. Entrained Road Dust Emission Factors for Operational Mobile Sources
Costco Commercial Center
Fresno, California

Vehicle Type	Entrained Road Dust Emission Factor[1] (ton/VMT)	
	PM_{10}	$PM_{2.5}$
Member/Employee Vehicles	3.31E-07	8.11E-08
Delivery Trucks		

Notes:

[1] Emission factor calculated following guidance in the CalEEMod® User's Guide, Appendix A, which is based on AP-42, Section 13.2.1 for vehicles traveling on paved roads. The equation is:

$EF = k \times (sL)^{0.91} \times (W)^{1.02}$, where:

0.0022 = k_{PM10} (lb/VMT), PM_{10} particle size multiplier

0.00054 = $k_{PM2.5}$ (lb/VMT), $PM_{2.5}$ particle size multiplier

0.1 = sL (g/m^2), silt loading (CalEEMod Default)

2.4 = W (tons), mean vehicle weight (CalEEMod Default)

[3] Assumes 100% of on-road travel occurs on paved roads.

Abbreviations:

CalEEMod® - California Emissions Estimator Model

EF - emission factor

lb - pounds

PM_{10} - particulate matter less than 10 microns in aerodynamic diameter

$PM_{2.5}$ - particulate matter less than 2.5 microns in aerodynamic diameter

VMT - vehicle miles traveled

Table B-7a. Annual Criteria Air Pollutant Emission Estimates for Operational Mobile Sources (Herndon/Riverside)
Costco Commercial Center
Fresno, California

Mobile Source Activity	Trip Type	Trip Distance[1] (miles)	Annual Average Trips[1] (one-way trips/year)	Annual Average VMT[1] (miles/year)	Idle Duration[2,3] (minutes/year)	Criteria Air Pollutant Emissions (tons/year)					
						VOC[4]	NO_x[5]	CO[5]	SO_x[5]	PM_{10}[6]	$PM_{2.5}$[6]
Member Vehicles	Primary[7]	17.3	3,666,790	63,337,720	--	7.44	6.69	83.29	0.23	22.04	5.53
	Diverted[8]	1.0	1,473,870	1,503,435	--	0.97	0.69	7.94	0.01	0.53	0.13
	Pass-By[8]	0.10	1,382,620	138,262	--	0.84	0.55	6.09	0.00	0.05	0.02
Warehouse, Fuel Station, and Car Wash Employee Vehicles	Primary[7]	30.7	109,500	3,361,650	--	0.30	0.32	3.96	0.01	1.17	0.29
MDO Driver and Warehouse Employee Vehicles	Primary[7]	30.70	49,640	1,523,875	--	0.13	0.14	1.79	0.01	0.53	0.13
MDO Delivery Trucks	Primary[7]	81.5	7,300	594,950	18,250	0.01	1.20	0.06	0.01	0.29	0.09
Fuel Delivery Trucks	Primary[7]	125.0	5,110	638,750	12,775	0.01	1.27	0.06	0.01	0.31	0.10
Warehouse Delivery Trucks	Primary[7]	125.0	9,490	1,186,250	23,725	0.02	2.36	0.11	0.02	0.58	0.18
GDF Vehicle Idling		--	--	--	33,638,400	0.15	0.22	2.71	0.01	0.02	0.01
					Total Emissions	9.9	13.4	106.0	0.3	25.5	6.5

Notes

[1] Data obtained from Table B-1a.

[2] Idle duration for passenger vehicles visiting the gas station is estimated using a maximum queue length of 3 vehicles per queue lane and a transaction time of 4 minutes per vehicle. The queue is assumed to stay constant while the gas station is open (6 AM to 10 PM), 7 days/week. Queue length is based on Saturday midday peak hour average queue length projections from existing Costco facilities provided by Kittelson & Associates.

[3] Delivery truck idle duration is 5 minutes based on the CARB Air Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. Available at: https://ww2.arb.ca.gov/our-work/programs/atcm-to-limit-vehicle-idling/about. Accessed: September 2021. For GDF idling this is actually idling duration in units of minutes per year.

[4] VOC emissions include running exhaust, running loss, hot soak, diurnal, resting loss, starting exhaust, and idling exhaust. Emissions were estimated using emission factors from Tables B-3, B-4, and B-5 along with annual VMT, annual trips, and idle duration.

[5] NO_X, CO, and SO_X emissions include running exhaust, starting exhaust, and idling exhaust. Emissions were estimated using emission factors from Tables B-3, B-4, and B-5 along with annual VMT, annual trips, and idle duration.

[6] PM_{10} and $PM_{2.5}$ emissions include running exhaust, tire wear, brake wear, fugitive dust, starting exhaust, and idling exhaust. Emissions were estimated using emission factors from Tables B-3, B-4, B-5, and B-6 along with annual VMT, annual trips, and idle duration.

[7] Primary trip emissions include travel emissions (running exhaust, running loss, tire wear, brake wear, and fugitive dust), evaporative emissions (hot soak, diurnal, and resting loss), and starting exhaust emissions.

[8] Pass-by and Diverted trip emissions include travel emissions (running exhaust, running loss, tire wear, brake wear, and fugitive dust) and hot soak evaporative emissions, and starting exhaust emissions.

Abbreviations:

CO - carbon monoxide
lb - pounds
NO - nitrogen monoxide
NO_2 - nitrogen dioxide
NO_x - nitrogen oxide compounds (NO + NO_2)
PM - particulate matter
$PM_{2.5}$ - particulate matter less than 2.5 microns in diameter
PM_{10} - particulate matter less than 10 microns in diameter
SOx - sulfur oxide compounds
VOC - Volatile Organic Compound

Table B-7b. Annual Criteria Air Pollutant Emission Estimates for Operational Mobile Sources (4500 W. Shaw Avenue)
Costco Commercial Center
Fresno, California

Mobile Source Activity	Trip Type	Annual Average Trips[1] (one-way trips/year)	Annual Average VMT[1] (miles/year)	Criteria Air Pollutant Emissions (tons/year)					
				VOC[2]	NO_x[3]	CO[3]	SO_x[3]	PM_{10}[4]	$PM_{2.5}$[4]
Passenger Vehicles	Primary[5]	497,495	21,266,360	1.71	1.96	24.81	0.08	7.40	1.85
	Pass-by[6]	17,520	0	0.01	0.00	0.04	0.00	0.00	0.00
	Diverted[6]	766,135	1,256,330	0.30	0.25	2.99	0.00	0.44	0.11
Total Emissions				**1.7**	**2.0**	**24.8**	**0.1**	**7.4**	**1.9**

Notes

[1] Data obtained from Table B-1b.

[2] VOC emissions include running exhaust, running loss, hot soak, diurnal, resting loss, starting exhaust, and idling exhaust. Emissions were estimated using emission factors from Tables B-3, B-4, and B-5 along with annual VMT, annual trips, and idle duration.

[3] NO_X, CO, and SO_X emissions include running exhaust, starting exhaust, and idling exhaust. Emissions were estimated using emission factors from Tables B-3, B-4, and B-5 along with annual VMT, annual trips, and idle duration.

[4] PM_{10} and $PM_{2.5}$ emissions include running exhaust, tire wear, brake wear, fugitive dust, starting exhaust, and idling exhaust. Emissions were estimated using emission factors from Tables B-3, B-4, B-5, and B-6 along with annual VMT, annual trips, and idle duration.

[5] Primary trip emissions include travel emissions (running exhaust, running loss, tire wear, brake wear, and fugitive dust), evaporative emissions (hot soak, diurnal, and resting loss), and starting exhaust emissions.

[6] Pass-by and diverted emissions include travel emissions (running exhaust, running loss, tire wear, brake wear, and fugitive dust) and evaporative emissions (hot soak), and starting exhaust emissions based on the number of round trips (i.e., half of one-way trips).

Abbreviations:

CO - carbon monoxide
lb - pounds
NO - nitrogen monoxide
NO_2 - nitrogen dioxide
NO_x - nitrogen oxide compounds (NO + NO_2)
PM - particulate matter
$PM_{2.5}$ - particulate matter less than 2.5 microns in diameter
PM_{10} - particulate matter less than 10 microns in diameter
SOx - sulfur oxide compounds
VOC - Volatile Organic Compound

APPENDIX C
CONSTRUCTION HEALTH RISK ASSESSMENT EMISSION CALCULATIONS

Table C-1. Off-Road Equipment DPM Emissions
Costco Commercial Center
Fresno, California

Year	Phase	Phase Duration[1] (days)	Emission Source Category[1]	Mitigated PM_{10} Emissions[1] (tons/year)
2023	Demolition	7	Off-Road	4.50E-04
2023	Site Preparation	7	Off-Road	2.60E-04
2023	Grading	30	Off-Road	5.62E-03
2023	Grading/BC Overlap	20	Off-Road	2.18E-03
2023	Building Construction	110	Off-Road	1.16E-02
2023	Paving	40	Off-Road	2.06E-03
2023	Architectural Coating	50	Off-Road	3.60E-04

Notes:
[1] Unmitigated PM_{10} emissions are estimated using CalEEMod® default construction assumptions.

Abbreviations:
CalEEMod® - California Emissions Estimator Model
PM_{10} - particulate matter less than 10 microns in diameter

Table C-2. Vendor and Haul Truck DPM Emissions
Costco Commercial Center
Fresno, California

Modeled Roadway Links[1]		Source Group ID	Percent of Incoming Trips[2]	Percent of Outgoing Trips[2]	Total Annual Hauling Truck Trips[3] (one-way trips/year)	Segment Length[4] (miles)	Segment Length (miles)	Annual VMT[5] (miles/year)	DPM Emissions[6] (lbs/year)
Hauling Truck Routes	Herndon Ave (west of Riverside Drive)	OFFTRV1	100%	100%	7,877	389.3	0.24	1,905.44	1.12E-01
	Riverside Dr (Between Entry D and Herndon Ave)	OFFTRV2	100%	0%	3,939	132.9	0.08	325.24	1.92E-02
	Riverside Dr (Between Entry C and Entry D)	OFFTRV3	100%	0%	3,939	99.0	0.06	242.28	1.43E-02
	Riverside Dr (Between Entry B and Entry C)	OFFTRV4	100%	0%	3,939	93.0	0.06	227.60	1.34E-02
	Arthur Ave (Between Entry E and Herndon Ave)	OFFTRV5	0%	100%	3,939	53.8	0.03	131.66	7.77E-03
	Herndon Ave (Between Riverside Dr and Arthur Ave)	OFFTRV6	0%	100%	3,939	272.5	0.17	666.88	3.94E-02
	Arthur Ave (Between Entry E and Entry F)	OFFTRV7	0%	100%	3,939	292.9	0.18	716.81	4.23E-02
Vendor Truck Routes	Herndon Ave (west of Riverside Drive)	OFFTRV1	100%	100%	99.0	389.3	0.24	23.95	9.26E-04
	Riverside Dr (Between Entry D and Herndon Ave)	OFFTRV2	100%	0%	49.5	132.9	0.08	4.09	1.58E-04
	Riverside Dr (Between Entry C and Entry D)	OFFTRV3	100%	0%	49.5	99.0	0.06	3.05	1.18E-04
	Riverside Dr (Between Entry B and Entry C)	OFFTRV4	100%	0%	49.5	93.0	0.06	2.86	1.11E-04
	Arthur Ave (Between Entry E and Herndon Ave)	OFFTRV5	0%	100%	49.5	53.8	0.03	1.65	6.40E-05
	Herndon Ave (Between Riverside Dr and Arthur Ave)	OFFTRV6	0%	100%	49.5	272.5	0.17	8.38	3.24E-04
	Arthur Ave (Between Entry E and Entry F)	OFFTRV7	0%	100%	49.5	292.9	0.18	9.01	3.48E-04

Notes:

[1] See Figure 1 for a graphic representation of the modeled sources.

[2] A roadway link was conservatively assumed to experience 100% of incoming and outgoing trips if it could experience any percentage of trips.

[3] Total annual one-way trips are calculated as the sum of inbound and outbound one-way trips. Annual one-way haul truck and vendor truck trips per construction phase are estimated using CalEEMod®.

[4] Segment length based on modeled source length in AERMOD.

[5] Annual VMT is calculated as the product of segment length and total annual one-way trips.

[6] DPM emissions are calculated as the product of annual VMT and PM_{10} emission factor per vehicle type. For purposes of this analysis, DPM emissions are assumed to be equal to PM_{10} exhaust emissions from diesel vehicles.

Abbreviations:

AERMOD - American Meteorological Society/Environmental Protection Agency Regulatory Model
CalEEMod® - California Emissions Estimator Model
DPM - diesel particulate matter
lbs - pounds
m - meters
PM_{10} - particulate matter less than 10 microns in diameter
VMT - vehicle miles travelled

APPENDIX D
OPERATIONAL HEALTH RISK ASSESSMENT EMISSION CALCULATIONS

Table D-1. Traffic Volumes and Vehicle Miles Traveled on Modeled Roadways
Costco Commercial Center
Fresno, California

Modeled Roadway Links[1]		Source Group ID	Total Annual Trip Rates[2] (one-way trips/year)	Segment Length[3] (meters)	Segment Length (miles)	Annual VMT[4] (miles/year)
Fuel Delivery Trucks	Herndon Ave (west of Riverside Drive)	FT_TRV1	10,220	389.3	0.24	2,472
	Riverside Dr (Between Entry D and Herndon Ave)	FT_TRV2	10,220	132.9	0.08	844
	Riverside Dr (Between Entry C and Entry D)	FT_TRV3	10,220	99.0	0.06	629
	Riverside Dr (Between Entry B and Entry C)	FT_TRV4	10,220	93.0	0.06	591
	Riverside Dr (Between Spruce Ave and Entry B)	FT_TRV5	10,220	48.7	0.03	309
	Spruce Ave (Between Riverside Drive and Entry A)	FT_TRV6	10,220	57.5	0.04	365
	Spruce Ave (Between Entry A and Arthur Ave)	FT_TRV7	5,110	215.3	0.13	684
	Arthur Ave (Between Spruce Ave and Entry F)	FT_TRV8	5,110	62.9	0.04	200
	Entry F	FT_TRV9	5,110	216.8	0.13	688
	Entry A	FT_TRV10	5,110	53.2	0.03	169
	On-Site Idling	FT_IDLE	5,110	--	--	--
Warehouse Delivery Trucks	Herndon Ave (west of Riverside Drive)	WT_TRV1	18,980	389.3	0.24	4,591
	Riverside Dr (Between Entry D and Herndon Ave)	WT_TRV2	9,490	132.9	0.08	784
	Entry D	WT_TRV3	9,490	247.1	0.15	1,457
	Entry E	WT_TRV4	9,490	126.1	0.08	744
	Arthur Ave (Between Entry E and Herndon Ave)	WT_TRV5	9,490	53.8	0.03	317
	Herndon Ave (Between Riverside Dr and Arthur Ave)	WT_TRV6	9,490	272.5	0.17	1,607
	On-Site Idling	WT_IDLE1	4,745	--	--	--
	On-Site Idling	WT_IDLE2	4,745	--	--	--
MDO Delivery Trucks	Herndon Ave (west of Riverside Drive)	MD_TRV1	8,343	389.3	0.24	2,018
	Riverside Dr (Between Entry D and Herndon Ave)	MD_TRV2	6,257	132.9	0.08	517
	Riverside Dr (Between Entry C and Entry D)	MD_TRV3	2,607	99.0	0.06	160
	Entry D	MD_TRV4	6,779	247.1	0.15	1,041
	Riverside Dr (Between Entry B and Entry C)	MD_TRV5	2,607	93.0	0.06	151
	Entry E	MD_TRV6	7,821	126.1	0.08	613
	Riverside Dr (Between Spruce Ave and Entry B)	MD_TRV7	2,607	48.7	0.03	79
	Arthur Ave (Between Entry E and Herndon Ave)	MD_TRV8	6,257	53.8	0.03	209
	Spruce Ave (Between Entry A and Arthur Ave)	MD_TRV9	1,564	215.3	0.13	209
	Herndon Ave (Between Riverside Dr and Arthur Ave)	MD_TRV10	6,257	272.5	0.17	1,059
	Spruce Ave (Between Riverside Drive and Entry A)	MD_TRV11	1,564	57.5	0.04	56
	Arthur Ave (Between Spruce Ave and Entry F)	MD_TRV12	1,564	62.9	0.04	61
	Spruce Ave (west of Riverside Drive)	MD_TRV13	1,564	393.2	0.24	382
	Riverside Drive (North of Spruce Ave)	MD_TRV14	1,564	395.9	0.25	385

Table D-1. Traffic Volumes and Vehicle Miles Traveled on Modeled Roadways
Costco Commercial Center
Fresno, California

Modeled Roadway Links[1]		Source Group ID	Total Annual Trip Rates[2] (one-way trips/year)	Segment Length[3] (meters)	Segment Length (miles)	Annual VMT[4] (miles/year)
MDO Delivery Trucks *(Continued)*	Spruce Ave (East of Arthur Ave)	MD_TRV15	1,043	398.2	0.25	258
	Riverside Dr (South of Herndon Ave)	MD_TRV16	1,043	463.4	0.29	300
	Herndon Ave (East of Arthur Ave)	MD_TRV17	1,043	396.3	0.25	257
	Arthur Ave (Between Entry E and Entry F)	MD_TRV18	1,564	292.9	0.18	285
	On-Site Idling	MD_IDLE1	7,300	--	--	--
	On-Site Idling	MD_IDLE2	7,300	--	--	--

Notes:

[1] See Figure 2 for a graphic representation of the modeled sources.

[2] Trip rates based Project-specific data provided by Kittelson & Associates. The delivery truck trip rates assume the following for each truck category:

Fuel delivery trucks: 14 trucks per day
Warehouse delivery trucks: 26 trucks per day
MDO delivery trucks: 20 trucks per day

[3] Segment length based on modeled source length in AERMOD.

[4] VMT is calculated as the product of the segment length and the total number of annual one-way trips.

Abbreviations:

AERMOD - American Meteorological Society/Environmental Protection Agency Regulatory Model
VMT - vehicle miles traveled
MDO - Market delivery operation

Table D-2. Diesel Particulate Matter Emission Factors
Costco Commercial Center
Fresno, California

EMFAC Vehicle Class	EMFAC VMT Output[1] (miles/day)	DPM Emission Factor[2]		
		Off-site Running Exhaust[3] (g/mile)	On-site Running Exhaust[4] (g/mile)	Idle Exhaust (g/idle-minute)
Fuel Delivery, Warehouse Delivery, and MDO Delivery Trucks				
HHDT	2,030,441	0.029	0.012	0.0002

Notes:

[1] Data obtained from EMFAC2021 output for HHDT diesel vehicle default emissions activity.

[2] For purposes of this analysis, DPM emissions are assumed to be equal to PM_{10} exhaust emissions from diesel vehicles.

[3] Off-site running exhaust emission factor is based on EMFAC2021 default activity output for aggregated speeds.

[4] On-site running exhaust emission factor is based on EMFAC2021 project-level emission rate output for a speed of 5 mph.

Conversion Factors:

60 min/hr
907,185 g/ton

Abbreviations:

DPM - diesel particulate matter
EMFAC - EMission FACtors model
HHDT - Heavy heavy-duty truck
g - grams
hr - hours
min - minutes
mph - miles per hour
PM_{10} - particulate matter less than 10 microns in diameter
VMT - vehicle miles travelled

Table D-3. Delivery Truck Emissions
Costco Commercial Center
Fresno, California

Source Group ID[1]	Modeled Roadway Link	Project VMT[2] (miles)	Project Trips[2] (one-way trips)	Idle Duration (minutes/round trip)	DPM Exhaust Emissions[3,4]
		Annual	Annual		Annual (lb/year)
FT_TRV1	Herndon Ave (West of Riverside Drive)	2,472	10,220	--	1.60E-01
FT_TRV2	Riverside Dr (Between Entry D and Herndon Ave)	844	10,220	--	5.45E-02
FT_TRV3	Riverside Dr (Between Entry C and Entry D)	629	10,220	--	4.06E-02
FT_TRV4	Riverside Dr (Between Entry B and Entry C)	591	10,220	--	3.82E-02
FT_TRV5	Riverside Dr (Between Spruce Ave and Entry B)	309	10,220	--	2.00E-02
FT_TRV6	Spruce Ave (Between Riverside Drive and Entry A)	365	10,220	--	2.36E-02
FT_TRV7	Spruce Ave (Between Entry A and Arthur Ave)	684	5,110	--	4.42E-02
FT_TRV8	Arthur Ave (Between Spruce Ave and Entry F)	200	5,110	--	1.29E-02
FT_TRV9	Entry F	688	5,110	--	1.89E-02
FT_TRV10	Entry A	169	5,110	--	4.63E-03
FT_IDLE	On-Site Idling	--	5,110	5	1.17E-02
WT_TRV1	Herndon Ave (West of Riverside Drive)	4,591	18,980	--	2.97E-01
WT_TRV2	Riverside Dr (Between Entry D and Herndon Ave)	784	9,490	--	5.06E-02
WT_TRV3	Entry D	1,457	9,490	--	4.00E-02
WT_TRV4	Entry E	744	9,490	--	2.04E-02
WT_TRV5	Arthur Ave (Between Entry E and Herndon Ave)	317	9,490	--	2.05E-02
WT_TRV6	Herndon Ave (Between Riverside Dr and Arthur Ave)	1,607	9,490	--	1.04E-01
WT_IDLE1	On-Site Idling	--	4,745	5	5.43E-03
WT_IDLE2	On-Site Idling	--	4,745	5	5.43E-03
MD_TRV1	Herndon Ave (West of Riverside Drive)	2,018	8,343	--	1.30E-01
MD_TRV2	Riverside Dr (Between Entry D and Herndon Ave)	517	6,257	--	3.34E-02
MD_TRV3	Riverside Dr (Between Entry C and Entry D)	160	2,607	--	1.04E-02
MD_TRV4	Entry D	1,041	6,779	--	6.73E-02
MD_TRV5	Riverside Dr (Between Entry B and Entry C)	151	2,607	--	9.74E-03
MD_TRV6	Entry E	613	7,821	--	3.96E-02
MD_TRV7	Riverside Dr (Between Spruce Ave and Entry B)	79	2,607	--	5.10E-03
MD_TRV8	Arthur Ave (Between Entry E and Herndon Ave)	209	6,257	--	1.35E-02
MD_TRV9	Spruce Ave (Between Entry A and Arthur Ave)	209	1,564	--	1.35E-02
MD_TRV10	Herndon Ave (Between Riverside Dr and Arthur Ave)	1,059	6,257	--	6.85E-02
MD_TRV11	Spruce Ave (Between Riverside Drive and Entry A)	56	1,564	--	3.61E-03
MD_TRV12	Arthur Ave (Between Spruce Ave and Entry F)	61	1,564	--	3.95E-03
MD_TRV13	Spruce Ave (West of Riverside Drive)	382	1,564	--	2.47E-02
MD_TRV14	Riverside Drive (North of Spruce Ave)	385	1,564	--	2.49E-02

Table D-3. Delivery Truck Emissions
Costco Commercial Center
Fresno, California

Source Group ID[1]	Modeled Roadway Link	Project VMT[2] (miles)	Project Trips[2] (one-way trips)	Idle Duration (minutes/round trip)	DPM Exhaust Emissions[3,4]
		Annual	Annual		Annual (lb/year)
MD_TRV15	Spruce Ave (East of Arthur Ave)	258	1,043	--	1.67E-02
MD_TRV16	Riverside Dr (South of Herndon Ave)	300	1,043	--	1.94E-02
MD_TRV17	Herndon Ave (East of Arthur Ave)	257	1,043	--	1.66E-02
MD_TRV18	Arthur Ave (Between Entry E and Entry F)	285	1,564	--	1.84E-02
MD_IDLE1	On-Site Idling	--	7,300	5	8.36E-03
MD_IDLE2	On-Site Idling	--	7,300	5	8.36E-03

Notes:

[1] See Figure 2 for a graphic representation of the modeled sources.

[2] Data was obtained from Table D-1.

[3] DPM running exhaust emissions were calculated using the emission factors from Table D-2 along with Project VMT and trips.

[4] DPM emissions for on-site vehicle idling were estimated using the number of round trips (i.e., half of the one-way trips) and DPM idling exhaust emission factor from Table D-2.

Conversion Factor:

453.59 g/lb

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel
DPM - diesel particulate matter
g - grams
lb - pounds
VMT - vehicle miles traveled

Table D-4. Gasoline Transfer and Dispensing Emissions
Costco Commercial Center
Fresno, California

		Source Group ID					
		LOADING	BREATH	REFILL			SPILL
		Loading	Breathing	Refueling	Hose Permeation	Total	Spillage
VOC Emission Factor (lb/1,000 gallons)		0.15	0.024	0.356	0.009	--	0.24
Weight Percent	Benzene	0.30%	0.30%	0.30%	0.30%	--	1.00%
	Ethyl Benzene	1.60%	1.60%	1.60%	1.60%	--	1.60%
	Toluene	8.0%	8.0%	8.0%	8.0%	--	8.0%
	Xylene	2.4%	2.4%	2.4%	2.4%	--	2.4%
Emissions (lb/hr)	Benzene	0.0022	0.0003	0.0051	0.0001	0.0053	0.0115
	Ethyl Benzene	0.0115	0.0018	0.0273	0.0007	0.0280	0.0184
	Toluene	0.0576	0.0092	0.1367	0.0035	0.1402	0.0922
	Xylene	0.0173	0.0028	0.0410	0.0010	0.0420	0.0276
Emissions (lb/year)	Benzene	11.48	1.84	27.23	0.69	27.92	61.20
	Ethyl Benzene	61.20	9.79	145.25	3.67	148.92	97.92
	Toluene	306.00	48.96	726.24	18.36	744.60	489.60
	Xylene	91.80	14.69	217.87	5.51	223.38	146.88

Throughput:

Maximum Hourly	4,800 gallons/hr
Annual	25.5 million gallons/year

Notes:

[1] Emission factors and speciation obtained from SJVAPCD and CAPCOA 1997 Gasoline Service Station Industrywide Risk Assessment Technical Guidance. Available at: https://ww2.arb.ca.gov/sites/default/files/classic//ab2588/rrap-iwra/gasiwra.pdf and https://www.valleyair.org/busind/pto/AB-2588-Toxics-Profiles.docx. Accessed: October 2021.

[2] Maximum hourly throughput is based on a maximum of 15 vehicles per dispensing position per hour, with an average fill up of 10 gallons per vehicle.

Abbreviations:

CAPCOA - California Air Pollution Control Officers Association
CARB - California Air Resources Board
hr - hour
lb - pounds
SJVAPCD - San Joaquin Valley Air Pollution Control District
VOC - volatile organic compounds

Table D-5. TRU Emission Calculations
Costco Commercial Center
Fresno, California

Emission Factor[1,2] (g/bhp-hr)	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	2.52	2.12	0.32	0.002	0.06	0.06

Number of Trips with TRUs[3]	712

Modeled Roadway Link	Annual VMT (miles/year)	Annual Average TRU Emissions (lb/year)					
		VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
TRU_1	4,591	16.17	13.56	2.03	0.01	0.38	0.35
TRU_2	784	2.76	2.32	0.35	0.00	0.07	0.06
TRU_3	1,457	30.79	25.83	3.87	0.02	0.73	0.67
TRU_4	744	15.71	13.18	1.97	0.01	0.37	0.34
TRU_5	317	1.12	0.94	0.14	0.00	0.03	0.02
TRU_6	1,607	5.66	4.75	0.71	0.00	0.13	0.12

Notes:

[1] Emission factors obtained from OFFROAD2021 emissions output for Calendar Year 2023, Transportation Refrigeration Unit - Instate Trailer and Transportation Refrigeration Unit - Out-Of-State Trailer in Fresno County.

[2] SO_X emission factors based on sulfur content of ultra-low sulfur diesel fuel (15 ppm) and fuel consumption from OFFROAD2021.

[3] Approximately 15% of warehouse delivery trucks are equipped with TRUs.

[4] Horsepower is based on SJVAPCD Guidance for Air Dispersion Modeling, section 2.3.1 Transportation Refrigeration unit (TRU), Modeling Parameters.

[5] Load factor obtained from CARB Draft 2019 Update to Emissions Inventory for Transport Refrigeration Units, for TRUs Over 25 hp, 2013 and newer. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/cold-storage/documents/hra_emissioninventory2019.pdf. Accessed: January 2022.

[6] It is assumed that TRUs will be powered by electric plug-ins at each loading dock during delivieries to the warehouse. Therefore, zero emissions are estimated to occur from TRUs at the loading docks due to zero minutes of TRU idling duration.

[7] TRU On-Road Duration is based on the segment length and travel speed for each roadway. On-site travel speed is assumed to be 5 miles per hour, and off-site travel speed is assumed to be 30 miles per hour. Assumptions are based on Table II.G.1 of CARB Proposed Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate. Available at: https://ww2.arb.ca.gov/sites/default/files/barcu/board/rulemaking/tru2021/appi.pdf. Accessed: July 2022.

Constants:

Horsepower [4]	50	bhp
Load Factor [5]	0.38	
TRU Idling Duration [6]	0	min
On-Site Travel [7]	5	miles/hr
Off-Site Travel [7]	30	miles/hr
Fuel Consumption[2]	0.04	gal/hp-hr
Fuel Sulfur Content[2]	15	ppm
Density of Diesel	3,221	g/gal

Conversion Factors:

453.59	g/lb
1,000,000	g/MT
60	min/hr
365	day/year
2,000	lb/ton

Abbreviations:

bph - brake horsepower
CARB - California Air Resources Board
CO - carbon monoxide
g - grams
gal - gallon
hp - horsepower
hr - hour
lb - pounds
min - minutes
NO_x - oxides of nitrogen
PM_{10} - particulate matter less than 10 microns in diameter
$PM_{2.5}$ - particulate matter less than 2.5 microns in diameter
ppm - parts per million
SJVAPCD - San Joaquin Valley Air Pollution Control District
SO_x - oxides of sulfur
TRU - transport/transportation refrigeration unit
VOC - volatile organic compounds

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APPENDIX E
AERMOD INPUTS

Table E-1. Modeled Source Parameters - Point Sources
Costco Commercial Center
Fresno, California

Source Type	Model ID	Description	Stack Height[1] (m)	Stack Temperature[1] (K)	Exit Velocity[1] (m/s)	Stack Diameter[1] (m)	Emission Rate (g/s)
Point	LOADING	GDF loading emissions	3.66	291.00	0.00035	0.0508	1
Point	BREATH	GDF breathing emissions	3.66	288.71	0.000106	0.0508	1
Point	FT_IDLE	Fuel Delivery Truck Idling	3.84	366.0	51.71	0.100	1
Point	WT_IDLE_EAST	Warehouse Delivery Truck Idling	3.84	366.0	51.71	0.100	1
Point	WT_IDLE_WEST	Warehouse Delivery Truck Idling	3.84	366.0	51.71	0.100	1
Point	MD_IDLE_EAST	MDO Delivery Truck Idling	0.18	366.0	0.001	0.100	1
Point	MD_IDLE_WEST	MDO Delivery Truck Idling	0.18	366.0	0.001	0.100	1

Notes:

[1] Point source parameters are based on SJVAPCD Guidance for Air Dispersion Modeling. Available at: https://www.valleyair.org/busind/pto/Tox_Resources/Modeling%20Guidance.pdf. Accessed: October 2021.

Abbreviations:

gal - gallons
GDF - gasoline dispensing facility
g - gram
K - Kelvin
m - meters
SJVAPCD - San Joaquin Valley Air Pollution Control District
s - second
TRU - transportation refrigeration unit
yr - year

Table E-2. Modeled Source Parameters - Volume Sources
Costco Commercial Center
Fresno, California

Source Type	Model ID	Description	Release Height[1,2] (m)	Initial Lateral Dimension, Sigma Y[3,4] (m)	Initial Vertical Dimension, Sigma Z[1,2] (m)	Emission Rate[5] (g/s)
Volume	REFILL	Refueling and Hose Permeation	4.0	8.79	1.86	1.0
Volume	SPILL	Spillage	4.0	8.79	1.86	1.0
Volume	VOL_1 through VOL_241	On-Site Construction Equipment	5.0	9.30	1.40	1.0

Notes:

[1] Release height and Sigma Z for refueling, hose permeation, and spillage are based on SJVAPCD Guidance for Air Dispersion Modeling.

[2] Release height and Sigma Z for on-site construction equipment are based on SCAQMD Localized Significance Threshold Methodology.

[3] Initial lateral dimension for refueling, hose permeation, and spillage are based on the dimensions of the GDF canopy and calculated using USEPA AERMOD Guidance.

[4] Initial lateral dimension for on-site construction equipment is based on 20 meters of a volume source length of side provided in SCAQMD Localized Significance Threshold Methodology and calculated using USEPA AERMOD Guidance.

[5] Emission rate for on-site construction equipment represents the sum of all volume source emission rates.

Abbreviations:

g - gram
GDF - gasoline dispensing facility
m - meters
SCAQMD - South Coast Air Quality Management District
SJVAPCD - San Joaquin Valley Air Pollution Control District
s - second
USEPA - United States Environmental Protection Agency

References:

SCAQMD. 2008. Localized Significance Threshold Methodology. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2. Accessed: January 2022.

SJVAPCD. 2006. Guidance for Air Dispersion Modeling. Available at: https://www.valleyair.org/busind/pto/Tox_Resources/Modeling%20Guidance.pdf. Accessed: October 2021.

USEPA. 2015. Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas Appendices. November. Available at: https://nepis.epa.gov/Exe/ZyPdf.cgi?Dockey=P100NN22.pdf. Accessed: May 2021.

Table E-3. Modeled Source Parameters - Mobile Sources
Costco Commercial Center
Fresno, California

Source Type	Model ID	Description	Plume Width[1] (m)	Plume Height[2,3] (m)	Release Height[4,5] (m)
Line-Volume	FT_TRV1 through FT_TRV10	Fuel Delivery Truck Travel	3.66	6.80	3.40
Line-Volume	WT_TRV1 through WT_TRV6	Warehouse Delivery Truck Travel	3.66	6.80	3.40
Line-Volume	MD_TRV1 through MD_TRV18	MDO Truck Travel	3.66	3.84	1.83
Line-Volume	OFFTRV1 through OFFTRV7	Construction-Related Vendor and Hauling Truck Travel	3.66	6.80	3.40

Notes:

[1] Plume width is equal to SJVAPCD recommended value of 12 feet for truck width. Diana Walker (SJVAPCD) confirmed this value on October 7, 2021.

[2] The plume height for fuel delivery, warehouse delivery, and construction-related trucks is assumed to be equal to 1.7 times the vehicle height. Vehicle height is based on the USEPA Transportation Conformity Guidance.

[3] The plume height for MDO delivery trucks is equal to SJVAPCD recommended value of 12.6 feet for truck height. This plume height is lower than the plume heights for other trucks to capture the low-level placement of the MDO delivery trucks' tailpipe exhausts.

[4] Release height for fuel delivery, warehouse delivery, and construction-related trucks is estimated as half of the initial vertical dimension based on the USEPA Transportation Conformity Guidance.

[5] Release height for MDO delivery trucks is equal to SJVAPCD recommended value of 6 feet for truck height. This release height is lower than the release heights for other trucks to capture the low-level placement of the MDO delivery trucks' tailpipe exhausts.

Abbreviations:

m - meters

MDO - market delivery operation

SJVAPCD - San Joaquin Valley Air Pollution Control District

USEPA - United States Environmental Protection Agency

References:

SJVAPCD. 2006. Guidance for Air Dispersion Modeling. Available at: https://www.valleyair.org/busind/pto/Tox_Resources/Modeling%20Guidance.pdf. Accessed: October 2021.

USEPA. 2015. Transportation Conformity Guidance for Quantitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas Appendices. November. Available at: https://nepis.epa.gov/Exe/ZyPdf.cgi?Dockey=P100NN22.pdf. Accessed: May 2021.

APPENDIX F
HARP2 OUTPUTS

Table F-1. Construction Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
1	240425.00	4080650.00	Worker	0.13	5.58E-03	0.00E+00
3	240475.00	4080650.00	Worker	0.16	6.73E-03	0.00E+00
4	240500.00	4080650.00	Worker	0.18	7.51E-03	0.00E+00
13	240725.00	4080650.00	Worker	0.34	1.42E-02	0.00E+00
14	240750.00	4080650.00	Worker	0.34	1.40E-02	0.00E+00
15	240400.00	4080675.00	Worker	0.15	6.08E-03	0.00E+00
16	240425.00	4080675.00	Worker	0.16	6.73E-03	0.00E+00
18	240475.00	4080675.00	Worker	0.20	8.49E-03	0.00E+00
19	240500.00	4080675.00	Worker	0.24	9.79E-03	0.00E+00
28	240725.00	4080675.00	Worker	0.43	1.78E-02	0.00E+00
29	240750.00	4080675.00	Worker	0.41	1.70E-02	0.00E+00
30	240775.00	4080675.00	Worker	0.38	1.56E-02	0.00E+00
32	240400.00	4080700.00	Worker	0.18	7.26E-03	0.00E+00
33	240425.00	4080700.00	Worker	0.20	8.27E-03	0.00E+00
35	240475.00	4080700.00	Worker	0.27	1.12E-02	0.00E+00
36	240500.00	4080700.00	Worker	0.33	1.38E-02	0.00E+00
67	240375.00	4080750.00	Residential	7.00	8.52E-03	0.00E+00
75	240375.00	4080775.00	Residential	7.94	9.67E-03	0.00E+00
76	240400.00	4080775.00	Residential	9.64	1.17E-02	0.00E+00
77	240425.00	4080775.00	Residential	12.21	1.49E-02	0.00E+00
83	240375.00	4080800.00	Residential	8.87	1.08E-02	0.00E+00
84	240400.00	4080800.00	Residential	10.96	1.34E-02	0.00E+00
85	240425.00	4080800.00	Residential	14.21	1.73E-02	0.00E+00
91	240375.00	4080825.00	Residential	9.71	1.18E-02	0.00E+00
92	240400.00	4080825.00	Residential	12.15	1.48E-02	0.00E+00
93	240425.00	4080825.00	Residential	15.93	1.94E-02	0.00E+00
99	240375.00	4080850.00	Residential	10.39	1.26E-02	0.00E+00
100	240400.00	4080850.00	Residential	13.02	1.58E-02	0.00E+00
101	240425.00	4080850.00	Residential	16.99	2.07E-02	0.00E+00
108	240400.00	4080875.00	Residential	13.59	1.65E-02	0.00E+00
109	240425.00	4080875.00	Residential	17.62	2.15E-02	0.00E+00
115	240375.00	4080900.00	Residential	11.17	1.36E-02	0.00E+00
116	240400.00	4080900.00	Residential	13.93	1.70E-02	0.00E+00
117	240425.00	4080900.00	Residential	18.00	2.19E-02	0.00E+00
123	240375.00	4080925.00	Residential	11.32	1.38E-02	0.00E+00
124	240400.00	4080925.00	Residential	14.08	1.71E-02	0.00E+00
125	240425.00	4080925.00	Residential	18.14	2.21E-02	0.00E+00
139	240375.00	4080975.00	Residential	11.17	1.36E-02	0.00E+00
140	240400.00	4080975.00	Residential	13.88	1.69E-02	0.00E+00
141	240425.00	4080975.00	Residential	17.88	2.18E-02	0.00E+00
147	240375.00	4081000.00	Residential	10.87	1.32E-02	0.00E+00
148	240400.00	4081000.00	Residential	13.51	1.64E-02	0.00E+00
149	240425.00	4081000.00	Residential	17.43	2.12E-02	0.00E+00
156	240400.00	4081025.00	Residential	12.91	1.57E-02	0.00E+00
157	240425.00	4081025.00	Residential	16.71	2.03E-02	0.00E+00
163	240375.00	4081050.00	Residential	9.70	1.18E-02	0.00E+00
164	240400.00	4081050.00	Residential	12.04	1.47E-02	0.00E+00
165	240425.00	4081050.00	Residential	15.59	1.90E-02	0.00E+00
171	240375.00	4081075.00	Residential	8.84	1.08E-02	0.00E+00
172	240400.00	4081075.00	Residential	10.84	1.32E-02	0.00E+00
173	240425.00	4081075.00	Residential	13.86	1.69E-02	0.00E+00
189	240375.00	4081125.00	Residential	6.90	8.40E-03	0.00E+00

Table F-1. Construction Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
190	240400.00	4081125.00	Residential	7.93	9.66E-03	0.00E+00
191	240425.00	4081125.00	Residential	9.13	1.11E-02	0.00E+00
192	240450.00	4081125.00	Worker	0.31	1.26E-02	0.00E+00
193	240475.00	4081125.00	Worker	0.34	1.41E-02	0.00E+00
194	240500.00	4081125.00	Worker	0.38	1.55E-02	0.00E+00
195	240525.00	4081125.00	Worker	0.40	1.65E-02	0.00E+00
196	240550.00	4081125.00	Worker	0.40	1.68E-02	0.00E+00
197	240575.00	4081125.00	Worker	0.40	1.65E-02	0.00E+00
207	240375.00	4081150.00	Residential	5.92	7.21E-03	0.00E+00
208	240400.00	4081150.00	Residential	6.57	8.01E-03	0.00E+00
209	240425.00	4081150.00	Residential	7.26	8.84E-03	0.00E+00
210	240450.00	4081150.00	Worker	0.23	9.65E-03	0.00E+00
211	240475.00	4081150.00	Worker	0.25	1.04E-02	0.00E+00
212	240500.00	4081150.00	Worker	0.26	1.09E-02	0.00E+00
213	240525.00	4081150.00	Worker	0.27	1.12E-02	0.00E+00
214	240550.00	4081150.00	Worker	0.27	1.12E-02	0.00E+00
215	240575.00	4081150.00	Worker	0.26	1.09E-02	0.00E+00
216	240600.00	4081150.00	Worker	0.25	1.03E-02	0.00E+00
217	240625.00	4081150.00	Worker	0.23	9.52E-03	0.00E+00
218	240650.00	4081150.00	Worker	0.21	8.49E-03	0.00E+00
219	240675.00	4081150.00	Worker	0.18	7.27E-03	0.00E+00
220	240700.00	4081150.00	Worker	0.14	5.99E-03	0.00E+00
221	240725.00	4081150.00	Worker	0.12	4.91E-03	0.00E+00
222	240750.00	4081150.00	Worker	0.10	4.09E-03	0.00E+00
223	240775.00	4081150.00	Worker	0.08	3.48E-03	0.00E+00
224	240425.00	4081175.00	Residential	5.86	7.13E-03	0.00E+00
225	240450.00	4081175.00	Worker	0.18	7.57E-03	0.00E+00
226	240475.00	4081175.00	Worker	0.19	7.89E-03	0.00E+00
227	240500.00	4081175.00	Worker	0.20	8.10E-03	0.00E+00
228	240525.00	4081175.00	Worker	0.20	8.13E-03	0.00E+00
229	240550.00	4081175.00	Worker	0.19	7.99E-03	0.00E+00
230	240575.00	4081175.00	Worker	0.19	7.69E-03	0.00E+00
231	240600.00	4081175.00	Worker	0.17	7.23E-03	0.00E+00
232	240625.00	4081175.00	Worker	0.16	6.65E-03	0.00E+00
233	240650.00	4081175.00	Worker	0.14	5.96E-03	0.00E+00
234	240675.00	4081175.00	Worker	0.13	5.21E-03	0.00E+00
235	240700.00	4081175.00	Worker	0.11	4.49E-03	0.00E+00
236	240725.00	4081175.00	Worker	0.09	3.85E-03	0.00E+00
237	240750.00	4081175.00	Worker	0.08	3.33E-03	0.00E+00
238	240775.00	4081175.00	Worker	0.07	2.91E-03	0.00E+00
239	240525.00	4081200.00	Worker	0.15	6.19E-03	0.00E+00
240	240550.00	4081200.00	Worker	0.15	6.03E-03	0.00E+00
241	240575.00	4081200.00	Worker	0.14	5.76E-03	0.00E+00
242	240600.00	4081200.00	Worker	0.13	5.41E-03	0.00E+00
243	240625.00	4081200.00	Worker	0.12	4.99E-03	0.00E+00
244	240650.00	4081200.00	Worker	0.11	4.52E-03	0.00E+00
245	240675.00	4081200.00	Worker	0.10	4.03E-03	0.00E+00
246	240700.00	4081200.00	Worker	0.09	3.56E-03	0.00E+00
247	240725.00	4081200.00	Worker	0.08	3.15E-03	0.00E+00
248	240750.00	4081200.00	Worker	0.07	2.79E-03	0.00E+00
249	240400.00	4080500.00	Worker	0.06	2.37E-03	0.00E+00
250	240450.00	4080500.00	Worker	0.06	2.60E-03	0.00E+00

Table F-1. Construction Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
251	240500.00	4080500.00	Worker	0.07	2.87E-03	0.00E+00
256	240750.00	4080500.00	Worker	0.12	5.06E-03	0.00E+00
257	240800.00	4080500.00	Worker	0.13	5.41E-03	0.00E+00
258	240300.00	4080550.00	Worker	0.06	2.44E-03	0.00E+00
259	240350.00	4080550.00	Worker	0.06	2.67E-03	0.00E+00
260	240400.00	4080550.00	Worker	0.07	2.94E-03	0.00E+00
261	240450.00	4080550.00	Worker	0.08	3.27E-03	0.00E+00
267	240750.00	4080550.00	Worker	0.17	6.89E-03	0.00E+00
268	240800.00	4080550.00	Worker	0.17	7.14E-03	0.00E+00
269	240850.00	4080550.00	Worker	0.17	7.03E-03	0.00E+00
270	240300.00	4080600.00	Worker	0.07	3.04E-03	0.00E+00
271	240350.00	4080600.00	Worker	0.08	3.38E-03	0.00E+00
272	240400.00	4080600.00	Worker	0.09	3.79E-03	0.00E+00
274	240500.00	4080600.00	Worker	0.12	5.00E-03	0.00E+00
279	240750.00	4080600.00	Worker	0.23	9.68E-03	0.00E+00
280	240800.00	4080600.00	Worker	0.23	9.51E-03	0.00E+00
281	240850.00	4080600.00	Worker	0.21	8.78E-03	0.00E+00
282	240900.00	4080600.00	Worker	0.19	7.78E-03	0.00E+00
283	240250.00	4080650.00	Worker	0.08	3.38E-03	0.00E+00
284	240300.00	4080650.00	Worker	0.09	3.84E-03	0.00E+00
285	240350.00	4080650.00	Worker	0.11	4.41E-03	0.00E+00
286	240400.00	4080650.00	Worker	0.12	5.13E-03	0.00E+00
287	240800.00	4080650.00	Worker	0.30	1.25E-02	0.00E+00
288	240850.00	4080650.00	Worker	0.25	1.05E-02	0.00E+00
289	240900.00	4080650.00	Worker	0.21	8.74E-03	0.00E+00
297	240300.00	4080750.00	Residential	4.73	5.76E-03	0.00E+00
298	240350.00	4080750.00	Residential	6.05	7.37E-03	0.00E+00
299	240850.00	4080750.00	Worker	0.29	1.22E-02	0.00E+00
300	240900.00	4080750.00	Worker	0.22	9.29E-03	0.00E+00
301	240950.00	4080750.00	Worker	0.17	7.22E-03	0.00E+00
302	240250.00	4080800.00	Residential	4.33	5.28E-03	0.00E+00
303	240300.00	4080800.00	Residential	5.52	6.72E-03	0.00E+00
305	240850.00	4080800.00	Worker	0.29	1.20E-02	0.00E+00
306	240900.00	4080800.00	Worker	0.21	8.89E-03	0.00E+00
307	240950.00	4080800.00	Worker	0.16	6.75E-03	0.00E+00
308	240250.00	4080850.00	Residential	4.76	5.80E-03	0.00E+00
309	240300.00	4080850.00	Residential	6.20	7.55E-03	0.00E+00
311	240850.00	4080850.00	Worker	0.27	1.13E-02	0.00E+00
312	240900.00	4080850.00	Worker	0.20	8.14E-03	0.00E+00
313	240950.00	4080850.00	Worker	0.15	6.05E-03	0.00E+00
314	240250.00	4080900.00	Residential	5.05	6.15E-03	0.00E+00
315	240300.00	4080900.00	Residential	6.65	8.10E-03	0.00E+00
317	240850.00	4080900.00	Worker	0.24	1.01E-02	0.00E+00
318	240900.00	4080900.00	Worker	0.17	7.09E-03	0.00E+00
319	240950.00	4080900.00	Worker	0.12	5.17E-03	0.00E+00
321	240300.00	4080950.00	Residential	6.77	8.24E-03	0.00E+00
323	240850.00	4080950.00	Worker	0.20	8.46E-03	0.00E+00
324	240900.00	4080950.00	Worker	0.14	5.81E-03	0.00E+00
325	240950.00	4080950.00	Worker	0.10	4.22E-03	0.00E+00
326	240250.00	4081000.00	Residential	4.97	6.05E-03	0.00E+00
327	240300.00	4081000.00	Residential	6.51	7.93E-03	0.00E+00
329	240850.00	4081000.00	Worker	0.16	6.50E-03	0.00E+00

Table F-1. Construction Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
330	240900.00	4081000.00	Worker	0.11	4.47E-03	0.00E+00
331	240950.00	4081000.00	Worker	0.08	3.30E-03	0.00E+00
332	240250.00	4081050.00	Residential	4.61	5.61E-03	0.00E+00
333	240300.00	4081050.00	Residential	5.94	7.23E-03	0.00E+00
335	240850.00	4081050.00	Worker	0.11	4.59E-03	0.00E+00
336	240900.00	4081050.00	Worker	0.08	3.30E-03	0.00E+00
337	240950.00	4081050.00	Worker	0.06	2.53E-03	0.00E+00
338	240250.00	4081100.00	Residential	4.14	5.04E-03	0.00E+00
339	240300.00	4081100.00	Residential	5.18	6.31E-03	0.00E+00
340	240350.00	4081100.00	Residential	6.76	8.23E-03	0.00E+00
341	240850.00	4081100.00	Worker	0.08	3.19E-03	0.00E+00
342	240900.00	4081100.00	Worker	0.06	2.45E-03	0.00E+00
343	240950.00	4081100.00	Worker	0.05	1.97E-03	0.00E+00
344	240250.00	4081150.00	Residential	3.62	4.41E-03	0.00E+00
345	240300.00	4081150.00	Residential	4.35	5.30E-03	0.00E+00
346	240350.00	4081150.00	Residential	5.33	6.49E-03	0.00E+00
347	240800.00	4081150.00	Worker	0.07	3.01E-03	0.00E+00
348	240850.00	4081150.00	Worker	0.06	2.34E-03	0.00E+00
349	240900.00	4081150.00	Worker	0.05	1.89E-03	0.00E+00
350	240950.00	4081150.00	Worker	0.04	1.57E-03	0.00E+00
351	240250.00	4081200.00	Residential	3.07	3.73E-03	0.00E+00
352	240300.00	4081200.00	Residential	3.52	4.29E-03	0.00E+00
353	240350.00	4081200.00	Residential	4.04	4.91E-03	0.00E+00
354	240400.00	4081200.00	Residential	4.56	5.55E-03	0.00E+00
355	240450.00	4081200.00	Worker	0.15	6.05E-03	0.00E+00
356	240500.00	4081200.00	Worker	0.15	6.24E-03	0.00E+00
357	240800.00	4081200.00	Worker	0.05	2.22E-03	0.00E+00
358	240850.00	4081200.00	Worker	0.04	1.81E-03	0.00E+00
359	240900.00	4081200.00	Worker	0.04	1.52E-03	0.00E+00
360	240300.00	4081250.00	Residential	2.79	3.40E-03	0.00E+00
361	240350.00	4081250.00	Residential	3.04	3.70E-03	0.00E+00
362	240400.00	4081250.00	Residential	3.25	3.96E-03	0.00E+00
363	240450.00	4081250.00	Worker	0.10	4.09E-03	0.00E+00
364	240500.00	4081250.00	Worker	0.10	4.05E-03	0.00E+00
365	240550.00	4081250.00	Worker	0.09	3.82E-03	0.00E+00
366	240600.00	4081250.00	Worker	0.08	3.45E-03	0.00E+00
367	240650.00	4081250.00	Worker	0.07	2.97E-03	0.00E+00
368	240700.00	4081250.00	Worker	0.06	2.48E-03	0.00E+00
369	240750.00	4081250.00	Worker	0.05	2.07E-03	0.00E+00
370	240800.00	4081250.00	Worker	0.04	1.72E-03	0.00E+00
371	240850.00	4081250.00	Worker	0.04	1.45E-03	0.00E+00
372	240900.00	4081250.00	Worker	0.03	1.24E-03	0.00E+00
373	240350.00	4081300.00	Residential	2.33	2.83E-03	0.00E+00
374	240400.00	4081300.00	Residential	2.40	2.93E-03	0.00E+00
375	240450.00	4081300.00	Worker	0.07	2.94E-03	0.00E+00
376	240500.00	4081300.00	Worker	0.07	2.85E-03	0.00E+00
377	240550.00	4081300.00	Worker	0.06	2.68E-03	0.00E+00
378	240600.00	4081300.00	Worker	0.06	2.44E-03	0.00E+00
379	240650.00	4081300.00	Worker	0.05	2.15E-03	0.00E+00
380	240700.00	4081300.00	Worker	0.05	1.87E-03	0.00E+00
381	240750.00	4081300.00	Worker	0.04	1.61E-03	0.00E+00
382	240800.00	4081300.00	Worker	0.03	1.39E-03	0.00E+00

Table F-1. Construction Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
383	240850.00	4081300.00	Worker	0.03	1.20E-03	0.00E+00
384	240500.00	4081350.00	Worker	0.05	2.14E-03	0.00E+00
385	240550.00	4081350.00	Worker	0.05	2.00E-03	0.00E+00
386	240600.00	4081350.00	Worker	0.04	1.84E-03	0.00E+00
387	240650.00	4081350.00	Worker	0.04	1.65E-03	0.00E+00
388	240700.00	4081350.00	Worker	0.04	1.47E-03	0.00E+00
389	240750.00	4081350.00	Worker	0.03	1.31E-03	0.00E+00
390	240300.00	4080300.00	Worker	0.03	1.11E-03	0.00E+00
391	240400.00	4080300.00	Worker	0.03	1.26E-03	0.00E+00
392	240500.00	4080300.00	Worker	0.03	1.41E-03	0.00E+00
393	240600.00	4080300.00	Worker	0.04	1.57E-03	0.00E+00
395	240800.00	4080300.00	Residential	1.77	2.15E-03	0.00E+00
396	240900.00	4080300.00	Residential	2.03	2.47E-03	0.00E+00
397	240100.00	4080400.00	Worker	0.03	1.17E-03	0.00E+00
398	240200.00	4080400.00	Worker	0.03	1.28E-03	0.00E+00
399	240300.00	4080400.00	Worker	0.03	1.45E-03	0.00E+00
400	240400.00	4080400.00	Worker	0.04	1.68E-03	0.00E+00
401	240500.00	4080400.00	Worker	0.05	1.93E-03	0.00E+00
404	240800.00	4080400.00	Worker	0.08	3.27E-03	0.00E+00
405	240900.00	4080400.00	Worker	0.09	3.64E-03	0.00E+00
406	241000.00	4080400.00	Worker	0.09	3.65E-03	0.00E+00
409	240300.00	4080500.00	Worker	0.05	2.01E-03	0.00E+00
410	240900.00	4080500.00	Worker	0.13	5.47E-03	0.00E+00
411	241000.00	4080500.00	Worker	0.12	4.84E-03	0.00E+00
412	241100.00	4080500.00	Worker	0.10	3.96E-03	0.00E+00
413	240000.00	4080600.00	Worker	0.04	1.73E-03	0.00E+00
415	240200.00	4080600.00	Worker	0.06	2.52E-03	0.00E+00
416	241000.00	4080600.00	Worker	0.14	5.80E-03	0.00E+00
417	241100.00	4080600.00	Worker	0.10	4.23E-03	0.00E+00
418	240000.00	4080700.00	Worker	0.05	2.05E-03	0.00E+00
419	240100.00	4080700.00	Worker	0.06	2.61E-03	0.00E+00
420	240200.00	4080700.00	Worker	0.08	3.45E-03	0.00E+00
424	240000.00	4080800.00	Worker	0.05	2.27E-03	0.00E+00
425	240100.00	4080800.00	Residential	2.49	3.03E-03	0.00E+00
426	240200.00	4080800.00	Residential	3.52	4.29E-03	0.00E+00
427	241000.00	4080800.00	Worker	0.13	5.23E-03	0.00E+00
428	241100.00	4080800.00	Residential	2.72	3.31E-03	0.00E+00
429	241200.00	4080800.00	Residential	1.84	2.24E-03	0.00E+00
430	240000.00	4080900.00	Worker	0.06	2.34E-03	0.00E+00
431	240100.00	4080900.00	Residential	2.66	3.24E-03	0.00E+00
432	240200.00	4080900.00	Residential	3.98	4.84E-03	0.00E+00
433	241000.00	4080900.00	Worker	0.09	3.91E-03	0.00E+00
434	241100.00	4080900.00	Residential	2.01	2.45E-03	0.00E+00
435	241200.00	4080900.00	Residential	1.38	1.68E-03	0.00E+00
438	240200.00	4081000.00	Residential	3.92	4.77E-03	0.00E+00
439	241000.00	4081000.00	Worker	0.06	2.56E-03	0.00E+00
440	241100.00	4081000.00	Residential	1.40	1.70E-03	0.00E+00
441	241200.00	4081000.00	Residential	1.01	1.23E-03	0.00E+00
442	240000.00	4081100.00	Worker	0.05	2.20E-03	0.00E+00
443	240100.00	4081100.00	Residential	2.42	2.94E-03	0.00E+00
444	240200.00	4081100.00	Residential	3.40	4.14E-03	0.00E+00
445	241000.00	4081100.00	Worker	0.04	1.63E-03	0.00E+00

Table F-1. Construction Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
446	241100.00	4081100.00	Residential	0.97	1.19E-03	0.00E+00
447	241200.00	4081100.00	Residential	0.75	9.13E-04	0.00E+00
448	240000.00	4081200.00	Worker	0.05	1.98E-03	0.00E+00
449	240100.00	4081200.00	Residential	2.07	2.52E-03	0.00E+00
450	240200.00	4081200.00	Residential	2.67	3.26E-03	0.00E+00
451	241000.00	4081200.00	Residential	0.92	1.12E-03	0.00E+00
452	241100.00	4081200.00	Residential	0.72	8.76E-04	0.00E+00
453	240000.00	4081300.00	Worker	0.04	1.68E-03	0.00E+00
454	240100.00	4081300.00	Residential	1.64	1.99E-03	0.00E+00
455	240200.00	4081300.00	Residential	1.92	2.34E-03	0.00E+00
456	240300.00	4081300.00	Residential	2.21	2.69E-03	0.00E+00
457	240900.00	4081300.00	Worker	0.03	1.04E-03	0.00E+00
458	241000.00	4081300.00	Residential	0.67	8.16E-04	0.00E+00
459	241100.00	4081300.00	Residential	0.55	6.68E-04	0.00E+00
460	240100.00	4081400.00	Residential	1.23	1.50E-03	0.00E+00
461	240200.00	4081400.00	Residential	1.34	1.63E-03	0.00E+00
462	240300.00	4081400.00	Residential	1.43	1.74E-03	0.00E+00
463	240400.00	4081400.00	Residential	1.46	1.78E-03	0.00E+00
464	240500.00	4081400.00	Worker	0.04	1.67E-03	0.00E+00
465	240600.00	4081400.00	Worker	0.03	1.44E-03	0.00E+00
466	240700.00	4081400.00	Worker	0.03	1.20E-03	0.00E+00
467	240800.00	4081400.00	Worker	0.02	9.77E-04	0.00E+00
468	240900.00	4081400.00	Worker	0.02	7.77E-04	0.00E+00
469	241000.00	4081400.00	Residential	0.51	6.25E-04	0.00E+00
470	241100.00	4081400.00	Residential	0.43	5.22E-04	0.00E+00
471	240200.00	4081500.00	Residential	0.97	1.18E-03	0.00E+00
472	240300.00	4081500.00	Residential	1.00	1.22E-03	0.00E+00
473	240400.00	4081500.00	Residential	0.99	1.20E-03	0.00E+00
474	240500.00	4081500.00	Worker	0.03	1.11E-03	0.00E+00
475	240600.00	4081500.00	Worker	0.02	9.74E-04	0.00E+00
476	240700.00	4081500.00	Worker	0.02	8.46E-04	0.00E+00
477	240800.00	4081500.00	Worker	0.02	7.31E-04	0.00E+00
478	240900.00	4081500.00	Worker	0.01	6.13E-04	0.00E+00
479	241000.00	4081500.00	Residential	0.42	5.06E-04	0.00E+00
480	240500.00	4081600.00	Worker	0.02	8.00E-04	0.00E+00
481	240600.00	4081600.00	Worker	0.02	7.10E-04	0.00E+00
482	240700.00	4081600.00	Worker	0.02	6.35E-04	0.00E+00
483	240800.00	4081600.00	Worker	0.01	5.70E-04	0.00E+00
484	240500.00	4079750.00	Worker	0.01	4.62E-04	0.00E+00
485	240750.00	4079750.00	Worker	0.01	5.37E-04	0.00E+00
486	240000.00	4080000.00	Residential	0.39	4.80E-04	0.00E+00
487	240250.00	4080000.00	Worker	0.01	5.99E-04	0.00E+00
489	240750.00	4080000.00	Worker	0.02	8.57E-04	0.00E+00
490	241000.00	4080000.00	Residential	0.92	1.12E-03	0.00E+00
491	241250.00	4080000.00	Residential	1.08	1.31E-03	0.00E+00
492	239750.00	4080250.00	Worker	0.02	6.57E-04	0.00E+00
493	240000.00	4080250.00	Worker	0.02	7.65E-04	0.00E+00
494	240250.00	4080250.00	Worker	0.02	9.30E-04	0.00E+00
495	241000.00	4080250.00	Residential	1.86	2.26E-03	0.00E+00
496	241250.00	4080250.00	Residential	1.77	2.16E-03	0.00E+00
501	241250.00	4080500.00	Worker	0.07	2.77E-03	0.00E+00
506	241500.00	4080750.00	Residential	0.86	1.04E-03	0.00E+00

Table F-1. Construction Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
507	239500.00	4081000.00	Worker	0.02	8.00E-04	0.00E+00
508	239750.00	4081000.00	Worker	0.03	1.25E-03	0.00E+00
510	241500.00	4081000.00	Residential	0.50	6.04E-04	0.00E+00
511	239500.00	4081250.00	Worker	0.02	7.70E-04	0.00E+00
512	239750.00	4081250.00	Worker	0.03	1.15E-03	0.00E+00
513	241250.00	4081250.00	Residential	0.48	5.79E-04	0.00E+00
514	241500.00	4081250.00	Residential	0.32	3.95E-04	0.00E+00
515	239750.00	4081500.00	Worker	0.02	8.63E-04	0.00E+00
516	240000.00	4081500.00	Worker	0.03	1.06E-03	0.00E+00
517	241250.00	4081500.00	Residential	0.28	3.45E-04	0.00E+00
518	241500.00	4081500.00	Residential	0.22	2.68E-04	0.00E+00
519	239750.00	4081750.00	Worker	0.01	4.96E-04	0.00E+00
520	240000.00	4081750.00	Worker	0.01	5.31E-04	0.00E+00
521	240250.00	4081750.00	Worker	0.01	5.60E-04	0.00E+00
522	240500.00	4081750.00	Worker	0.01	4.81E-04	0.00E+00
523	240750.00	4081750.00	Worker	0.01	4.27E-04	0.00E+00
524	241000.00	4081750.00	Worker	0.01	3.36E-04	0.00E+00
525	241250.00	4081750.00	Worker	0.01	2.42E-04	0.00E+00
526	240250.00	4082000.00	Worker	0.01	3.67E-04	0.00E+00
527	240500.00	4082000.00	Worker	0.01	3.08E-04	0.00E+00
528	240750.00	4082000.00	Worker	0.01	2.51E-04	0.00E+00
529	241000.00	4082000.00	Worker	0.01	2.30E-04	0.00E+00
531	240000.00	4079000.00	Residential	0.16	1.91E-04	0.00E+00
532	240500.00	4079000.00	Residential	0.16	2.00E-04	0.00E+00
534	241500.00	4079000.00	Worker	0.01	3.10E-04	0.00E+00
535	239000.00	4079500.00	Worker	0.00	1.95E-04	0.00E+00
536	239500.00	4079500.00	Residential	0.18	2.20E-04	0.00E+00
537	240000.00	4079500.00	Residential	0.23	2.74E-04	0.00E+00
538	240500.00	4079500.00	Residential	0.27	3.32E-04	0.00E+00
539	241000.00	4079500.00	Worker	0.01	4.44E-04	0.00E+00
540	241500.00	4079500.00	Worker	0.01	5.98E-04	0.00E+00
541	242000.00	4079500.00	Residential	0.49	5.97E-04	0.00E+00
542	239000.00	4080000.00	Worker	0.01	3.16E-04	0.00E+00
543	239500.00	4080000.00	Residential	0.32	3.90E-04	0.00E+00
544	241500.00	4080000.00	Residential	1.03	1.25E-03	0.00E+00
545	242000.00	4080000.00	Residential	0.65	7.91E-04	0.00E+00
546	242500.00	4080000.00	Residential	0.36	4.34E-04	0.00E+00
547	238500.00	4080500.00	Worker	0.01	2.79E-04	0.00E+00
548	239000.00	4080500.00	Worker	0.01	4.30E-04	0.00E+00
549	242000.00	4080500.00	Residential	0.47	5.77E-04	0.00E+00
550	242500.00	4080500.00	Residential	0.25	3.02E-04	0.00E+00
551	238500.00	4081000.00	Worker	0.01	2.73E-04	0.00E+00
552	239000.00	4081000.00	Worker	0.01	4.28E-04	0.00E+00
553	242000.00	4081000.00	Residential	0.23	2.85E-04	0.00E+00
554	242500.00	4081000.00	Residential	0.14	1.73E-04	0.00E+00
555	238500.00	4081500.00	Worker	0.01	2.49E-04	0.00E+00
556	239000.00	4081500.00	Worker	0.01	3.92E-04	0.00E+00
557	239500.00	4081500.00	Worker	0.02	6.63E-04	0.00E+00
558	242000.00	4081500.00	Residential	0.15	1.79E-04	0.00E+00
559	242500.00	4081500.00	Residential	0.10	1.24E-04	0.00E+00
560	239000.00	4082000.00	Worker	0.01	2.86E-04	0.00E+00
561	239500.00	4082000.00	Worker	0.01	3.34E-04	0.00E+00

Table F-1. Construction Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
562	240000.00	4082000.00	Worker	0.01	3.66E-04	0.00E+00
563	241500.00	4082000.00	Residential	0.12	1.47E-04	0.00E+00
564	242000.00	4082000.00	Residential	0.09	1.06E-04	0.00E+00
565	239500.00	4082500.00	Worker	0.00	2.02E-04	0.00E+00
566	240000.00	4082500.00	Worker	0.01	2.10E-04	0.00E+00
567	240500.00	4082500.00	Worker	0.00	1.67E-04	0.00E+00
568	241000.00	4082500.00	Worker	0.00	1.39E-04	0.00E+00
569	241500.00	4082500.00	Worker	0.00	1.02E-04	0.00E+00
570	242000.00	4082500.00	Worker	0.00	7.38E-05	0.00E+00
571	240000.00	4083000.00	Worker	0.00	1.32E-04	0.00E+00
572	240500.00	4083000.00	Worker	0.00	1.07E-04	0.00E+00
573	241000.00	4083000.00	Worker	0.00	9.31E-05	0.00E+00
574	240982.00	4080428.00	Sensitive	3.30	4.02E-03	0.00E+00
575	241114.00	4080505.00	Sensitive	3.17	3.86E-03	0.00E+00
576	241812.00	4080393.00	Sensitive	0.72	8.83E-04	0.00E+00
577	239709.00	4079647.00	Sensitive	0.22	2.67E-04	0.00E+00
578	239709.00	4079647.00	Sensitive	0.22	2.67E-04	0.00E+00
579	242094.00	4081102.00	Sensitive	0.19	2.25E-04	0.00E+00
580	242489.00	4081376.00	Sensitive	0.11	1.32E-04	0.00E+00
581	241998.00	4079399.00	Sensitive	0.45	5.44E-04	0.00E+00
582	242523.00	4080146.00	Sensitive	0.32	3.86E-04	0.00E+00
583	240160.00	4078896.00	Sensitive	0.15	1.80E-04	0.00E+00
584	242576.00	4081764.00	Sensitive	0.08	1.02E-04	0.00E+00
585	242632.00	4080241.00	Sensitive	0.26	3.21E-04	0.00E+00

Abbreviations:
m - meter

Table F-2. Operational Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
1	240425.00	4080650.00	Worker	0.53	1.39E-03	3.98E-02
3	240475.00	4080650.00	Worker	0.56	1.50E-03	4.23E-02
4	240500.00	4080650.00	Worker	0.56	1.55E-03	4.38E-02
13	240725.00	4080650.00	Worker	0.78	2.05E-03	4.11E-02
14	240750.00	4080650.00	Worker	0.69	2.17E-03	4.02E-02
15	240400.00	4080675.00	Worker	0.66	1.46E-03	4.16E-02
16	240425.00	4080675.00	Worker	0.68	1.51E-03	4.23E-02
18	240475.00	4080675.00	Worker	0.72	1.64E-03	4.53E-02
19	240500.00	4080675.00	Worker	0.73	1.70E-03	4.73E-02
28	240725.00	4080675.00	Worker	0.88	2.30E-03	4.46E-02
29	240750.00	4080675.00	Worker	0.75	2.44E-03	4.34E-02
30	240775.00	4080675.00	Worker	0.62	2.58E-03	4.24E-02
32	240400.00	4080700.00	Worker	0.90	1.59E-03	4.51E-02
33	240425.00	4080700.00	Worker	0.92	1.65E-03	4.51E-02
35	240475.00	4080700.00	Worker	0.98	1.79E-03	4.84E-02
36	240500.00	4080700.00	Worker	1.01	1.87E-03	5.05E-02
67	240375.00	4080750.00	Residential	5.56	1.88E-03	5.00E-02
75	240375.00	4080775.00	Residential	5.22	2.10E-03	5.24E-02
76	240400.00	4080775.00	Residential	6.11	2.17E-03	5.57E-02
77	240425.00	4080775.00	Residential	7.61	2.25E-03	5.75E-02
83	240375.00	4080800.00	Residential	5.17	2.35E-03	5.58E-02
84	240400.00	4080800.00	Residential	6.16	2.44E-03	5.98E-02
85	240425.00	4080800.00	Residential	7.76	2.54E-03	6.27E-02
91	240375.00	4080825.00	Residential	5.20	2.65E-03	5.94E-02
92	240400.00	4080825.00	Residential	6.26	2.76E-03	6.34E-02
93	240425.00	4080825.00	Residential	7.95	2.88E-03	6.87E-02
99	240375.00	4080850.00	Residential	5.13	3.01E-03	6.27E-02
100	240400.00	4080850.00	Residential	6.22	3.15E-03	6.79E-02
101	240425.00	4080850.00	Residential	8.30	3.30E-03	7.28E-02
108	240400.00	4080875.00	Residential	5.76	3.63E-03	7.21E-02
109	240425.00	4080875.00	Residential	7.07	3.82E-03	7.87E-02
115	240375.00	4080900.00	Residential	4.61	3.99E-03	7.18E-02
116	240400.00	4080900.00	Residential	5.15	4.23E-03	7.75E-02
117	240425.00	4080900.00	Residential	5.76	4.48E-03	8.47E-02
123	240375.00	4080925.00	Residential	4.34	4.63E-03	8.11E-02
124	240400.00	4080925.00	Residential	4.70	4.97E-03	8.34E-02
125	240425.00	4080925.00	Residential	5.15	5.32E-03	9.16E-02
139	240375.00	4080975.00	Residential	4.07	6.02E-03	9.45E-02
140	240400.00	4080975.00	Residential	4.46	6.74E-03	1.04E-01
141	240425.00	4080975.00	Residential	4.99	7.55E-03	1.18E-01
147	240375.00	4081000.00	Residential	4.02	6.59E-03	9.92E-02
148	240400.00	4081000.00	Residential	4.48	7.55E-03	1.08E-01
149	240425.00	4081000.00	Residential	5.14	8.71E-03	1.24E-01
156	240400.00	4081025.00	Residential	4.50	8.12E-03	1.14E-01
157	240425.00	4081025.00	Residential	5.28	9.60E-03	1.33E-01
163	240375.00	4081050.00	Residential	3.89	7.14E-03	1.02E-01
164	240400.00	4081050.00	Residential	4.47	8.42E-03	1.17E-01
165	240425.00	4081050.00	Residential	5.32	1.01E-02	1.34E-01
171	240375.00	4081075.00	Residential	3.84	7.19E-03	1.06E-01
172	240400.00	4081075.00	Residential	4.42	8.51E-03	1.21E-01
173	240425.00	4081075.00	Residential	5.31	1.03E-02	1.40E-01
189	240375.00	4081125.00	Residential	3.43	7.12E-03	1.06E-01

Table F-2. Operational Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
190	240400.00	4081125.00	Residential	3.96	8.44E-03	1.21E-01
191	240425.00	4081125.00	Residential	4.67	1.02E-02	1.38E-01
192	240450.00	4081125.00	Worker	0.79	1.26E-02	1.61E-01
193	240475.00	4081125.00	Worker	0.95	1.60E-02	1.90E-01
194	240500.00	4081125.00	Worker	1.21	2.11E-02	2.28E-01
195	240525.00	4081125.00	Worker	1.62	2.91E-02	2.83E-01
196	240550.00	4081125.00	Worker	2.30	4.25E-02	3.66E-01
197	240575.00	4081125.00	Worker	3.47	6.52E-02	4.69E-01
207	240375.00	4081150.00	Residential	3.26	7.02E-03	1.04E-01
208	240400.00	4081150.00	Residential	3.74	8.29E-03	1.17E-01
209	240425.00	4081150.00	Residential	4.39	9.95E-03	1.34E-01
210	240450.00	4081150.00	Worker	0.74	1.22E-02	1.55E-01
211	240475.00	4081150.00	Worker	0.88	1.52E-02	1.82E-01
212	240500.00	4081150.00	Worker	1.09	1.94E-02	2.23E-01
213	240525.00	4081150.00	Worker	1.39	2.52E-02	2.70E-01
214	240550.00	4081150.00	Worker	1.76	3.26E-02	3.34E-01
215	240575.00	4081150.00	Worker	2.17	4.07E-02	4.03E-01
216	240600.00	4081150.00	Worker	2.45	4.62E-02	4.85E-01
217	240625.00	4081150.00	Worker	2.35	4.43E-02	5.17E-01
218	240650.00	4081150.00	Worker	1.81	3.37E-02	4.15E-01
219	240675.00	4081150.00	Worker	1.26	2.32E-02	3.25E-01
220	240700.00	4081150.00	Worker	0.89	1.61E-02	2.17E-01
221	240725.00	4081150.00	Worker	0.66	1.17E-02	2.21E-01
222	240750.00	4081150.00	Worker	0.51	8.93E-03	1.76E-01
223	240775.00	4081150.00	Worker	0.41	7.04E-03	1.48E-01
224	240425.00	4081175.00	Residential	4.08	9.41E-03	1.32E-01
225	240450.00	4081175.00	Worker	0.67	1.12E-02	1.51E-01
226	240475.00	4081175.00	Worker	0.78	1.35E-02	1.76E-01
227	240500.00	4081175.00	Worker	0.91	1.62E-02	2.09E-01
228	240525.00	4081175.00	Worker	1.06	1.92E-02	2.44E-01
229	240550.00	4081175.00	Worker	1.20	2.20E-02	2.88E-01
230	240575.00	4081175.00	Worker	1.31	2.41E-02	3.36E-01
231	240600.00	4081175.00	Worker	1.34	2.49E-02	3.63E-01
232	240625.00	4081175.00	Worker	1.24	2.30E-02	3.91E-01
233	240650.00	4081175.00	Worker	1.02	1.87E-02	2.78E-01
234	240675.00	4081175.00	Worker	0.80	1.45E-02	2.46E-01
235	240700.00	4081175.00	Worker	0.61	1.09E-02	1.77E-01
236	240725.00	4081175.00	Worker	0.48	8.39E-03	1.26E-01
237	240750.00	4081175.00	Worker	0.39	6.66E-03	1.40E-01
238	240775.00	4081175.00	Worker	0.32	5.45E-03	1.31E-01
239	240525.00	4081200.00	Worker	0.78	1.38E-02	2.16E-01
240	240550.00	4081200.00	Worker	0.82	1.48E-02	2.51E-01
241	240575.00	4081200.00	Worker	0.85	1.54E-02	2.79E-01
242	240600.00	4081200.00	Worker	0.84	1.53E-02	2.78E-01
243	240625.00	4081200.00	Worker	0.77	1.40E-02	3.04E-01
244	240650.00	4081200.00	Worker	0.66	1.19E-02	2.01E-01
245	240675.00	4081200.00	Worker	0.55	9.80E-03	1.81E-01
246	240700.00	4081200.00	Worker	0.45	7.93E-03	1.63E-01
247	240725.00	4081200.00	Worker	0.37	6.35E-03	1.08E-01
248	240750.00	4081200.00	Worker	0.31	5.17E-03	8.77E-02
249	240400.00	4080500.00	Worker	0.22	8.86E-04	2.84E-02
250	240450.00	4080500.00	Worker	0.22	9.37E-04	3.13E-02

Table F-2. Operational Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
251	240500.00	4080500.00	Worker	0.23	9.71E-04	2.97E-02
256	240750.00	4080500.00	Worker	0.33	1.22E-03	2.76E-02
257	240800.00	4080500.00	Worker	0.34	1.32E-03	2.67E-02
258	240300.00	4080550.00	Worker	0.28	8.99E-04	2.88E-02
259	240350.00	4080550.00	Worker	0.27	9.44E-04	2.89E-02
260	240400.00	4080550.00	Worker	0.27	1.00E-03	3.07E-02
261	240450.00	4080550.00	Worker	0.28	1.07E-03	3.39E-02
267	240750.00	4080550.00	Worker	0.42	1.44E-03	3.11E-02
268	240800.00	4080550.00	Worker	0.41	1.57E-03	3.02E-02
269	240850.00	4080550.00	Worker	0.37	1.71E-03	2.91E-02
270	240300.00	4080600.00	Worker	0.36	1.03E-03	3.13E-02
271	240350.00	4080600.00	Worker	0.36	1.08E-03	3.32E-02
272	240400.00	4080600.00	Worker	0.36	1.15E-03	3.43E-02
274	240500.00	4080600.00	Worker	0.37	1.31E-03	3.72E-02
279	240750.00	4080600.00	Worker	0.56	1.75E-03	3.50E-02
280	240800.00	4080600.00	Worker	0.48	1.92E-03	3.37E-02
281	240850.00	4080600.00	Worker	0.40	2.11E-03	3.23E-02
282	240900.00	4080600.00	Worker	0.33	2.31E-03	3.05E-02
283	240250.00	4080650.00	Worker	0.59	1.16E-03	3.21E-02
284	240300.00	4080650.00	Worker	0.52	1.21E-03	3.52E-02
285	240350.00	4080650.00	Worker	0.51	1.26E-03	3.72E-02
286	240400.00	4080650.00	Worker	0.52	1.34E-03	3.82E-02
287	240800.00	4080650.00	Worker	0.52	2.41E-03	3.84E-02
288	240850.00	4080650.00	Worker	0.40	2.68E-03	3.57E-02
289	240900.00	4080650.00	Worker	0.34	2.92E-03	3.48E-02
297	240300.00	4080750.00	Residential	4.03	1.72E-03	4.23E-02
298	240350.00	4080750.00	Residential	4.96	1.83E-03	4.63E-02
299	240850.00	4080750.00	Worker	0.42	4.72E-03	4.99E-02
300	240900.00	4080750.00	Worker	0.38	4.89E-03	4.60E-02
301	240950.00	4080750.00	Worker	0.35	4.75E-03	4.17E-02
302	240250.00	4080800.00	Residential	3.00	1.96E-03	4.16E-02
303	240300.00	4080800.00	Residential	3.58	2.11E-03	4.69E-02
305	240850.00	4080800.00	Worker	0.47	6.51E-03	5.85E-02
306	240900.00	4080800.00	Worker	0.43	6.36E-03	5.20E-02
307	240950.00	4080800.00	Worker	0.38	5.78E-03	4.68E-02
308	240250.00	4080850.00	Residential	2.91	2.42E-03	4.89E-02
309	240300.00	4080850.00	Residential	3.48	2.64E-03	5.13E-02
311	240850.00	4080850.00	Worker	0.57	9.00E-03	6.83E-02
312	240900.00	4080850.00	Worker	0.49	8.02E-03	5.98E-02
313	240950.00	4080850.00	Worker	0.41	6.70E-03	5.05E-02
314	240250.00	4080900.00	Residential	2.91	2.94E-03	5.43E-02
315	240300.00	4080900.00	Residential	3.44	3.34E-03	6.33E-02
317	240850.00	4080900.00	Worker	0.70	1.20E-02	8.05E-02
318	240900.00	4080900.00	Worker	0.55	9.38E-03	6.74E-02
319	240950.00	4080900.00	Worker	0.42	7.08E-03	5.85E-02
321	240300.00	4080950.00	Residential	3.30	4.06E-03	6.79E-02
323	240850.00	4080950.00	Worker	0.80	1.40E-02	9.42E-02
324	240900.00	4080950.00	Worker	0.55	9.55E-03	7.35E-02
325	240950.00	4080950.00	Worker	0.39	6.61E-03	5.50E-02
326	240250.00	4081000.00	Residential	2.65	3.65E-03	6.02E-02
327	240300.00	4081000.00	Residential	3.07	4.53E-03	7.22E-02
329	240850.00	4081000.00	Worker	0.74	1.31E-02	9.49E-02

Table F-2. Operational Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
330	240900.00	4081000.00	Worker	0.47	8.15E-03	7.19E-02
331	240950.00	4081000.00	Worker	0.33	5.47E-03	5.93E-02
332	240250.00	4081050.00	Residential	2.48	3.72E-03	6.32E-02
333	240300.00	4081050.00	Residential	2.87	4.70E-03	7.46E-02
335	240850.00	4081050.00	Worker	0.54	9.51E-03	1.03E-01
336	240900.00	4081050.00	Worker	0.35	5.99E-03	7.83E-02
337	240950.00	4081050.00	Worker	0.25	4.12E-03	6.24E-02
338	240250.00	4081100.00	Residential	2.18	3.69E-03	6.49E-02
339	240300.00	4081100.00	Residential	2.58	4.67E-03	7.78E-02
340	240350.00	4081100.00	Residential	3.19	6.14E-03	9.61E-02
341	240850.00	4081100.00	Worker	0.36	5.95E-03	1.01E-01
342	240900.00	4081100.00	Worker	0.25	4.05E-03	7.62E-02
343	240950.00	4081100.00	Worker	0.19	2.94E-03	6.04E-02
344	240250.00	4081150.00	Residential	1.97	3.64E-03	6.35E-02
345	240300.00	4081150.00	Residential	2.34	4.60E-03	7.58E-02
346	240350.00	4081150.00	Residential	2.88	6.03E-03	9.26E-02
347	240800.00	4081150.00	Worker	0.34	5.69E-03	1.22E-01
348	240850.00	4081150.00	Worker	0.24	3.92E-03	8.64E-02
349	240900.00	4081150.00	Worker	0.18	2.87E-03	6.86E-02
350	240950.00	4081150.00	Worker	0.14	2.19E-03	5.48E-02
351	240250.00	4081200.00	Residential	1.81	3.54E-03	6.14E-02
352	240300.00	4081200.00	Residential	2.13	4.41E-03	7.21E-02
353	240350.00	4081200.00	Residential	2.58	5.65E-03	8.87E-02
354	240400.00	4081200.00	Residential	3.23	7.40E-03	1.11E-01
355	240450.00	4081200.00	Worker	0.59	9.82E-03	1.48E-01
356	240500.00	4081200.00	Worker	0.72	1.26E-02	1.91E-01
357	240800.00	4081200.00	Worker	0.23	3.68E-03	9.71E-02
358	240850.00	4081200.00	Worker	0.18	2.78E-03	7.75E-02
359	240900.00	4081200.00	Worker	0.14	2.17E-03	6.32E-02
360	240300.00	4081250.00	Residential	1.87	3.99E-03	6.83E-02
361	240350.00	4081250.00	Residential	2.17	4.83E-03	8.72E-02
362	240400.00	4081250.00	Residential	2.52	5.77E-03	1.05E-01
363	240450.00	4081250.00	Worker	0.41	6.63E-03	1.28E-01
364	240500.00	4081250.00	Worker	0.43	7.26E-03	1.58E-01
365	240550.00	4081250.00	Worker	0.44	7.67E-03	1.79E-01
366	240600.00	4081250.00	Worker	0.43	7.45E-03	1.95E-01
367	240650.00	4081250.00	Worker	0.35	6.01E-03	1.24E-01
368	240700.00	4081250.00	Worker	0.28	4.67E-03	1.08E-01
369	240750.00	4081250.00	Worker	0.21	3.44E-03	7.81E-02
370	240800.00	4081250.00	Worker	0.16	2.55E-03	5.11E-02
371	240850.00	4081250.00	Worker	0.13	2.01E-03	5.60E-02
372	240900.00	4081250.00	Worker	0.11	1.65E-03	5.60E-02
373	240350.00	4081300.00	Residential	1.71	3.77E-03	7.74E-02
374	240400.00	4081300.00	Residential	1.85	4.10E-03	9.29E-02
375	240450.00	4081300.00	Worker	0.28	4.35E-03	1.10E-01
376	240500.00	4081300.00	Worker	0.28	4.56E-03	1.24E-01
377	240550.00	4081300.00	Worker	0.28	4.66E-03	1.28E-01
378	240600.00	4081300.00	Worker	0.26	4.39E-03	1.36E-01
379	240650.00	4081300.00	Worker	0.22	3.65E-03	8.75E-02
380	240700.00	4081300.00	Worker	0.19	3.05E-03	7.80E-02
381	240750.00	4081300.00	Worker	0.16	2.47E-03	7.04E-02
382	240800.00	4081300.00	Worker	0.13	1.92E-03	4.43E-02

Table F-2. Operational Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
383	240850.00	4081300.00	Worker	0.10	1.53E-03	3.49E-02
384	240500.00	4081350.00	Worker	0.20	3.12E-03	9.65E-02
385	240550.00	4081350.00	Worker	0.20	3.13E-03	9.68E-02
386	240600.00	4081350.00	Worker	0.18	2.89E-03	1.08E-01
387	240650.00	4081350.00	Worker	0.16	2.46E-03	6.66E-02
388	240700.00	4081350.00	Worker	0.14	2.14E-03	6.04E-02
389	240750.00	4081350.00	Worker	0.12	1.84E-03	5.55E-02
390	240300.00	4080300.00	Worker	0.11	5.33E-04	1.99E-02
391	240400.00	4080300.00	Worker	0.11	5.79E-04	2.46E-02
392	240500.00	4080300.00	Worker	0.12	5.97E-04	2.03E-02
393	240600.00	4080300.00	Worker	0.12	6.08E-04	2.09E-02
395	240800.00	4080300.00	Residential	1.14	7.45E-04	1.84E-02
396	240900.00	4080300.00	Residential	1.24	8.29E-04	1.74E-02
397	240100.00	4080400.00	Worker	0.13	5.58E-04	1.90E-02
398	240200.00	4080400.00	Worker	0.14	5.89E-04	2.06E-02
399	240300.00	4080400.00	Worker	0.15	6.39E-04	2.15E-02
400	240400.00	4080400.00	Worker	0.15	7.10E-04	2.87E-02
401	240500.00	4080400.00	Worker	0.15	7.49E-04	2.44E-02
404	240800.00	4080400.00	Worker	0.23	9.67E-04	2.16E-02
405	240900.00	4080400.00	Worker	0.23	1.09E-03	2.07E-02
406	241000.00	4080400.00	Worker	0.21	1.24E-03	1.91E-02
409	240300.00	4080500.00	Worker	0.22	7.92E-04	2.57E-02
410	240900.00	4080500.00	Worker	0.30	1.53E-03	2.46E-02
411	241000.00	4080500.00	Worker	0.23	1.75E-03	2.33E-02
412	241100.00	4080500.00	Worker	0.19	1.83E-03	2.14E-02
413	240000.00	4080600.00	Worker	0.24	8.16E-04	2.08E-02
415	240200.00	4080600.00	Worker	0.42	9.58E-04	2.76E-02
416	241000.00	4080600.00	Worker	0.25	2.54E-03	2.81E-02
417	241100.00	4080600.00	Worker	0.20	2.45E-03	2.51E-02
418	240000.00	4080700.00	Worker	0.24	1.06E-03	2.53E-02
419	240100.00	4080700.00	Worker	0.33	1.17E-03	2.69E-02
420	240200.00	4080700.00	Worker	0.52	1.29E-03	3.21E-02
424	240000.00	4080800.00	Worker	0.23	1.34E-03	2.85E-02
425	240100.00	4080800.00	Residential	2.02	1.58E-03	3.43E-02
426	240200.00	4080800.00	Residential	2.59	1.83E-03	3.78E-02
427	241000.00	4080800.00	Worker	0.33	5.03E-03	4.11E-02
428	241100.00	4080800.00	Residential	1.62	3.53E-03	3.35E-02
429	241200.00	4080800.00	Residential	1.13	2.41E-03	2.49E-02
430	240000.00	4080900.00	Worker	0.22	1.54E-03	3.08E-02
431	240100.00	4080900.00	Residential	1.92	1.97E-03	3.76E-02
432	240200.00	4080900.00	Residential	2.50	2.57E-03	4.79E-02
433	241000.00	4080900.00	Worker	0.32	5.32E-03	4.67E-02
434	241100.00	4080900.00	Residential	1.39	3.12E-03	3.29E-02
435	241200.00	4080900.00	Residential	0.92	1.99E-03	2.50E-02
438	240200.00	4081000.00	Residential	2.32	3.00E-03	5.19E-02
439	241000.00	4081000.00	Worker	0.24	3.90E-03	4.95E-02
440	241100.00	4081000.00	Residential	1.03	2.26E-03	3.57E-02
441	241200.00	4081000.00	Residential	0.70	1.48E-03	2.73E-02
442	240000.00	4081100.00	Worker	0.18	1.59E-03	3.37E-02
443	240100.00	4081100.00	Residential	1.53	2.12E-03	4.22E-02
444	240200.00	4081100.00	Residential	1.90	3.00E-03	5.54E-02
445	241000.00	4081100.00	Worker	0.15	2.24E-03	4.95E-02

Table F-2. Operational Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
446	241100.00	4081100.00	Residential	0.73	1.43E-03	3.55E-02
447	241200.00	4081100.00	Residential	0.50	1.00E-03	2.72E-02
448	240000.00	4081200.00	Worker	0.15	1.56E-03	3.25E-02
449	240100.00	4081200.00	Residential	1.26	2.07E-03	4.05E-02
450	240200.00	4081200.00	Residential	1.57	2.90E-03	5.23E-02
451	241000.00	4081200.00	Residential	0.67	1.41E-03	4.18E-02
452	241100.00	4081200.00	Residential	0.49	9.89E-04	3.12E-02
453	240000.00	4081300.00	Worker	0.13	1.49E-03	3.08E-02
454	240100.00	4081300.00	Residential	1.07	1.92E-03	3.87E-02
455	240200.00	4081300.00	Residential	1.28	2.54E-03	4.81E-02
456	240300.00	4081300.00	Residential	1.57	3.35E-03	6.78E-02
457	240900.00	4081300.00	Worker	0.09	1.27E-03	3.47E-02
458	241000.00	4081300.00	Residential	0.47	9.53E-04	3.73E-02
459	241100.00	4081300.00	Residential	0.37	7.41E-04	2.87E-02
460	240100.00	4081400.00	Residential	0.85	1.59E-03	3.80E-02
461	240200.00	4081400.00	Residential	0.94	1.86E-03	4.57E-02
462	240300.00	4081400.00	Residential	0.99	2.05E-03	5.67E-02
463	240400.00	4081400.00	Residential	1.06	2.17E-03	7.11E-02
464	240500.00	4081400.00	Worker	0.15	2.27E-03	7.71E-02
465	240600.00	4081400.00	Worker	0.13	2.05E-03	8.69E-02
466	240700.00	4081400.00	Worker	0.10	1.58E-03	4.79E-02
467	240800.00	4081400.00	Worker	0.08	1.22E-03	4.16E-02
468	240900.00	4081400.00	Worker	0.06	8.66E-04	2.23E-02
469	241000.00	4081400.00	Residential	0.35	6.54E-04	1.76E-02
470	241100.00	4081400.00	Residential	0.28	5.35E-04	2.26E-02
471	240200.00	4081500.00	Residential	0.65	1.24E-03	3.96E-02
472	240300.00	4081500.00	Residential	0.65	1.29E-03	4.71E-02
473	240400.00	4081500.00	Residential	0.68	1.34E-03	5.42E-02
474	240500.00	4081500.00	Worker	0.09	1.36E-03	5.27E-02
475	240600.00	4081500.00	Worker	0.08	1.20E-03	5.89E-02
476	240700.00	4081500.00	Worker	0.07	9.74E-04	3.19E-02
477	240800.00	4081500.00	Worker	0.06	8.31E-04	2.94E-02
478	240900.00	4081500.00	Worker	0.05	6.51E-04	2.34E-02
479	241000.00	4081500.00	Residential	0.28	5.01E-04	1.44E-02
480	240500.00	4081600.00	Worker	0.07	9.05E-04	4.22E-02
481	240600.00	4081600.00	Worker	0.06	7.90E-04	4.21E-02
482	240700.00	4081600.00	Worker	0.05	6.67E-04	2.42E-02
483	240800.00	4081600.00	Worker	0.04	5.96E-04	2.25E-02
484	240500.00	4079750.00	Worker	0.04	2.45E-04	9.93E-03
485	240750.00	4079750.00	Worker	0.05	2.67E-04	9.02E-03
486	240000.00	4080000.00	Residential	0.36	2.77E-04	1.11E-02
487	240250.00	4080000.00	Worker	0.05	3.28E-04	2.00E-02
489	240750.00	4080000.00	Worker	0.07	3.87E-04	1.21E-02
490	241000.00	4080000.00	Residential	0.63	4.75E-04	1.11E-02
491	241250.00	4080000.00	Residential	0.62	5.76E-04	9.98E-03
492	239750.00	4080250.00	Worker	0.08	3.64E-04	1.17E-02
493	240000.00	4080250.00	Worker	0.08	4.03E-04	1.46E-02
494	240250.00	4080250.00	Worker	0.09	4.66E-04	1.65E-02
495	241000.00	4080250.00	Residential	1.08	8.08E-04	1.53E-02
496	241250.00	4080250.00	Residential	0.85	9.86E-04	1.35E-02
501	241250.00	4080500.00	Worker	0.14	1.69E-03	1.81E-02
506	241500.00	4080750.00	Residential	0.51	9.92E-04	1.38E-02

Table F-2. Operational Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
507	239500.00	4081000.00	Worker	0.09	6.16E-04	1.50E-02
508	239750.00	4081000.00	Worker	0.13	9.33E-04	2.08E-02
510	241500.00	4081000.00	Residential	0.31	6.05E-04	1.54E-02
511	239500.00	4081250.00	Worker	0.08	5.91E-04	1.49E-02
512	239750.00	4081250.00	Worker	0.10	8.88E-04	2.07E-02
513	241250.00	4081250.00	Residential	0.30	5.79E-04	2.04E-02
514	241500.00	4081250.00	Residential	0.19	3.45E-04	1.35E-02
515	239750.00	4081500.00	Worker	0.07	7.78E-04	1.87E-02
516	240000.00	4081500.00	Worker	0.09	1.08E-03	2.86E-02
517	241250.00	4081500.00	Residential	0.18	3.24E-04	1.51E-02
518	241500.00	4081500.00	Residential	0.13	2.42E-04	1.18E-02
519	239750.00	4081750.00	Worker	0.04	4.55E-04	1.37E-02
520	240000.00	4081750.00	Worker	0.04	4.73E-04	1.67E-02
521	240250.00	4081750.00	Worker	0.04	5.07E-04	2.28E-02
522	240500.00	4081750.00	Worker	0.04	4.84E-04	2.41E-02
523	240750.00	4081750.00	Worker	0.03	4.07E-04	1.63E-02
524	241000.00	4081750.00	Worker	0.03	3.11E-04	1.43E-02
525	241250.00	4081750.00	Worker	0.02	2.06E-04	7.26E-03
526	240250.00	4082000.00	Worker	0.03	3.14E-04	1.61E-02
527	240500.00	4082000.00	Worker	0.02	2.83E-04	1.70E-02
528	240750.00	4082000.00	Worker	0.02	2.14E-04	9.34E-03
529	241000.00	4082000.00	Worker	0.02	1.97E-04	9.12E-03
531	240000.00	4079000.00	Residential	0.11	1.17E-04	1.13E-02
532	240500.00	4079000.00	Residential	0.12	1.17E-04	5.29E-03
534	241500.00	4079000.00	Worker	0.03	1.66E-04	4.38E-03
535	239000.00	4079500.00	Worker	0.02	1.27E-04	4.82E-03
536	239500.00	4079500.00	Residential	0.16	1.40E-04	6.09E-03
537	240000.00	4079500.00	Residential	0.18	1.69E-04	1.22E-02
538	240500.00	4079500.00	Residential	0.20	1.85E-04	7.77E-03
539	241000.00	4079500.00	Worker	0.04	2.33E-04	6.84E-03
540	241500.00	4079500.00	Worker	0.04	2.96E-04	5.94E-03
541	242000.00	4079500.00	Residential	0.26	3.27E-04	5.14E-03
542	239000.00	4080000.00	Worker	0.04	2.00E-04	9.39E-03
543	239500.00	4080000.00	Residential	0.31	2.36E-04	8.10E-03
544	241500.00	4080000.00	Residential	0.52	6.30E-04	9.12E-03
545	242000.00	4080000.00	Residential	0.31	5.09E-04	7.01E-03
546	242500.00	4080000.00	Residential	0.18	3.15E-04	4.97E-03
547	238500.00	4080500.00	Worker	0.03	2.11E-04	5.99E-03
548	239000.00	4080500.00	Worker	0.05	3.10E-04	8.05E-03
549	242000.00	4080500.00	Residential	0.26	4.65E-04	7.27E-03
550	242500.00	4080500.00	Residential	0.13	2.32E-04	4.82E-03
551	238500.00	4081000.00	Worker	0.03	2.16E-04	6.32E-03
552	239000.00	4081000.00	Worker	0.05	3.37E-04	9.15E-03
553	242000.00	4081000.00	Residential	0.14	2.48E-04	7.95E-03
554	242500.00	4081000.00	Residential	0.08	1.40E-04	5.17E-03
555	238500.00	4081500.00	Worker	0.03	1.93E-04	5.51E-03
556	239000.00	4081500.00	Worker	0.04	3.05E-04	8.05E-03
557	239500.00	4081500.00	Worker	0.06	5.54E-04	1.36E-02
558	242000.00	4081500.00	Residential	0.08	1.41E-04	6.58E-03
559	242500.00	4081500.00	Residential	0.06	9.08E-05	5.32E-03
560	239000.00	4082000.00	Worker	0.02	2.36E-04	7.16E-03
561	239500.00	4082000.00	Worker	0.03	2.89E-04	1.04E-02

Table F-2. Operational Health Risk Assessment Results for All Receptors
Costco Commercial Center
Fresno, California

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
562	240000.00	4082000.00	Worker	0.03	3.06E-04	1.40E-02
563	241500.00	4082000.00	Residential	0.07	1.17E-04	4.59E-03
564	242000.00	4082000.00	Residential	0.05	8.31E-05	4.64E-03
565	239500.00	4082500.00	Worker	0.02	1.54E-04	8.74E-03
566	240000.00	4082500.00	Worker	0.01	1.60E-04	9.83E-03
567	240500.00	4082500.00	Worker	0.01	1.39E-04	1.09E-02
568	241000.00	4082500.00	Worker	0.01	1.09E-04	5.67E-03
569	241500.00	4082500.00	Worker	0.01	7.84E-05	3.99E-03
570	242000.00	4082500.00	Worker	0.01	5.47E-05	2.37E-03
571	240000.00	4083000.00	Worker	0.01	9.94E-05	6.33E-03
572	240500.00	4083000.00	Worker	0.01	8.30E-05	6.25E-03
573	241000.00	4083000.00	Worker	0.01	6.95E-05	3.76E-03
574	240982.00	4080428.00	Sensitive	1.57	1.33E-03	2.03E-02
575	241114.00	4080505.00	Sensitive	1.29	1.86E-03	2.12E-02
576	241812.00	4080393.00	Sensitive	0.38	6.92E-04	9.51E-03
577	239709.00	4079647.00	Sensitive	0.20	1.68E-04	7.28E-03
578	239709.00	4079647.00	Sensitive	0.20	1.68E-04	7.28E-03
579	242094.00	4081102.00	Sensitive	0.11	1.85E-04	7.31E-03
580	242489.00	4081376.00	Sensitive	0.06	9.66E-05	4.68E-03
581	241998.00	4079399.00	Sensitive	0.25	2.98E-04	4.83E-03
582	242523.00	4080146.00	Sensitive	0.16	2.87E-04	4.45E-03
583	240160.00	4078896.00	Sensitive	0.11	1.08E-04	4.84E-03
584	242576.00	4081764.00	Sensitive	0.05	7.56E-05	3.92E-03
585	242632.00	4080241.00	Sensitive	0.14	2.39E-04	4.28E-03

Abbreviations:
m - meter

APPENDIX G
CO HOTSPOTS

Table G-1: Level of Service Summary
Costco Commerical Center
Fresno, California

Intersection No.	Location	Level of Service			
		Scenario 1:	Scenario 2:	Scenario 3:	Scenario 4:
		Existing Conditions	Existing Plus Project Conditions	Existing Plus Project Conditions with Off-Site Improvements	Future Conditions
		AM Peak Hour			
1	N Riverside Dr/W Spruce St	A	A	--	A
2	N Riverside Dr/W Fir Ave	A	B	A	A
3	N Riverside Dr/W Herndon Ave	C	E	C	A
4	N Golden State Blvd/W Herndon Ave	C	C	C	C
5	SR 99 NB Off-Ramp/ W Herndon Ave	B	B	--	B
6	N Parkway Dr/W Herndon Ave	C	C	--	C
A	N Riverside Dr/ Site Access A	--	A	--	--
C	N Riverside Dr/ Site Access C	--	A	--	--
D	Site Access D/ W Herndon Ave	--	B	--	--
		PM Peak Hour			
1	N Riverside Dr/W Spruce St	A	B	--	A
2	N Riverside Dr/W Fir Ave	A	F	C	A
3	N Riverside Dr/W Herndon Ave	E	F	D	E
4	N Golden State Blvd/W Herndon Ave	C	E	D	D
5	SR 99 NB Off-Ramp/ W Herndon Ave	C	D	--	B
6	N Parkway Dr/W Herndon Ave	C	C	--	B
A	N Riverside Dr/ Site Access A	--	A	--	--
C	N Riverside Dr/ Site Access C	--	A	--	--
D	Site Access D/ W Herndon Ave	--	C	--	--
		Saturday Peak Hour			
1	N Riverside Dr/W Spruce St	A	B	--	A
2	N Riverside Dr/W Fir Ave	A	F	C	A
3	N Riverside Dr/W Herndon Ave	C	F	D	C
4	N Golden State Blvd/W Herndon Ave	C	E	D	C
5	SR 99 NB Off-Ramp/ W Herndon Ave	B	C	--	A
6	N Parkway Dr/W Herndon Ave	B	C	--	B
A	N Riverside Dr/ Site Access A	--	A	--	--
C	N Riverside Dr/ Site Access C	--	A	--	--
D	Site Access D/ W Herndon Ave	--	C	--	--

Table G-1: Level of Service Summary
Costco Commerical Center
Fresno, California

Intersection No.	Location	Level of Service			
		Scenario 5:	Scenario 6:	Scenario 7:	Scenario 8:
		Future Plus Project Conditions	Future Plus Project with Reclassification Conditions with Off-Site Improvements	Future Plus Project Conditions without Reclassification of W Herndon Ave	Future Plus Project Conditions without Reclassification of W Herndon Ave with Off-Site Improvements
		AM Peak Hour			
1	N Riverside Dr/W Spruce St	A	--	A	--
2	N Riverside Dr/W Fir Ave	B	A	C	A
3	N Riverside Dr/W Herndon Ave	E	C	E	C
4	N Golden State Blvd/W Herndon Ave	C	C	C	C
5	SR 99 NB Off-Ramp/ W Herndon Ave	B	--	B	--
6	N Parkway Dr/W Herndon Ave	C	--	C	--
A	N Riverside Dr/ Site Access A	A	--	A	--
C	N Riverside Dr/ Site Access C	A	--	A	--
D	Site Access D/ W Herndon Ave	B	--	--	--
		PM Peak Hour			
1	N Riverside Dr/W Spruce St	B	--	B	--
2	N Riverside Dr/W Fir Ave	F	B	F	C
3	N Riverside Dr/W Herndon Ave	F	D	F	D
4	N Golden State Blvd/W Herndon Ave	E	D	E	D
5	SR 99 NB Off-Ramp/ W Herndon Ave	B	--	B	--
6	N Parkway Dr/W Herndon Ave	B	--	B	--
A	N Riverside Dr/ Site Access A	A	--	A	--
C	N Riverside Dr/ Site Access C	A	--	A	--
D	Site Access D/ W Herndon Ave	C	--	--	--
		Saturday Peak Hour			
1	N Riverside Dr/W Spruce St	B	--	B	--
2	N Riverside Dr/W Fir Ave	F	C	F	D
3	N Riverside Dr/W Herndon Ave	F	D	F	D
4	N Golden State Blvd/W Herndon Ave	E	D	E	D
5	SR 99 NB Off-Ramp/ W Herndon Ave	B	--	B	--
6	N Parkway Dr/W Herndon Ave	B	--	B	--
A	N Riverside Dr/ Site Access A	A	--	A	--
C	N Riverside Dr/ Site Access C	A	--	A	--
D	Site Access D/ W Herndon Ave	B	--	--	--

Appendix D

Transportation Impact Analysis

KITTELSON & ASSOCIATES

FRESNO COSTCO RELOCATION TRANSPORTATION IMPACT ANALYSIS

FRESNO, CA

May 2023



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Fresno Costco Relocation Transportation Impact Analysis

Fresno, CA

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May 2023

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Appendix G – Future Conditions Synchro Reports

Appendix H – Future Plus Project Conditions Synchro Reports

Appendix I – Future Plus Project Conditions Turn Lane Analysis

Appendix J – Future Plus Project Conditions Signal Warrant Analysis

Appendix K – Future Plus Project Conditions with Recommended Off-Site Improvements Synchro Reports

Appendix L – Future Plus Project Conditions without Reclassification of W Herndon Ave Synchro Reports

Appendix M – Future Plus Project Conditions without Reclassification of W Herndon Ave Turn Lane Analysis

Appendix N – Future Plus Project Conditions without Reclassification of W Herndon Ave Signal Warrant Analysis

Appendix O – Future Plus Project Conditions without Reclassification of W Herndon Ave with Recommended Off-Site Improvements Synchro Reports

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Section 1
Introduction

INTRODUCTION

This report summarizes the transportation impacts associated with the relocation of a Costco warehouse currently in operation at 4500 W Shaw Ave to a vacant site in the northeast corner of N Riverside Dr and W Herndon Ave in the City of Fresno, CA. Figure 1 illustrates the site vicinity.

PROJECT DESCRIPTION

Costco Wholesale Corporation (Costco) is proposing to relocate their existing wholesale retail facility situated at 4500 W Shaw Ave in Fresno, CA (project). The project would consist of a 191,346-square-foot (sf) relocated retail facility with an attached tire center, 49,996-sf relocated market delivery operation (MDO), 32-position fuel station, and drive-through car wash with approximately 987 parking stalls on a 22.4-acre parcel located at the northeast corner of the intersection of N Riverside Dr and W Herndon Ave. The project would construct a second northbound vehicle travel lane on N Riverside Dr along the project frontage as well as a multiuse path along the southern and western project frontages (W Herndon Ave and N Riverside Dr, respectively). Figure 2 shows the proposed site plan.

The wholesale retail facility is open to Costco members only. The MDOs is a last-mile facility for delivery of large and bulky items and is not open to visitation by Costco members. At MDO facilities, there is a drop off of large goods, organization of the goods, and loading of last-mile trucks for daily deliveries to Costco members' homes.

The project also includes a proposed re-zone and General Plan amendment to reclassify the adjacent portion of W Herndon Ave from expressway to super arterial to allow for appropriate vehicle access. The project site is currently undeveloped and is designated by both the zoning and General Plan as Community Commercial. The project would have its main access points along N Riverside Dr, with secondary access on W Spruce Ave and Arthur Ave (a planned public street on the east side of the site, which would connect to W Herndon Ave).

SCOPE OF THE REPORT

The scope of the report was developed in coordination with the City of Fresno (City) and Caltrans. The analysis performed for this study determines the expected transportation-related effects of the project. *Appendix A* includes the scoping agreement memorandum.

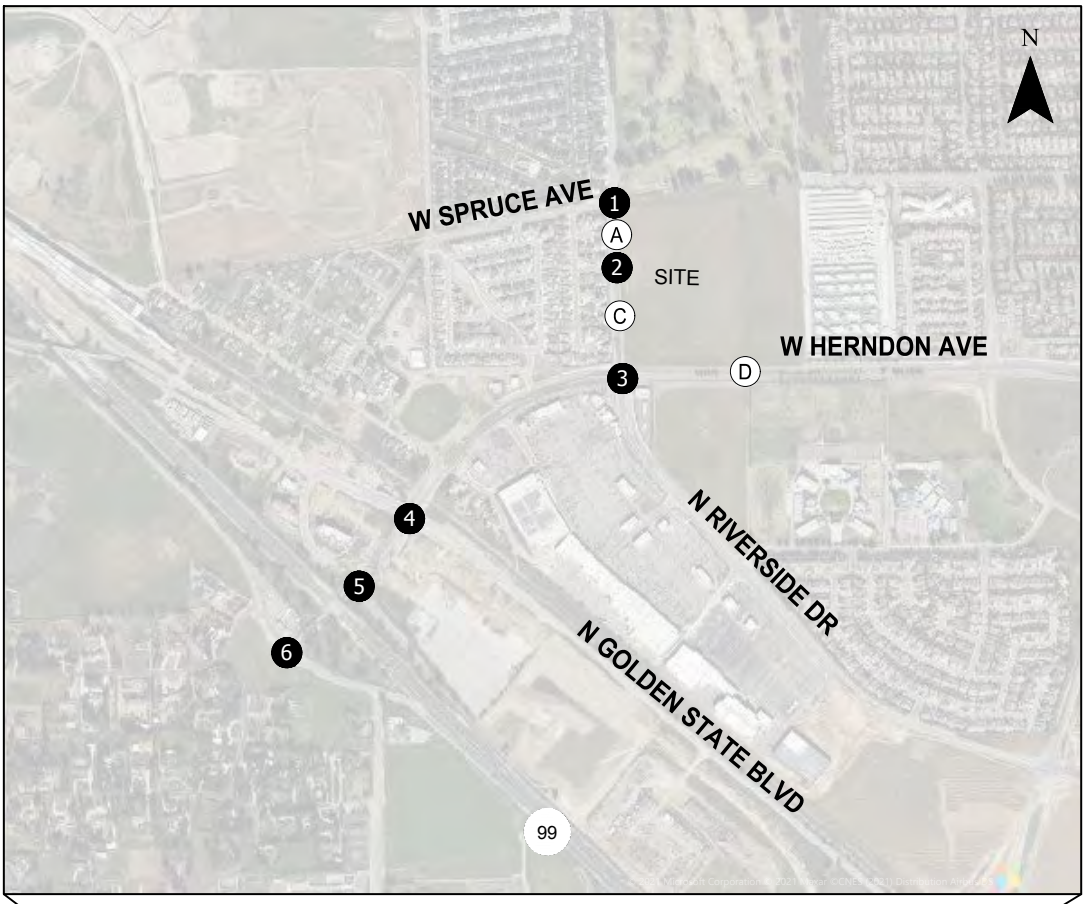
The transportation analyses documented in this report were performed to establish consistency with the City of Fresno General Plan, as implemented through the City's Traffic Impact Study Report Guidelines,[1] and to comply with the California Environmental Quality Act (CEQA), as implemented through the City's CEQA Guidelines for Vehicle Miles Traveled Thresholds.[2] An analysis based on automobile delay (i.e., level of service or LOS) can no longer be used for assessing CEQA impacts. Therefore, the LOS evaluation is not assigned significance levels and is presented in this report regarding consistency with the general plan as a factor for consideration by the decision-makers in acting on the project.

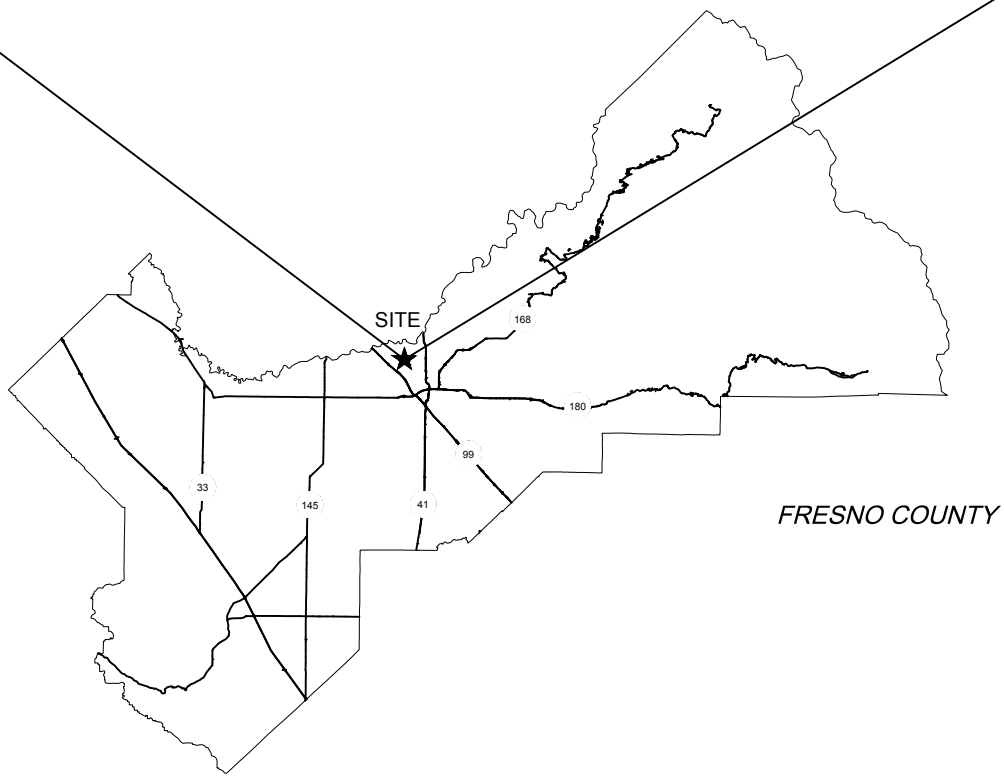
[1] City of Fresno Traffic Impact Study Report Guidelines, updated February 2, 2009

[2] City of Fresno Guidelines for Vehicle Miles Traveled Thresholds, adopted June 25, 2020

This report evaluates the following transportation issues:

- General Plan Consistency
    - Traffic Operations for Five Scenarios
        - Existing Conditions
        - Trip generation and distribution estimates for the project
        - Existing Plus Project Conditions
        - Future Conditions (Year 2042)
        - Future Plus Project Conditions
        - Future Plus Project Conditions, without Functional Classification Change of W Herndon Ave
- CEQA Compliance
    - Consistency with existing programs, plans, ordinances, or policies, including those associated with transit, pedestrian, and bicyclist access
    - Change in regional daily vehicle miles traveled (VMT) due to the project
    - Potential hazards resulting from queues
    - Emergency access around and near the project site





##- Study Intersections
(X)- Site Accesses

Site Vicinity Map
Fresno, California

Figure
1

KITTELSON & ASSOCIATES

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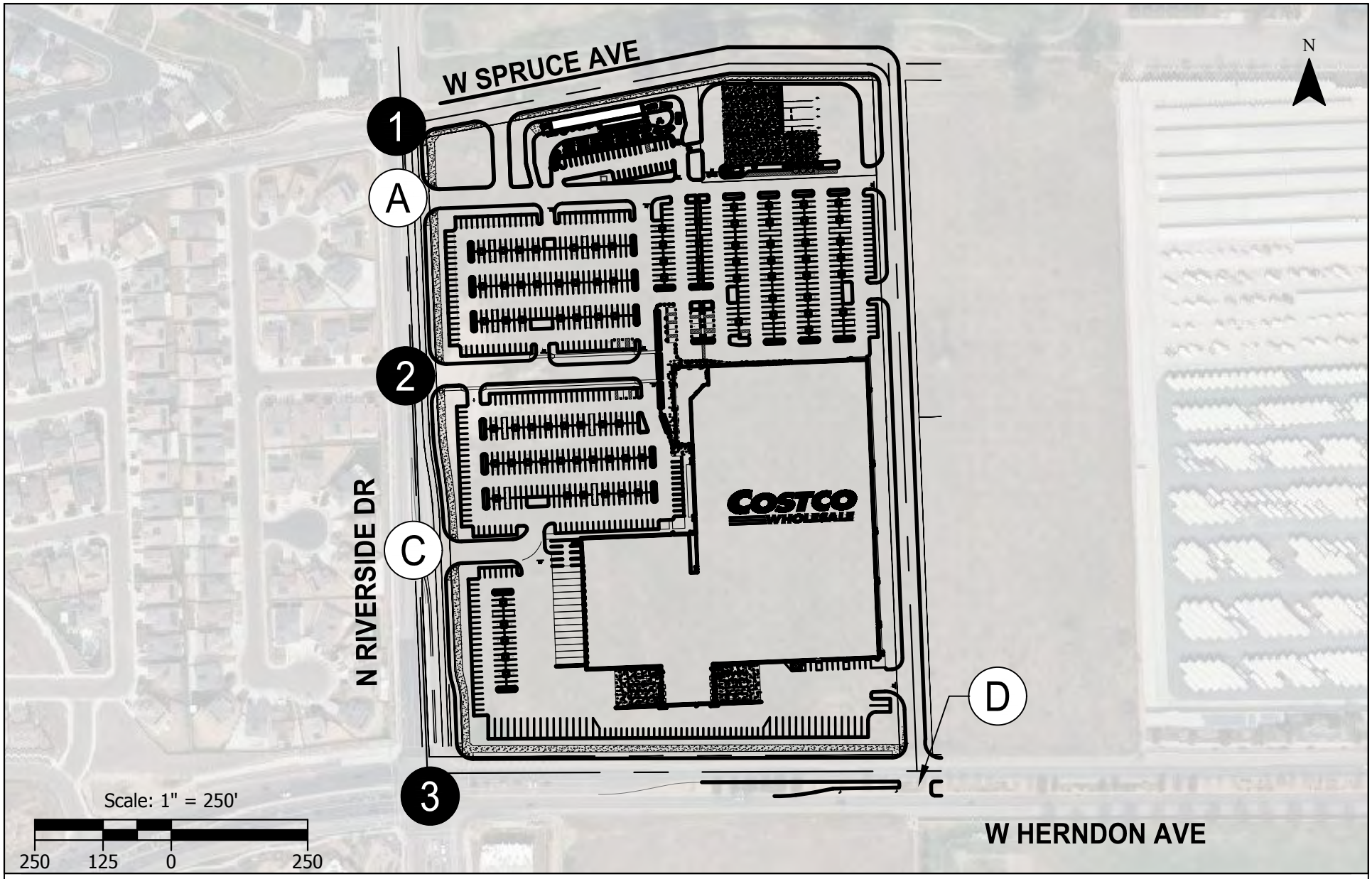

##- Study Intersections
ⓧ- Site Accesses

Recieved From: MG2 Engineering August 10, 2021

Proposed Site Plan
Fresno, California

Figure
2

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Section 2

General Plan Consistency Assessment

GENERAL PLAN CONSISTENCY ASSESSMENT

The general plan consistency, or non-CEQA, section of this report includes analyses for the following:

- Existing Conditions
- Trip generation and distribution estimates for the project
- Existing Plus Project Conditions
- Future Conditions (Year 2042)
- Future Plus Project Conditions
- Future Plus Project Conditions, without Functional Classification Change of W Herndon Ave

The following study intersections were selected for traffic operations evaluation based on land use and circulation conditions near the project site and access to the proposed development:

1. N Riverside Dr & W Spruce Ave
2. N Riverside Dr & W Fir Ave (Plus Project scenarios only)
3. N Riverside Dr & W Herndon Ave
4. N Golden State Blvd & W Herndon Ave
5. SR 99 NB off-ramp & W Herndon Ave
6. N Parkway Dr & W Herndon Ave

EXISTING CONDITIONS

The Existing Conditions analysis identifies the site conditions and current operational and geometric characteristics of the study intersections as well as transit services, bicycle, and pedestrian facilities near the project site.

ROADWAY NETWORK

State Route 99 (SR 99), or Golden State Highway, is a north-south freeway traversing the Central Valley. It connects to I-5 near Wheeler Ridge to the south and ends at SR 36 near Red Bluff to the north. In Fresno, SR 99 has six lanes. In the study area, the nearest interchange is at W Herndon Ave.

W Herndon Ave is an east-west super arterial with four to six lanes and a raised planted median. The posted speed limit is 45 mph.

N Riverside Dr is a north-south roadway with two lanes north of W Herndon Ave (collector) and four lanes south of W Herndon Ave (arterial). Adjacent to the project frontage, a raised median exists to the south of W Fir Ave, and a two-way left-turn lane exists to the north of W Fir Ave. The posted speed limit is 40 mph. N Riverside Dr becomes W Bullard Ave south of N Veteran Blvd.

W Spruce Ave is an east-west collector street with two lanes west of N Riverside Dr and four lanes within the residential development east of the project site. The road does not connect through from N Riverside Dr, along the north perimeter of the project site, to the residential development to the east. The road may connect through in the future, contingent up on development of other parcels. The posted speed limit is 40 miles per hour (mph) to the east with unposted speed limit to the west. W Spruce Ave provides access to residential areas around the project site.

Pedestrian Facilities

A multiuse path is available on the north side of W Herndon Ave starting east of the project site and continuing to the east, but sidewalk is not present on the north side of the street along the project site to N

Riverside Dr. No sidewalk is present on the south side of W Herndon Ave to the east of N Riverside Dr. West of N Riverside Dr, sidewalk is present on the north side of W Herndon Ave for approximately 350', then discontinues. Sidewalk is continuously present on the south side of W Herndon Ave west of N Riverside Dr in the vicinity of the project site.

Sidewalks area present on the west side of N Riverside Dr, both north and south of W Herndon Dr. Sidewalks are nor present along the project frontage (east side) of N Riverside Dr. They are present on the east side of N Riverside Dr to the south of W Herndon Ave for approximately 500'.

The N Riverside Dr/W Herndon Ave signalized intersection has marked crosswalks on the west and south legs with pedestrian signal heads serving those crosswalks. These two crosswalks feature curb ramps with high-visibility truncated dome pads.

Bicycle Facilities

Bicycle facilities are categorized into four types, as described below:

Class I Bikeway (Bike Path). Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway.

Class II Bikeway (Bike Lane). A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane and the bike lane could be adjacent to on-street parking.

Class III Bikeway (Bike Route). A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be designated using a shared-lane marking (sharrow).

Class IV Bikeway (Separated Bike Lane). A bikeway for the exclusive use of bicycles including a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Existing bicycle facilities in the study area include:

- Class I bikeway on Herndon Ave from Spruce Ave to west of Hayes Ave
- Class I bikeway on Herndon Ave west of Riverside Dr
- Class II bike lane on N Riverside Dr from W Herndon Ave to the Carnegie Ave
- Class II bike lane on N Hayes Ave from W Herndon Ave to W Spruce Ave
- Class II bike lane on W Spruce Ave from N Sandrini Ave to W Herndon Ave
- Class II bike lane on Veterans Blvd from W Wathen Ave to N Hayes Ave

Transit Service

The Fresno Department of Transportation (DOT) provides public bus service known as FAX in Fresno. Two bus lines operate near the project site: 3 and 20. The 3 line runs between the Marketplace at El Paseo (the commercial development on the southwest quadrant of the N Riverside Dr/W Herndon Ave intersection) and the Clovis Community College/Herndon area, which is east of the project site. Service frequency is approximately every 15 minutes between 5:00 AM and 9:00 PM on weekdays and 9:30 AM to 7:00 PM on weekends. The 20 line operates between the Marketplace at El Paseo and Fresno City College, which is just north of downtown. Buses operate on approximately 45 minutes headways between 5:30 AM and 10:00 PM on weekdays and 6:30 AM to 7:30 PM on weekends. Relative to the project site, the closest bus stops for both lines are located on N Riverside Dr in front of the Marketplace at El Paseo.

ANALYSIS METHODOLOGY

Intersection Operations Analysis Methodology and Levels of Service

"Level of service" describes the operating conditions experienced by users of a facility. LOS is a quantitative stratification of a performance measure or measures representing quality of service. The

measures used to determine LOS for transportation system elements are called service measures. The Highway Capacity Manual (HCM) defines six levels of service, ranging from A to F, for each service measure or combination of service measures. The service measures to define the LOS of intersections are control delay and volume-to-capacity (V/C) ratio. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity ratio are used to characterize LOS for a lane group (e.g., all northbound lanes approaching an intersection).

Table 1 and Table 2 present the relationship of average delay to level of service for signalized intersections and stop control intersections, respectively.

Table 1: Signalized Intersection Level of Service Definitions

Average Delay Per Vehicle (Seconds)	LOS	Description of Traffic Conditions
≤10.0	A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short.
>10.0 and ≤20.0	B	This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.
>20.0 and ≤35.0	C	This level is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
>35.0 and ≤55.0	D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
>55.0 and ≤80.0	E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
≤80.0	F	This level is typically assigned when the volume-to-capacity ratio is very high (greater than 1.0), progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Transportation Research Board, Highway Capacity Manual 6th Edition, Washington, D.C., 2016.

Table 2: Stop-Controlled Intersection Level of Service Definitions

Average Delay Per Vehicle (Seconds)	LOS
≤10.0	A
>10.0 and ≤15.0	B
>15.0 and ≤25.0	C
>25.0 and ≤35.0	D
>35.0 and ≤50.0	E
>50.0	F

Source: Transportation Research Board, Highway Capacity Manual 6th Edition, Washington, D.C., 2016.

All intersection level of service evaluations used the peak 15-minute flow rate during the weekday AM and PM and Saturday midday peak hours. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each peak hour. Intersection analysis was conducted using the operational methodology outlined in the HCM 6th Edition (Transportation Research Board, Washington, D.C., 2016) at all intersections, as operationalized by Synchro software version 10.

The City of Fresno has a level of service standard of LOS D for signalized and stop-controlled intersections, as implemented by the City's Traffic Impact Study Report Guidelines.[3]

Analysis Inputs

Synchro 10 software was used to conduct the traffic operations analysis. The following inputs were utilized in this analysis:

Signal Timing

The City and Caltrans provided signal timing on August 16, 2021 for the following intersections:

1. N Riverside Dr & W Herndon Ave (City)
2. N Golden State Blvd & W Herndon Ave (City)
3. SR 99 NB off-ramp & W Herndon Ave (Caltrans)
4. N Parkway Dr & W Herndon Ave (City)

For all analysis scenarios, the existing signal timing was utilized. Signal optimization was applied only under mitigation scenarios, as outlined under the mitigation description.

Pedestrian Volumes

Vehicular turning movement and pedestrian counts were collected at the study intersections on September 23 and 25, 2021. The pedestrian volumes collected were utilized in Synchro as conflicting pedestrian movement volumes and number of pedestrians calls for signalized intersections. In addition to utilizing the pedestrian volumes, the pedestrian signal timing was utilized to model traffic signal operations.

Peak Hour Factor

Existing and Existing Plus Project analyses used intersection-specific peak hour factors (PHFs) collected in the field. For all future year scenarios, the PHF was increased to 0.92 if the existing PHF was lower than 0.92. PHFs observed at or above 0.92 were maintained for future year scenarios. As traffic patterns change and volumes increase, a more consistent traffic flow can be expected. Increasing the PHF provides a conservative analysis of the future traffic flow being more consistent across the entirety of a peak hour.

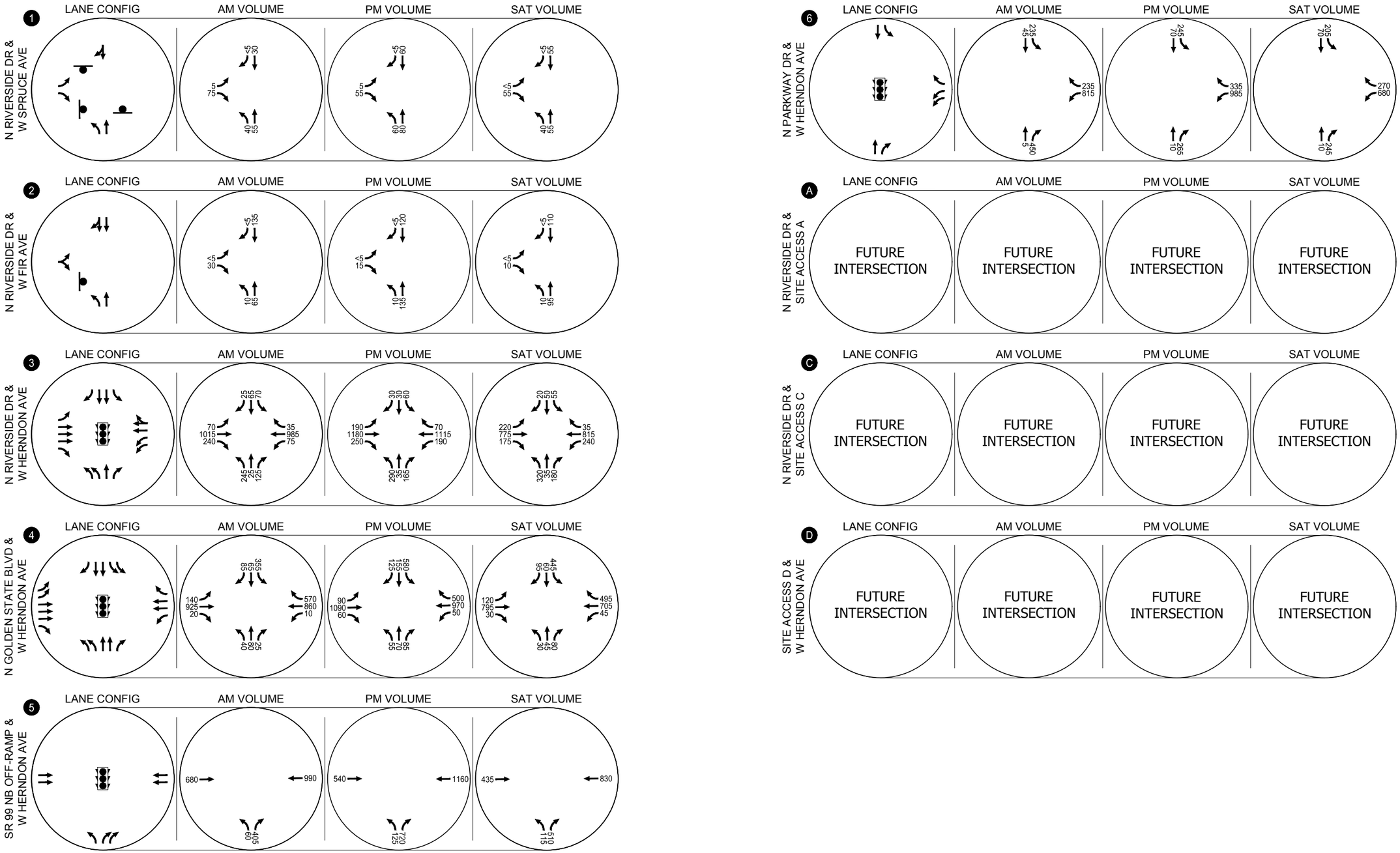
Future Volume Development

Future volumes for 2042 cumulative conditions without the project were developed using the Fresno COG travel demand model. The land uses in the travel model were checked to ensure that the project was not already included in the 2042 model forecast. Volumes for the AM and PM peak hours on each intersection approach were extracted from the model for the years 2019 and 2042. The 2042 adjusted forecasts were calculated for each intersection approach by adding the growth increment between the 2019 and 2042 model volumes to the counts collected in September 2021. If this incremental adjustment would result in a negative forecast on an intersection approach, the forecast volume was instead calculated as the traffic count times the ratio of the 2042 model volume to the 2019 model volume Then, the approach growth rate was calculated using the adjusted 2042 model volumes and the 2021 turning movement counts. For each intersection approach, the 2042 turn movements were calculated by multiplying the turning movement counts by the adjusted approach growth rates. The turn movements were then checked for continuity of flow between adjacent intersections. Model volume output files are included as Appendix Q.

[3] City of Fresno Traffic Impact Study Report Guidelines, updated February 2, 2009

EXISTING TRAFFIC CONDITIONS

Peak hour intersection turning movement counts were collected on September 23, 2021 during weekday AM and PM peak periods (7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM, respectively) and September 25, 2021 during the Saturday midday peak period (11:00 AM – 2:00 PM) while local schools were in session and there were no inclement weather conditions. As coordinated with the City during the scoping process for this transportation study, the 2021 collected counts were used to develop Existing Conditions traffic volumes for the study. The peak hours were identified as the worse four consecutive 15-minute periods during the AM and PM peak periods on weekdays and Saturdays described above. The existing intersection turn movement peak hour traffic volumes are shown in Figure 3. The figure also depicts the intersection lane configurations and traffic controls at each intersection.



- STOP SIGN
- TRAFFIC SIGNAL

Year 2021 Existing Lane Configurations, Traffic Control Devices and Traffic Volumes
Weekday AM, Weekday PM and Weekend Midday Peak Hours
Fresno, California

Figure
3

KITTELSON & ASSOCIATES

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Table 3 presents the existing traffic operations at the study intersections. The results indicate that all study intersections are operating at LOS D or better for all peak hours, except the N Riverside Dr/W Herndon Ave intersection (#3), which operates at LOS E during the weekday PM peak hour.

Appendix B includes the Synchro reports for Existing Conditions.

Table 3: Existing Conditions, Intersection Operations

No.	Location	Control	Peak Hour	Delay	LOS
1	N Riverside Dr/W Spruce St	AWSC	AM	7.9	A
			PM	8.0	A
			SAT	7.9	A
2	N Riverside Dr/W Fir Ave	TWSC	AM	9.0	A
			PM	8.7	A
			SAT	8.7	A
3	N Riverside Dr/W Herndon Ave	Signal	AM	28.8	C
			PM	***72.7***	***E***
			SAT	31.8	C
4	N Golden State Blvd/ W Herndon Ave	Signal	AM	28.7	C
			PM	33.6	C
			SAT	29.3	C
5	SR 99 NB Off-Ramp/ W Herndon Ave	Signal	AM	15.0	B
			PM	24.0	C
			SAT	19.4	B
6	N Parkway Dr/W Herndon Ave	Signal	AM	25.4	C
			PM	22.3	C
			SAT	18.7	B

Source: Kittelson & Associates, Inc., 2023

Note:
- Synchro Version 10 and HCM 6th Edition methodology were used.
- City of Fresno LOS Standard D for Signalized and Unsignalized Intersections
- **Bolded and italicized** indicate intersections operating beyond the City of Fresno standard.
- AWSC: All-Way Stop Control
- TWSC: Two-Way Stop Control
- Average delay in seconds/vehicle is reported for signalized and stop control intersections. For TWSC intersections the worst approach delay is reported.

Crash History Evaluation

Kittelson investigated the history of crashes at the study intersections. In reviewing crash data for the five-year period of 2016-2020,[4] Kittelson found there were nine reported crashes in total amongst the six study intersections. Four crashes caused property damage only, four crashes caused minor injuries, and one crash caused severe injury. Table 4 presents a summary of reported crashes by severity and location. None of the reported crashes involved a pedestrian or bicyclist.

[4] Transportation Injury Mapping System online crash database, https://tims.berkeley.edu/, Statewide Integrated Traffic Records System (SWTIRS) online crash database

Table 4: Crashes by Location and Severity, 2016-2020

No.	Location	PDO*	Minor Injury	Severe Injury
1	N Riverside Dr/W Spruce St			
2	N Riverside Dr/W Fir Ave			
3	N Riverside Dr/W Herndon Ave	2	2	
4	N Golden State Blvd/W Herndon Ave	1		
5	SR 99 NB Off-Ramp/W Herndon Ave	1		
6	W Herndon Ave/N Parkway Dr		2	1

Source: TIMS and SWITRS, 2022
*PDO = property damage only

PROPOSED PROJECT

As described above, the proposed project is the relocation of an existing Costco wholesale retail facility situated at 4500 W Shaw Ave. The project would consist of a relocated retail facility, relocated market delivery operation (MDO), 32-position fuel station, and car wash in a 22.4-acre parcel located at the northeast corner of the intersection of N Riverside Dr and W Herndon Ave.

SITE CIRCULATION ANALYSIS

Costco warehouse and MDO delivery truck inbound access is accommodated at Site Access C on N Riverside Dr. Outbound access is accommodated at Site Access D on W Herndon Ave. If Site Access D were not approved as part of the project, then outbound warehouse and MDO trucks would circulate north along the private drive east of the warehouse to W Spruce Ave. Fuel delivery truck inbound access is accommodated at the private drive from W Spruce Ave. Outbound access is accommodated at Site Access A on N Riverside Dr. The proposed site plan provides adequate lane width and curb radii to accommodate warehouse, MDO, and fuel delivery trucks within the site and at the above-named site access points.

COSTCO WAREHOUSE TRIP CHARACTERISTICS

Costco Warehouse facilities are open to members only and operate seven days a week. Typically, the warehouse building is open to members on weekdays between the hours of 10:00 AM and 8:30 PM. Weekend operating hours open to members are typically from 9:30 or 10:00 AM to 6:00 PM. The warehouses are typically closed on major holidays. Costco Gasoline fuel stations co-located on the site are typically open seven days a week between 5:00 AM and 10:00 PM.

Trip data has been collected at Costco Warehouses across the United States and documented that they typically generate higher traffic volumes than other commercial land uses with similar building sizes. In addition to the number of trips, the Costco trip generation database also documents trip type based on member survey information that provides the percentage of primary, pass-by, and diverted trips, as further described below.

- Primary Trips: an entirely new trip on the roadway system for the express purpose of driving to and from Costco
- Pass-by Trips: existing trips that are on roadways adjacent to the site, which allow motorists to turn into the Costco development and continue to their ultimate destination when their shopping is concluded
- Diverted Trips: existing trips on nearby roadways in which a motorist decides to drive out-of-direction for a distance to stop at Costco, and when their shopping is concluded, continues to their trip to the ultimate destination.

This report assesses the impacts of pass-by and diverted trip impacts at the study intersections. Typically, pass-by trips have an impact only at the site-access driveways, whereas the impact of diverted trips could extend through additional study area intersections beyond the site access points (diverted trips are typically modeled similar to net new trips at many or all of the study area intersections). Diverted and pass-by trips were considered together with engineering judgment to identify how these two trip characteristics should be applied to the project. Recognizing the context of the project site relative to key transportation corridors, this study assumes that all diverted trips would divert from SR 99, N Golden State Blvd, or the Marketplace shopping center at the southwest quadrant of the N Riverside Dr/W Herndon Ave intersection, thereby utilizing the same distribution pattern as net new trips at the site.

Warehouse, Fuel Station, and Car Wash Trip Generation

The warehouse with fuel station and car wash trip rates summarized herein rely on data collection conducted at Costco sites located across the western region of the United States. The trip studies were completed using industry standard engineering practices consistent with guidance within the Institute of Transportation Engineers (ITE) standard reference, Trip Generation Manual, 10th Edition. These cordon surveys were conducted between 2011 and 2021 and include 16 surveys of Costco warehouses with fuel stations in California, Arizona, Oregon, Utah, and Washington. The Costco buildings surveyed range in size between 144,252 sf and 166,451 sf, with an average size of 152,719 square feet, had fuel stations with 20 to 30 fueling positions, and one of which had a car wash. As a result, the Costco trip generation rates inherently account for Costco fuel station and car wash trips within the overall rate. Table 5 summarizes trip characteristics for the weekday AM, weekday PM, and weekend midday peak hours.

Table 5: Trip Characteristics for Costco Warehouse with Fuel Station and Car Wash, Weekday AM, Weekday PM & Weekend Midday Peak Hours

Land Use	Weekday Daily Trip Rate (per KSF)	Weekday AM Peak Hour of Adjacent Street Traffic Trip Rate (trips/1,000 sf)			Weekday PM Peak Hour of Adjacent Street Traffic Trip Rate (trips/1,000 sf)			Weekend Daily Trip Rate (per KSF)	Weekend Midday Peak Hour of Adjacent Street Traffic Trip Rate (trips/1,000 sf)		
		Total	In	Out	Total	In	Out		Total	In	Out
Costco Warehouse W/ Fuel Station and Car Wash	95.18	2.29	54%	46%	8.23	46%	54%	118.31	11.13	49%	51%
Primary Trips	No Data	No Data			57%			No Data	62%		
Pass-by Trips	No Data	No Data			21%			No Data	23%		
Diverted Trips	No Data	No Data			22%			No Data	15%		

Source: Kittelson & Associates, Inc., 2023

MDO Trip Generation

MDOs are Costco's last-mile facilities for big and bulky items. At these facilities, there is a daily morning delivery of large goods, organization of the goods, and loading of last-mile trucks for delivery to members' homes. Delivery of goods using larger trucks dispatched to the MDO occurs well before 6:00 AM daily. Two MDO on-site employee shifts are utilized: one from 6:00 AM to 2:00 PM, the other from 12:00 PM to 8:00 PM. Delivery teams arrive at the MDO site in a personal vehicle around 6:45 AM, load their last-mile trucks, and depart. The delivery teams return to the MDO site between 3:00 PM and 6:00 PM, depending on the time required to complete all deliveries, to unload remaindered materials for recycling, and depart after concluding their workday. The MDO delivery trucks are stored on-site overnight.

Costco's existing MDO serving the greater Fresno area operates today at 3688 E Central Ave and is served by 23 on-site employees and approximately 10 delivery trucks with two-person teams, each of which makes one daily roundtrip of deliveries to members' homes. Two days per week, the MDO has one additional truck make three round trips to another warehouse.

The project includes relocating the MDO operations to a 49,996-sf space on the project site. The relocated MDO will be served by the same on-site and delivery employees working at the existing MDO location. No measured trip data were available for the existing MDO facility at the time this report was prepared. Accordingly, MDO trips were estimated two ways: considering anticipated MDO operations and using nationally available trip data.

The operations of an MDO translate to the following trips generated during weekday AM, weekday PM, and weekend midday peak hours:

- Weekday AM Peak Hour
  - Delivery employees arriving (22 inbound trips)
  - Delivery trucks departing for last-mile deliveries and to other warehouse (11 outbound trips)
- Weekday PM Peak Hour
  - Delivery trucks returning (11 inbound trips)
  - On-site employees return from potential break off-site (conservatively estimate 23 inbound trips)
  - Delivery truck to other warehouse departing (1 outbound trip)
- Weekend Midday Peak Hour
  - On-site employees arriving (23 inbound trips)
  - Delivery truck to other warehouse arriving (1 inbound trip)
  - On-site employees leaving (23 outbound trips)
  - Delivery truck to other warehouse departing (1 outbound trip)

Table 6 presents the sum of these trips based on MDO operations. For comparison purposes, Kittelson also estimated trips for the MDO using ITE *Trip Generation Manual, 10th Edition* trip generation rates for Warehouse, Land Use Code 150, also summarized in Table 6.

Table 6: Trip Generation Estimates for MDO, MDO Operations-Based and ITE Warehouse Comparison

Land Use	ITE Code	Size	Weekday Daily Trip Rate (per KSF)	Weekday AM Peak Hour of Adjacent Street Traffic Trip Rate (trips/1,000 sf)			Weekday PM Peak Hour of Adjacent Street Traffic Trip Rate (trips/1,000 sf)			Weekend Daily Trip Rate (per KSF)	Weekend Midday Peak Hour of Adjacent Street Traffic Trip Rate (trips/1,000 sf)		
				Total	In	Out	Total	In	Out		Total	In	Out
Costco MDO	-	49,996 SF	230	33	22	11	35	34	1	230	48	24	24
Warehouse	150		87	8	7	1	9	2	7	8	2	2	0

Source: Kittelson & Associates, Inc., 2023

As presented in the table, use of ITE warehouse trip rates would underestimate the amount of trip expected to be generated by the MDO when the facilities operations are taken into consideration. Therefore, this study assumed the MDO operations-based trip generation to conduct the transportation analyses.

Project Trip Generation

Table 7 presents the overall project trip generation estimates based on proprietary Costco-specific data.

Table 7: Project Trip Generation Estimate

Land Use	Size	Weekday Daily Trip Rate (per KSF)	Weekday AM Peak Hour of Adjacent Street Traffic Trip Rate (trips/1,000 sf)			Weekday PM Peak Hour of Adjacent Street Traffic Trip Rate (trips/1,000 sf)			Weekend Daily Trip Rate (per KSF)	Weekend Midday Peak Hour of Adjacent Street Traffic Trip Rate (trips/1,000 sf)		
			Total	In	Out	Total	In	Out		Total	In	Out
Costco Warehouse w/ Fuel Station & Car Wash	191,346	18,212	439	238	201	1,576	732	844	22,638	2,130	1,040	1,090
Pass-by Trips*		(3,788)	(91)	(49)	(42)	(328)	(152)	(176)	(5,297)	(498)	(243)	(255)
Diverted Trips*		(4,038)	(97)	(52)	(45)	(349)	(162)	(187)	(3,305)	(311)	(152)	(159)
Net New Trips		10,386	251	137	114	899	418	481	14,036	1,321	645	676
MDO	49,996	230	33	22	11	35	34	1	230	48	24	24
Net New Trips		10,616	284	159	125	934	452	482	14,266	1,369	669	700

Source: Kittelson & Associates, Inc., 2023

*No data are available for daily and weekday AM peak hour pass-by and diverted trips through the Costco database. Kittelson applied the weekday PM rates to the weekday AM and daily trips and applied the weekend midday rates to the weekend daily trips.

As shown in Table 7, the project is estimated to generate 10,616 weekday daily net new trip ends. Of these, 284 are estimated to occur in the weekday AM peak hour (159 inbound / 125 outbound), 934 are estimated to occur in the weekday PM peak hour (452 inbound / 482 outbound). The project is estimated to generate 14,266 weekend daily net new trip ends. Of these, 1,369 are estimated to occur in the weekend midday peak hour (669 inbound / 700 outbound).

Warehouse Deliveries

Costco anticipates an average of about 10-13 Costco trucks a day delivering goods to the Costco warehouse. Costco fleet trucks typically measure up to approximately 70 feet long for double-axle trailers. Typical receiving time is from 2:00 AM to 1:00 PM, averaging two to three trucks per hour, with most of the deliveries completed before the mid-morning warehouse opening time. Deliveries to the warehouse are made primarily in Costco trucks from its freight consolidation facility (depot) in Tracy, CA. In addition to the Costco depot trucks, deliveries such as bread are expected to be made by local vendors using single unit trucks and/or single-axle trailers.

MDO Deliveries

Costco anticipates one daily delivery of large goods to the MDO facility. Typical receiving time is before 6:00 AM made primarily in Costco trucks from its freight consolidation facility (depot) in Tracy, CA.

Costco Gasoline Deliveries

Costco anticipates that the Costco Gasoline fuel station will receive five to seven fuel deliveries per day on average. During busy holiday weeks, an additional delivery is often required during the day. These deliveries typically occur any time when the fuel station is open.

PROJECT TRIP DISTRIBUTION

The relocated Costco would be situated approximately 2.9 miles northwest of the existing Costco location on W Shaw Ave and 7.8 miles west of the North Fresno Costco, located on N Abby St. The project trip

distribution utilizes proprietary Costco transaction data for the existing warehouses at W Shaw Ave and N Abby St, proprietary market area data for the relocated warehouse, and Costco membership data, and it considers the roadway network.

Figure 4 presents the project trip distribution. Figure 5 presents project trip volumes.



- Study Intersections
XX% Trip Distribution Percentage

Project Trip Distribution
Fresno, California

Figure
4

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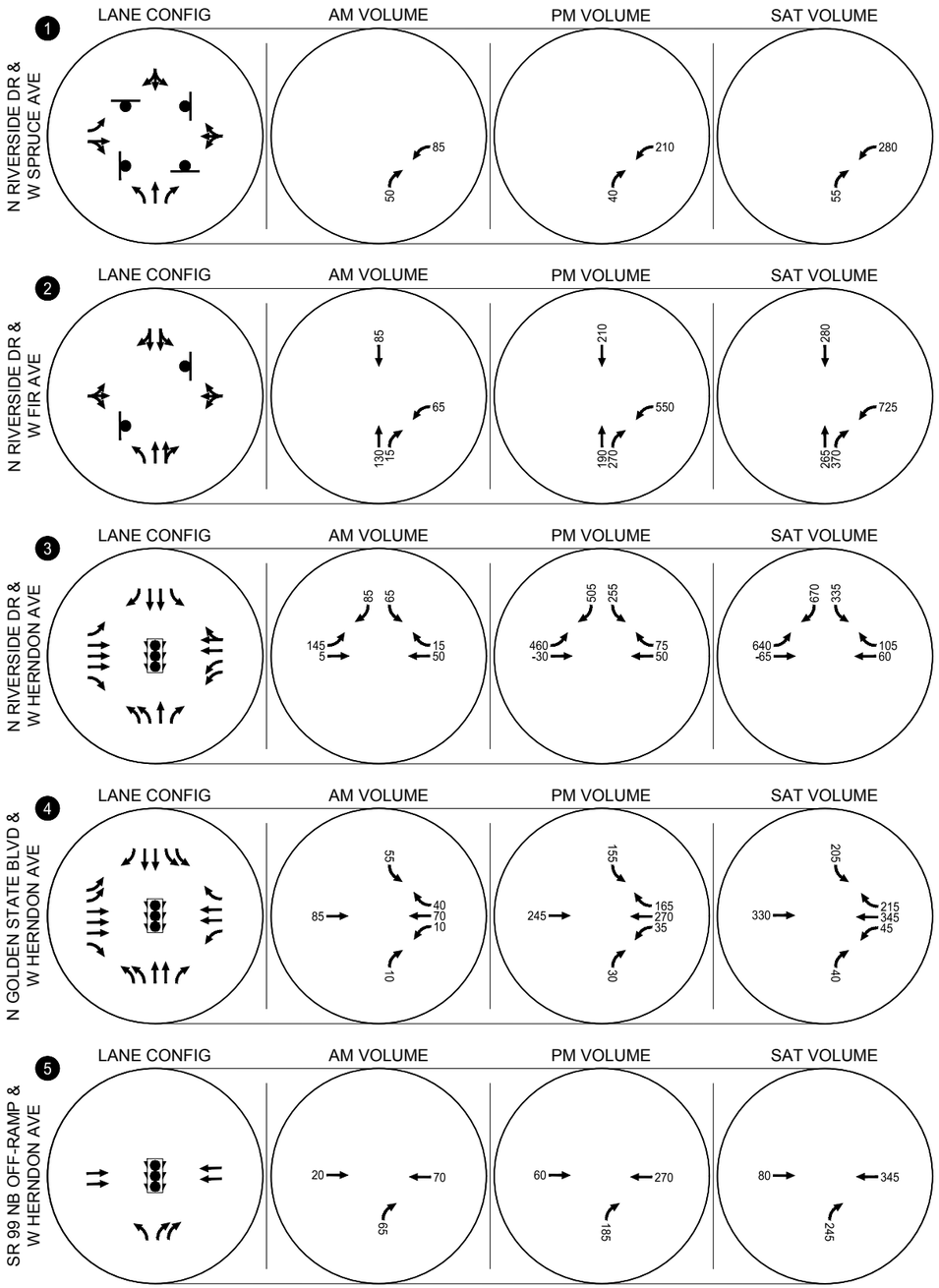

- STOP SIGN
- TRAFFIC SIGNAL

Project Trip Volumes
Weekday AM, Weekday PM and Weekend Midday Peak Hours
Fresno, California

Figure
5

KITTELSON & ASSOCIATES

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EXISTING PLUS PROJECT CONDITIONS

The potential effects of the project on existing traffic operations at the study intersections are discussed in this section. This analysis includes the reclassification of W Herndon Ave from an expressway to a super arterial. As an expressway, no direct site access is permitted onto the roadway. Under the reclassification scenario the site proposes an additional left-in, right-in, right-out intersection onto W Herndon Ave.

INTERSECTION OPERATIONS

Kittelson developed traffic volumes for Existing Plus Project conditions using an additive approach. Kittelson estimated vehicle trips generated by the project and added those trips to existing volumes on the roadway network to develop the volumes for the Existing Plus Project conditions. Existing Plus Project turning movement volumes are presented in Figure 6.

As shown in Table 8, all study intersections would operate within City standard of LOS D or better under Existing Plus Project conditions, except for the following:

- N Riverside Dr/W Fir Ave (Intersection 2)
    - PM Peak Hour (LOS F)
    - Saturday Midday Peak Hour (LOS F)
- N Riverside Dr/W Herndon Ave (Intersection 3)
    - AM Peak Hour (LOS E)
    - PM Peak Hour (LOS F)
    - Saturday Midday Peak Hour (LOS F)
- N Golden State Blvd/W Herndon Ave (Intersection 4)
    - PM Peak Hour (LOS E)
    - Saturday Midday Peak Hour (LOS E)

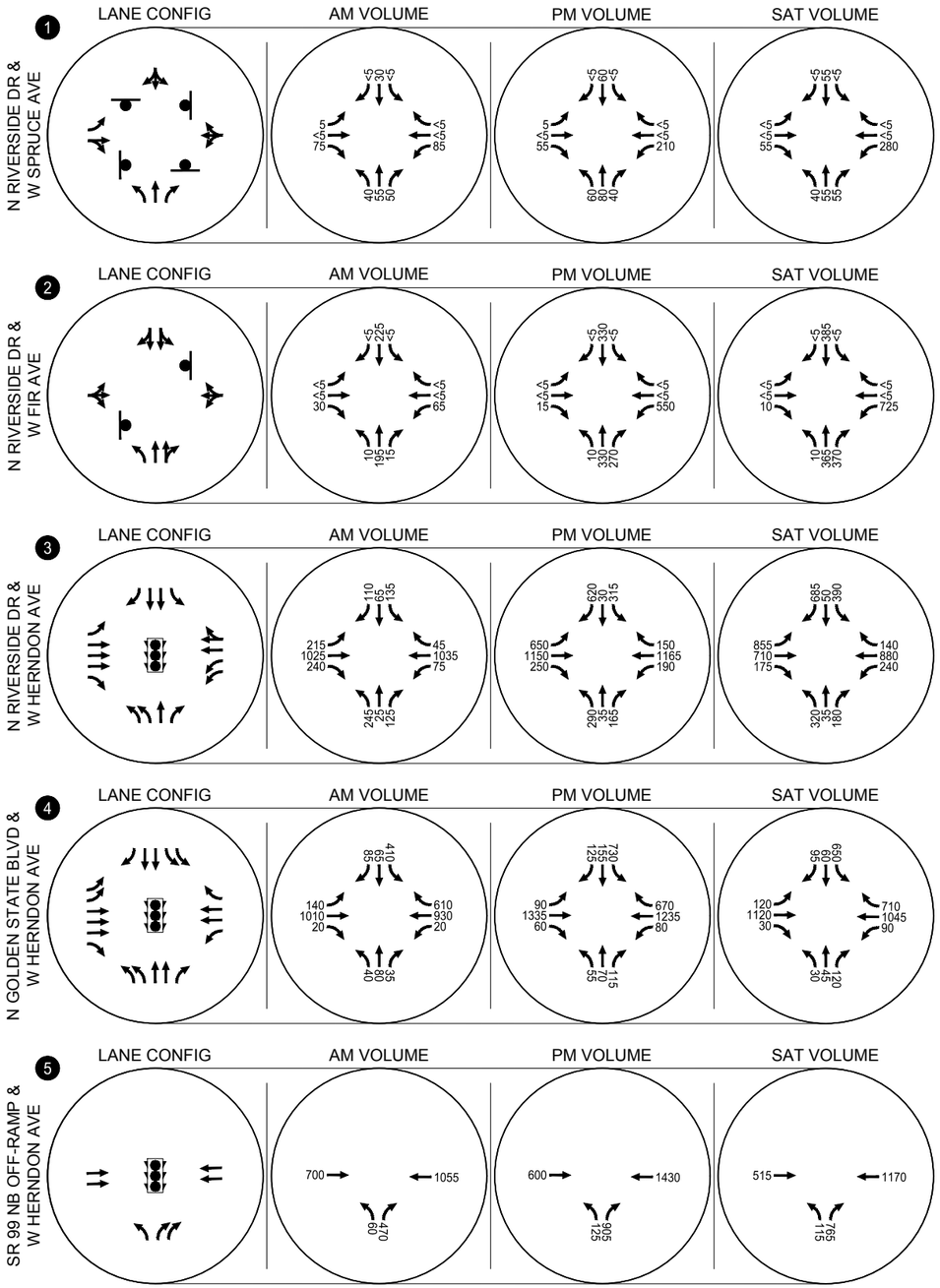
Appendix C includes Synchro output reports for Existing Plus Project conditions.

Table 8: Existing Plus Project Conditions, Intersection Operations

No.	Location	Control	Peak Hour	Delay	LOS
1	N Riverside Dr/ W Spruce Ave	AWSC	AM	8.7	A
			PM	10.3	B
			SAT	12.1	B
2	N Riverside Dr/ W Fir Ave	TWSC	AM	14.8	B
			PM	***>50***	***F***
			SAT	***>50***	***F***
3	N Riverside Dr/ W Herndon Ave	Signal	AM	***63.1***	***E***
			PM	***>80***	***F***
			SAT	***>80***	***F***
4	N Golden State Blvd/ W Herndon Ave	Signal	AM	34.2	C
			PM	***66.5***	***E***
			SAT	***70.8***	***E***
5	SR 99 NB Off-Ramp/ W Herndon Ave	Signal	AM	16.6	B
			PM	37.2	D
			SAT	26.3	C
6	N Parkway Dr/ W Herndon Ave	Signal	AM	26.1	C
			PM	25.8	C
			SAT	22.4	C
A	N Riverside Dr/ Site Access A	TWSC	AM	<1	A
			PM	<1	A
			SAT	<1	A
C	N Riverside Dr/ Site Access C	TWSC	AM	<1	A
			PM	<1	A
			SAT	<1	A
D	Site Access D/ W Herndon Ave	TWSC	AM	14.5	B
			PM	19.2	C
			SAT	16.4	C

Source: Kittelson & Associates, Inc., 2023

Note:
- Synchro Version 10 and HCM 6th Edition methodology were used.
- City of Fresno LOS Standard D for Signalized and Unsignalized Intersections
- **Bolded and italicized** indicate intersections operating beyond the City of Fresno standard.
- AWSC: All-Way Stop Control
- TWSC: Two-Way Stop Control
- Average delay in seconds/vehicle is reported for signalized and stop control intersections. For TWSC intersections the worst approach delay is reported.



- STOP SIGN
- TRAFFIC SIGNAL

Year 2021 Existing Plus Project Lane Configurations, Traffic Control Devices and Traffic Volumes
Weekday AM, Weekday PM and Weekend Midday Peak Hours
Fresno, California

Figure
6

KITTELSON & ASSOCIATES

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DRIVEWAY OPERATIONS

Traffic operations were evaluated at the Costco site driveways on N Riverside Dr adjacent to the proposed site accesses using Synchro, applying HCM 6th Edition methodologies. In addition, left-turn and right-turn lane needs were analyzed with project volumes utilizing guidance from the *National Cooperative Highway Research Program's (NCHRP) Report 279: Intersection Channelization Design Guide* and *NCHRP Report 457: Evaluating Intersection Improvements: An Engineering Study Guide*. The analyses were conducted using Saturday midday volumes as they represented the highest volumes at the driveways.

Turn Lane Assessment

Turn lane opportunities were analyzed for the site accesses along N Riverside Dr and W Herndon Ave with the findings summarized in Table 9. *Appendix D* contains the turn lane analysis worksheets.

Table 9: Existing Plus Project, Turn Lane Analysis Results

No.	Intersection	Proposed Access Type	Turn Lane	Threshold Met
2	N Riverside Dr/ W Fir Ave	Full-Movement Two-Way Stop-Controlled	NB Right Turn Lane	***Yes***
			SB Left Turn Lane	No
A	N Riverside Dr/ Site Access A	Right-In Right-Out Stop-Controlled	NB Right Turn Lane	No
C	N Riverside Dr/ Site Access C	Right-In, Right-Out Stop-Controlled	NB Right Turn Lane	***Yes***
D	Site Access D/ W Herndon Ave	Left-In, Right-In, Right-Out Stop Controlled	WB Right-Turn Lane	***Yes***
			EB Left-Turn Lane	***Yes***

Source: Kittelson & Associates, Inc., 2023

N Riverside Dr at W Fir Ave and at Site Access C satisfy the right-turn thresholds with Existing Plus Project traffic volumes.

The curb-to-curb width at N Riverside Dr for the northbound approach at W Fir Ave is about 60 feet, with a 5-foot bike lane, two 11-foot southbound travel lanes, an 11.5-foot northbound left turn lane, and an 18.5-foot northbound lane. A northbound right-turn lane can be accommodated if the roadway is widened onto the project site.

The curb-to-curb width at N Riverside Dr for the northbound approach at Site Access C is about 65 feet, with a 5-foot bike lane, 11-foot southbound travel lanes, a concrete median, and about 30 feet of asphalt in the northbound direction. A northbound right-turn lane may be accommodated if the median is moved, and/or the roadway is widened onto the project site.

While Site Accesses A and C meet the threshold for a right-turn lane, the project already will construct a second northbound travel lane along the project frontage between W Herndon Ave and W Spruce Ave. At W Spruce Ave, there is not a second receiving lane to the north of the intersection. Therefore, the second northbound lane would function as a right-turn lane at the intersection and would not carry through traffic. Given the lower speeds expected on the section of N Riverside Dr along the project frontage and the absence of a second receiving lane to the north of W Spruce Ave, the second northbound lane constructed as part of the project could accommodate right-turn traffic entering the project site while through traffic uses the inner lane.

SIGNAL WARRANTS

The *Manual on Uniform Traffic Control Devices* (MUTCD) identifies nine warrants for traffic signal installation. The first three volume-based warrants (#1-Eight Hour, #2-Four Hour, #3-Peak Hour) were evaluated based on traffic volumes for Existing Plus Project conditions. *Appendix E* contains the signal warrants worksheets.

Table 10: Existing Plus Project Conditions, Signal Warrants

No.	Intersection	Proposed Access Type	Warrant	Threshold Met
1	N Riverside Dr/ W Spruce Ave	PM	#1 - Eight-Highest	No
			#2 – Four-Hour	No
			#3 – Peak Hour	No
		SAT	#1 - Eight-Highest	No
			#2 – Four-Hour	No
			#3 – Peak Hour	No
2	N Riverside Dr/ W Fir Ave	PM	#1 - Eight-Highest	***Yes***
			#2 – Four-Hour	***Yes***
			#3 – Peak Hour	***Yes***
		SAT	#1 - Eight-Highest	***Yes***
			#2 – Four-Hour	***Yes***
			#3 – Peak Hour	***Yes***
D	Site Access D/ W Herndon Ave	PM	#1 – Eight Highest	No
			#2 – Four-Hour	No
			#3 – Peak Hour	***Yes***
		SAT	#1 – Eight Highest	***Yes***
			#2 – Four Hour	***Yes***
			#3 – Peak Hour	***Yes***

Source: Kittelson & Associates, Inc., 2023

For N Riverside Dr/W Fir Ave, the threshold for warrants 1, 2, and 3 are met on a weekday and Saturday. Based on this finding and the proposed location of the primary full-access driveway to the project site at this intersection, it is recommended that a signal be installed at this location.

For Site Access D on W Herndon Ave, the threshold for warrant 3 is met on a weekday and the threshold for warrants 1, 2, and 3 are met on Saturday. Given the proximity of Site Access D to the signalized N Riverside Dr/W Herndon Ave intersection (800' to the east), the minor access characterization of Site Access D, and that the intersection is expected to operate within City standard, installation of a signal is not recommended at this location.

95TH PERCENTILE QUEUES

An analysis of 95th percentile queue lengths was performed using Synchro software version 10. Queue lengths are presented in Table 11 for the Existing peak hours. The longest queue present during any of the three peak hours is shown in the table. The study intersections were found to mostly have sufficient storage to contain the 95th percentile queue lengths. Exceptions to this are:

- **N Riverside Dr/W Fir Ave (Intersection 2):** The queue for exiting the project site (westbound approach) is predicted to extend well within the site during the Saturday midday peak hour.
- **N Riverside Dr/W Herndon Ave (Intersection 3):** Northbound left, southbound left, southbound right, and eastbound left movements are predicted to exceed available capacity during the PM peak hour.
- **N Golden State Blvd/W Herndon Ave (Intersection 4):** Southbound left, eastbound through, and westbound right are predicted to exceed available capacity during the PM peak hour.

Appendices B, C, and F contain queue length summary reports for the different scenarios.

Table 11: Existing Plus Project Conditions, 95th Percentile Queues

No.	Intersection	Scenario	Northbound			Southbound			Eastbound			Westbound		
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	N Riverside Dr/ W Spruce Ave	Storage	150	375	100		-		80	225			575	
		Existing SAT	25	25	-		25		25	25			-	
		Existing + Project SAT	25	25	25		25		25	25			125	
2	N Riverside Dr/ W Fir Ave	Storage	225	250			375			225			700	
		Existing SAT	25	-			25			25			-	
		Existing + Project SAT	25	25			25			25			***>1,000***	
		Existing + Project SAT with Improvements	25	175			125			25			575	
3	N Riverside Dr/ W Herndon Ave	Storage	225	-	225	325	-	100	225	-	275	225	-	
		Existing PM	***275***	75	50	100	25	25	250	300	50	100	600	
		Existing + Project PM	***275***	50	50	***625***	25	***625***	***1,325***	375	50	150	950	
		Existing + Project PM with Improvements	***275***	75	50	***450***	25	***500***	***450***	375	50	150	875	25
4	N Golden State Blvd/ W Herndon Ave	Storage	150	300	150	275	600	175	250	500	350	150	325	325
		Existing PM	50	50	75	***300***	75	50	50	300	25	75	***450***	275
		Existing + Project PM	50	50	100	***425***	75	50	50	425	25	100	***700***	***550***
		Existing + Project PM with Improvements	50	75	100	***475***	100	50	75	500	25	150	***750***	***400***
5	SR 99 NB Off Ramp/ W Herndon Ave	Storage	275	-	650		-			500			550	
		Existing PM	125	-	175		-			200			325	
		Existing + Project PM	100	-	300		-			200			375	
6	N Parkway Dr/ W Herndon Ave	Storage	-	500	150	125	300	-		-		500	-	175
		Existing PM	-	25	50	250	50	-		-		150	-	25
		Existing + Project PM	-	25	50	250	50	-		-		375	-	150
A	N Riverside Dr/ Site Access A	Storage		-			-			-			700	
		Existing SAT		-			-			-			-	
		Existing + Project SAT		-			-			-			25	
C	N Riverside Dr/ Site Access C	Storage		-			-			-			300	
		Existing SAT		-			-			-			-	
		Existing + Project SAT		-			-			-			25	
D	Site Access D/ W Herndon Ave	Storage		-		-	-	1000	100	-	-		-	
		Existing SAT		-		-	-	-	-	-	-		-	
		Existing + Project SAT		-		-	-	25	25	-	-		-	

Source: Kittelson & Associates, Inc. 2023
Intersections analyzed using HCM 6 methodologies
Queue lengths reported in feet (rounded to the nearest vehicle length)
Intersections shaded in gray represent locations where queue lengths would exceed storage.

RECOMMENDED OFF-SITE IMPROVEMENTS

The following improvements in conjunction with site development would mitigate the Existing Plus Project traffic operations to a level that satisfies City intersection performance requirements.

- **N Riverside Dr/W Fir Ave (Intersection 2):** Signalize intersection.
- **N Riverside Dr/W Herndon Ave (Intersection 3):** Restripe existing eastbound approach to include second eastbound left turn lane. Extend eastbound left-turn lane an additional 150 feet, repurposing the raised median in the roadway cross section. Add southbound right-turn overlap to traffic signal.
    - **Note:** A revision of the signal timing to change all left turns from protected only to protected-permitted would mitigate the intersection to a level that satisfies performance requirements. However, the City does not support protected-permitted left-turns for this location.
- **N Golden State Blvd/W Herndon Ave (Intersection 4):** Revise signal phasing to optimize green-time allocation relative to anticipated volumes. For the westbound approach, the queue would extend past the N Weber Ave intersection. To reduce queue blockage of the intersection, "DO NOT BLOCK" pavement markings are recommended for the full width of N Weber Ave. On the north leg, reconstruct the median to extend the southbound dual left-turn pocket as far north as possible without interfering with the existing northbound left-turn pocket at W Kathryn Ave.

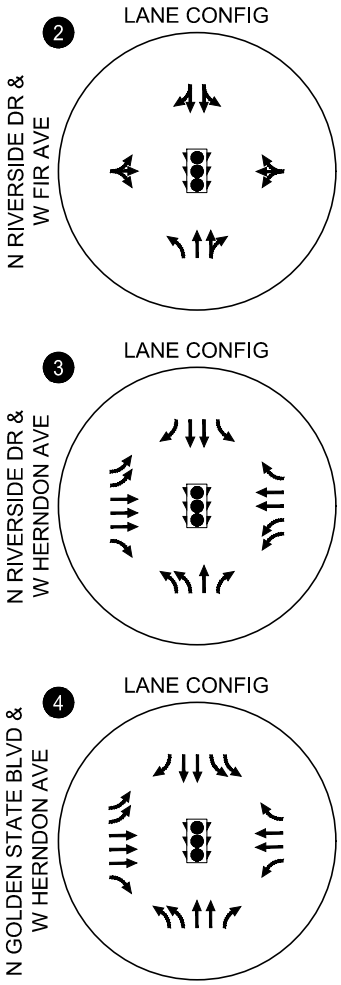
Table 12 presents the operations at the intersections with the recommended improvements. Figure 7 illustrates the resultant lane configurations and traffic control devices at the intersections with recommended geometric improvements. *Appendix F* contains Synchro output reports for the Existing Plus Project Conditions.

Table 12: Existing Plus Project Conditions with Off-Site Improvements, Intersection Operations

No.	Location	Control	Peak Hour	Delay	LOS
2	N Riverside Dr/W Fir Ave	Signal	AM	4.8	A
			PM	15.7	B
			SAT	44.3	D
3	N Riverside Dr/W Herndon Ave	Signal	AM	51.9	D
			PM	***86.0***	***F***
			SAT	***76.5***	***E***
4	N Golden State Blvd/W Herndon Ave	Signal	AM	34.2	C
			PM	45.2	D
			SAT	46.3	D

Source: Kittelson & Associates, Inc., 2023

Note:
- Synchro 10th Edition and HCM 6th Edition methodology were used.
- City of Fresno LOS Standard D for Signalized and Unsignalized Intersections
- Average delay in seconds/ vehicle is reported for signalized and stop control intersections.



Proposed Intersection Improvements
Fresno, California

Figure
7

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FUTURE CONDITIONS

The future traffic conditions analysis forecasts how the study intersections would operate in the Year 2042 with the traffic generated by regional growth and development in the area assuming completion of planned transportation projects. regional growth and planned transportation improvements in the project area. Future volumes were developed using the Fresno Council of Governments (FCOG) transportation system model. The model provides expected future AM and PM traffic volumes. In the study area an additional State Highway interchange is planned to the south of W Herndon Ave and north of W Shaw Ave. This planned interchange results in lower traffic volumes within the immediate project vicinity. The future PM volumes from the model were used to develop the future Saturday midday volumes by applying the projected trip growth factors realized in the PM peak hour to the Saturday volumes.

INTERSECTION OPERATIONS

Traffic volumes for Future Conditions prior to project site development were developed using a compounded growth rate approach. Specifically, existing traffic volumes were multiplied by a compounded growth rate developed using the Fresno Coalition of Governments (Fresno COG) countywide travel demand model. Future peak hour turning movement volumes are presented in Figure 8.

As shown in Table 13, all study intersections are projected to operate acceptably at LOS D or better under Future Conditions, except under the following scenario:

- N Riverside Dr/W Herndon Ave (Intersection 3)
    - PM Peak Hour (LOS E)

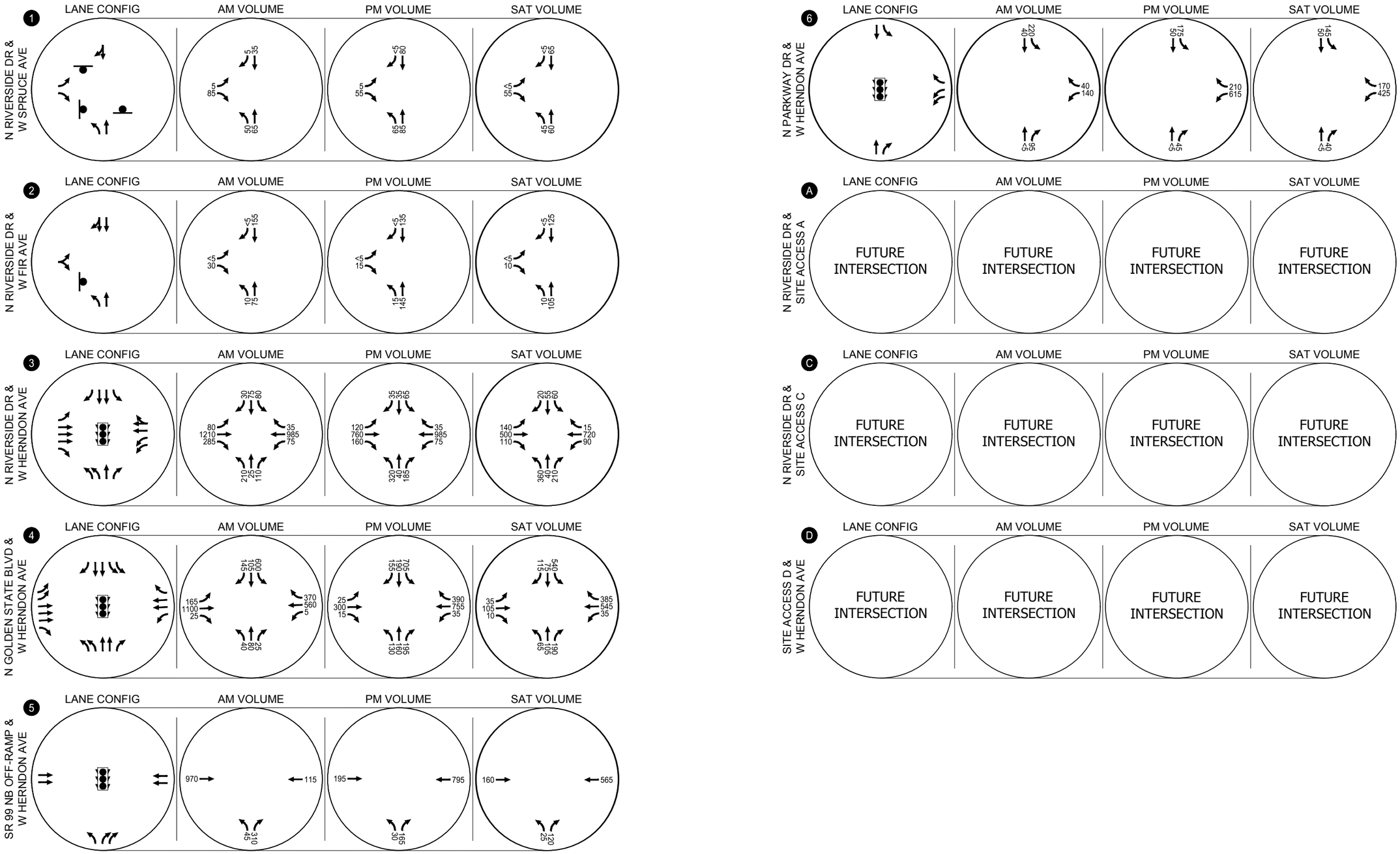
Appendix G includes Synchro output reports for Future Conditions.

Table 13: Future Conditions, Intersection Operations

No.	Location	Control	Peak Hour	Delay	LOS
1	N Riverside Dr/W Spruce Ave	AWSC	AM	7.9	A
			PM	8.1	A
			SAT	7.9	A
2	N Riverside Dr/W Fir Ave	TWSC	AM	8.9	A
			PM	8.8	A
			SAT	8.7	A
3	N Riverside Dr/W Herndon Ave	Signal	AM	25.8	A
			PM	***76.6***	***E***
			SAT	32.2	C
4	N Golden State Blvd/W Herndon Ave	Signal	AM	28.4	C
			PM	42.1	D
			SAT	34.6	C
5	SR 99 NB Off Ramp/W Herndon Ave	Signal	AM	15.1	B
			PM	10.5	B
			SAT	9.9	A
6	N Parkway Dr/W Herndon Ave	Signal	AM	26.1	C
			PM	16.5	B
			SAT	15.2	B

Source: Kittelson & Associates, Inc., 2023

Note:
- Synchro Version 10 and HCM 6th Edition methodology were used.
- City of Fresno LOS Standard D for Signalized and Unsignalized Intersections
- **Bolded and italicized** indicate intersections operating beyond the City of Fresno standard.
- AWSC: All-Way Stop Control
- TWSC: Two-Way Stop Control
- Average delay in seconds/vehicle is reported for signalized and stop control intersections. For TWSC intersections the worst approach delay is reported.



- STOP SIGN
- TRAFFIC SIGNAL

Year 2042 Future Lane Configurations, Traffic Control Devices and Traffic Volumes
Weekday AM, Weekday PM and Weekend Midday Peak Hours
Fresno, California

Figure
8

KITTELSON & ASSOCIATES

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FUTURE PLUS PROJECT CONDITIONS

The potential effects of the project on future traffic operations at the study intersections are discussed in this section. This analysis includes the reclassification of W Herndon Ave from an expressway to a major arterial. As an expressway, no direct site access is permitted onto the roadway. Under the reclassification scenario the site proposes an additional left-in, right-in, right-out intersection onto W Herndon Ave.

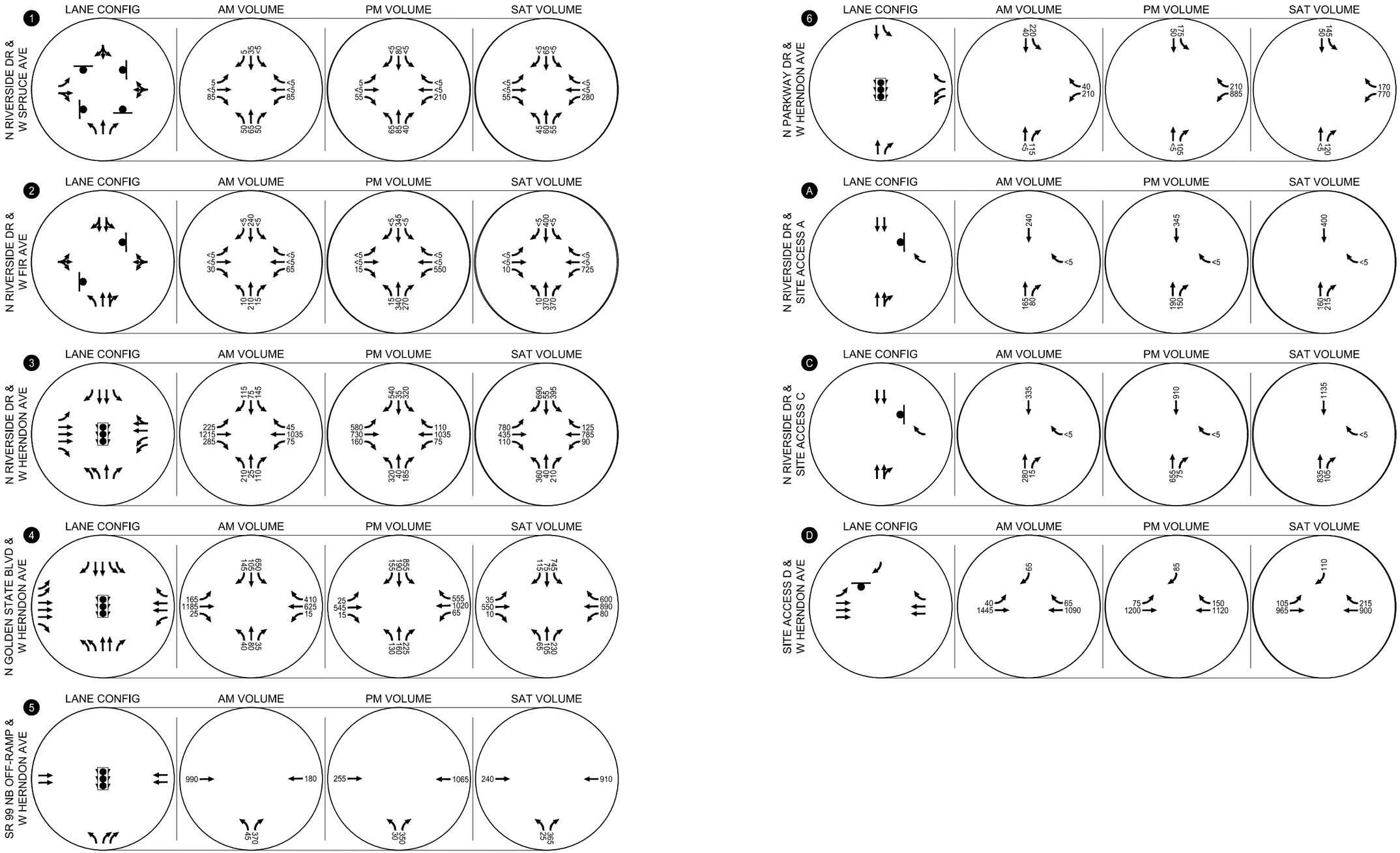
INTERSECTION OPERATIONS

Traffic volumes for Future Plus Project conditions were developed using an additive approach. Project trips were added to Future Conditions traffic on the roadway network to develop the volumes for the Future Plus Project with reclassification conditions. Future Plus Project with reclassification turning movement volumes for weekday AM, PM and Saturday peak hours are presented in Figure 9.

As shown in Table 14, the following study intersections would operate at unacceptable LOS during the analysis periods listed:

- N Riverside Dr/W Fir Ave (Intersection 2)
    - PM Peak Hour (LOS F)
    - Saturday Midday Peak Hour (LOS F)
- N Riverside Dr/W Herndon Ave (Intersection 3)
    - AM Peak Hour (LOS E)
    - PM Peak Hour (LOS F)
    - Saturday Midday Peak Hour (LOS F)
- N Golden State Blvd/W Herndon Ave (Intersection 4)
    - PM Peak Hour (LOS E)
    - Saturday Midday Peak Hour (LOS E)

Appendix H includes Synchro output reports for Future Plus Project conditions.



- STOP SIGN
- TRAFFIC SIGNAL

Year 2042 Future Plus Project Lane Configurations, Traffic Control Devices and Traffic Volumes
Weekday AM, Weekday PM and Weekend Midday Peak Hours
Fresno, California

Figure
9

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Table 14: Future Plus Project Conditions, Intersection Operations

No.	Location	Control	Peak Hour	Delay	LOS
1	N Riverside Dr/W Spruce Ave	AWSC	AM	8.5	A
			PM	10.5	B
			SAT	11.7	B
2	N Riverside Dr/W Fir Ave	TWSC	AM	13.0	B
			PM	***>50***	***F***
			SAT	***>50***	***F***
3	N Riverside Dr/W Herndon Ave	Signal	AM	***56.9***	***E***
			PM	***>80***	***F***
			SAT	***>80***	***F***
4	N Golden State Blvd/W Herndon Ave	Signal	AM	31.4	C
			PM	***76.2***	***E***
			SAT	***68.9***	***E***
5	SR 99 NB Off Ramp/W Herndon Ave	Signal	AM	16.1	B
			PM	14.7	B
			SAT	15.6	B
6	N Parkway Dr/W Herndon Ave	Signal	AM	23.9	C
			PM	16.4	B
			SAT	16.9	B
A	N Riverside Dr/Site Access A	TWSC	AM	<1	A
			PM	<1	A
			SAT	<1	A
C	N Riverside Dr/Site Access C	TWSC	AM	<1	A
			PM	<1	A
			SAT	<1	A
D	Site Access D/W Herndon Ave	TWSC	AM	14.5	B
			PM	15.4	C
			SAT	13.9	B

Source: Kittelson & Associates, Inc., 2023

Note:
- Synchro Version 10 and HCM 6th Edition methodology were used.
- City of Fresno LOS Standard D for Signalized and Unsignalized Intersections
- **Bolded and italicized** indicate intersections operating beyond the City of Fresno standard.
- AWSC: All-Way Stop Control
- TWSC: Two-Way Stop Control
- Average delay in seconds/vehicle is reported for signalized and stop control intersections. For TWSC intersections the worst approach delay is reported.

FUTURE DRIVEWAY OPERATIONS

Traffic operations at the Costco site driveways on N Riverside Dr and W Herndon Ave adjacent to the proposed site accesses were also evaluated with the revised site access for the weekday AM, PM and Saturday midday peak hours.

Turn Lane Assessment

Turn lane opportunities were analyzed for the site accesses along N Riverside Dr and W Herndon Ave. The warrant analysis used the AASHTO Green Book. The warrants were developed using Saturday midday volumes as they represented the highest volumes at the driveways. Appendix I contains the turn lane warrants worksheets.

Table 15 shows the results of the turn lane analysis at the site access locations.

Table 15: Future Plus Project Conditions, Turn Lane Analysis Results

No.	Intersection	Proposed Access Type	Turn Lane	Threshold Met
2	N Riverside Dr/ W Fir Ave	Full-Movement Two-Way Stop-Controlled	NB Right Turn Lane	**Yes**
			SB Left Turn Lane	No
A	N Riverside Dr/ Site Access A	Right-In Right-Out Two-Way Stop-Controlled	NB Right Turn Lane	No
C	N Riverside Dr/ Site Access C	Right-In, Right-Out Two-Way Stop-Controlled	NB Right Turn Lane	**Yes**
D	Site Access A/ W Herndon Ave	Left-In, Right-In, Right-Out Two-Way Stop-Controlled	WB Right Turn Lane	**Yes**
			EB Left Turn Lane	**Yes**

Source: Kittelson & Associates, Inc., 2023

Like the Existing Plus Project condition, N Riverside Dr at W Fir Ave and at Site Access C meet the right-turn assessment with Future Plus Project traffic volumes.

In addition, westbound right turn and eastbound left turn lane warrants are also met at Site Access A and W Herndon Ave. Currently, the curb-to-curb right of way on W Herndon Ave at the proposed site access is approximately 95 feet, with 5 12-foot travel lanes (3 eastbound and 2 westbound lanes) and a 25-foot median. Turn lanes can likely be accommodated on W Herndon Ave while maintaining current lane widths if the median is removed.

SIGNAL WARRANTS

The MUTCD 8-hour, 4-hour and peak hour traffic signal warrants were analyzed for the Future Plus Project conditions. Results are presented in Table 16. *Appendix J* contains the signal warrants worksheets.

Table 16: Future Plus Project Conditions, Signal Warrants

No.	Intersection	Peak Hour	Warrant	Threshold Met
1	N Riverside Dr/W Spruce Ave	PM	#1 - Eight-Highest	No
			#2 – Four-Hour	No
			#3 – Peak Hour	No
		SAT	#1 - Eight-Highest	No
			#2 – Four-Hour	No
			#3 – Peak Hour	No
2	N Riverside Dr/W Fir Ave	PM	#1 - Eight-Highest	***Yes***
			#2 – Four-Hour	***Yes***
			#3 – Peak Hour	***Yes***
		SAT	#1 - Eight-Highest	***Yes***
			#2 – Four-Hour	***Yes***
			#3 – Peak Hour	***Yes***
D	Site Access D/W Herndon Ave	PM	#1 - Eight-Highest	No
			#2 – Four-Hour	No
			#3 – Peak Hour	***Yes***
		SAT	#1 - Eight-Highest	***Yes***
			#2 – Four-Hour	***Yes***
			#3 – Peak Hour	***Yes***

Source: Kittelson & Associates, Inc., 2023

Like the Existing Plus Project conditions, warrants 1, 2, and 3 are met for N Riverside Dr and W Fir Ave under Future Plus Project conditions. Therefore, it is recommended that a signal be installed at this location. Warrants are not met at any additional locations.

For Site Access D on W Herndon Ave, the threshold for warrant 3 is met on a weekday and the threshold for warrants 1, 2, and 3 are met on Saturday. Given the proximity of Site Access D to the signalized N Riverside Dr/W Herndon Ave intersection (800' to the east), the minor access characterization of Site Access D, and that the intersection is expected to operate within City standard, installation of a signal is not recommended at this location.

95TH PERCENTILE QUEUES

An analysis of 95th percentile queue lengths was performed using Synchro software version 10. Queue lengths presented in Table 17 for the Existing peak hours. The longest queue present during any of the three peak hours is shown in the table. The study intersections were found to mostly have sufficient storage to contain the 95th percentile queue lengths. Exceptions to this are:

- **N Riverside Dr/W Fir Ave (Intersection 2):** Westbound approach: expected to exceed available capacity on Saturdays
- **N Riverside Dr/W Herndon Ave (Intersection 3):** Northbound left, southbound left, southbound right, and eastbound left movements: expected to exceed available capacity during the PM peak hour
- **N Golden State Blvd/W Herndon Ave (Intersection 4):** Southbound left, eastbound through, and westbound right: expected to exceed available capacity during the PM peak hour

All intersections and movements that exceed the storage capacity under Future Conditions with reclassification also exceed the storage capacity under Existing Plus Project conditions. No new movements exceed the storage capacity.

Appendices G, H and K contain queue length summary reports for the different scenarios.

Table 17: Future Plus Project Conditions, 95th Percentile Queues

No.	Intersection	Scenario	Northbound			Southbound			Eastbound			Westbound		
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	N Riverside Dr/ W Spruce Ave	Storage	150	375	100		-		80	225			575	
		Future SAT	25	25	25		25		25	25			-	
		Future + Project SAT	25	25	25		25		25	25			75	
2	N Riverside Dr/ W Fir Ave	Storage	225	250			375			225			700	
		Future SAT	25	-			-			25			-	
		Future + Project SAT	25	-			25			25			***>1000***	
		Future + Project SAT with Improvements	25	150			125			25			525	
3	N Riverside Dr/ W Herndon Ave	Storage	225	-	225	325	-	100	225	-	275	225	-	
		Future PM	***325***	75	75	125	50	25	175	175	50	50	475	
		Future + Project PM	***325***	75	75	***675***	25	***650***	***1225***	225	50	75	775	
		Future + Project PM with Improvements	175	75	75	***400***	25	550	***675***	200	50	50	700	25
4	N Golden State Blvd/ W Herndon Ave	Storage	150	300	150	275	600	175	250	400	350	150	325	325
		Future PM	75	100	125	***400***	100	50	25	75	25	50	325	50
		Future + Project PM	75	100	200	***550***	100	50	25	***150***	25	100	***500***	325
		Future + Project PM with Improvements	75	125	150	***450***	100	50	25	***150***	25	100	***500***	***125***
5	SR 99 NB Off-Ramp/ W Herndon Ave	Storage	275	-	650		-			500			550	
		Future PM	50	-	50		-			25			25	
		Future + Project PM	50	-	50		-			25			150	
6	N Parkway Dr/ W Herndon Ave	Storage	-	500	150	125	300	-		-		500	-	175
		Future PM	-	25	25	175	25	-		-		50	-	25
		Future + Project PM	-	25	25	175	50	-		-		275	-	75
A	N Riverside Dr/ Site Access A	Storage		-			-			-			700	
		Existing SAT		-			-			-			-	
		Existing + Project SAT		-			-			-			25	
B	N Riverside Dr/ Site Access C	Storage		-			-			-			300	
		Existing SAT		-			-			-			-	
		Existing + Project SAT		-			-			-			25	
C	Site Access D/ W Herndon Ave	Storage		-			1000		100	-	-			
		Existing SAT		-			-		-	-	-			
		Existing + Project SAT		-			25		25	-	-			

Source: Kittelson & Associates, Inc. 2023
Intersections analyzed using HCM 6 methodologies
Queue lengths reported in feet (rounded to the nearest vehicle length)
Intersections shaded in gray represent locations where queue lengths would exceed storage.

RECOMMENDED OFF-SITE IMPROVEMENTS

To improve upon intersection operations at locations that would operation beyond the standard, Kittelson recommends the following improvements:

- **N Riverside Dr/W Fir Ave (Intersection 2):** Signalize intersection.

- **N Riverside Dr/W Herndon Ave (Intersection 3):** Restripe existing eastbound approach to include second eastbound left turn lane. Extend eastbound left-turn lane an additional 150 feet, repurposing the raised median in the roadway cross section. Add southbound right-turn overlap to traffic signal.
    - **Note:** A revision of the signal timing to change the northbound and southbound left turns from protected only to protected-permitted would mitigate the intersection to a level that satisfies performance requirements. However, the City does not support protected-permitted left-turns for this location.
- **N Golden State Blvd/W Herndon Ave (Intersection 4):** Revise signal phasing to optimize green-time allocation relative to anticipated volumes. For the westbound approach, the queue would extend past the N Weber Ave intersection. To reduce queue blockage of the intersection, "DO NOT BLOCK" pavement markings are recommended for the full width of N Weber Ave. On the north leg, reconstruct the median to extend the southbound dual left-turn pocket as far north as possible without interfering with the existing northbound left-turn pocket at W Kathryn Ave.

Table 18 presents the operations at the intersections with the recommended improvements. *Appendix K* contains Synchro output reports.

Table 18: Future Plus Project with Reclassification Conditions with Off-Site Improvements, Intersection Operations

No.	Location	Control	Peak Hour	Delay	LOS
2	N Riverside Dr/W Fir Ave	Signal	AM	4.5	A
			PM	15.7	B
			SAT	29.9	C
3	N Riverside Dr/W Herndon Ave	Signal	AM	32.3	C
			PM	***73.7***	***E***
			SAT	***78.4***	***E***
4	N Golden State Blvd/W Herndon Ave	Signal	AM	31.4	C
			PM	49.4	D
			SAT	48.4	D

Source: Kittelson & Associates, Inc., 2023

Note:
- Synchro Version 10 and HCM 6th Edition methodology were used.
- City of Fresno LOS Standard D for Signalized and Unsignalized Intersections
- Average delay in seconds/vehicle is reported for signalized and stop control intersections.

FUTURE PLUS PROJECT CONDITIONS WITHOUT RECLASSIFICATION OF W HERNDON AVE

The Future Plus Project conditions without reclassification of W Herndon Ave analysis forecasts how the study intersections would operate with the traffic generated by the proposed project development and assumes no direct access were provided to W Herndon Ave. If W Herndon Ave remained an expressway, no direct site access would be permitted onto the roadway. Therefore, this analysis excludes the reclassification of W Herndon Ave from an expressway to a major arterial (which is assumed for the plus project conditions), and project trips that were routed to/from the Site Access D and W Herndon Ave location were redistributed to the other site accesses. The analysis includes quantification of the potential affects to traffic operations due to project traffic without the roadway reclassification.

INTERSECTION OPERATIONS

Traffic volumes for Future Plus Project conditions without reclassification of W Herndon Ave were developed using an additive approach. Project trips shown in Table 7 were added to Future Conditions traffic on the roadway network to develop the volumes for the Future Plus Project conditions without Reclassification of W Herndon Ave. Project-only volumes for this scenario for weekday AM, PM and Saturday peak hours are presented in Figure 10. Turning movement volumes for Future Plus Project conditions without reclassification of W Herndon Ave are presented in Figure 11.

As shown in Table 19, the following study intersections would operate at unacceptable LOS during the analysis periods listed under Future Plus Project conditions without reclassification of W Herndon Ave:

- N Riverside Dr/W Fir Ave (Intersection 2)
    - PM Peak Hour (LOS F)
    - Saturday Midday Peak Hour (LOS F)
- N Riverside Dr/W Herndon Ave (Intersection 3)
    - AM Peak Hour (LOS E)
    - PM Peak Hour (LOS F)
    - Saturday Midday Peak Hour (LOS F)
- N Golden State Blvd/W Herndon Ave (Intersection 4)
    - PM Peak Hour (LOS E)
    - Saturday Midday Peak Hour (LOS E)

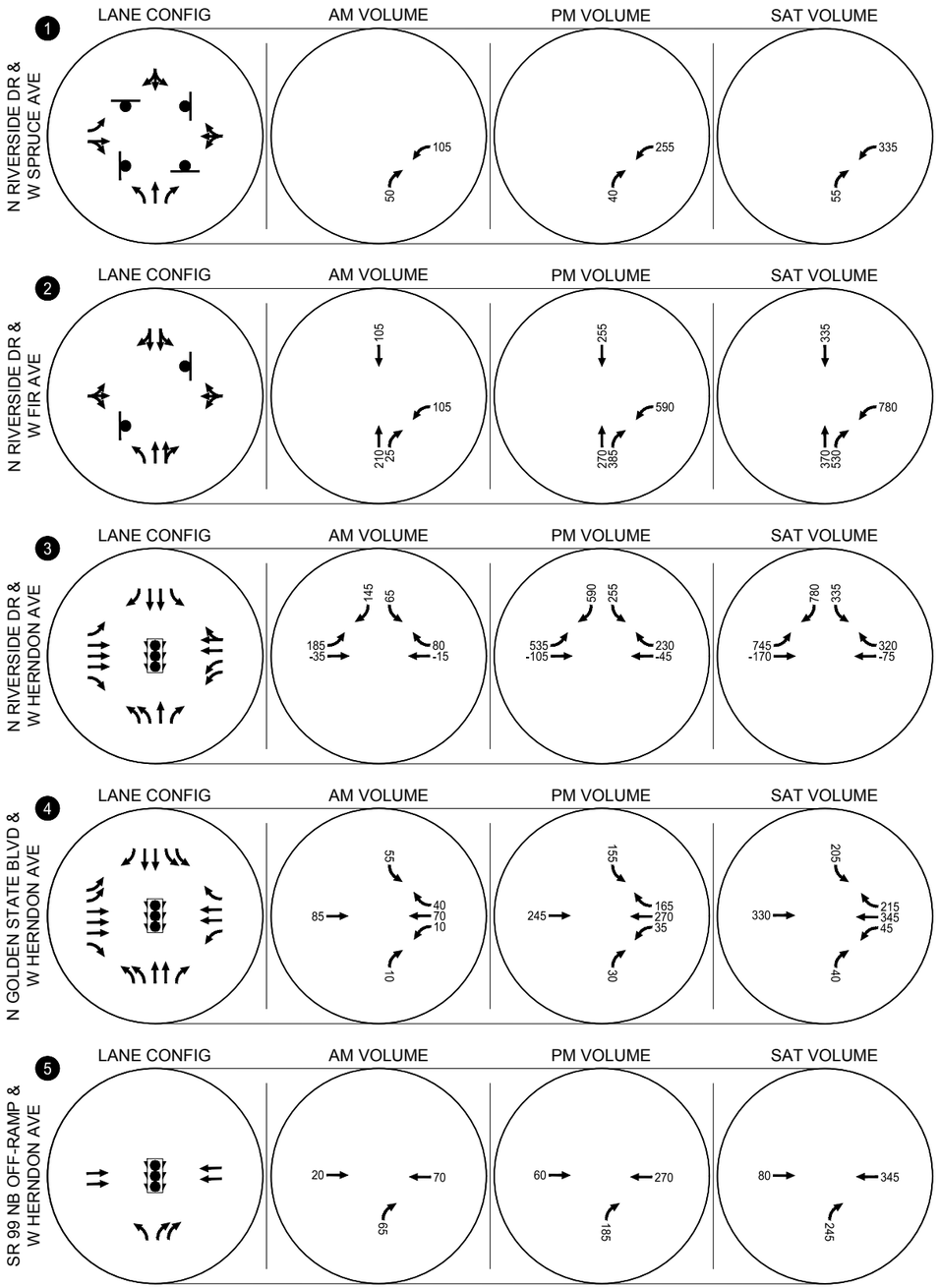
Appendix L includes Synchro output reports for Future Plus Project conditions without reclassification of W Herndon Ave.

Table 19: Future Plus Project Conditions without Reclassification of W Herndon Ave, Intersection Operations

No.	Location	Control	Peak Hour	Delay	LOS
1	N Riverside Dr/W Spruce Ave	AWSC	AM	8.7	A
			PM	11.4	B
			SAT	13.8	B
2	N Riverside Dr/W Fir Ave	TWSC	AM	16.1	C
			PM	***>50***	***F***
			SAT	***>50***	***F***
3	N Riverside Dr/W Herndon Ave	Signal	AM	***72.9***	***E***
			PM	***>80***	***F***
			SAT	***>80***	***F***
4	N Golden State Blvd/W Herndon Ave	Signal	AM	31.4	C
			PM	***76.2***	***E***
			SAT	***68.9***	***E***
5	SR 99 NB Off Ramp/W Herndon Ave	Signal	AM	16.1	B
			PM	14.7	B
			SAT	15.6	B
6	N Parkway Dr/W Herndon Ave	Signal	AM	23.9	C
			PM	16.4	B
			SAT	16.9	B
A	N Riverside Dr/Site Access A	TWSC	AM	<1	A
			PM	<1	A
			SAT	<1	A
C	N Riverside Dr/Site Access C	TWSC	AM	<1	A
			PM	<1	A
			SAT	<1	A

Source: Kittelson & Associates, Inc., 2023

Note:
- Synchro Version 10 and HCM 6th Edition methodology were used
-City of Fresno LOS Standard D for Signalized and Unsignalized Intersections
- **Bolded and italicized** indicate intersections operating beyond the City of Fresno standard
- AWSC: All-Way Stop Control
- TWSC: Two-Way Stop Control
- Average delay in seconds/vehicle is reported for signalized and stop control intersections. For TWSC intersections the worst approach delay is reported.



- STOP SIGN
- TRAFFIC SIGNAL

Project Trip Volumes Without Reclassification of W Herndon Ave
Weekday AM, Weekday PM and Weekend Midday Peak Hours
Fresno, California

Figure
10

KITTELSON & ASSOCIATES

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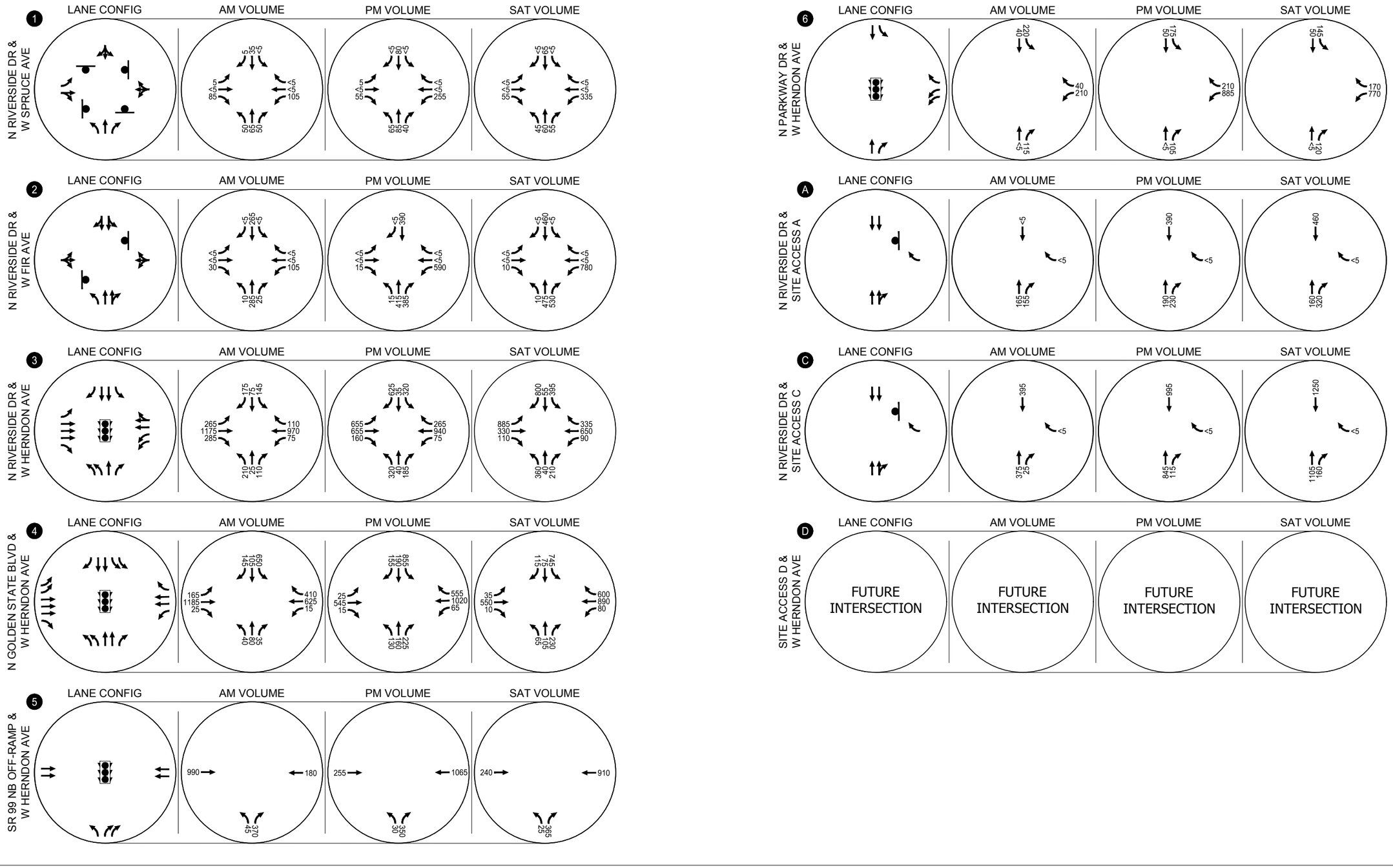

- STOP SIGN
- TRAFFIC SIGNAL

Year 2042 Future Plus Project Without Reclassification of W Herndon Ave, Lane Configurations, Traffic Control Devices and Traffic Volumes
Weekday AM, Weekday PM and Weekend Midday Peak Hours
Fresno, California

Figure
11

KITTELSON & ASSOCIATES

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FUTURE DRIVEWAY CONSIDERATIONS

In addition to the operations analysis results presented in Table 14, the potential need for right and left turn lanes as well as signalization was evaluated for the three project driveways using the methodologies cited earlier in this report.

Turn Lane Assessment

Turn lane opportunities were analyzed for the site accesses along N Riverside Dr and W Herndon Ave using Saturday midday peak hour volumes as they represented the highest volumes projected at the driveways. *Appendix M* contains the turn lane analysis worksheets.

Table 20 shows the results of the turn lane analysis at the site access locations.

Table 20: Future Plus Project Conditions without Reclassification of W Herndon Ave, Turn Lane Analysis Results

No.	Intersection	Proposed Access Type	Turn Lane	Threshold Met
2	N Riverside Dr/ W Fir Ave	Full-Movement Two-Way Stop-Controlled	NB Right Turn Lane	***Yes***
			SB Left Turn Lane	No
A	N Riverside Dr/ Site Access A	Right-In Right-Out Two-Way Stop-Controlled	NB Right Turn Lane	***Yes***
C	N Riverside Dr/ Site Access C	Right-In, Right-Out Two-Way Stop-Controlled	NB Right Turn Lane	***Yes***

Source: Kittelson & Associates, Inc., 2023

Like the Existing Plus Project condition, N Riverside Dr at W Fir Ave and at Site Access C meet the right-turn warrant threshold under Future Plus Project conditions without reclassification of W Herndon Ave. Under Future Plus Project without Reclassification of W Herndon Ave conditions N Riverside Dr at Site Access A meet the right-turn warrant.

SIGNAL WARRANTS

The MUTCD 8-hour, 4-hour and peak hour traffic signal warrants were analyzed for the Future Plus Project conditions without reclassification of W Herndon Ave. *Appendix N* contains the signal warrants worksheets.

Table 21: Future Plus Project Conditions without Reclassification of W Herndon Ave, Signal Warrants

No.	Intersection	Proposed Access Type	Warrant	Threshold Met
1	N Riverside Dr/ W Spruce Ave	PM	#1 - Eight-Highest	No
			#2 – Four-Hour	No
			#3 – Peak Hour	No
		SAT	#1 - Eight-Highest	No
			#2 – Four-Hour	No
			#3 – Peak Hour	No
2	N Riverside Dr/ W Fir Ave	PM	#1 - Eight-Highest	***Yes***
			#2 – Four-Hour	***Yes***
			#3 – Peak Hour	***Yes***
		SAT	#1 - Eight-Highest	***Yes***
			#2 – Four-Hour	***Yes***
			#3 – Peak Hour	***Yes***

Source: Kittelson & Associates, Inc., 2023

Like the Existing Plus Project conditions, warrants 1, 2, and 3 are met for N Riverside Dr and W Fir Ave under Future Plus Project conditions without reclassification of W Herndon Ave. Based on this finding and the proposed location of the primary full-access driveway to the project site at this intersection, it is recommended that a signal be installed at this location.

95TH PERCENTILE QUEUES

Projected 95th percentile queues are presented in Table 22 for the Existing Plus Project conditions. The longest queue projected during the three peak hours is shown in the table for each movement reported. The following projected 95th percentile queues exceed the available storage:

- **N Riverside Dr/W Fir Ave (Intersection 2):** Westbound approach: expected to exceed available capacity on Saturday midday peak hour
- **N Riverside Dr/W Herndon Ave (Intersection 3):** Northbound left, southbound left, southbound right, and eastbound left movements: expected to exceed available capacity during the PM peak hour
- **N Golden State Blvd/W Herndon Ave (Intersection 4):** Southbound left, eastbound through, and westbound right: expected to exceed available capacity during the PM peak hour

All intersections and movements that exceed the storage capacity under Future Conditions also exceed the storage capacity under Existing Plus Project conditions. No new movements exceed the storage capacity relative to Existing Plus Project conditions.

Appendices G, L and O contain queue length summary reports for the different scenarios.

Table 22: Future Plus Project Conditions without Reclassification of W Herndon Ave, 95th Percentile Queues

No.	Intersection	Scenario	Northbound			Southbound			Eastbound			Westbound		
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	N Riverside Dr/Spruce Ave	Storage	150	375	100		-		80	225			575	
		Future SAT	25	25	25		25		25	25			-	
		Future + Project SAT	25	25	25		25		25	25			100	
2	N Riverside Dr/Fir Ave	Storage	225	250			375			225			700	
		Future SAT	25	-			-			25			-	
		Future + Project SAT	25	25			25			25			***>1,000***	
		Future + Project SAT with Improvements	25	150			100			25			600	
3	N Riverside Dr/Herndon Ave	Storage	225	-	225	325	-	100	225	-	275	225	-	
		Future PM	***325***	75	75	125	50	25	175	175	50	50	475	
		Future + Project PM	***325***	75	75	***650***	25	***825***	***>1,000***	200	50	65	850	
		Future + Project PM with Improvements	175	75	75	***400***	25	650	***400***	175	50	75	650	150
4	Golden State Blvd/Herndon Ave	Storage	150	300	150	275	600	175	250	400	350	150	325	325
		Future PM	75	100	125	***400***	100	50	25	75	25	50	325	50
		Future + Project PM	75	100	200	***550***	100	50	25	***150***	25	100	***500***	325
		Future + Project PM with Improvements	75	125	150	***450***	100	50	25	***150***	25	100	***500***	***125***
5	SR 99 NB Off-Ramp/Herndon Ave	Storage	275	-	650		-			500			550	
		Future PM	50	-	50		-			25			25	
		Future + Project PM	50	-	50		-			25			150	
6	N Parkway Dr/Herndon Ave	Storage	-	500	150	125	300	-		-		500	-	175
		Future PM	-	25	25	175	25	-		-		50	-	25
		Future + Project PM	-	25	25	175	50	-		-		275	-	75

Source: Kittelson & Associates, Inc. 2020
Intersections analyzed using HCM 6 methodologies
Queue lengths reported in feet (rounded to the nearest vehicle length)
Intersections shaded in gray represent locations where queue lengths would exceed storage.

RECOMMENDED OFF-SITE IMPROVEMENTS

The following improvements are recommended in conjunction with project development to address project trip effects to traffic operations and to restore acceptable operations to respective intersections:

- **N Riverside Dr/W Fir Ave (Intersection 2):** Signalize intersection.
- **N Riverside Dr/W Herndon Ave (Intersection 3):** Restripe existing eastbound approach to include second eastbound left turn lane. Extend eastbound left-turn lane an additional 150 feet, repurposing the raised median in the roadway cross section. Add southbound right-turn overlap to traffic signal.
    - **Note:** A revision of the signal timing to change the northbound and southbound left turns from protected only to protected-permitted would mitigate the intersection to a level that satisfies performance requirements. However, the City does not support protected-permitted left-turns for this location.
- **N Golden State Blvd/W Herndon Ave (Intersection 4):** Revise signal phasing to optimize green-time allocation relative to anticipated volumes. For the westbound approach, the queue

would extend past the N Weber Ave intersection. To reduce queue blockage of the intersection, "DO NOT BLOCK" pavement markings are recommended for the full width of N Weber Ave. On the north leg, reconstruct the median to extend the southbound dual left-turn pocket as far north as possible without interfering with the existing northbound left-turn pocket at W Kathryn Ave.

Table 23 presents the operations at the intersections with the recommended improvements. *Appendix O* contains Synchro output reports.

Table 23: Future Plus Project Conditions without Reclassification of W Herndon Ave with Off-Site Improvements, Intersection Operations

No.	Location	Control	Peak Hour	Delay	LOS
2	N Riverside Dr/W Fir Ave	Signal	AM	5.2	A
			PM	20.7	C
			SAT	47.4	D
3	N Riverside Dr/W Herndon Ave	Signal	AM	33.7	C
			PM	***73.2***	***E***
			SAT	***78.2***	***E***
4	N Golden State Blvd/W Herndon Ave	Signal	AM	30.6	C
			PM	49.4	D
			SAT	48.4	D

Source: Kittelson & Associates, Inc., 2023

Note:
- Synchro Version 10 and HCM 6th Edition methodology were used.
- City of Fresno LOS Standard D for Signalized and Unsignalized Intersections
- **Bolded and italicized** indicate intersections operating beyond the City of Fresno standard.
- AWSC: All-Way Stop Control
- TWSC: Two-Way Stop Control
- Average delay in seconds/vehicle is reported for signalized and stop control intersections. For TWSC intersections the worst approach delay is reported.



Section 3
CEQA Compliance Assessment

CEQA COMPLIANCE ASSESSMENT

The transportation impact analysis identifies the degree to which regional vehicle miles traveled may change and how the study area's transportation system is expected to operate when the project is operational. The expected transportation-related effects of the project were examined considering the following:

- Consistency with existing programs, plans, ordinances, or policies
- Change in regional daily vehicle miles traveled (VMT) due to the project
- Transit, pedestrian, and bicyclist access to and near the project site
- Emergency access around and near the project site

This analysis includes both effects that would result in potentially significant impacts under CEQA guidelines and non-CEQA effects associated with traffic operations on the transportation network.

CEQA SIGNIFICANCE CRITERIA

The project's impact is not considered to be significant unless it would:

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

b. Conflict or be inconsistent with CEQA Guideline section 15064.3, subdivision (b).

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

d. Result in inadequate emergency access.

Significance criterion "b" is related to the implementation of vehicle-miles traveled (VMT) as the primary performance metric.

The City of Fresno's CEQA guidelines for VMT thresholds identify the following threshold for significant impacts for developments such as the project:

- A retail project that results in a net increase of regional VMT

CONSISTENCY WITH PLANS AND PROGRAMS

The City of Fresno has jurisdiction over City streets and City-operated traffic signals. Caltrans has jurisdiction over State facilities and on- and off-ramp intersections with local streets. The County of Fresno has jurisdiction over streets in unincorporated areas, as well as County expressways. Kittelson reviewed the applicable programs, plans, ordinances, and policies that pertain to the project's potential impacts on the transportation system.

STATE REGULATORY FRAMEWORK

Senate Bill 743

Adopted on September 27, 2013, SB 743 directs the California Office of Planning and Research (OPR) to administer new CEQA guidance for jurisdictions that removes automobile vehicle delay and LOS from CEQA analysis and replaces it with VMT analysis or other measures that "promote the reduction of

greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses," to be used as a basis for determining significant transportation impacts.

REGIONAL REGULATORY FRAMEWORK

Fresno County Council of Governments

The Fresno County Council of Governments (Fresno COG) is a voluntary association of local governments and a regional planning agency composed of 16 member agencies, including the City of Fresno. The purpose of the Fresno COG is to establish a consensus on the transportation and land use needs of the Fresno County area and to further action plans for issues in the region. The current regional transportation plan (RTP) was adopted in 2018. The 2022 RTP is under development at the time this report is being prepared. The RTP addresses GHG emission reductions and other air emissions related to transportation, with the goal of preparing for future growth sustainably.

Fresno County Transportation Authority and Measure C

The Fresno County Transportation Authority (FCTA) is a regional agency that was created to administer the voter-passed Measure C program in 1986. Measure C was a 20-year program that achieved a half-cent sales tax for transportation expenditures and infrastructure. After its 20-year duration, the program was extended in 2006 for another 20 years. The FCTA established goals and core values for using these funds for building roads, expanding the bicycling network, expanding the transit network and transit services, and supporting vanpools and ride hailing services.

Fresno County Congestion Management Process

The Fresno County Congestion Management Process (CMP) is an effective systematic and regionally acceptable approach for managing congestion. Its responsibilities are to provide information on transportation system performance and assess alternative strategies for alleviating congestion and improving mobility. The CMP has identified a CMP network that includes SR 41 from the SR 99 interchange to the Madera/Fresno County line, SR 99 from the Madera/Fresno County line to the Jensen Ave interchange, SR 168 from the SR 180 interchange to the W Herndon Ave interchange, and SR 180 from the SR 99 interchange to the SR 168 interchange.

LOCAL REGULATORY FRAMEWORK

City of Fresno Active Transportation Plan

The City of Fresno's Active Transportation Plan, adopted in March 2017, provides a comprehensive guide outlining the vision for active transportation in Fresno. The plan lays out specific goals to improve bicycle access and connectivity in Fresno. These goals include the following:

- Equitably improve the safety and perceived safety of walking and bicycling in Fresno
- Increase walking and bicycling trips in Fresno by creating user-friendly facilities
- Improve the geographical equity of access to walking and bicycling facilities in Fresno
- Fill key gaps in Fresno's walking and bicycling network

Complete Streets Policy

The City's Complete Streets Policy was adopted by the City Council on October 10, 2019, to guide the implementation of the City's complete streets and multimodal objectives and policies within the Fresno General Plan. The City has integrated complete streets designs into its policies in compliance with Assembly Bill 1358.

SB 743 Implementation Policies

The City has initiated its incorporation of SB 743 goals into transportation policies in the in-progress General Plan update. Policies that address development of multimodal networks, reductions in greenhouse gases, and increasing diversity of land use have been developed in the General Plan.

IMPACT FINDING

The project would be consistent with the applicable plans policies and programs and would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the impact of the project would be ***less than significant***.

CHANGE IN REGIONAL VMT

This section discusses the analysis methodologies, data, and findings associated with the expected change in regional VMT that would result from the project.

ANALYSIS METHODOLOGIES AND DATA

The VMT analysis includes:

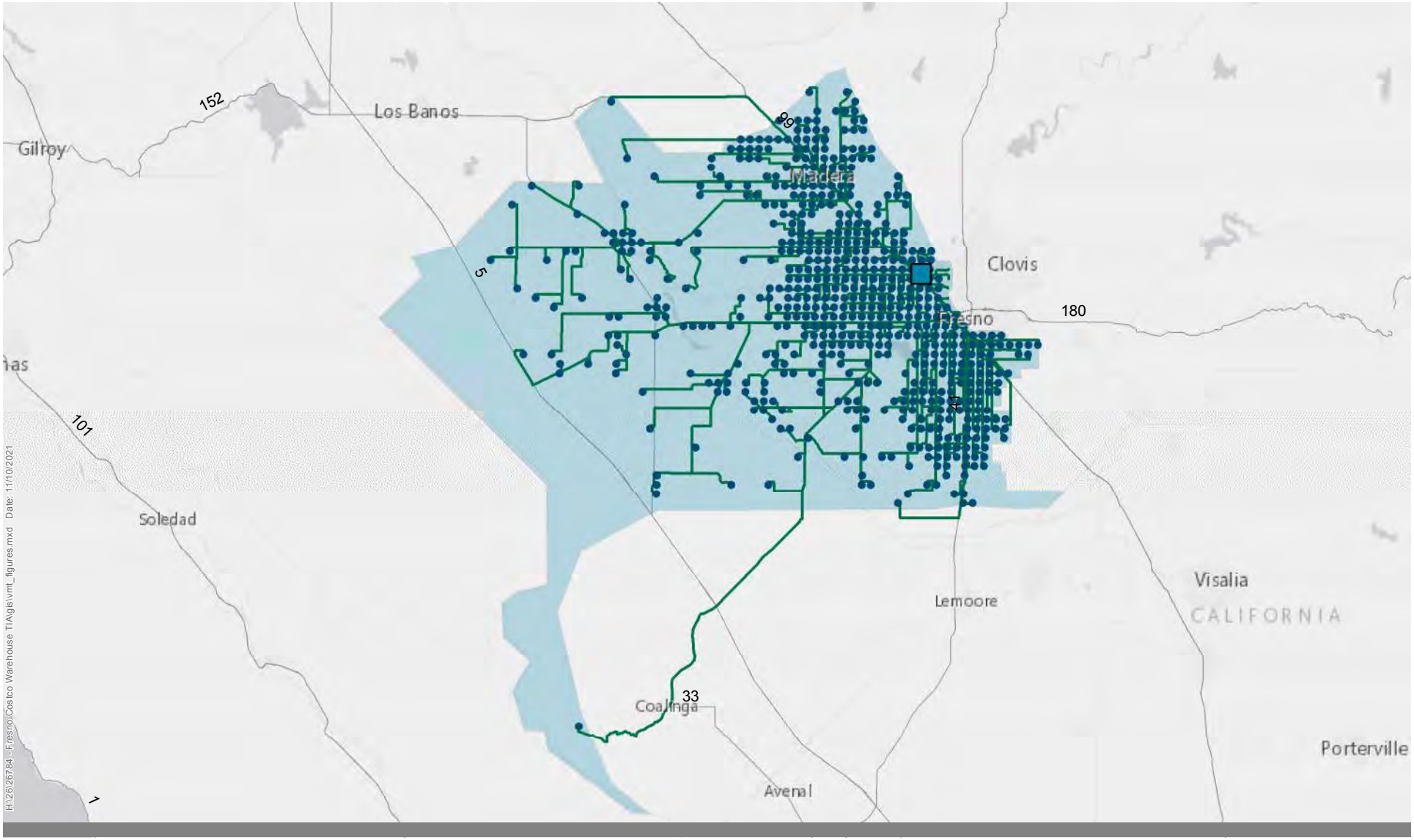
- Assessment of **project trip generation**
  - Including: members (accounting for primary and diverted member trips), warehouse employees, and fuel station employees for the existing and relocated Costcos, as well as car wash employees, MDO on-site employees, and MDO delivery employees for the relocated Costco
  - Excluding: members making pass-by trips, warehouse delivery trucks and fuel delivery trucks for the existing and relocated Costcos as well as MDO delivery truck from the depot and MDO delivery-to-members/other warehouse trucks for the relocated Costco
- Calculation of **member average primary trip length** based on Costco member approximate home locations
- Calculation of **member diverted trip lengths** based on expected diversion routes for the Costco site
- Calculation of **employee average trip lengths** based on the Fresno COG VMT Calculation Tool average employee trip lengths for the relevant transportation analysis zones (TAZs)
- Calculation of **MDO on-site and delivery employee average trip length** based on the Fresno COG VMT Calculation Tool average employee trip length for the relevant TAZs
- Calculation of **trips for an eventual shopping center use** that would backfill the vacated Shaw Costco warehouse
- Calculation of **average trip length for an eventual shopping center use**
- Calculation of **Shaw Costco fuel station trips** that would remain with the existing fuel station
- Calculation of **Shaw Costco fuel station average primary and diverted trip lengths**
- Calculation of overall expected **change in regional VMT** that would result from the project

Costco provided the following data for a typical month of sales at the existing Costco:

- Approximate home locations of Costco members who shopped during September 2019, grouped in 1-square-mile zones
- Number of visits to Costco in September 2019 by members in each 1-square-mile zone
- Market area of the existing Costco and projected market area of the relocated Costco

Member Average Primary Trip Lengths

Based on the trip generation of the existing Costco and relocated Costco, a portion of trips are made between Costco members' homes and Costco. These are characterized as primary trips. ArcGIS Online software was used to develop trip lengths between each 1-square-mile zone and the existing and proposed Costco locations. These zones and the travel routes to the existing and proposed Costco locations are presented in Figure 12 and Figure 13, respectively.



Legend

- Existing Fresno Costco (W Shaw Ave)
- Approximate Location of Member Households
- Routes to Existing Fresno
- Fresno Market Area

0 21 Miles

Figure 12

Travel Routes to Existing Costco (W Shaw Ave)

Fresno Costco Relocation

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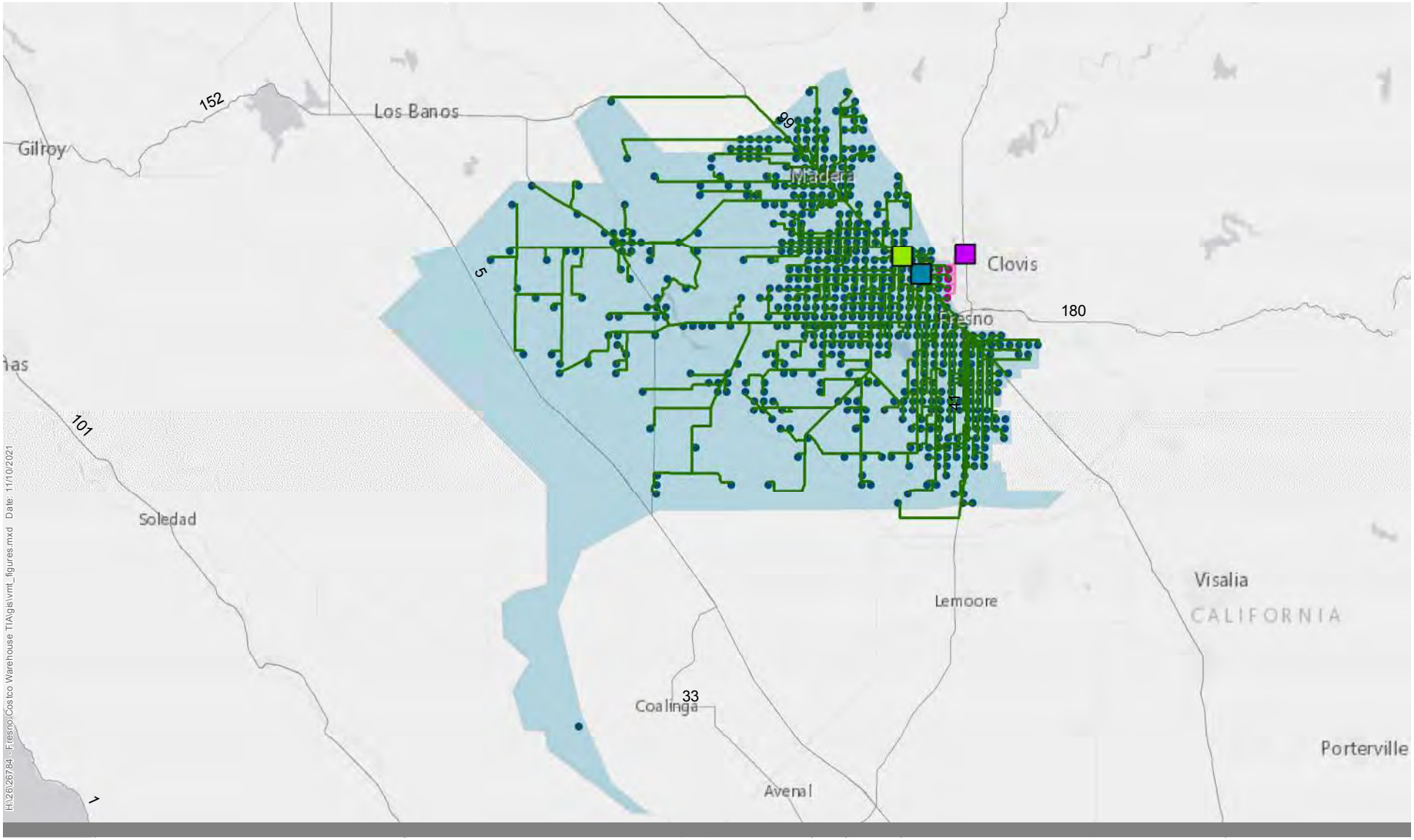


Legend

- Relocated Costco (N Riverside Ave)
- North Fresno Costco
- Existing Fresno Costco (W Shaw Ave)
- Approximate Location of Member Households, Members Shifting from Existing Costco (W Shaw Ave) to North Fresno Costco
- Relocated Fresno Market Area
- Travel Routes to Relocated Costco
- Travel Routes to North Fresno Costco
- Approximate Location of Member Households for Relocated Costco

0 21 Miles

Figure 13

KITTELSON & ASSOCIATES

Travel Routes to After Costco Relocation

Fresno Costco Relocation

Upon developing the trip lengths between the zones and the two Costco sites, a weighted average trip length to the existing Costco and a weighted average trip length to the proposed Costco were developed based on the number of member visits made to the existing Costco in September 2019 by members in each zone. In essence, the trip length from a zone with several member visits during the month would carry more "weight" than the trip length from a zone with few member visits when developing the weighted average trip length.

Costco membership projections forecast that nearly all existing members will shop at the new site. The exception is a small set of members of the existing Costco on W Shaw Ave who are expected to transition to shopping at the North Fresno warehouse on N Abby St following the relocation of the W Shaw Ave Costco to the N Riverside Dr location. These few member households that are expected to shift to North Fresno are shown in magenta on Figure 13. The respective 1-square-mile zones were excluded from developing the weighted average trip lengths of primary trips to the relocated Costco.

Member Diverted Trip Lengths

Based on the trip generation of the existing Costco and relocated Costco, a portion of trips to and from Costco are made by members who are traveling on the surrounding street network for some other primary travel purpose and who travel a short distance out of their way to access the site while en route to their primary destination. These are characterized as diverted trips. ArcGIS Online software was used to develop trip lengths for the following expected diversion routes to the existing and proposed Costco locations:

Existing Costco

- SR 99 (Golden State Highway)
- N Golden State Blvd
- Brawley Avenue

Relocated Costco

- SR 99 (Golden State Highway)
- N Golden State Blvd
- Marketplace at El Paseo

Diversion distances were calculated based on the path a vehicle would need to travel beyond their primary route to access the warehouse and then return to their original path to continue to their destination. Figure 14, Figure 15, and Figure 16 illustrate expected diversion routes for the existing Costco while Figure 17, Figure 18, and Figure 19 illustrate the expected diversion routes for the relocated Costco.

Warehouse, Fuel Station, and Car Wash Employee Average Trip Lengths

Based on the trip generation of the existing Costco and relocated Costco, a portion of trips to and from Costco are made by warehouse and fuel station employees for both locations, as well as by car wash employees for the relocated Costco. These are considered home-based trips and are not associated with where members live. The average employee trip lengths provided for the relevant TAZs in the Fresno COG VMT Calculation Tool were used for the analysis.

Costco provides a robust commute benefit to its employees. Costco provides carpool incentives, partners with local agencies to provide vanpool services, subsidizes transit passes, and provides secure bicycle storage and locker rooms for employees who bike to work.

MDO On-Site and Delivery Employee Average Trip Length

Based on the trip generation of the relocated Costco, a portion of trips to and from the new location are made by MDO on-site and delivery employees. Additionally, the same MDO on-site and delivery employees work today at the existing MDO facility. These are considered home-based trips and are not associated with where members live. The average employee trip lengths provided for the relevant TAZs in the Fresno COG VMT Calculation Tool were used for the analysis.

Shaw Building Backfill Retail Use Trips

Once Costco vacates the building in the shopping center on W Shaw Avenue (Shaw building) to relocate to the new building on W Herndon Avenue (Herndon building), the Shaw building will be available for another retail use. Since the Shaw building is part of an existing development that already has undergone environmental review, the next retail use to occupy and operate from the building would not undergo environmental review. Therefore, the trips and VMT being generated today at the Shaw building by the existing Costco are trips and VMT that exist in the region and, in essence, already have been approved to be generated by a use at this location in Fresno. To determine the anticipated change in regional VMT resulting from the project – which entails the relocation of the Shaw Costco warehouse and development of a new fuel station and car wash – the difference in VMT generated by the Shaw building use after another retail use occupies and operates from it must be computed.

The Shaw building comprises 133,944 square feet and is part of a shopping center with WinCo Foods and another strip commercial building with several smaller commercial businesses. Since a future retail use has not been identified for the Shaw building, the ITE Shopping Center (LU 820) trip rates would apply. The shopping center indeed is larger than 150,000 square feet, as the Shaw building alone comprises more than 130,000 square feet. Therefore, daily trip generation for a future retail use is computed using Shopping Center rates.

Table 24 presents the trip generation for additional shopping center use at the Shaw building after another retail use occupies and operates from the vacated Costco warehouse. As shown, a future retail use would be expected to generate 4,238 daily primary trips.

Table 24: Shaw Building Trip Generation (Shopping Center)

Land Use	Size	Unit	Weekday Daily	
			Rate	ADT
Shopping Center (ITE LU 820)	133.944	KSF	37.01	4,957
Pass-By Trips*			14.5%	719
Primary Trips				4,238

Source: Kittelson & Associates, Inc., 2023

Notes:
Source: ITE *Trip Generation Manual*, 11th Ed.
- Pass-by trips information from Trip Generation Manual appendices.
* Daily pass-by trip rate is assumed based on the ITE-provided PM peak hour pass-by trip rate of 29% divided by two since the PM peak hour may not as accurately represent pass-by activity over the course of the day.

Shaw Building Backfill Retail Use Average Trip Length

Kittelson used the Fresno COG countywide travel demand model to estimate the average length of trips to and from the future retail use at the Shaw building. Transportation analysis zone (TAZ) 559 comprises the shopping center. The travel demand model estimates 10,515 daily trips in TAZ 559 generating 78,580 VMT. These values correspond to an average trip length of 7.47 miles (78,580 ÷ 10,515 = 7.47). This average trip length is used to estimate the anticipated VMT of the future retail use at the Shaw building.

Shaw Costco Fuel Station Trips

As previously discussed, Kittelson maintains a database of trip characteristics for Costco Wholesale sites throughout North America, including specific trip information for Costco fuel stations. Kittelson developed a daily trip generation estimate for the Costco fuel station at the Shaw building based on trip data for nine representative Costco fuel stations in California. Table 25 presents the daily trip generation for the Shaw Costco fuel station after the warehouse relocation.

Table 25: Shaw Costco Fuel Station Trip Generation

Trip Type	Daily Trips
Total Trips	4,282
Pass-by	1,884
Diverted	728
Primary	1,670

Source: Kittelson & Associates, Inc., 2023

As presented in Table 25, the Shaw Costco fuel station is expected to generate 4,282 total daily trips, of which 1,670 would be primary trips and 728 would be diverted trips.

Shaw Costco Fuel Station Average Primary and Diverted Trip Lengths

The same member household location information used to develop member average primary trip lengths for the Herndon warehouse was used to develop average primary trip lengths to the Shaw Costco fuel station. ArcGIS Online software was used to develop trip lengths between each 1-square-mile zone and the Shaw Costco location.

Likewise, the same method used to develop member diverted trip lengths for the Herndon warehouse was used to develop diverted trip lengths to the Shaw location. ArcGIS Online software was used to develop trip lengths for the following expected diversion routes to the existing locations:

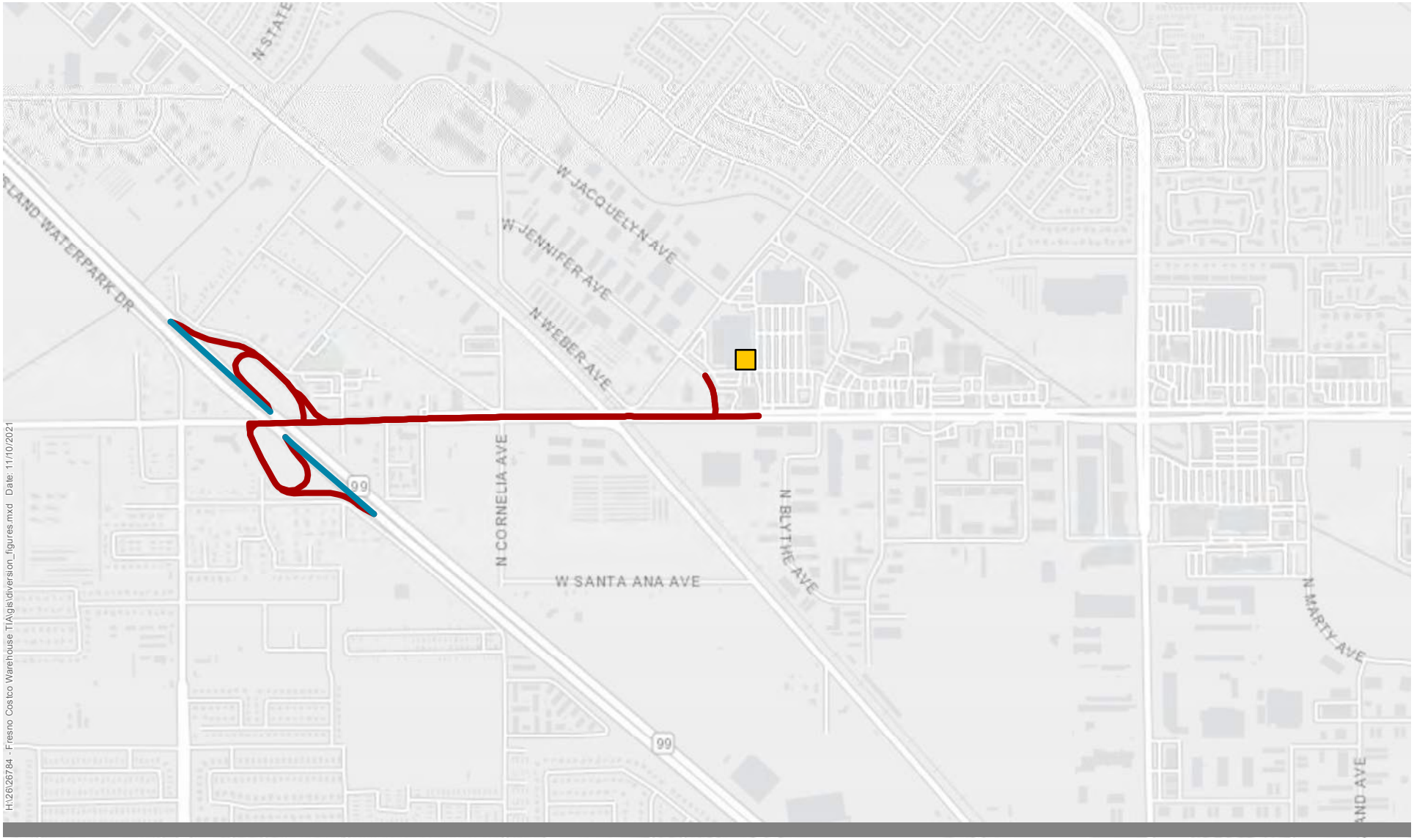
- SR 99 (Golden State Highway)
- N Golden State Blvd
- Brawley Avenue

Table 26 presents the primary and diverted trip lengths to the Shaw Costco fuel station.

Table 26: Diverted Trip Lengths, Shaw Costco Fuel Station

Trip Type	Miles
Primary	15.3
Pass-by	0.0
Diverted	1.6

Source: Kittelson & Associates, Inc., 2023



Legend

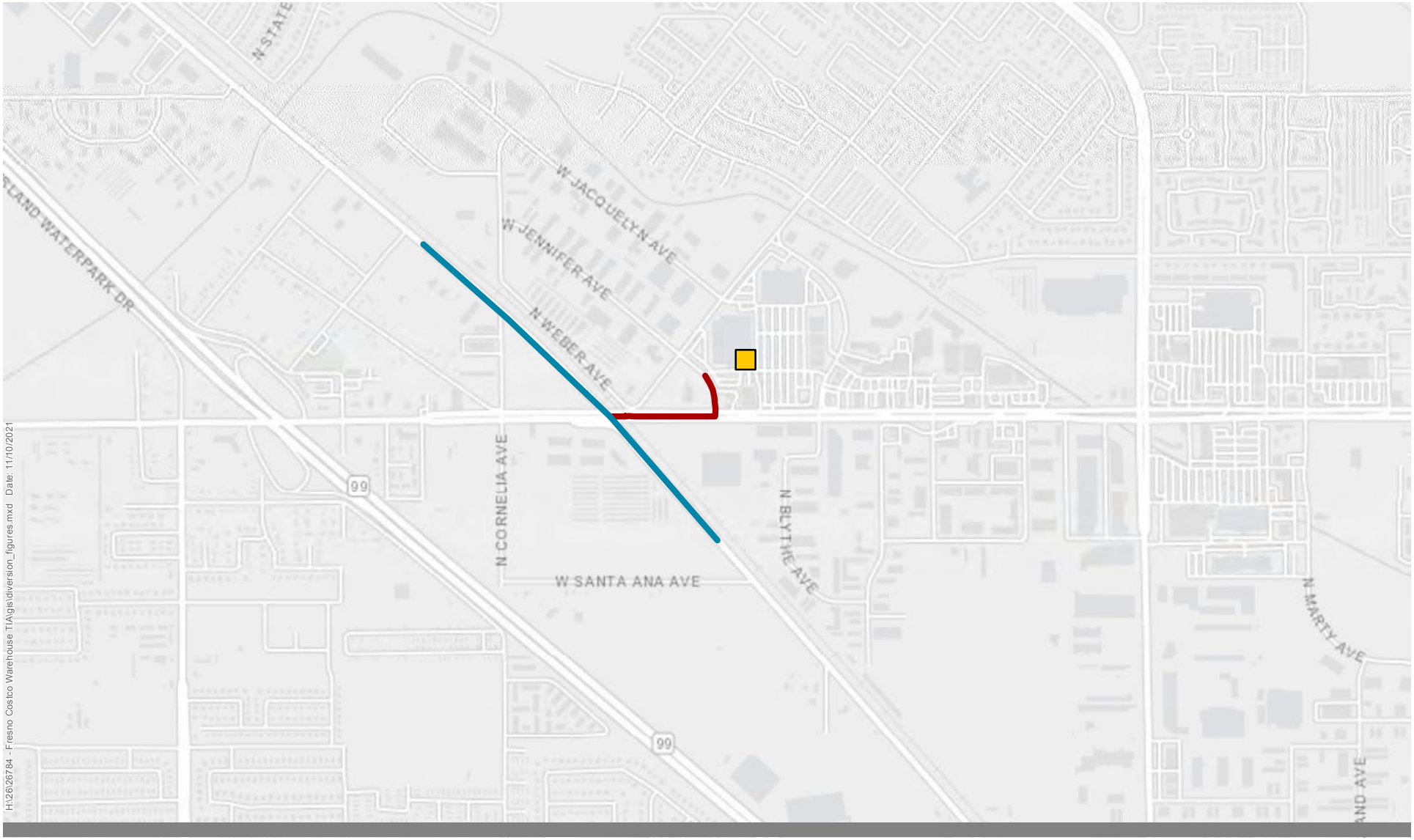
- Existing Costco (W Shaw Ave)
- Diverted Route
- Route Without Diversion

0 0.3 Miles

Figure 14

Existing Costco Diversion Routes
To/From SR 99
Fresno Costco Relocation

KITTELSON & ASSOCIATES



Legend

- Existing Costco (W Shaw Ave)
- Diverted Route
- Route Without Diversion

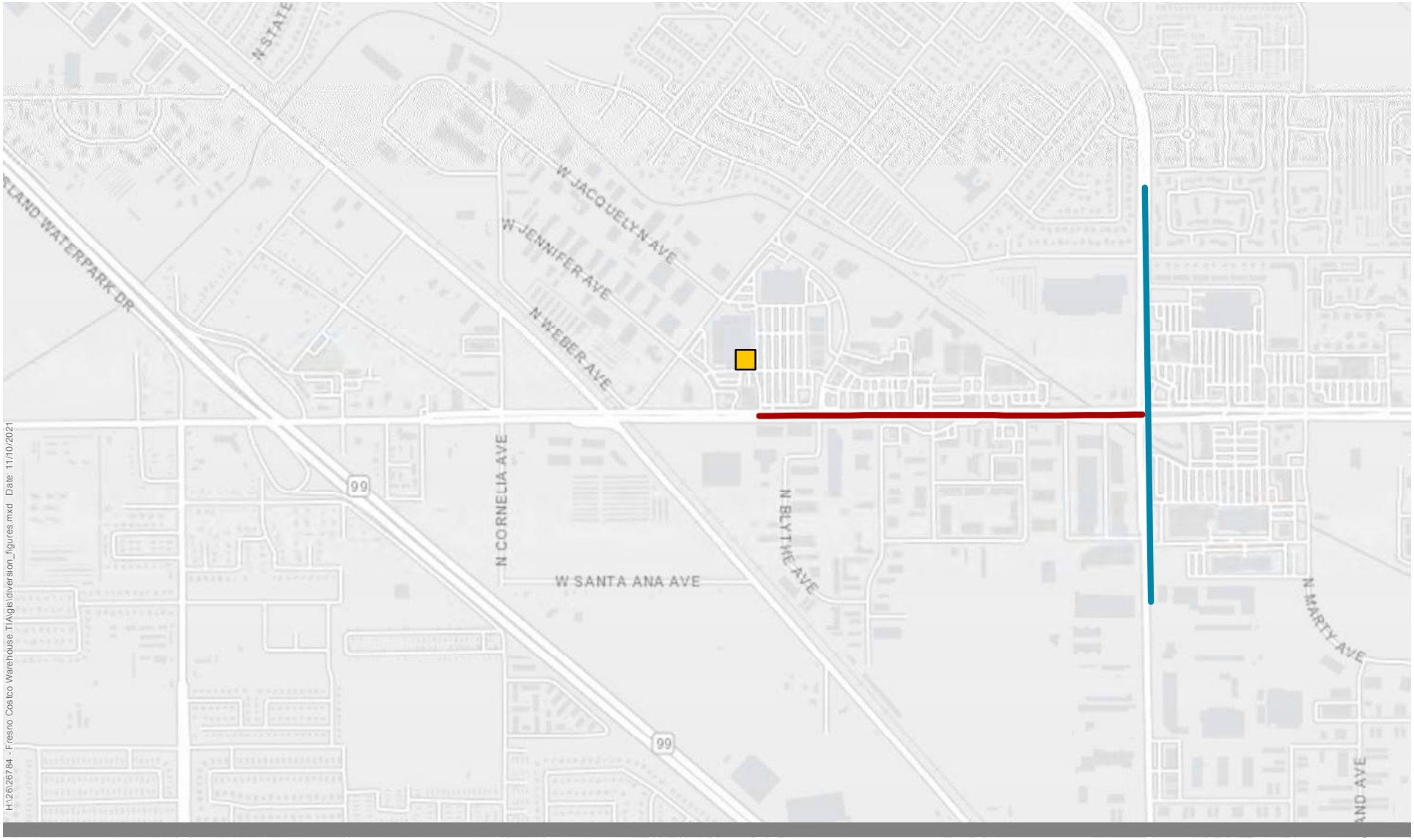
0 0.3 Miles

Figure 15

Existing Costco Diversion Routes To/From Golden State Boulevard

Fresno Costco Relocation

KITTELSON & ASSOCIATES



Legend

- Existing Costco (W Shaw Ave)
- Diverted Route
- Route Without Diversion

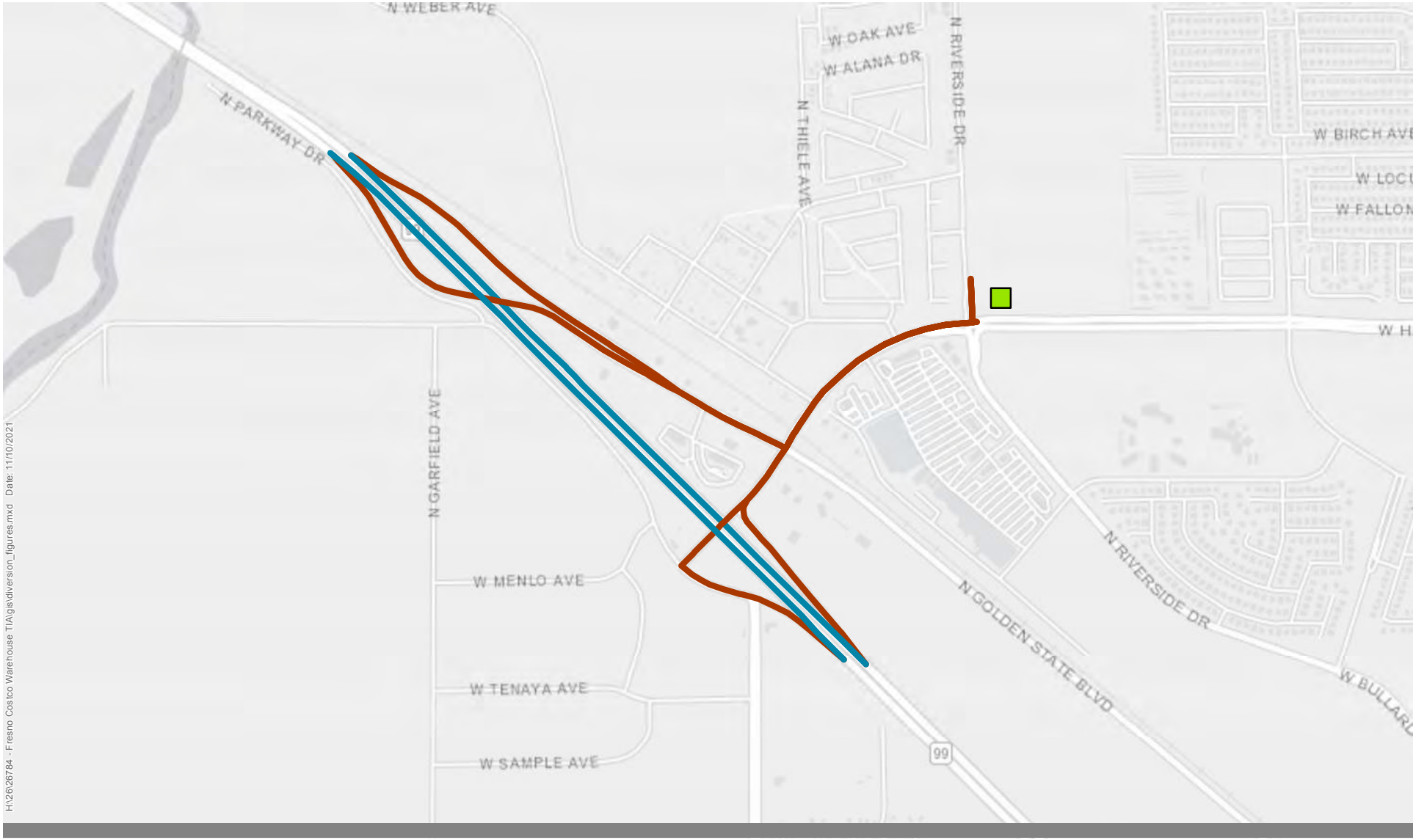
0 0.3 Miles

Figure 16

Existing Costco Diversion Routes To/From Brawley Avenue

Fresno Costco Relocation

KITTELSON & ASSOCIATES



Legend

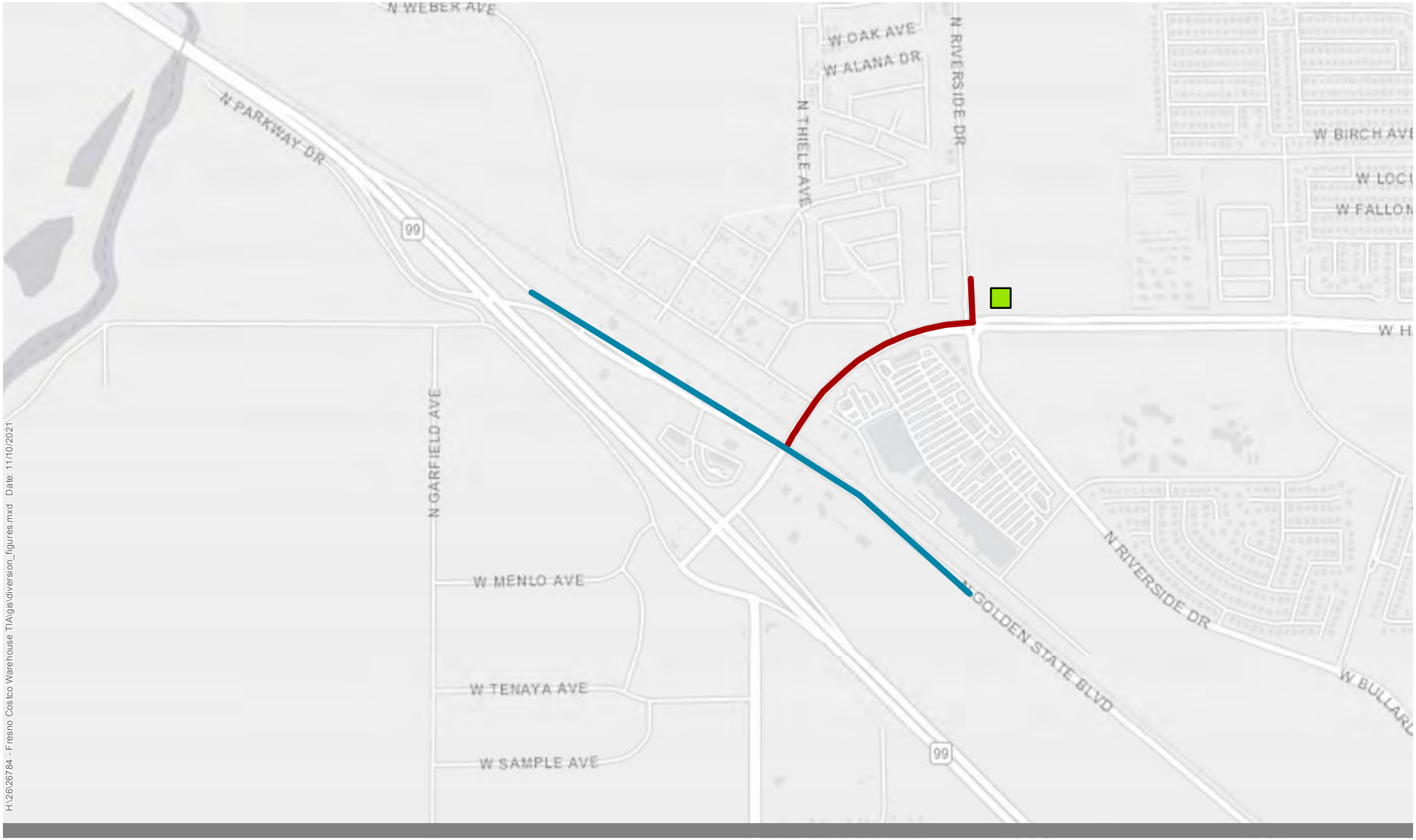
- Relocated Costco (N Riverside Ave)
- Diverted Route
- Route Without Diversion

0 0.3 Miles

Figure 17

Relocated Costco Diversion Routes
To/From SR 99
Fresno Costco Relocation

KITTELSON & ASSOCIATES



Legend

- Relocated Costco (N Riverside Ave)
- Diverted Route
- Route Without Diversion

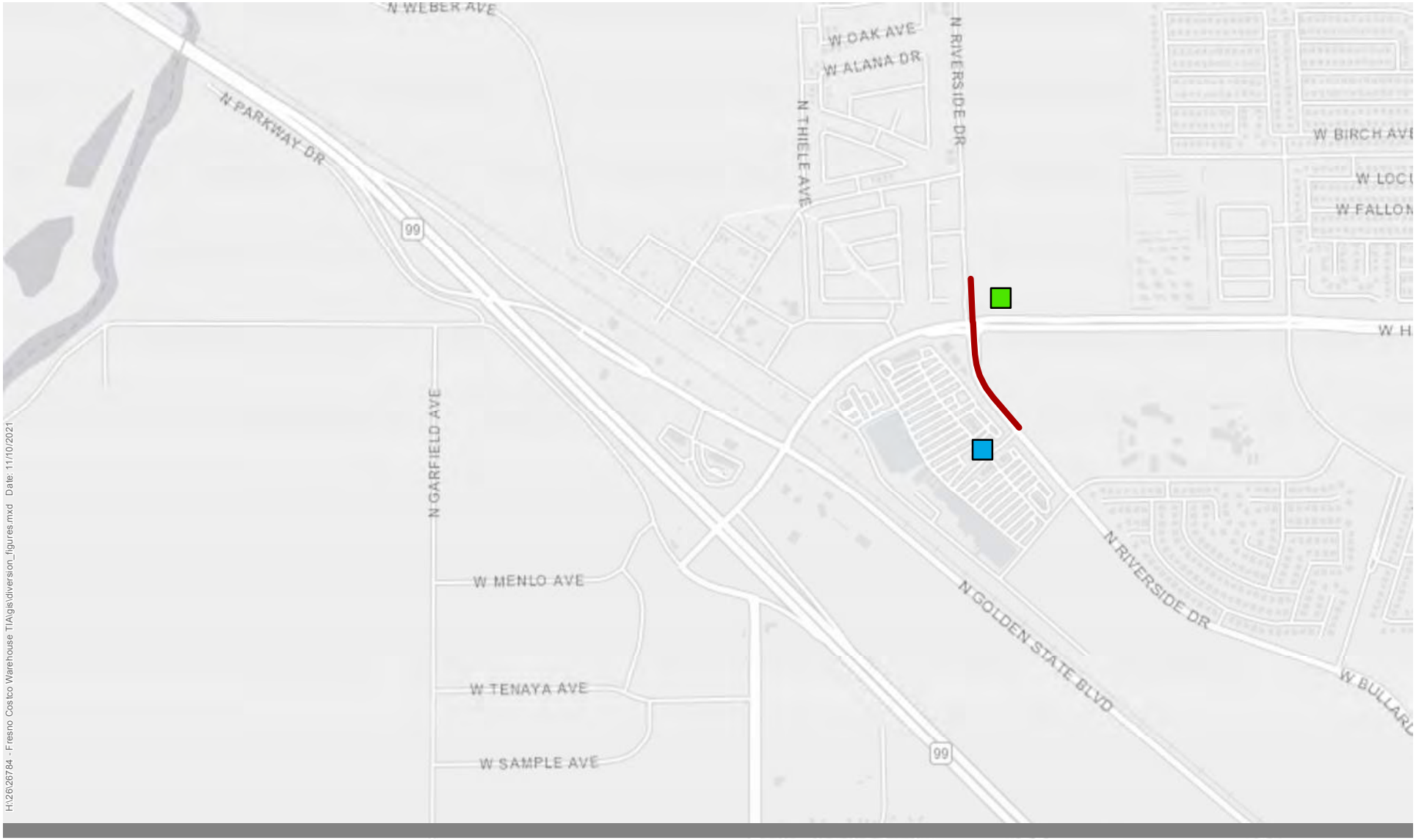
0 0.3 Miles

Figure 18

Relocated Costco Diversion Routes To/From Golden State Boulevard

Fresno Costco Relocation

KITTELSON & ASSOCIATES



Legend

- Relocated Costco (N Riverside Ave)
- Marketplace
- Diverted Route

0 0.3 Miles

KITTELSON & ASSOCIATES

Figure 19

Relocated Costco Diversion Routes
Marketplace at El Paseo
Fresno Costco Relocation

CHANGE IN REGIONAL VMT

VMT for the existing and relocated Costcos are computed by multiplying the number of each trip type by its associated trip length.

Existing Shaw Costco Daily VMT

Table 27 presents the weekday daily trips for each trip type for the existing Costco, the associated trip lengths, VMT for each trip type, and total daily VMT. As shown in the table, total daily VMT estimated for the existing Shaw Costco site is **120,083 miles**.

Table 27: Existing Costco VMT Summary

Trip Type	Weekday Daily Trips	Trip Length (miles)	Daily VMT
Members, Primary	7,001	15.3	106,943
Members, Pass-by	2,651	0.0	0
Members, Diverted	2,827	1.6	4,636
Warehouse & Fuel Station Employees	240	17.3	4,152
MDO Warehouse Employees	92	32.0	2,944
MDO Driver Employees	44	32.0	1,408
MDO Deliveries[1]	20	-	-
Fuel Truck Delivery[1]	10	128.0	-
Warehouse Truck Delivery[1]	20	128.0	-
Total	12,749	-	**120,083**

Source: Kittelson & Associates, Inc., 2023
[1] Delivery truck trips are excluded from the VMT calculation as good movement is not evaluated for identifying transportation impacts pursuant to CEQA.

Shaw Building Backfill Retail Use Daily VMT

Since the proposed project entails the Costco warehouse vacating the Shaw building to relocate to the Herndon building, the VMT associated with Costco at the Shaw building will be eliminated and a future unknown retail use is assumed to backfill the Shaw building, generating its own VMT. Table 28 presents the weekday daily primary trips for the Shaw building backfill retail use. As shown in the table, total daily VMT estimated for the existing Shaw building backfill retail use is **31,673 miles**.

Table 28: Shaw Building Backfill Retail Use Daily VMT

	Weekday Daily Trips	Trip Length (miles)	Daily VMT
Total	4,238	7.47	**31,673**

Source: Kittelson & Associates, Inc., 2023

Shaw Costco Fuel Station Daily VMT

The existing Shaw Costco fuel station is assumed to remain operational after the Costco warehouse vacates the building on the site and a future unknow retail use occupies and operates on the site. Table 29 presents the weekday daily trips for the Shaw Costco fuel station. As shown in the table, total daily VMT estimated for the existing Shaw Costco fuel station is **26,704 miles**.

Table 29: Shaw Costco Fuel Station Daily VMT

	Weekday Daily Trips	Trip Length (miles)	Daily VMT
Primary	1,670	15.3	25,510
Diverted	728	1.6	1,194
Fuel Station Total	4,282		**26,704**

Source: Kittelson & Associates, Inc., 2023

Relocated Herndon Costco Daily VMT

Table 30 presents the weekday daily trips for each trip type for the relocated Costco, the associated trip lengths, VMT for each trip type, and total daily VMT. As presented in the table, total daily VMT anticipated for the relocated Herndon Costco site is **191,032 miles**.

Table 30: Relocated Herndon Costco Daily VMT

Trip Type	Weekday Daily Trips	Trip Length (miles)	Daily VMT
Member Primary	10,046	17.3	173,528
Member Pass-by	3,788	0.0	0
Member Diverted	4,038	1.0	4,119
Warehouse, Fuel Station, + Car Wash Employees	300	30.7	9,210
MDO Warehouse Employees	92	30.7	2,824
MDO Driver Employees	44	30.7	1,351
MDO Deliveries[1]	20	-	-
Fuel Truck Delivery[1]	14	125.0	-
Warehouse Truck Delivery[1]	26	125.0	-
Total	18,368	-	**191,032**

Source: Kittelson & Associates, Inc., 2023
[1] Delivery truck trips are excluded from the VMT calculation as good movement is not evaluated for identifying transportation impacts pursuant to CEQA.

Net Change in Regional VMT

The anticipated VMT would be the difference in daily VMT at the Shaw property with the associated off-site MDO operations, due to changes in the retail use of the Shaw building and the Costco fuel station remaining operational, and the relocated Costco with on-site MDO operations. Table 31 presents the change in regional daily VMT resulting from the project. The change in regional daily VMT resulting from the project is **129,326 miles**.

Table 31: Overall Change in Regional Daily VMT with Relocated Costco Warehouse

Scenario	Daily VMT
Difference in Shaw Property VMT	-61,706
Existing Shaw Costco Daily VMT	*-120,083*
Shaw Building Backfill Retail Use	*31,673*
Shaw Costco Fuel Station	*26,704*
Relocated Herndon Costco Daily VMT	191,032
Change in Regional Daily VMT (Project VMT)	**129,326**

Source: Kittelson & Associates, Inc., 2023

IMPACT FINDING

With construction and operation of the Costco warehouse, regional daily VMT is estimated to increase by 129,326 miles. Therefore, the project impact would be ***significant***.

VMT MITIGATION

The California Air Pollution Control Officers Association (CAPCOA) first published a handbook in 2010 titled *Quantifying Greenhouse Gas Mitigation Measures Handbook* (GHG Handbook). The GHG Handbook was updated by the Sacramento Metropolitan Air Quality Management District and adopted by CAPCOA in December 2021.

The GHG Handbook is provided as a planning resource for agencies and developers. It includes a transportation section that discusses solutions to mitigate VMT by shifting modes of travel from single-occupancy vehicles to shared or active modes of transportation.

Most of the VMT mitigation measures that Costco can implement will be geared towards reducing employee trips. However, employee trips account for 436 daily trips (less than 2% of the total daily trips) and 13,385 VMT (approximately 7% of the daily VMT). Thus, VMT reductions from mitigation measures will be minimal.

Table 32: Trip Reduction Programs for Employees (Project/Site)

#	VMT Mitigation Measure	Percent Reduction	Notes
T-5, T-6	Implement Commute Trip Reduction Program	Up to 4% (voluntary) Up to 26% (mandatory)	CTR can be voluntary or mandatory. This must include measures T-7 through T-11.
T-7	Commute Trip Reduction Marketing	Up to 4%	
T-8	Provide Ridesharing Program	Up to 8%	Designate parking spaces for rideshare vehicles. Designated passenger loading and unloading and waiting areas.
T-9	Implement Subsidized or Discount Transit Program	Up to 5.5%	
T-10	Provide End-of-Trip Bicycle Facilities	Up to 4.4%	
T-11	Provide Employer-Sponsored Vanpool	Up to 20.4%	

Source: GHG Handbook

Costco provides a voluntary commute trip reduction program for employees that includes marketing, end-of-trip bicycle facilities, vanpool, and discounted transit. This can result in a 4% reduction in employee vehicle trips, reducing the project daily VMT by 535 miles or less than 0.5%. Even if Costco implemented a mandatory commute reduction program and 100% of employees were eligible, this would only result in a 3,480-mile decrease or less than 2% of project daily VMT.

The bulk of the daily VMT is driven by members shopping at the warehouse. While Costco is implementing neighborhood design improvements such as pedestrian network improvements and constructing bikeway facilities as part of the project, and in theory could implement bike-share or scooter-share on-site or implement transit-supportive roadway treatments, the nature of Costco's land use and business model has been shown to be auto-oriented. Members purchase items in bulk at Costco, making walking, biking, or transit trips to the warehouse impractical.

Costco will encourage employee carpooling, subsidize transit passes, and provide end-of-trip bicycle facilities for employees, which will mitigate a small share of employee VMT. However, the project VMT impact will remain ***significant***.

POTENTIAL HAZARDS RESULTING FROM QUEUES

Per the City's Traffic Impact Study Report Guidelines, the City does not have formally adopted guidelines on queuing criterion that establishes thresholds of significance for vehicle queues at intersections. For the purposes of this study, a vehicle queue that overflows the available storage for a turn pocket and blocking the adjacent travel lane or that queues to an upstream signal blocking through traffic is considered a potential safety hazard and would be considered a significant impact. Therefore, this study identifies a significant impact as occurring at locations where the project traffic would cause the queue length for a turn pocket to overflow its available storage compared to no project conditions or cause a queue to spillback into an upstream signalized intersection.

An analysis of 95th percentile queue lengths was performed using Synchro software version 10. Queue lengths for the AM, PM and Saturday midday peak hours were analyzed for all conditions. Most study intersections were found to have sufficient storage to contain 95th percentile queues with implementation of recommended off-site improvements. Exceptions to this are N Riverside Dr/W Herndon Ave (Intersection 3) and N Golden State Blvd/W Herndon Ave (Intersection 4). The recommended improvements at these locations are:

- **N Riverside Dr/W Herndon Ave (Intersection 3):** Restripe existing eastbound approach to include second eastbound left turn lane. Extend eastbound left-turn lane an additional 150 feet, repurposing the raised median in the roadway cross section. Add southbound right-turn overlap to traffic signal.
- **N Golden State Blvd/W Herndon Ave (Intersection 4):** Revise signal phasing to optimize green-time allocation relative to anticipated volumes. For the westbound approach, the queue would extend past the N Weber Ave intersection. To reduce queue blockage of the intersection, "DO NOT BLOCK" pavement markings are recommended for the full width of N Weber Ave. On the north leg, reconstruct the median to extend the southbound dual left-turn pocket as far north as possible without interfering with the existing northbound left-turn pocket at W Kathryn Ave.

IMPACT FINDING

Following construction of project off-site improvements, the southbound right-turn queue at N Riverside Dr/ W Herndon Ave would continue to exceed the available storage for the right-turn pocket and spill into the adjacent travel lane. This spillback condition would occur during the most congested period of the day and would not be a continuous condition. Constraints in the roadway cross section preclude widening the roadway to extend the right-turn pocket while also maintaining the upstream bike lane. Following construction of project off-site improvements, the southbound left-turn queue at the N Golden State Blvd/W Herndon Ave intersection may extend beyond the turn pocket and spill into the adjacent travel lane by approximately 50', depending on final construction of the improvement. This spillback condition would occur during the most congested period of the day and would not be a continuous condition. Therefore, the project impact would be ***less than significant***.

EMERGENCY ACCESS

Emergency vehicle access to the project site is accommodated at the driveways on N Riverside Dr and within the drive aisles in the parking lot and to the queue storage area of the fuel station. The intersection of N Riverside Dr/W Fir Ave serves as the primary access point for emergency vehicles to service the

warehouse and MDO facility. The intersection of N Riverside Dr/Site Access A provides emergency access to the northern portion of the site including the car wash and fuel station. The proposed site plan provides adequate lane width and curb radii to accommodate emergency vehicles. *Appendix P* provide turning templates for emergency vehicles on the site.

IMPACT FINDING

The project provides emergency access to and within the site via the driveways on N Riverside Dr, existing on-site easements, and on-site drive aisles. Therefore, the impact of the project on emergency access would be ***less than significant***.

CONCLUSIONS

Recommended project off-site improvements to the transportation network and environmental impacts are discussed in this section.

RECOMMENDED OFF-SITE IMPROVEMENTS

The project would result in traffic operations below the City's standard of LOS D at the N Riverside Dr/W Fir Ave two-way stop-controlled intersection, the N Riverside Dr/W Herndon Ave signalized intersection and the N Golden State Blvd/W Herndon Ave signalized intersection. Therefore, Kittelson recommends the following improvements in conjunction with project development to provide operations that satisfy City General Plan LOS standards:

- **N Riverside Dr/W Fir Ave (Intersection 2):** Signalize intersection.
- **N Riverside Dr/W Herndon Ave (Intersection 3):** Restripe existing eastbound approach to include second eastbound left turn lane. Extend eastbound left-turn lane an additional 150 feet, repurposing the raised median in the roadway cross section. Add southbound right-turn overlap to traffic signal.
    - **Note:** A revision of the signal timing to change the northbound and southbound left turns from protected only to protected-permitted would mitigate the intersection to a level that satisfies performance requirements. However, the City does not support protected-permitted left-turns for this location.
- **N Golden State Blvd/W Herndon Ave (Intersection 4):** Revise signal phasing to optimize green-time allocation relative to anticipated volumes. For the westbound approach, the queue would extend past the N Weber Ave intersection. To reduce queue blockage of the intersection, "DO NOT BLOCK" pavement markings are recommended for the full width of N Weber Ave. On the north leg, reconstruct the median to extend the southbound dual left-turn pocket as far north as possible without interfering with the existing northbound left-turn pocket at W Kathryn Ave.

PROJECT ENVIRONMENTAL IMPACTS

The CEQA compliance analysis resulted in the following impact findings.

Consistency with Plans, Policies, and Programs

The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the project impact would be ***less than significant***.

Regional VMT

With construction and operation of the Costco warehouse, regional daily VMT is estimated to be 129,326 miles. Costco provides a voluntary commute trip reduction program for employees that includes marketing, end-of-trip bicycle facilities, vanpool, and discounted transit. This can result in a 4% reduction in employee vehicle trips, reducing the project daily VMT by 535 miles or less than 0.5%. Therefore, the project impact would be ***significant***.

Potential Hazards Resulting from Queues

Following construction of project off-site improvements, the southbound right-turn queue at N Riverside Dr/ W Herndon Ave would continue to exceed the available storage for the right-turn pocket and spill into the adjacent travel lane. This spillback condition would occur during the most congested period of the day and would not be a continuous condition. Constraints in the roadway cross section preclude widening the roadway to extend the right-turn pocket while also maintaining the upstream bike lane. Following construction of project off-site improvements, the southbound left-turn queue at the N Golden State Blvd/W Herndon Ave intersection may extend beyond the turn pocket and spill into the adjacent travel lane by approximately 50', depending on final construction of the improvement. This spillback condition would occur during the most congested period of the day and would not be a continuous condition. Therefore, the project impact would be ***less than significant***.

Emergency Access

The project provides emergency access to and within the site via the driveways on N Riverside Dr, existing on-site easements, and on-site drive aisles. Therefore, the impact of the project on emergency access would be ***less than significant***.

Appendix E

Energy Technical Report

Prepared for
Ascent Environmental, Inc.
Sacramento, California

Project Number
1690023335

Date
June 2023

COSTCO COMMERCIAL CENTER ENERGY TECHNICAL REPORT

FRESNO, CALIFORNIA

RAMBOLL

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APPENDICES

Appendix A – CalEEMod Output
Appendix B – State and Local Consistency Analyses

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AB	Assembly Bill
ACC	Advanced Clean Cars
AEI	annual emissions inventory
ATC	Authority to Construct
ATCM	Airborne Toxic Control Measure
CalEEMod®	California Emissions Estimator Model®
CalGreen	California Green Building Standards Code
CARB	California Air Resources Board
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
COG	Council of Governments
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CPUC	California Public Utilities Commission
CUP	conditional use permit
CY	cubic yard
CVRP	Clean Vehicle Rebate Project
DOT	U.S. Department of Transportation
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
EV	Electric vehicle
GHG	greenhouse gas
GHS	grid harmonization strategies
GWh	gigawatt hours
hp	horsepower
HOV	high-occupancy vehicle
HVAC	Heating, Ventilation and Air Conditioning
IEPR	Integrated Energy Policy Report
ISTEA	Intermodal Surface Transportation Efficiency Act
kWh	kilowatt hours
LCFS	Low Carbon Fuel Standard
LEED	Leadership in Energy and Environmental Design
LLC	Limited Liability Company
LPG	liquefied petroleum gas
MCY	million cubic yards
mpg	miles per gallon
MPO	Metropolitan Planning Organization
MSW	municipal solid waste
MWh	megawatt hours
NEMA	National Electric Manufacturers Association
NHTSA	National Highway Traffic Safety Administration

ACRONYMS AND ABBREVIATIONS *(CONTINUED)*

Acronym	Definition
NO_X	oxides of nitrogen
MM	Mitigation measure
PG&E	Pacific Gas and Electric Company
PM	particulate matter
RCRA	Resource Conservation and Recovery Act
RPS	Renewables Portfolio Standard
RTPs	regional transportation plans
SAFE	Safer Affordable Fuel-Efficient
SB	Senate Bill
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SDG&E	San Diego Gas & Electric
SUVs	sport utility vehicles
TDV	time dependent valuation
TEA	Transportation Efficiency Act
tpd	tons per day
VDECS	Verified Diesel Emission Control Strategies
VMT	vehicle miles travelled
VW	Volkswagen
ZEV	zero emission vehicle
ZNE	zero net energy

1. INTRODUCTION

Ramboll US Consulting, Inc. (Ramboll) was retained to prepare an Energy Technical Report for the proposed Costco Commercial Center (Project).

This Energy Technical Report analyzes the Project's energy impacts from construction and operations. In particular, this report describes the existing setting of the Project site, describes the relevant regulatory background, discusses the methodology used to evaluate energy impacts related to the Project, and evaluates potential impacts related to energy that would be affected as a result of implementation of the Project.

1.1 Existing Conditions

The existing 22.4-acre site is currently undeveloped, located within the Bullard Community Plan Area, and designated by both the General Plan and zoning as Community Commercial. The location of the site is in Fresno, California at West Herndon Avenue and North Riverside Drive.

1.2 Project Analysis

The Costco Wholesale Corporation (Costco) proposes to construct the Costco Commercial Center, which comprises a new Costco facility (including loading docks and internal space to provide last-mile home delivery of big and bulky items) with an attached tire center and a detached gas station and drive-through car wash in the City of Fresno.

The project would develop a new Costco retail building; gas station; car wash; and associated parking areas, driveways, and other supporting infrastructure. Costco Wholesale is proposing to construct a wholesale retail facility with approximately 178,000 square feet (sq. ft.); of which approximately 57,000 sq. ft. would be reserved for storage and receiving at the northeast corner of W. Herndon Ave. and N. Riverside Dr (APN 50302012). The project involves the construction of a Costco retail facility that includes an attached tire center, as well as a detached gas station and a drive-through car wash. The project would include a Costco members-only gas station on the northern portion of the project site adjacent to West Spruce Avenue. The gas dispensing facility would include an approximately 11,500 square-foot canopy and a 125 square-foot controller enclosure. There would be four covered fueling islands, each with four two-sided fuel dispensers to provide for the fueling of eight cars at each island, for a total of 32 fueling positions. A Costco members-only automated carwash would be located at the northeastern corner of the project site, adjacent to the gas station. The car wash structure would be approximately 4,800 sq. ft. The project would have its main access points along North Riverside Drive and include approximately 889 parking stalls. The project is requesting conditional use permits for Large-Format Retail and alcohol sales, as well as a General Plan Amendment to reclassify the portion of W. Herndon Ave. fronting the project site from Expressway to Superarterial.

2. ENERGY ENVIRONMENTAL AND REGULATORY OVERVIEW

2.1 General Setting

2.1.1 Energy Production and Distribution

Among the states, California ranks seventh in the nation in production of crude oil, 14th in production of natural gas, second in generation of hydroelectric power, and first as a producer of electricity from biomass, geothermal, and solar energy.[1] California produces approximately 10% of the natural gas used in the state; approximately 90% of the natural gas used in California is imported from Canada, the Southwest, and the Rocky Mountains region of the United States. Over half of the crude oil refined in California is from foreign countries, including Saudi Arabia, Iraq, Ecuador, and Colombia. Additional crude oil is imported from Alaska. Over one-fourth of California's electricity is from out-of-state locations in the Pacific Northwest and the Southwest.[2]

Electricity Supply

The production of electricity requires the combustion, consumption, or conversion of other energy resources, including water, wind, oil, natural gas, coal, solar, geothermal, and nuclear. Of the electricity that is generated within the state in 2020, 48.4% is generated by natural gas-fired power plants, 15.4% by solar, 11.2% by hydroelectric, 8.5% by nuclear power plants, 7.2% by wind, and a remaining 9.3% by other renewables.[3]

For Fresno County, Pacific Gas and Electric Company (PG&E) is the primary supplier of electricity to businesses and residents of the area. PG&E's 70,000-square-mile service area covers both Northern and Central California. By the end of 2020, about 30.6 percent of the energy delivered to PG&E's customers came from eligible renewable energy-related projects.[4]

Transportation Fuels Supply

Most petroleum fuel refined in California is for use in on-road motor vehicles and is refined within California to meet state-specific formulations required by the California Air Resources Board (CARB). The major categories of petroleum fuels are gasoline and diesel for passenger vehicles, transit, and rail vehicles; and fuel oil for industry and emergency electrical power generation. Other liquid fuels include kerosene, jet fuel, and residual fuel oil for marine vessels.

California's oil fields make it the third-largest petroleum-producing state in the United States, behind Texas and North Dakota (federal offshore production is the biggest producer

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1 U.S. Energy Information Administration. 2021. California State Profile and Energy Estimates: Profile Overview. Available online at: http://www.eia.gov/state/?sid=CA. Accessed: January 2022.

2 U.S. Energy Information Administration. 2021. California State Profile and Energy Estimates: Profile Analysis. Available online at: https://www.eia.gov/state/analysis.cfm?sid=CA. Accessed: January 2022.

3 California Energy Commission. 2020. 2020 Total System Electric Generation in Gigawatt Hours. Available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation. Accessed: January 2022.

4 Pacific Gas and Electric Company. 2021. Corporate Responsibility and Sustainability Report 2021. Executive Summary. Available online at: https://www.pgecorp.com/corp_responsibility/reports/2021/assets/PGE_CRSR_2021_Executive_Summary.pdf. Accessed: January 2022.

in the United States). Crude oil is moved from area to area within California through a network of pipelines that carry it from both onshore and offshore oil wells to the refineries that are located in the San Francisco Bay Area, the Los Angeles area, and the Central Valley. Currently, 14 petroleum refineries operate in California, processing approximately 1.8 million barrels per day of crude oil.[5]

Other transportation fuel sources are alternative fuels, such as methanol and denatured ethanol (alcohol mixtures that contain no less than 70% alcohol), natural gas (compressed or liquefied), liquefied petroleum gas (LPG), hydrogen, and fuels derived from biological materials (i.e., biomass).

2.1.2 Energy Consumption

Electricity Consumption

Californians consumed 279,510 gigawatt hours (GWh) of electricity in 2020.[6] Of this total, Fresno County consumed 8,018 GWh.[7]

Transportation Sector Fuels Consumption

The transportation sector is a major end use of energy in California, accounting for approximately 39.3% of total state-wide energy consumption in 2019, the most recent year for which data is available.[8] In addition, energy is consumed in connection with construction and maintenance of transportation infrastructure, such as streets, highways, freeways, rail lines, and airport runways. California's 28.4 million vehicles consume more than 12.9 billion gallons of gasoline and more than 3 billion gallons of diesel each year.[9] In Fresno County, about 313 million gallons of gasoline and 131 million gallons of diesel are consumed each year by approximately 708,000 vehicles.[10]

[5] U.S. Energy Information Administration. 2021. Petroleum & Other Liquids. Number and Capacity of Petroleum Refineries. Available online at: https://www.eia.gov/dnav/pet/PET_PNP_CAP1_DCU_SCA_A.htm. Accessed: January 2022.

[6] A watt hour is a unit of energy equivalent to one watt of power expended for one hour. For example, a typical light bulb is 60 watts, meaning that if it is left on for one hour, 60-watt hours have been used. One kilowatt equals 1,000 watts. The consumption of electrical energy by homes and businesses is usually measured in kilowatt hours (kWh). Some large businesses and institutions also use megawatt hours (MWh), where one MWh equals 1,000 kWh. One gigawatt equals one thousand (1,000) megawatts, or one million (1,000,000) kilowatts. The energy output of large power plants over long periods of time, or the energy consumption of jurisdictions, can be expressed in gigawatt hours (GWh).

[7] Electricity data for Fresno County and the State of California in 2020 are obtained from the California Energy Commission, electricity consumption by county. Available at: https://ecdms.energy.ca.gov/elecbycounty.aspx. Accessed: January 2022.

[8] U.S. Energy Information Administration. 2020. California State Profile and Energy Estimates: California Energy Consumption by End-Use Sector, 2019. Available online at: http://www.eia.gov/state/?sid=CA#tabs-2. Accessed: January 2022.

[9] CARB. EMFAC2021. Emissions Inventory - State-wide for Calendar Year 2020. Available online at: https://arb.ca.gov/emfac/. Accessed: January 2022.

[10] CARB. EMFAC2021. Emissions Inventory – Fresno County for Calendar Year 2020. Available online at: https://arb.ca.gov/emfac/. Accessed: February 2022.

2.2 Regulatory Overview

2.2.1 Federal Programs

2.2.1.1 Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 was established in response to the oil crisis of 1973, which increased oil prices due to a shortage of reserves. The Act requires that all vehicles sold in the U.S. meet certain fuel economy goals, known as the Corporate Average Fuel Economy standards. The National Highway Traffic Safety Administration (NHTSA) of the U.S. Department of Transportation (DOT) administers the Corporate Average Fuel Economy program, and the U.S. Environmental Protection Agency (EPA) provides the fuel economy data.

In April 2010, the EPA and NHTSA issued a final rulemaking establishing new federal fuel economy standards for model years 2012 to 2016 passenger cars and light-duty trucks. For model year 2012, the fuel economy standards for passenger cars, light trucks, and combined cars and trucks were 33.3 miles per gallon (mpg), 25.4 mpg, and 29.7 mpg, respectively.[11] These standards increase progressively up to 37.8 mpg, 28.8 mpg, and 34.1, respectively, for model year 2016. In subsequent rulemakings, the agencies extended the national program of fuel economy standards to passenger vehicles and light-duty trucks of model years 2017-2025, culminating in fuel economy of 54.5 mpg by model year 2025,[12] as well as to medium- and heavy-duty vehicles of model years 2014-2018, including large pickup trucks and vans, semi-trucks, and all types and sizes of work trucks and buses. [13]

In August 2016, the EPA and NHTSA adopted the next phase (Phase 2) of the fuel economy and GHG standards for medium- and heavy-duty trucks, which apply to vehicles with model year 2018 and later.[14] In response to the EPA's adoption of the Phase 2 standards, CARB staff brought a proposed California Phase 2 program before its Board in 2017; and the Board approved the program in March 2018.[15]

In 2018, the EPA and NHTSA proposed to amend certain existing Corporate Average Fuel Economy standards for passenger cars and light trucks and establish new standards, covering model years 2021-2026. Compared to maintaining the post-2020 standards now in place, the proposal would increase U.S. fuel consumption.[16]

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[11] United States Environmental Protection Agency (EPA) and United States Department of Transportation (DOT). 2010. *Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards*. Final Rule. 75 Fed. Reg. 25324-25728.

[12] United States Environmental Protection Agency (EPA) and United States Department of Transportation (DOT). 2012. *2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards*; Final Rule. 77 Fed. Reg. 62623.

[13] United States Environmental Protection Agency (EPA) and United States Department of Transportation (DOT). 2011. *Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles.* 76 Fed. Reg. 57106.

[14] USEPA. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-greenhouse-gas-emissions-and-fuel-efficiency. Accessed: January 2022.

[15] CARB. CA Phase 2 GHG webpage: https://ww2.arb.ca.gov/our-work/programs/greenhouse-gas-standards-medium-and-heavy-duty-engines-and-vehicles/phase2. Accessed: January 2022.

[16] Federal Register. 2018. *The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks*. Available at: https://www.federalregister.gov/documents/2018/08/24/2018-16820/the-safer-affordable-fuel-efficient-safe-vehicles-rule-for-model-years-2021-2026-passenger-cars-and. Accessed: January 2022.

In 2019, the EPA and NHTSA announced the One National Program Rule, which allows the federal government to set the standard for uniform fuel economy and greenhouse gas emissions of automobiles and light duty trucks. This rule pre-empts state and local programs from setting the national standard, which includes California's GHG and ZEV programs.[17]

In December 2021, EPA finalized revised national greenhouse gas emissions standards for passenger cars and light trucks for Model Years 2023-2026.[18]

2.2.1.2 Energy Policy Act of 2005 and Energy Independence and Security Act of 2007

The Energy Policy Act of 2005 seeks to reduce reliance on non-renewable energy resources and provide incentives to reduce current demand on these resources. For example, under the Energy Policy Act, consumers and businesses can attain federal tax credits for purchasing fuel-efficient appliances and products. Because driving fuel-efficient vehicles and installing energy-efficient appliances can provide many benefits, such as lower energy bills, increased indoor comfort, and reduced air pollution, businesses are eligible for tax credits for buying hybrid vehicles, building energy-efficient buildings, and improving the energy efficiency of commercial buildings. Additionally, tax credits are given for the installation of qualified fuel cells, stationary microturbine power plants, and solar power equipment.

The Energy Policy Act of 2005 also established the first renewable fuel volume mandate in the United States. The original Renewable Fuel Standard program required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the Energy Independence and Security Act of 2007, the Renewable Fuel Standard program was expanded to include diesel and to increase the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022.

2.2.1.3 American Recovery and Reinvestment Act

The American Recovery and Reinvestment Act of 2009 was passed in response to the economic crisis of the late 2000s, with the primary purpose of maintaining existing jobs and creating new jobs. Among the secondary objectives of the American Recovery and Reinvestment Act was investment in "green" energy programs, including funding the following through grants, loans, or other mechanisms: private companies developing renewable energy technologies; local and state governments implementing energy efficiency and clean energy programs; research in renewable energy, biofuels, and carbon capture; and development of high efficiency or electric vehicles. [19]

2.2.1.4 Intermodal Surface Transportation Efficiency Act

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 promotes the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. The Intermodal Surface Transportation Efficiency Act contains factors that metropolitan planning organizations (MPO), such as the

[17] EPA. 2019. *Trump Administration Announces One National Program Rule on Federal Preemption of State Fuel Economy Standards*. Available at: https://www.epa.gov/newsreleases/trump-administration-announces-one-national-program-rule-federal-preemption-state-fuel. Accessed: January 2022.

[18] United States Environmental Protection Agency. 2021. Regulations for Greenhouse Gas Emissions from Passenger Cars and Trucks. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-greenhouse-gas-emissions-passenger-cars-and. Accessed: January 2022.

[19] United States Environmental Protection Agency (EPA). 2009. *Recovery: EPA Gets Involved.* Available at: https://archive.epa.gov/recovery/web/html/. Accessed: January 2022.

Kern Council of Governments (Kern COG), are to address in developing transportation plans and programs, including some energy-related factors. To meet the ISTEA requirements, MPOs have adopted explicit policies defining the social, economic, energy, and environmental values that guide transportation decisions in their respective metropolitan areas. The planning process for specific projects would then address these policies. Another requirement of the ISTEA is to consider the consistency of transportation planning with federal, state, and local energy goals. Through this requirement, energy consumption is expected to be a decision criterion, along with cost and other values to determine the best transportation solution.

2.2.1.5 Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century ("TEA-21") was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

2.2.2 State Programs

2.2.2.1 AB 32 and SB 32 (State-wide GHG Reductions with Energy Co-Benefits)

The California Global Warming Solutions Act of 2006 (AB 32) was signed into law in September 2006.[20] The law instructed CARB to develop and enforce regulations for the reporting and verification of state-wide GHG emissions. The bulk of GHG emissions in California are carbon dioxide that result from fossil fuel consumption. Therefore, a reduction in GHG emissions typically translates into reduced fuel and increased energy efficiency. The bill directed CARB to set a state-wide GHG emission limit based on 1990 levels, to be achieved by 2020.

AB 32 requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions. In December 2008, CARB adopted its Climate Change Scoping Plan: A Framework for Change (Scoping Plan), which included the state's strategies for achieving AB 32's reduction targets. These strategies are implemented with additional rules and regulations of relevance to energy analysis, such as the Advanced Clean Cars Program, the low carbon fuel standard (LCFS), Title 24 building efficiency standards, and the Renewable Portfolio Standard (RPS). These are discussed further below.

Enacted in 2016, Senate Bill (SB) 32 (Pavley, 2016) codifies a 2030 GHG emissions reduction goal and requires CARB to ensure that state-wide GHG emissions are reduced to 40 percent below 1990 levels by 2030. Similar to AB 32, a reduction in GHG emissions typically corresponds with a reduction in energy usage as the bulk of GHGs result from the combustion of fossil fuel.

[20] CARB. Assembly Bill 32 Overview. 2006a. Available at: http://www.arb.ca.gov/cc/ab32/ab32.htm. Accessed: January 2022.

2.2.2.2 SB 350 (Clean Energy and Pollution Reduction Act of 2015)

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) increases California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This bill requires the State Energy Resources Conservation and Development Commission to establish annual targets for state-wide energy efficiency savings and demand reduction that will achieve a cumulative doubling of state-wide energy efficiency savings in electricity and natural gas final end uses of retail customers by January 1, 2030.

2.2.2.3 2020 Integrated Energy Policy Report Update

The 2020 Integrated Energy Policy Report (IEPR) Update provides an assessment of major energy trends and issues for a variety of energy sectors, as well as policy recommendations.[21] Prepared by the California Energy Commission (CEC), this report details the key energy issues facing California and develops potential strategies to address these issues. The 2020 IEPR Update includes a discussion of several strategies to reduce climate change impacts and lessen energy consumption and recommendations for each topic. Examples include a discussion of California's transportation future and the transition to zero-emission vehicles, the potential of microgrids to contribute to a clean and resilient energy system, and California's energy demand outlook updated to reflect the global pandemic. The assessments and forecasted energy demand within this report will be used by the CEC to develop future energy policies.

2.2.2.4 Title 24 Building Energy Efficiency Standards

The California Green Building Standards Code, as specified in Title 24, Part 11 of the California Code of Regulations, commonly referred to as CalGreen Building Standards (CalGreen), establishes voluntary and mandatory standards to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The provisions of this code apply to the planning, design, operation, construction, replacement, use and occupancy, location, maintenance, removal and demolition of every building or structure or any appurtenances connected or attached to such building structures throughout California. Examples of CalGreen provisions include reducing indoor water use, moisture sensing irrigation systems for landscaped areas, construction waste diversion goals, and energy system inspections. CalGreen is periodically amended; the most recent 2019 standards became effective on January 1, 2020.

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations, were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods for building features such as space conditioning, water heating, lighting, and whole envelope. The 2005, 2008, and 2013 updates to the efficiency standards included provisions such as cool roofs on commercial buildings, increased use of skylights, and higher efficiency lighting, HVAC, and water heating systems. Additionally,

[21] California Energy Commission. 2020. 2020 Integrated Energy Policy Report Update. Available at: https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2020-integrated-energy-policy-report-update. Accessed: January 2022.

some standards focused on larger energy saving concepts such as reducing loads at peak periods and seasons and improving the quality of such energy-saving installations. Past updates to the Title 24 standards have proven very effective in reducing building energy use, with the 2013 update estimated to reduce energy consumption in residential buildings by 25% and energy consumption in commercial buildings by 30%, relative to the 2008 standards.[22] The 2016 updates included additional high efficiency lighting requirements, high performance attic and walls, and higher efficiency water and space heaters. The 2016 standards were expected to reduce residential electricity consumption by 28% and non-residential electricity by 5%.[23] The CEC has developed and adopted 2019 standards, which went into effect on January 1, 2020.

The 2019 Title 24 standards are the currently applicable building energy efficiency standards, and became effective on January 1, 2020.[24] The 2019 updates include a requirement for solar photovoltaic systems for new homes, requirements for newly constructed healthcare facilities, additional high efficiency lighting requirements, high performance attic and walls, higher efficiency water and space heaters, and high efficiency air filters. Relative to the 2016 standards, the 2019 standards are expected to reduce high-rise residential and non-residential electricity consumption by approximately 10.7% and natural gas consumption by 1% and require new low-rise residential buildings to achieve zero net electricity consumption using a combination of building efficiency and on-site renewable electricity generation.[25]

As the Project phasing schedule anticipates build out as late as 2035, further reductions can be anticipated from future Title 24 code cycles. Thus, this analysis represents a conservative estimate of energy-related emissions. Estimated Project energy use rates for both the unmitigated and mitigated case are based on data provided by ConSol, which is described in more detail in Section 4.2 below.

The California Public Utilities Commission, CEC, and CARB also have a shared, established goal of achieving Zero Net Energy (ZNE) for new construction in California. The key policy timelines include: (1) all new residential construction in California will be ZNE by 2020, and (2) all new commercial construction in California will be ZNE by 2030. The ZNE goal generally means that new buildings must use a combination of improved efficiency and renewable energy generation to meet 100 percent of their annual energy need, as specifically defined by the CEC:

> "A ZNE Code Building is one where the value of the energy produced by on-site renewable energy resources is equal to the value of the energy consumed annually by the building, at the level of a single 'project' seeking development entitlements and building code permits, measured using the [CEC]'s Time Dependent Valuation (TDV) metric. A ZNE Code Building meets an Energy Use Intensity value designated in the

[22] CEC. 2012. Energy Commission Approves More Efficient Buildings for California's Future. Available at: https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C17.pdf. Accessed: January 2022.

[23] CEC. 2015. 2016 Building Energy Efficiency Standards Adoption Hearing. Available at: https://web.archive.org/web/20190602115405/http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2015-06-10_hearing/2015-06-10_Adoption_Hearing_Presentation.pdf. Accessed: January 2022.

[24] CEC. 2019. California's Energy Efficiency Standards for Residential and Nonresidential Buildings. Available online at: https://www.energy.ca.gov/title24/2019standards/. Accessed: January 2022.

[25] CEC. 2018. 2019 Title 24 Impact Analysis. June. Available at: https://web.archive.org/web/20190601203553/https://www.energy.ca.gov/title24/2019standards/post_adoption/documents/2019_Impact_Analysis_Final_Report_2018-06-29.pdf. Accessed: January 2022.

Building Energy Efficiency Standards by building type and climate zone that reflect best practices for highly efficient buildings."[26]

While the adopted 2019 Title 24 standards do not achieve the 2020 Zero Net Energy goal, they do move the State further along the path to achieving this goal. The CEC has more recently focused on grid harmonization strategies (GHS), to bring maximum benefits to the grid, environment, and occupants; and GHG emissions reductions.[27]

At the time of this writing, the CEC had adopted the 2022 Energy Code. In December 2021, the California Building Standards Commission approved the code for inclusion into the California Building Standards Code. The Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for or after January 1, 2023, must comply with the 2022 Energy Code.

2.2.2.5 Renewables Portfolio Standard

SB 1078 (2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to obtain at least 20 percent of their energy supply from renewable sources by 2017. SB 107 (2006) changed that target date to 2010. In November 2008, then-Governor Schwarzenegger signed Executive Order S-14-08, which expanded the state's Renewable Portfolio Standard to 33 percent renewable power by 2020. In April 2011, then-Governor Brown signed SB 2X, which legislated the prior Executive Order S-14-08 renewable standard. SB 350 (2015) set an additional RPS goal of 50 percent renewables by 2030. And SB 100 (2018) accelerated and extended again the RPS – requiring achievement of a 50 percent RPS by 2026 and a 60 percent RPS by 2030. SB 100 also established a state policy goal to achieve 100 percent carbon-free electricity by 2045.

2.2.2.6 Mobile Source Regulations

SB 743 (Transportation Analysis under CEQA)

Public Resources Code Section 21099(c)(1), as codified through enactment of SB 743, was enacted with the intent to change the focus of transportation analyses conducted under the California Environmental Quality Act (CEQA). SB 743 reflects a legislative policy to balance the needs of congestion management with state-wide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions. As finalized in December 2018, amendments to the State CEQA Guidelines adopted in furtherance of SB 743 establish vehicle miles travelled (VMT), in lieu of level of service, as the new metric for transportation analysis. Implementation of SB 743 is anticipated to improve the efficiency of transportation fuels consumption.

SB 375 (Land Use Planning)

SB 375, the Sustainable Communities and Climate Protection Act of 2008, supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning. SB 375 required CARB to establish GHG emission reduction targets (Regional Targets) for each metropolitan planning region. On September 23, 2010, CARB

[26] CEC, 2015 Integrated Energy Policy Report (2015), p. 41.

[27] CEC. 2018. The 2019 Building Energy Efficiency Standards ZNE Strategy. September 11. Available at: https://www.cesa.org/wp-content/uploads/CESA-webinar-slides-9.11.2018.pdf. Accessed: January 2022.

adopted Regional Targets applying to the years 2020 and 2035. In 2011, CARB adopted Regional Targets of 5% for 2020 and 10% for 2035 for the area under the jurisdiction of Fresno COG. These targets were in place through September 30, 2018. In March 2018, CARB approved updated regional targets of 6% for 2020 and 13% for 2035 for Fresno COG, which will be applied by Fresno COG in future planning cycles.

SB 375 requires MPOs, including Fresno COG, to incorporate a "sustainable communities strategy" (SCS) in their regional transportation plans (RTPs) that will achieve the GHG emission Reduction Targets set by CARB, primarily by reducing VMT from light-duty vehicles through development of more compact, complete, and efficient communities. Fresno COG most recently prepared the 2018 Regional Transportation Plan and Sustainable Communities Strategy[28] to fulfill this requirement; and the CARB accepted Fresno COG's GHG quantification demonstration for that plan, which demonstrates achievement of the targets set prior to 2018.[29] At this time, the Fresno COG is working towards a Regional Transportation Plan Update, which is expected to be adopted in mid-2022.

Clean Cars

In January 2012, CARB approved the Advanced Clean Cars Program, which established an emissions control program for cars and light-duty trucks (such as SUVs, pickup trucks, and minivans) of model years 2017-2025. When the program is fully implemented, new vehicles would emit 75% less smog-forming pollutants than the average new car sold today, and greenhouse gas emissions would be reduced by nearly 35%. This Program would help reduce fossil fuel usage for internal combustion engine powered vehicles.

Commercial Motor Vehicle Idling Regulation

In July 2004, CARB initially adopted an Airborne Toxic Control Measure (ATCM) to limit idling of diesel-fueled commercial motor vehicles (idling ATCM) and subsequently amended it in October 2005, October 2009, and December 2013. This ATCM is set forth in Title 13, California Code of Regulations, Section 2485, and requires, among other things, that drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds, including buses and sleeper berth equipped trucks, not idle the vehicle's primary diesel engine longer than five minutes at any location. This anti-idling regulation helps to reduce fuel consumption by reducing engine usage. The ATCM also requires owners and motor carriers that own or dispatch these vehicles to ensure compliance with the ATCM requirements. The regulation consists of new engine and in-use truck requirements and emission performance requirements for technologies used as alternatives to idling the truck's main engine. Under the new engine requirements, 2008 and newer model year heavy-duty diesel engines need to be equipped with a non-programmable engine shutdown system that automatically shuts down the engine after five minutes of idling or optionally meet a stringent oxides of nitrogen idling emission standard.

[28] Fresno Council of Governments. 2018. The 2018 Regional Transportation Plan and Sustainable Communities Strategy. Available at: https://www.fresnocog.org/project/regional-transportation-plan-rtp/. Accessed: January 2022.

[29] CARB. 2020. Technical Evaluation of the Greenhouse Gas Emissions Reduction Quantification for Fresno Council of Governments' SB 375 2018 Sustainable Communities Strategy. Available at: https://ww2.arb.ca.gov/sites/default/files/2020-06/Technical_Evaluation_of_the_GHG_Emissions_Reduction_Quantification_for_the_FCOG_SB_375_SCS_September_2019.pdf. Accessed: January 2022.

In-Use Off-Road Diesel Fueled Fleets Regulation

In May 2008, CARB approved the In-Use Off-Road Diesel Fueled Fleets Regulation (Off-Road Regulation), which was later amended in December 2009, July 2010, and December 2011. The overall purpose of the Off-Road Regulation is to reduce emissions of oxides of nitrogen (NO_X) and particulate matter (PM) from off-road diesel vehicles operating within California. The regulation applies to all self-propelled off-road diesel vehicles 25 horsepower (hp) or greater used in California and most two-engine vehicles. The Off Road Regulation:

- Imposes limits on idling (i.e., fleets must limit unnecessary idling to 5 minutes), requires a written idling policy, and requires a disclosure when selling vehicles;
- Requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System, DOORS) and labelled;
- Restricts the adding of older vehicles into fleets starting on January 1, 2014; and
- Requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (VDECS) (i.e., exhaust retrofits).

The anti-idling component of this Off-Road Regulation helps to reduce fuel consumption by reducing engine usage.

Tractor-Trailer Greenhouse Gas Regulation

CARB's Tractor-Trailer Greenhouse Gas regulation reduces the energy consumption of large trucks. CARB developed this regulation to make heavy-duty tractors more fuel efficient. Fuel efficiency is improved by requiring the use of aerodynamic tractors and trailers that are also equipped with low rolling resistance tires. The tractors and trailers subject to this regulation must either use EPA's SmartWay (SmartWay) certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The SmartWay certification process is part of their broader voluntary program called the SmartWay Transport Partnership Program. The regulation applies primarily to owners of 53-foot or longer box-type trailers, and owners of the heavy-duty tractors that pull them on California highways. These owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance tires. All owners regardless of where their vehicle is registered must comply with the regulation when they operate their affected vehicles on California highways. Besides the owners of these vehicles, drivers, motor carriers, California-based brokers and California-based shippers that operate or use them also share in the responsibility for compliance with the regulation.

Zero Emission Vehicles

Zero emission vehicles (ZEVs) include hydrogen fuel cell electric vehicles and plug-in electric vehicles, such as battery electric vehicles and plug-in hybrid electric vehicles.

In 2012, Governor Brown issued EO B-16-2012, which calls for the increased penetration of ZEVs into California's vehicle fleet in order to help California achieve a reduction of GHG emissions from the transportation sector equalling 80 percent less than 1990 levels by 2050. In furtherance of that state-wide target for the transportation sector, the EO also calls upon CARB, the CEC and the California Public Utilities Commission to establish benchmarks that will: (1) allow over 1.5 million ZEVs to be on California roadways by 2025, and (2) provide the State's residents with easy access to ZEV infrastructure. EO B-16-2012 specifically

directed California to "encourage the development and success of zero-emission vehicles to protect the environment, stimulate economic growth, and improve the quality of life in the State."[30]

In 2018, Governor Brown also issued EO B-48-18, which launched an eight-year initiative to accelerate the sales of ZEVs through a mix of rebate programs and infrastructure improvements. The EO also sets a new target of five million ZEVs in California by 2030 and includes funding for multiple state agencies to increase EV charging infrastructure and provide purchase rebates/incentives.

In furtherance of the State's ZEV penetration goals, in February 2013, the Governor's Interagency Working Group on Zero-emission Vehicles issued the *2013 ZEV Action Plan: A roadmap toward 1.5 million zero-emission vehicles on California* roadways *by 2025*.[31] The 2013 ZEV Action Plan identifies four broad goals for State government to advance ZEVs: 1) Complete needed infrastructure and planning; 2) Expand consumer awareness and demand; 3) Transform fleets; and 4) Grow jobs and investment in the private sector. As part of these goals, some highlighted strategies and actions include: i) supporting ZEV infrastructure planning and investment by private entities; ii) enabling universal access to ZEV infrastructure for California drivers; iii) reducing upfront purchase costs for ZEVs; iv) promoting consumer awareness of ZEVs; and v) helping to expand ZEVs in bus fleets. The Action Plan discusses the challenges of ZEV expansion, which include the need to enable electric vehicle chargers in homes, increase consumer awareness, address up-front costs and operational limitations, and address that ZEVs are not commercially available for all categories of vehicles.

In October 2016, the Governor's Interagency Working Group on Zero-Emission Vehicles issued the *2016 ZEV Action Plan: A roadmap toward 1.5 million zero-emission vehicles on California* roadways *by 2025*.[32] This report provides an update on progress toward achieving the 2013 goals and highlights the following four top priorities for the upcoming years: 1) Raise consumer awareness and education about ZEVs; 2) Ensure ZEVs are accessible to a broad range of Californians; 3) Make ZEV technologies commercially viable in targeted applications in the medium-duty, heavy-duty, and freight sectors; and 4) Aid ZEV market growth beyond California. The broad goals to advance ZEV adoption are: i) achieve mainstream consumer awareness of ZEV options and benefits; ii) make ZEVs an affordable and attractive option for drivers; iii) ensure convenient charging and fueling infrastructure for greatly expanded use of ZEVs; iv) maximize economic and job opportunities from ZEV technologies; v) bolster ZEV market growth outside of California; and vi) lead by example by integrating ZEVs into State government. The goals and strategies proposed in the 2013 Action Plan will continue to be implemented; however, additional strategies are proposed to help achieve the new goals, including setting targets to increase home charging stations in multiunit dwellings and disadvantaged communities and for public transit and school bus electrification. The 2016 Action Plan describes challenges toward achieving the 2025 goal of

[30] Executive Order B-16-2012. Available at: https://www.ca.gov/archive/gov39/2012/03/23/news17472/. Accessed: January 2022.

[31] Governor's Interagency Working Group on Zero-emission Vehicles. 2013. Available at: http://opr.ca.gov/docs/Governors_Office_ZEV_Action_Plan_(02-13).pdf. Accessed: January 2022.

[32] Governor's Interagency Working Group on Zero-emission Vehicles. 2016. Available at: https://www.ca.gov/archive/gov39/wp-content/uploads/2018/01/2016_ZEV_Action_Plan-1.pdf. Accessed: January 2022.

1.5 million ZEVs in California, such as that most consumers are still not aware of the benefits of passenger ZEVs and that over 1,000,000 charge points will be needed at homes, workplaces, and public locations but only 11,000 non-home charge points are installed as stated in the 2016 ZEV Action Plan.

In September 2018, the Governor's Interagency Working Group on Zero-Emission Vehicles published the 2018 ZEV Action Plan Priorities Update.[33] This update is the result of Governor Brown's directive to update the 2016 Zero-Emission Vehicle Action Plan to help expand private investment in zero-emission vehicle infrastructure, particularly in low income and disadvantaged communities. The 2018 Priorities Update serves three fundamental purposes: 1) Provide direction to state agencies on the most important actions to be executed in 2018 to enable progress toward the 2025 targets and 2030 Vision; 2) Give stakeholders transparency into the actions state agencies plan to take (or are taking) this year to further the ZEV market; and 3) Create a platform for stakeholder engagement, feedback, and collaboration. As of July 2018, over 410,000 ZEVs have been sold in California, which is approximately 150,000 ZEVs since the publication of the 2016 Action Plan in October 2016.

In July 2020, CARB prepared an Assessment of CARB's Zero-Emission Vehicles Programs Per Senate Bill 498. In this report, CARB staff reviews its programs that affect the adoption of light, medium, and heavy-duty ZEVs, including identifying each program's goals and status in meeting those goals, performing a cost-benefit analysis where data are available, and comparing CARB's ZEV programs with those of other jurisdictions. Additionally, pursuant to SB 498, CARB provides policy recommendations for increasing the use of ZEVs in the State, as well as recommendations for vehicle fleet operators to increase the use of ZEVs.[34]

The California Zero-Emission Vehicle Market Development Strategy was published in February 2021.[35] This strategy was prepared to meet the targets identified by Governor Newsom in Executive Order N-79-20, which include the following zero-emission vehicle targets for California:

- 100% of in-state sales of new passenger cars and light-duty trucks will be zero-emission by 2035,
- 100% zero-emission medium and heavy-duty vehicles in the state by 2045 where feasible and by 2035 for drayage trucks, and
- 100% zero-emission off-road vehicles and equipment operations by 2035, where feasible.

A document prioritizing near-term actions for the next year was prepared in August 2021 called the ZEV Pillar Priorities.[36] This annual implementation document identifies the

[33] Governor's Interagency Working Group on Zero-emission Vehicles. 2018. Available at: https://static.business.ca.gov/wp-content/uploads/2019/12/2018-ZEV-Action-Plan-Priorities-Update.pdf. Accessed: January 2022.

[34] CARB. 2020. Assessment of CARB's Zero-Emission Vehicles Programs Per Senate Bill 498. Available at: https://ww3.arb.ca.gov/programs/zev/SB-498-Report-072320.pdf. Accessed: January 2022.

[35] CARB. 2021. California Zero-Emission Vehicle Market Development Strategy. Available at: https://static.business.ca.gov/wp-content/uploads/2021/02/ZEV_Strategy_Feb2021.pdf. Accessed: January 2022.

[36] CARB. 2021. ZEV Pillar Priorities. Available at: https://static.business.ca.gov/wp-content/uploads/2021/08/ZEVPillarPriority.pdf. Accessed: January 2022.

near-term actions to create market opportunity, remove barriers, and further collective understanding.

In June 2020, CARB approved the Advanced Clean Trucks regulation, which has requirements for manufacturer ZEV sales and a one-time reporting requirement for large entities and fleets.[37] The Advanced Clean Truck Regulation is part of a holistic approach to accelerate a large-scale transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. Large employers including retailers, manufacturers, brokers, and others are required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, are required to report about their existing fleet operations. This information helps to identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

California is incentivizing the purchase of ZEVs through implementation of the Clean Vehicle Rebate Project (CVRP), which is administered by a non-profit organization (The Center for Sustainable Energy) for CARB and currently subsidizes the purchase of passenger near-zero and zero emission vehicles as follows:

- Hydrogen Fuel Cell Electric Vehicles: $5,000;
    - Battery Electric Vehicles: $2,500;
    - Plug-In Hybrid Electric Vehicles: $1,500; and
    - Neighborhood Electric Vehicles and Zero Emission Motorcycles: $900.

In March 2017, CARB received Volkswagen's (VW) first 30-month ZEV Investment Plan (Plan).[38] This Plan is required by California's partial settlement with VW resulting from VW's use of illegal devices in its 2.0-liter (2.0L) diesel cars sold in the State from model years 2009 to 2015. The Plan describes how VW is proposing to spend the first $200 million in California on ZEV charging infrastructure (including the development and maintenance of ZEV charging stations), public awareness, increasing ZEV access, and a green city demonstration. In June 2017, Electrify America (a subsidiary of VW) provided CARB with additional information on the Plan.[39] CARB approved the first of the four plans in July 2017.[40]

[37] CARB. 2020. Advanced Clean Trucks. Available at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks. Accessed: January 2022.

[38] VOLKSWAGEN, Group of America. 2017. California ZEV Investment Plan: Cycle 1, March 8, 2017. Available at: https://www.electrifyamerica.com/assets/pdf/California%20ZEV%20Investment%20Plan%20Cycle%201.3bc672a3.pdf. Accessed: January 2022.

[39] Electrify America. 2017. Supplement to the California ZEV Investment Plan, Cycle 1, June 29, 2017. Available at: https://www.electrifyamerica.com/assets/pdf/Cycle%201%20CA%20ZEV%20Invest%20Plan%20Supplement.a92e7705.pdf. Accessed: January 2022.

[40] CARB, 2017. CARB Approves $200 Million VW Zero-Emission Vehicle Investment in California, July, 27. Available at: https://ww2.arb.ca.gov/news/carb-approves-200-million-vw-zero-emission-vehicle-investment-california. Accessed: January 2022.

In its 2014 First Update, CARB recognized that the light-duty vehicle fleet "will need to become largely electrified by 2050 in order to meet California's emission reduction goals."[41] Accordingly, CARB's ACC program – summarized above – requires about 15 percent of new cars sold in California in 2025 to be a plug-in hybrid, battery electric or fuel cell vehicle.[42]

Other state-wide and regional initiatives that spur ZEV uptake include the following:

- CARB currently subsidizes the purchase of passenger near-zero and zero emission vehicles and provides access to high-occupancy vehicle (HOV) lanes to ZEV drivers.
- The VW settlement will result in $800 million in ZEV projects in California over the next ten years, with a focus on increasing public awareness and infrastructure in the first funding cycle.[43]
- The CalGreen standards require new residential and non-residential construction to be pre-wired to facilitate the future installation and use of electric vehicle chargers (see Section 4.106.4 and Section 5.106.5.3 of 2016 CalGreen standards for the residential and nonresidential pre-wiring requirements, respectively).

In January 2017, three of California's largest utilities submitted proposals to the California Public Utilities Commission (CPUC) to electrify the State's transportation sector through more than $1 billion in investments:

- Southern California Edison (SCE) filed an application to expand electric transportation in its service area. Some of SCE's proposals include monetary rewards to rideshare drivers who use an electric vehicle, additional fast charge infrastructure at targeted locations within the region, and rates that are designed to incentivize electric vehicle adoption.[44]
- Pacific Gas and Electric (PG&E) submitted an application that aims to expand the electrification of medium- and heavy-duty vehicle fleets, expand fast-charging stations that can refuel EVs in 20-30 minutes, and explore new uses for vehicle electrification.[45]
- San Diego Gas & Electric (SDG&E) submitted an application to install tens of thousands of charging stations in its service area to boost the transition to zero-emission vehicles, trucks, shuttles, and delivery fleets.[46]

[41] CARB, First Update to the Climate Change Scoping Plan: Building on the Framework (May 2014), p. 48.

[42] Id. at p. 47.

[43] CARB, Volkswagen Settlement – California ZEV Investments webpage, available at: https://www.arb.ca.gov/msprog/vw_info/vsi/vw-zevinvest/vw-zevinvest.htm. Accessed: January 2022.

[44] SCE, Application of Southern California Edison Company (U 338-E) for Approval of Its 2017 Transportation Electrification Proposals (January 20, 2017).

[45] PG&E, In the Matter of the Application of Pacific Gas and Electric Company for Approval of its Senate Bill 350 Transportation Electrification Program (January 20, 2017).

[46] SDG&E, Application of San Diego Gas & Electric Company (U902E) for Approval of SB 350 Transportation Electrification Proposals (January 20, 2017).

2.2.3 Local Programs

2.2.3.1 City of Fresno General Plan

The City of Fresno's General Plan was adopted in December 2014.[47] As part of a General Plan Update, the City of Fresno prepared a Program Environmental Impact Report for the continued implementation of the approved Fresno General Plan, text changes to the Mobility and Transportation Element related to Vehicle Miles Traveled (VMT) analysis, and an update to the Greenhouse Gas Reduction Plan. The Greenhouse Gas Reduction Plan Update includes measures related to energy conservation strategies for new and existing buildings and energy efficiency reductions.[48]

[47] City of Fresno. 2014. Fresno General Plan. Available at: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2019/07/ConsolidatedGP6182020.pdf. Accessed: January 2022.

[48] LSA. 2021. Appendix G Greenhouse Gas Reduction Plan Update. Available at: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2021/03/Link4AppendixGGHGRPUpdate.pdf. Accessed: January 2022.

3. SIGNIFICANCE THRESHOLDS

The analysis provided in this report evaluates the significance of the Project's energy by reference to the following questions from Section VI, Energy, of Appendix G of the CEQA Guidelines:

Threshold 1. Would the Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Threshold 2. Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

While no quantitative thresholds related to energy are included in the CEQA Guidelines, Part I of Appendix F of the CEQA Guidelines states as follows:

"The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

1. decreasing overall per capita energy consumption,
2. decreasing reliance on fossil fuels such as coal, natural gas and oil, and
3. increasing reliance on renewable energy resources."

Appendix F of the CEQA Guidelines states that an Environmental Impact Report (EIR) should include a discussion of the potential energy impacts of a project, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

For purposes of this analysis, impacts to energy resources will be considered to be significant if the project would result in the wasteful, inefficient or unnecessary consumption of fuel or energy, and conversely if the project would not incorporate renewable energy or energy efficiency measures into building design, equipment use, transportation or other project features.

To determine whether a project would result in the wasteful, inefficient or unnecessary consumption of fuel or energy, and conversely whether the project would fail to incorporate renewable energy or energy efficiency measures into building design, equipment use, transportation or other project features, Appendix F of the CEQA Guidelines identifies six categories of potential energy-related environmental impacts:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate the energy intensiveness of materials may be discussed.
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

This report, relative to Threshold 1, assesses the Project's electricity, natural gas, and fossil fuel consumption during construction and operation by way of the six questions above. This report, relative to Threshold 2, evaluates the Project for consistency with applicable plans related to renewable energy and energy efficiency (see **Appendix B, Table B-1**: State Plan Level Consistency Analysis and **Appendix B, Table B-2**: Local Plan-Level Consistency Analysis). The Local Plan-Level Consistency Analysis is based on the City of Fresno's Greenhouse Gas Reduction Plan Update[49] and the applicable City of Fresno General Plan[50] policies and objectives.

[49] City of Fresno. 2021. Greenhouse Gas Reduction Plan Update. Available at: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2021/03/Link4AppendixGGHGRPUpdate.pdf. Accessed: February 2022.

[50] City of Fresno. 2014. Fresno General Plan. Available at: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2019/07/ConsolidatedGP6182020.pdf. Accessed: February 2022.

4. METHODOLOGY FOR DEVELOPMENT OF ENERGY PROJECTIONS

This section describes the methodology that Ramboll used to develop the regulatory compliance-based energy projections associated with the Project, which include one-time demand from construction and annual operational demand. This section also identifies the results of the energy projections for the Project based on compliance with applicable regulatory requirements.

Additional information regarding methodology can be found in the **Greenhouse Gas Emissions Technical Report** and **Air Quality Technical Report** for the Project; only the methodology specific to energy usage is discussed in this report.

4.1 Construction Equipment & Activities

Project construction is planned to begin in 2023, with full build out expected in 2023.

Construction of the Project is not anticipated to require natural gas fuel. As such, natural gas related to construction of the Project is not discussed further.

Construction of the Project requires the use of transportation fuel, including gasoline and diesel use in construction equipment, material transport via hauling trucks, delivery via vendor trucks, and construction worker vehicles. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, while VMT associated with the transportation of construction materials and construction worker commutes would also result in fuel consumption. Heavy-duty construction equipment associated with construction activities would use diesel fuel. Construction workers would travel to and from the project site throughout the duration of construction; this analysis assumed that construction workers would primarily use gasoline-powered passenger vehicles.

Heavy-duty construction equipment of various types would be used during each phase of construction. CalEEMod® was used to estimate construction equipment usage, and results are included in **Appendix A**. Fuel consumption from construction equipment was estimated by converting the total carbon dioxide (CO_2) emissions from each construction phase to gallons using conversion factors for CO_2 to gallons of diesel. The estimated diesel fuel usage from off-road construction sources, which totals 55,154 gallons of diesel over the course of the project construction period, is shown in **Table 4-1**.

Fuel consumption from worker, vendor, and hauling trips are estimated by converting the total CO_2 emissions from each construction phase to gallons using conversion factors for CO_2 to gallons of gasoline or diesel. Worker vehicles are assumed to include light-duty automobiles and trucks, vendor vehicles are assumed to include an equal mix of medium heavy-duty trucks and heavy heavy-duty trucks, and hauling vehicles are assumed to include heavy heavy-duty trucks. Estimated fuel usage, which totals 17,539 gallons of gasoline and 29,805 gallons of diesel over the course of the project construction period, is shown in **Table 4-2**.

4.2 Operational Energy Requirements

Energy requirements are evaluated for the first year of Project operations (2023).

4.2.1 Electricity

Operation of the Project will result in electricity demand for the car wash, warehouse, gas station, and parking lot. The annual electricity usage for each land use is presented in **Table 4-3**. The total electricity use for the Project incorporates 2019 Title 24 standards.

4.2.2 Natural Gas

The Project will require natural gas, mainly for building heating and hot water. Natural gas is estimated using CalEEMod® defaults based on averages for the climate zone for the car wash, warehouse, and gas station. The annual natural gas usage for each land use is presented in **Table 4-4**. Estimates for the project are conservative because they assume the project would be built to existing Title 24, Part 6 standards, even though subsequent, more energy efficient iterations of the code will apply.

4.2.3 Fuel Usage

4.2.3.1 Gasoline

Gasoline fuel consumption for Project operation is shown in **Table 4-5**. Operational gasoline fuel usage occurs due to member trips and employee trips when commuting to work at the warehouse, car wash, and gas station and is calculated based on gasoline vehicle VMT. The development of the member and employee VMT is described in detail in the **Greenhouse Gas Emissions Technical Report** and **Air Quality Technical Report**. Gasoline fuel consumption for the Project is calculated by dividing total member and employee VMT by average fuel efficiency of gasoline vehicles in Fresno County from the EMFAC2021 database for calendar year 2023. The analysis also reflects the reasonably foreseeable change based on the discontinued operation of the Costco Warehouse located at 4500 W Shaw Avenue. For purposes of this analysis, 4500 W Shaw Avenue is assumed to be backfilled by a shopping center use resulting in less fuel use. The methodology to account for this change is described in detail in the **Air Quality Technical Report**.

4.2.3.2 Diesel

Diesel fuel consumption for Project operation is shown in **Table 4-6**. Operational diesel fuel usage occurs due to warehouse truck, fuel delivery truck, and MDO delivery truck trips to the site.

Warehouse truck, fuel delivery truck, and MDO delivery truck fuel consumption is based on total VMT, which described in detail in the **Greenhouse Gas Emissions Technical Report** and **Air Quality Technical Report**. Diesel fuel consumption for the Project is calculated by dividing total diesel truck VMT by the average fuel efficiency of diesel vehicles in Fresno County from the EMFAC2021 database for calendar year 2023.

4.2.3.3 Electricity

Electricity consumption from electric vehicles (EVs) and plug-in hybrid electric vehicles (PHEVs) for Project operation is shown in **Table 4-7**. Operational transportation-related electricity usage occurs due to member trips and employee trips when commuting to work at the warehouse, car wash, and gas station and is calculated based on gasoline vehicle VMT. The development of the member and employee VMT is described in detail in the **Greenhouse Gas Emissions Technical Report** and **Air Quality Technical Report**.

Electricity consumption for the Project is calculated by dividing total electric-powered VMT by the average energy efficiency of electric vehicles and plug-in hybrid electric vehicles in Fresno County from the EMFAC2021 database for calendar year 2023. The analysis also reflects the reasonably foreseeable change based on the discontinued operation of the Costco Warehouse located at 4500 W Shaw Avenue. The methodology to account for this change is described in detail in the **Air Quality Technical Report**.

5. PROJECT INVENTORY IN CONTEXT

This section assesses the significance of the Project's energy demand for purposes of CEQA. Project impacts – i.e., energy use beyond existing Baseline conditions – are assessed against the thresholds.

5.1 Threshold 1

Would the Project Result in a Potentially Significant Environmental Impact Due to Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources, during Project Construction or Operation?

5.1.1 Energy Requirements and Energy Use Efficiencies

This section addresses the following category of environmental impact described in Appendix F of the CEQA Guidelines:

> *The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate the energy intensiveness of materials may be discussed.*

5.1.1.1 Construction

Construction of the proposed project would result in fuel usage as shown in **Table 5-1**. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities, or equipment that would not conform to current emissions standards (and related fuel efficiencies).

5.1.1.2 Operations

Operation of the Project would result in electricity, natural gas, gasoline, and diesel fuel usage, as shown in **Table 5-2**. There are no unusual project characteristics that would require consumption that would be more energy intensive than is used for comparable activities, or equipment that would not conform to current emissions standards (and related fuel efficiencies).

Over the lifetime of the project, the fuel efficiency of the vehicles being used for Project operation is expected to improve. The amount of fuel consumption from vehicular trips to and from the project site during operation would correspondingly decrease over time as vehicles become more efficient. Numerous regulations have been adopted that encourage, and require, increased fuel efficiency. For example, CARB has adopted an approach to passenger vehicles that combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emissions vehicles in California. As such, operation of the Project is expected to use decreasing amounts of fuel over time, due to advances in fuel economy.

5.1.2 Local and Regional Energy Supplies

This section addresses the following category of environmental impact described in Appendix F of the CEQA Guidelines:

> *The effects of the project on local and regional energy supplies and on requirements for additional capacity.*

5.1.2.1 Construction

The Project's fuel consumption during construction is discussed in **Section 4.1**. Relative to total electricity and fuel comparison countywide, Project construction would use approximately 0.005% of gasoline and 0.04% of diesel fuel over the duration of construction (**Table 5-1**). In comparison to State-wide usage, construction of the Project would equate to approximately 0.0001% of gasoline usage and less than 0.002% of diesel fuel usage (**Table 5-1**). Therefore, fuel use during construction would be temporary and negligible. Fuel consumption in 2023 (the year of full build-out of the Project) was estimated using EMFAC2021 for Fresno County and California State-wide.

5.1.2.2 Operations

Electricity

The Project's electricity demand during operation is discussed in **Section 4.2.1**. For comparison, based on 2020 consumption, operation of the Project would equate to 0.029% of the total electricity demand countywide and 0.001% of the total electricity demand state-wide (**Table 5-2**). Therefore, the Project is not expected to have an impact on the local utility.

In 2020, total in-state electricity consumption was 279,510 GWh.[51] The CEC estimates that state-wide energy demand will increase to 354,209 GWh in 2030.[52] The Project's anticipated electricity usage of 2,292,337 kWh/year is approximately 0.0008% of the state-wide demand in 2020. Given that the state is growing annually, the anticipated state-wide energy demand for the Project Operational build-out year of 2023 will likely be greater than that in 2020, and thus the project's relative percentage contribution to the state-wide energy demand would be even less.

The Project's electricity use projections also represent a small percentage of regional estimates for PG&E. The CEC estimates that PG&E energy demand will increase to about 114,000 GWh in 2023.[53] The project's anticipated electricity usage of 2,292,337 kWh/year is approximately 0.002% of the projected PG&E planning area demand in 2023.

Overall, the Project's projected electricity demand is consistent with, and a small percentage of, state and regional projections. Therefore, the Project will not require additional generation capacity beyond more general state-wide expansion.

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[51] California Energy Commission. 2020. Electricity consumption by county. Available at: https://ecdms.energy.ca.gov/elecbycounty.aspx Accessed: January 2022.

[52] California Energy Commission. 2018. California Energy Demand 2018-2030 Revised Forecast. Available online at: https://efiling.energy.ca.gov/getdocument.aspx?tn=223244. Accessed: January 2022.

[53] California Energy Commission. 2018. Electricity and Natural Gas Demand Forecast. Available online at: https://efiling.energy.ca.gov/getdocument.aspx?tn=223244. Accessed: January 2022.

Natural Gas

The Project's natural gas demand during operation is described in **Section 4.2.2**. For comparison, based on 2020 consumption, operation of the Project would equate to 0.008% of the total natural gas demand countywide and 0.0002% of the total natural gas demand state-wide (**Table 5-2**).

Overall, the Project's natural gas consumption is a small percentage of state and regional consumption. Therefore, the Project is not expected to have an impact on the local natural gas resources.

Fuel Usage

The Project's fuel usage during operation is discussed in **Section 4.2.3**. As discussed in **Section 4.2.3.1**, Project gasoline consumption due to mobile VMT is approximately 2,001,579 gallons/year, which is 0.522% of the gasoline that would be used countywide in and 0.013% of the gasoline used state-wide in 2023. Project operational diesel consumption is approximately 344,953 gallons/year, which is 0.161% of the total diesel that would be used countywide in 2023. Operation of the Project would result in about 0.007% of the total diesel that would be used state-wide each year (**Table 5-2**).

5.1.2.3 Summary

The Project will not have a substantial impact on the local or regional energy supplies or require additional capacity to be constructed. The Project's impacts are less than significant.

5.1.3 Peak and Base Period Demands

This section addresses the following category of environmental impact described in Appendix F of the CEQA Guidelines:

> *The effects of the project on peak and base period demands for electricity and other forms of energy.*

5.1.3.1 Construction

The Project's base energy consumption compared to regional and state-wide energy consumption is discussed above in **Section 5.1.2**. The electricity demand associated with construction of the Project will be supplied by existing on-site power poles when available. In the event of an emergency or during a power outage, the use of generator sets is permissible, which are comprised of a generator and diesel engine used to produce power off-grid. Therefore, relatively negligible impacts to energy demand are expected as a result of construction activities.

5.1.3.2 Operation

The Project Operation will not have a substantial impact on the peak and base period demands for electricity or other forms of energy. The Project's base energy consumption compared to regional and state-wide energy consumption is discussed above in **Section 5.1.2**. Further details and reasoning on the peak demand are described below.

In 2020, California's peak grid demand was 47,236 MW. On August 14, 2020, PG&E reached a maximum demand of 21,103 MW.[54] In comparison, the Project's maximum demand is expected to be approximately 0.6 MW in 2023. This is a conservative estimate since it was

[54] California ISO. 2021. 2020-2021 Transmission Plan. Available online at: http://www.caiso.com/Documents/BoardApproved2020-2021TransmissionPlan.pdf. Accessed: January 2022.

derived by dividing the total electricity energy required for Project Operation by the annual number of working hours, though some sources of electricity would operate 24 hours per day for every day of the year. Thus, the Project will have a relatively negligible effect on state-wide and PG&E peak demands.

5.1.3.3 Summary

As described above, the Project will not have a substantial impact on peak and base period demands for electricity and other forms of energy. The Project's impacts are less than significant.

5.1.4 Existing Energy Standards

This section addresses the following category of environmental impact described in Appendix F of the CEQA Guidelines:

The degree to which the project complies with existing energy standards.

5.1.4.1 Construction

Project construction requires use of on-road trucks for soil hauling and deliveries, and off-road equipment such as excavators, tractors/loaders/backhoes, forklifts, and graders. The construction activities would comply with state requirements designed to minimize idling and associated emissions, which also minimizes use of fuel. Specifically, idling of commercial vehicles and off-road equipment would be limited to five minutes in accordance with the Commercial Motor Vehicle Idling Regulation and the Off-Road Regulation, and the trucks used would be compliant with the requirements of the Tractor-Trailer Greenhouse Gas Regulation.

5.1.4.2 Operation

Electricity

The Project's anticipated electricity use is discussed in **Section 4.2.1**.

The electricity demand estimate for the Project incorporates the 2019 Title 24 standards. If the application for the Project is applied for on or after January 1, 2023, then the Project will comply with the 2022 Title 24 Standards.

Natural Gas

The Project's anticipated natural gas use is discussed in **Section 4.2.2**.

The natural gas demand for the Project is estimated in accordance with the Title 24 standards. For this analysis, the Project is assumed to meet 2019 Title 24 standards. If the application for the Project is applied for on or after January 1, 2023, then the Project will comply with the 2022 Title 24 Standards.

Fuel Usage

The Project's anticipated fuel use is discussed in **Section 4.2.3**. There are no unusual project characteristics that would require the use of gasoline and diesel that would be more energy intensive than is used for comparable activities, or equipment that would not conform to current emissions standards (and related fuel efficiencies).

Vehicle use for the proposed project also has been evaluated pursuant to the technical advisory the Governor's Office of Planning and Research published under SB 743, which

created a process to change the methods used for transportation impacts analyses under CEQA from focusing on level of service to VMT. (See 14 CCR 15064.3.)

5.1.4.3 Summary

As described above, the Project will comply with all applicable energy standards. The Project's impacts are less than significant.

5.1.5 Energy Resources

This section addresses the following category of environmental impact described in Appendix F of the CEQA Guidelines:

> *The effects of the project on energy resources.*

The Project's energy use is discussed in **Section 4** above, including electricity, natural gas, gasoline, and diesel consumption associated with on-site equipment, mobile operations, and construction activities. The Project's use of energy will not have a substantial effect on state-wide or regional energy resources. Total operational energy use requirements for the Project are summarized in **Table 5-2**. Programs and measures relevant to energy resources are discussed in detail above.

The Project will not significantly impact energy resources and the Project's impacts are less than significant.

5.1.6 Transportation Energy Use

This section addresses the following category of environmental impact described in Appendix F of the CEQA Guidelines:

> *The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.*

Conventional gasoline and diesel vehicles consume gasoline or diesel fuel, whereas EVs consume electricity that can be sourced by fossil fuels or renewables. EVs, including battery-electric vehicles and plug-in hybrid electric vehicles, comprise a growing fraction of the passenger vehicles on the roads in California. EV adoption is expected to increase over the upcoming decades due in part to improvements in battery technology and public initiatives and goals. This increase in EV adoption will decrease the fuel requirements due to transportation.

New state-wide regulations. such as Truck and Bus Rule (Title 13 CCR Section 2025), On-Road Heavy-Duty Vehicle Program (Title 13, CCR Section 1956.8), Pavley Clean Car Standards and the Advanced Clean Cars (ACC) program have been instated which reduce emissions and fuel requirements from trucks and cars.

Gasoline fuel usage for the Project shown in **Table 4-5** will decrease over time as fleets become more fuel efficient and switch to more electric vehicles. While there is a growth in diesel fuel usage, the growth rate is slower than the increase in VMT due to enhanced fuel efficiency of heavy-duty vehicles in the Project year as shown in **Table 4-6**.

5.1.7 Summary

Based on the above analysis of each of the environmental impact factors identified in CEQA Guidelines Appendix F, the potential for the Project to result in wasteful, inefficient, or unnecessary consumption of fuel or energy, and conversely to fail to incorporate energy efficiency measures into equipment use, transportation or other project features is **less than significant.**

5.2 Threshold 2

Would the Project Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency?

The Proposed Project would comply with any applicable state plans for renewable energy or energy efficiency to the extent required by law. Further, the Project would be consistent with the renewable energy and energy efficiency provisions of the City of Fresno General Plan[55]. This plan is described in more detail in **Section 2.2.3** and the relevant provisions of each plan are listed in **Appendix B**. The Project has been evaluated for consistency with state plans and has been concluded to be consistent; the assessment for state plan measures is found in **Appendix B, Table B-1**. Additionally, the Project has been evaluated for consistency with the relevant provisions and has been concluded to be consistent; the assessment for individual local plan measures is found in **Appendix B, Table B-2**. As such, Project impacts are **less than significant**.

[55] City of Fresno. 2014. Fresno General Plan. Available at: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2019/07/ConsolidatedGP6182020.pdf. Accessed: January 2022.

TABLES

Table 4-1. Construction Off-road Equipment Fuel Consumption
Costco Commercial Center
Fresno, California

Year	CO_2 Emissions[1] (MT/yr)	Diesel Consumption[2] (gallons/yr)
2023	563	55,154

Conversions:

10.21 kg CO_2/gallon diesel

1,000 kg CO_2/MT CO_2

Notes:

[1] Offroad emissions estimated using CalEEMod® guidance as presented in the CalEEMod® User's Guide, Appendix A. Available at: www.caleemod.com. Accessed: January 2022.

[2] The conversion factor for diesel is 10.21 kg CO_2/gallon per The Climate Registry, 2021. Available at: https://www.theclimateregistry.org/wp-content/uploads/2021/05/2021-Default-Emission-Factor-Document.pdf. Accessed: January 2022.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel

CO_2 - carbon dioxide

kg - kilograms

MT - metric ton

yr - year

Table 4-2. Construction On-Road Fuel Consumption
Costco Commercial Center
Fresno, California

Year	Gasoline Consumption[1,2] (gallons/yr)	Diesel Consumption[1,2] (gallons/yr)
2023	17,539	29,805

Conversions:[3]

8.78 kg CO_2/gallon gasoline
10.21 kg CO_2/gallon diesel
1,000 kg CO_2/MT CO_2

Notes:

[1] Onroad CO_2 emissions are calculated using emission factors from EMFAC2017 based on fleet wide totals, including worker, vendor, and hauling trips. Worker vehicles are assumed to include light duty automobiles and trucks (50% LDA, 25% LDT1, 25% LDT2). Vendor vehicles are assumed to include medium heavy-duty trucks and heavy heavy-duty trucks (50% MHDT, 50% HHDT). Hauling vehicles are assumed to include heavy heavy-duty trucks (100% HHDT). Onroad CO_2 emissions can be referenced in the CalEEMod output.

[2] CO_2 emissions for worker, vendor, and hauling trips were split based on gasoline or diesel fuel consumption. The fuel consumption breakdown was derived using fuel consumption in Fresno County using EMFAC2021.

[3] The conversion factors for gasoline and diesel are 8.78 kg CO_2/gallon and 10.21 kg CO_2/gallon, respectively, per The Climate Registry, 2021. Available at: https://www.theclimateregistry.org/wp-content/uploads/2021/05/2021-Default-Emission-Factor-Document.pdf. Accessed: January 2022.

Abbreviations:
CO_2 - carbon dioxide
EMFAC - EMission FACtors model
kg - kilograms
HHDT - heavy heavy-duty trucks
LDA - light-duty automobile
LDT - light-duty truck
MHDT - medium heavy-duty trucks
MT - metric ton
yr - year

Table 4-3. Electricity Consumption
Costco Commercial Center
Fresno, California

Land Use	Electricity Demand (kWh/yr)[1]
Automobile Care Center	41,328
Discount Club	1,911,410
Gasoline/Service Station	38,897
Parking Lot	124,460
Project	**2,116,095**

Notes:

[1] Project electricity demand is obtained from CalEEMod® outputs.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel

kWh - kilowatt hours

yr - year

Table 4-4. Natural Gas Consumption
Costco Commercial Center
Fresno, California

Land Use	Natural Gas Demand (kBTU/yr)[1]
Automobile Care Center	99,360
Discount Club	2,560,620
Gasoline/Service Station	93,514
Parking Lot	0
Project	**2,753,494**

Notes:

[1] Project natural gas demand is obtained from CalEEMod® outputs.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel
kBTU - kilo British Thermal Unit
yr - year

Table 4-5. Gasoline Consumption
Costco Commercial Center
Fresno, California

Mobile Source Activity	VMT (miles/yr)[1]	Gasoline Consumption (gallons/yr)[2]
4500 W. Shaw Ave		
Gasoline Vehicles	22,315,831	955,908
Herndon/Riverside		
Gasoline Vehicles	69,043,050	2,957,487

Constants:

Average efficiency in 2023 23.35 miles per gallon[3]

Notes:

[1] Vehicle miles traveled are based on data provided by Kittelson & Associates, 2023.

[2] Gasoline consumption is calculated by assuming an average fuel efficiency and the reported VMT. The portion of the VMT that is gasoline vehicles is determined using the project-specific fleet mix.

[3] The average fuel efficiency is obtained from EMFAC2021 for Fresno County based on the fuel consumption and vehicle miles traveled for 2023.

Abbreviations:

EMFAC - EMission FACtors model

VMT - vehicle miles traveled

yr - year

Table 4-6. Diesel Consumption
Costco Commercial Center
Fresno, California

Mobile Source Activity	Annual Diesel-Related Activity[1]	Diesel Consumption (gallons/yr)[2]
4500 W. Shaw Ave		
Diesel Vehicles (VMT per year)[3]	0	0
Herndon/Riverside		
Transportation Refrigeration Units (hours per year)	7,382	5,655
Diesel Vehicles (VMT per year)[3]	2,440,575	339,298

Constants:

Average efficiency in 2023	7.19	miles per gallon[4]
TRU fuel consumption rate[4]	0.77	gallons per hour
	60	minutes per hour

Notes:

[1] Diesel VMT are based on data provided by Kittelson & Associates, 2023. TRU Cycle Duration is based on 2 hours of loading time plus the duration of the on-site and off-site transit. Assumptions based on Table II.G.1 of CARB Proposed Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate. Available at: https://ww2.arb.ca.gov/sites/default/files/barcu/board/rulemaking/tru2021/appi.pdf. Accessed: June 2022.

[2] Diesel consumption for diesel vehicles is calculated by assuming an average fuel efficiency and the reported VMT. The portion of the VMT that is diesel vehicles is determined using the project-specific fleet mix. TRU diesel consumption is calculated based on OFFROAD2021 fuel consumption rate and the annual operation.

[3] Vehicle miles traveled are based on data provided by Kittelson & Associates, 2023.

[4] The average fuel efficiency is obtained from EMFAC2021 for Fresno County based on the fuel consumption and vehicle miles traveled for 2023.

[4] TRU fuel consumption rate is obtained from the OFFROAD2021 emissions output for Calendar Year 2023, Transportation Refrigeration Unit - Instate Trailer and Transportation Refrigeration Unit - Out-Of-State Trailer in Fresno County.

Abbreviations:

EMFAC - EMission FACtors model

TRU - Transport Refrigeration Units

VMT - vehicle miles traveled

yr - year

Table 4-7. Electricity Consumption from Vehicles
Costco Commercial Center
Fresno, California

Mobile Source Activity	VMT (miles/yr)[1]	Electricity Consumption[2] (kWh/yr)
4500 W. Shaw Ave		
Plug-in Hybrid Electric Vehicles[3]	206,859	62,478
Herndon/Riverside		
Electric Vehicles	116,874	45,420
Plug-in Hybrid Electric Vehicles[3]	640,004	193,300

Constants:

Average efficiency in 2023

Electric Vehicles	2.57	mi/kWh[4]
Plug-in Hybrid Electric Vehicles	3.31	mi/kWh[4]

Notes:

[1] Vehicle miles traveled are based on data provided by Kittelson & Associates, 2023.

[2] Electricity consumption from electric miles driven is calculated by assuming an average energy economy and the reported VMT. The portion of the VMT that is electric-powered is determined using the project-specific fleet mix.

[3] The VMT from plug-in hybrid electric vehicles accounts for electric vehicle miles traveled, also known as eVMT.

[4] The average fuel efficiency is obtained from EMFAC2021 for Fresno County based on the energy consumption and electric vehicle miles traveled for 2023.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel
EMFAC - EMission FACtors model
eVMT - electric vehicle miles traveled
kWh - kilowatt-hour
mi - mile
VMT - vehicle miles traveled
yr - year

Table 5-1. Construction Energy Resource Summary
Costco Commercial Center
Fresno, California

Energy Resource	Total Construction[1]	Fresno County		California	
		Annual Consumption	Project's Construction Contribution[4] (%)	Annual Consumption	Project's Construction Contribution[4] (%)
Gasoline (gallons)[2]	17,539	383,581,859	0.005%	15,688,627,269	0.00011%
Diesel (gallons)[3]	84,959	214,135,125	0.040%	5,000,677,060	0.00170%

Notes:

[1] Offroad and onroad emissions are calculated using methodology consistent with CalEEMod® version 2020.4.0. Offroad emission factors are from OFFROAD whereas onroad emission factors are from EMFAC2017. See Tables 4-1 and 4-2 for detailed fuel consumption of the Off-Road Equipment and On-Road Vehicles categories, respectively.

[2] Gasoline data for Fresno County and the State of California are obtained from EMFAC2021 for calendar year 2023.

[3] Diesel data for Fresno County and the State of California are obtained from EMFAC2021 and OFFROAD2021 for calendar year 2023.

[4] The project's construction contribution was calculated based on the maximum annual construction energy consumption.

Abbreviations:

% - percent

CalEEMod® - CALifornia Emissions Estimator MODel

EMFAC - California Air Resources Board Emissions Factor Model

Table 5-2. Operation Energy Resource Summary
Costco Commercial Center
Fresno, California

Energy Resource	Operation[1]	Fresno County		California	
		Consumption	Project's Contribution (%)[8]	Consumption	Project's Contribution (%)[8]
Electricity (kWh/yr)[2,3]	2,292,337	8,017,830,742	0.029%	279,510,007,246	0.0008%
Natural Gas (kBtu/yr)[4,5]	2,753,494	32,583,736,325	0.008%	1,232,858,294,229	0.0002%
Gasoline (gallons/yr)[6]	2,001,579	383,581,859	0.522%	15,688,627,269	0.013%
Diesel (gallons/yr)[7]	344,953	214,135,125	0.161%	5,000,677,060	0.007%

Conversions:

99,976.1	Btu/therm
1,000	Btu/kBtu
1,000,000	kWh/GWh
1,000	kWh/MWh

Notes:

[1] Project data are based on CalEEMod® output.

[2] Electricity data for Fresno County in 2020 from http://www.ecdms.energy.ca.gov/elecbycounty.aspx.

[3] Electricity data for the State is obtained for all counties in 2020 from http://www.ecdms.energy.ca.gov/elecbycounty.aspx.

[4] Natural gas data for Fresno County in 2020 from http://www.ecdms.energy.ca.gov/gasbycounty.aspx.

[5] Natural gas data for the State is obtained for all counties in 2020 from http://www.ecdms.energy.ca.gov/gasbycounty.aspx.

[6] Gasoline data for Fresno County and the State of California are obtained from EMFAC2021 for calendar year 2023.

[7] Diesel data for Fresno County and the State of California are obtained from EMFAC2021 and OFFROAD2021 for calendar year 2023.

[8] The project's construction contribution was calculated based on the maximum annual operational energy consumption.

Abbreviations:

Btu - British thermal unit
CalEEMod® - CALifornia Emissions Estimator MODel
EMFAC - EMission FACtors model
GWh - gigawatt hours
kWh - kilowatt hours
kBtu - kilo-British thermal unit
MWh - megawatt hours
yr - year

APPENDIX A
CALEEMOD OUTPUT

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Costco Fresno Mitigated Construction Run

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	889.00	Space	15.55	355,600.00	0
Automobile Care Center	4.80	1000sqft	0.11	4,800.00	0
Discount Club	241.34	1000sqft	5.54	241,340.00	0
Gasoline/Service Station	32.00	Pump	1.33	4,517.60	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	191.61	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project-specific information (RPS Emission Factor)

Land Use - Project-specific information

Construction Phase - Project-specific information

Off-road Equipment -

Off-road Equipment - Project-specific information

Off-road Equipment -

Off-road Equipment - Project-specific information

Off-road Equipment - Project-specific information

Off-road Equipment - Project-specific information

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Off-road Equipment -

Trips and VMT - Project-specific information

Demolition - Project-specific information

Grading - Project-specific information

Vehicle Trips - Unmitigated Construction Run

Consumer Products - Unmitigated Construction Run

Area Coating - Unmitigated Construction Run

Landscape Equipment - Unmitigated Construction Run

Energy Use - Unmitigated Construction Run

Water And Wastewater - Unmitigated Construction Run

Solid Waste - Unmitigated Construction Run

Construction Off-road Equipment Mitigation - Water 2x/day to comply with SJVAPCD Rule 8021. All construction equipment >50 hp mitigated to Tier 3 + Level 3 DPF.

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	125329	0
tblAreaCoating	Area_Nonresidential_Interior	375986	0
tblAreaCoating	Area_Parking	21336	0
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	14.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	14.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	20.00	50.00
tblConstructionPhase	NumDays	370.00	110.00
tblConstructionPhase	NumDays	20.00	7.00
tblConstructionPhase	NumDays	35.00	30.00

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	NumDays	35.00	20.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	10.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	PhaseEndDate	4/11/2025	11/10/2023
tblConstructionPhase	PhaseEndDate	2/14/2025	11/10/2023
tblConstructionPhase	PhaseEndDate	5/26/2023	5/8/2023
tblConstructionPhase	PhaseEndDate	7/28/2023	6/12/2023
tblConstructionPhase	PhaseEndDate	9/15/2023	7/5/2023
tblConstructionPhase	PhaseEndDate	3/14/2025	9/13/2023
tblConstructionPhase	PhaseEndDate	6/9/2023	5/8/2023
tblConstructionPhase	PhaseStartDate	3/15/2025	9/14/2023
tblConstructionPhase	PhaseStartDate	9/16/2023	7/6/2023
tblConstructionPhase	PhaseStartDate	6/10/2023	5/9/2023
tblConstructionPhase	PhaseStartDate	7/29/2023	6/13/2023
tblConstructionPhase	PhaseStartDate	2/15/2025	7/29/2023
tblConstructionPhase	PhaseStartDate	5/27/2023	5/1/2023
tblConsumerProducts	ROG_EF	2.14E-05	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	2.70	0.00
tblEnergyUse	LightingElect	3.71	0.00
tblEnergyUse	LightingElect	2.70	0.00

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	4.16	0.00
tblEnergyUse	NT24E	2.30	0.00
tblEnergyUse	NT24E	4.16	0.00
tblEnergyUse	NT24NG	3.84	0.00
tblEnergyUse	NT24NG	2.08	0.00
tblEnergyUse	NT24NG	3.84	0.00
tblEnergyUse	T24E	1.75	0.00
tblEnergyUse	T24E	1.91	0.00
tblEnergyUse	T24E	1.75	0.00
tblEnergyUse	T24NG	16.86	0.00
tblEnergyUse	T24NG	8.53	0.00
tblEnergyUse	T24NG	16.86	0.00
tblGrading	MaterialExported	0.00	3,000.00
tblGrading	MaterialImported	0.00	60,000.00
tblLandscapeEquipment	NumberSummerDays	180	0
tblLandUse	LotAcreage	8.00	15.55
tblLandUse	LotAcreage	0.10	1.33
tblOffRoadEquipment	HorsePower	172.00	401.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblProjectCharacteristics	CO2IntensityFactor	203.98	191.61
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblSolidWaste	SolidWasteGenerationRate	18.34	0.00
tblSolidWaste	SolidWasteGenerationRate	1,037.93	0.00
tblSolidWaste	SolidWasteGenerationRate	17.25	0.00

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblTripsAndVMT	HaulingTripNumber	1.00	2.00
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	53.75	0.00
tblVehicleTrips	ST_TR	182.17	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	33.67	0.00
tblVehicleTrips	SU_TR	166.88	0.00
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	41.80	0.00
tblVehicleTrips	WD_TR	172.01	0.00
tblWater	IndoorWaterUseRate	451,589.32	0.00
tblWater	IndoorWaterUseRate	17,876,662.33	0.00
tblWater	IndoorWaterUseRate	425,020.45	0.00
tblWater	OutdoorWaterUseRate	276,780.55	0.00
tblWater	OutdoorWaterUseRate	10,956,664.01	0.00
tblWater	OutdoorWaterUseRate	260,496.40	0.00

2.0 Emissions Summary

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	2.2806	4.5511	3.7117	0.0113	0.9356	0.1729	1.1085	0.3872	0.1595	0.5467	0.0000	1,026.9395	1,026.9395	0.1854	0.0533	1,047.4410
Maximum	**2.2806**	**4.5511**	**3.7117**	**0.0113**	**0.9356**	**0.1729**	**1.1085**	**0.3872**	**0.1595**	**0.5467**	**0.0000**	**1,026.9395**	**1,026.9395**	**0.1854**	**0.0533**	**1,047.4410**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	2.0686	3.9074	4.6415	0.0113	0.5786	0.0294	0.6080	0.2169	0.0291	0.2459	0.0000	1,026.9388	1,026.9388	0.1854	0.0533	1,047.4403
Maximum	**2.0686**	**3.9074**	**4.6415**	**0.0113**	**0.5786**	**0.0294**	**0.6080**	**0.2169**	**0.0291**	**0.2459**	**0.0000**	**1,026.9388**	**1,026.9388**	**0.1854**	**0.0533**	**1,047.4403**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**9.30**	**14.14**	**-25.05**	**0.00**	**38.16**	**82.99**	**45.15**	**43.99**	**81.76**	**55.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-1-2023	7-31-2023	3.2883	2.7515
2	8-1-2023	9-30-2023	2.0410	1.7429
		Highest	3.2883	2.7515

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2023	5/8/2023	6	7	
2	Site Preparation	Site Preparation	5/1/2023	5/8/2023	6	7	
3	Grading	Grading	5/9/2023	6/12/2023	6	30	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Grading/BC Overlap	Grading	6/13/2023	7/5/2023	6	20	
5	Building Construction	Building Construction	7/6/2023	11/10/2023	6	110	
6	Paving	Paving	7/29/2023	9/13/2023	6	40	
7	Architectural Coating	Architectural Coating	9/14/2023	11/10/2023	6	50	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 165

Acres of Paving: 15.55

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 375,986; Non-Residential Outdoor: 125,329; Striped Parking Area: 21,336 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	3	8.00	187	0.41
Grading	Other Construction Equipment	2	8.00	401	0.42
Grading	Paving Equipment	1	8.00	132	0.36
Grading	Rubber Tired Dozers	4	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Surfacing Equipment	1	8.00	263	0.30
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading/BC Overlap	Excavators	3	8.00	158	0.38
Grading/BC Overlap	Rough Terrain Forklifts	2	8.00	100	0.40
Grading/BC Overlap	Rubber Tired Dozers	3	8.00	247	0.40
Grading/BC Overlap	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Excavators	3	8.00	158	0.38

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Building Construction	Rough Terrain Forklifts	2	8.00	100	0.40
Building Construction	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Paving	Rough Terrain Forklifts	1	8.00	100	0.40
Paving	Rubber Tired Dozers	2	8.00	247	0.40
Paving	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	2.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	4	10.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	15	38.00	0.00	7,500.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading/BC Overlap	11	28.00	0.00	375.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	11	230.00	99.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	46.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1000e-004	0.0000	1.1000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9400e-003	0.0752	0.0688	1.4000e-004		3.4900e-003	3.4900e-003		3.2500e-003	3.2500e-003	0.0000	11.8972	11.8972	3.3300e-003	0.0000	11.9805
Total	**7.9400e-003**	**0.0752**	**0.0688**	**1.4000e-004**	**1.1000e-004**	**3.4900e-003**	**3.6000e-003**	**2.0000e-005**	**3.2500e-003**	**3.2700e-003**	**0.0000**	**11.8972**	**11.8972**	**3.3300e-003**	**0.0000**	**11.9805**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	1.3000e-004	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0567	0.0567	0.0000	1.0000e-005	0.0593
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7700e-003	1.0000e-005	6.5000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5083	0.5083	1.0000e-005	1.0000e-005	0.5126
Total	**2.1000e-004**	**2.8000e-004**	**1.8000e-003**	**1.0000e-005**	**6.7000e-004**	**0.0000**	**6.8000e-004**	**1.7000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5650**	**0.5650**	**1.0000e-005**	**2.0000e-005**	**0.5719**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2400e-003	0.0641	0.0864	1.4000e-004		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	11.8972	11.8972	3.3300e-003	0.0000	11.9805
Total	**3.2400e-003**	**0.0641**	**0.0864**	**1.4000e-004**	**5.0000e-005**	**4.5000e-004**	**5.0000e-004**	**1.0000e-005**	**4.5000e-004**	**4.6000e-004**	**0.0000**	**11.8972**	**11.8972**	**3.3300e-003**	**0.0000**	**11.9805**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	1.3000e-004	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0567	0.0567	0.0000	1.0000e-005	0.0593
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7700e-003	1.0000e-005	6.5000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5083	0.5083	1.0000e-005	1.0000e-005	0.5126
Total	**2.1000e-004**	**2.8000e-004**	**1.8000e-003**	**1.0000e-005**	**6.7000e-004**	**0.0000**	**6.8000e-004**	**1.7000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5650**	**0.5650**	**1.0000e-005**	**2.0000e-005**	**0.5719**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1200e-003	0.0215	0.0312	4.0000e-005		1.0600e-003	1.0600e-003		9.8000e-004	9.8000e-004	0.0000	3.8302	3.8302	1.2400e-003	0.0000	3.8612
Total	**2.1200e-003**	**0.0215**	**0.0312**	**4.0000e-005**	**0.0000**	**1.0600e-003**	**1.0600e-003**	**0.0000**	**9.8000e-004**	**9.8000e-004**	**0.0000**	**3.8302**	**3.8302**	**1.2400e-003**	**0.0000**	**3.8612**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.1800e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3389	0.3389	1.0000e-005	1.0000e-005	0.3417
Total	**1.4000e-004**	**1.0000e-004**	**1.1800e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3389**	**0.3389**	**1.0000e-005**	**1.0000e-005**	**0.3417**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0600e-003	0.0243	0.0328	4.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.8302	3.8302	1.2400e-003	0.0000	3.8612
Total	**1.0600e-003**	**0.0243**	**0.0328**	**4.0000e-005**	**0.0000**	**2.6000e-004**	**2.6000e-004**	**0.0000**	**2.6000e-004**	**2.6000e-004**	**0.0000**	**3.8302**	**3.8302**	**1.2400e-003**	**0.0000**	**3.8612**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.1800e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3389	0.3389	1.0000e-005	1.0000e-005	0.3417
Total	**1.4000e-004**	**1.0000e-004**	**1.1800e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3389**	**0.3389**	**1.0000e-005**	**1.0000e-005**	**0.3417**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4522	0.0000	0.4522	0.2086	0.0000	0.2086	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1079	1.1479	0.7006	1.9600e-003		0.0465	0.0465		0.0428	0.0428	0.0000	172.1647	172.1647	0.0557	0.0000	173.5567
Total	**0.1079**	**1.1479**	**0.7006**	**1.9600e-003**	**0.4522**	**0.0465**	**0.4987**	**0.2086**	**0.0428**	**0.2514**	**0.0000**	**172.1647**	**172.1647**	**0.0557**	**0.0000**	**173.5567**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-003	0.4693	0.0990	2.2100e-003	0.0642	4.4300e-003	0.0686	0.0177	4.2400e-003	0.0219	0.0000	212.4374	212.4374	1.3900e-003	0.0334	222.4289
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-003	1.6100e-003	0.0192	6.0000e-005	7.0900e-003	3.0000e-005	7.1200e-003	1.8800e-003	3.0000e-005	1.9100e-003	0.0000	5.5190	5.5190	1.3000e-004	1.4000e-004	5.5650
Total	**0.0103**	**0.4709**	**0.1182**	**2.2700e-003**	**0.0713**	**4.4600e-003**	**0.0757**	**0.0195**	**4.2700e-003**	**0.0238**	**0.0000**	**217.9564**	**217.9564**	**1.5200e-003**	**0.0336**	**227.9939**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2035	0.0000	0.2035	0.0939	0.0000	0.0939	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0480	0.9363	1.0751	1.9600e-003		5.6200e-003	5.6200e-003		5.6200e-003	5.6200e-003	0.0000	172.1645	172.1645	0.0557	0.0000	173.5565
Total	**0.0480**	**0.9363**	**1.0751**	**1.9600e-003**	**0.2035**	**5.6200e-003**	**0.2091**	**0.0939**	**5.6200e-003**	**0.0995**	**0.0000**	**172.1645**	**172.1645**	**0.0557**	**0.0000**	**173.5565**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-003	0.4693	0.0990	2.2100e-003	0.0642	4.4300e-003	0.0686	0.0177	4.2400e-003	0.0219	0.0000	212.4374	212.4374	1.3900e-003	0.0334	222.4289
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-003	1.6100e-003	0.0192	6.0000e-005	7.0900e-003	3.0000e-005	7.1200e-003	1.8800e-003	3.0000e-005	1.9100e-003	0.0000	5.5190	5.5190	1.3000e-004	1.4000e-004	5.5650
Total	**0.0103**	**0.4709**	**0.1182**	**2.2700e-003**	**0.0713**	**4.4600e-003**	**0.0757**	**0.0195**	**4.2700e-003**	**0.0238**	**0.0000**	**217.9564**	**217.9564**	**1.5200e-003**	**0.0336**	**227.9939**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading/BC Overlap - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1967	0.0000	0.1967	0.1011	0.0000	0.1011	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0329	0.3343	0.3036	5.7000e-004		0.0151	0.0151		0.0139	0.0139	0.0000	50.3819	50.3819	0.0163	0.0000	50.7893
Total	**0.0329**	**0.3343**	**0.3036**	**5.7000e-004**	**0.1967**	**0.0151**	**0.2118**	**0.1011**	**0.0139**	**0.1149**	**0.0000**	**50.3819**	**50.3819**	**0.0163**	**0.0000**	**50.7893**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-004	0.0235	4.9500e-003	1.1000e-004	3.2100e-003	2.2000e-004	3.4300e-003	8.8000e-004	2.1000e-004	1.0900e-003	0.0000	10.6219	10.6219	7.0000e-005	1.6700e-003	11.1215
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1300e-003	7.9000e-004	9.4400e-003	3.0000e-005	3.4800e-003	2.0000e-005	3.5000e-003	9.2000e-004	1.0000e-005	9.4000e-004	0.0000	2.7111	2.7111	6.0000e-005	7.0000e-005	2.7337
Total	**1.5300e-003**	**0.0243**	**0.0144**	**1.4000e-004**	**6.6900e-003**	**2.4000e-004**	**6.9300e-003**	**1.8000e-003**	**2.2000e-004**	**2.0300e-003**	**0.0000**	**13.3329**	**13.3329**	**1.3000e-004**	**1.7400e-003**	**13.8551**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading/BC Overlap - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0885	0.0000	0.0885	0.0455	0.0000	0.0455	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0141	0.2857	0.3759	5.7000e-004		2.1800e-003	2.1800e-003		2.1800e-003	2.1800e-003	0.0000	50.3819	50.3819	0.0163	0.0000	50.7892
Total	**0.0141**	**0.2857**	**0.3759**	**5.7000e-004**	**0.0885**	**2.1800e-003**	**0.0907**	**0.0455**	**2.1800e-003**	**0.0477**	**0.0000**	**50.3819**	**50.3819**	**0.0163**	**0.0000**	**50.7892**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-004	0.0235	4.9500e-003	1.1000e-004	3.2100e-003	2.2000e-004	3.4300e-003	8.8000e-004	2.1000e-004	1.0900e-003	0.0000	10.6219	10.6219	7.0000e-005	1.6700e-003	11.1215
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1300e-003	7.9000e-004	9.4400e-003	3.0000e-005	3.4800e-003	2.0000e-005	3.5000e-003	9.2000e-004	1.0000e-005	9.4000e-004	0.0000	2.7111	2.7111	6.0000e-005	7.0000e-005	2.7337
Total	**1.5300e-003**	**0.0243**	**0.0144**	**1.4000e-004**	**6.6900e-003**	**2.4000e-004**	**6.9300e-003**	**1.8000e-003**	**2.2000e-004**	**2.0300e-003**	**0.0000**	**13.3329**	**13.3329**	**1.3000e-004**	**1.7400e-003**	**13.8551**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1776	1.8072	1.6238	3.0900e-003		0.0814	0.0814		0.0748	0.0748	0.0000	271.4578	271.4578	0.0878	0.0000	273.6527
Total	**0.1776**	**1.8072**	**1.6238**	**3.0900e-003**		**0.0814**	**0.0814**		**0.0748**	**0.0748**	**0.0000**	**271.4578**	**271.4578**	**0.0878**	**0.0000**	**273.6527**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6200e-003	0.2227	0.0698	1.0000e-003	0.0327	1.3900e-003	0.0340	9.4400e-003	1.3300e-003	0.0108	0.0000	95.4877	95.4877	5.3000e-004	0.0144	99.7859
Worker	0.0511	0.0357	0.4263	1.3400e-003	0.1573	7.3000e-004	0.1580	0.0418	6.7000e-004	0.0425	0.0000	122.4820	122.4820	2.9000e-003	3.1900e-003	123.5038
Total	**0.0567**	**0.2584**	**0.4961**	**2.3400e-003**	**0.1899**	**2.1200e-003**	**0.1920**	**0.0512**	**2.0000e-003**	**0.0532**	**0.0000**	**217.9697**	**217.9697**	**3.4300e-003**	**0.0176**	**223.2896**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0758	1.5354	2.0193	3.0900e-003		0.0116	0.0116		0.0116	0.0116	0.0000	271.4575	271.4575	0.0878	0.0000	273.6524
Total	**0.0758**	**1.5354**	**2.0193**	**3.0900e-003**		**0.0116**	**0.0116**		**0.0116**	**0.0116**	**0.0000**	**271.4575**	**271.4575**	**0.0878**	**0.0000**	**273.6524**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6200e-003	0.2227	0.0698	1.0000e-003	0.0327	1.3900e-003	0.0340	9.4400e-003	1.3300e-003	0.0108	0.0000	95.4877	95.4877	5.3000e-004	0.0144	99.7859
Worker	0.0511	0.0357	0.4263	1.3400e-003	0.1573	7.3000e-004	0.1580	0.0418	6.7000e-004	0.0425	0.0000	122.4820	122.4820	2.9000e-003	3.1900e-003	123.5038
Total	**0.0567**	**0.2584**	**0.4961**	**2.3400e-003**	**0.1899**	**2.1200e-003**	**0.1920**	**0.0512**	**2.0000e-003**	**0.0532**	**0.0000**	**217.9697**	**217.9697**	**3.4300e-003**	**0.0176**	**223.2896**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0356	0.3745	0.2593	5.4000e-004		0.0168	0.0168		0.0154	0.0154	0.0000	47.0096	47.0096	0.0152	0.0000	47.3896
Paving	0.0204					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0559**	**0.3745**	**0.2593**	**5.4000e-004**		**0.0168**	**0.0168**		**0.0154**	**0.0154**	**0.0000**	**47.0096**	**47.0096**	**0.0152**	**0.0000**	**47.3896**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0500e-003	7.3000e-004	8.7600e-003	3.0000e-005	3.2300e-003	1.0000e-005	3.2500e-003	8.6000e-004	1.0000e-005	8.7000e-004	0.0000	2.5174	2.5174	6.0000e-005	7.0000e-005	2.5384
Total	**1.0500e-003**	**7.3000e-004**	**8.7600e-003**	**3.0000e-005**	**3.2300e-003**	**1.0000e-005**	**3.2500e-003**	**8.6000e-004**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**2.5174**	**2.5174**	**6.0000e-005**	**7.0000e-005**	**2.5384**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0131	0.2697	0.3271	5.4000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003	0.0000	47.0095	47.0095	0.0152	0.0000	47.3896
Paving	0.0204					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0335**	**0.2697**	**0.3271**	**5.4000e-004**		**2.0600e-003**	**2.0600e-003**		**2.0600e-003**	**2.0600e-003**	**0.0000**	**47.0095**	**47.0095**	**0.0152**	**0.0000**	**47.3896**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0500e-003	7.3000e-004	8.7600e-003	3.0000e-005	3.2300e-003	1.0000e-005	3.2500e-003	8.6000e-004	1.0000e-005	8.7000e-004	0.0000	2.5174	2.5174	6.0000e-005	7.0000e-005	2.5384
Total	**1.0500e-003**	**7.3000e-004**	**8.7600e-003**	**3.0000e-005**	**3.2300e-003**	**1.0000e-005**	**3.2500e-003**	**8.6000e-004**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**2.5174**	**2.5174**	**6.0000e-005**	**7.0000e-005**	**2.5384**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.8 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8169					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7900e-003	0.0326	0.0453	7.0000e-005		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003	0.0000	6.3831	6.3831	3.8000e-004	0.0000	6.3927
Total	**1.8217**	**0.0326**	**0.0453**	**7.0000e-005**		**1.7700e-003**	**1.7700e-003**		**1.7700e-003**	**1.7700e-003**	**0.0000**	**6.3831**	**6.3831**	**3.8000e-004**	**0.0000**	**6.3927**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6500e-003	3.2500e-003	0.0388	1.2000e-004	0.0143	7.0000e-005	0.0144	3.8000e-003	6.0000e-005	3.8600e-003	0.0000	11.1347	11.1347	2.6000e-004	2.9000e-004	11.2276
Total	**4.6500e-003**	**3.2500e-003**	**0.0388**	**1.2000e-004**	**0.0143**	**7.0000e-005**	**0.0144**	**3.8000e-003**	**6.0000e-005**	**3.8600e-003**	**0.0000**	**11.1347**	**11.1347**	**2.6000e-004**	**2.9000e-004**	**11.2276**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.8 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8169					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0339	0.0458	7.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	6.3831	6.3831	3.8000e-004	0.0000	6.3927
Total	**1.8184**	**0.0339**	**0.0458**	**7.0000e-005**		**3.6000e-004**	**3.6000e-004**		**3.6000e-004**	**3.6000e-004**	**0.0000**	**6.3831**	**6.3831**	**3.8000e-004**	**0.0000**	**6.3927**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6500e-003	3.2500e-003	0.0388	1.2000e-004	0.0143	7.0000e-005	0.0144	3.8000e-003	6.0000e-005	3.8600e-003	0.0000	11.1347	11.1347	2.6000e-004	2.9000e-004	11.2276
Total	**4.6500e-003**	**3.2500e-003**	**0.0388**	**1.2000e-004**	**0.0143**	**7.0000e-005**	**0.0144**	**3.8000e-003**	**6.0000e-005**	**3.8600e-003**	**0.0000**	**11.1347**	**11.1347**	**2.6000e-004**	**2.9000e-004**	**11.2276**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Discount Club	0.00	0.00	0.00		
Gasoline/Service Station	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	14.70	6.60	6.60	33.00	48.00	19.00	21	51	28
Discount Club	14.70	6.60	6.60	16.70	64.30	19.00	45	40	15
Gasoline/Service Station	14.70	6.60	6.60	2.00	79.00	19.00	14	27	59

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Discount Club	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Gasoline/Service Station	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Parking Lot	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0 / 0	0.0000	0.0000	0.0000	0.0000
Discount Club	0 / 0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0 / 0	0.0000	0.0000	0.0000	0.0000
Discount Club	0 / 0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Equipment Type	Number

11.0 Vegetation

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Costco Fresno (Project) Operation

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	889.00	Space	8.00	355,600.00	0
Automobile Care Center	4.80	1000sqft	0.11	4,800.00	0
Discount Club	241.34	1000sqft	5.54	241,340.00	0
Gasoline/Service Station	32.00	Pump	0.10	4,517.60	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	191.61	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project-specific values (RPS emission factor)

Land Use - Project-specific values

Construction Phase - Operational run

Off-road Equipment - Operational run

Vehicle Trips - Project-specific values, mobile emissions calculated seperately

Consumer Products - Updated emission factor for consumer products to refine the VOC emissions based on recent CARB regulations.

Table Name	Column Name	Default Value	New Value
tblConsumerProducts	ROG_EF	2.14E-05	1.62E-05

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	203.98	191.61
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	53.75	0.00
tblVehicleTrips	ST_TR	182.17	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	33.67	0.00
tblVehicleTrips	SU_TR	166.88	0.00
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	41.80	0.00
tblVehicleTrips	WD_TR	172.01	0.00

2.0 Emissions Summary

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Energy	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	330.8528	330.8528	0.0345	6.5300e-003	333.6620
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	217.9149	0.0000	217.9149	12.8784	0.0000	539.8748
Water						0.0000	0.0000		0.0000	0.0000	5.9496	12.3158	18.2653	0.6132	0.0147	37.9717
Total	**0.9616**	**0.1351**	**0.1241**	**8.1000e-004**	**0.0000**	**0.0103**	**0.0103**	**0.0000**	**0.0103**	**0.0103**	**223.8644**	**343.1895**	**567.0539**	**13.5261**	**0.0212**	**911.5307**

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Energy	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	330.8528	330.8528	0.0345	6.5300e-003	333.6620
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	217.9149	0.0000	217.9149	12.8784	0.0000	539.8748
Water						0.0000	0.0000		0.0000	0.0000	5.9496	12.3158	18.2653	0.6132	0.0147	37.9717
Total	**0.9616**	**0.1351**	**0.1241**	**8.1000e-004**	**0.0000**	**0.0103**	**0.0103**	**0.0000**	**0.0103**	**0.0103**	**223.8644**	**343.1895**	**567.0539**	**13.5261**	**0.0212**	**911.5307**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2023	4/30/2023	5	20	

Acres of Grading (Site Preparation Phase): 0

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Grading (Grading Phase): 0

Acres of Paving: 8

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Discount Club	0.00	0.00	0.00		
Gasoline/Service Station	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	14.70	6.60	6.60	33.00	48.00	19.00	21	51	28
Discount Club	14.70	6.60	6.60	16.70	64.30	19.00	45	40	15
Gasoline/Service Station	14.70	6.60	6.60	2.00	79.00	19.00	14	27	59
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Discount Club	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Gasoline/Service Station	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Parking Lot	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	183.9160	183.9160	0.0317	3.8400e-003	185.8520
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	183.9160	183.9160	0.0317	3.8400e-003	185.8520
NaturalGas Mitigated	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	146.9368	146.9368	2.8200e-003	2.6900e-003	147.8100
NaturalGas Unmitigated	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	146.9368	146.9368	2.8200e-003	2.6900e-003	147.8100

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	99360	5.4000e-004	4.8700e-003	4.0900e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3022	5.3022	1.0000e-004	1.0000e-004	5.3337
Discount Club	2.56062e+006	0.0138	0.1255	0.1054	7.5000e-004		9.5400e-003	9.5400e-003		9.5400e-003	9.5400e-003	0.0000	136.6443	136.6443	2.6200e-003	2.5100e-003	137.4563
Gasoline/Service Station	93514.3	5.0000e-004	4.5800e-003	3.8500e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9903	4.9903	1.0000e-004	9.0000e-005	5.0199
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0149**	**0.1350**	**0.1134**	**8.1000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**146.9368**	**146.9368**	**2.8200e-003**	**2.7000e-003**	**147.8100**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	99360	5.4000e-004	4.8700e-003	4.0900e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3022	5.3022	1.0000e-004	1.0000e-004	5.3337
Discount Club	2.56062e+006	0.0138	0.1255	0.1054	7.5000e-004		9.5400e-003	9.5400e-003		9.5400e-003	9.5400e-003	0.0000	136.6443	136.6443	2.6200e-003	2.5100e-003	137.4563
Gasoline/Service Station	93514.3	5.0000e-004	4.5800e-003	3.8500e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9903	4.9903	1.0000e-004	9.0000e-005	5.0199
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0149**	**0.1350**	**0.1134**	**8.1000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**146.9368**	**146.9368**	**2.8200e-003**	**2.7000e-003**	**147.8100**

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	41328	3.5919	6.2000e-004	7.0000e-005	3.6297
Discount Club	1.91141e+006	166.1263	0.0286	3.4700e-003	167.8751
Gasoline/Service Station	38896.5	3.3806	5.8000e-004	7.0000e-005	3.4162
Parking Lot	124460	10.8172	1.8600e-003	2.3000e-004	10.9310
Total		**183.9160**	**0.0317**	**3.8400e-003**	**185.8520**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	41328	3.5919	6.2000e-004	7.0000e-005	3.6297
Discount Club	1.91141e+006	166.1263	0.0286	3.4700e-003	167.8751
Gasoline/Service Station	38896.5	3.3806	5.8000e-004	7.0000e-005	3.4162
Parking Lot	124460	10.8172	1.8600e-003	2.3000e-004	10.9310
Total		**183.9160**	**0.0317**	**3.8400e-003**	**185.8520**

6.0 Area Detail

6.1 Mitigation Measures Area

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Unmitigated	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7641					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.9000e-004	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Total	**0.9467**	**1.0000e-004**	**0.0107**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0209**	**0.0209**	**5.0000e-005**	**0.0000**	**0.0222**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7641					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.9000e-004	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Total	**0.9467**	**1.0000e-004**	**0.0107**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0209**	**0.0209**	**5.0000e-005**	**0.0000**	**0.0222**

7.0 Water Detail

7.1 Mitigation Measures Water

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	18.2653	0.6132	0.0147	37.9717
Unmitigated	18.2653	0.6132	0.0147	37.9717

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.451589 / 0.276781	0.4398	0.0148	3.5000e-004	0.9144
Discount Club	17.8767 / 10.9567	17.4115	0.5845	0.0140	36.1967
Gasoline/Service Station	0.42502 / 0.260496	0.4140	0.0139	3.3000e-004	0.8606
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**18.2653**	**0.6132**	**0.0147**	**37.9717**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.451589 / 0.276781	0.4398	0.0148	3.5000e-004	0.9144
Discount Club	17.8767 / 10.9567	17.4115	0.5845	0.0140	36.1967
Gasoline/Service Station	0.42502 / 0.260496	0.4140	0.0139	3.3000e-004	0.8606
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**18.2653**	**0.6132**	**0.0147**	**37.9717**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	217.9149	12.8784	0.0000	539.8748
Unmitigated	217.9149	12.8784	0.0000	539.8748

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	18.34	3.7229	0.2200	0.0000	9.2232
Discount Club	1037.93	210.6904	12.4515	0.0000	521.9766
Gasoline/Service Station	17.25	3.5016	0.2069	0.0000	8.6751
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**217.9149**	**12.8784**	**0.0000**	**539.8748**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	18.34	3.7229	0.2200	0.0000	9.2232
Discount Club	1037.93	210.6904	12.4515	0.0000	521.9766
Gasoline/Service Station	17.25	3.5016	0.2069	0.0000	8.6751
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**217.9149**	**12.8784**	**0.0000**	**539.8748**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number

11.0 Vegetation

APPENDIX B
STATE AND LOCAL CONSISTENCY ANALYSES

Table B-1. Consistency with Applicable State Renewable Energy and Energy Efficiency Strategies
Costco Commercial Center
Fresno, California

#	Plan	Category Description	Consistency Analysis
1	California Renewables Portfolio Standard (RPS) and SB 100	As most recently amended by SB 100 (2018), California's RPS increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020; 50 percent renewable power by 2026; and, 60 percent renewable power by 2030. SB 350 (2015) also requires the State Energy Resources Conservation and Development Commission to double (by 2030) the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	**Consistent.** The Project would be consistent with and not impair implementation of the state's RPS. The electricity for the operation of the Project would be supplied by Pacific Gas & Electric, which is composed of 30% renewable resources as of 2020.
2	California Code of Regulations, Title 24, Part 6	Title 24, Part 6 of the California Code of Regulations establishes energy and water efficiency requirements for residential and non-residential new construction, additions to existing buildings, and alterations to existing buildings. Standards include requirements for water heating, HVAC, lighting, electrical systems, and solar design.	**Consistent.** The Project would meet or exceed the Title 24 energy efficiency standards in effect at the time of building permit application.
3	Assembly Bill 1109	The Lighting Efficiency And Toxics Reduction Act (AB 1109) requires a reduction in average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018.	**Consistent.** The Project would meet the applicable requirements from AB 1109.
4	California Green (CalGreen) Building Standards Code Requirements	CalGreen establishes green building standards to meet the goals of AB 32. CalGreen includes standards for residential and nonresidential structures such as new buildings or portions of new buildings, additions and alterations, and all occupancies where no other state agency has the authority to adopt green building standards applicable to those occupancies. Standards include requirements for site development, indoor and outdoor water use, construction waste reduction, disposal and recycling and building maintenance and operation.	**Consistent.** To the extent applicable to the Project, the Project would meet the CalGreen Building Standards Code in effect at the time of building permit application.
Mobile Sources			
5	AB 1493 (Pavley Regulations)	Reduces GHG emissions in new passenger vehicles from model years 2012-2016 (Phase I) and model years 2017–2025 (Phase II). Also reduces gasoline consumption to a rate of 31 percent of 1990 gasoline consumption (and associated GHG emissions) by 2020.	**Consistent.** The Project would not impair implementation of the AB 1493 regulations.
6	Low Carbon Fuel Standard (LCFS)	Establishes protocols for measuring and reducing the life-cycle carbon intensity of transportation fuels and helps to establish use of alternative fuels.	**Consistent.** The Project would not conflict with implementation of the LCFS.
7	Advanced Clean Cars (ACC) Program	In 2012, the California Air Resources Board (CARB) adopted the ACC program to reduce criteria pollutant emissions and GHG emissions for model year vehicles 2015 through 2025. ACC includes the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulations that require manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.	**Consistent.** The Project would not conflict with implementation of the ACC program.
8	SB 375	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	**Consistent.** The Project would not conflict with the implementation of SB 375. Furthermore, the Project would be consistent with the goals of the Fresno Council of Government's (Fresno COG's) Regional Transporation Plan/Sustainable Communities Strategy, which demonstrates how the Fresno region under Fresno COG's jurisdiction will meet the emission reduction targets of SB 375.

Abbreviations:
AB - Assembly Bill
CalGreen - California Green Building Standards Code
RPS - Renewable Portfolio Standard
SB - Senate Bill

Table B-2. Consistency with Applicable City of Fresno Renewable Energy and Energy Efficiency Strategies
Costco Commercial Center
Fresno, California

#	Category	General Plan Policy or Objective	Category Description	Consistency Analysis
2b	Electric Vehicle Strategies	**RC-8-j: Alternative Fuel Network**. Support the development of a network of integrated charging and alternate fuel station for both public and private vehicles, and if feasible, open up municipal stations to the public as part of network development.	For new commercial buildings, does project provide EV charging spaces capable of supporting EV capable spaces at 4% to 10% of the parking spaces per 2019 California Green Building Standards Code (CALGREEN, Title 24, Part 11), Section 5.106.5.3	**Consistent.** The Project would be consistent with this code with 45 installed EV spaces, which is 5% of the parking spaces at the site.
3a	Energy Conservation Strategies	**RC-5-c: GHG Reduction through Design and Operations**. Increase efforts to incorporate requirements for GHG emission reductions in land use entitlement decisions, facility design, and operational measures subject to City regulation.	Does the project meet or exceed mandatory state building energy codes? If yes, does the project follow any other GreenPoint ratings such as LEED, Energy Star or others? If yes, indicate level of certification-Silver, gold, platinum if applicable?	**Consistent.** The Project would be consistent with this by meeting mandatory building energy codes. Costco's warehouse designs are consistent with the requirements of LEED.
		Objective RC-8: Reduce the consumption of non-renewable energy resources by requiring and encouraging conservation measures and the use of alternative energy sources.		
		RC-8-a: Existing Standards and Programs. Continue existing beneficial energy conservation programs, including adhering to the California Energy Code in new construction and major renovations.		

Abbreviations:
AB - Assembly Bill
CalGreen - California Green Building Standards Code
EV - electric vehicle
GHG - greenhouse gas
LEED - Leadership in Energy and Environmental Design

Appendix F

Greenhouse Gas Emissions
Technical Report

Prepared for
Ascent Environmental, Inc.
Sacramento, California

Project Number
1690023335

Date
June 2023

COSTCO COMMERCIAL CENTER GREENHOUSE GAS EMISSIONS TECHNICAL REPORT

FRESNO, CALIFORNIA

RAMBOLL

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AB	Assembly Bill
ACC	Advanced Clean Cars
ACE	Affordable Clean Energy
AEP	Association of Environmental Professionals
AP-42	United States Environmental Protection Agency's Compilation of Air Pollutant Emission Factors
APCD	Air Pollution Control District
APR	Application Review
AQMD	Air Quality Management District
AR4	Fourth Assessment Report
AR5	Fifth Assessment Report
AvgHP	Maximum rated average horsepower
BAU	Business-As-Usual
BPS	Best Performance Standards
CAA	Clean Air Act
CAFE	Corporate Average Fuel Economy
CalEEMod®	California Emission Estimator Model®
CalEPA	California Environmental Protection Agency
CalRecycle	California Department of Resources Recycling and Recovery
CAMX	California and Mexico
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CCCC	California Climate Change Center
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CFR	Code of Federal Regulations
CH_4	Methane
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
COG	Council of Governments
CPUC	California Public Utilities Commission
CY	cubic yard
DOE	Department of Energy
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EF	emission factor
EISA	Energy Independence and Security Act
EMFAC	EMission FACtors model
EO	Executive Order
EPA	Environmental Protection Agency
EVs	Electric vehicles
FR	Federal Register

ACRONYMS AND ABBREVIATIONS *(CONTINUED)*

Acronym	Definition
GAMAQI	Guidance for Assessing and Mitigating Air Quality Impacts
GHG	greenhouse gas
GW	Gigawatt
GWP	global warming potential
HFCs	hydrofluorocarbons
IPCC	Intergovernmental Panel on Climate Change
lbs	Pounds
LCFS	Low Carbon Fuel Standard
LLC	Limited Liability Company
MCY	million cubic yards
MDO	Market delivery operation
MRR	Mandatory Reporting Rule
MSW	Municipal solid waste
MT	metric tons
N_2O	nitrogen dioxide
NHTSA	National Highway Traffic Safety Administration
OFFROAD	Off-road Emissions Inventory Program model
OPR	Office of Planning and Research
PFCs	perfluorocarbons
PG&E	Pacific Gas and Electric
ppm	parts per million
PUP	Power/Utility Protocol
RCP	Representative Concentration Pathways
RCRA	Resource Conservation and Recovery Act
RPS	Renewables Portfolio Standards
RTP	Regional Transportation Plan
SAFE	Safer Affordable Fuel-Efficient
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SDG&E	San Diego Gas & Electric
SF_6	Sulfur hexafluoride
SJVAPCD	San Joaquin Valley Air Pollution Control District
SLCPs	short-lived climate pollutants
TRU	transportation refrigeration unit
USDOT	the Department of Transportation
USEPA	United States Environmental Protection Agency
VMT	vehicle miles travelled
VW	Volkswagen
ZEVs	Zero emission vehicles

1. INTRODUCTION

Ramboll US Consulting, Inc. (Ramboll) was retained to prepare a Greenhouse Gas (GHG) Emissions Technical Report for the proposed Costco warehouse and gasoline dispensing facility in Fresno, California (Project).

This GHG Emissions Technical Report analyzes the Project's impacts on GHGs from construction and operations. In particular, this report describes the existing setting of the Project site, describes the relevant regulatory setting, discusses the methodology used to evaluate GHG emissions related to the Project, and evaluates potential impacts related to GHGs that would result with implementation of the Project.

1.1 Existing Conditions

The existing 22.4-acre site is currently undeveloped, located within the Bullard Community Plan Area, and designated by both the General Plan and zoning as Community Commercial. The location of the site is in Fresno, California at West Herndon Avenue and North Riverside Drive (**Figure 1**).

1.2 Project Analysis

The Costco Wholesale Corporation (Costco) proposes to construct the Costco Commercial Center, which comprises a new Costco facility (including loading docks and internal space to provide last-mile home delivery of big and bulky items) with an attached tire center and a detached gas station and drive-through car wash in the City of Fresno.

The project would develop a new Costco retail building; gas station; car wash; and associated parking areas, driveways, and other supporting infrastructure. Costco Wholesale is proposing to construct a wholesale retail facility with approximately 178,000 square feet (sq. ft.); of which approximately 57,000 sq. ft. would be reserved for storage and receiving at the northeast corner of W. Herndon Ave. and N. Riverside Dr (APN 50302012). The project involves the construction of a Costco retail facility that includes an attached tire center, as well as a detached gas station and a drive-through car wash. The project would include a Costco members-only gas station on the northern portion of the project site adjacent to West Spruce Avenue. The facility would include an approximately 11,500 square-foot canopy and a 125 square-foot controller enclosure. There would be four covered fueling islands, each with four two-sided fuel dispensers to provide for the fueling of eight cars at each island, for a total of 32 fueling positions. A Costco members-only automated carwash would be located at the northeastern corner of the project site, adjacent to the gas station. The car wash structure would be approximately 4,800 sq. ft. The project would have its main access points along North Riverside Drive and include approximately 889 parking stalls. The project is requesting conditional use permits for Large-Format Retail and alcohol sales, as well as a General Plan Amendment to reclassify the portion of W. Herndon Ave. fronting the project site from Expressway to Superarterial.

2. SCIENTIFIC AND REGULATORY BACKGROUNDS

2.1 Scientific Background

2.1.1 Science of Global Climate Change

There is a general scientific consensus that global climate change is occurring, caused in whole or in part by increased emissions of GHGs that keep the Earth's surface warm by trapping heat in the Earth's atmosphere, in much the same way as glass traps heat in a greenhouse. The Earth's climate is changing because human activities, primarily the combustion of fossil fuels, are altering the chemical composition of the atmosphere through the buildup of GHGs. GHGs allow the sun's radiation to penetrate the atmosphere and warm the Earth's surface, but do not let the infrared radiation emitted from the Earth escape back into outer space. As a result, global temperatures are predicted to increase over the century. In particular, if climate change remains unabated, surface temperatures in California are expected to increase anywhere from 4.1 to 8.6 degrees Fahrenheit by the end of the century. Not only would higher temperatures directly affect the health of individuals through greater risk of dehydration, heat stroke, and respiratory distress, the higher temperatures may increase ozone formation, thereby worsening air quality. Rising temperatures could also reduce the snowpack, which would increase the risk of water shortages. Higher temperatures along with reduced water supplies could reduce the quantity and quality of agricultural products. In addition, there could be an increase in wildfires and a shift in distribution of natural vegetation throughout the State. Global warming could also increase sea levels and coastal storms resulting in greater risk of flooding.

Emissions of carbon dioxide (CO_2) are the leading cause of global warming, with other pollutants such as methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons, and sulfur hexafluoride also contributing. The magnitude of the impact on global warming differs among the GHGs. For example, HFCs, perfluorocarbons, and sulfur hexafluoride have a greater "global warming potential" than CO_2. In other words, these other GHGs have a greater contribution to global warming than CO_2 on a per mass basis. The effect each GHG has on climate change is measured as a combination of the volume of its emissions and its global warming potential (GWP), and is expressed as a function of how much warming would be caused by the same mass of CO_2. Thus, GHG emissions are typically measured in terms of megagrams or metric tons (MT) of carbon dioxide equivalent (CO_2e). CO_2 has the greatest impact on global warming because of the relatively large quantities of CO_2 emitted into the atmosphere.

Globally, CO_2 concentrations, which ranged from 265 parts per million (ppm) to 280 ppm over the last 10,000 years, only began rising in the last 200 years to current levels of 410 ppm,[1] a 46 percent increase.

In 2019, the United States emitted about 6.6 billion MT of CO_2e or about 20 MT/person/year, calculated by dividing the emissions total by the U.S. Census Bureau 2019 population

[1] Intergovernmental Panel on Climate Change (IPCC). Climate Change 2021, The Physical Science Basis. 2021. Available at: https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_Full_Report.pdf. Accessed: January 2022.

estimate. [2, 3] This represents a 12 percent reduction below 2005 total emission levels. Of the five major sectors nationwide -- residential, commercial, industrial, electric power generation, and transportation - transportation accounts for the highest fraction of GHG emissions (approximately 29 percent of emissions from these five sectors). These emissions are entirely generated from direct fossil fuel combustion. Fifty-eight percent of these transportation emissions resulted from passenger car and light-duty truck use. The remaining emissions came from other transportation activities, including the combustion of diesel fuel in medium- and heavy-duty vehicles, and jet fuel in aircraft. According to the Inventory of U.S. Greenhouse Gas Emissions and Sinks,[4] from 1990 to 2019 as a whole, transportation emissions from fossil fuel combustion rose, "due, in large part, to increased demand for travel".

In 2019, California emitted approximately 418 million tonnes of CO_2e, or about 6 percent of the U.S. emissions.[5] California's percentage contribution is due primarily to the sheer size of California, as compared to other states. For example, in 2018 (the most recent year of state rankings for energy-related CO_2 emissions per capita), California had the third lowest per capita energy-related CO_2 emission rates in the country (including Washington DC),[6] due to the success of its energy efficiency and renewable energy programs and commitments that have lowered the State's GHG emissions rate of emissions growth.[7] California's per capita GHG emissions in 2019 were 10.5 metric tons per person[8], while the U.S. per capita GHG emissions in that same year were 20.0 metric tons per person.[9, 10] Another factor that has reduced California's fuel use and GHG emissions is its mild climate compared to that of many other states. The emissions for the City of Fresno were approximately 2.9 million metric tons of CO_2e in 2016. The projected 2020 emissions for the City of Fresno are about 2.1 million

[2] USEPA. 2021. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2019. Available at: https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2019. Accessed: January 2022.

[3] U.S. Census Bureau. Annual Estimates of the Resident Population for the United States, Regions, States, and Puerto Rico: April 1, 2010 to July 1, 2019. (NST-EST2020). Available at: https://www2.census.gov/programs-surveys/popest/tables/2010-2020/state/totals/nst-est2020.xlsx. Accessed: January 2022.

[4] USEPA. 2021. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2019. Available at: https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2019. Accessed: January 2022.

[5] CARB. 2021. California Greenhouse Gas Emissions for 2000 to 2019 Trends of Emissions and Other Indicators. Available at: https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf. Accessed: January 2022.

[6] US EIA. 2021.Table 5: Per capita energy-related carbon dioxide emissions by state. Available at: https://www.eia.gov/environment/emissions/state/. Accessed: January 2022.

[7] The Center for Resource Efficient Communities. 2013. Residential Energy Use and GHG Emissions Impact of Compact Land Use Types. Report to ARB, Contract No. 10-323. Available at: http://www.arb.ca.gov/research/apr/past/10-323h.pdf. Accessed: January 2022.

[8] CARB. 2021. California Greenhouse Gas Emissions for 2000 to 2019 Trends of Emissions and Other Indicators. Available at: https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf. Accessed: January 2022.

[9] USEPA. 2021. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2019. Available at: https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2019. Accessed: January 2022.

[10] U.S. Census Bureau. Annual Estimates of the Resident Population for the United States, Regions, States, and Puerto Rico: April 1, 2010 to July 1, 2019. (NST-EST2020). Available at: https://www2.census.gov/programs-surveys/popest/tables/2010-2020/state/totals/nst-est2020.xlsx. Accessed: January 2022.

metric tons of CO_2e when accounting for emission reductions achieved by state-wide regulations, programs, and measures.[11]

The California Energy Commission (CEC) found that transportation is the source of approximately 40 percent of the State's GHG emissions, followed by industrial sources at 21 percent, and electricity generation (both in-state and out-of-state) at 14 percent. Residential and commercial activities comprised approximately 11 percent of the inventory. Agriculture and forestry is the source of approximately 8 percent of the State's GHG emissions.[12]

2.1.2 Potential Effects of Human Activity on Global Climate Change

Globally, climate change has the potential to impact numerous environmental resources through anticipated, though uncertain, impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. At the end of the 21st century, global surface temperature change is likely to exceed 1.5°C (relative to 1850-1900 levels) in all four assessed climate model projections but one.[13]

The understanding of GHG emissions, particulate matter, and aerosols on global climate trends is complex and involves varying uncertainties and a balance of different effects. In addition to uncertainties about the extent to which human activity rather than solar or volcanic activity is responsible for increasing warming, there is also evidence that some human activity has cooling, rather than warming, effects, as discussed in detail in numerous publications by the Intergovernmental Panel on Climate Change (IPCC), such as the Fifth Assessment Report (AR5) Synthesis Report.[14, 15] Nonetheless, when all effects and uncertainties are considered together, there is a strong scientific consensus that human activity has contributed significantly to global warming. As stated in the executive summary for the Working Group I contribution to the Sixth Assessment Report, "The evidence for human influence on recent climate change strengthened from the IPCC Second Assessment Report to the IPCC Fifth Assessment Report, and is now even stronger in this assessment."[16]

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[11] LSA. 2021. Greenhouse Gas Reduction Plan Update for the City of Fresno. Available at: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2021/03/Link4AppendixGGHGRPUpdate.pdf. Accessed: March 2022.

[12] CARB. 2021. California Greenhouse Gas Emissions for 2000 to 2019 Trends of Emissions and Other Indicators. Available at: https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf. Accessed: January 2022.

[13] IPCC. Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report. Climate Change 2014: Synthesis Report. 2014. SPM.2.2. Available at: https://www.ipcc.ch/site/assets/uploads/2018/02/SYR_AR5_FINAL_full.pdf. Accessed: January 2022.

[14] The IPCC was established in 1988 by the World Meteorological Organization and the United Nations Environment Programme to assess scientific, technical, and socio-economic information relevant for the understanding of climate change, its potential impacts, and options for adaptation and mitigation. The IPCC has produced a series of Assessment Reports comprised of full scientific and technical assessments of climate change. The first assessment report was developed in 1990. The Fifth Assessment Report was completed in November 2014 with the Synthesis Report.

[15] Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report. Climate Change 2014: Synthesis Report. 2014. Figure SPM.3. Available at: https://www.ipcc.ch/site/assets/uploads/2018/02/SYR_AR5_FINAL_full.pdf. Accessed: January 2022.

[16] IPCC. 2021. Climate Change 2021 The Physical Science Basis, Working Group I contribution to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change. Available at:

Acknowledging uncertainties regarding the rate at which anthropogenic GHG emissions would continue to increase (based upon various factors under human control, such as future population growth and the locations of that growth; the amount, type, and locations of economic development; the amount, type, and locations of technological advancement; adoption of alternative energy sources; legislative and public initiatives to curb emissions; and public awareness and acceptance of methods for reducing emissions), and the impact of such emissions on climate change, the IPCC devises emission scenarios which utilize various assumptions about the rates of economic development, population growth, and technological advancement over the course of the next century. For the AR5, Representative Concentration Pathways (RCPs) were developed to describe four different 21st century scenarios of greenhouse gas emissions, atmospheric concentrations, air pollutant emissions, and land use. RCPs are based on a combination of integrated assessment models, simple climate models, atmospheric chemistry, and global carbon cycle models.

- The projected effects of global warming are assessed under each of the five scenarios.[17]
- It is, at a minimum, more likely than not a 1.5°C increase in globally averaged surface area temperature (GSAT) will occur between 2021-2045 relative to the average over the period of 1850-1900.
- It is virtually certain that global mean sea level (GMSL) will continue to rise through the 21st century.
- It is likely the Arctic Ocean in September, the month of annual minimum sea ice area, will become practically ice free averaged over 2081-2100 and all available simulations.
- It is very likely that the cumulative uptake of carbon by the ocean and by land will increase through the end of the 21st century.

Potential secondary effects from global warming include impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

2.1.3 Potential Effects of Climate Change on the State of California

According to the California Air Resources Board (CARB), some of the potential impacts in California of global warming may include loss in snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.[18] The California Climate Change Center (CCCC) has released four assessment reports on climate change in California, the most recent in 2018. California's Fourth Climate Change Assessment projects an increase by 5.6-8.8°F from 2070 to 2100 depending on greenhouse gas emission reductions (at a moderate rate or continuing at current rates).[19]

https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_Full_Report.pdf. Accessed: January 2022.

[17] Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report. Climate Change 2014: Synthesis Report. 2014. Available at: https://www.ipcc.ch/site/assets/uploads/2018/02/SYR_AR5_FINAL_full.pdf. Accessed: January 2022.

[18] California Air Resources Board (CARB), 2006. Public Workshop to Discuss Establishing the 1990 Emissions Level and the California 2020 Limit and Developing Regulations to Require Reporting of Greenhouse Gas Emissions, Sacramento, CA. December 1.

[19] California Climate Change Center, 2018. California's Changing Climate 2018. A Summary of Key Findings from California's Fourth Climate Change Assessment.

Below is a summary of some of the potential effects reported in an array of studies that could be experienced in California as a result of global warming and climate change.

2.1.3.1 Air Quality

Higher temperatures, conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. For other pollutants, the effects of climate change and/or weather are less well studied, and even less well understood.

If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would further worsen air quality. Studies have been conducted to evaluate the potential impacts of climate change on wildfire frequency based on lower and higher emissions scenarios. Per California's Fourth Climate Change Assessment, under a higher emissions scenario, the average area burned statewide could increase by 77 percent above historic levels by 2100.[20] Per California's Third Climate Change Assessment, the estimated burned area is projected to increase between 57 and 169 percent, depending on location.[21] However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thus ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the State.[22]

It is estimated that over the next decade, higher temperatures could increase the demand for electricity by 1 Gigawatt (GW) during summer months, which would require purchase of costly peak power from external sources or the construction of one new large power plant in California.[23] During periods of extreme heat, efficiency of electricity generation is reduced at natural gas plants; hydropower generation is reduced; and increased losses occur at substations; all while electricity demands are increased. These factors are projected to result in the need for more than 17 GW, or 38 percent of additional capacity, needed by 2100. Additionally, transmission lines lose 7 to 8 percent of transmitting capacity in higher temperatures, which also results in a need for increased power generation.[24]

2.1.3.2 Water Supply

Uncertainty remains with respect to the overall impact of global climate change on future water supplies in California. For example, models that predict drier conditions suggest decreased reservoir inflows and storage, and decreased river flows, relative to current

[20] Ibid.

[21] California Climate Change Center, 2012. Our Changing Climate 2012: Vulnerability and Adaptation to the Increasing Risks from Climate Change in California. CEC-500-2012-007. July, 2012.

[22] California Climate Change Center (CCCC), 2006. Our Changing Climate: Assessing the Risks to California, CEC500-2006-077, Sacramento, CA. July. Available at: https://www.engr.scu.edu/~emaurer/papers/CEC-500-2006-077.pdf. Accessed: January 2022.

[23] California Climate Change Center, 2012. Our Changing Climate 2012: Vulnerability and Adaptation to the Increasing Risks from Climate Change in California. CEC-500-2012-007. July, 2012.

[24] California Climate Change Center, 2012. Our Changing Climate 2012: Vulnerability and Adaptation to the Increasing Risks from Climate Change in California. CEC-500-2012-007. July, 2012.

conditions. By comparison, models that predict wetter conditions project increased reservoir inflows and storage, and increased river flows.[25]

A July 2006 technical report prepared by the California Department of Water Resources (DWR) addresses the State Water Project, the Central Valley Project, and the Sacramento-San Joaquin Delta. Although the report projects that, "[c]limate change will likely have a significant effect on California's future water resources … [and] future water demand," it also reports that, "there is much uncertainty about future water demand, especially those aspects of future demand that will be directly affected by climate change and warming. While climate change is expected to continue through at least the end of this century, the magnitude and, in some cases, the nature of future changes is uncertain. This uncertainty serves to complicate the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood,"[26] DWR adds that "[i]t is unlikely that this level of uncertainty will diminish significantly in the foreseeable future."[27] Still, changes in water supply are expected to occur, and many regional studies have shown that large changes in the reliability of water yields from reservoirs could result from only small changes in inflows.[28]

California's Third Climate Change Assessment outlines the State's urgent water management challenges brought on as a result of climate change. These include increasing demand from a growing population as temperatures rise, earlier snowmelt and runoff, and faster-than-historical sea-level rise threatening aging coastal water infrastructure and levees in the Sacramento-San Joaquin Delta.[29] Additionally, they predict that competition between urban and agriculture water users and environmental needs will increase due to effects on water supply and stream flows. The Fourth Climate Change Assessment concludes that by 2100, water supply from snowpack is projected to decline by two-thirds, and that by 2050, California's agricultural production could face climate-related water shortages of up to 16 percent in certain regions.[30]

2.1.3.3 Hydrology

As discussed above, climate change could potentially affect the following: the amount of snowfall, rainfall, and snowpack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide, and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for saltwater intrusion. Sea level rise can be a product of global warming through two main processes -- expansion of sea water as the oceans warm and melting of ice over land. A rise in sea levels could result in coastal flooding and erosion and could also jeopardize California's water supply. In particular,

[25] Brekke, L.D., et al, 2004. —Climate Change Impacts Uncertainty for Water Resources in the San Joaquin River Basin, California. Journal of the American Water Resources Association. 40(2): 149–164. Malden, MA, Blackwell Synergy for AWRA.

[26] California Department of Water Resources (DWR), 2006. Progress on Incorporating Climate Change into Management of California Water Resources, Sacramento, CA. July.

[27] California Department of Water Resources (DWR), 2006. Progress on Incorporating Climate Change into Management of California Water Resources, Sacramento, CA. July.

[28] Kiparsky 2003, op. cit; DWR, 2005, op. cit.; Cayan, D., et al, 2006. Scenarios of Climate Change in California: An Overview (White Paper, CEC-500-2005-203-SF), Sacramento, CA. February.

[29] California Climate Change Center, 2012. Our Changing Climate 2012: Vulnerability and Adaptation to the Increasing Risks from Climate Change in California. CEC-500-2012-007. July, 2012.

[30] California Climate Change Center, 2018. California's Changing Climate 2018. A Summary of Key Findings from California's Fourth Climate Change Assessment.

saltwater intrusion would threaten the quality and reliability of the State's major fresh water supply that is pumped from the southern portion of the Sacramento/San Joaquin River Delta. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events. Assuming the rate of sea level rise continues to follow global trends, sea level along California's coastline in 2050 could be 10-18 inches higher than in 2000, and 31-55 inches higher by the end of this century.[31] Based on these current projections, the current 100-year storm could occur once every year. California's Fourth Climate Change Assessment projects that without implementation of protective measures, airports in major urban areas will be susceptible to major flooding from a combination of sea-level rise and storm surge by 2040 to 2080 and that the miles of highways susceptible to coastal flooding from a 100-year storm will triple from current levels by 2100.[32]

2.1.3.4 Agriculture

California has a $30 billion agricultural industry that produces half the country's fruits and vegetables. The CCCC notes that higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase, crop-yield could be threatened by a less reliable water supply, and greater ozone pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year that certain crops, such as wine grapes, bloom or ripen, and thus affect their quality.[33]

2.1.3.5 Ecosystems and Wildfire

Increases in global temperatures and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. In 2004, the Pew Center on Global Climate Change released a report examining the possible impacts of climate change on ecosystems and wildlife.[34] The report outlines four major ways in which it is thought that climate change could affect plants and animals: (1) timing of ecological events, (2) geographic range, (3) species' composition within communities, and (4) ecosystem processes such as carbon cycling and storage.

2.2 Regulatory Background

2.2.1 Federal

2.2.1.1 Clean Air Act

In April 2007, in *Massachusetts v. EPA*, the U.S. Supreme Court directed the Administrator of the U.S. Environmental Protection Agency (USEPA) to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the USEPA Administrator was directed to follow the language of Section 202(a) of the Clean Air Act (CAA). In December 2009, the

[31] California Climate Change Center, 2012. Our Changing Climate 2012: Vulnerability and Adaptation to the Increasing Risks from Climate Change in California. CEC-500-2012-007. July, 2012.

[32] California Climate Change Center, 2018. California's Changing Climate 2018. A Summary of Key Findings from California's Fourth Climate Change Assessment.

[33] California Climate Change Center (CCCC), 2006, op. cit.

[34] Parmesan, C. and H. Galbraith, Observed Impacts of Global Climate Change in the U.S., Arlington, VA: Pew Center on Global Climate Change, November 2004.

Administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the CAA:

- Elevated concentrations of GHGs—CO_2, CH_4, N_2O, HFCs, perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6)—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the "endangerment finding."
- The combined emissions of GHGs—CO_2, CH_4, N_2O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the CAA.

2.2.1.2 Federal Plan to Reduce GHG Emissions by 2025

In 2015, President Obama signed Executive Order 13693 (EO 13693), which was intended to reduce the federal government's GHG emissions by 40 percent by 2025 by requiring the following:

- Ensuring that 25 percent of total energy consumption is from clean energy sources.
- Reducing energy use in federal buildings by 2.5 percent per year between 2015 and 2025.
- Reducing per-mile GHG emissions from federal fleets by 30 percent (from 2014 levels) by 2025 and increasing the percentage of zero-emissions and plug-in hybrid vehicles in federal fleets.
- Reducing water intensity in federal buildings by 2 percent per year through 2025.

This executive order was revoked by President Trump's Executive Order 13834 in May 2018. President Biden's Executive Order 13990 revoked Executive Order 13834 except for sections 6 (*Duties of the Federal Chief Sustainability Officer*), 7 (*Duties of Heads of Agencies*), and 11 (*General Provisions*).[35]

2.2.1.3 Executive Order 14008

On January 27, 2021, President Biden issued an Executive Order on Tackling the Climate Crisis at Home and Abroad (Executive Order 14008).[36] Part I of the Order highlights putting the climate crisis at the center of United States foreign policy and national security. Addressing the climate crisis will require significant short-term global reductions in GHG emissions and net-zero global emissions by mid-century or sooner. The United States will pursue green recovery efforts and initiatives to advance the clean energy transition.

Part II of the Order relays the government-wide approach to the climate crisis, which involves reducing climate pollution in every sector of the economy, especially through innovation, commercialization, and deployment of clean energy technologies and

[35] White House Briefing Room. 2021. *Executive Order on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*. January 20. Available at: https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/20/executive-order-protecting-public-health-and-environment-and-restoring-science-to-tackle-climate-crisis/. Accessed: March 2022.

[36] White House Briefing Room. 2021. *Executive Order on Tackling the Climate Crisis at Home and Abroad*. January 27. Available at: https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/27/executive-order-on-tackling-the-climate-crisis-at-home-and-abroad/. Accessed: January 2022.

infrastructure. A National Climate Task Force is established to focus on addressing the climate crisis through key federal actions to reduce climate change impacts. A 100% carbon pollution-free electricity sector is targeted by no later than 2035 and a net-zero emissions economy is to be achieved by no later than 2050. Offshore wind is aimed to be doubled by 2030. Opportunities for federal funding of clean energy technology and infrastructure shall be identified. Federal permitting decisions need to consider the effects of GHG emissions and climate change.

2.2.1.4 Paris Climate Agreement

On June 1, 2017, President Trump withdrew the United States from the Paris Agreement.[37] The Paris Agreement was negotiated within the United Nations Framework Convention on Climate Change in 2015 to reduce GHG emissions internationally. The goal of the Paris Agreement was to keep the global temperature rise this century to below 2 degrees Celsius above pre-industrial standards, with efforts to limit temperature increase even further to 1.5 degrees Celsius. The Paris Agreement became effective on November 4, 2016. As of October 5, 2016, 155 of 197 parties had ratified the Paris Agreement.[38] On January 20, 2021, President Biden signed an Executive Order formally rejoining the United States to the Paris Agreement.[39]

2.2.1.5 Federal Vehicle Standards

In response to the *Massachusetts v. EPA* decision discussed above, in 2007, President Bush directed the USEPA, the Department of Transportation (USDOT), and the Department of Energy (DOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the National Highway Traffic Safety Administration (NHTSA) issued a final rule regulating fuel efficiency for and GHG emissions from cars and light-duty trucks for model year 2011; and in 2010, the USEPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the same federal agencies to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the USEPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model year 2017–2025 light-duty vehicles. The proposed standards are projected to achieve 163 grams/mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021.

In August 2017, the USEPA asked for additional information and data relevant to assessing whether the GHG emissions standards for model years 2022-2025 remain appropriate. In early 2018, the USEPA Administrator announced that the midterm evaluation for the GHG emissions standards for cars and light-duty trucks for model years 2022-2025 was completed and stated his determination that the current standards should be revised in light

[37] USEPA. 2017. Administrator Scott Pruitt Speech on Paris Accord, As Prepared. June 1. Available at: https://archive.epa.gov/epa/speeches/administrator-scott-pruitt-speech-paris-accord-prepared.html. Accessed: January 2022.

[38] United Nations Framework Convention on Climate Change. 2017. The Paris Agreement. July 27. Available at: http://unfccc.int/paris_agreement/items/9485.php. Accessed: January 2022.

[39] White House Briefing Room. 2021. *Paris Climate Agreement.* January 20. Available at: https://www.whitehouse.gov/briefing-room/statements-releases/2021/01/20/paris-climate-agreement/. Accessed: January 2022.

of recent data. Subsequently, in 2018, the USEPA and NHTSA proposed to amend certain existing Corporate Average Fuel Economy (CAFE) standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establish new standards, covering model years 2021-2026. Compared to maintaining the post-2020 standards now in place, the pending proposal would increase U.S. fuel consumption.[40] California and other states have announced their intent to challenge federal actions that would delay or eliminate GHG reductions. In April 2020, NHTSA and EPA amended the CAFE and GHG emissions standards for passenger cars and light trucks and established new less stringent standards, covering model years 2021 through 2026.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the USEPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles.

In August 2016, the USEPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans and all types of sizes of buses and work trucks. The final standards are expected to lower carbon dioxide emissions by approximately 1.1 billion MT and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.[41]

On September 27, 2019, the USEPA and NHTSA published the SAFE Rule (Part One).[42] The SAFE Rule (Part One) went into effect in November 2019, and revoked California's authority to set its own GHGs standards and set zero emission vehicle mandates in California. The SAFE Rule (Part One) freezes new zero emission vehicles (ZEV) sales at model year 2020 levels for year 2021 and beyond, and will likely result in a lower number of future ZEVs and a corresponding greater number of future gasoline internal combustion engine vehicles. In response to the USEPA's adoption of the SAFE Rule (Part One), CARB has issued guidance regarding the adjustment of vehicle emissions factors to account for the rule's implications on criteria air pollutant and greenhouse gas emissions.[43,44] The SAFE Rule is subject to ongoing litigation and on February 8, 2021, the D.C. Circuit Court of Appeals granted the Biden Administration's motion to stay litigation over Part 1 of the SAFE Rule. On April 22 and

[40] Federal Register. 2018. *The Safer Affordable Fuel-Efficient (SAFE) Vehicles Final Rule for Model Years 2021-2026 Passenger Cars and Light Trucks*. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/safer-affordable-fuel-efficient-safe-vehicles-final-rule. Accessed: January 2022.

[41] USEPA and NHTSA, 2016. Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles – Phase 2. Available at: https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf. Accessed: January 2022.

[42] USEPA and NHTSA. 2019. Federal Register, Vol. 84, No. 188, *The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program*. September 27. Available at: https://www.govinfo.gov/content/pkg/FR-2019-09-27/pdf/2019-20672.pdf. Accessed: January 2022.

[43] CARB. 2019. EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicle Rule Part One. November 20. Available at: https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf. Accessed: January 2022.

[44] CARB. 2020. EMFAC Off-Model Adjustment Factors for Carbon Dioxide Emissions to Account for the SAFE Vehicles Rule Part One and the Final SAFE Rule. June 26. Available at: https://ww3.arb.ca.gov/msei/emfac_off_model_co2_adjustment_factors_06262020-final.pdf. Accessed: January 2022

April 28, 2021, respectively, NHTSA and USEPA formally announced their intent to reconsider the Safe Rule (Part One).[45,46] A virtual public hearing for EPA's Notice of Reconsideration of SAFE I was held on June 2, 2021. The NHTSA finalized the Corporate Average Fuel Economy Pre-emption rulemaking to withdraw its portions of the SAFE I Rule on December 21, 2021.[47] On March 9, 2022, USEPA reinstated California's authority under the Clean Air Act to implement its own GHG emission standards and ZEV sales mandate and entirely rescinded the SAFE Rule (Part One).

In December 2021, the USEPA finalized federal GHG emissions standards for passenger cars and light trucks for Model Years 2023 through 2026. These standards are the strongest vehicle emissions standards ever established for the light-duty vehicle sector and are based on sound science and grounded in a rigorous assessment of current and future technologies. The updated standards will result in avoiding more than 3 billion tons of GHG emissions through 2050.[48]

2.2.1.6 Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020.
- While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

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[45] NHTSA. 2021. NHTSA Advances Biden-Harris Administration's Climate & Jobs Goals. April 22. Available at: https://www.nhtsa.gov/press-releases/nhtsa-advances-biden-harris-administrations-climate-jobs-goals. Accessed: January 2022.

[46] USEPA. 2021. Federal Register, Vol. 86, No. 80, *California State Motor Vehicle Pollution Control Standards; Advanced Clean Car Program; Reconsideration of a previous Withdrawal of a Waiver of Preemption; Opportunity for Public Hearing and Public Comment*. April 28. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/notice-reconsideration-previous-withdrawal-waiver. Accessed: January 2022.

[47] NHTSA. Available at: https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy. Accessed: May 2022.

[48] USEPA. 2021. Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions. Accessed: January 2022.

2.2.2 State

The State of California considers GHG emissions and the impacts of climate change to be a serious threat to the public health, environment, economic well-being, and natural resources of California, and has taken an aggressive stance to mitigate the State's impact on climate change through the adoption of policies and legislation. CARB is responsible for the coordination and oversight of State and local air pollution control programs in California. California has numerous regulations aimed at reducing the State's GHG emissions. Some of the major initiatives are summarized below.

2.2.2.1 Executive Order S-3-05

In 2005, Governor Schwarzenegger issued EO S-3-05, which identifies Statewide GHG emission reduction targets to achieve long-term climate stabilization as follows.

- Reduce GHG emissions to 1990 levels by 2020; and
- Reduce GHG emissions to 80 percent below 1990 levels by 2050.

In response to EO S-3-05, California Environmental Protection Agency (CalEPA) created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report").[49] The 2006 CAT Report identified a recommended list of strategies that the State could pursue to reduce GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the State agencies. The strategies include, but are not limited to, the reduction of passenger and light-duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture.

2.2.2.2 Assembly Bill 32

Assembly Bill (AB) 32 (Nunez, 2006), the California Global Warming Solutions Act of 2006, was enacted after considerable study and expert testimony before the Legislature. The heart of AB 32 is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020. In order to achieve this reduction mandate, AB 32 requires California Air Resources Board to adopt rules and regulations in an open public process that achieve the maximum technologically feasible and cost-effective GHG reductions.

In 2007, CARB approved a statewide limit on the GHG emissions level for year 2020 consistent with the determined 1990 baseline. CARB's adoption of this limit is in accordance with Health & Safety Code Section 38550, as codified through enactment of AB 32.

Per Health & Safety Code Section 38561(b), CARB also is required to prepare, approve and amend a scoping plan that identifies and makes recommendations on "direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives for sources and categories of sources that [CARB] finds are necessary or desirable to facilitate the achievement of the maximum feasible and cost-effective reductions of greenhouse gas emissions by 2020."

[49] California Environmental Protection Agency (CalEPA), March 2006. Climate Action Team Report to Governor Schwarzenegger and the Legislature. Available at: http://s3-us-west-2.amazonaws.com/ucldc-nuxeo-ref-media/0bdec21c-ca2b-4f4d-9e11-35935ac4cf5f. Accessed: January 2022.

In 2008, CARB adopted the *Climate Change Scoping Plan: A Framework for Change* (2008 Scoping Plan) in accordance with Health & Safety Code Section 38561. During the development of the 2008 Scoping Plan, CARB created a planning framework that is comprised of eight emissions sectors: (1) transportation; (2) electricity; (3) commercial and residential; (4) industry; (5) recycling and waste; (6) high GWP gases; (7) agriculture; and (8) forest net emissions. The 2008 Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions from the eight emissions sectors to 1990 levels by 2020.

In the 2011 *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document* (2011 Final Supplement), CARB revised its estimates of the projected 2020 emissions level in light of the economic recession and the availability of updated information about GHG reduction regulations.

a) 2014 First Update to the Scoping Plan

In 2014, CARB adopted the *First Update to the Climate Change Scoping Plan: Building on the Framework* (2014 First Update).[50] The stated purpose of the 2014 First Update is to "highlight […] California's success to date in reducing its GHG emissions and lay […] the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050."[51] The 2014 First Update found that California is on track to meet the 2020 emissions reduction mandate established by AB 32, and noted that California could reduce emissions further by 2030 to levels squarely in line with those needed to stay on track to reduce emissions to 80 percent below 1990 levels by 2050 if the State realizes the expected benefits of existing policy goals.[52]

In conjunction with the 2014 First Update, CARB identified "six key focus areas comprising major components of the State's economy to evaluate and describe the larger transformative actions that will be needed to meet the State's more expansive emission reduction needs by 2050."[53] Those six areas are: (1) energy; (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure); (3) agriculture; (4) water; (5) waste management; and (6) natural and working lands. The 2014 First Update identifies key recommended actions for each sector that will facilitate achievement of the 2050 reduction target.

Based on CARB's research efforts, it has a "strong sense of the mix of technologies needed to reduce emissions through 2050."[54] Those technologies include energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

As part of the 2014 First Update, CARB recalculated the State's 1990 emissions level using more recent global warming potentials identified by the IPCC. Using the recalculated 1990 emissions level and the revised 2020 emissions level projection identified in the 2011 Final Supplement, CARB determined that achieving the 1990 emissions level by 2020 would

[50] Health & Safety Code Section 38561(h) requires CARB to update the Scoping Plan every five years.

[51] CARB, First Update to the Climate Change Scoping Plan: Building on the Framework (May 2014), p. 4.

[52] Id. at p. 34.

[53] Id. at p. 6.

[54] Id. at p. 32.

require a reduction in GHG emissions of approximately 15.3 percent (instead of 28.5 percent or 16 percent) from the business-as-usual (BAU) conditions.

The 2014 First Update included a strong recommendation from CARB for setting a mid-term statewide GHG emissions reduction target. CARB specifically recommended that the mid-term target be consistent with: (i) the United States' pledge to reduce emissions 42 percent below 2005 levels (which translates to a 35 percent reduction from 1990 levels in California); and (ii) the long-term policy goal of reducing emissions to 80 percent below 1990 levels by 2050.

The 2014 First Update discussed new residential and commercial building energy efficiency improvements, specifically identifying progress towards zero net energy buildings as an element of meeting mid-term and long-term GHG reduction goals. The 2014 First Update expressed CARB's commitment to working with the California Public Utilities Commission (CPUC) and CEC to facilitate further achievements in building energy efficiency.

b) 2017 Scoping Plan

In November 2017, CARB published California's 2017 Climate Change Scoping Plan (2017 Scoping Plan), which was subsequently adopted by CARB's Board in December 2017.[55] The 2017 Scoping Plan identifies CARB's strategy for achieving the State's 2030 GHG target as established in Senate Bill (SB) 32 (discussed below).The strategy includes continuation of the Cap-and-Trade Program through 2030, and incorporates a Mobile Source Strategy that includes strategies targeted to increase zero emission vehicle fleet penetration and a more stringent target for the Low Carbon Fuel Standard by 2030. The 2017 Scoping Plan also incorporates approaches to cutting short-lived climate pollutants (SLCPs) under the Short-Lived Climate Pollutant Reduction Strategy (a planning document that was adopted by CARB in March 2017), and acknowledges the need for reducing emissions in agriculture and highlights the work underway to ensure that California's natural and working lands increasingly sequester carbon.

When discussing project-level GHG emissions reduction actions and thresholds, the 2017 Scoping Plan states:

"***Project-Level Greenhouse Gas Emissions Reduction Actions and Thresholds***

Beyond plan-level goals and actions, local governments can also support climate action when considering discretionary approvals and entitlements of individual projects through CEQA [California Environmental Quality Act]. Absent conformity with an adequate geographically-specific GHG reduction plan …, CARB recommends that projects incorporate design features and GHG reduction measures, to the degree feasible, to minimize GHG emissions. Achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development.

Achieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project, however, and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA.

[55] CARB. 2017. California's 2017 Climate Change Scoping Plan. November. Available at: https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed: January 2022.

California's future climate strategy will require increased focus on integrated land use planning to support liveable, transit-connected communities, and conservation and other lands. Accommodating population and economic growth through travel- and energy-efficient land use provides GHG-efficient growth, reducing GHGs from both transportation and building energy use. GHGs can be further reduced at the project level through implementing energy-efficient construction and travel demand management approaches."

c) 2022 Scoping Plan Update

The 2022 Scoping Plan Update assesses progress towards achieving the Senate Bill 32 2030 target and lays out a path to achieve carbon neutrality no later than 2045. This plan update was approved by the Board in December 2022.[56] The 2022 Scoping Plan Update outlines a sector-by-sector roadmap for California to achieve carbon neutrality by 2045 or earlier. It aims to reduce anthropogenic emissions to 85% below 1990 levels by 2045 using technically feasible and cost-effective solutions. The 2022 Scoping Plan Update focuses on electrification of transportation, homes and buildings, and phasing out fossil fuels. In hard-to-electrify sectors, new solutions such as renewable hydrogen and biomethane are leveraged to achieve emissions reductions.

CARB's 2022 Scoping Plan Update outlines a number of actions for the Scoping Plan Scenario in Table 2-1. The list below represents the actions which are most relevant to the Project:

- GHG Emissions Reductions Relative to the SB 32 Target - 40% below 1990 levels by 2030.
- Smart Growth / Vehicle Miles Traveled (VMT) - VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.
- Light-duty Vehicle (LDV) Zero Emission Vehicles (ZEVs) - 100% of LDV sales are ZEV by 2035.
- Truck ZEVs - 100% of medium-duty (MDV)/HDV sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report).
- Freight and Passenger Rail - 100% of passenger and other locomotive sales are ZEV by 2030; 100% of line haul locomotive sales are ZEV by 2035; Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.
- New Residential and Commercial Buildings - All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.
- Construction Equipment - 25% of energy demand electrified by 2030 and 75% electrified by 2045.
- Low Carbon Fuels for Transportation - Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.
- Low Carbon Fuels for Buildings and Industry - In 2030s biomethane blended in pipeline; Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040.

[56] CARB. 2022. Final 2022 Scoping Plan Update and Appendices. December. Available at: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. Accessed: February 2023.

- Non-combustion Methane Emissions - Moderate adoption of enteric strategies by 2030; Divert 75% of organic waste from landfills by 2025.

In addition to the previous focus areas, the 2022 Scoping Plan Update developed a table of priority GHG reduction strategies that can be utilized by local governments. This is Table 1 in Appendix D of the 2022 Scoping Plan Update.[57] When discussing this table, the 2022 Scoping Plan Update notes:

"To assist local jurisdictions with developing local climate plans, measures, policies, and actions aligned with the State's climate goals, Table 1 presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments. The strategies in Table 1 are not applicable to all local jurisdictions, nor are they the only strategies that local governments can adopt, but they represent the core strategies that most jurisdictions in California can implement to reduce GHG emissions regardless of whether they have developed a CEQA-qualified CAP. Reaching the outcomes of these priority GHG reduction strategies requires a locally appropriate, comprehensive adoption of policies in support of these objectives. When developing local climate plans, measures, policies, and actions, local jurisdictions should incorporate the recommendations described in Table 1 to the extent appropriate to ensure alignment with State climate goals."

2.2.2.3 SB 605 - Short-lived Climate Pollutants (SLCP)

Short-lived climate pollutants (i.e., black carbon, fluorinated gases, and methane) are powerful climate forcers that remain in the atmosphere for a much shorter period of time than longer-lived climate pollutants. Their relative potency, when measured in terms of how they heat the atmosphere, can be tens, hundreds, or even thousands of times greater than that of CO_2. The impacts of short-lived climate pollutants are especially strong over the short term. Reducing these emissions can make an immediate beneficial impact on climate change.[58] Governor Brown signed SB 605 on September 21, 2014, directing CARB to develop a Short-Lived Climate Pollutant Strategy by January 1, 2016. On May 7, 2015, CARB released a concept paper for reducing emissions of these substances. In September 2015, CARB released a draft of their Short-Lived Climate Pollutant Strategy. Several updates to the draft have been made since September 2015, with the most current version dated March 2017. The Strategy aims for a 40 percent reduction in methane and HFC emissions below 2013 levels by 2030 and a 50 percent reduction in anthropogenic emissions of black carbon below 2013 levels by 2030.[59]

2.2.2.4 Executive Order B-30-15

In April 2015, Governor Brown signed EO B-30-15, which established the following GHG emission reduction goal for California: by 2030, reduce GHG emissions to 40 percent below 1990 levels. This EO also directed all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05 (see discussion above).

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[57] CARB. 2022. Final 2022 Scoping Plan Update and Appendices. December. Available at: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. Accessed: February 2023.

[58] CARB. 2016. Reducing Short-Lived Climate Pollutants in California. Available at: https://www.arb.ca.gov/cc/shortlived/shortlived.htm. Accessed: January 2022.

[59] CARB. 2017. Short-Lived Climate Pollutant Reduction Strategy. Available at: https://ww2.arb.ca.gov/sites/default/files/2020-07/final_SLCP_strategy.pdf. Accessed: January 2022.

Additionally, the EO directed CARB to update its Scoping Plan (see discussion above) to address the 2030 goal.

2.2.2.5 Senate Bill 32 and Assembly Bill 197

Enacted in 2016, SB 32 (Pavley, 2016) codifies the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40 percent below 1990 levels by 2030.

SB 32 was coupled with a companion bill: AB 197 (Garcia, 2016). Designed to improve the transparency of CARB's regulatory and policy-oriented processes, AB 197 created the Joint Legislative Committee on Climate Change Policies, a committee with the responsibility to ascertain facts and make recommendations to the Legislature concerning statewide programs, policies, and investments related to climate change. AB 197 also requires CARB to make certain GHG emissions inventory data publicly available on its web site; consider the social costs of GHG emissions when adopting rules and regulations designed to achieve GHG emission reductions; and include specified information in all Scoping Plan updates for the emission reduction measures contained therein.

2.2.2.6 Executive Order B-55-18

In September 2018, Governor Brown signed EO B-55-18, which established a new statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." This EO directs CARB to "work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal."

In January 2019, CARB kicked off workshops regarding carbon neutrality in California,[60] during which CARB staff explained that the definitional parameters and meaning of the term – carbon neutrality – are still being explored. CARB held additional workshops throughout 2019 and 2020 to explore specific topics related to the pursuit of carbon neutrality, engage with other experts in the field and stakeholders, and conduct research to ensure that any path to carbon neutrality balances scientific, economic and social justice principles.

2.2.2.7 Energy Sources

a) Renewables Portfolio Standard

As most recently amended by SB 100 (2018), California's Renewables Portfolio Standard requires retail sellers of electric services and local publicly-owned electric utilities to increase procurement from eligible renewable energy resources to 50 percent of total retail sales by 2026, and 60 percent of total retail sales by 2030. SB 100 also established a State policy goal to achieve 100 percent renewables by 2045.

In March 2021, CEC, CPUC, and CARB released a joint-agency report evaluating the current feasibility of achieving the energy resource and GHG reductions goals of SB 100. The report finds that SB 100 is technically feasible when analyzed under scenarios of varying timelines, advancements in energy generation technology, and energy source portfolios. Under the

[60] CARB. Carbon Neutrality in California Context Webinar. January 2019. Available at: https://www.arb.ca.gov/cc/scopingplan/meetings/012319/cneutrality_ca_script.pdf. Accessed: January 2022.

SB 100 Core Scenario, it is anticipated that California will need to triple its current electricity power capacity.[61]

b) Building Energy Efficiency Standards

Title 24, Part 6 of the California Code of Regulations regulates the design of building shells and building components. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

The CEC's 2019 Building Energy Efficiency Standards (2019 Building Standards), which became effective January 1, 2020, are the currently applicable version of these standards. In general, single-family homes built to the 2019 standards are anticipated to use about 7% less energy due to energy efficiency measures than those built to the 2016 standards, and nonresidential buildings built to the 2019 standards will use an estimated 30% less energy than those built to the 2016 standards.[62]

In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CalGreen Building Standard (CalGreen), and establishes voluntary and mandatory standards pertaining to the planning and design of sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. Like Part 6 of Title 24, the CalGreen standards are periodically updated, with increasing energy savings and efficiencies associated with each code update.

At the time of this writing, the CEC has adopted the 2022 Energy Code, which improves upon the 2019 standards for construction of residential and non-residential buildings. The standards will be effective on January 1, 2023.[63]

c) Appliance Standards

The CEC periodically amends and enforces Appliance Efficiency Regulations contained in Title 20 of the California Code of Regulations. The regulations establish water and energy efficiency standards for both federally-regulated appliances and non-federally regulated appliances. The regulations cover numerous categories of appliances (e.g., refrigerators; plumbing fixtures; dishwashers; clothes washer and dryers; televisions) and apply to appliances offered for sale in California.[64]

2.2.2.8 Mobile Sources

a) Sustainable Communities Strategy Plans

SB 375 (Steinberg, 2008), the Sustainable Communities and Climate Protection Act, coordinates land use planning, regional transportation plans, and funding priorities to reduce

[61] CEC. 2021. 2021 SB 100 Joint Agency Report, Achieving 100 Percent Clean Electricity in California: An Initial Assessment. Available at: https://www.energy.ca.gov/publications/2021/2021-sb-100-joint-agency-report-achieving-100-percent-clean-electricity. Accessed: January 2022.

[62] CEC. 2018. 2019 Building Energy Efficiency Standards – Frequently Asked Questions. Available at: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf. Accessed: January 2022.

[63] CEC. 2022 Building Energy Efficiency Standards. Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency. Accessed: January 2022.

[64] CEC. Title 20 Appliance Efficiency Program. Available at: https://www.energy.ca.gov/rules-and-regulations/appliance-efficiency-regulations-title-20. Accessed: January 2022.

GHG emissions from passenger vehicles through better-integrated regional transportation, land use, and housing planning that provides easier access to jobs, services, public transit, and active transportation options. SB 375 specifically requires the Metropolitan Planning Organization relevant to the Project area (here, the Fresno Council of Governments [Fresno COG]) to include a Sustainable Communities Strategy in its Regional Transportation Plan (RTP) that, if implemented, will achieve GHG emission reduction targets set by CARB by reducing vehicle miles traveled from light-duty vehicles through the development of more compact, complete, and efficient communities.

For the area under Fresno COG's jurisdiction, including the Project site, CARB originally adopted regional targets for reduction of mobile source-related GHG emissions of 5 percent for 2020 and 10 percent for 2035. The targets are expressed as a percentage change in per capita passenger vehicle GHG emissions relative to 2005 emissions levels. These original targets were in place through September 30, 2018. In March 2018, CARB approved updated regional targets of 6% for 2020 and 13% for 2035 for Fresno COG, which apply to future RTP/SCS planning cycles beginning October 1, 2018.[65]

b) Senate Bill 743

Public Resources Code Section 21099(c)(1), as codified through enactment of SB 743 (Steinberg, 2013), authorized the Governor's Office of Planning and Research (OPR) to establish "alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas." SB 743 reflects a legislative policy to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions. As finalized in December 2018, amendments to the State CEQA Guidelines adopted in furtherance of SB 743 establish vehicle miles traveled (VMT), in lieu of level of service, as the new metric for transportation analysis.

c) Pavley Regulations

AB 1493 (Pavley, 2002) required CARB to adopt regulations to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks for model years 2009–2016. CARB obtained a waiver from the USEPA that allows for implementation of these regulations notwithstanding possible federal pre-emption concerns.

d) Low Carbon Fuel Standard

EO S-1-07, as issued by Governor Schwarzenegger, called for a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by CARB by 2020.[66] In response, CARB approved the Low Carbon Fuel Standard (LCFS) regulations in 2009, which became fully effective in April 2010. Thereafter, a lawsuit was filed challenging CARB's adoption of the regulations; and in 2013, a court order was issued compelling CARB to remedy substantive and procedural defects of the LCFS adoption process under CEQA.[67] However, the court allowed implementation of the LCFS to continue pending correction of the identified defects. In September 2015, CARB re-adopted the LCFS regulations. The LCFS would reduce GHG emissions by reducing the carbon intensity of

[65] CARB. Regional Plan Targets. Available at: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets. Accessed: January 2022.

[66] Carbon intensity is a measure of the GHG emissions associated with the various production, distribution, and use steps in the "lifecycle" of a transportation fuel.

[67] *POET, LLC v. CARB* (2013) 217 Cal.App.4th 1214.

transportation fuels used in California by at least 10% by 2020 and, as most recently amended in 2018, by at least 20% by 2030.

e) Advanced Clean Cars Program

In 2012, CARB approved the Advanced Clean Cars (ACC) program, a new emissions-control program for non-commercial passenger vehicles and light-duty truck for model years 2017-2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero emission vehicles. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions. In August 2022, CARB adopted Advanced Clean Cars II (ACC II) regulations which "will seek to reduce criteria and greenhouse gas emissions from new light- and medium-duty vehicles beyond the 2025 model year, and increase the number of zero emission vehicles (ZEVs) for sale".[68]

f) Zero Emission Vehicles

ZEVs include hydrogen fuel cell electric vehicles and plug-in electric vehicles, such as battery electric vehicles and plug-in hybrid electric vehicles.

In 2012, Governor Brown issued EO B-16-2012, which calls for the increased penetration of ZEVs into California's vehicle fleet in order to help California achieve a reduction of GHG emissions from the transportation sector equaling 80 percent less than 1990 levels by 2050. In furtherance of that statewide target for the transportation sector, the EO also calls upon CARB, the CEC, and the California Public Utilities Commission to establish benchmarks that will: (1) allow over 1.5 million ZEVs to be on California roadways by 2025, and (2) provide the State's residents with easy access to ZEV infrastructure. EO B-16-2012 specifically directed California to "encourage the development and success of zero-emission vehicles to protect the environment, stimulate economic growth, and improve the quality of life in the State."[69]

In 2018, Governor Brown also issued EO B-48-18, which launched an eight-year initiative to accelerate the sales of ZEVs through a mix of rebate programs and infrastructure improvements. The EO also sets a new target of five million ZEVs in California by 2030, and includes funding for multiple state agencies to increase electric vehicle (EV) charging infrastructure and provide purchase rebates/incentives.

In furtherance of the State's ZEV penetration goals, in February 2013, the Governor's Interagency Working Group on Zero-emission Vehicles issued the *2013 ZEV Action Plan: A roadmap toward 1.5 million zero-emission vehicles on California* roadways *by 2025*.[70] The 2013 ZEV Action Plan identifies four broad goals for State government to advance ZEVs: 1) Complete needed infrastructure and planning; 2) Expand consumer awareness and demand; 3) Transform fleets; and 4) Grow jobs and investment in the private sector. As part of these goals, some highlighted strategies and actions include: i) supporting ZEV infrastructure planning and investment by private entities; ii) enabling universal access to ZEV infrastructure for California drivers; iii) reducing upfront purchase costs for ZEVs;

[68] Advanced Clean Cars II Program. Available at: https://ww2.arb.ca.gov/advanced-clean-cars-ii-meetings-workshops. Accessed: January 2022.

[69] Executive Order B-16-2012. Available at: https://www.ca.gov/archive/gov39/2012/03/23/news17472/. Accessed: January 2022.

[70] Governor's Interagency Working Group on Zero-emission Vehicles. 2013. Available at: http://opr.ca.gov/docs/Governors_Office_ZEV_Action_Plan_(02-13).pdf. Accessed: January 2022.

iv) promoting consumer awareness of ZEVs; and v) helping to expand ZEVs in bus fleets. The Action Plan discusses the challenges of ZEV expansion, which include the need to enable electric vehicle chargers in homes, increase consumer awareness, address up-front costs and operational limitations, and address that ZEVs are not commercially available for all categories of vehicles.

In October 2016, the Governor's Interagency Working Group on Zero-emission Vehicles issued the *2016 ZEV Action Plan: A roadmap toward 1.5 million zero-emission vehicles on California* roadways *by 2025*.[71] This report provides an update on progress toward achieving the 2013 goals and highlights the following four top priorities for the upcoming years: 1) Raise consumer awareness and education about ZEVs; 2) Ensure ZEVs are accessible to a broad range of Californians; 3) Make ZEV technologies commercially viable in targeted applications in the medium-duty, heavy-duty, and freight sectors; and 4) Aid ZEV market growth beyond California. The broad goals to advance ZEV adoption are: i) achieve mainstream consumer awareness of ZEV options and benefits; ii) make ZEVs an affordable and attractive option for drivers; iii) ensure convenient charging and fueling infrastructure for greatly expanded use of ZEVs; iv) maximize economic and job opportunities from ZEV technologies; v) bolster ZEV market growth outside of California; and vi) lead by example by integrating ZEVs into State government. The goals and strategies proposed in the 2013 Action Plan will continue to be implemented; however, additional strategies are proposed to help achieve the new goals, including setting targets to increase home charging stations in multiunit dwellings and disadvantaged communities and for public transit and school bus electrification. The 2016 Action Plan describes challenges toward achieving the 2025 goal of 1.5 million ZEVs in California, such as that most consumers are still not aware of the benefits of passenger ZEVs and that over 1,000,000 charge points will be needed at homes, workplaces, and public locations but only 11,000 non-home charge points are installed as stated in the 2016 ZEV Action Plan.

In September 2018, the Governor's Interagency Working Group on Zero-Emission Vehicles published the 2018 ZEV Action Plan Priorities Update.[72] This update is the result of Governor Brown's directive to update the 2016 Zero-Emission Vehicle Action Plan to help expand private investment in zero-emission vehicle infrastructure, particularly in low income and disadvantaged communities. The 2018 Priorities Update serves three fundamental purposes: 1) Provide direction to state agencies on the most important actions to be executed in 2018 to enable progress toward the 2025 targets and 2030 Vision; 2) Give stakeholders transparency into the actions state agencies plan to take (or are taking) this year to further the ZEV market; and 3) Create a platform for stakeholder engagement, feedback, and collaboration. As of July 2018, over 410,000 ZEVs have been sold in California, which is approximately 150,000 ZEVs since the publication of the 2016 Action Plan in October 2016.

In June 2020, CARB approved the Advanced Clean Trucks regulation, which has requirements for manufacturer ZEV sales and a one-time reporting requirement for large

[71] Governor's Interagency Working Group on Zero-emission Vehicles. 2016. Available at: https://www.ca.gov/archive/gov39/wp-content/uploads/2018/01/2016_ZEV_Action_Plan-1.pdf. Accessed: January 2022.

[72] Governor's Interagency Working Group on Zero-emission Vehicles. 2018. Available at: https://static.business.ca.gov/wp-content/uploads/2019/12/2018-ZEV-Action-Plan-Priorities-Update.pdf. Accessed: January 2022.

entities and fleets.[73] The Advanced Clean Truck Regulation is part of a holistic approach to accelerate a large-scale transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. Large employers including retailers, manufacturers, brokers, and others are required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, are required to report about their existing fleet operations. This information helps to identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

California is incentivizing the purchase of ZEVs through implementation of the Clean Vehicle Rebate Project, which is administered by a non-profit organization (The Center for Sustainable Energy) for CARB and currently subsidizes the purchase of passenger near-zero and zero emission vehicles as follows:

- Hydrogen Fuel Cell Electric Vehicles: $5,000;
- Battery Electric Vehicles: $2,500;
- Plug-In Hybrid Electric Vehicles: $1,500; and
- Neighborhood Electric Vehicles and Zero Emission Motorcycles: $900.

In March 2017, CARB received Volkswagen's (VW) first 30-month ZEV Investment Plan (Plan).[74] This Plan is required by California's partial settlement with VW resulting from VW's use of illegal devices in its 2.0-liter (2.0L) diesel cars sold in the State from model years 2009 to 2015. The Plan describes how VW is proposing to spend the first $200 million in California on ZEV charging infrastructure (including the development and maintenance of ZEV charging stations), public awareness, increasing ZEV access, and a green city demonstration. In June 2017, Electrify America (a subsidiary of VW) provided CARB with additional information on the Plan.[75] CARB approved the first of the four plans in July 2017.[76]

In its 2014 First Update, CARB recognized that the light-duty vehicle fleet "will need to become largely electrified by 2050 in order to meet California's emission reduction goals."[77] Accordingly, CARB's ACC program – summarized above – requires about 15 percent of new cars sold in California in 2025 to be a plug-in hybrid, battery electric or fuel cell vehicle.[78]

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[73] CARB. 2020. Advanced Clean Trucks. Available at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks. Accessed: January 2022.

[74] VOLKSWAGEN, Group of America. 2017. California ZEV Investment Plan: Cycle 1, March 8, 2017. Available at: https://www.electrifyamerica.com/assets/pdf/California%20ZEV%20Investment%20Plan%20Cycle%201.3bc672a3.pdf. Accessed: January 2022.

[75] Electrify America. 2017. Supplement to the California ZEV Investment Plan, Cycle 1, June 29, 2017. Available at: https://www.electrifyamerica.com/assets/pdf/Cycle%201%20CA%20ZEV%20Invest%20Plan%20Supplement.a92e7705.pdf. Accessed: January 2022.

[76] CARB, 2017. CARB Approves $200 Million VW Zero-Emission Vehicle Investment in California, July, 27. Available at: https://ww2.arb.ca.gov/news/carb-approves-200-million-vw-zero-emission-vehicle-investment-california. Accessed: January 2022.

[77] CARB, First Update to the Climate Change Scoping Plan: Building on the Framework (May 2014), p. 48.

[78] Id. at p. 47.

Other statewide and regional initiatives that spur ZEV uptake include the following:

- CARB currently subsidizes the purchase of passenger near-zero and zero emission vehicles, and provides access to high-occupancy vehicle lanes to ZEV drivers.
- The VW settlement will result in $800 million in ZEV projects in California over the next ten years, with a focus on increasing public awareness and infrastructure in the first funding cycle.[79]
- The CalGreen standards require new residential and non-residential construction to be pre-wired to facilitate the future installation and use of electric vehicle chargers (see Section 4.106.4 and Section 5.106.5.3 of 2016 CalGreen standards for the residential and nonresidential pre-wiring requirements, respectively).

In January 2017, three of California's largest utilities submitted proposals to the CPUC to electrify the State's transportation sector through more than $1 billion in investments:

- Southern California Edison (SCE) filed an application to expand electric transportation in its service area. Some of SCE's proposals include monetary rewards to rideshare drivers who use an electric vehicle, additional fast charge infrastructure at targeted locations within the region, and rates that are designed to incentivize electric vehicle adoption.[80]
- Pacific Gas and Electric (PG&E) submitted an application that aims to expand the electrification of medium- and heavy-duty vehicle fleets, expand fast-charging stations that can refuel EVs in 20-30 minutes, and explore new uses for vehicle electrification.[81]
- San Diego Gas & Electric (SDG&E) submitted an application to install tens of thousands of charging stations in its service area to boost the transition to zero-emission vehicles, trucks, shuttles and delivery fleets.[82]

On September 23, 2020, California Governor Gavin Newsom issued Executive Order N-79-20, which entails the following actions:

- All new passenger vehicles sold in California be zero-emission by 2035
- All medium- and heavy-duty vehicles be zero-emission where feasible by 2045
- All off-road vehicles and equipment be zero-emission where feasible by 2035

Governor Newsom ordered extensive inter-agency efforts to support the Executive Order, including evaluations of technological feasibility and cost effectiveness, expansion of EV charging options and affordable fueling, as well as identification of near-term strategies to increase zero-emission public transportation options.

The Executive Order was generally aimed at transitioning away from fossil fuel dependence in the State, with emphasis on transportation initiatives. However, Governor Newsom

[79] CARB, Volkswagen Settlement – California ZEV Investments webpage, available at: https://www.arb.ca.gov/msprog/vw_info/vsi/vw-zevinvest/vw-zevinvest.htm. Accessed: January 2022.

[80] SCE, Application of Southern California Edison Company (U 338-E) for Approval of Its 2017 Transportation Electrification Proposals (January 20, 2017).

[81] PG&E, In the Matter of the Application of Pacific Gas and Electric Company for Approval of its Senate Bill 350 Transportation Electrification Program (January 20, 2017).

[82] SDG&E, Application of San Diego Gas & Electric Company (U902E) for Approval of SB 350 Transportation Electrification Proposals (January 20, 2017).

addressed efforts to repurpose oil production facilities and extraction sites while continuing the State's existing goals to reduce the carbon intensity of fuels.[83]

2.2.2.9 Water

In January 2014, Governor Brown signed EO B-29-15, which directed the State Water Resources Control Board to impose restrictions to reduce residential potable urban water usage; to implement water efficiency measures at commercial, industrial, and institutional properties; and to prohibit irrigation with potable water for certain uses. In addition, this directed the California Department of Water Resources to lead a statewide initiative to replace laws and ornamental turfs with drought tolerant landscapes.

Pursuant to the EO B-29-15, water-related standards were adopted as amendments to the 2013 CalGreen Code and carried over into the 2016 code.

Following EO-B-29-2015, Governor Brown signed EO-B-37-16 in May 2016 to promote more conscious consumer water use and to improve agricultural water use efficiency and drought planning.

2.2.2.10 Solid Waste Diversion

The California Integrated Waste Management Act of 1989, as modified by AB 341 (Chesbro, 2011), requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; (2) diversion of 50 percent of all solid waste on and after January 1, 2000; and (3) source reduction, recycling and composting of 75 percent of all solid waste on or after 2020, and annually thereafter. CalRecycle is required to develop strategies, including source reduction, recycling, and composting activities, to achieve the 2020 goal.

CalRecycle published a discussion document, entitled *California's New Goal: 75 Percent Recycling,* which identified concepts that would assist the State in reaching the 75 percent goal by 2020. Subsequently, in August 2015, CalRecycle released the *AB 341 Report to the Legislature*, which identifies five priority strategies for achievement of the 75 percent goal: (1) moving organics out of landfills; (2) expanding recycling/ manufacturing infrastructure; (3) exploring new approaches for State and local funding of sustainable waste management programs; (4) promoting State procurement of post-consumer recycled content products; and (5) promoting extended producer responsibility.

2.2.2.11 Draft Climate Adaptation Strategy

The Draft California Climate Adaptation Strategy, dated October 18, 2021, outlines the state's key climate resilience priorities, includes specific and measurable steps, and serves as a framework for action across sectors and regions in California.[84]

The priorities outlined in the Strategy are as follows: 1) Strengthen Protections for Climate Vulnerable Communities, 2) Bolster Public Health and Safety in Light of Increasing Climate Risks, 3) Build a Climate Resilient Economy, 4) Accelerate Nature-Based Climate Solutions

[83] State of California. 2020. Executive Order N-79-20. Available at: https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf. Accessed: January 2022.

[84] California Natural Resources Agency. 2021. Draft California Climate Adaptation Strategy. Available at: https://resources.ca.gov/-/media/CNRA-Website/Files/Initiatives/Climate-Resilience/SAS-Workshops/Draft-CA-Climate-Adaptation-Strategy-ada.pdf. Accessed: January 2022.

and Strengthen Climate Resilience of Natural Systems, 5) Make Decisions based on the Best Available Climate Science, and 6) Partner and Collaborate to Leverage Resources.

2.2.3 Regional

2.2.3.1 Fresno COG Regional Transportation Plan and Sustainable Communities Strategy

As previously discussed, SB 375 requires Fresno COG to incorporate a Sustainable Communities Strategy into its RTP that achieves the GHG emission reduction targets set by CARB. Fresno COG's Sustainable Communities Strategy was first included in the 2014 Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS), which was adopted by Fresno COG in June 2014. The original plan has since been superseded by the RTP/SCS adopted by Fresno COG in July 2018, and more recently in July 2022.

In general, the goals and policies of the Sustainable Communities Strategy are to improve mobility, accessibility, reliability, efficiency, liveability, sustainability, and equity. The Sustainable Communities Strategy adopted by Fresno COG is expected to reduce per capita transportation emissions by 6% by 2020 and by 13% by 2035, as compared to 2005 baseline levels.

In July 2018, CARB accepted Fresno COG's determination that the 2018 Sustainable Communities Strategy would meet the region's GHG reduction targets per Government Code Section 65080(b)(2)(J)(ii), as memorialized in CARB's Resolution 2018-26.[85] As of February 2023, CARB has not yet performed this review of the 2022 Fresno COG RTP/SCS.

Pursuant to Government Code Section 65080(b)(2)(K), a Sustainable Communities Strategy does not: (i) regulate the use of land; (ii) supersede the land use authority of cities and counties; or (iii) require that a city's or county's land use policies and regulations, including those in a general plan, be consistent with it.

2.2.3.2 San Joaquin Valley Air Pollution Control District

While CARB is responsible for the regulation of mobile emission sources within the State, local air quality management districts (AQMDs) and air pollution control districts (APCDs) are responsible for enforcing standards and regulating stationary sources. The Project area is located within the San Joaquin Valley Air Basin and is subject to the San Joaquin Valley Air Pollution Control District (SJVAPCD) guidelines and regulations.

[85] CARB. Executive Order G-19-092. Fresno Council of Governments (FCOG) 2018 Sustainable Communities Strategy CARB Acceptance of GHG Quantification Determination. Available at: https://ww2.arb.ca.gov/sites/default/files/2020-06/FCOG_2018_SCS_ARB_Acceptance_of_GHG_Quantification_Determination_Executive_Order.pdf. Accessed: January 2022.

In December 2009, SJVACPD issued its *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* (Guidance). In its Guidance, the District recommends determining the significance of project-specific GHG emissions by using Best Performance Standards (BPS). Under the Guidance, a project's impacts on global climate change would be less than significant if the project implements BPS, or if the project reduces or mitigates its GHG emissions by 29 percent, consistent with the statewide GHG emission reduction targets established in the 2008 Scoping Plan. The District also adopted the *District Policy: Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*. This policy aligns with the Guidance process for evaluating GHG significance, specific to stationary source projects.

Also, in June 2014, the District released *APR – 2025, CEQA Determinations of Significance for Projects Subject to [CARB]'s GHG Cap-and-Trade Regulation* (APR – 2025). In APR - 2025, the District concluded that GHG emissions increases that are otherwise covered under CARB's Cap-and-Trade Program cannot constitute significant increases in emissions under CEQA for two separate reasons: (1) the Cap-and-Trade Program is an adopted statewide regulation for reducing GHG emissions from targeted industries/sources; and (2) GHG emissions addressed by the Cap-and-Trade Program are subject to an industry-wide, decreasing emissions cap. More specifically, the District concluded that "all GHG emission increases resulting from the combustion of any fuel produced, imported, and/or delivered in California are mitigated under Cap-and-Trade. Therefore, GHG emission increases caused by fuel use (other than jet fuels) are determined to have a less than significant impact on global climate change under CEQA."

In March 2015, the District issued its *Guidance for Assessing and Mitigating Air Quality Impacts* (GAMAQI), which provides technical guidance for the review of air quality impacts from proposed projects within the boundaries of the District.[86] This guidance recommends an approach for evaluating the significance of a proposed project's GHG emissions; specifically, whether a proposed project would have reduced or mitigated GHG emissions by 29%, consistent with GHG emission reduction targets established in the CARB's Scoping Plan. The guidance recommends the following hierarchy for evaluating a proposed project's impact with respect to its GHG emissions:

- Projects complying with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located would be determined to have a less-than-significant individual and cumulative impact for GHG emissions. Such plans or programs must be specified in law or approved by the lead agency with jurisdiction over the affected resource and supported by a CEQA-compliant environmental review document adopted by the lead agency. Projects complying with an approved GHG emission reduction plan or GHG mitigation program would not be required to implement Best Performance Standards.
- Projects implementing Best Performance Standards would not require quantification of project-specific GHG emissions. Consistent with the CEQA Guidelines, such projects

[86] San Joaquin Valley Unified Air Pollution Control District. 2015. Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). Available at: http://www.valleyair.org/transportation/GAMAQI.pdf. Accessed: January 2022.

would be determined to have a less-than-significant individual and cumulative impact for GHG emissions.

While the GAMAQI discussions include a comparison to a BAU approach, the *Center for Biological Diversity v. California Department of Fish and Wildlife* Court Decision established additional standards for such an approach. Due to that court decision, the comparison to BAU approach will not be relied upon in this analysis.

2.2.4 Local

2.2.4.1 City of Fresno General Plan

The current City of Fresno General Plan, adopted originally in 2014, has a Resource Conservation and Resilience section which addresses both air quality and GHG emissions.[87] The City's General Plan notes that SJVAPCD authority to regulate air emissions is restricted to stationary sources, while mobile sources emissions reductions are only incentivized by SJVAPCD. The City acknowledges its role in improving air quality can come from efforts to reduce mobile vehicle emissions, which is summarized in Policy RC-4-a. The same policy to control mobile vehicle emissions additionally addresses GHG reduction efforts. An additional policy that is compatible with mobile vehicle emissions reductions is Policy RC-2-a, which aims to promote higher density land use developments, thereby decreasing vehicle travel and emissions. Other policies aimed at reducing GHG emissions include Policy RC-5-a and Policy RC-5-b, which set GHG reduction targets in line with AB 32 and adopt a GHG Reduction Plan for the City, respectively. The latter is outlined below.

2.2.4.2 City of Fresno GHG Reduction Plan

In December 2014, the City of Fresno adopted a GHG Reduction Plan, also referred to as the Climate Action Plan, as its primary strategy for reducing GHG emissions under the control or influence of the City.[88] The GHG Reduction Plan was later updated in March 2020 to re-evaluate the City's GHG reduction targets and existing reduction strategies from the 2014 GHG Reduction Plan.[89] The latest version of the GHG Reduction Plan Update was finalized in March 2021.[90] The GHG Reduction Plan Update provides more details on GHG reduction measures mentioned in the City's General Plan. These details largely highlight land use strategies for increased population density and mobile vehicle travel reductions like the City's General Plan but provide indicators for the effectiveness of such measures. The GHG Reduction Plan provides a review process for projects that require discretionary approval from the City to ensure adherence to the streamlined CEQA review process and non-significant GHG impacts. Significance thresholds for GHG emissions are discussed in more detail below.

City of Fresno. 2014. Resource Conservation and Resilience. Available at: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2019/07/General-Plan-7-Resources-Conservation-and-Resilience-7-19.pdf. Accessed: January 2022.

[88] FirstCarbon Solutions. 2014. DRAFT Fresno General plan Update, Greenhouse Gas Reduction Plan, City of Fresno California. Available at: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2016/11/F-2-Greenhouse-Gas-Reduction-Plan.pdf. Accessed: January 2022.

[89] LSA. 2020. DRAFT Greenhouse Gas Reduction Plan Update. Available at: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2020/03/Appendix_G-GHG_Reduction_Plan_Update.pdf. Accessed: January 2022.

[90] LSA. 2021. Greenhouse Gas Reduction Plan Update. Available at: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2021/03/Link4AppendixGGHGRPUpdate.pdf. Accessed: January 2022.

2.2.5 Other CEQA Guidance

2.2.5.1 CAPCOA

a) CAPCOA 2008 CEQA & Climate Change White Paper

In January 2008, the California Air Pollution Control Officers Association (CAPCOA) published its *CEQA & Climate Change* white paper.[91] In the white paper, CAPCOA surveyed three options available to CEQA lead agencies for purposes of evaluating the significance of a project's GHG emissions, including identifying no significance thresholds for GHG emissions, setting a zero emissions threshold, or setting a non-zero emissions threshold. As to the non-zero thresholds, CAPCOA's white paper considered two approaches, one grounded in statute and executive order with four possible options, and one grounded in a tiered framework. As for the approach grounded in statute and executive order, CAPCOA identified four threshold concepts:

- Threshold 1.1: AB 32/S-3-05 Derived Uniform Percentage-Based Reduction;
- Threshold 1.2: Uniform Percentage-Based (e.g., 50 percent) Reduction for New Development;
- Threshold 1.3: Uniform Percentage-Based Reduction by Economic Sector; and
- Threshold 1.4: Uniform Percentage-Based Reduction by Region.

For purposes of the tiered framework approach, a project's GHG emissions would result in a less-than-significant impact provided one of the following criteria were achieved: (1) compliance with a general or regional plan in alignment with AB 32; (2) application of a CEQA exemption; (3) inclusion on the "green list;" (4) consistency with a qualified GHG reduction strategy; or (5) demonstration that quantified GHG emissions are less than significant. Tables 4 and 5 of the white paper identified advantages and disadvantages associated with all of the options presented for consideration.

b) CAPCOA 2010 Quantifying Greenhouse Gas Mitigation Measures

In August 2010, CAPCOA published its *Quantifying Greenhouse Gas Mitigation Measures* report, which presents information and analysis regarding the quantification of project-level mitigation of GHG emissions associated with land use, transportation, energy use, and other related project areas. CAPCOA and its contractors conducted an extensive literature review in order to provide reliable and substantiated evidentiary bases for the quantification protocols presented in the report; as such, individual GHG reduction measures are accompanied by "fact sheets" that set forth the relevant parameters for the quantification calculations.

c) CAPCOA 2021 Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity

In December 2021, CAPCOA published the final draft of the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* report, which builds upon CAPCOA's previous efforts to provide accurate

[91] CAPCOA is a non-profit association of the air pollution control officers from all 35 local air quality agencies throughout California.

and reliable quantification measures.[92] This Handbook identifies and evaluates new and emerging GHG reduction measures and removed outdated measures from the 2010 Handbook. The purpose of the Handbook is to provide local governments with accurate, reliable, and standardized emission reduction quantification methods for land use, climate action, and long-term planning. It also aims to support and enhance the consideration of climate vulnerabilities, health, and equity during the planning process.

2.2.5.2 Association of Environmental Professionals

a) AEP Beyond 2020 White Paper

In March 2015, the Association of Environmental Professionals (AEP) released its draft *Beyond 2020: The Challenge of Greenhouse Gas Reduction Planning by Local Governments in California* (Beyond 2020) white paper.[93] In the white paper, AEP presented evidence showing that it is infeasible for a local jurisdiction to achieve EO S-3-05's 2050 reduction target (i.e., 80 percent below 1990 levels) absent a real post-2020 State plan of action. As such, AEP recommended assessing project significance in relation to the 2050 reduction target by asking whether a project would "impede substantial progress in local, regional, and State GHG emissions reductions over time toward long-term GHG reduction targets."

b) AEP Beyond 2020 and Newhall White Paper

In April 2016, AEP released its draft *Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California* (Beyond 2020 and Newhall) white paper. In the white paper, AEP surveyed the following significance threshold concepts for utilization in CEQA-oriented GHG emissions analysis: consistency with qualified GHG reduction plans; bright line values; efficiency metrics; hybrid metrics that separate transportation and non-transportation emissions; best management practices; regulatory compliance; and percent reductions from business as usual. In doing so, AEP identified the present circumstances as a "transitional period" due to the absence of comprehensive State planning for post-2020, non-legislatively adopted, statewide targets.

[92] CAPCOA. 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. Available at: http://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf. Accessed: January 2022.

[93] AEP is a non-profit association of public and private sector professionals with a common interest in serving the principles underlying CEQA.

3. SIGNIFICANCE THRESHOLDS

3.1 CEQA Guidelines on GHG Emissions

In 2007, SB 97 was enacted and directed OPR and the California Natural Resources Agency to prepare amendments to the CEQA Guidelines addressing the analysis of GHG emissions under CEQA. Following formal rulemaking, a series of amendments to the CEQA Guidelines were adopted to provide the general framework for the analysis of GHG emissions, and became effective in 2010. The amendments do not provide a mandatory, quantitative rubric for GHG emissions analysis, but instead provide general guidance and recognize long-standing CEQA principles regarding the discretion afforded to lead agencies where supported by substantial evidence. More specifically, CEQA Guidelines Section 15064.4(a) recognizes that the "determination of the significance" of GHG emissions "calls for careful judgment by the lead agency" in accordance with the more general provisions of CEQA Guidelines Section 15064; each agency "shall have discretion to determine" whether to conduct quantitative or qualitative analysis, provided its determination is supported by substantial evidence. Section 15064.4 was most recently amended by OPR and the California Natural Resources Agency in December 2018.

The analysis provided in this report evaluates the significance of the Project's GHG emissions by reference to the following questions from Section VIII, Greenhouse Gases, of Appendix G of the CEQA Guidelines:

Threshold 1. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Threshold 2. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

3.2 Other Guidance

The City of Fresno has not developed a quantitative threshold of significance for GHG emissions. As of the most recent version of the City of Fresno's Greenhouse Gas Reduction Plan, the City developed a GHG checklist to assist CEQA projects in evaluating significance.[94]

SJVAPCD has adopted guidance documents for assessing and mitigating GHG impacts on global climate change. Rather than establishing specific numeric thresholds of significance (as in the case of criteria pollutant emissions), the SJVAPCD guidance utilizes a tiered approach to assess cumulative impacts on global climate change. Notably, the SJVAPCD establishes that a project can demonstrate compliance with an approved GHG emissions reduction program (such as CARB's statewide GHG Cap-and-Trade Program). Furthermore, SJVAPCD's December 2009 CEQA GHG policies and its 2015 GAMAQI states that a project whose emissions have been reduced or mitigated consistent with the California Global Warming Solutions Act of 2006 (AB 32) should be considered to have a less than significant impact on global climate change.[95] SJVAPCD and the City of Fresno have not adopted a numerical GHG threshold.

[94] LSA. 2021. Greenhouse Gas Reduction Plan Update. Available at: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2021/03/Link4AppendixGGHGRPUpdate.pdf. Accessed: January 2022.

[95] SJVAPCD. 2015. Final Draft Guidance for Assessing and Mitigating Air Quality Impacts. Available at: http://www.valleyair.org/transportation/GAMAQI.pdf. Accessed: January 2022.

The City of Fresno's Greenhouse Gas Reduction Plan Update (GHGRP) is considered a "Qualified Plan" which allows project-level CEQA tiering and streamlining. As a qualified plan, the plan must include a community-wide inventory of GHG emissions, forecasted future emissions, targets for GHG reductions in line with State goals, quantifiable GHG reduction measures, established monitoring procedures, an environmental review, and adoption through a public process (CEQA Guidelines § 15183.5(b)).

The GHGRP establishes the City's GHG inventory based on the most recent data available for the year 2016. Forecasted emissions with future growth are developed for the business-as-usual (BAU) and adjusted BAU (ABAU) scenarios (the ABAU scenario includes State policies) for the years 2020, 2030, and 2035. The 2020 and 2030 forecast years are consistent with the goals identified in Assembly Bill (AB) 32 and Senate Bill (SB) 32, which identify Statewide GHG reduction targets by 2020 and 2030. The 2035 forecast year corresponds to the City's General Plan horizon year and will allow the City to develop long-term strategies to continue GHG reductions. The GHGRP analysis establishes a basis and criteria for project level land use development in the City of Fresno.

The City of Fresno GHGRP's analysis is based on specific land uses for the City of Fresno. Fresno's GHGRP includes general plan buildout that accounts for an incremental increase of 40.5 million square feet of industrial use, 20.8 million square feet of mixed use, and 63.3 million square feet of commercial/office/public facility use. For 2030 and 2035, the City of Fresno establishes a reduction from the adjusted BAU emissions that will meet the state targets. For 2030 this is a 1.5% reduction from the ABAU emissions and for 2035 this reduction is an 11.6% reduction from the ABAU. The GHGRP has thus established a City and land use specific criteria for individual Projects to demonstrate consistency with.

3.3 Project Approach to Significance

This report, relative to Threshold 1, quantifies the Project's GHG emissions during operation and construction for disclosure and in the absence of a numerical GHG significance threshold will evaluate consistency with the City of Fresno GHG Reduction Plan Update to determine significance of the Project's GHG emissions. This report, relative to Threshold 2, evaluates the Project for consistency with applicable plans related to GHG emissions at the state, regional, and local levels.

4. PROJECT GHG EMISSIONS INVENTORY

This section describes the methodology that Ramboll used to develop the GHG emission inventories associated with the Project, which include one-time emissions (construction emissions and emissions due to vegetation changes), and operational emissions. Sub-categories of GHG operational emissions include: **area sources, energy use**, **water supply and wastewater**, **solid waste,** and **mobile sources**. The emissions inventory reflects the reasonably foreseeable change based on the discontinued operation of the Costco Warehouse located at 4500 W Shaw Avenue. For purposes of this analysis, 4500 W Shaw Avenue is assumed to be backfilled by a shopping center use.

4.1 Measurement, Resources and Baseline Condition

4.1.1 Units of Measurement: Tonnes of CO_2 and CO_2e

In this report, the term "GHGs" includes gases that contribute to the natural greenhouse effect, such as CO_2, CH_4, N_2O, and water, as well as gases that are only man-made and that are emitted through the use of modern industrial products, such as HFCs and chlorofluorocarbons (CFCs). GHG emissions are typically measured in terms of mass of CO_2e. CO_2e are calculated as the product of the mass of a given GHG and its specific GWP, as described in **Section 2.1**. GWPs of 25 and 298 were used for CH_4 and N_2O, respectively, for this analysis. In many sections of this report, including the final summary sections, emissions are presented in units of CO_2e either because the GWPs of CH_4 and N_2O were accounted for explicitly, or the CH_4 and N_2O are assumed to contribute a negligible amount of GWP when compared to the CO_2 emissions from that particular emissions category.

In this report, a tonne refers to MT (1,000 kilograms). Additionally, exact totals presented in all tables and report sections may not equal the sum of components due to independent rounding of numbers.

4.1.2 Resources

4.1.2.1 CalEEMod® Methodology

Ramboll primarily utilized the California Emissions Estimator Model (CalEEMod®) version 2020.4.0[96] methodology to assist in quantifying the GHG emissions in the inventories presented in this report for the Project. CalEEMod® provides methodology to calculate both construction emissions and operational emissions from a land use development project. It calculates total or annual GHG emissions. Specifically, the model methodology aids the user in the following calculations:

- One-time short-term construction emissions associated with demolition, site preparation, grading, building, and paving from off-road construction equipment, and on-road mobile equipment associated with workers, vendors, and hauling.
- One-time vegetation sequestration changes, such as permanent vegetation land use changes and new tree plantings.
- Operational emissions associated with the fully built out land use development, such as on-road mobile vehicle traffic generated by the land uses, off-road emissions from

[96] SCAQMD. 2021. California Emissions Estimator Model®. Available at: https://www.aqmd.gov/caleemod/. Accessed: January 2022.

landscaping equipment, natural gas usage in the buildings, electricity usage in the buildings, water usage by the land uses, and solid waste disposal by the land uses.

CalEEMod® is a statewide program designed to calculate both criteria pollutant and GHG emissions from development projects in California developed under the auspices of the South Coast Air Quality Management District (SCAQMD), with input from other California air districts, and is currently supported by numerous lead agencies for use in quantifying the emissions associated with development projects undergoing environmental review. CalEEMod® utilizes widely accepted models for emission estimates combined with appropriate default data that can be used if site-specific information is not available. These models and default estimates use sources such as the USEPA AP-42 emission factors,[97] CARB's on-road and off-road equipment emission models such as the EMission FACtor model (EMFAC) and the Emissions Inventory Program model (OFFROAD), and studies commissioned by California agencies such as the CEC and CalRecycle.

As mentioned above, CalEEMod® is based upon the CARB-approved OFFROAD and EMFAC models. OFFROAD[98] is an emission factor model used to calculate emission rates from off-road mobile sources (e.g., construction equipment, agricultural equipment). The off-road diesel emission factors used by CalEEMod® are based on the CARB OFFROAD2011 program. EMFAC is an emission factor model used to calculate emissions rates from on-road vehicles (e.g., passenger vehicles). CalEEMod® 2020.4.0 contains EMFAC2017 emission factors. The latest version of EMFAC is the CARB EMFAC2021 program.[99]

In addition, CalEEMod® contains default values and existing regulation methodologies to use in each specific local air district region. Appropriate statewide default values can be utilized if regional default values are not defined. Ramboll used default factors for the Fresno County area (within the SJVAPCD's jurisdiction) for the emissions inventory, unless otherwise noted in the methodology descriptions below.

Details regarding the specific methodologies used by CalEEMod® can be found in the CalEEMod® User's Guide and associated appendices.[100]

4.1.2.2 OFFROAD2017

OFFROAD2017 is CARB's most current off-road emissions inventory model. The exhaust emission factors for each equipment at each horsepower range were back-calculated from total daily emissions reported in the model output files and annual usage in terms of horsepower-hours for each equipment type in the specified region and calendar year. These emission factors are then used in the calculation of Baseline and Project emissions for each type of equipment utilized at the Facility.

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[97] The USEPA maintains a compilation of Air Pollutant Emission Factors and process information for several air pollution source categories. The data is based on source test data, material balance studies, and engineering estimates. Available at: https://www.epa.gov/air-emissions-factors-and-quantification/ap-42-compilation-air-emissions-factors. Accessed: January 2022.

[98] CARB. 2011. Off Road Mobile Source Emission factors. Available at: https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory. Accessed: January 2022.

[99] CARB. 2021. EMFAC2021. Available at: https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/msei-modeling-tools-emfac-software-and. Accessed: January 2022.

[100] SCAQMD. 2021. California Emissions Estimator Model User's Guide. Version 2020.4.0. Available at: https://www.aqmd.gov/caleemod/. Accessed: January 2022.

4.1.2.3 Other Resources

Ramboll directly or indirectly relied on emissions estimation guidance from government-sponsored organizations, government-commissioned studies of energy use patterns, Project-specific studies (e.g., Kittelson's Fresno Costco Relocation Transportation Impact Analysis[101]), and emission estimation software as described above. In cases noted below, third-party studies were also relied upon to support analyses and assumptions made outside of the approach described above.

4.1.3 Indirect GHG Emissions from Electricity Use

Project-related electricity use results in indirect emissions, due to electricity generation activities occurring at off-site power plant locations. For the Project, electrical power will be supplied by PG&E. The indirect GHG emissions created as a result of Project-related electricity use are calculated through application of the following methodology.

For purposes of electricity use, intensity factors are GHG emission rates from a given source relative to the energy generation activities, and are expressed in terms of the amount of GHG released per megawatt of energy produced. The default electricity intensity factors for PG&E in CalEEMod® for CO_2, CH_4, and N_2O are 203.983, 0.033, and 0.004 pounds (lbs) of GHG per megawatt-hour, respectively. The CalEEMod® CO_2 default factor is based on the emission factor provided to Sacramento Metro Air Quality Management District by PG&E. The CH_4 and N_2O default factors are based on E-Grid values for the Western Electricity Coordinating Council California and Mexico (CAMX) region. PG&E's Power/Utility Protocol (PUP) reports show that renewable energy sources do not result in any new CO_2 emissions.

While CalEEMod®'s emission factors for CH_4 and N_2O conservatively were used for this project, CalEEMod®'s CO_2 intensity factor was modified based on PG&E's 2019 Corporate Sustainability Report, to account for the Renewables Portfolio Standard's (RPS) requirement for 2030 (i.e., 60 percent RPS). The 2017 and 2018 mix of renewable and non-renewable energy sources in PG&E's energy supply were both used to calculate the intensity factors for PG&E's non-renewable energy. (For disclosure purposes, PG&E's current RPS is 30.6 percent.)[102] The PG&E data provides the basis for the estimate of the intensity factors for the non-renewable energy; and this data is used to project what the intensity factors will be when the Project reaches build-out. The intensity factor for CO_2 is calculated by multiplying the percentage of energy delivered by PG&E from non-renewable energy resources with the intensity factor for non-renewable energy as calculated (see **Section 4.3.4** below).

4.2 One-Time Emissions

One-time emissions are those emissions that are not reoccurring over the life of the Project. This includes emissions associated with construction and emissions associated with land use changes.

[101] Kittelson & Associates, Inc. 2023. Fresno Costco Relocation Transportation Impact Analysis. May.

[102] PG&E. 2021 Corporate Responsibility and Sustainability Report. Available at: https://www.pgecorp.com/corp_responsibility/reports/2021/pf04_renewable_energy.html. Accessed: June 2022.

4.2.1 Construction Emissions

This section describes the estimation of GHG emissions from construction activities at the Project site. While the exact construction schedule and equipment mix may vary from the current analysis, the GHG emissions are not expected to be higher than that calculated given the conservative assumptions included in this analysis.

The major construction phases included in this analysis are:

- Demolition: involves removing buildings or structures.
- Site Preparation: involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.
- Grading: involves the cut and fill of land to ensure the proper base and slope for the construction foundation.
- Building Construction: involves the construction of structures and buildings.
- Paving: involves the laying of concrete or asphalt such as in parking lots or roads.
- Architectural Coating: involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

GHG emissions from these construction phases are attributable to fuel use from construction equipment usage onsite and from on-road worker, vendor, and hauling trips.

Ramboll primarily used CalEEMod® to quantify the construction emissions. The modeled construction schedule is shown in **Table 4-1**. The construction off-road equipment list is a Project-specific estimate; the off-road equipment specifications are based on CalEEMod® model defaults.

The construction-related equipment mix assumptions are shown in **Table 4-2. Table 4-3** presents the material handling volumes which are anticipated to be imported and exported. **Table 4-4** includes the Project-specific demolition assumptions.

4.2.1.1 Emissions from On-Road Construction Trips

Construction generates on-road vehicle GHG emissions from personal vehicles for worker and vendor commuting, and trucks for soil and material hauling. These emissions are based on the number of trips and VMT, along with emission factors from EMFAC. Default model trip rates were used for construction. The emissions from mobile sources were calculated in CalEEMod® with the trip rates, trip lengths, and emission factors for running exhaust from EMFAC as follows:[103]

$$Emissions_{pollutant} = VMT * EF_{running,\ pollutant}$$

Where:

$Emissions_{pollutant}$ = emissions from vehicle running for each pollutant

VMT = vehicle miles traveled

[103] SCAQMD. 2021. California Emissions Estimator Model® User's Guide, Appendix A. Available at: https://www.aqmd.gov/caleemod/. Accessed: January 2022.

$EF_{running, pollutant}$ = emission factor for running emissions

On-road construction trip emissions are presented in the CalEEMod® output in **Appendix A**.

4.2.1.2 Emissions from Construction Equipment

The emissions associated with construction equipment are from off-road equipment engine use based on the equipment list and phase length, and on-road vehicle trips and phase length.

Since the majority of the off-road construction equipment used for construction projects are diesel fueled, CalEEMod® assumes all of the equipment operates on diesel fuel. The calculations include the running exhaust emissions from off-road equipment. Since the equipment is assumed to be diesel, there are no starting emissions associated with the equipment, as these are *de minimis* for diesel-fueled equipment. The exhaust emissions are calculated based on CARB's OFFROAD2011 methodology using the equation presented below.[104]

$$Emissions_{Diesel} = \sum_{i} (EF_i \times Pop_i \times AvgHP_i \times Load_i \times Activity_i)$$

Where:

EF = Emission factor in grams per horsepower-hour (g/bhp-hr) as processed from OFFROAD2011

Pop = Population, or the number of pieces of equipment

AvgHp = Maximum rated average horsepower

Load = Load factor

Activity = Hours of operation

i = equipment type

Emissions for off-road construction equipment for each phase of construction are detailed in **Appendix A**.

4.2.1.3 Total Construction Emissions

The Project construction emissions were run within CalEEMod® to generate the annual emissions. The total emissions from construction from all phases for off-road and on-road emissions in 2023 are summarized in **Appendix A**.

4.2.2 Vegetation Changes

Vegetation changes that occur as a result of land use development constitute a one-time change in the carbon sequestration capacity of a project site. In this case, the land the Project will occupy is vacant.

4.3 Annual Operational Emissions

This section describes the estimation of GHG emissions from operational activities at the Project site. The operational emissions were calculated with CalEEMod® and separately for mobile source emissions. Operational GHG emissions are calculated for landscaping, natural

[104] SCAQMD. 2018. California Emissions Estimator Model® User's Guide, Appendix A. Available at: https://www.aqmd.gov/caleemod/. Accessed: January 2022.

gas and electricity usage, on-road mobile trips, water usage, and solid waste generated. Operational emissions are evaluated for the first year of Project Operation in 2023.

4.3.1 Area Sources

Area sources are direct sources of GHG emissions, such as emissions from landscaping activities. The area source GHG emissions included in this analysis are landscaping-related fuel combustion sources, such as lawn mowers.

4.3.2 Mobile Sources

The GHG emissions associated with on-road mobile sources are generated from workers, vendors, and haul trucks travelling to and from the Project site. The GHG emissions associated with on-road mobile sources include running and starting exhaust emissions. Running emissions are dependent on VMT. Starting emissions are associated with the number of starts or time between vehicle uses and the assumptions used in determining these values are described below. Ramboll calculated mobile source emissions using trip rates and trip length information based on analyses conducted by Kittelson.

The analysis includes the benefit of reductions from some adopted regulatory programs, which are accounted within EMFAC2021 as follows:

- AB 1493 ("the Pavley Standard") required CARB to adopt regulations by January 1, 2005, to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 and thereafter. EMFAC2021 includes emission reductions for non-commercial passenger vehicles and light-duty trucks of model year 2017 – 2025.
- The ACC program adopted by CARB, introduced in 2012, combines the control of smog, soot causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2015 through 2025. EMFAC2021 includes reductions associated with this regulation that are represented in this analysis.
- The USEPA/NHTSA advanced fuel economy and GHG standards (Phase 1) were adopted in 2011 for medium and heavy-duty trucks for model years 2014-2018.[105] This Heavy-Duty National Program is intended to reduce fuel use and GHG emissions from medium- and heavy-duty vehicles, semi-trucks, pickup trucks and vans, and all types and sizes of work trucks and buses in between. EMFAC2021 includes reductions associated with this regulation that are represented in this analysis.
- The USEPA/NHTSA advanced fuel economy and GHG standards (Phase 2) were adopted in 2016 for medium- and heavy-duty trucks for model years 2018 and beyond.[106] The Phase 2 program includes technology-advancing standards that substantially reduce GHG emissions and fuel consumption resulting in an ambitious, yet achievable, program that will allow manufacturers to meet the applicable standards over time, at reasonable cost,

[105] USEPA, Office of Transportation and Air Quality. 2011. Available at: https://www.gpo.gov/fdsys/pkg/FR-2011-09-15/pdf/2011-20740.pdf. Accessed: January 2022.

[106] USEPA, Office of Transportation and Air Quality. 2016. Available at: https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf. Accessed: January 2022.

through a mix of different technologies. The Phase 2 program's standards will be phased in, beginning with model year 2021 and culminating with model year 2027.[107]

In June 2020, CARB released EMFAC off-model adjustment factors to account for the Final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule.[108] The SAFE Rule has been incorporated into this analysis as it is incorporated in EMFAC2021.

4.3.2.1 Estimating Mobile Source Emissions

Mobile source emissions calculation requires trip rates and trip lengths for each different trip type in the Project (e.g., employee, vendor, and haul truck).

The following sections describe the methodology to derive the necessary inputs.

a) Trip Generation Rates

The trip generation rates for the Project were based on Kittelson data. The trips for the northeast corner of W. Herndon Ave. and N. Riverside Dr (Herndon/Riverside) and 4500 W Shaw Ave are shown in **Appendix B** in **Table B-1a** and **Table B-1b**.

b) Trip Lengths

The Project trip lengths were based on Kittelson analysis, other than the MDO delivery truck trip length, which was based on the average routed round trip length for Fresno MDO deliveries. These trip lengths for Herndon/Riverside and 4500 W Shaw Ave are represented in **Appendix B, Table B-1a** and **Table B-1b**, respectively.

c) Fleet Mix

The fleet mixes derived based on CalEEMod® and EMFAC2021 were used to determine the mix of light-duty vehicles used for member vehicles and employee vehicles. The MDO delivery trucks, fuel delivery trucks, and warehouse delivery trucks were assumed to be heavy-heavy-duty trucks. The fleet mixes for the operational mobile trips are shown in **Table B-2** of **Appendix B**.

d) Transport Refrigeration Units

The Project includes Transport Refrigeration Units (TRUs), which are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including truck vans, semi-truck trailers, shipping containers, and railcars. These TRUs account for approximately 15% of the warehouse delivery trucks. This analysis assumes that TRUs are plugged in at the loading dock. OFFROAD2021 has emission factors for TRUs, which were obtained for Fresno County in 2023. Emissions of CO_2 from TRUs were estimated, as shown in **Table 4-6**.

4.3.2.2 Mobile Source Emissions

The weighted emission factors from running exhaust for each vehicle type are presented in **Appendix B, Table B-3**. Starting exhaust emission factors for each vehicle type are

[107] The emission reductions attributable to Phase 2 of the regulations for medium- and heavy-duty trucks were not included in the Project's emissions inventory due to the difficulty in quantifying the reductions. Excluding these reductions results in a more conservative (i.e., higher) estimate of emissions for the Project.

[108] CARB. 2020. EMFAC Off-Model Adjustment Factors for Carbon Dioxide (CO_2) Emissions to Account for the SAFE Vehicles Rule Part One and the Final SAFE Rule. Available at: https://ww3.arb.ca.gov/msei/emfac_off_model_co2_adjustment_factors_06262020-final.pdf. Accessed: January 2022.

displayed in **Appendix B, Table B-4**. Idling emission factors for passenger vehicles and delivery trucks are presented in **Appendix B, Table B-5**. The overall mobile source emissions from running, starting, and idling are shown in **Appendix B, Table B-6a** and **B-6b**, along with the VMT, trips, and idling durations.

4.3.3 Water Supply, Treatment and Distribution

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute the Project's water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Additionally, direct CH_4 and N_2O emissions result from the treatment of wastewater. Water demand and wastewater generation values were based on CalEEMod® defaults.

The water usage and associated GHG emissions are shown in **Appendix A**.

4.3.4 Energy Use

Energy usage within buildings (e.g., electricity and natural gas fuelled equipment) contribute to the facility's GHG inventory. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.

To estimate GHG emissions from the natural gas and electricity usage for the Project, Ramboll utilized CalEEMod® default assumptions, which incorporate Title 24 2019 Standards. **Table 4-5** identifies the emission factors for electricity (i.e., pounds of CO_2 per megawatt-hour delivered) used in this analysis. As illustrated in **Table 4-5**, an PG&E-specific emission factor that accounts for interpolation between the 33 percent RPS required by 2020 and 60 percent RPS required by 2030, as discussed in **Section 4.1.3**, was calculated based on 41.1 percent RPS in 2023.

The annual natural gas and electricity use and corresponding GHG emissions for the Project are shown in **Appendix A**.

4.3.5 Solid Waste

Municipal solid waste (MSW) is the amount of material that is disposed of by landfilling, recycling, or composting. CalEEMod® calculates the indirect GHG emissions associated with waste that is disposed of at a landfill. The program uses annual waste disposal rates from the CalRecycle data for individual land uses. CalEEMod® uses the overall California Waste Stream composition to generate the necessary types of different waste disposed into landfills. The program quantifies the GHG emissions associated with the decomposition of the waste, which generates methane based on the total amount of degradable organic carbon. The program quantifies the CO_2 emissions associated with the combustion of methane, if applicable. Default landfill gas concentrations were used as reported in Section 2.4 of AP-42. The IPCC has a similar method to calculate GHG emissions from MSW in its 2006 Guidelines for National Greenhouse Gas Inventories.

Solid waste generation associated with the Project is based on default values for waste generation in CalEEMod®. The Project's solid waste generation and GHG emissions associated with solid waste are provided in **Appendix A.**

4.4 Total Annual Operational Emissions

As shown in **Table 4-7**, the Project emissions are 22,428 MT CO_2e per year. The total GHG emissions from Project construction are 1,047 MT CO_2e and are summarized in **Appendix A** for construction off-road equipment and mobile trips. When amortized over a period of 30 years, the emission estimates for the Project construction become 35 MT CO_2e/yr.[109] The total GHG emissions include the amortized construction emissions.

[109] This approach to one-time construction and vegetation change GHG emissions is based on the GHG Threshold Working Group Meeting #13 Minutes from August 26, 2009. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-13/ghg-meeting-13-minutes.pdf. Accessed: January 2022.

5. PROJECT INVENTORY IN CONTEXT

This section assesses the significance of the Project's emissions for purposes of CEQA.

5.1 Project Emissions Inventory

This section evaluates the significance of the Project's GHG emissions by reference to Threshold 1 from Section VIII, Greenhouse Gases, of Appendix G of the CEQA Guidelines:

Threshold 1. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

5.1.1 GHG Inventory

The Project GHG emissions were calculated to be 22,428 MT CO_2e/yr for the buildout year (2023). The City of Fresno's Greenhouse Gas Reduction Plan Update provides a 2016 inventory consisting of 2,923,633 MT CO_2e. The projected 2020 emissions for the City are 2,132,326 MT CO_2e when accounting for emission reductions achieved by state-wide regulations, programs, and measures. In the absence of a numerical GHG threshold, the significance of these emissions will be based on consistency with the City of Fresno GHG Reduction Plan Update as discussed below.

5.2 Consistency Analysis

This section evaluates the significance of the Project's GHG emissions by reference to Threshold 2 from Section VIII, Greenhouse Gases, of Appendix G of the CEQA Guidelines:

Threshold 2. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

5.2.1 Statewide Emissions Reduction Targets

As discussed in **Section 2.2.2**, the 2022 Scoping Plan Update has priority GHG reduction strategies that are the focus for the state to achieve its statewide emission reduction targets. The three main priorities areas are "Transportation Electrification", "VMT Reduction", and "Building Decarbonization". These measures represent the core strategies that local jurisdictions in California can implement to reduce GHGs in alignment with State goals.

The Project will be consistent with the state's GHG reduction goals as discussed in the 2022 CARB Scoping Plan. The Project will serve the needs of consumers in California and provide an effective and efficient means to shop at the warehouse, fill up a gasoline vehicle, and get a car wash all in the same location. The Project's emissions sources are regulated (and are foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives and the Project will continue to meet those regulations to continually improve and reduce GHG emissions. Costco has a focus on sustainability, with specific measures being implemented to manage energy use across its warehouses. Costco's warehouse designs are consistent with the requirements of Leadership in Energy and Environmental Design (LEED), an internationally accepted benchmark for green building design and construction. Costco continues to improve the design and construction of its buildings, as technological advancements in these areas and building materials improve. Improved engineering and design has resulted in the use of less materials, such as columns and I-beams, while providing more strength. Costco prefers full metal buildings in order to use the maximum amount of recycled material.

As demonstrated in **Table C-1** in **Appendix C**, the Project would be consistent with applicable 2022 California Scoping Plan strategies for the reduction of GHG emissions.

5.2.2 Fresno Council of Governments (Fresno COG)

The Project will be consistent with the state's GHG reduction goals and strategies as discussed in the Fresno COG's 2022 Regional Transportation Plan/Sustainable Communities Strategy[110] (the current RTP/SCS for the region), which contains four key elements:

1. Policy Element– Sets forth Fresno COG's transportation goals, objectives, and policies for each transportation mode.
2. Sustainable Communities Strategy – Integrates land use and transportation planning efforts to meet Fresno County's greenhouse gas emission reduction targets, improve accessibility to major employment and other regional activity centers.
3. Action Element – Describes the existing transportation system, discusses recent accomplishments, provides a transportation needs assessment, and proposes short-term and long-term actions for both transportation planning and actual transportation project improvements.
4. Financial Element – Identifies both existing and anticipated revenue sources as well as the financing techniques available for the region's planned transportation investments, ongoing operations, and maintenance.

The RTP/SCS is based on an analysis that considers the entire County, and includes all projects involving changes in regional growth and land use in Fresno County, as well as the countywide vehicle traffic projections. Cumulative GHG emissions analyzed in the RTP were compared to regional GHG thresholds and analyzed under statewide plans and regulations. This analysis concluded that there would be a decrease in GHG emissions from existing conditions to 2046, which are primarily be due to focusing growth in developed areas, moderately increasing residential densities, encouraging infill development, protecting open space and agricultural land, and providing alternatives to single-occupancy vehicle trips.

As shown in **Table C-2** in **Appendix C**, the Project would be consistent with applicable Fresno COG strategies for the reduction of GHG emissions.

5.2.3 City of Fresno GHG Reduction Plan

The City of Fresno's 2021 GHG Reduction Plan Update contains a Greenhouse Gas Reduction Strategy in Section 5. The strategies are organized into the following categories: land use and transportation; transportation facilities strategies; transportation demand strategies; energy conservation strategies for new and existing buildings; water conservation strategies; waste diversion and recycling and energy recovery; strategies for existing development; and municipal strategies.

Section 6 of the Reduction Plan Update describes actions for individual development projects. Individual projects are tasked with reviewing the GHG Reduction Plan Project Update CEQA Consistency Checklist that lists the local GHG reduction strategies identified in the GHG Plan Update to determine applicability to the project.

[110] Fresno COG. 2018 Regional Transportation Plan and Sustainable Communities Strategy. Available at: https://www.fresnocog.org/project/regional-transportation-plan-rtp/. Accessed: January 2022.

Proposed development projects that are consistent with the GHG Plan Update as determined through the GHG Plan Update CEQA Consistency Checklist may rely on the GHG Plan Update for the cumulative impacts analysis of GHG emissions. Projects that are not consistent with the GHG Plan Update must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and apply appropriate GHG reduction mitigation measures. The GHG Reduction Plan Update includes the GHG reduction strategies that individual projects review to determine applicability.

In the GHG Plan Update CEQA Consistency Checklist, the first step in determining the consistency with the GHG Reduction Plan is to determine land use consistency. The Project is asked whether it is consistent with the approved General Plan, Specific Plan, and Community Plan planned land use and zoning designations. The project is requesting a zoning change to change the site's General Plan Land Use Designation from Community Commercial[111] to General Commercial[112]. The Project includes a wholesale club, which is classified under the General Commercial designation. Based on the allowable floor to area ratio under these two designations and the relatively similar allowable uses under these two designations, the potential emissions at maximum buildout for the proposed designation would be greater than that for maximum buildout of the existing designation. Per the checklist, the Project's unmitigated GHG impact is significant.

The checklist provides two options based on this determination. The Project must either show consistency with applicable General Plan objectives and policies or provide analysis and measures to incorporate into the project to bring the GHG emissions to a level that is less than or equal to the estimated project emission at maximum buildout of the existing designation(s). The Project will demonstrate consistency with applicable General Plan objectives and policies through an evaluation of the Project's alignment with General Plan objectives and policies relative to the GHGRP. The Project is quantitatively evaluated using the same methodology as the GHGRP to demonstrate this consistency. Given that there is a proposed development project associated with this rezone, the GHG Plan Update Consistency Checklist has been completed and applicable measures incorporated.

As shown in the **GHG Consistency Checklist** in **Appendix C**, the Project meets 11 of the total 12 applicable items listed. However, the project would not meet 'item h.' due to a significant VMT impact. As required by the City of Fresno GHG reduction plan, the Project has prepared a full GHG emissions inventory and applied appropriate GHG reduction strategies as demonstrated by the 11 categories of the checklist which the project is consistent with. The Project will meet the applicable GHG reduction strategies for non-residential projects identified in the GHG Plan Update and listed in the checklist, other than 'item h'.

Due to the inconsistency with 'item h', a Project emissions inventory for 2030 and 2035 was calculated to demonstrate how the Project still aligns with the GHG reduction goals of the GHGRP. The Project operational emissions were calculated for 2030 and 2035 for the

[111] Community Commercial is intended for commercial development that primarily serves local needs such as convenience shopping and small offices. Specific uses allowed include medium-scale retail, office, civic and entertainment uses, supermarkets, drug stores and supporting uses. The maximum Floor Area Ratio is 1.0.

[112] The General Commercial designation is intended for a range of retail and service uses that are not appropriate in other areas because of higher volumes of vehicle traffic and potential adverse impacts on other uses. Development such as strip malls fall into this designation. Examples of allowable uses include: building materials, storage facilities with active storefronts, equipment rental, wholesale businesses, and specialized retail not normally found in shopping centers. The maximum Floor Area Ratio is 2.0.

adjusted BAU scenario to align with the City of Fresno's GHGRP adjusted BAU analysis (**Table 5-1**). Based on those calculated emission inventories, the Project would be required to achieve an additional reduction of 381 MT CO_2e in 2030 and 2,711 MT CO_2e in 2035 as identified in the City of Fresno's GHGRP (see Table 4-C of the GHGRP which identifies the reduction needed from an adjusted BAU scenario to meet the City's goals. The calculated reductions for the Project are the same percentage reduction required, i.e., 1.5% reduction in 2030 and 11.6% in 2035.). As identified in the GHGRP, the Project would realize GHG reductions due to project commitments in line with the local measures established by the GHGRP, which includes Land Use Strategies and Transportation Demand Management, Electric Vehicle Charging Stations, Net Zero Energy Commercial Building, Water Conservation, and Waste Diversion and Recycling. Specifically, the Project includes:

- Transportation Demand Management for employees via a voluntary commute trip reduction program for employees Costco provides that includes marketing, end-of-trip bicycle facilities, vanpool, and discounted transit. This can result in a 4% reduction in employee vehicle trips (This is VMT mitigation per the Fresno Costco Relocation Transportation Impact Analysis).
- EV chargers that meet the 2022 California Green Building Standards Code, Title 24, Part 11 that are beyond the adjusted BAU assumptions for the City.
- Commitments to renewable energy through PG&E's Solar Choice program (This is a project design feature to align with the local measure from the GHG Reduction Plan).
- Achieving waste diversion goals as identified in the GHGRP.

In addition, since the City's GHGRP was developed, there have been additional efforts by the state that will increase the expected presence of electric trucks and electric vehicles through the Advanced Clean Truck Rule[113] and Advanced Clean Cars II[114]. Advanced Clean Cars II was proposed to support Governor Newsom's 2020 Executive Order N-79-20 that requires all new passenger vehicles sold in California to be zero emissions by 2035. Advanced Clean Cars II was approved in August 2022. The 2022 Scoping Plan Update was approved in December 2022 and the proposed scenario for achieving this executive order provides data on year-to-year expected populations of zero-emission light-duty vehicles that exceed the assumptions made in EMFAC2021. Reductions in 2030 and 2035 have been calculated to account for this increased penetration of electric vehicles expected in the future (**Table 5-2**). The combined GHG reductions from these project specific commitments and state regulations demonstrate that the Project will achieve the same level of reductions as the City of Fresno GHGRP expects. The GHGRP has established a City and land use specific criteria for individual Projects to demonstrate consistency with. As such, the Project would align with the City's GHGRP GHG reduction goals, and thus is consistent with the City's GHGRP.

5.3 Impact Determination

While the Project would represent an increase in GHG emissions when compared to the existing conditions on the vacant site, the Project would not conflict with the Fresno COG's RTP/SCS or statewide emission reduction targets in the 2022 CARB Scoping Plan Update. The Project's significant VMT impact means that the Project would not meet "item h." on the

[113] Available at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks. Accessed: August 2022.

[114] Available at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/advanced-clean-cars-ii. Accessed: August 2022.

City of Fresno's GHG Consistency Checklist. Because the Project does not meet all of the GHG reduction strategies identified in the GHG Reduction Plan Update Consistency Checklist, the Project has disclosed the Project emissions inventory and has demonstrated consistency with the GHG Reduction Plan by demonstrating the Project GHG reductions align with those expected for the City in the GHG Reduction Plan. Therefore, the Project's GHG emissions will be less than significant in the context of Threshold 1 and Threshold 2, as discussed in **Section 3.3**.

Further, the SJVAPCD's GAMAQI observes that: "It is widely recognized that no single project could generate sufficient GHG emissions to noticeably change global climate temperature. However, the combination of GHG emissions from past, present, and future projects could contribute substantially to global climate change. Thus, project specific GHG emissions should be evaluated in terms of whether or not they would result in a cumulatively significant impact on global climate change."[115] In this context, and based on the analysis above, the Project's GHG emissions are not cumulatively considerable.

[115] SJVAPCD. 2015. Final Draft Guidance for Assessing and Mitigating Air Quality Impacts. Available at: http://www.valleyair.org/transportation/GAMAQI.pdf. Accessed: January 2022.

TABLES

Table 4-1. Construction Schedule
Costco Commercial Center
Fresno, California

CalEEMod® Phase Type[1]	Start Date[1]	End Date[1]	Phase Duration[2] (days)
Demolition	5/1/2023	5/8/2023	7
Site Preparation	5/1/2023	5/8/2023	7
Grading	5/9/2023	6/12/2023	30
Grading/BC Overlap	6/13/2023	7/5/2023	20
Building Construction	7/6/2023	11/10/2023	110
Paving	7/29/2023	9/13/2023	40
Architectural Coating	9/14/2023	11/10/2023	50

Notes:

[1] Construction phases and duration are based on Project-specific estimates.

[2] The construction work week was assumed to be 6 days per week.

Abbreviations:

CalEEMod® - California Emissions Estimator Model

Table 4-2. Construction Equipment
Costco Commercial Center
Fresno, California

Phase Name	Offroad Equipment Type[1]	Number of Equipment[1]	Usage Hours[2] (hours/day)	Equipment Horsepower[2] (hp)	Equipment Load Factor[2]
Demolition	Concrete/Industrial Saws	1	8	81	0.73
	Excavators	3	8	158	0.38
	Rubber Tired Dozers	2	8	247	0.4
Site Preparation	Tractors/Loaders/Backhoes	4	8	97	0.37
Grading	Graders	3	8	187	0.41
	Other Construction Equipment	2	8	401	0.42
	Paving Equipment	1	8	132	0.36
	Rubber Tired Dozers	4	8	247	0.4
	Scrapers	2	8	367	0.48
	Surfacing Equipment	1	8	263	0.3
	Tractors/Loaders/Backhoes	2	8	97	0.37
Grading/BC Overlap	Excavators	3	8	158	0.38
	Rough Terrain Forklifts	2	8	100	0.4
	Rubber Tired Dozers	3	8	247	0.4
	Tractors/Loaders/Backhoes	3	8	97	0.37
Building Construction	Excavators	3	8	158	0.38
	Rough Terrain Forklifts	2	8	100	0.4
	Rubber Tired Dozers	3	8	247	0.4
	Tractors/Loaders/Backhoes	3	7	97	0.37
Paving	Rough Terrain Forklifts	1	8	100	0.4
	Rubber Tired Dozers	2	8	247	0.4
	Tractors/Loaders/Backhoes	2	8	97	0.37
Architectural Coating	Air Compressors	1	6	78	0.48

Notes:

[1] Number and type of offroad equipment for the Grading, Grading/BC Overlap, Building Construction, and Paving phases based on Project-specific data. Equipment used in the Demolition and Architectural Coating phases are based on CalEEMod® default values.

[2] Equipment usage hours, horsepower, and load factor are based on CalEEMod® defaults, with the exception of the horsepower value for "Other Construction Equipment" during the Grading phase. The "Other Construction Equipment" represents soil compactors and is based is based on project-specific data.

Abbreviations:

CalEEMod® - California Emissions Estimator Model

hp - horsepower

Table 4-3. Construction Material Movement
Costco Commercial Center
Fresno, California

Phase Name	Material Imported[1] (yd^3)	Material Exported[1] (yd^3)
Grading	60,000	0
Grading/BC Overlap	0	3,000

Notes:

[1] Soil import and export quantities based on project-specific data.

Abbreviations:

yd^3 - cubic yard

Table 4-4. Construction Demolition Assumptions
Costco Commercial Center
Fresno, California

Phase Name	Size Metric	Unit Amount[1]
Demolition/Site Prep	Tons of Debris	10

Notes:

[1] Square-footage quantity based on project-specific data.

Table 4-5. Utility GHG Emission Factor Associated with Renewable Portfolio Standard
Costco Commercial Center
Fresno, California

Energy Delivered [MWh]				
	2017	2018	Average	Units
CO_2 Intensity Factor per Total Energy Delivered[1]	210	206	208	lbs CO_2/MWh delivered
% of Total Energy From Renewables[2]	33.0%	38.9%	36.0%	
CO_2 Intensity Factor per Total Non-Renewable Energy[3]	314	338	325	lbs CO_2/MWh delivered

Calculated Intensity Factors for Total Energy Delivered[4]				
2020 RPS (33%)	210.4	226.2	218.0	lbs CO_2/MWh delivered
2030 RPS (60%)	125.6	135.1	130.1	lbs CO_2/MWh delivered
2023 RPS[5]	185.0	198.9	191.6	lbs CO_2/MWh delivered

Year	Emission Factors (lb/MWh)			
	CO_2	CH_4	N_2O	CO_2e
2018	208.4	0.033	0.004	210.4
2023	191.61	0.033	0.004	193.6

Notes:

[1]2017 and 2018 intensity factors per total energy delivered available at: https://www.theclimateregistry.org/our-members/cris-public-reports/. Accessed: September 2021.

[2]Percent of total energy from RPS-eligible renewables are from the PG&E 2018 and 2019 Corporate Responsibility Reports. Available at: http://www.pgecorp.com/corp_responsibility/reports/2018/assets/PGE_CRSR_2018.pdf and http://www.pgecorp.com/corp_responsibility/reports/2019/assets/PGE_CRSR_2019.pdf. Accessed: September 2021.

[3] The emissions metric presented here is calculated based on the total CO_2 emissions divided by the energy delivered from non-renewable sources.

[4] The intensity factors for default RPS assumption are calculated by multiplying the percentage of energy delivered from non-renewable energy by the CO_2 emissions per total non-renewable energy metric calculated above. The emission factors presented here are 33% RPS for 2020 and 60% RPS for 2030. The estimate provided here and the PUP reports issued by PG&E assume that renewable energy sources do not result in any CO_2 emissions.

[5]The RPS percentage for the 2023 future year is interpolated from the goals of 33% RPS in 2020 and 60% RPS in 2030.

[6]The most recent emission factor available is for 2017 and 2018, which is why these values are being used to interpolate 2023 emission factors even though more recent sustainability reports by PG&E are available.

Abbreviations:

CO_2 - carbon dioxide
GHG - greenhouse gases
lbs - pounds
MT - metric tonnes
MWh - megawatt-hour
PG&E - Pacific Gas and Electric
PUP - Power/Utility Protocol
RPS - Renewable Portfolio Standards

GWP	
CH_4	N_2O
25	298

Table 4-6. TRU Greenhouse Gas Emission Calculations
Costco Commercial Center
Fresno, California

CO_2 Emission Factor[1] (g/bhp-hr)	Number of Round Trips with TRUs[2]	Annual Average CO_2 Emissions (MT/year)
	Herndon/Riverside	Herndon/Riverside
410	712	57.5

Notes:

[1] Emission factors obtained from OFFROAD2021 emissions output for Calendar Year 2023, Transportation Refrigeration Unit - Instate Trailer and Transportation Refrigeration Unit - Out-Of-State Trailer in Fresno County.

[2] Approximately 15% of warehouse delivery trucks are equipped with TRUs.

[3] Horsepower is based on SJVAPCD Guidance for Air Dispersion Modeling, section 2.3.1 Transportation Refrigeration unit (TRU), Modeling Parameters.

[4] Load factor obtained from CARB Draft 2019 Update to Emissions Inventory for Transport Refrigeration Units, for TRUs Over 25 hp, 2013 and newer. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/cold-storage/documents/hra_emissioninventory2019.pdf. Accessed: January 2022.

[5] TRU Cycle Duration is based on 2 hours of off-site loading time plus the duration of the on-site and off-site transit. It is assumed that loading/unloading will occur while the TRU is plugged in, so no emissions are estimated for this time period. Assumptions based on Table II.G.1 of CARB Proposed Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate. Available at: https://ww2.arb.ca.gov/sites/default/files/barcu/board/rulemaking/tru2021/appi.pdf. Accessed: May 2022.

Abbreviations:

bhp-hr - brake horsepower hour
CARB - California Air Resources Board
CO_2 - Carbon Dioxide equivalents
g - gram
MT - metric tonnes
SJVAPCD - San Joaquin Valley Air Pollution Control District
TRU - Transportation Refrigeration unit

Constants:

Horsepower [3]	50	bhp
Load Factor [4]	0.38	
TRU Cycle Duration [5]	622	minutes
Density of Diesel	3,221	g/gal

Conversion Factors:

453.592	g/lb
1000000	g/MT
60	min/hr
365	day/year
2000	lb/ton

Table 4-7. Summary of GHG Emissions
Costco Commercial Center
Fresno, California

Emissions Category[1]	GHG Emissions[2,3] (MT CO_2e/yr)
Area Sources	0.02
Energy Usage	334
Mobile[4]	21,482
Water	38
Waste Disposed	540
Operational Sub-Total	*22,393*
Construction Amortized[5]	35
Total[6]	22,428

Notes:

[1] One-time emissions (i.e., construction) and operational emissions were calculated using CalEEMod®. See Appendix A for details

[2] Emissions are presented as CO_2e, which include CO_2, CH_4, and N_2O emissions, weighted by their respective global warming potentials.

[3] Emissions shown as zero may be non-zero values, however, they are below a meaningful reporting level for this analysis.

[4] Total mobile emissions include emissions from on-road vehicles and TRUs. On-road mobile emissions were estimated using CalEEMod® default trip lengths, EMFAC2021 emission factors, and Project-specific vehicle trip rates provided by Kittelson & Associates, See Appendix B for details. TRU emissions were estimated using OFFROAD2021 emission factors.

[5] One-time emissions from construction were amortized over a 30-year period.

[6] Sum of annualized one-time emissions and operational emissions.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
EMFAC - EMission FACtors model
MT - metric tonnes
TRU - Transportation Refrigeration unit

Table 5-1. Summary of ABAU and Project GHG Emissions in 2030 and 2035
Costco Commercial Center
Fresno, California

Emissions Category[1]	GHG Emissions[2] (MT CO_2e/yr)			
	ABAU[3]		Project[4]	
	2030	2035	2030	2035
Area Sources	0.02	0.02	0.02	0.02
Energy Usage[5]	275	233	148	148
Mobile[6,7,8]	24,342	22,504	21,782	16,943
Water	34	31	34	31
Waste Disposed[9]	540	540	365	365
Operational Total	**25,191**	**23,308**	**22,328**	**17,487**
Percent Reduction Needed From ABAU[10]	**1.5%**	**11.6%**	**--**	
Emission Reduction Needed[11]	**381**	**2,711**	**--**	

Notes:

[1] Operational emissions were calculated using CalEEMod®. See Appendix A for details.

[2] Emissions are presented as CO_2e, which include CO_2, CH_4, and N_2O emissions, weighted by their respective global warming potentials.

[3] The ABAU emissions account for the local regulations that were in place at the time the Fresno GHGRP was published.

[4] The Project emissions take into account the project commitments in line with the local measures established by the GHGRP, which includes Land Use Strategies and Transportation Demand Management, Electric Vehicle Charging Stations, Net Zero Energy Commercial Building, Water Conservation, and Waste Diversion and Recycling. It also takes into account additional local measures that would result in project emissions reductions beyond the ABAU scenario, such as the Advanced Clean Trucks regulation and the Executive Order N-79-20. The exact assumptions made for the project emissions inventory reductions are detailed in Table 5-2.

[5] The project's ABAU emissions accounts for RPS-required improvements to the electric grid carbon intensity, while the Project emissions account for 100% solar energy, based on the Project's commitment to the PG&E's "Solar Choice" program, which provides 100% solar electricity to customers.

[6] For both the ABAU and Project emissions, total mobile emissions include emissions from on-road vehicles and TRUs, using Project-specific vehicle trip rates provided by Kittelson & Associates. TRU emissions were estimated using OFFROAD2021 emission factors.

[7] For the ABAU emissions, on-road mobile emissions were estimated using CalEEMod® default trip lengths, EMFAC2021 emission factors, and fleet mix assumptions for employee and member vehicles to represent the same assumptions as the GHGRP. Based on the available EMFAC version at the time of the GHGRP preparation (i.e., EMFAC2017), the analysis assumes extracted data from EMFAC2017. For the delivery truck fleet mix, the analysis made a simplifying assumption that the fraction of natural gas and gasoline-powered HHDT would be diesel-powered.

[8] For the Project emissions, on-road mobile emissions were estimated using CalEEMod® default trip lengths, EMFAC2021 emission factors, and EMFAC2021 fleet mix for delivery trucks. The fleet mixes for employee and member light duty vehicles are based on the Draft 2022 Scoping Plan E3 Modeling workbook. Please see footnote 7 in Table 5-2 for more details.

[9] The solid waste generation for ABAU was estimated using CalEEMod® defaults. The Project emissions were estimated based on the State goal of a 75% waste diversion target and Fresno's GHGRP methodology. Please see footnote 10 in Table 5-2 for more details.

[10] The percent reduction for the Project are the same percentage reduction required, i.e., 1.5% reduction in 2030 and 11.6% in 2035 from Table 4-C in the Fresno GHGRP.

[11] Emission reduction needed from ABAU is calculated as the percent reduction from the operational total. The Project emissions do not include an emission reduction since this is solely based on the ABAU conditions.

Abbreviations:

ABAU - Adjusted Business-As-Usual
CalEEMod® - CALifornia Emissions Estimator MODel
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
EMFAC - EMission FACtors model
GHG - greenhouse gases
GHGRP - Greenhouse Gas Reduction Plan
HHDT - heavy-heavy duty trucks
MT - metric tonnes
N_2O - nitrous oxide
PG&E - Pacific Gas & Electric
RPS - Renewable Portfolio Standard
TRU - Transportation Refrigeration unit
yr - year

Table 5-2. Local Measures Reductions Table for 2030 and 2035
Costco Commercial Center
Fresno, California

Sector	Local Measures	Emissions Reductions (MT CO_2e/year)	
		2030	**2035**
Transportation[1]	Land Use Strategies and Transportation Demand Management[2]	48	36
	Electric Vehicle Charging Stations[3,4,5]	230	862
	Advanced Clean Trucks[6]	142	297
	ZEV Regulations[7]	2,418	5,265
Commercial Energy	Net Zero Energy Commercial Building[8]	127	85
Industrial Energy (water)	Water Conservation[9]	0	0
Solid Waste	Waste Diversion and Recycling[10]	175	175
Total		**3,140**	**6,719**
Reduction Needed[11]		**381**	**2,711**
Reduction Met?		**YES**	**YES**

Notes:

[1] The ABAU emissions for the transportation emissions inventory utilizes EMFAC2017 fleet mix defaults which takes into account the State policies that were in place at the time of the Fresno GHG Reduction Plan Update release.

[2] Costco will provide a voluntary commute trip reduction program for employees that can result in a 4% reduction in employee vehicle trips, based on Kittelson & Associates TIA.

[3] The number of electric vehicle chargers assumed for 2030/2035 aligns with CalGreen2022 requirements, see Table 5.106.5.3.1. Available here: https://codes.iccsafe.org/content/CAGBC2022P1/chapter-5-nonresidential-mandatory-measures. Accessed: August 2022.

[4] For 2030, Annual energy delivery is estimated based on an average monthly energy delivery of 588 kWh per charging station for conventional Level 2 chargers, as reported by the California Energy Commission. Available at: https://www.energy.ca.gov/2018publications/CEC-500-2018-020/CEC-500-2018-020.pdf.

[5] For 2035, it is assumed that the EV chargers will be used 8 hours/day at 25 miles per hour of charge in line with the increase in EVs predicted by the Draft 2022 Scoping Plan E3 PATHWAYS Modeling Workbook.

[6] EMFAC2021 fleet mix defaults are utilized for the delivery truck fleet mixes, which represents the improvement from ABAU due to the Advanced Clean Trucks regulation which became effective March 2021 and was incorporated into the EMFAC2021 model. This regulation requires an increasing number of zero emission truck sales over time starting in 2024. Available here: https://arb.ca.gov/emfac/. Accessed: August 2022.

[7] The member and employee light-duty vehicle fleet assumptions were based on Executive Order N-79-20, which requires that by 2035 100% of in-state sales of new passenger cars and trucks will be zero-emission by 2035. The fleet mix projections were calculated to align with the Draft 2022 Scoping Plan Update E3 PATHWAYS modeling workbook, which provides year-by-year fleet projections that align with this Executive Order. The E3 Modeling workbook can be found here: https://ww2.arb.ca.gov/sites/default/files/2022-05/2022-draft-sp-PATHWAYS-data-E3.xlsx. Accessed: August 2022.

[8] The project has committed to PG&E's "Solar Choice" program, which provides 100% solar electricity to customers. The ABAU emissions for commercial building energy accounts for RPS-required improvements to the electric grid carbon intensity, and the improvements from this in 2030 and 2035 reflect the Project's commitment to PG&E's "Solar Choice" program.

[9] The project will align with CalGreen2019, which is accounted for in Fresno's GHGRP ABAU emissions.

[10] The ABAU solid waste generation was estimated using CalEEMod® defaults assumes a 63% employee-based diversion rate statewide, based on 2010 CalRecycle data, available here: https://calrecycle.ca.gov/lgcentral/goalmeasure/disposalrate/graphs/estdiversion/. Accessed: August 2022. The improvement from ABAU was estimated based on the State goal of a 75% waste diversion target and Fresno's GHGRP methodology.

[11] The reduction needed is calculated based on the percent reduction from ABAU needed in Table 4-C in the Fresno GHGRP.

Abbreviations:

ABAU - Adjusted Business-As-Usual
CalEEMod® - CALifornia Emissions Estimator MODel
CalGreen - California Green Building Standards Code
CO_2e - carbon dioxide equivalents
EMFAC - EMissions FACtor Model
EV - electric vehicle
GHGRP - Greenhouse Gas Reduction Plan
MT - metric tonnes
PG&E - Pacific Gas & Electric
RPS - Renewable Portfolio Standard
TIA - transportation impact assessment
VMT - vehicle mile traveled
ZEV - zero emission vehicle

APPENDIX A
CALEEMOD® OUTPUT

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Costco Fresno Mitigated Construction Run

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	889.00	Space	15.55	355,600.00	0
Automobile Care Center	4.80	1000sqft	0.11	4,800.00	0
Discount Club	241.34	1000sqft	5.54	241,340.00	0
Gasoline/Service Station	32.00	Pump	1.33	4,517.60	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	191.61	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project-specific information (RPS Emission Factor)

Land Use - Project-specific information

Construction Phase - Project-specific information

Off-road Equipment -

Off-road Equipment - Project-specific information

Off-road Equipment -

Off-road Equipment - Project-specific information

Off-road Equipment - Project-specific information

Off-road Equipment - Project-specific information

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Off-road Equipment -

Trips and VMT - Project-specific information

Demolition - Project-specific information

Grading - Project-specific information

Vehicle Trips - Unmitigated Construction Run

Consumer Products - Unmitigated Construction Run

Area Coating - Unmitigated Construction Run

Landscape Equipment - Unmitigated Construction Run

Energy Use - Unmitigated Construction Run

Water And Wastewater - Unmitigated Construction Run

Solid Waste - Unmitigated Construction Run

Construction Off-road Equipment Mitigation - Water 2x/day to comply with SJVAPCD Rule 8021. All construction equipment >50 hp mitigated to Tier 3 + Level 3 DPF.

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	125329	0
tblAreaCoating	Area_Nonresidential_Interior	375986	0
tblAreaCoating	Area_Parking	21336	0
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	14.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	14.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	20.00	50.00
tblConstructionPhase	NumDays	370.00	110.00
tblConstructionPhase	NumDays	20.00	7.00
tblConstructionPhase	NumDays	35.00	30.00

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	NumDays	35.00	20.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	10.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	PhaseEndDate	4/11/2025	11/10/2023
tblConstructionPhase	PhaseEndDate	2/14/2025	11/10/2023
tblConstructionPhase	PhaseEndDate	5/26/2023	5/8/2023
tblConstructionPhase	PhaseEndDate	7/28/2023	6/12/2023
tblConstructionPhase	PhaseEndDate	9/15/2023	7/5/2023
tblConstructionPhase	PhaseEndDate	3/14/2025	9/13/2023
tblConstructionPhase	PhaseEndDate	6/9/2023	5/8/2023
tblConstructionPhase	PhaseStartDate	3/15/2025	9/14/2023
tblConstructionPhase	PhaseStartDate	9/16/2023	7/6/2023
tblConstructionPhase	PhaseStartDate	6/10/2023	5/9/2023
tblConstructionPhase	PhaseStartDate	7/29/2023	6/13/2023
tblConstructionPhase	PhaseStartDate	2/15/2025	7/29/2023
tblConstructionPhase	PhaseStartDate	5/27/2023	5/1/2023
tblConsumerProducts	ROG_EF	2.14E-05	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	2.70	0.00
tblEnergyUse	LightingElect	3.71	0.00
tblEnergyUse	LightingElect	2.70	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	4.16	0.00
tblEnergyUse	NT24E	2.30	0.00
tblEnergyUse	NT24E	4.16	0.00
tblEnergyUse	NT24NG	3.84	0.00
tblEnergyUse	NT24NG	2.08	0.00
tblEnergyUse	NT24NG	3.84	0.00
tblEnergyUse	T24E	1.75	0.00
tblEnergyUse	T24E	1.91	0.00
tblEnergyUse	T24E	1.75	0.00
tblEnergyUse	T24NG	16.86	0.00
tblEnergyUse	T24NG	8.53	0.00
tblEnergyUse	T24NG	16.86	0.00
tblGrading	MaterialExported	0.00	3,000.00
tblGrading	MaterialImported	0.00	60,000.00
tblLandscapeEquipment	NumberSummerDays	180	0
tblLandUse	LotAcreage	8.00	15.55
tblLandUse	LotAcreage	0.10	1.33
tblOffRoadEquipment	HorsePower	172.00	401.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblProjectCharacteristics	CO2IntensityFactor	203.98	191.61
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblSolidWaste	SolidWasteGenerationRate	18.34	0.00
tblSolidWaste	SolidWasteGenerationRate	1,037.93	0.00
tblSolidWaste	SolidWasteGenerationRate	17.25	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblTripsAndVMT	HaulingTripNumber	1.00	2.00
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	53.75	0.00
tblVehicleTrips	ST_TR	182.17	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	33.67	0.00
tblVehicleTrips	SU_TR	166.88	0.00
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	41.80	0.00
tblVehicleTrips	WD_TR	172.01	0.00
tblWater	IndoorWaterUseRate	451,589.32	0.00
tblWater	IndoorWaterUseRate	17,876,662.33	0.00
tblWater	IndoorWaterUseRate	425,020.45	0.00
tblWater	OutdoorWaterUseRate	276,780.55	0.00
tblWater	OutdoorWaterUseRate	10,956,664.01	0.00
tblWater	OutdoorWaterUseRate	260,496.40	0.00

2.0 Emissions Summary

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	2.2806	4.5511	3.7117	0.0113	0.9356	0.1729	1.1085	0.3872	0.1595	0.5467	0.0000	1,026.9395	1,026.9395	0.1854	0.0533	1,047.4410
Maximum	**2.2806**	**4.5511**	**3.7117**	**0.0113**	**0.9356**	**0.1729**	**1.1085**	**0.3872**	**0.1595**	**0.5467**	**0.0000**	**1,026.9395**	**1,026.9395**	**0.1854**	**0.0533**	**1,047.4410**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	2.0686	3.9074	4.6415	0.0113	0.5786	0.0294	0.6080	0.2169	0.0291	0.2459	0.0000	1,026.9388	1,026.9388	0.1854	0.0533	1,047.4403
Maximum	**2.0686**	**3.9074**	**4.6415**	**0.0113**	**0.5786**	**0.0294**	**0.6080**	**0.2169**	**0.0291**	**0.2459**	**0.0000**	**1,026.9388**	**1,026.9388**	**0.1854**	**0.0533**	**1,047.4403**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**9.30**	**14.14**	**-25.05**	**0.00**	**38.16**	**82.99**	**45.15**	**43.99**	**81.76**	**55.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-1-2023	7-31-2023	3.2883	2.7515
2	8-1-2023	9-30-2023	2.0410	1.7429
		Highest	3.2883	2.7515

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2023	5/8/2023	6	7	
2	Site Preparation	Site Preparation	5/1/2023	5/8/2023	6	7	
3	Grading	Grading	5/9/2023	6/12/2023	6	30	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Grading/BC Overlap	Grading	6/13/2023	7/5/2023	6	20	
5	Building Construction	Building Construction	7/6/2023	11/10/2023	6	110	
6	Paving	Paving	7/29/2023	9/13/2023	6	40	
7	Architectural Coating	Architectural Coating	9/14/2023	11/10/2023	6	50	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 165

Acres of Paving: 15.55

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 375,986; Non-Residential Outdoor: 125,329; Striped Parking Area: 21,336 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	3	8.00	187	0.41
Grading	Other Construction Equipment	2	8.00	401	0.42
Grading	Paving Equipment	1	8.00	132	0.36
Grading	Rubber Tired Dozers	4	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Surfacing Equipment	1	8.00	263	0.30
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading/BC Overlap	Excavators	3	8.00	158	0.38
Grading/BC Overlap	Rough Terrain Forklifts	2	8.00	100	0.40
Grading/BC Overlap	Rubber Tired Dozers	3	8.00	247	0.40
Grading/BC Overlap	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Excavators	3	8.00	158	0.38

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Building Construction	Rough Terrain Forklifts	2	8.00	100	0.40
Building Construction	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Paving	Rough Terrain Forklifts	1	8.00	100	0.40
Paving	Rubber Tired Dozers	2	8.00	247	0.40
Paving	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	2.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	4	10.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	15	38.00	0.00	7,500.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading/BC Overlap	11	28.00	0.00	375.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	11	230.00	99.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	46.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1000e-004	0.0000	1.1000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9400e-003	0.0752	0.0688	1.4000e-004		3.4900e-003	3.4900e-003		3.2500e-003	3.2500e-003	0.0000	11.8972	11.8972	3.3300e-003	0.0000	11.9805
Total	**7.9400e-003**	**0.0752**	**0.0688**	**1.4000e-004**	**1.1000e-004**	**3.4900e-003**	**3.6000e-003**	**2.0000e-005**	**3.2500e-003**	**3.2700e-003**	**0.0000**	**11.8972**	**11.8972**	**3.3300e-003**	**0.0000**	**11.9805**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	1.3000e-004	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0567	0.0567	0.0000	1.0000e-005	0.0593
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7700e-003	1.0000e-005	6.5000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5083	0.5083	1.0000e-005	1.0000e-005	0.5126
Total	**2.1000e-004**	**2.8000e-004**	**1.8000e-003**	**1.0000e-005**	**6.7000e-004**	**0.0000**	**6.8000e-004**	**1.7000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5650**	**0.5650**	**1.0000e-005**	**2.0000e-005**	**0.5719**

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2400e-003	0.0641	0.0864	1.4000e-004		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	11.8972	11.8972	3.3300e-003	0.0000	11.9805
Total	**3.2400e-003**	**0.0641**	**0.0864**	**1.4000e-004**	**5.0000e-005**	**4.5000e-004**	**5.0000e-004**	**1.0000e-005**	**4.5000e-004**	**4.6000e-004**	**0.0000**	**11.8972**	**11.8972**	**3.3300e-003**	**0.0000**	**11.9805**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	1.3000e-004	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0567	0.0567	0.0000	1.0000e-005	0.0593
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7700e-003	1.0000e-005	6.5000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5083	0.5083	1.0000e-005	1.0000e-005	0.5126
Total	**2.1000e-004**	**2.8000e-004**	**1.8000e-003**	**1.0000e-005**	**6.7000e-004**	**0.0000**	**6.8000e-004**	**1.7000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5650**	**0.5650**	**1.0000e-005**	**2.0000e-005**	**0.5719**

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1200e-003	0.0215	0.0312	4.0000e-005		1.0600e-003	1.0600e-003		9.8000e-004	9.8000e-004	0.0000	3.8302	3.8302	1.2400e-003	0.0000	3.8612
Total	**2.1200e-003**	**0.0215**	**0.0312**	**4.0000e-005**	**0.0000**	**1.0600e-003**	**1.0600e-003**	**0.0000**	**9.8000e-004**	**9.8000e-004**	**0.0000**	**3.8302**	**3.8302**	**1.2400e-003**	**0.0000**	**3.8612**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.1800e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3389	0.3389	1.0000e-005	1.0000e-005	0.3417
Total	**1.4000e-004**	**1.0000e-004**	**1.1800e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3389**	**0.3389**	**1.0000e-005**	**1.0000e-005**	**0.3417**

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0600e-003	0.0243	0.0328	4.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.8302	3.8302	1.2400e-003	0.0000	3.8612
Total	**1.0600e-003**	**0.0243**	**0.0328**	**4.0000e-005**	**0.0000**	**2.6000e-004**	**2.6000e-004**	**0.0000**	**2.6000e-004**	**2.6000e-004**	**0.0000**	**3.8302**	**3.8302**	**1.2400e-003**	**0.0000**	**3.8612**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.1800e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3389	0.3389	1.0000e-005	1.0000e-005	0.3417
Total	**1.4000e-004**	**1.0000e-004**	**1.1800e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3389**	**0.3389**	**1.0000e-005**	**1.0000e-005**	**0.3417**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4522	0.0000	0.4522	0.2086	0.0000	0.2086	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1079	1.1479	0.7006	1.9600e-003		0.0465	0.0465		0.0428	0.0428	0.0000	172.1647	172.1647	0.0557	0.0000	173.5567
Total	**0.1079**	**1.1479**	**0.7006**	**1.9600e-003**	**0.4522**	**0.0465**	**0.4987**	**0.2086**	**0.0428**	**0.2514**	**0.0000**	**172.1647**	**172.1647**	**0.0557**	**0.0000**	**173.5567**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-003	0.4693	0.0990	2.2100e-003	0.0642	4.4300e-003	0.0686	0.0177	4.2400e-003	0.0219	0.0000	212.4374	212.4374	1.3900e-003	0.0334	222.4289
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-003	1.6100e-003	0.0192	6.0000e-005	7.0900e-003	3.0000e-005	7.1200e-003	1.8800e-003	3.0000e-005	1.9100e-003	0.0000	5.5190	5.5190	1.3000e-004	1.4000e-004	5.5650
Total	**0.0103**	**0.4709**	**0.1182**	**2.2700e-003**	**0.0713**	**4.4600e-003**	**0.0757**	**0.0195**	**4.2700e-003**	**0.0238**	**0.0000**	**217.9564**	**217.9564**	**1.5200e-003**	**0.0336**	**227.9939**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2035	0.0000	0.2035	0.0939	0.0000	0.0939	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0480	0.9363	1.0751	1.9600e-003		5.6200e-003	5.6200e-003		5.6200e-003	5.6200e-003	0.0000	172.1645	172.1645	0.0557	0.0000	173.5565
Total	**0.0480**	**0.9363**	**1.0751**	**1.9600e-003**	**0.2035**	**5.6200e-003**	**0.2091**	**0.0939**	**5.6200e-003**	**0.0995**	**0.0000**	**172.1645**	**172.1645**	**0.0557**	**0.0000**	**173.5565**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-003	0.4693	0.0990	2.2100e-003	0.0642	4.4300e-003	0.0686	0.0177	4.2400e-003	0.0219	0.0000	212.4374	212.4374	1.3900e-003	0.0334	222.4289
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-003	1.6100e-003	0.0192	6.0000e-005	7.0900e-003	3.0000e-005	7.1200e-003	1.8800e-003	3.0000e-005	1.9100e-003	0.0000	5.5190	5.5190	1.3000e-004	1.4000e-004	5.5650
Total	**0.0103**	**0.4709**	**0.1182**	**2.2700e-003**	**0.0713**	**4.4600e-003**	**0.0757**	**0.0195**	**4.2700e-003**	**0.0238**	**0.0000**	**217.9564**	**217.9564**	**1.5200e-003**	**0.0336**	**227.9939**

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading/BC Overlap - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1967	0.0000	0.1967	0.1011	0.0000	0.1011	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0329	0.3343	0.3036	5.7000e-004		0.0151	0.0151		0.0139	0.0139	0.0000	50.3819	50.3819	0.0163	0.0000	50.7893
Total	**0.0329**	**0.3343**	**0.3036**	**5.7000e-004**	**0.1967**	**0.0151**	**0.2118**	**0.1011**	**0.0139**	**0.1149**	**0.0000**	**50.3819**	**50.3819**	**0.0163**	**0.0000**	**50.7893**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-004	0.0235	4.9500e-003	1.1000e-004	3.2100e-003	2.2000e-004	3.4300e-003	8.8000e-004	2.1000e-004	1.0900e-003	0.0000	10.6219	10.6219	7.0000e-005	1.6700e-003	11.1215
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1300e-003	7.9000e-004	9.4400e-003	3.0000e-005	3.4800e-003	2.0000e-005	3.5000e-003	9.2000e-004	1.0000e-005	9.4000e-004	0.0000	2.7111	2.7111	6.0000e-005	7.0000e-005	2.7337
Total	**1.5300e-003**	**0.0243**	**0.0144**	**1.4000e-004**	**6.6900e-003**	**2.4000e-004**	**6.9300e-003**	**1.8000e-003**	**2.2000e-004**	**2.0300e-003**	**0.0000**	**13.3329**	**13.3329**	**1.3000e-004**	**1.7400e-003**	**13.8551**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading/BC Overlap - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0885	0.0000	0.0885	0.0455	0.0000	0.0455	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0141	0.2857	0.3759	5.7000e-004		2.1800e-003	2.1800e-003		2.1800e-003	2.1800e-003	0.0000	50.3819	50.3819	0.0163	0.0000	50.7892
Total	**0.0141**	**0.2857**	**0.3759**	**5.7000e-004**	**0.0885**	**2.1800e-003**	**0.0907**	**0.0455**	**2.1800e-003**	**0.0477**	**0.0000**	**50.3819**	**50.3819**	**0.0163**	**0.0000**	**50.7892**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-004	0.0235	4.9500e-003	1.1000e-004	3.2100e-003	2.2000e-004	3.4300e-003	8.8000e-004	2.1000e-004	1.0900e-003	0.0000	10.6219	10.6219	7.0000e-005	1.6700e-003	11.1215
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1300e-003	7.9000e-004	9.4400e-003	3.0000e-005	3.4800e-003	2.0000e-005	3.5000e-003	9.2000e-004	1.0000e-005	9.4000e-004	0.0000	2.7111	2.7111	6.0000e-005	7.0000e-005	2.7337
Total	**1.5300e-003**	**0.0243**	**0.0144**	**1.4000e-004**	**6.6900e-003**	**2.4000e-004**	**6.9300e-003**	**1.8000e-003**	**2.2000e-004**	**2.0300e-003**	**0.0000**	**13.3329**	**13.3329**	**1.3000e-004**	**1.7400e-003**	**13.8551**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1776	1.8072	1.6238	3.0900e-003		0.0814	0.0814		0.0748	0.0748	0.0000	271.4578	271.4578	0.0878	0.0000	273.6527
Total	**0.1776**	**1.8072**	**1.6238**	**3.0900e-003**		**0.0814**	**0.0814**		**0.0748**	**0.0748**	**0.0000**	**271.4578**	**271.4578**	**0.0878**	**0.0000**	**273.6527**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6200e-003	0.2227	0.0698	1.0000e-003	0.0327	1.3900e-003	0.0340	9.4400e-003	1.3300e-003	0.0108	0.0000	95.4877	95.4877	5.3000e-004	0.0144	99.7859
Worker	0.0511	0.0357	0.4263	1.3400e-003	0.1573	7.3000e-004	0.1580	0.0418	6.7000e-004	0.0425	0.0000	122.4820	122.4820	2.9000e-003	3.1900e-003	123.5038
Total	**0.0567**	**0.2584**	**0.4961**	**2.3400e-003**	**0.1899**	**2.1200e-003**	**0.1920**	**0.0512**	**2.0000e-003**	**0.0532**	**0.0000**	**217.9697**	**217.9697**	**3.4300e-003**	**0.0176**	**223.2896**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0758	1.5354	2.0193	3.0900e-003		0.0116	0.0116		0.0116	0.0116	0.0000	271.4575	271.4575	0.0878	0.0000	273.6524
Total	**0.0758**	**1.5354**	**2.0193**	**3.0900e-003**		**0.0116**	**0.0116**		**0.0116**	**0.0116**	**0.0000**	**271.4575**	**271.4575**	**0.0878**	**0.0000**	**273.6524**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6200e-003	0.2227	0.0698	1.0000e-003	0.0327	1.3900e-003	0.0340	9.4400e-003	1.3300e-003	0.0108	0.0000	95.4877	95.4877	5.3000e-004	0.0144	99.7859
Worker	0.0511	0.0357	0.4263	1.3400e-003	0.1573	7.3000e-004	0.1580	0.0418	6.7000e-004	0.0425	0.0000	122.4820	122.4820	2.9000e-003	3.1900e-003	123.5038
Total	**0.0567**	**0.2584**	**0.4961**	**2.3400e-003**	**0.1899**	**2.1200e-003**	**0.1920**	**0.0512**	**2.0000e-003**	**0.0532**	**0.0000**	**217.9697**	**217.9697**	**3.4300e-003**	**0.0176**	**223.2896**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0356	0.3745	0.2593	5.4000e-004		0.0168	0.0168		0.0154	0.0154	0.0000	47.0096	47.0096	0.0152	0.0000	47.3896
Paving	0.0204					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0559**	**0.3745**	**0.2593**	**5.4000e-004**		**0.0168**	**0.0168**		**0.0154**	**0.0154**	**0.0000**	**47.0096**	**47.0096**	**0.0152**	**0.0000**	**47.3896**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0500e-003	7.3000e-004	8.7600e-003	3.0000e-005	3.2300e-003	1.0000e-005	3.2500e-003	8.6000e-004	1.0000e-005	8.7000e-004	0.0000	2.5174	2.5174	6.0000e-005	7.0000e-005	2.5384
Total	**1.0500e-003**	**7.3000e-004**	**8.7600e-003**	**3.0000e-005**	**3.2300e-003**	**1.0000e-005**	**3.2500e-003**	**8.6000e-004**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**2.5174**	**2.5174**	**6.0000e-005**	**7.0000e-005**	**2.5384**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0131	0.2697	0.3271	5.4000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003	0.0000	47.0095	47.0095	0.0152	0.0000	47.3896
Paving	0.0204					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0335**	**0.2697**	**0.3271**	**5.4000e-004**		**2.0600e-003**	**2.0600e-003**		**2.0600e-003**	**2.0600e-003**	**0.0000**	**47.0095**	**47.0095**	**0.0152**	**0.0000**	**47.3896**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0500e-003	7.3000e-004	8.7600e-003	3.0000e-005	3.2300e-003	1.0000e-005	3.2500e-003	8.6000e-004	1.0000e-005	8.7000e-004	0.0000	2.5174	2.5174	6.0000e-005	7.0000e-005	2.5384
Total	**1.0500e-003**	**7.3000e-004**	**8.7600e-003**	**3.0000e-005**	**3.2300e-003**	**1.0000e-005**	**3.2500e-003**	**8.6000e-004**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**2.5174**	**2.5174**	**6.0000e-005**	**7.0000e-005**	**2.5384**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.8 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8169					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7900e-003	0.0326	0.0453	7.0000e-005		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003	0.0000	6.3831	6.3831	3.8000e-004	0.0000	6.3927
Total	**1.8217**	**0.0326**	**0.0453**	**7.0000e-005**		**1.7700e-003**	**1.7700e-003**		**1.7700e-003**	**1.7700e-003**	**0.0000**	**6.3831**	**6.3831**	**3.8000e-004**	**0.0000**	**6.3927**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6500e-003	3.2500e-003	0.0388	1.2000e-004	0.0143	7.0000e-005	0.0144	3.8000e-003	6.0000e-005	3.8600e-003	0.0000	11.1347	11.1347	2.6000e-004	2.9000e-004	11.2276
Total	**4.6500e-003**	**3.2500e-003**	**0.0388**	**1.2000e-004**	**0.0143**	**7.0000e-005**	**0.0144**	**3.8000e-003**	**6.0000e-005**	**3.8600e-003**	**0.0000**	**11.1347**	**11.1347**	**2.6000e-004**	**2.9000e-004**	**11.2276**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.8 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8169					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0339	0.0458	7.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	6.3831	6.3831	3.8000e-004	0.0000	6.3927
Total	**1.8184**	**0.0339**	**0.0458**	**7.0000e-005**		**3.6000e-004**	**3.6000e-004**		**3.6000e-004**	**3.6000e-004**	**0.0000**	**6.3831**	**6.3831**	**3.8000e-004**	**0.0000**	**6.3927**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6500e-003	3.2500e-003	0.0388	1.2000e-004	0.0143	7.0000e-005	0.0144	3.8000e-003	6.0000e-005	3.8600e-003	0.0000	11.1347	11.1347	2.6000e-004	2.9000e-004	11.2276
Total	**4.6500e-003**	**3.2500e-003**	**0.0388**	**1.2000e-004**	**0.0143**	**7.0000e-005**	**0.0144**	**3.8000e-003**	**6.0000e-005**	**3.8600e-003**	**0.0000**	**11.1347**	**11.1347**	**2.6000e-004**	**2.9000e-004**	**11.2276**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Discount Club	0.00	0.00	0.00		
Gasoline/Service Station	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	14.70	6.60	6.60	33.00	48.00	19.00	21	51	28
Discount Club	14.70	6.60	6.60	16.70	64.30	19.00	45	40	15
Gasoline/Service Station	14.70	6.60	6.60	2.00	79.00	19.00	14	27	59

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Discount Club	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Gasoline/Service Station	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Parking Lot	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0 / 0	0.0000	0.0000	0.0000	0.0000
Discount Club	0 / 0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0 / 0	0.0000	0.0000	0.0000	0.0000
Discount Club	0 / 0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Equipment Type	Number

11.0 Vegetation

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Costco Fresno (Project) Operation

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	889.00	Space	8.00	355,600.00	0
Automobile Care Center	4.80	1000sqft	0.11	4,800.00	0
Discount Club	241.34	1000sqft	5.54	241,340.00	0
Gasoline/Service Station	32.00	Pump	0.10	4,517.60	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	191.61	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project-specific values (RPS emission factor)

Land Use - Project-specific values

Construction Phase - Operational run

Off-road Equipment - Operational run

Vehicle Trips - Project-specific values, mobile emissions calculated seperately

Consumer Products - Updated emission factor for consumer products to refine the VOC emissions based on recent CARB regulations.

Table Name	Column Name	Default Value	New Value
tblConsumerProducts	ROG_EF	2.14E-05	1.62E-05

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	203.98	191.61
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	53.75	0.00
tblVehicleTrips	ST_TR	182.17	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	33.67	0.00
tblVehicleTrips	SU_TR	166.88	0.00
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	41.80	0.00
tblVehicleTrips	WD_TR	172.01	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Energy	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	330.8528	330.8528	0.0345	6.5300e-003	333.6620
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	217.9149	0.0000	217.9149	12.8784	0.0000	539.8748
Water						0.0000	0.0000		0.0000	0.0000	5.9496	12.3158	18.2653	0.6132	0.0147	37.9717
Total	**0.9616**	**0.1351**	**0.1241**	**8.1000e-004**	**0.0000**	**0.0103**	**0.0103**	**0.0000**	**0.0103**	**0.0103**	**223.8644**	**343.1895**	**567.0539**	**13.5261**	**0.0212**	**911.5307**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Energy	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	330.8528	330.8528	0.0345	6.5300e-003	333.6620
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	217.9149	0.0000	217.9149	12.8784	0.0000	539.8748
Water						0.0000	0.0000		0.0000	0.0000	5.9496	12.3158	18.2653	0.6132	0.0147	37.9717
Total	**0.9616**	**0.1351**	**0.1241**	**8.1000e-004**	**0.0000**	**0.0103**	**0.0103**	**0.0000**	**0.0103**	**0.0103**	**223.8644**	**343.1895**	**567.0539**	**13.5261**	**0.0212**	**911.5307**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2023	4/30/2023	5	20	

Acres of Grading (Site Preparation Phase): 0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Grading (Grading Phase): 0

Acres of Paving: 8

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Discount Club	0.00	0.00	0.00		
Gasoline/Service Station	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	14.70	6.60	6.60	33.00	48.00	19.00	21	51	28
Discount Club	14.70	6.60	6.60	16.70	64.30	19.00	45	40	15
Gasoline/Service Station	14.70	6.60	6.60	2.00	79.00	19.00	14	27	59
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Discount Club	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Gasoline/Service Station	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Parking Lot	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	183.9160	183.9160	0.0317	3.8400e-003	185.8520
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	183.9160	183.9160	0.0317	3.8400e-003	185.8520
NaturalGas Mitigated	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	146.9368	146.9368	2.8200e-003	2.6900e-003	147.8100
NaturalGas Unmitigated	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	146.9368	146.9368	2.8200e-003	2.6900e-003	147.8100

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	99360	5.4000e-004	4.8700e-003	4.0900e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3022	5.3022	1.0000e-004	1.0000e-004	5.3337
Discount Club	2.56062e+006	0.0138	0.1255	0.1054	7.5000e-004		9.5400e-003	9.5400e-003		9.5400e-003	9.5400e-003	0.0000	136.6443	136.6443	2.6200e-003	2.5100e-003	137.4563
Gasoline/Service Station	93514.3	5.0000e-004	4.5800e-003	3.8500e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9903	4.9903	1.0000e-004	9.0000e-005	5.0199
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0149**	**0.1350**	**0.1134**	**8.1000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**146.9368**	**146.9368**	**2.8200e-003**	**2.7000e-003**	**147.8100**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	99360	5.4000e-004	4.8700e-003	4.0900e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3022	5.3022	1.0000e-004	1.0000e-004	5.3337
Discount Club	2.56062e+006	0.0138	0.1255	0.1054	7.5000e-004		9.5400e-003	9.5400e-003		9.5400e-003	9.5400e-003	0.0000	136.6443	136.6443	2.6200e-003	2.5100e-003	137.4563
Gasoline/Service Station	93514.3	5.0000e-004	4.5800e-003	3.8500e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9903	4.9903	1.0000e-004	9.0000e-005	5.0199
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0149**	**0.1350**	**0.1134**	**8.1000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**146.9368**	**146.9368**	**2.8200e-003**	**2.7000e-003**	**147.8100**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	41328	3.5919	6.2000e-004	7.0000e-005	3.6297
Discount Club	1.91141e+006	166.1263	0.0286	3.4700e-003	167.8751
Gasoline/Service Station	38896.5	3.3806	5.8000e-004	7.0000e-005	3.4162
Parking Lot	124460	10.8172	1.8600e-003	2.3000e-004	10.9310
Total		**183.9160**	**0.0317**	**3.8400e-003**	**185.8520**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	41328	3.5919	6.2000e-004	7.0000e-005	3.6297
Discount Club	1.91141e+006	166.1263	0.0286	3.4700e-003	167.8751
Gasoline/Service Station	38896.5	3.3806	5.8000e-004	7.0000e-005	3.4162
Parking Lot	124460	10.8172	1.8600e-003	2.3000e-004	10.9310
Total		**183.9160**	**0.0317**	**3.8400e-003**	**185.8520**

6.0 Area Detail

6.1 Mitigation Measures Area

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Unmitigated	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7641					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.9000e-004	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Total	**0.9467**	**1.0000e-004**	**0.0107**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0209**	**0.0209**	**5.0000e-005**	**0.0000**	**0.0222**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7641					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.9000e-004	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Total	**0.9467**	**1.0000e-004**	**0.0107**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0209**	**0.0209**	**5.0000e-005**	**0.0000**	**0.0222**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	18.2653	0.6132	0.0147	37.9717
Unmitigated	18.2653	0.6132	0.0147	37.9717

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.451589 / 0.276781	0.4398	0.0148	3.5000e-004	0.9144
Discount Club	17.8767 / 10.9567	17.4115	0.5845	0.0140	36.1967
Gasoline/Service Station	0.42502 / 0.260496	0.4140	0.0139	3.3000e-004	0.8606
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**18.2653**	**0.6132**	**0.0147**	**37.9717**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.451589 / 0.276781	0.4398	0.0148	3.5000e-004	0.9144
Discount Club	17.8767 / 10.9567	17.4115	0.5845	0.0140	36.1967
Gasoline/Service Station	0.42502 / 0.260496	0.4140	0.0139	3.3000e-004	0.8606
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**18.2653**	**0.6132**	**0.0147**	**37.9717**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	217.9149	12.8784	0.0000	539.8748
Unmitigated	217.9149	12.8784	0.0000	539.8748

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	18.34	3.7229	0.2200	0.0000	9.2232
Discount Club	1037.93	210.6904	12.4515	0.0000	521.9766
Gasoline/Service Station	17.25	3.5016	0.2069	0.0000	8.6751
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**217.9149**	**12.8784**	**0.0000**	**539.8748**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	18.34	3.7229	0.2200	0.0000	9.2232
Discount Club	1037.93	210.6904	12.4515	0.0000	521.9766
Gasoline/Service Station	17.25	3.5016	0.2069	0.0000	8.6751
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**217.9149**	**12.8784**	**0.0000**	**539.8748**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Gasoline/Service Station	32.00	Pump	1.33	4,517.60	0
Automobile Care Center	4.80	1000sqft	0.11	4,800.00	0
Discount Club	241.34	1000sqft	5.54	241,340.00	0
Parking Lot	889.00	Space	15.55	355,600.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2030
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	130.13	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project-specific values (RPS emission factor)

Land Use - Project-specific values

Construction Phase - Operational emissions only

Off-road Equipment - Operational emissions only

Vehicle Trips - Project-specific values, mobile emissions calculated seperately

Consumer Products - Updated emission factor for consumer products to refine the VOC emissions based on recent CARB regulations.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	PhaseEndDate	5/26/2023	4/30/2023
tblConsumerProducts	ROG_EF	2.14E-05	1.62E-05
tblLandUse	LotAcreage	0.10	1.33
tblLandUse	LotAcreage	8.00	15.55
tblProjectCharacteristics	CO2IntensityFactor	203.98	130.13
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	53.75	0.00
tblVehicleTrips	ST_TR	182.17	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	33.67	0.00
tblVehicleTrips	SU_TR	166.88	0.00
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	41.80	0.00
tblVehicleTrips	WD_TR	172.01	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Energy	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	271.8415	271.8415	0.0345	6.5300e-003	274.6507
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	217.9149	0.0000	217.9149	12.8784	0.0000	539.8748
Water						0.0000	0.0000		0.0000	0.0000	5.9496	8.3641	14.3137	0.6132	0.0147	34.0200
Total	**0.9616**	**0.1351**	**0.1241**	**8.1000e-004**	**0.0000**	**0.0103**	**0.0103**	**0.0000**	**0.0103**	**0.0103**	**223.8644**	**280.2265**	**504.0909**	**13.5261**	**0.0212**	**848.5677**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Energy	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	271.8415	271.8415	0.0345	6.5300e-003	274.6507
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	217.9149	0.0000	217.9149	12.8784	0.0000	539.8748
Water						0.0000	0.0000		0.0000	0.0000	5.9496	8.3641	14.3137	0.6132	0.0147	34.0200
Total	**0.9616**	**0.1351**	**0.1241**	**8.1000e-004**	**0.0000**	**0.0103**	**0.0103**	**0.0000**	**0.0103**	**0.0103**	**223.8644**	**280.2265**	**504.0909**	**13.5261**	**0.0212**	**848.5677**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2023	4/30/2023	5	0	

Acres of Grading (Site Preparation Phase): 0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Acres of Grading (Grading Phase): 0

Acres of Paving: 15.55

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition			0.00	0.00	16.80	6.60				

3.1 Mitigation Measures Construction

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Discount Club	0.00	0.00	0.00		
Gasoline/Service Station	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	14.70	6.60	6.60	33.00	48.00	19.00	21	51	28
Discount Club	14.70	6.60	6.60	16.70	64.30	19.00	45	40	15
Gasoline/Service Station	14.70	6.60	6.60	2.00	79.00	19.00	14	27	59
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.542478	0.054482	0.176258	0.134700	0.021641	0.005926	0.015139	0.022678	0.000679	0.000278	0.021974	0.001325	0.002442
Discount Club	0.542478	0.054482	0.176258	0.134700	0.021641	0.005926	0.015139	0.022678	0.000679	0.000278	0.021974	0.001325	0.002442
Gasoline/Service Station	0.542478	0.054482	0.176258	0.134700	0.021641	0.005926	0.015139	0.022678	0.000679	0.000278	0.021974	0.001325	0.002442
Parking Lot	0.542478	0.054482	0.176258	0.134700	0.021641	0.005926	0.015139	0.022678	0.000679	0.000278	0.021974	0.001325	0.002442

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	124.9047	124.9047	0.0317	3.8400e-003	126.8407
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	124.9047	124.9047	0.0317	3.8400e-003	126.8407
NaturalGas Mitigated	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	146.9368	146.9368	2.8200e-003	2.6900e-003	147.8100
NaturalGas Unmitigated	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	146.9368	146.9368	2.8200e-003	2.6900e-003	147.8100

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	99360	5.4000e-004	4.8700e-003	4.0900e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3022	5.3022	1.0000e-004	1.0000e-004	5.3337
Discount Club	2.56062e+006	0.0138	0.1255	0.1054	7.5000e-004		9.5400e-003	9.5400e-003		9.5400e-003	9.5400e-003	0.0000	136.6443	136.6443	2.6200e-003	2.5100e-003	137.4563
Gasoline/Service Station	93514.3	5.0000e-004	4.5800e-003	3.8500e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9903	4.9903	1.0000e-004	9.0000e-005	5.0199
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0149**	**0.1350**	**0.1134**	**8.1000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**146.9368**	**146.9368**	**2.8200e-003**	**2.7000e-003**	**147.8100**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	99360	5.4000e-004	4.8700e-003	4.0900e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3022	5.3022	1.0000e-004	1.0000e-004	5.3337
Discount Club	2.56062e+006	0.0138	0.1255	0.1054	7.5000e-004		9.5400e-003	9.5400e-003		9.5400e-003	9.5400e-003	0.0000	136.6443	136.6443	2.6200e-003	2.5100e-003	137.4563
Gasoline/Service Station	93514.3	5.0000e-004	4.5800e-003	3.8500e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9903	4.9903	1.0000e-004	9.0000e-005	5.0199
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0149**	**0.1350**	**0.1134**	**8.1000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**146.9368**	**146.9368**	**2.8200e-003**	**2.7000e-003**	**147.8100**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	41328	2.4394	6.2000e-004	7.0000e-005	2.4772
Discount Club	1.91141e+006	112.8230	0.0286	3.4700e-003	114.5718
Gasoline/Service Station	38896.5	2.2959	5.8000e-004	7.0000e-005	2.3315
Parking Lot	124460	7.3464	1.8600e-003	2.3000e-004	7.4602
Total		**124.9047**	**0.0317**	**3.8400e-003**	**126.8407**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	41328	2.4394	6.2000e-004	7.0000e-005	2.4772
Discount Club	1.91141e+006	112.8230	0.0286	3.4700e-003	114.5718
Gasoline/Service Station	38896.5	2.2959	5.8000e-004	7.0000e-005	2.3315
Parking Lot	124460	7.3464	1.8600e-003	2.3000e-004	7.4602
Total		**124.9047**	**0.0317**	**3.8400e-003**	**126.8407**

6.0 Area Detail

6.1 Mitigation Measures Area

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Unmitigated	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7641					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.8000e-004	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Total	**0.9467**	**1.0000e-004**	**0.0107**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0209**	**0.0209**	**5.0000e-005**	**0.0000**	**0.0222**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7641					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.8000e-004	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Total	**0.9467**	**1.0000e-004**	**0.0107**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0209**	**0.0209**	**5.0000e-005**	**0.0000**	**0.0222**

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	14.3137	0.6132	0.0147	34.0200
Unmitigated	14.3137	0.6132	0.0147	34.0200

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.451589 / 0.276781	0.3447	0.0148	3.5000e-004	0.8192
Discount Club	17.8767 / 10.9567	13.6446	0.5845	0.0140	32.4298
Gasoline/Service Station	0.42502 / 0.260496	0.3244	0.0139	3.3000e-004	0.7710
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**14.3137**	**0.6132**	**0.0147**	**34.0200**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.451589 / 0.276781	0.3447	0.0148	3.5000e-004	0.8192
Discount Club	17.8767 / 10.9567	13.6446	0.5845	0.0140	32.4298
Gasoline/Service Station	0.42502 / 0.260496	0.3244	0.0139	3.3000e-004	0.7710
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**14.3137**	**0.6132**	**0.0147**	**34.0200**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	217.9149	12.8784	0.0000	539.8748
Unmitigated	217.9149	12.8784	0.0000	539.8748

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	18.34	3.7229	0.2200	0.0000	9.2232
Discount Club	1037.93	210.6904	12.4515	0.0000	521.9766
Gasoline/Service Station	17.25	3.5016	0.2069	0.0000	8.6751
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**217.9149**	**12.8784**	**0.0000**	**539.8748**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	18.34	3.7229	0.2200	0.0000	9.2232
Discount Club	1037.93	210.6904	12.4515	0.0000	521.9766
Gasoline/Service Station	17.25	3.5016	0.2069	0.0000	8.6751
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**217.9149**	**12.8784**	**0.0000**	**539.8748**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Equipment Type	Number

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Gasoline/Service Station	32.00	Pump	1.33	4,517.60	0
Automobile Care Center	4.80	1000sqft	0.11	4,800.00	0
Discount Club	241.34	1000sqft	5.54	241,340.00	0
Parking Lot	889.00	Space	15.55	355,600.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2035
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	86.75	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project-specific values (RPS emission factor)

Land Use - Project-specific values

Construction Phase - Operational emissions only

Off-road Equipment - Operational emissions only

Vehicle Trips - Project-specific values, mobile emissions calculated seperately

Consumer Products - Updated emission factor for consumer products to refine the VOC emissions based on recent CARB regulations.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	PhaseEndDate	5/26/2023	4/30/2023
tblConsumerProducts	ROG_EF	2.14E-05	1.62E-05
tblLandUse	LotAcreage	0.10	1.33
tblLandUse	LotAcreage	8.00	15.55
tblProjectCharacteristics	CO2IntensityFactor	203.98	86.75
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	53.75	0.00
tblVehicleTrips	ST_TR	182.17	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	33.67	0.00
tblVehicleTrips	SU_TR	166.88	0.00
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	41.80	0.00
tblVehicleTrips	WD_TR	172.01	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Energy	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	230.2034	230.2034	0.0345	6.5300e-003	233.0126
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	217.9149	0.0000	217.9149	12.8784	0.0000	539.8748
Water						0.0000	0.0000		0.0000	0.0000	5.9496	5.5759	11.5254	0.6132	0.0147	31.2318
Total	**0.9616**	**0.1351**	**0.1240**	**8.1000e-004**	**0.0000**	**0.0103**	**0.0103**	**0.0000**	**0.0103**	**0.0103**	**223.8644**	**235.8002**	**459.6646**	**13.5261**	**0.0212**	**804.1414**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Energy	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	230.2034	230.2034	0.0345	6.5300e-003	233.0126
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	217.9149	0.0000	217.9149	12.8784	0.0000	539.8748
Water						0.0000	0.0000		0.0000	0.0000	5.9496	5.5759	11.5254	0.6132	0.0147	31.2318
Total	**0.9616**	**0.1351**	**0.1240**	**8.1000e-004**	**0.0000**	**0.0103**	**0.0103**	**0.0000**	**0.0103**	**0.0103**	**223.8644**	**235.8002**	**459.6646**	**13.5261**	**0.0212**	**804.1414**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2023	4/30/2023	5	0	

Acres of Grading (Site Preparation Phase): 0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Acres of Grading (Grading Phase): 0

Acres of Paving: 15.55

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition			0.00	0.00	16.80	6.60				

3.1 Mitigation Measures Construction

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Discount Club	0.00	0.00	0.00		
Gasoline/Service Station	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	14.70	6.60	6.60	33.00	48.00	19.00	21	51	28
Discount Club	14.70	6.60	6.60	16.70	64.30	19.00	45	40	15
Gasoline/Service Station	14.70	6.60	6.60	2.00	79.00	19.00	14	27	59
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.553747	0.055870	0.176952	0.125831	0.019734	0.005457	0.015107	0.021893	0.000653	0.000272	0.021077	0.001181	0.002226
Discount Club	0.553747	0.055870	0.176952	0.125831	0.019734	0.005457	0.015107	0.021893	0.000653	0.000272	0.021077	0.001181	0.002226
Gasoline/Service Station	0.553747	0.055870	0.176952	0.125831	0.019734	0.005457	0.015107	0.021893	0.000653	0.000272	0.021077	0.001181	0.002226
Parking Lot	0.553747	0.055870	0.176952	0.125831	0.019734	0.005457	0.015107	0.021893	0.000653	0.000272	0.021077	0.001181	0.002226

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	83.2666	83.2666	0.0317	3.8400e-003	85.2026
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	83.2666	83.2666	0.0317	3.8400e-003	85.2026
NaturalGas Mitigated	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	146.9368	146.9368	2.8200e-003	2.6900e-003	147.8100
NaturalGas Unmitigated	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	146.9368	146.9368	2.8200e-003	2.6900e-003	147.8100

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	99360	5.4000e-004	4.8700e-003	4.0900e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3022	5.3022	1.0000e-004	1.0000e-004	5.3337
Discount Club	2.56062e+006	0.0138	0.1255	0.1054	7.5000e-004		9.5400e-003	9.5400e-003		9.5400e-003	9.5400e-003	0.0000	136.6443	136.6443	2.6200e-003	2.5100e-003	137.4563
Gasoline/Service Station	93514.3	5.0000e-004	4.5800e-003	3.8500e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9903	4.9903	1.0000e-004	9.0000e-005	5.0199
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0149**	**0.1350**	**0.1134**	**8.1000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**146.9368**	**146.9368**	**2.8200e-003**	**2.7000e-003**	**147.8100**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	99360	5.4000e-004	4.8700e-003	4.0900e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3022	5.3022	1.0000e-004	1.0000e-004	5.3337
Discount Club	2.56062e+006	0.0138	0.1255	0.1054	7.5000e-004		9.5400e-003	9.5400e-003		9.5400e-003	9.5400e-003	0.0000	136.6443	136.6443	2.6200e-003	2.5100e-003	137.4563
Gasoline/Service Station	93514.3	5.0000e-004	4.5800e-003	3.8500e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9903	4.9903	1.0000e-004	9.0000e-005	5.0199
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0149**	**0.1350**	**0.1134**	**8.1000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**146.9368**	**146.9368**	**2.8200e-003**	**2.7000e-003**	**147.8100**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	41328	1.6262	6.2000e-004	7.0000e-005	1.6640
Discount Club	1.91141e+006	75.2125	0.0286	3.4700e-003	76.9612
Gasoline/Service Station	38896.5	1.5306	5.8000e-004	7.0000e-005	1.5661
Parking Lot	124460	4.8974	1.8600e-003	2.3000e-004	5.0113
Total		**83.2666**	**0.0317**	**3.8400e-003**	**85.2026**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	41328	1.6262	6.2000e-004	7.0000e-005	1.6640
Discount Club	1.91141e+006	75.2125	0.0286	3.4700e-003	76.9612
Gasoline/Service Station	38896.5	1.5306	5.8000e-004	7.0000e-005	1.5661
Parking Lot	124460	4.8974	1.8600e-003	2.3000e-004	5.0113
Total		**83.2666**	**0.0317**	**3.8400e-003**	**85.2026**

6.0 Area Detail

6.1 Mitigation Measures Area

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Unmitigated	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7641					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.8000e-004	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Total	**0.9467**	**1.0000e-004**	**0.0107**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0209**	**0.0209**	**5.0000e-005**	**0.0000**	**0.0222**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7641					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.8000e-004	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Total	**0.9467**	**1.0000e-004**	**0.0107**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0209**	**0.0209**	**5.0000e-005**	**0.0000**	**0.0222**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	11.5254	0.6132	0.0147	31.2318
Unmitigated	11.5254	0.6132	0.0147	31.2318

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.451589 / 0.276781	0.2775	0.0148	3.5000e-004	0.7521
Discount Club	17.8767 / 10.9567	10.9867	0.5845	0.0140	29.7718
Gasoline/Service Station	0.42502 / 0.260496	0.2612	0.0139	3.3000e-004	0.7078
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**11.5254**	**0.6132**	**0.0147**	**31.2318**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.451589 / 0.276781	0.2775	0.0148	3.5000e-004	0.7521
Discount Club	17.8767 / 10.9567	10.9867	0.5845	0.0140	29.7718
Gasoline/Service Station	0.42502 / 0.260496	0.2612	0.0139	3.3000e-004	0.7078
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**11.5254**	**0.6132**	**0.0147**	**31.2318**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	217.9149	12.8784	0.0000	539.8748
Unmitigated	217.9149	12.8784	0.0000	539.8748

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	18.34	3.7229	0.2200	0.0000	9.2232
Discount Club	1037.93	210.6904	12.4515	0.0000	521.9766
Gasoline/Service Station	17.25	3.5016	0.2069	0.0000	8.6751
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**217.9149**	**12.8784**	**0.0000**	**539.8748**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	18.34	3.7229	0.2200	0.0000	9.2232
Discount Club	1037.93	210.6904	12.4515	0.0000	521.9766
Gasoline/Service Station	17.25	3.5016	0.2069	0.0000	8.6751
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**217.9149**	**12.8784**	**0.0000**	**539.8748**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Equipment Type	Number

11.0 Vegetation

APPENDIX B
OPERATIONAL MOBILE SOURCE EMISSIONS CALCULATIONS

Table B-1a. Trip Lengths and Vehicle Miles Traveled by Operational Mobile Sources (Herndon/Riverside)
Costco Commercial Center
Fresno, California

Trip Type		Average One-Way Trip Length[1,2]	Peak Daily Trips (one-way trips/day)[3]	Peak Daily VMT[4]	Annual Average Trips (one-way trips/yr)	Annual Average VMT
Member Vehicles	Primary	17.3	10,046	173,528	3,666,790	63,337,720
	Diverted	1.0	4,038	4,119	1,473,870	1,503,435
	Pass-By	0.1	3,788	379	1,382,620	138,262
Warehouse, Fuel Station, and Car Wash Employee Vehicles	Primary	30.7	300	9,210	109,500	3,361,650
MDO Driver and Warehouse Employee Vehicles	Primary	30.7	136	4,175	49,640	1,523,875
MDO Delivery Trucks	Primary	81.5	20	1,630	7,300	594,950
Fuel Delivery Trucks	Primary	125.0	14	1,750	5,110	638,750
Warehouse Delivery Trucks	Primary	125.0	26	3,250	9,490	1,186,250

Notes:

[1] Average trip lengths for primary and diverted trip types are based on Project-specific data provided by Kittelson & Associates. Pass-by trip length for member vehicles is assumed to be equal to the CalEEMod® default trip length of 0.1 miles.

[2] Average trip length for MDO delivery trucks provided by Costco. The average routed round trip length for Fresno MDO delivery trucks is 163 miles.

[3] Peak daily trips are based on Project-specific data provided by Kittelson & Associates.

[4] Peak daily VMT based on Project-specific data provided by Kittelson & Associates or estimated as a product of average trip length and number of trips presented in this table.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel

MDO - market delivery operation

VMT - vehicle miles traveled

Table B-1b. Trip Lengths and Vehicle Miles Traveled by Operational Mobile Sources (4500 W. Shaw Avenue)
Costco Commercial Center
Fresno, California

Trip Type		Peak Daily Trips (one-way trips/day)[1]	Peak Daily VMT[2]	Annual Average Trips (one-way trips/yr)	Annual Average VMT
Passenger Vehicles	Primary	1,363	58,264	497,495	21,266,360
	Pass-by	48	0	17,520	0
	Diverted	2,099	3,442	766,135	1,256,330

Notes:

[1] Peak daily trips are based on Project-specific data provided by Kittelson & Associates.

[2] Peak daily VMT based on Project-specific data provided by Kittelson & Associates or estimated as a product of average trip length and number of trips presented in this table.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel

MDO - market delivery operation

VMT - vehicle miles traveled

Table B-2. Operational Mobile Source Fleet Mixes
Costco Commercial Center
Fresno, California

Vehicle Category	Fuel Type	Fleet Mix CalEEMod® Default[1]	EMFAC VMT Output[2] (miles/day)	Employee Vehicle Fleet Mix[3]	Member Vehicle Fleet Mix[4]
LDA	Gas	51.0%	12,057,533	52.8%	55.0%
	Phe		351,337	1.54%	1.6%
	Elec		514,390	2.25%	0%
	Dsl		22,675	0.10%	0%
LDT1	Gas	5.3%	1,013,826	5.88%	5.9%
	Phe		1,027	0.01%	0.0%
	Elec		1,049	0.01%	0%
	Dsl		250	0.00%	0%
LDT2	Gas	17.6%	5,488,159	19.29%	19.4%
	Phe		39,774	0.14%	0.1%
	Elec		17,710	0.06%	0%
	Dsl		14,595	0.05%	0%
MDV	Gas	16.1%	4,629,686	17.47%	17.8%
	Phe		29,118	0.11%	0.1%
	Elec		19,405	0.07%	0%
	Dsl		71,606	0.27%	0%
LHD1	All	2.7%	--	--	--
LHD2	All	0.7%	--	--	--
MHD	All	1.4%	--	--	--
HHDT	All	2.2%	--	--	--
OBUS	All	0.1%	--	--	--
UBUS	All	0.0%	--	--	--
MCY	All	2.4%	--	--	--
SBUS	All	0.2%	--	--	--
MH	All	0.3%	--	--	--

Notes:

[1] CalEEMod® default for Fresno County calendar year 2023.

[2] Data obtained from EMFAC2021 for default emissions activity.

[3] Fleet mix for employee vehicles estimated based on the ratio of the vehicle classes in CalEEMod® default fleet mix and the EMFAC2021 VMT output.

[4] Fleet mix for member vehicles visiting the Costco Gas Station are estimated based on the ratio of the vehicle classes in CalEEMod® default fleet mix and the EMFAC2021 VMT output. Vehicles are assumed to be gasoline or plug-in hybrid.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel
EMFAC - EMission FACtors model
HHDT - Heavy heavy-duty truck
LDA - light duty automobiles
LDT - light-duty trucks
LHD - light heavy-duty trucks
MCY - motorcycles
MDV - medium-duty vehicle
MH - motor homes
MHD - medium heavy-duty trucks
OBUS - other buses
SBUS - school buses
UBUS - urban buses
VMT - vehicle miles traveled

Table B-3. Operational Mobile Source GHG Emission Factors - Running Exhaust
Costco Commercial Center
Fresno, California

EMFAC Vehicle Class	Fuel	EMFAC VMT Output[1] (miles/day)	EMFAC Emissions Output[1]		
			CO_2	N_2O	CH_4
Passenger Vehicles					
LDA	Gas	12,057,533	3,843	0.06	0.03
LDA	Phe	351,337	53	0.00	0.00
LDA	Elec	514,390	0	0.00	0.00
LDA	Dsl	22,675	6	0.00	0.00
LDT1	Gas	1,013,826	388	0.01	0.01
LDT1	Phe	1,027	0	0.00	0.00
LDT1	Elec	1,049	0	0.00	0.00
LDT1	Dsl	250	0	0.00	0.00
LDT2	Gas	5,488,159	2,188	0.04	0.02
LDT2	Phe	39,774	6	0.00	0.00
LDT2	Elec	17,710	0	0.00	0.00
LDT2	Dsl	14,595	5	0.00	0.00
MDV	Gas	4,629,686	2,265	0.05	0.02
MDV	Phe	29,118	4	0.00	0.00
MDV	Elec	19,405	0	0.00	0.00
MDV	Dsl	71,606	32	0.01	0.00
Delivery Trucks[2]					
HHDT	Dsl	2,030,441	3,590	0.57	0.00

EMFAC Vehicle Class	Fuel	Running Exhaust Emission Factors[3] (grams/mile)		
		CO_2	N_2O	CH_4
Passenger Vehicles				
LDA	Gas	289	0.005	0.002
LDA	Phe	136	0.001	0.000
LDA	Elec	0	0.000	0.000
LDA	Dsl	231	0.036	0.001
LDT1	Gas	347	0.013	0.009
LDT1	Phe	124	0.001	0.000
LDT1	Elec	0	0.000	0.000
LDT1	Dsl	401	0.063	0.012
LDT2	Gas	362	0.007	0.003
LDT2	Phe	129	0.001	0.000
LDT2	Elec	0	0.000	0.000
LDT2	Dsl	307	0.048	0.001
MDV	Gas	444	0.009	0.005
MDV	Phe	136	0.001	0.000
MDV	Elec	0	0.000	0.000
MDV	Dsl	412	0.065	0.001

Table B-3. Operational Mobile Source GHG Emission Factors - Running Exhaust
Costco Commercial Center
Fresno, California

EMFAC Vehicle Class	Fuel	Running Exhaust Emission Factors[3] (grams/mile)		
		CO_2	N_2O	CH_4
Member Vehicle Emission Factor[4]		331	0.006	0.003
Employee Vehicle Emission Factor[4]		324	0.006	0.003
Delivery Trucks[2]				
HHDT	Dsl	1604.00	0.25	0.00

Notes:

[1] Data obtained from EMFAC2021 for default emissions activity.

[2] Delivery trucks are assumed to be diesel-fueled.

[3] Emission factors for EMFAC vehicle classes are estimated as a ratio of the EMFAC emissions output and EMFAC VMT output.

[4] Emission factors for EMFAC vehicle classes are weighted based on the project-specific fleet mix in Table B-2 to estimate trip-based emission factors for passenger vehicles.

Abbreviations:

CH_4 - methane
CO_2 - carbon dioxide
Dsl - Diesel
Elec - Electric
EMFAC - EMission FACtors model
LDA - Light Duty Automobile
LDT - Light-Duty Truck
HHDT - Heavy-Heavy Duty truck
MDV - medium-duty vehicle
N_2O - nitrous oxide
Phe - Plug-in hybrid
VMT - vehicle miles traveled

Conversion Factor:

907184.74 grams per ton

Table B-4. Operational Mobile Source GHG Emission Factors - Starting Exhaust
Costco Commercial Center
Fresno, California

EMFAC Vehicle Class	Fuel	EMFAC Vehicle Trips Output[1] (trips/day)	EMFAC Emissions Output[1] (tons/day)		
			CO_2	N_2O	CH_4
Passenger Vehicles					
LDA	Gas	1,459,129	115.4	0.1	0.119
LDA	Phe	31,224	2.29	0.0	0.001
LDA	Elec	56,838	0	0	0
LDA	Dsl	3,207	0	0	0
LDT1	Gas	135,565	13.9	0.0	0.021
LDT1	Phe	83	0.0066	0.000	0.0
LDT1	Elec	118	0	0	0
LDT1	Dsl	62	0	0	0
LDT2	Gas	657,946	66.5	0.0	0.067
LDT2	Phe	3,337	0.290	0.0	0.000
LDT2	Elec	2,516	0	0	0
LDT2	Dsl	1,661	0	0	0
MDV	Gas	598,810	75.1	0.0	0.081
MDV	Phe	2,568	0.3	0.0	0.000
MDV	Elec	2,761	0	0	0
MDV	Dsl	8,640	0	0	0
Delivery Trucks[2]					
HHDT	Dsl	237,288	0.0	0.0	0.0

Vehicle Class	Fuel	Starting Exhaust Emission Factors[3] (grams/trip)		
		CO_2	N_2O	CH_4
Passenger Vehicles				
LDA	Gas	71.73	0.03	0.0742
LDA	Phe	66.44	0.02	0.0416
LDA	Elec	0	0	0
LDA	Dsl	0	0	0
LDT1	Gas	93.34	0.04	0.1408
LDT1	Phe	72.34	0.02	0.0416
LDT1	Elec	0	0	0
LDT1	Dsl	0	0	0
LDT2	Gas	91.64	0.04	0.0925
LDT2	Phe	78.85	0.02	0.0416
LDT2	Elec	0	0	0
LDT2	Dsl	0	0	0
MDV	Gas	113.71	0.05	0.1229
MDV	Phe	99.36	0.02	0.0416
MDV	Elec	0	0	0
MDV	Dsl	0	0	0
Member Vehicle Weighted Emission Factor[4]		84	0.038	0.090
Employee Vehicle Weighted Emission Factor[4]		82	0.037	0.087

Table B-4. Operational Mobile Source GHG Emission Factors - Starting Exhaust
Costco Commercial Center
Fresno, California

Vehicle Class	Fuel	Starting Exhaust Emission Factors[3] (grams/trip)		
		CO_2	N_2O	CH_4
Delivery Trucks[2]				
HHDT	Dsl	0.0	0.0	0.0

Notes:

[1] Data obtained from EMFAC2021 for default emissions activity.

[2] Delivery trucks are assumed to be diesel-fueled.

[3] Emission factors for EMFAC vehicle classes are estimated as a ratio of the EMFAC emissions output and EMFAC VMT output.

[4] Emission factors for EMFAC vehicle classes are weighted based on the project-specific fleet mix in Table B-2 to estimate trip-based emission factors for passenger vehicles.

Abbreviations:

CH_4 - methane
CO_2 - carbon dioxide
Dsl - Diesel
Elec - Electric
EMFAC - EMission FACtors model
LDA - Light Duty Automobile
LDT - Light-Duty Truck
HHDT - Heavy-Heavy Duty truck
MDV - medium-duty vehicle
N_2O - nitrous oxide
Phe - Plug-in hybrid
VMT - vehicle miles traveled

Conversion Factor:

907184.74 grams per ton

Table B-5. Operational Mobile Source GHG Emission Factors - Idling Exhaust
Costco Commercial Center
Fresno, California

EMFAC Vehicle Class	Fuel	Idling Emission Factors[1] (grams/idle-minute)		
		CO_2	N_2O	CH_4
Passenger Vehicles				
LDA	Gas	27.7	0	0.0007
LDA	Phe	17.1	0	0.0002
LDA	Elec	0.0	0	0.0000
LDA	Dsl	25.1	0	0.0006
LDT1	Gas	33.2	0	0.0023
LDT1	Phe	15.5	0	0.0002
LDT1	Elec	0.0	0	0.0000
LDT1	Dsl	43.0	0	0.0023
LDT2	Gas	34.9	0	0.0009
LDT2	Phe	16.1	0	0.0002
LDT2	Elec	0.0	0	0.0000
LDT2	Dsl	32.9	0	0.0005
MDV	Gas	43.1	0	0.0013
MDV	Phe	16.9	0	0.0002
MDV	Elec	0.0	0	0.0000
MDV	Dsl	41.6	0	0.0004
Member Vehicle Weighted Emission Factor[2]		32.0	0	0.0009
Employee Vehicle Weighted Emission Factor[2]		31.3	0	0.0009
Delivery Trucks[3]				
HHDT	Dsl	224.0	0	0.0021

Notes:

[1] Data obtained from EMFAC2021 project-level output. Passenger vehicle emission rates are equivalent to the running exhaust emission rate in grams per mile at 5 mph, multiplied by the speed correction factor of 2.5 mph.

[2] Emission factors for EMFAC vehicle classes are weighted based on the project-specific fleet mix in Table B-2 to estimate trip-based emission factors for passenger vehicles.

[3] Delivery trucks are assumed to be diesel-fueled.

Abbreviations:

CH_4 - methane
CO_2 - carbon dioxide
Dsl - Diesel
Elec - Electric
EMFAC - EMission FACtors model
LDA - Light Duty Automobile
mph - miles per hour
LDT - Light-Duty Truck
HHDT - Heavy-Heavy Duty truck
MDV - medium-duty vehicle
N_2O - nitrous oxide
Phe - Plug-in hybrid
VMT - vehicle miles traveled

Conversion Factor:

60 minutes per hour

Table B-6a. Greenhouse Gas Emission Estimates for Operational Mobile Sources (Herndon/Riverside)
Costco Commercial Center
Fresno, California

Mobile Source Activity	Trip Type	Trip Distance[1] (miles)	Annual Average Trips[1] (one-way trips/year)	Annual Average VMT[1] (miles/year)	Idle Duration[2,3] (minutes/year)	GHG Emissions[4] (MT/yr)			
						CO_2	N_2O	CH_4	CO_2e[5]
Member Vehicles	Primary	17.3	3,666,790	63,337,720	--	21,293	0.54	0.54	21,468.0
	Diverted	1.0	1,473,870	1,503,435	--	622.32	0.07	0.14	645.2
	Pass-By	0.10	1,382,620	138,262	--	162.36	0.05	0.12	181.3
Warehouse, Fuel Station, and Car Wash Employee Vehicles	Primary	30.7	109,500	3,361,650	--	1,099	0.03	0.02	1,106.9
MDO Driver and Warehouse Employee Vehicles	Primary	30.70	49,640	1,523,875	--	498	0.01	0.01	501.8
MDO Delivery Trucks	Primary	81.5	7,300	594,950	18,250	958	0.15	0.00	1,003.2
Fuel Delivery Trucks	Primary	125.0	5,110	638,750	12,775	1,027	0.16	0.00	1,075.5
Warehouse Delivery Trucks	Primary	125.0	9,490	1,186,250	23,725	1,908	0.30	0.00	1,997.4
Member Vehicle Idling at Gasoline Dispensing Facility	Primary	--	--	--	33,638,400	1,076	0.00	0.03	1,076.5
					Total Emissions	28,643	1.31	0.86	29,056

Notes

[1] Data obtained from Table B-1a.

[2] Idle duration for passenger vehicles visiting the gas station is estimated using a maximum queue length of 3 vehicles per queue lane and a transaction time of 4 minutes per vehicle. The queue is assumed to stay constant while the gas station is open (6 AM to 10 PM), 7 days/week. Queue length is based on Saturday midday peak hour average queue length projections from existing Costco facilities provided by Kittelson & Associates.

[3] Delivery truck idle duration is 5 minutes based on the CARB Air Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. Available at: https://ww2.arb.ca.gov/our-work/programs/atcm-to-limit-vehicle-idling/about. Accessed: September 2021. For GDF idling this is actually idling duration in units of minutes per year.

[4] GHG emissions include running exhaust, starting exhaust, and idling exhaust. Emissions were estimated using emission factors from Tables B-3, B-4, and B-5 along with annual VMT, annual trips, and idle duration.

[5] CO_2e was estimated using the global warming potentials of CO_2, CH_4, and N_2O, which are 1, 25, and 298 respectively.

Abbreviations:

CH_4 - methane
CO_2 - carbon dioxide
MT - metric tonnes
N_2O - nitrous oxide
VMT - vehicle miles traveled
yr - year

Table B-6b. Greenhouse Gas Emission Estimates for Operational Mobile Sources (4500 W. Shaw Avenue)
Costco Commercial Center
Fresno, California

Mobile Source Activity	Trip Type	Annual Average Trips[1] (one-way trips/year)	Annual Average VMT[1] (miles/year)	GHG Emissions[2] (MT/yr)			
				CO_2	N_2O	CH_4	CO_2e[3]
Passenger Vehicles	Primary	497,495	21,266,360	7,087	0.15	0.11	7,136
	Pass-by	17,520	0	1.48	0.00	0.00	1.7
	Diverted	766,135	1,256,330	481	0.04	0.07	494
Total Emissions				**7,570**	**0.19**	**0.19**	**7,632**

Notes

[1] Data obtained from Table B-1b.

[2] GHG emissions include running exhaust and starting exhaust. Emissions were estimated using emission factors from Tables B-3 and B-4 along with annual VMT and annual trips.

[3] CO_2e was estimated using the global warming potentials of CO_2, CH_4, and N_2O, which are 1, 25, and 298, respectively.

Abbreviations:

CH_4 - methane
CO_2 - carbon dioxide
MT - metric tonnes
N_2O - nitrous oxide
VMT - vehicle miles traveled
yr - year

APPENDIX C
GHG CONSISTENCY

Table C-1. Consistency with 2022 CARB Scoping Plan Update
Costco Commercial Center
Fresno, California

Priority Areas	Priority GHG Reduction Strategies	Consistency
Transportation Electrification	Convert local government fleets to ZEVs and provide EV charging at public sites	**Consistent.** Although this goal is not applicable to an individual commercial development project, the Project includes an EV parking requirement and includes 45 installed EV spaces.
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans)	
VMT Reduction	Reduce or eliminate minimum parking standards	**Consistent.** Although this goal is not applicable to an individual commercial development project, the Project is implementing neighborhood design improvements such as pedestrian network improvements and constructing bikeway facilities as part of the project. The Project also includes a redesignation from Expressway Area to Superarterial, which allows for multiple modes of travel traffic, including pedestrian and bikes. This could lead to further development of these types of non-vehicular facilities, including bike lanes and sidewalks, which are not currently allowed under the Expressway Area designation. In addition, the Project plans to encourage employee commute trip reduction through a variety of strategies. The project will provide carpool incentives, partner with local agencies to provide vanpool services, subsidize transit passes and provide bicycle storage and locker rooms for employees who bike to work. This will reduce the employee VMT and provide incentives for employees to commute to work alternative ways.
	Implement Complete Streets policies and investments, consistent with general plan circulation element requirements	
	Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.	
	Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking	
	Implement parking pricing or transportation demand management pricing strategies	
	Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)	
	Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements)	
Building Decarbonization	Adopt all-electric new construction reach codes for residential and commercial uses	**Consistent.** Although this goal is not applicable to an individual commercial development project, the Project plans to use PG&E's Solar Choice program, which provides 100% solar energy to customers. In addition, to the extent applicable to the Project, the Project would meet the CalGreen Building Standards Code in effect at the time of building permit application, which would include a number of energy saving requirements.
	Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)	
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances	
	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing)	
	Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings)	

Abbreviations:
CalGreen - California Green Building Standards Code
CARB - California Air Resources Board
EV - electric vehicle
GHG - greenhouse gas
PG&E - Pacific Gas & Electric
VMT - vehicle miles traveled
ZEV - zero emission vehicle

Table C-2. Consistency with Fresno Regional Transportation Plan/Sustainable Communities Strategy
Costco Commercial Center
Fresno, California

#	Goal	Policy	Consistency Analysis
1	Improved mobility and accessibility for all	Encourage and prioritize full, fair, and equitable participation by all affected communities in transportation decision-making and planning processes.	**Consistent.** Although this goal is not applicable to an individual commercial development project, it is envisioned that Project's location will provide convenient access for nearby residences for additional retail shopping experiences. In addition, the project is implementing neighborhood design improvements such as pedestrian network improvements and constructing bikeway facilities as part of the project, and will be located in close proximity to transit stops (e.g., NW Herndon-Hayes transit stop).
		Actively work to ensure equitable distribution of the benefits and burdens of transportation projects.	
		Promote the improvement and expansion of accessible transportation options to serve the needs of all residents, especially those who have historically faced disproportionate transportation burdens.	
2	Vibrant communities that are accessible by sustainable transportation options	Encourage alternatives to single-occupancy vehicles that reduce vehicle miles traveled (VMT) and greenhouse gas emissions.	**Consistent.** Although this goal is not applicable to an individual commercial development project, the Project includes a redesignation from Expressway Area to Superarterial, which allows for multiple modes of travel traffic, including pedestrian and bikes. This could lead to further development of these types of non-vehicular facilities, including bike lanes and sidewalks, which are not currently allowed under the Expressway Area designation. In addition, the project is implementing neighborhood design improvements such as pedestrian network improvements and constructing bikeway facilities as part of the project. The Project will be located nearby transit facilities such as the NW Herndon-Hayes transit stop, thus allowing for alternatives to single-occupancy vehicle visits to the Project that would support efforts to improve air quality and minimize pollutants from transportation.
		Support investment in and promotion of active transportation and transit to improve public health and mobility, especially in historically underinvested areas.	
		Encourage sustainable development that focuses growth near activity centers and mobility options that achieve greater location efficiency.	
		Support local jurisdictions' efforts to minimize the loss of farmland, environmentally sensitive areas, and natural resources	
		Support local jurisdictions' efforts to facilitate the development of diverse housing choices for all income groups.	
		Facilitate and promote interagency coordination and consistency across planning efforts.	
		Incentivize and support efforts to improve air quality and minimize pollutants from transportation.	
3	A safe, well-maintained, efficient, and climate-resilient multimodal transportation network	Prioritize investment in and promote multimodal safety measures to reduce traffic fatalities and incidents in the region.	**Consistent.** Per the Transportation Impact Analysis, the Project would be consistent with the applicable plans, policies, and programs and would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Project plans to encourage commute trip reduction through a variety of strategies. The Project will provide carpool incentives, partner with local agencies to provide vanpool services, subsidize transit passes and provide bicycle storage and locker rooms for employees who bike to work. This will reduce the employee VMT and provide incentives for employees to commute to work alternative ways. The Project is implementing neighborhood design improvements such as pedestrian network improvements and constructing bikeway facilities as part of the project. In addition, the Project would be located nearby to transit stops and thus would allow for utilization of existing transit facilities to visit the Project.
		Promote enhanced Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies to reduce congestion and vehicle miles traveled.	
		Encourage improvements in travel connections across all modes to create an integrated, accessible, and seamless transportation network.	
		Maximize the cost-effectiveness of transportation improvements.	
		Encourage investments that increase the system's resilience to extreme weather events, natural disasters, and pandemics.	
		Preserve and maintain existing multimodal transportation assets in a state of good repair	
4	A transportation network that supports a sustainable and vibrant economy	Support local and regional economic development by leveraging planning and transportation funds that foster public and private investment.	**Consistent.** Although this goal is not applicable to an individual commercial development project, the Project will facilitate goods movement to the Fresno area and provide approximately 165 to 175 jobs.
		Facilitate efficient, reliable, resilient, and sustainable goods movement.	
5	A region embracing clean transportation, technology, and innovation	Support innovative mobility solutions that are accessible, affordable, reduce greenhouse gas emissions, and improve air quality.	**Consistent.** Although this goal is not applicable to an individual commercial development project, the Project would be located nearby to transit stops and thus would allow for utilization of existing transit facilities to visit the Project. In addition, the Project includes an EV parking requirement and includes 45 installed EV spaces.
		Support efforts to expand broadband access throughout the region.	**Not Applicable.**

Abbreviations:
EV - electric vehicle
NW - northwest
TDM - Transportation Demand Management
TSM - Transportation Systems Management
VMT - vehicle miles traveled

3. Greenhouse Gas (GHG) Reduction Plan Update - CEQA Project Consistency Checklist

GHG Reduction Plan Update consistency review involves the evaluation of project consistency with the applicable strategies of the GHG Reduction Plan Update. The GHG reduction strategies identified in the GHG Reduction Plan Update relies upon the General Plan and additional local measures as the basis of the development related strategies to reduce GHG emissions. This checklist is developed based on the key local GHG reduction strategies and actions identified in the GHG Reduction Plan Update that are applicable to proposed development projects. Note that not all strategies listed below will apply to all projects. For example, not all projects will meet mixed-use related policies of the General Plan, because not all projects are required to be mixed use.

Checklist Item (Check the appropriate box and provide an explanation for your answer)	Relevant General Plan Policy	Yes	No	Not Applicable (NA)	Explanation
1: Land Use and Transportation Demand Strategies					
a. Does the project include mixed-use, development? For GHG Reduction Plan consistency, mixed-use development is defined as pedestrian-friendly development that blends two or more residential, commercial, cultural, or institutional, uses, one of which must be residential	Policy UF-1-c, LU-3-b, Objective-UF 12, UF-12-a, UF-12-b, UF-12-d, Policy RC-2-a			NA	The project is not a mixed-use development as it does not include residential development.
b. Is the project high density? For GHG Reduction Plan consistency, is the project developed at 12 units per acre or higher?	LU-5-f			NA	The project is not high density.
c. Is the project infill development, pursuant to the General Plan definition of location within the City limits as of December 31, 2012?	LU-2-a, Objective-12, UF-12-a, UF-12-b, UF-12-d	yes			
d. Does the project implement pedestrian bicycle, and transit linkages with surrounding land uses and neighborhoods? For GHG Reduction Plan consistency, the project must include all sidewalks, paths, trails, and facilities required by the General Plan and Active Transportation Plan, as implemented through the Fresno Municipal Code and project conditions of approval.	Policy UF-1-c, UF-12-e, Policy RC-2-a, Objective MT-4,5,6, Policy MT-4-c, Policy MT-6-a, Policy POSS-7-h Objective MT 8, Policies MT-8-a, MT-8-b	yes			The project implements pedestrian, bicycle, and transit linkages to surrounding land uses and neighborhoods consistent with Fresno's General Plan and Active Transportation Plan.
e. If the project includes mixed-use or high density development, is it located within ½ mile of a High Quality Transit Area as defined in the City's CEQA Guidelines for Vehicle Miles Traveled? Or, is the project located within 500 feet of an existing or planned transit stop?	Policy UF-12-a, UF-12-b, LU-3-b, Objective MT 8, Policies MT-8-a, MT-8-b			NA	The project is not a mixed-use or high density development
f. Will the project accommodate a large employer (over 100 employees) and will it implement trip reduction programs such as increasing transit use, carpooling, vanpooling, bicycling, or other measures to reduce vehicle miles traveled pursuant to San Joaquin Valley Air Pollution Control District Rule 9410? See the SJVAPCD website for details: https://www.valleyair.org/rules/currntrules/r9410.pdf	Policy MT-8-b, Objective MT-9, Policy MT-10-c, San Joaquin Valley Air Pollution Control District Rule 9410	yes			The project will implement trip reduction programs to encourage carpooling and other measures to reduce employee VMT.

Checklist Item (Check the appropriate box and provide an explanation for your answer)	Relevant General Plan Policy	Yes	No	Not Applicable (NA)	Explanation
g. If the project includes modifications to the transportation network, do those improvements meet the requirements of the City of Fresno's Complete Streets Policy, adopted in October 2019? According to the policy, a complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users - including bicyclists, pedestrians, transit vehicles, trucks, and motorists - appropriate to the function and context of the facility while connecting to a larger transportation network. See City of Fresno website for details: https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2019/10/Complete-Streets-091119.pdf	MT-1-g, MT-1-h	yes			The project includes modifications to the transportation network consistent with the City's Complete Streets Policy. Such improvements include constructing sidewalk along the project frontage, constructing a multi-use path, and installing striping to better delineate the roadway cross section for different users.
h. Does the project have a less than significant VMT impact, either through satisfying screening criteria or mitigating VMT impacts, pursuant to the City's adopted VMT thresholds? See City of Fresno website for details: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2021/01/CEQA-Guidelines-for-Vehicle-Miles-Traveled-Final-Adopted-Version.pdf	MT-2-b, MT-2-c	no			The project has a significant VMT impact.
2: Electric Vehicle Strategies					
a. For new multi-family dwelling units with parking, does the project provide EV charging spaces capable of supporting future EV supply equipment (EV capable) at 10% of the parking spaces per 2019 California Green Building Standards Code (CALGREEN, Title 24, Part 11), Section 4.106.4	Policy RC-8-j			NA	The project does not consist of multi-family dwelling units.
b. For new commercial buildings, does project provide EV charging spaces capable of supporting EV capable spaces at 4% to 10% of the parking spaces per 2019 California Green Building Standards Code (CALGREEN, Title 24, Part 11), Section 5.106.5.3	Policy RC-8-j	yes			Of 889 parking spaces, there will be 45 installed EV spaces, which is 5% of the parking spaces (in range).
3: Energy Conservation Strategies					
a. Does the project meet or exceed mandatory state building energy codes? If yes, does the project follow any other GreenPoint ratings such as LEED, Energy Star or others? If yes, indicate level of certification-Silver, gold, platinum if applicable?	Policy RC-5-c, Objective RC-8, Policy RC 8-a	yes			The project meets mandatory building energy codes; Costco's warehouse designs are consistent with the requirements of LEED.
b. For commercial projects, does the project achieve net zero emissions electricity? Mark NA if project will be permitted before 2030. Mark Yes if voluntary. Add source and capacity in explanation.	Additional Recommended GHG Plan Measure, supports Objective RC-8			NA	Project buildout is in 2023.

Checklist Item (Check the appropriate box and provide an explanation for your answer)	Relevant General Plan Policy	Yes	No	Not Applicable (NA)	Explanation
4: Water Conservation Strategies					
a. Does the project meet or exceed the mandatory outdoor water use measures of the 2019 California Green Building Standards Code (CALGREEN, Title 24, Part 11), Section 4.304? If the project exceeds CalGreen Code mandatory measures provide methods in excess of requirements in the explanation. Examples include outdoor water conservation measures such as; drought tolerant landscaping plants, compliant irrigation systems, xeriscape, replacing turf etc. Provide the conservation measure that the project will include in the explanation.	Objective RC-7, Policy RC-7-a, RC-7-h	yes			The project meets the mandatory outdoor water use measures.
b. Does the project meet or exceed the mandatory indoor water use measures of the 2019 California Green Building Standards Code (CALGREEN, Title 24, Part 11), Section 4.303? If the project exceeds CalGreen Code, mandatory measures provide methods in excess of requirements in the explanation. Examples may include water conserving devices and systems such as water leak detection system, hot water pipe insulation, pressure reducing valves, energy efficient appliances such as Energy Star Certified dishwashers, washing machines, dual flush toilets, point of use and/or tankless water heaters.	Objective RC-7, Policy RC-7-a, RC-7-e	yes			The project meets the mandatory indoor water use measures. High-efficiency restroom fixtures save 40% more water.
5: Waste Diversion and Recycling Strategies					
a. Does the project implement techniques of solid waste segregation, disposal and reduction, such as recycling, composting, waste to energy technology, and/or waste separation, to reduce the volume of solid wastes that must be sent to landfill facilities?	Policy PU-9-a, RC-11-a	yes			Costco prefers full metal buildings in order to use the maximum amount of recycled material.
b. During construction will the project recycle construction and demolition waste?	Policy RC-11-a	yes			The project will recycle construction and demolition waste.
c. Does the project provide recycling canisters in public areas where trashcans are also provided?	Policy RC-11-a	yes			The project will provide recycling canisters.

Note: The GHG reduction strategies included in this checklist are based on the GHG reduction strategies identified in the Chapter 5 of the GHG Reduction Plan Update.

Appendix G

Phase II Environmental Site Assessment

February 26, 2021
Kleinfelder Project No. 20212904.001A

Costco Wholesale
999 Lake Drive
Issaquah, Washington 98027

Attention: Ms. Kim Katz
Director of Real Estate Development

Subject: Limited Phase II Environmental Site Assessment Report
Proposed Costco Warehouse and Gas Station
NE Corner of North Riverside Drive and West Herndon Avenue
Fresno, Fresno County, California 93722
N Fresno (Riverside-Relo W031) CW20-0569

Dear Mr. Katz:

Kleinfelder is pleased to provide Costco Wholesale Corporation (Costco) this Limited Phase II Environmental Site Assessment (ESA) Report concerning the proposed Costco warehouse and gas station (the "Site") on the property located at the northeastern corner of West Herndon Avenue and North Riverside Drive, in the City of Fresno, Fresno County, California (see Figure 1).

In summary, ten composite soil samples (including one duplicate) and ten discrete soil samples (including one duplicate) were collected during the Limited Phase II ESA and were submitted for laboratory analysis of organochlorine pesticides (OCPs), arsenic, and lead. The analytical results were compared by Kleinfelder to environmental and human health screening levels and hazardous waste threshold values. The comparisons indicated reported concentrations of OCPs, arsenic, and lead present in the soil samples were below their respective human health screening criteria for commercial/industrial soils, and below thresholds for classification as a California-regulated or Federal Resource Conservation and Recovery Act (RCRA) hazardous waste. Based on the analytical results, no further assessment for OCPs and metals is presently recommended.

BACKGROUND INFORMATION

The Site consists of approximately 23.74 acres of land northeast of the intersection of North Riverside Drive and West Herndon Avenue. The Site is located on a portion of one parcel of land, identified by the Fresno County Assessor as Assessor's Parcel Number (APN) 503-020-12. The Site was used as an orchard from at least 1937 through 1998. The Site has been vacant from 2006 to date. An electrical transmission line has been present extending across the Site diagonally from the northwest corner to the eastern side of the Site since at least 1964. Stockpiles of soil and debris were visible on the 2009 aerial photograph.

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DRAFT

Kleinfelder's draft Phase I ESA, dated January 15, 2021[1], identified the historical use of the Site as an orchard as a recognized environmental concern (REC) due to the potential presence of arsenic and lead in surface soils, as these metals were often used as a pesticide in orchards. Kleinfelder's Phase I ESA recommended a Limited Phase II ESA to assess the presence of arsenic, lead, and pesticides and assist in waste characterization during proposed construction activities.

LIMITED PHASE II ENVIRONMENTAL SITE ASSESSMENT

The Limited Phase II ESA scope included the following.

Health and Safety Plan Preparation

Prior to initiation of field activities, Kleinfelder prepared a Site-Specific Health and Safety Plan that includes information regarding possible chemical hazards, physical hazards, monitoring equipment, and contingency plans for emergencies that may arise during field activities. This plan was based on the general knowledge of chemical characteristics of materials likely present on the Site. Based on environmental conditions actually present, Level D Protection (with personal protective equipment including gloves, steel-toe rubber boots, hard hat, and eye protection) was adequate for performing the field activities described herein.

Soil Sampling

In total, Kleinfelder collected soil samples from 36 locations, designated SS-1a, -1b, -1c, and -1d through SS-9a, -9b, -9c, and -9d, at the Site. Soil samples were collected from the upper six inches of soil. Kleinfelder used a hand trowel to clear the vegetation from each sample location, and then packed the laboratory-provided glass jars by hand. The glass jars were then labeled with pertinent information and then promptly placed into a (water) ice-chilled cooler for temporary storage.

Prior to the collection of each sample, the hand trowel was cleaned by washing in a non-phosphate detergent (i.e., Liquinox™) and tap water wash, and then rinsing in deionized water.

Laboratory Analyses

The soil samples were submitted to ASSET Laboratories (ASSET), a California Environmental Laboratory Accreditation Program-accredited laboratory, for analysis. Soil samples were composited into nine primary soil samples (SS-1 COMPOSITE through SS-9 COMPOSITE) plus one duplicate sample (SS-7 duplicate COMPOSITE) at a four-to-one ratio and analyzed for OCPs, using United States Environmental Protection Agency (US EPA) Method 8081A. Additionally, nine primary discrete soil samples (SS-1@1c through SS-9@9c) plus one duplicate sample (SS-7 duplicate @7d) collected from across the Site were analyzed for arsenic and lead using US EPA Method 6010B.

[1] Kleinfelder, 2021. *DRAFT - Phase I Environmental Site Assessment, Proposed Costco Warehouse and Gas Station, NE Corner of North Riverside Drive and West Herndon Avenue, Fresno, Fresno County, California 93722, N Fresno (Riverside-Relo W031) CW20-0569,* January 15.

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FIELD OBSERVATIONS AND ANALYTICAL RESULTS

Soil Sampling Analytical Results

A summary of the analytical results for the soil samples follows:

- As Table 1 indicates, ten composite soil samples were analyzed for OCPs, including a duplicate collected of the SS-7 COMPOSITE soil sample. The OCPs 4,4'-dichlorodiphenyldichloroethene (4,4'-DDE), alpha-chlordane, chlordane, and gamma-chlordane had concentrations reported above method detection limits (MDL). The OCPs 4,4'-DDE and gamma-chlordane were reported at concentrations of 0.35 J milligrams per kilogram (mg/kg) and 0.32 J mg/kg, respectively, in the SS-2 COMPOSITE soil sample. The "J" qualifier indicates that the analytical result is above the MDL but below the laboratory reporting limit and is an estimated value. The OCPs alpha-chlordane, chlordane, and gamma-chlordane were reported at concentrations of 0.96 J mg/kg, 12 mg/kg, and 1.2 mg/kg, respectively, in the SS-3 COMPOSITE soil sample. Other OCPs were not present in the samples at concentrations at or above their respective reporting limit.
- As Table 2 indicates, ten discrete soil samples were analyzed arsenic and lead, including a duplicate of the SS-07@7d soil sample. Arsenic concentrations were not present in each of the samples at concentrations at or above their respective MDL. Lead concentrations were detected in each sample analyzed and ranged from 4.4 mg/kg to 7.4 mg/kg.

ASSET's laboratory report of its analyses is attached. Kleinfelder's evaluation of the analytical results is provided in the next section of this report.

EVALUATION OF ANALYTICAL RESULTS

The soil analytical results were compared to San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) Tier 1 Environmental Screening Levels (ESLs), last updated in July 2019. The Tier 1 ESLs were designed by the SFBRWQCB to be protective for properties with unrestricted land and water use, and they address media including soil, groundwater, and soil vapor along with a range of concerns including direct exposure human health risks, impact to drinking water, vapor intrusion, and impact to terrestrial habitat. Use of the Tier 1 ESLs applies the most conservative ESL for each analyte of concern. In addition to comparison with the Tier 1 ESLs, the results were also compared to the SFBRWQCB's commercial/industrial ESLs updated in July 2019.

The soil analytical results were also compared to human-health risk-based screening levels for commercial/industrial soil presented in the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC), Office of Human and Ecological Risk (HERO) Human Health Risk Assessment (HHRA) Note Number 3, last updated in June 2020, for analytes that have such values. For those analytes without published DTSC HERO screening values (DTSC-SLs) for soil, Kleinfelder compared the measured concentrations in the soil samples to the US EPA's November 2020 Regional Screening Levels (RSLs) for industrial soil (for Hazard Quotient of 1.0).

Also, in consideration of concentration thresholds for California-regulated and Federal RCRA hazardous wastes, the reported concentrations were compared to their respective California Code of Regulations (CCR) Title 22 Total Threshold Limit Concentration (TTLC) value, if an constituent has a published TTLC. Also, to assess whether soluble analysis was warranted, the reported concentrations were compared to 10 times the given constituent's CCR Title 22 Soluble Threshold Limit Concentration (STLC) and 20 times its Federal Toxicity Characteristics Leaching Potential

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(TCLP) thresholds, if the constituent has such published values (as previously discussed). The soluble results were compared to the respective STLC or TCLP threshold (as applicable). These applicable screening values are included in Tables 1 and 2.

As Table 1 indicates, the OCPs 4,4'-DDE, alpha-chlordane, chlordane, and gamma-chlordane had concentrations reported above MDLs in one or two of the composite soil samples. The reported concentration of 4,4'-DDE did not exceed the Tier 1 or commercial/industrial soil ESLs, commercial/industrial soil DTSC-SL, industrial soil RSL, or the TTLC for 4,4'-DDE. Alpha-chlordane and gamma-chlordane do not have individual screening levels; however, when alpha-chlordane and gamma-chlordane concentrations were added together with chlordane (as additive chlordane isomers), they do not exceed the commercial/industrial soil ESL, commercial/industrial soil DTSC-SL, industrial soil RSL, or the TTLC for chlordane. The chlordane concentration in the SS-2 COMPOSITE sample exceeded the Tier 1 ESL for chlordane, which is protective of terrestrial habitat, and is not a human health screening level or a construction worker exposure screening level. As the chlordane analytical result in the SS-2 COMPOSITE sample does not exceed human health screening levels, and the planned use of the property is development as a Costco warehouse and gas station, no further assessment is recommended.

As Table 2 indicates, arsenic was not detected above MDLs and lead concentrations did not exceed screening levels. However, the MDL for arsenic does exceed the arsenic Tier 1 and commercial/industrial soil ESLs, and the commercial/industrial soil DTSC-SL; though the arsenic MDL does not exceed the industrial RSL. The DTSC and SFBRWQCB have acknowledged that naturally-occurring (i.e., background) levels of arsenic in California soils commonly exceed soil risk-based screening levels for arsenic[2]. The MDL for arsenic is two orders of magnitude below naturally-occurring background arsenic levels. Therefore, it is Kleinfelder's opinion that the MDL is sufficiently low, and that arsenic is not a concern for the Site.

As also indicated in Table 2, arsenic and lead concentrations did not exceed the given metal's TTLC, 10 times the STLC, or 20 times the TTLC. Based on the analytical results, soil waste would be considered non-hazardous. Therefore, no further assessment is recommended.

CONCLUSIONS AND RECOMMENDATIONS

Kleinfelder's field observations and evaluations of the analytical results of the 54 samples collected and analyzed during this Limited Phase II ESA have revealed the following:

- The reported OCP concentrations do not exceed the commercial/industrial ESLs, DTSC-SLs, and RSLs for soil. Chlordane in one composite soil sample exceeds the Tier 1 ESL for terrestrial habitat, which is not directly applicable to the commercial development of the Site.
- Arsenic was not detected above the laboratory MDLs.
- Reported lead concentrations in the soil samples did not exceed its respective Tier 1 ESL, or commercial/industrial ESLs, DTSC-SLs, or RSLs.

[2] Bradford, GR, Chang AC, Page AL, Bakhtar D, Frampton JA, Wright H, 1996. *Background Concentrations of Trace Metals and Major Elements in California Soils*, Kearney Foundation of Soil Science, Division of Agriculture and Natural Resources, University of California, March 1996.

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- Kleinfelder understands the Site area sampled will be developed by Costco as a parking lot. Based on the analytical results, no further assessment for OCPs and metals is presently recommended.

LIMITATIONS

Kleinfelder performed this assessment and prepared this report in accordance with generally accepted standards of care that exist in California at this time. This report may be used only by Costco and only for the purposes stated, within a reasonable time from its issuance, but in no event later than 5 years from the date of the report. All information gathered by Kleinfelder is considered confidential and will be released only upon written authorization of Costco or as required by law. Non-compliance with any of these requirements by Costco, unless specifically agreed to in advance by Kleinfelder in writing, will release Kleinfelder from any liability resulting from the use of this report by any unauthorized party, but only to the extent of any such non-compliance by Costco. Further limitations applicable hereto may be set forth in Costco's written agreement with Kleinfelder covering the work performed herein.

Kleinfelder's professional opinions and recommendations are based on a limited number of field observations and tests, designed, collected, and performed in accordance with the generally accepted engineering practice that exists at the time. Consequently, no warranty or guarantee, expressed or implied, is intended or made.

CLOSING REMARKS

Thank you for the opportunity to provide Kleinfelder's professional environmental services to Costco. Kleinfelder looks forward to future work with you on other projects. Please feel free to call the undersigned should you have questions.

Sincerely,

KLEINFELDER, INC.

Lindsey Dandridge-Perry
Project Professional

Lizanne Simmons, PG 7431
Senior Principal Geologist

cc: Andy Franks, Kleinfelder

Paolo Dizon, Kleinfelder

Attachments: Figure
1 – Sample Location Map
Tables
1 – Soil Analytical Results Summary – Organochlorine Pesticides
2 – Soil Analytical Results Summary – Arsenic and Lead
Analytical Laboratory Report

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FIGURE

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PROJECT:	20212904
DRAWN:	FEB 2021
DRAWN BY:	KFH
CHECKED BY:	LDP
FILE NAME:	PhaseII_Fig1.mxd

SAMPLE LOCATION MAP

LIMITED PHASE II ENVIRONMENTAL SITE ASSESSMENT
PROPOSED COSTCO WAREHOUSE AND GAS STATION
NE CORNER OF NORTH RIVERSIDE DRIVE
AND WEST HERNDON AVENUE
FRESNO, FRESNO COUNTY, CALIFORNIA 93722
N FRESNO (RIVERSIDE-RELO W031) CW20-0569

FIGURE
1

PLOTTED: 2/26/2021 11:32:40 AM, KHagan
FILE: L:\2021\20211904.001A - CSM Costco Carson CA ENV\2.0 Technical Information\2.8 GIS
LAGUNA HILLS, CA

TABLES

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Table 1
Soil Analytical Results Summary – Organochlorine Pesticides
Proposed Costco Warehouse and Gas Station
Northeast Corner of North Riverside Drive and West Herndon Avenue
Fresno, California 93722

Sample	Date Sampled	4,4'-DDD µg/kg 8081A	4,4'-DDE µg/kg 8081A	4,4'-DDT µg/kg 8081A	alpha-Chlordane µg/kg 8081A	Chlordane µg/kg 8081A	gamma-Chlordane µg/kg 8081A	Other OCPs µg/kg 8081A
SS-1 COMPOSITE	2/16/2021	ND<0.68	ND<0.35	ND<0.43	ND<0.52	ND<2.4	ND<0.28	ND<0.24-15
SS-2 COMPOSITE	2/16/2021	ND<0.67	0.35 J	ND<0.43	ND<0.52	ND<2.4	0.32 J	ND<0.24-15
SS-3 COMPOSITE	2/16/2021	ND<0.67	ND<0.35	ND<0.43	0.96 J	12	1.2	ND<0.24-15
SS-4 COMPOSITE	2/16/2021	ND<0.68	ND<0.35	ND<0.43	ND<0.52	ND<2.4	ND<0.28	ND<0.24-15
SS-5 COMPOSITE	2/16/2021	ND<0.68	ND<0.35	ND<0.43	ND<0.52	ND<2.4	ND<0.28	ND<0.24-15
SS-6 COMPOSITE	2/16/2021	ND<0.67	ND<0.35	ND<0.43	ND<0.52	ND<2.4	ND<0.28	ND<0.24-15
SS-7 COMPOSITE	2/16/2021	ND<0.68	ND<0.35	ND<0.43	ND<0.52	ND<2.4	ND<0.28	ND<0.24-15
SS-7 duplicate COMPOSITE	2/16/2021	ND<0.67	ND<0.35	ND<0.43	ND<0.52	ND<2.4	ND<0.27	ND<0.24-15
SS-8 COMPOSITE	2/16/2021	ND<0.67	ND<0.35	ND<0.43	ND<0.51	ND<2.3	ND<0.27	ND<0.23-14
SS-9 COMPOSITE	2/16/2021	ND<0.67	ND<0.35	ND<0.43	ND<0.52	ND<2.4	ND<0.28	ND<0.24-14
ESL - Tier 1		2,700	330	110	NV	8.5	NV	Vary by analyte or NV
ESL - Commercial/Industrial		12,000	8,300	8,500	NV	2,200	NV	Vary by analyte or NV
DTSC-SL - Commercial/Industrial		6,200	9,300	7,100	NV	6,100	NV	Vary by analyte or NV
RSL - Industrial		9,600	9,300	8,500	NV	7,700	NV	Vary by analyte or NV
TTLC (µg/kg)		1,000	1,000	1,000	NV	2,500	NV	Vary by analyte or NV
STLC (µg/L)		100	100	100	NV	250	NV	Vary by analyte or NV
TCLP (µg/L)		NV	NV	NV	NV	30	NV	Vary by analyte or NV
10 x STLC		1,000	1,000	1,000	NV	2,500	NV	Vary by analyte or NV
20 x TCLP		NV	NV	NV	NV	600	NV	Vary by analyte or NV

Notes:

DDD	Dichlorodiphenyldichloroethane.
DDE	Dichlorodiphenyldichloroethene.
DDT	Dichlorodiphenyltrichloroethane.
OCPs	Organochlorine pesticides, analyzed using US EPA Method 8081.
µg/kg	Micrograms per kilogram.
µg/L	Micrograms per liter.
8081A	United States Environmental Protection Agency (US EPA) analytical method number.
ND<X	Not detected at a concentration at or above the laboratory method detection limit, which follows the "less than" symbol (<).
NV	Analyte has no published value.
ESL	San Francisco Bay Regional Water Quality Control Board Environmental Screening Level for shallow soils (July 2019).
DTSC-SL	Department of Toxic Substances Control-recommended modified screening level for commercial/industrial soil (June 2020).
RSL	US EPA Regional Screening Level for industrial soil (November 2020).
TTLC	California Code of Regulations Title 22 Total Threshold Limit Concentration.
STLC	California Code of Regulations Title 22 Soluble Threshold Limit Concentration.
TCLP	Federal Toxicity Characteristic Leaching Procedure.

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Table 2
Soil Analytical Results Summary – Arsenic and Lead
Proposed Costco Warehouse and Gas Station
Northeast Corner of North Riverside Drive and West Herndon Avenue
Fresno, California 93722

Sample	Date Sampled	Arsenic (mg/kg) 6010B	Lead (mg/kg) 6010B
SS-01@1c	2/16/2021	ND<0.54	5.8
SS-02@2d	2/16/2021	ND<0.54	5.5
SS-03@3b	2/16/2021	ND<0.54	6.1
SS-04@4d	2/16/2021	ND<0.54	5.8
SS-05@5a	2/16/2021	ND<0.54	4.4
SS-06@6a	2/16/2021	ND<0.54	6.1
SS-07@7d	2/16/2021	ND<0.54	5.6
SS-07 duplicate @7d	2/16/2021	ND<0.54	5.6
SS-08@8b	2/16/2021	ND<0.54	5.6
SS-09@9c	2/16/2021	ND<0.54	7.4
ESL - Tier 1		0.067	32
ESL - Commercial/Industrial		0.31	320
DTSC-SL - Commercial/Industrial		0.36	320
RSL - Industrial		3.0	800
TTLC		500	1,000
STLC (mg/L)		5.0	5.0
TCLP (mg/L)		5.0	5.0
	10 x STLC	50	50
	20 x TCLP	100	100

Notes:

mg/kg	Milligrams per kilogram.
mg/L	Milligrams per liter.
6010B	United States Environmental Protection Agency (US EPA
ND<X	Not present at a concentration at or above the method de
ESL	San Francisco Bay Regional Water Quality Control Board
DTSC-SL	Department of Toxic Substances Control-recommended s
RSL	US EPA Regional Screening Level for industrial soil (Nov
TTLC	California Code of Regulations Title 22 Total Threshold L
STLC	California Code of Regulations Title 22 Soluble Threshol
TCLP	Federal Toxicity Characteristic Leaching Procedure.

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ANALYTICAL LABORATORY REPORTS

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February 18, 2021

Lindsey Dandridge-Perry
Kleinfelder
24411 Ridge Route Dr. #225
Laguna Hills, CA 92653

TEL: (949) 585-3133
FAX:

Workorder No.: N044190

RE: Fresno Phase II, 20212901.001A Task 03

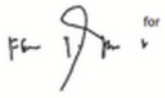
Attention: Lindsey Dandridge-Perry

Enclosed are the results for sample(s) received on February 16, 2021 by ASSET Laboratories. The sample(s) are tested for the parameters as indicated in the enclosed chain of custody in accordance with the applicable laboratory certifications.

Thank you for the opportunity to service the needs of your company.

Please feel free to call me at (562) 219-7435 if I can be of further assistance to your company.

Sincerely,



Andrew Garaniel
Laboratory Director

The cover letter is an integral part of this analytical report. This Laboratory Report cannot be reproduced in part or in its entirety without written permission from the client and ASSET Laboratories - California.

CLIENT: Kleinfelder
Project: Fresno Phase II, 20212901.001A Task 03
Lab Order: N044190

CASE NARRATIVE

SAMPLE RECEIVING/GENERAL COMMENTS:

All sample containers were received intact with proper chain of custody documentation.

Information on sample receipt conditions including discrepancies can be found in attached Sample Receipt Checklist Form.

Cooler temperature and sample preservation were verified upon receipt of samples if applicable.

Samples were analyzed within method holding time.

Results were J-Flag. "J" is used to flag those results that are between the PQL (Practical Quantitation Limit) and the calculated MDL (Method Detection Limit). Results that are "J" Flagged are estimated values since it becomes difficult to accurately quantitate the analyte near the MDL.

Analytical comments for EPA 8081A:

RPD for Matrix Spike (MS)/Matrix Spike Duplicate (MSD) is outside criteria on analyte 4,4´-DDT; however, the analytical batch was validated by the Laboratory Control Sample (LCS).

CLIENT: Kleinfelder
Project: Fresno Phase II, 20212901.001A Task 03
Lab Order: N044190
Contract No:

Work Order Sample Summary

Lab Sample ID	Client Sample ID	Matrix	Collection Date	Date Received	Date Reported
N044190-001A	SS-1a	Soil	2/16/2021 8:05:00 AM	2/16/2021	2/18/2021
N044190-002A	SS-1b	Soil	2/16/2021 8:15:00 AM	2/16/2021	2/18/2021
N044190-003A	SS-1c	Soil	2/16/2021 8:10:00 AM	2/16/2021	2/18/2021
N044190-004A	SS-1d	Soil	2/16/2021 8:20:00 AM	2/16/2021	2/18/2021
N044190-005A	SS-1 COMPOSITE	Soil	2/16/2021	2/16/2021	2/18/2021
N044190-006A	SS-2a	Soil	2/16/2021 8:30:00 AM	2/16/2021	2/18/2021
N044190-007A	SS-2b	Soil	2/16/2021 8:35:00 AM	2/16/2021	2/18/2021
N044190-008A	SS-2c	Soil	2/16/2021 8:50:00 AM	2/16/2021	2/18/2021
N044190-009A	SS-2d	Soil	2/16/2021 8:40:00 AM	2/16/2021	2/18/2021
N044190-010A	SS-2 COMPOSITE	Soil	2/16/2021	2/16/2021	2/18/2021
N044190-011A	SS-3a	Soil	2/16/2021 9:55:00 AM	2/16/2021	2/18/2021
N044190-012A	SS-3b	Soil	2/16/2021 9:45:00 AM	2/16/2021	2/18/2021
N044190-013A	SS-3c	Soil	2/16/2021 10:00:00 AM	2/16/2021	2/18/2021
N044190-014A	SS-3d	Soil	2/16/2021 9:40:00 AM	2/16/2021	2/18/2021
N044190-015A	SS-3 COMPOSITE	Soil	2/16/2021	2/16/2021	2/18/2021
N044190-016A	SS-4a	Soil	2/16/2021 9:00:00 AM	2/16/2021	2/18/2021
N044190-017A	SS-4b	Soil	2/16/2021 9:07:00 AM	2/16/2021	2/18/2021
N044190-018A	SS-4c	Soil	2/16/2021 9:25:00 AM	2/16/2021	2/18/2021
N044190-019A	SS-4d	Soil	2/16/2021 9:15:00 AM	2/16/2021	2/18/2021
N044190-020A	SS-4 COMPOSITE	Soil	2/16/2021	2/16/2021	2/18/2021
N044190-021A	SS-5a	Soil	2/16/2021 12:00:00 PM	2/16/2021	2/18/2021
N044190-022A	SS-5b	Soil	2/16/2021 12:20:00 PM	2/16/2021	2/18/2021
N044190-023A	SS-5c	Soil	2/16/2021 12:10:00 PM	2/16/2021	2/18/2021
N044190-024A	SS-5d	Soil	2/16/2021 12:15:00 PM	2/16/2021	2/18/2021
N044190-025A	SS-5 COMPOSITE	Soil	2/16/2021	2/16/2021	2/18/2021
N044190-026A	SS-6a	Soil	2/16/2021 12:25:00 PM	2/16/2021	2/18/2021
N044190-027A	SS-6b	Soil	2/16/2021 12:35:00 PM	2/16/2021	2/18/2021
N044190-028A	SS-6c	Soil	2/16/2021 12:45:00 PM	2/16/2021	2/18/2021
N044190-029A	SS-6d	Soil	2/16/2021 12:40:00 PM	2/16/2021	2/18/2021

CLIENT: Kleinfelder
Project: Fresno Phase II, 20212901.001A Task 03
Lab Order: N044190
Contract No:

Work Order Sample Summary

Lab Sample ID	Client Sample ID	Matrix	Collection Date	Date Received	Date Reported
N044190-030A	SS-6 COMPOSITE	Soil	2/16/2021	2/16/2021	2/18/2021
N044190-031A	SS-7a	Soil	2/16/2021 2:10:00 PM	2/16/2021	2/18/2021
N044190-032A	SS-7b	Soil	2/16/2021 1:55:00 PM	2/16/2021	2/18/2021
N044190-033A	SS-7c	Soil	2/16/2021 2:25:00 PM	2/16/2021	2/18/2021
N044190-034A	SS-7d	Soil	2/16/2021 1:30:00 PM	2/16/2021	2/18/2021
N044190-035A	SS-7 COMPOSITE	Soil	2/16/2021	2/16/2021	2/18/2021
N044190-036A	SS-7a duplicate	Soil	2/16/2021 2:15:00 PM	2/16/2021	2/18/2021
N044190-037A	SS-7b duplicate	Soil	2/16/2021 2:00:00 PM	2/16/2021	2/18/2021
N044190-038A	SS-7c duplicate	Soil	2/16/2021 2:30:00 PM	2/16/2021	2/18/2021
N044190-039A	SS-7d duplicate	Soil	2/16/2021 1:35:00 PM	2/16/2021	2/18/2021
N044190-040A	SS-7 duplicate COMPOSITE	Soil	2/16/2021	2/16/2021	2/18/2021
N044190-041A	SS-8a	Soil	2/16/2021 12:50:00 PM	2/16/2021	2/18/2021
N044190-042A	SS-8b	Soil	2/16/2021 12:55:00 PM	2/16/2021	2/18/2021
N044190-043A	SS-8c	Soil	2/16/2021 1:10:00 PM	2/16/2021	2/18/2021
N044190-044A	SS-8d	Soil	2/16/2021 1:05:00 PM	2/16/2021	2/18/2021
N044190-045A	SS-8 COMPOSITE	Soil	2/16/2021	2/16/2021	2/18/2021
N044190-046A	SS-9a	Soil	2/16/2021 2:40:00 PM	2/16/2021	2/18/2021
N044190-047A	SS-9b	Soil	2/16/2021 2:45:00 PM	2/16/2021	2/18/2021
N044190-048A	SS-9c	Soil	2/16/2021 2:55:00 PM	2/16/2021	2/18/2021
N044190-049A	SS-9d	Soil	2/16/2021 3:05:00 PM	2/16/2021	2/18/2021
N044190-050A	SS-9 COMPOSITE	Soil	2/16/2021	2/16/2021	2/18/2021
N044190-051A	SS-01@1c	Soil	2/16/2021 8:12:00 AM	2/16/2021	2/18/2021
N044190-052A	SS-02@2d	Soil	2/16/2021 8:43:00 AM	2/16/2021	2/18/2021
N044190-053A	SS-03@3b	Soil	2/16/2021 9:50:00 AM	2/16/2021	2/18/2021
N044190-054A	SS-04@4d	Soil	2/16/2021 9:20:00 AM	2/16/2021	2/18/2021
N044190-055A	SS-05@5a	Soil	2/16/2021 12:05:00 PM	2/16/2021	2/18/2021
N044190-056A	SS-06@6a	Soil	2/16/2021 12:30:00 PM	2/16/2021	2/18/2021
N044190-057A	SS-07@7d	Soil	2/16/2021 1:40:00 PM	2/16/2021	2/18/2021
N044190-058A	SS-07 duplicate@7d	Soil	2/16/2021 1:45:00 PM	2/16/2021	2/18/2021
N044190-059A	SS-08@8b	Soil	2/16/2021 1:00:00 PM	2/16/2021	2/18/2021

CLIENT: Kleinfelder
Project: Fresno Phase II, 20212901.001A Task 03
Lab Order: N044190
Contract No:

Work Order Sample Summary

Lab Sample ID	Client Sample ID	Matrix	Collection Date	Date Received	Date Reported
N044190-060A	SS-09@9c	Soil	2/16/2021 3:00:00 PM	2/16/2021	2/18/2021

CLIENT: Kleinfelder
Lab Order: N044190
Project: Fresno Phase II, 20212901.001A Task 03
Lab ID: N044190-005

Client Sample ID: SS-1 COMPOSITE
Collection Date: 2/16/2021
Matrix: SOIL

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
ORGANOCHLORINE PESTICIDES BY GC/ECD							
EPA 3546			**EPA 8081A**				
RunID: **NV00922-GC7_210217A** QC Batch: **85282**					PrepDate: **2/17/2021**		Analyst: **YG**
4,4´-DDD	ND	0.68	2.0		µg/Kg	1	2/17/2021 02:31 PM
4,4´-DDE	ND	0.35	2.0		µg/Kg	1	2/17/2021 02:31 PM
4,4´-DDT	ND	0.43	2.0		µg/Kg	1	2/17/2021 02:31 PM
Aldrin	ND	0.28	1.0		µg/Kg	1	2/17/2021 02:31 PM
alpha-BHC	ND	0.44	1.0		µg/Kg	1	2/17/2021 02:31 PM
alpha-Chlordane	ND	0.52	1.0		µg/Kg	1	2/17/2021 02:31 PM
beta-BHC	ND	0.35	1.0		µg/Kg	1	2/17/2021 02:31 PM
Chlordane	ND	2.4	8.5		µg/Kg	1	2/17/2021 02:31 PM
delta-BHC	ND	0.45	1.0		µg/Kg	1	2/17/2021 02:31 PM
Dieldrin	ND	0.44	2.0		µg/Kg	1	2/17/2021 02:31 PM
Endosulfan I	ND	0.30	1.0		µg/Kg	1	2/17/2021 02:31 PM
Endosulfan II	ND	0.61	2.0		µg/Kg	1	2/17/2021 02:31 PM
Endosulfan sulfate	ND	0.49	2.0		µg/Kg	1	2/17/2021 02:31 PM
Endrin	ND	1.0	2.0		µg/Kg	1	2/17/2021 02:31 PM
Endrin aldehyde	ND	0.90	2.0		µg/Kg	1	2/17/2021 02:31 PM
Endrin ketone	ND	0.58	2.0		µg/Kg	1	2/17/2021 02:31 PM
gamma-BHC	ND	0.24	1.0		µg/Kg	1	2/17/2021 02:31 PM
gamma-Chlordane	ND	0.28	1.0		µg/Kg	1	2/17/2021 02:31 PM
Heptachlor	ND	0.60	1.0		µg/Kg	1	2/17/2021 02:31 PM
Heptachlor epoxide	ND	0.27	1.0		µg/Kg	1	2/17/2021 02:31 PM
Methoxychlor	ND	2.8	8.5		µg/Kg	1	2/17/2021 02:31 PM
Toxaphene	ND	15	85		µg/Kg	1	2/17/2021 02:31 PM
Surr: Tetrachloro-m-xylene	49.9	0	32-100		%REC	1	2/17/2021 02:31 PM
Surr: Decachlorobiphenyl	56.0	0	26-104		%REC	1	2/17/2021 02:31 PM

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range
H	Holding times for preparation or analysis exceeded	J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit	S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified	DO	Surrogate Diluted Out

CLIENT: Kleinfelder
Lab Order: N044190
Project: Fresno Phase II, 20212901.001A Task 03
Lab ID: N044190-010

Client Sample ID: SS-2 COMPOSITE
Collection Date: 2/16/2021
Matrix: SOIL

ORGANOCHLORINE PESTICIDES BY GC/ECD

EPA 3546 **EPA 8081A**

RunID: **NV00922-GC7_210217A** QC Batch: **85282** PrepDate: **2/17/2021** Analyst: **YG**

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
4,4´-DDD	ND	0.67	2.0		µg/Kg	1	2/17/2021 02:57 PM
4,4´-DDE	0.35	0.35	2.0	J	µg/Kg	1	2/17/2021 02:57 PM
4,4´-DDT	ND	0.43	2.0		µg/Kg	1	2/17/2021 02:57 PM
Aldrin	ND	0.28	1.0		µg/Kg	1	2/17/2021 02:57 PM
alpha-BHC	ND	0.43	1.0		µg/Kg	1	2/17/2021 02:57 PM
alpha-Chlordane	ND	0.52	1.0		µg/Kg	1	2/17/2021 02:57 PM
beta-BHC	ND	0.34	1.0		µg/Kg	1	2/17/2021 02:57 PM
Chlordane	ND	2.4	8.5		µg/Kg	1	2/17/2021 02:57 PM
delta-BHC	ND	0.45	1.0		µg/Kg	1	2/17/2021 02:57 PM
Dieldrin	ND	0.44	2.0		µg/Kg	1	2/17/2021 02:57 PM
Endosulfan I	ND	0.30	1.0		µg/Kg	1	2/17/2021 02:57 PM
Endosulfan II	ND	0.61	2.0		µg/Kg	1	2/17/2021 02:57 PM
Endosulfan sulfate	ND	0.48	2.0		µg/Kg	1	2/17/2021 02:57 PM
Endrin	ND	1.0	2.0		µg/Kg	1	2/17/2021 02:57 PM
Endrin aldehyde	ND	0.90	2.0		µg/Kg	1	2/17/2021 02:57 PM
Endrin ketone	ND	0.58	2.0		µg/Kg	1	2/17/2021 02:57 PM
gamma-BHC	ND	0.24	1.0		µg/Kg	1	2/17/2021 02:57 PM
gamma-Chlordane	0.32	0.28	1.0	J	µg/Kg	1	2/17/2021 02:57 PM
Heptachlor	ND	0.60	1.0		µg/Kg	1	2/17/2021 02:57 PM
Heptachlor epoxide	ND	0.27	1.0		µg/Kg	1	2/17/2021 02:57 PM
Methoxychlor	ND	2.8	8.5		µg/Kg	1	2/17/2021 02:57 PM
Toxaphene	ND	14	85		µg/Kg	1	2/17/2021 02:57 PM
Surr: Tetrachloro-m-xylene	52.6	0	32-100		%REC	1	2/17/2021 02:57 PM
Surr: Decachlorobiphenyl	54.7	0	26-104		%REC	1	2/17/2021 02:57 PM

Qualifiers:

B	Analyte detected in the associated Method Blank
E	Value above quantitation range
H	Holding times for preparation or analysis exceeded
J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit
S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified
DO	Surrogate Diluted Out

CLIENT: Kleinfelder
Lab Order: N044190
Project: Fresno Phase II, 20212901.001A Task 03
Lab ID: N044190-015

Client Sample ID: SS-3 COMPOSITE
Collection Date: 2/16/2021
Matrix: SOIL

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
ORGANOCHLORINE PESTICIDES BY GC/ECD							
EPA 3546			**EPA 8081A**				
RunID: **NV00922-GC7_210217A** QC Batch: **85282**				PrepDate:		**2/17/2021**	Analyst: **YG**
4,4´-DDD	ND	0.67	2.0		µg/Kg	1	2/17/2021 03:22 PM
4,4´-DDE	ND	0.35	2.0		µg/Kg	1	2/17/2021 03:22 PM
4,4´-DDT	ND	0.43	2.0		µg/Kg	1	2/17/2021 03:22 PM
Aldrin	ND	0.28	1.0		µg/Kg	1	2/17/2021 03:22 PM
alpha-BHC	ND	0.44	1.0		µg/Kg	1	2/17/2021 03:22 PM
alpha-Chlordane	0.96	0.52	1.0	J	µg/Kg	1	2/17/2021 03:22 PM
beta-BHC	ND	0.35	1.0		µg/Kg	1	2/17/2021 03:22 PM
Chlordane	12	2.4	8.5		µg/Kg	1	2/17/2021 03:22 PM
delta-BHC	ND	0.45	1.0		µg/Kg	1	2/17/2021 03:22 PM
Dieldrin	ND	0.44	2.0		µg/Kg	1	2/17/2021 03:22 PM
Endosulfan I	ND	0.30	1.0		µg/Kg	1	2/17/2021 03:22 PM
Endosulfan II	ND	0.61	2.0		µg/Kg	1	2/17/2021 03:22 PM
Endosulfan sulfate	ND	0.49	2.0		µg/Kg	1	2/17/2021 03:22 PM
Endrin	ND	1.0	2.0		µg/Kg	1	2/17/2021 03:22 PM
Endrin aldehyde	ND	0.90	2.0		µg/Kg	1	2/17/2021 03:22 PM
Endrin ketone	ND	0.58	2.0		µg/Kg	1	2/17/2021 03:22 PM
gamma-BHC	ND	0.24	1.0		µg/Kg	1	2/17/2021 03:22 PM
gamma-Chlordane	1.2	0.28	1.0		µg/Kg	1	2/17/2021 03:22 PM
Heptachlor	ND	0.60	1.0		µg/Kg	1	2/17/2021 03:22 PM
Heptachlor epoxide	ND	0.27	1.0		µg/Kg	1	2/17/2021 03:22 PM
Methoxychlor	ND	2.8	8.5		µg/Kg	1	2/17/2021 03:22 PM
Toxaphene	ND	15	85		µg/Kg	1	2/17/2021 03:22 PM
Surr: Tetrachloro-m-xylene	53.7	0	32-100		%REC	1	2/17/2021 03:22 PM
Surr: Decachlorobiphenyl	51.5	0	26-104		%REC	1	2/17/2021 03:22 PM

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range
H	Holding times for preparation or analysis exceeded	J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit	S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified	DO	Surrogate Diluted Out

CLIENT: Kleinfelder
Lab Order: N044190
Project: Fresno Phase II, 20212901.001A Task 03
Lab ID: N044190-020

Client Sample ID: SS-4 COMPOSITE
Collection Date: 2/16/2021
Matrix: SOIL

ORGANOCHLORINE PESTICIDES BY GC/ECD

EPA 3546 **EPA 8081A**

RunID: **NV00922-GC7_210217A** QC Batch: **85282** PrepDate: **2/17/2021** Analyst: **YG**

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
4,4´-DDD	ND	0.68	2.0		µg/Kg	1	2/17/2021 04:20 PM
4,4´-DDE	ND	0.35	2.0		µg/Kg	1	2/17/2021 04:20 PM
4,4´-DDT	ND	0.43	2.0		µg/Kg	1	2/17/2021 04:20 PM
Aldrin	ND	0.28	1.0		µg/Kg	1	2/17/2021 04:20 PM
alpha-BHC	ND	0.44	1.0		µg/Kg	1	2/17/2021 04:20 PM
alpha-Chlordane	ND	0.52	1.0		µg/Kg	1	2/17/2021 04:20 PM
beta-BHC	ND	0.35	1.0		µg/Kg	1	2/17/2021 04:20 PM
Chlordane	ND	2.4	8.5		µg/Kg	1	2/17/2021 04:20 PM
delta-BHC	ND	0.45	1.0		µg/Kg	1	2/17/2021 04:20 PM
Dieldrin	ND	0.44	2.0		µg/Kg	1	2/17/2021 04:20 PM
Endosulfan I	ND	0.30	1.0		µg/Kg	1	2/17/2021 04:20 PM
Endosulfan II	ND	0.61	2.0		µg/Kg	1	2/17/2021 04:20 PM
Endosulfan sulfate	ND	0.49	2.0		µg/Kg	1	2/17/2021 04:20 PM
Endrin	ND	1.0	2.0		µg/Kg	1	2/17/2021 04:20 PM
Endrin aldehyde	ND	0.90	2.0		µg/Kg	1	2/17/2021 04:20 PM
Endrin ketone	ND	0.58	2.0		µg/Kg	1	2/17/2021 04:20 PM
gamma-BHC	ND	0.24	1.0		µg/Kg	1	2/17/2021 04:20 PM
gamma-Chlordane	ND	0.28	1.0		µg/Kg	1	2/17/2021 04:20 PM
Heptachlor	ND	0.60	1.0		µg/Kg	1	2/17/2021 04:20 PM
Heptachlor epoxide	ND	0.27	1.0		µg/Kg	1	2/17/2021 04:20 PM
Methoxychlor	ND	2.8	8.5		µg/Kg	1	2/17/2021 04:20 PM
Toxaphene	ND	15	85		µg/Kg	1	2/17/2021 04:20 PM
Surr: Tetrachloro-m-xylene	57.1	0	32-100		%REC	1	2/17/2021 04:20 PM
Surr: Decachlorobiphenyl	58.9	0	26-104		%REC	1	2/17/2021 04:20 PM

Qualifiers:

B	Analyte detected in the associated Method Blank
E	Value above quantitation range
H	Holding times for preparation or analysis exceeded
J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit
S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified
DO	Surrogate Diluted Out

CLIENT: Kleinfelder
Lab Order: N044190
Project: Fresno Phase II, 20212901.001A Task 03
Lab ID: N044190-025

Client Sample ID: SS-5 COMPOSITE
Collection Date: 2/16/2021
Matrix: SOIL

ORGANOCHLORINE PESTICIDES BY GC/ECD

EPA 3546 **EPA 8081A**

RunID: **NV00922-GC7_210217A** QC Batch: **85282** PrepDate: **2/17/2021** Analyst: **YG**

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
4,4´-DDD	ND	0.68	2.0		µg/Kg	1	2/17/2021 04:46 PM
4,4´-DDE	ND	0.35	2.0		µg/Kg	1	2/17/2021 04:46 PM
4,4´-DDT	ND	0.43	2.0		µg/Kg	1	2/17/2021 04:46 PM
Aldrin	ND	0.28	1.0		µg/Kg	1	2/17/2021 04:46 PM
alpha-BHC	ND	0.44	1.0		µg/Kg	1	2/17/2021 04:46 PM
alpha-Chlordane	ND	0.52	1.0		µg/Kg	1	2/17/2021 04:46 PM
beta-BHC	ND	0.35	1.0		µg/Kg	1	2/17/2021 04:46 PM
Chlordane	ND	2.4	8.5		µg/Kg	1	2/17/2021 04:46 PM
delta-BHC	ND	0.45	1.0		µg/Kg	1	2/17/2021 04:46 PM
Dieldrin	ND	0.44	2.0		µg/Kg	1	2/17/2021 04:46 PM
Endosulfan I	ND	0.30	1.0		µg/Kg	1	2/17/2021 04:46 PM
Endosulfan II	ND	0.61	2.0		µg/Kg	1	2/17/2021 04:46 PM
Endosulfan sulfate	ND	0.49	2.0		µg/Kg	1	2/17/2021 04:46 PM
Endrin	ND	1.0	2.0		µg/Kg	1	2/17/2021 04:46 PM
Endrin aldehyde	ND	0.90	2.0		µg/Kg	1	2/17/2021 04:46 PM
Endrin ketone	ND	0.58	2.0		µg/Kg	1	2/17/2021 04:46 PM
gamma-BHC	ND	0.24	1.0		µg/Kg	1	2/17/2021 04:46 PM
gamma-Chlordane	ND	0.28	1.0		µg/Kg	1	2/17/2021 04:46 PM
Heptachlor	ND	0.60	1.0		µg/Kg	1	2/17/2021 04:46 PM
Heptachlor epoxide	ND	0.27	1.0		µg/Kg	1	2/17/2021 04:46 PM
Methoxychlor	ND	2.8	8.5		µg/Kg	1	2/17/2021 04:46 PM
Toxaphene	ND	15	85		µg/Kg	1	2/17/2021 04:46 PM
Surr: Tetrachloro-m-xylene	61.0	0	32-100		%REC	1	2/17/2021 04:46 PM
Surr: Decachlorobiphenyl	55.0	0	26-104		%REC	1	2/17/2021 04:46 PM

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range
H	Holding times for preparation or analysis exceeded	J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit	S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified	DO	Surrogate Diluted Out

CLIENT: Kleinfelder
Lab Order: N044190
Project: Fresno Phase II, 20212901.001A Task 03
Lab ID: N044190-030

Client Sample ID: SS-6 COMPOSITE
Collection Date: 2/16/2021
Matrix: SOIL

ORGANOCHLORINE PESTICIDES BY GC/ECD

EPA 3546 **EPA 8081A**

RunID: **NV00922-GC7_210217A** QC Batch: **85282** PrepDate: **2/17/2021** Analyst: **YG**

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
4,4´-DDD	ND	0.67	2.0		µg/Kg	1	2/17/2021 05:12 PM
4,4´-DDE	ND	0.35	2.0		µg/Kg	1	2/17/2021 05:12 PM
4,4´-DDT	ND	0.43	2.0		µg/Kg	1	2/17/2021 05:12 PM
Aldrin	ND	0.28	1.0		µg/Kg	1	2/17/2021 05:12 PM
alpha-BHC	ND	0.43	1.0		µg/Kg	1	2/17/2021 05:12 PM
alpha-Chlordane	ND	0.52	1.0		µg/Kg	1	2/17/2021 05:12 PM
beta-BHC	ND	0.34	1.0		µg/Kg	1	2/17/2021 05:12 PM
Chlordane	ND	2.4	8.5		µg/Kg	1	2/17/2021 05:12 PM
delta-BHC	ND	0.45	1.0		µg/Kg	1	2/17/2021 05:12 PM
Dieldrin	ND	0.44	2.0		µg/Kg	1	2/17/2021 05:12 PM
Endosulfan I	ND	0.30	1.0		µg/Kg	1	2/17/2021 05:12 PM
Endosulfan II	ND	0.61	2.0		µg/Kg	1	2/17/2021 05:12 PM
Endosulfan sulfate	ND	0.48	2.0		µg/Kg	1	2/17/2021 05:12 PM
Endrin	ND	1.0	2.0		µg/Kg	1	2/17/2021 05:12 PM
Endrin aldehyde	ND	0.90	2.0		µg/Kg	1	2/17/2021 05:12 PM
Endrin ketone	ND	0.58	2.0		µg/Kg	1	2/17/2021 05:12 PM
gamma-BHC	ND	0.24	1.0		µg/Kg	1	2/17/2021 05:12 PM
gamma-Chlordane	ND	0.28	1.0		µg/Kg	1	2/17/2021 05:12 PM
Heptachlor	ND	0.60	1.0		µg/Kg	1	2/17/2021 05:12 PM
Heptachlor epoxide	ND	0.27	1.0		µg/Kg	1	2/17/2021 05:12 PM
Methoxychlor	ND	2.8	8.5		µg/Kg	1	2/17/2021 05:12 PM
Toxaphene	ND	14	85		µg/Kg	1	2/17/2021 05:12 PM
Surr: Tetrachloro-m-xylene	70.6	0	32-100		%REC	1	2/17/2021 05:12 PM
Surr: Decachlorobiphenyl	56.6	0	26-104		%REC	1	2/17/2021 05:12 PM

Qualifiers:

B	Analyte detected in the associated Method Blank
E	Value above quantitation range
H	Holding times for preparation or analysis exceeded
J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit
S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified
DO	Surrogate Diluted Out

CLIENT: Kleinfelder
Lab Order: N044190
Project: Fresno Phase II, 20212901.001A Task 03
Lab ID: N044190-035

Client Sample ID: SS-7 COMPOSITE
Collection Date: 2/16/2021
Matrix: SOIL

ORGANOCHLORINE PESTICIDES BY GC/ECD

EPA 3546 **EPA 8081A**

RunID: **NV00922-GC7_210217A** QC Batch: **85282** PrepDate: **2/17/2021** Analyst: **YG**

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
4,4´-DDD	ND	0.68	2.0		µg/Kg	1	2/17/2021 05:37 PM
4,4´-DDE	ND	0.35	2.0		µg/Kg	1	2/17/2021 05:37 PM
4,4´-DDT	ND	0.43	2.0		µg/Kg	1	2/17/2021 05:37 PM
Aldrin	ND	0.28	1.0		µg/Kg	1	2/17/2021 05:37 PM
alpha-BHC	ND	0.44	1.0		µg/Kg	1	2/17/2021 05:37 PM
alpha-Chlordane	ND	0.52	1.0		µg/Kg	1	2/17/2021 05:37 PM
beta-BHC	ND	0.35	1.0		µg/Kg	1	2/17/2021 05:37 PM
Chlordane	ND	2.4	8.5		µg/Kg	1	2/17/2021 05:37 PM
delta-BHC	ND	0.45	1.0		µg/Kg	1	2/17/2021 05:37 PM
Dieldrin	ND	0.44	2.0		µg/Kg	1	2/17/2021 05:37 PM
Endosulfan I	ND	0.30	1.0		µg/Kg	1	2/17/2021 05:37 PM
Endosulfan II	ND	0.61	2.0		µg/Kg	1	2/17/2021 05:37 PM
Endosulfan sulfate	ND	0.49	2.0		µg/Kg	1	2/17/2021 05:37 PM
Endrin	ND	1.0	2.0		µg/Kg	1	2/17/2021 05:37 PM
Endrin aldehyde	ND	0.90	2.0		µg/Kg	1	2/17/2021 05:37 PM
Endrin ketone	ND	0.58	2.0		µg/Kg	1	2/17/2021 05:37 PM
gamma-BHC	ND	0.24	1.0		µg/Kg	1	2/17/2021 05:37 PM
gamma-Chlordane	ND	0.28	1.0		µg/Kg	1	2/17/2021 05:37 PM
Heptachlor	ND	0.60	1.0		µg/Kg	1	2/17/2021 05:37 PM
Heptachlor epoxide	ND	0.27	1.0		µg/Kg	1	2/17/2021 05:37 PM
Methoxychlor	ND	2.8	8.5		µg/Kg	1	2/17/2021 05:37 PM
Toxaphene	ND	15	85		µg/Kg	1	2/17/2021 05:37 PM
Surr: Tetrachloro-m-xylene	41.7	0	32-100		%REC	1	2/17/2021 05:37 PM
Surr: Decachlorobiphenyl	49.5	0	26-104		%REC	1	2/17/2021 05:37 PM

Qualifiers:

B	Analyte detected in the associated Method Blank
E	Value above quantitation range
H	Holding times for preparation or analysis exceeded
J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit
S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified
DO	Surrogate Diluted Out

CLIENT: Kleinfelder
Lab Order: N044190
Project: Fresno Phase II, 20212901.001A Task 03
Lab ID: N044190-040

Client Sample ID: SS-7 duplicate COMPOSITE
Collection Date: 2/16/2021
Matrix: SOIL

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
ORGANOCHLORINE PESTICIDES BY GC/ECD							
EPA 3546			**EPA 8081A**				
RunID: **NV00922-GC7_210217A** QC Batch: **85282**					PrepDate: **2/17/2021**		Analyst: **YG**
4,4´-DDD	ND	0.67	2.0		µg/Kg	1	2/17/2021 06:03 PM
4,4´-DDE	ND	0.35	2.0		µg/Kg	1	2/17/2021 06:03 PM
4,4´-DDT	ND	0.43	2.0		µg/Kg	1	2/17/2021 06:03 PM
Aldrin	ND	0.28	1.0		µg/Kg	1	2/17/2021 06:03 PM
alpha-BHC	ND	0.43	1.0		µg/Kg	1	2/17/2021 06:03 PM
alpha-Chlordane	ND	0.52	1.0		µg/Kg	1	2/17/2021 06:03 PM
beta-BHC	ND	0.34	1.0		µg/Kg	1	2/17/2021 06:03 PM
Chlordane	ND	2.4	8.5		µg/Kg	1	2/17/2021 06:03 PM
delta-BHC	ND	0.45	1.0		µg/Kg	1	2/17/2021 06:03 PM
Dieldrin	ND	0.44	2.0		µg/Kg	1	2/17/2021 06:03 PM
Endosulfan I	ND	0.30	1.0		µg/Kg	1	2/17/2021 06:03 PM
Endosulfan II	ND	0.61	2.0		µg/Kg	1	2/17/2021 06:03 PM
Endosulfan sulfate	ND	0.48	2.0		µg/Kg	1	2/17/2021 06:03 PM
Endrin	ND	1.0	2.0		µg/Kg	1	2/17/2021 06:03 PM
Endrin aldehyde	ND	0.90	2.0		µg/Kg	1	2/17/2021 06:03 PM
Endrin ketone	ND	0.58	2.0		µg/Kg	1	2/17/2021 06:03 PM
gamma-BHC	ND	0.24	1.0		µg/Kg	1	2/17/2021 06:03 PM
gamma-Chlordane	ND	0.27	1.0		µg/Kg	1	2/17/2021 06:03 PM
Heptachlor	ND	0.60	1.0		µg/Kg	1	2/17/2021 06:03 PM
Heptachlor epoxide	ND	0.27	1.0		µg/Kg	1	2/17/2021 06:03 PM
Methoxychlor	ND	2.8	8.5		µg/Kg	1	2/17/2021 06:03 PM
Toxaphene	ND	14	85		µg/Kg	1	2/17/2021 06:03 PM
Surr: Tetrachloro-m-xylene	53.3	0	32-100		%REC	1	2/17/2021 06:03 PM
Surr: Decachlorobiphenyl	53.0	0	26-104		%REC	1	2/17/2021 06:03 PM

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range
H	Holding times for preparation or analysis exceeded	J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit	S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified	DO	Surrogate Diluted Out

CLIENT: Kleinfelder
Lab Order: N044190
Project: Fresno Phase II, 20212901.001A Task 03
Lab ID: N044190-045

Client Sample ID: SS-8 COMPOSITE
Collection Date: 2/16/2021
Matrix: SOIL

ORGANOCHLORINE PESTICIDES BY GC/ECD

EPA 3546 **EPA 8081A**

RunID: **NV00922-GC7_210217A** QC Batch: **85282** PrepDate: **2/17/2021** Analyst: **YG**

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
4,4´-DDD	ND	0.67	2.0		µg/Kg	1	2/17/2021 06:29 PM
4,4´-DDE	ND	0.35	2.0		µg/Kg	1	2/17/2021 06:29 PM
4,4´-DDT	ND	0.43	2.0		µg/Kg	1	2/17/2021 06:29 PM
Aldrin	ND	0.28	0.99		µg/Kg	1	2/17/2021 06:29 PM
alpha-BHC	ND	0.43	0.99		µg/Kg	1	2/17/2021 06:29 PM
alpha-Chlordane	ND	0.51	0.99		µg/Kg	1	2/17/2021 06:29 PM
beta-BHC	ND	0.34	0.99		µg/Kg	1	2/17/2021 06:29 PM
Chlordane	ND	2.3	8.4		µg/Kg	1	2/17/2021 06:29 PM
delta-BHC	ND	0.45	0.99		µg/Kg	1	2/17/2021 06:29 PM
Dieldrin	ND	0.44	2.0		µg/Kg	1	2/17/2021 06:29 PM
Endosulfan I	ND	0.30	0.99		µg/Kg	1	2/17/2021 06:29 PM
Endosulfan II	ND	0.61	2.0		µg/Kg	1	2/17/2021 06:29 PM
Endosulfan sulfate	ND	0.48	2.0		µg/Kg	1	2/17/2021 06:29 PM
Endrin	ND	1.0	2.0		µg/Kg	1	2/17/2021 06:29 PM
Endrin aldehyde	ND	0.90	2.0		µg/Kg	1	2/17/2021 06:29 PM
Endrin ketone	ND	0.58	2.0		µg/Kg	1	2/17/2021 06:29 PM
gamma-BHC	ND	0.23	0.99		µg/Kg	1	2/17/2021 06:29 PM
gamma-Chlordane	ND	0.27	0.99		µg/Kg	1	2/17/2021 06:29 PM
Heptachlor	ND	0.60	0.99		µg/Kg	1	2/17/2021 06:29 PM
Heptachlor epoxide	ND	0.27	0.99		µg/Kg	1	2/17/2021 06:29 PM
Methoxychlor	ND	2.8	8.4		µg/Kg	1	2/17/2021 06:29 PM
Toxaphene	ND	14	84		µg/Kg	1	2/17/2021 06:29 PM
Surr: Tetrachloro-m-xylene	51.7	0	32-100		%REC	1	2/17/2021 06:29 PM
Surr: Decachlorobiphenyl	52.0	0	26-104		%REC	1	2/17/2021 06:29 PM

Qualifiers:

B	Analyte detected in the associated Method Blank
E	Value above quantitation range
H	Holding times for preparation or analysis exceeded
J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit
S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified
DO	Surrogate Diluted Out

CLIENT: Kleinfelder
Lab Order: N044190
Project: Fresno Phase II, 20212901.001A Task 03
Lab ID: N044190-050

Client Sample ID: SS-9 COMPOSITE
Collection Date: 2/16/2021
Matrix: SOIL

ORGANOCHLORINE PESTICIDES BY GC/ECD

EPA 3546 **EPA 8081A**

RunID: **NV00922-GC7_210217A** QC Batch: **85282** PrepDate: **2/17/2021** Analyst: **YG**

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
4,4´-DDD	ND	0.67	2.0		µg/Kg	1	2/17/2021 06:55 PM
4,4´-DDE	ND	0.35	2.0		µg/Kg	1	2/17/2021 06:55 PM
4,4´-DDT	ND	0.43	2.0		µg/Kg	1	2/17/2021 06:55 PM
Aldrin	ND	0.28	1.0		µg/Kg	1	2/17/2021 06:55 PM
alpha-BHC	ND	0.43	1.0		µg/Kg	1	2/17/2021 06:55 PM
alpha-Chlordane	ND	0.52	1.0		µg/Kg	1	2/17/2021 06:55 PM
beta-BHC	ND	0.34	1.0		µg/Kg	1	2/17/2021 06:55 PM
Chlordane	ND	2.4	8.5		µg/Kg	1	2/17/2021 06:55 PM
delta-BHC	ND	0.45	1.0		µg/Kg	1	2/17/2021 06:55 PM
Dieldrin	ND	0.44	2.0		µg/Kg	1	2/17/2021 06:55 PM
Endosulfan I	ND	0.30	1.0		µg/Kg	1	2/17/2021 06:55 PM
Endosulfan II	ND	0.61	2.0		µg/Kg	1	2/17/2021 06:55 PM
Endosulfan sulfate	ND	0.48	2.0		µg/Kg	1	2/17/2021 06:55 PM
Endrin	ND	1.0	2.0		µg/Kg	1	2/17/2021 06:55 PM
Endrin aldehyde	ND	0.90	2.0		µg/Kg	1	2/17/2021 06:55 PM
Endrin ketone	ND	0.58	2.0		µg/Kg	1	2/17/2021 06:55 PM
gamma-BHC	ND	0.24	1.0		µg/Kg	1	2/17/2021 06:55 PM
gamma-Chlordane	ND	0.28	1.0		µg/Kg	1	2/17/2021 06:55 PM
Heptachlor	ND	0.60	1.0		µg/Kg	1	2/17/2021 06:55 PM
Heptachlor epoxide	ND	0.27	1.0		µg/Kg	1	2/17/2021 06:55 PM
Methoxychlor	ND	2.8	8.5		µg/Kg	1	2/17/2021 06:55 PM
Toxaphene	ND	14	85		µg/Kg	1	2/17/2021 06:55 PM
Surr: Tetrachloro-m-xylene	55.5	0	32-100		%REC	1	2/17/2021 06:55 PM
Surr: Decachlorobiphenyl	55.3	0	26-104		%REC	1	2/17/2021 06:55 PM

Qualifiers:

B	Analyte detected in the associated Method Blank
E	Value above quantitation range
H	Holding times for preparation or analysis exceeded
J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit
S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified
DO	Surrogate Diluted Out

CLIENT:	Kleinfelder	**Client Sample ID:**	SS-01@1c
Lab Order:	N044190	**Collection Date:**	2/16/2021 8:12:00 AM
Project:	Fresno Phase II, 20212901.001A Task 03	**Matrix:**	SOIL
Lab ID:	N044190-051		

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
TOTAL METALS BY ICP							
	EPA 3050B		**EPA 6010B**				
RunID: **NV00922-ICP2_210217A**	QC Batch: **85278**			PrepDate:	**2/17/2021**		Analyst: **CEI**
Arsenic	ND	0.54	1.0		mg/Kg	1	2/17/2021 03:25 PM
Lead	5.8	0.30	1.0		mg/Kg	1	2/17/2021 03:25 PM

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range
H	Holding times for preparation or analysis exceeded	J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit	S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified	DO	Surrogate Diluted Out

CLIENT:	Kleinfelder	**Client Sample ID:**	SS-02@2d
Lab Order:	N044190	**Collection Date:**	2/16/2021 8:43:00 AM
Project:	Fresno Phase II, 20212901.001A Task 03	**Matrix:**	SOIL
Lab ID:	N044190-052		

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
TOTAL METALS BY ICP							
	EPA 3050B		**EPA 6010B**				
RunID: **NV00922-ICP2_210217A**	QC Batch: **85278**			PrepDate:	**2/17/2021**		Analyst: **CEI**
Arsenic	ND	0.54	1.0		mg/Kg	1	2/17/2021 03:54 PM
Lead	5.5	0.29	1.0		mg/Kg	1	2/17/2021 03:54 PM

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range
H	Holding times for preparation or analysis exceeded	J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit	S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified	DO	Surrogate Diluted Out

CLIENT:	Kleinfelder	**Client Sample ID:**	SS-03@3b
Lab Order:	N044190	**Collection Date:**	2/16/2021 9:50:00 AM
Project:	Fresno Phase II, 20212901.001A Task 03	**Matrix:**	SOIL
Lab ID:	N044190-053		

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
TOTAL METALS BY ICP							
	EPA 3050B		**EPA 6010B**				
RunID: **NV00922-ICP2_210217A**	QC Batch: **85278**			PrepDate:	**2/17/2021**		Analyst: **CEI**
Arsenic	ND	0.54	1.0		mg/Kg	1	2/17/2021 04:10 PM
Lead	6.1	0.29	1.0		mg/Kg	1	2/17/2021 04:10 PM

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range
H	Holding times for preparation or analysis exceeded	J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit	S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified	DO	Surrogate Diluted Out

CLIENT:	Kleinfelder	**Client Sample ID:**	SS-04@4d
Lab Order:	N044190	**Collection Date:**	2/16/2021 9:20:00 AM
Project:	Fresno Phase II, 20212901.001A Task 03	**Matrix:**	SOIL
Lab ID:	N044190-054		

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
TOTAL METALS BY ICP							
	EPA 3050B		**EPA 6010B**				
RunID: **NV00922-ICP2_210217A**	QC Batch: **85278**			PrepDate:	**2/17/2021**		Analyst: **CEI**
Arsenic	ND	0.54	1.0		mg/Kg	1	2/17/2021 04:16 PM
Lead	5.8	0.30	1.0		mg/Kg	1	2/17/2021 04:16 PM

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range
H	Holding times for preparation or analysis exceeded	J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit	S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified	DO	Surrogate Diluted Out

CLIENT:	Kleinfelder	**Client Sample ID:**	SS-05@5a
Lab Order:	N044190	**Collection Date:**	2/16/2021 12:05:00 PM
Project:	Fresno Phase II, 20212901.001A Task 03	**Matrix:**	SOIL
Lab ID:	N044190-055		

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
TOTAL METALS BY ICP							
	EPA 3050B		**EPA 6010B**				
RunID: **NV00922-ICP2_210217A**	QC Batch: **85278**			PrepDate:	**2/17/2021**		Analyst: **CEI**
Arsenic	ND	0.54	1.0		mg/Kg	1	2/17/2021 04:22 PM
Lead	4.4	0.30	1.0		mg/Kg	1	2/17/2021 04:22 PM

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range
H	Holding times for preparation or analysis exceeded	J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit	S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified	DO	Surrogate Diluted Out

CLIENT:	Kleinfelder	**Client Sample ID:**	SS-06@6a
Lab Order:	N044190	**Collection Date:**	2/16/2021 12:30:00 PM
Project:	Fresno Phase II, 20212901.001A Task 03	**Matrix:**	SOIL
Lab ID:	N044190-056		

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
TOTAL METALS BY ICP							
	EPA 3050B		**EPA 6010B**				
RunID: **NV00922-ICP2_210217A**	QC Batch: **85278**			PrepDate:	**2/17/2021**		Analyst: **CEI**
Arsenic	ND	0.54	1.0		mg/Kg	1	2/17/2021 04:28 PM
Lead	6.1	0.29	1.0		mg/Kg	1	2/17/2021 04:28 PM

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range
H	Holding times for preparation or analysis exceeded	J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit	S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified	DO	Surrogate Diluted Out

CLIENT:	Kleinfelder	**Client Sample ID:**	SS-07@7d
Lab Order:	N044190	**Collection Date:**	2/16/2021 1:40:00 PM
Project:	Fresno Phase II, 20212901.001A Task 03	**Matrix:**	SOIL
Lab ID:	N044190-057		

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
TOTAL METALS BY ICP							
	EPA 3050B		**EPA 6010B**				
RunID: **NV00922-ICP2_210217A**	QC Batch: **85278**			PrepDate:	**2/17/2021**		Analyst: **CEI**
Arsenic	ND	0.54	1.0		mg/Kg	1	2/17/2021 04:34 PM
Lead	5.6	0.29	1.0		mg/Kg	1	2/17/2021 04:34 PM

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range
H	Holding times for preparation or analysis exceeded	J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit	S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified	DO	Surrogate Diluted Out

CLIENT:	Kleinfelder	**Client Sample ID:**	SS-07 duplicate@7d
Lab Order:	N044190	**Collection Date:**	2/16/2021 1:45:00 PM
Project:	Fresno Phase II, 20212901.001A Task 03	**Matrix:**	SOIL
Lab ID:	N044190-058		

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
TOTAL METALS BY ICP							
	EPA 3050B		**EPA 6010B**				
RunID: **NV00922-ICP2_210217A**	QC Batch: **85278**			PrepDate:	**2/17/2021**		Analyst: **CEI**
Arsenic	ND	0.54	1.0		mg/Kg	1	2/17/2021 04:40 PM
Lead	5.6	0.30	1.0		mg/Kg	1	2/17/2021 04:40 PM

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range
H	Holding times for preparation or analysis exceeded	J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit	S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified	DO	Surrogate Diluted Out

CLIENT:	Kleinfelder	**Client Sample ID:**	SS-08@8b
Lab Order:	N044190	**Collection Date:**	2/16/2021 1:00:00 PM
Project:	Fresno Phase II, 20212901.001A Task 03	**Matrix:**	SOIL
Lab ID:	N044190-059		

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
TOTAL METALS BY ICP							
	EPA 3050B		**EPA 6010B**				
RunID: **NV00922-ICP2_210217A**	QC Batch: **85278**			PrepDate:	**2/17/2021**		Analyst: **CEI**
Arsenic	ND	0.54	1.0		mg/Kg	1	2/17/2021 04:46 PM
Lead	5.6	0.29	1.0		mg/Kg	1	2/17/2021 04:46 PM

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range
H	Holding times for preparation or analysis exceeded	J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit	S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified	DO	Surrogate Diluted Out

CLIENT:	Kleinfelder	**Client Sample ID:**	SS-09@9c
Lab Order:	N044190	**Collection Date:**	2/16/2021 3:00:00 PM
Project:	Fresno Phase II, 20212901.001A Task 03	**Matrix:**	SOIL
Lab ID:	N044190-060		

Analyses	Result	MDL	PQL	Qual	Units	DF	Date Analyzed
TOTAL METALS BY ICP							
	EPA 3050B		**EPA 6010B**				
RunID: **NV00922-ICP2_210217A**	QC Batch: **85278**			PrepDate:	**2/17/2021**		Analyst: **CEI**
Arsenic	ND	0.54	1.0		mg/Kg	1	2/17/2021 04:52 PM
Lead	7.4	0.30	1.0		mg/Kg	1	2/17/2021 04:52 PM

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range
H	Holding times for preparation or analysis exceeded	J	Analyte detected below quantitation limits
ND	Not Detected at the Reporting Limit	S	Spike/Surrogate outside of limits due to matrix interference
	Results are wet unless otherwise specified	DO	Surrogate Diluted Out

CLIENT: Kleinfelder
Work Order: N044190
Project: Fresno Phase II, 20212901.001A Task 03

ANALYTICAL QC SUMMARY REPORT

TestCode: 6010_S

Sample ID: **MB-85278**	SampType: **MBLK**	TestCode: **6010_S**	Units: **mg/Kg**	Prep Date: **2/17/2021**	RunNo: **150787**
Client ID: **PBS**	Batch ID: **85278**	TestNo: **EPA 6010B**	**EPA 3050B**	Analysis Date: **2/17/2021**	SeqNo: **4109732**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Arsenic	ND	1.0									
Lead	ND	1.0									

Sample ID: **LCS-85278**	SampType: **LCS**	TestCode: **6010_S**	Units: **mg/Kg**	Prep Date: **2/17/2021**	RunNo: **150787**
Client ID: **LCSS**	Batch ID: **85278**	TestNo: **EPA 6010B**	**EPA 3050B**	Analysis Date: **2/17/2021**	SeqNo: **4109733**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Arsenic	24.689	1.0	25.00	0	98.8	80	120				
Lead	24.862	1.0	25.00	0	99.4	80	120				

Sample ID: **N044190-051A-MS**	SampType: **MS**	TestCode: **6010_S**	Units: **mg/Kg**	Prep Date: **2/17/2021**	RunNo: **150787**
Client ID: **ZZZZZZ**	Batch ID: **85278**	TestNo: **EPA 6010B**	**EPA 3050B**	Analysis Date: **2/17/2021**	SeqNo: **4109739**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Arsenic	20.524	1.0	24.95	0	82.3	75	125				
Lead	28.025	1.0	24.95	5.759	89.2	75	125				

Sample ID: **N044190-051A-MSD**	SampType: **MSD**	TestCode: **6010_S**	Units: **mg/Kg**	Prep Date: **2/17/2021**	RunNo: **150787**
Client ID: **ZZZZZZ**	Batch ID: **85278**	TestNo: **EPA 6010B**	**EPA 3050B**	Analysis Date: **2/17/2021**	SeqNo: **4109740**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Arsenic	20.936	1.0	24.99	0	83.8	75	125	20.52	1.99	20	
Lead	28.099	1.0	24.99	5.759	89.4	75	125	28.03	0.263	20	

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range	H	Holding times for preparation or analysis exceeded
J	Analyte detected below quantitation limits	ND	Not Detected at the Reporting Limit	R	RPD outside accepted recovery limits
S	Spike/Surrogate outside of limits due to matrix interference	DO	Surrogate Diluted Out		Calculations are based on raw values

CLIENT: Kleinfelder
Work Order: N044190
Project: Fresno Phase II, 20212901.001A Task 03

ANALYTICAL QC SUMMARY REPORT

TestCode: 8081SOIL_M

Sample ID: **LCS-85282** SampType: **LCS** TestCode: **8081SOIL_M** Units: **µg/Kg** Prep Date: **2/17/2021** RunNo: **150789**
Client ID: **LCSS** Batch ID: **85282** TestNo: **EPA 8081A** **EPA 3546** Analysis Date: **2/17/2021** SeqNo: **4109834**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
4,4´-DDD	14.537	2.0	16.67	0	87.2	35	117				
4,4´-DDE	13.668	2.0	16.67	0	82.0	44	118				
4,4´-DDT	12.995	2.0	16.67	0	78.0	37	114				
Aldrin	12.940	1.0	16.67	0	77.6	35	128				
alpha-BHC	13.457	1.0	16.67	0	80.7	38	123				
alpha-Chlordane	13.052	1.0	16.67	0	78.3	39	118				
beta-BHC	11.995	1.0	16.67	0	72.0	34	109				
delta-BHC	13.075	1.0	16.67	0	78.4	40	107				
Dieldrin	14.103	2.0	16.67	0	84.6	39	129				
Endosulfan I	13.233	1.0	16.67	0	79.4	39	118				
Endosulfan II	13.890	2.0	16.67	0	83.3	34	139				
Endosulfan sulfate	15.410	2.0	16.67	0	92.4	49	114				
Endrin	15.153	2.0	16.67	0	90.9	47	130				
Endrin aldehyde	13.730	2.0	16.67	0	82.4	42	116				
Endrin ketone	16.018	2.0	16.67	0	96.1	43	114				
gamma-BHC	13.625	1.0	16.67	0	81.7	35	124				
gamma-Chlordane	13.315	1.0	16.67	0	79.9	33	117				
Heptachlor	13.233	1.0	16.67	0	79.4	44	126				
Heptachlor epoxide	12.807	1.0	16.67	0	76.8	37	118				
Methoxychlor	14.528	8.5	16.67	0	87.2	49	121				
Surr: Tetrachloro-m-xylene	11.668		16.67		70.0	32	100				
Surr: Decachlorobiphenyl	13.297		16.67		79.8	26	104				

Sample ID: **MB-85282** SampType: **MBLK** TestCode: **8081SOIL_M** Units: **µg/Kg** Prep Date: **2/17/2021** RunNo: **150789**
Client ID: **PBS** Batch ID: **85282** TestNo: **EPA 8081A** **EPA 3546** Analysis Date: **2/17/2021** SeqNo: **4109835**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
4,4´-DDD	ND	2.0									
4,4´-DDE	ND	2.0									
4,4´-DDT	ND	2.0									

Qualifiers:

B Analyte detected in the associated Method Blank
E Value above quantitation range
H Holding times for preparation or analysis exceeded
J Analyte detected below quantitation limits
ND Not Detected at the Reporting Limit
R RPD outside accepted recovery limits
S Spike/Surrogate outside of limits due to matrix interference
DO Surrogate Diluted Out
Calculations are based on raw values

CLIENT: Kleinfelder
Work Order: N044190
Project: Fresno Phase II, 20212901.001A Task 03

ANALYTICAL QC SUMMARY REPORT

TestCode: 8081SOIL_M

Sample ID: **MB-85282** SampType: **MBLK** TestCode: **8081SOIL_M** Units: **µg/Kg** Prep Date: **2/17/2021** RunNo: **150789**
Client ID: **PBS** Batch ID: **85282** TestNo: **EPA 8081A** **EPA 3546** Analysis Date: **2/17/2021** SeqNo: **4109835**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Aldrin	ND	1.0									
alpha-BHC	ND	1.0									
alpha-Chlordane	ND	1.0									
beta-BHC	ND	1.0									
Chlordane	ND	8.5									
delta-BHC	ND	1.0									
Dieldrin	ND	2.0									
Endosulfan I	ND	1.0									
Endosulfan II	ND	2.0									
Endosulfan sulfate	ND	2.0									
Endrin	ND	2.0									
Endrin aldehyde	ND	2.0									
Endrin ketone	ND	2.0									
gamma-BHC	ND	1.0									
gamma-Chlordane	ND	1.0									
Heptachlor	ND	1.0									
Heptachlor epoxide	ND	1.0									
Methoxychlor	ND	8.5									
Toxaphene	ND	85									
Surr: Tetrachloro-m-xylene	11.177		16.67		67.0	32	100				
Surr: Decachlorobiphenyl	12.612		16.67		75.7	26	104				

Sample ID: **N044190-005A-MS** SampType: **MS** TestCode: **8081SOIL_M** Units: **µg/Kg** Prep Date: **2/17/2021** RunNo: **150789**
Client ID: **ZZZZZZ** Batch ID: **85282** TestNo: **EPA 8081A** **EPA 3546** Analysis Date: **2/17/2021** SeqNo: **4109847**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
4,4´-DDD	11.275	2.0	16.63	0	67.8	33	104				
4,4´-DDE	9.096	2.0	16.63	0	54.7	27	104				
4,4´-DDT	3.537	2.0	16.63	0	21.3	16	103				
Aldrin	8.512	1.0	16.63	0	51.2	27	101				

Qualifiers:

B Analyte detected in the associated Method Blank
E Value above quantitation range
H Holding times for preparation or analysis exceeded
J Analyte detected below quantitation limits
ND Not Detected at the Reporting Limit
R RPD outside accepted recovery limits
S Spike/Surrogate outside of limits due to matrix interference
DO Surrogate Diluted Out
Calculations are based on raw values

CLIENT: Kleinfelder
Work Order: N044190
Project: Fresno Phase II, 20212901.001A Task 03

ANALYTICAL QC SUMMARY REPORT

TestCode: 8081SOIL_M

Sample ID: **N044190-005A-MS** SampType: **MS** TestCode: **8081SOIL_M** Units: **µg/Kg** Prep Date: **2/17/2021** RunNo: **150789**
Client ID: **ZZZZZZ** Batch ID: **85282** TestNo: **EPA 8081A** **EPA 3546** Analysis Date: **2/17/2021** SeqNo: **4109847**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
alpha-BHC	8.928	1.0	16.63	0	53.7	30	100				
alpha-Chlordane	8.504	1.0	16.63	0	51.1	32	100				
beta-BHC	8.170	1.0	16.63	0	49.1	24	100				
delta-BHC	8.871	1.0	16.63	0	53.4	32	100				
Dieldrin	9.234	2.0	16.63	0	55.5	30	100				
Endosulfan I	8.529	1.0	16.63	0	51.3	26	100				
Endosulfan II	8.936	2.0	16.63	0	53.7	26	100				
Endosulfan sulfate	9.663	2.0	16.63	0	58.1	26	100				
Endrin	9.771	2.0	16.63	0	58.8	37	102				
Endrin aldehyde	7.779	2.0	16.63	0	46.8	15	100				
Endrin ketone	8.399	2.0	16.63	0	50.5	19	100				
gamma-BHC	8.890	1.0	16.63	0	53.5	30	100				
gamma-Chlordane	8.946	1.0	16.63	0	53.8	24	102				
Heptachlor	7.743	1.0	16.63	0	46.6	30	106				
Heptachlor epoxide	8.559	1.0	16.63	0	51.5	28	100				
Methoxychlor	5.623	8.5	16.63	0	33.8	21	122				J
Surr: Tetrachloro-m-xylene	8.037		16.63		48.3	32	100				
Surr: Decachlorobiphenyl	8.684		16.63		52.2	26	104				

Sample ID: **N044190-005A-MSD** SampType: **MSD** TestCode: **8081SOIL_M** Units: **µg/Kg** Prep Date: **2/17/2021** RunNo: **150789**
Client ID: **ZZZZZZ** Batch ID: **85282** TestNo: **EPA 8081A** **EPA 3546** Analysis Date: **2/17/2021** SeqNo: **4109848**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
4,4´-DDD	10.603	2.0	16.65	0	63.7	33	104	11.27	6.15	20	
4,4´-DDE	8.783	2.0	16.65	0	52.8	27	104	9.096	3.50	20	
4,4´-DDT	4.897	2.0	16.65	0	29.4	16	103	3.537	32.2	20	R
Aldrin	8.261	1.0	16.65	0	49.6	27	101	8.512	3.00	20	
alpha-BHC	8.407	1.0	16.65	0	50.5	30	100	8.928	6.01	20	
alpha-Chlordane	8.319	1.0	16.65	0	50.0	32	100	8.504	2.20	20	
beta-BHC	7.818	1.0	16.65	0	47.0	24	100	8.170	4.40	20	

Qualifiers:

B Analyte detected in the associated Method Blank
E Value above quantitation range
H Holding times for preparation or analysis exceeded
J Analyte detected below quantitation limits
ND Not Detected at the Reporting Limit
R RPD outside accepted recovery limits
S Spike/Surrogate outside of limits due to matrix interference
DO Surrogate Diluted Out
Calculations are based on raw values

CLIENT: Kleinfelder
Work Order: N044190
Project: Fresno Phase II, 20212901.001A Task 03

ANALYTICAL QC SUMMARY REPORT

TestCode: 8081SOIL_M

Sample ID: **N044190-005A-MSD** SampType: **MSD** TestCode: **8081SOIL_M** Units: **µg/Kg** Prep Date: **2/17/2021** RunNo: **150789**
Client ID: **ZZZZZZ** Batch ID: **85282** TestNo: **EPA 8081A** **EPA 3546** Analysis Date: **2/17/2021** SeqNo: **4109848**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
delta-BHC	8.499	1.0	16.65	0	51.0	32	100	8.871	4.29	20	
Dieldrin	8.648	2.0	16.65	0	51.9	30	100	9.234	6.55	20	
Endosulfan I	8.620	1.0	16.65	0	51.8	26	100	8.529	1.06	20	
Endosulfan II	8.830	2.0	16.65	0	53.0	26	100	8.936	1.20	20	
Endosulfan sulfate	9.033	2.0	16.65	0	54.3	26	100	9.663	6.74	20	
Endrin	9.516	2.0	16.65	0	57.2	37	102	9.771	2.64	20	
Endrin aldehyde	6.901	2.0	16.65	0	41.5	15	100	7.779	12.0	20	
Endrin ketone	8.021	2.0	16.65	0	48.2	19	100	8.399	4.61	20	
gamma-BHC	8.555	1.0	16.65	0	51.4	30	100	8.890	3.83	20	
gamma-Chlordane	8.695	1.0	16.65	0	52.2	24	102	8.946	2.85	20	
Heptachlor	7.425	1.0	16.65	0	44.6	30	106	7.743	4.19	20	
Heptachlor epoxide	8.069	1.0	16.65	0	48.5	28	100	8.559	5.89	20	
Methoxychlor	6.268	8.5	16.65	0	37.7	21	122	5.623	0	20	J
Surr: Tetrachloro-m-xylene	8.009		16.65		48.1	32	100		0		
Surr: Decachlorobiphenyl	8.474		16.65		50.9	26	104		0		

Qualifiers:

B	Analyte detected in the associated Method Blank	E	Value above quantitation range	H	Holding times for preparation or analysis exceeded
J	Analyte detected below quantitation limits	ND	Not Detected at the Reporting Limit	R	RPD outside accepted recovery limits
S	Spike/Surrogate outside of limits due to matrix interference	DO	Surrogate Diluted Out		Calculations are based on raw values

N044190

ASSET LABORATORIES
ANALYTICAL SUPPORT SERVICES FOR ENVIRONMENTAL TECHNOLOGIES

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CHAIN OF CUSTODY RECORD

Page 1 of 6

Client: Kleinfelder	**Report to:** Lindsey Dandridge-Perry	**Bill to:**	**EDD Requirement:** Excel EDD ☐ Geotracker ☐ Labspec ☐ Others ☐
Address:	**Company:** Kleinfelder	**Address:**	**QA/QC:** RTNE ☐ RWQCB ☐ CalTrans ☐ Level III ☐ LEVEL IV ☐ Regulatory ☐
Address:	**Email:** LDandridge@kleinfelder.com		**Sampe Receipt Condition:** Y / N: 1. Chilled ☑ ☐; 2. Headspace ☐ ☐; 3. Container Intact ☑ ☐; 4. Seal Present ☐ ☑; 5. IR number 2; 6. Method of Cooling Ice
Phone:	**Fax:**	**Address:** 24411 Ridge Route Drive Suite 225 Laguna Hills, CA 92653	**Email to:**	**PO#:**	**Specify:**	**Specify State:**
Submitted By:			**Phone:**	**Fax:**	**Global ID:**	Sample Temp: 3.8°C / 4.1°C
Title:		**Phone:** 949-585-3133 **Fax:**				
Signature:	**Date:**	**Sampler's Signature and Date:** 2/16/2021				

I hereby authorize ASSET Labs to perform the tests indicated below:

I attest to the validity and authenticity of this sample. I am aware that tampering with or intentionally mislabeling the sample location, date or time of collection is considered fraud and may be grounds for legal action.

Project Name: Fresno Phase II

Project Number: 20212904.001A Task 03

Sampler's Name: Steve Linton

Matrix: Ground ☐ Sediment ☐ Potable ☐ Soil ☒ NPDES ☐ Other Solid ☐ Surface ☐

Analyses Requested: OCPs EPA method 8081

Item No.	Laboratory Work Order No.	Sample ID/Location	Date	Time	Water	Solid	Others	Turn Around Time	No. of container	Container Type	PRESERVATION	Remarks
1	N044190-01	SS-1a	2/16/21	0805		X		24hr TAT				Composite for Testing
2	-02	SS-1b	↓	0815		↓						
3	-03	SS-1c		0810								
4	-04	SS-1d		0820								
5												
6	-06	SS-2a	2/16/21	0830		X						Composite for Testing
7	-07	SS-2b	↓	0835		↓						
8	-08	SS-2c		0850								
9	-09	SS-2d		0840								
10												

Relinquished by (Signature and Printed Name)	Date / Time	Received by (Signature and Printed Name)	Date / Time
Steve Linton	2/16/2021 1620	[illegible]	2/16/21 1620
[illegible]	2/16/21 2050	ROMEO ALCANTARA	2/16/21 2050
REL/REC ROMEO ALCANTARA	2/17/21 12:30 AM		

Turn Around Time (TAT)
- ☒ A < 24 Hrs or Same Day TAT
- ☐ B = Next Workday
- ☐ C = 2 Workdays
- ☐ D = 3 Workdays
- ☐ E = Routine 5-7 Workdays

TAT Starts at 8 AM the following day if samples received after 3:00 PM.

Special Instruction:

Terms
1. All samples will be disposed in 45 days upon receipt and records will be destroyed in 5 years upon submission of final report.
2. Regular TAT is 5-7 business days, surcharges will apply for rush analysis
   Less than 24 Hrs = 200% Next Day = 100% 2 Workdays = 50% 3 Workdays = 35% 4 Workdays = 20%
3. Custom EDD formats will be an additional 3% of the total project price.
4. Add 10% surcharge for Level III Data Packages, 15% for Level IV Data Packages. Surcharge applied on total project price.
5. Trip Blanks and Equipment Blanks are billable sample.
6. ASSET Laboratories is not responsible for samples collected using incorrect methodology.
7. Terms are net 30 Days.
8. All reports are submitted in electronic format. Please inform ASSET Laboratories if hard copy of report is needed.
9. For subcontract analysis, TAT and Surcharges will vary.

Preservatives: H = HCl; N = HNO_3; S = H_2SO_4; C = 4°C; Z = $Zn(AC)_2$; O = NaOH; T = $Na_2S_2O_3$; Others/Specify:

Container Type: T = Tube; V = VOA; P = Pint; J = Jar; B = Tedlar; G = Glass; M = Metal; P = Plastic; C = Can

White = Laboratory Copy

Yellow = Customer's Copy

ASSET LABORATORIES
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CHAIN OF CUSTODY RECORD

Client:	Report to:	Bill to:	EDD Requirement	QA/QC	Sampe Receipt Condition
Address:	Company: Klenfelder	Address:	Excel EDD ☐	RTNE ☐	Y N
Address:	Email:		Geotracker ☐	RWQCB ☐	1. Chilled ☑ ☐
Phone: Fax:	Address:	Email to: PO#	Labspec ☐	CalTrans ☐	2. Headspace ☐ ☐
Submitted By:		Phone: Fax:	Others ☐	Level III ☐	3. Container Intact ☑ ☐
Title:	Phone: Fax:		Specify:	LEVEL IV ☐	4. Seal Present ☐ ☑
Signature: Date:	Sampler's Signature and Date: AA 2/16/2021		Global ID:	Regulatory ☐	5. IR number 2
I hereby authorize ASSET Labs to perform the tests indicated below:	I attest to the validity and authenticity of this sample. I am aware that tampering with or intentionally mislabeling the sample location, date or time of collection is considered fraud and may be grounds for legal action.			Specify State:	6. Method of Cooling Ice
Project Name: Fresno Phase II	Sampler's Name: Steve Linton				Sample Temp: 3.8°C / 4.1°C
Project Number: 20212904.001A Task 03					Courier: ASSET Tracking No.

Matrix: Ground ☐ | Sediment ☐ | Potable ☐ | Soil ☒ | NPDES ☐ | Other Solid ☐ | Surface ☐

Analyses Requested: OCPs EPA method 8081

Item No.	Laboratory Work Order No.	Sample ID/Location	Date	Time	Water	Solid	Others	Turn Around Time	No. of container	Container Type	PRESERVATION	Remarks
1	N044190-11	SS - 3a	2/16/21	0955		X						Composite for Testing
2	-12	SS - 3b	↓	0945		↓		24 hr TAT				
3	-13	SS - 3c		1000								
4	-14	SS - 3d		0940								
5												
6	-16	SS - 4a	2/16/21	0900		X						Composite for Testing
7	-17	SS - 4b	↓	0907		↓						
8	-18	SS - 4c		0925								
9	-19	SS - 4d		0915								
10												

Relinquished by (Signature and Printed Name):	Date / Time	Received by (Signature and Printed Name):	Date / Time
AA Steve Linton	2/16/2021 1620	[signature] / ARCEO	2/16/21 1620
[signature] / ARCEO	2/16/21 2050	RM ROMEO MCARTHUR	2/16/21 2050
RM / REC RM ROMEO MCARTHUR	2/17/21 12:20AM		

Turn Around Time (TAT)
- ☐ A < 24 Hrs or Same Day TAT
- ☐ B = Next Workday
- ☐ C = 2 Workdays
- ☐ D = 3 Workdays
- ☐ E = Routine 5-7 Workdays

TAT Starts at 8 AM the following day if samples received after 3:00 PM.

Special Instruction:

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3. Custom EDD formats will be an additional 3% of the total project price.
4. Add 10% surcharge for Level III Data Packages, 15% for Level IV Data Packages. Surcharge applied on total project price.
5. Trip Blanks and Equipment Blanks are billable samples.
6. ASSET Laboratories is not responsible for samples collected using incorrect methodology.
7. Terms are net 30 Days.
8. All reports are submitted in electronic format. Please inform ASSET Laboratories if hard copy of report is needed.
9. For subcontract analysis, TAT and Surcharges will vary.

Preservatives:				Container Type:		
H = HCl	N = HNO_3	S = H_2SO_4	C = 4°C	T = Tube	V = VOA	P = Pint
Z = $Zn(AC)_2$	O = NaOH	T = $Na_2S_2O_3$		J = Jar	B = Tedlar	G = Glass
Others/Specify:				M = Metal	P = Plastic	C = Can

White = Laboratory Copy
Yellow = Customer's Copy

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California: 11110 Artesia Blvd. Ste. B • Cerritos, CA 90703
P: 562.219.7435 F: 562.219.7436
www.assetlaboratories.com

CHAIN OF CUSTODY RECORD

Client:	**Report to:**	**Bill to:**	**EDD Requirement**	**QA/QC**	**Sampe Receipt Condition**
Address:	**Company:** Kleinfelder	**Address:**	Excel EDD ☐	RTNE ☐	Y N
Address:	**Email:**		Geotracker ☐	RWQCB ☐	1. Chilled ☑ ☐
Phone: **Fax:**	**Address:**	**Email to:** **PO#**	Labspec ☐	CalTrans ☐	2. Headspace ☐ ☐
Submitted By:		**Phone:** **Fax:**	Others ☐	Level III ☐	3. Container Intact ☑ ☐
Title:	**Phone:** **Fax:**		Specify:	LEVEL IV ☐	4. Seal Present ☐ ☑
Signature: **Date:**	**Sampler's Signature and Date:** 2/16/2021		Global ID:	Regulatory ☐	5. IR number 2
I hereby authorize ASSET Labs to perform the tests indicated below:	*I attest to the validity and authenticity of this sample. I am aware that tampering with or intentionally mislabeling the sample location, date or time of collection is considered fraud and may be grounds for legal action.*			Specify State:	6. Method of Cooling Ice
Project Name: Fresno Phase II					Sample Temp: 3.8°C / 4.1°C
Project Number: 20212904.001A Task 03	**Sampler's Name:** Steve Linton				Courier: ASSET
					Tracking No.

Matrix: Ground ☐ Sediment ☐ | Potable ☐ Soil ☒ | NPDES ☐ Other Solid ☐ | Surface ☐

Analyses Requested: OCPs EPA method 8081

Item No.	Laboratory Work Order No.	Sample ID/Location	Date	Time	Water	Solid	Others	Turn Around Time	No. of container	Container Type	PRESERVATION	Remarks
1	N044190-21	SS - 5a	2/16/21	1200		X		24 hr TAT				Composite for Testing
2	-22	SS - 5b	↓	1220		↓						
3	-23	SS - 5c		1210								
4	-24	SS - 5d	↓	1215		↓						
5												
6	-26	SS - 6a	2/16/21	1225		X						Composite for Testing
7	-27	SS - 6b	↓	1235		↓						
8	-28	SS - 6c		1245								
9	-29	SS - 6d	↓	1240		↓						
10												

Relinquished by (Signature and Printed Name): Steve Linton — Date / Time: 2/16/2021 1620	Received by (Signature and Printed Name): — Date / Time: 2/16/21 1620	**Turn Around Time (TAT)** ☐ A < 24 Hrs or Same Day TAT ☐ B = Next Workday ☐ C = 2 Workdays ☐ D = 3 Workdays ☐ E = Routine 5-7 Workdays. TAT Starts at 8 AM the following day if samples received after 3:00 PM.
Relinquished by (Signature and Printed Name): — Date / Time: 2/16/21 2050	Received by (Signature and Printed Name): Ra Romeo Alcantara — Date / Time: 2/16/21 2050	**Special Instruction:**
Relinquished by (Signature and Printed Name): REL / DEC PM Romeo Alcantara — Date / Time: 2/17/21 1230 AM	Received by (Signature and Printed Name): — Date / Time:	

Terms
1. All samples will be disposed in 45 days upon receipt and records will be destroyed in 5 years upon submission of final report.
2. Regular TAT is 5-7 business days, surcharges will apply for rush analysis. Less than 24 Hrs = 200% Next Day = 100% 2 Workdays = 50% 3 Workdays = 35% 4 Workdays = 20%
3. Custom EDD formats will be an additional 3% of the total project price.
4. Add 10% surcharge for Level III Data Packages, 15% for Level IV Data Packages. Surcharge applied on total project price.
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Preservatives:				**Container Type:**		
H = HCl	N = HNO3	S = H2SO4	C = 4°C	T = Tube	V = VOA	P = Pint
Z = Zn(AC)2	O = NaOH	T = Na2S2O3		J = Jar	B = Tedlar	G = Glass
Others/Specify:				M = Metal	P = Plastic	C = Can

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www.assetlaboratories.com

CHAIN OF CUSTODY RECORD

Client:	**Report to:**	**Bill to:**	**EDD Requirement**	**QA/QC**	**Sampe Receipt Condition**
Address:	**Company:** Kleinfelder	**Address:**	Excel EDD ☐	RTNE ☐	Y / N
Address:	**Email:**		Geotracker ☐	RWQCB ☐	1. Chilled ☐ ☐
Phone: **Fax:**	**Address:**	**Email to:** **PO#**	Labspec ☐	CalTrans ☐	2. Headspace ☐ ☐
Submitted By:		**Phone:** **Fax:**	Others ☐	Level III ☐	3. Container Intact ☒ ☐
Title:	**Phone:** **Fax:**		Specify:	LEVEL IV ☐	4. Seal Present ☐ ☒
Signature: **Date:**	**Sampler's Signature and Date:**		Global ID:	Regulatory ☐	5. IR number 2
I hereby authorize ASSET Labs to perform the tests indicated below:	*I attest to the validity and authenticity of this sample. I am aware that tampering with or intentionally mislabeling the sample location, date or time of collection is considered fraud and may be grounds for legal action.*			Specify State:	6. Method of Cooling Ice
Project Name: Fresno Phase II	**Sampler's Name:** Steve Lhton				Sample Temp: 3.8°C / 4.1°C
Project Number: 20212904.001A Task 03					Courier: Asset
					Tracking No.

Matrix: Ground ☐ Sediment ☐ | Potable ☐ Soil ☒ | NPDES ☐ Other Solid ☐ | Surface ☐

Analyses Requested: OCPs EPA method 8081

Item No.	Laboratory Work Order No.	Sample ID/Location	Date	Time	Water	Solid	Others	Turn Around Time	No. of container	Container Type	PRESERVATION	Remarks
1	N044190-31	SS - 7a	2/16/21	1410		X						Composite for Testing
2	-32	SS - 7b	"	1355		"		24 hr TAT				
3	-33	SS - 7c	"	1425		"						
4	-34	SS - 7d	"	1330		"						
5												
6	-36	SS - 7a duplicate	2/16/21	1415		X						Composite for Testing
7	-37	SS - 7b duplicate	"	1400		"						
8	-38	SS - 7c duplicate	"	1430		"						
9	-39	SS - 7d duplicate	"	1335		"						
10												

Relinquished by (Signature and Printed Name):	Date / Time	Received by (Signature and Printed Name):	Date / Time
Steve Lhton	2/16/2021 1620		2/16/21 1620
	2/16/21 2050	ROMEO ALCANTARA	2/16/21 2080
ROMEO ALCANTARA	2/17/21 12:30 AM		

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Z = Zn(AC)2	O = NaOH	T = $Na_2S_2O_3$		J = Jar	B = Tedlar	G = Glass
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CHAIN OF CUSTODY RECORD

Client:	**Report to:**	**Bill to:**	**EDD Requirement**	**QA/QC**	**Sampe Receipt Condition**
Address:	**Company:** Kleinfelder	**Address:**	Excel EDD ☐	RTNE ☐	Y N
Address:	**Email:**		Geotracker ☐	RWQCB ☐	1. Chilled ☑ ☐
Phone: **Fax:**	**Address:**	**Email to:** **PO#**	Labspec ☐	CalTrans ☐	2. Headspace ☐ ☐
Submitted By:		**Phone:** **Fax:**	Others ☐	Level III ☐	3. Container intact ☑ ☐
Title:	**Phone:** **Fax:**		Specify:	LEVEL IV ☐	4. Seal Present ☐ ☑
Signature: **Date:**	**Sampler's Signature and Date:** AA 2/16/2021		Global ID:	Regulatory ☐	5. iR number 2
I hereby authorize ASSET Labs to perform the tests indicated below:	*I attest to the validity and authenticity of this sample. I am aware that tampering with or intentionally mislabeling the sample location, date or time of collection is considered fraud and may be grounds for legal action.*			Specify State:	6. Method of Cooling Ice
Project Name: Fresno Phase II	**Sampler's Name:** Steve Linton				Sample Temp: 3.8°C / 4.1°C
Project Number: 20212904.001A Task 03					Courier: ASSET
					Tracking No.

Matrix: Ground ☐ Sediment ☐ | Potable ☐ Soil ☐ | NPDES ☐ Other Solid ☐ | Surface ☐

Analyses Requested: OCPs EPA method 8081

Item No.	Laboratory Work Order No.	Sample ID/Location	Date	Time	Water	Solid	Others	Turn Around Time	No. of container	Container Type	PRESERVATION	Remarks
1	N044190-41	SS - 8a	2/16/21	1250		X						
2	-42	SS - 8b	↓	1255		↓		24hr				Composite for Testing
3	-43	SS - 8c		1310								
4	-44	SS - 8d	↓	1305		↓		TAT				
5												
6	-46	SS - 9a	2/16/21	1440		X						
7	-47	SS - 9b	↓	1445		↓						Composite for Testing
8	-48	SS - 9c		1455								
9	-49	SS - 9d	↓	1505		↓		↓				
10												

Relinquished by (Signature and Printed Name)	Date / Time	Received by (Signature and Printed Name)	Date / Time
AA Steve Linton	2/16/2021 1620		2/16/21 1620
		RA Romeo Alcantara	2/16/21 2050
PER REC RA Romeo Alcantara	2/17/21 1230 AM		

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CHAIN OF CUSTODY RECORD

Client:	Report to:	Bill to:	EDD Requirement	QA/QC	Sampe Receipt Condition
Address:	Company: Kleinfelder	Address:	Excel EDD ☐	RTNE ☐	Y / N
Address:	Email:		Geotracker ☐	RWQCB ☐	1. Chilled ☑ ☐
Phone: Fax:	Address:	Email to: PO#	Labspec ☐	CalTrans ☐	2. Headspace ☐ ☐
Submitted By:		Phone: Fax:	Others ☐	Level III ☐	3. Container Intact ☑ ☐
Title:	Phone: Fax:		Specify:	LEVEL IV ☐	4. Seal Present ☐ ☑
Signature: Date:	Sampler's Signature and Date: 2/16/2021	Matrix		Regulatory ☐	5. iR number 2
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Project Name: Fresno Phase II	Sampler's Name: Steve Linton				Sample Temp: 3.8°C / 4.1°C
Project Number: 20212904.001A Task 03					Courier: ASSET Tracking No.

Item No.	Laboratory Work Order No.	Sample ID/Location	Date	Time	Water	Solid	Others	Arsenic and Lead EPA method 6010B	Turn Around Time	No. of container	Container Type	PRESERVATION	Remarks
1	N044190-51	SS-01 @ 1c	2/16/21	0812		X		✓					
2	-52	SS-02 @ 2d		0843				✓	24 hr				
3	-53	SS-03 @ 3b		0950				✓	TAT				
4	-54	SS-04 @ 4d		0920				✓					
5	-55	SS-05 @ 5a		1205				✓					
6	-56	SS-06 @ 6a		1230				✓					
7	-57	SS-07 @ 7d		1340				✓					
8	-58	SS-07 duplicate @ 7d		1345				✓					
9	-59	SS-08 @ 8b		1300				✓					
10	-60	SS-09 @ 9c		1500		✓		✓					

Relinquished by (Signature and Printed Name):	Date / Time	Received by (Signature and Printed Name):	Date / Time
Steve Linton	2/16/2021 1620		2/16/21 1620
		Romeo Alcantara	2/16/21 2050
REL/REC PA Romeo Alcantara	2/17/21 12:30 AM		

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Z = Zn(AC)2	O = NaOH	T = Na2S2O3		J = Jar	B = Tedlar	G = Glass
Others/Specify:				M = Metal	P = Plastic	C = Can

White = Laboratory Copy
Yellow = Customer's Copy

ASSET Laboratories

Please review the checklist below. Any NO signifies non-compliance. Any non-compliance will be noted and must be understood as having an impact on the quality of the data. All tests will be performed as requested regardless of any compliance issues.

If you have any questions or further instruction, please contact our Project Coordinator at (702) 307-2659.

Cooler Received/Opened On:	2/17/2021	Workorder:	N044190
Rep sample Temp (Deg C):	3.8/4.1	IR Gun ID:	2
Temp Blank:	☑ Yes ☐ No		
Carrier name:	ASSET		
Last 4 digits of Tracking No.:	NA	Packing Material Used:	None
Cooling process:	☑ Ice ☐ Ice Pack ☐ Dry Ice ☐ Other ☐ None		

Sample Receipt Checklist

1. Shipping container/cooler in good condition?	Yes ☑	No ☐	Not Present ☐
2. Custody seals intact, signed, dated on shippping container/cooler?	Yes ☐	No ☐	Not Present ☑
3. Custody seals intact on sample bottles?	Yes ☐	No ☐	Not Present ☑
4. Chain of custody present?	Yes ☑	No ☐	
5. Sampler's name present in COC?	Yes ☑	No ☐	
6. Chain of custody signed when relinquished and received?	Yes ☑	No ☐	
7. Chain of custody agrees with sample labels?	Yes ☑	No ☐	
8. Samples in proper container/bottle?	Yes ☑	No ☐	
9. Sample containers intact?	Yes ☑	No ☐	
10. Sufficient sample volume for indicated test?	Yes ☑	No ☐	
11. All samples received within holding time?	Yes ☑	No ☐	
12. Temperature of rep sample or Temp Blank within acceptable limit?	Yes ☑	No ☐	NA ☐
13. Water - VOA vials have zero headspace?	Yes ☐	No ☐	NA ☑
14. Water - pH acceptable upon receipt? Example: pH > 12 for (CN,S); pH<2 for Metals	Yes ☐	No ☐	NA ☑
15. Did the bottle labels indicate correct preservatives used?	Yes ☐	No ☐	NA ☑
16. Were there Non-Conformance issues at login?	Yes ☐	No ☐	NA ☑
Was Client notified?	Yes ☐	No ☐	NA ☑

Comments:

MBC 02/17/2021

Checklist Completed By: BHN BHdez 2/17/2021 Reviewed By: _____

ASSET Laboratories

WORK ORDER Summary

17-Feb-21

WorkOrder: N044190

Client ID: KLEFE02

Project: Fresno Phase II, 20212901.001A Task 03 **QC Level:** RTNE **Date Received:** 2/16/2021

Comments:

Sample ID	Client Sample ID	Date Collected	Date Due	Matrix	Test No	Test Name	Hld	MS	Sub	Storage
N044190-001A	SS-1a	2/16/2021 8:05:00 AM		Soil			☐	☐	☐	WS
N044190-002A	SS-1b	2/16/2021 8:15:00 AM					☐	☐	☐	WS
N044190-003A	SS-1c	2/16/2021 8:10:00 AM					☐	☐	☐	WS
N044190-004A	SS-1d	2/16/2021 8:20:00 AM					☐	☐	☐	WS
N044190-005A	SS-1 COMPOSITE	2/16/2021	2/18/2021		EPA 3546	Microwave Extraction	☐	☐	☐	YG
			2/18/2021		EPA 8081A	ORGANOCHLORINE PESTICIDES BY GC/ECD	☐	☐	☐	YG
N044190-006A	SS-2a	2/16/2021 8:30:00 AM					☐	☐	☐	WS
N044190-007A	SS-2b	2/16/2021 8:35:00 AM					☐	☐	☐	WS
N044190-008A	SS-2c	2/16/2021 8:50:00 AM					☐	☐	☐	WS
N044190-009A	SS-2d	2/16/2021 8:40:00 AM					☐	☐	☐	WS
N044190-010A	SS-2 COMPOSITE	2/16/2021	2/18/2021		EPA 3546	Microwave Extraction	☐	☐	☐	YG
			2/18/2021		EPA 8081A	ORGANOCHLORINE PESTICIDES BY GC/ECD	☐	☐	☐	YG
N044190-011A	SS-3a	2/16/2021 9:55:00 AM					☐	☐	☐	WS
N044190-012A	SS-3b	2/16/2021 9:45:00 AM					☐	☐	☐	WS
N044190-013A	SS-3c	2/16/2021 10:00:00 AM					☐	☐	☐	WS
N044190-014A	SS-3d	2/16/2021 9:40:00 AM					☐	☐	☐	WS
N044190-015A	SS-3 COMPOSITE	2/16/2021	2/18/2021		EPA 3546	Microwave Extraction	☐	☐	☐	YG
			2/18/2021		EPA 8081A	ORGANOCHLORINE PESTICIDES BY GC/ECD	☐	☐	☐	YG
N044190-016A	SS-4a	2/16/2021 9:00:00 AM					☐	☐	☐	WS
N044190-017A	SS-4b	2/16/2021 9:07:00 AM					☐	☐	☐	WS
N044190-018A	SS-4c	2/16/2021 9:25:00 AM					☐	☐	☐	WS

ASSET Laboratories

WORK ORDER Summary

17-Feb-21

WorkOrder: N044190

Client ID: KLEFE02

Project: Fresno Phase II, 20212901.001A Task 03 **QC Level:** RTNE **Date Received:** 2/16/2021

Comments:

Sample ID	Client Sample ID	Date Collected	Date Due	Matrix	Test No	Test Name	Hld	MS	Sub	Storage
N044190-019A	SS-4d	2/16/2021 9:15:00 AM		Soil			☐	☐	☐	WS
N044190-020A	SS-4 COMPOSITE	2/16/2021	2/18/2021		EPA 3546	Microwave Extraction	☐	☐	☐	YG
			2/18/2021		EPA 8081A	ORGANOCHLORINE PESTICIDES BY GC/ECD	☐	☐	☐	YG
N044190-021A	SS-5a	2/16/2021 12:00:00 PM					☐	☐	☐	WS
N044190-022A	SS-5b	2/16/2021 12:20:00 PM					☐	☐	☐	WS
N044190-023A	SS-5c	2/16/2021 12:10:00 PM					☐	☐	☐	WS
N044190-024A	SS-5d	2/16/2021 12:15:00 PM					☐	☐	☐	WS
N044190-025A	SS-5 COMPOSITE	2/16/2021	2/18/2021		EPA 3546	Microwave Extraction	☐	☐	☐	YG
			2/18/2021		EPA 8081A	ORGANOCHLORINE PESTICIDES BY GC/ECD	☐	☐	☐	YG
N044190-026A	SS-6a	2/16/2021 12:25:00 PM					☐	☐	☐	WS
N044190-027A	SS-6b	2/16/2021 12:35:00 PM					☐	☐	☐	WS
N044190-028A	SS-6c	2/16/2021 12:45:00 PM					☐	☐	☐	WS
N044190-029A	SS-6d	2/16/2021 12:40:00 PM					☐	☐	☐	WS
N044190-030A	SS-6 COMPOSITE	2/16/2021	2/18/2021		EPA 3546	Microwave Extraction	☐	☐	☐	YG
			2/18/2021		EPA 8081A	ORGANOCHLORINE PESTICIDES BY GC/ECD	☐	☐	☐	YG
N044190-031A	SS-7a	2/16/2021 2:10:00 PM					☐	☐	☐	WS
N044190-032A	SS-7b	2/16/2021 1:55:00 PM					☐	☐	☐	WS
N044190-033A	SS-7c	2/16/2021 2:25:00 PM					☐	☐	☐	WS
N044190-034A	SS-7d	2/16/2021 1:30:00 PM					☐	☐	☐	WS
N044190-035A	SS-7 COMPOSITE	2/16/2021	2/18/2021		EPA 3546	Microwave Extraction	☐	☐	☐	YG
			2/18/2021		EPA 8081A	ORGANOCHLORINE PESTICIDES BY GC/ECD	☐	☐	☐	YG

ASSET Laboratories

WORK ORDER Summary

17-Feb-21

WorkOrder: N044190

Client ID: KLEFE02

Project: Fresno Phase II, 20212901.001A Task 03 **QC Level:** RTNE **Date Received:** 2/16/2021

Comments:

Sample ID	Client Sample ID	Date Collected	Date Due	Matrix	Test No	Test Name	Hld	MS	Sub	Storage
N044190-036A	SS-7a duplicate	2/16/2021 2:15:00 PM		Soil			☐	☐	☐	WS
N044190-037A	SS-7b duplicate	2/16/2021 2:00:00 PM					☐	☐	☐	WS
N044190-038A	SS-7c duplicate	2/16/2021 2:30:00 PM					☐	☐	☐	WS
N044190-039A	SS-7d duplicate	2/16/2021 1:35:00 PM					☐	☐	☐	WS
N044190-040A	SS-7 duplicate COMPOSITE	2/16/2021	2/18/2021		EPA 3546	Microwave Extraction	☐	☐	☐	YG
			2/18/2021		EPA 8081A	ORGANOCHLORINE PESTICIDES BY GC/ECD	☐	☐	☐	YG
N044190-041A	SS-8a	2/16/2021 12:50:00 PM					☐	☐	☐	WS
N044190-042A	SS-8b	2/16/2021 12:55:00 PM					☐	☐	☐	WS
N044190-043A	SS-8c	2/16/2021 1:10:00 PM					☐	☐	☐	WS
N044190-044A	SS-8d	2/16/2021 1:05:00 PM					☐	☐	☐	WS
N044190-045A	SS-8 COMPOSITE	2/16/2021	2/18/2021		EPA 3546	Microwave Extraction	☐	☐	☐	YG
			2/18/2021		EPA 8081A	ORGANOCHLORINE PESTICIDES BY GC/ECD	☐	☐	☐	YG
N044190-046A	SS-9a	2/16/2021 2:40:00 PM					☐	☐	☐	WS
N044190-047A	SS-9b	2/16/2021 2:45:00 PM					☐	☐	☐	WS
N044190-048A	SS-9c	2/16/2021 2:55:00 PM					☐	☐	☐	WS
N044190-049A	SS-9d	2/16/2021 3:05:00 PM					☐	☐	☐	WS
N044190-050A	SS-9 COMPOSITE	2/16/2021	2/18/2021		EPA 3546	Microwave Extraction	☐	☐	☐	YG
			2/18/2021		EPA 8081A	ORGANOCHLORINE PESTICIDES BY GC/ECD	☐	☐	☐	YG
N044190-051A	SS-01@1c	2/16/2021 8:12:00 AM	2/18/2021		EPA 3050B	SOPREP TOTAL METALS	☐	☐	☐	CEI
			2/18/2021		EPA 6010B	TOTAL METALS BY ICP	☐	☐	☐	CEI
N044190-052A	SS-02@2d	2/16/2021 8:43:00 AM	2/18/2021		EPA 3050B	SOPREP TOTAL METALS	☐	☐	☐	CEI

ASSET Laboratories

WORK ORDER Summary

17-Feb-21

WorkOrder: N044190

Client ID: KLEFE02

Project: Fresno Phase II, 20212901.001A Task 03 **QC Level:** RTNE **Date Received:** 2/16/2021

Comments:

Sample ID	Client Sample ID	Date Collected	Date Due	Matrix	Test No	Test Name	Hld	MS	Sub	Storage
N044190-052A	SS-02@2d	2/16/2021 8:43:00 AM	2/18/2021	Soil	EPA 6010B	TOTAL METALS BY ICP	☐	☐	☐	CEI
N044190-053A	SS-03@3b	2/16/2021 9:50:00 AM	2/18/2021		EPA 3050B	SOPREP TOTAL METALS	☐	☐	☐	CEI
			2/18/2021		EPA 6010B	TOTAL METALS BY ICP	☐	☐	☐	CEI
N044190-054A	SS-04@4d	2/16/2021 9:20:00 AM	2/18/2021		EPA 3050B	SOPREP TOTAL METALS	☐	☐	☐	CEI
			2/18/2021		EPA 6010B	TOTAL METALS BY ICP	☐	☐	☐	CEI
N044190-055A	SS-05@5a	2/16/2021 12:05:00 PM	2/18/2021		EPA 3050B	SOPREP TOTAL METALS	☐	☐	☐	CEI
			2/18/2021		EPA 6010B	TOTAL METALS BY ICP	☐	☐	☐	CEI
N044190-056A	SS-06@6a	2/16/2021 12:30:00 PM	2/18/2021		EPA 3050B	SOPREP TOTAL METALS	☐	☐	☐	CEI
			2/18/2021		EPA 6010B	TOTAL METALS BY ICP	☐	☐	☐	CEI
N044190-057A	SS-07@7d	2/16/2021 1:40:00 PM	2/18/2021		EPA 3050B	SOPREP TOTAL METALS	☐	☐	☐	CEI
			2/18/2021		EPA 6010B	TOTAL METALS BY ICP	☐	☐	☐	CEI
N044190-058A	SS-07 duplicate@7d	2/16/2021 1:45:00 PM	2/18/2021		EPA 3050B	SOPREP TOTAL METALS	☐	☐	☐	CEI
			2/18/2021		EPA 6010B	TOTAL METALS BY ICP	☐	☐	☐	CEI
N044190-059A	SS-08@8b	2/16/2021 1:00:00 PM	2/18/2021		EPA 3050B	SOPREP TOTAL METALS	☐	☐	☐	CEI
			2/18/2021		EPA 6010B	TOTAL METALS BY ICP	☐	☐	☐	CEI
N044190-060A	SS-09@9c	2/16/2021 3:00:00 PM	2/18/2021		EPA 3050B	SOPREP TOTAL METALS	☐	☐	☐	CEI
			2/18/2021		EPA 6010B	TOTAL METALS BY ICP	☐	☐	☐	CEI
N044190-061A	FOLDER	2/18/2021	2/18/2021		Folder	Folder	☐	☐	☐	LAB
			2/18/2021		Folder	Folder	☐	☐	☐	LAB

Appendix H

Noise Calculations

Existing Traffic Noise

Project:

Noise Level Descriptor: Ldn
Site Conditions: Hard
Traffic Input: ADT
Traffic K-Factor:

				Input										Output				
		Segment Description and Location				Distance to Directional Centerline, (feet)[4]		Traffic Distribution Characteristics							Distance to Contour, (feet)[3]			
Number	Name	From	To	ADT	Speed (mph)	Near	Far	% Auto	% Medium	% Heavy	% Day	% Eve	% Night	Ldn, (dBA)[5,6,7]	75 dBA	70 dBA	65 dBA	60 dBA
1	Riverside Dr	Between Spruce Ave and the northernmost project driveway		2,050	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	57.0	1	2	8	25
2	Riverside Dr	Between the northernmost project driveway and Fir Avenue		2,060	40	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	58.6	1	4	11	36
3	Riverside Dr	Between Fir Avenue and the southernmost project driveway		2,270	40	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	59.0	1	4	12	39
4	Riverside Dr	Between the southernmost project driveway and Herndon Ave		2,260	40	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	59.0	1	4	12	39
5	Herndon Ave	west of Riverside Drive		24,880	45	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	70.8	19	61	191	605
6	Herndon Ave	Between Riverside Dr and Arthur Ave		21,050	50	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	71.4	22	70	221	698
7	Herndon Ave	East of Arthur Ave		21,050	50	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	71.4	22	70	221	698
8	ADT Limit to Comply with General Plan Exterior Noise Standard			9,000	40	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.0	5	16	49	156
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					

*All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow and does not account for shielding of any type or finite roadway adjustments. All levels are reported as A-weighted noise levels.

Existing-Plus-Project Traffic Noise

Project:

Noise Level Descriptor: Ldn
Site Conditions: Hard
Traffic Input: ADT
Traffic K-Factor:

Number	Segment Description and Location: Name	From	To	ADT	Speed (mph)	Distance to Directional Centerline, (feet)[4]: Near	Far	Traffic Distribution Characteristics: % Auto	% Medium	% Heavy	% Day	% Eve	% Night	Ldn, (dBA)[5,6,7]	Distance to Contour, (feet)[3]: 75 dBA	70 dBA	65 dBA	60 dBA
					Input									**Output**				
1	Riverside Dr	Between Spruce Ave and the northernmost project driveway		5,536	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.3	2	7	21	67
2	Riverside Dr	Between the northernmost project driveway and Fir Avenue		7,783	40	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.3	4	14	43	135
3	Riverside Dr	Between Fir Avenue and the southernmost project driveway		19,500	40	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	68.3	11	34	107	339
4	Riverside Dr	Between the southernmost project driveway and Herndon Ave		20,603	40	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	68.6	11	36	113	358
5	Herndon Ave	west of Riverside Drive		37,158	45	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	72.6	29	90	286	904
6	Herndon Ave	Between Riverside Dr and Arthur Ave		26,352	50	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	72.4	28	87	276	873
7	Herndon Ave	East of Arthur Ave		26,321	50	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	72.4	28	87	276	872
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					

*All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow and does not account for shielding of any type or finite roadway adjustments. All levels are reported as A-weighted noise levels.

Traffic Noise Spreadsheet Calculator

Project:

Noise Level Descriptor: Ldn
Site Conditions: Hard
Traffic Input: ADT
Traffic K-Factor:

		Segment Description and Location		Input										Output				
						Distance to Directional Centerline, (feet)$_4$		Traffic Distribution Characteristics							Distance to Contour, (feet)$_3$			
Number	Name	From	To	ADT	Speed (mph)	Near	Far	% Auto	% Medium	% Heavy	% Day	% Eve	% Night	Ldn, (dBA)$_{5,6,7}$	75 dBA	70 dBA	65 dBA	60 dBA
Existing Conditions																		
1	Riverside Dr	Between Spruce Ave and Entry B)		6,124	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.7	2	7	23	74
2	Riverside Dr	Between Entry B and Entry C)		9,483	40	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.2	5	16	52	165
3	Riverside Dr	Between Entry C and Entry D)		23,459	40	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	69.1	13	41	129	408
4	Riverside Dr	Between Entry D and Herndon Ave)		25,128	40	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	69.4	14	44	138	437
5	Herndon Ave	(west of Riverside Drive)		37,169	45	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	72.6	29	90	286	904
6	Herndon Ave	Between Riverside Dr and Arthur Ave)		26,332	50	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	72.4	28	87	276	873
7	Herndon Ave	(East of Arthur Ave)		26,332	50	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	72.4	28	87	276	873
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					
					35	100	100	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%					

*All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow and does not account for shielding of any type or finite roadway adjustments. All levels are reported as A-weighted noise levels.

Citation #	Citations	
1	Caltrans Technical Noise Supplement. 2009 (November). Table (5-11), Pg 5-60.	Caltrans Technical Noise Supplement. 2013 (September). Table (4-2), Pg 4-17.
2	Caltrans Technical Noise Supplement. 2009 (November). Equation (5-26), Pg 5-60.	Caltrans Technical Noise Supplement. 2013 (September). Equation (4-5), Pg 4-17
3	Caltrans Technical Noise Supplement. 2009 (November). Equation (2-16), Pg 2-32.	FHWA 2004 TNM Version 2.5
4	Caltrans Technical Noise Supplement. 2009 (November). Equation (5-11), Pg 5-47, 48.	FHWA 2004 TNM Version 2.5
5	Caltrans Technical Noise Supplement. 2009 (November). Equation (2-26), Pg 2-55, 56.	Caltrans Technical Noise Supplement. 2013 (September). Equation (2-23), Pg 2-5
6	Caltrans Technical Noise Supplement. 2009 (November). Equation (2-27), Pg 2-57.	Caltrans Technical Noise Supplement. 2013 (September). Equation (2-24), Pg 2-5
7	Caltrans Technical Noise Supplement. 2009 (November). Pg 2-53.	Caltrans Technical Noise Supplement. 2013 (September). Pg 2-57.
8	Caltrans Technical Noise Supplement. 2009 (November). Equation (5-7), Pg 5-45.	FHWA 2004 TNM Version 2.5
9	Caltrans Technical Noise Supplement. 2009 (November). Equation (5-8), Pg 5-45.	FHWA 2004 TNM Version 2.5
10	Caltrans Technical Noise Supplement. 2009 (November). Equation (5-9), Pg 5-45.	FHWA 2004 TNM Version 2.5
11	Caltrans Technical Noise Supplement. 2009 (November). Equation (5-13), Pg 5-49.	FHWA 2004 TNM Version 2.5
12	Caltrans Technical Noise Supplement. 2009 (November). Equation (5-14), Pg 5-49.	FHWA 2004 TNM Version 2.5
13	Federal Highway Administration Traffic Noise Model Technical Manual. Report No. FHWA-PD-96-010. 1998 (January). Equation (16), Pg 67	
14	Federal Highway Administration Traffic Noise Model Technical Manual. Report No. FHWA-PD-96-010. 1998 (January). Equation (20), Pg 69	
15	Federal Highway Administration Traffic Noise Model Technical Manual. Report No. FHWA-PD-96-010. 1998 (January). Equation (18), Pg 69	

References

California Department of Transportation (Caltrans). 2009 (November). Technical Noise Supplement. Available: http://www.dot.ca.gov/hq/env/noise/pub/tens_complete.pdf. Accessed A
2017.

Fresno Costco Onsite Construction Noise

Location	Distance to Nearest Receptor in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold	1,193	60.0
	50	87.6
Single-Family Residence (West Parr Avenue west of project site)	90	82.4
Rio Vista Middle School	850	62.9
River Bluff Elementary School	1230	59.7

Equipment	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Paver	85	0.2
Grader	85	0.4
Roller	85	0.2
Scraper	85	0.4

Ground Type	hard
Source Height	8
Receiver Height	5
Ground Factor[2]	0.00

Predicted Noise Level [3]	L_{eq} dBA at 50 feet[3]
Paver	78.0
Grader	81.0
Roller	78.0
Scraper	81.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
88

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, January 2006. Table 1.

[2] Based on Figure 6-5 from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 6-23).

[3] Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 12-3).

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects (FTA 2006: pg 6-23); and

D = Distance from source to receiver.

Fresno Costco Offsite Construction Noise

Location	Distance to Nearest Receptor in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold	974	60.0
	50	85.8
Nearest Residence	90	80.7
Off-site improvements corresponding with infrastructure improvment 1 in PD	60	84.2
Off-site improvements corresponding with infrastructure improvment 3 in PD	1000	59.8
Off-site improvements corresponding with infrastructure improvment 5 in PD	80	81.7

Equipment	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Paver	85	0.2
Grader	85	0.4

Ground Type	hard
Source Height	8
Receiver Height	5
Ground Factor[2]	0.00

Predicted Noise Level [3]	L_{eq} dBA at 50 feet[3]
Paver	78.0
Grader	81.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
86

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, January 2006. Table 1.

[2] Based on Figure 6-5 from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 6-23).

[3] Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 12-3).

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects (FTA 2006: pg 6-23); and

D = Distance from source to receiver.

Equipment Description	Acoustical Usage Factor (%)	Spec 721.560 Lmax @ 50ft (dBA slow)	Actual Measured Lmax @ 50ft (dBA slow)	No. of Actual Data Samples (count)	Spec 721.560 LmaxCalc	Spec 721.560 Leq	Distance	Actual Measured LmaxCalc	Actual Measured Leq
Auger Drill Rig	20	85	84	36	79.0	72.0	100	78.0	71.0
Backhoe	40	80	78	372	74.0	70.0	100	72.0	68.0
Bar Bender	20	80	na	0	74.0	67.0	100		
Blasting	na	94	na	0	88.0		100		
Boring Jack Power Unit	50	80	83	1	74.0	71.0	100	77.0	74.0
Chain Saw	20	85	84	46	79.0	72.0	100	78.0	71.0
Clam Shovel (dropping)	20	93	87	4	87.0	80.0	100	81.0	74.0
Compactor (ground)	20	80	83	57	74.0	67.0	100	77.0	70.0
Compressor (air)	40	80	78	18	74.0	70.0	100	72.0	68.0
Concrete Batch Plant	15	83	na	0	77.0	68.7	100		
Concrete Mixer Truck	40	85	79	40	79.0	75.0	100	73.0	69.0
Concrete Pump Truck	20	82	81	30	76.0	69.0	100	75.0	68.0
Concrete Saw	20	90	90	55	84.0	77.0	100	84.0	77.0
Crane	16	85	81	405	79.0	71.0	100	75.0	67.0
Dozer	40	85	82	55	79.0	75.0	100	76.0	72.0
Drill Rig Truck	20	84	79	22	78.0	71.0	100	73.0	66.0
Drum Mixer	50	80	80	1	74.0	71.0	100	74.0	71.0
Dump Truck	40	84	76	31	78.0	74.0	100	70.0	66.0
Excavator	40	85	81	170	79.0	75.0	100	75.0	71.0
Flat Bed Truck	40	84	74	4	78.0	74.0	100	68.0	64.0
Front End Loader	40	80	79	96	74.0	70.0	100	73.0	69.0
Generator	50	82	81	19	76.0	73.0	100	75.0	72.0
Generator (<25KVA, VMS signs)	50	70	73	74	64.0	61.0	100	67.0	64.0
Gradall	40	85	83	70	79.0	75.0	100	77.0	73.0
Grader	40	85	na	0	79.0	75.0	100		
Grapple (on Backhoe)	40	85	87	1	79.0	75.0	100	81.0	77.0
Horizontal Boring Hydr. Jack	25	80	82	6	74.0	68.0	100	76.0	70.0
Hydra Break Ram	10	90	na	0	84.0	74.0	100		
Impact Pile Driver	20	95	101	11	89.0	82.0	100	95.0	88.0
Jackhammer	20	85	89	133	79.0	72.0	100	83.0	76.0
Man Lift	20	85	75	23	79.0	72.0	100	69.0	62.0
Mounted Impact Hammer (hoe ram)	20	90	90	212	84.0	77.0	100	84.0	77.0
Pavement Scarafier	20	85	90	2	79.0	72.0	100	84.0	77.0
Paver	50	85	77	9	79.0	76.0	100	71.0	68.0
Pickup Truck	40	55	75	1	49.0	45.0	100	69.0	65.0
Pneumatic Tools	50	85	85	90	79.0	76.0	100	79.0	76.0
Pumps	50	77	81	17	71.0	68.0	100	75.0	72.0
Refrigerator Unit	100	82	73	3	76.0	76.0	100	67.0	67.0
Rivit Buster/chipping gun	20	85	79	19	79.0	72.0	100	73.0	66.0
Rock Drill	20	85	81	3	79.0	72.0	100	75.0	68.0
Roller	20	85	80	16	79.0	72.0	100	74.0	67.0
Sand Blasting (Single Nozzle)	20	85	96	9	79.0	72.0	100	90.0	83.0
Scraper	40	85	84	12	79.0	75.0	100	78.0	74.0
Shears (on backhoe)	40	85	96	5	79.0	75.0	100	90.0	86.0
Slurry Plant	100	78	78	1	72.0	72.0	100	72.0	72.0
Slurry Trenching Machine	50	82	80	75	76.0	73.0	100	74.0	71.0
Soil Mix Drill Rig	50	80	na	0	74.0	71.0	100		
Tractor	40	84	na	0	78.0	74.0	100		
Vacuum Excavator (Vac-truck)	40	85	85	149	79.0	75.0	100	79.0	75.0
Vacuum Street Sweeper	10	80	82	19	74.0	64.0	100	76.0	66.0
Ventilation Fan	100	85	79	13	79.0	79.0	100	73.0	73.0
Vibrating Hopper	50	85	87	1	79.0	76.0	100	81.0	78.0
Vibratory Concrete Mixer	20	80	80	1	74.0	67.0	100	74.0	67.0
Vibratory Pile Driver	20	95	101	44	89.0	82.0	100	95.0	88.0
Warning Horn	5	85	83	12	79.0	66.0	100	77.0	64.0
Welder / Torch	40	73	74	5	67.0	63.0	100	68.0	64.0
chipper		75							

Source:
FHWA Roadway Construction Noise Model, January 2006. Table 9.1
U.S. Department of Transportation
CA/T Construction Spec. 721.560

Nightime Construction Activities- Concrete Pour

Location	Distance to Nearest Receptor in feet	Combined Predicted Noise Level (L_{eq} dBA)	Interior Noise Level (Leq dBA)	Equipment	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
threshold	3,077	50.0		**Concrete Mixer Truck**	85	0.4
					85	
Single-family Residence (West Parr				**Concrete Mixer Truck**		
Avenue west of project site)	400	67.7	43.7			0.4
Rio Vista Middle School	1400	56.8	32.8	**Concrete Pump Truck**	82	0.16
River Bluff Elementary School	1550	56.0	32.0	**Tractor**	84	0.4
						0.4
						0.4
						0.4
						0.4
						0.4

Ground Type	hard
Source Height	8
Receiver Height	5
Ground Factor[2]	0.00

Predicted Noise Level [3]	L_{eq} dBA at 50 feet[3]
Concrete Mixer Truck	81.0
Concrete Mixer Truck	81.0
Concrete Pump Truck	74.0
Tractor	80.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
85.8

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, January 2006. Table 1.

[2] Based on Figure 6-5 from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 6-23).

[3] Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 12-3).

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects (FTA 2006: pg 6-23); and

D = Distance from source to receiver.

Nightime Construction Activities- Concrete Pour

Location	Distance to Nearest Receptor in feet	Combined Predicted Noise Level (L_{eq} dBA)
threshold	5,104	50.0
Single-family Residence (West Parr Avenue west of project site)	400	72.1
Rio Vista Middle School	1400	61.2
River Bluff Elementary School	1550	60.4

Equipment	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Mixer Truck	85	1
Concrete Mixer Truck	85	1
Concrete Pump Truck	82	1
Tractor	84	1
		1
		1
		1
		1

Ground Type	hard
Source Height	8
Receiver Height	5
Ground Factor[2]	0.00

Predicted Noise Level [3]	L_{eq} dBA at 50 feet[3]
Concrete Mixer Truck	85.0
Concrete Mixer Truck	85.0
Concrete Pump Truck	82.0
Tractor	84.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
90.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, January 2006. Table 1.

[2] Based on Figure 6-5 from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 6-23).

[3] Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 12-3).

$L_{eq}(equip) = E.L.+10*\log (U.F.) - 20*\log (D/50) - 10*G*\log (D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects (FTA 2006: pg 6-23); and

D = Distance from source to receiver.

Equipment Description	Acoustical Usage Factor (%)	Spec 721.560 Lmax @ 50ft (dBA slow)	Actual Measured Lmax @ 50ft (dBA slow)	No. of Actual Data Samples (count)	Spec 721.560 LmaxCalc	Spec 721.560 Leq	Distance	Actual Measured LmaxCalc	Actual Measured Leq
Auger Drill Rig	20	85	84	36	79.0	72.0	100	78.0	71.0
Backhoe	40	80	78	372	74.0	70.0	100	72.0	68.0
Bar Bender	20	80	na	0	74.0	67.0	100		
Blasting	na	94	na	0	88.0		100		
Boring Jack Power Unit	50	80	83	1	74.0	71.0	100	77.0	74.0
Chain Saw	20	85	84	46	79.0	72.0	100	78.0	71.0
Clam Shovel (dropping)	20	93	87	4	87.0	80.0	100	81.0	74.0
Compactor (ground)	20	80	83	57	74.0	67.0	100	77.0	70.0
Compressor (air)	40	80	78	18	74.0	70.0	100	72.0	68.0
Concrete Batch Plant	15	83	na	0	77.0	68.7	100		
Concrete Mixer Truck	40	85	79	40	79.0	75.0	100	73.0	69.0
Concrete Pump Truck	20	82	81	30	76.0	69.0	100	75.0	68.0
Concrete Saw	20	90	90	55	84.0	77.0	100	84.0	77.0
Crane	16	85	81	405	79.0	71.0	100	75.0	67.0
Dozer	40	85	82	55	79.0	75.0	100	76.0	72.0
Drill Rig Truck	20	84	79	22	78.0	71.0	100	73.0	66.0
Drum Mixer	50	80	80	1	74.0	71.0	100	74.0	71.0
Dump Truck	40	84	76	31	78.0	74.0	100	70.0	66.0
Excavator	40	85	81	170	79.0	75.0	100	75.0	71.0
Flat Bed Truck	40	84	74	4	78.0	74.0	100	68.0	64.0
Front End Loader	40	80	79	96	74.0	70.0	100	73.0	69.0
Generator	50	82	81	19	76.0	73.0	100	75.0	72.0
Generator (<25KVA, VMS s	50	70	73	74	64.0	61.0	100	67.0	64.0
Gradall	40	85	83	70	79.0	75.0	100	77.0	73.0
Grader	40	85	na	0	79.0	75.0	100		
Grapple (on Backhoe)	40	85	87	1	79.0	75.0	100	81.0	77.0
Horizontal Boring Hydr. Jac	25	80	82	6	74.0	68.0	100	76.0	70.0
Hydra Break Ram	10	90	na	0	84.0	74.0	100		
Impact Pile Driver	20	95	101	11	89.0	82.0	100	95.0	88.0
Jackhammer	20	85	89	133	79.0	72.0	100	83.0	76.0
Man Lift	20	85	75	23	79.0	72.0	100	69.0	62.0
Mounted Impact Hammer (	20	90	90	212	84.0	77.0	100	84.0	77.0
Pavement Scarafier	20	85	90	2	79.0	72.0	100	84.0	77.0
Paver	50	85	77	9	79.0	76.0	100	71.0	68.0
Pickup Truck	40	55	75	1	49.0	45.0	100	69.0	65.0
Pneumatic Tools	50	85	85	90	79.0	76.0	100	79.0	76.0
Pumps	50	77	81	17	71.0	68.0	100	75.0	72.0
Refrigerator Unit	100	82	73	3	76.0	76.0	100	67.0	67.0
Rivit Buster/chipping gun	20	85	79	19	79.0	72.0	100	73.0	66.0
Rock Drill	20	85	81	3	79.0	72.0	100	75.0	68.0
Roller	20	85	80	16	79.0	72.0	100	74.0	67.0
Sand Blasting (Single Nozzl	20	85	96	9	79.0	72.0	100	90.0	83.0
Scraper	40	85	84	12	79.0	75.0	100	78.0	74.0
Shears (on backhoe)	40	85	96	5	79.0	75.0	100	90.0	86.0
Slurry Plant	100	78	78	1	72.0	72.0	100	72.0	72.0
Slurry Trenching Machine	50	82	80	75	76.0	73.0	100	74.0	71.0
Soil Mix Drill Rig	50	80	na	0	74.0	71.0	100		
Tractor	40	84	na	0	78.0	74.0	100		
Vacuum Excavator (Vac-tru	40	85	85	149	79.0	75.0	100	79.0	75.0
Vacuum Street Sweeper	10	80	82	19	74.0	64.0	100	76.0	66.0
Ventilation Fan	100	85	79	13	79.0	79.0	100	73.0	73.0
Vibrating Hopper	50	85	87	1	79.0	76.0	100	81.0	78.0
Vibratory Concrete Mixer	20	80	80	1	74.0	67.0	100	74.0	67.0
Vibratory Pile Driver	20	95	101	44	89.0	82.0	100	95.0	88.0
Warning Horn	5	85	83	12	79.0	66.0	100	77.0	64.0
Welder / Torch	40	73	74	5	67.0	63.0	100	68.0	64.0

Source:
FHWA Roadway Construction Noise Model, January 2006. Table 9.1
U.S. Department of Transportation
CA/T Construction Spec. 721.560

Distance Propagation Calculations for Stationary Sources of Ground Vibration

KEY: Orange cells are for input.
Grey cells are intermediate calculations performed by the model.
Green cells are data to present in a written analysis (output).

STEP 1: Determine units in which to perform calculation.

— If vibration decibels (VdB), then use Table A and proceed to Steps 2A and 3A.
— If peak particle velocity (PPV), then use Table B and proceed to Steps 2B and 3B.

STEP 2A: Identify the vibration source and enter the reference vibration level (VdB) and distance.

STEP 3A: Select the distance to the receiver.

Table A. Propagation of vibration decibels (VdB) with distance

Noise Source/ID	Reference Noise Level vibration level (VdB)	@	distance (ft)	Attenuated Noise Level at Receptor vibration level (VdB)	@	distance (ft)
Vibratory Roller	94	@	25	77.3	@	90
Vibratory Roller	94	@	25	80.0	@	73
Small bull dozer	58.0	@	25	41.3	@	90
Large bull dozer	87.0	@	25	70.3	@	90
Loaded trucks	86.0	@	25	69.3	@	90

Distance to sensitive receptor
Threshold
80 vdb

The Lv metric (VdB) is used to assess the likelihood for vibration to result in human annoyance.

STEP 2B: Identify the vibration source and enter the reference peak particle velocity (PPV) and distance.

STEP 3B: Select the distance to the receiver.

Table B. Propagation of peak particle velocity (PPV) with distance

Noise Source/ID	Reference Noise Level vibration level (PPV)	@	distance (ft)	Attenuated Noise Level at Receptor vibration level (PPV)	@	distance (ft)
Vibratory Roller	0.210	@	25	0.031	@	90
Vibratory Roller	0.210	@	25	0.198	@	26
Small bull dozer	0.003	@	25	0.000	@	90
Large bull dozer	0.089	@	25	0.013	@	90
Loaded trucks	0.076	@	25	0.011	@	90

Distance to sensitive receptor
Threshold
0.2 ppv

The PPV metric (in/sec) is used for assessing the likelihood for the potential of structural damage.

Notes:
Computation of propagated vibration levels is based on the equations presented on pg. 185 of FTA 2018. Estimates of attenuated vibration levels do not account for reductions from intervening underground barriers or other underground structures of any type, or changes in soil type.

Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. Washington, D.C. Accessed: December 20, 2020. Page Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Distance Propagation Calculations for Stationary Sources of Ground Vibration

KEY: Orange cells are for input.

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STEP 1: Determine units in which to perform calculation.

— If vibration decibels (VdB), then use Table A and proceed to Steps 2A and 3A.

— If peak particle velocity (PPV), then use Table B and proceed to Steps 2B and 3B.

STEP 2A: Identify the vibration source and enter the reference vibration level (VdB) and distance.

STEP 3A: Select the distance to the receiver.

Table A. Propagation of vibration decibels (VdB) with distance

Noise Source/ID	Reference Noise Level			Attenuated Noise Level at Receptor		
	vibration level (VdB)	@	distance (ft)	vibration level (VdB)	@	distance (ft)
loaded truck	86	@	25	74.6	@	60
loaded truck	86	@	25	37.9	@	1000
loaded truck	86	@	25	70.8	@	80
loaded truck	86	@	25	79.9	@	40

80 vdb

Off-site improvements corresponding with infrastructure improvment 1 in PD

Off-site improvements corresponding with infrastructure improvment 3 in PD

Off-site improvements corresponding with infrastructure improvment 5 in PD

Threshold

The Lv metric (VdB) is used to assess the likelihood for vibration to result in human annoyance.

STEP 2B: Identify the vibration source and enter the reference peak particle velocity (PPV) and distance.

STEP 3B: Select the distance to the receiver.

Table B. Propagation of peak particle velocity (PPV) with distance

Noise Source/ID	Reference Noise Level			Attenuated Noise Level at Receptor		
	vibration level (PPV)	@	distance (ft)	vibration level (PPV)	@	distance (ft)
loaded truck	0.076	@	25	0.020	@	60
loaded truck	0.076	@	25	0.000	@	1000
loaded truck	0.076	@	25	0.013	@	80
loaded truck	0.076	@	25	0.181	@	14

0.2 ppv

Off-site improvements corresponding with infrastructure improvment 1 in PD

Off-site improvements corresponding with infrastructure improvment 3 in PD

Off-site improvements corresponding with infrastructure improvment 5 in PD

Threshold

The PPV metric (in/sec) is used for assessing the likelihood for the potential of structural damage.

Notes:

Computation of propagated vibration levels is based on the equations presented on pg. 185 of FTA 2018. Estimates of attenuated vibration levels do not account for reductions from intervening underground barriers or other underground structures of any type, or changes in soil type.

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Distance Propagation Calculations for Stationary Sources of Ground Vibration

KEY: Orange cells are for input.
Grey cells are intermediate calculations performed by the model.
Green cells are data to present in a written analysis (output).

STEP 1: Determine units in which to perform calculation.

— If vibration decibels (VdB), then use Table A and proceed to Steps 2A and 3A.
— If peak particle velocity (PPV), then use Table B and proceed to Steps 2B and 3B.

STEP 2A: Identify the vibration source and enter the reference vibration level (VdB) and distance.

STEP 3A: Select the distance to the receiver.

Table A. Propagation of vibration decibels (VdB) with distance

Noise Source/ID	Reference Noise Level vibration level (VdB)	@	distance (ft)	Attenuated Noise Level at Receptor vibration level (VdB)	@	distance (ft)	
large bull dozer	87.0	@	25	49.1	@	460	Learn4Life Highschool
large bull dozer	87.0	@	25	79.9	@	43	Threshold

80 vdb

The Lv metric (VdB) is used to assess the likelihood for vibration to result in human annoyance.

STEP 2B: Identify the vibration source and enter the reference peak particle velocity (PPV) and distance.

STEP 3B: Select the distance to the receiver.

Table B. Propagation of peak particle velocity (PPV) with distance

Noise Source/ID	Reference Noise Level vibration level (PPV)	@	distance (ft)	Attenuated Noise Level at Receptor vibration level (PPV)	@	distance (ft)	
large bull dozer	0.089	@	25	0.001	@	460	Learn4Life Highschool
large bull dozer	0.089	@	25	0.191	@	15	Threshold

0.2 ppv

The PPV metric (in/sec) is used for assessing the likelihood for the potential of structural damage.

Notes:

Computation of propagated vibration levels is based on the equations presented on pg. 185 of FTA 2018. Estimates of attenuated vibration levels do not account for reductions from intervening underground barriers or other underground structures of any type, or changes in soil type.

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Decommissioning

Location	Distance to Nearest Receptor in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold	1,732	50.0
Learn4Life Highschool	450	63.4
Nearest Residence (West San Jose Ave and North Gates Ave)	1400	50.4

Equipment	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Saw	90	0.2
Excavator	85	0.4
Excavator	85	0.4
Excavator	85	0.4
Dozer	85	0.4
Dozer	85	0.4

Ground Type	Soft
Source Height	8
Receiver Height	5
Ground Factor[2]	0.63

Predicted Noise Level [3]	L_{eq} dBA at 50 feet[3]
Concrete Saw	83.0
Excavator	81.0
Excavator	81.0
Excavator	81.0
Dozer	81.0
Dozer	81.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
88.5

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, January 2006. Table 1.

[2] Based on Figure 6-5 from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 6-23).

[3] Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 12-3).

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects (FTA 2006: pg 6-23); and

D = Distance from source to receiver.

Equipment Description	Acoustical Usage Factor (%)	Spec 721.560 Lmax @ 50ft (dBA slow)	Actual Measured Lmax @ 50ft (dBA slow)	No. of Actual Data Samples (count)	Spec 721.560 LmaxCalc	Spec 721.560 Leq	Distance	Actual Measured LmaxCalc	Actual Measured Leq
Auger Drill Rig	20	85	84	36	79.0	72.0	100	78.0	71.0
Backhoe	40	80	78	372	74.0	70.0	100	72.0	68.0
Bar Bender	20	80	na	0	74.0	67.0	100		
Blasting	na	94	na	0	88.0		100		
Boring Jack Power Unit	50	80	83	1	74.0	71.0	100	77.0	74.0
Chain Saw	20	85	84	46	79.0	72.0	100	78.0	71.0
Clam Shovel (dropping)	20	93	87	4	87.0	80.0	100	81.0	74.0
Compactor (ground)	20	80	83	57	74.0	67.0	100	77.0	70.0
Compressor (air)	40	80	78	18	74.0	70.0	100	72.0	68.0
Concrete Batch Plant	15	83	na	0	77.0	68.7	100		
Concrete Mixer Truck	40	85	79	40	79.0	75.0	100	73.0	69.0
Concrete Pump Truck	20	82	81	30	76.0	69.0	100	75.0	68.0
Concrete Saw	20	90	90	55	84.0	77.0	100	84.0	77.0
Crane	16	85	81	405	79.0	71.0	100	75.0	67.0
Dozer	40	85	82	55	79.0	75.0	100	76.0	72.0
Drill Rig Truck	20	84	79	22	78.0	71.0	100	73.0	66.0
Drum Mixer	50	80	80	1	74.0	71.0	100	74.0	71.0
Dump Truck	40	84	76	31	78.0	74.0	100	70.0	66.0
Excavator	40	85	81	170	79.0	75.0	100	75.0	71.0
Flat Bed Truck	40	84	74	4	78.0	74.0	100	68.0	64.0
Front End Loader	40	80	79	96	74.0	70.0	100	73.0	69.0
Generator	50	82	81	19	76.0	73.0	100	75.0	72.0
Generator (<25KVA, VMS signs)	50	70	73	74	64.0	61.0	100	67.0	64.0
Gradall	40	85	83	70	79.0	75.0	100	77.0	73.0
Grader	40	85	na	0	79.0	75.0	100		
Grapple (on Backhoe)	40	85	87	1	79.0	75.0	100	81.0	77.0
Horizontal Boring Hydr. Jack	25	80	82	6	74.0	68.0	100	76.0	70.0
Hydra Break Ram	10	90	na	0	84.0	74.0	100		
Impact Pile Driver	20	95	101	11	89.0	82.0	100	95.0	88.0
Jackhammer	20	85	89	133	79.0	72.0	100	83.0	76.0
Man Lift	20	85	75	23	79.0	72.0	100	69.0	62.0
Mounted Impact Hammer (hoe ram)	20	90	90	212	84.0	77.0	100	84.0	77.0
Pavement Scarafier	20	85	90	2	79.0	72.0	100	84.0	77.0
Paver	50	85	77	9	79.0	76.0	100	71.0	68.0
Pickup Truck	40	55	75	1	49.0	45.0	100	69.0	65.0
Pneumatic Tools	50	85	85	90	79.0	76.0	100	79.0	76.0
Pumps	50	77	81	17	71.0	68.0	100	75.0	72.0
Refrigerator Unit	100	82	73	3	76.0	76.0	100	67.0	67.0
Rivit Buster/chipping gun	20	85	79	19	79.0	72.0	100	73.0	66.0
Rock Drill	20	85	81	3	79.0	72.0	100	75.0	68.0
Roller	20	85	80	16	79.0	72.0	100	74.0	67.0
Sand Blasting (Single Nozzle)	20	85	96	9	79.0	72.0	100	90.0	83.0
Scraper	40	85	84	12	79.0	75.0	100	78.0	74.0
Shears (on backhoe)	40	85	96	5	79.0	75.0	100	90.0	86.0
Slurry Plant	100	78	78	1	72.0	72.0	100	72.0	72.0
Slurry Trenching Machine	50	82	80	75	76.0	73.0	100	74.0	71.0
Soil Mix Drill Rig	50	80	na	0	74.0	71.0	100		
Tractor	40	84	na	0	78.0	74.0	100		
Vacuum Excavator (Vac-truck)	40	85	85	149	79.0	75.0	100	79.0	75.0
Vacuum Street Sweeper	10	80	82	19	74.0	64.0	100	76.0	66.0
Ventilation Fan	100	85	79	13	79.0	79.0	100	73.0	73.0
Vibrating Hopper	50	85	87	1	79.0	76.0	100	81.0	78.0
Vibratory Concrete Mixer	20	80	80	1	74.0	67.0	100	74.0	67.0
Vibratory Pile Driver	20	95	101	44	89.0	82.0	100	95.0	88.0
Warning Horn	5	85	83	12	79.0	66.0	100	77.0	64.0
Welder / Torch	40	73	74	5	67.0	63.0	100	68.0	64.0
chipper		75							

Source:
FHWA Roadway Construction Noise Model, January 2006. Table 9.1
U.S. Department of Transportation
CA/T Construction Spec. 721.560

Attenuation Calculations for Stationary Noise Sources (HVAC and Car Wash)

KEY: Orange cells are for input.
Grey cells are intermediate calculations performed by the model.
Green cells are data to present in a written analysis (output).

STEP 1: Identify the noise source and enter the reference noise level (dBA and distance).

STEP 2: Select the ground type (hard or soft), and enter the source and receiver heights.

STEP 3: Select the distance to the receiver.

Noise Source/ID	Reference Noise Level			Attenuation Characteristics				Attenuated Noise Level at Receptor		
	noise level (dBA)	@	distance (ft)	Ground Type (soft/hard)	Source Height (ft)	Receiver Height (ft)	Ground Factor	noise level (dBA)	@	distance (ft)
HVAC units	70.0	@	50	soft	10	5	0.62	46.4	@	400
HVAC units	70.0	@	50	hard	10	5	0.00	44.9	@	900
Car Wash Dryers	69.0	@	50	hard	10	5	0.00	43.9	@	900

Notes:

Estimates of attenuated noise levels do not account for reductions from intervening barriers, including walls, trees, vegetation, or structures of any type.

Computation of the attenuated noise level is based on the equation presented on pg. 176 and 177 of FTA 2018.

Computation of the ground factor is based on the equation presentd in Table 4-26 on pg. 86 of FTA 2018, where the distance of the reference noise leve can be adjusted and the usage factor is not applied (i.e., the usage factor is equal to 1).

Sources:

Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment. Washington, D.C. Available: <http://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-

Attenuation Calculations for Stationary Noise Sources (Heavy Vehicle Loading)

KEY: Orange cells are for input.
Grey cells are intermediate calculations performed by the model.
Green cells are data to present in a written analysis (output).

STEP 1: Identify the noise source and enter the reference noise level (dBA and distance).

STEP 2: Select the ground type (hard or soft), and enter the source and receiver heights.

STEP 3: Select the distance to the receiver.

Noise Source/ID	Reference Noise Level			Attenuation Characteristics				Attenuated Noise Level at Receptor		
	noise level (dBA)	@	distance (ft)	Ground Type (soft/hard)	Source Height (ft)	Receiver Height (ft)	Ground Factor	noise level (dBA)	@	distance (ft)
Operational Noise Lmax at nearest residence	86.0	@	50	hard	5	8	0.00	66.0	@	500
Operational Noise CNEL at nearest residence	88.7	@	50	hard	5	8	0.00	68.7	@	500
Operational Noise Leq at nearest residence	84.0	@	50	hard	5	8	0.00	64.0	@	500
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			

Notes:

Estimates of attenuated noise levels do not account for reductions from intervening barriers, including walls, trees, vegetation, or structures of any type.

Computation of the attenuated noise level is based on the equation presented on pg. 176 and 177 of FTA 2018.

Computation of the ground factor is based on the equation presentd in Table 4-26 on pg. 86 of FTA 2018, where the distance of the reference noise leve can be adjusted and the usage factor is not applied (i.e., the usage factor is equal to 1).

Sources:

Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment. Washington, D.C. Available: <http://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-

Attenuation Calculations for Stationary Noise Sources

KEY:
Orange cells are for input.
Grey cells are intermediate calculations performed by the model.
Green cells are data to present in a written analysis (output).

STEP 1: Identify the noise source and enter the reference noise level (dBA and distance).

STEP 2: Select the ground type (hard or soft), and enter the source and receiver heights.

STEP 3: Select the distance to the receiver.

Noise Source/ID	Reference Noise Level			Attenuation Characteristics				Attenuated Noise Level at Receptor		
	noise level (dBA)	@	distance (ft)	Ground Type (soft/hard)	Source Height (ft)	Receiver Height (ft)	Ground Factor	noise level (dBA)	@	distance (ft)
Tire Center	65.0	@	50	hard	2	5	0.00	46.9	@	400

Notes:
Estimates of attenuated noise levels do not account for reductions from intervening barriers, including walls, trees, vegetation, or structures of any type.

Computation of the attenuated noise level is based on the equation presented on pg. 176 and 177 of FTA 2018.

Computation of the ground factor is based on the equation presentd in Table 4-26 on pg. 86 of FTA 2018, where the distance of the reference noise leve can be adjusted and the usage factor is not applied (i.e., the usage factor is equal to 1).

Sources:
Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment. Washington, D.C. Available: <http://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>Accessed: March 5, 2020.

Parking Lot Noise Calculation

KEY:	
	Orange cells are for input.
	Green cells are data to present in a written analysis (output).

Number of automobiles per hour	2130
Number of buses per hour	0
Distance to sensitive receptor (feet)	400

	distance	sound level
Leq @	50	**65.7**
Leq @	400	**47.6**

Source

Federal Transit Administration. 2018 (September). Transit Noise and Vibration Impact Assessment. Washington, D.C. Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed February 4, 2019. See pages 45–47, including Equation 4-14.

Attenuation Calculations for Stationary Noise Sources (Trash Compactor)

KEY: Orange cells are for input.
Grey cells are intermediate calculations performed by the model.
Green cells are data to present in a written analysis (output).

STEP 1: Identify the noise source and enter the reference noise level (dBA and distance).

STEP 2: Select the ground type (hard or soft), and enter the source and receiver heights.

STEP 3: Select the distance to the receiver.

Noise Source/ID	Reference Noise Level			Attenuation Characteristics				Attenuated Noise Level at Receptor			
	noise level (dBA)	@	distance (ft)	Ground Type (soft/hard)	Source Height (ft)	Receiver Height (ft)	Ground Factor	noise level (dBA)	@	distance (ft)	
Trash Compactor	50.0	@	50	hard	5	5	0.00	31.9	@	400	Distance to nearest residence west of project site

Notes:

Estimates of attenuated noise levels do not account for reductions from intervening barriers, including walls, trees, vegetation, or structures of any type.

Computation of the attenuated noise level is based on the equation presented on pg. 176 and 177 of FTA 2018.

Computation of the ground factor is based on the equation presentd in Table 4-26 on pg. 86 of FTA 2018, where the distance of the reference noise leve can be adjusted and the usage factor is not applied (i.e., the usage factor is equal to 1).

Sources:

Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment. Washington, D.C. Available: <http://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>Accessed: March 5, 2020.

Attenuation Calculations for Stationary Noise Sources

KEY: Orange cells are for input.
Grey cells are intermediate calculations performed by the model.
Green cells are data to present in a written analysis (output).

STEP 1: Identify the noise source and enter the reference noise level (dBA and distance).

STEP 2: Select the ground type (hard or soft), and enter the source and receiver heights.

STEP 3: Select the distance to the receiver.

Noise Source/ID	Reference Noise Level			Attenuation Characteristics				Attenuated Noise Level at Receptor			
	noise level (dBA)	@	distance (ft)	Ground Type (soft/hard)	Source Height (ft)	Receiver Height (ft)	Ground Factor	noise level (dBA)	@	distance (ft)	
High range of typical SENL (Haul Truck)	90.0	@	50	soft	8	5	0.63	92.6	@	40	nearest recpetor w/ sound wall
High range of typical SENL (Haul Truck)	90.0	@	50	hard	8	5	0.00	91.9	@	40	nearest recpetor w/ sound wall
							0.66				
							0.66				
							0.66				
							0.66				
							0.66				
							0.66				

Notes:
Estimates of attenuated noise levels do not account for reductions from intervening barriers, including walls, trees, vegetation, or structures of any type.

Computation of the attenuated noise level is based on the equation presented on pg. 176 and 177 of FTA 2018.

Computation of the ground factor is based on the equation presentd in Table 4-26 on pg. 86 of FTA 2018, where the distance of the reference noise leve can be adjusted and the usage factor is not applied (i.e., the usage factor is equal to 1).

Sources:
Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment. Washington, D.C. Available: <http://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-

Exhibit D-2 – 2024 Final Environmental Impact Report

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

Final Environmental Impact Report

Fresno Costco Commercial Center Project

State Clearinghouse No. 2021100443

Prepared for:

City of FRESNO

Planning and Development Department

January 2024









Final Environmental Impact Report

Fresno Costco Commercial Center Project

State Clearinghouse No. 2021100443

Prepared for:

City of FRESNO

Planning and Development Department
2600 Fresno Street, Third Floor, Room 3043
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Supervising Planner
559.621.8070

Prepared by:

ASCENT

Ascent Environmental
455 Capitol Mall, Suite 300
Sacramento, CA 95814

Contact:

Jessica Babcock
Project Manager
916.444.7301

January 2024

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LIST OF ABBREVIATIONS

Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
Central Valley RWQCB	Central Valley Regional Water Quality Control Board
CEQA	California Environmental Quality Act
COG	Council of Governments
dB	decibels
Draft EIR	draft environmental impact report
EV	electric vehicle
Final EIR	final environmental impact report
FMFCD	Fresno Metropolitan Flood Control District
GHG	greenhouse gas
GHGRP	City of Fresno Greenhouse Gas Reduction Plan
ITP	incidental take permit
L_{eq}	Equivalent Continuous Sound Level
PG&E	Pacific Gas and Electric Company
PRC	Public Resources Code
project	Costco Commercial Center
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SENL	single-event noise level
SJVAPCD	San Joaquin Valley Air Pollution Control District
SR	State Route
SWRCB	State Water Resource Control Board
TDM	Transportation Demand Management
TIA	transportation impact analysis
UWMP	urban water management plan
VMT	vehicle miles traveled

1 INTRODUCTION

This final environmental impact report (Final EIR) has been prepared by the City of Fresno, as lead agency, in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (CCR Section 15132). This Final EIR contains responses to comments received on the draft environmental impact report (Draft EIR) for the Costco Commercial Center (project). The Final EIR consists of the Draft EIR and this document (response to comments document), which includes comments on the Draft EIR, responses to those comments, and revisions to the Draft EIR.

1.1 PURPOSE AND INTENDED USES OF THIS FINAL EIR

CEQA requires a lead agency that has prepared a Draft EIR to consult with and obtain comments from responsible and trustee agencies that have jurisdiction by law with respect to the project, and to provide the public with an opportunity to comment on the Draft EIR. The Final EIR is the mechanism for responding to these comments. This Final EIR has been prepared to respond to comments received on the Draft EIR, which are reproduced in this document; and to present corrections, revisions, and other clarifications and amplifications to the Draft EIR, including project updates, made in response to these comments and as a result of the applicant's ongoing planning and design efforts. The Final EIR will be used to support the City's decision regarding whether to approve the Costco Commercial Center project.

This Final EIR will also be used by CEQA responsible and trustee agencies to ensure that they have met their requirements under CEQA before deciding whether to approve or permit project elements over which they have jurisdiction. It may also be used by other state, regional, and local agencies that may have an interest in resources that could be affected by the project or that have jurisdiction over portions of the project.

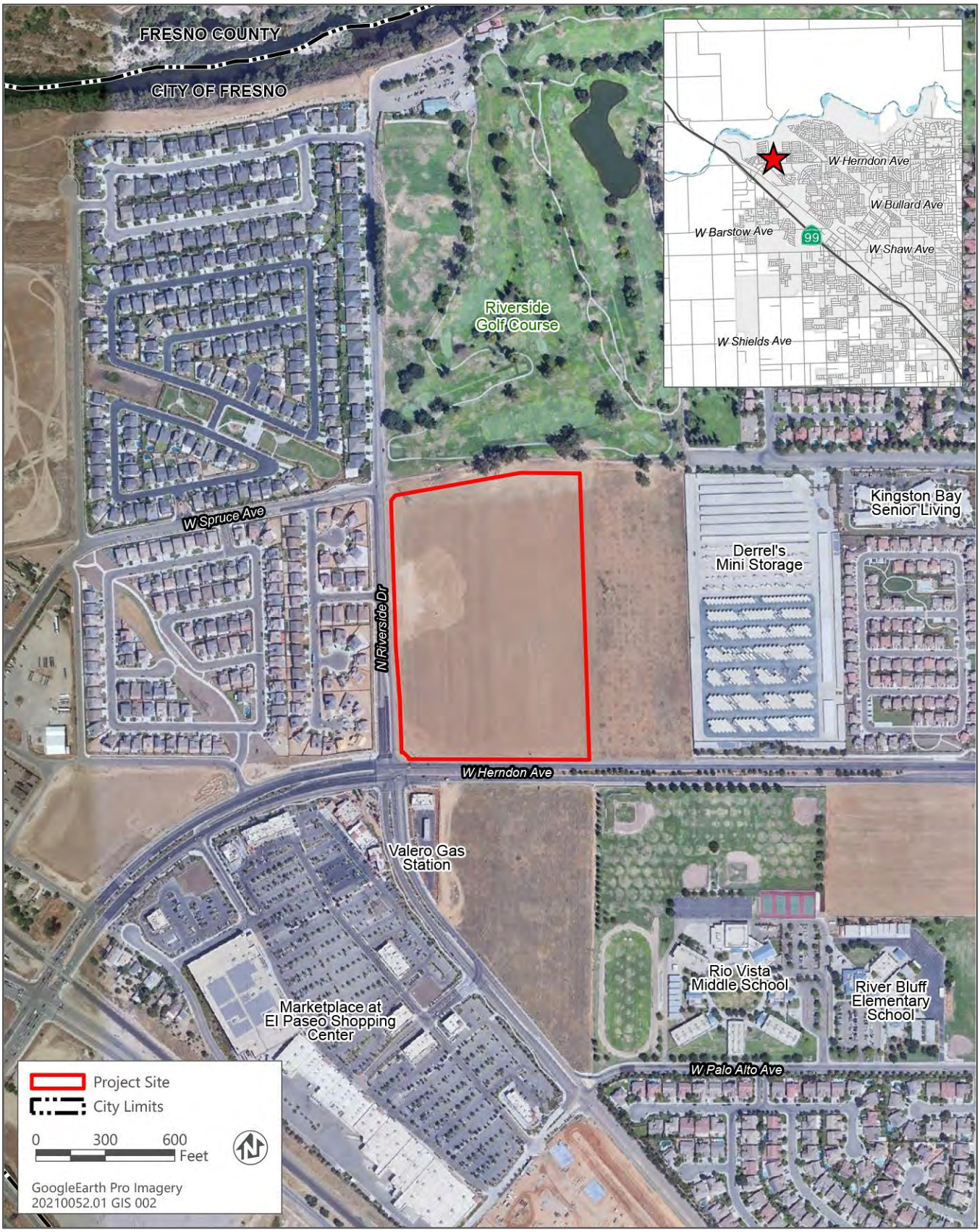
Responsible, trustee, and interested agencies may include:

- State Water Resource Control Board,
- Central Valley Regional Water Quality Control Board,
- San Joaquin Valley Air Pollution Control District, and
- Fresno Metropolitan Flood Control District.

1.2 SUMMARY DESCRIPTION OF THE PROJECT

1.2.1 Project Location

The project site is a 22.4-acre parcel located at the northeast corner of the intersection of West Herndon Avenue and North Riverside Drive in the city of Fresno. The project site is bordered by the unbuilt right-of way of West Spruce Avenue to the north, the right-of-way of (currently unbuilt) North Arthur Avenue to the east, West Herndon Avenue to the south, and North Riverside Drive to the east (Figure 1-1).



Source: Adapted by Ascent Environmental in 2021.

Figure 1-1 Project Location

1.2.2 Project Objectives

The State CEQA Guidelines require that an EIR include a statement of objectives for the project and that the objectives include the underlying purpose of the project. The following is a list of project objectives:

- Construct and operate a new membership-only Costco Commercial Center northwest Fresno that serves the local community with a wide variety of goods and services from both nationally known businesses and regional and local businesses.
- Locate the new membership-only Costco Commercial Center in a location that is convenient for its members, the community, and employees to travel to for shopping and working.
- Locate the new membership-only Costco Commercial Center in an area serviced by adequate existing infrastructure, including roadways and utilities.
- Establish a facility of sufficient size to provide a state-of-the-art facility that integrates several services, including home and/or business delivery service, under one roof.
- Meet demand for automobile services, including gasoline, car wash, and tire center.
- Create a commercial use with architecture designed to facilitate integration with the overall design context for an area, including the surrounding community.
- Reduce energy consumption by incorporating sustainable design features and systems with enhanced energy efficiencies meeting State and federal requirements.
- Continue and increase big-box retail store sales tax revenues received by the City.
- Improve availability of integrated retail sales of goods and services in the northwest area of Fresno.
- Minimize circulation conflicts between automobiles and pedestrians for retail stores and gas stations.

1.2.3 Characteristics of the Project

COSTCO WAREHOUSE BUILDING

The proposed Costco building would occupy 219,126 square feet, of which approximately 24,000 square feet would be reserved for storage and receiving. The sales floor area would include a tire center, optical exams and optical sales, hearing aid testing and sales, pharmacy, food service preparation and sales, meat preparation and sales, bakery and sales of baked goods, and alcohol sales. In addition to the general sales floor, the southwest portion of the warehouse would contain an area for receiving, storing, and loading big and bulky items for Costco's home delivery program.

COSTCO GAS STATION

The project would include a Costco members-only gas station on the northern portion of the project site adjacent to West Spruce Avenue. The facility would include an approximately 13,000 square-foot canopy and a 125 square-foot controller enclosure. There would be four covered fueling islands, each with four two-sided fuel dispensers to provide for the fueling of eight cars at each island, for a total of 32 fueling positions. The gas station would also have eight stacking lanes, allowing approximately 40 cars to wait for pumps at any given time in addition to the 32 cars at the dispensers. The dispensers would be fully automated and self-service. Four underground fuel tanks would also be installed at the southern edge of the gas station. Lights would be recessed into the canopy to provide both lighting during operating hours and a lower level of security lighting after hours.

COSTCO CAR WASH

A Costco members-only automated carwash would be located at the northwest corner of the project site, adjacent to the gas station. The car wash facility would include only the automated car wash within the structure. Wash water would be recycled. No self-service car vacuum stations would be provided.

PEDESTRIAN TRAILS AND BIKE PATHS

The project would include construction of 12-foot-wide pedestrian and bicycle paths along the project's frontage with West Herndon Avenue and North Riverside Drive. These facilities would be consistent with the City's Active Transportation Plan.

OFF-SITE ROADWAY IMPROVEMENTS

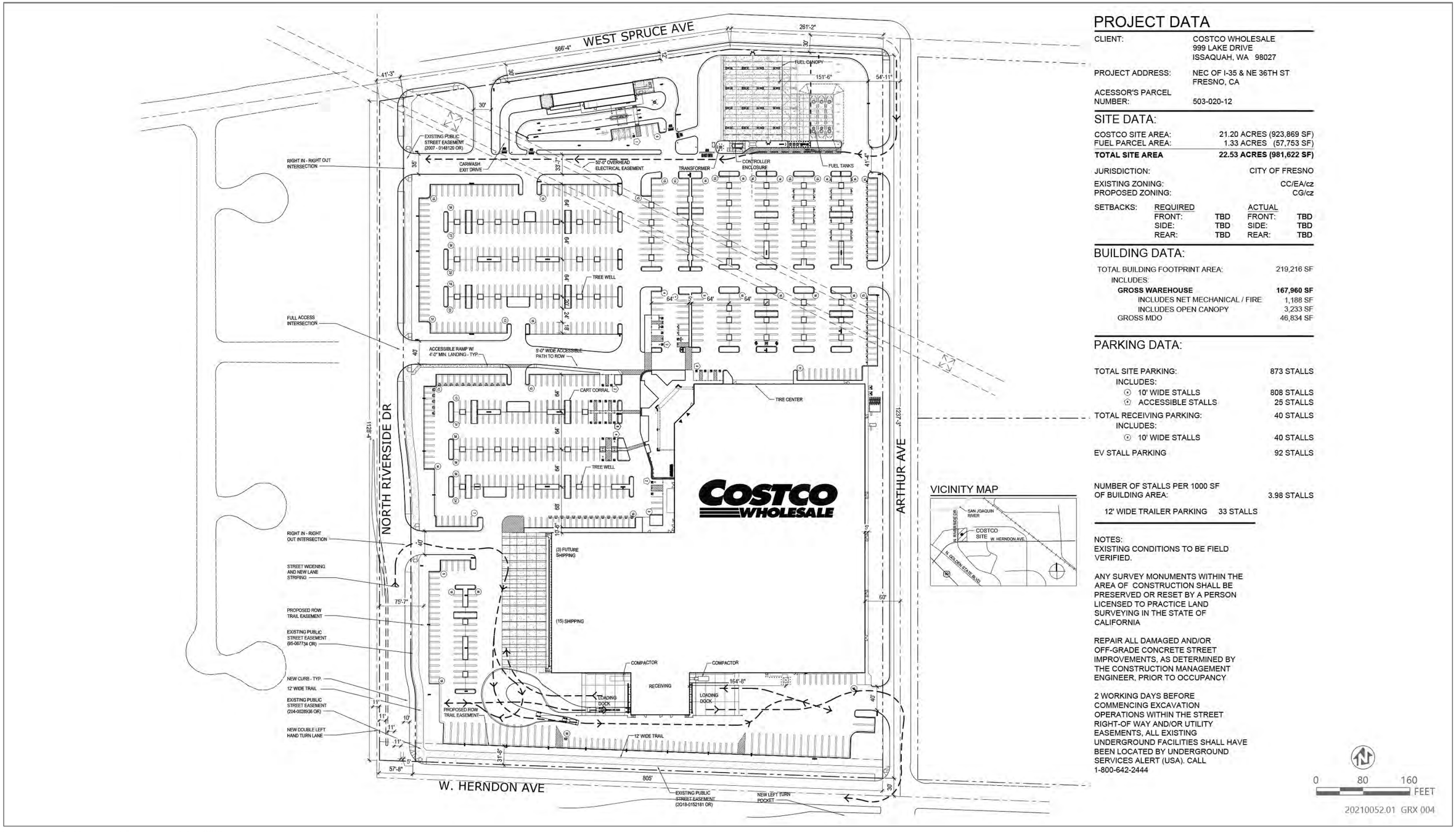
The project would include adjustments to the configuration of the southbound turn lanes on North Riverside Drive and North Golden State Boulevard to accommodate additional vehicle traffic turning onto West Herndon Avenue. The project would also include the construction of North Arthur Avenue along the eastern edge of the project site and the construction of West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue.

PROPOSED DESIGN REFINEMENTS

Since publication of the Draft EIR, the applicant has proposed several minor refinements to the project design. Overall, the changes result in a reduced building footprint for the warehouse retail and car wash components of the project, as described in further detail below. The revised site plan is provided as Figure 1-2.

- **Reduced Warehouse Size:** The size of the warehouse would be reduced by 22,216 square feet by adjusting the northern wall of the warehouse structure approximately 54 feet south of the plan lines shown in Figure 2-8 of the Draft EIR. As revised, the total warehouse retail building footprint would be 219,126 square feet.
- **Design of Warehouse Entry:** The entry canopy at the northwestern corner of the building would be designed with a 45-degree angle, rather than a 90-degree angle as depicted in previous plans.
- **Shorter Car Wash Tunnel:** The layout of the car wash building would also be refined, including a reduction of the proposed tunnel length, from 170 feet to 140 feet.
- **Parking Lot Design Changes:** Finally, the curb cuts on North Arthur Avenue would be revised to reduce potential for cut-through traffic between North Arthur Avenue and North Riverside Avenue in front of the warehouse entrance. As a result of these changes, the number of parking stalls would increase from 869 to 873.

The proposed changes to the project design do not affect the analysis or conclusions in the Draft EIR and the potential environmental effects of the project are unaffected.



PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	NEC OF I-35 & NE 36TH ST FRESNO, CA
ACESSOR'S PARCEL NUMBER:	503-020-12

SITE DATA:

COSTCO SITE AREA:	21.20 ACRES (923,869 SF)
FUEL PARCEL AREA:	1.33 ACRES (57,753 SF)
TOTAL SITE AREA	**22.53 ACRES (981,622 SF)**
JURISDICTION:	CITY OF FRESNO
EXISTING ZONING:	CC/EA/cz
PROPOSED ZONING:	CG/cz

SETBACKS:	REQUIRED		ACTUAL	
	FRONT:	TBD	FRONT:	TBD
	SIDE:	TBD	SIDE:	TBD
	REAR:	TBD	REAR:	TBD

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:	219,216 SF
INCLUDES:	
GROSS WAREHOUSE	**167,960 SF**
INCLUDES NET MECHANICAL / FIRE	1,188 SF
INCLUDES OPEN CANOPY	3,233 SF
GROSS MDO	46,834 SF

PARKING DATA:

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

VICINITY MAP

NOTES:
EXISTING CONDITIONS TO BE FIELD VERIFIED.

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

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

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

0 80 160 FEET

20210052.01 GRX 004

Source: Adapted by Ascent Environmental in 2021.

Figure 1-2 Revised Site Plan

1.3 MAJOR CONCLUSIONS OF THE ENVIRONMENTAL ANALYSIS

The Draft EIR identified the following significant impacts related to the project:

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

1.4 CEQA PUBLIC REVIEW PROCESS

On July 11, 2023, the City released the Draft EIR for public review and comment. The Draft EIR was submitted to the State Clearinghouse for distribution to reviewing agencies; posted on the City's website (https://www.fresno.gov/planning/plans-projects-under-review/#tab-14); and was made available at the Planning and Development Department (2600 Fresno Street, Room 3043). The document was also available for review at the Teague Branch Library (4718 N Polk Avenue). A notice of availability of the Draft EIR was published in the Fresno Bee.

As a result of these notification efforts, written and verbal comments were received from two state agencies (California Department of Fish and Wildlife and California Department of Transportation) and one local agency (San Joaquin Valley Air Pollution Control District), an organization representing the project applicant, and individuals. Chapter 2, "Responses to Comments," identifies these commenting parties, their respective comments, and provides responses to these comments. None of the comments received, or the responses provided, constitute "significant new information" by CEQA standards (State CEQA Guidelines CCR Section 15088.5).

1.5 ORGANIZATION OF THE FINAL EIR

This Final EIR is organized as follows:

Chapter 1, "Introduction," describes the purpose of the Final EIR, summarizes the Costco Commercial Center project and the major conclusions of the Draft EIR, provides an overview of the CEQA public review process, and describes the content of the Final EIR.

Chapter 2, "Responses to Comments," contains a list of all parties who submitted comments on the Draft EIR during the public review period, copies of the comment letters received, and responses to the comments.

Chapter 3, "Revisions to the Draft EIR," presents revisions to the Draft EIR text made in response to comments, or to amplify, clarify or make minor modifications or corrections. Changes in the text are signified by ~~strikeouts~~ where text is removed and by <u>underline</u> where text is added.

Chapter 4, "References," identifies the documents used as sources for the analysis.

Chapter 5, "List of Preparers," identifies the lead agency contacts as well as the preparers of this Final EIR.

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2 RESPONSES TO COMMENTS

This chapter contains comment letters received during the public review period for the Draft EIR, which concluded on August 28, 2023. In conformance with Section 15088(a) of the State CEQA Guidelines, written responses were prepared addressing comments on environmental issues received from reviewers of the Draft EIR.

2.1 LIST OF COMMENTERS ON THE DRAFT EIR

Table 2-1 presents the list of commenters, including the numerical designation for each comment letter received, the author of the comment letter, and the date of the comment letter.

Table 2-1 List of Commenters

Letter No.	Commenter	Date
	AGENCIES	
A1	California Department of Fish and Wildlife	August 14, 2023
A2	California Department of Transportation	August 15, 2023
A3	San Joaquin Valley Air Pollution Control District	August 23, 2023
	ORGANIZATIONS	
O1	Burke, Williams & Sorensen, LLP, on behalf of Costco Wholesale	August 28, 2023[1]
	INDIVIDUALS	
I1	Matthew Schellenberg	July 21, 2023
I2	Teresa Sanchez	July 21, 2023
I3	Dolores Davidian	July 19, 2023
I4	Vernon Valmonte	July 18, 2023
I5	Denise King	July 17, 2023
I6	Sharon Ross	July 17, 2023
I7	Susan Hansen	July 17, 2023
I8	Claudia Readwright	July 17, 2023
I9	Shahzaib Zaman	July 17, 2023
I10	Tj Atwal	July 17, 2023
I11	Rey Alvarez	July 17, 2023
I12	Agnes Habellion	July 16, 2023
I13	Linnea and David Faeth	July 16, 2023
I14	Alana L. Lewis	July 16, 2023
I15	Sharon Henson	July 16, 2023
I16	Jeannette Correa	July 16, 2023
I17	Dantenello Velasquez	July 15, 2023
I18	Randy Ames	July 15, 2023
I19	Kiersten Winrow	July 14, 2023
I20	Joseph Pulido	July 14, 2023
I21	Jeremy Bruno	July 14, 2023
I22	Bob Eurich	July 14, 2023
I23	Sukhi Dhillon	July 14, 2023
I24	Sakit Bibra	July 14, 2023

Letter No.	Commenter	Date
I25	Anya Ellis	July 14, 2023
I26	Michael and Joan Paine	July 14, 2023
I27	Bekah Bryant	July 14, 2023
I28	Randy Mills	July 13, 2023
I29	William and Melody Hardaway	July 13, 2023
I30	Geoff J.	July 13, 2023
I31	Birdevinder	July 13, 2023
I32	Bryan Miller	July 13, 2023
I33	Colton Metzler	July 13, 2023
I34	Ty Murphy	July 13, 2023
I35	Jax Ward	July 13, 2023
I36	Elizabeth Mendoza	July 13, 2023
I37	J. Chmielewski	July 13, 2023
I38	Kent Yamaguchi	July 13, 2023
I39	Nick Quisenberry	July 13, 2023
I40	Don Marshall	July 13, 2023
I41	Jerry Montejano	July 13, 2023
I42	William Duane Peverill	July 21, 2023
I43	Lorraine Arrington	July 21, 2023
I44	Dr. Danielle Biggs	July 21, 2023
I45	Holden Markwith	July 21, 2023
I46	David Scott	July 22, 2023
I47	Amy Siliznoff	July 22, 2023
I48	Betty Williams	July 22, 2023
I49	Jensen Vang	July 22, 2023
I50	Melody Wolverton	July 22, 2023
I51	Joseph Pulido	July 22, 2023
I52	John Olszowka	July 23, 2023
I53	Justin Latham	July 23, 2023
I54	Charles Ognibene	July 23, 2023
I55	Jamey Schmidt	July 24, 203
I56	William Duane Peverill	July 24, 2023
I57	Lorraine Arrington	July 24, 2023
I58	Pat Yaralian	July 25, 2023
I59	Michael Van	July 25, 2023
I60	Sabrina Hernandez	July 26, 2023
I61	Javier Morales	July 27, 2023
I62	James and Louisa Weyant	July 27, 2023
I63	Shirley Hutchison	July 27, 2023
I64	Maria Leon	July 27, 2023
I65	Norman S. Stahl	July 27, 2023
I66	Jesus Diaz	July 27, 2023
I67	Anthony Scheideman	July 27, 2023

Letter No.	Commenter	Date
I68	Rick and Kathy Haskill	July 28, 2023
I69	Kevin Cartwright	July 28, 2023
I70	Adalino	July 28, 2023
I71	Juan Duran	July 28, 2023
I72	Miguel Duran	July 28, 2023
I73	Fabrizio Robalino	July 31, 2023
I74	Celso "Sal" Romero, Jr.	July 31, 2023
I75	Cindy Diaz	August 1, 2023
I76	Joy Hinrichsen	August 2, 2023
I77	Garrett Schaefer	August 3, 2023
I78	Lynda Allison Doty	August 8, 2023
I79	Tom Basset	August 8, 2023
I80	Beth Durbin	August 9, 2023
I81	Sandra J. Iley	August 9, 2023
I82	Stephanie S.	August 10, 2023
I83	Thomas Coppin	August 10, 2023
I84	Dawn Mathews	August 10, 2023
I85	Larry Rodriguez	August 11, 2023
I86	Sylvia Fernandez	August 11, 2023
I87	Jens Andersen	August 13, 2023
I88	Richee Xavonglianekham	August 14, 2023
I89	Janet Bergman	August 15, 2023
I90	Robin Snowden	August 17, 2023
I91	Shauna Sandin	August 18, 2023
I92	Charles Yuvienco	August 19, 2023
I93	Darius Assemi	August 21, 2023
I94	Noel Delgado	August 21, 2023
I95	Ray Gonzales	August 24, 2023
I96	Jennifer Airheart	August 24, 2023
I97	Amy Zehring	August 25, 2023
I98	Brian and Sherryl Kellogg	August 24, 2023
I99	Rodger B. Jensen	August 25, 2023
I100	James Fleck	August 28, 2023
I101	Gabriel Ledesma	August 28, 2023
I102	Lauryn Medina	September 1, 2023[1]
I103	Daniel Brannick	August 31, 2023 [1]

[1] The comment was received after the close of the public comment period.

2.2 COMMENTS AND RESPONSES

The written individual comments received on the Draft EIR and the responses to those comments are provided below. The comment letters are reproduced in their entirety and are followed by the response(s). Where a commenter has provided multiple comments, each comment is indicated by a line bracket and an identifying number in the margin of the comment letter.

2.2.1 Agencies

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STATE OF CALIFORNIA • NATURAL RESOURCES AGENCY
Gavin Newson, Governor
DEPARTMENT OF FISH AND WILDLIFE
Charlton H. Bonham, Director
Central Region
1234 East Shaw Avenue | Fresno, California 93710 | (559)243-4005

Letter A1

August 14, 2023

Jose Valenzuela
Supervising Planner
City of Fresno - Planning and Development Department
2600 Fresno St, Room 3043
Fresno, California 93721

Subject: Costco Commercial Center Project (Project)
Draft Environmental Impact Report (DEIR)
State Clearinghouse No. 2021100443

Dear Jose Valenzuela :

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, the California Department of Fish and Wildlife (CDFW) appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code. While the comment period may have ended, CDFW would appreciate it if you would still consider our comments. A1-1

After reviewing the provided CEQA document, CDFW concurs with the biological resources related analyses and measures proposed in the DEIR and recommends that all such measures in the DEIR be carried forward into the Final EIR. CDFW has determined that most of the biological resource mitigation measures as currently documented in the DEIR are sufficient for mitigation of potential project related impacts to listed species. Please note that take of any species listed under the California Endangered Species Act (CESA) would be unauthorized if an Incidental Take Permit (ITP) pursuant to Fish and Game Code section 2081 subdivision (b) was not acquired in advance of such actions. It is recommended to consult with CDFW before any ground disturbing activities A1-2

wildlife.ca.gov

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commence and to obtain an ITP if take of CESA listed species cannot be avoided. **A1-2 cont.**

Mitigation Measure 3.5-1b states surveys will be done for Swainson's Hawk, white-tailed kite, and other raptors. CDFW recommends surveys be conducted by a qualified biologist with knowledge of SWHA natural history and behaviors, following the survey methods developed by the Swainson's Hawk Technical Advisory Committee (SWHA TAC 2000). **A1-3**

CDFW appreciates the opportunity to comment on the Project to assist the City of Fresno in identifying and mitigating the Project's impacts on biological resources.

More information on survey and monitoring protocols for sensitive species can be found at CDFW's website (https://www.wildlife.ca.gov/Conservation/Survey-Protocols). If you have any questions, please contact Jaime Marquez, Environmental Scientist, at the address provided on this letterhead, or by electronic mail at Jaime.Marquez@wildlife.ca.gov. **A1-4**

Sincerely,

DocuSigned by:
FA83F09FE08945A...
Julie A. Vance
Regional Manager

ec: State.Clearinghouse
Governor's Office of Planning and Research
State.Clearinghouse@opr.ca.gov

DocuSign Envelope ID: F7DF552B-2048-4132-8347-C51143690D4F

REFERENCES

Swainson's Hawk Technical Advisory Committee (SWHA TAC). 2000. Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley. Swainson's Hawk Technical Advisory Committee.

Letter A1 California Department of Fish and Wildlife

Julie A. Vance, Regional Manager
August 14, 2023

Response A1-1

The comment provides introductory remarks and states that the California Department of Fish and Wildlife (CDFW), by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code. Page 2-21 of the Draft EIR identifies CDFW as a trustee agency that has jurisdiction over resources potentially affected by the project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment.

Response A1-2

The comment states that CDFW concurs with the analysis related to biological resources and determined that the mitigation measures identified in the Draft EIR are sufficient to mitigate impacts to listed species. In addition, the comment states that consultation with CDFW is recommended and an incidental take permit (ITP) would be required if take of listed species cannot be avoided. Mitigation Measure 3.5-1b, described on pages 3.5-15 and 3.5-16 of the Draft EIR, requires the project proponent to retain a qualified biologist to implement avoidance buffers around active nest sites of listed or fully protected species (e.g., Swainson's hawk and white-tailed kite) in consultation with CDFW and conduct periodic monitoring of these sites during project construction. Implementation of Mitigation Measure 3.5-1b would avoid incidental take of Swainson's hawk, white-tailed kite, and other nesting raptors; therefore, it is not anticipated that an ITP would be needed for the project. No revisions to the Draft EIR are necessary in response to this comment.

Response A1-3

The comment recommends that surveys for Swainson's Hawk, white-tailed kite, and other raptors be conducted by a qualified biologist with knowledge of Swainson's hawk natural history and behaviors and following the survey methods developed by the Swainson's Hawk Technical Advisory Committee. Mitigation Measure 3.5-1b, described on pages 3.5-15 and 3.5-16 of the Draft EIR, states that nesting bird surveys will be conducted by a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys. The qualified biologist would be required to follow survey protocols promulgated by CDFW. Therefore, no revisions to the Draft EIR are necessary in response to this comment.

Response A1-4

The comment provides closing remarks, resources with additional information, and the CDFW contact for coordination in connection with the project. This comment is not related to the adequacy of the CEQA document. No further response is required.

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GO

California Department of Transportation

Letter A2

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 981-7284 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov

August 15, 2023

FRE-99-30.458
Costco Commercial Warehouse- N. Riverside Dr.
SCH #2021100443
GTS #: https://ld-igr-gts.dot.ca.gov/district/6/report/30405

SENT VIA EMAIL

Jose Valenzuela
Supervising Planner
City of Fresno – Planning and Development Department
2600 Fresno Street, Room 3043
Fresno, CA 93721
Jose.Valenzuela@fresno.gov

Dear Mr. Valenzuela:

Caltrans has completed a review of Draft Environmental Impact Report consisting of a Transportation Impact Analysis (TIA) on a proposed Costco Wholesale Commercial Center located on the northeast corner of Herndon Avenue and North Riverside Drive within the City of Fresno (City). The retail facility will include an attached tire center, detached gas station, market delivery operation center, and drive-through car wash.

The proposed commercial facility will be set on a single parcel of approximately 22.40 acres (APN 503-020-12) and contain approximately 191,346 square feet of building space. The project site is located at the northeast corner of N. Riverside Drive and W. Herndon Avenue in the City of Fresno, CA.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) process reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

A2-1

"Provide a safe and reliable transportation network that serves all people and respects the environment"

1. Based on the findings of the TIA, the project-generated trips are not expected to have a significant safety impact to the nearby state facilities. A queue length analysis was performed on the SR 99 & Herndon Avenue northbound off-ramp and adjacent intersection of Parkway Drive and Herndon Avenue. The results of the analysis indicated that the existing storage length of the off-ramps and turn lanes are adequate. The anticipated vehicle queue along the off-ramps during the peak hours is not anticipated to extend onto the SR 99 mainline. A2-2

2. Within the study area, a Caltrans project is being constructed for a new interchange along SR 99 at Veterans Boulevard. Per the analysis, future traffic conditions at the SR 99 & Herndon Avenue offramp and adjacent Parkway Drive & Herndon Avenue intersection are anticipated to improve upon completion of the Veterans Boulevard interchange. The planned future interchange is projected to result in lower traffic volumes within the immediate project vicinity. A2-3

3. To ensure the continued operational capacity and safety of the interchange and its surrounding local roadways, the project developer is recommended to contribute to the local impact fee program. This would provide the local municipality with funding for infrastructure improvements necessary to complement future SR 99 facility safety improvements needed due to area growth and development. A2-4

4. The existing Costco (Shaw) is estimated to produce 120,083 total daily VMT. The total daily VMT anticipated for the relocated Herndon Costco site is 191,032 miles. The proposed project estimates an increase of 129,326+ miles/day net change in vehicle miles traveled.

5. Based on the TIA, the impact the project will have on VMT in the surrounding project area will be significant and cannot be avoided. Proposed mitigation measures to help reduce approximately 13,385 project produced VMTs rest solely on employee participation in Costco's commute trip reduction program. A2-5

6. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City. The assessment should include the following:

6

   a. Pedestrian walkways should link this Project to transit facilities, bicycle pathways, and other walkways in the surrounding area.

   b. Coordinating connections to local and regional bicycle pathways should be done to encourage further the use of bicycles for commuter and recreational purposes. A2-6

"Provide a safe and reliable transportation network that serves all people and respects the environment"

c. Transit service and bus stop accommodations should be extended to within ¼-mile of the Project site. A2-6 cont.

7. According to the City of Fresno Active Transportation Plan (ATP) 2016, Herndon Avenue, along the Project's southern boundary, is planned to include a Class I bike path, and Riverside Avenue, along the Project's western boundary, is planned to include either a Class I bike path or a Class II bike lane (see page 120). Therefore, it is recommended that the Project follow the City's ATP 2016 plan and install the Class I bike path along Herndon Avenue and the Class I bike path/Class II bike lane along Riverside Avenue. A2-7

8. The project might also consider coordinating connections to regional bicycle pathways to encourage the use of bicycles for commuter and recreational purposes. A2-8

9. Caltrans recommends the Project implement multimodal strategies, such as those that originate from Transit-oriented development (TOD), in an effort to reduce the Project's traffic-related impacts. A2-9

10. Caltrans **recommends** that the Project implement "smart growth" principles regarding parking solutions, providing alternative transportation choices to residents and employees. Alternative transportation choices may include but are not limited to parking for carpools/vanpools, car-share, and/or ride-share programs. A2-10

11. Based on Caltrans Vehicle Miles Traveled (VMT)-Focused Transportation Impact Study Guide, dated May 20, 2020, and effective as of July 1, 2020, Caltrans seeks to reduce single occupancy vehicle trips, provide a safe transportation system, reduce per capita VMT, increase accessibility to destinations via cycling, walking, carpooling, transit and reduce greenhouse gas (GHG) emissions. Caltrans recommends that the project proponent continue to work with the City to implement further improvements to reduce VMT and offer a variety of transportation modes for its employees. A2-11

12. Caltrans recommends assigning some of the parking stalls to electric vehicle parking only. Providing electric vehicle charging stations and parking promotes more sustainable alternatives as part of the statewide efforts to reduce greenhouse gas emissions. A2-12

13. The City should consider requiring the project to provide charging stations *for freight trucking* as part of the statewide efforts to reduce greenhouse gas emissions, reduce freight parking shortages and maintain the Federal Hours of Service regulations. A2-13

14. The City should consider requiring the project to implement on-site parking for A2-14

freight trucks within the project boundaries, which truck drivers can utilize for extending parking periods before loading or after unloading. A2-14 cont.

15. Caltrans recommends the project pay into the City Traffic Impact Fee program for on-going development in the vicinity. A2-15

16. Active Transportation Plans (ATP) and Smart Growth efforts support the State's 2050 Climate goals. Caltrans supports reducing Vehicle Miles Traveled (VMT) and GHG emissions in ways that increase the likelihood people will benefit from a multimodal transportation network. A2-16

If you have any other questions, please call or email: Keyomi Jones, Transportation Planner at (559) 981-7284 or keyomi.jones@dot.ca.gov. A2-17

Sincerely,

Mr. Dave Padilla, Branch Chief,
Transportation Planning – North

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Letter A2 California Department of Transportation

Dave Padilla, Branch Chief
August 15, 2023

Response A2-1
The comment provides introductory remarks, a summary of the proposed project, and a description of the California Department of Transportation's (Caltrans') mission and review process. The comment is not related to the adequacy of the CEQA document. No further response is required.

Response A2-2
The comment summarizes the findings of the transportation impact analysis (TIA), stating that the project would not have a significant safety impact on state facilities and that there is adequate length on existing facilities for project-related queuing. The comment does not offer any specific concern related to the adequacy of the TIA or Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment.

Response A2-3
The comment identifies a new interchange that is being constructed along State Route 99 at Veterans Boulevard, which is projected to reduce traffic volumes in the project vicinity. This comment does not address the adequacy of the Draft EIR analysis; therefore, no further response is required. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response A2-4
The comment recommends that the project proponent contribute to a local impact fee program to fund future infrastructure improvements "necessary to complement future SR 99 facility safety improvements" being completed by Caltrans (see Comment A2-3). The City of Fresno's citywide development impact fees include funds for transportation projects. This comment does not address the adequacy of the Draft EIR analysis; therefore, no further response is required.

Response A2-5
The comment identifies the net increase in vehicle miles traveled (VMT) that would result from the project and restates the conclusion from the TIA and Draft EIR that the project will have a significant and unavoidable impact related to VMT. This comment does not offer any specific concern related to the adequacy of the TIA or Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment.

Response A2-6
The comment recommends that alternative transportation policies be applied to the project and an assessment of multi-modal facilities be conducted to identify improvements to alleviate traffic congestion caused by the project. As described below in Response A2-7, the project would include construction of the elements of the City of Fresno Active Transportation Plan that are planned adjacent to the project site and all applicable alternative transportation policies would be applied to the project.

For a full discussion of the project's consistency with programs, plans, and ordinances related to transit, bicycle, and pedestrian facilities, refer to Impact 3.13-1 in Section 3.13, "Transportation and Circulation," of the Draft EIR. As summarized on page 3.13-12:

> The nature of bulk shopping and auto-oriented services at the Costco facility does not lend itself to substantially increased transit ridership. Additionally, the proposed project would not conflict with any existing transit stops. Furthermore, off-site bicycle and pedestrian improvements could enhance first/last mile connections for transit riders using the bus stops in the vicinity of the proposed project. The proposed project would provide short-term bicycle parking as required by the City Municipal Code (Article 24, Section 15-2429). Consistent with the City of Fresno's ATP, the proposed project involves the construction of off-site Class I bicycle facilities along the proposed project frontage on West Herndon Avenue and North Riverside Drive and Class II bicycle facilities along newly constructed Spruce Avenue.

This comment does not raise issues related to the adequacy of the Draft EIR analysis; therefore, no further response is required. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response A2-7

The comment recommends that the project installs the bike paths along Herndon Avenue and Riverside Avenue as identified in the City of Fresno Active Transportation Plan 2016. As indicated in Chapter 2, "Project Description," of the Draft EIR, the project would include construction of these facilities. This comment does not address the adequacy of the Draft EIR analysis; therefore, no further response is required. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response A2-8

The comment recommends that the project coordinate connections to regional pathways. As indicated above in Responses A2-6 and A2-7, the project would provide connections to regional bikeways. This comment does not address the adequacy of the Draft EIR analysis; therefore, no further response is required. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response A2-9

The comment recommends that the project implement multimodal strategies such as those associated with transit-oriented development, to reduce traffic-related impacts. The comment does not specify any potential strategies. Transit-oriented development strategies are typically integrated at the plan or community scale and are not applicable to individual commercial projects. Further, as explained in the Draft EIR (see page 3.13-18), the nature of the proposed Costco as a bulk good seller further limits the applicability and effectiveness of transit as a proposed mode of transportation to reduce traffic and VMT because the primary source of daily VMT is warehouse shopping by Costco members and the nature of Costco's land use and business model is auto oriented. Members purchase items in bulk at Costco facilities, making walking, biking, or transit trips to the warehouse impractical. This comment does not address the adequacy of the Draft EIR analysis; therefore, no further response is required. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response A2-10

The comment recommends that the project "implement 'smart growth' principles regarding parking solutions, providing alternative transportation choices to residents and employees." As examples of such programs, the comment identified "parking for carpools/vanpools, car-share, and/or ride-share programs." The project does not include a residential component, and no residential parking is planned.

Through application of Mitigation Measure 3.13-2, the project applicant would be required to develop a commute reduction program for employees. Specific actions that may be incorporated into this program include designating a certain percentage of desirable parking spaces for ridesharing vehicles. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response A2-11

The comment recommends that the project proponent continue to work with the City to implement further improvements to reduce VMT and offer alternate transportation modes for employees. Through application of Mitigation Measure 3.13-2, the project applicant would implement a commute reduction program for employees. Refer to Impact 3.13-2 (Draft EIR pages 3.13-13 through 3.13-18) for further information. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response A2-12
The comment recommends that the project provide electric vehicle parking. As stated on page 2-14 of the Draft EIR, the project includes 53 electric vehicle-ready parking stalls. Therefore, no revisions to the Draft EIR are necessary in response to this comment.

Response A2-13
The comment states that the City should consider requiring the project proponent to provide charging stations for freight trucking to reduce greenhouse gas (GHG) emissions, reduce freight parking shortages, and maintain the Federal Hours of Service regulations. As described on pages 3.7-11 through 3.7-13 of the Draft EIR, the project would not generate GHG emissions in a manner that would have a significant impact on the environment or that would conflict with the applicable GHG reduction plan adopted by the City or result in significant and unavoidable air quality impacts. Therefore, mitigation requiring the provision of charging stations for freight trucking is not warranted and no revisions to the Draft EIR are necessary in response to this comment.

Response A2-14
The comment states that the City should consider requiring the project proponent to provide on-site parking for freight trucks. The operation of the project would involve both smaller box trucks associated with the market delivery operations (MDO) delivery program and semi-trucks that deliver goods to the warehouse. Approximately 17 to 20 box trucks would regularly park on-site and there are approximately 30 parking spots along Herndon Avenue that are sized for these vehicles. Semi-trucks would not park on-site. Costco's standard operating procedure is to load and unload trucks as soon as they arrive onsite; therefore, no additional on-site truck parking would be necessary for semi-trucks. This suggestion is unrelated to the analysis and conclusions in the Draft EIR. However, it is noted for the record and will be provided to decision makers for consideration.

Response A2-15
The comment recommends that the project proponent contribute to the City's Traffic Impact Fee program. This comment is similar to Comment A2-4. Please refer to Response A2-4 above.

Response A2-16
The comment expresses Caltrans' support for reducing VMT and GHG emissions in a manner that increases the likelihood that people will benefit from a multimodal transportation network. No comment on the analysis or conclusions in the Draft EIR is provided and no further response is required.

Response A2-17
The comment provides the Caltrans contact for coordination in connection with the project. This comment is not related to the adequacy of the CEQA document. No further response is required.

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR L

Letter
A3

August 23, 2023

Jose Valenzuela
City of Fresno
Planning and Development Department
2600 Fresno Street, 3rd Floor
Fresno, CA 93721

Project: Draft Environmental Impact Report for Fresno Costco Commercial Center Project

District CEQA Reference No: 20230629

Dear Mr. Valenzuela:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Draft Environmental Impact Report (DEIR) from the City of Fresno (City) for the above-mentioned project. Per the DEIR, the project consists of a 241,342 square foot Costco Warehouse Building, 12,885 square foot (32 fueling positions stations) fuel canopy, and a 4,800 square foot drive through car wash (Project). The Project is located at 7120 North Riverside Drive in Fresno, CA. A3-1

The District offers the following comments regarding the Project:

1) Project Related Emissions

1a) Construction Emissions

The District recommends, to further reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment, including the latest tier equipment (e.g. tier 4, when available). A3-2

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

www.valleyair.org www.healthyairliving.com

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2) Health Risk Screening/Assessment

The DEIR, specifically Table 3.3-7 (*Health Risk Assessment Results)* on page 3.3-23*,* identifies the Project cancer risk for construction as 1.3 in a million, operation as 5.1 in a million, and the total health risk as 6.4 in a million for maximally exposed residents. However, based on District's review of Appendix C: Air Quality Technical Report, Appendix F: HARP2 Outputs and the health risk modeling files, the District identified multiple residential receptors with maximum cumulative cancer risk resulting in an exceedance of the District's 20 in a million cancer risk significance threshold. As such, District recommends the City revise the DEIR for consistency to ensure adequacy of the Project's air quality impacts on sensitive receptors. A3-3

The District strongly recommends that development projects resulting in a potential significant health risk not be approved by the City.

3) Industrial/Warehouse Emission Reduction Strategies

Since the Project consists of a Costco warehouse with a gas service station and is expected to generate Heavy-Heavy Duty (HHD) truck trips, the District recommends the City consider the feasibility of incorporating emission reduction strategies that can reduce potential harmful health impacts, such as those listed below: A3-4

- Require cleanest available heavy-duty trucks and off-road equipment (see comment 5)
- Require HHD truck routing patterns that limit exposure of residential communities and sensitive receptors to emissions (see comment 4)
- Require the minimization of heavy-duty truck idling (see comment 6)
- Ensure solid screen buffering trees, solid decorative walls, and/or other natural ground landscaping techniques are implemented along the property line of adjacent sensitive receptors (see comment 7)
- Require truck entries be located on streets of a higher commercial classification
- Ensure power sources at loading docks for all refrigerated trucks have "plugin" capacity, which will eliminate prolonged idling while loading and unloading goods
- Incorporate bicycle racks and electric bike plug-ins
- Require the use of low volatile organic compounds (VOC) architectural and industrial maintenance coatings
- Designate an area during construction to charge electric powered construction vehicles and equipment, if temporary power is available
- Prohibit the use of non-emergency diesel-powered generators during construction

- Inform the project proponent of the incentive programs (e.g., Carl Moyer Program and Voucher Incentive Program) offered to reduce air emissions from the Project
- Ensure all landscaping be drought tolerant

A3-4 cont.

4) Truck Routing

Truck routing involves the assessment of which roads HHD trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors. Since the Project consists of a Costco warehouse, the Project is expected to generate HHD truck trips.

The District recommends the City evaluate HHD truck routing patterns for the Project, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

A3-5

5) Cleanest Available Heavy-Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NOx emissions in the San Joaquin Valley. Accordingly, to meet federal air quality attainment standards, the District's ozone and particulate matter attainment plans rely on a significant and rapid transition of HHD fleets to zero or near-zero emissions technologies.

Per the DEIR, the Project is expected to generate HHD truck trips. The District recommends that the following measures be considered by the City to reduce Project-related operational emissions:

- *Recommended Measure*: Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero technologies.

- *Recommended Measure*: All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

A3-6

6) Reduce Idling of Heavy-Duty Trucks

The goal of this strategy is to limit the potential for localized PM2.5 and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts.

Since the Project is expected to result in HHD truck trips, the District recommends the DEIR to include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors. In addition, the District recommends the City consider the feasibility of implementing a more stringent 3-minute idling restriction and requiring appropriate signage and enforcement of idling restrictions. A3-7

7) Vegetative Barriers and Urban Greening

There are single family residential units located directly adjacent to the Project (west and east). The District recommends the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the update of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery. A3-8

8) On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for the Project. A3-9

9) Electric Vehicle Chargers

Per the DEIR, the Project will include electric vehicle charging stations. To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

A3-10

10) District's Bikeway Incentive Program

Per the DEIR, the Project will construct Class I: Bikeway (bike paths) and Class II Bikeway (bike lanes). As such, the Project may be eligible for funding through the District's Bikeway Incentive Program. The Bikeway Incentive Program provides funding for eligible Class 1 (Bicycle Path Construction), Class II (Bicycle Lane Striping), or Class III (Bicycle Route) projects. These incentives are designed to support the construction of new bikeway projects to promote clean air through the development of a widespread, interconnected network of bike paths, lanes, or routes and improving the general safety conditions for commuter bicyclists. Only municipalities, government agencies, or public educational institutions are eligible to apply. More information on the grant program can be found at: http://valleyair.org/grants/bikepaths.htm.

Guidelines and Project Eligibility for the grant program can be found at: http://valleyair.org/grants/documents/bikepaths/2015_Bikeway_Guidelines.pdf

A3-11

11) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

A3-12

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

11a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (559) 230-5888.

A3-12 cont.

11b) District Rule 9510 - Indirect Source Review (ISR)

The Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 2,000 square feet of commercial space.

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Per Section 5.0 of the ISR Rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. The District received an AIA application for this Project (ISR project #20230244).

11c) District Rule 9410 (Employer Based Trip Reduction)

The Project may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

Information about District Rule 9410 can be found online at: www.valleyair.org/tripreduction.htm.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

11d) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

The Project will be subject to District Rule 4002 since the Project will include demolition, renovation, and removal of existing structures. To protect the public from uncontrolled emissions of asbestos, this rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Any asbestos present must be handled in accordance with established work practice standards and disposal requirements.

Information on how to comply with District Rule 4002 can be found online at: http://www.valleyair.org/busind/comply/asbestosbultn.htm.

11e) District Rule 4601 (Architectural Coatings)

The Project may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: http://www.valleyair.org/rules/currntrules/r4601.pdf

A3-12 cont.

11f) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*.

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950. A3-12 cont.

The application for both the Construction Notification and Dust Control Plan can be found online at:
https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

11g) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

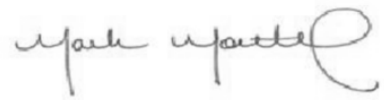
12) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent. A3-13

If you have any questions or require further information, please contact Harout Sagherian by e-mail at Harout.Sagherian@valleyair.org or by phone at (559) 230-5860.

Sincerely,

Brian Clements
Director of Permit Services



Mark Montelongo
Program Manager

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING

September 25, 2023

Jose Valenzuela
City of Fresno
Planning and Development Department
2600 Fresno Street, 3rd Floor
Fresno, CA 93721

Project: Draft Environmental Impact Report for Fresno Costco Commercial Center Project – Health Impact Assessment

District CEQA Reference No: 20230629

Dear Mr. Valenzuela:

The San Joaquin Valley Unified Air Pollution Control District (District) has received additional clarification on the health impact assessment for the Draft Environmental Impact Report for Fresno Costco Commercial Center project (Project). The proposed project consists of the construction of a Costco commercial center, located at 7120 North Riverside Drive, in Fresno, CA.

The District has reviewed the health impact assessment and based on the information the Project is not expected to have a potential significant impact on public health. District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please contact Harout Sagherian by e-mail at Harout.Sagherian@valleyair.org or by phone at (559) 230-5860.

Sincerely,

Brian Clements
Director of Permit Services

For: Mark Montelongo
Program Manager

Samir Sheikh
Executive Director/Air Pollution Control Officer

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Tel: (209) 557-6400 FAX: (209) 557-6475

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www.valleyair.org www.healthyairliving.com

Letter A3 San Joaquin Valley Air Pollution Control District

Mark Montelongo, Program Manager
August 23, 2023

Response A3-1
The comment provides introductory statements summarizing the nature of the project. No response is required.

Response A3-2
The comment recommends that the project use the cleanest available offroad construction equipment, including the latest tier equipment (e.g., tier 4, when available) to further reduce impacts from construction-related diesel exhaust emissions. As described in Section 4.2.1 of Appendix C of the Draft EIR, the project analysis assumes construction equipment greater than 50 horsepower used at the site would meet US Environmental Protection Agency Tier 3 emission standards for PM_{10} and $PM_{2.5}$ and include particulate matter emissions control equivalent to the California Air Resources Board (CARB) Level 3 verifiable diesel emission control devices. Based on the proposed construction practices and equipment mix, and as shown in Table 3.3-5 and Table 3.3-7 of the Draft EIR, the project impact level is less than significant for construction emissions and health-risk impacts during the construction phase. Mitigation is only required if there are significant environmental effects. (Public Resources Code [PRC] § 21100(b)(3).) An EIR is not required to discuss mitigation measures for impacts when the EIR had determined that such impacts would be less than significant. (North Coast Rivers Alliance v. Marin Municipal Water District (2013) 216 Cal.App.4th 614, 649.) Therefore, these recommendations are noted and will be provided to the decision-making body for consideration. However, because project impacts are less than significant, there is no nexus for the City to require San Joaquin Valley Air Pollution Control District's (SJVAPCD's) recommendations as mitigation in this EIR.

Response A3-3
The comment summarizes review of the Air Quality Technical Report (Draft EIR Appendix C) and identifies an apparent inconsistency between the technical data and the summarized conclusions in the appendix and Draft EIR. The City subsequently met with SJVAPCD to discuss these concerns and provide additional technical modeling data. On September 25, 2023, SJVAPCD issued a supplemental comment letter that concurs with the finding reported in the Draft EIR that the project is not expected to have a significant impact on police health.

The analysis in Appendix C and Draft EIR Section 3.3, "Air Quality," are based on a project commitment to use equipment with diesel particulate filters, which result in a reduction in produced particulate matter. Although the project commitment was included in the Draft EIR's analyses, this commitment was inadvertently left out of the Draft EIR's project description. To clarify this commitment, the following text has been added to the second paragraph of Section 2.2.4, "Construction," (Draft EIR page 2-19) in Chapter 2, "Project Description." This text clarifies the information provided in the Draft EIR for greater consistency with the technical analysis.

> Table 2-2 lists equipment anticipated to be used during construction. All equipment used for construction would have Tier 3 engines with diesel particulate filters. In addition, approximately 325 loads of aggregate base would be imported onto the project site and approximately 3,000 cubic yards of utility and foundation spoils would be off hauled. Grading of the project site would be otherwise balanced and would not require additional import or export of soils. All staging would occur on the project site. Trucks would enter the project site from North Riverside Drive and exit the site via North Arthur Avenue.

In addition, one table in Draft EIR Appendix C reported an incorrect construction equipment mix. The corrected version of Table F-1 in the Air Quality Technical Report is provided in Chapter 2 of this Final EIR.

As documented in the supplemental comment letter, based on SJVAPCD's review of all technical data in the record there would not be a new or more severe impact to human health risk than disclosed in the Draft EIR. No further response or revision to the Draft EIR is required.

Response A3-4
The comment provides industrial warehouse emission reduction strategies that SJVAPCD recommends to reduce the potential for harmful health effects. The project would comply with all state and local regulations for the gas station

and heavy-duty trucks. As discussed in Section 2.3 of Appendix C of the Draft EIR, the Advanced Clean Trucks regulation, Airborne Toxic Control Measures for on-road diesel vehicles and idling, and the Truck and Bus Regulation (13 California Code of Regulations [CCR] 2025) will require truck fleets to become cleaner over time and electrify as the technology becomes feasible to support it. The project would also comply with applicable SJVAPCD and state regulations for the gasoline service station, such as Rule 4622 and installation of Phase I and Phase II vapor recovery control equipment. In addition, note that the project has been designed to incorporate the following features:

- Delivery truck travel and site entry on designated truck routes that use major roadways and avoid traversing through residential communities.
- Availability of transportation refrigeration unit (TRU) plug-ins at loading docks.
- Loading dock operating protocols to minimize truck idling and associated emissions would require that all regulations concerning idling are followed, each is unloaded efficiently, and trucks do not linger at the loading docks.
- Bicycle parking as required in the City's Municipal Code.
- Non-emergency diesel powered generators would be prohibited during project construction.

Based on modeling that assumes these project commitments, the Draft EIR Section 3.3.3, "Environmental Impacts and Mitigation Measures," (page 3.3-19) concludes that the project would generate less-than-significant air quality and health risk impacts during construction and operation of the project. Therefore, SJVAPCD's recommendations are noted and will be provided to the decision-making body for consideration. However, because project impacts are less than significant, there is no nexus for the City to require SJVAPCD's recommendations as mitigation in this EIR.

Response A3-5

The comment recommends the City evaluate Heavy Heavy-Duty truck routing patterns for the project, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. The Draft EIR includes a health risk assessment that evaluates the emissions from trucks as they approach and depart the project site. The truck routes utilize the most efficient truck routes wherever possible, taking into consideration City-designated truck routes, intersection traffic controls, turn radii at intersections and site accesses, and direction of approach to destinations within the site. The truck routes are identified to minimize impact to surrounding residential areas or sensitive receptors, and to efficiently enter and exit the project site. As shown in Table 3.3-7 of the Draft EIR, the project would result in less-than-significant health risk impacts, demonstrating that there will not be a significant impact resulting from the trucks entering and exiting the project site. The travel routes are shown in Figure 2 of Appendix C of the Draft EIR.

Response A3-6

The comment recommends that the City consider two measures to reduce project-generated operational emissions: use of the cleanest available truck fleet and on-site service equipment. As explained in Response A3-4, Advanced Clean Trucks regulation, Airborne Toxic Control Measures for on-road diesel vehicles and idling, and the Truck and Bus Regulation (13 CCR 2025) will require truck fleets to become cleaner over time and electrify as the technology becomes feasible to support it. In addition, the project would employ electric forklifts, mobility carts, pallet jacks, scissor lifts, floor scrubbers, lift trucks, and combilifts consistent with the recommendation.

Further, any additional mitigation measures in the form of requiring low and zero emission trucks is not required, as operation of these vehicles has not been determined to result in an environmental impact. Mitigation is only required if there are significant environmental effects. (PRC § 21100(b)(3).) An EIR is not required to discuss mitigation measures for impacts when the EIR had determined that such impacts would be less than significant. (North Coast Rivers Alliance v. Marin Municipal Water District (2013) 216 Cal.App.4th 614, 649.) Therefore, SJVAPCD's recommendations are noted and will be provided to the decision-making body for consideration. However, because project impacts are less than significant, there is no nexus for the City to require SJVAPCD's recommendations as mitigation in this EIR.

Response A3-7

The comment recommends that the Draft EIR "include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors. In addition, the District recommends the City consider the feasibility of implementing a more stringent 3-minute idling restriction and requiring appropriate signage and enforcement of idling restrictions."

See Response A3-4. The project would comply with the CARB Air Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which is also referred to as 13 CCR § 2485 as referenced by the comment. More specifically, in order to meet the required truck idling limit of 5 minutes, the project includes measures such as posting of appropriate signage at docks delivery areas, each truck to be unloaded efficiently, trucks to not linger at the loading docks, and truck routes that result in efficient traffic flow through the project site to limit truck idling.

The project would result in less-than-significant operational emissions. An EIR is not required to discuss mitigation measures for impacts when the EIR had determined that such impacts would be less than significant. (North Coast Rivers Alliance v. Marin Municipal Water District (2013) 216 Cal.App.4th 614, 649.) Therefore, these recommendations are noted and will be provided to the decision-making body for consideration. However, because project impacts are less than significant, there is no nexus for the City to require SJVAPCD's recommendations as mitigation in this EIR.

Response A3-8

The comment "recommends the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors." The Draft EIR Section 3.3.3, "Environmental Impacts and Mitigation Measures," (page 3.3-19) concludes that the project would result in less than significant air quality and health risk impacts during construction and operation of the project. Mitigation is only required if there are significant environmental effects. (PRC § 21100(b)(3).) An EIR is not required to identify mitigation measures for impacts when the EIR had determined that such impacts would be less than significant. (North Coast Rivers Alliance v. Marin Municipal Water District (2013) 216 Cal.App.4th 614, 649.) Further, the project would incorporate vegetation and tree canopy improvements for the site. These include perimeter landscaping along the edges of the project site, as well as landscaping within the parking field. Therefore, the project has incorporated this recommendation, and further mitigation is not required.

Response A3-9

The comment suggests that the City consider incorporating solar power systems as an emission reduction strategy for the project. Costco participates in the PG&E Solar Choice program, which provides 100 percent solar energy to customers, as discussed in Section 3.6 and Section 3.7 of the Draft EIR. The project would also comply with energy efficiency standards of the State's Title 24 California Building Code, which includes a solar-ready roof of the proposed Costco warehouse.

Beyond this specific project, Costco is investing in a sustainable future and implements many measures and programs to that end (see https://www.costco.com/sustainability-introduction.html). For example, Costco owns and operates more than 100 on-site solar systems around the world, with an intention to expand on-site solar operations; having a solar-ready roof on the warehouse of the Costco warehouse will ensure that Costco can install solar panels here in the future.

As shown in Table 3.3-8 of the Draft EIR, the project's air quality impacts during operation would be less than significant (see Impact 3.3-5, page 3.3-25). In addition, the Draft EIR determines in Impact 3.6-1 related to inefficient and unnecessary consumption of energy and Impact 3.6-2 related to conflict with a plan for renewable energy or energy efficiency that the project would have less-than-significant impacts related to energy consumption. Therefore, these recommendations are noted and will be provided to the decision-making body for consideration. However, because project impacts are less than significant, there is no nexus for the City to require SJVAPCD's recommendations as mitigation in this EIR.

Response A3-10

The comment notes that SJVAPCD recommends installation of electric vehicle chargers at project sites, generally, and identifies that the Draft EIR indicates that the project would include electric vehicle charging stations. The project is

committed to constructing and maintaining electric vehicle (EV) chargers in accordance with Part 11 of the 2022 Title 24 California Building Code, as noted on page 3.7-11 of the Draft EIR. A total of 45 EV chargers will be installed, which aligns with the 2022 Title 24 standard of 5 percent of all parking stations equipped with a Level 2 charging station at a minimum. This comment does not address the adequacy of the Draft EIR analysis; therefore, no further response is required. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response A3-11

The comment notes that the project includes construction of bikeways and may be eligible for funding through the District's Bikeway Incentive Program. Because the comment does not raise a substantive issue or provide a recommendation on the content of the Draft EIR, no further response is warranted. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response A3-12

The comment summarizes district rules and regulations that reduce the effect of projects on air quality. Costco will be required to comply with all applicable District rules and regulations governing construction and operation of the project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no further response is required. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response A3-13

The comment recommends that a copy of this letter is provided to the project proponent. All letters received on the Draft EIR have been posted to the City's website (https://www.fresno.gov/planning/plans-projects-under-review/) and are available for public review and download. This comment does not address the adequacy of the Draft EIR analysis; therefore, no further response is required.

2.2.2 Organizations

BURKE, WILLIAMS & SORENSEN, LLP
1 California Street - Suite 3050
San Francisco, California 94111-5432
voice 415.655.8100 - fax 415.655.8099
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Letter O1

Direct No.: 415.655.8133
Our File No.: 07500.0005
svelyvis@bwslaw.com

August 28, 2023

Mr. Jose Valenzuela
Supervising Planner City of Fresno
Planning and Development Department
2600 Fresno Street, Room 3043
Fresno, CA 93721
Via e-mail: jose.valenzuela@fresno.gov

Re: Costco Wholesale's Comments on the Draft Environmental Impact Report for the Fresno Costco Commercial Center Project

Dear Mr. Valenzuela:

Thank you for providing us the opportunity to review and comment on the Draft Environmental Impact Report ("Draft EIR" or "DEIR") prepared for the Fresno Costco Commercial Center Project, State Clearinghouse Number 2021100443. We represent and provide the comments included herein on behalf of the Project applicant, Costco Wholesale. We have carefully reviewed the Draft EIR and find that its thorough and comprehensive analysis complies with the requirements of the California Environmental Quality Act ("CEQA"). We offer limited comments and requested changes to one mitigation measure within the Draft EIR, as discussed forth below. O1-1

The Transportation section of the DEIR concludes that the Project would result in an unavoidable significant impact associated with the projected increase in vehicle miles traveled ("VMT"). The DEIR acknowledges that most of the increased VMT results from Costco warehouse members, whose shopping trips are not susceptible to reduction through transportation demand management ("TDM") measures. Therefore, while recognizing that Project VMT would be reduced by less than 2 percent even if every employee participated in a commute reduction program, the Draft EIR focuses all TDM mitigation efforts on Costco employees. Measure 3.13-2 requires that Costco provide a mandatory commute reduction program that achieves at least a 26 percent reduction in employee VMT. O1-2

First, while Costco can and will implement logical and feasible TDM strategies, it cannot guarantee the outcome of its efforts. Thus, we request that the mitigation

burke
BURKE, WILLIAMS & SORENSEN, LLP

measure state that Costco shall provide such a program that is "designed to" achieve a certain measure of success. O1-2 cont.

Second, the mitigation measure requires that the VMT reduction goal of the plan be a 26 percent reduction in employee VMT, and the measure lists five specified TDM actions that "may" be included in the TDM plan. While the genesis of the 26 percent VMT reduction goal is not explained in the DEIR, we understand that such number was in fact derived from assuming that all five measures listed within Mitigation Measure 3.13-2 as possible strategies would indeed be implemented. This is not viable given that one of the listed TDM strategies is for Costco to implement an employee-sponsored vanpool. Table 3.13-5 of the DEIR concludes that such a strategy is feasible and applicable to the Project. While Costco can implement four of the five listed strategies, a Costco-sponsored vanpool is not a feasible or effective strategy. The mitigation measure says that a vanpool is "a flexible form of public transportation," but it is not a form of public transportation as stated in the mitigation measure. For this reason alone, it should be removed. Furthermore, Costco would be forced to purchase vans to be driven by its employees, raising issues concerning insurance, liability, equal treatment of employees, and rules (which would be impossible to enforce) concerning private use of the vans when they are off Costco premises. We are not aware of any Costco projects within the state that have been required to implement such a vanpool program. Given these challenges to feasibility of Costco vanpools, we request that this such strategy be deemed infeasible and the mitigation measure (including the VMT reduction percentage goal) be altered accordingly. O1-3

We appreciate the chance to comment on the well-crafted and technically solid Draft EIR and look forward to participating in the CEQA and entitlement process for the Project as it moves forward.

Sincerely,

Anna C. Shimko

Anna C. Shimko

ACS/pm

Letter O1 Burke, Williams & Sorensen, LLP, on behalf of Costco Wholesale

Anna C. Shimko, Partner
August 28, 2023

Response O1-1

The comment provides introductory remarks. This comment includes a statement that supports the adequacy of the CEQA document. No further response is required.

Response O1-2

The comment summarizes the mitigation approach in the Draft EIR and requests refinement to the language in Mitigation Measure 3.13-2 to clarify that the applicant's obligation to ensure VMT trip reduction through the employee trip reduction measures. The requested addition of "designed to" has been added to the mitigation measure. See Response O1-3 for the full text of the revised mitigation measure.

This revision clarifies the City's intended approach to implementation of Mitigation Measure 3.13-2 and does not affect the severity of the impact disclosed in the Draft EIR. Pursuant to State CEQA Guidelines Section 15088.5, recirculation of the Draft EIR is not required.

Response O1-3

The comment asserts that an employer-sponsored vanpool cannot be included as a component of the Transportation Demand Management (TDM) program required in Mitigation Measure 3.13-2 because of concerns related to insurance liability, equality, and policing the parameters of use. The comment also questions the applicability of the program because it is described as a form of "public" transportation in the Draft EIR and requests that less VMT reduction is required based on the infeasibility of the vanpool.

As explained in the Draft EIR (page 3.13-18):

> Mitigation Measure 3.13-2 would implement Measure T-6 (Mandatory Commute Reduction Program), as identified in the *Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA 2021). The implementation of Mitigation Measure 3.13-2 would reduce employee trips. However, employee trips account for 436 daily trips (less than 2 percent of the total daily trips) and 13,385 VMT (approximately 7 percent of the daily VMT). Based on the California Air Pollution Control Officers Association's estimates in the *Quantifying Greenhouse Gas Mitigation Measures Handbook*, Mitigation Measure 3.13-2 could achieve up to a 26 percent reduction in project employee commute VMT (CAPCOA 2021: 86). Implementation of a mandatory commute reduction program with 100 percent employee participation would only result in a 3,480-mile decrease, or less than 2 percent of the proposed project's total daily regional VMT.

The City based the mitigation strategy and language on the California Air Pollution Control Officers Association (CAPCOA) Handbook. The CAPCOA Handbook describes employer-sponsored vanpool (Measure T-11) as "a flexible form of public transit" that can be applied at the project site scale and is best implemented and monitored by the building occupant or employer. Therefore, the wording in the Draft EIR is consistent with applicable guidance and does not improperly characterize the vanpool as a service for the general public. No revision to the Draft EIR is necessary.

Table 3.13-5 of the Draft EIR presents the most recent CAPCOA measures for reducing greenhouse gas emissions within the transportation sector and identifies potentially feasible mitigation to reduce VMT that were derived from the Handbook. The City established the target of a 26 percent reduction in employee VMT based on the maximum potential VMT reduction provided in the CAPCOA Handbook for Commute Trip Reduction Programs (Measure T-6). As explained in the CAPCOA Handbook, this total amount accounts for the potential reductions that could be achieved through the implementation of Measures T-7 through T-11.

Based on the information provided in Comment O1-3, the City has determined that revisions to Table 3.13-5 are required to reflect measures that may be feasibly implemented. As revised, the measure excludes CAPCOA

Handbook TDM Measure T-11 – Provide Employer-Sponsored Vanpool, and, therefore, excludes CAPCOA Handbook TDM Measure T-6 – Implement Commute Trip Reduction Program (Mandatory), of which Measure T-11 is a component. However, the City has identified other project requirements that would be equally effective at reducing VMT. The City concludes that the established 26 percent reduction in employee VMT can be achieved and has not revised this benchmark for compliance as requested in the comment.

The discussion of Mitigation Measure 3.13-2 in the Draft EIR is, therefore, revised as follows:

Mitigation Measures

Table 3.13-3 presents the most recent California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing GHG Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (Handbook) measures for reducing greenhouse gas emissions within the transportation sector. Most of the measures quantified in the CAPCOA Handbook aim to reduce VMT and encourage mode shifts from single-occupancy vehicles to shared (e.g., transit) or active modes of transportation (e.g., bicycle) (CAPCOA 2021). Although all transportation measures are provided below, not all are applicable or feasible given the implementation scale, nature of the proposed project, and/or limited jurisdictional authority of Costco, the applicant, to implement particular measures. The following mitigation measure~~s have been proposed~~ is based on the analysis of feasibility and applicability included in Table 3.13-5.

Table 3.13-5 Transportation Sector Measures to Reduce VMT

	Mitigation Measure	Maximum Potential VMT Reduction[1]	Feasible/Applicable to the project?	Notes
T-1	Increase Residential Density	30% from project VMT	N/A	The proposed project does not include residential uses.
T-2	Increase Job Density	30% from project VMT	N/A	This is a plan/communitywide strategy and is not applicable.
T-3	Provide Transit-Oriented Development	31% from project VMT	N/A	This is a plan/communitywide strategy and is not applicable.
T-4	Integrate Affordable and Below Market Rate Housing	28.6% from project/site multifamily residential VMT	N/A	The proposed project does not include residential uses.
T-5	Implement Commute Trip Reduction Program (Voluntary)	4% project/site employee commute VMT	~~Yes~~ No	~~See Mitigation Measure 3.13-2 below.~~ Measures T-7 through T-11 must be implemented as part of T-5 to achieve the maximum employee commute VMT reduction. Because T-11 would not be feasible, the commute trip reduction program would not meet the full list of CAPCOA parameters.
T-6	Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)	26% from project/site employee commute VMT	~~Yes~~ No	~~See Mitigation Measure 3.13-2 below.~~ Measures T-7 through T-11 must be implemented as part of T-6 to achieve the maximum employee commute VMT reduction. Because T-11 would not be feasible, the commute trip reduction program would not meet the full list of CAPCOA parameters.
T-7	Implement Commute Trip Reduction Marketing	4% project/site employee commute VMT	Yes	See Mitigation Measure 3.13-2 below.
T-8	Provide Ridesharing Program	8% project/site employee commute VMT	Yes	See Mitigation Measure 3.13-2 below.

	Mitigation Measure	Maximum Potential VMT Reduction[1]	Feasible/Applicable to the project?	Notes
T-9	Implement Subsidized or Discounted Transit Program	5.5% from employee/resident	Yes	See Mitigation Measure 3.13-2 below.
T-10	Provide End-of-Trip Bicycle Facilities	4.4% project/site employee commute VMT	Yes	See Mitigation Measure 3.13-2 below.
T-11	Provide Employer-Sponsored Vanpool	20.4% project/site employee commute VMT	~~Yes~~ No	~~See Mitigation Measure 3.13-2 below~~. A private vanpool program would involve the capital cost of purchasing vas plus the operating cost of insurances, would raise liability concerns, and would pose logistical challenges such as equal treatment of employees and rules regarding private use of the vans. This measure cannot be feasibly implemented to reduce VMT.
T-12	Price Workplace Parking	20% project/site employee commute VMT	N/A	Measure ineffective due to readily available, uncontrolled and free parking in the immediate vicinity of the proposed project.
T-13	Implement Employee Parking Cash-Out	12% project/site employee commute VMT	N/A	Measure ineffective due to readily available, uncontrolled and free parking in the immediate vicinity of the proposed project.
T-14	Provide Electric Vehicle Charging Infrastructure	--	N/A	See Mitigation Measure 3.3-2a. This measure does not affect VMT.
T-15	Limit Residential Parking Supply	13.7% from residences' VMT	N/A	The proposed project does not include residential uses.
T-16	Unbundle Residential Parking Costs from Property Cost	15.7% from project VMT	N/A	The proposed project does not include residential uses.
T-17	Improve Street Connectivity	30% from vehicle travel in the plan/community	Yes	The proposed project would construct West Spruce Avenue along the northern project site boundary improving street connectivity. Additionally, the project would construct North Arthur Avenue along the eastern project site boundary, connecting West Spruce Avenue and West ~~Spruce~~ Herndon Avenue. See Chapter 2, "Project Description~~.~~," and Mitigation Measure 3.13-2 below.
T-18	Provide Pedestrian Network Improvement	6.4% from vehicle travel in the plan/community	Yes	Pedestrian facility improvements provided as part of the proposed project. See Chapter 2, "Project Description~~.~~," and Mitigation Measure 3.13-2 below.
T-19-A	Construct or Improve Bike Facility	0.8% from vehicles parallel roadways	Yes	Bicycle facility improvements provided as part of the proposed project. See Chapter 2, "Project Description~~.~~," and Mitigation Measure 3.13-2 below.

	Mitigation Measure	Maximum Potential VMT Reduction[1]	Feasible/Applicable to the project?	Notes
T-19-B	Construct or Improve Bike Boulevard	0.2% from vehicles on roadway	Yes	Bicycle facility improvements provided as part of the proposed project. See Chapter 2, "Project Description-," and Mitigation Measure 3.13-2 below.
T-20	Expand Bikeway Network	0.5% from vehicles on roadway	Yes	Bicycle facility improvements provided as part of the proposed project. See Chapter 2, "Project Description-," and Mitigation Measure 3.13-2 below.
T-21-A	Implement Conventional Carshare Program	0.15% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-21-B	Implement Electric Carshare Program	VMT reduction not quantified—see CAPCOA handbook	No	This is a plan/communitywide strategy and is not feasible.
T-22-A	Implement Pedal (Non-Electric) Bikeshare Program	0.2% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-22-B	Implement Electric Bikeshare Program	0.06% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-22-C	Implement Scootershare Program	0.07% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-23	Provide Community-Based Travel Planning	2.3% from vehicle travel in the plan/community	N/A	The proposed project does not include residential uses. This measure applies to residences.
T-24	Implement Market Price Public Parking (On-Street)	30% from vehicle travel in the plan/community	No	The applicant, Costco, does not have jurisdiction over public on-street parking facilities and operation.
T-25	Extend Transit Network Coverage or Hours	4.6% from vehicle travel in the plan/community	No	The applicant, Costco, does not have jurisdiction over the operation of transit service.
T-26	Increase Transit Service Frequency	11.3% from vehicle travel in the plan/community	No	The applicant, Costco, does not have jurisdiction over the operation of transit service.
T-27	Implement Transit-Supportive Roadway Treatments	0.6% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-28	Provide Bus Rapid Transit	13.8% from vehicle travel in the plan/community	No	The applicant, Costco, does not have jurisdiction over the operation of transit service.
T-29	Reduce Transit Fares	1.2% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-30	Use Cleaner-Fuel Vehicles	--	N/A	This measure does not affect VMT.

Notes:

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

VMT = Vehicle Miles Traveled; N/A = not applicable

Source: Mitigation Measures and VMT Reduction Potential provided by CAPCOA 2021 *Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*

Mitigation Measure 3.13-2: Provide a ~~Mandatory Commute Reduction~~ Program ~~for~~ to Reduce Costco Employees' VMT by at least 26 Percent

Costco shall provide a ~~Mandatory Commute Reduction~~ program ~~for employees~~ that is designed to achieve~~s~~ at least a 26 percent reduction in employee VMT. The ~~commute reduction~~ program shall be provided to the City for ~~approval~~ acceptance prior to issuance of a certificate of occupancy. Specific actions ~~may~~ must include the following measures described in the California Air Pollution Control Officers Association's 2021 *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* ~~*Quantifying Greenhouse Gas Mitigation Measures Handbook*~~:

- Commute Trip Reduction Marketing (estimated to result in up to 4 percent employee VMT reduction): Costco shall implement a marketing strategy to promote Costco's commute reduction program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and greenhouse gas emissions. The following features (or similar alternatives) shall be provided:
  - on-site or online commuter information services,
  - employee transportation coordinators,
  - on-site or online transit pass sales, and
  - guaranteed ride home service.
- Provide Ridesharing Program (estimated to result in up to 8 percent employee VMT reduction): Costco shall develop and implement a ridesharing program. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT, and greenhouse gas emissions. The following strategies provide examples of a multifaceted approach for promoting a rideshare program:
  - designating a certain percentage of desirable parking spaces for ridesharing vehicles,
  - designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and
  - providing an app or website for coordinating rides.
- Implement Subsidized or Discount Transit Program (estimated to result in up to 5.5 percent employee VMT reduction): Costco shall provide free transit passes for employees. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and, thus, a reduction in greenhouse gas emissions.
- Provide End-of-Trip Bicycle Facilities (estimated to result in up to 4.4 percent employee VMT reduction): Costco shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include elements such as bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and greenhouse gas emissions.
- ~~Provide Employer-Sponsored Vanpool (estimated to result in up to 20.4 percent employee VMT reduction): Costco shall implement an employer-sponsored vanpool program. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT, thereby reducing greenhouse gas emissions (CAPCOA 2021).~~
- Improve Street Connectivity (estimated to result in up to 30 percent employee VMT reduction): Costco shall construct West Spruce Avenue along the northern site boundary, creating new connections

between West Spruce Avenue and North Aurther Avenue. The increased connectivity and intersection density that would result from these improvements would facilitate shorter trips, thereby reducing VMT.

- **Provide Pedestrian Network Improvements/Construct Bike Facilities/Expand Bikeway Network (estimated to result in up to 10 percent employee VMT reduction[1]):** Costco shall construct new, 12-foot-wide pedestrian and bicycle paths along West Herndon Avenue and North Riverside Drive to improve pedestrian access and connect to a larger bicycle network. This encourages a mode shift from automobiles to biking and walking, resulting in VMT reduction.

As revised, Mitigation Measure 3.13-2 continues to include CAPCOA Handbook TDM Measures T-7 through T-10, which are the other components of TDM Measure T-6 – Implement Commute Trip Reduction Program (Mandatory), and it further incorporates CAPCOA Handbook TDM Measure T-17 – Improve Street Connectivity, T-18 – Provide Pedestrian Network Improvement, Measure T-19-A – Construct or Improve Bike Facility, T-19-B – Construct or Improve Bike Boulevard, and Measure T-20 – Expand Bikeway Network, none of which were accounted for in the Draft EIR's calculation of project VMT or potential VMT reductions.

The set of TDM measures in the revised Mitigation Measure 3.13-2 together would facilitate VMT reductions that are equal to or greater than the reductions expected from the original set of transportation measures derived from CAPOA Handbook Measure T-6 (i.e., 26 percent) because the additional measures facilitate walking and further facilitate bicycling through infrastructure improvements and can shorten travel distances to the project site by providing vehicle network connections. Therefore, the proposed revision would not result in the potential for a substantial increase in the severity of an environmental impact. Moreover, the revised mitigation incorporates attributes of the project that were evaluated in the Draft EIR but not accounted for in the VMT evaluation. For this reason, the revised mitigation would not generate a new significant impact not disclosed in the Draft EIR.

The proposed revisions constitute a clarification of the approach to reducing employee VMT and the revisions identified above are designed to provide equivalent or greater employee VMT reduction. As a category, employee VMT constitutes less than 2 percent of the overall VMT generated by the project. Therefore, any enhanced reduction would not meaningfully affect the level of VMT generated by the project. The project's overall impact would remain significant and unavoidable, consistent with the conclusion presented on page 3.13-17 of the Draft EIR. No new significant environmental impact or substantial increase in the severity of an environmental impact would occur as a result of these revisions. Therefore, these revisions do not constitute significant new information, as defined by *State CEQA Guidelines* Section 15088.5. Thus, pursuant to State CEQA Guidelines Section 15088.5, recirculation of the Draft EIR is not required.

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

3.2.3 Individuals

Letter I1

From: Matthew Schellenberg
To: Jose Valenzuela
Subject: Biggest Costco
Date: Friday, July 21, 2023 3:15:21 PM

External Email: Use caution with links and attachments

I heard about the new Costco being planned on Herndon and 99 in Fresno. Make it happen dude! I1-1

Matthew Schellenberg
Fresno resident

Letter I1 Matthew Schellenberg

July 21, 2023

Response I1-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I2

From: Teresa Sanchez
To: Jose Valenzuela
Subject: Costco
Date: Friday, July 21, 2023 2:07:25 PM

External Email: Use caution with links and attachments

Hello. I am a resident here in Fresno. I live off of Herndon and Milburn Ave. I would like to add my comment in the future Costco. I would absolutely love having their business in that location. I2-1

Thank you

Teresa Sanchez

Sent from my iPhone

Letter I2 Teresa Sanchez

July 21, 2023

Response I2-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I3

From: DOLORES
To: Jose Valenzuela
Subject: Costco expansion
Date: Wednesday, July 19, 2023 12:37:36 PM

External Email: Use caution with links and attachments

Horrors! Bigger is not better. Seniors like myself are overwhelmed by the enormous, confusing size of mega stores. We become the central figure looking for one single item without a clue where it might be located. Of course, there are no employees visable to assist you on your search.

As I ruminate about the size and location of a new Costco, I simply will state NO, NO, NO & NO. It's great for residents living in the Herndon/Riverside location. (I currently live at West & Barstow & will then shop at the Blackstone store) I will not be in my present location by the time the new Costco is open. At ages 93 and 96, my husband & I will have moved on to a wonderful, new life in Heaven. Shopping at Costco will not be an issue. I3-1

Accessability to gas at the Shaw Avenue location is a wise decision. I utilize this service regularly and would not travel the extra 3 + miles to the Herndon location for gas and groceries.

Since I am not a Fresno Bee subscriber, I will have to follow this through items posted on internet. I realize this development will not be completed for quite some time in the future.

Sincerely,

Dolores Davidian
2079
W. Barstow Avenue
Fresno, CA 93711
559 439-0888
doloresdavidian@sbcglobal.net

Letter I3 Dolores Davidain

July 19, 2023

Response I3-1

This comment expresses concern about the size and location of the proposed project, primarily due to accessibility for senior citizens. The comment notes that the new location may benefit nearby residents and supports retention of the gas station existing gas station on Shaw Avenue.

The scale of the Costco facilities is integral to the bulk warehouse business model and creates the potential for various shopping efficiencies. For clarification, page 2-10 the Draft EIR states that the warehouse retail building footprint would occupy an overall footprint of 241,342 square feet; however, the total retail area would only occupy 162,264 square feet and the remaining space would primarily be used for Costco loading, storage, and receiving operations. As revised (see Chapter 1), the warehouse portion of the footprint would be reduced by 22,216 square feet to 140,048 square feet and the total warehouse retail building footprint would be 219,126 square feet. In comparison, the existing Costco warehouse at 4500 West Shaw Avenue has a footprint of 134,000 square feet, which is approximately 6,000 square feet smaller than the portion of the proposed Costco warehouse that would be accessible to the general public.

This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I4

From: Vern Valmonte
To: Jose Valenzuela
Subject: Riverside drive Costco
Date: Tuesday, July 18, 2023 11:15:52 AM

External Email: Use caution with links and attachments

Hello,

I am voicing my concerns about the proposed Costco location on Riverside Drive in NW Fresno. As it is currently we have a abundance of traffic violators such as speeding and failure to stop at the stop sign at Spruce and Riverside. Adding a Costco location will increase the traffic through this area and subsequently increase the traffic violations; not to mention the traffic impact on the Herndon eastbound thoroughfair as it has only two lanes. I4-1

Another concern is the current amount of the unhoused population in the area. Will adding a Costco increase the amount of unhoused and vagrants roaming our area? I4-2

Thank you for taking time to hear from us.

Sincerely,

Vernon Valmonte

Letter I4 Vernon Valmonte

July 18, 2023

Response I4-1

This comment expresses concerns about traffic violations on local roadways, existing traffic conditions, and the proposed project's contributions to traffic. CEQA does not include provisions for evaluating impacts related to traffic violations. Further, although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, this topic is addressed outside of the CEQA review process.

On December 28, 2018, the California Resources Agency certified and adopted updates to the CEQA Guidelines which included the adoption of CCR Section 15064.3, "Determining the Significance of Transportation Impacts." Pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion were eliminated as the basis for determining significant impacts, effectively being replaced with VMT as the primary metric to identify transportation-related impacts under CEQA. Accordingly, traffic congestion is not considered a significant impact on the environment under CEQA.

As stated on page 3.13-11 of the Draft EIR, the significance criteria used to evaluate the proposed project's impacts to transportation under CEQA are based on Appendix G of the CEQA Guidelines, City of Fresno *CEQA Guidelines for VMT Thresholds,* and CEQA Guidelines Section 15064.3. The Draft EIR identified the following impacts related to transportation that would remain significant and unavoidable, even with implementation of mitigation measures:

- Impact 3.13-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) Regarding Vehicle Miles Traveled (refer to pages 3.13-13 through 3.13-18 of the Draft EIR); and
- Impact 3.13-3: Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment) (refer to pages 3.13-19 through 3.13-21 of the Draft EIR).

CEQA does not preclude a public agency from approving or carrying out a project that has potential to result in significant and unavoidable impacts on the environment. Rather, CEQA is intended to: (1) inform government decisionmakers and the public about the potential environmental effects of proposed activities; (2) identify the ways that environmental damage can be avoided or significantly reduced; (3) prevent significant, avoidable environmental damage by requiring changes in projects, either by the adoption of alternatives or imposition of mitigation measures; and (4) disclose to the public why a project was approved if that project has significant environmental impacts that cannot be mitigated to a less than significant level. CEQA Guidelines Section 15091 and Public Resources Code Section 21081 require a public agency to identify the significant impacts of a project and make one or more written findings for each impact. When significant and unavoidable impacts are identified, the public agency is also required to issue a statement of overriding considerations. The statement of overriding considerations is a written statement explaining the specific reasons why the social, economic, legal, technical, or other beneficial aspects of the proposed project outweigh the unavoidable adverse environmental impacts and why the lead agency is willing to accept such impacts.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I4-2

The comment expresses concerns that the proposed project would increase the presence of unhoused populations in the project vicinity. CEQA does not include provisions for consideration of unhoused populations separate and distinct from the analysis of a project's impacts on the environment. CEQA requires lead agencies to consider the effects of a proposed project on the physical environment. Specifically, CEQA Guidelines Section 15131 states:

> Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.

As explained on page 1-5 of the Draft EIR, the project would not remove any existing housing and would not displace any people or housing. Therefore, there is no evidence to support the concern that the project would increase the unhoused population in the area. The issue raised by the commenter is considered speculative and beyond the scope of CEQA; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I5

From: Denise. King
To: Jose Valenzuela
Subject: Against Costco at Herndon & Riverside
Date: Monday, July 17, 2023 5:00:09 PM

External Email: Use caution with links and attachments

Please submit this email on my behalf as a written public comment AGAINST the development of the Costco super center at Herndon & Riverside in northwest Fresno.

To disrupt this area of homes with young families by adding the environmental impact of not only the magnitude of traffic this will bring of just shoppers but the amount of delivery trucks starting in the wee hours of the morning and gasoline delivery trucks, as well as fumes and hazards from the emissions of these vehicles is just unthinkable. Young families and retirees, such as ourselves moved into this area because of the homes, the parks and the distance from the massive commercial development such as this planned Costco, not because they were going to be living next-door to a massive retail giant and gasoline station. The increase traffic will create a major safety concern for all the children to catch school buses and have to walk to and from their school bus pick ups and drop off with the amount of traffic it will be generated. As well as the large number of elderly people who do walk in this area will not be able to because of the volume of traffic. The pollution, the dust, and the safety concerns will take away our daily ability for that exercise, and that enjoyment that we have been able to have since we have lived here. It is not right, but the city with this development will have the power to take away from our ability to continue to live our own healthy daily, lives by performing our daily outdoor activities
There are just too many other areas where you do not have homes immediately next-door, where this Costco could be developed in the Fresno area. Please give serious serious consideration to our plea to find a better solution.
Thank you for your thoughtful consideration.
Denise King
7386 N Lacey Dr
831-233-4320

I5-1

Letter I5 Denise King

July 17, 2023

Response I5-1

The comment expresses opposition to the proposed project. The comment states that the proposed project would result in environmental impacts related to increased traffic and pedestrian safety hazards, including school-aged children and the elderly. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation, including VMT and safety hazards. As described in Section 3.13, "Transportation and Circulation," in the Draft EIR (see Impact 3.13-1, page 3.13-12):

> There are no existing bicycle or pedestrian facilities along the proposed project site boundary. Trail improvements provided by the proposed project would include Class I bicycle facilities along the project's frontage on West Herndon Avenue and North Riverside Drive which is consistent with future facilities identified in the City of Fresno's ATP (City of Fresno 2016) adjacent to the proposed project site. The proposed project also involves the construction of West Spruce Avenue along the northern proposed project site boundary. The City has identified the construction of Spruce Avenue, including Class II bicycle facilities, as a condition of approval (City of Fresno 2022), which would be consistent with the City of Fresno's ATP.

Therefore, pedestrian mobility in the vicinity may be improved through development of the project. Based on the lack of existing public facilities and the proposed public pedestrian infrastructure, the Draft EIR concludes that the proposed project would not conflict with planned pedestrian facilities. Further, the City of Fresno has met with the Central Unified School District regarding the proposed project to ensure that project-related truck deliveries do not pose a safety hazard for students at school bus drop-off/pick-up locations.

Regarding delivery trucks, the Draft EIR (see page 2-20) describes an anticipated delivery schedule between approximately 2:00 and 10:00 a.m. at a rate of two to three trucks per hour and a total of approximately 10 to 13 trucks per day for the warehouse. Fuel would be delivered to the gas station in two to three trucks per day, and the tire center would receive shipments once or twice a week. As disclosed in Chapter 2, "Project Description," of the Draft EIR (see page 2-14), the primary truck access route would be the southernmost driveway along North Arthur Avenue, with a secondary truck route using the southernmost driveway along North Riverside Drive, minimizing exposure of existing residents to truck traffic. The truck loading dock would be located on the southern facade of the warehouse building.

As explained in Response I4-1, the Draft EIR evaluates the potential for the project to generate VMT. CEQA Guidelines Section 15064.3(a) states that VMT refers to the amount and distance of **automobile** travel attributable to a project. The City's CEQA Guidelines and the OPR Technical Advisory describe that the term "automobile" as used in Section 15064.3(a), refers to on-road passenger vehicles, specifically cars and light trucks; heavy vehicles are not included in the definition. Therefore, heavy-duty trucks (i.e., delivery trucks) were not included in the VMT analysis. However, it should be noted that the LOS analysis presented in the *Fresno Costco Relocation Transportation Impact Analysis*, which is included as Appendix D to the Draft EIR, does include truck traffic. In addition, truck traffic is evaluated as a component of the project in Section 3.3, "Air Quality," and Section 3.11, "Noise and Vibration," of the Draft EIR.

The comment states that the proposed project would result in hazardous fumes, vehicle emissions, pollution, and dust. Pages 3.3-19 through 3.3-25 in Section 3.3, "Air Quality," of the Draft EIR address the proposed project's impacts related to criteria air pollutants, including exhaust and fugitive dust from construction (Impact 3.3-1) and operation (Impact 3.3-2); toxic air contaminants (Impact 3.3-3); carbon monoxide concentrations (Impact 3.3-4); and odors (Impact 3.3-4). The analysis incorporates the project-specific traffic modeling performed for the project. The Draft EIR concludes that each of these impacts would be less than significant, and no mitigation measures are required.

Heavy vehicle noise associated with loading and delivery is evaluated in Impact 3.11-3. The analysis found that interior noise levels at the nearest surrounding residences would be approximately 35 decibels (dB) $L_{eq,}$ which is below the City's interior noise standard of 45 dB. However, because noise generated by the loading dock would potentially exceed exterior noise standards, Mitigation Measure 3.11-3 has been identified. Through application of this mitigation, the project applicant would be required to construct a sound wall or other noise attenuating feature west of the loading docks with a demonstrated ability to result in a 4 dB noise decrease at the existing residences along North Riverside Drive. Specifically, for all outdoor construction activity that is to take place outside of the City of Fresno construction noise exception timeframes (i.e., 10:00 p.m. and 7:00 a.m., Monday through Saturday, and all hours of the day on Sunday), and that is anticipated to generate interior noise levels at sensitive receptors that exceed the City of Fresno General Plan interior noise standard of 45 dB for residential land uses, the construction contractor would:

- obtain an exception to Article 1, "Noise Regulations," through the Chief Administrative Officer;
- install temporary noise curtains as close as possible to the noise-generating activity such that the curtains obstruct the direct line of sight between the noise-generating construction activity and the nearby sensitive receptors;
- use noise-reducing enclosures and techniques around stationary noise-generating equipment;
- operate heavy-duty construction equipment at the lowest operating power possible;
- equip construction equipment with back-up alarms that are either audible self-adjusting backup alarms or alarms that only sound when an object is detected; and
- provide a minimum of one week of advanced notice to owners of all residential located within 350 feet of where nighttime construction activity would take place.

With application of the mitigation, the City's noise standards would be achieved, and the impact would be less than significant.

Finally, the comment indicates that there are other locations in the Fresno area that may be more appropriate for the proposed project based on proximity to residential uses. No Specific sites are identified. Please refer to Chapter 6, "Alternatives," in the Draft EIR, which provides a brief analysis of three potential site alternatives.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I6

From: Sharon Ross
To: Jose Valenzuela
Subject: Costco
Date: Monday, July 17, 2023 3:49:59 PM

External Email: Use caution with links and attachments

I object to the additional pollution and congestion this will bring to my home area. Semi trucks delivering all hours of day and night. I6-1
Sharon Ross

Sent from my iPhone

Letter I6 Sharon Ross

July 17, 2023.

Response I6-1

The comment expresses concerns related to project-generated traffic congestion and pollution. Section 3.3, "Air Quality," and Section 3.13, "Transportation and Circulation," of the Draft EIR include analyses related to these topics. This comment is similar to Comments I4-1 and I5-1. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation and Response I5-1 for a discussion regarding the proposed project's impacts related to air quality. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I7

From: SUSAN HANSEN
To: Jose Valenzuela
Subject: new costco
Date: Monday, July 17, 2023 2:55:52 PM

External Email: Use caution with links and attachments

hi I am excited! I live in Madera and heard whispers of this awhile back, just taping my toe waiting for it to get started. Make it happen. just put multiple entrance exits and the traffic will turn out. Can we get to it from the new ramps being built just south of there on 99?
Excirted in Madera!
Susan Hansen

I7-1

Letter I7 Susan Hansen

July 17, 2023

Response I7-1

The comment expresses support for the proposed project. The comment also provides suggestions related to site access and asks if site access will connect to the State Route (SR) 99 freeway ramps. Pages 2-13 through 2-14 of the Draft EIR provide a description of the proposed access points to the project site, which include driveways along North Riverside Drive, West Herndon Avenue, and North Arthur Avenue. Regional access to the project site from SR 99 would be provided from West Herndon Avenue. The Veterans Boulevard interchange on SR 99 that is under construction may also provide access. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I8

From: Claudia Readwright
To: Jose Valenzuela
Subject: Will it be Cycle-friendly at the future Costco?
Date: Monday, July 17, 2023 12:12:38 PM

External Email: Use caution with links and attachments

Dear City supervising planner,
My wish is for a trike-friendly Costco.
I regularly shop at Costco. 90% of the time I ride my trike. Currently there isn't a bike rack …so, friends and I are forced to lock our cycles to the shopping cart corral. (which isn't ideal)
As you can see from this photograph, shopping at Costco on a cycle is possible. I just wish it was more cycle-friendly.
When planning… I would sure appreciate you keeping cyclists in mind.
Thank you,
Claudia READWRIGHT

I8-1



Sent from my iPhone

Letter I8 Claudia Readwright

July 17, 2023

Response I8-1

This comment requests that bicyclists are considered in project planning and that the project include bicycle facilities for customers. As discussed on page 3.13-12 of the Draft EIR, the proposed project would provide short-term bicycle parking as required by the City Municipal Code (Article 24, Section 15-2429) and Class I and II bicycle facilities along the proposed project frontages. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I9

From: Shahzaib Zaman
To: Jose Valenzuela
Subject: Costco
Date: Monday, July 17, 2023 11:58:37 AM

External Email: Use caution with links and attachments

Moving Costco to Herndon will create issues for school buses, students , traffic, student theft already , congestion, I-9-1

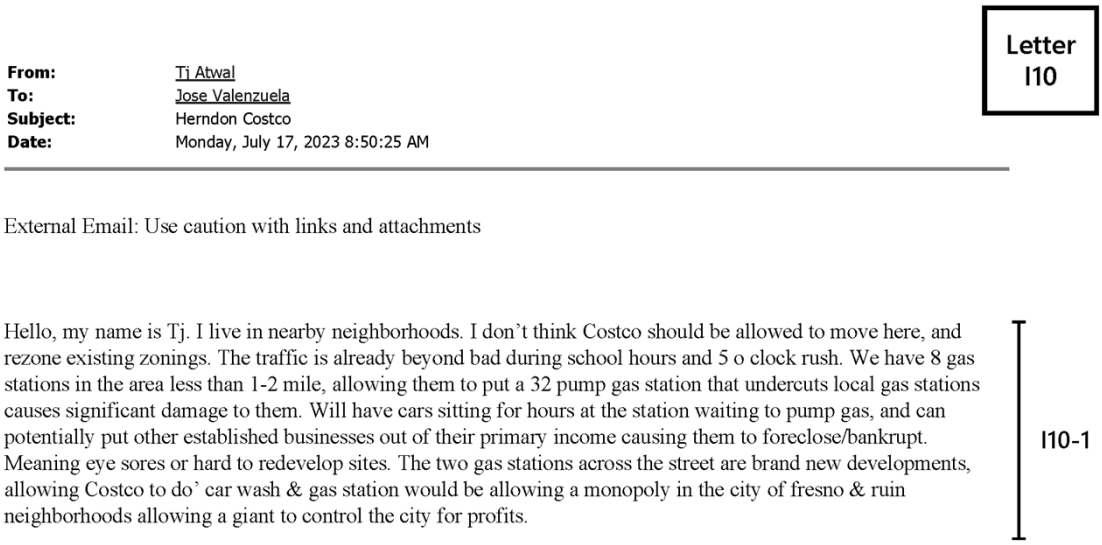
Not a smart plan
Sent from my iPhone

Letter I9 Shahzaib Zaman

July 17, 2023

Response I9-1

The comment expresses concerns related to school buses, students, traffic, student theft, and congestion. This comment is similar to Comments I4-1 and I5-1. Please refer to Responses I4-1 and I5-1 for a discussion regarding the proposed project's impacts related to transportation, including VMT and safety hazards. In addition, CEQA does not include provisions for evaluating impacts related to theft. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.



Letter I10

From: Ti Atwal
To: Jose Valenzuela
Subject: Herndon Costco
Date: Monday, July 17, 2023 8:50:25 AM

External Email: Use caution with links and attachments

Hello, my name is Tj. I live in nearby neighborhoods. I don't think Costco should be allowed to move here, and rezone existing zonings. The traffic is already beyond bad during school hours and 5 o clock rush. We have 8 gas stations in the area less than 1-2 mile, allowing them to put a 32 pump gas station that undercuts local gas stations causes significant damage to them. Will have cars sitting for hours at the station waiting to pump gas, and can potentially put other established businesses out of their primary income causing them to foreclose/bankrupt. Meaning eye sores or hard to redevelop sites. The two gas stations across the street are brand new developments, allowing Costco to do' car wash & gas station would be allowing a monopoly in the city of fresno & ruin neighborhoods allowing a giant to control the city for profits.

I10-1

Letter I10 Tj Atwal

July 17, 2023

Response I10-1

The commenter expresses concerns related to rezoning. Rezoning, in and of itself, is not necessarily a significant impact under CEQA; however, CEQA is concerned with whether a project would result in a significant environmental impact due to a conflict with relevant plans, policies, and zoning regulations adopted for the purpose of avoiding or mitigating an environmental effect. The environmental effects that would result from the proposed changes to the general plan land use designations, zoning, and parking lot standards are evaluated throughout the Draft EIR. Refer to Impact 3.10-1 in Section 3.10, "Land Use and Planning," (pages 3.10-5 through 3.10-7 of the Draft EIR) for a discussion of the potential for the project to cause a significant environmental impact due to a conflict with zoning adopted for the purpose of avoiding or mitigating an environmental effect. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment.

Please refer to Response I4-1 for a response to concerns regarding traffic.

The commenter also expresses concerns that the project would result in the foreclosure or bankruptcy of established businesses resulting in "eye sores or hard to redevelop sites." As discussed in Response I4-2, CEQA requires lead agencies to consider the effects of a proposed project on the physical environment. The proposed project's economic effects on local gas stations in the vicinity of the project site is not, in and of itself, a significant impact under CEQA. Further, the potential for the proposed project to result in the closure of established gas station businesses and consequently result in indirect environmental impacts, such as urban blight, is largely speculative. The commenter does not support the opinion that the proposed Costco gas station would substantially affect operations of the eight gas stations noted in the vicinity of the project, nor is there justification provided for the assumption that individuals would choose to wait "hours" for gas at the proposed station. Notably, the Costco gas station would be a member-only facility offset from the main thoroughfare (Herndon Avenue) with limited hours that would not offer auxiliary attractions such as convenience store products and customer restrooms. It is anticipated that trips to the proposed gas station would be combined with visits to the Costco warehouse.

An evaluation of the potential for the Costco relocation and gas station to result in urban decay impacts was conducted by ALH Urban and Regional Economics in 2023. This analysis concludes that the proposed Costco gas

station would have minimal effects on existing gas stations and would not result in strong sales declines. No existing gas stations were identified as likely to close and urban decay is not anticipated to result (see Appendix A).

Therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I11

From: Rey Alvarez
To: Jose Valenzuela
Subject: Costco Opposition
Date: Monday, July 17, 2023 8:47:42 AM

External Email: Use caution with links and attachments

Hello Sir,

I saw your email address in the Fresno Bee. I am writing to express my vehement displeasure with the proposal of the new Costco on Herndon Ave. I have lived off of Grantland Ave for 10 years and in the last few years the traffic has become unbearable. A drive that should take 15 min takes me 25-30 minutes because of the traffic both on Herndon and on Grantland.

The addition of a new Costco will only compound the traffic issues. Not only do we have to deal with a train that causes major traffic issues, we have high speed rail that has caused issues and now a potential Costco. Is the city punishing us for living in this area? Have city officials driven on Shaw near the Costco and seen the traffic mess? I11-1

I don't even have time to mention all the environmental issues that a Costco may cause. I am being sarcastic, but pollution isn't an issue in the valley. If a Costco is built, we will more than likely move. I11-2

Respectfully,

Rey Alvarez

Sent from my iPhone

Letter I11 Rey Alvarez

July 17, 2023

Response I11-1

The comment expresses opposition to the proposed project and concerns related to project-generated traffic. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1.

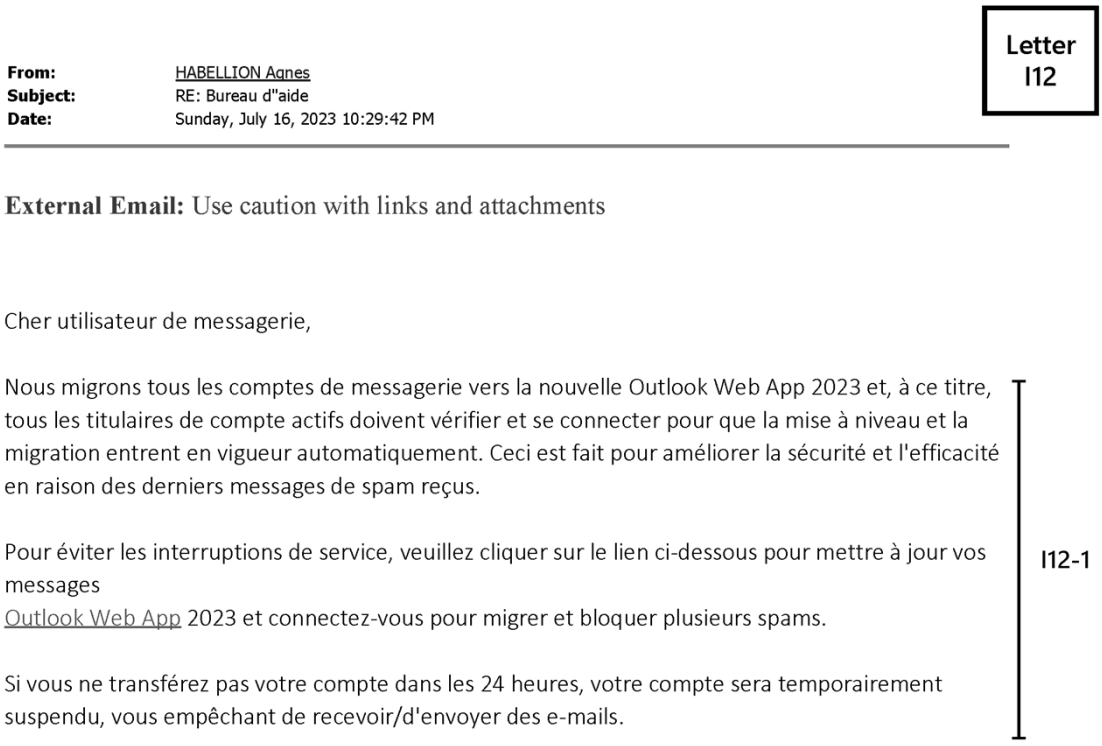
This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I11-2

The comment generally states that the proposed project may cause environmental issues, including pollution. Section 3.3, "Air Quality," of the Draft EIR includes an analysis related to this topic. Pages 3.3-19 through 3.3-25 address the proposed project's impacts related to criteria air pollutants, including exhaust and fugitive dust, from construction (Impact 3.3-1) and operation (Impact 3.3-2); toxic air contaminants (Impact 3.3-3); carbon monoxide

concentrations (Impact 3.3-4); and odors (Impact 3.3-4). The Draft EIR concludes that each of these impacts would be less than significant, and no mitigation measures are required.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.



Letter I12

From: HABELLION Agnes
Subject: RE: Bureau d"aide
Date: Sunday, July 16, 2023 10:29:42 PM

External Email: Use caution with links and attachments

Cher utilisateur de messagerie,

Nous migrons tous les comptes de messagerie vers la nouvelle Outlook Web App 2023 et, à ce titre, tous les titulaires de compte actifs doivent vérifier et se connecter pour que la mise à niveau et la migration entrent en vigueur automatiquement. Ceci est fait pour améliorer la sécurité et l'efficacité en raison des derniers messages de spam reçus.

Pour éviter les interruptions de service, veuillez cliquer sur le lien ci-dessous pour mettre à jour vos messages
Outlook Web App 2023 et connectez-vous pour migrer et bloquer plusieurs spams.

Si vous ne transférez pas votre compte dans les 24 heures, votre compte sera temporairement suspendu, vous empêchant de recevoir/d'envoyer des e-mails.

I12-1

Service d'assistance TIC
informatique

Letter I12 Agnes Habellion

July 16, 2023

Response I12-1

The comment does not pertain to the proposed project; therefore, no response is required.

Letter I13

From: David or Lin Faeth
To: Jose Valenzuela
Subject: New Costco on Shaw
Date: Sunday, July 16, 2023 10:24:39 PM

External Email: Use caution with links and attachments

Hi - I know Costco Corp runs a very tight ship but I wonder if they shouldn't take local climate into consideration with each new store.

It's HOT here! How about planting more and larger trees?

How about coating the parking lot with that heat reflective sealant that LA is using?

How about building low 2 storey parking garages topped with solar panels instead of paving vast parking lots? They'd better be planning to cover their giant flat roof space with solar panels as well!

This huge company needs to become a bigger part of local solutions than just generally reducing carbon emissions (as touted by their Co. website).

I13-1

Sincerely,

Linnea and David Faeth
4325 W. Fremont Ave.
Fresno 93722
240-0625

Letter I13 Linnea and David Faeth

July 16, 2023

Response I13-1

The comment expresses concerns related to the local climate and provides design recommendations to reduce carbon emissions. Section 3.7, "Greenhouse Gas Emissions and Climate Change," of the Draft EIR includes a discussion of the proposed project's impacts related to GHG emissions and climate change. As described on pages 3.7-11 through 3.7-13 of the Draft EIR, the proposed project includes various design features that mirror the GHG reduction measures in the City's adopted greenhouse gas reduction plan, which include participating in Pacific Gas and Electric Company's (PG&E's) Solar Choice program to procure 100 percent of its electricity from solar resources, implementing a solid waste diversion program, and installing electric vehicle chargers. In addition, as noted on page 2-17, the proposed project would provide landscaping in accordance with the City's shading requirements. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I14

From: Alana Lewis
To: Jose Valenzuela
Subject: Proposed Nee Costco location
Date: Sunday, July 16, 2023 8:30:35 PM

External Email: Use caution with links and attachments

Dear Mr. Valenzuela,

My name is Alana Lewis and I live near the Costco Shaw location. I shop at this location as well. I have been asking management there, for years to please expand! The store is not big enough to serve the community on the west side of Fresno. The parking is a nightmare! Trying to get gas is insane as it's ALWAYS congested at the entrance on N Blythe (in and out). Shaw and Blythe is always congested as it is because of the railroad crossing. That's a conversation for another day, ONLY two lanes on each side of Shaw! Ugh. Anyway, thank you for letting me give my input. Have a blessed evening! I14-1

Respectfully, Alana L Lewis
3694 N State St, Fresno, CA 93722
(559) 314-4281

Letter I14 Alana L. Lewis

July 16, 2023

Response I14-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I15

From: Sharon HENSON
To: Jose Valenzuela
Subject: Costco plans
Date: Sunday, July 16, 2023 7:09:19 PM

External Email: Use caution with links and attachments

Sent from my iPhone
I'm very concerned what this will do to the peace in our neighborhoods. I've been here for thirty years on Sandrini Ave. This is a quiet and peaceful area. If Spruce Ave is opened for traffic to go through to Riverside Drive and connect the road Arthur as it is proposed this would change the our neighborhood negatively. We don't want to see Spruce Ave opened up. I'm also concerned about all the Pumps and the car wash at the north end by the golf course. All the cars idling to get gas at the pumps and your proposing so many of them plus a car wash will impact not only our back yard air quality but the ponding basin with all wildlife that inhabits there. Shouldn't the pumps and car wash be put next to Herndon Ave? please respond to my concerns. Sharon Henson 559-360-6370

I15-1

Letter I15 Sharon Henson

July 16, 2023

Response I15-1

The comment expresses concern related to the effect of the proposed completion of Spruce Avenue on the character of surrounding neighborhoods. As evaluated in the Draft EIR, the applicant would extend West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue. As discussed on page 3.13-19 of the Draft EIR, extending West Spruce Avenue would be consistent with the City's planned roadway system depicted on Figure MT-1 of the City's General Plan Mobility and Transportation Element. Accordingly, the City's Traffic Planning Section would require the project proponent to extend West Spruce Avenue as a condition of project approval. The asphalt roadway would be a City street and would include curb, gutter, sidewalk, Class II bicycle facilities, and streetlights.

Section 3.11, "Noise and Vibration," and Section 3.13, "Transportation and Circulation," of the Draft EIR include analyses related to these topics. Specifically, Impact 3.11-4 evaluates the potential trip redistribution that would result from the completion of Spruce Avenue. For the purpose of the Draft EIR analysis, it is assumed that the residential development north of West Spruce Avenue between North Hayes Avenue and North Sandrini Avenue (approximately 155 single family homes) would be the primary source of traffic on the roadway. This is conservative because the West Spruce Avenue extension would not provide the shortest or most direct route for trips headed south or east from the existing residential development. The proposed roadway segment could be used by cut through traffic during peak travel times when roadway facilities along West Herndon Avenue in the vicinity of the project site are experiencing increases in delay, but use of the roadway by nonresidents is not anticipated to be a major source of traffic due to the location of the road relative to other regional attractants and thoroughfares.

The comment also expresses concerns related to air quality associated with idling cars at the gas station and car wash. Section 3.3, "Air Quality," of the Draft EIR includes an analysis related to these topics. As explained therein, the City quantified the emissions from the permitted gas station based on anticipated throughput and included these emissions in the calculations of maximum annual emissions of criteria pollutants and precursors associated with operation of the project (see Table 3.3-6). The project would not generate operational emissions of criteria air pollutants and ozone precursors exceeding SJVAPCD's annual mass emissions thresholds of significance or daily screening criteria for permitted and non-permitted sources.

The comment also expresses concerns related to wildlife and an existing ponding basin. Section 3.5, "Biological Resources," of the Draft EIR includes a discussion of the proposed project's impacts related to wildlife. As noted on

page 3.5-12, the project site does not contain wetlands and does not provide an important connection between any areas of natural habitat outside of the project site. The referenced ponding basin may be the stormwater basin located northwest of the project site (Fresno Metropolitan Flood Control District's Basin EG). This basin captures stormwater runoff from the developed area east of North Arthur Avenue for groundwater recharge or release of the settled water into the San Joaquin River. As discussed on pages 3.15-13 through 3.5-16, three special-status wildlife species (burrowing owl, Swainson's hawk, and white-tailed kite) and protected common native nesting birds have potential to occur on the project site; however, mitigation measures would be implemented to reduce potential impacts to these wildlife species from project implementation to a less-than-significant level.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I16

From: Jeannette Correa
To: Jose Valenzuela
Subject: Costco
Date: Sunday, July 16, 2023 12:50:14 PM

External Email: Use caution with links and attachments

Hello my name is Jeannette my Concern of Relocating Costco to Herndon is the traffic. We already have lots of traffic Evenings. My son Attends Rio vista and there is major traffic after school. Bullard turns into riverside and the street turns into one lane and its major traffic. Please don't relocate Costco to Herndon. Please take your time to drive on Herndon and 99 turning rush hour and drive down riverside Which turns into Bullard after kids get out of school around 3:00pm. Thank you for your time. Sincerely jeannnette correa

I16-1

Letter I16 Jeannette Correa

July 16, 2023

Response I16-1

The comment expresses concerns related to traffic. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I17

From: Dantenello Velasquez
To: Jose Valenzuela
Subject: New Costco development
Date: Saturday, July 15, 2023 8:42:22 PM

External Email: Use caution with links and attachments

Dear Mr. Valenzuela,

I am a resident of the neighborhoods located next to the proposed location for the new Costco. I understand the idea of more gas pumps and larger store, would be appealing for many Costco shoppers but as a person living in this immediate area, I see no upsides for I or my neighbors. The traffic from the shopping center alone has made it extremely difficult and brought quite a few transients to the area. I feel that Costco will only add to both of these problems. I also worry for the long standing Riverside gold course. I can't imagine people who golf there would like their current scenery to change to the back of a building. I hope that my concerns are wrong if this does go through. I17-1

Respectfully,
Dantenello Velasquez

Letter I17 Dantenello Velasquez

July 15, 2023

Response I17-1

The comment expresses concerns related to traffic and the presence of transients. This comment is similar to Comments I4-1 and I4-2. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation and Response I4-2 for a discussion of unhoused populations.

The comment also expresses concerns related to views from the Riverside Golf Course. Section 3.1, "Aesthetics," of the Draft EIR includes a discussion of the proposed project's impacts related to public views. As described on page 3.1-4 of the Draft EIR, landscaping on the golf course prevents direct line of sight to the project site and existing fencing and netting along North Riverside Drive create visual separation. Page 3.1-8 of the Draft EIR states that the project would reduce the vacant land visible from vantage points on the golf course, but would not substantially degrade the existing visual quality and would be consistent with the visual character of the existing development in the vicinity of the project site. The Draft EIR concludes that the impact on public views would be less than significant.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I18

From: Randy Ames
To: Jose Valenzuela
Subject: Costco on Herndon Avenue
Date: Saturday, July 15, 2023 4:14:00 PM

External Email: Use caution with links and attachments

Mr. Valenzuela,

I am against this location for Costco for one reason only and that is the amount of traffic that will increase on Herndon Avenue which does not have the capacity in it's current configuration. While early rush hour will not be impacted too much (although I wonder about that with all the pumps they are putting in) The afternoon and evening traffic is already horrendous. There are times when coming off the 99 to make a turn from the offramp to Herndon that you are backed up way beyond the end of the left turn bulb. Why the city has not made the railroad go overhead or under grade at that location is confusing to say the least. When a train is there they block it many times longer than ordinace allows. All this with an additional 14,000 car trips in the area how is this possible unless there are major traffice separations and additional lanes. The new shopping center out there will only get more vehicular traffic as it gets built out. For those of us who use Herndon to head north out of Fresno this will be a bumper to bumper situation more that it is now. I18-1

I know Costco is a big stick but make them pay for the Herndon upgrades if this is going through. And no, we do not need another light for access to Costco so close to the existing light. I hope the city will be reasonable and look at all the concerns.

Regards,

Randy Ames

Letter I18 Randy Ames

July 15, 2023

Response I18-1

The comment expresses opposition to the proposed project and concerns related to traffic, specifically related to operation of West Herndon Avenue and the existing railroad. This comment is similar to Comment I4-1. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation. Refer also to Section 3.13, "Transportation and Circulation," in the Draft EIR (Impact 3.13-3) that addresses potential queuing impacts along West Herndon. As described therein, the City has identified modification to the intersection of West Herndon Avenue and North Riverside Drive as conditions of approval for the proposed project. The Draft EIR also includes Mitigation Measure 3.13-3 to revise signal phasing to optimize green-time allocation relative to anticipated volumes at North Golden State Boulevard and West Herndon Avenue near the alignment of the existing railway and the California High Speed Rail.

The comment also offers the opinion that a new traffic light is not needed to provide access to the proposed Costco site. For clarification, there is an existing traffic light at the intersection of West Herndon Avenue and North Riverside

Avenue. No traffic lights are proposed along West Herndon Avenue. The project includes a general plan amendment to reclassify the portion of West Herndon Avenue between North Riverside Drive and North Hayes Avenue from expressway to superarterial to allow the construction of an intersection where West Herndon Avenue meets the private North Arthur Avenue right-of-way. Construction of the intersection of West Herndon Avenue and North Arthur Avenue to allow right-in/right-out and left-in turning would require a median cut on West Herndon Avenue.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I19

From: Kiersten Winrow
To: Jose Valenzuela
Subject: New Costco PLEASE
Date: Friday, July 14, 2023 9:03:36 PM

External Email: Use caution with links and attachments

As someone who lives off Herndon and 99 I beg you to PLEASE say YES to the new location for Costco!!! The traffic concerns will be a non issue once the new exit it complete!! We NEED a different location. The one on Shaw and 99 is an absolute nightmare. The park lot was extremely poorly planned out and the traffic is so bad I19-1

Sent from my iPhone

Letter I19 Kiersten Winrow

July 14, 2023

Response I19-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no further response is required. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I20

From: AT&T ONLINE SERVICE josephpulido@att.net [undefined:josephpulido@att.net]
To: Jose Valenzuela
Subject: Costco"s new larger store Friday, July 14, 2023 8:08:38 PM
Date:

External Email: Use caution with links and attachments

I am writing in response to the Fresno Bee article dated Friday, July 14, 2023, reviewing the proposed Costco location on west Herndon Avenue. The article indicated the project would have to go through a long approval process to be finalized, but this seems untrue since the large area already has stacks in the ground outlining something and the entrance road off of Herndon Avenue has cones on the road. It seems the city will start working on the road soon. I was in the area today, so I decided to drive by and take a look. I TOTALLY DISAGREE this would be a good place to build this project at this location, since it is by Riverside Golf course and the housing development just west of the project. Herndon is already so busy it does not make sense to build this huge Costco off of Herndon due to the additional traffic and congestion this will cause. I am sure there will be traffic safety issues will occur when hundreds of shoppers go to Costco. I do not live in the area, but I do go to the golf course periodically and it is going to make it more difficult to get there. I am sure there are other lots close by to accommodate this project, but NOT right off of Herndon, this does not make sense. I20-1

Hopefully, you will take my concerns and NOT amend the city of Fresno's general plan and zoning. My husband thinks it is already going to happen and I should not bother to send this, but I am doing it anyway. I am a long time resident and at times I do not think over the years Fresno unfortunately has not reached its full potential, but I keep hoping.

Letter I20 Joseph Pulido

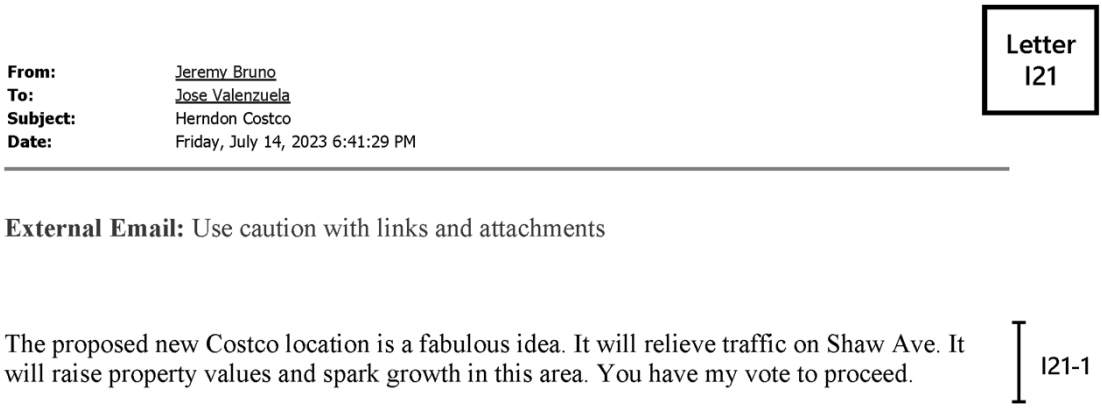
July 14, 2023

Response I20-1

The comment expresses concern that the project activities have been initiated without the necessary project approvals. Any roadwork observed in the project vicinity is part of a separate action (mitigation for the El Paseo Shopping Center) that was subject to separate discretionary approval by the City. The project is currently undergoing environmental review and would not be allowed to undergo construction until the applicable permits and approvals listed on pages 2-21 through 2-22 of the Draft EIR are obtained.

The comment also expresses concerns about the project location, including proximity to adjacent recreational and residential land uses, rezoning, and traffic congestion and safety. Section 3.10, "Land Use and Planning," and Section 3.13, "Transportation and Circulation," of the Draft EIR include analyses related to these topics. This comment is similar to Comments I4-1 and I10-1. Please refer to Responses I4-1 for a discussion regarding the proposed project's impacts related to transportation and Response I10-1 for a discussion of the environmental effects that would result from the proposed changes to the general plan land use designations, zoning, and parking lot standards.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.



Letter I21

From: Jeremy Bruno
To: Jose Valenzuela
Subject: Herndon Costco
Date: Friday, July 14, 2023 6:41:29 PM

External Email: Use caution with links and attachments

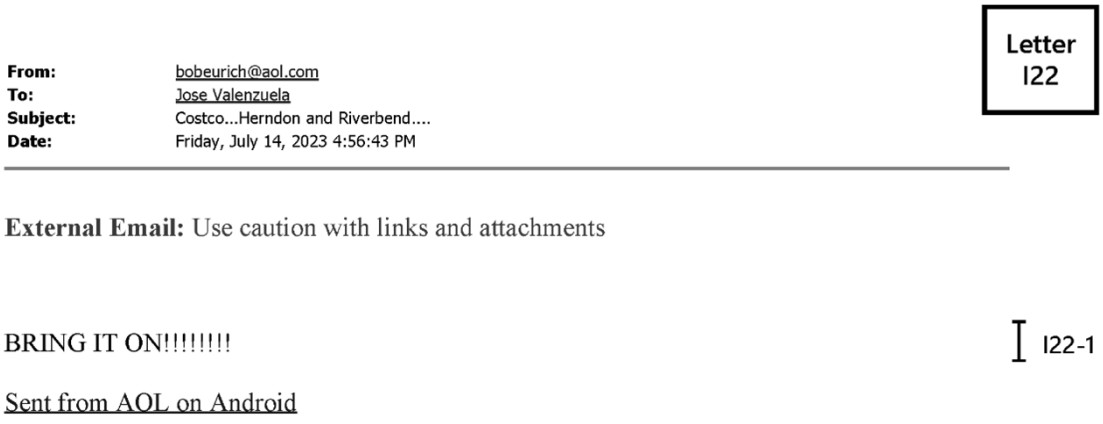
The proposed new Costco location is a fabulous idea. It will relieve traffic on Shaw Ave. It will raise property values and spark growth in this area. You have my vote to proceed. I21-1

Letter I21 Jeremy Bruno

July 14, 2023

Response I21-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.



Letter I22

From: bobeurich@aol.com
To: Jose Valenzuela
Subject: Costco...Herndon and Riverbend....
Date: Friday, July 14, 2023 4:56:43 PM

External Email: Use caution with links and attachments

BRING IT ON!!!!!!!! I22-1

Sent from AOL on Android

Letter I22 Bob Eurich

July 14, 2023

Response I22-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I23

From: Skd5858
To: Jose Valenzuela
Subject: Costco
Date: Friday, July 14, 2023 1:43:04 PM

External Email: Use caution with links and attachments

As a resident in the elderberry community my concern is the traffic on riverside and pollution. I would you to consider adding a barrier of trees so we don't see the Costco from the golf course and additional lanes added so we don't have a backup of traffic getting out of our homes. I23-1

Thank you,

Sukhi Dhillon
6753 w alluvial ave Fresno

S.D.-Sent from my iPhone

Letter I23 Sukhi Dhillon

July 14, 2023

Response I23-1

The comment expresses concerns regarding traffic, pollution, and views from the Riverside Golf Course. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation, and Response I5-1 for a discussion regarding the proposed project's impacts related to air quality.

The comment also expresses concerns related to views from the Riverside Golf Course. Section 3.1, "Aesthetics," of the Draft EIR includes a discussion of the proposed project's impacts related to public views. As described on page 3.1-4 of the Draft EIR, landscaping on the golf course prevents direct line of sight to the project site and existing fencing and netting along North Riverside Drive create visual separation. Page 3.1-8 of the Draft EIR states that the project would reduce the vacant land visible from vantage points on the golf course, but would not substantially degrade the existing visual quality and would be consistent with the visual character of the existing development in the vicinity of the project site. The preliminary landscape plans include trees throughout the site, including along the extension of West Spruce Avenue, which would create a visual barrier between the golf course and the proposed development. The Draft EIR concludes that the impact on public views would be less than significant.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I24

From: Sakit Bibra
To: Jose Valenzuela
Subject: Costco store
Date: Friday, July 14, 2023 9:53:57 AM

External Email: Use caution with links and attachments

I live by and I dnt want around my house cosco it will be worse around my area once Costco came so I dnt want around my house thanks I24-1

Sent from my iPhone

Letter I24 Sakit Bibra

July 14, 2023

Response I24-1

The comment expresses opposition to the proposed project but does not raise any specific issues related to the physical environment or address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I25

From: Anya Ellis
To: Jose Valenzuela
Subject: New Fresno Wearhouse
Date: Friday, July 14, 2023 9:32:48 AM

External Email: Use caution with links and attachments

Good Morning,

My name is Anya Ellis, and I am with GV Wire. I saw that the new Costco that is going in by 99 is over 241,342 square feet. I was wondering if this number pertains to the whole complex or the facility itself. I25-1

Thank you,
Anya Ellis

Letter I25 Anya Ellis

July 14, 2023

Response I25-1

The comment requests clarification regarding the project size. The overall project site encompasses 22 acres. As revised, the footprint of the warehouse retail building would be 219,126 square feet; however, the total retail area would only occupy 140,048 square feet and the remaining space would primarily be used for Costco loading, storage, and receiving operations. An additional 12,885 square feet would be developed with fuel canopy and 4,800 square feet would be developed with a car wash. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment.

Letter I26

From: J. Paine
To: Jose Valenzuela
Subject: COSTCO project
Date: Friday, July 14, 2023 8:49:14 AM

External Email: Use caution with links and attachments

We live in the Elderberry Subdivision, on N. Kymber Drive, Fresno, Calif.
We ***DO NOT*** want the Costco built near our subdivision. The traffic is already a HUGE mess. People already run the red lights trying to get through the Target shopping center intersection. We deal with the trains, Golden state traffic, the High speed rail project, golf course, Hwy 99 on and off ramps, and now the Veteran's blvd connection. PLEASE!!! We do not need any more congestion trying to get into our homes. The work traffic and weekend traffic is a mess. When the trains are closing the Golden state intersection, it causes massive traffic back ups, to the point, traffic backs up into the Herndon/Riverside intersection. PLEASE DO NOT ADD TO THE MISERY!!
THis Costoco proposal will only cause MORE traffic accidents near our homes. ENOUGH!! I26-1

Thank you
Michael and Joan Paine
7368 North Kymber Drive
Fresno, Ca. 93722

Letter I26 Michael and Joan Paine

July 14, 2023

Response I26-1

The comment expresses opposition to the proposed project and raises concerns related to traffic conditions, including congestion, violations, and accidents. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for a general discussion regarding the proposed project's impacts related to transportation and Response I18-1 for additional detail related to traffic on West Herndon Avenue. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I27

From: Bekah Wilson
To: Jose Valenzuela
Subject: Costco - Fresno
Date: Friday, July 14, 2023 7:46:58 AM

External Email: Use caution with links and attachments

Good morning Jose,

I am writing to you in regards to the new Costco plans on Herndon and Riverside. While I'm sure you would be expanding the road to three lanes instead of two, traffic is already horrendous in this area at peak hours, especially with the train. That can block traffic for miles alone let alone adding in a busy Costco. This already happens at the Shaw one as well with the train and people trying to get out of the Costco parking lot. Please reconsider these plans. I27-1

Thank you for your time,
--
Bekah Bryant
Medical Billing Technologies, Inc.
559.960.7819

Letter I27 Bekah Bryant

July 14, 2023

Response I27-1

The comment expresses concerns related to existing and future traffic conditions. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation and Response I18-1 for additional detail related to traffic on West Herndon Avenue. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I28

From: Randy Mills
To: Jose Valenzuela
Subject: New Costco
Date: Thursday, July 13, 2023 11:05:29 PM

External Email: Use caution with links and attachments

I for one am looking forward to the new Costco on Herndon. Soon the new veterans drive will open up and normal Herndon traffic will be moved to this, reducing congestion in the area of the new Costco. The current Costco is too small for our area, and definitely not enough gas pumps. I28-1

Definitely looking forward to the new Costco.

Randy Mills
6674 N Brunswick Ave, Fresno, CA 93722

Letter I28 Randy Mills

July 13, 2023

Response I28-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I29

From: Wkent1954
To: Jose Valenzuela
Subject: New proposed Costco being built on Riverside drive
Date: Thursday, July 13, 2023 6:13:01 PM

External Email: Use caution with links and attachments

I think this is a great idea. It is in the perfect place to help draw people to the Market Place at El Paseo which is nearby. We need Costco in this area as a win-win situation for everyone. Also, the old Costo parking places are taken up in large part by Winco. Both stores would benefit by moving the new Costco to El Paso Drive. I29-1

Good luck,

William Hardaway
and Melody Hardaway

Letter I29 William and Melody Hardaway

July 13, 2023

Response I29-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I30

From: Geoff J
To: Jose Valenzuela
Subject: No to Costco in NW Fresno
Date: Thursday, July 13, 2023 4:39:28 PM

External Email: Use caution with links and attachments

I am writing in preposition to the plans for a Costco in NW Fresno.

- The area is already heavily congested with traffic.
- The area is not zoned for this type of business
- The site will cause additional trash and pollution that is not needed that close to the river.
- Residents will be impacted by the additional lights, noise and activity in an otherwise quiet tranquil neighborhood.

I30-1

Geoff

Letter I30 Geoff J.

July 13, 2023

Response I30-1

The comment expresses opposition to the proposed project and raises concerns related to several topics addressed below.

The comment expresses concerns related to traffic congestion. This comment is similar to Comment I4-1. Please refer to Responses I4-1 for a discussion regarding the proposed project's impacts related to transportation.

The comment expresses concerns related to zoning conflicts. Section 3.10, "Land Use and Planning," of the Draft EIR includes an analysis related to this topic. This comment is similar to Comment I10-1. Please refer to Response I10-1 for a discussion of the environmental effects that would result from the proposed changes to the general plan land use designations, zoning and parking lot standards.

The comment expresses concerns related to trash and pollution near waterways. Section 3.9, "Hydrology and Water Quality," of the Draft EIR includes a discussion of the proposed project's impacts related to water quality. As discussed on pages 3.9-8 and 3.9-9 of the Draft EIR (Impact 3.9-1), project construction and operation would be subject to various regulations, including the National Pollutant Discharge Elimination System Permit Program; underground storage tank regulations contained in CCR, Title 23, Water, Division 3, Chapter 16; Central Valley Regional Water Quality Control Board's General Permit for stormwater discharges from municipal separate storm sewer systems (Order R5-2016-0040); and Fresno Metropolitan Flood Control District's (FMFCD's) Storm Drainage and Flood Control Master Plan. Best management practices would be implemented during project construction and incorporated into the project design to ensure that the project would not degrade water quality. The Draft EIR concluded that the project's impact on water quality would be less than significant.

The comment expresses concerns related to lighting at nearby residential neighborhoods. Section 3.1, "Aesthetics," of the Draft EIR includes a discussion of the proposed project's impacts related to lighting. As discussed on page 3.1-9 (Impact 3.1-2), all light fixtures would be downcast and would not exceed the City's 0.5-foot-candle[1] standard for light

[1] A foot-candle is defined as one lumen per square foot.

spillover onto adjacent residential areas. The Draft EIR concluded that the project's impact related to lighting would be less than significant.

The comment expresses concerns related to noise at nearby residential neighborhoods. Section 3.11, "Noise and Vibration," of the Draft EIR includes a discussion of the proposed project's impacts related to noise. As discussed on pages 3.11-22 through 3.11-29, the proposed project would result in permanent new noise sources from stationary equipment and on-site activities, traffic, and truck trips; however, the Draft EIR concluded that these impacts would be less than significant or less than significant with mitigation incorporated (Impacts 3.11-4 and 3.11-5). As discussed on pages 3.11-16 through 3.11-20, project construction activities may be required during evening and nighttime hours and the Draft EIR concluded that this impact would remain significant and unavoidable, even with implementation of mitigation (Impact 3.11-1). As discussed in Response I4-1, CEQA does not preclude a public agency from approving or carrying out a project that has potential to result in significant and unavoidable impacts on the environment; however, the public agency must make findings for each impact and issue a statement of overriding considerations in order to approve the project.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I31

From: Birdevinder
To: Jose Valenzuela
Subject: Costco comments
Date: Thursday, July 13, 2023 3:45:40 PM

External Email: Use caution with links and attachments

Hello, I am writing to oppose the Costco store on the Herndon exit. It will increase traffic and will raise lots of safety concerns. Why can't we leave where Costco is, as it is also near the other major grocery stores? People have convenience on Shaw Ave. Also, this side is growing with excellent businesses, which is becoming eye-catching to the tourists on the freeway. However, the river park is losing value, so they want to shift the Costco store here to eliminate the posh area aspect from this side of the town. People would move to Clovis if there is heavy traffic on every exit on freeway. I31-1

Letter I31 Birdevinder

July 13, 2023

Response I31-1

The comment expresses general concerns related to traffic and safety. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation. As explained in Section 2.2.1 of the Draft EIR, Costco has proposed the store location because the customer base has outgrown the capacity of the current facility, which opened in 1985. The project would allow Costco to expand services in the area to include an additional gas station and a car wash, as well as a loading area to facilitate delivery of purchases directly to homes in the Fresno area. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I32

From: Bryan Miller
To: Jose Valenzuela
Subject: New Costco plan idea
Date: Thursday, July 13, 2023 2:23:31 PM

External Email: Use caution with links and attachments

Hello Jose,
I am really excited about the possibility of having a nice new Costco in Northwest Fresno. The one on Shaw is a little run down. I have some ideas about possibly helping with the entrance. I do not live near there and I am not a professional site planner. These are just my 2 cents. Take them or leave them, up to you.

The proposed building should be turned and shifted to the south west corner of the lot. Instead of using Riverside drive as the entrance, use the "private drive". However, make the entrance to the parking lot in the northeast corner. Tree/shrub lined sidewalk the entire length of that space so cars have to go all the way to the end. That will give any Herndon congestion some breathing room as the entering and exiting vehicle will have to traverse the whole length of the property before entering. This would pull traffic off of Herndon, an already busy throughway. I32-1

Hope this helps in your plans and we can get this up and running soon.

Thank you for your time

Bryan Miller

Letter I32 Bryan Miller

July 13, 2023

Response I32-1

The comment expresses support for the proposed project and provides suggestions related to site access. Pages 2-13 through 2-14 of the Draft EIR provide a description of the proposed access points to the project site. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I33

From: Colton Metzler
To: Jose Valenzuela
Subject: New Costco Construction
Date: Thursday, July 13, 2023 1:29:36 PM

External Email: Use caution with links and attachments

I wanted to weigh in and say that I support the new Costco construction. At a time when prices are so high, having a cheaper gas station to go to, and be able to save money by buying in bulk, is important to my family. The current costco is also in a bad neighborhood, and my family has been acosted by random homeless people on multiple occasions, making ym wife feel unsafe with our children. The current costco parking lot is also small and difficult to leave with the amount of traffic that piles up on shaw and golden state. The Costco on herndon and blackstone is much better in terms of parking, safety, and it has more gas pumps, preventing cars from ideling for so long. I33-1

I think this is a big win for consumers in Fresno, especially if Costco continues to run its current gas station on shaw, while also opening a larger one on herndon.

Letter I33 Colton Metzler

July 13, 2023

Response I33-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I34

From: Ty Murphy
To: Jose Valenzuela
Subject: proposed new Costco project
Date: Thursday, July 13, 2023 11:50:38 AM

External Email: Use caution with links and attachments

Hello,

I saw an article today that said the public can now comment on the proposed Costco project on Herndon Ave. in NW Fresno, so I figured I would provide my comments.

One thing that I have not seen mentioned in the numerous articles I have read about this project has to do with the Riverside Golf Course, which is located adjacent to the proposed location. Since the pandemic, public golf courses have become exponentially more busy in light of the huge increase in people that decided to either take up golf as a pastime or returned to it. The impact that this increase has had has resulted in heavily congested golf courses. And the Riverside Golf Course is a prime example of that. If you look at the course's parking lot during the day on most weekends, you will see that it is often so crowded, that few, if any, parking spaces are even available. So, I can only imagine that the increase in traffic to this area if the Costco project goes through will be felt not just by residents in the neighborhood, but also the many people showing up in the area to play golf. I34-1

Also, and this cannot be understated, the proposed location could cause the golf course to be forced to redesign the southern portion of the course on the boundary line. Currently, that south boundary only has a short fence and a bank of trees on the edge of the course. However, the construction of this Costco would require a significant change in that border. Obviously, at a minimum, a large fence or netting of some sort would have to be erected in order to shield cars from errant golf shots. But, it is also possible that the proposed extension of the street on that property might actually necessitate the redesign of that section of the course. Such a redesign, in addition to a fence or netting, requires a huge expense and substantial down time for that portion of the course while changes would be made. Clearly, these expenses would be passed down to the golfing community, likely resulting in an increase in fees. The Riverside Golf Course hosts the Fresno City Amateur Championship every spring, and is one of the oldest historical Amateur Golf Tournaments in the State. It is concerning that the southern boundary of the course could be compromised significantly. Also, depending on the timing of construction, it is possible that this annual tournament could be negatively affected if part of the course had to be shut down during the process. I34-2

I realize that these concerns pale in comparison to those of local residents who will have to deal with increased traffic congestion. But, I wanted to make sure you understood that there are other concerns which are not being publicized sufficiently, and the impact to the golf course is one of them that will affect thousands of area golfers.

Thank you,
Ty Murphy
tymmurphy1@gmail.com

Letter I34 Ty Murphy

July 13, 2023

Response I34-1

The comment expresses concerns that nearby residents and recreationists at the Riverside Golf Course will experience increased traffic from the project. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation. Additionally, as discussed on page 3.12-4 of the Draft EIR, the project would not preclude access to existing recreational facilities, including the Riverside Golf Course. Rather, as noted on page 3.13-11 of the Draft EIR, the proposed intersection at West Herndon Avenue/North Arthur Avenue may result in easier travel for southbound drivers along North Riverside Drive, including nearby residents and visitors to the Riverside Golf Course. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I34-2

The comment states that modifications to the golf course would be required to accommodate the project and expresses concern that these improvements would increase fees and interfere with events at the golf course. Page 3.12-4 of the Draft EIR describes the modifications to the Riverside Golf Course, which include modifications to the existing irrigation system, relocation of the golf cart path, and installation of a new fence and nets. The project applicant would be responsible for implementing and funding these improvements. These minor modifications would be implemented in coordination with the City to ensure that construction activities do not interfere with the use of the golf course. The environmental impacts from these improvements have been evaluated in the Draft EIR. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I35

From: Jax Ward
To: Jose Valenzuela
Subject: Proposed new Costco
Date: Thursday, July 13, 2023 11:42:01 AM

External Email: Use caution with links and attachments

Hi!

I just wanted to put in a word to make sure that there are safe -- and preferably separated -- ways for people to get to the proposed Costco that are NOT in cars.

I'm a cyclist. I commute daily by bike and do 95% of my errands by bike. I currently bike to the Costco in Fresno about once a week.

The biggest issue I often face is the lack of bike lanes, especially safe bike lanes (more than just a painted line). There's also a lack of bike parking (but I suspect that's not an issue you deal with).

If I understand it correclty, there's also a school nearby. Making sure we have safe ways for kids to get to schools -- especially kids who walk, bike, skateboard, etc, should be a priority when it comes to transportation management.

Please, keep all forms of transportation in mind. I know I risk my life everyday by biking in Fresno traffic but I also know it can get better.

I choose to bike. My husband and I do own two cars, but biking is my preferred way to get from place to place. And I tend to spend more money at merchants on my bike route, just in smaller but more frequent doses.

I35-1

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=======
Jax Ward
Chief Squirrel and Owner
Crazy Squirrel Game Store
Fresno, Calif.

Letter I35 Jax Ward

July 13, 2023

Response I35-1

This comment states that there is a lack of safe bike lanes and bike parking. The comment also requests that the project consider alternate forms of transportation, including safe routes to schools. This comment is similar to Comment I8-1. Please refer to Response I8-1, above. As explained further in Response I5-1, pedestrian mobility in the vicinity may be improved through development of the project and the Draft EIR concludes that the proposed project would not conflict with planned pedestrian facilities. Further, the City of Fresno has met with the Central Unified School District regarding the proposed project to ensure that project-related truck deliveries do not pose a safety hazard for students at school bus drop-off/pick-up locations. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I36

From: Elizabeth Mendoza
To: Jose Valenzuela
Subject: Costco proposal
Date: Thursday, July 13, 2023 10:24:22 AM

External Email: Use caution with links and attachments

I'm writing to you as a resident of the neighborhood that will be impacted by the new Costco proposal. Routing traffic down Spruce which is a residential neighborhood, not a city street will impact every resident living in that area. Not to mention it passes by an Assisted Living Facility. We purchased our home due to the quiet neighborhood and the noise, traffic, and environmental impact to the neighborhood would be unwelcome and a hazard to all the kids walking to the school bus stops on Spruce. I36-1

Thank you,

Elizabeth Mendoza RN
Associate Director for Quality Assurance
Central California Asthma Collaborative
Office: (559) 272-4874 **Direct**: (559) 420-1620
Email: elizabeth.mendoza@centralcalasthma.org
Address: 1939 N. Gateway Blvd, Suite 102 | Fresno, CA 93727
Website: www.CentralCalAsthma.org

Letter I36 Elizabeth Mendoza

July 13, 2023

Response I36-1

The comment expresses concerns related to the noise, traffic, and safety hazards that would result from the proposed project. Section 3.11, "Noise and Vibration," and Section 3.13, "Transportation and Circulation," of the Draft EIR include analyses related to these topics. Refer to Response I15-1 for information about the extension of Spruce Avenue adjacent to the northern boundary of the project and anticipated effects on traffic patterns.

Please also refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation and safety and Response I30-1 for a discussion regarding the project's impact related to noise.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I37

From: Jch
To: Jose Valenzuela
Subject: New Costco
Date: Thursday, July 13, 2023 10:19:37 AM

External Email: Use caution with links and attachments

Please reconsider the location for the new Costco.
The traffic will be horrible there.

A better place for it would be by the new flooring store. Next to Veterans Boulevard.
This location will not compromise the traffic on Herndon.

I37-1

Thank you.
Sent from my iPhone

Letter I37 J. Chmielewski

July 13, 2023

Response I37-1

The comment expresses concerns related to traffic. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for further discussion. The comment also suggests an alternative location for the proposed project that could reduce traffic on Herndon Avenue, compared to the proposed site. As explained in Section 3.13, "Transportation and Circulation," of the Draft EIR, traffic generation is not considered an impact on the environment. Therefore, CEQA does not require the evaluation of alternatives to reduce perceived effects.

In accordance with State CEQA Guidelines Section 15126.6(a), the Draft EIR evaluates a range of reasonable alternatives to the proposed project. As discussed on pages 6-3 through 6-5 of the Draft EIR, the City considered off-site locations, but dismissed these alternatives from further analysis due to a variety of reasons including (but not limited to) likely infeasibility and because they would not clearly address the project's significant environmental effects.

The flooring store referenced in the comment is assumed to be the Floor & Décor on North Riverside Drive, northwest of Veterans Boulevard. One of the offsite alternatives considered in the Draft EIR is located on three undeveloped parcels of approximately 8 acres, 6 acres, and 9 acres that are zoned for light industrial use in the area west of North Riverside Drive and north of Veterans Boulevard. This appears to be the same location suggested by the commenter. See Chapter 6, "Alternatives," of the Draft EIR for further discussion of this alternative project site and reasons for dismissal.

Because this comment does not offer any specific concern related to the adequacy of the Draft EIR, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I38

From: Yamaguchi
To: Jose Valenzuela
Subject: Costco relocation at herndon and riverside
Date: Thursday, July 13, 2023 9:31:44 AM

External Email: Use caution with links and attachments

This location is already too busy as herndon is the only large east west roadway north of shaw but serves north of herndon to the river. No need to relocate a business that will gut the shaw ave area . By serving a few more people Costco will disturb the environment in two areas for a bit more profit. The city of fresno will gain a bit more taxes from costco but lose more from merchants and lower level of ecco system on shaw. I38-1

kent yamaguchi

Letter I38 Kent Yamaguchi

July 13, 2023

Response I38-1

The comment expresses concerns related to traffic and general concerns related to the environment. The comment also expresses opposition to the proposed relocation. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation and Appendix A for an evaluation of the potential for the project to contribute to urban decay. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I39

From: Nick Quisenberry
To: Jose Valenzuela
Subject: Proposed Costco on W Herndon Ave
Date: Thursday, July 13, 2023 9:29:33 AM

External Email: Use caution with links and attachments

Good morning Mr Valenzuela,

I am writing this email to voice my concern over the proposed Costco store near Herndon / Riverside. I live in the area and to say the new shopping center on Riverside has created a traffic / air quality nightmare would be an understatement. Adding a huge Costco complex to this intersection would be nothing short of catastrophic. From both a traffic and smog standpoint this would severely diminish my, my family's, and my neighbor's quality of life/lives.

Costco already has a thriving store on W Shaw Ave a mere 5 minute drive from the proposed Herndon location. This current store is located in a business district, which is a more fitting location for the types of issues noted above.

I39-1

Please think of the PEOPLE who live in this area, and do what's in your power to protect our quality of life.

Thank you for your time.

Nick Quisenberry
Proud NW Fresno resident

Letter I39 Nick Quisenberry

July 13, 2023

Response I39-1

The comment expresses concerns related to traffic and air quality. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation and Response I5-1 for a discussion regarding the proposed project's impacts related to air quality. The comment also suggests that continued operation of the existing Costco on Shaw Avenue would reduce these impacts. Please refer to the discussion of Alternative 1b: No Project Alternative – No Development in Chapter 6, "Alternatives," of the Draft EIR.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I40

From: Don Marshall
To: Jose Valenzuela
Subject: New Costco NW Riverside/Herndon
Date: Thursday, July 13, 2023 9:19:19 AM

External Email: Use caution with links and attachments

Good morning Jose, we are for the new Costco going in, like anything there are pros and cons. It will add more jobs, and taxes for the City of Fresno. Through the grapevine by legitimate sources Madera County is getting a back up proposal if Fresno denies the Herndon/Riverside Dr location which Madera would rezone 99 and Ave 7 for a new Costco location which is right across the River a short distance from the proposed Fresno store. Fresno would lose out on all taxes and I mean all taxes that Madera would gain can't see Fresno shooting itself in the foot. Don Marshall I40-1

Sent from my iPad

Letter I40 Don Marshall

July 13, 2023

Response I40-1

The comment expresses support for the proposed project, stating that it would result in economic benefits for the City. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I41

From: jerry montejano
To: Jose Valenzuela
Subject: Costco
Date: Thursday, July 13, 2023 8:28:49 AM

External Email: Use caution with links and attachments

Good morning, building a Costco on Herndon will be great. Will help out the traffic problems. Costco has outgrown the property on Shaw. Thank you have a great day. I41-1

Sent from my iPad

Letter I41 Jerry Montejano

July 13, 2023

Response I41-1

The comment expresses support for the proposed project, stating that it would alleviate traffic problems. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I42

From: wpeverill@sebastiancorp.net
To: Jose Valenzuela
Subject: New Costco
Date: Friday, July 21, 2023 5:15:48 PM

External Email: Use caution with links and attachments

Would like to see report and make comments. Thanks I42-1
William Duane Peverill
Sent from my iPhone

Letter I42 William Duane Peverill

July 21, 2023

Response I42-1

The comment is a request to review the Draft EIR and have an opportunity to make comments. In accordance with Section 15105 of the CEQA Guidelines, the Draft EIR was circulated for a 45-day public review period from July 11, 2023 to August 25, 2023. The Draft EIR was available for review by appointment at the Planning and Development Department at 2600 Fresno Street, Room 3043, Fresno, CA 93721. Electronic copies of the Draft EIR were available on request by contacting Jose Valenzuela via e-mail or by phone. The Draft EIR was also available for review on the City's website at the following link: https://www.fresno.gov/planning/plans-projects-under-review/#tab-14. The City provided the commenter with access to the Draft EIR, as requested, on July 24, 2023. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment.

Letter I43

From: Lorraine Arrington
To: Jose Valenzuela
Subject: Costco new warehouse
Date: Friday, July 21, 2023 5:44:59 PM

External Email: Use caution with links and attachments

Please sir, don't let them come to this city, or Clovis. 3 Costcos are enough. We don't want to to put all our other choices for groceries out of business.

Why not open a huge farmers market with bread, cheese, produce and other things instead of mass produced products like what costco sells??

I43-1

Thank you,
Lorraine

Letter I43 Lorraine Arrington

July 21, 2023

Response I43-1

The comment expresses opposition to the proposed project and raises concerns about local businesses. As discussed in Response I4-2, CEQA requires lead agencies to consider the effects of a proposed project on the physical environment. Comment I10-1 raises a similar issue pertaining to gas stations. Similar to the response provided for comment I10-1, the proposed project's economic effects on local grocery stores in the vicinity of the project site is not, in and of itself, a significant impact under CEQA.

An evaluation of the potential for the Costco relocation and gas station to result in urban decay impacts was conducted by ALH Urban and Regional Economics in 2023. This analysis indicates that food sales are strong in the City of Fresno. Further, because the Costco store is being relocated, it is anticipated that "existing Costco shoppers will transfer their purchases to the new store, such that diversions from existing area food stores will be at a minimum." The analysis concludes that "sales impacts are not likely to be high enough to contribute to closure of existing food stores" (see Appendix A).

Therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I44

From: Dr. Danielle Biggs
To: Jose Valenzuela
Subject: NEW COSTCO
Date: Friday, July 21, 2023 5:55:59 PM

External Email: Use caution with links and attachments

I ***STRONGLY OPPOSE*** building such a large Costco! I bought a home to quietly retire in, instead I have ended up with 3 housing developments being built in a space meant for one, wildlife that whose habitats don't seem to be considered, as they are driven from their home and into my back yard, increased traffic, no sidewalks for kids walking to school, drag racing **AT LEAST 4-6 TIMES A WEEK**, a homeless population that hasn't been dealt with, not to mention being ***burglarized for the 4th time*** since I moved here! Now I am going to have to fight increased traffic for a store that isn't even accessible to ***ALL FRESNO*** residents due to membership cost?!? Instead of being the biggest Costco, why don't our reps look into why we are soon going to have to pay for free TV? I44-1

Broadcasters to Encrypt ATSC 3.0 Signals - How it Impacts Free OTA TV)

Dr. Danielle Biggs
Licensed Psychologist
PSY 21701

3134 Willow Ave. Suite 103
Clovis, CA 93612
559-803-8847
Fax: 559-243-1533

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"I was put on this earth to accomplish a certain number of things. Right now I'm so far behind I will never die".
--Calvin and Hobbes

As Kurt Vonnegut wrote, "And so it goes..."

"I've learned that people will forget what you said, people will forget what you did, but people will never forget how you made them feel."
--Maya Angelou

Letter I44 Dr. Danielle Biggs

July 21, 2023

Response I44-1

The comment expresses opposition to the proposed project and raises concerns related to existing issues faced in the neighborhood. The comment also raises concerns about project-generated traffic. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation. This comment does not offer any

specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I45

From: Holden Markwith
To: Jose Valenzuela
Subject: New Costco
Date: Friday, July 21, 2023 6:57:17 PM

External Email: Use caution with links and attachments

Hello Jose,

I'm writing you about the new Costco being built near Herndon/99. I am a resident that lives in the neighborhood nearby at 7026 N Rumi Ave. I purchased this home in 2019. This neighborhood is already extremely hostile with traffic and lack of trees, lack of walkable spaces, and no nearby parks. Building a Costco here is a terrible idea. It's too close to homes and many schools. I really hope that you have the power to reconsider this decision as it will be harmful to your local community. If this can't be stopped please ask Costco to build a gate for our neighborhood. They should give back to our community if they are going to be changing things for the people that live here. I45-1

Thank you for you consideration,

Holden Markwith

559-284-2720

Letter I45 Holden Markwith

July 21, 2023

Response I45-1

The comment expresses opposition to the proposed project and raises concerns related to existing issues faced in the neighborhood. The comment also raises concerns about the project's proximity to residences and schools, but does not identify any specific environmental issues and does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I46

From: David Scott
To: Jose Valenzuela
Subject: Proposed Costco in Northwest Fresno
Date: Saturday, July 22, 2023 8:22:54 AM

External Email: Use caution with links and attachments

Dear Mr. Valenzuela:

I want to object to the plans to build a huge Costco business complex across Herndon Avenue from the Marketplace shopping center in northwest Fresno. Marketplace already draws a lot of traffic and Herndon avenue is currently too congested. I live near Herndon Avenue and have grown tired of the increased traffic noise and pollution. So I would like to have the new Costco located somewhere else, like on Highway 41 around the San Joaquin River. I46-1

Please register my objection to this project.

Sincerely,

David Scott
4131 W. Wathen Avenue
Fresno, CA 93722

Letter I46 David Scott

July 22, 2023

Response I46-1

The comment expresses opposition to the proposed project and raises concerns related to traffic, noise, and pollution. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation, Response I5-1 for a discussion regarding the proposed project's impacts related to air quality, and Response I30-1 for a discussion regarding the proposed project's impacts related to noise.

Finally, the comment indicates that there are other locations in the Fresno area that may be more appropriate for the proposed project. Specifically, the comment suggests a site along Highway 41 along the San Joaquin River. This location is approximately 10 miles east of the proposed project site and 2 miles north of the existing Costco at 7100 N Abby Street in Fresno. Please refer to Chapter 6, "Alternatives," in the Draft EIR, which provides a brief analysis of three potential site alternatives.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I47

From: Amy Siliznoff
To: Jose Valenzuela
Subject: Comment Regarding Expanded Northwest Costco
Date: Saturday, July 22, 2023 8:29:09 AM

External Email: Use caution with links and attachments

Hi Jose,

I'm reaching out to provide comments regarding the expanded northwest Costco. If this project is implemented, traffic would be a concern for this area. The railroad traffic is already backed up, especially during morning hours around 8AM and afternoon hours around 5PM. If this project is implemented, an overpass over the railroad on herndon would need to be constructed, otherwise traffic will be 10x worse for this area. I47-1

Amy Siliznoff

Letter I47 Amy Siliznoff

July 22, 2023

Response I47-1

The comment expresses concerns related to traffic. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation and Response I18-1 for a response to concerns related to traffic and operation of the existing railroad. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I48

From: Betty Williams
To: Jose Valenzuela
Subject: New Costco on Riverside Drive
Date: Saturday, July 22, 2023 1:35:46 PM

External Email: Use caution with links and attachments

This area desperately need the larger store, we moved here 15 yrs ago & the traffic on Shaw is backed up to Polk trying to get to Costco. Everyone shop there for gas prescriptions & food. The new Costco would offer enough gas pumps & parking spaces that would solve a huge problem for all of us. My grandson go to Rio Vista Middle School , it's no where near the Costco site. I've never seen children walking to or from school in that area. Veterans Blvd will help with a lot of the traffic some are complaing about . They don't like change but it's too late we have new communities that's already built & more to come. We're proud residents that welcome the change & can hardly wait for it to open. We're waiting for the under pass on West Shaw & Golden State next

I48-1

Sent from Mail for Windows

Letter I48 Betty Williams

July 22, 2023

Response I48-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I49

From: Jensen Vang
To: Jose Valenzuela
Subject: North Fresno Costco Comment
Date: Saturday, July 22, 2023 5:57:00 PM

External Email: Use caution with links and attachments

Jose, my property on 6172 w Hudson Dr Fresno Ca 93722 will be impacted by Costco's new store. I do not support this plan as traffic is and was and has been difficult and congested. Adding the train when it makes is 1000x more congested, especially plus the large amount of traffic Costco brings will be a disaster. Please do not move forward with this plan. Costco deserves an open and wide area in the west to expand beyond its limits. Just not in Herndon. Bus and student safety will be jeopardized. School traffic on River middle school was already another problem that we were experiencing with congested traffic. This plan is a disaster. I49-1

Resident

Jensen 5593496943

Letter I49 Jensen Vang

July 22, 2023

Response I49-1

The comment expresses concerns related to traffic and student safety. This comment is similar to Comments I4-1 and I5-1. Please refer to Responses I4-1 and I5-1 for a discussion regarding the proposed project's impacts related to transportation, including VMT and safety hazards. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I50

From: Melody Wolverton
To: Jose Valenzuela
Subject: Costco
Date: Saturday, July 22, 2023 7:52:46 PM

External Email: Use caution with links and attachments

I think this is a great idea, provided they employ first time Costco employees instead of moving and transferring existing employees to this new Costco. I would be supportive of that! I50-1
Thanks for your time
Melody Wolverton
Resident of 93722

Letter I50 Melody Wolverton

July 22, 2023

Response I50-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I51

From: AT&T ONLINE SERVICE
To: Jose Valenzuela
Subject: New Costco Project
Date: Saturday, July 22, 2023 9:07:44 PM

External Email: Use caution with links and attachments

It is too bad that the city of Fresno does not take its citizens concerns seriously. I have lived in Fresno basically all my life, went to local schools and am a graduate of Fresno State. My husband and I have traveled extensively and have seen what other communities have developed in their cities that make sense and again Fresno has great potential, but it seems we take one step forward and two steps back. I read the information you provided, but the Costco project that was noted in the Fresno Bee article stated it was a proposal and NOT final. Again, the information you sent sounds like it is going to happen no matter what the community wants. I am so happy that I do not live in the area, but again I thought I would share my thoughts with you. I hope everything goes well for the families who have children when they have to navigate through the additional traffic going and returning from school. My husband tells me it really does not concern us, but I thought I would send this anyway. I51-1

Letter I51 Joseph Pulido

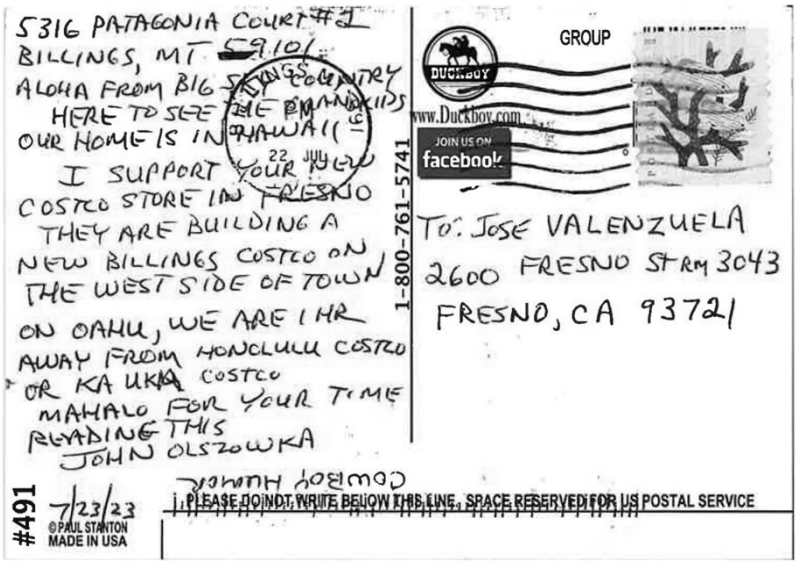
July 22, 2023

Response I51-1

The comment expresses concern that the proposal is final. As discussed on page 1.5 of the Draft EIR, the proposed project is currently undergoing environmental review. Before, adopting the project, the lead agency is required to certify that the EIR has been completed in compliance with CEQA, that the decision-making body reviewed and considered the information in the EIR, and that the EIR reflects the independent judgement of the lead agency. Other permits and approvals that may be required for project implementation are listed on pages 2-21 and 2-22 of the Draft EIR.

The comment also expresses concerns related to traffic and student safety. This comment is similar to Comments I4-1 and I5-1. Please refer to Responses I4-1 and I5-1 for a discussion regarding the proposed project's impacts related to transportation, including VMT and safety hazards. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I52



I52-1

Letter I52 John Olszowka

July 23, 2023

Response I52-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I53

From: asalama laka
To: Jose Valenzuela
Subject: Comment on proposed Costco
Date: Sunday, July 23, 2023 10:36:49 AM

External Email: Use caution with links and attachments

Hello

As a citizen who lives at 8680 North Glen avenue and regularly uses Herndon avenue to traverse the city, I am alarmed by the proposal that Fresno is attempting to ram through which would allow the world's biggest Costco to be built right next to another large business shopping development on Riverside drive..

Herndon avenue is slated to suffer the same fate as so many other parts of Fresno. When businesses pull up roots, move to a different part of town and leave the previous street. Abandoned to homelessness and crime and trash. That's what happened to Shields avenue and that's what you guys are in the process of doing to Shaw avenue.. I feel sorry for the homeowners off of those respective streets who watch their property values get hit by poor city planning..

Herndon avenue is one of the only ways to get from the east side of the city to the west side of the city and vice versa, especially given how bad Shaw avenue has become and now you are threatening to remove one of the only traffic arteries away. Just so you can cram a second Costco into Fresno when they already have a Costco and another one in Clovis. Not very far away. And what happens when Costco abandons the Riverside location and then moves slightly further north off highway 99???

I53-1

at a certain point in time, large companies need to be forced to stick with the locations that they selected and not just create more blight and sprawl..

Save our City and save Herndon. . Just developing every unused plot of land and ignoring all the city planning Mistakes that were made in the past is not a solution. It's just destroying the last good east-west corridor we have left.

Justin latham
2056141707

Letter I53 Justin Latham

July 23, 2023

Response I53-1

The comment expresses concern that the proposed project would cause local businesses in the area to close, resulting in increased presence of unhoused populations, crime, and trash and reduced property values. This comment is similar to Comment I10-1. Please refer to Response I10-1 for a discussion regarding the proposed project's impacts related to urban decay.

The comment also expresses concerns that the proposed project would remove Herndon Avenue. The proposed project would not result in the removal of any existing roadways. As discussed on page 2-6 of the Draft EIR, the proposed project includes a proposed General Plan amendment and rezoning to reclassify West Herndon Avenue from North Riverside Drive to North Hayes Avenue from an expressway to a superarterial. The reclassification would allow construction of a new intersection where West Herndon Avenue meets the private North Arthur right-of-way, which would allow access to the project site.

The comment also expresses concern that the proposed project would ultimately be abandoned and "create more blight and sprawl." The future closure of the proposed project is speculative, and the resulting potential for urban blight would not be considered a reasonably foreseeable indirect effect of the project.

Letter I54

From: Charles Ognibene
To: Jose Valenzuela
Subject: Costco Proposal
Date: Sunday, July 23, 2023 7:35:59 AM

External Email: Use caution with links and attachments

This is a request to review the proposal for the new Costco slated for Herndon and 99. Thanks I54-1

Letter I54 Charles Ognibene

July 23, 2023

Response I54-1

The comment is a request to review the project proposal. This comment is similar to Comment I42-1. Please refer to Response I42-1 regarding circulation of the Draft EIR for the proposed project. The City provided the commenter with access to the Draft EIR, as requested. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment.

Letter I55

From: Jamey Schmidt
To: Jose Valenzuela
Subject: Costco and Car Wash
Date: Monday, July 24, 2023 7:28:58 AM

External Email: Use caution with links and attachments

Jose,
Good morning!

I just read an article in the Chronicle regarding the Costco. I am concerned about the car wash. Where is the water coming from for that? I55-1

Thank you,
Jamey

Letter I55 Jamey Schmidt

July 24, 203

Response I55-1

The comment expresses concern regarding the water source for the proposed car wash. As discussed on pages 3.9-10, 3.14-12, and 3.14-13 of the Draft EIR, the project, including the car wash, would be supplied water through the City of Fresno Department of Public Utilities. As explained in the Draft EIR (see page 2-13) wash water would be recycled. A description of the City's water supply sources is provided on pages 3.14-4 through 3.14-7 of the Draft EIR. The City's 2020 Urban Water Management Plan (UWMP) projects that the City would have an excess of water through 2045 during normal, dry, and multiple dry years. The project's water demand, which considers the water demand for the car wash, is accounted for within the City's 2020 UWMP projections for future development. The Draft EIR concludes that there would be sufficient water to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years (see Impact 3.14-2, Draft EIR pages 3.14-12 and 3.14-13). This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment.

Letter I56

From: wpeverill@sebastiancorp.net
To: Jose Valenzuela
Subject: Re: New Costco
Date: Monday, July 24, 2023 2:44:19 PM

External Email: Use caution with links and attachments

Thank you!
I think this would be a great move. The one on Shaw is causing more of a traffic situation than the proposed new location. I don't feel the new location will have any impact on the school kids and they're walking. Especially if the students follow the rules of the road. As a former educator at Central Unified for 33 years and Board of Trustees member I have seen the growth and feel this would be more of asset than a hindrance. The only thing I would like to see is the addition of Diesel pumps along with the gasoline. Only one Costco has diesel in the Fresno area. I56-1
Thanks again
William Duane Peverill

Sent from my iPhone

On Jul 24, 2023, at 1:41 PM, Jose Valenzuela <Jose.Valenzuela@fresno.gov> wrote:

Hello:

Thank you for reaching out. Your comments will be reviewed and included in the project record. For additional information on the proposed project, please visit our Plans and Projects Under Review webpage to download the Costco Commercial Center Draft Environmental Impact Report and associated studies.

Plans & Projects Under Review – City of Fresno

If you have further questions or comments, please let us know.

Thank you,

Jose Valenzuela | Supervising Planner
Current Planning | Planning & Development
2600 Fresno Street | Fresno CA 93721
559.621.8070
Jose.Valenzuela@Fresno.gov

Resources: Planning & Development | GIS Data Hub – Interactive Zoning Map | Fresno Municipal Code | Accela Citizens Access (ACA) Online Plans/Permits/Inspections | ACA Instruction Videos

-----Original Message-----
From: wpeverill@sebastiancorp.net <wpeverill@sebastiancorp.net> Sent: Friday, July 21, 2023 5:16 PM
To: Jose Valenzuela <Jose.Valenzuela@fresno.gov>
Subject: New Costco

External Email: Use caution with links and attachments

Would like to see report and make comments. Thanks William Duane Peverill Sent from my iPhone

Letter I56 William Duane Peverill

July 24, 203

Response I56-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I57

From: Lorraine Arrington
To: Jose Valenzuela
Subject: Re: Costco new warehouse
Date: Monday, July 24, 2023 4:32:37 PM

External Email: Use caution with links and attachments

Thank you for your response. I57-1

On Mon, Jul 24, 2023, 1:39 PM Jose Valenzuela <Jose.Valenzuela@fresno.gov> wrote:

Hello:

Thank you for reaching out. Your comments will be reviewed and included in the project record. For additional information on the proposed project, please visit our Plans and Projects Under Review webpage to download the Costco Commercial Center Draft Environmental Impact Report and associated studies.

Plans & Projects Under Review – City of Fresno

If you have further questions or comments, please let us know.

Thank you,

Jose Valenzuela | Supervising Planner

Current Planning | Planning & Development

2600 Fresno Street | Fresno CA 93721

559.621.8070

Jose.Valenzuela@Fresno.gov

Resources: Planning & Development | GIS Data Hub – Interactive Zoning Map | Fresno Municipal Code | Accela Citizens Access (ACA) Online Plans/Permits/Inspections | ACA Instruction Videos

From: Lorraine Arrington <larrington722@gmail.com>
Sent: Friday, July 21, 2023 1:37 PM
To: Jose Valenzuela <Jose.Valenzuela@fresno.gov>
Subject: Costco new warehouse

External Email: Use caution with links and attachments

Please sir, don't let them come to this city, or Clovis. 3 Costcos are enough. We don't want to to put all our other choices for groceries out of business.

Why not open a huge farmers market with bread, cheese, produce and other things instead of mass produced products like what costco sells??

Thank you,

Lorraine

This letter was already submitted 7/21 and is in the matrix and PDF above. The 7/24 response from her is a thank you which I recorded. SJS, UPP

Letter I57 Lorraine Arrington

July 24, 203

Response I57-1

The comment is a follow-up response to a previously submitted comment (Comment I43-1) and does not raise any significant environmental issues; therefore, no response is required.

Letter I58

From: Patricia Yaralian
To: Jose Valenzuela
Subject: Costco
Date: Tuesday, July 25, 2023 4:58:09 AM

External Email: Use caution with links and attachments

Greetings Mr. Valenzuela,

I live west of 99 and Herndon and use Herndon to commute into Fresno. The problem begins at the gas station on Parkway Drive and Herndon 99 underpass. Cars park on the road waiting for pumps..ON THE ROAD! Going along...the traffic signal at NB 99 exit to Herndon contributes to EB traffic backup. We are stuck underneath 99 for a long time. Okay...then heading east..traffic must stop for trains and the school busses that must stop regardless. All that impedes the flow of traffic.

After the tracks EB Herndon has a right turn lane going into Target El Paseo Marketplace. That backs up because of the inside parking lot stop sign past McDonalds. No one can get into parking lot fast enough..so....drivers use the middle lane of Herndon to cut into right turn lane if they can find an opening. When there is no opening..the middle lane comes to a stop as well while we wait for the inconsiderate driver to figure it out. In the meantime, cars are coming out of shopping center west of McDonald's cutting across lanes to find Uturn signal light near OliveTree Restaurant.

Now..let me mention the most important reason building COSTCO is a really bad idea...THE KIDS, THE KIDS, THE KIDS. There are two schools you MUST take into consideration. YOU MUST. These kids have their eyes looking down at their phones (like most drivers) and really aren't paying attention to the inattentative drivers and what is going on around them.

This isn't the hometown feeling of the Fresno I want to be proud of. FRESNO is loosing it's IDENTITY. It's just a wannabe (gonnabe) large city sprawling out of control. And it is out of control. Already. Stop the MADNESS. I58-1

Ask yourself what you really care about? Development dollars or the safety of people in Fresno? Because that area is NOT safe, road rage promoting scenarios at every stretch of that part of Herndon.

Haven't the planners learned anything from SHAW AVENUE west of 99? Focus on fixing that mess. Please don't make a new UNSAFE mess. Besides there is no other eastbound road choice that can get us into Fresno from the farming community west of 99.

I invite you to drive along with me ANYDAY and ANYTIME of the week. Please let me drive you, and show you step by step what I encounter daily in that area. And it's really sad, because I haven't even hit the 50 mph speed limit yet. Oh, is it 50? Everyone else is driving 65+.

If you have any love for Fresno and promoting a healthy environment, please take me up on my invitation to drive with me. Should only take an hour of your time in the 1/8 mile distance.

Sincerely,

Pat Yaralian
559.277.2845 RSVP

Letter I58 Pat Yaralian

July 25, 2023

Response I58-1

The comment describes existing traffic issues in the project vicinity. The comment also expresses concerns that the proposed project would pose roadway safety issues. This comment is similar to Comments I4-1 and I5-1. Please refer to Responses I4-1 and I5-1 for a discussion regarding the proposed project's impacts related to transportation, including traffic and safety hazards. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I59

From: michael van
To: Jose Valenzuela
Subject: New Costco
Date: Tuesday, July 25, 2023 9:54:38 AM

External Email: Use caution with links and attachments

As a resident within 2 miles of the new site I am 100 percent for it best thing to happen in my area since Carnegie got repaved … Team Costco ..Michael

I59-1

Sent from my iPhone

Letter I59 Michael Van

July 25, 2023

Response I59-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I60

From: Sabrina Hernandez
To: Jose Valenzuela
Cc: Andrew Kloose
Subject: NW Fresno Costco Comments
Date: Wednesday, July 26, 2023 8:57:18 PM

External Email: Use caution with links and attachments

Good Evening Supervising Planner Valenzuela,

I have three questions for the city regarding the proposed construction of a new Costco near me:

1. How can we better ensure safety for our students/community who are walking to and from school, as well as El Paseo Marketplace? I60-1

2. How can we work together to lessen the impact of environmental pollution/poor air quality in this area (as we already sit in the trifecta of the 99 Freeway-Veterans Boulevard-Santa Fe Railroad)...not to mention the Sierra Skypark a couple miles away from the proposed location? I60-2

3. How can we support/highlight our small/local businesses through this project (as this will also impact their sales/staffing)? I60-3

Thank you for your time and consideration of this request for response.

Your partner in community,

Sabrina Hernandez
5278 W Beechwood Ave, Fresno, CA 93722
(559) 824-6499

Letter I60 Sabrina Hernandez

July 26, 2023

Response I60-1

The comment expresses concern about pedestrian safety in relation to the proposed project and other nearby development. Please refer to Responses I4-1 and I5-1 for a discussion regarding the proposed project's impacts related to transportation, including traffic and safety hazards. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I60-2

The comment raises concerns about pollution and poor air quality in the area. Please refer to Response I5-1 regarding the proposed project's impacts related to air quality. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I60-3

The comment raises concerns about the proposed project's effects on small businesses. This comment is similar to I10-1 and I43-1. Please refer to Responses I10-1 and I43-1 regarding the economic effects of the proposed project. No revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I61

From: Javier Morales
To: Jose Valenzuela
Subject: New proposed Costco comment
Date: Thursday, July 27, 2023 5:56:00 AM

External Email: Use caution with links and attachments

Hi Jose,

Thank you in advance for accepting comments about the new proposal to build the Costco on Herndon/99.

I live in the area of Herndon/99 and can say that traffic congestion is a major issue. I believe the thinking is that the opening of Veterans Blvd will help remedy that but I don't think that will be the case. In fact, I think it will increase traffic congestion to the area as it will make it easier for those who benefit from Veterans Blvd to get to the Target shopping center more convenient.

In addition, the train tracks on Herndon/99 would continue to be another issue with the increased traffic as there are many times when the train will stop in its tracks for up to 30 minutes. Sure, there will be Veterans Blvd but for many families the access to their homes is still via that intersection. So, it theory it will be worse with the additional vehicular traffic to Costco combined with the already poor planning of road ways to accommodate traffic.

In closing, I am a Costco member and it would be convenient to have a closer and bigger Costco but I truly believe that Herndon/99 is not the right place for it. It will make traffic unbearable and be similar to the issues we currently experience on Shaw/Golden State where the existing Costco is operating.

Thank you again for accepting comments and hope that this finds its way to all decision makers. Happy to discuss via phone as well.

Best,
Javier Morales
559-970-9677

I61-1

Letter I61 Javier Morales

July 27, 2023

Response I61-1

The comment expresses concerns about the proposed project's contribution to traffic congestion and opposition to the proposed project's location. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation and Response I18-1 for a response to concerns related to traffic and operation of the existing railroad. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I62

From: We Wynts
To: Jose Valenzuela
Subject: COSTCO move - resounding YES!!!
Date: Thursday, July 27, 2023 9:11:43 AM

External Email: Use caution with links and attachments

Good morning, Mr. Valenzuela!
I wanted to take a moment to share our opinion on the current COSTCO relocation proposal.
We have lived in the Alluvial/RiverVista loop for 23years now and have zero intention of leaving our beloved home and community.Our neighborhood was all dead orchards and dirt when we first bought, but we did our homework to know what type of zoning and development options were in the surrounding vacant lots. This was a huge investment and we took it seriously and for the long haul, naming our home Unser Ewiges Heim, which translates from German (our ancestral heritage of majority) to Our Forever Home.
As you know, COSTCO is an incredibly reputable brand that could bring great value in a variety of ways to our booming Northwest community. In our opinion, they represent far greater value than any other anchor store. Development of that property still must happen, regardless of what ends up on that lot. Yes, with growth comes increased traffic. However, if that area becomes more homes, that translates to that much more usage of an already outgrown COSTCO on Shaw. Can that area withstand the increased traffic/parking/congestion in the existing COSTCO location? Is that fair to that location and its employees to continue providing an increase in resources within the same already cramped footprint? Further, ask those neighboring residents and I am guessing they would say, "Please move, COSTCO," for a variety of their own reasons. As well, there are many in that community that are saying, "If they move farther north, it will be too far." Clearly, you cannot please all of the people all of the time. However, the folks who bought with adjacent land still vacant and undeveloped, took that risk. Their choice and voice should not be allowed to drown out the rest of the Northwest community. We see this as a positive step toward keeping this community current and not leaving it to die, only then requiring the city to step in, spend millions of additional tax dollars and yet again revitalize an overlooked area that could have easily been maintained for the successful long haul.
We would greatly appreciate it if you would welcome COSTCO with open arms!
Respectfully,
James & Louisa Weyant

I62-1

Sent from my iPhone

Letter I62 James and Louisa Weyant

July 27, 2023

Response I62-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I63

From: Shirley Hutchison
To: Jose Valenzuela
Subject: new Costco
Date: Thursday, July 27, 2023 9:40:32 AM

External Email: Use caution with links and attachments

The planned new Costco at Riverside and West Herndon would be a big plus for Fresno. Fresno needs more shopping as the population grows. A larger store means more selections and products. Costco prices are reasonable because they have great buying power and give the people of this area of the valley access to good prices. More people from around the valley will shop there and will increase the city's tax revenue. It is a win-win to allow the new, larger Costco to be built. I63-1
Residents are complaining about the traffic and the schools but something will eventually be built on that land and the situation will have to be faced eventually. I remember when Herndon Avenue was pretty much fig trees. I welcome the new large Costco!

Shirley Hutchison

Letter I63 Shirley Hutchison

July 27, 2023

Response I63-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I64

From: Maria Le on
To: Jose Valenzuela
Subject: Proposed Costco for Herndon Ave.
Date: Thursday, July 27, 2023 12:50:43 PM

External Email: Use caution with links and attachments

Dear Mr. Valenzuela,

I currently live in the area where the proposed Costco is to be placed however I find the need to express my dissatisfaction with the proposal. The area is already plagued by heavy traffic and a Costco would only further exasperate that issue.

There is a large open area on Golden State/Herndon that used to house several gas stations that would be a better location for this sized Costco with all the extras it's attempting to provide to the community. I'm not against the Costco just the current selected location. I appreciate your time and ask that the City genuinely consider the impact a store of this size will have on the area. I64-1

Best,
Maria L.

Letter I64 Maria Leon

July 27, 2023

Response I64-1

The comment expresses opposition to the location selected for the proposed project and raises concerns related to traffic. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation. The comment suggests an alternative location at Golden State Boulevard and West Herndon Avenue. As described in Section 3.13, "Transportation and Circulation," in the Draft EIR, modification of this area is limited by existing and proposed developments, including the alignment of the California High Speed Rail project. Please refer to Chapter 6, "Alternatives," in the Draft EIR, which provides a brief analysis of three potential site alternatives. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I65

From: Norman S. Stahl
To: Jose Valenzuela
Subject: New Costco
Date: Thursday, July 27, 2023 1:22:46 PM

External Email: Use caution with links and attachments

I support the Construction of a new Costco complex in the vicinity of Riverside Drive and West Herndon Avenue. I65-1

Norman S. Stahl
Norman S. Stahl
Lt. Colonel of Marines (Retired)
3291 E Los Altos Ave
Fresno, CA 93710
(559) 900-7554 {Home - Landline}
(808) 895-0049 {Cell}

Letter I65 Norman S. Stahl

July 27, 2023

Response I65-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I66

From: Jesus Diaz
To: Jose Valenzuela
Subject: Proposed New Costco
Date: Thursday, July 27, 2023 3:58:03 PM

External Email: Use caution with links and attachments

It's in area that is growing, near freeway access and would help Fresno to be on the map with the largest Costco in the world. I66-1
Congestion is the future, no matter where you live.
Jesus Diaz

Sent from my iPhone

Letter I66 Jesus Diaz

July 27, 2023

Response I66-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I67

From: ANTHONY SCHEIDEMAN
To: Jose Valenzuela
Subject: New Costco
Date: Thursday, July 27, 2023 4:38:23 PM

External Email: Use caution with links and attachments

I am sending this message in support to the new Costco. The city of fresno should be bending over backwards to make this project happen. The current location on Shaw is a mess with traffic. Herndon is much better suited to handle the traffic. By moving to the new location it will actually free up the traffic on Shaw. I hope that this project is fast tracked so it can be open as soon as possible. Thank you. I67-1

Anthony Scheideman
Sent from my iPad

Letter I67 Anthony Scheideman

July 27, 2023

Response I67-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I68

From: Rick Haskill
To: Jose Valenzuela
Subject: Fwd: Costco
Date: Friday, July 28, 2023 6:19:50 AM

External Email: Use caution with links and attachments

Begin forwarded message:

From: Rick Haskill <usc88@sbcglobal.net>
Date: July 28, 2023 at 06:13:23 PDT
To: jose.valenzuela@fresni.gov
Subject: Costco

Good Morning!
I just wanted to voice my support for the newly proposed Costco. While not a Fresno resident, I have a place in Shaver Lake and would find the new Costco to be well worth the drive. We now utilize the existing Costco, but the thought of having one with the proposed amenities make it much more attractive.
Thank you,
Rick and Kathy Haskill

I68-1

Letter I68 Rick and Kathy Haskill

July 28, 2023

Response I68-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I69

From: Kevin Cartwright
To: Jose Valenzuela
Subject: Love the Largest Costco in Fresno!
Date: Friday, July 28, 2023 1:12:54 PM

External Email: Use caution with links and attachments

Don't let the naysayers stop this great project! I69-1

Sent from my iPhone

Letter I69 Kevin Cartwright

July 28, 2023

Response I69-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I70

From: Adalino@GibraltarSecurity.com
To: Jose Valenzuela
Subject: (New Fresno Costco)
Date: Friday, July 28, 2023 3:49:36 PM

External Email: Use caution with links and attachments

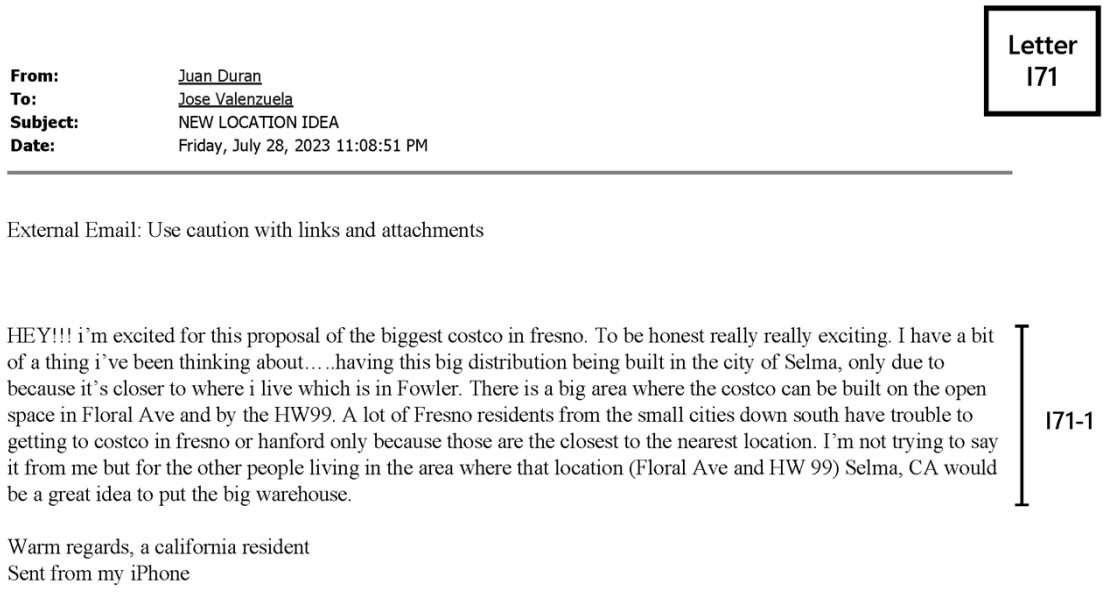
Hi, Mr. Valenzuela, this is just my opinion, if for any reason dont pass the new location, you should move it (apply) 5 minutes north? because there is not location until you hit Merced or Fresno? just thinking for the people close to other towns like Chowchilla , Madera, thank you. I70-1

Letter I70 Adalino

July 28, 2023

Response I70-1

The comment suggests an alternative location for the proposed project. This comment is similar to Comment I37-1. Please refer to Response I37-1 regarding alternatives to the proposed project. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.



Letter I71

From: Juan Duran
To: Jose Valenzuela
Subject: NEW LOCATION IDEA
Date: Friday, July 28, 2023 11:08:51 PM

External Email: Use caution with links and attachments

HEY!!! i'm excited for this proposal of the biggest costco in fresno. To be honest really really exciting. I have a bit of a thing i've been thinking about…..having this big distribution being built in the city of Selma, only due to because it's closer to where i live which is in Fowler. There is a big area where the costco can be built on the open space in Floral Ave and by the HW99. A lot of Fresno residents from the small cities down south have trouble to getting to costco in fresno or hanford only because those are the closest to the nearest location. I'm not trying to say it from me but for the other people living in the area where that location (Floral Ave and HW 99) Selma, CA would be a great idea to put the big warehouse. I71-1

Warm regards, a california resident
Sent from my iPhone

Letter I71 Juan Duran

July 28, 2023

Response I71-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I72

From: Miguel Duran
To: Jose Valenzuela
Subject: Expressing Approval and Excitement for the World"s Largest Costco in Fresno
Date: Saturday, July 29, 2023 10:37:03 AM

External Email: Use caution with links and attachments

Dear Jose,

I hope this email finds you well. My name is Miguel Duran, a resident of Fresno, and I am writing to voice my opinion regarding the proposed construction of the world's largest Costco in our city.

I recently heard about the exciting plans to build this impressive establishment, and I want to express my wholehearted approval and excitement for the project. As a loyal Costco customer and a resident of Fresno, I firmly believe that this new development would be a significant addition to our community.

Costco is renowned for its quality products, excellent service, and fair prices, and having the world's largest Costco in Fresno would not only attract shoppers from the local area but also from surrounding regions. This, in turn, could potentially boost the local economy and create new job opportunities for our fellow residents.

Furthermore, I am confident that such a large-scale establishment would also enhance the city's overall infrastructure and contribute positively to Fresno's growth and development.

If there is any way for me to support or advocate for this project, please let me know. I am more than willing to participate in any community initiatives or public hearings that could help move the construction process forward.

Once again, I want to express my enthusiastic support for the proposed world's largest Costco in Fresno. I believe it has the potential to bring numerous benefits to our city, and I am excited about the prospects it holds for our community's future.

Thank you for considering my input, and I look forward to any updates or opportunities to get involved in this exciting venture.

I72-1

Sincerely,

Miguel Duran
migueldurán.wn@gmail.com

Letter I72 Miguel Duran

July 28, 2023

Response I72-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I73

From: Fabrizio Robalino
To: Jose Valenzuela
Subject: Costco Commercial Center Plans
Date: Monday, July 31, 2023 9:48:03 AM

External Email: Use caution with links and attachments

Hi Jose,

I am Fabrizio Robalino and would like to request access to the Costco Commercial Center plans. I understand that open comments can be made as the EIR report is available for public review. Please let me know if these are available and if they can be shared with me. I really appreciate it. I73-1

Best,
Fabrizio

Letter I73 Fabrizio Robalino

July 31, 2023

Response I73-1

The comment is a request to review the Draft EIR. This comment is similar to Comment I42-1. Please refer to Response I42-1 regarding circulation of the Draft EIR for the proposed project. The City provided the commenter with access to the Draft EIR, as requested. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment.

Letter I74

From: Sal Romero
To: Jose Valenzuela
Subject: Costco Plan
Date: Monday, July 31, 2023 7:19:53 PM

External Email: Use caution with links and attachments

Hello Jose,

I hope all is well. I'm writing to let you know that we support the Costco project that is planned near our home. As a matter of fact I can walk to it from my home by walking on Spruce Ave heading west.

I understand the concern of some of my neighbors that it will bring more traffic, but I feel that once the Veterans Blvd expressway is open that will alleviate some of the traffic issues that we currently have on Herndon. I74-1

Costco is a great neighbor and they maintain their properties in good condition. Please let me know if I can get more of my neighbors to write a letter in support of this project. From what I've heard is that most of my neighbors agree that it's a good thing to have Costco near us.

Warm regards,

Celso "Sal" Romero, Jr., Broker/Realtor CA BRE#01397875

6174 W Marble Hill Dr, Fresno, CA 93722
(559) 307-7672 - Office
(559) 978-8877 - Direct
celsoromero@yahoo.com - e-mail
salromero72@gmail.com - secondary e-mail

Sent from Yahoo Mail for iPhone

Letter I74 Celso "Sal" Romero, Jr.

July 31, 2023

Response I74-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I75

From: Cindy Diaz
To: Jose Valenzuela
Date: Tuesday, August 01, 2023 4:24:57 PM

External Email: Use caution with links and attachments

That would be fantastic to have the BIGGEST Costco ever! The ones who are complaining we KNOW they will be shopping there regardless! I live close in the area and there is no problem with kids walking in the area.. schools etc.. traffic has ALWAYS been busy on Herndon ... MAKE this happen! Fresno needs this, I see nothing but positive in having this new location! I75-1

Letter I75 Cindy Diaz

August 1, 2023

Response I75-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I76

From: Joy Hinrichsen
To: Jose Valenzuela
Subject: Costco
Date: Wednesday, August 02, 2023 4:13:25 PM

External Email: Use caution with links and attachments

My husband and I recently retired and moved to Fresno a year and a half ago. I'm still trying to figure out why people make fun of Fresno. We lived in Santa Clarita for 32 years and don't miss it at all. We've been to Grizzlies games several times and recently signed up for next year's subscription to the Saroyan Theater. We love it here! Fresnans are so friendly, the cost of living is certainly better than L.A. and the traffic is practically nothing compared with SoCal. Speaking of traffic… I'm very concerned with the definite probability of what will happen when NW Fresno - a RESIDENTIAL area - becomes the home to "the world's largest Costco". There's already a good Costco over on Blackstone in addition to the one on Shaw. My point is… I (and my neighbors) are absolutely unhappy with the prospect of "the world's largest Costco" being built in our backyard. It will create traffic problems and hinder access to the 99 freeway. Schoolchildren in the area can be endangered by the additional traffic as well. Please find somewhere else to build this behemoth - it will lower property values and disturb the tranquility of NW Fresno. I76-1

Also, why aren't you doing anything to stop the illegal business activity of pop-up food vendors in the Tower district? They are a blight on an otherwise cool, trendy area and steal business from otherwise legal Mom and Pop places on Olive area. Two of my neighbors already got bacterial bowel infections by eating food from those vendors. Maybe someday, when someone sues the city for allowing those illegal businesses to operate, maybe then they'll get shut down. I76-2

I'd appreciate a response, but more so, I'd prefer if you can find someplace else for that Costco (and a shutdown of those disgusting, filthy, illegal pop-up vendors.)
Joyce Hinrichsen

Sent from my iPhone

Letter I76 Joy Hinrichsen

August 2, 2023

Response I76-1

The comment expresses concerns related to traffic, freeway access, and student safety. This comment is similar to Comments I4-1 and I5-1. Please refer to Responses I4-1 and I5-1 for a discussion regarding the proposed project's impacts related to transportation. The comment also expresses concerns related to property values. The proposed project's effect on property values in the vicinity of the project site is not, in and of itself, a significant impact under CEQA. The potential for indirect environmental impacts to occur as a result of the proposed project's contribution to social or economic changes in the project vicinity is addressed in Response I10-1. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. See also Chapter 6, "Alternatives," in the Draft EIR, which considers potential offsite alternatives to the proposed project. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I76-2

The comment expresses concerns regarding food vendors. The comment does not pertain to the proposed project; therefore, no response is required.

Letter I77

From: Central Valley Lawnscapes
To: Jose Valenzuela
Subject: New Costco
Date: Thursday, August 03, 2023 2:22:18 PM

External Email: Use caution with links and attachments

Good afternoon Jose,

I was looking online at the new costco project on herndon and 99 area and I wondered if you knew who the developer was for the project. I am an estimator for Central Valley Lawnscapes and I have been in search of who will be posting the bid to bid the landscape and planting portion of that project. Would you have any idea who is doing it? I77-1

Thanks you for any help that you can provide,

--
Garrett Schaefer
Estimator
Central Valley Lawnscapes
8195 E Olive Ave. Fresno Ca.
Cell: 559-313-1171
Email: CVLoffices@gmail.com

Letter I77 Garrett Schaefer

August 3, 2023

Response I77-1

The comment expresses interest in future employment opportunities related to the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no response is required.

Letter I78

From: Lynda Allison Doty
To: Jose Valenzuela
Subject: Costco
Date: Tuesday, August 08, 2023 1:05:31 PM

External Email: Use caution with links and attachments

Please leave well enough alone and do not build this new NE Costco. Too much traffic, and congestion. It would be a big mistake. I78-1

Blessings!
Lynda Allison Doty

Blessings!
Lynda Allison Doty, Ph.D
www.awpministries.org

Letter I78 Lynda Allison Doty

August 8, 2023

Response I78-1

The comment expresses opposition to the proposed project and raises concerns related to traffic and congestion. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer also to Response I4-1. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I79

From: Brenda Cosio
To: Jose Valenzuela
Subject: Costco New store Input
Date: Tuesday, August 08, 2023 9:20:06 AM
Attachments: image001.png
image002.png
image003.png

Hi Jose,

I wanted to forward some community input our office received regarding the proposed Costco store on the corner of Herndon and Riverside Dr. I saw in the Fresno Bee that community members can submit public comments until August 26 so I'm sending this over to you.

The reporting party is:

Tom Basset
Phone- 559-367-9425
Address: 1641 N Harrison Ave
Email: dbbill@pacbell.net

"Unsure if you have votes to approve or disapprove Costco new store. If so, I would strongly encourage you to vote NO. If not, I would encourage you to still express major concerns. My reasoning is; if you look at a map you will notice this planned store will leave a bigger gap for South of Shaw Ave residents. This is how Fresno ended up with a decimated downtown. I might discontinue shopping at Costco. Alternative to voting against is if Costco agrees to establish a store more centrally located, in short period of time from closure of west Shaw store. We have money also! Hopefully, the big money people haven't bought this project. Thanks, and hope to hear something positive." I79-1

Thank you,

Brenda Cosio (She/Her)
Council Assistant • District 1
Office of Council Vice President Annalisa Perea

Phone 559-621-7817
Email: Brenda.cosio@fresno.gov
www.fresno.gov
Fresno City Hall • 2600 Fresno Street • Fresno, CA 93721

Letter I79 Tom Basset

August 8, 2023

Response I79-1

The comment expresses opposition to the location for the proposed project and requests a more central location. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment and no further response is required.

Letter I80

From: beth d
To: Jose Valenzuela
Subject: Comments New NW Costco Project
Date: Wednesday, August 09, 2023 10:58:23 AM

External Email: Use caution with links and attachments

Thank you for your time. I live nearby the new proposed NW Fresno Costco project. Back when Walmart first wanted to put a SuperStore on that property, I attended all the meetings to fight that project. I did not want that type of project there then and I still do not want this type of project there now.
When this Costco project was first proposed the store size was going to be much smaller in size. Now it is going to be the largest store in the world. It is going to have trucks coming in and out at all hours, lots of traffic from all over Fresno, adding to the pollution, noise and traffic we already face. With 32 gas pumps, a car wash and online fulfillment center. This will just increase traffic and noise in the area drastically. Costco keeps adding to the plans making this store larger and larger with changes that will increase traffic.
With the recently changes of W. Sierra & Veteran Blvd , and the planned changes to open W Spruce to make an entrance into Costco, this has increased traffic on N Polk. This is making it harder to exit the Villa Capri neighborhood during rush hour times. Once Costco is open and W Spruce is open to Costco, I expect the traffic on N Polk will be even heavier. This will make exiting onto N Polk even harder. I know stopping this Costco project is futile. At the very least, consider putting a stoplight at the intersection of N Polk/W Sierra to help give the residents of the Villa Capri neighborhood a chance of safely exiting their neighborhood. Especially with the planned development that is going in at that intersection.
Thank you for your time,
Beth Durbin
Fresno, CA

I80-1

Letter I80 Beth Durbin

August 9, 2023

Response I80-1

The comment expresses opposition to the proposed project and raises concerns related to trucks, traffic, pollution, and noise. Section 3.3, "Air Quality," Section 3.11, "Noise and Vibration," and Section 3.13, "Transportation and Circulation," of the Draft EIR include analyses related to these topics. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation, Response I5-1 for a discussion regarding the proposed project's impacts related to air quality, and Response I30-1 for a discussion regarding the proposed project's impacts related to noise. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I81

From: Sandi Iley
To: Jose Valenzuela
Subject: My Vote is "NO" to the Proposed Costco on the corner of Herndon Ave. and Riverside Drive
Date: Wednesday, August 09, 2023 8:47:02 PM

External Email: Use caution with links and attachments

This is response to the newspaper article about the proposed Costco on the corner of Herndon Ave. and Riverside Drive. Spruce Ave. does not need to be extended along the southern edge of the golf course westward to Riverside Drive. I hear enough traffic on Spruce now and school buses pick up and drop children off during the school year. We do not need all the added traffic, noise and pollution day and night, there is enough with all the trains. Please build the Costco on the West side of Herndon. I81-1

I bought my house brand new in 1992 and my vote is NO.

Sandra J. ILEY
7191 North Lola Ave.
Fresno, CA 93722

Letter I81 Sandra J. Iley

August 9, 2023

Response I81-1

The comment expresses opposition to the extension of Spruce Avenue and location of the proposed project, raising concerns related to traffic, noise, and pollution. As discussed on page 3.13-19 of the Draft EIR, extending West Spruce Avenue would be consistent with the City's planned roadway system depicted on Figure MT-1 of the City's General Plan Mobility and Transportation Element. Accordingly, the City's Traffic Planning Section would require the project proponent to extend West Spruce Avenue as a condition of project approval.

The environmental effects of extending West Spruce Avenue (including effects on transportation, noise, and air quality) have been evaluated in the Draft EIR. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to traffic and Response I5-1 for a discussion regarding the proposed project's impacts related to air quality. With respect to noise, page 3.11-27 of the Draft EIR includes a discussion of project-generated traffic noise levels on the extended West Spruce Avenue. The Draft EIR concludes that traffic noise levels would not exceed the City's noise standard at nearby residential uses and concludes the impact would be less than significant (Impact 3.11-4). Pages 3.11-28 and 3.11-29 of the Draft EIR include a discussion of intermittent single-event noise levels from trucks operating in the project vicinity. The Draft EIR identifies mitigation that would require the project applicant to construct a sound wall and/or pave North Riverside Drive with a surface treatment with noise-reducing properties and concludes that mitigation would reduce the noise impact at nearby residences to a less-than-significant level (Impact 3.11-5). See also Response I30-1 for additional discussion regarding the proposed project's impacts related to noise and Response I15-1 for information about the extension of Spruce Avenue adjacent to the northern boundary of the project and anticipated effects on traffic patterns.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I82

From: Stephanie S
To: Jose Valenzuela
Subject: Costco
Date: Thursday, August 10, 2023 2:59:40 PM

External Email: Use caution with links and attachments

Although I am a Costco shopper, the proposed location would be a disaster. I have to travel on Herndon daily to get home and when they closed off and eliminated the Grantland exit, that was the start of the problem traffic. Whoever plans the roads for the area obviously never drives there. Adding Costco traffic when a train crosses will cause traffic jams and accidents. It is horrible now, and adding traffic, especially during holidays would be foolish beyond belief.

Create an overpass for the train first, that would be helpful. Recreate an onramp from Herndon to get on 99 instead of what is there now. Maybe actually drive the area and see how it will affect those that live in the area.

I82-1

Stephanie S

Letter I82 Stephanie S.

August 10, 2023

Response I82-1

The comment expresses opposition to the location of the proposed project, raising concerns related to traffic and safety. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation. The comment also recommends improvements to the roadway network that are outside the scope of the project; accordingly, no further response is required.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I83

From: thomas coppin
To: Jose Valenzuela
Subject: The largest Costco in the world
Date: Thursday, August 10, 2023 5:36:05 PM

External Email: Use caution with links and attachments

When Costco expanded in Salt Lake City, I went to see what the world's largest Costco was like as I live just north where our Costco is small. It is a wonder to walk through just to see how much is offered. It's staggering.

But most of the expansion caters to commercial customers such as restaurants. A restaurant can shop for a good part of their needs in one place. Costco has delivery trucks to deliver to larger customers. That means the enlargement didn't seem to result in a proportional increase in traffic. But the increased number of gas pumps certainly speeds up the lines for gas.

I would say to not fear the expansion. There are things the largest Costco doesn't have which I have seen in Boise such as a car wash and garden center. So the expansion to me was largely to cater to the commercial customers and didn't greatly increase the traffic.

I83-1

Thomas Coppin
Bountiful, Utah

Sent from Mail for Windows

Letter I83 Thomas Coppin

August 10, 2023

Response I83-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I84

From: Dawn Mathews
To: Jose Valenzuela
Subject: Proposed new Costco.
Date: Thursday, August 10, 2023 6:49:03 PM

External Email: Use caution with links and attachments

Mr. Valenzuela,
I live off of Grantland and Bullard and shop at the existing Costco on Shaw all the time and the traffic is ridiculous and no one seems to care. Why not build a bigger and better Costco off of Herndon which can handle the traffic as well if not better than Shaw right now. I'm sure they have a plan to expand the entrance and exit off of Herndon. I84-1

Sent from my Galaxy

Letter I84 Dawn Mathews

August 10, 2023

Response I84-1

The comment indicates a preference for the proposed Costco location. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment and no further response is required.

Letter I85

From: Larry Rodriquez
To: Jose Valenzuela
Subject: The new Costco
Date: Friday, August 11, 2023 8:43:46 AM

External Email: Use caution with links and attachments

If you want to see about the logistics of a new Costco, replacing an existing one, you should review the issues with the new Redding, California, Costco and the the Medford, Oregon, which was also relocated. What I found was:

Redding, California Costco was relocated from Redding downtown to a location next to Interstate 5 and included a new gas station. Those of us who drive on Interstate 5 found the new location great. However, it caused heavy congestion to those who wish to shop in the store and it has become a quick headache with traffic in the area. Expect it to become much worse when there is a gas shortage or the potentially long waiting lines start to impact Interstate 5 traffic at the freeway exits. Matter of fact, visit many of the Costco gas stations in the bay area when long waiting lines start to develop due to rising gas prices.

Medford, Oregon Costco relocated several years ago to a larger facility. The original Costco was located off Crater Lake Highway. The highway was built to accommodate the auto traffic to the Costco Gas Station from Interstate 5. The new Costco, that has been relocated to the new location and has been there some time, is accessible through a portion of neighborhood 2 lane city street from Interstate 5, leading to traffic delays and potential issues in the local neighborhood (like children in cross walks). Definitely an issue with city planning.

In summary, I would plan a minimum four lane path to Costco as well as secondary street access to local customers.

I85-1

Sent from Mail for Windows

Letter I85 Larry Rodriguez

August 11, 2023

Response I85-1

The comment expresses concerns related to traffic and pedestrian safety. The comment provides observations of other Costco locations as examples and recommends roadway improvements to accommodate the traffic. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please also refer to Response I4-1.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I86

From: sylvia fernandez
To: Jose Valenzuela
Subject: costco
Date: Friday, August 11, 2023 4:27:28 PM

External Email: Use caution with links and attachments

Hi,
my name is SYLVIA FERNANDEZ born and raised in SF, going through a separation and thinking of relocating to FRESNO, would love to know more about future opportunities EMPLOYMENT I speak fluent spanish as well, let me know COSTCO sounds like a great new opportunity for myself.
gracias :)

I86-1

SYLVIA FERNANDEZ
415 279-2455

Letter I86 Sylvia Fernandez

August 11, 2023

Response I86-1

The comment expresses interest in future employment opportunities related to the project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no response is required.

New Costco

Letter I87

Jens Andersen <jbandersen2001@yahoo.com>

Sun 8/13/2023 3:30 PM

To:Jose Valenzuela <Jose.Valenzuela@fresno.gov>;

External Email: Use caution with links and attachments

Mr. Valenzuela,

I live on Riverside Drive a few houses down from the proposed Costco Store. While I greatly appreciate Costco and what they offer me as a consumer, I have great reservations about their chosen location for a new store. When we purchased our home, the lot that they have chosen was zoned for general commercial. I begrudgingly went along with their initial plans for a new store, understanding that it has to be placed somewhere, and trusting that the city of Fresno would ensure that proper traffic improvements were installed.

However, now the project has ballooned to a 240,000 square foot behemoth, that would include distribution of online orders. I don't know what zoning that would belong under - regional commercial for the store of this size or light industrial for distribution centers. Either way, it does not belong on a parcel that is wedged into residential area. I will urge the City of Fresno to stand by its zoning and suggest that Costco find another location. There is land available to the south along Riverside Drive, just off the soon to be completed Veterans Boulevard. That would be the perfect location for a project of this magnitude.

I87-1

Sincerely,
Jens Andersen

Letter I87 Jens Andersen

August 13, 2023

Response I87-1

The comment expresses reservations about the location of the proposed project, raises concerns related to zoning and traffic, and recommends an alternative location. Section 3.10, "Land Use and Planning," Section 3.13, "Transportation and Circulation," and Section 6, "Alternatives," of the Draft EIR include analyses related to these topics. This comment is similar to Comments I4-1, I10-1, and I37-1. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation, Response I10-1 for a discussion of the environmental effects that would result from the proposed changes to the general plan land use designations and zoning, and Response I37-1 regarding alternatives to the proposed project. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I88

Proposed Northwest Fresno Costco project

Richee Xavonglianekham <richeexavong@gmail.com>

Mon 8/14/2023 7:14 AM

To:Jose Valenzuela <Jose.Valenzuela@fresno.gov>;

External Email: Use caution with links and attachments

Dear Mr. Valenzuela,

I hope this email finds you well. My name is Richee Xavonglianekham (sa-vawng-lien-kam), and like many Fresno area residents voicing their opinions on the proposed Costco project in Northwest Fresno, I too would like to share my opinions with you regardless if this feedback will have any effect with moving forward on this project.

As a fellow Fresno resident who has relatives living close to the proposed Costco site, **I strongly object** to this project. Traffic is one of the primary concerns as to why I object to the company's decision to construct the new store off Herndon and Riverside Avenues. As you, the Fresno City Council, Fresno City and County Public Works, and other members/groups -- including Costco -- that are a part of this project have heard complaints from residents in recent months -- and as discussed in local media coverage -- many residents living in the vicinity of the proposed store believe that by putting the store at that site will likely create bottlenecks and constraints for homeowners such as drivers speeding through residential neighborhoods, failing to obey posted speed limit signs, and possibly drivers possibly parking alongside Riverside Avenue should Costco's parking lot be at full capacity, and perhaps create inconvenience for residents trying to get to and from their homes; driveways and roadways could be blocked. And while Fresno is notorious for having increased air pollution and not to mention, worst drivers, adding a store at this proposed site will create conflicts with consumers and residents.

I88-1

If we take a look at the Clovis Costco on Clovis and Santa Ana Avenues, for example, the traffic flow of cars driving along Santa Ana Avenue by the store has somewhat created bottlenecks for residents living in that area. What was once a quiet area has now been flooded with cars traveling in and out of the neighborhood on a daily basis. And from personal experience, I have noticed some cars speeding or not paying attention and nearly hitting residents' cars on that street, or even residents/visitors. We don't want this happening to residents living around the Herndon and Riverside corridor, do we?

Instead, the city should focus on building homes on the proposed Costco site. Northwest Fresno has seen an influx of local and national homebuilders build homes in the area. And with the area expanding with more residential developments, perhaps the city should focus on bringing houses or apartments/townhomes on Herndon Avenue and Riverside Drive rather than let a big-box company/warehouse disrupt the flow of living in the area.

But if we still want a new Costco store in Northwest Fresno, I would recommend these two (2) options:

I88-2

1. **Option 1: Work with The Marketplace at El Paseo's owners to put Costco next to Floor and Decor**

   There is vacant land space on the corner of Riverside Drive and the newly opened Veterans Boulevard - next to Floor and Decor. While there is currently a "For Lease" sign posted, this particular space would accommodate a Costco. Relocating Costco to that site will provide additional shopping opportunities as the company could potentially be a part of The Marketplace at El Paseo. And consumers shopping in the center wouldn't have to travel too far out to reach the store since it is conveniently located within the shopping center.

2. **Option 2: Demolish the old Walmart at Shaw and Brawley Avenues and build a new Costco in its place -- along with a gas station.**

   The former Walmart building on Shaw and Brawley Avenues has been vacant since the company moved across its current location in 2018. While Walmart's old space continues to be vacant, this site would also accommodate a Costco. Additionally, there is vacant pad space on Brawley Avenue next to the store that has not been developed which could become Costco's Gas Station.

I88-2 cont.

I hope that this feedback that I have provided is helpful in whether to proceed with the final decision on Costco's project. I also thank you for allowing me to take this time to provide this feedback on the Costco project.

Sincerely,

Richee Xavonglianekham
Fresno resident
richeexavong@gmail.com

Letter I88 Richee Xavonglianekham

August 14, 2023

Response I88-1

The comment expresses opposition to the proposed project, raising concerns related to traffic conditions, including congestion, violations, and accidents, as well as air pollution. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation and Response I5-1 for a discussion regarding the proposed project's impacts related to air quality. The comment also expresses concerns related to parking. As described on page 1-4 of this Final EIR, the proposed project would include 873 parking stalls, which meets the City' of Fresno's minimum parking requirements and would be sufficient to accommodate the project's parking demand.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I88-2

The comment recommends the construction of residential land uses on the project site and suggests alternative locations for the proposed project. In accordance with State CEQA Guidelines Section 15126.6(a), the Draft EIR evaluated a range of reasonable alternatives to the proposed project. As discussed on pages 6-3 through 6-5, the City considered off-site locations, but dismissed these alternatives from further analysis because of their feasibility and because they would not clearly address the project's significant environmental effects. As discussed on pages 6-11 through 6-13, the Draft EIR also evaluated a Mixed-Use Costco Center Alternative (Alternative 3) that would adjust the land use mix on the project site to include high-density residential development. As shown in Table 6-1 of the Draft EIR, the environmental effects of this alternative would be largely similar to those of the proposed project.

As explained in the Draft EIR (page 2-1), the project site is designated Community Commercial in the City's General Plan. The City has planned the area for commercial development that serves the nearby residents. The comment does not provide evidence to support the conclusion that developing the project site with strictly residential land uses or developing the proposed project at an alternative location would avoid or substantially lessen any of the significant effects of the proposed project; therefore, there is no basis for considering such alternatives in the Draft EIR. In addition, the comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Opposition to New Costco Location

Letter I89

Janet's Bergmanfamily email <janet@bergmanfamily.net>

Tue 8/15/2023 5:22 PM

To:Jose Valenzuela <Jose.Valenzuela@fresno.gov>;

Dear Mr. Valenzuela:

I oppose the proposed new world's largest Costco at Herndon Avenue and Riverside Drive.

The back way into the location is filled with kids walking to and from bus stops and school. The increased traffic in the area would be a grave danger to them. There is also a small local park on that path.

Also, Herndon would end up being backed up in miles each direction during heavy traffic periods or when a train passed over Herndon near Golden State.

I would hate to move from my home of over 25 years if this gets approved, but I will do so to avoid living by this monstrosity.

I89-1

Sincerely,

Janet Bergman
6924 W Pinedale Avenue
Fresno, CA 93722
(559) 289-2854

Letter I89 Janet Bergman

August 15, 2023

Response I89-1

The comment expresses opposition to the proposed project, raising concerns related to traffic and safety hazards for school-aged children. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation, including safety hazards. The comment also mentions a local park, which may be a reference to the stormwater retention basin east of Riverside Golf Course, but does not identify specific environmental concerns related to this facility.

The Draft EIR includes a discussion related to access to recreational facilities on page 3.12-4. The Draft EIR explains that the project would not physically obstruct access to existing recreational opportunities. As explained further in Response I5-1, pedestrian mobility in the vicinity may be improved through development of the project because it includes connections to planned pedestrian infrastructure. Further, the City of Fresno has met with the Central Unified School District regarding the proposed project to ensure that project-related truck deliveries do not pose a safety hazard for students at school bus drop-off/pick-up locations.

The comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

opposition to the proposed Costco in NW Fresno

Letter I90

Robin Snowden <rsnow710@aol.com>

Thu 8/17/2023 11:14 PM

To:Jose Valenzuela <Jose.Valenzuela@fresno.gov>;

Cc:Mike Karbassi <Mike.Karbassi@fresno.gov>;

External Email: Use caution with links and attachments

Mr. Valenzuela -

My husband and I purchased property in NW Fresno, adjacent to the Riverside Golf Course on North Sandrini Avenue. What separates our home from the golf course is Ponding Basin EG (which by the way has seen better upkeep than in current years) - however the wildlife is beautiful and peaceful.

The addition of the homes in the subdivision on the opposite side of the Golf course was welcome as it was not commercial property. Prior to the addition of homes there was the addition of the Kingston Bay Memory Care Facility and prior to that was the Derrel's Storage facility - which blends in nicely with the scenery.

Our neighborhood is well-kept Hampton, Hampton Court, Hampton Renaissance, Liberty Square (Herndon and Hayes - all McCaffrey homes).

Our neighborhood is quiet, people walk their dogs, take their children/babies out, jog without fear of be mowed down by cars or excessive traffic. West Spruce Avenue dead-ends at the golf course. We have a small park there. Residents and their support personnel from Kingston Bay walk through the neighborhood daily - again without fear. The cost for housing in that facility is not inexpensive. Persons who lease space there did so because of its location.

The proposed placement of this Costco is an intrusive and dangerous project. Increased traffic on West Spruce - and eyesore in front of the beautiful and expensive homes located in front of Riverside Golf Course. Increased traffic on West Herndon and main road to the homes on the other side of the golf course. Then there is the lighting required to secure the building and the docking of trucks. Currently, at night the lighting is limited to street lights, which is ideal for home owners. I have no desire to stand on either of my decks, look to the left of my property and see a huge commercial structure.

I have a concern for the value of the property my husband and I purchased in 2005. Have you considered the impact to the persons/families who own homes in the area? Better still - I bet you would not desire to live where I live under the proposed circumstances. Our homes will be more visible to persons who will frequent the area to shop the Costco. Security is a concern for all of the families in our subdivision.

I90-1

Letter I90 Robin Snowden

August 17, 2023

Response I90-1

The comment expresses opposition to the proposed project and raises concerns related to several topics discussed in detail below.

The comment raises concerns related to aesthetics and lighting. Section 3.1, "Aesthetics," of the Draft EIR includes an analysis related to these topics. As explained in the Draft EIR, the City analyzed both the potential for degradation of views of the site and potential for conflict with applicable regulations that govern scenic quality; private views from personal residences are not evaluated pursuant to CEQA. The Draft EIR determined that these impacts would be less than significant. As described in Impact 3.1-1 (page 3.1-8):

> Implementation of the project would alter views by adding built-environment elements on a vacant parcel, but would not substantially degrade existing views of the project site or the surrounding areas. Elements of the project's design (such as building height, color, massing, architectural detailing, landscaping, and setback requirements) would be consistent in visual character with the surrounding development, and consistent with applicable regulations pertaining to aesthetics. These established standards would result in a development that would not detract from or degrade the existing visual character or quality of public views of the site and its surroundings.

As discussed on page 3.1-9 (Impact 3.1-2), all light fixtures would be downcast and would not exceed the City's 0.5-foot-candle standard for light spillover onto adjacent residential areas. The Draft EIR concluded that the project's impact related to lighting would be less than significant.

The comment raises concerns related to traffic and pedestrian safety. Section 3.13, "Transportation and Circulation," of the Draft EIR includes an analysis related to these topics. This comment is similar to Comment I4-1 and I5-1. Please refer to Responses I4-1 and I5-1 for a discussion regarding the proposed project's impacts related to transportation, including safety hazards.

The comment also raises concerns related to property values and security. As discussed in Response I4-2, CEQA requires lead agencies to consider the effects of a proposed project on the physical environment. The proposed project's economic and social effects on in the vicinity of the project site is not, in and of itself, a significant impact under CEQA. The potential for indirect environmental impacts to occur as a result of the proposed project's contribution to social or economic changes in the project vicinity is addressed in Response I10-1. An evaluation of the potential for the Costco relocation and gas station to result in urban decay impacts was conducted by ALH Urban and Regional Economics in 2023. This analysis concludes that the proposed Costco Commercial Center is not anticipated to cause or contribute to conditions of urban decay in the City of Fresno (see Appendix A).

The comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Costco

Letter I91

Shauna Sandin <ssandin1990@gmail.com>

Fri 8/18/2023 9:46 AM

To:Jose Valenzuela <Jose.Valenzuela@fresno.gov>;

External Email: Use caution with links and attachments

Hello. My name is Shauna Sandin. I have lived in this area of Fresno pretty much my whole life. Since 1998, we have lived at 5649 n Iola 93722. I had my daughter in 2011, and she has grown up at this same address. She is in 7th grade at Rio Vista. We have watched the drastic changes in our area over the last few years and we have just went along with things. But this Costco, in its plans as of now, are just too much. There is an empty area right over the railroad tracks, where there used to be an Arco and Taco Bell. I believe this would be a space better suited to a construction project of that magnitude. The corner off of Herndon is too close to Rio Vista, and there will be many kids making their way to school from the neighborhood who will cut through the huge parking lot. It just seems like an unsafe area to put it in. I believe there are many other areas besides that residential corner to put a huge business like Costco. I'm hoping they reconsider. I91-1

Letter I91 Shauna Sandin

August 18, 2023

Response I91-1

The comment expresses opposition to the location of the proposed project and suggests an alternative location based on anticipated traffic. Please refer to Response I4-1 related to the discussion of traffic in CEQA documents.

The comment identifies an area "over the railroad tracks" as a potential alternative project site. The exact location is unclear; however, this area is currently under development for the California Highspeed Rail and may not be a feasible location for the project. Moreover, as explained in Response I37-1, the City is not obligated to evaluate alternatives that would reduce traffic impacts because generating traffic is not an impact under CEQA. The comment does not provide evidence to support the conclusion that developing the proposed project at an alternative location would avoid or substantially lessen any of the significant effects of the proposed project; therefore, there is no basis for considering such alternatives in the Draft EIR. In addition, the comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Costco Opposition

Letter I92

c y <ccyuvienco@hotmail.com>
Sat 8/19/2023 7:35 PM
To:Jose Valenzuela <Jose.Valenzuela@fresno.gov>;

External Email: Use caution with links and attachments

Subject: Opposition to the Construction of Costco in Our Neighborhood

Dear Mr. Valenzuela,

I hope this letter finds you well. I am writing to express my deep concern and opposition to the proposed construction of a Costco store in our neighborhood. I believe that such a development would have numerous negative impacts on our community, both socially and environmentally. I kindly request that you reconsider this decision based on the following. I92-1

1. Environmental Impact:
The construction of a Costco store in our neighborhood could have severe environmental consequences. It would likely result in increased traffic congestion, pollution, and noise levels due to the significant influx of customers and delivery trucks. Additionally, the loss of green spaces and potential harm to local ecosystems should be taken into consideration. I92-2

2. Traffic and Infrastructure:
Our neighborhood's infrastructure is not designed to accommodate the influx of vehicles that a large retail establishment like Costco would attract. This would lead to increased strain on our roads, potentially contributing to accidents, longer commutes, and reduced safety for residents, especially pedestrians and cyclists. Insufficient parking facilities may also exacerbate traffic issues in our already congested area. I92-3

3. Local Businesses:
The presence of a massive chain retailer like Costco could pose a threat to small, locally owned businesses in our community. These businesses contribute to the unique character of our neighborhood and provide personalized services that Costco may not be able to offer. The establishment of a Costco could result in job losses and economic hardship for local entrepreneurs who play an integral role in our economy. I92-4

4. Quality of Life:
Our neighborhood is characterized by a close-knit community, where residents value peace and tranquility. The addition of a large-scale commercial development like Costco may disrupt this harmony by leading to increased noise and disturbances. Additionally, the presence of such a store might attract a high volume of transient shoppers who lack personal investment in our community. I92-5

In light of these concerns, I kindly request that you reconsider the decision to construct a Costco store in our neighborhood. I believe that maintaining the integrity and well-being of our community should take precedence over corporate interests. Exploring alternative locations that would have a lesser impact on the environment and community cohesion should be thoroughly considered. I92-6

I genuinely appreciate your attention to this matter and your understanding of our community's concerns. Should you require any further information or wish to discuss this issue in more detail, please do not hesitate to contact me at the provided contact details. I hope that our collective voices can contribute to a thoughtful decision-making process.

Thank you for your time and consideration.
Respectfully,
Charles Yuvienco

Letter I92 Charles Yuvienco

August 19, 2023

Response I92-1

The comment expresses opposition to the project and states that the project would result in negative social and environmental impacts. This comment does not identify specific issues related to the adequacy of the Draft EIR. Specific concerns expressed by the commenter are addressed in Responses I92-2 through I92-6.

Response I92-2
The comment states that the proposed project would result in environmental consequences, including traffic congestion, pollution, noise levels, loss of green space, and harm to local ecosystems. Section 3.3, "Air Quality," Section 3.5, "Biological Resources," Section 3.9, "Hydrology and Water Quality," Section 3.12, "Public Services and Recreation," and Section 3.13, "Transportation and Circulation," of the Draft EIR include analyses related to these topics. The comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I92-3
The comment states that the proposed project would exacerbate traffic issues on local roadways. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation. As explained further in Response I5-1, pedestrian mobility in the vicinity may be improved through development of the project because it includes connections to planned pedestrian infrastructure. The comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I92-4
The comment speculates that the proposed project would threaten local businesses and result in economic hardship. This comment is similar to Comment I10-1. Please refer to Response I10-1 for a discussion regarding the proposed project's impacts related to the proposed project's contribution to economic effects. No revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I92-5
The comment states that the project would disrupt quality of life within the neighborhood, raising environmental concerns related to noise. Section 3.11, "Noise and Vibration," of the Draft EIR includes an analysis related to this topic. This comment is similar to Comment I30-1. Please refer to Response I30-1 for a discussion related to the project's impact related to noise.

The comment also raises concerns related to community disturbance. As discussed in Response I4-2, CEQA requires lead agencies to consider the effects of a proposed project on the physical environment. The proposed project's social effects on neighborhoods in the vicinity of the project site is not, in and of itself, a significant impact under CEQA. However, the Draft EIR evaluates physical environmental effects that may indirectly relate to this topic. For example, Section 3.1, "Aesthetics," evaluates potential impacts related to changes in visual character and quality of the project site and surroundings and Section 3.10, "Land Use and Planning," evaluates potential impacts related to the physical division of existing communities.

The comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I92-6
The comment provides closing remarks and suggests that alternative locations be considered. This comment is similar to Comment I37-1. Please refer to Response I37-1 for a discussion related to alternative locations. The comment does not provide evidence to support the conclusion that developing the proposed project at an alternative location would avoid or substantially lessen any of the significant effects of the proposed project. In addition, the comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

costco on herndon and riverside.

Letter I93

Darius Assemi <DAssemi@gvhomes.com>

Mon 8/21/2023 4:26 PM

To:Jose Valenzuela <Jose.Valenzuela@fresno.gov>;

Cc:Becky Wharton <becky.wharton@gvhomes.com>;

External Email: Use caution with links and attachments

Jose Valenzuela, Planner III
Planning and Development Department
2600 Fresno Street, Room 3065
Fresno, CA 93721

Dear Jose,

I am the owner of the 14 acre multi-family project(under construction) across the street from the future Costco and welcome the choice of shopping it brings to northwest Fresno residents. I am confident the environmental document and the approval process the city has will address the concerns from residents. Not every one will be happy. but overall this will be a great addition to north west Fresno.
And as a city we need the tax base.

I urge an approval of this project by the governing bodies.

I93-1

Thank you,

Darius Assemi
Granville Homes I gvhomes.com
P: 559.436.0900

Letter I93 Darius Assemi

August 21, 2023

Response I93-1

The comment expresses support for the proposed project. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Proposed Costco Location

Letter I94

Noel Delgado <ngd1@att.net>

Mon 8/21/2023 6:58 PM

To:Jose Valenzuela <Jose.Valenzuela@fresno.gov>;

External Email: Use caution with links and attachments

Mr. Valenzuela

I am a 12 year resident in Northwest Fresno and reside in the area of Polk and Herndon. When my wife and I purchased our home , the area was fairly quiet with most traffic coming through just to get to the 99. Over the last 10 years there has been significant growth in the area and with that more traffic, graffiti, homeless, etc. Even before the growth there was a traffic issue especially with the railroad at Golden State and Herndon.

The proposed new site is supposedly due to the current traffic situation at the Costco's current Shaw location. How is building the"world's largest Costco" at this location going to be any better? The Marketplace at El Paseo already generates a very significant amount of traffic in the area. There are schools right up the street and many residences also next to the proposed sight not to mention the beautiful golf course as well. This a safety and traffic issue and a Costco does not belong in the area. In my opinion as a resident that travels down Herndon every single day, the proper infrastructure is not in place for such a business to be built. The proposed site is not a solution to their "traffic" problem, all it does is push the problem further north into an already busy and increasingly congested area where kids go to school and families live. I'm all for the growth of our community but this proposed new business site is not the appropriate location for such a large project. Thank you for your time and allowing me to voice my concerns.

I94-1

Very respectfully,
Noel Delgado

Sent from AT&T Yahoo Mail for iPad

Letter I94 Noel Delgado

August 21, 2023

Response I94-1

The comment expresses opposition to the location for the proposed project, raising concerns related to traffic and safety. This comment is similar to Comments I4-1 and I5-1. Please refer to Responses I4-1 and I5-1 for a discussion regarding the proposed project's impacts related to transportation, including safety hazards. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Traffic pattern for Costco

Letter I95

Ray Gonzales <raygonzales46@icloud.com>

Thu 8/24/2023 4:31 PM

To:Jose Valenzuela <Jose.Valenzuela@fresno.gov>;

External Email: Use caution with links and attachments

I live adjacent to the Riverside Golf Course and I am interested in what the traffic pattern will be pertaining to Spruce and Hayes Avenues. Thank you for your time. I95-1

Sent from my iPhone

Letter I95 Ray Gonzales

August 24, 2023

Response I95-1

The comment requests information about the traffic patterns on West Spruce and Hayes Avenues. Pages 2-13 and 2-14 of the Draft EIR include a description of site access and circulation relative to the proposed project. The proposed project would result in the extension of West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue, which would consist of an asphalt roadway with curb, gutter, sidewalk, Class II bicycle facilities, and streetlights. The proposed project would not result in improvements on Hayes Avenue itself, but is proposing to reclassify a portion of West Herndon Avenue between north Riverside Drive and North Hayes Avenue from expressway to superarterial. The proposed reclassification would allow the construction of an intersection where West Herndon Avenue meets the private North Arthur Avenue right-of-way. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Costco concerns

Letter I96

Jennifer Airheart <jairheart22@icloud.com>

Thu 8/24/2023 6:43 PM

To:Jose Valenzuela <Jose.Valenzuela@fresno.gov>;

External Email: Use caution with links and attachments

Hi,
I am a neighbor of the new proposed Costco.
I have concerns about additional traffic delays, gas smells from the pumps, and gas station staying open so late. The shopping center has increased the traffic greatly. I do not believe there is enough room next to golf course. I do not want it exiting on Polk. I96-1

Thank you for your efforts to help homeowners in this area

Letter I96 Jennifer Airheart

August 24, 2023

Response I96-1

The comment expresses concerns related to traffic delay and odors from operation of the gas station. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Responses I4-1 for further discussion regarding the proposed project's impacts related to transportation.

Regarding odor from operation of the proposed gas station, the Draft EIR (Impact 3.3-5) concludes that this potential impact would be less than significant because "odors from gasoline and diesel fuel transfer would be concentrated on the site." Fuel pumps "are not considered significant sources of odor to nearby receptors due to the high dissipation rates of benzene, the chemical component of gasoline associated with its notable odor. Additionally, SJVAPCD's Rule 4622 would limit emissions of gasoline vapors from the transfer of gasoline into motor vehicle tanks, which would also serve to reduce odors from gasoline dispensing." The comment also expresses concerns about operating hours and, but does not identify any specific environmental issues.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Costco Public Comment

Letter I97

Amy Zehring <amy_zehring@att.net>

Fri 8/25/2023 7:47 AM

To:Jose Valenzuela <Jose.Valenzuela@fresno.gov>;

External Email: Use caution with links and attachments

It is time for Fresno to start making major planning decisions that don't increase VMT. Saying increased VMT is "unavoidable" is lazy. Reducing VMT in an area that is highly car-centric will be difficult, but it can be done.

Shopping in bulk does not necessarily require a car. It does require streets that are welcoming to other modes of transportation, such as bicycles. Fresno does not need more gas stations and car washes. Fresno does not need the air pollution and noise pollution that this giant Costco will bring.

Since the current plan for the Costco project is highly car-centric and does not significantly reduce VMT by making surrounding roads bicycle and pedestrian friendly to Costco members, the project needs to go back to the drawing board. The project should not be approved in its current state. VMT MUST BE REDUCED.

I97-1

Sincerely,

Amy Zehring

Letter I97 Amy Zehring

August 25, 2023

Response I97-1

The comment expresses concerns related to the significant and unavoidable impact related to project-generated VMT. Further, as discussed on pages 3.13-15 through 3.13-18, the Draft EIR considered all applicable and feasible measures to reduce project-generated VMT from the most recent California Air Pollution Control Officers Association *Handbook for Analyzing GHG Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*. The proposed project includes mitigation to reduce VMT associated with employee commutes (Mitigation Measure 3.13-2); however, the primary source of the proposed project's daily VMT is warehouse shopping by Costco members. As noted on page 3.13-18 of the Draft EIR, the nature of Costco's land use and business model is auto-oriented. Members purchase items in bulk at Costco facilities, making walking, biking, or transit trips to the warehouse impractical for many. Therefore, the Draft EIR determined that no additional feasible mitigation measures are available to reduce the proposed project's VMT impact to a less-than-significant level. As discussed in Response I4-1, CEQA does not preclude a public agency from approving or carrying out a project that has potential to result in significant and unavoidable impacts on the environment; however, the public agency must make findings for each impact and issue a statement of overriding considerations in order to approve the project. Further, although the proposed Costco relocation is anticipated to result in increased VMT, the project includes pedestrian infrastructure and trail connections that are anticipated to support reduced VMT in the area. For further discussion of project attributes that support VMT reduction, refer to Response O1-3 and Response I5-1.

The comment also raises concerns related to air pollution and noise. Section 3.3, "Air Quality," and Section 3.11, "Noise and Vibration," of the Draft EIR include an analysis related to these topics. Please refer to Response I5-1 for a discussion regarding the proposed project's impacts related to air quality and Response I30-1 for a discussion regarding the proposed project's impacts related to noise.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I98

Jose Valenzuela, Fresno Supervising Planner

2600 Fresno Street, Room 3043

Fresno, CA 93721

August 24, 2023

Good Afternoon Mr. Valenzuela,

We are homeowners in the development just west of Riverside Golf Course; the main access to our home is via Riverside Drive and we have many concerns about the proposed Costco store at Herndon and Riverside Drive.

Our main concern is, of course, traffic. Right now, the only access point to our location is Riverside Drive (a two lane road) or Thiele Avenue, which you must maneuver through neighborhoods to access. Obviously, there's no access from the north as the housing development is against the river bluff. Even now, when there is a train, Herndon becomes backed up so far back that if emergency services needed to access our neighborhood, they would be unable to drive there. The massive increase in traffic from this proposed giant Costco would likely set that entire area in a gridlock even when there is no train.

We realize the new Veteran's Boulevard access from the south could potentially ease some of the Herndon congestion, but that has yet to be proven since it's not complete yet. I realize as well there are talks of opening Spruce Avenue to go all the way through along the southern edge of the golf course.

The plan states that Costco intends to position their 32 proposed fuel pumps and car wash along the northern edge of the property, this will cause large amounts of traffic on Spruce Avenue for those seeking fuel from Costco and would likely negate additional access to the neighborhood.

This proposed Costco development with 889 parking spaces and 32 gas pumps (conservatively 64-100 cars waiting for fuel at any given time, decreasing the quality of the air) would not only increase traffic but there's also concerns about the transport truck traffic as well as an increase in the homeless population that congregates around every Costco.

The northwest corner of Riverside Drive and Spruce Avenue contains a school bus stop and just across Herndon is an Elementary School and a Middle School. All this increased traffic equates to additional danger for the children in the neighborhood.

I98-1

We realize the city council would like to see the increased number of jobs this store will create - but how many more jobs really if everyone from the Shaw location comes to the new store? Everyone in our neighborhood is also concerned about a potential decrease in property values from the impact of this proposed Costco. We were under the impression that the corner would be developed with houses, as was the case with the west side of Riverside Drive. It's likely that this Costco wasn't in the works nine years ago when we purchased our property, had we known it was even a possibility, we would have looked elsewhere.

I98-2

It seems the ideal Costco (or any giant size store) location would be on a site that has access from all sides and does not hinder access to a specific neighborhood (much like the Costco in Hanford). Until the traffic benefit from the Veterans Blvd overpass/onramp is known, it seems reckless to proceed with a business of this size in a neighborhood that has compromised access to begin with.

I98-3

Thank you for your time,

Brian & Sherryl Kellogg

Letter I98 Brian and Sherryl Kellogg

August 24, 2023

Response I98-1

The comment expresses concerns related to traffic, circulation, access, pedestrian safety, and unhoused populations. Please refer to Responses I4-1 and I5-1 regarding transportation and pedestrian safety and unhoused populations, and Response I32-1 regarding site access and circulation. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I98-2

The comment requests information regarding the number of jobs the proposed project would create. As stated on page 1-5 of the Draft EIR, the project would not create new employment positions because it is assumed that the employees working at the existing Costco facility would relocate to the new facility.

The comment also expresses concerns that the project site would not be developed with residential land uses. As noted on page 3.10-3 of the Draft EIR, the existing City of Fresno General Plan designation for the project site is Community Commercial (CC), which allows for a variety of commercial facilities including medium-scale retail, office, civic and entertainment uses, supermarkets, drug stores, and supporting uses. The project site is zoned CC/EA/UGM/cz, which allows for the development of medium-scale retail, office, civic and entertainment uses, supermarkets, drug stores, and supporting uses. Section 3.10, "Land Use and Planning," of the Draft EIR includes an analysis related to the topic of land use. As discussed on pages 3.10-5 through 3.10-7 of the Draft EIR, a general plan amendment, rezone, and conditional use permit would be needed to ensure that the proposed project is consistent with the land use and zoning for the project site. The Draft EIR concludes that the proposed general plan amendment and zoning change would not conflict with City policies adopted for the purposes of avoiding or mitigating an environmental effect and the impact would be less than significant (Impact 3.10-1).

The comment also expresses concerns related to property values. The proposed project's effects on property values in the vicinity of the project site is not, in and of itself, a significant impact under CEQA. The potential for indirect environmental impacts to occur as a result of the proposed project's contribution to social or economic changes in the project vicinity is addressed in Response I10-1.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I98-3

The comment summarizes concerns previously stated in Comment I98-1 related to traffic and access. Refer to Response I98-1.

Letter
I99

TO: Jose Valenzuela, City of Fresno Planning Department
FROM: Rodger B. Jensen, Jenco Farms, LP
RE: Comments on the draft EIR concerning the proposed Costco Commercial Development
DATE: August 25, 2023

Mr. Valenzuela, Jenco Farms, LP is the owner of the land on which the proposed Costco development would be located on the northwest corner of Riverside Drive and Herndon Avenue. Since 1941, this parcel has been owned by family members of the partners of Jenco Farms, LP. For many years, the family farmed a fig orchard on this site until the trees were removed decades ago. Since that time, the land has been open and unused.

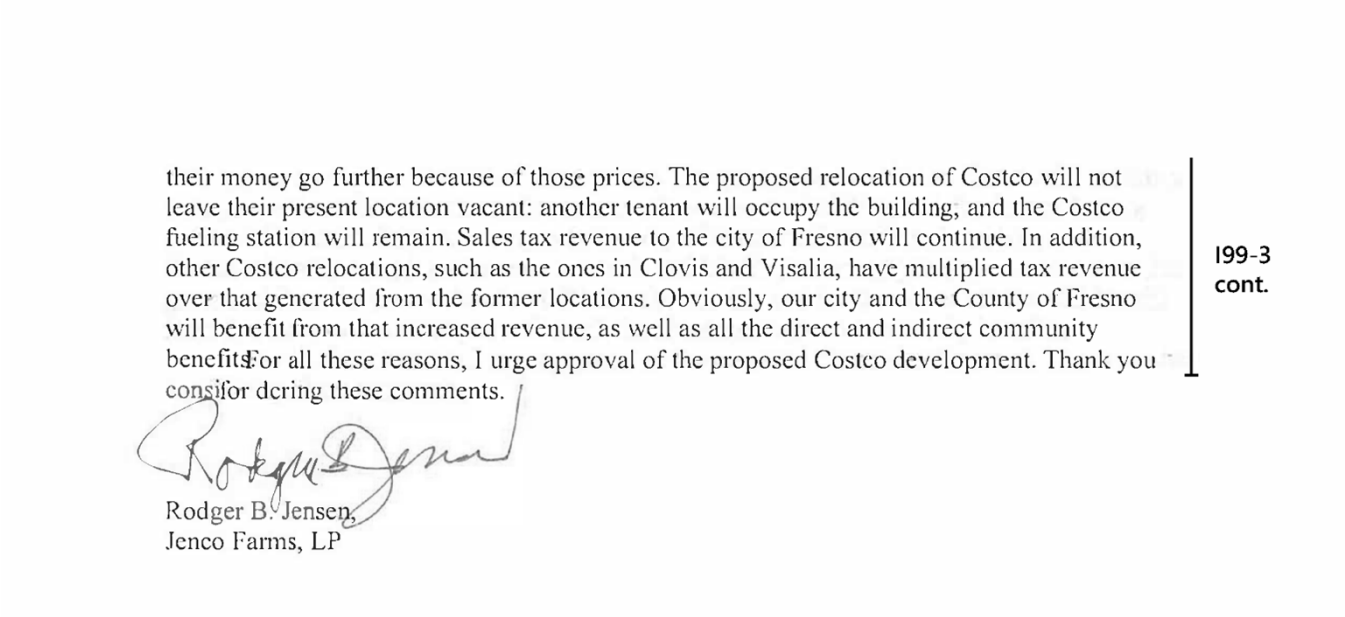
The property, which is east of the Herndon townsite, was originally zoned for agricultural uses. When that zoning designation was changed to accommodate urban use, it was then designated for commercial and/or industrial uses, as were other areas in that townsite and south thereof along Highway 99 and the adjacent railroad tracks. For decades and long before the current urban uses, the site of the proposed Costco commercial development has been planned to accommodate intensive non-residential uses. The fact of that commercial/industrial designation has been known (or at least available to) to the public, including purchasers of property for any use in the vicinity of the Herndon townsite. That history should be taken into account when considering the objections of some to this development. I99-1

Veterans Boulevard is now a reality, but it, too, has been "on the books" for approximately 40 years. That roadway was designed to direct traffic to Herndon Avenue east of the proposed development site via an overpass that avoids conflict with rail traffic and also with vehicular traffic coming west-bound along Herndon Avenue and east-bound to and along it under Highway 99. This new route avoids both those causes of current congestion. As a result, vehicle traffic passing through the intersection of Herndon Avenue and Riverside Drive will be greatly reduced. The Bullard Plan, which has been cited in conversations with senior city staff, predicts that such reduction will cut the trips by approximately 50%. Further reductions would occur by allowing access to this proposed site from Herndon Avenue between Hayes Avenue and Riverside Drive. Those total reductions should also be taken into account when considering the objections of some to the Costco proposal.

The draft EIR for the proposed Costco project addresses traffic concerns and analyzes future traffic patterns. The measures that Costco intends to take will reflect the impact of completing the Veterans Boulevard and other traffic routings that spread traffic flow to avoid congestion at several access points. Having alternative routes will smooth and expedite the flow of that traffic. I99-2

While the portion of the draft EIR concerning that flow of traffic is particularly useful and complete, the other parts of that EIR are also highly informative. Taken as a whole, the draft EIR is detailed, extensive and comprehensive. It is more than adequate in describing and analyzing potential negative impacts of the project, as well as noting effective mitigation measures.

Finally, the economic consequences of relocating Costco operations in Fresno, instead of elsewhere, are clearly favorable. Obviously, Costco members here and in nearby communities will benefit from being able to come to a modern, convenient, and well-planned site with ample access and efficient parking along with pleasant landscaping. When those members shop at a new and more appealing location, they benefit from the savings they enjoy when purchasing items at discounted prices. Those members, in effect, are able at least to resist inflation by having I99-3



their money go further because of those prices. The proposed relocation of Costco will not leave their present location vacant: another tenant will occupy the building, and the Costco fueling station will remain. Sales tax revenue to the city of Fresno will continue. In addition, other Costco relocations, such as the ones in Clovis and Visalia, have multiplied tax revenue over that generated from the former locations. Obviously, our city and the County of Fresno will benefit from that increased revenue, as well as all the direct and indirect community benefits. For all these reasons, I urge approval of the proposed Costco development. Thank you for considering these comments.

I99-3 cont.

Rodger B. Jensen,
Jenco Farms, LP

Letter I99 Rodger B. Jensen

August 25, 2023

Response I99-1

The comment provides a description of the history of the project site, including previous land use designations and zoning, and states that the history of the site should be taken into account. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I99-2

The comment describes transportation improvements that are projected to reduce vehicle traffic in the project vicinity. The comment also states that the Draft EIR provides adequate analysis regarding project-generated traffic and provides effective mitigation measures. No revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I99-3

The comment expresses support for the proposed project and states that the proposed project would result in benefits to the local economy and nearby communities. This comment does not address the adequacy of the Draft EIR analysis; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I100

From: Planning
To: Jose Valenzuela
Subject: FW: Worlds largest COSTCO
Date: Monday, August 28, 2023 10:58:33 AM

Jose Quijano | Senior Administrative Clerk
Current Planning | Planning & Development
2600 Fresno Street | Fresno CA 93721
559.621.8767
Jose.Quijano@Fresno.gov

Resources: Planning & Development | GIS Data Hub – Interactive Zoning Map | Fresno Municipal Code
Accela Citizens Access (ACA) Online Plans/Permits/Inspections | ACA Instruction Videos

-----Original Message-----
From: James Fleck <jfleck5@icloud.com>
Sent: Monday, August 28, 2023 10:29 AM
To: Planning <Planning@fresno.gov>
Subject: Worlds largest COSTCO

External Email: Use caution with links and attachments

I would like to express my concern about the proposed development of a COSTCO in NW Fresno. The traffic congestion in the proposed area is already is already terrible most of the day especially during "rush hours". A COSTCO warehouse could only increase traffic with trucks and automobiles. Environmentally, it would increase air pollution from auto congestion, along with noise and light pollution. If the City of Fresno is trying to rehabilitate areas of Fresno then why not locate a new store in areas where the residents can have access to a discount store? I100-1
Thank You for your consideration,
James Fleck a 73yr resident of NW Fresno.

Sent from my iPhone

Letter I100 James Fleck

August 28, 2023

Response I100-1

The comment expresses opposition to the location for the proposed project, raising concerns related to traffic, air pollution, noise, and light pollution. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, pursuant to CCR Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion are not considered a significant impact on the environment under CEQA. Please refer to Response I4-1 for a discussion regarding the proposed project's impacts related to transportation, Response I5-1 for a discussion regarding the proposed project's impacts related to air quality, and Response I30-1 for a discussion regarding the proposed project's impacts related to noise and lighting. This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Letter I101

From: gabriel ledesma
To: Jose Valenzuela
Subject: Comments on Costco Commercial Center
Date: Monday, August 28, 2023 10:48:21 AM

External Email: Use caution with links and attachments

Good Morning, Jose–

I had a few questions and comments regarding the Costco Commercial Center.

I'm a resident of Fresno, CA, and am concerned about this project's impact to the San Joaquin River and the ferderally listed Spring-Run Chinook Salmon (*Oncorhynchus tshawytscha*). The project is close to FMFCD's stormwater basin, Basin "EG", which discharges to the San Joaquin River during rain storms. This project's stormwater may impact the San Joaquin River's quality. I101-1

Questions/Comments:

1. Will the project discharge any stormwater to Basin "EG" *during* or *after* construction? If so, can you change the language in the EIR to reflect this? For example, on page 3.9-7, the dEIR does not mention that Basin "EG" discharges to the SJR during rain events. I101-2

2. Also, on page 3.9-11, the dEIR mentions building a storm drain on Spruce Ave. Is this a storm drain that discharges to Basin "EH" or to Basin "EG"? It's an important distinction as Basin "EG" discharges to the SJR (see attached photo). I101-3

3. If the project will discharge water to Basin "EG" during construction, the developer/owners will need to contact the Central Valley Regional Water Quality Control board and ask if they need to apply for Risk Level 2 coverage under the Construction General Permit. I101-4

4. If the project discharges stormwater to Basin "EG" *after* construction, then the developers/owners need to contact FMFCD and ask about FMFCD's post-development stormwater requirements. I101-5

The project's stormwater discharges to Basin "EG" may be small, but it's important to ask. As a resident of Fresno, it's very important that we protect our local natural resources, especially those as sensitive and unique as the San Joaquin River and the Chinook Salmon. There are multiple federally-listed and special status species in the SJR, so it's important to note these potential impacts in this project's EIR. Especially for a project this large and with so many potential pollutant sources (car wash, gas station, loading docks, and increase traffic). I101-6

Feel free to contact me if you have any questions.

Thank you,

Gabriel Ledesma

Letter I101 Gabriel Ledesma

August 28, 2023

Response I101-1

The comment notes that the project site is near FMFCD's Basin EG. Basing EG is an existing basin of approximately 7 acres that is located northeast of the project site, north of Spruce Avenue and east of Riverside Golf Course. Because Basin EG discharges into the San Joaquin River, the comment indicates that stormwater from the project site has the potential to affect water quality in the San Joaquin River and federally listed Spring-Run Chinook Salmon (*Oncorhynchus tshawytscha*). As explained further in Response I101-2, the project site would not contribute substantial stormwater runoff to FMFCD's Basin EG.

Response I101-2

The comment asks whether stormwater from the project site would be discharged to FMFCD's Basin EG during or after construction. Referencing the description of the existing stormwater infrastructure in Section 3.8, "Hydrology and Water Quality," (page 3.9-7) the comment also requests update of the description of the EG drainage basin to reflect discharge into the San Joaquin River if the project would contribute stormwater to the basin.

The Draft EIR acknowledges that the FMFCD "system is designed to move water from a basin and discharge to other FMFCD facilities, or to irrigation canals, creeks, and the San Joaquin River" (page 3.9-6). Further, as explained in Impact 3.9-1 (page 3.9-9) of the Draft EIR, "the project would be designed in a matter consistent with FMFCD's Storm Drainage and Flood Control Master Plan." As part of the Spruce Avenue extension that would be constructed to complete the City's planned transportation infrastructure, an inlet that would connect to Basin EG would be constructed northeast of the project site. This inlet is shown in the Storm Drainage and Flood Control Master Plan and was identified as a necessary infrastructure improvement in early consultation with FMFCD. This inlet would serve the transportation infrastructure but would not convey stormwater drainage from the project site.

As described on page 3.9-6 of the draft EIR, "[t]he project site is located within the EH local stormwater drainage area." Stormwater from the project site would be conveyed to the west and would not contribute runoff to Basin EG. Therefore, the draft EIR does disclose the connectivity of the FMFCD system to the San Joaquin River and explains that the project would not contribute stormwater to Basin EG. For these reasons, no revisions have been made to the draft EIR in response to this comment.

Response I101-3

The comment notes that storm drainage infrastructure would be constructed in conjunction with the Spruce Avenue extension from North Arthur Avenue west to North Riverside Avenue. As explained above and in the Draft EIR, the project site and all development west of North Arther Avenue "would be directed to existing FMFCD drainage facilities in North Riverside Drive, West Spruce Avenue, and West Herndon Avenue, located within the EH local stormwater drainage area" (see Draft EIR page 3.9-11) while the "area east of North Arthur Avenue is in the EG basin and drainage is directed to Spruce Avenue (Chapman, pers. comm., 2021)" (Draft EIR pages 3.9-6 and 3.9-7). An inlet would be constructed as part of the extension of Spruce Road that would convey stormwater from the area east of North Arther Avenue to Basin EG.

Response I101-4

The comment suggests that the City contact the Central Valley Regional Water Quality Control Board if the project would result in runoff to Basin EG during construction. As explained in Section 3.8, "Hydrology and Water Quality" (page 3.9-8), "earth-disturbing activities during construction would be subject to the NPDES Permit Program, administered by the Central Valley RWQCB. As required by NPDES, the project would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ)." The Construction General Permit requires development and implementation of a stormwater pollution prevention plan and best management practices such as maintaining or creating drainages to convey and direct surface runoff away from bare areas, and installing physical barriers such as berms, silt fencing, waddles, straw bales, and gabions. Risk level is determined as part of this process; it is calculated based on location

and soil conditions and effects monitoring and reporting requirements. No revision to the Draft EIR is required in response to this comment.

Response I101-5

The comment suggests that the City contact FMFCD about post-development requirements if the project would result in runoff to Basin EG after construction. The City engaged with FMFCD early in the environmental review process and has included the inlet to Basin EG at the express request of FMFCD, which indicated that existing and planned infrastructure have been designed to serve buildout of this area. The City of Fresno, FMFCD, Fresno County, the City of Clovis, and California State University Fresno are covered under the region-wide Central Valley RWQCB General Permit for Stormwater Discharges from MS4s (Order R5-2016-0040). This Region-wide MS4 Permit requires that the City and its co-permittees implement water quality and watershed protection measures for all development projects. See Impact 3.9-1 (Draft EIR page 3.9-9) for further discussion.

As further explained in Section 3.14, "Utilities," (Draft EIR page 3.14-12) FMFCD's Post-Development Standards Technical Manual describes the stormwater management requirements for "Priority Projects," which includes commercial developments greater than 100,000 square feet, automotive repair shops, parking lots 5,000 square feet or greater with 25 or more parking spaces and potentially exposed to urban runoff, streets and roads; and retail gasoline outlets. All Priority Projects must mitigate the Stormwater Quality Design Volume or Stormwater Quality Design Flow through low-impact development or treatment-based stormwater quality best management practice or a combination thereof. The Draft EIR concludes that development of the proposed on-site stormwater facilities would adequately minimize the effect of the additional impervious area on peak runoff volumes and additional stormwater facilities would not be required.

Response I101-6

The comment provides conclusory remarks about the sensitivity of biological resources in the San Joaquin River and the importance of disclosing potential impacts. As described above in Responses I101-1 through I101-5, the project site would not discharge untreated stormwater runoff to the San Joaquin River via FMFCD's Basin EG. The project is not anticipated to impact aquatic species.

Letter I102

From: Jose Valenzuela
To: Jessica Babcock
Subject: FW: Against NW Costco
Date: Friday, September 1, 2023 10:34:49 AM

Jessica,

See comments from Lauryn Medina after the deadline.

Thank you,

Jose Valenzuela | Supervising Planner
Current Planning | Planning & Development
2600 Fresno Street | Fresno CA 93721
559.621.8070
Jose.Valenzuela@Fresno.gov

From: Lauryn Medina <lzm168@students.fresno.edu>
Sent: Thursday, August 31, 2023 11:35 PM
To: Jose Valenzuela <Jose.Valenzuela@fresno.gov>
Subject: Against NW Costco

External Email: Use caution with links and attachments

Dear Jose Valenzuela,

I hope this letter finds you well. I am writing to express my concerns regarding the proposed construction of a Costco store in our community and its potential negative impact on our schools and public health.

Firstly, I believe that building a Costco in our area may have a detrimental effect on our local schools and the health of the children. With increased traffic and congestion that often accompanies large retail stores, the safety of our children traveling to and from school could be compromised. Additionally, the noise and disruption caused by construction and ongoing operations of such a store could negatively affect the learning environment in nearby schools. I102-1

In addition, the traffic congestion caused by a Costco store may lead to increased air pollution, which can have adverse health effects on our residents, especially those with pre-existing respiratory conditions. The goal is the build an aquarium next to Herndon and 99 and the Riverside golf course. With the expansion of Veteran's Boulevard will increase traffic and will only get worst with the large Costco store. Respiratory conditions such as asthma, I102-2

emphysema, and chronic obstructive pulmonary disease (COPD). Children who go to school or visit the aquarium should not experience a respiratory exacerbation due to the increase in pollution. Individuals who play golf should not have to experience playing next to a large Costco building. Furthermore, the loose trash from the Costco building will end up in the San Joaquin River that is directly behind the proposed Costco. I102-2 cont.

I strongly believe that careful consideration should be given to the potential consequences of building a Costco store in our community. It is essential that we prioritize the well-being of our schools and the health of our residents. I urge you to thoroughly evaluate the impact of this proposal on our local education system and public health before making any decisions. I102-3

Thank you for your attention to this matter, and I hope that you will take these concerns into account as you deliberate on the future of our community.

Sincerely,

Lauryn Medina

Registered Nurse

Letter I102 Lauryn Medina

September 1, 2023

Response I102-1

The comment expresses concerns related to traffic, congestion, safety, and noise. Section 3.11, "Noise and Vibration," and Section 3.13, "Transportation and Circulation," of the Draft EIR include analyses related to these topics. This comment is similar to Comments I4-1, I5-1, and I30-1. Please refer to Responses I4-1 and I5-1 for a discussion regarding the proposed project's impacts related to transportation and safety and Response I30-1 for a discussion regarding the project's impacts related to noise. This comment does not offer any specific concern related to the analysis and conclusions in the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I102-2

The comment expresses concerns related to air pollution and associated health effects. Section 3.3, "Air Quality," of the Draft EIR includes an analysis related to these topics. This comment is similar to Comment I5-1. Please refer to Response I5-1 for a discussion regarding the proposed project's impacts related to air quality. Further, health risks associated with construction and operation of the proposed project are summarized in Table 3.3-7 of the Draft EIR. The Draft EIR states that the proposed project would not expose receptors to a cancer risk or a noncancer chronic and acute hazard index above applicable thresholds established by the San Joaquin Valley Air Pollution Control District and concludes that the impact would be less than significant (Impact 3.3-3).

The comment also offers an opinion about the potential for the proposed project to generate "loose trash" that could end up in the San Joaquin River. The comment incorrectly characterizes the San Joaquin River as "directly behind the proposed Costco." The project site is approximately 0.35 mile south of the San Joaquin River; the Riverside Golf Course is located between the project site and the San Joaquin River.

This comment does not offer any specific concern related to the adequacy of the Draft EIR; therefore, no revisions to the Draft EIR are necessary in response to this comment. The comment is included in the record, which will be considered by the decision makers in their deliberations over potential approval of the proposed project.

Response I102-3

The comment summarizes concerns previously stated in Comments I102-1 and I102-2 related to public health. Refer to Responses I102-1 and I102-2.

Letter I103

Jose Valenzuela
Supervising Planner
City of Fresno
2600 Fresno Street, Third Floor, Room 3043
Fresno, CA 93721

Subject: Costco Commercial Center Draft EIR (State Clearinghouse # 2021100443)

Dear Mr. Valenzuela,

Presented in this letter are my comments on the Costco Commercial Center Draft EIR. The comments are organized into the following three overarching topic areas:

1) Comments regarding potential inconsistency between the operational characteristics identified in the proposed project description and the uses allowed by the proposed General Plan Amendment/Rezone.
2) Comments addressing issues and deficiencies in the analysis of specific categories of environmental effects – including Aesthetics, Biological Resources, Greenhouse Gas Emissions, Noise, and Transportation impacts.
3) Comments on the Draft EIR's Alternatives analysis.

As a brief prologue to these comments, I want to note that I am generally in favor of the development of a new Costco in northwest Fresno, but I have major reservations with the proposed project site location due to adverse environmental impacts that are specifically attributable to the site. My hope is that it is within the realm of possibility for Costco, the City, and community stakeholders to collaborate and find a viable alternative location that would substantially fulfill the objectives of the project while avoiding the significant costs (environmental and otherwise) that would result from development of the project at the subject location.

I103-1

Sincerely,

Daniel Brannick

1. ***Comments regarding potential inconsistency between the operational characteristics identified in the proposed project description and the uses allowed by the proposed General Plan Amendment/Rezone.***

   The comments here are focused on aspects primarily within the purview of the City of Fresno's Planning Department and are less directly focused on the analytical content presented in the Draft EIR. However, the information is nonetheless materially related to the analysis and may present the need for responses and/or revisions to the Draft EIR, such as in the Land Use and Planning section and the Alternatives analysis. (Note: Sections of the Citywide Development Code referenced for these comments are included as an attachment to the comment letter)

   The proposed Costco project includes a General Plan Amendment and Rezone, as a change from the existing Community Commercial/"CC" designations is necessary in order to allow development of

I103-2

the project to go forward. However, it appears that a major characteristic of the proposed project – the Market Delivery Operation (MDO) facility – would not be permissible either by-right or via CUP under the proposed General Plan and Zoning designations of General Commercial/"CG".

Section 2.2.2 of the Draft EIR (second paragraph of page 2-13) describes the MDO facility as follows:

> *In addition to the general sales floor, the southwest portion of the warehouse would contain an area for receiving, storing, and loading big and bulky items for Costco's home delivery program. This approximately 47,000-square-foot relocated market delivery operation (MDO) is a last-mile facility for delivery of large and bulky items and is not open to visitation by Costco members. At MDO facilities, large goods are dropped off, organized, and loaded for daily deliveries to Costco members' homes. Services would be the same scale as the existing program but would be consolidated into the proposed warehouse facility. The existing facility averages approximately 20 MDO trips per day and an average trip length of approximately 160 miles. In each trip, the box trucks typically make roughly 14 deliveries. It is anticipated that these trip characteristics would apply to the proposed MDO site.*

The proposed MDO facility appears to fall under the definition of what the Development Code defines as a "Warehousing, Storage, and Distribution" use (hereafter abbreviated as "WSD"). The Development Code contemplates several sub-types of WSD uses, which are defined in Section 15-6705 of the Development Code. It is also noteworthy that WSD uses are listed under the "Industrial Use Classifications" in 15-6705 rather than "Commercial Use Classifications" in 15-6704.

I103-2 cont.

In the Land Use Table for Commercial Districts (Development Code Section 15-1202), the only type of WSD use listed as a permitted or conditionally permitted use is "Personal Storage". Contrast this with the Land Use Table for Employment Districts (Development Code Section 15-1302) – a designation which includes business park and light industrial zone districts – which lists a number of WSD sub-types, including "Indoor Warehousing and Storage" and "Wholesaling and Distribution". Based on review of the definitions in Development Code 15-6705 and the project description presented in the EIR, the 47,000-square-foot MDO facility falls under one of these two use classifications, and neither of these types of WSD uses appears be allowed either by-right or through a CUP in any type of Commercial zone district.

The MDO facility also does not appear to fall under the Development Code's definition of an "Accessory Use" to the principal component of the project (in this case, the large-format retail use). Section 15-2703 states: "An accessory use shall be incidental, related, appropriate, and clearly subordinate to the principal use or building to which it relates; under the same regulations applied to the principal use in any zoning district; and where the accessory use does not alter the principal use." The MDO facility, while being integrated as part of the proposed Costco wholesale/retail building, would not be considered incidental or clearly subordinate to the principal use or building to which it relates; per DEIR Table 2-1, the MDO's footprint makes up over 25 percent of the functional building space and is more than double the size of the loading/back of house/storage/receiving area that would support the warehouse/retail operations. It also seems to materially alter the principal large-format retail use because the proposed project site would function more as a hybrid logistics/fulfillment hub than comparable large-format retail stores.

In the process of reviewing the Development Code and trying to ascertain how it was applied for this project, I wondered if the project involved a Director's determination – a process that can be used to assign a definition for a use where one does not exist. See for context the following language which appears in 15-1202 and 15-1302 subsections (C) and (E):

> *"In cases where a specific land use or activity is not defined, the Director shall assign the land use or activity to a classification that is substantially similar in character per Section 15-5020, Director's Determination."*
>
> *"Use classifications and subclassifications not listed in the table or not found to be substantially similar to the uses below are not permitted."*

Section 15-5020 ("Director's Determination") identifies when such a determination would come into play ("Should this Code not list a permitted use, either directly or indirectly…") and outlines procedures for the determination to be allowed. It is unclear from review of the Draft EIR whether a Director's determination was made as part of this project, but if that is the case it should be disclosed as part of this CEQA process along with any findings or specific justification was included to support the determination. That being said, the proposed MDO facility consists of a use that is already defined in the Development Code (not expressly as "MDO facility" but as "Indoor Warehousing and Storage" or "Wholesaling and Distribution"), thus a Director's determination should not be available for use when the use in question is already defined in the code.

What is further striking to me from reviewing the General Plan and Development Code is that there would not apparently be such a consistency issue present if the subject land use application involved a GPA to one of the "Employment" designations (e.g., "Employment – Light Industrial") along with a rezone to the zone district consistent with that land use designation. As mentioned above, the Land Use Table for Employment Districts includes multiple types of WSD uses. Review of the table appears to indicate that all of the proposed land use components included as part of this project – the proposed MDO facility as well as large-format retail, food preparation, gas station, and car wash – are allowed under the BP, RBP, and IL zoning designations. Further, while the project entails a somewhat unique collection of multifaceted uses that make it hard to clearly categorize as either "Commercial" or "Employment" as described in the City's General Plan, there does not appear to be an obvious conflict between the project's characteristics and the goals and policies of Employment land use designations.

I103-2 cont.

The point I am getting to is this: I am concerned that the proposed project has been improperly classified as a general commercial use when it may be more akin to (and rightly classified) as a light industrial use, because the classification (or misclassification) materially impacts the public's understanding of the proposed project and the ability to meaningfully review and provide comment on the proposed project and impacts associated with it.

Based on the foregoing comments, I am requesting responses to the following questions:

1) Can City staff provide clarification as to whether the GPA and rezone associated with this application were based on a direct application of the Use Table or if the GPA/rezone is based on a Director's determination? If the former, please explain the reasoning. If the latter, please indicate whether any findings or justifications were made in support of the Director's determination.

3

2) Would the proposed project be allowed either by-right or with a CUP on a site with one of the "Employment" land use designations and BP, RBP, or IL zoning? (Note in case it needs to be made extra clear: By "Employment" designation, I am referring to whatever the corresponding land use designation would be to go along with the matching zone district, e.g., "Employment – Light Industrial" for IL zoning)

3) If a proposed GPA and rezone does not directly result in a project being consistent with the applicable Land Use Table but rather requires a subsequent determination by the Director to achieve consistency, and if an alternative GPA and rezone to a different designation was available that would achieve consistency through standard or more direct application of the Development Code/Land Use Table, does that violate or conflict with the provisions of the Development Code? I103-2 cont.

P.S. – The existing MDO facility is located at 3688 E. Central Avenue, which is in an unincorporated area of Fresno County near Malaga. As I was closing out this letter, I realized I had not previously bothered to check the zoning of that existing facility. Using the Fresno County GIS viewer, the existing MDO site appears to be zoned as *M-3(C) – Heavy Industrial* (see attached screenshot for reference).

2. ***Comments addressing issues and deficiencies in the analysis of specific categories of environmental effects – including Aesthetics, Biological Resources, Greenhouse Gas Emissions, Noise, and Transportation impacts.***

The following comments are focused on the specific categories of environmental effects discussed in the Draft EIR. The comments identify areas of the report where additional information is needed, mitigation measures should be added and/or revised, and at least one instance where the impact analysis (Greenhouse Gas Emissions) appears to have been so inadequate that it demands recirculation of the EIR.

Aesthetics (Lighting and Glare)

The Draft EIR's information and analysis regarding potential lighting and glare impacts is deficient because there is not enough information to fully ascertain the project's potential lighting- and glare-related impacts; the Draft EIR's reliance on the 0.5 foot-candle standard for residential uses does not fully address potential impacts associated with lighting and glare (notably, the potential for impacts to biological resources associated with the San Joaquin River, which could be adversely affected by increased light levels). On page 3.1-5 ("Light and Glare Conditions"), while stating that there are adjacent uses located in proximity to the site which introduce lighting onto the parcel and surrounding areas, the Draft EIR states "The project site is undeveloped and is, therefore, void of light and glare sources." I103-3

The proposed project would add a sizeable amount of lighting equipment in order to illuminate buildings and parking areas. Additionally, for this project the applicant is requesting to deviate from the City's normal lighting standards and install and operate taller lighting fixtures. In explanation of the request, there is some text which mentions that the request is related to the presence of power lines, plus some additional text stating that less powerful lights will be utilized at the edges of the project site (see page 2-10 of the Draft EIR).

The Draft EIR's determination that the project will not cause any significant lighting and/or glare impacts appears to be completely based on the fact that the project will be subject to (and

ostensibly comply with) City of Fresno lighting requirements which mandate that no greater than 0.5 foot-candle of light trespass occurs on neighboring residential properties. While this threshold is useful (and more stringent than in some other urban jurisdictions in California), there remains an analytical gap that needs to be bridged. In order to ascertain the potential impacts, there should be more information about the lighting provided for public review – such as more specific information about the type of lighting equipment so that there can be a comparison between the "normal" lighting and the lighting equipment requiring the deviation from normal standards.

In my experience preparing and reviewing CEQA documents for projects with substantial lighting components (e.g., athletic fields for public school campuses), it has been common for project proponents to provide documentation (Illumination Summary or Photometric Analysis with information about the proposed equipment specifications, site layout, and projected light output information (usually depicted as a numerical matrix overlaid on a site diagram showing the range of projected light areas on the site itself and the affected vicinity), and it has been common practice to make available the documentation as part of the project CEQA review process so that stakeholders are able to meaningfully understand lighting impacts such as where light will and will not fall and the intensity of light in different areas.

While the subject Costco project likely does not entail as intense lighting impacts as a high school football stadium, it is nonetheless a much more intensive use than anything that currently exists north of Herndon in this vicinity, plus its operational characteristics (including its very active large-format retail operations as well as delivery activities beginning at 2:00 am) imply more intensive utilization of lighting than other types of comparable commercial development projects where intense lighting is turned off or reduced during night-time hours. Moreover, merely referring to the 0.5 foot-candle standard only addresses potential nuisance impacts to neighboring residents and does not address other potentially significant impacts from lighting. Of particular note, there is essentially zero (or very limited and indirect) discussion or analysis of potential impacts from the lighting on wildlife; lighting can adversely impact migratory birds and nocturnal animals (see for reference the following links: https://www.fws.gov/story/2022-04/dim-lights-birds-night; https://darksky.org/resources/what-is-light-pollution/effects/wildlife-ecosystems/). While the project may in fact not result in these or other impacts, there should be information analysis provided in the Draft EIR to substantiate that determination.

I103-3 cont.

On 8/15/2023 I contacted the City of Fresno via email to inquire whether an Illumination Summary or other similar document for the project was available to review, and for reference I attached a copy of an Illumination Summary from a prior project. On the same day, I received correspondence indicating that City staff was working to identify if such a plan existed and if it could be distributed, but as of the date of this comment letter I have received no follow-up correspondence from the City. I would like to reiterate/renew my request for that information (or some other information that addresses the above-described lighting and glare concerns) and have it included as part of a Response to Comments, revisions included as part of the Final EIR, or a recirculated Draft EIR in the event that occurs.

Biological Resources

The risks I am concerned about regarding biological resources have to do with potentially adverse effects of the project in a location that is particularly close to the San Joaquin River, which is an area

I103-4

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of the greater Fresno region that warrants heightened review for biological resources. This is substantiated by review of the Biological Resources section of the City's General Plan PEIR and a number of other sources of information (as one example, see Metadata brief for "Conservation Opportunities - San Joaquin Valley" GIS layer viewed using CNDDB BIOS: https://map.dfg.ca.gov/metadata/DS0422.html).

Overall, in reviewing the Draft EIR, I get the impression that the discussion and analysis is very specific to the project site and unduly discounts the potential for impacts to the nearby river corridor area. Perhaps even more so than immediate project-specific impacts, though, I am concerned about cumulative incremental effects of allowing the subject project and future additional, relatively intense urbanized uses to develop and operate in close proximity to the river.

Section 3.5.3 of the DEIR (under the subheading "Methodology") states the following: "This impact evaluation is based on data collected during reconnaissance-level field surveys conducted on November 1, 2021, and June 20, 2022, review of aerial photographs, and review of existing databases and environmental reports that address biological resources in the project vicinity." There does not appear to be a Biological Resources Assessment or other documentation included as part of the report other than the dates of the field surveys. While I am not questioning that the surveys took place, there is no reviewable description of who did the surveying (was it a qualified biologist, or field staff from the environmental consulting firm, or the project proponents?), nor are there details about the particular boundaries/areas that were surveyed, the duration of the surveying activities, or distinctions about what observations were made during the surveys versus through review of aerial/satellite imagery. Additionally, given that 2023 has been a relatively wet year for rainfall, I have questions as to whether surveys from fall 2021 and summer 2022 (relatively dry periods of time) adequately account for potential wet-year habitat-related variations such as the one experienced in spring 2023. Such information would be helpful in order to more meaningfully understand the analysis presented in the Draft EIR.

I103-4 cont.

My earlier comments note concerns about how project-related lighting and glare may have the potential to adversely affect migratory birds and other wildlife. Additionally, the project entails construction of netting located between the project and Riverside Golf, and while the netting is addressed in the Draft EIR's Aesthetics section it does not appear that the Draft EIR discussed potential impacts in the Biological Resources section. What I have typically seen in CEQA documents prepared for projects requiring similar netting (e.g., golf course and TopGolf projects) is at least some discussion and analysis addressing whether any potential impacts on biological resources would result (and if necessary, mitigation measures to reduce potentially significant impacts). While there is already some netting present at Riverside Golf Course, it seems that the overall increase in the amount of netting and the placement of the netting (east-west immediately north of the project site) could result in new or substantially increased impacts to migratory birds.

While the effects of such features may ultimately not reach a level that would constitute a significant impact, I request that the concerns identified above topics be more specifically addressed in a Response to Comments, revisions included as part of the Final EIR, or a recirculated Draft EIR in the event that occurs.

Greenhouse Gas Emissions

The determination presented in the Draft EIR that the project will result in less than significant impacts involving GHG emissions is fundamentally inconsistent with the Draft EIR's determination that the project will result in significant and unavoidable transportation impacts resulting from the amount of vehicle miles traveled (VMT) associate with the project.

Appendix G of the CEQA Guidelines includes the following question for evaluating the significance of GHG emissions: "Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?"

There is an abundance of information explaining the linkages between GHG emissions and VMT, and even more of an abundance of information available discussing the effects of GHG emissions on climate change and world-wide adverse environmental impacts. While GHG emissions associated with VMT are probably most often thought of as emissions resulting from gas-powered vehicular travel, significant amounts of GHG emissions are also directly and indirectly generated through buildout and ongoing maintenance of the roadway transportation network.

Section 3.7.1 of the Draft EIR (Regulatory Setting for GHG Emissions and Climate Change) includes a list of plans, policies, and regulations concerning GHG emissions and climate change that are applicable to the proposed project. Other GHG-relevant plans, policies, and regulations appear in the Regulatory Setting for the Energy section (Section 3.6.1).

Below is a non-exhaustive list of applicable plans, policies, and regulations plus page references and excerpts with relevant and applicable content regarding the connections between GHG emissions and VMT:

- *2022 CARB SCOPING PLAN*

  https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf

  (see discussion of VMT on p. 71-72, 192-195, and 270-271)

- *FRESNO COG 2022 RTP/SCS*

  https://www.planfresno.com/sustainable-communities-strategies-fall-outreach/

- *CITY OF FRESNO VMT GUIDELINES*

  https://www.fresno.gov/wp-content/uploads/2023/03/CEQA-Guidelines-for-Vehicle-Miles-Traveled-Final-Adopted-Version.pdf

  "The impact of transportation has shifted from congestion to climate change, and the purpose of the CEQA analysis is to disclose and ultimately reduce GHG emissions by reducing the number and length of automobile trips." (City of Fresno VMT Guidelines, p. 23)

  (See additional discussion of GHG emissions in relation VMT on p. 2, 9, 13)

I103-5

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While the text of the Draft EIR directly mentions or references a number of applicable GHG-related plans, policies, and regulations, the actual analysis in the GHG Emissions section of the Draft EIR is essentially entirely limited to discussion and evaluation of the City of Fresno's Greenhouse Gas Reduction Plan (GHGRP). The City GHGRP

That can allow for analysis, including streamlined GHG analysis in some cases.

On p. 3.7-10, the DEIR correctly explains that streamlining is not available for this project because of the general plan and rezone involved:

> *"The City has an adopted GHGRP with a checklist available for use in CEQA analyses; however, the project is amending the general plan such that the project would, by a comparative worst-case scenario analysis, have greater emissions than the land use type included in the general plan."*

The DEIR then goes on to state that the significance analysis can use the GHGRP's same BAU approach to substantiate the determinations for not one but *both* Appendix G questions:

> *"Nevertheless, the city has applied the GHGRP's BAU approach to substantiate the significance determination of the project. The use of the GHGRP in determining the project's significance answers both the Appendix G questions of whether the project would directly or indirectly generate substantial GHG emissions as well as conflict with a local or statewide plan to reduce GHG emissions (in this case, the city's GHGRP)."*

There are two big issues here. First, the phrasing of this statement could lead one to believe that showing consistency with the GHGRP is the *only* step needed or the *only* applicable plan for this project. While the City's GHGRP is informed by and related to a variety of other GHG plans, policies, and regulations, it is not so fully overlapping or authoritative (especially in a non-streamlining scenario as is the case with this project) that consistency with the GHGRP equates to or supersedes consistency determinations for all other applicable GHG plans, policies, and regulations.

I103-5 cont.

Second, there is language in the Draft EIR itself that appears to directly state or infer conflicts and/or inconsistencies between the project (particularly because of its VMT) and applicable GHG plans, policies, and regulations (see Draft EIR excerpts below, with underlining added for emphasis by me):

> On p. 3.7-12:
>
> *The 2022 Scoping Plan provides the framework for achieving these aggressive targets, and includes language that can be interpreted as revising the goal for 2030 to 48 percent reduction from 1990 levels as compared to the 40 percent reduction legislated in SB 32 (CARB 2022: 71).*
>
> *The goals established in the GHGRP were designed to adhere to the, then, most current GHG reduction target mandated by SB 32 (i.e., 40 percent reduction from 1990 levels by 2030). <u>It is therefore foreseeable that the GHGRP's existing targets could be interpreted as inconsistent with the state's current long-term GHG reduction goals for 2030 (i.e., 48 percent below 1990 levels by 2030) and 2045 (i.e., 85 percent reduction from 1990 levels and carbon neutrality).</u>*

On p. 3.7-13:

Additionally, the use of CAP consistency for CEQA determinations is still supported by CARB in Appendix D of the 2022 Scoping Plan (CARB 2022: 7-10). The 2022 Scoping Plan does not explicitly state that the new reduction goals of AB 1279 disqualify existing CAPs that align with the state's previous target of reducing emissions by 40 percent from the 1990 inventory.

(Note: The appearance of this statement leads me to believe it is strongly suggested by the 2022 Scoping Plan

Further, in some places where the Draft EIR purports to show the project's consistency, there are explanations provided that are logically inconsistent and/or astonishingly misleading.

In Appendix B, Table B-1 of the DEIR's Energy technical subreport (included as Appendix E of the Draft EIR; p. 905 of the DEIR PDF) states the following:

The Project would not conflict with the implementation of SB 375. Furthermore, the Project would be consistent with the goals of the Fresno Council of Government's (Fresno COG's) Regional Transportation Plan/Sustainable Communities Strategy, which demonstrates how the Fresno region under Fresno COG's jurisdiction will meet the emission reduction targets of SB 375.

By exceeding the VMT threshold, the project is absolutely at odds with SB 375's GHG reduction goals and the means of achieving those goals as well as the 2022 CARB Scoping Plan, the RTP/SCS, the City of Fresno VMT Guidelines, and numerous other comprehensive GHG emissions-related pieces of policymaking and regulation that involve consideration of VMT.

I103-5 cont.

Also see the project's GHG Emissions Technical Report (Appendix F of the Draft EIR; p. 1085 of the DEIR PDF). In that document, while the consistency analysis seemingly hand-waives away the project's GHG impacts resulting from its VMT because "the [VMT reduction] goal is not applicable to an individual commercial project" (a statement which warrants calling out that this proposal entails even more than that – it is a GPA/rezone along with a uniquely outsized project that can effect VMT and GHG on a citywide if not regionwide basis), the analysis goes on tout how project-specific measures to help mitigate VMT will also help reduce GHG and thus demonstrate consistency with the 2022 CARB Scoping Plan and Fresno COG RTP/SCS goals and policies to reduce VMT. This double-standard where project-specific adverse impacts seemingly do not count but project-specific benefits do count is a very problematic form of reasoning.

The concluding rationale state in part that because "the GHGRP is designed to be updated periodically, [...] it is assumed that such updates would account for the state's most recent long-term GHG reduction goals of AB 1279." (p. 3.7-13 of the Draft EIR). Future updates would not magically retroactively address significant GHG effects of this project that will be largely irreversibly set in motion upon approval of the project. It sets back efforts and shifts the reduction burdens to future projects and plans.

While GHG analyses might be the most technically-heavy and complex topics of environmental effect covered in CEQA, and VMT is a similarly esoteric topic for most people, the VMT-GHT cause-effect

relationship is unequivocally clear. There are some specific situations where it may somehow be justifiable to determine that a project with VMT exceeding the applicable threshold would not also be considered to have a significant and unavoidable (and generally there are screening criteria or other exemptions available to identify and address these situations). However, large retail/employment projects constructed in suburban edge locations like the subject project site are among the poster children for highly-impactful high-VMT projects with high GHG emissions that are squarely targeted to be addressed through GHG-reduction policymaking and regulation. It cannot be pretended that a project of this nature and this scale ("the largest Costco in the world") – both at the project-specific and cumulative level – does not unequivocally conflict with the 2022 CARB Scoping Plan, the RTP/SCS, SB 743, and other plans, policies, and regulations that have been adopted to address GHG emissions and climate change.

In *Sierra Club v. County of Fresno* (a.k.a. the "*Friant Ranch*" case), a key part of the California Supreme Court's ruling in that case is that an EIR must include "sufficient detail to enable those who did not participate in its preparation to understand and consider meaningfully the issues the proposed project raises." An additional key part of the ruling, which was related to the adequacy of an EIR's air quality analysis, is that an EIR must show a "reasonable effort to substantively connect a project's air quality impacts to likely health consequences." Under the same line of reasoning that follows from *Friant Ranch*, the CEQA document here is required to make reasonable effort to substantially connect the project's VMT impacts to GHG emissions impacts and consequences; based on the foregoing information presented in these comments, it has not done so.

CEQA Guidelines section 15088.5 require a lead agency to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR. Per 15088.5, "significant new information" requiring recirculation includes:

I103-5 cont.

> *(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
>
> *(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*

The Draft EIR's failure to identify policy and regulatory conflicts and inconsistencies resulting from the project's GHG-related impacts (which stem from its acknowledged threshold-exceeding VMT levels) as being significant and unavoidable impact is a major analytical and informational deficiency. Since recirculation is required in situations involving subsequent identification of a significant and unavoidable impact which was not previously identified as such, recirculation of this EIR with the necessary updated information should be required in order for the environmental review process to comply with CEQA.

As a general reminder, CEQA does not ban projects with significant and unavoidable impacts from ultimately being carried out when there are compelling reasons to do so (and those reasons, presented in a Findings of Fact and Statement of Overriding Considerations, can be pretty broad and be for legitimate and non-environmentally-centric reasons). What CEQA does require is disclosure of information in order to allow informed understanding and meaningful public participation.

Noise

Mitigation Measure 3-11.5 which addresses traffic noise impacts on neighbor residences includes language that appears to be illusory and unenforceable (specifically, the proposal to increase wall height on residential properties on the condition that all of the neighboring property owners are willing to opt into the increased height). Per the Draft EIR's analysis, the wall height increase is apparently not even needed to meet the performance standard of reducing noise levels below the 65 dB threshold so long as the project utilizes the special rubberized hot asphalt (or similar equivalent) on the road surface of Riverside Drive. The language should be removed and if necessary replaced with other potential noise mitigation measures. More specifically, such measures should be focused on aspects of the project within the project applicant's direct control (e.g., modifications to its own property or operational characteristics and/or practices) rather than shifting the burden to private third parties. I103-6

Transportation

The Draft EIR identifies three significant and unavoidable environmental impacts involving transportation effects: 1) VMT above SB 743 thresholds; 2) transportation safety issues due to potentially hazardous queuing conditions at three locations in the vicinity of the site (Fir and Riverside, Herndon and Riverside, and Herndon and Golden State); and 3) cumulative impacts associated with VMT above thresholds. Regarding VMT, earlier comments in this response letter under Greenhouse Gas Emissions discuss the implications of excessive VMT in relation to GHG emissions and applicable plans, policies, and regulations for reducing GHG emissions.

Regarding the transportation safety impacts resulting from hazardous queuing conditions, I am concerned that the risks associated with queuing (especially at Herndon and Golden State) are exacerbated by the proximity of the railroad tracks. As I understand it from reviewing the Draft EIR, the report's determination that the queuing conditions would be potentially hazardous is based only on the vehicular roadway characteristics – i.e., the queuing conditions were determined to be hazardous independent of any consideration about the proximity of the railroad, thus the risks associated with vehicles being queued near the railroad tracks may be even more significant due to heightened risks of train-on-car collisions (or even car-on-car collisions indirectly influenced by drivers trying to navigate the railroad tracks). I103-7

Although the project involves downgrading Herndon Avenue from an Expressway to a Super Arterial, development of the project at this location will nonetheless entail a significant number of project visitors (customers, employees, delivery trucks, etc.) who will continue to use primarily Herndon rather than other roadways to access the site. For instance, anyone traveling southbound on SR-99 to reach the site or using SR-99 to reach northern destinations after departing from the site (e.g., Madera residents, southbound SR-99 travelers as they arrive, and northbound SR-99 travelers as they depart) would use Herndon to access and leave the site. A significant number of existing and future site visitors located along Grantland Avenue and further to the west (from the new Parc West development area to as far west as Kerman and Mendota) may also end up utilizing Herndon via Grantland Avenue/Parkway Drive rather than Veterans or other roadways because this route appears to currently offer the shortest required distance of travel to and from the site for those locations; from the intersection of Shaw and Grantland, the travel distance required to reach the proposed site appears to be approximately 0.4-mile shorter than using Veterans.

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As discussed in more detail in other comments regarding the Alternatives analysis, the Draft EIR should have included evaluation of an alternative site in order to determine if the significant and unavoidable queuing impacts are capable of being mitigated to a less than significant level or at least substantially reduced through developing the site at a different location in the same general vicinity.

The interplay between hazardous queuing conditions and the proximity of railroad tracks will be reduced once Herndon Avenue becomes grade-separated as part of the buildout of High-Speed Rail. With that in mind, there should be consideration of whether a mitigation measure to delay operation of the project until the grade-separation project is either completed or substantially initiated (i.e., work begins where Herndon is closed off at Golden State) would substantially reduce the transportation safety impacts associated with queuing conditions. I103-7 cont.

While there could be feasibility issues with implementing this measure, it is noted that the temporary closure of Herndon for HSR construction will take place regardless of when the project (if approved) begins operation. It is also noted that this kind of deferral , such as the Parc West residential subdivision located along the west side of Grantland Avenue which required deferral of the project buildout until completion of Veterans Boulevard and a fire station to serve the area.

3. Comments on the Draft EIR's Alternatives analysis

(Note: I have no financial or professional interest whatsoever in the siting of the proposed Costco project. I just very much want the City of Fresno to be able to realize the highest and best version of itself, which in large part is determined by thoughtful land use planning. The physical and operational characteristics of this project make it uniquely consequential not just for northwest Fresno but for the city, county, and region.)

Following publication of the NOP for this project, I submitted comments recommending that alternative site locations be analyzed as part of the EIR process since it appeared likely that at least some potentially significant impacts would result from the project and that some of the impacts would be substantially if not primarily attributable to the proposed location of the project. My comments recommended that the EIR evaluate whether any significant impacts could be avoided or substantially reduced through developing the proposed project at a different location in the same general vicinity. The comments included identification of three specific alternative sites located within one mile of the proposed project site with similar site characteristics to the proposed project site. My initial comments (which I submitted to via email to Jose Valenzuela via email on March 30, 2022, following release of the NOP and the initial review period) were not included as part of Draft EIR Appendix A. However, the three alternative locations from my comment letter are specifically identified in Section 6.3 of the Draft EIR. The alternative locations are preliminarily discussed but then dismissed as "Alternatives Considered but Not Evaluated Further", and no other alternative site locations are considered in the Draft EIR's analysis. (N I103-8

Based on the principles and requirements set forth under CEQA, the decision to not analyze at least one alternative site location to the same degree other alternatives were analyzed was improper because it precluded the opportunity to meaningfully contextualize at least one of the significant and unavoidable impacts (transportation safety hazards from queuing) and illustrate the ability and feasibility of reducing or avoiding significant and unavoidable impacts associated with the project.

Within the CEQA Guidelines, Section 15126.6 is the primary source for guidance regarding consideration and discussion of alternatives in and EIR. Excerpts from the CEQA Guidelines section 15126.6 are presented below (with some underlining added for emphasis by me):

(a) Alternatives to the Proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.

(b) Purpose. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

…

(d) Evaluation of alternatives. The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed. (County of Inyo v. City of Los Angeles (1981) 124 Cal.App.3d 1).

I103-8 cont.

…

(f) Rule of reason. The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making.

…

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site

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(or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives. (Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553; see Save Our Residential Environment v. City of West Hollywood (1992) 9 Cal.App.4th 1745, 1753, fn. 1).

First, there are alternative project sites in the same vicinity (such as at least one of the three alternative sites identified in my original comment letter) that would attain the project objectives identified in the Draft EIR (or at least to a substantially similar degree as the project at its currently-proposed location). The Draft EIR does not appear to dispute that a locational alternative (including at least one of the specifically-identified sites) could attain the project objectives to at least a substantially similar degree at the proposed project.

Second, the consideration of a different location as a project alternative is one that would avoid or substantially reduce a significant and unavoidable impact and thus merits consideration (subject to the rule of reason). Here, it is reasonably likely that an alternative site (in particular, at least one of the three sites identified in my original comment letter) would avoid the significant and unavoidable transportation safety queuing impacts identified in the Draft EIR. A different location closer to Veterans Boulevard could provide more roadway and queuing capacity, and such a location would also shift project-related traffic activity away from the at-grade railroad tracks. (Also see for reference prior discussion of Transportation impacts under Comment 2.)

Other impacts identified in the Draft EIR (as well as some that may have gone unidentified) could also be avoided or substantially reduced. For instance, impacts involving lighting and biological resource impacts associated with the proposed project site's proximity to the San Joaquin River (discussed earlier in Comment 2) would likely be reduced or avoided by siting a project at a location to the south of Herndon Avenue. At least one of the identified alternative locations may offer a substantial reduction in exposure of sensitive receptors to project-related noise impacts (both temporary construction and long-term operational). While the DEIR generally concludes that impacts at the alternative sites would be the same due to distances and also lack of existing noise walls, this does not account for site layouts which could locate the buildings and loading dock areas further away from receptors than what is entailed for the current project. Noise-related impacts may also be qualitatively less perceptible to receptors because this area likely has a higher existing background noise levels as a baseline (attributable to existing activity along the freeway, the rail line, and the El Paseo shopping center) than at the currently-proposed site.

I103-8 cont.

Third, an alternative location option (particularly one involving at least one of the three identified sites) should be considered feasible enough to at least merit more detailed evaluation in the Draft EIR rather than be preliminarily screened out. The items identified in the Draft EIR as ostensibly presenting feasibility issues include site access (particularly no direct access from Veterans), presence of power lines, GPA/zoning issues, SB 330 issues, and site ownership/acquisition issues. These items, for reasons addressed in the following list, should not be considered valid as a basis for finding a different site location to be infeasible for consideration as an alternative in the EIR:

- Regarding site access, this issue lacks credibility given that comparable types of existing commercial development exist in the vicinity and the fact that private access drives could be created or modified to accommodate the project (as is the case with the proposed project

itself, which would include construction of a new private drive from Herndon Avenue). Further, since the project sites are within the same vicinity (one mile or less from the project site) and Veterans Boulevard is immediately adjacent (not necessarily for direct access but for circulating the volume of vehicles), the transportation network should be able to accommodate the project to a similar degree as the currently proposed site, if not better.

- Regarding power lines and related infrastructure, this issue lacks credibility given that the current project site includes a major power line easement that was apparently able to be accommodated as part of the site plan and other project design elements. Also see for reference the Walmart on west Shaw Avenue – a well-known example of a project within the northwest Fresno area which has comparable physical and operational characteristics to the proposed project and was able to develop and operate on a site with power line easements and lattice structures present.

- Since the currently proposed project itself involves a general plan amendment and rezone, dismissing other sites for lack of compatible land use designations appears to be an inconsistent and unreasonable approach for feasibility screening. Additionally in specific regard to the site north of Veterans and west of Riverside, discussion in Comment 1 of this response letter (which explains how the project would be consistent with this area's current Light Industrial designation and zoning) contradicts Draft EIR's statement in the Alternatives section that the site at northwest corner of Veterans and Riverside would require a GPA and rezone. Further, if it is in fact the case that the proposed project would be allowed under the existing land use/zoning designation at that site, developing there would actually require a lesser degree of change to the existing land use planning framework than would be required for the project as currently proposed (which requires a GPA and rezone).

I103-8 cont.

- Regarding the SB 330-related remarks in the Draft EIR, the description of the SB 330 requirements appears to be generally accurate but missing additional information or context. The summary of requirements appears generally correct, More specifically, the description omits or downplays the fact that cities can and do rebalance housing unit allocations (and anecdotally, I would describe the City of Fresno as a jurisdiction that readily plays or at least facilitates SB 330 musical chairs). The more important point is that housing unit rebalancing is not any more substantial of a regulatory hurdle than what is already entailed for the GPA/rezone associated with the project as currently proposed. Further, the current project site location could be redesignated for residential use in order to restore or rebalance planned housing unit capacity, or the vacant leftover parcel to the east of the currently proposed site that is already designated as residential could be upzoned for additional housing unit capacity.

- Regarding site ownership and acquisition issues, the situation is not one that any such issues should have precluded analysis for reasons of feasibility. See first 15126.6 which stipulates that significant-impact-avoiding alternatives shall not be screened out merely for being costly. Next, all of the sites consisted of a parcel (or a grouping of parcels) of sufficient size for the project that were to the best of my understanding under common ownership. At the time I submitted my comment letter, two of the proposed alternative sites (the ones on either side of Veterans) were actively for sale. Currently, these sites are physically vacant and

to the best of my understanding do not have any approved entitlements (note: "concept plans" and pre-application review without more are just that – conceptual). Also important to note is the fact that the EIR gave serious consideration to a mixed-use alternative. (Note: By "serious" I am referring to the fact that it was analyzed in greater detail and was included in the summary matrix of alternatives.) The capital outlay and other regulatory complexities which would be required for such a project likely exceeds the costs and efforts associated with acquiring and developing the proposed project on one of the specifically-identified alternative sites. In summary,

Lastly, the inclusion of at least one different project site location as part of the EIR's alternative analysis is necessary to foster informed decision making and meaningful public participation on the project. In a corresponding sense, *not* including such an alternative undermines informed decision making and meaningful public participation to an unreasonable level.

CEQA case law illustrating the principle mentioned above includes the holding of *We Advocate Through Environmental Review, et al. v. County of Siskiyou* (a.k.a. the *"Crystal Geyser"* case). In that case, the court ruled against certification of an EIR and required recirculation in part because the objectives of the project under consideration were so overly narrow as to make the outcome of the EIR analysis (particularly for whether or not feasible alternatives could be identified) a mere formality.

I103-8 cont.

The project objectives here are not expressly written so narrowly as in the *Crystal Geyser* case, the approach to consideration of alternative locations that was utilized in the Draft EIR was so arbitrary that it resulted the same end-effect as in a situation like *Crystal Geyser* where the outcome was a mere formality.

To its credit, later content in the Draft EIR's Alternatives section includes a more detailed analysis and seems to otherwise allow for meaningful comparison among a range of alternatives. However, in order to foster informed decision making and meaningful public participation for this specific project situation, that comparative process demands inclusion of an alternative location. Therefore, the Draft EIR should be updated with sufficient information evaluating at least one of the proposed alternative site locations.

Letter I103 Daniel Brannick

August 31, 2023

Response I103-1

The comment expresses opposition to the location for the proposed project and provides introductory remarks summarizing the content of the letter, which are responded to in Responses I130-2 through I130-8, below. The comment expresses a desire to identify an alternative project site that would avoid "significant costs" while substantially fulfilling the stated project objectives. No details about the perceived costs or alternatives are provided.

Response I103-2

The comment raises several questions related to the inclusion of the MDO component of the project on a site that is proposed for redesignation as General Commercial through a General Plan amendment and rezone. The proposed land use and zoning designations were determined as the most appropriate for the application by City staff; a Director's determination was not made. The purpose of the CG zoning designation is stated in the Fresno Development Code (Section 15-1202) as follows:

> The CG district is intended to accommodate a range of retail and service uses that are not appropriate in other areas because of higher volumes of vehicle traffic and potential impacts on other uses. Examples of allowable uses include: building materials, storage facilities with active storefronts, equipment rental, wholesale businesses, and specialized retail not normally found in shopping centers.

Permitted uses within the CG district include General Retail and Large Format Retail. Costco is a Large Format Retail use, defined to mean:

> Retail establishments (over 80,000 square feet of sales area) that sell merchandise and bulk goods for individual consumption, including membership warehouse clubs.

Therefore, the Costco retail warehouse is permissible as the primary use on the site.

The comment expresses an opinion that the MDO may not meet the definition of an accessory use. Fresno Development Code section 15-2703 defines "accessory uses" as follows:

> An accessory use shall be incidental, related, appropriate, and clearly subordinate to the principal use or building to which it relates; under the same regulations applied to the principal use in any zoning district; and where the accessory use does not alter the principal use.

The MDO element of the building would facilitate efficient delivery of big and bulky items, including furniture, major appliances, patio furniture, televisions, fitness equipment, mattresses, and grills. The MDO activities are subordinate to the typical Costco layout and experience and would not alter the principal commercial use (Holliday, pers. comm., 2023). For this reason, the City determined that the MDO falls within the accessory use classification and an "employment" designation was not pursued. As an accessory use to the retail warehouse, the MDO is allowable in the General Commercial designation.

By way of background, Costco purchased Innovel Solutions in 2020 to bring in-house the last-mile logistics capability for delivering such items to members, complete with "white glove" installation of appliances. Innovel's assets included numerous free-standing MDOs. Costco plans to integrate this business model to reflect members' evolving shopping patterns and demands. The proposed project would be one of 17 new, integrated MDO locations planned by the end of 2024. Costco already has eight existing warehouses that include MDOs: Ankeny, Iowa; Tulsa, Oklahoma; Gypsum, Colorado; Warrenton, Oregon; Ridgeland, Mississippi; Springfield, Missouri; Duluth, Minnesota; and Billings, Montana. Nearly all of these sites are zoned within some type of commercial district and have a related commercial designation in that state's version of a general plan (Holliday, pers. comm., 2023).

Costco describes the MDO component of the building as integral to Costco's move to an omnichannel retail experience, where members can better interact with Costco to shop, buy, and return goods through multiple locations or platforms (Holliday, pers. comm., 2023). Whether members purchase items online or in the warehouse,

large goods can be delivered to them from the MDO space. The MDO space functions much like the storage/warehousing element of a typical home improvement or furniture store, allowing these types of activities:

- Costco can pull in-stock items from the MDO and display them on the sales floor in a vignette to allow members in-person visibility to online inventory. For example, displaying a sofa sectional that is only available for purchase online allows members to see/touch/sit in the item before they make their purchase.
- Members can view and then purchase "big and bulky" items from the sales floor and have them delivered out of the MDO space.
- Members who purchase items online that are in-stock at the MDO can receive delivery in as soon as two days, much quicker than if items were stored in a large regional distribution center.
- Member home delivery issues can be handled in-person at the MDO within the building rather than directing members to a national call center for resolution.

Furthermore, the MDO is physically and functionally unified with the other activities within the Costco structure, providing operational efficiencies, such as:

- Employee continuity: Employees are shared among the building activities when needed (e.g., to cover sick calls and vacations and to assist during periods of unexpected high volume). There are cross-training opportunities for employees within the different focus areas within the Costco building. Having Costco's various activities within the building facilitates daily opening and closing management coverage.
- Building synergy: All elements reside within one contiguous building that shares lighting, HVAC, security and utility systems, as well as employee facilities like restrooms, breakrooms, quiet rooms, and meeting rooms.
- Operational efficiencies: Equipment is shared throughout the entire warehouse building, including forklifts, compactors, cardboard balers, time clocks, and more.
- Transportation efficiencies: There is a shared receiving area to serve the sales floor and the MDO. Mixed load transportation/distribution allows Costco to combine in a single trailer merchandise destined for the sales floor or the MDO to deliver full trailers to the location, reducing the need to distribute "less-than-load" shipments. Not only does this make for a more efficient commercial operation, but it also minimizes truck miles and emissions.

After careful review and consideration, City staff reaffirms the determination that the General Commercial designation is appropriate application of the Development Code. The operation of the entire facility, including the MDO component, is fully and accurately described in the Draft EIR, providing the public with an opportunity to understand and provide meaningful comment on the proposal. No revisions to the Draft EIR are necessary in response to this comment.

Response I103-3

The comment states that there is not adequate information provided in the Draft EIR "to fully ascertain the project's potential lighting- and glare-related impacts." The comment acknowledges the analysis based upon the City's lighting regulations and modeled light trespass as reference points in evaluating and measuring effects on existing residents but suggests that additional information should be presented to more comprehensively evaluate the proposed change from existing conditions. As explained below, the analysis in the Draft EIR meets the standards for adequacy and enables a decision on the project that accounts for environmental consequences.

The comment indicates that more specific information about the type of lighting equipment is necessary to inform public review and allow a comparison to "normal" lighting. As noted in the comment Chapter 2, "Project Description," (page 2-10) of the Draft EIR, provides the following explanation of the lighting plan, which includes information about illumination intensity, light standard size compared to fixtures typically permitted in commercial districts, and restrictions within the PG&E easement.

> The project applicant has applied for a PD Permit to request deviations from Section 15-2015 of the Municipal Code, which specifies that lighting fixtures in commercial districts have a maximum height of 25 feet. Costco aims to achieve 2.5 foot-candles of light throughout the parking area to maximize safety within

> the parking lot. This level of lighting is intended to provide security and safety for drivers and pedestrians navigating the parking lot at night. The project would include light fixtures with a maximum height of approximately 36.5 feet instead of the allowed 25-foot-tall fixtures to reduce the number of lights needed to achieve the desired light levels within the parking field. The proposed 36.5-foot-tall light poles also allow a more diffuse distribution of light, reducing the difference in light levels in the areas between poles. The taller lighting also ensures that the area beneath the PG&E easement that runs directly through the parking field has adequate lighting. (No structures, including light poles, are allowed within this overhead easement.) Off-site glare and light spillover from parking lot light fixtures would be minimized by using less powerful lights on fixtures at the edge of the property.

The analysis in Section 3.1, "Aesthetics," provides a similar summary of these proposed conditions. The impact analysis in this section evaluates the potential for the project to create a new source of substantial light or glare that would adversely affect nighttime views of the area. The threshold is appropriately based on the sample questions provided in Appendix G to the State CEQA Guidelines and is informed by the City's standards for light and glare. The Draft EIR (page 3.1-2) summarizes the various elements of the Fresno Municipal Code related to lighting. These standards prevent illumination spillover or glare onto adjoining properties and prohibit interference with normal operation of adjacent property. As explained in the analysis of Impact 3.1-2 (Draft EIR page 3.1-9), the applicant would be required to demonstrate that all fixtures would be downcast and would not exceed the 0.5-foot-candle standard established in Section 15-2420 of the Fresno Municipal Code and the Bullard Community Plan for light spillover onto adjacent residential areas.

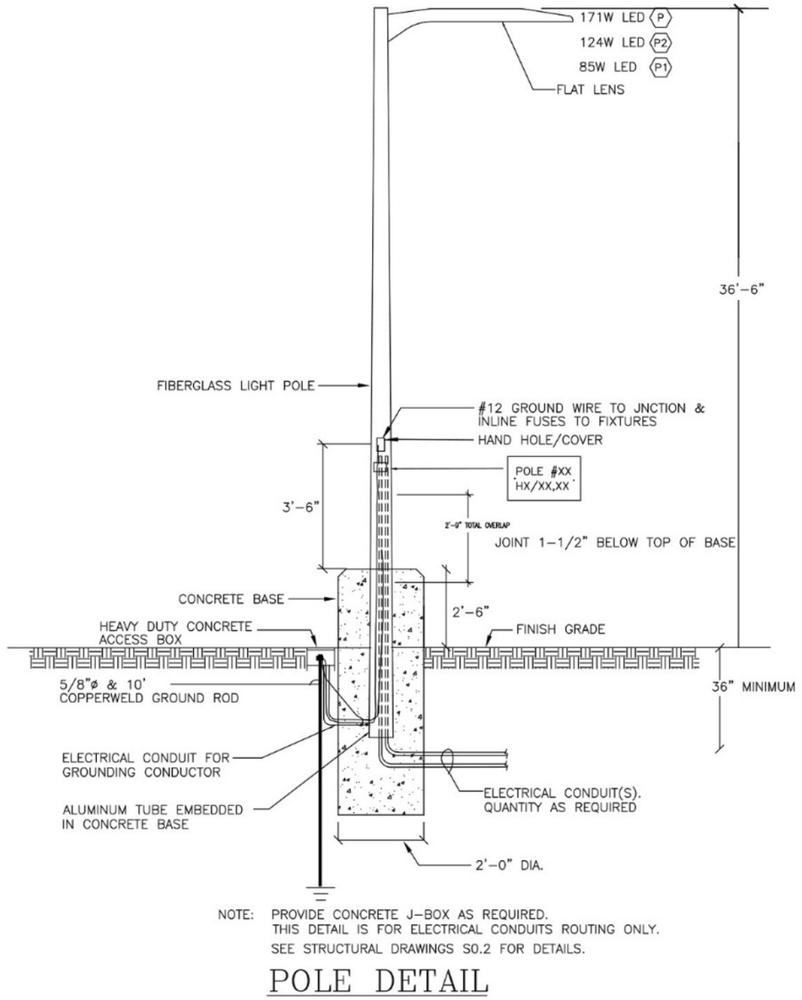
The comment does not provide evidence to support the claim that the Draft EIR does not provide adequate information or analysis of potential impacts. The analysis in the Draft EIR meets the standards for adequacy and enables a decision on the project that accounts for environmental consequences. There is no obligation for the City to perform exhaustive evaluation where the standard approach to analysis is determined sufficient and appropriate.

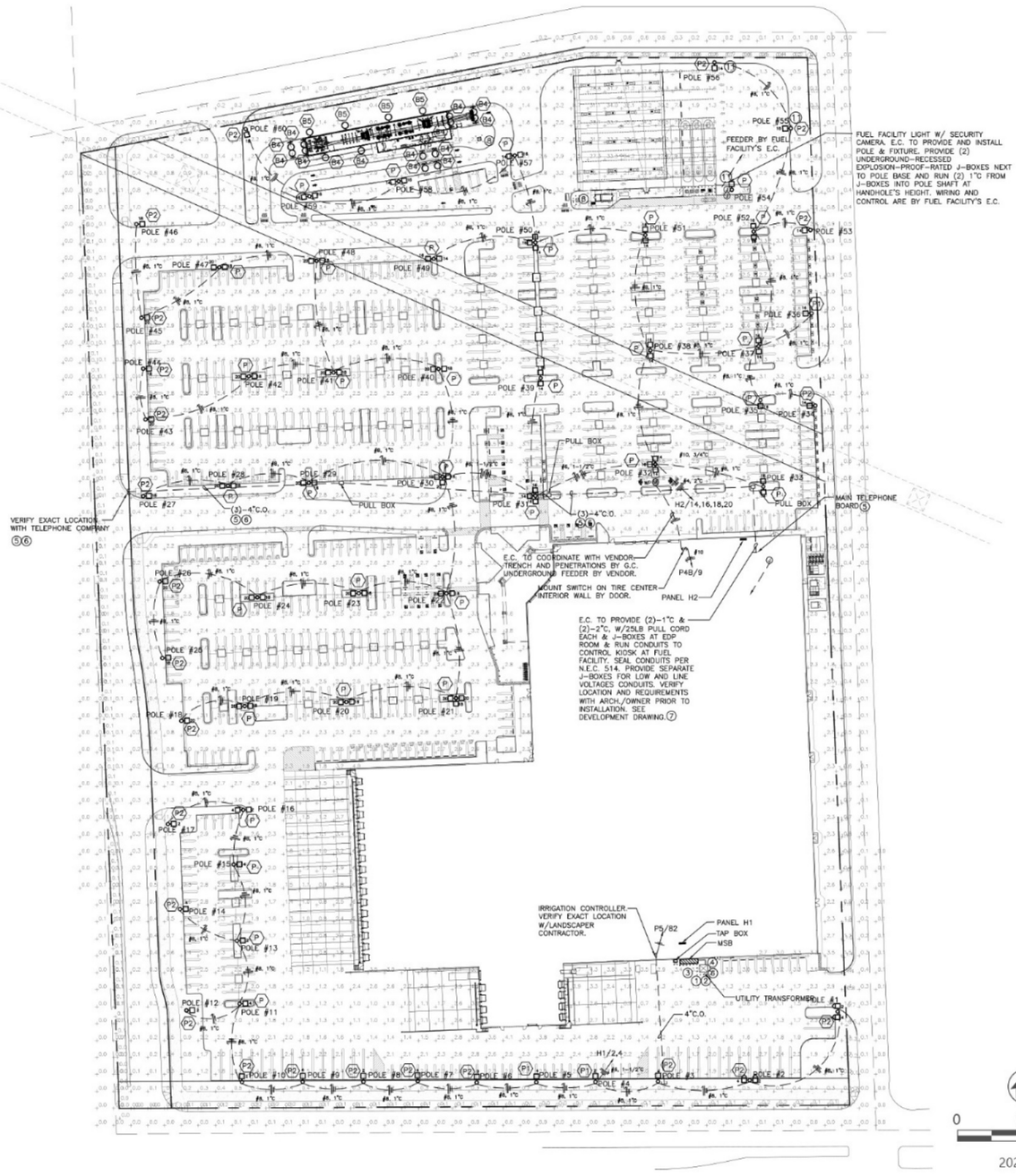
Further, although the comment states that projects with "substantial lighting components," such as athletic fields, often conduct separate technical analyses to model light impacts, it also concedes that the "Costco project likely does not entail as intense lighting impacts as a high school football stadium." Nonetheless, the applicant has prepared Figure 2-1, below, which provides the detailed site lighting plan, including pole detail, requested in the comment. Figure 2-1 demonstrates that no lighting spillover is anticipated onto adjacent residential areas and supports the analysis and conclusions in the Draft EIR. The grid of light intensity indicates light levels below the 0.5 foot-candle threshold on adjacent roadways.

The comment also indicates that the effect of lighting on wildlife should be evaluated in the Draft EIR. As evidence, a link to an article about the effects of light pollution on migratory birds is provided. Specifically, the article suggests turning off exterior lights during peak migration season. As explained in the Draft EIR (see Section 3.1, "Aesthetics"), the proposed lighting is required for safety and cannot be turned off. Where lights must remain on, limiting light pollution minimizes the potential for effects on migratory birds. The proposed exterior lights would be compliant with established Fresno Municipal Code requirements related to shielding and minimizing the illumination of the surrounding landscape. As indicated in the Draft EIR "[s]hielding requirements in Section 15-2015 of the Fresno Municipal Code would also prohibit light pollution associated with upcast light…" (see page 3.1-9).

Furthermore, Section 3.5, "Biological Resources," includes information about the presence of migratory birds on and around the project site. As explained on page 3.5-12 of the Draft EIR:

> According to the California Essential Habitat Connectivity Project, the project site is not located within a Natural Landscape Block or Essential Habitat Connectivity area (Spencer et al. 2010). Project development would not interfere substantially with the movement of any native resident or migratory wildlife species because the project site does not currently provide an important connection between any areas of natural habitat that would otherwise be isolated. While wildlife may use the project site for nesting and roosting or may pass through the site occasionally, it is unlikely that the project site functions as a significant wildlife movement corridor or wildlife nursery site due to the lack of high-quality natural habitat and extensive residential and commercial development surrounding the site.





Source: Image produced and provided by TE Inc, 2022, adapted by Ascent in 2023.

Figure 2-1 Photometric Plan

Response I103-4

The comment raises issues associated with biological resources. The first issue raised relates to the proximity of the project site to the San Joaquin River. The comment suggests that the Draft EIR leaves the impression that the analysis focuses primarily on the project site, and not the river. As stated in the Draft EIR (page 3.5-2) the project site is located 0.35 mile from the south of the San Joaquin River. The golf course is located between the project site and the river; moreover, a paved parking lot and several structures associated with the golf course intervene between the river and the project site. There is existing fencing between the golf course and the project site. The project site is surrounded by existing development and the golf course. There is no riparian habitat or other habitat associated with the river on or near the project site. The project site does not provide an important wildlife movement corridor. As stated in the Draft EIR (page 3.5-12), according to the California Essential Habitat Connectivity Project, the project site is not located within a Natural Landscape Block or Essential Habitat Connectivity area. Project development would not interfere substantially with the movement of any native resident or migratory wildlife species because the project site does not currently provide an important connection between any areas of natural habitat that would otherwise be isolated. While wildlife may use the project site for nesting and roosting or may pass through the site occasionally, it is unlikely that the project site functions as a significant wildlife movement corridor or wildlife nursery site due to the lack of high-quality natural habitat and extensive residential and commercial development surrounding the site. Note also that CDFW has reviewed the Draft EIR and indicated concurrence with the results of the biological resources analysis. See Comment A1-2.

The comment expresses concern about the cumulative effects of development in proximity to the San Joaquin River. It is important to note that this project site was designated in the City's General Plan for commercial development. The cumulative effects of implementing the General Plan land use diagram, including urban designations near the San Joaquin River, were previously evaluated for development in the City's Geneal Plan Program EIR (City of Fresno 2020). Consistent with the conclusions of the Draft EIR prepared for the proposed project, the City's General Plan Program EIR, which evaluated implementation of planned development in this area, concludes that impacts associated with interference of wildlife movement are less than significant. (See Impact BIO-4 of the City's General Plan Draft Program EIR.) In addition, the Draft EIR includes an analysis of cumulative effects to biological resources based on known and reasonably foreseeable development in the project area. Impact 4-5 (Draft EIR pages 4-9 and 4-10) concludes that the project would not result in a considerable contribution to any significant cumulative impact related to biological resources.

The comment also raises the question whether the surveys or sections were prepared by a qualified biologist. Although Draft EIR Chapter 7, "Report Preparers," identifies the Biologist and Senior Biologist that contributed to preparation of the Draft EIR, the commenter is correct that Section 3.5, "Biological Resources," does not specify who prepared the section and who conducted the survey. Therefore, to provide clarity, text revisions are made to Section 3.5 of the Draft EIR.

Page 3.5-1, the first paragraph is revised as follows:

> This section was prepared by an Ascent biologist and addresses biological resources known or with potential to occur on or near the project site and describes potential effects of implementation of the project on those resources.

Page 3.5-2, the fourth paragraph is revised as follows:

> An Ascent biologist conducted reconnaissance-level surveys of the project site on November 1, 2021 and June 20, 2022. The project site consists of an undeveloped parcel in the northwestern portion of the city of Fresno, approximately 0.35 mile south of the San Joaquin River. The site is surrounded by the Riverside Golf Course to the north; residential development to the west; industrial and residential development to the east; and West Herndon Avenue, commercial development, some undeveloped parcels, and the Rio Vista Middle School to the south. There is a large transmission tower in the northwest corner of the project site. No raptor nests were observed on this tower; however, several owl pellets (likely attributed to a barn owl [*Tyto alba*] or great horned owl [*Bubo virginianus*]) and California ground squirrel (*Otospermophilus beecheyi*) bones were observed under

> the tower during the reconnaissance-level survey on November 1, 2021, indicating that owls and likely other raptors use the tower as a roost site. California ground squirrel burrows are present throughout the project site and several squirrels were observed during the reconnaissance-level surveys on November 1, 2021, and June 20, 2022. There is a mound of soil directly adjacent to the northern boundary of the project site with many California ground squirrel burrows.

The commenter raises potential impacts of the proposed golf course netting on biological resources and generally references other CEQA documents prepared for projects requiring "similar netting." According to information prepared by Tanner Consulting Group, which specializes in golf course design, golf barrier netting is a woven poly material that is installed tautly, making it safe for birds to land on and making it difficult for birds to become trapped. Tanner Consulting Group has surveyed and monitored numerous golf course and driving range locations, including netting installed at the San Jose State University Men's and Woman's Golf Training Center, and reported no evidence of bird entrapment or death (see Appendix B). Importantly, the golf course already includes nets on a large stretch of its property along Riverside Drive. The City, which operates Riverside Golf Course, has not had any issues with bird or bat entanglement in the existing golf course nets along North Riverside Avenue (Berry, pers. comm., 2023). Based on experience with existing nets at this location and the testimony of industry experts with experience in other locations, the City does not anticipate significant impacts to migratory birds from the proposed netting along the Spruce Avenue extension.

Response I103-5

The comment includes a summary and discussion of background related to GHG and CEQA and suggests that the Draft EIR approach to assessing consistency with the City of Fresno Greenhouse Gas Reduction Plan (GHGRP) is flawed. The comment reaches two main points, which are 1) there are other GHG plans, policies, and regulations that the GHGRP may not address and 2) language in the Draft EIR suggests there is a conflict and/or inconsistency in the approach to assessing GHG.

Regarding the scope of the plans evaluated in the Draft EIR, the approach to evaluate the consistency with the GHGRP is reasonable and substantiated. The GHGRP is considered a "Qualified Plan," according to CEQA Guidelines Section 15183.5(b), and is the latest qualified plan available by the City of Fresno. Thus, it is appropriate for the City to assess whether the project complies with the requirements in the GHGRP as the measure of GHG impacts. In certain circumstances, consistency with a qualified GHG reduction plan can be used as a basis for dismissal of a project from detailed GHG emissions modeling and evaluation pursuant to CEQA Guidelines Section 15183.5. However, to do so a project must be consistent with the land use designations in the City's adopted General Plan (which are the basis for the emissions forecasts in the GHGRP). Because the project involves a General Plan amendment, the Draft EIR conservatively assumes that GHG emissions from the project could be greater with the General Plan amendment as compared to the land use designation currently adopted in the General Plan. As such, the GHGRP consistency checklist was not used in the analysis and the EIR does not streamline the evaluation of GHG emissions per Section 15183.5 of the State CEQA Guidelines.

Instead of employing the GHGRP checklist, a detailed evaluation of GHG impacts, including emissions modeling, was conducted to determine whether the project would comply with the reduction goals of the GHGRP. This modeling applies the same modeling approach as used in the GHGRP to quantifiably demonstrate that the project's design features and resulting emissions reductions would be sufficient to meet or exceed the GHGRP's reduction targets. Given the technical work and data that underlies the GHGRP, the City's decision to use this Fresno-specific threshold is supported by substantial evidence. Further, due to this demonstrated consistency, the EIR evaluation can tier from the existing programmatic review of the GHGRP's consistency with other State and local plans and regulations.

In addition, the Draft EIR includes a consistency evaluation of the 2022 Scoping Plan Update and Fresno Council of Governments (COG) 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in Appendix F of the Draft EIR. Specifically, page 42 of Appendix F includes the following discussion of consistency with statewide emissions reduction targets:

> The Project will be consistent with the state's GHG reduction goals as discussed in the 2022 CARB Scoping Plan. The Project will serve the needs of consumers in California and provide an effective and efficient means

> to shop at the warehouse, fill up a gasoline vehicle, and get a car wash all in the same location. The Project's emissions sources are regulated (and are foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives and the Project will continue to meet those regulations to continually improve and reduce GHG emissions. Costco has a focus on sustainability, with specific measures being implemented to manage energy use across its warehouses. Costco's warehouse designs are consistent with the requirements of Leadership in Energy and Environmental Design (LEED), an internationally accepted benchmark for green building design and construction. Costco continues to improve the design and construction of its buildings, as technological advancements in these areas and building materials improve. Improved engineering and design has resulted in the use of less materials, such as columns and I-beams, while providing more strength. Costco prefers full metal buildings in order to use the maximum amount of recycled material.

Similarly, the project would be consistent with the GHG reduction goals established in the RTP/SCS (Appendix F, page 43). The analysis concludes (Appendix F, page 45):

> While the Project would represent an increase in GHG emissions when compared to the existing conditions on the vacant site, the Project would not conflict with the Fresno COG's RTP/SCS or statewide emission reduction targets in the 2022 CARB Scoping Plan Update.

As support for this conclusion, Tables C-1 and C-2 from Appendix F of the Draft EIR and provided below for reference, include detailed matrices of plan consistency.

Table C-1. Consistency with 2022 CARB Scoping Plan Update
Costco Commercial Center
Fresno, California

Priority Areas	Priority GHG Reduction Strategies	Consistency
Transportation Electrification	Convert local government fleets to ZEVs and provide EV charging at public sites	**Consistent.** Although this goal is not applicable to an individual commercial development project, the Project includes an EV parking requirement and includes 45 installed EV spaces.
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans)	
VMT Reduction	Reduce or eliminate minimum parking standards	**Consistent.** Although this goal is not applicable to an individual commercial development project, the Project is implementing neighborhood design improvements such as pedestrian network improvements and constructing bikeway facilities as part of the project. The Project also includes a redesignation from Expressway Area to Superarterial, which allows for multiple modes of travel traffic, including pedestrian and bikes. This could lead to further development of these types of non-vehicular facilities, including bike lanes and sidewalks, which are not currently allowed under the Expressway Area designation. In addition, the Project plans to encourage employee commute trip reduction through a variety of strategies. The project will provide carpool incentives, partner with local agencies to provide vanpool services, subsidize transit passes and provide bicycle storage and locker rooms for employees who bike to work. This will reduce the employee VMT and provide incentives for employees to commute to work alternative ways.
	Implement Complete Streets policies and investments, consistent with general plan circulation element requirements	
	Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.	
	Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking	
	Implement parking pricing or transportation demand management pricing strategies	
	Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)	
	Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements)	
Building Decarbonization	Adopt all-electric new construction reach codes for residential and commercial uses	**Consistent.** Although this goal is not applicable to an individual commercial development project, the Project plans to use PG&E's Solar Choice program, which provides 100% solar energy to customers. In addition, to the extent applicable to the Project, the Project would meet the CalGreen Building Standards Code in effect at the time of building permit application, which would include a number of energy saving requirements.
	Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)	
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances	
	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing)	
	Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings)	

Abbreviations:
CalGreen - California Green Building Standards Code
CARB - California Air Resources Board
EV - electric vehicle
GHG - greenhouse gas
PG&E - Pacific Gas & Electric
VMT - vehicle miles traveled
ZEV - zero emission vehicle

Table C-2. Consistency with Fresno Regional Transportation Plan/Sustainable Communities Strategy
Costco Commercial Center
Fresno, California

#	Goal	Policy	Consistency Analysis
1	Improved mobility and accessibility for all	Encourage and prioritize full, fair, and equitable participation by all affected communities in transportation decision-making and planning processes.	**Consistent.** Although this goal is not applicable to an individual commercial development project, it is envisioned that Project's location will provide convenient access for nearby residences for additional retail shopping experiences. In addition, the project is implementing neighborhood design improvements such as pedestrian network improvements and constructing bikeway facilities as part of the project, and will be located in close proximity to transit stops (e.g., NW Herndon-Hayes transit stop).
		Actively work to ensure equitable distribution of the benefits and burdens of transportation projects.	
		Promote the improvement and expansion of accessible transportation options to serve the needs of all residents, especially those who have historically faced disproportionate transportation burdens.	
2	Vibrant communities that are accessible by sustainable transportation options	Encourage alternatives to single-occupancy vehicles that reduce vehicle miles traveled (VMT) and greenhouse gas emissions.	**Consistent.** Although this goal is not applicable to an individual commercial development project, the Project includes a redesignation from Expressway Area to Superarterial, which allows for multiple modes of travel traffic, including pedestrian and bikes. This could lead to further development of these types of non-vehicular facilities, including bike lanes and sidewalks, which are not currently allowed under the Expressway Area designation. In addition, the project is implementing neighborhood design improvements such as pedestrian network improvements and constructing bikeway facilities as part of the project. The Project will be located nearby transit facilities such as the NW Herndon-Hayes transit stop, thus allowing for alternatives to single-occupancy vehicle visits to the Project that would support efforts to improve air quality and minimize pollutants from transportation.
		Support investment in and promotion of active transportation and transit to improve public health and mobility, especially in historically underinvested areas.	
		Encourage sustainable development that focuses growth near activity centers and mobility options that achieve greater location efficiency.	
		Support local jurisdictions' efforts to minimize the loss of farmland, environmentally sensitive areas, and natural resources	
		Support local jurisdictions' efforts to facilitate the development of diverse housing choices for all income groups.	
		Facilitate and promote interagency coordination and consistency across planning efforts.	
		Incentivize and support efforts to improve air quality and minimize pollutants from transportation.	
3	A safe, well-maintained, efficient, and climate-resilient multimodal transportation network	Prioritize investment in and promote multimodal safety measures to reduce traffic fatalities and incidents in the region.	**Consistent.** Per the Transportation Impact Analysis, the Project would be consistent with the applicable plans, policies, and programs and would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Project plans to encourage commute trip reduction through a variety of strategies. The Project will provide carpool incentives, partner with local agencies to provide vanpool services, subsidize transit passes and provide bicycle storage and locker rooms for employees who bike to work. This will reduce the employee VMT and provide incentives for employees to commute to work alternative ways. The Project is implementing neighborhood design improvements such as pedestrian network improvements and constructing bikeway facilities as part of the project. In addition, the Project would be located nearby to transit stops and thus would allow for utilization of existing transit facilities to visit the Project.
		Promote enhanced Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies to reduce congestion and vehicle miles traveled.	
		Encourage improvements in travel connections across all modes to create an integrated, accessible, and seamless transportation network.	
		Maximize the cost-effectiveness of transportation improvements.	
		Encourage investments that increase the system's resilience to extreme weather events, natural disasters, and pandemics.	
		Preserve and maintain existing multimodal transportation assets in a state of good repair	
4	A transportation network that supports a sustainable and vibrant economy	Support local and regional economic development by leveraging planning and transportation funds that foster public and private investment.	**Consistent.** Although this goal is not applicable to an individual commercial development project, the Project will facilitate goods movement to the Fresno area and provide approximately 165 to 175 jobs.
		Facilitate efficient, reliable, resilient, and sustainable goods movement.	
5	A region embracing clean transportation, technology, and innovation	Support innovative mobility solutions that are accessible, affordable, reduce greenhouse gas emissions, and improve air quality.	**Consistent.** Although this goal is not applicable to an individual commercial development project, the Project would be located nearby to transit stops and thus would allow for utilization of existing transit facilities to visit the Project. In addition, the Project includes an EV parking requirement and includes 45 installed EV spaces.
		Support efforts to expand broadband access throughout the region.	**Not Applicable.**

Abbreviations:
EV - electric vehicle
NW - northwest
TDM - Transportation Demand Management
TSM - Transportation Systems Management
VMT - vehicle miles traveled

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Ramboll

Thus, the concern expressed in the comment that these other plans are not addressed is unfounded. The GHG section also includes discussion of the current long-term goals of the state. The Draft EIR discusses statewide GHG emission targets, the CARB 2022 Scoping Plan, transportation-related standards and regulations in California, legislation associated with electricity generation, California Building Energy Efficiency Standards, California Integrated Waste Management Act, and California's Climate Adaptation Strategy in Section 3.7.1.

Regarding the suggestion that the Draft EIR includes logically inconsistent and/or misleading explanations regarding the GHG and VMT analyses, there is a distinction between exceeding established VMT thresholds set by the City to implement Senate Bill (SB) 743 related to transportation and conflicting with GHG reduction programs derived from SB 375 and Fresno COG's RTP/SCS. As explained further below, Appendix F of the Draft EIR properly evaluates consistency with both the CARB Scoping Plan Update (and related VMT priorities) and the Fresno COG RTP/SCS.

The evaluation of VMT in Section 3.13, "Transportation and Circulation," is based upon the City's adopted VMT threshold, which was developed to meet the State requirements set by SB 743 and address CEQA Guidelines Section 15064.3. As explained in the "Methodology," subsection (page 3.13-9), using this threshold, any net increase in total VMT would indicate a significant impact. Therefore, the transportation analysis appropriately evaluates the VMT per the City's VMT guidelines and thresholds of significance.

The GHG analysis assesses how the project is consistent with the Fresno COG RTP/SCS because this plan includes aspects that are focused on addressing GHG and climate change. As discussed above, however, the VMT analysis is not a specific criterion to this consistency analysis. The Draft EIR addresses consistency with the RTP/SCS in Table C-2 (Appendix F of Draft EIR) and finds that the project will be consistent with the overall goals of the RTP/SCS, and would not impede the implementation of the RTP/SCS. More specifically, the comment claims the Draft EIR includes a double standard in assessing consistency of the Fresno COG RTP/SCS and 2022 Scoping Plan Update. This is not accurate, as the Draft EIR fully and consistently addresses impacts and benefits within the transportation and GHG sections. What the comment claims as a double standard is a conflation of a transportation impact with GHG emissions that are inconsistent with state and local planning.

While there is a well-understood relationship between VMT and generation of GHG emissions, and generation of certain levels of VMT is used in some jurisdictions as a trigger for a detailed GHG analysis, it is not uncommon for projects that have a significant VMT impact to not exceed established GHG emissions thresholds through the application of project elements or other commitments that address sources of GHG emissions beyond VMT. In these circumstances, detailed GHG emissions modeling is conducted to forecast emissions and identify whether the total emissions would exceed GHG thresholds adopted to align with state and regional GHG reduction targets. In some cases, as with the proposed project, this detailed modeling demonstrates compliance with adopted GHG standards.

In summary, the environmental topics of VMT within a transportation analysis and of GHG emissions in a GHG section are two different things judged by two different thresholds of significance. If they were synonymous, they would not be separately evaluated. A significant VMT impact (based on local/regional travel patterns) does not equate to a significant GHG impact (based on a broader scale). The detailed modeling provided in Appendix F of the Draft EIR provides the appropriate connections between the VMT and the generation of GHG emissions. VMT as a metric does not account for vehicle characteristics, fuel type, emission standards, and fleet-level standards, all of which directly influence GHG emissions. For example, VMT generated by a gasoline vehicle is not equal to VMT by an electric vehicle because electric vehicles have zero tailpipe emissions. A similar argument can be made for hybrid vehicles and other near zero or zero emission vehicles (e.g., plug-in hybrid vehicles and fuel cell vehicles) in terms of GHG production. Thus, the GHG analysis incorporates evaluation of VMT in the GHG emissions inventory. This approach in the GHG section properly addresses the GHG emissions, not just the VMT, which is a metric to assess transportation issues as discussed above.

Similarly, the consistency analysis to the 2022 CARB Scoping Plan is an analysis specific to itself without a specific correlation to the result of the VMT analysis. As shown in the Draft EIR, the consistency with the 2022 CARB Scoping Plan assesses the project's consistency with three areas: Transportation Electrification, VMT Reduction, and Building Decarbonization. The project demonstrates consistency with these three areas through installation of 45 EV spaces, project mitigation measures and design features related to transportation, and commitment to using renewable solar

energy for the operational electricity required by the Project (see Appendix F of the Draft EIR). While the 2022 Scoping Plan notes that the State should establish guidance for regional and local agencies regarding administration of SB 743 mitigation banking/exchanges and how revenue is spent, it does not specifically note that projects must align with SB 743 in order to meet the State's emission reduction targets.

The Sierra Club v. County of Fresno case established that a reasonable effort should be made to explain the connection between exceeding a numerical threshold and effects on sensitive receptors or the environment. This relationship is not analogous to the relationship between VMT and GHG emissions. As explained above and in the Draft EIR, VMT is a component of GHG emissions modeling. The Draft EIR is compliant with the decision in the Sierra Club v. County of Fresno case.

Thus, the comment's suggestion to conflate the various criteria and issues together and insinuation of conflict between the analyses included in the Draft EIR is not correct, nor is it substantiated. For the reasons summarized above, the Draft EIR fully and adequately discloses the project's GHG impacts, including potential for policy and regulatory conflicts and inconsistencies. The Draft EIR fulfills the City's obligation under CEQA to disclose potential effects of the project and to provide the public with a meaningful opportunity to comment on the project's potential for substantial adverse environmental effects. There is no unidentified significant impact as suggested by the comment; therefore, the Draft EIR does not need to be recirculated for additional public review.

Response I103-6

The commenter indicates that requiring sound wall upgrades at existing residences may not be enforceable. Mitigation Measure 3.11-5 (Draft EIR page 3.11-29) states "sound wall construction would only be implemented if all of the property owners on the west side of North Riverside Drive between West Herndon Avenue and West Spruce Avenue collectively agree to the mitigation." As pointed out by the commenter, the sound wall upgrade is one of two options in the Draft EIR for mitigating the impact to a level that is below the threshold of significance. The other mitigation option reduces traffic noise via installation of rubberized pavement. The analysis explains that "the interior SENL [single-event noise level] at the sensitive receptor nearest to where the heavy vehicle activity could occur would be approximately 66.4 SENL. Thus, SENL's at the nearest noise-sensitive receptors would exceed 65 SENL" by 1.4 SENL. Either of the two mitigation options in Mitigation Measure 3.11-5 would result in greater reductions than required to achieve consistency with the City's noise threshold: rubberized hot-mix asphalt reduced by an average of 4 to 6 dB, while a barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB.

It is reasonably foreseeable that affected residents would be amenable to a sound wall upgrade, which requires very little ongoing maintenance; therefore, there is good reason to include this measure. However, if affected residents decline the sound wall upgrade, the rubberized asphalt is an effective and feasible (albeit likely more expensive in the long-term) alternative mitigation measure identified in the Draft EIR. It is not uncommon or otherwise prohibited in CEQA to include multiple mitigation options, including some options where feasibility cannot be guaranteed, as long as there are equally effective feasible alternative mitigation options identified.

The text of Mitigation Measure 3.11-5 clearly states that the "project proponent shall implement noise reduction measures to ensure that exterior noise levels at residential land uses near the west side of North Riverside Drive do not exceed the City's current noise standard of 65 dB L_{dn}/CNEL. This performance standard can be achieved using either of the following measures." The required noise reduction is, therefore, fully enforceable because the mitigation measure provides two paths to achieving the standard if one is determined to be infeasible. Nonetheless, the following language has been added to Mitigation Measure 3.11-5 to further clarify implementation.

> Mitigation Measure 3.11-5: Implement Traffic Noise Reduction Measures along North Riverside Drive
> The project proponent shall implement noise reduction measures to ensure that exterior noise levels at residential land uses near the west side of North Riverside Drive do not exceed the City's current noise standard of 65 dB L_{dn}/CNEL under existing-plus-project conditions. This measure is consistent with General Plan Policy NS-1-I, which recommends the use of design alterations to reduce noise impacts. This performance standard can be achieved using either of the following measures. Therefore, if one option is not implemented, the other would be required.~~:~~

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

Response I103-7

The comment summarizes the transportation impacts identified as significant and unavoidable in the draft EIR, and reiterates comments regarding the relationship between VMT and GHG emissions, which are addressed above in Response I130-5.

Regarding transportation safety impacts, the comment speculates that the impact could be more severe than disclosed in the Draft EIR due to the proximity of railroad tracks to the intersection North Golden State Boulevard and West Herndon Avenue and the "heightened risk on train-on-car collisions." Existing and proposed rail infrastructure was considered in the Transportation Impact Analysis (Draft EIR Appendix D). Additional traffic generated by the proposed Costco is anticipated to result in vehicle queues that extend from the intersection of North Golden State Boulevard and West Herndon Avenue to the east, past the intersection of West Herndon Avenue and Webber Avenue. The traffic modeling accounted for the railroad tracks and existing cross protection at the at-grade crossing of West Herndon Avenue. There is a space for approximately three cars between the North Golden State Boulevard and West Herndon Avenue intersection and the arm gates; as a result, traffic queues east of the arm gates in the current condition. The arm gates provide advanced warning and lower to restrict vehicular access when activated by an approaching train. The proposed Costco Commercial center would not include design features or incompatible uses that would increase the potential for motorists to queue within the arm gates for the railroad track such that a substantial increase in the potential for train-on-car collisions would occur. As explained in the Transportation Impact Analysis and summarized in the Draft EIR, the potential for increased safety hazards would occur east of the railroad tracks at the intersection of West Herndon Avenue and Weber Avenue. To address the potential for westbound traffic

to queue through the intersection, "DO NOT BLOCK" pavement markings would be added along the full width of Weber Avenue and signal phasing would be revised to optimize green-time allocation.

The comment suggests that an offsite alternative should have been evaluated for potential to reduce the identified queuing impacts. As discussed further in Response I130-8, the Draft EIR discusses three off-site alternatives. The offsite locations evaluated at North Riverside Drive and Veterans Boulevard and at Bullard Avenue and Veterans Boulevard would not have primary access from West Herndon Avenue. This may address the queuing impacts at the intersection North Golden State Boulevard and West Herndon Avenue identified in the Draft EIR. However, these locations would also be proximate to the existing rail line, and queuing impacts could occur in the alternative locations.

The comment suggests that West Herndon Avenue would be the primary roadway used to access the proposed Costco site, assumed to be preferred over Veterans Boulevard due to distance. The Transportation Impact Analysis also reflects this assumption (see Appendix D to the Draft EIR).

Finally, the comment suggests consideration of a mitigation measure that would condition operation of the proposed Costco on completion of the grade-separated rail crossing of West Herndon Avenue between North Golden State Boulevard and North Webber Avenue, which the comment suggests may improve circulation and reduce the queuing concerns identified in the Draft EIR. As acknowledged in the comment, this work is being completed by the California High Speed Rail Authority; the City and applicant have no control over the timing or outcome. This is not feasible mitigation for the City to impose because it would introduce unreasonable uncertainty given that the City has no jurisdiction over the implementation of the rail crossing and cannot ensure that it is completed in a timely fashion (or completed at all). Further, there is no clear evidence that the rail crossing improvements would improve the roadway operations impacts identified in the Draft EIR.

Response I103-8

The comment raises issues with the Draft EIR's alternatives analysis, specifically related to the evaluation of off-site alternatives. The Draft EIR includes a discussion of off-site alternatives, including those identified in a previous correspondence submitted by the commenter, starting on page 6-4. The Draft EIR examines three potential off-site alternative locations for the project: Southeast Corner of West Herndon Avenue and Hayes Avenue; Area West of North Riverside Drive and North of Veterans Boulevard; and Area West of Bullard Avenue and South of Veterans Boulevard. The Draft EIR concludes (page 6-4) that, due primarily to potential infeasibility and because they would not clearly address the project's significant environmental effects, none of these off-site alternative locations are carried forward into the full evaluation of project alternatives.

The commenter suggests that dismissal of these off-site alternatives was "improper" because it "precluded the opportunity to meaningfully contextualize at least one of the significant and unavoidable impacts (transportation safety hazards from queuing) and illustrate the ability and feasibility of reducing or avoiding significant and unavoidable impacts associated with the project." The commenter then provides several selections from the CEQA Guidelines with various phrases underlined for emphasis. However, nearly all of the commenter's arguments are contingent on the assumption that the off-site alternatives are appropriate for inclusion in the detailed alternatives evaluation. As mentioned above, the Draft EIR includes substantial evidence that these off-site alternatives are infeasible. CEQA requires project alternatives to be feasible. CEQA defines "feasible" in California Public Resources Code (PRC) Section 210610.1: "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors. Once an alternative is determined to be infeasible, it is not required to be evaluated in the EIR, and all other arguments for why it should be included become moot. Several examples where CEQA requires alternatives to be feasible are provided below (with underlines added for emphasis):

- PRC Section 21002. The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or

feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

- **PRC Section 21003.** The Legislature further finds and declares that it is the policy of the state that: (c) Environmental impact reports omit unnecessary descriptions of projects and emphasize feasible mitigation measures and feasible alternatives to projects.
- **California Code of Regulations (CCR) Section 15126.6(a).** Alternatives to the Proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.
- **CCR Section 15126.6(c).** Selection of a range of reasonable alternatives. The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are:(i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

The commenter disputes the Draft EIR's infeasibility conclusions, suggesting that an off-site alternative should be "considered feasible enough" to be included in the detailed alternatives evaluation, rather than being rejected. "Feasible enough" is not a concept in CEQA—alternatives are considered either "potentially feasible" or "infeasible." The commenter refutes several reasons for infeasibility identified in the Draft EIR, including site access issues, physical obstacles such as power lines, incompatible general plan designations and zoning, State restrictions on downzoning residentially designated property, as well as site ownership and acquisition issues. The commenter minimizes these issues by suggesting, in many cases, that the proposed project site shares similar constraints; however, the comparison with the project site is not thorough enough to draw the conclusions reached by the commenter. For example, the commenter equates the power line constraints associated with the site located at the southeast corner of West Herdon Avenue and Hayes Avenue with the power line constraints at the proposed project site. The constraints posed by the power lines at these two sites are not equivalent. Whereas the power lines at the proposed project site pass through a small section of the northeast corner of the rectangular site leaving the vast majority of the site unconstrained, the power lines at the alternative site completely bisect the oblong, triangular site, creating significant constraints for placement of large buildings and other tall structures, such as light standards. Another example is the commenter's suggestion that the City could avoid violating SB 330 by "rebalancing housing unit allocations," suggesting that the City of Freno already "facilitates SB 330 musical chairs," and that this process would be similar to the proposed General Plan amendment and Rezone. This is far oversimplified. In order to "rebalance" the housing allocations, the City would need to rezone other properties, which would involve other property owners and stakeholders and potential unknown environmental impacts associated with changes in allowed use and/or intensity. Such a proposal for a single private development would be highly unusual. Finally, the commenter cites CEQA Guidelines Section 15126.6 and suggests that cost and lack of ownership should not be reasons to dismiss alternatives; however, Section 15126.6(f)(1) describes the considerations for feasibility of alternatives and states among

the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). The same section also stipulates that "no one of these factors establishes a strict limit on the scope of reasonable alternatives." It should be noted that multiple reasons for infeasibility are provided in the Draft EIR for each of the offsite alternatives. Furthermore, the commenter does not address many of the other reasons for infeasibility identified in the Draft EIR, including parcels on the same site being under different ownership, including by FMFCD; FMFCD easements bisecting a site; and obstacles to site access associated with a grade-separated overpass.

Interestingly, the commenter offers a court case to substantiate the critique of the Draft EIR's alternatives analysis: *We Advocate Through Environmental Review, et al v. County of Siskiyou*. The commenter indicates that this case relates to narrowly defined objectives; however, the commenter then admits that the Draft EIR's objectives are not written narrowly but suggests that the Draft EIR's off-site alternatives analysis has the same "end-effect" in that the outcome was a "mere formality." The Draft EIR follows CEQA's guidance for consideration of alternatives, including CEQA's specific guidance for alternative locations as provided in State CEQA Guidelines Section 15126[f][2], as follows:

(A) Key question. The key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.

(B) None feasible. If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project which must be in close proximity to natural resources at a given location.

(C) Limited new analysis required. Where a previous document has sufficiently analyzed a range of reasonable alternative locations and environmental impacts for projects with the same basic purpose, the lead agency should review the previous document. The EIR may rely on the previous document to help it assess the feasibility of potential project alternatives to the extent the circumstances remain substantially the same as they relate to the alternative. (*Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553, 573*).

First, regarding item "A," the Draft EIR considers the "key question": would any of the project's significant effects be avoided? Each of the Draft EIR's off-site alternatives discussions include a robust discussion on this point. Second, regarding item "B," the Draft EIR considers the feasibility of these off-site alternatives, as described in detail above. Finally, regarding item "C," no previous document evaluated a range of reasonable alternative locations. Not only does the referenced court case (by the commenter's own admission) have nothing to do with the off-site alternatives issue, but the commenter's attempt to tie the general lesson from the case—that alternatives evaluation should not be a mere formality—to the Draft EIR does not work as the Draft EIR follows CEQA's requirements for considering off-site alternatives.

Importantly, in addition to considering and dismissing three off-site alternatives and two additional alternatives, the Draft EIR includes a detailed alternatives evaluation that considers a reasonable range of alternatives, including two No Project Alternatives and two alternatives to the project focused specifically on reducing significant impacts of the project.

It should also be noted that the commenter indicates that his comments were not included in Appendix A of the Draft EIR. The NOP was released October 22, 2021 for a 30-day comment period. The referenced correspondence was an email dated March 30, 2022 (4 months after the close of the comment period). Although the letter was not included in the appendix with the comments received on the NOP, the comments provided were considered during preparation of the Draft EIR, as stated on page 6-4 of the Draft EIR.

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3 REVISIONS TO THE DRAFT EIR

This chapter presents specific text changes made to the Draft EIR since its publication and public review. The changes are presented in the order in which they appear in the original Draft EIR and are identified by the Draft EIR page number. Text deletions are shown in ~~strikethrough~~, and text additions are shown in underline.

The information contained within this chapter clarifies and expands on information in the Draft EIR and does not constitute "significant new information" requiring recirculation. (See also Public Resources Code Section 21092.1; CEQA Guidelines Section 15088.5.)

Revisions to "Executive Summary"

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

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

Revisions to Chapter 2, "Project Description"

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

Table 2-1 Project Elements

Structure	Area (square feet)
Warehouse Retail Building Footprint	**~~241,342~~ 219,216**
Warehouse/Retail	~~162,264~~ 163,539
Loading/Back of house/Storage/Receiving	~~23,881~~ 4,422
Market delivery operation	46,834
Open canopy space	~~5,126~~ 3,233
Building envelope	~~2,9555~~ 1,188
Fuel canopy	**12,885**
Car wash	**4,800**

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

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

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

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

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

To provide clarification, the second paragraph of Section 2.2.4, "Construction," on page 2-19 of the Draft EIR is revised as follows:

> Table 2-2 lists equipment anticipated to be used during construction. All equipment used for construction would have Tier 3 engines with diesel particulate filters. In addition, approximately 325 loads of aggregate base would be imported onto the project site and approximately 3,000 cubic yards of utility and foundation spoils would be off hauled. Grading of the project site would be otherwise balanced and would not require additional import or export of soils. All staging would occur on the project site. Trucks would enter the project site from North Riverside Drive and exit the site via North Arthur Avenue.

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

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

Revisions to Section 3.1, "Aesthetics"

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

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

Revisions to Section 3.5, "Biological Resources"

To provide clarification, the first paragraph on page 3.5-1 of the Draft EIR is revised as follows:

> This section was prepared by an Ascent biologist and addresses biological resources known or with potential to occur on or near the project site and describes potential effects of implementation of the project on those resources.

In addition, the fourth paragraph on page 3.5-2 of the Draft EIR is revised as follows:

> An Ascent biologist conducted reconnaissance-level surveys of the project site on November 1, 2021 and June 20, 2022. The project site consists of an undeveloped parcel in the northwestern portion of the city of Fresno, approximately 0.35 mile south of the San Joaquin River. The site is surrounded by the Riverside Golf Course to the north; residential development to the west; industrial and residential development to the east; and West Herndon Avenue, commercial development, some undeveloped parcels, and the Rio Vista Middle School to the south. There is a large transmission tower in the northwest corner of the project site. No raptor nests were observed on this tower; however, several owl pellets (likely attributed to a barn owl [*Tyto alba*] or great horned owl [*Bubo virginianus*]) and California ground squirrel (*Otospermophilus beecheyi*) bones were observed under the tower during the reconnaissance-level survey on November 1, 2021, indicating that owls and likely other raptors use the tower as a roost site. California ground squirrel burrows are present throughout the project site and several squirrels were observed during the reconnaissance-level surveys on November 1, 2021, and June 20, 2022. There is a mound of soil directly adjacent to the northern boundary of the project site with many California ground squirrel burrows.

Revisions to Section 3.11, "Noise and Vibration"

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

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

The following language has been added to Mitigation Measure 3.11-5 on page 3.11-29 to further clarify implementation.

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

The project proponent shall implement noise reduction measures to ensure that exterior noise levels at residential land uses near the west side of North Riverside Drive do not exceed the City's current noise standard of 65 dB L_{dn}/CNEL under existing-plus-project conditions. This measure is consistent with General Plan Policy NS-1-I, which recommends the use of design alterations to reduce noise impacts. This performance standard can be achieved using either of the following measures. Therefore, if one option is not implemented, the other would be required.~~:~~

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

Revisions to Section 3.13, "Transportation and Circulation"

The text of Mitigation Measure 3.13-2 beginning on page 3.13-15 of the Draft EIR is revised as follows:

Mitigation Measures

Table 3.13-3 presents the most recent California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing GHG Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (Handbook) measures for reducing greenhouse gas emissions within the transportation sector. Most of the measures quantified in the CAPCOA Handbook aim to reduce VMT and encourage mode shifts from single-occupancy vehicles to shared (e.g., transit) or active modes of transportation (e.g., bicycle)

(CAPCOA 2021). Although all transportation measures are provided below, not all are applicable or feasible given the implementation scale, nature of the proposed project, and/or limited jurisdictional authority of Costco, the applicant, to implement particular measures. The following mitigation measure~~s have been proposed~~ is based on the analysis of feasibility and applicability included in Table 3.13-5.

Table 3.13-5 Transportation Sector Measures to Reduce VMT

	Mitigation Measure	Maximum Potential VMT Reduction[1]	Feasible/Applicable to the project?	Notes
T-1	Increase Residential Density	30% from project VMT	N/A	The proposed project does not include residential uses.
T-2	Increase Job Density	30% from project VMT	N/A	This is a plan/communitywide strategy and is not applicable.
T-3	Provide Transit-Oriented Development	31% from project VMT	N/A	This is a plan/communitywide strategy and is not applicable.
T-4	Integrate Affordable and Below Market Rate Housing	28.6% from project/site multifamily residential VMT	N/A	The proposed project does not include residential uses.
T-5	Implement Commute Trip Reduction Program (Voluntary)	4% project/site employee commute VMT	~~Yes~~ No	~~See Mitigation Measure 3.13-2 below.~~ Measures T-7 through T-11 must be implemented as part of T-5 to achieve the maximum employee commute VMT reduction. Because T-11 would not be feasible, the commute trip reduction program would not meet the full list of CAPCOA parameters.
T-6	Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)	26% from project/site employee commute VMT	~~Yes~~ No	~~See Mitigation Measure 3.13-2 below.~~ Measures T-7 through T-11 must be implemented as part of T-6 to achieve the maximum employee commute VMT reduction. Because T-11 would not be feasible, the commute trip reduction program would not meet the full list of CAPCOA parameters.
T-7	Implement Commute Trip Reduction Marketing	4% project/site employee commute VMT	Yes	See Mitigation Measure 3.13-2 below.
T-8	Provide Ridesharing Program	8% project/site employee commute VMT	Yes	See Mitigation Measure 3.13-2 below.
T-9	Implement Subsidized or Discounted Transit Program	5.5% from employee/resident	Yes	See Mitigation Measure 3.13-2 below.
T-10	Provide End-of-Trip Bicycle Facilities	4.4% project/site employee commute VMT	Yes	See Mitigation Measure 3.13-2 below.
T-11	Provide Employer-Sponsored Vanpool	20.4% project/site employee commute VMT	~~Yes~~ No	~~See Mitigation Measure 3.13-2 below.~~ A private vanpool program would involve the capital cost of purchasing vas plus the operating cost of insurances, would raise liability concerns, and would pose logistical challenges such as equal treatment of

	Mitigation Measure	Maximum Potential VMT Reduction[1]	Feasible/Applicable to the project?	Notes
				employees and rules regarding private use of the vans. This measure cannot be feasibly implemented to reduce VMT.
T-12	Price Workplace Parking	20% project/site employee commute VMT	N/A	Measure ineffective due to readily available, uncontrolled and free parking in the immediate vicinity of the proposed project.
T-13	Implement Employee Parking Cash-Out	12% project/site employee commute VMT	N/A	Measure ineffective due to readily available, uncontrolled and free parking in the immediate vicinity of the proposed project.
T-14	Provide Electric Vehicle Charging Infrastructure	--	N/A	See Mitigation Measure 3.3-2a. This measure does not affect VMT.
T-15	Limit Residential Parking Supply	13.7% from residences' VMT	N/A	The proposed project does not include residential uses.
T-16	Unbundle Residential Parking Costs from Property Cost	15.7% from project VMT	N/A	The proposed project does not include residential uses.
T-17	Improve Street Connectivity	30% from vehicle travel in the plan/community	Yes	The proposed project would construct West Spruce Avenue along the northern project site boundary improving street connectivity. Additionally, the project would construct North Arthur Avenue along the eastern project site boundary, connecting West Spruce Avenue and West ~~Spruce~~ Herndon Avenue. See Chapter 2, "Project Description~~.~~," and Mitigation Measure 3.13-2 below.
T-18	Provide Pedestrian Network Improvement	6.4% from vehicle travel in the plan/community	Yes	Pedestrian facility improvements provided as part of the proposed project. See Chapter 2, "Project Description~~.~~," and Mitigation Measure 3.13-2 below.
T-19-A	Construct or Improve Bike Facility	0.8% from vehicles parallel roadways	Yes	Bicycle facility improvements provided as part of the proposed project. See Chapter 2, "Project Description~~.~~," and Mitigation Measure 3.13-2 below.
T-19-B	Construct or Improve Bike Boulevard	0.2% from vehicles on roadway	Yes	Bicycle facility improvements provided as part of the proposed project. See Chapter 2, "Project Description~~.~~," and Mitigation Measure 3.13-2 below.
T-20	Expand Bikeway Network	0.5% from vehicles on roadway	Yes	Bicycle facility improvements provided as part of the proposed project. See Chapter 2, "Project Description~~.~~," and Mitigation Measure 3.13-2 below.

	Mitigation Measure	Maximum Potential VMT Reduction[1]	Feasible/Applicable to the project?	Notes
T-21-A	Implement Conventional Carshare Program	0.15% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-21-B	Implement Electric Carshare Program	VMT reduction not quantified—see CAPCOA handbook	No	This is a plan/communitywide strategy and is not feasible.
T-22-A	Implement Pedal (Non-Electric) Bikeshare Program	0.2% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-22-B	Implement Electric Bikeshare Program	0.06% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-22-C	Implement Scootershare Program	0.07% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-23	Provide Community-Based Travel Planning	2.3% from vehicle travel in the plan/community	N/A	The proposed project does not include residential uses. This measure applies to residences.
T-24	Implement Market Price Public Parking (On-Street)	30% from vehicle travel in the plan/community	No	The applicant, Costco, does not have jurisdiction over public on-street parking facilities and operation.
T-25	Extend Transit Network Coverage or Hours	4.6% from vehicle travel in the plan/community	No	The applicant, Costco, does not have jurisdiction over the operation of transit service.
T-26	Increase Transit Service Frequency	11.3% from vehicle travel in the plan/community	No	The applicant, Costco, does not have jurisdiction over the operation of transit service.
T-27	Implement Transit-Supportive Roadway Treatments	0.6% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-28	Provide Bus Rapid Transit	13.8% from vehicle travel in the plan/community	No	The applicant, Costco, does not have jurisdiction over the operation of transit service.
T-29	Reduce Transit Fares	1.2% from vehicle travel in the plan/community	No	This is a plan/communitywide strategy and is not feasible.
T-30	Use Cleaner-Fuel Vehicles	--	N/A	This measure does not affect VMT.

Notes:

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

VMT = Vehicle Miles Traveled; N/A = not applicable

Source: Mitigation Measures and VMT Reduction Potential provided by CAPCOA 2021 *Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*

Mitigation Measure 3.13-2: Provide a ~~Mandatory Commute Reduction~~ Program ~~for~~ to Reduce Costco Employees' VMT by at least 26 Percent

Costco shall provide a ~~Mandatory Commute Reduction~~ program ~~for employees~~ that is designed to achieve~~s~~ at least a 26 percent reduction in employee VMT. The ~~commute reduction~~ program shall be provided to the City for ~~approval~~ acceptance prior to issuance of a certificate of occupancy. Specific actions ~~may~~ must include the following measures described in the California Air Pollution Control Officers Association's 2021 *Handbook*

for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity ~~*Quantifying Greenhouse Gas Mitigation Measures Handbook*~~:

- Commute Trip Reduction Marketing (estimated to result in up to 4 percent employee VMT reduction): Costco shall implement a marketing strategy to promote Costco's commute reduction program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and greenhouse gas emissions. The following features (or similar alternatives) shall be provided:
  - on-site or online commuter information services,
  - employee transportation coordinators,
  - on-site or online transit pass sales, and
  - guaranteed ride home service.
- Provide Ridesharing Program (estimated to result in up to 8 percent employee VMT reduction): Costco shall develop and implement a ridesharing program. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT, and greenhouse gas emissions. The following strategies provide examples of a multifaceted approach for promoting a rideshare program:
  - designating a certain percentage of desirable parking spaces for ridesharing vehicles,
  - designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and
  - providing an app or website for coordinating rides.
- Implement Subsidized or Discount Transit Program (estimated to result in up to 5.5 percent employee VMT reduction): Costco shall provide free transit passes for employees. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and, thus, a reduction in greenhouse gas emissions.
- Provide End-of-Trip Bicycle Facilities (estimated to result in up to 4.4 percent employee VMT reduction): Costco shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include elements such as bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and greenhouse gas emissions.
- ~~Provide Employer-Sponsored Vanpool (estimated to result in up to 20.4 percent employee VMT reduction): Costco shall implement an employer-sponsored vanpool program. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT, thereby reducing greenhouse gas emissions (CAPCOA 2021).~~
- Improve Street Connectivity (estimated to result in up to 30 percent employee VMT reduction): Costco shall construct West Spruce Avenue along the northern site boundary, creating new connections between West Spruce Avenue and North Aurther Avenue. The increased connectivity and intersection density that would result from these improvements would facilitate shorter trips, thereby reducing VMT.

- Provide Pedestrian Network Improvements/Construct Bike Facilities/Expand Bikeway Network (estimated to result in up to 10 percent employee VMT reduction[1]): Costco shall construct new, 12-foot-wide pedestrian and bicycle paths along West Herndon Avenue and North Riverside Drive to improve pedestrian access and connect to a larger bicycle network. This encourages a mode shift from automobiles to biking and walking, resulting in VMT reduction.

Revisions to Section 3.14, "Utilities"

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

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

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

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

Revisions to the Air Quality Technical Report (Draft EIR Appendix C)

The following table replaces Table F-1 in Appendix F, HARP Outputs, in Appendix C: Air Quality Technical Report of the Draft EIR:

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
1	240425.00	4080650.00	Worker	0.01	7.73E-04	0.00E+00
3	240475.00	4080650.00	Worker	0.01	9.28E-04	0.00E+00
4	240500.00	4080650.00	Worker	0.01	1.03E-03	0.00E+00
13	240725.00	4080650.00	Worker	0.02	1.94E-03	0.00E+00
14	240750.00	4080650.00	Worker	0.02	1.91E-03	0.00E+00
15	240400.00	4080675.00	Worker	0.01	8.49E-04	0.00E+00
16	240425.00	4080675.00	Worker	0.01	9.37E-04	0.00E+00
18	240475.00	4080675.00	Worker	0.02	1.17E-03	0.00E+00
19	240500.00	4080675.00	Worker	0.02	1.35E-03	0.00E+00
28	240725.00	4080675.00	Worker	0.03	2.43E-03	0.00E+00
29	240750.00	4080675.00	Worker	0.03	2.31E-03	0.00E+00
30	240775.00	4080675.00	Worker	0.03	2.12E-03	0.00E+00
32	240400.00	4080700.00	Worker	0.01	1.03E-03	0.00E+00
33	240425.00	4080700.00	Worker	0.01	1.16E-03	0.00E+00
35	240475.00	4080700.00	Worker	0.02	1.55E-03	0.00E+00
36	240500.00	4080700.00	Worker	0.02	1.91E-03	0.00E+00
67	240375.00	4080750.00	Residential	0.51	1.18E-03	0.00E+00
75	240375.00	4080775.00	Residential	0.58	1.33E-03	0.00E+00

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

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
76	240400.00	4080775.00	Residential	0.70	1.61E-03	0.00E+00
77	240425.00	4080775.00	Residential	0.89	2.04E-03	0.00E+00
83	240375.00	4080800.00	Residential	0.64	1.48E-03	0.00E+00
84	240400.00	4080800.00	Residential	0.79	1.83E-03	0.00E+00
85	240425.00	4080800.00	Residential	1.03	2.37E-03	0.00E+00
91	240375.00	4080825.00	Residential	0.70	1.61E-03	0.00E+00
92	240400.00	4080825.00	Residential	0.88	2.02E-03	0.00E+00
93	240425.00	4080825.00	Residential	1.15	2.65E-03	0.00E+00
99	240375.00	4080850.00	Residential	0.75	1.73E-03	0.00E+00
100	240400.00	4080850.00	Residential	0.94	2.16E-03	0.00E+00
101	240425.00	4080850.00	Residential	1.23	2.83E-03	0.00E+00
108	240400.00	4080875.00	Residential	0.98	2.26E-03	0.00E+00
109	240425.00	4080875.00	Residential	1.28	2.93E-03	0.00E+00
115	240375.00	4080900.00	Residential	0.81	1.85E-03	0.00E+00
116	240400.00	4080900.00	Residential	1.01	2.31E-03	0.00E+00
117	240425.00	4080900.00	Residential	1.30	2.99E-03	0.00E+00
123	240375.00	4080925.00	Residential	0.82	1.88E-03	0.00E+00
124	240400.00	4080925.00	Residential	1.02	2.34E-03	0.00E+00
125	240425.00	4080925.00	Residential	1.31	3.01E-03	0.00E+00
139	240375.00	4080975.00	Residential	0.81	1.85E-03	0.00E+00
140	240400.00	4080975.00	Residential	1.00	2.30E-03	0.00E+00
141	240425.00	4080975.00	Residential	1.29	2.97E-03	0.00E+00
147	240375.00	4081000.00	Residential	0.78	1.80E-03	0.00E+00
148	240400.00	4081000.00	Residential	0.98	2.24E-03	0.00E+00
149	240425.00	4081000.00	Residential	1.26	2.90E-03	0.00E+00
156	240400.00	4081025.00	Residential	0.93	2.14E-03	0.00E+00
157	240425.00	4081025.00	Residential	1.21	2.78E-03	0.00E+00
163	240375.00	4081050.00	Residential	0.70	1.61E-03	0.00E+00
164	240400.00	4081050.00	Residential	0.87	1.99E-03	0.00E+00
165	240425.00	4081050.00	Residential	1.13	2.59E-03	0.00E+00
171	240375.00	4081075.00	Residential	0.64	1.46E-03	0.00E+00
172	240400.00	4081075.00	Residential	0.78	1.79E-03	0.00E+00
173	240425.00	4081075.00	Residential	1.00	2.29E-03	0.00E+00
189	240375.00	4081125.00	Residential	0.50	1.14E-03	0.00E+00
190	240400.00	4081125.00	Residential	0.57	1.31E-03	0.00E+00
191	240425.00	4081125.00	Residential	0.66	1.51E-03	0.00E+00
192	240450.00	4081125.00	Worker	0.02	1.72E-03	0.00E+00
193	240475.00	4081125.00	Worker	0.02	1.91E-03	0.00E+00

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
194	240500.00	4081125.00	Worker	0.03	2.11E-03	0.00E+00
195	240525.00	4081125.00	Worker	0.03	2.24E-03	0.00E+00
196	240550.00	4081125.00	Worker	0.03	2.27E-03	0.00E+00
197	240575.00	4081125.00	Worker	0.03	2.24E-03	0.00E+00
207	240375.00	4081150.00	Residential	0.43	9.80E-04	0.00E+00
208	240400.00	4081150.00	Residential	0.47	1.09E-03	0.00E+00
209	240425.00	4081150.00	Residential	0.52	1.20E-03	0.00E+00
210	240450.00	4081150.00	Worker	0.02	1.31E-03	0.00E+00
211	240475.00	4081150.00	Worker	0.02	1.41E-03	0.00E+00
212	240500.00	4081150.00	Worker	0.02	1.49E-03	0.00E+00
213	240525.00	4081150.00	Worker	0.02	1.52E-03	0.00E+00
214	240550.00	4081150.00	Worker	0.02	1.52E-03	0.00E+00
215	240575.00	4081150.00	Worker	0.02	1.48E-03	0.00E+00
216	240600.00	4081150.00	Worker	0.02	1.40E-03	0.00E+00
217	240625.00	4081150.00	Worker	0.02	1.29E-03	0.00E+00
218	240650.00	4081150.00	Worker	0.01	1.15E-03	0.00E+00
219	240675.00	4081150.00	Worker	0.01	9.87E-04	0.00E+00
220	240700.00	4081150.00	Worker	0.01	8.14E-04	0.00E+00
221	240725.00	4081150.00	Worker	0.01	6.67E-04	0.00E+00
222	240750.00	4081150.00	Worker	0.01	5.56E-04	0.00E+00
223	240775.00	4081150.00	Worker	0.01	4.73E-04	0.00E+00
224	240425.00	4081175.00	Residential	0.42	9.69E-04	0.00E+00
225	240450.00	4081175.00	Worker	0.01	1.03E-03	0.00E+00
226	240475.00	4081175.00	Worker	0.01	1.07E-03	0.00E+00
227	240500.00	4081175.00	Worker	0.01	1.10E-03	0.00E+00
228	240525.00	4081175.00	Worker	0.01	1.10E-03	0.00E+00
229	240550.00	4081175.00	Worker	0.01	1.09E-03	0.00E+00
230	240575.00	4081175.00	Worker	0.01	1.04E-03	0.00E+00
231	240600.00	4081175.00	Worker	0.01	9.82E-04	0.00E+00
232	240625.00	4081175.00	Worker	0.01	9.03E-04	0.00E+00
233	240650.00	4081175.00	Worker	0.01	8.09E-04	0.00E+00
234	240675.00	4081175.00	Worker	0.01	7.08E-04	0.00E+00
235	240700.00	4081175.00	Worker	0.01	6.10E-04	0.00E+00
236	240725.00	4081175.00	Worker	0.01	5.24E-04	0.00E+00
237	240750.00	4081175.00	Worker	0.01	4.53E-04	0.00E+00
238	240775.00	4081175.00	Worker	0.01	3.95E-04	0.00E+00
239	240525.00	4081200.00	Worker	0.01	8.40E-04	0.00E+00
240	240550.00	4081200.00	Worker	0.01	8.18E-04	0.00E+00

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
241	240575.00	4081200.00	Worker	0.01	7.83E-04	0.00E+00
242	240600.00	4081200.00	Worker	0.01	7.35E-04	0.00E+00
243	240625.00	4081200.00	Worker	0.01	6.78E-04	0.00E+00
244	240650.00	4081200.00	Worker	0.01	6.14E-04	0.00E+00
245	240675.00	4081200.00	Worker	0.01	5.48E-04	0.00E+00
246	240700.00	4081200.00	Worker	0.01	4.84E-04	0.00E+00
247	240725.00	4081200.00	Worker	0.01	4.28E-04	0.00E+00
248	240750.00	4081200.00	Worker	0.00	3.79E-04	0.00E+00
249	240400.00	4080500.00	Worker	0.00	3.27E-04	0.00E+00
250	240450.00	4080500.00	Worker	0.00	3.58E-04	0.00E+00
251	240500.00	4080500.00	Worker	0.01	3.94E-04	0.00E+00
256	240750.00	4080500.00	Worker	0.01	6.90E-04	0.00E+00
257	240800.00	4080500.00	Worker	0.01	7.37E-04	0.00E+00
258	240300.00	4080550.00	Worker	0.00	3.40E-04	0.00E+00
259	240350.00	4080550.00	Worker	0.00	3.70E-04	0.00E+00
260	240400.00	4080550.00	Worker	0.01	4.06E-04	0.00E+00
261	240450.00	4080550.00	Worker	0.01	4.51E-04	0.00E+00
267	240750.00	4080550.00	Worker	0.01	9.40E-04	0.00E+00
268	240800.00	4080550.00	Worker	0.01	9.74E-04	0.00E+00
269	240850.00	4080550.00	Worker	0.01	9.58E-04	0.00E+00
270	240300.00	4080600.00	Worker	0.01	4.26E-04	0.00E+00
271	240350.00	4080600.00	Worker	0.01	4.70E-04	0.00E+00
272	240400.00	4080600.00	Worker	0.01	5.25E-04	0.00E+00
274	240500.00	4080600.00	Worker	0.01	6.88E-04	0.00E+00
279	240750.00	4080600.00	Worker	0.02	1.32E-03	0.00E+00
280	240800.00	4080600.00	Worker	0.02	1.30E-03	0.00E+00
281	240850.00	4080600.00	Worker	0.02	1.20E-03	0.00E+00
282	240900.00	4080600.00	Worker	0.01	1.06E-03	0.00E+00
283	240250.00	4080650.00	Worker	0.01	4.90E-04	0.00E+00
284	240300.00	4080650.00	Worker	0.01	5.44E-04	0.00E+00
285	240350.00	4080650.00	Worker	0.01	6.18E-04	0.00E+00
286	240400.00	4080650.00	Worker	0.01	7.14E-04	0.00E+00
287	240800.00	4080650.00	Worker	0.02	1.70E-03	0.00E+00
288	240850.00	4080650.00	Worker	0.02	1.43E-03	0.00E+00
289	240900.00	4080650.00	Worker	0.02	1.19E-03	0.00E+00
297	240300.00	4080750.00	Residential	0.35	7.97E-04	0.00E+00
298	240350.00	4080750.00	Residential	0.44	1.02E-03	0.00E+00
299	240850.00	4080750.00	Worker	0.02	1.66E-03	0.00E+00

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
300	240900.00	4080750.00	Worker	0.02	1.26E-03	0.00E+00
301	240950.00	4080750.00	Worker	0.01	9.82E-04	0.00E+00
302	240250.00	4080800.00	Residential	0.31	7.24E-04	0.00E+00
303	240300.00	4080800.00	Residential	0.40	9.21E-04	0.00E+00
305	240850.00	4080800.00	Worker	0.02	1.63E-03	0.00E+00
306	240900.00	4080800.00	Worker	0.02	1.21E-03	0.00E+00
307	240950.00	4080800.00	Worker	0.01	9.18E-04	0.00E+00
308	240250.00	4080850.00	Residential	0.34	7.92E-04	0.00E+00
309	240300.00	4080850.00	Residential	0.45	1.03E-03	0.00E+00
311	240850.00	4080850.00	Worker	0.02	1.54E-03	0.00E+00
312	240900.00	4080850.00	Worker	0.01	1.11E-03	0.00E+00
313	240950.00	4080850.00	Worker	0.01	8.23E-04	0.00E+00
314	240250.00	4080900.00	Residential	0.36	8.38E-04	0.00E+00
315	240300.00	4080900.00	Residential	0.48	1.10E-03	0.00E+00
317	240850.00	4080900.00	Worker	0.02	1.37E-03	0.00E+00
318	240900.00	4080900.00	Worker	0.01	9.64E-04	0.00E+00
319	240950.00	4080900.00	Worker	0.01	7.04E-04	0.00E+00
321	240300.00	4080950.00	Residential	0.49	1.12E-03	0.00E+00
323	240850.00	4080950.00	Worker	0.01	1.15E-03	0.00E+00
324	240900.00	4080950.00	Worker	0.01	7.89E-04	0.00E+00
325	240950.00	4080950.00	Worker	0.01	5.73E-04	0.00E+00
326	240250.00	4081000.00	Residential	0.36	8.23E-04	0.00E+00
327	240300.00	4081000.00	Residential	0.47	1.08E-03	0.00E+00
329	240850.00	4081000.00	Worker	0.01	8.84E-04	0.00E+00
330	240900.00	4081000.00	Worker	0.01	6.07E-04	0.00E+00
331	240950.00	4081000.00	Worker	0.01	4.48E-04	0.00E+00
332	240250.00	4081050.00	Residential	0.33	7.64E-04	0.00E+00
333	240300.00	4081050.00	Residential	0.43	9.84E-04	0.00E+00
335	240850.00	4081050.00	Worker	0.01	6.24E-04	0.00E+00
336	240900.00	4081050.00	Worker	0.01	4.48E-04	0.00E+00
337	240950.00	4081050.00	Worker	0.00	3.44E-04	0.00E+00
338	240250.00	4081100.00	Residential	0.30	6.86E-04	0.00E+00
339	240300.00	4081100.00	Residential	0.37	8.59E-04	0.00E+00
340	240350.00	4081100.00	Residential	0.49	1.12E-03	0.00E+00
341	240850.00	4081100.00	Worker	0.01	4.33E-04	0.00E+00
342	240900.00	4081100.00	Worker	0.00	3.33E-04	0.00E+00
343	240950.00	4081100.00	Worker	0.00	2.67E-04	0.00E+00
344	240250.00	4081150.00	Residential	0.26	5.99E-04	0.00E+00

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
345	240300.00	4081150.00	Residential	0.31	7.21E-04	0.00E+00
346	240350.00	4081150.00	Residential	0.38	8.82E-04	0.00E+00
347	240800.00	4081150.00	Worker	0.01	4.09E-04	0.00E+00
348	240850.00	4081150.00	Worker	0.00	3.18E-04	0.00E+00
349	240900.00	4081150.00	Worker	0.00	2.57E-04	0.00E+00
350	240950.00	4081150.00	Worker	0.00	2.14E-04	0.00E+00
351	240250.00	4081200.00	Residential	0.22	5.08E-04	0.00E+00
352	240300.00	4081200.00	Residential	0.25	5.83E-04	0.00E+00
353	240350.00	4081200.00	Residential	0.29	6.68E-04	0.00E+00
354	240400.00	4081200.00	Residential	0.33	7.54E-04	0.00E+00
355	240450.00	4081200.00	Worker	0.01	8.22E-04	0.00E+00
356	240500.00	4081200.00	Worker	0.01	8.48E-04	0.00E+00
357	240800.00	4081200.00	Worker	0.00	3.02E-04	0.00E+00
358	240850.00	4081200.00	Worker	0.00	2.46E-04	0.00E+00
359	240900.00	4081200.00	Worker	0.00	2.06E-04	0.00E+00
360	240300.00	4081250.00	Residential	0.20	4.62E-04	0.00E+00
361	240350.00	4081250.00	Residential	0.22	5.04E-04	0.00E+00
362	240400.00	4081250.00	Residential	0.23	5.38E-04	0.00E+00
363	240450.00	4081250.00	Worker	0.01	5.56E-04	0.00E+00
364	240500.00	4081250.00	Worker	0.01	5.50E-04	0.00E+00
365	240550.00	4081250.00	Worker	0.01	5.20E-04	0.00E+00
366	240600.00	4081250.00	Worker	0.01	4.69E-04	0.00E+00
367	240650.00	4081250.00	Worker	0.01	4.03E-04	0.00E+00
368	240700.00	4081250.00	Worker	0.00	3.37E-04	0.00E+00
369	240750.00	4081250.00	Worker	0.00	2.81E-04	0.00E+00
370	240800.00	4081250.00	Worker	0.00	2.34E-04	0.00E+00
371	240850.00	4081250.00	Worker	0.00	1.97E-04	0.00E+00
372	240900.00	4081250.00	Worker	0.00	1.69E-04	0.00E+00
373	240350.00	4081300.00	Residential	0.17	3.85E-04	0.00E+00
374	240400.00	4081300.00	Residential	0.17	3.98E-04	0.00E+00
375	240450.00	4081300.00	Worker	0.01	4.00E-04	0.00E+00
376	240500.00	4081300.00	Worker	0.00	3.88E-04	0.00E+00
377	240550.00	4081300.00	Worker	0.00	3.64E-04	0.00E+00
378	240600.00	4081300.00	Worker	0.00	3.32E-04	0.00E+00
379	240650.00	4081300.00	Worker	0.00	2.93E-04	0.00E+00
380	240700.00	4081300.00	Worker	0.00	2.54E-04	0.00E+00
381	240750.00	4081300.00	Worker	0.00	2.19E-04	0.00E+00
382	240800.00	4081300.00	Worker	0.00	1.89E-04	0.00E+00

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
383	240850.00	4081300.00	Worker	0.00	1.63E-04	0.00E+00
384	240500.00	4081350.00	Worker	0.00	2.90E-04	0.00E+00
385	240550.00	4081350.00	Worker	0.00	2.73E-04	0.00E+00
386	240600.00	4081350.00	Worker	0.00	2.50E-04	0.00E+00
387	240650.00	4081350.00	Worker	0.00	2.25E-04	0.00E+00
388	240700.00	4081350.00	Worker	0.00	2.00E-04	0.00E+00
389	240750.00	4081350.00	Worker	0.00	1.78E-04	0.00E+00
390	240300.00	4080300.00	Worker	0.00	1.53E-04	0.00E+00
391	240400.00	4080300.00	Worker	0.00	1.73E-04	0.00E+00
392	240500.00	4080300.00	Worker	0.00	1.93E-04	0.00E+00
393	240600.00	4080300.00	Worker	0.00	2.15E-04	0.00E+00
395	240800.00	4080300.00	Residential	0.13	2.94E-04	0.00E+00
396	240900.00	4080300.00	Residential	0.15	3.37E-04	0.00E+00
397	240100.00	4080400.00	Worker	0.00	1.61E-04	0.00E+00
398	240200.00	4080400.00	Worker	0.00	1.77E-04	0.00E+00
399	240300.00	4080400.00	Worker	0.00	2.00E-04	0.00E+00
400	240400.00	4080400.00	Worker	0.00	2.31E-04	0.00E+00
401	240500.00	4080400.00	Worker	0.00	2.65E-04	0.00E+00
404	240800.00	4080400.00	Worker	0.01	4.46E-04	0.00E+00
405	240900.00	4080400.00	Worker	0.01	4.97E-04	0.00E+00
406	241000.00	4080400.00	Worker	0.01	4.97E-04	0.00E+00
409	240300.00	4080500.00	Worker	0.00	2.78E-04	0.00E+00
410	240900.00	4080500.00	Worker	0.01	7.46E-04	0.00E+00
411	241000.00	4080500.00	Worker	0.01	6.59E-04	0.00E+00
412	241100.00	4080500.00	Worker	0.01	5.39E-04	0.00E+00
413	240000.00	4080600.00	Worker	0.00	2.40E-04	0.00E+00
415	240200.00	4080600.00	Worker	0.00	3.63E-04	0.00E+00
416	241000.00	4080600.00	Worker	0.01	7.89E-04	0.00E+00
417	241100.00	4080600.00	Worker	0.01	5.76E-04	0.00E+00
418	240000.00	4080700.00	Worker	0.00	2.83E-04	0.00E+00
419	240100.00	4080700.00	Worker	0.00	3.63E-04	0.00E+00
420	240200.00	4080700.00	Worker	0.01	4.88E-04	0.00E+00
424	240000.00	4080800.00	Worker	0.00	3.10E-04	0.00E+00
425	240100.00	4080800.00	Residential	0.18	4.15E-04	0.00E+00
426	240200.00	4080800.00	Residential	0.26	5.88E-04	0.00E+00
427	241000.00	4080800.00	Worker	0.01	7.11E-04	0.00E+00
428	241100.00	4080800.00	Residential	0.20	4.50E-04	0.00E+00
429	241200.00	4080800.00	Residential	0.13	3.04E-04	0.00E+00

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
430	240000.00	4080900.00	Worker	0.00	3.20E-04	0.00E+00
431	240100.00	4080900.00	Residential	0.19	4.43E-04	0.00E+00
432	240200.00	4080900.00	Residential	0.29	6.61E-04	0.00E+00
433	241000.00	4080900.00	Worker	0.01	5.32E-04	0.00E+00
434	241100.00	4080900.00	Residential	0.14	3.33E-04	0.00E+00
435	241200.00	4080900.00	Residential	0.10	2.28E-04	0.00E+00
438	240200.00	4081000.00	Residential	0.28	6.50E-04	0.00E+00
439	241000.00	4081000.00	Worker	0.00	3.48E-04	0.00E+00
440	241100.00	4081000.00	Residential	0.10	2.31E-04	0.00E+00
441	241200.00	4081000.00	Residential	0.07	1.67E-04	0.00E+00
442	240000.00	4081100.00	Worker	0.00	2.99E-04	0.00E+00
443	240100.00	4081100.00	Residential	0.17	4.01E-04	0.00E+00
444	240200.00	4081100.00	Residential	0.25	5.63E-04	0.00E+00
445	241000.00	4081100.00	Worker	0.00	2.21E-04	0.00E+00
446	241100.00	4081100.00	Residential	0.07	1.61E-04	0.00E+00
447	241200.00	4081100.00	Residential	0.05	1.24E-04	0.00E+00
448	240000.00	4081200.00	Worker	0.00	2.70E-04	0.00E+00
449	240100.00	4081200.00	Residential	0.15	3.42E-04	0.00E+00
450	240200.00	4081200.00	Residential	0.19	4.43E-04	0.00E+00
451	241000.00	4081200.00	Residential	0.07	1.53E-04	0.00E+00
452	241100.00	4081200.00	Residential	0.05	1.19E-04	0.00E+00
453	240000.00	4081300.00	Worker	0.00	2.29E-04	0.00E+00
454	240100.00	4081300.00	Residential	0.12	2.71E-04	0.00E+00
455	240200.00	4081300.00	Residential	0.14	3.18E-04	0.00E+00
456	240300.00	4081300.00	Residential	0.16	3.65E-04	0.00E+00
457	240900.00	4081300.00	Worker	0.00	1.42E-04	0.00E+00
458	241000.00	4081300.00	Residential	0.05	1.11E-04	0.00E+00
459	241100.00	4081300.00	Residential	0.04	9.09E-05	0.00E+00
460	240100.00	4081400.00	Residential	0.09	2.04E-04	0.00E+00
461	240200.00	4081400.00	Residential	0.10	2.22E-04	0.00E+00
462	240300.00	4081400.00	Residential	0.10	2.37E-04	0.00E+00
463	240400.00	4081400.00	Residential	0.11	2.42E-04	0.00E+00
464	240500.00	4081400.00	Worker	0.00	2.27E-04	0.00E+00
465	240600.00	4081400.00	Worker	0.00	1.96E-04	0.00E+00
466	240700.00	4081400.00	Worker	0.00	1.63E-04	0.00E+00
467	240800.00	4081400.00	Worker	0.00	1.33E-04	0.00E+00
468	240900.00	4081400.00	Worker	0.00	1.06E-04	0.00E+00
469	241000.00	4081400.00	Residential	0.04	8.51E-05	0.00E+00

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
470	241100.00	4081400.00	Residential	0.03	7.10E-05	0.00E+00
471	240200.00	4081500.00	Residential	0.07	1.60E-04	0.00E+00
472	240300.00	4081500.00	Residential	0.07	1.65E-04	0.00E+00
473	240400.00	4081500.00	Residential	0.07	1.64E-04	0.00E+00
474	240500.00	4081500.00	Worker	0.00	1.51E-04	0.00E+00
475	240600.00	4081500.00	Worker	0.00	1.32E-04	0.00E+00
476	240700.00	4081500.00	Worker	0.00	1.15E-04	0.00E+00
477	240800.00	4081500.00	Worker	0.00	9.95E-05	0.00E+00
478	240900.00	4081500.00	Worker	0.00	8.34E-05	0.00E+00
479	241000.00	4081500.00	Residential	0.03	6.89E-05	0.00E+00
480	240500.00	4081600.00	Worker	0.00	1.09E-04	0.00E+00
481	240600.00	4081600.00	Worker	0.00	9.66E-05	0.00E+00
482	240700.00	4081600.00	Worker	0.00	8.64E-05	0.00E+00
483	240800.00	4081600.00	Worker	0.00	7.75E-05	0.00E+00
484	240500.00	4079750.00	Worker	0.00	6.31E-05	0.00E+00
485	240750.00	4079750.00	Worker	0.00	7.34E-05	0.00E+00
486	240000.00	4080000.00	Residential	0.03	6.55E-05	0.00E+00
487	240250.00	4080000.00	Worker	0.00	8.18E-05	0.00E+00
489	240750.00	4080000.00	Worker	0.00	1.17E-04	0.00E+00
490	241000.00	4080000.00	Residential	0.07	1.53E-04	0.00E+00
491	241250.00	4080000.00	Residential	0.08	1.79E-04	0.00E+00
492	239750.00	4080250.00	Worker	0.00	8.98E-05	0.00E+00
493	240000.00	4080250.00	Worker	0.00	1.05E-04	0.00E+00
494	240250.00	4080250.00	Worker	0.00	1.27E-04	0.00E+00
495	241000.00	4080250.00	Residential	0.13	3.09E-04	0.00E+00
496	241250.00	4080250.00	Residential	0.13	2.94E-04	0.00E+00
501	241250.00	4080500.00	Worker	0.00	3.77E-04	0.00E+00
506	241500.00	4080750.00	Residential	0.06	1.42E-04	0.00E+00
507	239500.00	4081000.00	Worker	0.00	1.09E-04	0.00E+00
508	239750.00	4081000.00	Worker	0.00	1.71E-04	0.00E+00
510	241500.00	4081000.00	Residential	0.04	8.22E-05	0.00E+00
511	239500.00	4081250.00	Worker	0.00	1.05E-04	0.00E+00
512	239750.00	4081250.00	Worker	0.00	1.56E-04	0.00E+00
513	241250.00	4081250.00	Residential	0.03	7.88E-05	0.00E+00
514	241500.00	4081250.00	Residential	0.02	5.37E-05	0.00E+00
515	239750.00	4081500.00	Worker	0.00	1.18E-04	0.00E+00
516	240000.00	4081500.00	Worker	0.00	1.44E-04	0.00E+00
517	241250.00	4081500.00	Residential	0.02	4.69E-05	0.00E+00

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
518	241500.00	4081500.00	Residential	0.02	3.65E-05	0.00E+00
519	239750.00	4081750.00	Worker	0.00	6.76E-05	0.00E+00
520	240000.00	4081750.00	Worker	0.00	7.22E-05	0.00E+00
521	240250.00	4081750.00	Worker	0.00	7.62E-05	0.00E+00
522	240500.00	4081750.00	Worker	0.00	6.55E-05	0.00E+00
523	240750.00	4081750.00	Worker	0.00	5.81E-05	0.00E+00
524	241000.00	4081750.00	Worker	0.00	4.57E-05	0.00E+00
525	241250.00	4081750.00	Worker	0.00	3.29E-05	0.00E+00
526	240250.00	4082000.00	Worker	0.00	4.99E-05	0.00E+00
527	240500.00	4082000.00	Worker	0.00	4.19E-05	0.00E+00
528	240750.00	4082000.00	Worker	0.00	3.42E-05	0.00E+00
529	241000.00	4082000.00	Worker	0.00	3.13E-05	0.00E+00
531	240000.00	4079000.00	Residential	0.01	2.60E-05	0.00E+00
532	240500.00	4079000.00	Residential	0.01	2.72E-05	0.00E+00
534	241500.00	4079000.00	Worker	0.00	4.22E-05	0.00E+00
535	239000.00	4079500.00	Worker	0.00	2.66E-05	0.00E+00
536	239500.00	4079500.00	Residential	0.01	3.00E-05	0.00E+00
537	240000.00	4079500.00	Residential	0.02	3.74E-05	0.00E+00
538	240500.00	4079500.00	Residential	0.02	4.53E-05	0.00E+00
539	241000.00	4079500.00	Worker	0.00	6.06E-05	0.00E+00
540	241500.00	4079500.00	Worker	0.00	8.16E-05	0.00E+00
541	242000.00	4079500.00	Residential	0.04	8.13E-05	0.00E+00
542	239000.00	4080000.00	Worker	0.00	4.32E-05	0.00E+00
543	239500.00	4080000.00	Residential	0.02	5.33E-05	0.00E+00
544	241500.00	4080000.00	Residential	0.07	1.70E-04	0.00E+00
545	242000.00	4080000.00	Residential	0.05	1.08E-04	0.00E+00
546	242500.00	4080000.00	Residential	0.03	5.90E-05	0.00E+00
547	238500.00	4080500.00	Worker	0.00	3.80E-05	0.00E+00
548	239000.00	4080500.00	Worker	0.00	5.87E-05	0.00E+00
549	242000.00	4080500.00	Residential	0.03	7.85E-05	0.00E+00
550	242500.00	4080500.00	Residential	0.02	4.11E-05	0.00E+00
551	238500.00	4081000.00	Worker	0.00	3.72E-05	0.00E+00
552	239000.00	4081000.00	Worker	0.00	5.84E-05	0.00E+00
553	242000.00	4081000.00	Residential	0.02	3.88E-05	0.00E+00
554	242500.00	4081000.00	Residential	0.01	2.35E-05	0.00E+00
555	238500.00	4081500.00	Worker	0.00	3.39E-05	0.00E+00
556	239000.00	4081500.00	Worker	0.00	5.34E-05	0.00E+00
557	239500.00	4081500.00	Worker	0.00	9.03E-05	0.00E+00

Receptor ID	X-Coordinate (m)	Y-Coordinate (m)	Receptor Type	Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index
558	242000.00	4081500.00	Residential	0.01	2.43E-05	0.00E+00
559	242500.00	4081500.00	Residential	0.01	1.69E-05	0.00E+00
560	239000.00	4082000.00	Worker	0.00	3.90E-05	0.00E+00
561	239500.00	4082000.00	Worker	0.00	4.55E-05	0.00E+00
562	240000.00	4082000.00	Worker	0.00	4.98E-05	0.00E+00
563	241500.00	4082000.00	Residential	0.01	2.01E-05	0.00E+00
564	242000.00	4082000.00	Residential	0.01	1.44E-05	0.00E+00
565	239500.00	4082500.00	Worker	0.00	2.75E-05	0.00E+00
566	240000.00	4082500.00	Worker	0.00	2.85E-05	0.00E+00
567	240500.00	4082500.00	Worker	0.00	2.28E-05	0.00E+00
568	241000.00	4082500.00	Worker	0.00	1.90E-05	0.00E+00
569	241500.00	4082500.00	Worker	0.00	1.39E-05	0.00E+00
570	242000.00	4082500.00	Worker	0.00	1.01E-05	0.00E+00
571	240000.00	4083000.00	Worker	0.00	1.80E-05	0.00E+00
572	240500.00	4083000.00	Worker	0.00	1.45E-05	0.00E+00
573	241000.00	4083000.00	Worker	0.00	1.27E-05	0.00E+00
574	240982.00	4080428.00	Sensitive	0.24	5.48E-04	0.00E+00
575	241114.00	4080505.00	Sensitive	0.23	5.25E-04	0.00E+00
576	241812.00	4080393.00	Sensitive	0.05	1.20E-04	0.00E+00
577	239709.00	4079647.00	Sensitive	0.02	3.64E-05	0.00E+00
578	239709.00	4079647.00	Sensitive	0.02	3.64E-05	0.00E+00
579	242094.00	4081102.00	Sensitive	0.01	3.07E-05	0.00E+00
580	242489.00	4081376.00	Sensitive	0.01	1.80E-05	0.00E+00
581	241998.00	4079399.00	Sensitive	0.03	7.42E-05	0.00E+00
582	242523.00	4080146.00	Sensitive	0.02	5.26E-05	0.00E+00
583	240160.00	4078896.00	Sensitive	0.01	2.46E-05	0.00E+00
584	242576.00	4081764.00	Sensitive	0.01	1.39E-05	0.00E+00
585	242632.00	4080241.00	Sensitive	0.02	4.37E-05	0.00E+00

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Appendix A

Urban Decay Impact Memorandum

ALH|ECON
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MEMORANDUM

To: Pari Holliday, Director, Real Estate Development, Costco Wholesale

From: Amy L. Herman, Principal

Re: Costco Fresno Relocation and Gas Station Urban Decay Impacts

Date: December 15, 2023

Introduction

ALH Urban & Regional Economics ("ALH Economics") understands that Costco Wholesale has proposed development of a relocated Costco store in northwest Fresno, CA at the northeast corner of North Riverside Drive and West Herndon Avenue (the "Project"). The proposed Costco store would relocate the existing store at 4500 Shaw Avenue, Fresno, CA, which has an existing gas station. While the Shaw Avenue Costco store would close, the existing gas station would continue to operate along with the proposed new gas station. Thus, Project development would result in the net addition of 32 fueling stations (i.e., 16 pumps) to Fresno's supply of gas stations, plus a drive-through car wash. There is yet another Costco gas station in Fresno located at 7100 N Abby Street.

A Draft Environmental Impact Report has been prepared for the Project. As part of the public review process of the DEIR, a limited number of comments were submitted expressing concern about the impact of the new gasoline pumps on the existing base of gas stations, as well as food store impacts. ALH Economics has prepared many studies examining the local urban decay impacts of Costco stores, Costco gas stations, or other large-scale general merchandise stores with food sales. These studies have been prepared for highly urbanized locations such as northwest Fresno. A typical definition of urban decay is as follows:

> *[U]rban decay is defined as, among other characteristics, visible symptoms of physical deterioration that invite vandalism, loitering, and graffiti that is caused by a downward spiral of business closures and multiple long term vacancies. This physical deterioration to properties or structures is so prevalent, substantial, and lasting for a significant period of time that it impairs the proper utilization of the properties and structures, or the health, safety, and welfare of the surrounding community. The manifestations of urban decay include such visible conditions as plywood-boarded doors and windows, parked trucks and long term unauthorized use of the properties and parking lots, extensive gang and other graffiti and*

> *offensive words painted on buildings, dumping of refuse on site, overturned dumpsters, broken parking barriers, broken glass littering the site, dead trees and shrubbery together with weeds, lack of building maintenance, abandonment of multiple buildings, homeless encampments, and unsightly and dilapidated fencing." These visible conditions are often characterized as "urban blight."*[1]

This memorandum provides some select insights into prospective urban decay impacts assessed in other California communities with Costco gas stations and their applicability to the current proposed Costco gas station and relocated store, as well as additional analysis pertinent to Fresno.

There are exhibits cited in this memorandum. These exhibits are included as Appendix A. Appendix B includes firm qualifications for ALH Economics, especially relative to urban decay analyses for retail projects, as well as a resume for the firm Principal, Amy L. Herman.

Gas Station Impact Analysis

Of most relevancy to Fresno, in 2020 ALH Economics assessed the prospective economic impacts, or urban decay impacts, of Costco Wholesale's proposed development of a 32-pump fuel facility next to an existing Costco Business Center. In the process of preparing this analysis, ALH Economics conducted case study analysis of three California cities where a Costco gas station was recently added to the community. These case studies were prepared for the cities of Santa Maria (Santa Barbara County), Eastvale (Riverside County), and Ukiah (Mendocino County). The gas stations in these communities were developed in 2017, 2018, and 2018, respectively. In seeking to analyze the impacts of these gas stations, ALH Economics examined a trend in quarterly gasoline sales and the number of outlets selling gasoline in each community, focusing on the trend both before and after introduction of the new Costco gas station and after. The gasoline sales changes in each community were compared to gasoline sector sales throughout the State of California. These data are presented in Exhibit 1.

The findings of this analysis indicated that each community's initial response was a short-term downward trend in gasoline sales, then a re-stabilization within six months after a period of market adjustment, marked by no decline in the number of gas stations, with some cities even increasing the number of gas stations or planning expansions. Subsequent to the preparation of this analysis, the COVID-19 pandemic significantly impacted the gasoline sector in all of these case study cities, as well as throughout the State of California, as automobile-based work commutes and other automobile trips diminished greatly. Examination of taxable retail sales data published by the State of California Department of Tax and Fee Administration indicates that gasoline sales in California declined by almost 30% from 2019 to 2020, with very similar

[1] See *Chico Advocates for a Responsible Economy v. City of Chico* (*Chico Advocates*) (2019), 40 Cal.App.5th 839, 843, and *Joshua Tree Downtown Bus. All. v. County of San Bernardino* (*Joshua Tree*) (2016) 1 Cal. App. 5th 677, 685.

percentage declines in the case study cities. However, as the economy recovered, two of the case study cities experienced year to year percent sales increases greater than the State of California. And by 2022, all three cities achieved annual gasoline sales significantly greater than pre-pandemic (see Exhibit 1). Moreover, by 2022, all three cities had more gas stations than they did prior to the opening of the Costco gas station under study, with the percentage increase in the number of gas stations greatly exceeding the percentage population growth over the same time period.

The annual trend data applicable to these case study cities and the State of California is also presented in Exhibit 1. For each case study city, this exhibit includes the annual number of permitted outlets selling gasoline, annual taxable gasoline sales, and the year-to-year percent change in sales, benchmarked to the annual percent change throughout the State. Exhibit 2 presents population trend data for each case study city over the 2016 to 2022 period, including a gas sales per capita metric. Thus, some of the poignant findings from the data in Exhibits 1 and 2 include the following:

- In Santa Maria, where the Costco gas station opened in 2017, the number of gasoline outlets grew 29% from 2016 to 2022, compared to a scant 3% population growth. Over the same period, gasoline sales increased by 83%.

- In Eastvale, where the Costco gas station opened in 2018, the number of gasoline outlets grew 33% from 2017 to 2022, while population increased by a much lower 10%. Over the same period, gasoline sales increased by 71%; and

- In Ukiah, where the Costco gas station also opened in 2018, the number of gasoline outlets grew 20% from 2017 to 2022, with gasoline sales increasing by a comparable 18%, while the already low population base increased by a nominal 1%.

While some of these sales changes can be tied to the volatility in gasoline pricing, they nevertheless indicate an increasing trend in the number of gasoline stations and gross amount of gasolines sales after the opening of a Costco gas station. Thus, these findings strongly suggest the base of gas stations existing prior to the development of the Costco gas stations are not negatively impacted by the Costco gas station, and thus do not result in closed gas stations potentially leading to urban decay.

This bodes well for the base of existing gas stations in northwest Fresno, as the case study data indicate that both in the near-term of six months and more long-term, gas sales in communities with new Costco gas stations rebound and grow, indicating a lack of economic impact associated with the Costco gas station. The likelihood this will also be the case in Fresno is further suggested by the per capita gasoline sales data presented in Exhibit 2, which also includes the City of Fresno. As these data indicate, per capita gasoline sales in the case study cities in 2022 ranged from a low of $989 in Eastvale to a high of $2,830 in Ukiah. The per capita figure of $2,183 in Santa Maria was also at the high end. These figures compare to $1,824 throughout the State of California. The comparable figure for Fresno in 2022 was $1,445. This suggests that Fresno's

gasoline sales are underperforming relative to the State as a whole, as well as other cities with Costco gas stations. Accordingly, these trends point to the potential for Fresno to be able to absorb additional gasoline sales, raising the per capita average. In addition, the percent increase in gas sales per capita metric shown in Exhibit 2 indicates that this measure has not increased in Fresno as much as most of the other cited locations, including the State of California. Specifically, from 2016 to 2022, gas sales per capita increased by 41% in Fresno, which is significantly lower than the 65% increase in the State of California and the 69% and 78% increases in Eastvale and Santa Maria, respectively. Only Ukiah had a lower percentage increase over the same time period, of 34%.

There are at least two other factors that suggest the impact on existing Fresno gas stations will be minimal, especially over time. First, only Costco members can purchase gas at Costco gas stations. In contrast, any consumer can purchase gas at the existing base of gasoline stations, many of which likely offer a wider range of fuel products, are open longer hours and for more days of the week, sell on-site convenience store products, have customer restrooms (which are not a Costco gas station feature), and in some cases provide expanded automobile care services. Thus, all or most of the existing gas stations have more customer service offerings than Costco and they all have access to a broader customer base because they do not have a customer membership requirement. Lastly, because the proposed new Costco gas station will be about 3.4 miles from the existing Costco gas station, as well as about 7.0 miles from the other Costco gas station in Fresno, it is likely to draw some demand away from these stations. This is attributable to proximity, since gas is often a purchase of convenience, based on need and easy access, including pass-by demand en route to home, work, or other destinations. Costco members who live or work closer to the proposed gas station, may very well shift their demand away from the existing Costco gas stations in favor of the new gas station for this reason.

In summary, many factors suggest that the proposed Costco gas station at the northeast corner of North Riverside Drive and West Herndon Avenue will have minimal impact on existing Fresno gas stations, especially beginning six months or so after the new gas station opens. As a result, the opening of the new gas station is not likely to result in strong sales declines at existing gas stations, and none of the existing gas stations are likely to close. Consequently, urban decay, which can result from conditions associated with closed retail outlets, is not anticipated to result from development of the new Costco gas station.

Food Store Impacts

ALH Economics has prepared numerous urban decay studies for food stores or general merchandise stores with a significant food sales component. This includes EIR's prepared for developments featuring stores such as Safeway, Whole Foods, Grocery Outlet Bargain Market, Walmart, Costco, and Target. Many of these projects are identified in Appendix B: Firm Qualifications and Principal Resume. As part of the process of preparing these studies, ALH Economics inventoried existing competitive food stores and estimated the sales impact of the store under study on these competitive stores. This analysis takes into consideration the market niches

of each competitive store, the likely market area from which study stores will attract shoppers, and demographic growth trends.

Generally, in communities with a strong retail sector and demographic growth, the findings pertaining to the food sales components of the proposed new stores typically found there to be only a negligible impact on existing food store sales, not sufficient to put stores at risk of closure, and recouped over time depending upon the community's anticipated population and household growth. ALH Economics believes these generalized findings will equally pertain to the relocated Costco Wholesale store and its food sales component. This belief is supported by a consistent upward trend in the City of Fresno's taxable food sales, dating back to at least 2016. As shown in Table 1, the City of Fresno's taxable food sales annually increased by a low of 3.1% to a high of 12.6% over the 2016-2022 time period. This indicates that food sales are strong in Fresno, with consistently increasing demand.

Table 1. Annual Taxable Foods Sales
City of Fresno, 2016-2022

Year	Taxable Food Sales	Annual Increase Amount	Annual Increase Percent
2016	$375,394,312	-	-
2017	$400,190,134	$24,795,822	6.6%
2018	$422,475,761	$22,285,627	5.6%
2019	$439,513,698	$17,037,937	4.0%
2020	$453,009,159	$13,495,461	3.1%
2021	$509,955,408	$56,946,249	12.6%
2022	$535,468,780	$25,513,372	5.0%

Sources: State of California, Department of Tax and Fee Administration, Annual Taxable Sales Reports; and ALH Urban & Regional Economics.

This future growth in food store sales is likely to continue into the future, consistent with future population and household growth. While it is not specific to the City of Fresno, the demographic projections in Table 2 indicate that Fresno County population is projected to grow consistently on an annual basis. Projections prepared by the State of California Department of Finance (DOF) suggest annual growth of about 0.4% to 0.5% per year up to the year 2030 (further growth is projected by DOF beyond this time period).

Other data prepared by DOF suggest that the City of Fresno's population consistently comprises 53% to 54% of the County's population.[2] Thus, a significant portion of the countywide population growth will likely occur in Fresno assuming this trend continues into the future. This growth will continue to fuel demand for food store sales, thus offsetting any prospective negative food store sales impacts associated with the Costco relocation.

[2] This finding is based on population data prepared by DOF, spanning the 2010's and beyond.

Table 2. Fresno County Population Projections
2020-2030

Year	Projected Population	Annual Increase Amount	Annual Increase Percent
2020	1,007,344	-	
2021	1,010,453	3,109	0.3%
2022	1,012,350	1,897	0.2%
2023	1,015,793	3,443	0.3%
2024	1,019,575	3,782	0.4%
2025	1,023,586	4,011	0.4%
2026	1,027,816	4,230	0.4%
2027	1,031,968	4,152	0.4%
2028	1,036,474	4,506	0.4%
2029	1,042,150	5,676	0.5%
2030	1,047,382	5,232	0.5%

Sources: State of California, Department of Finance, Report P-2C: Population Projections by Sex and 5-year Age Group, 2020-2060; and ALH Urban & Regional Economics.

The most substantial factor contributing to minimal food store sales impacts will be the fact that the Costco store is being relocated, rather than the Project comprising a net new Costco store in the Fresno market. In all likelihood existing Costco shoppers will transfer their purchases from the existing store to the new store, such that diversions from existing area food stores will be at a minimum. Thus, sales impacts are not likely to be high enough to contribute to the closure of existing food stores, and urban decay is not likely to result.

Summary Conclusion

In summary, past findings in other communities and existing and projected data for the City of Fresno all suggest that the gas station and food store retail sectors in Fresno are not likely to be significantly impacted by the relocation of the Shaw Avenue Costco store and opening of a net new gas station in association with this relocated store. Accordingly, the Project is not anticipated to cause or contribute to conditions of urban decay in the City of Fresno.

This memorandum is subject to the following Assumptions and General Limiting Conditions.

Projects\2023\Costco Fresno\2310\2310.m01

ASSUMPTIONS AND GENERAL LIMITING CONDITIONS

ALH Urban & Regional Economics has made extensive efforts to confirm the accuracy and timeliness of the information contained in this study. Such information was compiled from a variety of sources, including interviews with government officials, review of City and County documents, and other third parties deemed to be reliable. Although ALH Urban & Regional Economics believes all information in this study is correct, it does not warrant the accuracy of such information and assumes no responsibility for inaccuracies in the information by third parties. We have no responsibility to update this report for events and circumstances occurring after the date of this report. Further, no guarantee is made as to the possible effect on development of present or future federal, state or local legislation, including any regarding environmental or ecological matters.

The accompanying projections and analyses are based on estimates and assumptions developed in connection with the study. In turn, these assumptions, and their relation to the projections, were developed using currently available economic data and other relevant information. It is the nature of forecasting, however, that some assumptions may not materialize, and unanticipated events and circumstances may occur. Therefore, actual results achieved during the projection period will likely vary from the projections, and some of the variations may be material to the conclusions of the analysis.

Contractual obligations do not include access to or ownership transfer of any electronic data processing files, programs or models completed directly for or as by-products of this research effort, unless explicitly so agreed as part of the contract.

APPENDIX A: EXHIBITS

Exhibit 1
Gas Station Establishments and Taxable Sales, Before and After Opening of Costco Gas Stations (1)
Cities of Santa Maria, Eastvale, and Ukiah, Compared to State of California Change in Gas Station Sales (2)
2016 through Second Quarter 2019; and 2016 through 2022 Annually

			City of Santa Maria & CA				City of Eastvale & CA				City of Ukiah & CA			
			Date Costco Gas Station Opened: 9/13/2017				Date Costco Gas Station Opened: 6/5/2018				Date Costco Gas Station Opened: 7/18/2018			
Year	Qrtr	CA State Sales in $bil	City Permits	City Sales (3)	City Sales Change	State Sales Change	City Permits	City Sales (3)	City Sales Change	State Sales Change	City Permits	City Sales (3)	City Sales Change	State Sales Change
2016	Q1	$9.8	22	$28,753,344	-	-	5	$6,931,734	-	-	13	$8,025,415	-	-
2016	Q2	$11.2	21	$34,229,152	19%	14%	5	$9,327,188	35%	14%	13	$8,602,327	7%	14%
2016	Q3	$11.4	22	$35,705,963	4%	1%	5	$9,326,994	0%	1%	13	$8,682,997	1%	1%
2016	Q4	$10.9	21	$32,275,056	-10%	-4%	5	$8,937,192	-4%	-4%	13	$8,085,814	-7%	-4%
2017	Q1	$10.8	22	$31,899,587	-1%	0%	6	$7,975,912	-11%	0%	13	$9,151,355	13%	0%
2017	Q2	$12.1	21	$37,752,870	18%	12%	6	$9,860,201	24%	12%	12	$9,707,151	6%	12%
2017	Q3	$12.4	**21**	**$39,433,674**	**4%**	**2%**	6	$10,220,107	4%	2%	11	$9,798,948	1%	2%
2017	Q4	$12.1	22	$34,962,172	-11%	-2%	6	$10,283,603	1%	-2%	10	$9,745,262	-1%	-2%
2018	Q1	$12.4	22	$32,843,761	-6%	2%	6	$11,950,950	16%	2%	10	$9,986,917	2%	2%
2018	Q2	$14.1	23	$41,298,199	26%	14%	**5**	**$13,540,070**	**13%**	**14%**	10	$10,469,821	5%	14%
2018	Q3	$14.2	23	$35,995,544	-13%	0%	5	$10,030,173	-26%	0%	**10**	**$9,908,776**	**-5%**	**0%**
2018	Q4	$13.6	23	$34,041,181	-5%	-4%	4	$8,774,641	-13%	-4%	10	$8,847,462	-11%	-4%
2019	Q1	$11.7	23	$33,074,430	-3%	-14%	5	$7,396,867	-16%	-14%	10	$6,071,999	-31%	-14%
2019	Q2	$14.6	23	$43,416,205	31%	25%	5	$9,944,539	34%	25%	11	$10,116,866	67%	25%

Year	CA State Sales in $bil	City Permits	City Sales (3)	City Sales Change	State Sales Change	City Permits	City Sales (3)	City Sales Change	State Sales Change	City Permits	City Sales (3)	City Sales Change	State Sales Change
2016	$43.3	21	$130,963,515	-		5	$34,523,108	-		13	$33,396,553	-	
2017	$47.4	22	$144,048,303	10%	10%	6	$38,339,823	11%	10%	10	$38,402,716	15%	10%
2018	$54.3	23	$150,025,076	4%	14%	4	$47,072,735	23%	14%	10	$39,212,976	2%	14%
2019	$54.1	23	$160,472,181	7%	0%	5	$35,085,275	-25%	0%	13	$34,569,499	-12%	0%
2020	$38.3	22	$113,308,111	-29%	-29%	5	$23,392,845	-33%	-29%	12	$33,245,337	-4%	-29%
2021	$56.2	22	$178,407,693	57%	47%	5	$46,741,916	100%	47%	11	$39,524,382	19%	47%
2022	$71.3	27	$239,294,794	34%	27%	8	$65,684,000	41%	27%	12	$45,424,981	15%	27%

2016 - 2022 Percent Increase		2017 - 2022 Percent Increase		2017 - 2022 Percent Increase	
29%	83%	33%	71%	20%	18%

Sources: State of California Department of Tax and Fee Administration, First Quarter 2016 through Third Quarter 2019, Taxable Quarterly Reports; Costco Wholesale Corporation; and ALH Urban & Regional Economics.

(1) Each Costco gas station opening date is identified in the column headings by City. For each city, the figures corresponding to the quarter during which the Costco gas station opened are shaded in light gray.
(2) The trend analysis for each city includes the State of Calfiornia trend in gas station sales on a quarter over quarter basis.
(3) All dollars are in current year dollars, and have not been adjusted for inflation.

Exhibit 2
Population and Gas Sales Per Capita (1)
Cities of Santa Maria, Eastvale, Ukiah, Fresno and the State of California (2)
2016 through 2022 (2)

	City of Santa Maria		City of Eastvale		City of Ukiah		City of Fresno		State of California	
Year	Population	Gas Sales Per Capita	Population	Gas Sales Per Capita	Population	Gas Sales Per Capita	Population	Gas Sales Per Capita	Population	Gas Sales Per Capita
2016	106,744	$1,227	62,147	$556	15,796	$2,114	529,552	$1,027	39,179,627	$1,104
2017	107,978	$1,334	63,720	$602	15,889	$2,417	533,670	$1,106	39,500,973	$1,201
2018	108,470	$1,383	64,855	$726	16,226	$2,417	538,330	$1,142	39,809,693	$1,364
2019	107,356	$1,495	66,078	$531	16,296	$2,121	536,683	$1,095	39,927,315	$1,356
2020	109,660	$1,033	69,742	$335	16,604	$2,002	542,081	$858	39,538,223	$970
2021	110,672	$1,612	70,457	$663	16,220	$2,437	541,652	$1,223	39,286,510	$1,431
2022	109,617	$2,183	69,978	$939	16,052	$2,830	542,829	$1,445	39,078,674	$1,824
	2016 - 2022 Percent Increase		2016 - 2022 Percent Increase		2016 - 2022 Percent Increase		2016 - 2022 Percent Increase		2016 - 2022 Percent Increase	
	3%	78%	13%	69%	2%	34%	3%	41%	0%	65%

Sources: Exhibit 1; State of California Department of Finance, Table 2: E-5 City/County Population and Housing Estimates, 1/1/2018, 1/1/2019; and 1/1/2023; and ALH Urban & Regional Economics.

(1) All dollars are in current year dollars, and have not been adjusted for inflation.

(2) The shaded lines indicate the year corresponsing with a Costco gas station opening date. Some locations are presented for general reference.

APPENDIX B
FIRM QUALIFICATIONS AND PRINCIPAL RESUME

FIRM INTRODUCTION

ALH Urban & Regional Economics (ALH Economics) is a sole proprietorship devoted to providing urban and regional economic consulting services to clients throughout California. The company was formed in June 2011. Until that time, Amy L. Herman, Principal and Owner (100%) of ALH Economics, was a Senior Managing Director with CBRE Consulting in San Francisco, a division of the real estate services firm CB Richard Ellis. CBRE Consulting was the successor firm to Sedway Group, in which Ms. Herman was a part owner, which was a well-established urban economic and real estate consulting firm acquired by CB Richard Ellis in late 1999.

ALH Economics provides a range of economic consulting services, including:

- fiscal and economic impact analysis
- CEQA-prescribed urban decay analysis
- economic studies in support of general plans, specific plans, and other long-range planning efforts
- market feasibility analysis for commercial, housing, and industrial land uses
- economic development and policy analysis
- other specialized economic analyses tailored to client needs

Since forming ALH Economics, Ms. Herman's client roster includes California cities, counties, and other public agencies; educational institutions; architectural, environmental, and other real estate-related consulting firms; commercial and residential developers; non-profits; and law firms. A select list of ALH Economics clients includes the following:

- the cities of Concord, Pleasanton, Tracy, Dublin, Inglewood, Petaluma, and Los Banos, the Office of Community Investment and Infrastructure as Successor Agency to the Redevelopment Agency of the City and County of San Francisco, Alameda County Community Development Agency, the Alameda County Fair, Bay Area Rapid Transit District, East Bay Community Energy, and The Presidio Trust;
- the University of California at Berkeley, Stanford Real Estate, The Primary School, The Claremont Colleges Services, and the University of California at Riverside;
- Environmental Science Associates (ESA), Dudek, Group 4 Architecture, Research + Planning, Inc., Paul Halajian Architects, LSA Associates, Raney Planning and Management, Inc., First Carbon Solutions - Michael Brandman Associates, and Infrastructure Management Group, Inc.;
- Catellus Development Corporation, Maximus Real Estate Partners, New West Communities, Build, Inc., Arcadia Development Co., KB Home, Howard Hughes Corporation dba Victoria Ward LLC, Blu Homes, Inc., Kimco Realty, Align Real Estate LLC, Centercal, Carvana Co., and Trammell Crow Residential;
- Costco Wholesale Corporation, One Medical, Golden State Lumber, Public Storage, Home Depot, and Lifetime Fitness;
- Gresham Savage Nolan & Tilden, PC, Remy Moose Manley, Pelosi Law Group, Sedgwick LLP, Coblentz Patch Duffy & Bass LLP

Throughout her more than 30-year career, Ms. Herman has managed real estate consulting assignments for hundreds of additional clients, including many California cities, corporations, residential, commercial, and industrial real estate developers, and Fortune 100 firms.

RELEVANT EXPERIENCE: RETAIL URBAN DECAY STUDIES

Description of Services

The Principal of ALH Economics, Amy L. Herman, has performed economic impact and urban decay studies for a number of retail development projects in California. These studies have generally been the direct outcome of the 2004 court ruling *Bakersfield Citizens for Local Control ("BCLC") v. City of Bakersfield* (December 2004) 124 Cal.App.4th 1184, requiring environmental impacts analyses to take into consideration the potential for a retail project as well as other cumulative retail projects to contribute to urban decay in the market area served by the project. Prior to the advent of the Bakersfield court decision, Ms. Herman managed these studies for project developers or retailers, typically at the request of the host city, or sometimes for the city itself. Following the Bakersfield decision, the studies have most commonly been directly commissioned by the host cities or environmental planning firms conducting Environmental Impact Reports (EIRs) for the projects. Studies are often conducted as part of the EIR process, but also in response to organized challenges to a city's project approval or to Court decisions ruling that additional analysis is required.

The types of high volume retail projects for which these studies have been conducted include single store developments, typically comprising a Walmart Store, The Home Depot, Target store, Costco, and other club-like retail stores. The studies have also been conducted for large retail shopping centers, typically anchored by one or more of the preceding stores, but also including as much as 300,000 to 400,000 square feet of additional retail space with smaller anchor stores and in-line tenants.

The scope of services for these studies includes numerous tasks. The basic tasks common to most studies include the following:

- defining the project and estimating sales for the first full year of operations;
- identifying the market area;
- identifying and touring existing competitive market area retailers;
- evaluating existing retail market conditions at competitive shopping centers and along major commercial corridors in the market area;
- conducting retail demand, sales attraction, and spending leakage analyses for the market area and other relevant areas;
- forecasting future retail demand in the market area;
- researching the retail market's history in backfilling vacated retail spaces;
- assessing the extent to which project sales will occur to the detriment of existing retailers (i.e., diverted sales);
- determining the likelihood existing competitive and nearby stores will close due to sales diversions attributable to the project;
- researching planned retail projects and assessing cumulative impacts; and

- identifying the likelihood the project's economic impacts and cumulative project impacts will trigger or cause urban decay.

Many studies include yet additional tasks, such as assessing the project's impact on downtown retailers; determining the extent to which development of the project corresponds with city public policy, redevelopment, and economic development goals; projecting the fiscal benefits relative to the host city's General Plan; forecasting job impacts; analyzing wages relative to the existing retail base; and assessing potential impacts on local social service providers.

Representative Projects

Many high volume retail projects for which Ms. Herman has prepared economic impact and urban decay studies are listed below. These include projects that are operational, projects under construction, projects approved and beyond legal challenges but not yet under construction, and project currently engaged in the public process. By category, projects are listed alphabetically by the city in which they are located.

Projects Operational

- Alameda, Alameda Landing, totaling 285,000 square feet anchored by a Target (opened October 2013), rest of center opening starting in 2015
- American Canyon, Napa Junction Phases I and II, 239,958 square feet, anchored by a Walmart Superstore, prepared in response to a Court decision; project opened September 2007
- Bakersfield, Gosford Village Shopping Center, totaling 700,000 square feet, anchored by a Walmart Superstore, Sam's Club, and Kohl's; Walmart store opened March 18, 2010, Sam's Club and Kohl's built earlier
- Bakersfield, Panama Lane, Shopping Center, totaling 434,073 square feet, anchored by a Walmart Superstore and Lowe's Home Improvement Warehouse; Walmart store opened October 2009, Lowe's store built earlier
- Bakersfield, Silver Creek Plaza, anchored by a WinCo Foods, totaling 137,609 square feet, opened February 28, 2014
- Cameron Park (El Dorado County), Grocery Outlet Bargain Market, 16,061 square feet, opened November 2023
- Carlsbad, La Costa Town Square lifestyle center, totaling 377,899 square feet, anchored by Steinmart, Vons, Petco, and 24 Hour Fitness, opened Fall 2014
- Citrus Heights, Stock Ranch Walmart Discount Store with expanded grocery section, 154,918 square feet; store opened January 2007
- Clovis, Clovis-Herndon Shopping Center, totaling 525,410 square feet, anchored by a Walmart Superstore, opened March 2013
- Concord, Lowe's Commercial Shopping Center, totaling 334,112 square feet, anchored by a Lowe's Home Improvement Warehouse and a national general merchandise store; EIR Certified December 2008 with no subsequent legal challenge; store opened January 2010
- Concord, Veranda Shopping Center, a 375,000-square foot center anchored by a Whole Foods 365 Market, Movie Theater, and upscale apparel retail, opened October 2017, with 365 Market opening December 2017

- Cool, Dollar General, proposed store on a 1.69-acre site totaling 9,100 square feet, opened 2023
- Dublin, Persimmon Place, 167,200 square feet, anchored by Whole Foods, opened 2015
- Folsom, Lifetime Fitness Center, a 116,363-square-foot fitness center including an outdoor leisure and lap pool, two water slides, whirlpool, outdoor bistro, eight tennis courts, outdoor Child Activity Area, and outdoor seating, opened April 2017
- Fresno, Park Crossing (formerly Fresno 40), totaling 209,650 square feet, July 2015
- Gilroy, 220,000-square-foot Walmart Superstore, replaced an existing Discount Store; store opened October 2005, with Discount Store property under new ownership planned for retail redevelopment of a 1.5-million-square-foot mall
- Gilroy, Lowe's Home Improvement Warehouse, 166,000 square feet; store opened May 2003
- Hayward, Costco Gas Station, addition to existing Costco Business Center, opened mid-2023
- Hesperia, Main Street Marketplace, totaling 465,000 square feet, anchored by a Walmart Superstore and a Home Depot, Walmart under construction, opened September 2012
- Madera, Commons at Madera, totaling 306,500 square feet, anchored by a Lowe's Home Improvement Warehouse; project opened July 2008
- Oakland, Safeway expansion, College & Claremont Avenues, 51,510 square feet total, comprising a 36,787 square-foot expansion, opened January 2015
- Oakland, Rockridge Safeway expansion and shopping center redevelopment (The Ridge), including total net new development of 137,072 square feet, opened September 2016
- Oroville, Walmart Superstore, 213,400 square feet, replacing existing Walmart Discount Store, opened April 2017
- Rancho Cordova, Capital Village, totaling 273,811 square feet, anchored by a Lowe's Home Improvement Warehouse; phased project opening, January 2008 – July 2008
- Sacramento, Delta Shores, 1.3- to 1.5-million square feet, anchored by a lifestyle center; phased project opening beginning September 2017
- Sacramento, Downtown Commons, mixed-use entertainment complex with 682,500 square feet of retail space adjoining new Golden 1 Center for the Sacramento Kings; initial tenant 2016, additional tenants beginning November 2017
- Sacramento, Land Park Commercial Center, proposed commercial center with a 55,000-square-foot relocated and expanded full service Raley's grocery store and pharmacy and seven freestanding retail buildings comprising 53,980 square feet, Raley's opened April 2020
- San Francisco, Chase Center, prepared response to comments regarding impacts on Oakland Arena, opened September 2019
- San Jose (East San Jose), Home Depot Store, 149,468 square feet; store opened October 2007
- San Jose, Lowe's Home Improvement Warehouse (redevelopment of IBM site), up to 180,000 square feet, store opened March 2010
- San Jose, Almaden Ranch, up to 400,000 square feet, anchor tenant Bass Pro Shop opened October 2015
- Sonora, Lowe's Home Improvement Warehouse, 111,196 square feet; store opened December 2010
- Sonora, Sonora Crossroads, Walmart Discount Store expansion to a Superstore, net increase of 30,000 square feet, groundbreaking May 2017

- Tracy, Tracy Hills Specific Plan, Specific Plan area including 5,499 residential units, 875,300 square feet of commercial retail space, 624,200 square feet of office space, and 4,197,300 square feet of industrial space
- Ukiah, Costco, 148,000-square-foot warehouse membership store, groundbreaking September 2017, opened July 2018
- Victorville, The Crossroads at 395, totaling 303,000 square feet, anchored by a Walmart Superstore, opened May 2014
- Victorville, Dunia Plaza, totaling 391,000 square feet, anchored by a Walmart Superstore and a Sam's Club, replacing existing Walmart Discount Store, opened September 2012
- West Sacramento, Riverpoint Marketplace, totaling 788,517 square feet, anchored by a Walmart Superstore, Ikea, and Home Depot; phased openings beginning March 2006
- Willows, Walmart Superstore totaling 196,929 square feet, replacing existing Walmart Discount Store (subsequently scaled back to a 54,404-square-foot expansion to existing 86,453-square-foot store), opened March 2012
- Walnut Creek, The Orchards at Walnut Creek, mixed-use project including up to 225,000 square feet of retail space, opened September 2016
- Woodland, Home Depot Store, 127,000 square feet; store opened December 2002
- Yuba City, Walmart Superstore, 213,208 square feet, replacing existing Discount Store; store opened April 2006. Discount Store site backfilled by Lowe's Home Improvement Warehouse

Projects in Progress/Engaged in the Public Process

- Folsom, Westland-Eagle Specific Plan Amendment, Folsom Ranch, a 643-acre portion of the larger 3,585-acre Folsom Ranch Master Plan area including 977,000 square feet of retail space, along with residential, office, and industrial space (update on status required)
- Oakland, Oakland Waterfront District Park, prepared gentrification, displacement, and urban decay study for the proposed new Oakland A's multi-purpose Major League Baseball ballpark at the Howard Terminal, totaling approximately 55 acres, with a capacity of up to 35,000 persons and additional land uses, including up to 3,000 residential units, 1.5 million square feet of office, a 400-room hotel, up to 270,000 square feet of mixed retail, cultural and civic uses, a 50,000-square-foot performance center, and parking for all Project uses
- San Francisco, Whole Foods, 49,825-square-foot store in the City Center shopping center
- Seaside, Campus Town Specific Plan, a proposed 122.23-acre mixed-use development project developed on a portion of the former Fort Ord Army Base, planned to include maximum buildout of 1,485 housing units, a 250-room hotel, 75 youth hostel beds, 150,000 square feet of retail, dining, and entertainment space, and 50,000 square feet of office, flex, makerspace, and light industrial uses.

Projects Approved and Beyond Legal Challenges

- Bakersfield, Bakersfield Commons, totaling 1.2 million square feet of lifestyle retail space and 400,000 square feet of community shopping center space (project engaged in revisioning)
- Bakersfield, Crossroads Shopping Center, totaling 786,370 square feet, anchored by a Target

- Chico, Walmart expansion, expansion of an existing Walmart store plus addition of three development parcels including a fueling station, restaurant, and retail space. In *Chico Advocates for a Responsible Economy v. City of Chico* (2019) 40 Cal.App.5th 839, 849, Court of Appeal found that Urban Decay study adequately evaluated the Project's urban decay impacts.
- Davis, Mace Ranch Innovation Center, an innovation center with 2,654,000 square feet of planned space, including research, office, R&D, manufacturing, ancillary retail, and hotel/conference center. FEIR completed January 2016 and Certified September 2017
- Fairfield, Green Valley Plaza, totaling 465,000 square feet
- Fort Bragg, Grocery Outlet Bargain Market, approved June 2023
- Lincoln, Village 5 Specific Plan, area including 8,200 residential units, 3.1 million square feet of commercial retail space, 1.4 million square feet of office space, a 100-room hotel, and a 71-acre regional sports complex. Final EIR completed 2017. Specific Plan Approved January 2018. Groundbreaking anticipated 2019/2020.
- Kern County, Rosedale and Renfro, totaling 228,966 square feet, anchored by a Target
- Novato, Hanna Ranch, mixed-use project including 44,621 square feet of retail space, 21,190 square feet of office space, and a 116-room hotel
- Pleasanton, Johnson Drive Economic Development Zone, including 189,037 square feet of new general retail space, 148,000 square feet of club retail space, and a 150- or 231-room hotel.
- Roseville, Hotel Conference Center, a 250-room hotel with a 20,000-square-foot conference facility and a 1,200-seat ballroom
- San Francisco, Candlestick Point, 635,000 square feet of regional retail and Hunters Point, with two, 125,000-square-foot neighborhood shopping centers (urban decay study not part of the legal challenge)

PRINCIPAL INTRODUCTION

Ms. Amy Herman, Principal of ALH Economics, has directed assignments for corporate, institutional, non-profit, and governmental clients in key service areas, including commercial market analysis, fiscal and economic impact analysis, economic development and redevelopment, location analysis, strategic planning, and policy analysis. During her career spanning over 30 years, Ms. Herman has supported client goals in many ways, such as to assess supportable real estate development, demonstrate public and other project benefits, to assess public policy implications, and to evaluate and maximize the value of real estate assets. In addition, her award-winning economic development work has been recognized by the American Planning Association, the California Redevelopment Association, and the League of California Cities.

Prior to forming ALH Economics, Ms. Herman worked for 20 years as an urban economist with Sedway Group and then CBRE Consulting's Land Use and Economics practice. Her prior professional work experience included 5 years in the Real Estate Consulting Group of the now defunct accounting firm Laventhol & Horwath (L&H), preceded by several years with the real estate consulting firm Land Economics Group, which was acquired by L&H. During the course of her career, Ms. Herman has established a strong professional network and client base providing access to contacts and experts across a wide spectrum of real estate and urban development resources.

Ms. Herman holds a Master of Community Planning degree from the University of Cincinnati and a Bachelor of Arts degree in urban policy studies from Syracuse University. She pursued additional post-graduate studies in the Department of City and Regional Planning at the University of California at Berkeley. A professional resume for Ms. Herman follows.

ALH | ECON

ALH Urban & Regional Economics

PROFESSIONAL PROFILE



AMY L. HERMAN
PRINCIPAL

ALH Urban & Regional Economics
Berkeley, California

T 510.704.1599
aherman@alhecon.com

SELECT OTHER CLIENTS

- Alameda County Fair
- Arcadia Development Company
- Catellus Development Corporation
- CenterCal Properties
- Claremont University Consortium
- City of Dublin
- Dudek
- Environmental Science Associates
- Equity One
- First Carbon Solutions (formerly Michael Brandman Associates)
- Gresham Savage Nolan & Tilden
- Howard Hughes Corporation
- City of Inglewood
- LSA Associates
- Maximus Real Estate Partners
- The Primary School
- Remy Moose Manley
- Ronald McDonald House
- Signature Flight Support
- Syufy Enterprises
- City of Tracy

Amy L. Herman, Principal of ALH Urban & Regional Economics, has provided urban and regional consulting services for approximately 40 years. During this time, she has been responsible for directing assignments for corporate, institutional, non-profit, and governmental clients in key service areas, including fiscal and economic impact analysis, economic development and redevelopment, feasibility analysis, location analysis, strategic planning, policy analysis, and transit-oriented development. Her award-winning economic development work has been recognized by the American Planning Association, the California Redevelopment Association, and the League of California Cities.

Prior to forming ALH Urban & Regional Economics in 2011, Ms. Herman's professional tenure included 20 years with Sedway Group, inclusive of its acquisition by CB Richard Ellis and subsequent name change to CBRE Consulting. Her prior professional work experience includes five years in the Real Estate Consulting Group of the now defunct accounting firm Laventhol & Horwath (L&H), preceded by several years with the land use consulting firm Land Economics Group, which was acquired by L&H.

Following are descriptions of select consulting assignments managed by Ms. Herman.

ECONOMIC IMPACT ANALYSIS

Alameda County. Prime consultant for a complex team that prepared a Local Development Business Plan for the newly launched East Bay Community Energy Community Choice Aggregation program for Alameda County. ALH Economics components included economic impact and financial analysis of the local development program components.

University of California. Conducted economic impact studies and frequent updates for five University of California campuses: Berkeley, Davis, Riverside, San Francisco, and San Diego. Prepared models suitable for annual updates by campus personnel.

Hospital Council of Northern and Central California. Prepared an analysis highlighting the economic impacts of hospitals and long-term care facilities in Santa Clara County. The analysis included multiplier impacts for hospital spending, county employment, and wages. Completed a similar study for the Monterey Bay Area Region.

Bay Area Rapid Transit District. Completed economic impact analysis of BART's operations in the San Francisco Bay Area region.

Various EIR Firms. Managed numerous assignments analyzing the potential for urban decay to result from development of major big box stores, shopping centers, and sports venues. The analysis comprises a required Environmental Impact Report component pursuant to CEQA.

FISCAL IMPACT ANALYSIS

Stanford Research Park. Analyzed historic and current fiscal contributions generated by the Stanford Research Park real estate base and businesses to the City of Palo Alto, Santa Clara County, and the Palo Alto Unified School District.

City of Concord. Structured and managed fiscal impact analysis designed to test the net fiscal impact of multiple land use alternatives pertaining to the reuse of the 5,170-acre former Concord Naval Weapons Station, leading to possible annexation into the City of Concord, California.

Kimco Realty. Prepared fiscal impact analysis of plans to renovate and redevelop part of Westlake Shopping Center and infill development of a 179-unit apartment project adjoining the shopping center.

Sycamore Real Estate Investments, LLC. Prepared a fiscal impact model for client implementation, to test the General Fund net fiscal impacts of alternative land use mixes.

Residential and Commercial Developers. Prepared fiscal impact studies for new development projects, including residential, office, and mixed-use projects, demonstrating the net fiscal impact on the respective city's General Fund and local school districts.

AMY L. HERMAN
Principal

ECONOMIC DEVELOPMENT AND PUBLIC FINANCE

Infrastructure Management Group. Contributed to due diligence analysis of the proposed Transbay Transit Center to support evaluation of requested bond loan adjustment requests to support project construction.

Alameda County. Managed numerous assignments helping Alameda County achieve its economic development goals for the County's unincorporated areas through surplus site disposition assistance, including market analysis and financial due diligence for residential and commercial mixed-use developments.

Office of Community Investment and Infrastructure as Successor Agency to the Redevelopment Agency of the City and County of San Francisco. Managed financial analysis estimating the tax payments in lieu of property taxes associated with UCSF development of medical office space in the former Mission Bay Redevelopment Project area.

LAND USE POLICY

Union City Property Owner. Provided an independent analysis regarding the reasonableness of the City of Union City continuing to reserve a key development area for office and/or R&D development in the context of the General Plan Update.

Alameda County Community Development Agency. Provided analysis and input regarding the Ashland and Cherryland Business District Specific Plan requirements for non-residential floor space in mixed-use development sites over 10,000 square feet

DCT Industrial Trust (Subsequently acquired by ProLogis, Inc.). Performed economic analysis on a proposed change to the Newark Zoning Ordinance regarding permitted industrial uses. The analysis demonstrated the market, fiscal, and economic impacts that could result from the proposed zoning ordinance change.

City and County of San Francisco. Under direction of the San Francisco Planning Department, conducted analysis and literature review regarding residential and commercial displacement, especially they pertained to two planned Mission District mixed-income apartment projects.

DEVELOPMENT FEASIBILITY

China Harbour Engineering Company Ltd. (CHEC). Prepared a market assessment and development feasibility analysis for the potential development of a 5.54-acre parking lot at the West Oakland BART Station in Oakland, CA for CHEC, the development entity selected by BART to pursue joint development of the site pursuant to an Exclusive Right to Negotiate Agreement.

Align Real Estate, LLC. Prepared independent economic analysis of a proposed residential development in San Francisco on the site of several buildings, including one considered an historic resource pursuant to CEQA. The analysis tested several project alternatives, focusing on net developer margin as an indicator of financial feasibility.

Build, Inc. Conducted financial analysis comparing the development of a prospective San Francisco residential site as a "stand-alone" project compared to a larger "combined lot" project that would incorporate unused floor-area-ratio from an adjacent property.

Various Residential Developers. In support of fiscal impact studies, prepared residential market analysis examining historical development and pricing trends, absorption, and forecasting demand by product type. Prepared achievable pricing estimates by residential unit type and size.

EDUCATION

- Bachelor of Arts degree in urban studies, magna cum laude, Syracuse University.
- Master of Community Planning degree from the University of Cincinnati.
- Advanced graduate studies in City and Regional Planning at the University of California at Berkeley.

Appendix B

Netting Report

NETTING REPORT

To Address Potential Bird Strikes

Prepared by:
Tanner Consulting Group

For:
Kimly-Horn
Costco/Riverside Golf Course
Project

December 13, 2023

Tanner Consulting Group

603 Stanford Court• Valley Springs, CA 95252• Phone: (209) 772-2233 • Fax: (209)772-2230
E-Mail: tannerconsulting@aol.com - Web: www.tannerconsulting.com

NETTING REPORT
To Address Potential Bird Strikes

Tanner Consulting Group has specialized in golf course and driving range design for over 38 years. A major portion of our work involves golf and driving range netting design. We have worked on over 500 projects. The subject of birds (as it relates to netting) is one that occasionally comes up during the permitting process and is the subject we will address in this report.

CONCERN FOR BIRD SAFETY VS. NETTING

Golf Courses and Driving Ranges throughout the United States use netting as a safety barrier to keep golf balls from exiting a course and causing injuries to people and property. This report will address the netting and its effect on birds.

Golf containment netting is often used in bird aviaries to protect and contain birds in a safe environment. It is a safe and humane way to contain birds and is accepted by bird experts worldwide. This same netting has been installed in and around large buildings and structures to prevent bird strikes into plate glass windows. Studies by the National Audubon Society estimated there are up to one billion bird deaths a year due to plate glass windows. Organizations such as the National Audubon Society and university research centers have monitored glass-skinned skyscrapers and suburban dwellings. They have recorded lethal daily bird strikes into buildings all over the world. Their solution to this problem is netting. Because of these phenomena, Ornithologists have made recommendations to use "netting" to protect the birds from hitting buildings and structures. You may also have observed netting in and around your community designed to protect property such as commercial buildings, open beam structures, loading docks, façades, courtyards, bridges, balconies, storefront signs, garages, barns, or other structures to keep out pest birds. Netting is utilized in many areas as a humane way to deter birds. (See pictures below)

EXAMPLES OF BIRD PROTECTIVE NETTING











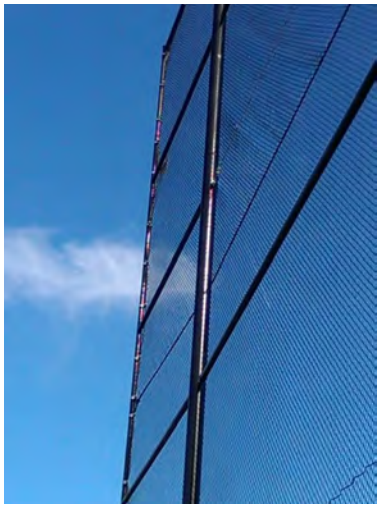




Aviary netting and golf barrier netting are many times the same type of netting and have very similar characteristics and protective abilities. Golf barrier netting is a woven poly material LFS 930 with an opening diameter of 1.4” X 1” and a twine thickness of .0565”. Golf barrier netting is installed in a safe rigid manner that helps prevent birds from becoming entangled. It is affixed tautly making it safe for birds to land on and making it difficult to become trapped. *In the unlikelihood that a bird does become entangled in the netting, staff can easily be trained to facilitate release.*

EXAMPLE OF GOLF NETTING INSTALLATION







Tanner Consulting Group has designed numerous golf netting barrier projects in the California, including the San Jose State University Men’s and Women’s Golf Training

Center. The netting used at SJSU is the same netting specified for your project and was installed to 165 feet tall. Head Coach John Kennaday reported they have not had any birds trapped or die due to the netting. TCG has also met with the National Audubon Society regarding bird strikes and has conducted our own surveys on bird strikes at golf courses and/or golf driving ranges in California, most recently a survey of 35 San Francisco Bay area golf course and/or golf driving ranges. These facilities reported they had no birds trapped and no bird deaths related to golf netting. There were also no notifications of birds being injured by golf netting.

(Additionally, we always like to acknowledge and address the subject of Bats vs. netting as this subject comes up from time to time. Bats use echolocation to navigate at night and send out sound waves that bounce off objects. Using these echoes, bats can detect object as thin as a human hair in complete darkness. It is highly unlikely that bats would collide with the nets during flight. There have been no cases of bat entanglement in any netting projects that we have been advised of.)

CONCLUSION

Riverside Golf Course currently has netting on the driving range. This netting has been in use for many years. Riverside staff have not seen or been aware of any bird strikes or bird injury/deaths related to this netting. The likelihood of the additional netting attributing to bird strikes or deaths is very minimal to non-existent.

Netting has proven to be very safe for protecting birds of all types whether it is to prevent strikes into a golf course/range, deterrent to plate glass windows, or to offer a protective environment in bird sanctuaries. Zoos throughout the Country use these same netting products to develop safe and comfortable habitat for birds of all types and sizes including endangered species.

Because of growth and development around the golf facilities, special attention has been given to the protection of new and existing structures and their occupants. The recommendations by Tanner Consulting Group help contain golf balls in the facility. We do not feel the proposed netting will have any significant impact on birds or wildlife.

Ascent Environmental
455 Capitol Mall, Suite 300
Sacramento, CA 95814

ascentenvironmental.com

Fresno Costco Commercial Center Project

MITIGATION MONITORING AND REPORTING PROGRAM

State Clearinghouse No. 2021100443

City of Fresno

February 2024

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

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

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

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

ROLES AND RESPONSIBILITIES

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

Inquiries should be directed to:

Jose Valenzuela, Supervising Planner
City of Fresno Planning and Development Department
2600 Fresno Street, Third Floor, Room 3043
Fresno, CA 93721
Phone: (559) 621-8070
Email: Jose.Valenzuela@fresno.gov

The location of this information is:

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

MITIGATION MONITORING AND REPORTING PROGRAM TABLE

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

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

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Verification
Archaeological, Historical, and Tribal Cultural Resources			
Mitigation Measure 3.4-1a: Develop and Implement a Worker Environmental Awareness Program The applicant shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeologists to prepare a worker environmental awareness program. The program shall be provided to all construction personnel and supervisors who will have the potential to encounter and alter archaeological resources. A copy of the worker environmental awareness program shall be provided to the City's Planning Division before construction activities begin. The topics to be addressed in the worker environmental awareness program will include, at a minimum: ▶ types of cultural resources expected on the project site; ▶ types of evidence that indicates cultural resources might be present (e.g., glass shards, lithic scatters); ▶ what to do if a worker encounters a possible resource; ▶ what to do if a worker encounters animal bones or possible human bones; and ▶ repercussions for removing or intentionally disturbing archaeological resources.	Project Applicant	Before construction activities begin	
Mitigation Measure 3.4-1b: Retain an Archaeological Monitor and Native American Monitor, and Halt Ground-Disturbing Activity upon Discovery of Subsurface Archaeological Features or Tribal Cultural Resources In the event that any historic-era subsurface archaeological features or deposits (e.g., glass, metal, and/or ceramic refuse scatters), or prehistoric subsurface archaeological features or deposits (e.g., locally darkened soil ("midden"), stone tool chipping debris, bones, shell beads, or concentrated charcoal layers), are discovered during construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the City shall be notified. The applicant will then retain the services of a qualified professional archaeologist to assess the significance of the find. Specifically, the archaeologist shall determine whether the find qualifies as an historical resource, a unique archaeological resource, or tribal artifacts. If the find does fall within one of these three categories, the qualified archaeologist shall then make recommendations to the City regarding appropriate procedures that should be used to protect the integrity of the resource and to ensure that no additional resources are affected. Procedures could include preservation in place, archival research, subsurface testing, and/or data recovery, with preservation in place being the preferred option if feasible. If the find is a tribal artifact, the City shall provide a reasonable opportunity for input from a Native American tribal representative affiliated with the location of the discovery; affiliation shall be determined by the City, in consultation with the qualified archaeologist, based on the City's AB 52 list or the	Project Applicant and Construction Contractors	During construction activities	

Mitigation Measures	Implementation Responsibility	Timing	Verification
contact list provided by the NAHC. If responsive, the tribal representative will then determine whether the artifact is considered a tribal cultural resource, as defined by PRC Section 21074. The applicant, in consultation with the City and Tribe, shall implement the recommended preservation options (which may include preservation in place, data recovery, mapping, capping, or avoidance), and proper curation of significant artifacts, if it determines that the measures are feasible in light of project design, logistics, and cost considerations.			
Mitigation Measure 3.4-4: Halt Ground-Disturbing Activity upon Discovery of Subsurface Paleontological Resources If paleontological resources are discovered during earthmoving activities, the project applicant shall immediately halt operations within 30 feet of the find and notify the City. If the find is determined to be significant, it shall be salvaged by a qualified paleontologist retained by the project applicant following the standards of the SVP (2010) and curated at a certified repository such as the University of California Museum of Paleontology.	Project Applicant and Construction Contractors	During construction activities	
Biological Resources			
Mitigation Measure 3.5-1a: Conduct Take Avoidance Survey for Burrowing Owl, Implement Avoidance Measures, and Compensate for Loss of Occupied Burrows ▶ A qualified biologist shall conduct a focused survey for burrowing owls in accessible areas (i.e., not including private property) of habitat suitable for the species on and within 1,640 feet (500 meters) of the project site no less than 14 days before initiating ground disturbance activities using survey methods described in Appendix D of the CDFW 2012 Staff Report (CDFW 2012). Much of the area within this 1,640-foot survey area does not contain habitat suitable for burrowing owl (e.g., residential areas, commercial development, roads) and would not require surveys. Inaccessible areas that contain habitat suitable for burrowing owl (e.g., the Riverside Golf Course property) shall be surveyed using binoculars or a spotting scope. ▶ If no occupied burrows are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Fresno, and no further mitigation shall be required. ▶ If an active burrow is found within 1,640 feet of pending construction activities during the nonbreeding season (September 1 through January 31), the applicant shall establish and maintain a minimum protection buffer of 164 feet (50 meters) around the occupied burrow throughout construction. If an active burrow is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the project site shall be marked with fencing, flagging, or other means. The actual buffer size shall be determined by the qualified biologist based on the time of year and level of disturbance in accordance with guidance provided in the CDFW Staff Report on Burrowing Owl Mitigation (CDFW 2012). The protection buffer may be adjusted if, in consultation with CDFW, a qualified biologist	Project Applicant	Before construction activities begin (no less than 14 days prior to ground disturbance) and during construction activities	

Mitigation Measures	Implementation Responsibility	Timing	Verification
determines that an alternative buffer shall not disturb burrowing owl use of the burrow because of particular site features or other buffering measures. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion plan shall be developed, as described in Appendix E of the CDFW Staff Report. Burrowing owls shall not be excluded from occupied burrows until the project burrowing owl exclusion plan is approved by CDFW. The exclusion plan shall include a compensatory habitat mitigation plan (see below). ▶ If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a protective buffer at a minimum of 164 feet unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer may be adjusted depending on the time of year and level of disturbance as outlined in the CDFW 2012 Staff Report. If an active burrow is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the site shall be marked with fencing, flagging, or other means. The size of the buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented so that burrowing owls are not adversely affected. Once the fledglings are capable of independent survival, the owls can be evicted, and the burrow can be destroyed per the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW 2012 Staff Report. ▶ If burrowing owls are evicted from burrows and the burrows are destroyed by implementation of project activities, the applicant shall mitigate the loss of occupied habitat in accordance with guidance provided in the CDFW 2012 Staff Report, which states that permanent impacts on nesting, occupied, and satellite burrows, and burrowing owl habitat (i.e., grassland habitat with suitable burrows) shall be mitigated such that habitat acreage and number of burrows are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The applicant shall retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards: ▪ Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat, disturbance levels, potential for conflicts with humans, pets, and other wildlife, density of burrowing owls, and relative importance of the habitat to the species throughout its range.			

Mitigation Measures	Implementation Responsibility	Timing	Verification
▪ If feasible, mitigation lands shall be provided adjacent or proximate to the project site so that displaced owls can relocate with reduced risk of injury or mortality. Feasibility of providing mitigation adjacent or proximate to the project site depends on availability of sufficient habitat to support displaced owls that may be preserved in perpetuity. ▪ If habitat suitable for burrowing owl is not available for conservation adjacent or proximate to the project site, mitigation lands can be secured off-site and shall aim to consolidate and enlarge conservation areas outside of planned development areas and within foraging distance of other conservation lands. Mitigation may be also accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. Alternative mitigation sites and acreages may also be determined in consultation with CDFW. ▪ If burrowing owl habitat mitigation is completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and if the numbers are maintained over time. Measures of success, as suggested in the CDFW 2012 Staff Report, shall include site tenacity, number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors.			
Mitigation Measure 3.5-1b: Conduct Focused Surveys for Swainson's Hawk, White-Tailed Kite, Other Nesting Raptors, and Other Native Nesting Birds and Implement Protective Buffers ▶ To minimize the potential for loss of Swainson's hawk, white-tailed kite, other raptors, and other native birds, project construction activities (e.g., tree removal, vegetation clearing, ground disturbance, staging) shall be conducted during the nonbreeding season (approximately September 1-January 31, as determined by a qualified biologist), if feasible. If project construction activities are conducted during the nonbreeding season, no further mitigation shall be required. ▶ Within 14 days before the onset of project construction activities during the breeding season (approximately February 1 through August 31, as determined by a qualified biologist), a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys shall conduct focused surveys for Swainson's hawk, white-tailed kite, other nesting raptors, and other native birds. Surveys shall be conducted in accessible areas (i.e., not including private property) within 0.5 mile of the project site for Swainson's hawk and white-tailed kite; within 500 feet of the site for other raptors; and within 50 feet of the site for non-raptor common native bird nests. Inaccessible areas that contain habitat suitable for nesting birds (e.g., the Riverside Golf Course property) shall be surveyed using binoculars or a spotting scope.	Project Applicant	Before construction activities begin (with 14 days of ground disturbance) and during construction activities	

Mitigation Measures	Implementation Responsibility	Timing	Verification
▶ If no nests are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Fresno, and no further mitigation shall be required. ▶ Impacts on nesting birds shall be avoided by establishing appropriate buffers around active nest sites identified during focused surveys to prevent disturbance to the nest. Project construction activity, including tree removal, shall not commence within the buffer areas until a qualified biologist has determined that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. An avoidance buffer shall be implemented for Swainson's hawk and white-tailed kite in consultation with CDFW. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers for Swainson's hawk nests, but the size of the buffer may be decreased if a qualified biologist and the City of Fresno, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. For other species, a qualified biologist shall determine the size of the buffer for nests of non-special-status species after a site- and nest-specific analysis. Buffers typically shall be 500 feet for common raptors. Buffer size for non-raptor common bird species generally shall be at least 20 feet. Factors to be considered for determining buffer size shall include presence of natural buffers provided by vegetation or topography, nest height above ground, baseline levels of noise and human activity, species sensitivity, and proposed project construction activities. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment would not be likely to adversely affect the nest. Any buffer reduction for a listed or fully protected species (i.e., Swainson's hawk, white-tailed kite) shall require consultation with CDFW. If an active nest is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the project site shall be marked with fencing, flagging, or other means. Periodic monitoring of the nest by a qualified biologist during project construction activities shall be required if the activity has potential to adversely affect the nest, the buffer has been reduced, or if birds within active nests are showing behavioral signs of agitation (e.g., standing up from a brooding position, flying off the nest) during project construction activities, as determined by the qualified biologist.			
Noise and Vibration			
Mitigation Measure 3.11-1: Implement Additional Measures to Reduce Exposure to Noise Reduction during Noise-Sensitive Time Periods For all outdoor construction activity that is to take place outside of the City of Fresno construction noise exception timeframes (i.e., 10:00 p.m. and 7:00 a.m., Monday through Saturday, and all hours of the day on Sunday), and that is anticipated to generate interior noise levels at sensitive receptors that exceed the City of Fresno General Plan interior noise standard of 45 dB for residential land uses, the construction contractor shall comply with the following measures:	Project Applicant	During construction activities	

Mitigation Measures	Implementation Responsibility	Timing	Verification
▶ Consistent with Section 10-110 of the City Noise Control Ordinance, obtain an exception to Article 1, "Noise Regulations," through the Chief Administrative Officer. A permit may be issued authorizing noises prohibited by the noise ordinance whenever it is found that the public interest will be served thereby or that extreme hardship will result from the strict enforcement. ▶ Install temporary noise curtains as close as possible to the noise-generating activity such that the curtains obstruct the direct line of sight between the noise-generating construction activity and the nearby sensitive receptors. Temporary noise curtains shall consist of durable, flexible composite material featuring a noise barrier layer bounded to sound-absorptive material on one side. The noise barrier layer shall consist of rugged, impervious, material with a surface weight of at least one pound per square foot. ▶ Noise-reducing enclosures and techniques shall be used around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors). ▶ Operate heavy-duty construction equipment at the lowest operating power possible. All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. ▶ Where available and feasible, construction equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that only sound when an object is detected. Self-adjusting backup alarms shall automatically adjust to 5 dB over the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels. ▶ Provide a minimum of one week of advanced notice to owners of all residential located within 350 feet of where nighttime construction activity would take place. This noticing shall inform the recipients of when and where nighttime construction would occur and the types of measures being implemented to lessen the impact at potentially affected receptors. This noticing shall also provide the contact information for the designated disturbance coordinator. The disturbance coordinator shall receive all public complaints and be responsible for determining the cause of the complaint and implementing any feasible measures to alleviate the problem.			
Mitigation Measure 3.11-3: Reduce Exposure of Existing Sensitive Receptors to Noise Generated by Loading Dock Activity The project applicant shall construct a sound wall or other noise attenuating feature west of the loading docks with a demonstrated ability to result in a 4 dB noise decrease at the existing residences along North Riverside Drive.	Project Applicant	Prior to issuance of certificates of occupancy	

Mitigation Measures	Implementation Responsibility	Timing	Verification
Mitigation Measure 3.11-5: Implement Traffic Noise Reduction Measures along North Riverside Drive The project proponent shall implement noise reduction measures to ensure that exterior noise levels at residential land uses near the west side of North Riverside Drive do not exceed the City's current noise standard of 65 dB L_{dn}/CNEL under existing-plus-project conditions. This measure is consistent with General Plan Policy NS-1-I, which recommends the use of design alterations to reduce noise impacts. This performance standard can be achieved using any combination of the following measures. Therefore, if one option is not implemented, the other would be required. ▶ Pave the roadway segment with rubberized hot-mix asphalt or equivalent surface treatment with known noise-reducing properties on top of the roadway surface. The rubberized hot-mix asphalt overlay shall be designed with appropriate thickness and rubber component quantity (typically 15 percent by weight of the total blend), such that traffic noise levels are reduced by an average of 4 to 6 dB (noise levels vary depending on travel speeds, meteorological conditions, and pavement quality) as compared to noise levels generated by vehicle traffic traveling on standard asphalt. Rubberized hot-mix asphalt has been found to achieve this level of noise reduction in other parts of California (Sacramento County 1999). Pavement will require more frequent than normal maintenance and repair to maintain its noise attenuation effectiveness. The applicant shall fund the incremental cost for maintaining the roadway segment with the surface treatment. ▶ Construct a sound barrier taller than the 6-foot cinderblock wall that is currently present from West Spruce Avenue to West Herndon Avenue. The sound barrier shall be constructed of solid material (e.g., wood, brick, adobe, an earthen berm, boulders, or combination thereof). The reflectivity of each sound barrier shall be minimized to ensure that traffic noise reflected off the barrier does not contribute to an exceedance of applicable L_{eq} standards at other receptors. The level of sound reflection from a barrier can be minimized with a textured or absorptive surface or with vegetation on or next to the barrier. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction (Caltrans 2013: 2-41; FTA 2018: 42). Barriers higher than the line of sight provide increased noise reduction (FTA 2018: 16). Scenic quality factors shall be taken into account during design, such as using more natural materials (e.g., berms and boulders) to reduce the visible mass of a wall. All barriers shall be designed to blend into the landscape along the roadway, to the extent feasible. Ensuring a character consistent with the surrounding area may involve the use of strategically placed native trees or other vegetation; the addition of special materials (e.g., wood or stonework) on the façade of the sound wall; and/or a sound wall that is covered in vegetation. Additionally, the sound barrier shall meet the standards established in General Plan Policy NS-1-o which establishes aesthetic considerations for sound walls	Project Applicant	Prior to issuance of certificates of occupancy	

Mitigation Measures	Implementation Responsibility	Timing	Verification
including a maximum allowable height of 15 feet. If the sound barriers ensure that exterior traffic noise levels on the residential properties would not exceed 60 dB L_{eq}, then the applicant shall not be required to pave the roadway with a special low-noise surface treatment. Sound wall construction would only be implemented if all of the property owners on the west side of North Riverside Drive between West Herndon Avenue and West Spruce Avenue collectively agree to the mitigation.			
Transportation and Circulation			
Mitigation Measure 3.13-2: Provide a Program to Reduce Costco Employees' VMT by at least 26 Percent Costco shall provide a program that is designed to achieve at least a 26 percent reduction in employee VMT. The program shall be provided to the City for acceptance prior to issuance of a certificate of occupancy. Specific actions must include the following measures described in the California Air Pollution Control Officers Association's 2021 Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity: ▶ **Commute Trip Reduction Marketing (estimated to result in up to 4 percent employee VMT reduction):** Costco shall implement a marketing strategy to promote Costco's commute reduction program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and greenhouse gas emissions. The following features (or similar alternatives) shall be provided: ▪ on-site or online commuter information services, ▪ employee transportation coordinators, ▪ on-site or online transit pass sales, and ▪ guaranteed ride home service. ▶ **Provide Ridesharing Program (estimated to result in up to 8 percent employee VMT reduction):** Costco shall develop and implement a ridesharing program. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT, and greenhouse gas emissions. The following strategies provide examples of a multifaceted approach for promoting a rideshare program: ▪ designating a certain percentage of desirable parking spaces for ridesharing vehicles, ▪ designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and ▪ providing an app or website for coordinating rides.	Project Applicant	Prior to issuance of certificates of occupancy	

Mitigation Measures	Implementation Responsibility	Timing	Verification
▶ **Implement Subsidized or Discount Transit Program (estimated to result in up to 5.5 percent employee VMT reduction):** Costco shall provide free transit passes for employees. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and, thus, a reduction in greenhouse gas emissions. ▶ **Provide End-of-Trip Bicycle Facilities (estimated to result in up to 4.4 percent employee VMT reduction):** Costco shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include elements such as bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and greenhouse gas emissions. ▶ **Improve Street Connectivity (estimated to result in up to 30 percent employee VMT reduction):** Costco shall construct West Spruce Avenue along the northern site boundary, creating new connections between West Spruce Avenue and North Aurther Avenue. The increased connectivity and intersection density that would result from these improvements would facilitate shorter trips, thereby reducing VMT. ▶ **Provide Pedestrian Network Improvements/Construct Bike Facilities/Expand Bikeway Network (estimated to result in up to 10 percent employee VMT reduction[1]):** Costco shall construct new, 12-foot-wide pedestrian and bicycle paths along West Herndon Avenue and North Riverside Drive to improve pedestrian access and connect to a larger bicycle network. This encourages a mode shift from automobiles to biking and walking, resulting in VMT reduction.			
Mitigation Measure 3.13-3: Provide Off-Site Improvements Costco shall provide the following off-site improvements to alleviate queuing that would result in transportation hazards to the greatest extent feasible prior to issuance of building permit: ▶ North Golden State Boulevard and West Herndon Avenue: Revise signal phasing to optimize green-time allocation relative to anticipated volumes. To reduce queue blockage of the intersection, "DO NOT BLOCK" pavement markings are required for the full width of North Weber Avenue. On the north leg of the intersection (i.e., North Golden State Boulevard, northeast of West Herndon Avenue), reconstruct the median to extend the south bound dual left-turn pocket as far north as possible without interfering with the existing north bound left-turn pocket at West Kathryn Avenue. All off-site improvements shall be designed in accordance with City roadway design standards and are subject to review by the City and responsible emergency service providers.	Project Applicant and City of Fresno	Prior to issuance of certificates of occupancy	

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

Fresno Costco Commercial Center Project

Findings and Facts in Support of Findings
and
Statement of Overriding Considerations

State Clearinghouse No. 2021100443

City of Fresno

February 2024

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LIST OF ABBREVIATIONS

APN	assessor's parcel number
BMP	best management practice
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Fresno
CNEL	Community Noise Equivalent Level
Costco	Costco Wholesale Corporation
dB	decibels
EIR	environmental impact report
FAR	floor area ratio
Findings	Findings of Fact
FMFCD	Fresno Metropolitan Flood Control District
GHGRP	Greenhouse Gas Reduction Plan
L_{dn}	day-night level
L_{eq}	energy-equivalent noise level
MMRP	mitigation monitoring and reporting program
$MTCO_2e$	metric tons of carbon dioxide equivalent
NOP	notice of preparation
PRC	Public Resources Code
RWQCB	Regional Water Quality Control Board
SJVAPCD	San Joaquin Valley Air Pollution Control District
SR	State Route
TIA	*Fresno Costco Relocation Transportation Impact Analysis*
VMT	vehicle miles traveled

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1 INTRODUCTION

The Costco Wholesale Corporation (Costco), the project applicant, proposes to construct a membership-only Costco Commercial Center, including a new warehouse with an attached tire center and home delivery services, and a detached gas station and drive-through car wash. The proposed project site is a vacant 22.4-acre parcel located at the northeast corner of the intersection of West Herndon Avenue and North Riverside Drive in the City of Fresno. An environmental impact report (EIR) has been prepared under the direction of City of Fresno (City), the lead agency under the California Environmental Quality Act (CEQA), in accordance with the requirements of CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines.

The existing Costco facility on West Shaw Avenue would be relocated to the project site. Costco has occupied the commercial building at 4500 West Shaw Avenue in the city of Fresno since 1985. Costco's customer base has outgrown the capacity of the current facility, which could lead to future traffic and parking concerns. The new facility would serve the same customers as the existing facility plus anticipated growth in the area. The project would also allow Costco to expand services in the area to include an additional gas station and a car wash, as well as a loading area to facilitate delivery of purchases directly to homes in the Fresno area.

This statement of Findings of Fact (Findings) has been prepared in accordance with CEQA and its implementing guidelines (California Code of Regulations [CCR] Title 14, Section 15000 et seq.) to address the environmental effects associated with the proposed Costco Commercial Center Project. PRC Section 21081 and Section 15091 of the State CEQA Guidelines require that the lead agency prepare written Findings for identified significant impacts, accompanied by a brief explanation for the rationale for each finding. Section 15091 of the State CEQA Guidelines states, in part:

> a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
>
> > 1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
> >
> > 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
> >
> > 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

The EIR for the project identified potentially significant effects that could result from project implementation. The City finds that the inclusion of mitigation measures as part of the project approval would reduce most, but not all, of those effects to a less-than-significant level. Those impacts that are not reduced to a less-than-significant level are identified and overridden due to specific project benefits in a Statement of Overriding Considerations.

The following sections make detailed Findings with respect to the potential effects of the project and refer, where appropriate, to the mitigation measures set forth in the EIR to avoid or substantially reduce potentially significant adverse impacts of the project. The EIR and the administrative record concerning the project provide additional facts in support of the Findings herein. The Draft and Final EIR are hereby incorporated into these Findings in their entirety. Furthermore, the mitigation measures set forth in the Mitigation Monitoring and Reporting Program (MMRP) are incorporated by reference into these Findings.

The Fresno City Council (City Council) is the decision-making authority for the project. The City Council adopts these Findings in that capacity.

2 PROJECT SUMMARY

2.1 PROJECT LOCATION

The project site is a 22.4-acre parcel located at the northeast corner of the intersection of West Herndon Avenue and North Riverside Drive in the city of Fresno. The project site is bordered by West Spruce Avenue to the north, the right-of-way of (currently unbuilt) North Arthur Avenue to the east, West Herndon Avenue to the south, and North Riverside Drive to the east. The project site's address is 7120 North Riverside Drive and the assessor's parcel number (APN) is 50302012. Local access to the site is provided by West Herndon Avenue, West Spruce Avenue, and North Riverside Drive. Regional access is provided by State Route (SR) 99, via the West Herndon Avenue interchange approximately 0.5 mile to the southwest.

2.2 PROJECT ELEMENTS

The Costco Commercial Center would include a warehouse retail building, gas station, and car wash. The size of each project element, as revised in the Final EIR, is summarized below in Table 2-1.

Table 2-1 Project Elements

Structure	Area (square feet)
Warehouse Retail Building Footprint	**219,216**
Warehouse/Retail	163,539
Loading/Back of house/Storage/Receiving	4,422
Market delivery operation	46,834
Open canopy space	3,233
Building envelope	1,188
Fuel canopy	**12,885**
Car wash	**4,800**

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

The project would also include construction of off-site improvements to improve circulation and provide utilities to the site. Specific improvements include the following and are depicted in Figure 2-10:

1. Installation of a traffic signal at the intersection of West Fir Avenue, North Riverside Drive, and the main Costco driveway.
2. The construction of a private 36-foot asphalt right-of-way (currently named North Arthur Avenue) running along the eastern boundary of the project site.
3. Construction of the intersection of West Herndon Avenue and North Arthur Avenue to allow right-in/right-out and left-in turning, which would require a median cut on West Herndon Avenue.
4. The construction of West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue. The asphalt roadway would include curb, gutter, sidewalk, and streetlights, as well as the installation of sewer and water mains underneath this portion of West Spruce Avenue. Existing turf and mature trees within the right-of-way would be removed. In addition, the existing irrigation system at the golf course and path for the golf carts would be relocated. A new fence and nets to prevent errant balls from striking vehicles and pedestrians would be installed along the northern boundary of the roadway.
5. Improvements to the intersection of West Herndon Avenue and North Riverside Drive.

6. Improvements to North Riverside Drive, including moving the concrete median approximately 5 feet to the west, construction of a second southbound left-turn lane, construction of a second northbound lane, and construction of a 12-foot-wide multiuse trail and a 3-foot-tall, landscaped berm between trail and parking lot.
7. The construction of pedestrian and bicycle facilities, including a trail as identified by the City's Active Transportation Plan along the project site's frontage with West Herndon Avenue.

2.2.1 General Plan Amendments and Rezoning

The proposed Costco warehouse building is consistent with established zoning for the parcel; however, an amendment to the City of Fresno's General Plan and rezoning of the site would be required to permit the proposed car wash. The project would require a general plan amendment to change the land use designation of the project site from Community Commercial (CC) to General Commercial (CG). The General Commercial designation proposed for the site is described in Urban Form, Land Use, and Design Element of the General Plan as appropriate for retail and service uses that may generate high volumes of vehicle traffic. Similarly, the project site would be rezoned from CC to CG.

The project also includes a proposed General Plan amendment and rezoning to reclassify West Herndon Avenue from North Riverside Drive to North Hayes Avenue as a superarterial. West Herndon Avenue is designated, depending on the specific segment, as either an expressway or superarterial, the two highest roadway classifications in the General Plan, throughout the project site's vicinity and is designated as a superarterial between the project site and SR 99. The project includes a general plan amendment to reclassify the portion of West Herndon Avenue between North Riverside Drive and North Hayes Avenue from expressway to superarterial to allow the construction of an intersection where West Herndon Avenue meets the private North Arthur Avenue right-of-way. The current classification of expressway would not permit the construction of this intersection. The proposed intersection where West Herndon Avenue meets the North Arthur Avenue right-of-way would allow access to the project site via two north-south streets, rather than solely from North Riverside Drive. This may result in easier travel for southbound drivers along North Riverside Drive, including nearby residents and visitors to the Riverside Golf Course.

2.2.2 Planned Development Permit

Article 59 of Chapter 15 of the Fresno Municipal Code establishes regulations and procedures for Planned Development Permits (PD Permits), which are permits for "development on large areas of land and infill sites to allow for projects that desire greater flexibility than already provided for in this Code." The PD Permit process allows developments to request deviations from development standards to respond to site conditions in more customized and tailored manner than allowed by the standards specified in the Municipal Code.

The project applicant has applied for a PD Permit to request deviations from Section 15-2015 of the Municipal Code, which specifies that lighting fixtures in commercial districts have a maximum height of 25 feet. Costco aims to achieve 2.5 foot-candles of light throughout the parking area to maximize safety within the parking lot. This level of lighting is intended to provide security and safety for drivers and pedestrians navigating the parking lot at night. The project would include light fixtures with a maximum height of approximately 36.5 feet instead of the allowed 25-foot-tall fixtures to reduce the number of lights needed to achieve the desired light levels within the parking field. The proposed 36.5-foot-tall light poles also allow a more diffuse distribution of light, reducing the difference in light levels in the areas between poles. The taller lighting also ensures that the area beneath the PG&E easement that runs directly through the parking field has adequate lighting. (No structures, including light poles, are allowed within this overhead easement.) Off-site glare and light spillover from parking lot light fixtures would be minimized by using less powerful lights on fixtures at the edge of the property.

2.3 PROJECT OBJECTIVES

The State CEQA Guidelines require that an EIR include a statement of objectives for the project and that the objectives include the underlying purpose of the project. These objectives help the lead agency determine the alternatives to evaluate in the EIR (see CEQA Guidelines Section 15124[b]) and gauge whether alternatives or mitigation measures are feasible. The following is a list of project objectives:

- Construct and operate a new membership-only Costco Commercial Center in northwest Fresno that serves the local community with a wide variety of goods and services from both nationally known businesses and regional and local businesses.
- Locate the new membership-only Costco Commercial Center in a location that is convenient for its members, the community, and employees to travel to for shopping and working.
- Locate the new membership-only Costco Commercial Center in an area serviced by adequate existing infrastructure, including roadways and utilities.
- Establish a facility of sufficient size to provide a state-of-the-art facility that integrates several services, including home and/or business delivery service, under one roof.
- Meet demand for automobile services, including gasoline, car wash, and tire center.
- Create a commercial use with architecture designed to facilitate integration with the overall design context for an area, including the surrounding community.
- Reduce energy consumption by incorporating sustainable design features and systems with enhanced energy efficiencies meeting State and federal requirements.
- Continue and increase big-box retail store sales tax revenues received by the City.
- Improve availability of integrated retail sales of goods and services in the northwest area of Fresno.
- Minimize circulation conflicts between automobiles and pedestrians for retail stores and gas stations.

2.4 DISCRETIONARY APPROVALS

A list of discretionary approvals, permits, and entitlements anticipated for the proposed project includes the approvals noted below. The following list identifies permits and other approval actions likely to be required from responsible agencies before implementation of the proposed project.

- State Water Resource Control Board: Coverage under the State General Stormwater Permit.
- Central Valley Regional Water Quality Control Board (RWQCB): National Pollutant Discharge Elimination System Permit and Wastewater Discharge Permit.
- San Joaquin Valley Air Pollution Control District (SJVAPCD): Permit to construct and permit to operate.
- Fresno Metropolitan Flood Control District (FMFCD): Plan and drainage report review.

The proposed project would also require the following entitlements from the City of Fresno:

- Amend the 2035 Fresno General Plan to change the planned land use designations for the project site from the Community Commercial to the General Commercial planned land use designation and reclassify a portion of West Herndon Avenue between North Riverside Drive and North Hayes Avenue from Expressway to Superarterial.
- Amend the Official Zoning Map of the City of Fresno to reclassify the project site from the CC/EA/UGM/cz (Community Commercial/Expressway Area Overlay/Urban Growth Management/conditions of zoning) zone district to the CG/UGM/cz (General Commercial/Urban Growth Management/conditions of zoning) zone district.

- Approve a Conditional Use Permit to construct a ±241,342 square-foot, warehouse retail building with a ±4,800 square-foot car wash; and an ±13,000 square-foot, 32-station fuel canopy.
- Approve an Alcoholic Beverage Control Conditional Use Permit to establish a Type 21 alcohol license that would allow the sale of beer, wine, and distilled spirits for consumption off the premises where sold.
- Approve a Planned Development Permit to modify parking lot development standards to allow for 36.5-foot-tall light fixtures rather than 25-foot light fixtures.
- Approve a Parcel Map for the subdivision of the existing parcel into two resultant parcels.
- Approve vacation of an existing public street right-of -way for North Arthur Avenue, between West Spruce Avenue and West Herndon Avenue.
- Approve a permit for construction noise.

3 ENVIRONMENTAL REVIEW PROCESS

In accordance with Section 15083 of the State CEQA Guidelines, the City has provided opportunities for individual members of the public, as well as organization and agency representatives, to consider the proposed actions and provide input and recommendations concerning the content of the EIR.

3.1 NOTICE OF PREPARATION

The City released a notice of preparation (NOP) for the EIR on October 22, 2021. The purpose of the NOP was to provide notification that an EIR was being prepared and to solicit input on the scope and content of the document. A virtual public meeting was held on November 2, 2021, at 6:00 p.m. The scoping period for the project ended on November 22, 2021. The NOP and comments received in response to the NOP are included in Appendix A of the Draft EIR. Comments were received regarding traffic congestion, safety, and access; air quality and the proximity of the gas station to nearby sensitive receptors; access to existing recreational trails; and lighting. The comments received on the NOP and at the scoping meeting are addressed, as applicable, in each technical section of the Draft EIR.

3.2 DRAFT ENVIRONMENTAL IMPACT REPORT

On July 11, 2023, the City released the Draft EIR for public review and comment. The Draft EIR was submitted to the State Clearinghouse for distribution to reviewing agencies; posted on the City's website (https://www.fresno.gov/planning/plans-projects-under-review/#tab-14); and was made available at the Planning and Development Department (2600 Fresno Street, Room 3043). The document was also available for review at the Teague Branch Library (4718 N Polk Avenue). A notice of availability of the Draft EIR was published in the Fresno Bee.

As a result of these notification efforts, written and verbal comments were received from two state agencies (California Department of Fish and Wildlife [CDFW] and California Department of Transportation), one local agency (SJVAPCD), an organization representing the project applicant, and individuals. The Final EIR includes comments received on the Draft EIR; responses to these comments; and revisions to the Draft EIR, as necessary, in response to these comments or to amplify or clarify material in the Draft EIR.

4 GENERAL CEQA FINDINGS

4.1 CITY COUNCIL INDEPENDENT JUDGMENT

The City Council has exercised independent judgment in accordance with PRC Section 21082.1(c)(3) in retaining an environmental consultant for the preparation of the EIR, as well as reviewing, analyzing, and revising material prepared by the consultant. Having received, reviewed, and considered the information in the EIR, as well as all other information in the record, the City Council hereby makes Findings pursuant to and in accordance with Sections 21081, 21081.5, and 21081.6 of the PRC.

4.2 MITIGATION MONITORING AND REPORTING PROGRAM

PRC Section 21081.6(a)(1) requires lead agencies to "adopt a reporting and mitigation monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." The mitigation monitoring and reporting program (MMRP) is adopted in conjunction with certification of the EIR and adoption of these Findings of Fact. The City will use the MMRP to track compliance with project mitigation measures and the MMRP will remain available for public review during the compliance period. Based on the entire record before the City Council and having considered the significant impacts of the project, the City Council hereby determines that all feasible mitigation within the responsibility and jurisdiction of the City has been adopted to reduce or avoid the potentially significant impacts identified in the EIR.

Furthermore, City finds that any inconsistency in the language of the mitigation measures in the EIR, in the MMRP, and in these Findings is inadvertent. Because measures have been revised over time, it is possible that such revisions or clarifications have been made in one document, but not another. In the event of such inconsistency, the language of a measure in one document shall be applied in a manner that harmonizes the measure with the corresponding measure in other documents, such that the most stringent version of the measure shall apply.

4.3 NATURE AND LEGAL EFFECT OF FINDINGS

These Findings constitute the City's evidentiary and policy bases for its decision to approve the project in a manner consistent with the requirements of CEQA. To the extent that these Findings conclude that various mitigation measures outlined in the EIR are feasible and have not been modified, superseded or withdrawn, the City hereby binds itself to implement these measures. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the City adopts a resolution approving the project.

Any Findings made by the City Council shall be deemed made, regardless of where it appears in this document. All of the language included in this document constitutes Findings by the City Council, whether or not any particular sentence or clause includes a statement to that effect. The City Council intends that these Findings be considered as an integrated whole and that any finding required or committed to be made by the City Council with respect to any particular subject matter of the EIR shall be deemed made if it appears in any portion of these Findings.

4.4 RELIANCE ON RECORD

In accordance with PRC Section 21167.6(e), the record of proceedings for the City's decision on the project includes the following documents:

- The NOP for the project and all other public notices issued by the City in conjunction with the project;
- All comments submitted by agencies or members of the public during the comment period on the NOP;

- The Draft EIR for the project and all appendices;
- The Final EIR for the project, including comments received on the Draft EIR, and responses to those comments and appendices;
- Documents cited or referenced in the Draft EIR and Final EIR;
- The MMRP for the project;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the project;
- All documents submitted to the City by other public agencies or members of the public in connection with the project;
- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the project;
- Any and all resolutions adopted by the City regarding the project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;
- Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations;
- Any documents expressly cited in these findings, in addition to those cited above; and
- Any other materials required for the record of proceedings by PRC Section 21167.6(e).

The custodian of the documents and other materials that constitute the record of the proceedings upon which the City's decisions are based is Jose Valenzuela, or his designee. Such documents and other materials are located at the City of Fresno Planning and Development Department, 2600 Fresno Street, Fresno, CA 93721.

4.5 FINDINGS REGARDING RECIRCULATION OF THE DRAFT EIR

The City Council adopts the following Findings with respect to whether to recirculate the Draft EIR. Under Section 15088.5 of the State CEQA Guidelines, recirculation of an EIR is required when "significant new information" is added to the EIR after public notice is given of the availability of the Draft EIR for public review but prior to certification of the Final EIR. The term "information" can include changes in the project or environmental setting, as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. Pursuant to State CEQA Guidelines Section 15088.5(a) "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The City Council recognizes that the Final EIR contains additions, clarifications, modifications, and other changes. (See Final EIR, Chapter 3, "Revisions to the Draft EIR.") As discussed in the Final EIR, none of the information added to the Draft EIR altered the significance conclusions. Rather, the new information refined, amplified, and clarified the information provided in the Draft EIR. None of the revisions or updates to the Draft EIR's analyses represents "significant new information" as that term is defined by the State CEQA Guidelines, Section 15088.5(a).

The City Council finds that recirculation of the Draft EIR is not required: (1) because recirculation is not required where the new information added to the EIR merely clarifies, amplifies, or makes insignificant modifications in an adequate EIR; and (2) because no "substantial adverse" impact would result from any of the revisions to the portions of the Draft EIR that were not recirculated (State CEQA Guidelines Section 15088.5[e]).

5 CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT

The City Council certifies that the Final EIR has been completed in compliance with CEQA and the State CEQA Guidelines, that the EIR was presented to the City Council, and that the City Council reviewed and considered the information contained therein before approving the proposed project, and that the EIR reflects the independent judgment and analysis of the City Council (State CEQA Guidelines Section 15090).

6 FINDING OF FACT

PRC Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute provides that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to provide that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." The second permissible finding is that "such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and such changes have been adopted by such other agency or can and should be adopted by such other agency." The third potential conclusion is that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guidelines Section 15091.)

PRC Section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors." The State CEQA Guidelines Section 15364 adds another factor: "legal" considerations. (See Citizens of Goleta Valley v. Bd. of Supervisors (1990) 52 Cal.3d 553, 565.) The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 410, 417.) Moreover, "feasibility" under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic,

environmental, social, legal, and technological factors." (Ibid.; see also Sequoyah Hills Homeowners Assn. v. City of Oakland (1993) 23 Cal.App.4th 704, 715; California Native Plant Society v. City of Santa Cruz (2009) 177 Cal.App.4th 957, 1001.)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper Findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency finds that the project's "benefits" render "acceptable" its "unavoidable adverse environmental effects." (State CEQA Guidelines Sections 15093, 15043[b]; see also PRC Section 21081[b].) Those impacts that are not reduced to less than significant levels are identified and overridden due to specific project benefits identified specifically in a Statement of Overriding Considerations (see Section 12, below).

6.1 SIGNIFICANT EFFECTS AND MITIGATION MEASURES

Chapter 3, "Environmental Impacts and Mitigation Measures," of the Draft EIR describes the potential impacts of the project in 14 resource areas, and recommends mitigation measures to reduce impacts, to the extent feasible. Chapter 4, "Cumulative Impacts," of the Draft EIR determines whether the incremental effects of this project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. After implementation of the recommended mitigation measures, most of the impacts associated with the project would be reduced to less-than-significant levels. For some impacts, there are no feasible mitigation measures or feasible alternatives that would reduce the impact to a less-than-significant level (see Section 5.2, "Significant and Unavoidable Impacts," of the Draft EIR.)

The City Council's Findings with respect to the project's significant and potentially significant effects and mitigation measures are set forth in Sections 9 and 10, below. These sections do not attempt to describe the full analysis of each environmental impact contained in the EIR. Instead, the sections provide a summary description of each impact, describe the applicable mitigation measures identified in the EIR and adopted by the City, and state the City Council's Findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Draft EIR. In making these Findings, the City Council ratifies, adopts, and incorporates into these Findings the analysis and explanation in the Draft EIR and Final EIR, and ratifies, adopts, and incorporates into these Findings the determinations and conclusions of the Draft EIR and Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these Findings.

7 ENVIRONMENTAL EFFECTS OF THE PROJECT THAT ARE FOUND TO BE LESS THAN SIGNIFICANT

The City Council finds that, based upon substantial evidence in the record, including information in the EIR, the following impacts have been determined be less than significant and no mitigation is required pursuant to PRC Section 21081(a) and CEQA Guidelines Section 15091(a).

7.1 AESTHETICS

Impact 3.1-1: Substantially Degrade the Existing Visual Character or Quality of Public Views of the Site and Its Surroundings or Conflict with Zoning and Other Regulations Governing Scenic Quality

Implementation of the project would alter views by adding built-environment elements on a vacant parcel. However, the existing visual quality of the parcel is low. The project elements proposed would not change the suburban visual character of the general area, as elements of the project's design (such as building height, color, massing, architectural detailing, screening vegetation and landscaping, and setback requirements) would be consistent with the visual character of the surrounding environment. (Draft EIR pp. 3.1-6 to 3.1-8)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.1-2: Create a New Source of Substantial Light or Glare Which Would Adversely Affect Nighttime Views in the Area

The project would introduce new sources of light onto the existing, vacant project site. Light spillover onto adjacent land uses would be reduced by using less powerful lights on fixtures at the edge of a property. Reflective, glare causing materials would not be used. All fixtures would be downcast and would not exceed the 0.5-foot-candle standard for light spillover onto residential areas. (Draft EIR p. 3.1-9)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-1: Cumulative Aesthetics Impacts

The project would contribute regional changes to aesthetics. The effects of these changes are highly subjective and tend to be localized. The combined effects of other projects in the cumulative impact area would not be cumulatively significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. (Draft EIR p. 4-7)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.2 AGRICULTURAL AND FORESTRY RESOURCES

Impact 3.2-1: Involve Other Changes in the Existing Environment, Which, Due to Their Location or Nature, Could Result in Conversion of Farmland to Non-Agricultural Use

The project would result in the development of a parcel that was formerly used for agriculture and is recognized by the Department of Conservation as Farmland of Local Importance. The project site is no longer used for agriculture and is designated for commercial land use per the City of Fresno General Plan. Similarly, surrounding parcels are designated, and in some cases developed as, residential and commercial uses. The project would not involve changes to the existing environment that could result in conversion of farmland to non-agricultural use. (Draft EIR p. 3.2-5)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-2: Cumulative Agriculture and Forestry Resources Impacts

Although portions of the city, including the project site, were historically used for agriculture, the City has planned for urbanization of the incorporated city through its general plan. The City of Fresno General Plan Master Environmental Impact Report identified that development according to the of land uses in the General Plan would result in the loss of up to 15,903 acres of Farmland Mapping and Monitoring Program-designated farmland (City of Fresno 2014: 5.2-12).

Although the project site is not zoned for agriculture and is not under Williamson Act contract, it is designated Farmland of Local Importance. Development of the project site would result in permanent conversion of this land. Farmland of Local Importance is not a designation of concern under CEQA. Therefore, although there is an existing, adverse cumulative condition related to the loss of Farmland in the city of Fresno the project would not substantially contribute to the impact. (Draft EIR pp. 4-7 to 4-8)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.3 AIR QUALITY

Impact 3.3-1: Generate Short-Term Construction-Related Emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$

The project would not generate construction emissions of criteria air pollutants and ozone precursors exceeding SJVAPCD's annual mass emissions thresholds of significance or daily screening criteria. These thresholds are inherently tied to long-term regional air quality planning (i.e., SJVAPCD's air quality management plans) which demonstrates that the project would not conflict with the applicable air quality plans. (Draft EIR pp. 3.3-19 to 3.3-20)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.3-2: Generate Long-Term Operational Emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$

The project would not generate operational emissions of criteria air pollutants and ozone precursors exceeding SJVAPCD's annual mass emissions thresholds of significance or daily screening criteria for permitted and non-permitted sources following compliance with SJVACPD's Rule 9510 (ISR) for this land use type. (Draft EIR pp. 3.3-20 to 3.3-21)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.3-3: Expose Receptors to TAC Concentrations Adversely Affecting a Substantial Number of People

Based on the health risk assessment prepared for the project, construction and operation of the project would not produce significant diesel particulate matter or other toxic air contaminants (TACs) such that SJVAPCD's thresholds for TAC cancer risk exposure of 20 in 1 million or an acute or chronic Hazard Index of 1 for the maximally exposed individual for non-carcinogens would be exceeded. Using these numerical thresholds established by SJVAPCD, the project would not generate substantial emissions of TACs causing an adverse health impact from TAC expose. (Draft EIR pp. 3.3-22 to 3.3-23)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.3-4: Expose Receptors to Substantial CO Concentrations

Buildout of the project would not contribute to localized concentrations of mobile-source carbon dioxide that would exceed an applicable ambient air quality standard. (Draft EIR pp. 3.3-23 to 3.3-24)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.3-5: Generate Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People

Buildout of the project would not introduce an odor source identified by SJVAPCD that could result in an adverse odor impact. (Draft EIR p. 3.3-25)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-3: Cumulative Air Quality Impacts

There is a cumulative impact related to air quality in the city of Fresno. However, the project's contribution to this cumulatively significant air quality impact would not be cumulatively considerable. In accordance with CEQA Guidelines Section 15064, subdivision (h)(3), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously approved plan or mitigation program. All air quality pollutants would be below established thresholds. This level of emissions indicates that the project would not conflict with long-term regional air quality planning in the San Joaquin Valley Air Basin. Additionally, as long-term regional air quality planning is directly tied to attainment of the national and state air quality standards, the project would not contribute substantially to adverse health outcomes associated with cumulative air quality impairment. (Draft EIR p. 4-8)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.4 ARCHAEOLOGICAL, HISTORICAL, AND TRIBAL CULTURAL RESOURCES

Impact 3.4-3: Disturb Human Remains

Based on documentary research, no evidence suggests that any prehistoric or historic-period marked or un-marked human interments are present within or in the immediate vicinity of the project site. However, ground-disturbing preconstruction and construction activities could uncover previously unknown human remains. Compliance with California Health and Safety Code Section 7050.5 and PRC Section 5097 would make this impact less than significant. (Draft EIR p. 3.4-14 to 3.4-15)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-4: Cumulative Archaeological, Historical, and Tribal Cultural Resources Impacts

The project could contribute to cumulative impacts associated with damage or loss of cultural resources. Implementation of Mitigation Measures 3.4-1a and 3.4-1b would reduce the project's individual impact to a less-than-significant level by requiring that a worker environmental awareness program be prepared and provided to all construction personnel and supervisors who will have the potential to encounter and alter archaeological resources, requiring construction to halt if potential archaeological resources are discovered, coordination with Native American groups (if applicable), implementation of preservation options (including data recovery, mapping, capping, or avoidance), and proper curation if significant artifacts are recovered. Because the project's individual impact would be

reduced to a less-than-significant level, the project's contribution to this cumulatively significant impact would not be cumulatively considerable. (Draft EIR p. 4-9)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No additional mitigation measures are required.

7.5 BIOLOGICAL RESOURCES

Impact 4-5: Cumulative Biological Resources Impacts

The project would contribute to cumulative biological resources impacts associated with construction and operation of land uses in the cumulative impact area. Mitigation Measures 3.5-1a and 3.5-1b would prevent potential adverse effects on these species associated with the individual project. Because implementation of mitigation measures would reduce the project's individual impact to a less-than-significant level, the project's contribution to the cumulatively significant impact would be less than cumulatively considerable. (Draft EIR pp. 4-9 to 4-10)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No additional mitigation measures are required.

7.6 ENERGY

Impact 3.6-1: Result in a Potentially Significant Environmental Impact Due to the Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources, During Project Construction or Operation

The project would not use energy for construction that would be considered wasteful or unnecessary, as that energy expenditure would facilitate operation of the project and achievement of project goals. The project does not include any construction activity beyond what is needed to provide a functional facility. Construction of the project would adhere to best management practices (BMPs) for construction (e.g., restrict idling time to 5 minutes or less). Moreover, the project would utilize Tier 3 construction equipment or construction equipment exceeding 50 horsepower. The project would introduce new electricity and natural gas consumption relative to baseline conditions; however, the project would be enrolled in the PG&E's Solar Choice Program to procure 100 percent of its electricity from solar resources. The project would also be served by existing infrastructure capable of meeting the project's operational energy needs. During operation, energy would not be used in a wasteful or inefficient manner. (Draft EIR pp. 3.6-7 to 3.6-9)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.6-2: Conflict with or Obstruct Implementation of Energy Measures of a State or Local Plan for Renewable Energy or Energy Efficiency

The project would be consistent with the relevant energy measures from the City of Fresno's Greenhouse Gas Reduction Plan (GHGRP) that pertain to nonresidential development. Because the project would incorporate relevant measures as project design features, such as a commitment to PG&E's Solar Choice Program, and would incorporate energy-reducing measures from the GHGRP, the project would not conflict with or obstruct implementation of the City of Fresno's GHGRP. (Draft EIR p. 3.6-9)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-6: Cumulative Energy Impacts

Cumulative development would result in increased energy demand and consumption from increased construction activities, vehicle trips, and electrical and natural gas consumption. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. (Draft EIR pp. 4-10)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Impact 3.7-1: Generate GHG Emissions That Would Conflict with the City's Greenhouse Gas Reduction Plan

The project would incorporate various measures similar to GHG reduction measures in the GHGRP as project design features. The project's emissions would also be reduced by regulatory mechanisms such as the Advanced Clean Cars II Program and the Advanced Clean Trucks regulation. To demonstrate compliance with the GHGRP, the project would be required to reduce its emissions by 1.5 percent or 381 metric tons of carbon dioxide equivalent ($MTCO_2e$) in 2030 and 11.6 percent or 2,711 $MTCO_2e$ by 2035. Through the incorporation of on-site reduction measures derived from the GHGRP and reductions realized from these aforementioned programs, the project would reduce its emissions by 3,140 and 6,719 $MTCO_2e$ in 2030 and 2035, respectively, as compared to levels of emissions without accounting for the project features and regulatory compliance. This level of reduction exceeds the GHGRP standards. Therefore, the project would be consistent with the GHGRP. (Draft EIR pp. 3.7-11 to 3.7-13)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.7.1 Impact 4-7: Cumulative Greenhouse Gas Emissions and Climate Change Impacts

There is an existing substantial adverse impact related to GHG emissions and global climate change. Based on consistency with the GHGRP, which itself is consistent with the state's targets established to address the existing cumulative condition of global climate change, the project would not have a considerable contribution to the cumulative condition. (Draft EIR p. 4-11)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.8 HAZARDS AND HAZARDOUS MATERIALS

Impact 3.8-1: Create a Significant Hazard through Routine Transport, Use, or Disposal of Hazardous Materials

Project construction and operation would involve the routine transport, use, and disposal of hazardous materials. Potential impacts would be addressed through compliance with applicable regulations that would reduce impacts associated with the use, transport, storage, and sale of hazardous materials, including measures taken to address the safety of underground storage tanks and the handling of hazardous materials in accordance with the Hazardous Materials Business Emergency/Contingency Plan and the local Certified Unified Program Agency. (Draft EIR pp. 3.8-7 to 3.8-8)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.8-2: Create a Significant Hazard through Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment or be Located on a Site which is Included on a List of Hazardous Materials Sites Compiled Pursuant to Government Code Section 65962.5 and would Create a Significant Hazard to the Public or the Environment

The potential for past use of the project site to result in substantial hazard has been evaluated, including soil sampling as part of a Phase II Environmental Site Assessment. Operation of the project, which would involve the use, storage, and sale of potentially hazardous materials, would be subject to regulations designed to reduce the potential for the project to create hazardous conditions through a reasonably foreseeable upset or accident condition. There is no evidence of a substantial hazard to the public or the environment. Implementation of the project would not result create a significant hazard due to release of chemicals associated with past agricultural use of the site, location on a site that is on a list of known hazardous materials sites, or due to operation of the project. (Draft EIR pp. 3.8-9 to 3.8-10)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.8-3: Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School

Compliance with all relevant regulations for the handling and transport of hazardous materials would reduce the potential for the generation of hazardous waste typical of construction activities. Additionally, the potential for operation of the project to result in hazardous effects on schools would be limited because the gas station would be designed to minimize potential for accidental releases of fuel into the environment. (Draft EIR pp. 3.8-10 to 3.8-11)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.8-4: Impair Implementation of or Physically Interfere with the Implementation of an Adopted Emergency Response Plan or Emergency Evacuation Plan

The Fresno County Multi-Hazard Mitigation Plan does not identify formal evacuation routes. Compliance with the conditions of the Street Work and Traffic Control Permit during any potential road closures, applicable General Plan policies, and review of the site plan by the City Fire Department would result in a less-than-significant impact on implementation of an adopted emergency response plan or emergency evacuation plan. (Draft EIR p. 3.8-11)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.8-5: Expose People or Structures, Either Directly or Indirectly, to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires

The project site is not located within a designated urban-wildland interface area nor is it near designated State Responsibility Areas. Existing development and irrigated agricultural land surround the project site, and the likelihood for wildland fire in the area is low. The project design would comply with existing regulations and would ensure the Costco facility and associated tire center, gas station, and drive-through car wash meet the standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent damage to structures or people by reducing wildfire hazards. (Draft EIR pp. 3.8-11 to 3.8-12)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-8: Cumulative Hazards and Hazardous Materials Impacts

Hazardous materials and safety issues generally occur independently of one another and are related to site-specific and project-specific characteristics and conditions. Compliance with all applicable federal, state, and local regulations related to hazards and hazardous materials on a project-by-project basis would ensure that site-specific impacts are appropriately addressed and cannot combine with site-specific impacts from other project sites. The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. (Draft EIR pp. 4-11 to 4-12)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.9 HYDROLOGY AND WATER QUALITY

Impact 3.9-1: Violate Water Quality Standards or Waste Discharge Requirements or Otherwise Degrade Water Quality

Project construction activities such as grading, excavation, and trenching could result in erosion and sedimentation, and discharge of other nonpoint source pollutants. In addition, the project would include fuel storage and dispersal, tire maintenance, and a car wash facility that could generate stormwater pollutants including oils, lubricants, and heavy metals. Regulations apply to the project that would reduce potentially significant impacts, including the National Pollutant Discharge Elimination System Permit Program, underground storage tank regulations contained in CCR, Title 23, Water, Division 3, Chapter 16 (underground storage tank regulations), Central Valley RWQCB General Permit for Stormwater Discharges from municipal separate storm sewer systems (Order R5-2016-0040), and FMFCD's Storm Drainage and Flood Control Master Plan. Because compliance with these regulations and BMPs would be incorporated into the project, there would not be a violation of water quality standards or waste discharge requirement or interference with implementation of a water quality control plan. (Draft EIR pp. 3.9-8 to 3.9-9)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.9-2: Substantially Decrease Groundwater Supplies; Interfere with Groundwater Recharge, Such That the Project May Impede Sustainable Groundwater Management of the Basin; or Conflict with or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan

The project would receive water from the City of Fresno Department of Public Utilities, which relies on groundwater and surface water supplies. The North Kings Groundwater Sustainability Agency (GSA) is projected to reach sustainability by 2040 if groundwater flows from within the North Kings GSA plan area to neighboring GSAs and basins are reduced and projects are developed to address present and future projected groundwater conditions. The project would not decrease groundwater supplies or interfere with groundwater recharge such that implementation of a

sustainable groundwater management would be impeded, nor would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. (Draft EIR p. 3.9-10)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.9-3: Substantially Alter the Existing Drainage Pattern of the Site or Area in a Manner That Would Result in Substantial Erosion or Siltation, Substantially Increase in Surface the Rate or Amount of Surface Runoff in a Manner That Would Result in Flooding or Exceedance of the Capacity of Existing or Planned Stormwater Drainage Systems, or Impede or Redirect Flood Flows

The applicant would construct utility improvements within the site to service the proposed uses and connect to available utilities adjacent to the project site. Stormwater from the site would be directed to existing FMFCD drainage facilities in North Riverside Drive, West Spruce Avenue, and West Herndon Avenue, located within the EH local stormwater drainage area. In addition, the project would be required to comply with the City of Fresno grading plan check process and National Pollutant Discharge Elimination System Construction General Permit Region-wide municipal separate storm sewer system. Compliance with the grading plan check process requires that all new development drains properly and is routed to the appropriate location. Additionally, these regulations would result in appropriate handling of stormwater on site to reduce potential for substantial increased runoff and minimize potential for downstream flooding. Participation in the region-wide municipal separate storm sewer system permit would reduce water quality impacts to surface and groundwater by ensuring that discharged water meets the water quality standards and goals established in the Central Valley RWQCB's Basin Plan through the implementation of BMPs described above. The runoff generated by the project is not anticipated to exceed the capacity of existing and planned stormwater drainage systems. (Draft EIR p. 3.9-11)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-9: Cumulative Hydrology and Water Quality Impacts

The effects of buildout of the project on surface water quality, groundwater quality and quantity, alteration of drainage patterns, and flood hazards would be addressed though compliance with existing regulations. Development associated with anticipated projects in the cumulative impact area would be subject to similar state and local regulations. The combined effects of other projects in the cumulative impact area would not be cumulatively significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. (Draft EIR p. 4-12)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.10 LAND USE AND PLANNING

Impact 3.10-1: Cause a Significant Environmental Impact Due to a Conflict with Relevant Plans, Policies, and Zoning Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

The proposed project would require a general plan amendment (GPA), rezone, and conditional use permit (CUP). Requests for discretionary permits require that the project be evaluated for compliance and consistency with a variety of policy and regulatory programs adopted to avoid or reduce the severity of potential environmental effects. The project would not conflict with City policies adopted for the purposes of avoiding or mitigating an environmental effect. (Draft EIR pp. 3.10-5 to 3.10-7)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-10: Cumulative Land Use and Planning Impacts

Land use and planning impacts would occur where there would be physical division of established communities or inconsistency land use plans and regulations adopted to avoid or mitigate environmental effects. There is not a significant cumulative impact as a result of community division or development of projects that do not adhere to adopted plans and regulations. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. (Draft EIR p. 4-13)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.11 NOISE

Impact 3.11-2: Generate Excessive Groundborne Vibration or Groundborne Noise Levels

Construction activity associated with the proposed project would generate short-term increases in vibration near sensitive receptors in the vicinity of the project site. Based on the distance between the equipment anticipated to be used during construction and the location of nearby sensitive receptors, vibration levels would not exceed applicable state and federal thresholds with respect to structural damage and human annoyance. Additionally, City of Fresno Municipal Code Section 15-2507 exempts construction activity from vibration standards. (Draft EIR pp. 3.11-20 to 3.11-21)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.11-4: Generate a Substantial Permanent Increase in Ambient Noise Levels in the Vicinity of the Project due to Traffic Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

The proposed project is expected to increase traffic along the surrounding roadway network and, thus, increase traffic noise in the vicinity of the project site. Project-generated traffic noise would not result in an exceedance of the City's interior or exterior standard at any sensitive receptors (residences) along North Riverside Drive. Additionally, although existing noise levels on West Herndon Avenue exceed the City's exterior noise standard of 65 decibels (dB) at day-night level (L_{dn})/ Community Noise Equivalent Level (CNEL) for nearby residential uses, project-generated traffic would not result in an exceedance of interior noise standards (i.e., 45 L_{dn}/CNEL) or a substantial increase (i.e., greater than 3 dB) in transportation noise. (Draft EIR pp. 3.11-26 to 3.11-27)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-11: Cumulative Noise and Vibration Impacts

The ambient noise along West Herndon Avenue is influenced by roadway noise that exceeds the City's standards. The project's contribution to this cumulatively significant noise impact would be less than cumulatively considerable. Although the existing noise levels along West Herndon Avenue are above the City's noise standard, the traffic noise generated by the project would not result in a substantial increase. The 1 dB increase in traffic noise would be imperceptible and would not be a cumulatively considerable contribution to ambient noise on West Herndon Avenue in the cumulative condition. Although there is an existing, adverse cumulative condition associated with roadway noise along West Herndon Avenue, the project would not contribute significantly to this condition. The project would also result in noise that exceeds the City's standard due to increased traffic along North Riverside Drive. This impact would be addressed through implementation of Mitigation Measure 3.11-5. Because the project's individual impact would be reduced to a less-than-significant level, the project's contribution to the cumulatively significant impact would be less than cumulatively considerable (Draft EIR pp. 4-13 to 4-14)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No additional mitigation measures are required.

7.12 PUBLIC SERVICES AND RECREATION

Impact 3.12-1: Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Fire or Police Facilities or the Need for New or Physically Altered Governmental Facilities

The project site is in a developing suburban area that is within the service area of the City's fire and police departments. The proposed facility would serve the city's existing population in northwest Fresno. The project would

not introduce new residents to the area and new or physically altered facilities would not be required. Further, the project would comply with all applicable fire safety regulations and pay fire impact fees.

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-12: Cumulative Public Services and Recreation Impacts

The project would not result in substantial demand for public services. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. (Draft EIR p. 4-14)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.13 TRANSPORTATION AND CIRCULATION

Impact 3.13-1: Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities

The proposed project would be consistent with established City and regional policies and plans related to bicycle and pedestrian facilities and transit service in the project area. The proposed project's off-site improvements include construction of bicycle facilities along its western, southern, and northern frontages (North Riverside Drive, West Herndon Avenue, and Spruce Avenue, respectively) and would be consistent with the City of Fresno Active Transportation Program. Additionally, although demand would be minimal, the existing transit service has the capacity to accommodate any increase in ridership generated by the proposed project. Lastly, the proposed project's reclassification of West Herndon Avenue between North Riverside Drive and North Hayes Avenue would allow the project to construct the proposed intersection that would provide additional access to the project site. This general plan amendment would allow for consistency between the proposed project and the general plan. Therefore, the project would not conflict with a plan, program, ordinance, or policy addressing the circulation system. (Draft EIR pp. 3.13-11 to 3.13-13)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.13-4: Result in Inadequate Emergency Access

The proposed project would be designed according to City of Fresno standards and would be reviewed and approved by the City of Fresno and the appropriate emergency service providers. Additionally, the proposed project would develop a Traffic Control Plan to ensure sufficient emergency access is maintained during construction activities. The proposed project would meet all City design standards, municipal code regulations, and requirements

provided in the 2019 California Fire Code as adopted by the City of Fresno. Additionally, the proposed project would be subject to review by the City and emergency service departments to ensure adequate access is provided. Thus, the proposed project would provide adequate emergency access during construction and operation. (Draft EIR pp. 3.13-21 to 3.13-22)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.14 UTILITIES

Impact 3.14-1: Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment or Storm Water Drainage, Electric Power, Natural Gas, or Telecommunications Facilities, the Construction or Relocation of which could cause Significant Environmental Effects

The project would develop a currently vacant site into a Costco facility, which would require extending the surrounding utility infrastructure onto the project site. All utility infrastructure extensions and hookups would occur within the disturbance area of the project site, the environmental effects of which have been analyzed in the EIR. The project's projected demand for water, electric power, and natural gas, along with the project's projected wastewater and stormwater output, are within the existing and future capacity of the utility providers that serve the project site. For these reasons, the project would not require the relocation or construction of new or expanded utility infrastructure that could result in significant environmental effects that are not evaluated in the EIR. (Draft EIR pp. 3.14-11 to 3.14-12)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.14-2: Have Insufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development during Normal, Dry, and Multiple Dry Years

The Urban Water Management Planning Act projects that the City would have an excess of water through 2045 during normal, dry, and multiple dry years. While the project would require a GPA from Community Commercial to General Commercial, the City's *2020 Urban Water Management Plan* (UWMP) does not differentiate between commercial districts. Therefore, the project is accounted for within the UWMP's water supply calculation. Given that the project's water demand is accounted for in the City's UWMP projections for future development during normal, dry, and multiple dry years, and that the UWMP projections found that the City would have an excess of water in the aforementioned drought scenarios, there would be sufficient water supplies to serve the project. (Draft EIR pp. 3.14-12 to 3.14-13)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.14-3: Result in a Determination by the Wastewater Treatment Provider Which Serves or May Serve the Project That It Has Inadequate Capacity to Serve the Project's Projected Demand in Addition to the Provider's Existing Commitments

The City of Fresno Department of Public Utilities provides wastewater and sewer service to the project site. All wastewater is diverted to one of the City's two wastewater treatment plants that have an average flow capacity of 88.71 million gallons per day. The project would produce approximately 0.05 million gallons per day of wastewater. The City of Fresno Department of Public Utilities has reviewed the proposed project and has identified sewer facility charges as conditions of approval. The Department of Public Utilities has not identified inadequate capacity to serve the project's projected demand in addition to the City's existing commitments (Diaz and Gray pers. comm. 2021). Based upon the relative quantity of wastewater produced by the project and the consistency of the project with the General Plan land use designation for the project site, upon which the Department of Public Utilities bases future wastewater generation projections, it is anticipated that there is adequate capacity to accommodate provision of sewer service to the project site. (Draft EIR pp. 3.14-13 to 3.14-14)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.14-4: Generate Solid Waste in Excess of State or Local Standards, or in Excess of the Capacity of Local Infrastructure, or Otherwise Impair the Attainment of Solid Waste Reduction Goals or Not Comply with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste

The project would comply with all applicable federal, state, and local management and reduction statutes related to solid waste, including the state Integrated Waste Management Act and the solid waste policies of the City of Fresno General Plan. The project's anticipated solid waste production of 2.9 tons per day would comprise 0.13 percent of the American Avenue Landfill's maximum permitted throughput of 2,200 tons per day. The project would not generate solid waste in excess of the capacity of local infrastructure. Following closure of the American Avenue Landfill (anticipated in 2031), solid waste would be transported by the licensed waste hauler to the facility identified to accept waste from the city. The project would not be inconsistent with established regulations or generate solid waste that exceeds the capacity of existing infrastructure. (Draft EIR p. 3.14-14)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-14: Cumulative Utilities Impacts

The combined demand for some utilities, such as electricity, could result in the need to construct new or expected infrastructure. The cumulative effects of related projects would be potentially significant. However, the demand for utilities from the project and associated environmental effects would not result in cumulatively considerable environmental effects. (Draft EIR p. 4-15)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

8 POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS DETERMINED TO BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

Based on the analysis contained in the EIR, the following impacts have been determined to fall within the category of impacts that can be reduced to less than significant levels with implementation of mitigation measures described below and put forth in the MMRP. Pursuant to Section 21081(a) of the PRC and Section 15091(a)(1) of the State CEQA Guidelines, the City Council finds that, for each of the following potentially significant effects identified in the EIR, changes or alterations have been required in, or incorporated into, the proposed project that mitigate the identified potentially significant effects on the environment to a less-than-significant level. These findings are explained below and are supported by substantial evidence in the record of proceedings.

8.1 ARCHAEOLOGICAL, HISTORICAL, AND TRIBAL CULTURAL RESOURCES

Impact 3.4-1: Cause a Substantial Adverse Change in the Significance of Archaeological Resources

Although no known archaeological resources have been identified on the project site, project-related ground-disturbing activities may result in the discovery of or damage to yet undiscovered archaeological resources as defined in State CEQA Guidelines Section 15064.5. (Draft EIR pp. 3.4-12 to 3.4-13)

MITIGATION MEASURES

Mitigation Measure 3.4-1a: Develop and Implement a Worker Environmental Awareness Program

The applicant shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeologists to prepare a worker environmental awareness program. The program shall be provided to all construction personnel and supervisors who will have the potential to encounter and alter archaeological resources. A copy of the worker environmental awareness program shall be provided to the City's Planning Division before construction activities begin. The topics to be addressed in the worker environmental awareness program will include, at a minimum:

- types of cultural resources expected on the project site;
- types of evidence that indicates cultural resources might be present (e.g., glass shards, lithic scatters);

- what to do if a worker encounters a possible resource;
- what to do if a worker encounters animal bones or possible human bones; and
- repercussions for removing or intentionally disturbing archaeological resources.

Mitigation Measure 3.4-1b: Retain an Archaeological Monitor and Native American Monitor, and Halt Ground-Disturbing Activity upon Discovery of Subsurface Archaeological Features or Tribal Cultural Resources

In the event that any historic-era subsurface archaeological features or deposits (e.g., glass, metal, and/or ceramic refuse scatters), or prehistoric subsurface archaeological features or deposits (e.g., locally darkened soil ("midden"), stone tool chipping debris, bones, shell beads, or concentrated charcoal layers), are discovered during construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the City shall be notified. The applicant will then retain the services of a qualified professional archaeologist to assess the significance of the find. Specifically, the archaeologist shall determine whether the find qualifies as an historical resource, a unique archaeological resource, or tribal artifacts. If the find does fall within one of these three categories, the qualified archaeologist shall then make recommendations to the City regarding appropriate procedures that should be used to protect the integrity of the resource and to ensure that no additional resources are affected. Procedures could include preservation in place, archival research, subsurface testing, and/or data recovery, with preservation in place being the preferred option if feasible. If the find is a tribal artifact, the City shall provide a reasonable opportunity for input from a Native American tribal representative affiliated with the location of the discovery; affiliation shall be determined by the City, in consultation with the qualified archaeologist, based on the City's AB 52 list or the contact list provided by the NAHC. If responsive, the tribal representative will then determine whether the artifact is considered a tribal cultural resource, as defined by PRC Section 21074. The applicant, in consultation with the City and Tribe, shall implement the recommended preservation options (which may include preservation in place, data recovery, mapping, capping, or avoidance), and proper curation of significant artifacts, if it determines that the measures are feasible in light of project design, logistics, and cost considerations.

FINDING

The City Council finds that the above mitigation measures are feasible and would reduce the potential impacts of the Costco Commercial Center Project to a less-than-significant level. These mitigation measures are adopted by the City Council. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, project that would avoid or substantially lessen the significant environmental effect identified in the EIR.

RATIONALE

Mitigation Measures 3.4-1a and 3.4-1b would minimize impacts by requiring that a worker environmental awareness program be prepared and provided to all construction personnel and supervisors who would have the potential to encounter and alter archaeological resources. These measures would also require construction to halt if potential archaeological resources are discovered, coordination with Native American groups (if applicable), implementation of preservation options (including data recovery, mapping, capping, or avoidance), and proper curation if significant artifacts are recovered. This mitigation would also be consistent with Objective HCR-1, Policy HCR-1-c, Objective HCR-2, Policy HCR-2-b, Policy HCR-2-c, and HCR-2-d of the City of Fresno General Plan and the Historic Preservation Ordinance. (Draft EIR p. 3.4-14)

Impact 3.4-2: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

Tribal consultation has not resulted in the identification of tribal cultural resources on the project site. Despite this, excavation activities associated with project construction may disturb or destroy previously undiscovered significant subsurface tribal cultural resources. (Draft EIR p. 3.4-14)

MITIGATION MEASURES

Mitigation Measure 3.4-1a: Develop and Implement a Worker Environmental Awareness Program

The applicant shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeologists to prepare a worker environmental awareness program. The program shall be provided to all construction personnel and supervisors who will have the potential to encounter and alter archaeological resources. A copy of the worker environmental awareness program shall be provided to the City's Planning Division before construction activities begin. The topics to be addressed in the worker environmental awareness program will include, at a minimum:

- types of cultural resources expected on the project site;
- types of evidence that indicates cultural resources might be present (e.g., glass shards, lithic scatters);
- what to do if a worker encounters a possible resource;
- what to do if a worker encounters animal bones or possible human bones; and
- repercussions for removing or intentionally disturbing archaeological resources.

Mitigation Measure 3.4-1b: Retain an Archaeological Monitor and Native American Monitor, and Halt Ground-Disturbing Activity upon Discovery of Subsurface Archaeological Features or Tribal Cultural Resources

In the event that any historic-era subsurface archaeological features or deposits (e.g., glass, metal, and/or ceramic refuse scatters), or prehistoric subsurface archaeological features or deposits (e.g., locally darkened soil ("midden"), stone tool chipping debris, bones, shell beads, or concentrated charcoal layers), are discovered during construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the City shall be notified. The applicant will then retain the services of a qualified professional archaeologist to assess the significance of the find. Specifically, the archaeologist shall determine whether the find qualifies as an historical resource, a unique archaeological resource, or tribal artifacts. If the find does fall within one of these three categories, the qualified archaeologist shall then make recommendations to the City regarding appropriate procedures that should be used to protect the integrity of the resource and to ensure that no additional resources are affected. Procedures could include preservation in place, archival research, subsurface testing, and/or data recovery, with preservation in place being the preferred option if feasible. If the find is a tribal artifact, the City shall provide a reasonable opportunity for input from a Native American tribal representative affiliated with the location of the discovery; affiliation shall be determined by the City, in consultation with the qualified archaeologist, based on the City's AB 52 list or the contact list provided by the NAHC. If responsive, the tribal representative will then determine whether the artifact is considered a tribal cultural resource, as defined by PRC Section 21074. The applicant, in consultation with the City and Tribe, shall implement the recommended preservation options (which may include preservation in place, data recovery, mapping, capping, or avoidance), and proper curation of significant artifacts, if it determines that the measures are feasible in light of project design, logistics, and cost considerations.

FINDING

The City Council finds that the above mitigation measures are feasible and would reduce the potential impacts of the Costco Commercial Center Project to a less-than-significant level. These mitigation measures are adopted by the City

Council. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, project that would avoid or substantially lessen the significant environmental effect identified in the EIR.

RATIONALE

Impacts related to tribal cultural resources would be reduced by requiring that a worker environmental awareness program be prepared and provided to all construction personnel and supervisors who will have the potential to encounter and alter cultural resources; and requiring construction to halt if potential archaeological resources are discovered, coordination with Native American groups (if applicable), implementation of preservation options (including preservation in place, data recovery, mapping, capping, or avoidance), and proper curation if significant artifacts are recovered. (Draft EIR p. 3.4-14)

Impact 3.4-4: Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature

Although no known paleontological resources have been identified on the project site, project-related ground-disturbing activities may result in the discovery of or damage to yet undiscovered resources. (Draft EIR p. 3.4-15)

MITIGATION MEASURES

Mitigation Measure 3.4-4: Halt Ground-Disturbing Activity upon Discovery of Subsurface Paleontological Resources

If paleontological resources are discovered during earthmoving activities, the project applicant shall immediately halt operations within 30 feet of the find and notify the City. If the find is determined to be significant, it shall be salvaged by a qualified paleontologist retained by the project applicant following the standards of the SVP (2010) and curated at a certified repository such as the University of California Museum of Paleontology.

FINDING

The City Council finds that the above mitigation measure is feasible and would reduce the potential impacts of the Costco Commercial Center Project to a less-than-significant level. These mitigation measures are adopted by the City Council. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, project that would avoid or substantially lessen the significant environmental effect identified in the EIR.

RATIONALE

The potential for the project to result in the direct or indirect destruction of unique paleontological resources is low; however, the potential cannot be dismissed. With implementation of Mitigation Measure 3.4-4, which sets forth standard treatment measures to limit destruction of unique paleontological resources, the effect of the project on yet undiscovered paleontological resources would be effectively reduced. (Draft EIR p. 3.4-16)

8.2 BIOLOGICAL RESOURCES

Impact 3.5-1: Result in Disturbance to or Loss of Special-Status Wildlife Species and Habitat

Project activities would include ground disturbance, tree removal, and other vegetation removal, which could result in disturbance, injury, or mortality of several special-status wildlife species if present, reduced breeding productivity of these species, and loss of species habitat. (Draft EIR pp. 3.5-13 and 3.5-15)

MITIGATION MEASURES

Mitigation Measure 3.5-1a: Conduct Take Avoidance Survey for Burrowing Owl, Implement Avoidance Measures, and Compensate for Loss of Occupied Burrows

- A qualified biologist shall conduct a focused survey for burrowing owls in accessible areas (i.e., not including private property) of habitat suitable for the species on and within 1,640 feet (500 meters) of the project site no less than 14 days before initiating ground disturbance activities using survey methods described in Appendix D of the CDFW 2012 Staff Report (CDFW 2012). Much of the area within this 1,640-foot survey area does not contain habitat suitable for burrowing owl (e.g., residential areas, commercial development, roads) and would not require surveys. Inaccessible areas that contain habitat suitable for burrowing owl (e.g., the Riverside Golf Course property) shall be surveyed using binoculars or a spotting scope.
- If no occupied burrows are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Fresno, and no further mitigation shall be required.
- If an active burrow is found within 1,640 feet of pending construction activities during the nonbreeding season (September 1 through January 31), the applicant shall establish and maintain a minimum protection buffer of 164 feet (50 meters) around the occupied burrow throughout construction. If an active burrow is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the project site shall be marked with fencing, flagging, or other means. The actual buffer size shall be determined by the qualified biologist based on the time of year and level of disturbance in accordance with guidance provided in the CDFW Staff Report on Burrowing Owl Mitigation (CDFW 2012). The protection buffer may be adjusted if, in consultation with CDFW, a qualified biologist determines that an alternative buffer shall not disturb burrowing owl use of the burrow because of particular site features or other buffering measures. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion plan shall be developed, as described in Appendix E of the CDFW Staff Report. Burrowing owls shall not be excluded from occupied burrows until the project burrowing owl exclusion plan is approved by CDFW. The exclusion plan shall include a compensatory habitat mitigation plan (see below).
- If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a protective buffer at a minimum of 164 feet unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer may be adjusted depending on the time of year and level of disturbance as outlined in the CDFW 2012 Staff Report. If an active burrow is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the site shall be marked with fencing, flagging, or other means. The size of the buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented so that burrowing owls are not adversely affected. Once the fledglings are capable of independent survival, the owls can be evicted, and the burrow can

be destroyed per the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW 2012 Staff Report.

- If burrowing owls are evicted from burrows and the burrows are destroyed by implementation of project activities, the applicant shall mitigate the loss of occupied habitat in accordance with guidance provided in the CDFW 2012 Staff Report, which states that permanent impacts on nesting, occupied, and satellite burrows, and burrowing owl habitat (i.e., grassland habitat with suitable burrows) shall be mitigated such that habitat acreage and number of burrows are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The applicant shall retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards:
- Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat, disturbance levels, potential for conflicts with humans, pets, and other wildlife, density of burrowing owls, and relative importance of the habitat to the species throughout its range.
- If feasible, mitigation lands shall be provided adjacent or proximate to the project site so that displaced owls can relocate with reduced risk of injury or mortality. Feasibility of providing mitigation adjacent or proximate to the project site depends on availability of sufficient habitat to support displaced owls that may be preserved in perpetuity.
- If habitat suitable for burrowing owl is not available for conservation adjacent or proximate to the project site, mitigation lands can be secured off-site and shall aim to consolidate and enlarge conservation areas outside of planned development areas and within foraging distance of other conservation lands. Mitigation may be also accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. Alternative mitigation sites and acreages may also be determined in consultation with CDFW.
- If burrowing owl habitat mitigation is completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and if the numbers are maintained over time. Measures of success, as suggested in the CDFW 2012 Staff Report, shall include site tenacity, number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors.

Mitigation Measure 3.5-1b: Conduct Focused Surveys for Swainson's Hawk, White-Tailed Kite, Other Nesting Raptors, and Other Native Nesting Birds and Implement Protective Buffers

- To minimize the potential for loss of Swainson's hawk, white-tailed kite, other raptors, and other native birds, project construction activities (e.g., tree removal, vegetation clearing, ground disturbance, staging) shall be conducted during the nonbreeding season (approximately September 1-January 31, as determined by a qualified biologist), if feasible. If project construction activities are conducted during the nonbreeding season, no further mitigation shall be required.
- Within 14 days before the onset of project construction activities during the breeding season (approximately February 1 through August 31, as determined by a qualified biologist), a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys shall conduct focused surveys for Swainson's hawk, white-tailed kite, other nesting raptors, and other native birds. Surveys shall be conducted in accessible areas (i.e., not including private property) within 0.5 mile of the project site for Swainson's hawk and white-tailed kite; within 500 feet of the site for other raptors; and within 50 feet of the site for non-raptor common native bird nests. Inaccessible areas that contain habitat suitable for nesting birds (e.g., the Riverside Golf Course property) shall be surveyed using binoculars or a spotting scope.

- If no nests are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Fresno, and no further mitigation shall be required.
- Impacts on nesting birds shall be avoided by establishing appropriate buffers around active nest sites identified during focused surveys to prevent disturbance to the nest. Project construction activity, including tree removal, shall not commence within the buffer areas until a qualified biologist has determined that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. An avoidance buffer shall be implemented for Swainson's hawk and white-tailed kite in consultation with CDFW. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers for Swainson's hawk nests, but the size of the buffer may be decreased if a qualified biologist and the City of Fresno, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. For other species, a qualified biologist shall determine the size of the buffer for nests of non-special-status species after a site- and nest-specific analysis. Buffers typically shall be 500 feet for common raptors. Buffer size for non-raptor common bird species generally shall be at least 20 feet. Factors to be considered for determining buffer size shall include presence of natural buffers provided by vegetation or topography, nest height above ground, baseline levels of noise and human activity, species sensitivity, and proposed project construction activities. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment would not be likely to adversely affect the nest. Any buffer reduction for a listed or fully protected species (i.e., Swainson's hawk, white-tailed kite) shall require consultation with CDFW. If an active nest is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the project site shall be marked with fencing, flagging, or other means. Periodic monitoring of the nest by a qualified biologist during project construction activities shall be required if the activity has potential to adversely affect the nest, the buffer has been reduced, or if birds within active nests are showing behavioral signs of agitation (e.g., standing up from a brooding position, flying off the nest) during project construction activities, as determined by the qualified biologist.

FINDING

The City Council finds that the above mitigation measures are feasible and would reduce the potential impacts of the Costco Commercial Center Project to a less-than-significant level. These mitigation measures are adopted by the City Council. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, project that would avoid or substantially lessen the significant environmental effect identified in the EIR.

RATIONALE

Mitigation Measures 3.5-1a and 3.5-1b would minimize impacts by requiring preconstruction surveys for burrowing owl, Swainson's hawk, white-tailed kite, other common raptors, and other native birds, and implementation of protective measures for active nests. Specifically, Mitigation Measure 3.5-1a would reduce potential impacts on burrowing owl to a less-than-significant level by requiring a take avoidance survey for burrowing owl, implementation of measures to avoid injury or mortality of burrowing owls and destruction of active burrows if detected, and compensation if burrows cannot be avoided such that the habitat acreage and the number of burrows destroyed are replaced through permanent conservation of comparable or better habitat. Implementation of Mitigation Measure 3.5-1b would reduce potential impacts on Swainson's hawk, white-tailed kite, other raptors, and other common native nesting birds to a less-than-significant level by requiring focused surveys for nesting birds and implementation of measures to avoid disturbance, injury, or mortality of the species if nests are detected. (Draft EIR pp. 3.5-15 and 3.5-16)

8.3 NOISE

Impact 3.11-3: Generate a Substantial Permanent Increase in Ambient Noise Levels in the Vicinity of the Project due to Operational Stationary and On-Site Noise in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

The proposed project would involve the generation of noise from various stationary and other operations-related non-transportation noise sources. Combined noise levels from non-transportation noise sources would fluctuate depending on each noise source's location and proximity to sensitive receptors, the presence of noise barriers (i.e., building walls), operating hours, and if the nature of each noise is intermittent or continuous. Although noise may combine from the various generators, it is unlikely that combined noise levels would increase to levels that exceed the City's noise standards at nearby sensitive receptors. The HVAC equipment, parking area, tire center, car wash, and transformer and trash compactor would not exceed appliable City standards. However, the loading area could result in potentially significant levels of noise depending on project design.

MITIGATION MEASURES

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

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

FINDING

The City Council finds that the above mitigation measure is feasible and would reduce the potential impacts of the Costco Commercial Center Project to a less-than-significant level. This mitigation measure is adopted by the City Council. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, project that would avoid or substantially lessen the significant environmental effect identified in the EIR.

RATIONALE

The implementation of Mitigation Measure 3.11-3 would require the implementation of design features to reduce noise levels to meet required standards. (Draft EIR p. 3.11-25)

Impact 3.11-5: Generate a Substantial Permanent Increase in Ambient Noise Levels in the Vicinity of the Project due to Intermittent Single-Event Noise Levels from Trucks in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

The proposed project has the potential to expose nearby residents to single-event noise levels (SENLs) due to operation of heavy vehicles accessing the project site during operational activities. The closest sensitive receptor west

of North Riverside Drive could experience interior noise levels of approximately 66.4 dB SENLs exceeding a threshold of 65 dB SENL.

MITIGATION MEASURES

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

The project proponent shall implement noise reduction measures to ensure that exterior noise levels at residential land uses near the west side of North Riverside Drive do not exceed the City's current noise standard of 65 dB L_{dn}/CNEL under existing-plus-project conditions. This measure is consistent with General Plan Policy NS-1-I, which recommends the use of design alterations to reduce noise impacts. This performance standard can be achieved using either of the following measures. Therefore, if one option is not implemented, the other would be required.

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

FINDING

The City Council finds that the above mitigation measure is feasible and would reduce the potential impacts of the Costco Commercial Center Project to a less-than-significant level. This mitigation measure is adopted by the City Council. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, project that would avoid or substantially lessen the significant environmental effect identified in the EIR.

RATIONALE

The implementation of Mitigation Measure 3.11-5 would require the project applicant to construct a sound wall and/or pave North Riverside Drive with noise reducing materials. The City will require the project applicant to engage property owners to determine the feasibility of raising the existing sound wall. As described in the measure, the sound wall would only be implemented if all of the property owners on the west side of North Riverside Drive between West Herndon Avenue and West Spruce Avenue collectively agree to the mitigation. If sound barriers that reduce exterior traffic noise levels on the residential properties to less than 60 dB energy-equivalent noise level (L_{eq}) are constructed, then the applicant shall not be required to pave the roadway with a special low-noise surface treatment. However, if the sound wall component of the mitigation measure cannot feasibly reduce the exterior traffic noise levels to below established City thresholds, the rubberized hot-mix asphalt or equivalent surface treatment would be required. City staff have confirmed the feasibility of this option, which is less desirable due to ongoing maintenance requirements. The implementation of either one of these mitigation measure options would ensure residents near North Riverside Drive would not experience SENL above 65. (Draft EIR p. 3.11-29)

9 ENVIRONMENTAL EFFECTS OF THE PROJECT THAT ARE CONSIDERED UNAVOIDABLE SIGNIFICANT IMPACTS

As documented throughout Chapter 3, "Environmental Impacts and Mitigation Measures," and Chapter 4, "Cumulative Impacts," of the Draft EIR, after implementation of the recommended mitigation measures, most of the impacts associated with the project would be reduced to a less-than-significant level. The following impacts are considered significant and unavoidable; that is, no feasible mitigation is available to reduce the project's impacts to a less-than-significant level:

- Impact 3.11-1: Generate a Substantial Temporary Increase in Ambient Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies
- Impact 3.13-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) Regarding Vehicle Miles Traveled
- Impact 3.13-3: Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)
- Impact 4-13: Cumulative Transportation and Circulation Impacts

9.1 NOISE

Impact 3.11-1: Generate a Substantial Temporary Increase in Ambient Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

Construction would be located in close proximity to existing noise-sensitive receptors. Most noise-generating construction activity would be performed during daytime hours, when construction noise is exempt from noise standards by the City of Fresno Municipal Code. However, it is possible that construction activity may be required during the non-exempt evening and nighttime hours (10:00 p.m. to 7:00 a.m., Monday through Saturday, and all-day Sunday) for activities such as large continuous concrete pours. On-site construction could start as early as 2:00 a.m. and the exterior nighttime noise standard of 50 dB between the hours of 10:00 p.m. and 7:00 a.m. could be exceeded during nighttime construction activities. Thus, potential nighttime construction activities could expose nearby noise-

sensitive receptors to noise levels that exceed City nighttime noise standards as detailed in the Municipal Code. (Draft EIR pp. 3.11-16 to 3.11-19)

MITIGATION MEASURES

Mitigation Measure 3.11-1: Implement Additional Measures to Reduce Exposure to Construction Noise Reduction during Noise-Sensitive Time Periods

For all outdoor construction activity that is to take place outside of the City of Fresno construction noise exception timeframes (i.e., 10:00 p.m. and 7:00 a.m., Monday through Saturday, and all hours of the day on Sunday), and that is anticipated to generate interior noise levels at sensitive receptors that exceed the City of Fresno General Plan interior noise standard of 45 dB for residential land uses, the construction contractor shall comply with the following measures:

- Consistent with Section 10-110 of the City Noise Control Ordinance, obtain an exception to Article 1, "Noise Regulations," through the Chief Administrative Officer. A permit may be issued authorizing noises prohibited by the noise ordinance whenever it is found that the public interest will be served thereby or that extreme hardship will result from the strict enforcement.
- Install temporary noise curtains as close as possible to the noise-generating activity such that the curtains obstruct the direct line of sight between the noise-generating construction activity and the nearby sensitive receptors. Temporary noise curtains shall consist of durable, flexible composite material featuring a noise barrier layer bounded to sound-absorptive material on one side. The noise barrier layer shall consist of rugged, impervious, material with a surface weight of at least one pound per square foot.
- Noise-reducing enclosures and techniques shall be used around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors).
- Operate heavy-duty construction equipment at the lowest operating power possible. All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- Where available and feasible, construction equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that only sound when an object is detected. Self-adjusting backup alarms shall automatically adjust to 5 dB over the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels.
- Provide a minimum of one week of advanced notice to owners of all residential located within 350 feet of where nighttime construction activity would take place. This noticing shall inform the recipients of when and where nighttime construction would occur and the types of measures being implemented to lessen the impact at potentially affected receptors. This noticing shall also provide the contact information for the designated disturbance coordinator. The disturbance coordinator shall receive all public complaints and be responsible for determining the cause of the complaint and implementing any feasible measures to alleviate the problem.

FINDINGS

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the EIR (State CEQA Guidelines Section 15091[a][1]). However, the City Council finds that feasible mitigation measures may not reduce the identified significant impact to a level below significant. Therefore, this impact would remain significant and unavoidable. However, pursuant to PRC Section 21081(b), see the Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the project that outweigh this significant and unavoidable impact.

RATIONALE

The proposed project is anticipated to require limited nighttime construction, which has the potential to result in short-term, temporary exceedances of the nighttime exterior noise standard. Interior noise standards would not be exceeded and sleep disruption is not anticipated. Therefore, actual effects would be limited to individuals outdoors between 10:00 p.m. and 7:00 a.m. on the specific night(s) of construction and their experience of the tranquil nighttime environment.

Implementation of Mitigation Measure 3.11-1 would provide substantial reductions in levels of construction noise exposure at noise-sensitive receptors by ensuring proper equipment use; and requiring the use of enclosures, shields, and noise curtains (noise curtains typically can reduce noise by up to 10 dB [EPA 1971]). Thus, construction noise could potentially be reduced from 63 dB L_{eq} prior to mitigation to approximately 53 db L_{eq} after Mitigation Measure 3.11-1 is implemented. Although noise reduction would be achieved with implementation of these measures, the effectiveness of Mitigation Measure 3.11-1 would depend upon the specific site conditions at the time of construction. Because it cannot be assured that the applicable noise standards can be met, this impact would remain significant and unavoidable.

9.2 TRANSPORTATION AND CIRCULATION

Impact 3.13-2: Conflict or be Inconsistent with State CEQA Guidelines Section 15064.3, Subdivision (b)

Construction activity is temporary and would generate fewer than 500 daily trips; thus, the proposed project meets the screening criteria established in the City of Fresno *CEQA Guidelines for VMT Thresholds* while construction activities occur. Generation of vehicle miles traveled (VMT) attributed to project operation is expected to result in a net increase of average daily VMT by 129,326. The City of Fresno *CEQA Guidelines for VMT Thresholds* states that "VMT generated by retail projects would indicate a significant impact for any net increase in total VMT" (City of Fresno 2020); therefore, the proposed project would result in a significant impact to VMT. (Draft EIR pp. 3.13-13 to 3.13-15)

MITIGATION MEASURES

Mitigation Measure 3.13-2: Provide a Program to Reduce Costco Employees' VMT by at least 26 Percent

Costco shall provide a program that is designed to achieve at least a 26 percent reduction in employee VMT. The program shall be provided to the City for acceptance prior to issuance of a certificate of occupancy. Specific actions must include the following measures described in the California Air Pollution Control Officers Association's 2021 *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*:

- **Commute Trip Reduction Marketing (estimated to result in up to 4 percent employee VMT reduction):** Costco shall implement a marketing strategy to promote Costco's commute reduction program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and greenhouse gas emissions. The following features (or similar alternatives) shall be provided:
  - on-site or online commuter information services,
  - employee transportation coordinators,
  - on-site or online transit pass sales, and
  - guaranteed ride home service.

- **Provide Ridesharing Program (estimated to result in up to 8 percent employee VMT reduction):** Costco shall develop and implement a ridesharing program. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT, and greenhouse gas emissions. The following strategies provide examples of a multifaceted approach for promoting a rideshare program:
  - designating a certain percentage of desirable parking spaces for ridesharing vehicles,
  - designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and
  - providing an app or website for coordinating rides.
- **Implement Subsidized or Discount Transit Program (estimated to result in up to 5.5 percent employee VMT reduction):** Costco shall provide free transit passes for employees. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and, thus, a reduction in greenhouse gas emissions.
- **Provide End-of-Trip Bicycle Facilities (estimated to result in up to 4.4 percent employee VMT reduction):** Costco shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include elements such as bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and greenhouse gas emissions.
- **Improve Street Connectivity (estimated to result in up to 30 percent employee VMT reduction):** Costco shall construct West Spruce Avenue along the northern site boundary, creating new connections between West Spruce Avenue and North Aurther Avenue. The increased connectivity and intersection density that would result from these improvements would facilitate shorter trips, thereby reducing VMT.
- **Provide Pedestrian Network Improvements/Construct Bike Facilities/Expand Bikeway Network (estimated to result in up to 10 percent employee VMT reduction[1]):** Costco shall construct new, 12-foot-wide pedestrian and bicycle paths along West Herndon Avenue and North Riverside Drive to improve pedestrian access and connect to a larger bicycle network. This encourages a mode shift from automobiles to biking and walking, resulting in VMT reduction.

FINDING

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the EIR (State CEQA Guidelines Section 15091[a][1]). However, the City Council finds that feasible mitigation measures would not reduce the identified significant impact to a level below significant. Therefore, this impact would remain significant and unavoidable. However, pursuant to PRC Section 21081(b), see the Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the project that outweigh this significant and unavoidable impact.

RATIONALE

The primary source of daily VMT is warehouse shopping by Costco members. Members purchase items in bulk at Costco facilities, making walking, biking, or transit trips to the warehouse impractical. Bulk shopping generally requires access to a personal automobile and is often a single-destination outing. Mitigation that would substantially reduce the VMT of Costco members is infeasible due to the nature of Costco's land use and business model, which is inherently auto-oriented. Implementation of Mitigation Measure 3.13-2 would reduce employee trips. However, employee trips account for 436 daily trips (less than 2 percent of the total daily trips) and 13,385 VMT (approximately 7 percent of the daily VMT). Based on the California Air Pollution Control Officers Association's estimates in the Quantifying Greenhouse Gas Mitigation Measures Handbook (CAPCOA 2021), Mitigation Measure 3.13-2 could

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

achieve up to a 26 percent reduction in project employee commute VMT, which is less than 2 percent of the proposed project's total daily regional VMT. (Draft EIR p. 3.13-18)

Impact 3.13-3: Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)

The proposed project would follow all safety protocol during construction activities and would develop a Traffic Control Plan in accordance with City standards. The proposed project would be required to meet City design standards and regulations, including internal circulation and off-site improvement standards for all modes of transportation. Additionally, the proposed project would be subject to ministerial review by the City; thus, ensuring applicable design requirements related to safety are met. However, as detailed in the *Fresno Costco Relocation Transportation Impact Analysis* (TIA) prepared for the proposed project (Kittelson & Associates 2023) and included as Appendix D to the Draft EIR, the proposed project would not meet safety thresholds related to intersection queuing. The City has issued several conditions of approval for the proposed project that would require the implementation of off-site improvements to reduce transportation hazards. However, no off-site improvements at the intersection of North Golden State Boulevard and West Herndon Avenue are included in the conditions of approval. (Draft EIR pp. 3.13-18 to 3.13-20)

MITIGATION MEASURES

Mitigation Measure 3.13-3: Provide Off-Site Improvements

Costco shall provide the following off-site improvements to alleviate queuing that would result in transportation hazards to the greatest extent feasible prior to issuance of a certificate of occupancy:

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

All off-site improvements shall be designed in accordance with City roadway design standards and are subject to review by the City and responsible emergency service providers.

FINDING

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the EIR (State CEQA Guidelines Section 15091[a][1]). However, the City Council finds that feasible mitigation measures would not reduce the identified significant impact to a level below significant. Therefore, this impact would remain significant and unavoidable. However, pursuant to PRC Section 21081(b), see the Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the project that outweigh this significant and unavoidable impact.

RATIONALE

Following construction of off-site improvements detailed in Mitigation Measure 3.13-3, the southbound left-turn queue at the North Golden State Boulevard and West Herndon Avenue intersection would continue to overflow the available storage for the turn pocket and block the adjacent travel lane by approximately 50 feet. Constraints in the

median preclude increasing the southbound left-turn lanes to fully accommodate the 95th percentile queue. As discussed in the EIR, existing roadway layout and approved projects in the area preclude additional design features to address this impact. Specifically, the alignment of the California High Speed Rail parallels the existing railway northeast of North Golden State Boulevard and limits the available right of way for improvements. According to analysis in the TIA, the spillback condition would occur during the most congested period of the day and would not be a continuous condition. However, because the southbound left-turn queue at the North Golden State Boulevard and West Herndon Avenue would continue to overflow the available storage for the turn pocket and block the adjacent travel lane during certain times throughout the day, this would remain a transportation hazard with mitigation. (Draft EIR p. 3.13-21)

Impact 4-13: Cumulative Transportation and Circulation Impacts

The project would result in an increase in VMT. Growth projected in the cumulative impact area could also result in increased VMT. The discussion of VMT impacts associated with the project in Impact 3.13-2 is inherently a cumulative impact analysis because it addresses project generated VMT based on an efficiency threshold that is aligned with long-term goals and relevant plans. The proposed project would result in a net increase of 129,326 regional daily VMT. (Draft EIR p. 4-14)

MITIGATION MEASURES

No additional feasible mitigation measures are available to reduce impacts.

FINDING

The City Council finds that feasible mitigation measures would not reduce the identified significant impact to a level below significant. Therefore, this impact would remain significant and unavoidable. However, pursuant to PRC Section 21081(b), see the Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the project that outweigh this significant and unavoidable impact.

RATIONALE

The implementation of Mitigation Measure 3.13-2, which requires the project applicant to provide a commute reduction program would be focused on reducing employee trips, which account for less than 2 percent of trips. Due to the unique nature of the project, which involves bulk shopping that generally requires access to a personal automobile and is often a single-destination outing, it would be infeasible to implement other mitigation to minimize VMT impacts from Costco members. (Draft EIR p. 4-14)

10 FINDINGS REGARDING PROJECT ALTERNATIVES

PRC Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects."

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. Although an EIR must evaluate this range of *potentially* feasible alternatives, an alternative may ultimately

be deemed by the lead agency to be "infeasible" if it fails to fully promote the lead agency's underlying goals and objectives with respect to the project. (*California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 999–1000 (*CNPS*); *Citizens for Open Government v. City of Lodi* (2012) 205 Cal.App.4th 296, 314–315; *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; *Los Angeles Conservancy v. City of West Hollywood* (2017) 18 Cal.App.5th 1031, 1041-1043.) "'Feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*Ibid*.; see also *CNPS*, *supra*, 177 Cal.App.4th at p. 1001.) Thus, even if a project alternative will avoid or substantially lessen any of the significant environmental effects of the project, the decision-makers may reject the alternative if they determine that specific considerations make the alternative infeasible.

10.1 ALTERNATIVES CONSIDERED IN THE EIR

The EIR identified and compared the significant environmental impacts of alternatives in Chapter 4, "Alternatives." The emphasis of the analysis is on a determination of whether the alternative would reduce, eliminate, or create new significant impacts, as well as the alternative's relative beneficial effects compared to the project and how well the alternative meets each of the project objectives. In accordance with the provisions of State CEQA Guidelines Section 15126.6, the EIR identified and considered the following reasonable range of feasible alternatives to the proposed project. These alternatives would be capable, to varying degrees, of reducing identified impacts.

- Alternative 1a: No Project Alternative assumes continued operation of the existing Costco facility at its current location, but also assumes development of the project site with the type and intensity of commercial uses consistent with the existing General Plan land use designation and zoning.
- Alternative 1b: No Development Alternative assumes continued operation of the existing Costco facility at its current location and no development of the project site.
- Alternative 2: Reduced Size Costco Warehouse assumes that the proposed warehouse at the proposed site would be similar in size to the existing Costco warehouse.
- Alternative 3: Mixed-Use Costco Center Alternative would adjust the land use mix on the project site to include high-density residential development intended to promote VMT efficiency.

The City Council finds that the range of alternatives studied in the EIR reflects a reasonable range of alternatives.

10.1.1 Alternative 1: Alternative 1a: No Project Alternative - Development Consistent with Existing Land Use and Zoning

Alternative 1a assumes that development of the site would occur consistent with existing land use designation (Community Commercial) and zoning (Community Commercial) of the site. The existing Community Commercial designation allows a floor area ratio (FAR) of 1.0, whereas the proposed General Commercial designation allows a FAR of 2.0, which is twice the floor area allowed under the existing designation. Also, whereas the General Commercial designation allows uses with higher traffic volumes, such as strip malls, wholesale businesses, and specialized retail, the Community Commercial designation is intended for commercial development that primarily serves local needs, such as medium-scale retail, office, civic and entertainment use, supermarkets, drug stores, and supporting uses. Based on the applicable development standards, and assuming that future development would be consistent with City standards related to building coverage, setbacks, landscaping, and building heights, future development of the site is anticipated to include commercial/retail development totaling approximately 120,000 square feet (s.f.), which is approximately half the intensity of the proposed project. It should be noted that, although Alternative 1a would include less overall development, this analysis assumes that no portion of the site would remain vacant, and that the entire site would be graded. However, because there would be less overall floor area, there would likely be opportunities for increased landscape areas.

Under Alternative 1a, the existing Costco facility on West Shaw Avenue would continue to operate. Operation of the existing facility is accounted for in the baseline, existing conditions described throughout this EIR. For this reason, continued operation and associated energy use, VMT, and air pollutant and greenhouse gas (GHG) emissions of the magnitude disclosed for existing operations are considered a continuation of baseline conditions and are not considered impacts resulting from Alternative 1a. However, the existing Shaw Avenue Costco has existing circulation challenges and limited parking would persist with intensification of the use of the Costco property as the customer base in northwest Fresno continues to grow. (Draft EIR pp. 6-7 to 6-8)

ENVIRONMENTAL EFFECTS

Implementation of Alternative 1a would result in less overall development than the project and would be consistent with the existing general plan land use designation and zoning for the project site. As demonstrated in the Draft EIR analysis, most impacts would be similar to the proposed project. Impacts related to Noise and Vibration and Traffic and Circulation would be reduced under this alternative. Under Alternative 1a, the overall floor area would be substantially smaller than the proposed project and may also consist of a series of smaller structures (depending on the specific development); therefore, overnight foundation pouring may not be necessary under this scenario. Also, the smaller size would also likely allow for increased site design flexibility, which could place structures farther from existing sensitive receptors than under the proposed project. Because of these reasons, there is a reasonable likelihood that Alternative 1a could result in a substantial reduction to the project's significant impacts related to construction noise.

As described above, unlike the proposed General Commercial designation, which allows uses with higher traffic volumes, the existing Community Commercial designation is intended for commercial development that primarily serves local needs, such as medium-scale retail, office, civic and entertainment use, supermarkets, drug stores, and supporting uses. Therefore, a project consistent with this designation would generally be more VMT efficient than a wider-serving project, such as a Costco facility. Also, whereas some transportation demand management measures are not very effective for a Costco facility (i.e., shoppers buying in bulk would not generally be able use bicycles or transit), they may be much more feasible for a local-serving retail development. Therefore, Alternative 1a may substantially reduce the project's significant impacts related to VMT and traffic hazards due to overall reduced traffic volumes. (Draft EIR pp. 6-8 to 6-9)

RELATION TO PROJECT OBJECTIVES

Alternative 1a would not achieve the basic project objective of establishing a facility of sufficient size that integrates several services, including home and/or business delivery service, under one roof. Alternative 1a would also not meet the project objective related to meeting demand for automobile services, including gasoline, car wash, and tire center because the car wash is not consistent with existing zoning. Other objectives related to operation of a retail center that serves the community with a wide variety of goods in northwest Fresno that is serviced by adequate infrastructure, creating a commercial center that is integrated with the overall design context, reducing energy consumption, increasing taxable sales, and minimizing circulation conflicts could be achieved by commercial development of the site under Alternative 1a. (Draft EIR p. 6-8)

FINDINGS

The City Council finds that Alternative 1a would result in similar or reduced impacts on the project site and would not alleviate existing adverse logistical conditions on the project site that make continued operation or redevelopment of the Shaw Avenue Costco less desirable. The City Council rejects Alternative 1a because it does not meet many of the project objectives which establish the underlying purpose of the project.

10.1.2 Alternative 1b: No Project Alternative – No Development

The No Development Alternative is a version of the "no project" alternative wherein the existing environmental setting is maintained. The existing Costco facility on West Shaw Avenue would continue to operate.

This alternative assumes that permissible development would not occur on the project site and the lot would remain vacant. Alternative 1b is provided for informational purposes and discloses the effects on the environment if the environmental setting were maintained. Although the site remaining undeveloped is a potential outcome of not approving the proposed project, decision-makers could only select and implement this alternative if the City also purchased the property or changed the land use designation to ensure a "no development" outcome. Otherwise, it is reasonably foreseeable that development of the property would occur as described in Alternative 1a. (Draft EIR p. 6-9)

ENVIRONMENTAL EFFECTS

The No Development Alternative would eliminate all environmental effects of construction and operation identified in the Draft EIR. Alternative 1b would not conflict with City policies adopted for the purposes of avoiding or mitigating an environmental effect. However, the No Development Alternative would not be consistent with the existing general plan land use designation and zoning, which have been established by the City to identify appropriate locations for development. Eliminating the development potential of the project site could result in increased pressure to develop commercial land uses in other areas of northwest Fresno that are less suitable for this type of development. With the exception of land use and planning impacts, which would be similar to the proposed project, all impacts would be reduced under this alternative. (Draft EIR pp. 6-9 to 6-10)

RELATION TO PROJECT OBJECTIVES

The No Development Alternative would not meet any of the objectives established for the project. (Draft EIR p. 6-9)

FINDINGS

The City Council finds that Alternative 1b would result in similar or reduced impacts on the project site. However, the alternative would not alleviate existing adverse logistical conditions on the project site that make continued operation or redevelopment of the Shaw Avenue Costco less desirable. Moreover, the City does not intend to purchase the property or changed the land use designation to ensure a "no development" outcome. The City Council rejects Alternative 1b because it does not meet any of the project objectives, which establish the underlying purpose of the project.

10.1.2 Alternative 2: Reduced Size Costco Warehouse

The Reduced Size Costco Warehouse Alternative assumes development of a Costco warehouse on the project site that is the same size as the existing Costco warehouse on Shaw Avenue. As with redevelopment of the existing Costco site, a smaller warehouse would not accommodate consolidation of the market delivery operation and those processes would continue at their current location. The fueling station would also be substantially smaller than the proposed station, and there would be no car wash. The site would be designed to place the smaller structure as far as reasonably possible from existing sensitive receptors that back onto North Riverside Drive across from the project site. Under this alternative, there may be a slight reduction in construction activity, but the general duration and types of construction would be similar. (Draft EIR p. 6-10)

ENVIRONMENTAL EFFECTS

Implementation of the Reduced Size Costco Warehouse Alternative would result in less intense development on the project site, although the overall level of ground disturbance and the construction period and intensity would be similar. Overall operations would be similar. The significant impacts associated with the project that cannot be minimized or avoided through mitigation relate to traffic queuing, VMT, and construction noise. Reducing the size of the Costco warehouse would result in a reduction in total VMT. Although the Reduced Size Costco Warehouse Alternative may result in a slight decrease in total VMT, it would not eliminate the VMT generated. It would also not change the effectiveness of mitigation measures (i.e., shoppers buying in bulk would not typically use bicycle or transit). Regarding the project's significant impact related to noise, a smaller version of the project may allow more flexibility in terms of site design and layout, potentially providing more distance between specific project elements and existing sensitive receptors. Because noise generally attenuates according to the "inverse square law" (i.e., a doubling of distance from a point source reduces sound pressure by approximately 6 dB), the amount of increased distance a smaller structure would allow would not likely avoid the impact, but in combination with the mitigation measures identified, the construction-related noise impact would be further reduced. (Draft EIR p. 6-11)

RELATION TO PROJECT OBJECTIVES

This alternative would likely not adequately meet several of the project objectives, including expanding the space available for integrated retail sales and services in the local market, providing a state-of-the-art facility to better serve the membership in the greater Fresno area, integrated automobile services, and developing a facility that is large enough to accommodate all the uses and services that Costco provides to its members elsewhere. (Draft EIR p. 6-10)

FINDINGS

The City Council finds that Alternative 2 would result in similar or slightly reduced impacts on the project site while substantially limiting the development potential and functional use of the site. The City Council rejects Alternative 2 because it does not meet many of the project objectives, which establish the underlying purpose of the project.

10.1.3 Alternative 3: Mixed-Use Costco Center Alternative

Under the Mixed-Use Costco Center Alternative, a two-story Costco warehouse would be developed within a smaller footprint to allow room for a low-to-mid-rise, high-density housing development on the project site. Given the large number of commercial/retail uses in the area and the generally low level of medium- and high-density housing, a high-density housing development may perform moderately well in this location compared to the project. The overall floor area would likely be smaller than the proposed Costco warehouse but may be larger than the existing Costco warehouse. Due to site constraints, no gas station, car wash, or market delivery operation would be included under this alternative.

Critically, the Costco warehouse structure would be designed such that loading docks and other noise- and air-pollutant-generating facilities and equipment are located on the side of the building farthest from any sensitive receptor and as far from sensitive receptors as possible, including the on-site high-density residential structure. It should be noted that this design constraint may affect the feasibility of this alternative and that more detailed design work would be needed to make the final feasibility determination. (Draft EIR pp. 6-11 to 6-12)

ENVIRONMENTAL EFFECTS

Implementation of the Mixed-Use Costco Center Alternative would result in greater intensity of development on the project site, although the overall level of ground disturbance and the construction period and intensity would be similar. The Mixed-Use Costco Center Alternative would involve development of structures much larger in scale than the proposed project, including a two-story Costco warehouse and a low-to-mid-rise high-density housing

development. Under this alternative the mass of structures on the project site would be much more prominent and would not generally be consistent with the one- and two-story single-family residential development or the single-story commercial development in the vicinity. The contrast would be especially stark on the northern portion of the site, which is adjacent to the fairway for Riverside Golf Course. Although this change in visual character may not rise to the level of a significant impact that cannot be minimized, it would be greater than the proposed project.

Because the Mixed-Use Costco Center Alternative would result in a smaller commercial warehouse and includes uses that are more VMT efficient than the Costco warehouse facility alone, the alternative would likely result in somewhat reduced VMT impacts compared to the project. However, because the project site is not in a jobs-rich area that would support walkable/bikeable employment for on-site residents, the VMT efficiency associated with the residential development would be limited, and not likely enough to counter the project's daily VMT generation. As discussed above, the City's *CEQA Guidelines for VMT Thresholds* establishes that any increase in net VMT for retail projects would be a significant impact. Therefore, although the project would likely result in modest reductions, it would not avoid or minimize the significant impact related to VMT. (Draft EIR pp. 6-12 to 6-13)

RELATION TO PROJECT OBJECTIVES

This alternative would likely not meet several project objectives, including developing a Costco facility that is large enough to accommodate all the uses and services that Costco provides to its members elsewhere and meeting member demand for automobile services, including gasoline. Also, because this alternative would involve large multi-story structures in an area dominated by one-and two-story residential development and single-story commercial development, it would likely not achieve the objective related to integration with the overall design context for the area. (Draft EIR p. 6-12)

FINDINGS

The City Council finds that Alternative 3 would result in the potential for moderate reductions in the significant and unavoidable noise and transportation impacts of the project. However, Alternative 3 may also increase aesthetic impacts. While potentially feasible, this alternative would limit the functionality and efficiency of the larger, integrated Costco Commercial Center and would require the project applicant to engage a third party of the design and development of high-density housing because Costco does not have housing development credentials. Because Costco does no construct housing, this is considered an excessive development requirement. The City Council rejects Alternative 3 because it does not substantially reduce impacts, does not meet several of the project objectives, and would result in a project of different scope than the proposal.

10.2 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Because the No Development Alternative (Alternative 1b, described in Section 6.4.2 of the Draft EIR) would avoid all adverse impacts resulting from construction and operation of the proposed project, it is the environmentally superior alternative. However, the No Development Alternative would not meet the objectives of the project. The No Project Alternative (Alternative 1a, described in Section 6.4.1 of the Draft EIR) would also avoid the significant and unavoidable effects of the project, while achieving some of the project objectives related to providing a commercial center on the site.

When the environmentally superior alternative is the No Project Alternative, the State CEQA Guidelines (Section 15126[d][2]) require selection of an environmentally superior alternative from among the other action alternatives evaluated. Alternative 2: Reduced Size Costco Warehouse would be environmentally superior action alternative because although the environmental impacts would be similar to the proposed project, and no significant impacts or significant and unavoidable impacts would be completely avoided, the project's significant impacts related to VMT and construction noise would be slightly reduced. (Draft EIR p. 6-13)

As described above, the City Council finds that Alternative 2 would result in similar or slightly reduced impacts on the project site while substantially limiting the development potential and functional use of the site. The City Council rejects Alternative 2 because it does not meet many of the project objectives, which establish the underlying purpose of the project.

11 CONCLUSION

In accordance with CEQA and the State CEQA Guidelines, the City Council adopts these Findings as part of its certification of the Final EIR for the project. Pursuant to Section 21082.1l(3) of the PRC, the City Council also finds that the Final EIR reflects the City Council's independent judgment as the lead agency for the project. As required by CEQA, the City, in adopting these Findings, also adopts an MMRP for the project. The City finds that the MMRP, which is incorporated by reference and made a part of these Findings, meets the requirements of Section 21081.6 of the PRC by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project. Based on the entire record before the City, and having considered the significant and unavoidable impacts of the project, the City hereby determines that all feasible mitigation within the responsibility and jurisdiction of the City has been adopted to reduce or avoid the potentially significant impacts identified in the EIR, and that no additional feasible mitigation is available to further reduce significant impacts.

12 STATEMENT OF OVERRIDING CONSIDERATIONS

As discussed in the Findings of Fact above, approval of the Costco Commercial Center Project (hereafter the project) will result in significant adverse environmental effects that cannot be avoided with the adoption of all feasible mitigation measures. Further, there are no feasible project alternatives that would mitigate or substantially lessen the impacts. Despite the occurrence of these effects, however, the Fresno City Council chooses to approve the project because, in its view, the economic, environmental, social, and other benefits of the project will render the significant effects acceptable.

In making this Statement of Overriding Considerations the City Council has considered the information contained in the EIR for the project and the record of proceedings in which the project was considered. The City Council hereby determines that the project's benefits outweigh the significant unmitigated adverse impacts, as discussed below.

12.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Pursuant to PRC Section 21081(b) and CEQA Guidelines Section 15093, the City Council has balanced the benefits of the project against the following significant unavoidable adverse impacts and has adopted all feasible mitigation measures with respect to these impacts.

- **Impact 3.11-1:** Generate a Substantial Temporary Increase in Construction Noise Levels in Excess of Applicable Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies
- **Impact 3.13-2:** Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) Regarding Vehicle Miles Traveled
- **Impact 3.13-3:** Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)
- **Impact 4-13:** Cumulative Transportation Impacts

12.1.1 Construction Noise (Impact 3.11-1)

As described above in Section 9, "Environmental Effects of the Project that are Considered Unavoidable Significant Impacts," the proposed project is anticipated to require limited nighttime construction, which has the potential to result in short-term, temporary exceedances of the nighttime exterior noise standard. Interior noise standards would not be exceeded and sleep disruption is not anticipated. Therefore, actual effects would be limited to individuals outdoors between 10:00 p.m. and 7:00 a.m. on the specific night(s) of construction and their experience of the tranquil nighttime environment. In addition, mitigation has been identified that is anticipated to sufficiently reduce noise levels at nearby sensitive receptors to eliminate the significant impact.

The significant and unavoidable impact is identified due to uncertainty. If significant impacts occur, they would be limited to individuals outside at night during the limited construction window.

12.1.2 Vehicle Miles Traveled (Impact 3.13-2 and Impact 4-13)

As described above in Section 9, "Environmental Effects of the Project that are Considered Unavoidable Significant Impacts," the primary source of daily VMT is warehouse shopping by Costco members. Members purchase items in bulk at Costco facilities, making walking, biking, or transit trips to the warehouse impractical. Mitigation that would substantially reduce the VMT of Costco Members is infeasible.

The implementation of Mitigation Measure 3.13-2 would reduce employee trips. However, employee trips account for 436 daily trips (less than 2 percent of the total daily trips) and 13,385 VMT (approximately 7 percent of the daily VMT). (Draft EIR p. 3.13-18)

The City's standard of no net increase in VMT for commercial projects cannot be achieved by a warehouse retail project due to the practical considerations of purchasing items in bulk. The concept of VMT is largely tied to the understanding of vehicle exhaust as a major contributor to global GHG emissions. Importantly, bulk shopping doe present the opportunity for numerous efficiencies in shipping and packaging that may reduce GHG emissions compared to other commercial projects. As described in Section 3.7 of the Draft EIR, the project is consistent with the GHGRP and would not result in significant GHG emissions overall. Additionally, through regulatory mechanisms in place, such as the Advanced Clean Cars program and Advanced Clean Trucks, gasoline and diesel fuel consumption will continue to decrease as California's on-road transportation sectors electrifies over time.

12.1.3 Traffic Hazards (Impact 3.13-3)

As described above in Chapter 9, "Environmental Effects of the Project that are Considered Unavoidable Significant Impacts," following construction of off-site improvements detailed in Mitigation Measure 3.13-3, the southbound left-turn queue at the North Golden State Boulevard and West Herndon Avenue intersection would continue to overflow the available storage for the turn pocket and block the adjacent travel lane by approximately 50 feet. Constraints in the median preclude increasing the southbound left-turn lanes to fully accommodate the 95th percentile queue. Specifically, the alignment of the California High Speed Rail parallels the existing railway northeast of North Golden State Boulevard and limits the available right of way for improvements. According to analysis in the TIA, the spillback condition would only occur during the most congested period of the day. (Draft EIR p. 3.13-21)

The City has required all feasible mitigation to address this intermittent condition, which presents a traffic hazard only if motorists are not adequately attentive to the turn pocket spillover. This area is undergoing change due to the construction of the Highspeed Rail, which both limits the City's ability to expend the roadway and creates a dynamic environment where the impact may be less severe in the cumulative condition (i.e., once the rail improvements are complete).

Therefore, the significant and unavoidable impact is due to intermittent conditions in an area undergoing changes to the transportation network. The project alternatives are not anticipated to substantially reduce this impact.

12.2 OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance, as applicable, the economic, legal, social, technological or other benefits of a project against its significant and unavoidable environmental impacts when determining whether to approve the project. If the specific economic, legal, social, technological or other benefits of the project outweigh the significant and unavoidable impacts, those impacts may be considered "acceptable" (CEQA Guidelines Section 15093(a)). When significant impacts are not avoided or lessened, CEQA requires the agency to state, in writing, the specific reasons for considering a project acceptable. Those reasons must be based on substantial evidence in the EIR or elsewhere in the administrative record (CEQA Guidelines Section 15093(b)).

In the City Councils' judgment, the project and its benefits outweigh its unavoidable significant effects. The following statements, based in part upon the project objectives described in the EIR and Findings, support this conclusion. The substantial evidence supporting the various benefits can be found in the administrative record including the preceding Findings, which are incorporated by reference into this section. The City Council finds that each of the enumerated benefits is individually meritorious and, taken together, provide substantial public benefits that justify adoption of the project.

- The project would provide convenient shopping to serve existing and projected demand for retail warehouse shopping in the growing area of northwest Fresno.
- The project would result in a state-of-the-art facility of sufficient size to integrate several services, including home and/or business delivery service, under one roof. This promotes operational efficiencies compared to existing Costco warehouse and market delivery operations.
- The project would be conditioned on the completion of several elements of the transportation network in northwest Fresno, including a pedestrian pathway along West Herndon Avenue and the completion of West Spruce Avenue. The project would be consistent with the furtherance of General Plan policies that support multimodal transportation and complete streets, such as Policy MT-1-b, Policy MT-1-g and Policy MT-1-j.
- The project would continue and increase big-box retail store sales tax revenues received by the City.
- The project is consistent with Objective ED-1 of the General Plan to support economic development by maintaining a strong working relationship with the business community and improving the business climate for current businesses.

12.3 CONCLUSION

After balancing environmental costs against project benefits, the City Council has concluded that the benefits the City will derive from the project outweigh the anticipated impacts to noise and transportation. The City Council has chosen to accept certain environmental impacts because to eliminate them would unduly compromise some other important economic, fiscal, environmental, land use or other goal.

The City Council finds that any residual or remaining effects on the environment resulting from the project, identified as significant and unavoidable in the Findings of Fact, are acceptable due to the benefits set forth in this Statement of Overriding Considerations. The City Council finds and determines that the project and the supporting environmental documentation provide for a positive balance of the competing goals and that the economic, fiscal, environmental, land use or other benefits to be obtained by the project outweigh any environmental and related potential detriments from the Project. The City Council has concluded that the Project's implementation will represent a net positive impact on the City based upon a comprehensive analysis of all the underlying planning and environmental documentation. Therefore, the City adopts this Statement of Overriding Considerations.

13 REFERENCES

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ERRATA TO THE FINAL EIR

INTRODUCTION

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

STAFF INITIATED TEXT CHANGES

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

Chapter 2: Responses to Comments

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

Table 2-1 List of Commenters

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

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

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

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

[1] The comment was received after the close of the public comment period.

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

Table 3.13-5 Transportation Sector Measures to Reduce VMT

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

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

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

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

Notes:

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

Chapter 3: Revisions to the Draft EIR

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

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

~~Revisions to "Executive Summary"~~

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

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

Revisions to Chapter 2, "Project Description"

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

Table 2-1 Project Elements

Structure	Area (square feet)
Warehouse Retail Building Footprint	**241,342 219,216**
Warehouse/Retail	162,264 163,539
Loading/Back of house/Storage/Receiving	23,881 4,422
Market delivery operation	46,834
Open canopy space	5,126 3,233
Building envelope	2,9555 1,188
Fuel canopy	**12,885**
Car wash	**4,800**

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

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

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

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

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

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

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

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

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

Revisions to Section 3.1, "Aesthetics"

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

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

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

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

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

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

> Mitigation Measure 3.11-3 on page 3.11-25 has been modified as follows to further clarify implementation:
>
> > Mitigation Measure 3.11-3: Reduce Exposure of Existing Sensitive Receptors to Noise Generated by Loading Dock Activity
> > The project applicant shall construct a sound wall west of the loading docks or other noise attenuating feature ~~west of the loading docks~~ with a demonstrated ability to result in a ~~4~~ 9 dB noise decrease at the eastern property line of the existing residences along North Riverside Drive.

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

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

> Mitigation Measure 3.11-5: Implement Traffic Noise Reduction Measures along North Riverside Drive
> The project proponent shall implement noise reduction measures to ensure that ~~exterior~~ interior noise levels at residential land uses near the west side of North Riverside Drive do not exceed ~~the~~

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

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

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

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

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

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

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

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

Exhibit E-1 – 2025 Partially Recirculated Draft Environmental Impact Report with Appendices

<u>Costco Commercial Center Project</u>
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

Partially Recirculated Draft
Environmental Impact Report

Fresno Costco Commercial Center Project

State Clearinghouse No. 2021100443

Prepared for:

City of FRESNO

Planning and Development Department

November 2025









Partially Recirculated Draft Environmental Impact Report

Fresno Costco Commercial Center Project

State Clearinghouse No. 2021100443

Planning and Development Department
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November 2025

20210052.01

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Appendix A Greenhouse Gas Emissions Technical Report

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LIST OF ABBREVIATIONS

ACC	Advanced Clean Cars
ACF	Advanced Clean Fleet
ACT	Advanced Clean Trucks
ATCM	Airborne Toxic Control Measure
ATP	Active Transportation Plan
BAU	Business As-Usual
BPS	Best Performance Standards
CAA	Clean Air Act
CalEPA	California Environmental Protection Agency
CAP	criteria air pollutant
CARB	California Air Resources Board
CAT	Climate Action Team
CCAP	Comprehensive Climate Action Plan
CEC	California Energy Commission
CH_4	methane
CNRA	California Natural Resources Agency
CO_2	carbon dioxide
CPUC	California Public Utilities Commission
DOE	US Department of Energy
EO	Executive Order
F	Fahrenheit
Fresno COG	Fresno Council of Governments
GAMAQ	Guidance for Assessing and Mitigating Air Quality Impacts
GHG	greenhouse gas
GHGRP	greenhouse gas reduction plan
HFC	hydrofluorocarbon
IPCC	Intergovernmental Panel on Climate Change
LCFS	Low Carbon Fuel Standard
LEV	Low-Emission Vehicle
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
MT	metric tons
MWELO	Model Water Efficient Landscape Ordinance
N_2O	nitrous oxide
NHTSA	National Highway Traffic Safety Administration
PCAP	Priority Climate Action Plan
PFC	perfluorocarbon
RPS	Renewables Portfolio Standard
RTP	Regional Transportation Plan
SAFE	Safer Affordable Fuel-Efficient
SB	Senate Bill
SCS	Sustainable Communities Strategy
SF_6	sulfur hexafluoride
SJVAPCD	San Joaquin Valley Air Pollution Control District
TRU	transportation refrigeration unit
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
VMT	vehicle miles traveled
ZEV	zero emission vehicles

1 INTRODUCTION

1.1 PURPOSE OF THIS DOCUMENT AND BACKGROUND

In accordance with the California Environmental Quality Act (CEQA), the City of Fresno (City), as Lead Agency, has prepared a Partial Recirculated Draft Environmental Impact Report (PR-DEIR) for the Costco Commercial Center proposed to be located at West Herndon Avenue and North Riverside Drive. The PR-DEIR is intended to comply with the Fresno County Superior Court's (Court) ruling issued in July 2025 in Fresno County Superior Court Case No. 24CECG02208, *Herndon-Riverside Coalition for Responsible Planning and Development v. City of Fresno et al.* (Lawsuit) and the requirements of CEQA.

Prior to commencement of the Lawsuit, the City prepared a DEIR for the project and circulated it for public comment through August 28, 2023. The City provided responses to all comments received and published the Final EIR on February 9, 2024. The City's City Council certified the EIR and approved the project on April 18, 2024. These documents are referred to herein as the 2024 EIR.

Based on the Court's ruling in the Lawsuit, this Section 3.7, "Greenhouse Gas Emissions and Climate Change," has been revised and is being recirculated. This section of the 2024 EIR evaluates potential impacts associated with greenhouse gas (GHG) emissions and climate change policy and is the only substantive section of the 2024 EIR included in this PR-DEIR. The 2024 EIR was upheld in the Lawsuit as to the other challenged issue, the alternatives analysis. No sections of the 2024 EIR other than the analyses of GHG emissions and climate change and alternatives were challenged in the Lawsuit.

Because the recirculation is limited to a single revised topical section, pursuant to CEQA Guidelines Section 15088.5, subdivision (c), the rest of the 2024 EIR is not being recirculated for public review and comment. Subdivision (c) provides that "[i]f the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified." State CEQA Guidelines Section 15088.5 subdivision (a) provides that a limited portion of the Draft EIR must be recirculated for public review and comment prior to certification when significant new information is added to an EIR. Recirculation provides the public with an opportunity to comment on the new or revised sections of the Draft EIR, and only on such sections. Comments from reviewers must be limited to the contents of the PR-DEIR only and may not address matters not included in the PR-DEIR. Pursuant to CEQA Guidelines Section 15088.5, subdivision (f)(2)(ii), written responses will be prepared only to comments received regarding the PR-DEIRs sections. Responses to comments received during the review period regarding the environmental analysis in this PR-DEIR will be provided in a separate response to comments document. The Final EIR that the City will consider certifying and will thereafter apply will consist of the following elements:

1. The 2024 EIR certified by the City Council on April 18, 2024 without Section 3.7, "Greenhouse Gas Emissions and Climate Change";
2. This PR-DEIR, which includes a new, substitute Section 3.7, "Greenhouse Gas Emissions and Climate Change," and which alters the Greenhouse Gas Emissions and Climate Change entry in Table ES-1 of the Executive Summary and the cumulative impact discussion; and
3. The comments submitted on this PR-DEIR during the public comment period and the responses to those comments.

1.1.1 Reason for Partial Recirculation

The PR-DEIR has been prepared pursuant to an Order After Hearing issued by the Court on July 17, 2025 ("Order"), granting the Petition for Writ of Mandate ("Petition") in the Lawsuit. The Court granted the Petition in part to the extent as set forth in the Court's Order with regard to the First Cause of Action (non-CEQA challenge alleging

violations of the Fresno Municipal Code) and Second Cause of Action (alleging violation of CEQA pertaining to GHG emissions analysis in the EIR) and denied the Petition in part with regard to the Third Cause of Action (alleging violation of CEQA pertaining to the Alternatives analysis in the EIR).

With respect to GHG emissions and climate change analysis included in the EIR, the Order in pertinent part stated as follows:

> The modeling presented within the EIR is substantial evidence of the anticipated emissions of the Project.
>
> The EIR's conclusion that the Project will have a less than significant impact on climate change is based upon a comparison of the Project's anticipated emissions with the application of the mitigation measures and implementation of clean vehicle regulations and the 2021 [City of Fresno Greenhouse Gas Reduction Plan ("GHGRP")]. Following the certification of the EIR, the [2021] GHGRP was set aside and the 2014 GHGRP was adopted. As a result, the EIR conclusion that the Project will have a less than significant impact on climate [is] now without foundation.

For context, the Court's reference to the 2021 GHGRP being set aside pertains to the Fifth District Circuit Court of Appeal's unpublished August 6, 2024 decision in the *South Fresno Community Alliance v. City of Fresno* matter (case no. F086180), where the Court of Appeal directed that the City be compelled to set aside its Program Environmental Impact Report (PEIR) for the continued implementation of the City's 2014 General Plan (including the 2021 GHGRP) that the City had certified in 2021.

In accordance with the Court of Appeal's ruling, the City adopted Resolution No. 2025-69, rescinding its certification of the PEIR and vacating its approval of the 2021 GHGRP. Resolution No. 2025-69 provided as follows:

> The Master Environmental Impact Report, which was certified in connection with the City's adoption of its 2014 General Plan in 2014, is the environmental review document for the City's 2014 General Plan, subject to the requirements of CEQA (Public Resource Code §§21000, *et seq*.) and the CEQA Guidelines (California Code of Regulations, Title 14, §15000 *et seq*.). The 2014 Greenhouse Gas Reduction Plan, adopted concurrently with the Master Environmental Impact Report, is the Greenhouse Gas Reduction Plan for the City, subject to the requirements of CEQA and the CEQA Guidelines.

In effect, under Resolution 2025-69, the City reverted to the pre-2021 status quo making the City's 2014 GHGRP its most current and only operable GHGRP. Consistent with the Court's ruling, Section 3.7, "Greenhouse Gas Emissions and Climate Change," has been revised to eliminate reference to the City's 2021 GHGRP.

1.2 DOCUMENT FORMAT

Consistent with the requirements of PRC Section 21168.9(b), this PR-DEIR contains only the information required to comply with the Court's decision. All such information is considered significant new information based on Section 15088.5(a) of the State CEQA Guidelines. No other chapters or portions of the 2024 EIR are addressed in this PR-DEIR because no new information or new circumstances exist that would warrant revision of these other chapters or sections.

This PR-DEIR is organized into the following sections. All chapter and section numbering is consistent with the chapter and section numbering outline in the 2024 EIR.

- Chapter 1, "Introduction," supplements the introduction chapter in the 2024 EIR and describes the purpose and legal requirements of this PR-DEIR, as well as its intended uses. This chapter also revises the 2024 EIR's Executive Summary and cumulative impact discussion to reflect the revised Greenhouse Gas Emissions and Climate Change section.
- Section 3.7, "Greenhouse Gas Emissions and Climate Change," responds to the Court ruling that required revaluation of GHG emissions because the 2021 GHGRP has been set aside and is no longer applicable to the project. The section replaces the 2024 EIR's GHG emissions analysis in its entirety.

1.3 ADDITIONAL REVISIONS TO THE 2024 EIR

1.3.1 Executive Summary

Table ES-1 of the Executive Summary for the 2024 EIR provides a matrix of all impact statements in the Draft EIR, a brief description of the analysis, the impact significance before mitigation, any applicable mitigation measures, and the impact significance after mitigation. As described above, the threshold of significance for the analysis of GHG emissions is modified in this PR-DEIR. To more accurately reflect the analysis presented in this PR-DEIR the portion of Table ES-1 that appears on page ES-15 of the Draft EIR summarizing the GHG emissions and climate change analysis is revised as follows:

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant PS = Potentially significant S = Significant SU = Significant and unavoidable			
Greenhouse Gas Emissions and Climate Change			
Impact 3.7-1: Generate GHG Emissions That Would Have a Significant Impact on the Environment While the project would result in an increase in GHG emissions when compared to the existing conditions (i.e., vacant site with no development), the project would be consistent with applicable state and local plans and would not conflict with or impede the state's ability to meet its GHG reduction goals. Therefore, there is no cumulatively considerable contribution to GHG emissions	LTS	No mitigation is required for this impact.	LTS
Impact 3.7-2: Conflict with an Applicable Plan, Policy, or Regulation Adopted for the Purpose of Reducing the Emissions of GHGs The project would comply with all laws and regulations governing GHG reduction, and would not conflict with an applicable plan, policy or regulation adopted to reduce GHG emissions. Therefore, this impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4-7: Cumulative Greenhouse Gas Emissions and Climate Change Impacts There is an existing substantial adverse impact related to greenhouse gas (GHG) emissions and global climate change. However, the project's contribution to this cumulatively significant impact would not be cumulatively considerable. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS

1.3.2 Section 4.3 Analysis of Cumulative Impacts

Chapter 4, "Cumulative Impacts," of the 2024 EIR includes a discussion of the project's contribution to GHG emissions and global climate change. To promote consistency with the Court's decision, the analysis of cumulative GHG emissions on page 4-11 of the 2024 EIR is revised as follows to remove reference to the now vacated 2021 GHGRP.

Impact 4-7: Cumulative Greenhouse Gas Emissions and Climate Change Impacts

There is an existing substantial adverse impact related to greenhouse gas (GHG) emissions and global climate change. However, the project's contribution to this cumulatively significant impact would not be cumulatively considerable. Cumulative impacts would be **less than significant**.

The geographic scope of the cumulative impact analysis for GHG emissions and climate change is global. Climate change is an inherently cumulative issue and relates to development in the region, California, and, most of all, the world. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more carbon dioxide (CO_2) is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. The combination of GHG emissions from past, present, and future projects contribute substantially to the phenomenon of global climate change and its associated environmental impacts.

Therefore, the impacts discussed in Section 3.7, "Greenhouse Gas Emissions and Climate Change," are also the cumulative effects of the project. As described therein, the project would not conflict with or impede the state's ability to meet its GHG reduction goals. Therefore, the project would not make a considerable contribution to the cumulative condition. Cumulative impacts would be **less than significant**.

1.4 PUBLIC REVIEW PROCESS

The City of Fresno is soliciting comments from responsible agencies, trustee agencies, public agencies, organizations, and members of the public regarding the PR-DEIR. In accordance with the time limits established by CEQA, the PR-DEIR will begin November 21, 2025, and end on January 5, 2026. The PR-DEIR will be circulated to state agencies for review through the State Clearinghouse, a division of the Governor's Office of Land Use and Climate Innovation and via email.

1.4.1 Document Availability

The PR-DEIR can be reviewed at the following websites: https://ceqanet.opr.ca.gov. A hard copy of the PR-DEIR can also be reviewed at the following locations during business hours (Monday through Friday 8:00 a.m.–5:00 p.m.):

i) City of Fresno Planning and Development Department
2600 Fresno Street Third Floor, Room 3043, Fresno, CA 93721

ii) Fresno County Public Library
2420 Mariposa Street Fresno, CA 93721

1.4.2 Written Comments on the Partial Recirculated Draft EIR

Please provide your written/typed comments (including name, affiliation, telephone number, and contact information) via US mail or email to the address shown below by 5:00 p.m. on January 5, 2026:

> ATTN: Steven Martinez, City of Fresno – Planning and Development Department
> 2600 Fresno Street, Room 3043, Fresno, CA 93721
> Email: PublicCommentsPlanning@fresno.gov

1.4.3 Limitation on Public Review Comments

The City requests that commenters not make new comments on matters not included in the PR-DEIR and limit their written comments to the new material presented in the PR-DEIR, which consists of Section 3.7, "Greenhouse Gas Emissions and Climate Change," (and corresponding changes to the cumulative discussion and Executive Summary) only.

This request is made pursuant to State CEQA Guidelines Section 15088.5(f)(2), which states that:

> When the EIR is revised only in part and the lead agency is recirculating only the revised chapters or portions of the EIR, the lead agency may request that reviewers limit their comments to the revised chapters or portions of the recirculated EIR. The lead agency need only respond to (i) comments received during the initial circulation period that relate to chapters or portions of the document that were not revised and recirculated, and (ii) comments received during the recirculation period that relate to the chapters or portions of the earlier EIR that were revised and recirculated. The lead agency's request that reviewers limit the scope of their comments shall be included either within the text of the revised EIR or by an attachment to the revised EIR.

1.5 USE OF THIS DOCUMENT

This PR-DEIR will be combined with the 2024 EIR, which will be considered by the City's City Council at a future City Council meeting. The Final EIR will include the comments received on this PR-DEIR, along with the written responses to those comments.

The City Council will consider certifying the Final EIR prior to completing its deliberations on the project. If it approves the project, then the City Council will adopt the findings, statement of overriding considerations, and mitigation monitoring and reporting program that are required by CEQA.

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3.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

This section was prepared by Ramboll Americas Engineering Solutions, Inc., experts in the fields of air quality and greenhouse gas (GHG) emissions science and policy. This section presents a summary of regulations applicable to GHG emissions; a summary of climate change science and GHG sources in California; and a quantification of project-generated GHGs and discussion about their contribution to global climate change. Prior to initiation of the 2024 EIR, the City released a notice of preparation on October 22, 2021. No comments were received in response to the notice of preparation that specifically address GHG emissions or climate change. Effects related to pollution and air quality concerns are addressed in Section 3.3, "Air Quality," of the 2024 EIR.

3.7.1 Regulatory Setting

FEDERAL

Clean Air Act

In April 2007, in *Massachusetts v. EPA*, the U.S. Supreme Court directed the Administrator of the US Environmental Protection Agency (EPA) to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA Administrator was directed to follow the language of Section 202(a) of the Clean Air Act (CAA). In December 2009, the Administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the CAA:

- Elevated concentrations of GHGs— carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6)—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the "endangerment finding."
- The combined emissions of GHGs—CO_2, CH_4, N_2O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the CAA.

Endangerment Finding and Cause or Contribute Finding

On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under CAA Section 202(a) (42 United States Code Section 7521).

- Endangerment Finding: The Administrator found that the current and projected concentrations of the six key well-mixed GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) in the atmosphere threaten the public health and welfare of current and future generations. On July 29, 2025, EPA announced a proposal to rescind the Endangerment Finding and repeal all GHG emission standards for light-duty, medium-duty, and heavy-duty vehicles and engines pursuant to CAA section 202(a). As of the writing this PR-DEIR, EPA has not adopted this proposal.[1] The proposed rule would remove GHG-related provisions from 40 CFR part 600 without affecting provisions related to Corporate Average Fuel Economy (CAFE) standards and fuel economy labeling. In general, the proposed rule would remove model year (MY) 2012 and later GHG emission standards for passenger cars and light trucks, and MY 2014 and later GHG emission standards for medium-duty vehicles.[2] As of the writing of this PR-DEIR, EPA has

[1] EPA. 2025. Proposed Rule: Reconsideration of 2009 Endangerment Finding and Greenhouse Gas Vehicle Standards. Available: https://www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-reconsideration-2009-endangerment-finding. Accessed October 2025.

[2] Ibid.

not adopted this proposal, and CARB has provided no guidance on how to address this issue in emissions modeling.[3]

- Cause or Contribute Finding: The Administrator found that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

Federal Plan to Reduce GHG Emissions by 2025

In 2015, President Obama signed Executive Order (EO) 13693, which was intended to reduce the federal government's GHG emissions by 40 percent by 2025 by requiring the following:

- Ensuring that 25 percent of total energy consumption is from clean energy sources.
- Reducing energy use in federal buildings by 2.5 percent per year between 2015 and 2025.
- Reducing per-mile GHG emissions from federal fleets by 30 percent (from 2014 levels) by 2025 and increasing the percentage of zero-emissions and plug-in hybrid vehicles in federal fleets.
- Reducing water intensity in federal buildings by 2 percent per year through 2025.

This executive order was revoked by President Trump's EO 13834 in May 2018. President Biden's EO 13990 revoked EO 13834 except for sections 6 (Duties of the Federal Chief Sustainability Officer), 7 (Duties of Heads of Agencies), and 11 (General Provisions).[4]

On January 20, 2025, President Trump announced the recission of EO 13990.[5]

Executive Order 14008

On January 27, 2021, President Biden issued the Executive Order on Tackling the Climate Crisis at Home and Abroad (EO 14008).[6] Part I of the order highlighted putting the climate crisis at the center of United States foreign policy and national security. As stated in EO 14008, addressing the climate crisis will require significant short-term global reductions in GHG emissions and net-zero global emissions by mid-century or sooner. The executive order also stated the United States will pursue green recovery efforts and initiatives to advance the clean energy transition.

Part II of the order relayed the government-wide approach to the climate crisis, which involves reducing climate pollution in every sector of the economy, especially through innovation, commercialization, and deployment of clean energy technologies and infrastructure. A National Climate Task Force was established to focus on addressing the climate crisis through key federal actions to reduce climate change impacts. A 100 percent carbon pollution-free electricity sector was targeted by no later than 2035 and a net-zero emissions economy was to be achieved by no later than 2050. Offshore wind was aimed to be doubled by 2030. Opportunities for federal funding of clean energy technology and infrastructure were to be identified. Federal permitting decisions were required to consider the effects of GHG emissions and climate change.

On January 20, 2025, President Trump announced the recission of EO 14008.[7]

[3] Ibid.

[4] White House Briefing Room. 2021. *Executive Order on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*. January 20. Available at: https://bidenwhitehouse.archives.gov/briefing-room/presidential-actions/2021/01/20/executive-order-protecting-public-health-and-environment-and-restoring-science-to-tackle-climate-crisis/. Accessed: August 2025.

[5] The White House. 2025. Initial Rescissions of Harmful Executive Orders and Actions. January 20. Available at: https://www.whitehouse.gov/presidential-actions/2025/01/initial-rescissions-of-harmful-executive-orders-and-actions/. Accessed: August 2025.

[6] White House Briefing Room. 2021. Executive Order on Tackling the Climate Crisis at Home and Abroad. January 27. Available at: https://bidenwhitehouse.archives.gov/briefing-room/presidential-actions/2021/01/27/executive-order-on-tackling-the-climate-crisis-at-home-and-abroad/. Accessed: August 2025.

[7] The White House. 2025. Initial Rescissions of Harmful Executive Orders and Actions. January 20. Available at: https://www.whitehouse.gov/presidential-actions/2025/01/initial-rescissions-of-harmful-executive-orders-and-actions/. Accessed: August 2025.

Paris Climate Agreement

On June 1, 2017, President Trump withdrew the United States from the Paris Agreement.[8] The Paris Agreement was negotiated within the United Nations Framework Convention on Climate Change in 2015 to reduce GHG emissions internationally. The goal of the Paris Agreement was to keep the global temperature rise this century to below 2 degrees Celsius above pre-industrial standards, with efforts to limit temperature increase even further to 1.5 degrees Celsius. The Paris Agreement became effective on November 4, 2016. As of October 5, 2016, 155 of 197 parties had ratified the Paris Agreement.[9] On January 20, 2021, President Biden signed an executive order formally rejoining the United States to the Paris Agreement.[10] On January 20, 2025, upon his return to office, President Trump once again began the process to withdraw the United States from the Paris Climate Agreement.[11] The withdrawal will take effect for the United States on January 27, 2026.[12]

Federal Vehicle Standards

In response to the *Massachusetts v. EPA* decision discussed above, in 2007, President Bush directed the EPA, the Department of Transportation (USDOT), and the Department of Energy (DOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the National Highway Traffic Safety Administration (NHTSA) issued a final rule regulating fuel efficiency for and GHG emissions from cars and light-duty trucks for model year 2011; and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the same federal agencies to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model year 2017-2025 light-duty vehicles. The proposed standards are projected to achieve 163 grams/mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021.

In August 2017, the EPA asked for additional information and data relevant to assessing whether the GHG emissions standards for model years 2022-2025 remain appropriate. In early 2018, the EPA Administrator announced that the midterm evaluation for the GHG emissions standards for cars and light-duty trucks for model years 2022-2025 was completed and stated his determination that the current standards should be revised in light of recent data. Subsequently, in 2018, the EPA and NHTSA proposed to amend certain existing CAFE standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establish new standards, covering model years 2021-2026. Compared to maintaining the post-2020 standards, the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks proposal was anticipated to increase U.S. fuel consumption.[13] California and other states announced their intent to challenge federal actions that would delay or eliminate GHG reductions. In April 2020, NHTSA and EPA amended the CAFE and GHG emissions standards for passenger cars and light trucks and established new less stringent standards, covering model years 2021 through 2026.

[8] EPA. 2017. Administrator Scott Pruitt Speech on Paris Accord, As Prepared. June 1. Available at: https://archive.epa.gov/epa/speeches/administrator-scott-pruitt-speech-paris-accord-prepared.html. Accessed August 2025.

[9] United Nations Framework Convention on Climate Change. 2017. The Paris Agreement. July 27. Available at: http://unfccc.int/paris_agreement/items/9485.php. Accessed: January 2022.

[10] White House Briefing Room. 2021. Paris Climate Agreement. January 20. Available at: https://bidenwhitehouse.archives.gov/briefing-room/statements-releases/2021/01/20/paris-climate-agreement/. Accessed: August 2025.

[11] The White House. 2025. Putting America First in International Environmental Agreements. January 20. Available at: https://www.whitehouse.gov/presidential-actions/2025/01/putting-america-first-in-international-environmental-agreements/. Accessed: August 2025.

[12] Congress.gov. 2025. U.S. Withdrawal from the Paris Agreement: Process and Potential Effects. April 14. Available at: https://www.congress.gov/crs-product/R48504. Accessed: October 2025.

[13] Federal Register. 2018. The Safer Affordable Fuel-Efficient (SAFE) Vehicles Final Rule for Model Years 2021-2026 Passenger Cars and Light Trucks. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/safer-affordable-fuel-efficient-safe-vehicles-final-rule. Accessed: August 2025.

On September 27, 2019, the EPA and NHTSA published the SAFE Rule (Part One).[14] The SAFE Rule (Part One) went into effect in November 2019, and revoked California's authority to set its own GHGs standards and set zero emission vehicle mandates in California. The SAFE Rule (Part One) froze new zero emission vehicle (ZEV) sales at model year 2020 levels for year 2021 and beyond, and was expected to likely result in a lower number of future ZEVs and a corresponding greater number of future gasoline internal combustion engine vehicles. In response to the EPA's adoption of the SAFE Rule (Part One), the California Air Resources Board (CARB) issued guidance regarding the adjustment of vehicle emissions factors to account for the rule's implications on criteria air pollutant and greenhouse gas emissions.[15,16] The SAFE Rule was subject litigation and on February 8, 2021, the D.C. Circuit Court of Appeals granted the Biden Administration's motion to stay litigation over Part 1 of the SAFE Rule. On April 22 and April 28, 2021, respectively, NHTSA and EPA formally announced their intent to reconsider the Safe Rule (Part One).[17,18] The NHTSA finalized the Corporate Average Fuel Economy Pre-emption rulemaking to withdraw its portions of the SAFE I Rule on December 21, 2021.[19] On March 9, 2022, EPA reinstated California's authority under the Clean Air Act to implement its own GHG emission standards and ZEV sales mandate and entirely rescinded the SAFE Rule (Part One).

In December 2021, the EPA finalized federal GHG emissions standards for passenger cars and light trucks for Model Years 2023-2026. These standards are the strongest vehicle emissions standards ever established for the light-duty vehicle sector and are based on sound science and grounded in a rigorous assessment of current and future technologies.[20] The updated standards will result in avoiding more than 3 billion tons of GHG emissions through 2050.[21]

In April 2023, the EPA proposed a new more ambitious proposed standards for national GHG emission standards from light-duty and medium-duty vehicles starting with 2027 model year vehicles.[22] On March 20, 2024, EPA finalized these standards, which will phase-in over model years 2027-2032. These standards build upon existing rules, and leverage advances in clean car technology to realize benefits to Americans such as the improvement of public health through reduction of criteria air pollutant (CAP) and GHG emissions from vehicles.[23]

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018-2027 for certain trailers, and model years 2021-2027 for semi-trucks, large pickup trucks, vans and all types

[14] EPA and NHTSA. 2019. Federal Register, Vol. 84, No. 188, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program. September 27. Available at: https://www.govinfo.gov/content/pkg/FR-2019-09-27/pdf/2019-20672.pdf. Accessed: August 2025.

[15] CARB. 2019. EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicle Rule Part One. November 20. Available at: https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf. Accessed: August 2025.

[16] CARB. 2020. EMFAC Off-Model Adjustment Factors for Carbon Dioxide Emissions to Account for the SAFE Vehicles Rule Part One and the Final SAFE Rule. June 26. Available at: https://ww3.arb.ca.gov/msei/emfac_off_model_co2_adjustment_factors_06262020-final.pdf. Accessed: August 2025.

[17] NHTSA. 2021. NHTSA Advances Biden-Harris Administration's Climate & Jobs Goals. April 22. Available at: https://www.nhtsa.gov/press-releases/nhtsa-advances-biden-harris-administrations-climate-jobs-goals. Accessed: January 2022.

[18] EPA. 2021. Federal Register, Vol. 86, No. 80, California State Motor Vehicle Pollution Control Standards; Advanced Clean Car Program; Reconsideration of a previous Withdrawal of a Waiver of Preemption; Opportunity for Public Hearing and Public Comment. April 28. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/notice-reconsideration-previous-withdrawal-waiver. Accessed: January 2022.

[19] NHTSA. Available at: https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy. Accessed: May 2022.

20 EPA. 2021. Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions. Accessed: January 2022.

[21] Ibid.

[22] United States Environmental Protection Agency. 2023. Proposed Rule: Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-multi-pollutant-emissions-standards-model. Accessed: August 2025.

[23] United States Environmental Protection Agency. 2023. Final Rule: Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-multi-pollutant-emissions-standards-model. Accessed: August 2025.

of sizes of buses and work trucks. The final standards are expected to lower carbon dioxide emissions by approximately 1.1 billion metric tons (MT) and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.[24]

On August 5, 2021, EPA announced plans to reduce GHG emissions and other harmful air pollutants from heavy-duty trucks through a series of rulemakings over the next 3 years. The first rulemaking of this Clean Trucks Plan was the Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards, signed on December 20, 2022, which focuses on reducing emissions that form smog and soot and will apply to heavy-duty engines and vehicles beginning in model year 2027. Two additional rulemakings, Phase 3 GHG rule for heavy-duty engines and the multi-pollutant emissions standards for light-duty and medium-duty vehicles were signed in March 2024, and marked the completion of the Clean Trucks Plan.[25]

On January 20, 2025, newly re-elected President Trump issued EO 14148, entitled the Initial Rescissions of Harmful Executive Orders and Actions, which revokes a Biden era EO 14037 that directed the EPA and the Secretary of Transportation to consider beginning work on rulemakings to establish vehicle emissions standards and fuel economy standards for vehicles with model years 2027 and later. EO 14148 directed NHTSA to commence review and reconsideration of all existing fuel economy standards for vehicle model years 2022 and later.[26]

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 facilitated the reduction of national GHG emissions by requiring the following:

- increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard that required fuel producers to use at least 36 billion gallons of biofuel by 2022;
- prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances; and
- requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014 and requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020.

While superseded by the EPA and NHTSA actions described above, the act also established a miles per gallon target for cars and light trucks and directed the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of the Energy Independence and Security Act addressed energy savings in government and public institutions, promoted research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

STATE

The State of California considers GHG emissions and the impacts of climate change to be a serious threat to the public health, environment, economic well-being, and natural resources of California, and has taken an aggressive stance to reduce the State's impact on climate change through the adoption of policies and legislation. CARB is responsible for the coordination and oversight of State and local air pollution control programs in California.

[24] EPA and NHTSA, 2016. Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles – Phase 2. Available at: https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf. Accessed: August 2025.

[25] EPA. Regulations for Emissions from Vehicles and Engines. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-greenhouse-gas-emissions-commercial-trucks. Accessed: August 2025.

[26] US Department of Transportation, 2025. Memorandum to Office of the Administrator of the National Highway Traffic Safety Administration (NHTSA), Office of the Assistant Secretary of Policy (OST-P) AND Office of the General Counsel (OGC), Subject: Fixing the CAFÉ Program. January 28, 2025. Available at: https://www.transportation.gov/sites/dot.gov/files/2025-01/Signed%20Secretarial%20Memo%20re%20Fixing%20the%20CAFE%20Program.pdf. Accessed: August 2025.

California has numerous regulations aimed at reducing the State's GHG emissions. Some of the major initiatives are summarized below.

Executive Order S-3-05

In 2005, Governor Schwarzenegger issued EO S-3-05, which identifies Statewide GHG emission reduction targets to achieve long-term climate stabilization as follows.

- reduce GHG emissions to 1990 levels by 2020; and
- reduce GHG emissions to 80 percent below 1990 levels by 2050.

In response to EO S-3-05, California Environmental Protection Agency (CalEPA) created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report").[27] The 2006 CAT Report identified a recommended list of strategies that the State could pursue to reduce GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with the existing authority of the State agencies. The strategies include, but are not limited to, the reduction of passenger and light-duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture.

Assembly Bill 32

Assembly Bill (AB) 32 (Nunez 2006), the California Global Warming Solutions Act of 2006, was enacted after considerable study and expert testimony before the Legislature. The heart of AB 32 is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020. In order to achieve this reduction mandate, AB 32 requires CARB to employ an open public process to adopt rules and regulations that achieve the maximum technologically feasible and cost-effective GHG reductions.

In 2007, CARB approved a statewide limit on the GHG emissions level for year 2020 consistent with the determined 1990 baseline. CARB's adoption of this limit was in accordance with Health & Safety Code Section 38550, as codified through enactment of AB 32.

Per Health & Safety Code Section 38561(b), CARB also is required to prepare, approve and amend a scoping plan that identifies and makes recommendations on "direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives for sources and categories of sources that [CARB] finds are necessary or desirable to facilitate the achievement of the maximum feasible and cost-effective reductions of greenhouse gas emissions by 2020."

In 2008, CARB adopted the *Climate Change Scoping Plan: A Framework for Change* (2008 Scoping Plan) in accordance with Health & Safety Code Section 38561. During the development of the 2008 Scoping Plan, CARB created a planning framework that is comprised of eight emissions sectors: (1) transportation; (2) electricity; (3) commercial and residential; (4) industry; (5) recycling and waste; (6) high global warming potential (GWP) gases; (7) agriculture; and (8) forest net emissions. The 2008 Scoping Plan established an overall framework for the measures to be adopted to reduce California's GHG emissions from the eight emissions sectors to 1990 levels by 2020.

In the 2011 *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document* (2011 Final Supplement), CARB revised its estimates of the projected 2020 emissions level in light of the economic recession and the availability of updated information about GHG reduction regulations.

In 2014, CARB adopted the *First Update to the Climate Change Scoping Plan: Building on the Framework* (2014 First Update).[28] The stated purpose of the 2014 First Update was to "highlight […] California's success to date in reducing its GHG emissions and lay […] the foundation for establishing a broad framework for continued emission reductions

[27] California Environmental Protection Agency (CalEPA), March 2006. Climate Action Team Report to Governor Schwarzenegger and the Legislature. Available at: https://downloads.regulations.gov/FWS-R8-ES-2020-0074-0003/attachment_9.pdf. Accessed: January 2022.

[28] Health & Safety Code Section 38561(h) requires CARB to update the Scoping Plan every five years.

beyond 2020, on the path to 80 percent below 1990 levels by 2050."[29] The 2014 First Update found that California was on track to meet the 2020 emissions reduction mandate established by AB 32, and noted that California could reduce emissions further by 2030 to levels squarely in line with those needed to stay on track to reduce emissions to 80 percent below 1990 levels by 2050 if the State realizes the expected benefits of existing policy goals.[30]

In November 2017, CARB published *California's 2017 Climate Change Scoping Plan* (2017 Scoping Plan), which was subsequently adopted by CARB's Board in December 2017.[31] The 2017 Scoping Plan identified CARB's strategy for achieving the State's 2030 GHG target as established in Senate Bill (SB) 32 (discussed below). The strategy included continuation of the Cap-and-Trade Program through 2030, and incorporated a Mobile Source Strategy that included strategies targeted to increase zero emission vehicle fleet penetration and a more stringent target for the Low Carbon Fuel Standard by 2030. The 2017 Scoping Plan also incorporated approaches to cutting short-lived climate pollutants under the Short-Lived Climate Pollutant Reduction Strategy (a planning document that was adopted by CARB in March 2017), and acknowledged the need for reducing emissions in agriculture and highlighted the work underway to ensure that California's natural and working lands increasingly sequester carbon.

CARB adopted the *Final 2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 16, 2022, which is the current Scoping Plan relevant for statewide planning efforts.[32] The 2022 Scoping Plan assesses progress towards achieving the SB 32 2030 target and lays out a path to achieve carbon neutrality no later than 2045. It aims to reduce anthropogenic emissions to 85 percent below 1990 levels by 2045 using technically feasible and cost-effective solutions. The 2022 Scoping Plan focuses on electrification of transportation, homes and buildings, and phasing out fossil fuels. In hard-to-electrify sectors, new solutions such as renewable hydrogen and biomethane are forecasted to be leveraged to achieve emissions reductions.

The 2022 Scoping Plan developed a table of priority GHG reduction strategies that can be utilized by local governments. This is Table 1 in Appendix D of the 2022 Scoping Plan Update.[33] The three main priority areas addressed in this table are "Transportation Electrification," "VMT Reduction," and "Building Decarbonization." These measures represent the core strategies that local jurisdictions in California can implement to reduce GHGs in alignment with State goals. When discussing Table 1 of Appendix D, the 2022 Scoping Plan notes:

> To assist local jurisdictions with developing local climate plans, measures, policies, and actions aligned with the State's climate goals, Table 1 presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments. The strategies in Table 1 are not applicable to all local jurisdictions, nor are they the only strategies that local governments can adopt, but they represent the core strategies that most jurisdictions in California can implement to reduce GHG emissions regardless of whether they have developed a CEQA-qualified CAP [climate action plan]. Reaching the outcomes of these priority GHG reduction strategies requires a locally appropriate, comprehensive adoption of policies in support of these objectives. When developing local climate plans, measures, policies, and actions, local jurisdictions should incorporate the recommendations described in Table 1 to the extent appropriate to ensure alignment with State climate goals.

As explained by the 2022 Scoping Plan Update, the state does not expect each individual project to result in net zero with no increase in GHG emissions.[34] Rather, GHG reduction planning must understand that the population and land use/economic sectors in California will continue to grow and, therefore, decisions should balance growth that includes GHG increases with effective GHG reduction strategies.

[29] CARB, First Update to the Climate Change Scoping Plan: Building on the Framework (May 2014), p. 4.
[30] Id. at p. 34.
[31] CARB. 2017. California's 2017 Climate Change Scoping Plan. November. Available at: https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed: August 2025.
[32] CARB. 2022. Final 2022 Scoping Plan Update and Appendices. December. Available at: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. Accessed: August 2025.
[33] CARB. 2022. Final 2022 Scoping Plan Update and Appendices. December. Available at: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. Accessed: August 2025.
[34] CARB. 2022. 2022 Scoping Plan Appendix D: Local Actions. November. Available at: https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf. Accessed: August 2025.

SB 605 - Short-lived Climate Pollutants

Short-lived climate pollutants (i.e., black carbon, fluorinated gases, and methane) are powerful climate forcers that remain in the atmosphere for a much shorter period of time than longer-lived climate pollutants. Their relative potency, when measured in terms of how they heat the atmosphere, can be tens, hundreds, or even thousands of times greater than that of CO_2. The impacts of short-lived climate pollutants are especially strong over the short term. Reducing these emissions can make an immediate beneficial impact on climate change.[35] Governor Brown signed SB 605 on September 21, 2014, directing CARB to develop a Short-Lived Climate Pollutant Strategy by January 1, 2016. On May 7, 2015, CARB released a concept paper for reducing emissions of these substances. In September 2015, CARB released a draft of its Short-Lived Climate Pollutant Strategy. Several updates to the draft have been made since September 2015, with the most current version dated March 2017. The strategy aims for a 40 percent reduction in methane and HFC emissions below 2013 levels by 2030 and a 50 percent reduction in anthropogenic emissions of black carbon below 2013 levels by 2030.[36]

In September 2016, Governor Brown set methane reduction targets for California through SB 1383 in an effort to reduce SLCPs.[37] Landfills are the third largest source of methane in California, and so the targets focused on ways in which the State can fight climate change through recycling organic waste.[38] The targets in SB 1383 must:

- reduce organic waste disposal 75 percent by 2025, and
- send at least 20 percent of surplus, fresh food to Californians in need by 2025.

Cap-and-Trade Program

California's Cap-and-Trade Program (Cal. Code Regs., tit. 17, §§ 95800-96022) regulates the emissions of large electric power plants, large industrial plants, and fuel distributors (including transportation fuel and natural gas). These sources are responsible for about 80 percent of the State's total GHG emissions inventory. [39] As described by CARB:

> "The Cap-and-Trade Regulation establishes a declining limit on major sources of GHG emissions throughout California, and it creates a powerful economic incentive for significant investment in cleaner, more efficient technologies… CARB creates allowances equal to the total amount of permissible emissions (i.e., the "cap"). One allowance equals one metric ton of carbon dioxide equivalent emissions (using the 100-year GWP). Each year, fewer allowances are created and the annual cap declines. An increasing annual auction reserve (or floor) price for allowances and the reduction in annual allowances creates a steady and sustained carbon price signal to prompt action to reduce GHG emissions. All covered entities in the Cap-and-Trade Program are still subject to existing air quality permit limits for criteria and toxic air pollutants."[40]

In the Cap-and-Trade Program, the State regulates the quantity of emissions by determining, in advance, how many allowances to issue—i.e., setting the "cap." Each allowance is essentially a permit issued by the State authorizing a certain quantity of GHG emissions. There are only a finite number of allowances, ensuring that covered entities may only lawfully emit a certain quantity of GHGs. If a covered entity wishes to emit carbon, it must obtain allowances to authorize those emissions.

Importantly, the Cap-and-Trade Program has been designed to provide a firm cap, ensuring that the 2020 statewide emissions limit identified by CARB in the 2008 Scoping Plan will *not* be exceeded.[41] Thus, for the emission sources covered by the program, which are nearly all of the sources associated with land use development projects, compliance with AB 32's 2020 mandate is assured by the Cap-and-Trade Program.

[35] CARB. 2016. Reducing Short-Lived Climate Pollutants in California. Available at: https://www.arb.ca.gov/cc/shortlived/shortlived.htm. Accessed: January 2022.
[36] CARB. 2017. Short-Lived Climate Pollutant Reduction Strategy. Available at: https://ww2.arb.ca.gov/sites/default/files/2020-07/final_SLCP_strategy.pdf. Accessed: January 2022.
[37] CalRecycle. California's Short-Lived Climate Pollutant Reduction Strategy. Available at: https://calrecycle.ca.gov/organics/slcp/. Accessed: August 2025.
[38] Ibid.
[39] CARB, Cap-and-Trade Program. Available at: http://www.arb.ca.gov/cc/capandtrade/capandtrade.htm. Accessed: August 2025.
[40] Ibid.
[41] CARB, 2008. Climate Change Scoping Plan: A Framework for Change (December 2008), pp. 30-31.

AB 398 (2017) extended the statutorily defined horizon year of the Cap-and-Trade Program to December 31, 2030, thereby facilitating continued reliance on the Cap-and-Trade Program for purposes of achieving SB 32's 2030 statewide reduction target.

In June 2023, CARB proposed to amend the Cap-and-Trade regulation and since then has hosted numerous workshops on the potential amendments.[42] In April 2024, CARB published a Standardized Regulatory Impact Assessment of the potential amendments, which outline changes to the regulation such as revision of future allowances, updates to industrial allowance allocations, and other changes that are intended to align the Cap-and-Trade Program with updated statewide GHG reduction targets in the 2022 Scoping Plan Update.[43] These updated statewide targets include a 48 percent reduction of anthropogenic GHG emissions below 1990 levels by 2030, an 85 percent reduction of GHG emissions below 1990 levels by 2045, and achieving carbon neutrality by 2045.[44]

The project did not specifically quantify a benefit from the Cap-and-Trade program.

Executive Order B-30-15

In April 2015, Governor Brown signed EO B-30-15, which established the following GHG emission reduction goal for California: by 2030, reduce GHG emissions to 40 percent below 1990 levels. This executive order also directed all State agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05 (see discussion above). Additionally, the executive order directed CARB to update its Scoping Plan to address the 2030 goal (CARB has done so; see discussion under "Assembly Bill 32," above).

Senate Bill 32 and Assembly Bill 197

Enacted in 2016, SB 32 (Pavley 2016) codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40 percent below 1990 levels by 2030.

SB 32 was coupled with a companion bill: AB 197 (Garcia, 2016). Designed to improve the transparency of CARB's regulatory and policy-oriented processes, AB 197 created the Joint Legislative Committee on Climate Change Policies, a committee with the responsibility to ascertain facts and make recommendations to the Legislature concerning statewide programs, policies, and investments related to climate change. AB 197 also requires CARB to make certain GHG emissions inventory data publicly available on its web site; consider the social costs of GHG emissions when adopting rules and regulations designed to achieve GHG emission reductions; and include specified information in all Scoping Plan updates for the emission reduction measures contained therein.

Executive Order B-55-18

In September 2018, Governor Brown signed EO B-55-18, which established a new statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." This executive order directed CARB to "work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal."

In January 2019, CARB kicked off workshops regarding carbon neutrality in California,[45] during which CARB staff explained that the definitional parameters and meaning of the term – carbon neutrality – were still being explored. CARB held additional workshops throughout 2019 and 2020 to explore specific topics related to the pursuit of carbon neutrality, engage with other experts in the field and stakeholders, and conduct research to ensure that any path to carbon neutrality balances scientific, economic and social justice principles.

[42] CARB. Cap-and-Trade Meetings & Workshops. Available here: https://ww2.arb.ca.gov/our-work/programs/cap-and-trade-program/cap-and-trade-meetings-workshops. Accessed: August 2025.

[43] CARB. 2022. Final 2022 Scoping Plan Update and Appendices. December. Available at: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. Accessed: August 2025.

[44] CARB. 2024. Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms 2024 Amendments Standardized Regulatory Impact Assessment (SRIA). April 9. Available here: https://ww2.arb.ca.gov/sites/default/files/2024-04/nc-Cap-and-Trade_SRIA2024.pdf. Accessed: August 2025.

[45] CARB. Carbon Neutrality in California Context Webinar. January 2019. Available at: https://www.arb.ca.gov/cc/scopingplan/meetings/012319/cneutrality_ca_script.pdf. Accessed: January 2022.

Assembly Bill 1279

In September 2022, the California Legislature passed AB 1279, which established that the State must achieve carbon neutrality as soon as possible, but no later than 2045, and maintain net negative GHG emissions thereafter. Additionally, AB 1279 required that by 2045 statewide anthropogenic GHG emissions be reduced at least 85 percent below 1990 levels.[46]

Energy Sources

Renewables Portfolio Standard

As most recently amended by SB 100 (2018), California's Renewables Portfolio Standard requires retail sellers of electric services and local publicly owned electric utilities to increase procurement from eligible renewable energy resources to 50 percent of total retail sales by 2026, and 60 percent of total retail sales by 2030. SB 100 also established a State policy goal to achieve 100 percent renewables by 2045.

In March 2021, California Energy Commission (CEC), California Public Utilities Commission (CPUC), and CARB released a joint-agency report evaluating the current feasibility of achieving the energy resource and GHG reductions goals of SB 100. The report found that SB 100 is technically feasible when analyzed under scenarios of varying timelines, advancements in energy generation technology, and energy source portfolios. Under the SB 100 Core Scenario, it is anticipated that California will need to triple its current electricity power capacity.[47]

To further support the State's goals, SB 1020 establishes interim targets for the State's 100 percent clean energy goal in 2045.[48] The bill requires 90 percent renewable and zero-carbon electricity by 2035, 95 percent by 2040, and 100 percent by 2045.[49]

Building Energy Efficiency Standards

Title 24, Part 6 of the California Code of Regulations regulates the design of building shells and building components. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

The CEC's 2022 Building Energy Efficiency Standards (2022 Building Standards), which became effective January 1, 2023, are the currently applicable version of these standards.[50] However, due to the date of the building permit application submission of the Costco (i.e., prior to January 1, 2023), the CEC's 2019 Building Energy Efficiency Standards (2019 Building Standards), which became effective January 1, 2020, are the applicable version of these standards for the project. In general, single-family homes built to the 2019 standards are anticipated to use about 7 percent less energy due to energy efficiency measures than those built to the 2016 standards, and nonresidential buildings built to the 2019 standards will use an estimated 30 percent less energy than those built to the 2016 standards.[51]

In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CalGreen, and establishes voluntary and mandatory standards pertaining to the planning and design of sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. Like Part 6 of Title 24, the CalGreen standards are periodically updated, with increasing energy savings and efficiencies associated with each code update.

[46] California Legislature Information. 2022. Assembly Bill 1279. September 16. Available at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB1279. Accessed: August 2025.

[47] CEC. 2021. 2021 SB 100 Joint Agency Report, Achieving 100 Percent Clean Electricity in California: An Initial Assessment. Available at: https://www.energy.ca.gov/publications/2021/2021-sb-100-joint-agency-report-achieving-100-percent-clean-electricity. Accessed: January 2022.

[48] California Legislature Information. 2022. Senate Bill No. 1020. September 16. Available at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB1020. Accessed: October 2025.

[49] Ibid.

[50] CEC. 2022 Building Energy Efficiency Standards. Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency. Accessed: August 2025.

[51] CEC. 2018. 2019 Building Energy Efficiency Standards – Frequently Asked Questions. Available at: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf. Accessed: January 2022.

At the time of this writing, the CEC has adopted the 2025 Energy Code, which improves upon the 2022 standards for construction of residential and non-residential buildings. The standards will be effective on January 1, 2026. However, as noted above, the project will be subject to the 2019 Building Standards based upon the date of the building permit application submission.[52]

Appliance Standards

The CEC periodically amends and enforces Appliance Efficiency Regulations contained in Title 20 of the California Code of Regulations. The regulations establish water and energy efficiency standards for both federally regulated appliances and non-federally regulated appliances. The regulations cover numerous categories of appliances (e.g., refrigerators; plumbing fixtures; dishwashers; clothes washer and dryers; televisions) and apply to appliances offered for sale in California.[53]

Mobile Sources

Sustainable Communities Strategy Plans

SB 375 (Steinberg, 2008), the Sustainable Communities and Climate Protection Act, coordinates land use planning, regional transportation plans, and funding priorities to reduce GHG emissions from passenger vehicles through better-integrated regional transportation, land use, and housing planning that provides easier access to jobs, services, public transit, and active transportation options. SB 375 specifically requires the Metropolitan Planning Organization relevant to the project area (here, the Fresno Council of Governments [Fresno COG]) to include a Sustainable Communities Strategy (SCS) in its Regional Transportation Plan (RTP) that, if implemented, will achieve GHG emission reduction targets set by CARB by reducing vehicle miles traveled (VMT) from light-duty vehicles through the development of more compact, complete, and efficient communities.

For the area under Fresno COG's jurisdiction, including the project site in the city, CARB originally adopted regional targets for reduction of mobile source-related GHG emissions of 5 percent for 2020 and 10 percent for 2035. The targets are expressed as a percentage change in per capita passenger vehicle GHG emissions relative to 2005 emissions levels. These original targets were in place through September 30, 2018. In March 2018, CARB approved updated regional targets of 6 percent for 2020 and 13 percent for 2035 for Fresno COG, which apply to RTP/SCS planning cycles beginning October 1, 2018.[54] Since the 2022 RTP/SCS for Fresno County was approved by the Fresno COG Policy Board on July 28, 2022, the relevant targets utilized in the plan were 6 percent for 2020 and 13 percent for 2035.

Senate Bill 743

Public Resources Code Section 21099(c)(1), as codified through enactment of SB 743 (Steinberg 2013), authorized the Governor's Office of Planning and Research to establish "alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas." SB 743 reflects a legislative policy to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions. As finalized in December 2018, amendments to the State CEQA Guidelines adopted in furtherance of SB 743 establish VMT as the new metric for transportation analysis (in lieu of level of service).

Pavley Regulations

AB 1493 (Pavley 2002) required CARB to adopt regulations to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks for model years 2009–2016. CARB obtained a waiver from the EPA that allows for implementation of these regulations notwithstanding possible federal pre-emption concerns.

[52] CEC. 2022 Building Energy Efficiency Standards. Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency. Accessed: January 2022.

[53] CEC. Title 20 Appliance Efficiency Program. Available at: https://www.energy.ca.gov/rules-and-regulations/appliance-efficiency-regulations-title-20. Accessed: January 2022.

[54] CARB. Regional Plan Targets. Available at: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets. Accessed: January 2022.

Low Carbon Fuel Standard

EO S-1-07, as issued by Governor Schwarzenegger, called for a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by CARB by 2020.[55] In response, CARB approved the Low Carbon Fuel Standard (LCFS) regulations in 2009, which became fully effective in April 2010. Thereafter, a lawsuit was filed challenging CARB's adoption of the regulations; and in 2013, a court order was issued compelling CARB to remedy substantive and procedural defects of the LCFS adoption process under CEQA.[56] However, the court allowed implementation of the LCFS to continue pending correction of the identified defects. In September 2015, CARB re-adopted the LCFS regulations. The most recent amendments to the LCFS regulation were adopted on November 8, 2024. These amendments are projected to reduce GHG emissions by reducing the carbon intensity of transportation fuels used in California by at least 30 percent in 2030 and 90 percent in 2045, as compared to the 2010 baseline.[57]

Advanced Clean Cars Program

In 2012, CARB approved the Advanced Clean Cars (ACC) program, a new emissions-control program for non-commercial passenger vehicles and light-duty trucks for model years 2017-2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero emission vehicles. The Low-Emission Vehicle (LEV) III program GHG component was developed in in coordination with the EPA and NHTSA for One National Program to harmonize GHG and fuel economy standard.

In 2022, CARB approved the Advanced Clean Cars II (ACC II) regulations which "will seek to reduce criteria and greenhouse gas emissions from new light- and medium-duty vehicles beyond the 2025 model year, and increase the number of ZEVs for sale."[58] In October 2023, CARB launched a new effort to consider potential amendments to the ACC II regulations, including updates to the tailpipe GHG emission standard and limited revisions to the Low-emission Vehicle and ZEV regulations. On December 18, 2024, EPA granted a waiver for California's ACC II regulation.[59]

In May 2025, the United States Congress voted to disapprove California's Clean Air Act waiver for ACC II regulation using the Congressional Review Act. In response to this action, CARB stated that they "will pursue every available remedy to challenge these actions"[60] and Governor Newson announced that California would join a 11-state coalition to advance clean cars.[61]

Zero Emission Vehicles

ZEVs include hydrogen fuel cell electric vehicles and plug-in electric vehicles, such as battery electric vehicles and plug-in hybrid electric vehicles.

In 2012, Governor Brown issued EO B-16-2012, which calls for the increased penetration of ZEVs into California's vehicle fleet in order to help California achieve a reduction of GHG emissions from the transportation sector equaling 80 percent less than 1990 levels by 2050. In furtherance of that statewide target for the transportation sector, the executive order also calls upon CARB, the CEC, and the CPUC to establish benchmarks that will: (1) allow over 1.5 million ZEVs to be on California roadways by 2025, and (2) provide the State's residents with easy access to ZEV infrastructure. EO B-

[55] Carbon intensity is a measure of the GHG emissions associated with the various production, distribution, and use steps in the "lifecycle" of a transportation fuel.

[56] *POET, LLC v. CARB* (2013) 217 Cal.App.4th 1214.

[57] CARB. 2024. Low Carbon Fuel Standard Amendments SCH# 2023020330. Available at: https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2024/lcfs2024/nod.pdf. Accessed: August 2025.

[58] Advanced Clean Cars II Program. Available at: https://ww2.arb.ca.gov/advanced-clean-cars-ii-meetings-workshops. Accessed: August 2025.

[59] U.S. EPA. 2024. EPA Grants Waiver for California's Advanced Clean Cars II Regulations. December 18. Available at: https://www.epa.gov/newsreleases/epa-grants-waiver-californias-advanced-clean-cars-ii-regulations. Accessed: August 2025.

[60] CARB. 2025. CARB Chair Liane Randolph responds to illegal and unconstitutional approval of Congressional Review Act resolutions by the U. S. Senate. May 22. Available at: https://ww2.arb.ca.gov/news/carb-chair-liane-randolph-responds-illegal-and-unconstitutional-approval-congressional-review. Accessed: August 2025.

[61] Governor Gavin Newson. 2025. Following illegal Senate vote, California and 10 other states launch Affordable Clean Cars Coalition. May 23. Available at: https://www.gov.ca.gov/2025/05/23/following-illegal-senate-vote-california-and-10-other-states-launch-affordable-clean-cars-coalition/. Accessed: August 2025.

16-2012 specifically directed California to "encourage the development and success of zero-emission vehicles to protect the environment, stimulate economic growth, and improve the quality of life in the State."[62]

In 2018, Governor Brown also issued EO B-48-18, which launched an 8-year initiative to accelerate the sales of ZEVs through a mix of rebate programs and infrastructure improvements. The EO also sets a new target of five million ZEVs in California by 2030 and includes funding for multiple state agencies to increase electric vehicle (EV) charging infrastructure and provide purchase rebates/incentives.

In September 2018, the Governor's Interagency Working Group on Zero-Emission Vehicles published the *2018 ZEV Action Plan Priorities Update*.[63] This update was the result of Governor Brown's directive to update the 2016 Zero-Emission Vehicle Action Plan to help expand private investment in zero-emission vehicle infrastructure, particularly in low income and disadvantaged communities. The 2018 Priorities Update served three fundamental purposes: 1) provide direction to state agencies on the most important actions to be executed in 2018 to enable progress toward the 2025 targets and 2030 Vision; 2) give stakeholders transparency into the actions state agencies plan to take (or are taking) to further the ZEV market; and 3) create a platform for stakeholder engagement, feedback, and collaboration.

In February 2021, the Governor's Office of Business and Economic Development ZEV Team published the 2021 Strategy Document.[64] The 2021 Strategy is centered around four market pillars:

1) Vehicles: Transitioning California's economy to zero-emission mobility requires a wide range of vehicles. The Vehicles Pillar encompasses light-, medium-, and heavy-duty vehicles and equipment powered by battery electric and hydrogen fuel cell electric technologies. As of March 2025, over 2 million ZEVs have been sold and there were approximately 18,473 medium-heavy duty ZEVs in California.

2) Infrastructure: This pillar focuses on fueling infrastructure to support ZEVs including EV charging and hydrogen fueling stations, catenary systems, and the energy systems that supply them to drive charging and fueling value for end users and the grid. As of March 2025, there have been 178,549 battery electric chargers and 60 hydrogen stations open.

3) End Users: End users of ZEVs include consumers, riders, fleet operators, transportation network companies, car dealers, drivers, transportation planning agencies, program administrators, ports, regional and local governments and communities, trucking companies, fuel providers, and more. As ZEV adoption increases, the state is working with stakeholders to understand barriers, find solutions, and improve the overall end user experience. As of March 2025, 615,355 ZEVs were incentivized through Clean Cars 4 All in priority communities and over 8,000 vouchers were issued for zero-emission trucks, buses and off-road equipment through the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project and Clean Off-Road Equipment Voucher Incentive Project.

4) Workforce: California is at the forefront of ZEV production in the United States. As the state strives to achieve its renewable energy objectives, it aims to boost the ZEV and battery manufacturing sectors, both part of the Clean Economy designation in the Jobs First Economic Blueprint. This sector is anticipated to expand by approximately 2.9 percent over the next 8 years. The ZEV workforce encompasses various roles, including design, manufacturing, sales, installation, servicing, and maintenance of ZEVs and their infrastructure, like charging stations and distribution systems. As of June 2025, 55 ZEV-related manufacturing companies were based in California and over 26,100 California jobs were in ZEV-related manufacturing.

Advanced Clean Trucks

In June 2020, CARB approved the Advanced Clean Trucks (ACT) regulation, which has requirements for manufacturer ZEV sales and a one-time reporting requirement for large entities and fleets.[65] The Advanced Clean Truck Regulation is part of a holistic approach to accelerate a large-scale transition of zero-emission medium-and heavy-duty vehicles

[62] Executive Order B-16-2012. Available at: https://www.ca.gov/archive/gov39/2012/03/23/news17472/. Accessed: August 2025.

[63] Governor's Interagency Working Group on Zero-emission Vehicles. 2018. Available at: https://static.business.ca.gov/wp-content/uploads/2019/12/2018-ZEV-Action-Plan-Priorities-Update.pdf. Accessed: August 2025.

64 GO-Biz ZEV Team. 2021. California Zero-Emission Vehicle Market Development Strategy. Available at: https://business.ca.gov/industries/zero-emission-vehicles/zev-strategy-2/. Accessed: August 2025.

[65] CARB. 2020. Advanced Clean Trucks. Available at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks. Accessed: August 2025.

from Class 2b to Class 8. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales. Large employers including retailers, manufacturers, brokers, and others are required to report information about shipments and shuttle services. Fleet owners with 50 or more trucks are required to report about their existing fleet operations. This information helps to identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs. In May 2025, the United States Congress voted to disapprove California's Clean Air Act waiver for the Heavy-Duty Omnibus Regulation using the Congressional Review Act. In response to this action, CARB stated that they "will pursue every available remedy to challenge these actions."[66]

Executive Order N-79-20

On September 23, 2020, California Governor Gavin Newsom issued Executive Order N-79-20, which orders the following actions:

- all new passenger vehicles sold in California be zero-emission by 2035,
- all medium- and heavy-duty vehicles be zero-emission where feasible by 2045, and
- all off-road vehicles and equipment be zero-emission where feasible by 2035.

Governor Newsom ordered extensive inter-agency efforts to support the executive order, including evaluations of technological feasibility and cost effectiveness, expansion of EV charging options and affordable fueling, as well as identification of near-term strategies to increase zero-emission public transportation options.

The executive order was generally aimed at transitioning away from fossil fuel dependence in the state, with emphasis on transportation initiatives. However, Governor Newsom addressed efforts to repurpose oil production facilities and extraction sites while continuing the State's existing goals to reduce the carbon intensity of fuels.[67]

Advanced Clean Fleets

In October 2022, CARB approved the Advanced Clean Fleets (ACF) regulation, which has requirements for fleets to phase-in the use of ZEV from 2024 to 2042 and beyond. The fleets required to comply with the regulation include state and local government agency fleets, high priority and federal fleets, and drayage fleets. The regulation also includes a requirement for manufacturers to only sell zero emission trucks starting in 2036. The ACF regulation is meant to complement the ACT regulation and will contribute to meeting the goals set out in Governor Newsom's EO N-79-20. On January 13, 2025, California withdrew its request for a waiver and authorization for the ACF regulation.[68] CARB is not enforcing the existing portions of the ACF regulation that require a federal waiver or authorization. This includes the high priority and drayage fleet portions of the ACF regulation. Note, the state and local government fleets portion of the ACF remain unaffected as CARB does not require a federal waiver or authorization.[69]

Airborne Toxic Control Measure (ATCM): Transportation Refrigeration Unit

This ATCM applies to transportation refrigeration units (TRUs), which are commonly found on various transported containers, including truck vans, semi-truck trailers, shipping containers and railcars. TRUs are temperature control systems powered by small (typically 9 to 36 horsepower) diesel internal combustion engines. Despite their small individual size, TRUs are often active in dense congregations around distribution centers, truck stops, and other facilities, resulting in a significantly greater combined loading. This ATCM focused on the reduction of diesel particulate emissions as a toxic in order to improve air quality around these centers. Additionally, transitioning diesel TRUs to zero

[66] United States. 2025. Public Law 119-15: Providing Congressional Disapproval of the EPA Rule Relating to California Motor Vehicle Pollution Standards. Available at: https://www.congress.gov/bill/119th-congress/house-joint-resolution/87. Accessed: October 2025.

[67] State of California. 2020. Executive Order N-79-20. Available at: https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf. Accessed: January 2022.

[68] CARB. 2025. Withdrawal of California's Request for a Waiver, Pursuant to Clean Air Act Section 209(b), and Request for Authorization, Pursuant to Clean Air Act Section 209(e)(2), for the Advanced Clean Fleets (ACF) Regulation, Docket ID EPA-HQ-OAR-2023-0589. January 13. Available at: https://www.epa.gov/system/files/documents/2025-01/ca-acf-carb-withdrawal-ltr-2025-1-13.pdf. Accessed: August 2025.

[69] CARB. 2025. Advanced Clean Fleets. Available at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets. Accessed: August 2025.

emissions technologies is a priority because of Executive Order N-79-20, which set a goal of 100 percent zero emission off-road vehicles and equipment in California by 2035. On January 3, 2025, EPA partially granted California Clean Air Act authorization of its TRU Regulation. In its action, EPA did not act on the Zero Emission TRU requirements for the turnover of at least 15 percent of [the] diesel-fueled truck TRU fleet to zero emissions by December 31, 2023 (and each year thereafter) within the 2022 TRU Amendments. On January 13, 2025, CARB withdrew its request for the requirements of the TRU Regulation that were not acted on and is evaluating next steps.[70]

Water

In January 2014, Governor Brown signed EO B-29-15, which directed the State Water Resources Control Board to impose restrictions to reduce residential potable urban water usage; to implement water efficiency measures at commercial, industrial, and institutional properties; and to prohibit irrigation with potable water for certain uses. In addition, this order directed the California Department of Water Resources to lead a statewide initiative to replace lawns and ornamental turfs with drought tolerant landscapes.

- Pursuant to EO B-29-15, water-related standards were adopted as amendments to the 2013 CalGreen Code and carried over into subsequent updates.
- Following EO-B-29-15, Governor Brown signed EO-B-37-16 in May 2016 to promote more conscious consumer water use and to improve agricultural water use efficiency and drought planning.
- Following EO-37-16, Governor Brown signed EO B-40-17 in April 2017, which directed state agencies to continue to implement measures aimed at conserving water and advances measures that improve water management practices.

Solid Waste Diversion

The California Integrated Waste Management Act of 1989, as modified by AB 341 (Chesbro 2011), requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; (2) diversion of 50 percent of all solid waste on and after January 1, 2000; and (3) source reduction, recycling and composting of 75 percent of all solid waste on or after 2020, and annually thereafter. CalRecycle is required to develop strategies, including source reduction, recycling, and composting activities, to achieve the 2020 goal.

CalRecycle published a discussion document, entitled *California's New Goal: 75 Percent Recycling,* which identified concepts that would assist the State in reaching the 75 percent goal by 2020. Subsequently, in August 2015, CalRecycle released the *AB 341 Report to the Legislature*, which identified five priority strategies for achievement of the 75 percent goal: (1) moving organics out of landfills; (2) expanding recycling/ manufacturing infrastructure; (3) exploring new approaches for State and local funding of sustainable waste management programs; (4) promoting State procurement of post-consumer recycled content products; and (5) promoting extended producer responsibility. In July 2024, CalRecycle published the *Baseline Report for the Zero Waste Plan: Report to the California Legislature*, which evaluates the effectiveness of existing programs at CalRecycle and identifies changes needed to improve these programs, consistent with the Budget Act of 2023 .[71] The report recommends the state do the following to improve current program and reach zero waste: (1) reach and surpass existing waste and emission reduction mandates and goals; (2) identify and address gaps and overlaps to make current waste management systems more sustainable, effective, and cohesive; (3) improve understanding of the full lifecycle of materials management to reduce loss and discourage disposal within a closed loop economy; (4) combat environmental health and justice issues associated with the lifecycle of material production, consumption, and waste generation; (5) maximize environmental, social, and economic benefits of a circular economy; and (6) stimulate growth of the state's circular economy.

[70] CARB. 2025. RE: Withdrawal of Elements of California's Request for Authorization, Pursuant to Clean Air Act Section 209(e)(2), of the Zero-Emission Truck TRU Requirements of the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate (TRU ATCM), Docket ID EPA-HQ-OAR2024-0030. January 13. Available at: https://www.epa.gov/system/files/documents/2025-01/ca-tru-carb-withdrawal-ltr-2025-1-13.pdf. Accessed: June 2025.

71 CalRecycle. 2024. Baseline Report for the Zero Waste Plan: Report to the California Legislature. Jul. Available at: https://www2.calrecycle.ca.gov/Publications/Details/1741. Accessed: August 2025.

Climate Adaptation Strategy

The 2022 California Climate Adaptation Strategy Implementation Report outlines the State's key climate resilience priorities, includes specific and measurable steps, and serves as a framework for action across sectors and regions in California.[72]

The priorities outlined in the Strategy are as follows: 1) Strengthen Protections for Climate Vulnerable Communities, 2) Bolster Public Health and Safety in Light of Increasing Climate Risks, 3) Build a Climate Resilient Economy, 4) Accelerate Nature-Based Climate Solutions and Strengthen Climate Resilience of Natural Systems, 5) Make Decisions based on the Best Available Climate Science, and 6) Partner and Collaborate to Leverage Resources.

The next iteration of the California Climate Adaptation Strategy is already underway, with a draft available for review (the period for public comments closed on July 12, 2024).[73]

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San Joaquin Valley Air Pollution Control District

The San Joaquin Valley Air Pollution Control District (SJVAPCD) is the primary agency responsible for addressing air quality concerns in Fresno County. Its role is discussed further in Section 3.3, "Air Quality," of the 2024 EIR. SJVAPCD also recommends methods for analyzing project-generated GHGs in CEQA analyses and offers multiple potential GHG reduction measures for land use development projects. SJVAPCD developed thresholds of significance to provide a uniform scale to measure the significance of GHG emissions from land use and stationary source projects in compliance with CEQA and AB 32.[74] SJVAPCD's goals in developing GHG thresholds include ease of implementation, use of standard analysis tools, and emissions mitigation consistent with AB 32. However, SJVAPCD has not developed new thresholds since the passage of SB 32, which mandates a statewide emissions target of 40 percent below 1990 levels by 2030.

City of Fresno General Plan

The current City of Fresno General Plan, adopted originally in 2014, has a Resource Conservation and Resilience section that addresses both air quality and GHG emissions. The City's greenhouse gas reduction plan (GHGRP) adopted in 2014 lists out General Plan policies that align with the strategies of the GHGRP. These General Plan policies are listed below, and a discussion on whether the project conflicts with any of these policies is described in detail in the "Environmental Impacts and Mitigation Measures" section.

- **Policy RC-2-a:** Link Land Use to Transportation. Promote mixed-use, higher density infill development in multi-modal corridors. Support land use patterns that make more efficient use of the transportation system and plan future transportation investments in areas of higher-intensity development. Discourage investment in infrastructure that would not meet these criteria.
- **Policy UF-1-c:** Legible City Structure. Focus integrated and ongoing planning efforts to achieve an identifiable city structure, comprised of a concentration of buildings, people, and pedestrian-oriented activity in Downtown; along a small number of prominent east west and north-south transit-oriented, mixed-use corridors with distinctive and strategically located Activity Centers; and in existing and new neighborhoods augmented with parks and connected by multi-purpose trails and tree lined bike lanes and streets.
- **Policy UF-12-b:** Activity Centers. Mixed-use designated areas along BRT and/or transit corridors are appropriate for more intensive concentrations of urban uses. Typical uses could include Chapter 3: Urban Form, Land Use, and Design commercial areas; employment centers; schools; compact residential development; religious

[72] California Natural Resources Agency. 2022. California Climate Adaptation Strategy: 2022 Implementation Report. Available at: https://climateresilience.ca.gov/overview/docs/20240405-Climate_Adpatation_Strategy_Report_2023.pdf. Accessed: June 2025.

[73] California Natural Resources Agency. 2024. Draft California Climate Adaptation Strategy. May. Available at: https://climateresilience.ca.gov/overview/docs/20240514-Draft_CA_Climate_Adaptation_Strategy_2024.pdf. Accessed: June 2025.

[74] San Joaquin Valley Air Pollution Control District. 2009. Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. December. Available at: https://www.valleyair.org/media/dnsnicdv/3-ccap-final-lu-guidance-dec-17-2009.pdf. Accessed: June 2025.

institutions; parks; and other gathering points where residents may interact, work, and obtain goods and services in the same place.

- **Policy LU-2-a:** Infill Development and Redevelopment. Promote development of vacant, underdeveloped, and redevelopable land uses within the City Limits where urban services are available by establishing and implementing supportive regulations and programs.
- **Policy LU-2-b:** Infill Development for Affordable Housing. Consider a priority infill incentive program for residential infill development of existing vacant lots and underutilized sites within the City as a strategy to help to meet the affordable housing needs of the community.
- **Policy LU-3-b:** Mixed-Use Urban Corridors that Connect the Downtown Planning Area. Support the development of mixed-use urban corridors that connect the Downtown Planning Area with the greater Fresno-Clovis Metropolitan Area with functional, enduring, and desirable urban qualities along the Blackstone Avenue, Shaw Avenue, California Avenue, and Ventura Avenue/Kings Canyon corridors, as shown on Figure LU-1: General Plan Land Use Diagram.
- **Policy LU-3-c:** Zoning for High Density on Major Transit Corridors. Encourage adoption of supportive zoning regulations for compact development along BRT corridors leading to the Downtown Core that will not diminish long-term growth and development potential for Downtown.
- **Policy LU-5-f:** High Density Residential Uses. Promote high-density residential uses to support Activity Centers and BRT corridors, affordable housing and walkable access to transit stops.
- **Policy RC-2-b:** Provide Infrastructure for Mixed-Use and Infill. Promote investment in the public infrastructure needed to allow mixed-use and denser infill development to occur in targeted locations, such as expanded water and wastewater conveyance systems, complete streetscapes, parks and open space amenities, and trails. Discourage investment in infrastructure that would not meet these criteria.
- **Policy UF-12-d:** Appropriate Mixed-Use. Facilitate the development of vertical and horizontal mixed-uses to blend residential, commercial, and public land uses on one or adjacent sites. Ensure land use compatibility between mixed-use districts in Activity Centers and the surrounding residential neighborhoods.
- **Policy UF-12-f:** Mixed-Use in Activity Centers. Update the Development Code to include use regulations and standards to allow for mixed uses and shared parking facilities, including multi-story and underground parking facilities, within Activity Centers.
- **Policy UF-12-e:** Access to Activity Centers. Promote adoption and implement standards supporting pedestrian activities and bicycle linkages from surrounding land uses and neighborhoods into Activity Centers and to transit stops. Provide for priority transit routes and facilities to serve the Activity Centers.
- **Policy UF-14-a:** Design Guidelines for Walkability. Use design guidelines and standards for a walkable and pedestrian-scaled environment with a network of streets and connections for pedestrians and bicyclists, as well as transit and autos.
- **Policy UF-14-b:** Local Street Connectivity. Design local roadways to connect throughout neighborhoods and large private developments with adjacent major streets and pathways of existing adjacent development. Create access for pedestrians and bicycles where a local street must dead end or be designed as a cul-de-sac to adjoining uses that provide services, shopping, and connecting pathways for access to the greater community area.
- **Policy UF-14-c:** Block Length. Create development standards that provide desired and maximum block lengths in residential, retail, and mixed-use districts order to enhanced walkability.
- **Policy D-3-c:** Local Streets as Urban Parkways. Develop local streets as "urban parkways," where appropriate, with landscaping and pedestrian spaces.
- **Policy D-4-b:** Incentives for Pedestrian-Oriented Anchor Retail. Consider adopting and implementing incentives for new pedestrian-friendly anchor retail at intersections within Activity Centers and along corridors to attract retail clientele and maximize foot traffic.

- **Policy MT-1-h:** Update Standards for Complete Streets. Update the City's Engineering and Street Design Standards to ensure that roadway and streetscape design specifications reflect the Complete Streets concept, while also addressing the needs of through traffic, transit stops, bus turnouts, passenger loading needs, bike lanes, and short and long-term parking.
- **Policy UF-12-a:** BRT Corridors. Design land uses and integrate development site plans along BRT corridors, with transit-oriented development that supports transit ridership and convenient pedestrian access to bus stops and BRT station stops.
- **Policy MT-8-a:** Street Design Coordinated with Transit. Coordinate the planning, design, and construction of the major street network with transit operators to facilitate efficient direct transit routing throughout the Planning Area.
- **Policy MT-8-b:** Transit Serving Residential and Employment Nodes. Identify the location of current and future residential and employment concentrations and Activity Centers throughout the transit service area in order to facilitate planning and implementation of optimal transit services for these uses. Work with California State University, Fresno to determine locations within the campus core for bus stops.
- **Policy MT-8-g:** High Speed Train. If the State moves forward with HST, ensure it is constructed through Fresno in a manner that minimizes impacts to surrounding property owners and creates the most opportunity for redevelopment around the HST station.
- **Policy MT-4-a:** Bicycle, Pedestrian and Trails Master Plan. To the extent consistent with this General Plan, continue to implement and periodically update the Bicycle, Pedestrian, and Trails Master Plan to meet State standards and requirements for recommended improvements and funding proposals as determined appropriate and feasible.
- **Policy MT-4-b:** Bikeway Improvements. Establish and implement property development standards to assure that projects adjacent to designated bikeways provide adequate right-of-way and that necessary improvements are constructed to implement the planned bikeway system shown on Figure MT-2 to provide for bikeways, to the extent feasible, when existing roadways are reconstructed; and alternative bikeway alignments or routes where inadequate right-of-way is available.
- **Policy MT-4-c:** Bikeway Linkages. Provide linkages between bikeways, trails and paths, and other regional networks such as the San Joaquin River Trail and adjacent jurisdiction bicycle systems wherever possible.
- **Policy MT-5-a:** Sidewalk Development. Pursue funding and implement standards for development of sidewalks on public streets, with priority given to meeting the needs of persons with physical and vision limitations; providing safe routes to school; completing pedestrian improvements in existing neighborhoods with lower vehicle ownership rates; or providing pedestrian access to public transportation routes.
- **Policy MT-6-a:** Link Residences to Destinations. Design a pedestrian and bicycle path network that links residential areas with Activity Centers, such as parks and recreational facilities, educational institutions, employment centers, cultural sites, and other focal points of the city environment.
- **Policy MT-6-g:** Path and Trail Development in Subdivisions. Require all subdivision maps to incorporate planned multi-purpose path and trail development standards and corridor linkages consistent with the General Plan, applicable law and case-by-case determinations as a condition of tentative map approval.
- **Policy POSS-7-h:** Interlink City and San Joaquin River Parkway Trail Networks. Strive to connect the parkway trail network to other trails in the vicinity, in order to create a community and regional trail system that offers a variety of different route combinations and enhances public access to the parkway.
- **Policy MT-10-c:** Transportation Demand Management Guidelines. Establish transportation demand management guidelines to allow for reduced off-street parking requirements.
- **Policy MT-10-a:** Updating Parking Standards. Update off-street parking standards to reflect the context and location within activity areas of multiple uses and reductions appropriate for mixed residential and non-residential uses and proximity to existing or planned transit service.

- **Policy MT-10-b:** Shared Parking. Establish a strategy to promote the sharing of excess parking between uses within Activity Centers and BRT corridors, including specific provisions for this in the Development Code.
- **Policy MT-10-d:** Parking Maximums. Explore maximum off-street parking limits within Activity Centers proximate to BRT corridors, if such an Activity Center is determined compatible with promotion of a healthy and vigorous business environment.
- **Policy MT-10-f:** Parking Benefit Districts. Establish parking benefit districts to fund consolidated public parking where supported by local businesses.
- **Policy RC-8-j:** Alternative Fuel Network. Support the development of a network of integrated charging and alternate fuel station for both public and private vehicles, and if feasible, open up municipal stations to the public as part of network development.
- **Policy RC-8-a:** Existing Standards and Programs. Continue existing beneficial energy conservation programs, including adhering to the California Energy Code in new construction and major renovations.
- **Policy RC-8-b:** Energy Reduction Targets. Strive to reduce per capita residential electricity use to 1,800 kWh per year and nonresidential electricity use to 2,700 kWh per year per capita by developing and implementing incentives, design and operation standards, promoting alternative energy sources, and cost-effective savings.
- **Policy RC-8-c:** Energy Conservation in New Development. Consider providing an incentive program for new buildings that exceed California Energy Code requirements by fifteen percent.
- **Policy RC-8-d:** Incentives. Establish an incentive program for residential developers who commit to building all of their homes to ENERGY STAR performance guidelines.
- **Policy RC-8-e:** Energy Use Disclosure. Promote compliance with State law mandating disclosure of a building's energy data and rating of the previous year to prospective buyers and lessees of the entire building or lenders financing the entire building.
- **Policy RC-7-i:** PACE Financing. Develop a residential Property Assessed Clean Energy (PACE) program, if it is determined to be a feasible option, to help finance water efficiency and energy efficiency upgrades for property owners.
- **Policy RC-8-h:** Solar Assistance. Identify and publicize information about financial mechanisms for private solar installations and provide over-the-counter permitting for solar installations meeting specified standards, which may include maximum size (in kV) of units that can be so approved.
- **Policy RC-6-d:** Recycled Water. Prepare, adopt, and implement a City of Fresno Recycled Water Master Plan.
- **Policy RC-7-a:** Water Conservation Program and 2035 Target. Maintain a comprehensive conservation program that reduces per capita water usage in the city's water service area to 243 gallons per capita per day (gpcd) by 2020 and 190 gpcd by 2035, by adopting conservation standards and implementing a program of incentives, design and operation standards, and user fees.
    - Support programs that result in decreased water demand, such as landscaping standards that require drought-tolerant plants, rebates for water conserving devices and systems, turf replacement, xeriscape landscape for new homes, irrigation controllers, commercial/industrial/institutional water conserving programs, prioritized leak detection program, complete water system audit, landscape water audit and budget program, and retrofit upon resale ordinance.
    - Implement the U.S. Bureau of Reclamation Best Management Practices for water conservation as necessary to maintain the City's surface water entitlements.
    - Adopt and implement policies in the event an artificial lake is proposed for development.
    - Work cooperatively toward effective uniform water conservation measures that would apply throughout the Planning Area.

- Expand efforts to educate the public about water supply issues and water conservation techniques.

- **Policy RC-7-d:** Update Standards for New Development. Continue to refine water saving and conservation standards for new development.
- **Policy RC-7-f:** Implementation and Update Conservation Program. Continue to implement the City of Fresno Water Conservation Program, as may be updated, and periodically update restrictions on water uses, such as lawn and landscape watering and the filling of fountains and swimming pools, and penalties for violations. Evaluate the feasibility of a 2035 conservation target of 190 gpcd in the next comprehensive update of the City's Water Conservation Program.
- **Policy RC-7-h:** Landscape Water Conservation Standards. Refine landscape water conservation standards that will apply to new development installed landscapes, building on the State Model Water Efficient Landscape Ordinance and other State regulations.
  - Evaluate and apply, as appropriate, augmented xeriscape, "water-wise," and "green gardening" practices to be implemented in public and private landscaping design and maintenance.
  - Facilitate implementation of the State's Water Efficient Landscape Ordinance by developing alternative compliance measures that are easy to understand and observe.
- **Policy PU-9-a:** New Techniques. Continue to collaborate affected stakeholders and partners to identify and support programs and new techniques of solid waste disposal, such as recycling, composting, waste to energy technology, and waste separation, to reduce the volume and toxicity of solid wastes that must be sent to landfill facilities.
- **Policy PU-9-b:** Compliance with State Law. Continue to pursue programs to maintain conformance with the Solid Waste Management Act of 1989 or as otherwise required by law and mandated diversion goals.
- **Policy RC-11-a:** Waste Reduction Strategies. Maintain current targets for recycling and re-use of all types of waste material in the city and enhance waste and wastewater management practices to reduce natural resource consumption, including the following measures:
  - Continue to require recyclable material collection and storage areas in all residential development.
  - Establish recycling collection and storage area standards for commercial and industrial facilities to size the recycling areas according to the anticipated types and amounts of recyclable material generated.
  - Provide educational materials to residents on how and what to recycle and how to dispose of hazardous waste.
  - Provide recycling canisters and collection in public areas where trash cans are also provided.
  - Institute a program to evaluate major waste generators and identify recycling opportunities for their facilities and operations.
  - Continue to partner with the California Integrated Waste Management Board on waste diversion and recycling programs and the CalMax (California Materials Exchange) program.
  - Evaluate the feasibility of a residential, restaurant and institutional food waste segregation and recycling program, to reduce the amount of organic material sent to landfill and minimize the emissions generated by decomposing organic material.
  - Evaluate the feasibility of "carbon footprinting" for the City's wastewater treatment facilities, biomass and composting operations, solid waste collection and recycling programs.
  - Expand yard waste collection to divert compostable waste from landfills.
  - Study the feasibility and cost-benefit analysis of a municipal composting program to collect and compost food and yard waste, using the resulting compost matter for City park and median maintenance.

- **Policy RC-4-i:** Methane Capture. Continue to pursue opportunities to reduce air pollution by using methane gas from the old City landfill and the City's wastewater treatment process.
- **Policy RC-11-b:** Zero Waste Strategy. Create a strategic and operations plan for fulfilling the City Council resolution committing the City to a Zero Waste goal.
- **Policy PU-7-a:** Reduce Wastewater. Identify and consider implementing water conservation standards and other programs and policies, as determined appropriate, to reduce wastewater flows.
- **Policy PU-7-d:** Wastewater Recycling. Pursue the development of a recycled water system and the expansion of beneficial wastewater recycling opportunities, including a timely technical, practicable, and institutional evaluation of treatment, facility siting, and water exchange elements.
- **Policy RC-7-g:** Educate on State Requirements. Educate the residents and businesses of Fresno on the requirements of the California Water Conservation Act of 2009.
- **Policy RC-8-k:** Energy Efficiency Education. Provide long-term and ongoing education of homeowners and businesses as to the value of energy efficiency and the need to upgrade existing structures on the regular basis as technology improves and structures age.
- **Policy RC-7-c:** Best Practices for Conservation. Require all City facilities and all new private development to follow U.S. Bureau of Reclamation Best Management Practices for water conservation, as warranted and appropriate.
- **Policy RC-7-e:** Retrofit City Facilities, and Consider Incentives Programs for to Encourage Retrofitting of Other Existing Public and Private Residential and Non-Residential Facilities and Sites. Reduce water use in municipal buildings and City operations by developing a schedule and budget for the retrofit of existing municipal buildings with water conservation features, such as auto shut-off faucets and water saving irrigation systems. Prepare a comprehensive incentive program for other existing public and private residential and non-residential buildings and irrigation systems.
- **Policy RC-8-f:** City Heating and Cooling. Reduce energy use at City facilities by updating heating and cooling equipment and installing "smart lighting" where feasible and economically viable.
- **Policy RC-8-g:** Revolving Energy Fund. Create a City Energy Fund which uses first year savings and rebates from completed City-owned energy efficiency projects to provide resources for additional energy projects. Dedicate this revolving fund to the sole use of energy efficiency projects that will pay back into the fund.
- **Policy POSS-1-g:** Regional Urban Forest. Maintain and implement incrementally, through new development projects, additions to Fresno's regional urban forest to delineate corridors and the boundaries of urban areas, and to provide tree canopy for bike lanes, sidewalks, parking lots, and trails.

City of Fresno Climate Action Plan

The City adopted its first GHGRP in 2014 in connection with the certification of the Master Environmental Impact Report for the City's 2014 General Plan.[75] The City updated its GHGRP in 2021 concurrently with its certification of the Program Environmental Impact Report (PEIR) for the City's 2014 General Plan.

As explained in Chapter 1, "Introduction," of this PR-DEIR, in 2024 the Fifth District Court of Appeal directed that the City be compelled to set aside its approval of the PEIR, including the 2021 GHGRP. The City complied with this direction and adopted Resolution No. 2025-69 on March 13, 2025, which vacated its approval of the 2021 GHGRP and explained that the 2014 GHGRP is now the GHGRP for the City.

The 2014 GHGRP outlines comprehensive development strategies from the General Plan to reduce GHG from all sources within the City's ability to control or influence. The 2014 GHGRP outlines criteria for individual development projects to qualify for CEQA streamlining and to demonstrate that a project will not result in significant GHG impacts. The 2014 GHGRP also collates and lists all pertinent General Plan policies related to GHG emissions and strategies.

[75] City of Fresno. 2014. General Plan and Development Code Update – Greenhouse Gas Reduction Plan. July. Available here: https://www.fresno.gov/wp-content/uploads/2023/03/F-2-Greenhouse-Gas-Reduction-Plan.pdf. Accessed: August 2025.

Fresno Council of Governments Regional Plans and Strategies

Regional Transportation Plan/Sustainable Communities Strategy

As described above, SB 375 requires Fresno COG to incorporate an SCS into its RTP that achieves the GHG emission reduction targets set by CARB. Fresno COG's SCS was first included in the 2014 RTP/SCS, which was adopted by Fresno COG in June 2014. The original plan has since been superseded by the RTP/SCSs adopted by Fresno COG in July 2018, and more recently in July 2022.

In general, the goals and policies of the SCS are to improve mobility, accessibility, reliability, efficiency, livability, sustainability, and equity. The RTP/SCS adopted by Fresno COG is expected to reduce per capita passenger vehicle greenhouse gas emissions by 6 percent by 2020 and by 13 percent by 2035, relative to 2005 baseline levels.

In July 2018, CARB accepted Fresno COG's determination that the 2018 RT/SCS would meet the region's GHG reduction targets per Government Code Section 65080(b)(2)(J)(ii), as memorialized in CARB's Resolution 2018-26.[76] As of August 2025, CARB has not yet performed this review of the 2022 Fresno COG RTP/SCS.[77]

Regional Climate Action Plan: Priority Climate Action Plan and Comprehensive Climate Action Plan

The EPA's Climate Pollution Reduction Grants program provides grants to states, local governments, tribes, and territories to develop and implement ambitious plans for reducing GHG emissions and other harmful air pollution.[78] The program provides both noncompetitive planning grants and competitive implementation grants.[79] To obtain the competitive implementation grant, the Fresno COG must conduct a comprehensive climate action planning process and prepare a Regional Climate Action Plan for the Fresno County region.[80] The Regional Climate Action Plan will cover the 15 incorporated cities in Fresno County and the unincorporated Fresno County areas. The Priority Climate Action Plan (PCAP) is the first component of the Regional Climate Action Plan and it includes a GHG inventory, identification and quantification of priority GHG emissions reduction measures, a benefit analysis for low-income and disadvantaged communities, and identification of implementation authorities. The Final PCAP[81] was approved by the Fresno COG Policy Board on February 29, 2024 and was successfully submitted to the EPA.[82] The Comprehensive Climate Action Plan (CCAP) will be the second component of the Regional Climate Action Plan. The CCAP will aim to expand on the foundational work established in the PCAP by creating a roadmap outlining the actions to reduce GHG emissions and achieve climate goals, encompassing sectors such as energy, transportation, waste, and water, and reflecting local contexts. Extensive public outreach efforts will be conducted to support the development of the CCAP to ensure that the CCAP reflects the priorities of the local community. As of October 2025, the draft CCAP has been published for public review and has not been adopted.[83]

[76] CARB. Executive Order G-19-092. Fresno Council of Governments (FCOG) 2018 Sustainable Communities Strategy CARB Acceptance of GHG Quantification Determination. Available at: https://ww2.arb.ca.gov/sites/default/files/2020-06/FCOG_2018_SCS_ARB_Acceptance_of_GHG_Quantification_Determination_Executive_Order.pdf. Accessed: August 2025.

[77] California Air Resources Board. Fresno Council of Governments (FCOG) - Sustainable Communities and Climate Protection Program: Regional Plans & Evaluations. Available here: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plans-evaluations/fresno-council. Accessed: August 2025.

[78] EPA. 2025. Climate Pollution Reduction Grants. February 13. Available at: https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants. Accessed: October 2025.

[79] Ibid.

[80] Fresno COG. Climate Action Planning. Available at: https://www.fresnocog.org/climate-action-planning-2/. Accessed: August 2025.

[81] Fresno COG. 2024. Priority Climate Action Plan. March/ Available at: https://www.fresnocog.org/wp-content/uploads/2024/07/Fresno-COG-PCAP_030124_-FINAL-reduced-size-file.pdf. Accessed: August 2025.

[82] Fresno COG. Climate Pollution Reduction Grants - CCAP. Available at: https://publicinput.com/fresnocprg. Accessed: August 2025.

[83] Fresno COG. 2025. Comprehensive Climate Action Plan: Public Review Draft. October. Available at: https://www.dropbox.com/scl/fo/huqscjmidukx2e9v1gtn0/AHuk7FJ74CHAZCqmJe9lK-Q?e=3&preview=Fresno+County+CCAP+101025.docx.pdf&rlkey=ndqti0k2n7wf1lng4d1kmcf45&st=5vxf3zi1&dl=0. Accessed: October 2025.

3.7.2 Environmental Setting

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected toward space. The absorbed radiation is then emitted from the earth as low-frequency infrared radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are CO_2, CH_4, N_2O, HFCs, and PFCs, and SF_6. Human-caused emissions of these GHGs in excess of natural ambient concentrations are found to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. The Intergovernmental Panel on Climate Change (IPCC) prepares comprehensive Assessment Reports on the causes, potential impacts, and response options regarding climate change.[84] The Sixth Assessment Report contains the IPCC's strongest warnings to date on the causes and impacts of climate change.

Importantly, the report notes that, in terms of solutions, "We need transformational change operating on processes and behaviors at all levels: individual, communities, business, institutions, and governments. We must redefine our way of life and consumption."

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent are estimated to be sequestered through ocean and land uptake every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remain stored in the atmosphere.[85]

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is considered to be enormous. No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) observes that: "It is widely recognized that no single project could generate sufficient GHG emissions to noticeably change global climate temperature. However, the combination of GHG emissions from past, present, and future projects could contribute substantially to global climate change. Thus, project specific GHG emissions should be evaluated in terms of whether or not they would result in a cumulatively significant impact on global climate change." From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative as no one project is responsible for the global impact of climate change; rather, the emissions of all past, present, and future projects determine the degree of climate change severity.

EFFECTS OF CLIMATE CHANGE ON THE ENVIRONMENT

The global average temperature is expected to increase by 3 to 7 degrees Fahrenheit (°F) by the end of the century, depending on future GHG emission scenarios.[86] According to California's Fourth Climate Change Assessment,

[84] Intergovernmental Panel on Climate Change. Reports. Available at: https://www.ipcc.ch/reports/. Accessed: October 2025.

[85] Intergovernmental Panel on Climate Change. 2013. Chapter 6, Carbon and Other Biogeochemical Cycles. Pages 465–570 in Climate Change 2013: The Physical Science Basis. Working Group I Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change. Available at: http://www.climatechange2013.org/images/report/WG1AR5_ALL_FINAL.pdf. Accessed: August 2025.

[86] Intergovernmental Panel on Climate Change. 2007. AR4 Climate Change 2007: The Physical Science Basis. Available at: https://www.ipcc.ch/report/ar4/wg1/. Accessed: August 2025.

depending on future GHG emissions scenarios, average annual maximum daily temperatures in California are projected to increase between 3.6 and 5.8°F by 2050 and by 5.6 to 8.8°F by 2100.[87]

Other environmental resources could be indirectly affected by the accumulation of GHG emissions and resulting rise in global average temperature. In recent years, California has been marked by extreme weather and its effects. Climate model projections for California demonstrate that impacts will vary throughout the state and show a tendency for the northern part of the state to become wetter and the southern portion of California to become drier.[88] According to California Natural Resources Agency's (CNRA's) report, Safeguarding California Plan: 2018 Update,[89] California experienced the driest 4-year statewide precipitation on record in California from 2012 through 2015; the warmest years on average in 2014, 2015, and 2016; and the smallest and second smallest Sierra snowpack on record in 2015 and 2014. Climate model projections included in California's Fourth Climate Change Assessment demonstrate that seasonal summer dryness in California may be prolonged due to earlier spring soil drying and would last longer into the fall and winter rainy season. Increases in temperature are also predicted to result in changes to California's snowpack. Based on climate model projections, the mean snow water equivalent, a common measurement which indicates the amount of water contained within snowpack, in California is anticipated to decline to two-thirds of its historic average by 2050 and between less than half and less than one-third of historic average by 2100, depending on future emissions scenarios.[90,91,92]

Climate model projections demonstrate that California will experience variation in precipitation patterns as well. The Northern Sierra Nevada range experienced its wettest year on record in 2016.[93] As temperatures increase, the increase in precipitation falling as rain rather than snow also could lead to increased potential for floods because water that would normally be held in the snowpack of the Sierra Nevada and Cascade mountains until spring will flow into the Central Valley concurrently with winter rainstorm events. This scenario will place more pressure on California's levee/flood control system.[94] As the climate continues to warm, extreme precipitation events in California will increase and could, subsequently, increase the probability of "mega-flood" events.[95]

Climate change is also projected to result in tertiary impacts on energy infrastructure throughout California. Changes in temperature, precipitation patterns, extreme weather events, and sea-level rise have the potential to affect and decrease the efficiency of thermal power plants and substations, decrease the capacity of transmission lines, disrupt electrical demand, and threaten energy infrastructure with the increased risk of flooding.[96]

According to California's Fourth Climate Change Assessment, climate change will create impacts on the State's transportation network that will have "ripple effects" including direct and indirect impacts on inter-dependent infrastructure networks as well as negative impacts on the economy. Without appropriate adaptation strategies for roadway materials (i.e., asphalt and pavement), researchers estimate that the median total cost to California for 2040-

[87] Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency. 2018. California's Fourth Climate Change Assessment. August. Available at: https://www.climateassessment.ca.gov/. Accessed: August 2025.

[88] Pierce, D. W., J. F. Kalansky, and D. R. Cayan. 2018. Climate, Drought, and Sea Level Rise Scenarios for California's Fourth Climate Change Assessment. California Energy Commission. Available at: https://www.energy.ca.gov/sites/default/files/2019-11/Projections_CCCA4-CEC-2018-006_ADA.pdf. Accessed: August 2025.

[89] California Natural Resources Agency. 2018. Safeguarding California Plan: 2018 Update. January. Available at: http://resources.ca.gov/docs/climate/safeguarding/update2018/safeguarding-california-plan-2018-update.pdf. Accessed: August 2025.

[90] Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency. 2018. California's Fourth Climate Change Assessment. August. Available at: https://www.climateassessment.ca.gov/. Accessed: August 2025.

[91] California Energy Commission. 2018. 2019 Building Energy Efficiency Standards: Frequently Asked Questions. March. Available at: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf. Accessed: August 2025.

[92] California Natural Resources Agency. 2018. Safeguarding California Plan: 2018 Update. January. Available at: http://resources.ca.gov/docs/climate/safeguarding/update2018/safeguarding-california-plan-2018-update.pdf. Accessed: August 2025.

[93] Ibid.

[94] California Natural Resources Agency. 2018. Safeguarding California Plan: 2018 Update. January. Available at: http://resources.ca.gov/docs/climate/safeguarding/update2018/safeguarding-california-plan-2018-update.pdf. Accessed: August 2025.

[95] Polade, S. D., A. Gershunov, D. R. Cayan, M. D. Dettinger, and D. W. Pierce. 2017. Precipitation in a Warming World: Assessing Projected Hydro-Climate Changes in California and Other Mediterranean Climate Regions. Scientific Reports 7, article number 10783. Available at: https://www.nature.com/articles/s41598-017-11285-y. Accessed: August 2025.

[96] California Natural Resources Agency. 2018. Safeguarding California Plan: 2018 Update. January. Available at: http://resources.ca.gov/docs/climate/safeguarding/update2018/safeguarding-california-plan-2018-update.pdf . Accessed: August 2025.

2070 will be between $1 billion and $1.25 billion.[97,98,99] The California Department of Transportation (Caltrans) owns and operates more than 51,000 miles along 265 highways, as well as three of the busiest passenger rail lines in the nation. Sea level rise, storm surge, and coastal erosion are imminent threats to highways, roads, bridge supports, airports, transit systems and rail lines near sea level and seaports. Shifting precipitation patterns, increased temperatures, wildfires, and increased frequency in extreme weather events also threaten transportation systems across the state. Temperature extremes and increased precipitation can increase the risk of road and railroad track failure, decrease transportation safety, and increase maintenance costs.[100] Modeling for flood events in California demonstrates that approximately 370 miles of highways are susceptible to flooding in a 100-year storm event by the year 2100.[101,102,103]

Water availability and changing temperatures affect the prevalence of pests, disease, and species, which will directly impact crop development, forest health, and livestock production. Other environmental concerns include decline in water quality, groundwater security, and soil health.[104] Vulnerabilities of water resources also include risks to degradation of watersheds, alteration of ecosystems and loss of habitat.[105,106,107]

California's Fourth Climate Change Assessment also identifies the impacts climate change will have on public health and social systems. Average temperature increases in California are estimated to have impacts on human mortality, with 6,700 to 11,300 additional annual deaths in 2050, depending on higher or lower emissions scenarios.[108] Studies have also shown that impacts from climate change can also have indirect impacts on public health, such as increased vector-borne diseases, and stress and mental trauma due to extreme events, economic disruptions, and residential displacement.[109,110.111]

The CNRA released an updated 2021 Strategy, which builds upon the successful elements of the previous strategies.[112] The updates:

1. organize the State's climate adaptation efforts around six outcome-based resilience priorities, and increases the ability to measure progress;
2. break down siloes and unifies collective climate adaptation efforts across all sectors and regions; and
3. make it easier for Californians to understand and contribute to California's climate resilience agenda.

[97] Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency. 2018. California's Fourth Climate Change Assessment. August. Available at: https://www.climateassessment.ca.gov/ . Accessed: August 2025.
[98] California Energy Commission. 2018. 2019 Building Energy Efficiency Standards: Frequently Asked Questions. March. Available at: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf. Accessed: August 2025.
[99] California Natural Resources Agency. 2018. Safeguarding California Plan: 2018 Update. January. Available at: http://resources.ca.gov/docs/climate/safeguarding/update2018/safeguarding-california-plan-2018-update.pdf . Accessed: August 2025.
[100] Ibid.
[101] Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency. 2018. California's Fourth Climate Change Assessment. August. Available at: https://www.climateassessment.ca.gov/ . Accessed: August 2025.
[102] California Energy Commission. 2018. 2019 Building Energy Efficiency Standards: Frequently Asked Questions. March. Available at: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf. Accessed: August 2025.
[103] California Natural Resources Agency. 2018. Safeguarding California Plan: 2018 Update. January. Available at: http://resources.ca.gov/docs/climate/safeguarding/update2018/safeguarding-california-plan-2018-update.pdf. Accessed: August 2025.
[104] Ibid.
[105] Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency. 2018. California's Fourth Climate Change Assessment. August. Available at: https://www.climateassessment.ca.gov/. Accessed: August 2025.
[106] California Energy Commission. 2018. 2019 Building Energy Efficiency Standards: Frequently Asked Questions. March. Available at: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf. Accessed: August 2025.
[107] California Natural Resources Agency. 2018. Safeguarding California Plan: 2018 Update. January. Available at: http://resources.ca.gov/docs/climate/safeguarding/update2018/safeguarding-california-plan-2018-update.pdf. Accessed: August 2025.
[108] Ostro, Bart, Stephen Rauch, and Shelley Green. 2011. Quantifying the Health Impacts of Future Changes in Temperature in California. Available at: https://www.sciencedirect.com/science/article/abs/pii/S001393511100212X. Accessed: August 2025.
[109] Gould, S., and K. Dervin. 2012. Climate Action for Health: Integrating Public Health into Climate Action Planning. California Department of Public Health. Accessed: August 2025.
[110] McMichael, A. J., and E. Lindgren. 2011. Climate Change: Present and Future Risks to Health, and Necessary Responses. Journal of Internal Medicine 270(5):401–413. Accessed: August 2025.
[111] US Global Change Research Program. 2016. The Impacts of Climate Change on Human Health in the United States: A Scientific Assessment. Accessed: August 2025.
[112] California Natural Resources Agency. 2021. Available at: https://climateresilience.ca.gov/. Accessed: August 2025.

The latest implementation report was released in 2023, which highlighted the ongoing occurrences of climate change, which included higher temperatures and intensified drought, more intense precipitation events, marine heatwaves and harmful algal blooms, sea level rise, and unprecedented wildfire events.[113]

3.7.3 Statewide and City of Fresno GHG Emissions

As discussed previously, GHG emissions are attributable in large part to human activities. The total GHG inventory for California in 2022 was 371.1 million metric tons of carbon dioxide equivalent ($MMTCO_2e$).[114] Table 3.7-1 summarizes the statewide GHG inventory for California by percentage. As shown in Table 3.7-1, transportation, industry, and in-state electricity generation are the largest GHG emission sectors.

Emissions of CO_2 are byproducts of fossil fuel combustion. Methane, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices, landfills, and forest fires. Nitrous oxide is also largely attributable to agricultural practices and soil management. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution (CO_2 dissolving into the water) and are two of the most common processes for removing CO_2 from the atmosphere.

Table 3.7-1 Statewide GHG Emissions by Economic Sector

Sector	$MMTCO_2e$	Percent
Transportation	145	39%
Industrial	85	23%
Electricity (in state)	41	11%
Residential	30	8%
Agriculture	30	8%
Commercial	22	6%
Electricity (Imports)	19	5%
Total	**371.1[1]**	**100%**

Note: $MMTCO_2e$ = million metric tons of carbon dioxide equivalent.

[1] Numbers do not sum to total because of rounding of whole numbers.

Source: CARB 2022 GHG Emissions by Main Economic Sector. Available here: https://ww2.arb.ca.gov/ghg-inventory-graphs. Accessed: August 2025.

A GHG inventory and emissions forecast for the geographic area within the City of Fresno is provided in the City's 2014 GHGRP and summarized in Table 3.7-2.[115] These emissions inventories demonstrate the emissions calculated at the time the GHGRP was prepared, including forecasts if no other statewide or local measures and strategies were adopted and implemented after the GHGRP was adopted in 2014. Similar to statewide emissions trends, the transportation sector was estimated to comprise the greatest GHG emission sector in the city.

In September 2018, ICLEI Local Governments for Sustainability developed an inventory update for the baseline year of 2016 for the City through the Statewide Energy Efficiency Collaborative.[116] This inventory is more recent and captures the GHG reductions from statewide and local measures since 2010 and, therefore, better reflects the current GHG emission levels in the city. The 2016 inventory update also includes agriculture and industrial energy sectors, which are additional to the 2010 baseline inventory. The GHG inventory and emissions forecast for the City of Fresno is

[113] California Natural Resources Agency. 2023. Implementation Report. Available at: https://climateresilience.ca.gov/overview/docs/20250801-2023_Climate_Adpatation_Strategy_Implementation_Report.pdf. Accessed: August 2025.

[114] CARB. 2022 GHG Emissions by Main Economic Sector. Available here: https://ww2.arb.ca.gov/ghg-inventory-graphs. Accessed: August 2025.

[115] The City of Fresno prepared an updated inventory for the 2021 GHGRP.

[116] UCLEI Local Governments for Sustainability, USA. 2018 (September). City of Fresno Inventory Update: Inventory analysis by ICLEI Local Governments for Sustainability USA through the Statewide Energy Efficiency Collaborative.

summarized in Table 3.7-3. The updated emissions inventory shows a decreasing trend in the City's emissions compared to that reported in 2014 for the 2010 baseline year.

Table 3.7-2 City of Fresno 2010 Baseline and GHG Emission Projections (in $MTCO_2e$)

Sector	2010	2020	2035	2050	2056
Motor vehicles	1,899,799	2,383,023	3,107,859	3,832,694	4,122,629
Electricity – residential	327,813	390,488	469,524	548,921	583,447
Electricity – commercial	361,836	415,012	509,781	626,137	679,888
Natural gas – residential	362,832	476,679	573,160	670,082	712,228
Natural gas – commercial	394,417	514,647	632,169	776,459	843,115
Waste	123,945	147,628	177,508	207,525	220,578
Offroad equipment	1,051	1,138	1,314	1,314	1,314
Ozone depleting substance (ODS) substitutes	273,422	576,784	694,734	812,214	863,300
Total	**3,745,116**	**4,905,399**	**6,166,049**	**7,475,346**	**8,026,499**

Notes: Totals may not equal the sum of the numbers because of independent rounding. $MTCO_2e$ = metric tons of carbon dioxide equivalent.

Source: City of Fresno Greenhouse Gas Reduction Plan (2014). Available here: https://www.fresno.gov/wp-content/uploads/2023/03/F-2-Greenhouse-Gas-Reduction-Plan.pdf. Accessed: August 2025.

Table 3.7-3 City of Fresno 2016 Baseline GHG Emissions (in $MTCO_2e$)

Sector	2016
Transportation (passenger, commercial, and bus gas/diesel)	1,518,997
Commercial Energy (electricity and natural gas)	524,839
Residential Energy (electricity and natural gas)	479,371
Ozone Depleting Substances	251,543
Solid Waste	120,016
Fugitive Emissions (natural gas)	18,588
Industrial Energy	10,055
Off Road Equipment	1,051
Agriculture Energy	20
Total	**2,924,484**

Notes: Totals may not equal the sum of the numbers because of independent rounding. $MTCO_2e$ = metric tons of carbon dioxide equivalent.

Source: ICLEI Local Governments for Sustainability, USA. 2018 (September). City of Fresno Inventory Update: Inventory analysis by ICLEI Local Governments for Sustainability USA through the Statewide Energy Efficiency Collaborative

3.7.4 Environmental Impacts and Mitigation Measures

METHODOLOGY

The following resources were used for this analysis:

- the California Emissions Estimator Model (CalEEMod) 2020.4.0 Computer Program,[117]

[117] California Air Pollution Control Officers Association. 2021. CalEEMod Users Guides. Available at: https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/01_user-39-s-guide2020-4-0.pdf. Accessed: August 2025.

- SJVAPCD's Guide to Assessing and Mitigating Air Quality Impacts,[118] and
- the 2025 Greenhouse Gas Technical Report (Ramboll 2025) (included as Appendix F to this EIR).

Regional and local GHG emissions and associated impacts were estimated in accordance with SJVAPCD-recommended methodologies.

CalEEMod modeling was based on project-specific information (e.g., land use type, construction and operational equipment to be used, trip projections) where available, reasonable assumptions based on typical construction activities, and default values in CalEEMod that are based on the project's location and land use type. Construction emissions were estimated using an equipment inventory and usage assumptions and on-road vehicle activity provided by the applicant[119] and default values in CalEEMod that are based on the project's location. Construction activities associated with the project would likely require the use of equipment such as excavators, loaders, backhoes, generators, welders, dump trucks, pavers, and cranes. For the purpose of this quantification, it was assumed that construction of the project would begin in May 2023 and end in November 2023. The construction emissions therefore provide a conservative estimate of emissions, as it is expected that the emissions from the off-road and on-road fleet would reduce over time due to the phase-in of newer, more efficient vehicles and equipment and project construction would take place in 2026 at the earliest.

To assess the climate change impacts that would result from operations of the project, trip rate and trip length information based on analyses conducted by Kittelson were used to calculate an estimation of GHGs that would result from both off-site and on-site operational trips.[120] The most recent available emissions inventory for Fresno County was derived from EMFAC2021v1.0.2 and applied to CalEEMod to derive the fleet mix for light-duty vehicles used for member vehicles and employee vehicles.[121] These trips include worker commute and customer trips to the project site as estimated in the project's traffic study.[122] Market delivery operation (MDO) delivery trucks, fuel delivery trucks, and warehouse delivery trucks were assumed to be diesel-fueled heavy heavy-duty trucks.

Emissions from energy consumption (electricity and natural gas combustion) were estimated using Pacific Gas and Electric Company (PG&E) emissions factors applied to the intensities provided for the land use types proposed for the project scaled to PG&E's requirements to comply with the Renewables Portfolio Standard (RPS). Area-, wastewater-, and solid waste-source emissions were estimated using CalEEMod default values for the proposed land use types (i.e., car wash, commercial center, gas station, and parking lot). Electrical power would be supplied by PG&E and the project will participate in the PG&E "Solar Choice" program, which is PG&E's program to provide 100 percent renewable electricity to customers. While the anticipated indirect emissions from electricity are expected to be zero due to the project's participation in the PG&E "Solar Choice" program, the analysis conservatively models GHG emissions based on PG&E's default utility emission factor.

See Appendix A of this PR-DEIR for a detailed description of modeling assumptions, CalEEMod outputs, and calculations.

THRESHOLDS OF SIGNIFICANCE

State CEQA Guidelines Section 15064 and relevant portions of Appendix G recommend that a lead agency consider a project's consistency with relevant, adopted plans and any conflicts with applicable regional plans, including plans to reduce GHG emissions. An impact on climate change would be significant if implementation of the project would:

- generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment ("Threshold 1"); or

[118] San Joaquin Valley Air Pollution Control District. 2015. Final Draft Guidance for Assessing and Mitigating Air Quality Impacts. Available at: https://archive.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed: August 2025.

[119] Please see the Costco Commercial Center Greenhouse Gas Emissions Technical Appendix Section 2.2.1 for additional details.

[120] Please see the Costco Commercial Center Greenhouse Gas Emissions Technical Appendix Section 2.3.2 for additional details.

[121] Ibid.

[122] Please see the Costco Commercial Center Greenhouse Gas Emissions Technical Appendix Section 2.3.2.1 for additional details.

- conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs ("Threshold 2").

SJVAPCD has adopted guidance documents for assessing and mitigating GHG impacts on global climate change.[123] Rather than establishing specific numeric thresholds of significance (as is the case for criteria pollutant emissions), the SJVAPCD guidance utilizes a tiered approach to assess cumulative impacts on global climate change. Notably, the SJVAPCD establishes that a project can demonstrate compliance with an approved GHG emissions reduction program. Furthermore, SJVAPCD's December 2009 CEQA GHG policies and its 2015 GAMAQI state that a project whose emissions have been reduced or mitigated consistent with the California Global Warming Solutions Act of 2006 (AB 32) should be considered to have a less-than-significant impact on global climate change. The SJVAPCD guidance includes an approach to assess a project against performance-based standards, referred to as Best Performance Standards (BPS), to reduce GHG emissions, and then also an option to assess against a Business-As-Usual (BAU) GHG emissions target. Since the BPS have not yet fully been established, this approach was not used. Furthermore, in the State Supreme Court's ruling in *Center for Biological Diversity v. California Department of Fish and Wildlife and Newhall Land and Farming (2015),*[124] the court indicated that a percentage reduction goal must be substantiated based on local conditions to apply to an individual development project. Since the SJVAPCD has not updated its guidance to address the Supreme Court decision, the BAU approach is not relied upon. SJVAPCD has not otherwise adopted a numerical GHG threshold.

The City of Fresno has not developed a quantitative threshold of significance for GHG emissions. As a result of the Fifth District Circuit Court of Appeal's unpublished August 6, 2024 decision in the *South Fresno Community Alliance v. City of Fresno* matter, the City rescinded its approval of the 2021 GHGRP (and the accompanying PEIR), making the City's 2014 GHGRP the only GHGRP in effect.

In effect, under Resolution 2025-69, the City reverted to the pre-2021 status quo. This makes the City's 2014 GHGRP its most current and only GHGRP in effect. However, the City's 2014 GHGRP relies on reduction targets that are now out of date, and therefore the City has determined that is not prudent to rely solely on the currently effective 2014 GHGRP for CEQA streamlining of GHG emissions analysis for individual development projects. The 2014 GHGRP explains:

> The State has not adopted comprehensive targets or a new Scoping Plan to address emissions after 2020. The GHG Plan includes interim targets for later years (2035 and 2050) pending new legislation that sets later targets similar to AB 32 or adoption of a Scoping Plan Update that addresses these years. Targets after 2020 show the trajectory required to reduce per capita emissions to 80 percent below 1990 by 2050; however, once the State adopts targets for later years, new community targets that match the new state target years will be needed to ensure consistency

In the City of Fresno's 2014 GHGRP, the City developed GHG policies, and a list of requirements to assist CEQA projects in evaluating significance. The State of California adopted a new Scoping Plan in 2022 that addresses emissions after 2020. In the 2022 Scoping Plan, CARB set more aggressive GHG reduction targets than those used in the 2014 GHGRP. Therefore, use of the 2014 GHGRP as the sole gauge of project significance would not be consistent with the most recent state guidance and more aggressive GHG reduction strategies.

Accordingly, this PR-DEIR takes a conservative approach of analyzing the project's GHG emissions in connection with the State of California's 2022 Scoping Plan, Fresno COG's 2022 RTP/SCS, and Fresno COG's PCAP, as well as the policies of the 2014 GHGRP and the pertinent policies of the Fresno General Plan.

This PR-DEIR, relative to Threshold 1, quantifies the project's GHG emissions during operation and construction for disclosure. In the absence of a numerical GHG significance threshold, the project will be evaluated by whether it would conflict with or impede the ability of the State to meet its GHG reduction goals, consistent with the State Supreme Court's ruling in *Center for Biological Diversity v. California Department of Fish and Wildlife and Newhall*

[123] San Joaquin Valley Air Pollution Control District. 2009. Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. December. Available at: https://www.valleyair.org/media/dnsnicdv/3-ccap-final-lu-guidance-dec-17-2009.pdf. Accessed: June 2025.

[124] Center for Biological Diversity v. California Dept. of Fish & Wildlife, 62 Cal. 4th 204 (2015)

Land and Farming (2015).[125] This PR-DEIR, relative to Threshold 2, evaluates whether the project would conflict with applicable plans related to GHG emissions at the state, regional, and local levels.

These analyses include evaluation of the GHG emissions generated by the project's VMT. As shown in Tables 3.7-2 and 3.7-3, above, mobile source emissions (i.e., transportation emissions from VMT) are a substantial component of the City's overall GHG inventory and projections. However, there are many other sources of GHG emissions. The City uses VMT as a threshold of significance to evaluate transportation impacts (see Section 3.13, "Transportation and Circulation," in the 2024 EIR), consistent with CEQA Guidelines Section 15064.3(b). By contrast, CEQA Guidelines Section 15064.4(b) provides lead agencies with guidance to apply discretion in developing thresholds to evaluate GHG emissions impacts. Further, a significant VMT impact does not equate to a significant GHG impact because VMT alone does not account for vehicle characteristics, fuel type, emission standards, and fleet-level standards, all of which directly influence GHG emissions. For example, all-electric vehicles generate VMT while resulting in no tailpipe GHG emissions. Thus, while the GHG analysis does incorporate information regarding VMT, the assessment of GHG impacts is based on the significance thresholds described above (i.e., if the project is found not to conflict with or impede the ability of the state to meet its GHG reduction goals [Threshold 1] and not to conflict with applicable plans related to GHG emissions at the state, regional, and local levels [Threshold 2]).

TOPICS NOT DISCUSSED FURTHER

All issues pertaining to climate change are evaluated in this analysis.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.7-1: Generate GHG Emissions That Would Have a Significant Impact on the Environment

While the project would result in an increase in GHG emissions when compared to the existing conditions (i.e., vacant site with no development), the project would not conflict with or impede the state's ability to meet its GHG reduction goals. Therefore, there is no cumulatively considerable contribution to GHG emissions. This impact would be **less than significant**.

The project would generate GHG emissions from project construction and operation. Construction-related activities would generate GHG emissions from the use of heavy-duty off-road equipment, materials transport, and worker commutes. Based on modeling conducted for the project, construction is estimated to generate a total of 1,050 $MTCO_2e$. These emissions are amortized over a typical project lifetime of 30 years, which is an industry standard approach, and included in the total emissions evaluated below.[126]

Operation of the project would also generate GHG emissions from vehicle trips (member vehicles, employee vehicles, and delivery trucks) accessing the project site, on-site natural gas combustion, and solid waste and wastewater generation. While the anticipated indirect emissions from electricity are expected to be zero due to the project's participation in the PG&E "Solar Choice" program, the analysis also conservatively models GHG emissions based on PG&E's default utility emission factor. For the first year of operation, the project's emissions would total 22,428 $MTCO_2e$/year (Table 3.7-4).[127]

[125] Center for Biological Diversity v. California Dept. of Fish & Wildlife, 62 Cal. 4th 204 (2015)

[126] This approach to one-time construction GHG emissions is based on the SCAQMD GHG Threshold Working Group Meeting #13 Minutes from August 26, 2009. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-13/ghg-meeting-13-minutes.pdf. Accessed: October 2025.

[127] Please see Table 2-7 of the Costco Commercial Center Greenhouse Gas Emissions Technical Appendix for additional details.

Table 3.7-4 Summary of Project GHG Emissions

Emissions Category[1]	GHG Emissions[2] (MT CO_2e/yr)
Area Sources	0.02
Energy Usage	334
Mobile[3]	21,482
Water	38
Waste Disposed	540
Operational Sub-Total	**22,393**
Construction Amortized[4]	35
Total[5]	**22,428**

[1] One-time emissions (i.e., construction) and operational emissions were calculated using CalEEMod.

[2] Emissions are presented as CO_2e, which includes CO_2, CH_4, and N_2O emissions, weighted by their respective global warming potentials.

[3] Total mobile emissions include emissions from on-road vehicles and TRUs. On-road mobile emissions were estimated using CalEEMod default trip lengths, EMFAC2021 emission factors, and project-specific vehicle trip rates provided by Kittelson & Associates. TRU emissions were estimated using OFFROAD2021 emission factors.

[4] One-time emissions from construction were amortized over a 30-year period.

[5] Sum of annualized one-time emissions and operational emissions.

This quantified inventory is expected to be conservative. While the project does generate an increase in VMT (see Section 3.13, "Transportation and Circulation," in the 2024 EIR), the VMT analysis does not take into account the Costco trips "replacing" existing trips currently going to other retailers. Furthermore, the project would allow customers to have multiple needs served in one trip, including but not limited to: eye exams, purchase of household goods and groceries, furniture store, appliance store, liquor store, car washes, and refueling at a gas station. Given these factors, it is possible that Costco members make fewer total retail shopping trips in a month or a year when they have the option of shopping at the proposed expanded Costco than they would make if they did not have a Costco nearby. The VMT modeling does not measure the benefit of one Costco trip potentially replacing multiple trips, which makes the quantified inventory conservative.

In the absence of a numerical GHG threshold, the significance of these emissions is judged by whether the project would conflict with or impede the ability of the state to meet its GHG reduction goals. This is evaluated by considering whether the project would conflict with pertinent laws, regulations, and policies adopted to achieve the state's GHG reduction goals. The project will comport with all applicable laws and regulations discussed above and otherwise enacted to address GHG reduction. These include requirements related to building design, supply of EV charging facilities for customer vehicles, limitations on truck idling times, and purchasing vehicle fleets that meet applicable standards. In addition to legal requirements, as explained above, GHG reduction plans have been adopted at the state, regional, and local levels. The analysis below evaluates whether the project would conflict with the key plans at each level.

Statewide Emissions Reduction Targets (2022 Scoping Plan)

The 2022 Scoping Plan has priority GHG reduction strategies that are the focus for the state to achieve its statewide emission reduction targets. The three main priorities areas are "Transportation Electrification," "VMT Reduction," and "Building Decarbonization." These measures represent the core strategies that local jurisdictions in California can implement to reduce GHGs in alignment with State goals.

The project would not conflict with the state's GHG reduction goals as discussed in the 2022 Scoping Plan. The project would serve the needs of consumers in California and provide an effective and efficient means to shop at the warehouse, fill up a gasoline vehicle, and get a car wash all in the same location. The project's emissions sources are regulated (and are foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives. Costco has a focus on sustainability, with specific measures being implemented to manage energy use across its warehouses. Costco continues to improve the design and construction of its buildings,

as technological advancements in these areas and building materials improve. Improved engineering and design has resulted in the use of less materials than earlier designs. For example, the proposed buildings would be constructed of metal to use the maximum amount of recycled material.

For the purposes of determining whether the project would conflict with the 2022 Scoping Plan, the project features were evaluated against the measures listed in Table 1 from Appendix D: Local Actions of the 2022 Scoping Plan. [128] While not all of these measures are directly applicable to an individual commercial development, the analysis evaluates whether the project would conflict or cause any impairment of such policies.

As demonstrated in Table 3.7-5, the project would not conflict with applicable 2022 Scoping Plan priority strategies for the reduction of GHG emissions.

Table 3.7-5 2022 Scoping Plan Priority GHG Reduction Strategy Consistency Evaluation Summary

Priority Areas[1]	Priority GHG Reduction Strategies[1]	Does it Conflict?
Transportation Electrification	Convert local government fleets to ZEVs and provide EV charging at public sites	**Does Not Conflict.** Although this goal is not the responsibility of an individual commercial development project, the project would include 10 DC Fast chargers and 1 Level 2 charger, which run on 100% clean energy provided by PG&E and would also provide Costco members with convenient EV charging at a lower cost. The total power usage for the system is 1,800 kW, which is greater than both the mandatory requirement (1,172 kW) and the Tier 1 voluntary requirement (1,758 kW) by the CalGreen Building Code 2025.
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans)	
VMT Reduction	Reduce or eliminate minimum parking standards	**Does Not Conflict.** Although this goal is not the responsibility of an individual commercial development project, the project would implement neighborhood design improvements. The project includes modifications to the transportation network consistent with the City's Complete Streets Policy. Such improvements include constructing sidewalk along the project frontage, construction of bicycle facilities along its western, southern, and northern frontages, constructing a multi-use path, and installing striping to better delineate the roadway cross section for different users. These facilities would be consistent with the City's Active Transportation Plan. The project also includes a redesignation of Herndon Avenue from Expressway Area to Superarterial, which allows for multiple modes of travel traffic, including pedestrian and bikes. This could lead to further development of these types of non-vehicular facilities, including bike lanes and sidewalks, which are not currently allowed under the Expressway Area designation. The project site is largely surrounded by existing development. The project would increase the development density of the area and would be located near transit facilities, such as the NW Herndon-Hayes transit stop, and therefore would increase the density of development near transit.
	Implement Complete Streets policies and investments, consistent with general plan circulation element requirements	
	Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.	
	Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking	
	Implement parking pricing or transportation demand management pricing strategies	
	Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)	
	Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements)	

[128] CARB. 2022. 2022 Scoping Plan Appendix D: Local Actions. November. Available at: https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf. Accessed: August 2025.

Priority Areas[1]	Priority GHG Reduction Strategies[1]	Does it Conflict?
		Through implementation of Mitigation Measure 3.13-2, the project would encourage employee commute trip reduction through a variety of strategies. The project would provide carpool incentives, partner with local agencies to provide vanpool services, subsidize transit passes and provide bicycle storage and locker rooms for employees who bike to work. This would reduce the employee VMT and provide incentives for employees to commute to work in alternative ways. Furthermore, the Project would allow customers to have multiple needs served in one trip, including eye exams, purchase of household goods and groceries, furniture store, appliance store, liquor store, car washes, and refueling at gas station. Costco members may make fewer total retail shopping trips in a month or a year than they would make if they did not have a Costco nearby. This may result in VMT reduction that is not captured in the VMT modeling.
Building Decarbonization	Adopt all-electric new construction reach codes for residential and commercial uses	**Does Not Conflict.** Although this goal is not the responsibility of an individual commercial development project, the Project would use PG&E's Solar Choice program, which provides 100% solar energy to customers. The project would meet the 2019 California Green Building Standards Code, based on the building permit application submission (i.e., prior to January 1, 2023), which would include a number of energy saving requirements. The project would also use all-electric forklifts, scrubbers, and pallet jacks.
	Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)	
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances	
	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing)	
	Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings)	

[1] Priority areas and GHG reduction strategies obtained from 2022 CARB Scoping Plan Update, Appendix D, Local Actions. Available online at: https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf. Accessed: August 2025.

Abbreviations:

CalGreen - California Green Building Standards Code
CARB - California Air Resources Board
DC - Direct Current
EV - electric vehicle
GHG - greenhouse gas
PG&E - Pacific Gas & Electric
VMT - vehicle miles traveled
ZEV - zero emission vehicle

Fresno COG RTP/SCS

The project will not conflict with the state's GHG reduction goals and strategies as discussed in the Fresno COG's 2022 RTP/SCS[129] (the current RTP/SCS for the region), which contains four key elements:

1. Policy Element– Sets forth Fresno COG's transportation goals, objectives, and policies for each transportation mode. The project's consistency with the policy element is evaluated in Table 3.7-6.
2. Sustainable Communities Strategy – Integrates land use and transportation planning efforts to meet Fresno County's GHG emission reduction targets, and improve accessibility to major employment and other regional activity centers. The SCS is based on information about reasonably foreseeable growth and approved development obtained from the local jurisdiction. Growth projections are developed that reflect a GHG-efficient buildout pattern. The proposed project is located on an infill lot that has been designated for commercial development by the City. Although the project includes an amendment to alter the existing land use designation of the site from Community Commercial to General Commercial to accommodate the proposed car wash, the size and type of use proposed is otherwise consistent with the existing designation. In addition, the number of employees for the project (a maximum of 300 employees) is a very small percentage (<1%) of the overall jobs assumed in the 2022 RTP/SCS and the relocation of these employees from the existing Costco on West Shaw Avenue to the proposed location would not be inconsistent with the growth modeled in the plan. For these reasons, the project would not conflict with the growth forecast used to develop the SCS.
3. Action Element – Describes the existing transportation system, discusses recent accomplishments, provides a transportation needs assessment, and proposes short-term and long-term actions for both transportation planning and actual transportation project improvements. The project would not affect regional transportation planning and includes several transportation infrastructure improvements that are consistent with the City's adopted plans.
4. Financial Element – Identifies both existing and anticipated revenue sources as well as the financing techniques available for the region's planned transportation investments, ongoing operations, and maintenance. The transportation infrastructure improvements included in the project include pedestrian improvements and road connections. Implementation of these improvements as part of the project would not affect the financing of other regional transportation investments.

The RTP/SCS is based on an analysis that considers the entire County and includes all projects involving changes in regional growth and land use in Fresno County, as well as the countywide vehicle traffic projections. Cumulative GHG emissions analyzed in the RTP were compared to regional GHG thresholds and analyzed under statewide plans and regulations. The RTP/SCS concluded that there would be a decrease in GHG emissions from existing conditions to 2046, which would primarily be due to addressing new requirements for reducing GHG emissions, focusing growth in developed areas, moderately increasing residential densities, encouraging infill development, protecting open space and agricultural land, and providing alternatives to single-occupancy vehicle trips.

As shown in Table 3.7-6, the project would not conflict with applicable Fresno COG strategies for the reduction of GHG emissions.

[129] Fresno COG. 2022 Regional Transportation Plan and Sustainable Communities Strategy. Available at: https://www.planfresno.com/sustainable-communities-strategies-fall-outreach/. Accessed: October 2025.

Table 3.7-6 RTP/SCS Policy Consistency Evaluation

Goal[1]	Policy[1]	Does it Conflict?
1 Improved mobility and accessibility for all	Encourage and prioritize full, fair, and equitable participation by all affected communities in transportation decision-making and planning processes.	**Does Not Conflict.** Although this goal is not the sole responsibility of an individual commercial development project, the project would provide additional retail options accessible by nearby residences and local businesses. In addition, the project would implement neighborhood design improvements such as pedestrian network improvements and bikeway facilities as part of the project, which would be located in close proximity to transit stops (e.g., NW Herndon-Hayes transit stop).
	Actively work to ensure equitable distribution of the benefits and burdens of transportation projects.	
	Promote the improvement and expansion of accessible transportation options to serve the needs of all residents, especially those who have historically faced disproportionate transportation burdens.	
2 Vibrant communities that are accessible by sustainable transportation options	Encourage alternatives to single-occupancy vehicles that reduce vehicle miles traveled (VMT) and greenhouse gas emissions.	**Does Not Conflict.** Although this goal is not the sole responsibility of an individual commercial development project, the project includes a redesignation of Herndon Avenue from Expressway Area to Superarterial, which allows for multiple modes of travel traffic, including pedestrian and bikes. This could lead to further development of these types of non-vehicular facilities, including bike lanes and sidewalks, which are not currently allowed under the Expressway Area designation. In addition, the project would implement neighborhood design improvements such as pedestrian network improvements and bikeway facilities as part of the project. The project would be located near transit facilities such as the NW Herndon-Hayes transit stop, allowing for alternatives to single-occupancy vehicle trips to the project site. This would support efforts to improve air quality and minimize pollutants from transportation. Through implementation of Mitigation Measure 3.13-2, the Project would encourage employee commute trip reduction through a variety of strategies. The project would provide carpool incentives, partner with local agencies to provide vanpool services, subsidize transit passes and provide bicycle storage and locker rooms for employees who bike to work. This would reduce the employee VMT and provide incentives for employees to commute to work in alternative ways. The project would not conflict with efforts to minimize the loss of farmland, environmentally sensitive areas, and natural resources. Section 3.5, Biological Resources," of the 2024 EIR indicates that the project site does not contain any sensitive natural communities or protected wetlands. Project activities would include ground disturbance, tree removal, and other vegetation removal, which could result in disturbance, injury, or mortality of several special-status wildlife species (if present), reduced breeding productivity of these species, and loss of species habitat. This impact would be reduced to a less-than-significant level with implementation of Mitigation Measures 3.5-1a and 3.5-1b that require preconstruction surveys for burrowing owl, Swainson's hawk, white-tailed kite, other common raptors, and other native birds, and implementation of protective measures for active nests. Further, as explained in Section 3.2, "Agricultural and Forestry Resources," of the 2024 EIR, no agricultural land use or zoning is present within or adjacent to the site.
	Support investment in and promotion of active transportation and transit to improve public health and mobility, especially in historically underinvested areas.	
	Encourage sustainable development that focuses growth near activity centers and mobility options that achieve greater location efficiency.	
	Support local jurisdictions' efforts to minimize the loss of farmland, environmentally sensitive areas, and natural resources	
	Support local jurisdictions' efforts to facilitate the development of diverse housing choices for all income groups.	
	Facilitate and promote interagency coordination and consistency across planning efforts.	
	Incentivize and support efforts to improve air quality and minimize pollutants from transportation.	

Goal[1]	Policy[1]	Does it Conflict?
3 A safe, well-maintained, efficient, and climate-resilient multimodal transportation network	Prioritize investment in and promote multimodal safety measures to reduce traffic fatalities and incidents in the region.	**Does Not Conflict.** As described in Section 3.13, "Transportation and Circulation," of the 2024 EIR the project would be consistent with the applicable plans, policies, and programs and would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The project would implement strategies to reduce commute VMT through implementation of Mitigation Measure 3.13-2. The project would provide carpool incentives, partner with local agencies to provide vanpool services, subsidize transit passes and provide bicycle storage and locker rooms for employees who bike to work. The project would also implement neighborhood design improvements such as pedestrian network improvements and bikeway facilities as part of the project. In addition, the project would be located near transit stops and would allow for utilization of existing transit facilities to visit the project site.
	Promote enhanced Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies to reduce congestion and vehicle miles traveled.	
	Encourage improvements in travel connections across all modes to create an integrated, accessible, and seamless transportation network.	
	Maximize the cost-effectiveness of transportation improvements.	
	Encourage investments that increase the system's resilience to extreme weather events, natural disasters, and pandemics.	
	Preserve and maintain existing multimodal transportation assets in a state of good repair	
4 A transportation network that supports a sustainable and vibrant economy	Support local and regional economic development by leveraging planning and transportation funds that foster public and private investment.	**Does Not Conflict.** Although this goal is not the sole responsibility of an individual commercial development project, the Project would facilitate goods movement to the Fresno area.
	Facilitate efficient, reliable, resilient, and sustainable goods movement.	
5 A region embracing clean transportation, technology, and innovation	Support innovative mobility solutions that are accessible, affordable, reduce greenhouse gas emissions, and improve air quality.	**Does Not Conflict.** Although this goal is not applicable to an individual commercial development project, the project would not conflict with regional efforts to embrace innovative mobility solutions. The project would implement strategies to reduce commute VMT through implementation of Mitigation Measure 3.13-2. In addition, the Project would include 10 DC Fast chargers and 1 Level 2 charger, which run on 100% clean energy provided by PG&E and would also provide Costco members with convenient EV charging at a lower cost. The total power usage for the system is 1,800 kW, which is greater than both the mandatory requirement (1,172 kW) and the Tier 1 voluntary requirement (1,758 kW) by the CalGreen Building Code 2025.
	Support efforts to expand broadband access throughout the region.	**Not Applicable.** The project does not affect broadband access.

[1] Goal and policies obtained from Chapter 4: Implementing the Plan of Fresno Council of Government's 2022 Regional Transportation Plan, available at: http://www.planfresno.com/planfresno/uploads/2022/06/Chapter-4-Implementing-The-Plan-Final-Draft.pdf. Accessed: August 2025.

Abbreviations:

DC - Direct Current
EV - electric vehicle
NW - northwest
TDM - Transportation Demand Management
TSM - Transportation Systems Management
VMT - vehicle miles traveled

Fresno COG Priority Climate Action Plan

The project would not conflict with the priority GHG emission reductions measures listed in the Fresno COG PCAP[130], which contains four main sectors of priority GHG reduction measures:

1) Transportation Sector
2) Building Energy Sector
3) Solid Waste and Wastewater Sector
4) Agriculture Sector

As described above, the PCAP was adopted in February 2024 and is based on an analysis that considers the entire county, including the 15 incorporated cities in Fresno County and the unincorporated Fresno County areas. Each GHG reduction measure in the PCAP was quantified to evaluate the potential GHG emission reductions from the implementation of the measures for each sector. The second phase of the Regional Climate Action Plan, the CCAP has been released for public review. However, this analysis does not evaluate consistency with it because it is still in draft form.

As shown in Table 3.7-7, the project would not conflict with applicable Fresno COG PCAP measures for the reduction of GHG emissions.

Table 3.7-7 PCAP Consistency Evaluation

Sector	Measure	Description	Does it Conflict?
Transportation	Measure 1 - EV Strategy	Develop a robust public electric vehicle charging network in Fresno County, including in the disadvantaged communities, to increase electric vehicle adoption in Fresno County. (Implementing measures could include a neighborhood electric vehicle (NEV) network)	**Does Not Conflict.** The project would include 10 DC Fast chargers and 1 Level 2 charger, which run on 100% clean energy provided by PG&E and will also provide Costco members with convenient EV charging at a lower cost. The total power usage for the system is 1,800 kW, which is greater than both the mandatory requirement (1,172 kW) and the Tier 1 voluntary requirement (1,758 kW) by the CalGreen Building Code 2025.
	Measure 2 - Municipal Fleet Conversion	Continue to convert the municipal fleet (including transit) into zero emission vehicles and provide a sustainable and reliable support system for such zero-emission fleet which could include, but not limited to maintenance, charging facilities, training of personnel, etc. (Implementing measures could include fleet electrification, installation of electric vehicle charging infrastructure, etc.)	**Not Applicable.** The project does not include municipal uses.
	Measure 3 - Bike and Pedestrian Network	Build a well-connected bike and pedestrian system that provides alternative transportation options including micromobility such as shared e-bike and e-scooter. (Implementing measures could include pedestrian network improvements, bike parking, expanded bikeway networks, electric bikeshare program, scooter share program, dedicate land for bike trails)	**Does Not Conflict.** The project would implement neighborhood design improvements such as pedestrian network improvements and bikeway facilities. The project also includes a redesignation of Herndon Avenue from Expressway Area to Superarterial, which allows for multiple modes of travel traffic, including pedestrian and bikes. This could lead to further development of these types of nonvehicular facilities, including bike lanes and

[130] Fresno COG. Priority Climate Action Plan. Available at: https://www.epa.gov/system/files/documents/2024-03/fresno-cog-pcap.pdf. Accessed: August 2025.

Sector	Measure	Description	Does it Conflict?
	Measure 4 - Public Transportation	Enhance the public transportation system by maintaining/expanding the existing transit system and implementing other transit strategies such as micro transit.	sidewalks, which are not currently allowed under the Expressway Area designation. The project's off-site improvements include construction of bicycle facilities along its western, southern, and northern frontages (North Riverside Drive, West Herndon Avenue, and Spruce Avenue, respectively), thereby providing connections to existing bicycle facilities on those roads. These improvements would be consistent with the City of Fresno Active Transportation Plan (ATP) Program. Trail improvements provided by the proposed project would include Class I bicycle facilities along the project's frontage on West Herndon Avenue and North Riverside Drive, which is consistent with future facilities identified in the City of Fresno's ATP adjacent to the proposed project site. Development of the project would not physically obstruct access to existing recreational opportunities, including the trails along the San Joaquin River that connect to Riverbottom Park. Moreover, the project would facilitate multi-modal access to these existing facilities because it would include through construction of 12-foot-wide pedestrian and bicycle paths along the project's frontage with West Herndon Avenue and North Riverside Drive. These paths would be consistent with the City's ATP and would support General Plan Policies POSS-3-c and POSS-7-h regarding linking city pathways with parks and the San Joaquin Parkway Trail Networks. The project would not preclude access to existing or planned recreational facilities.
	Measure 5 - Carpool/Vanpool and Other Shared Mobility Options	Provide incentives for carpool and vanpool, and other shared mobility options. (Implementation measures could include commute trip reduction programs, end-of trip facilities, car-sharing program, employer-sponsored vanpool/shuttle, priced workplace parking, and/or employee parking "cash-out" programs.)	**Does Not Conflict.** Through implementation of Mitigation Measure 3.13-2, the Project would encourage employee commute trip reduction through a variety of strategies. The project would provide carpool incentives, partner with local agencies to provide vanpool services, subsidize transit passes and provide bicycle storage and locker rooms for employees who bike to work.
Building Energy	Measure 1 - Incentive Programs for the Purchase of Certified Energy-Efficient Appliances	Incentive programs for the purchase of certified energy-efficient appliances, heating and cooling equipment, lighting, and building products to replace inefficient products. (Implementation could include air distribution system updates such as right-sizing fan system equipment and converting to a variable-air-volume system, heating and cooling system upgrades, reductions in supplemental energy load consumption by installing ENERGY STAR equipment, window films, and adding insulation or reflective roof coating and/or installation of energy-efficient lighting.)	**Does Not Conflict.** The project would meet the 2019 California Green Building Standards Code, based on the building permit application submission (i.e., prior to January 1, 2023), which would include energy saving requirements. Renewable energy would be obtained through PG&E's Solar Choice program. The buildings would include restroom fixtures that are high efficiency to reduce water use. In addition, mechanical heat from refrigeration systems would be captured to preheat hot water tanks. Wash water used for the car wash would be recycled and the car wash would comply with all regulations pertaining to water conservation and run-off.

Sector	Measure	Description	Does it Conflict?
	Measure 2 - Incorporate Water Efficiency Measures	Incorporate water efficiency measures that reduce water heating energy consumption by installing alternative types of water heaters in place of gas storage tank heaters in residences.	The irrigation system would be a water efficient low flow, point source system designed to provide adequate watering to support plant growth and ensure deeply rooted plant material while avoiding excess water application. The system would be programmable and would interface with a weather based sensor that would adjust the amount of water applied to the plant material based on daily weather conditions. Landscape irrigation would comply with the California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO).
	Measure 3 - Bundle On-Site Renewable Energy Generation	Bundle on-site renewable energy generation with energy efficiency improvements in residences and commercial buildings. (Implementation could include establishment of on-site renewable energy systems such as solar power with fuel cells and battery storage, biomass combustion, and/or wind power, limitations on non-renewable energy sources.)	
Solid Waste And Wastewater	Measure 1 - Programs and Incentives to Reduce or Divert Waste	Programs and incentives to reduce or divert waste (including food and/or yard waste) through improved production practices, improved collection services, and increased reuse or recycling rates. (Implementation measures could include organics diversion program, educational programs to inform residents about reuse, recycling, composting, waste to energy, and zero waste programs. Local recycling and composting initiatives at the neighborhood level, expansion of local business recycling and composting efforts.)	**Does Not Conflict.** The project would recycle construction and demolition waste. Structures would be constructed of recycled metal. Recycling canisters would be provided in public areas where trashcans are also provided.
	Measure 2 - Wastewater Treatment Facility Efficiency	Installation of renewable energy and energy efficiency measures at wastewater treatment facilities.	**Not Applicable.** The project does not include new or expanded wastewater treatment facilities.
Agriculture	Measure 1 - Manure Management	Programs and incentives to reduce GHG emissions associated with manure management from livestock and poultry operations.	**Not Applicable.** The project does not propose agricultural use and is not located on property currently designated for agricultural uses.
	Measure 2 - Agricultural Burning	Programs and incentives to reduce GHG emissions associated with agricultural burning, including orchards and vineyards, through chipping and use for soil incorporation, on-site land application on agricultural land, off-site beneficial re-use, or other approved methods. (Implementation measures could include additional funding or outreach support for existing programs available through the San Joaquin Valley Air Pollution Control District (SJVAPCD) and USDA-NRCS, educational programs, or other direct funding opportunities for projects proposed as part of PCAP development.)	

Sector	Measure	Description	Does it Conflict?
	Measure 3 - Agricultural Equipment Reductions	Programs and incentives to reduce GHG emissions associated with the operation of various agricultural equipment, such as tractors, harvesting equipment, utility terrain vehicles, dairy feed mixing electrification and agricultural pumps through zero-emission replacement as well as the installation of charging or re-fueling stations to support deployment. (Implementation measures could include additional funding or outreach support for existing programs available through USDA-NRCS and the SJVAPCD, educational programs, or other direct funding opportunities for projects proposed as part of PCAP development.)	

[1] Relevant measures obtained from the Fresno Council of Governments Priority Climate Action Plan (March 2024).

Abbreviations:

ATP - Active Transportation Plan
e-bike - electric bike
e-scooter - electric scooter
EV - Electric Vehicle
GHG - greenhouse gas
MWELO - Model Water Efficient Landscape Ordinance
NEV - neighborhood electric vehicle
PCAP - Priority Climate Action Plan
PG&E - Pacific Gas and Electric
SJVAPCD - San Joaquin Valley Air Pollution Control District
USDA-NRCS - United States Department of Agriculture Natural Resources Conservation Service
VMT - Vehicle Miles Traveled

City of Fresno GHG Reduction Plan (2014)

As previously discussed in Section 3.7.4, "Thresholds of Significance," the Court of Appeal rescinded its approval of the 2021 GHGRP, making the 2014 GHGRP the applicable GHGRP at the time of this report. Due to the age of the City's 2014 GHGRP, the City has analyzed consistency with the State's 2022 Scoping Plan and with the RTP/SCS in considering GHG emissions of proposed projects. Those topics are addressed above. Although compliance with the City's 2014 GHGRP alone would not demonstrate how the project relates to the State's ability to meet its climate emissions targets, the City adopted the 2014 GHGRP to include policies that would be protective of the environment. Therefore, to further ensure a complete and robust analysis, the discussion below considers project consistency with the 2014 GHGRP as part of its analysis of environmental impacts.

The GHGRP sets forth criteria for determining whether a development project within the City of Fresno is consistent with the GHGRP so as to be deemed to have a less than significant GHG impact.[131]. Projects that are not consistent with the GHGRP must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions, and apply appropriate GHG reduction mitigation measures.

The GHGRP first (in Section 6.2.1) lists criteria for determining GHGRP consistency that apply to all projects subject to CEQA review. These are:

1. Review General Plan Policies listed in the GHG Plan to determine applicability to the project.
2. Incorporate design features or mitigation measures into the project as needed to demonstrate consistency.
    a. Street and pedestrian design complies with complete streets concepts.
    b. Review project against Development Code for mandatory design features required for the project.

[131] While the 2014 GHGRP refers to a checklist for use in evaluating project consistency with the GHGRP, the City retired that checklist program under the 2014 GHGRP because the CalGreen Building Code superseded most of the items addressed in that former program.

c. Consider alternative energy generation (solar) if appropriate for the project and site. (The State is working towards zero net energy development that will require increasing efficiency and self-generation over time).

d. Review water conservation building and landscape design features for compliance with City water conservation standards.

3. Implement project design features suitable for the development type and location.

   a. Projects within core/center areas and BRT corridors should meet minimum density and design requirements to ensure pedestrian and transit orientation is met.

   b. Maintain and enhance connections to regional bikeways and trail system.

4. Complete the latest version of the Fresno Green Residential or Non-Residential Checklist.

   a. Meet the Fresno Green checklist point requirements.

   b. Alternatively, meet the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Programs, or qualify for Build It Green's GreenPoint rating system for residential building.

Item 1 in Section 6.2.1 of the GHGRP requires review of the General Plan policies listed in the GHGRP to determine applicability to the project. As shown in Table 3.7-8, the project would be consistent with applicable City of Fresno GHG General Plan policies listed in the GHGRP (Section 5.1).

Table 3.7-8 2014 General Plan Policy Consistency Evaluation

GHG Plan Strategy Category	Sub-Category	Key or Relevant General Plan Policies[1]	Does it Conflict?
Land Use and Transportation	Land Use Strategies	**Policy RC-2-a: Link Land Use to Transportation**. Promote mixed-use, higher density infill development in multi-modal corridors. Support land use patterns that make more efficient use of the transportation system and plan future transportation investments in areas of higher-intensity development. Discourage investment in infrastructure that would not meet these criteria.	**Does Not Conflict.** The project provides convenient access to an array of Costco services. The project would allow customers to have multiple needs served in one trip, including eye exams, purchase of household goods and groceries, car washes, and refueling. The project would intensify development adjacent to an established transportation corridor. The project includes a redesignation of Herndon Avenue from Expressway Area to Superarterial, which allows for multiple modes of travel traffic, including pedestrian and bikes. This could lead to further development of these types of non-vehicular facilities, including bike lanes and sidewalks, that are not currently allowed under the Expressway Area designation. Additionally, the project would be located near transit facilities, such as the NW Herndon-Hayes transit stop. The project implements pedestrian, bicycle, and transit linkages to surrounding land uses and neighborhoods consistent with Fresno's General Plan and Active Transportation Plan. The project is also approximate to the growing commercial area near State Route 99, between West Herndon Avenue and North Veterans Boulevard. Under the General Plan, the project site has long been designated for commercial use. The project's requested zoning change from Community
	Compact and Infill Development	**Policy UF-1-c: Legible City Structure**. Focus integrated and ongoing planning efforts to achieve an identifiable city structure, comprised of a concentration of buildings, people, and pedestrian-oriented activity in Downtown; along a small number of prominent east west and north-south transit-oriented, mixed-use corridors with distinctive and strategically located Activity Centers; and in existing and new neighborhoods augmented with parks and connected by multi-purpose trails and tree lined bike lanes and streets.	

GHG Plan Strategy Category	Sub-Category	Key or Relevant General Plan Policies[1]	Does it Conflict?
			Commercial to General Commercial is to allow a car wash.
		Policy UF-12-b: Activity Centers. Mixed-use designated areas along BRT and/or transit corridors are appropriate for more intensive concentrations of urban uses. Typical uses could include Chapter 3: Urban Form, Land Use, and Design commercial areas; employment centers; schools; compact residential development; religious institutions; parks; and other gathering points where residents may interact, work, and obtain goods and services in the same place.	**Not Applicable.** The project site is not in a mixed-use designated area.
		Policy LU-2-a: Infill Development and Redevelopment. Promote development of vacant, underdeveloped, and redevelopable land uses within the City Limits where urban services are available by establishing and implementing supportive regulations and programs.	**Does Not Conflict.** The project would develop vacant, underdeveloped land uses within City limits.
		Policy LU-2-b: Infill Development for Affordable Housing. Consider a priority infill incentive program for residential infill development of existing vacant lots and underutilized sites within the City as a strategy to help to meet the affordable housing needs of the community.	**Not Applicable.** The project does not include housing.
		Policy LU-3-b: Mixed-Use Urban Corridors that Connect the Downtown Planning Area. Support the development of mixed-use urban corridors that connect the Downtown Planning Area with the greater Fresno-Clovis Metropolitan Area with functional, enduring, and desirable urban qualities along the Blackstone Avenue, Shaw Avenue, California Avenue, and Ventura Avenue/Kings Canyon corridors, as shown on Figure LU-1: General Plan Land Use Diagram.	**Not Applicable.** The project site is not on any of the listed roads.
		Policy LU-3-c: Zoning for High Density on Major Transit Corridors. Encourage adoption of supportive zoning regulations for compact development along BRT corridors leading to the Downtown Core that will not diminish long-term growth and development potential for Downtown.	**Not Applicable.** The project site is not in a BRT corridor.
		Policy LU-5-f: High Density Residential Uses. Promote high-density residential uses to support Activity Centers and BRT corridors, affordable housing and walkable access to transit stops.	**Not Applicable.** The policy relates to residential uses.

GHG Plan Strategy Category	Sub-Category	Key or Relevant General Plan Policies[1]	Does it Conflict?
	Mixed-Use Development	**Policy RC-2-b: Provide Infrastructure for Mixed-Use and Infill.** Promote investment in the public infrastructure needed to allow mixed-use and denser infill development to occur in targeted locations, such as expanded water and wastewater conveyance systems, complete streetscapes, parks and open space amenities, and trails. Discourage investment in infrastructure that would not meet these criteria.	**Does Not Conflict.** Although this policy is not directly applicable to commercial development projects, the project would generally invest in the types of public infrastructure that are needed to support mixed us and infill development in the area. For example, the project is required to provide neighborhood design improvements, such as pedestrian network improvements and bikeway facilities. The project also includes a redesignation of Herndon Avenue from Expressway Area to Superarterial, which allows for multiple modes of travel, including pedestrian and bikes. This could lead to further development of these types of non-vehicular facilities, including bike lanes and sidewalks, which are not currently allowed under the Expressway Area designation.
		Policy UF-12-d: Appropriate Mixed-Use. Facilitate the development of vertical and horizontal mixed-uses to blend residential, commercial, and public land uses on one or adjacent sites. Ensure land use compatibility between mixed-use districts in Activity Centers and the surrounding residential neighborhoods.	**Does Not Conflict.** The project site is located within walking distance to nearby residences and will provide retail and jobs near a housing-rich area. A mixed-use alternative was evaluated in the 2024 EIR and found to be infeasible.
		Policy UF-12-f: Mixed-Use in Activity Centers. Update the Development Code to include use regulations and standards to allow for mixed uses and shared parking facilities, including multi-story and underground parking facilities, within Activity Centers.	**Not Applicable.** This policy relates to the City enacting zoning and development standards and does not apply to commercial sites.
	Pedestrian Oriented Development	**Policy UF-12-e: Access to Activity Centers.** Promote adoption and implement standards supporting pedestrian activities and bicycle linkages from surrounding land uses and neighborhoods into Activity Centers and to transit stops. Provide for priority transit routes and facilities to serve the Activity Centers.	**Does Not Conflict.** To provide transportation facilities based upon a Complete Streets concept that facilitates the balanced use of all viable travel modes, the project would include construction of 12-foot-wide pedestrian and bicycle paths along the project's frontage with West Herndon Avenue and North Riverside Drive. These facilities would be consistent with the City's Active Transportation Plan (ATP). Trail improvements provided by the proposed project would include Class I bicycle facilities along the project's frontage on West Herndon Avenue and North Riverside Drive, which is consistent with future facilities identified in the City of Fresno's ATP adjacent to the project site. The project also involves the construction of West Spruce Avenue along the northern project site boundary. The City has identified the construction of Spruce Avenue, including Class II bicycle facilities, as a condition of approval, which would be consistent with the City of Fresno's ATP. The project's off-site improvements include construction of bicycle facilities along its western, southern, and northern frontages (North
		Policy UF-14-a: Design Guidelines for Walkability. Use design guidelines and standards for a walkable and pedestrian-scaled environment with a network of streets and connections for pedestrians and bicyclists, as well as transit and autos.	
		Policy UF-14-b: Local Street Connectivity. Design local roadways to connect throughout neighborhoods and large private developments with adjacent major streets and pathways of existing adjacent development. Create access for pedestrians and bicycles where a local street must dead end or be designed as a cul-de-sac to adjoining uses that provide services, shopping, and	

GHG Plan Strategy Category	Sub-Category	Key or Relevant General Plan Policies[1]	Does it Conflict?
		connecting pathways for access to the greater community area.	Riverside Drive, West Herndon Avenue, and Spruce Avenue, respectively) and would be consistent with the City of Fresno's ATP. The project also includes a redesignation from of Herndon Avenue from Expressway Area to Superarterial, which allows for multiple modes of travel, including pedestrian and bikes. This could lead to further development of these types of non-vehicular facilities, including bike lanes and sidewalks, which are not currently allowed under the Expressway Area designation.
		Policy UF-14-c: Block Length. Create development standards that provide desired and maximum block lengths in residential, retail, and mixed-use districts order to enhanced walkability.	**Not Applicable.** Although this policy is not the responsibility of an individual commercial development project, the project includes pedestrian network improvements to attract nearby residents and to maximize foot traffic.
		Policy D-3-c: Local Streets as Urban Parkways. Develop local streets as "urban parkways," where appropriate, with landscaping and pedestrian spaces.	**Does Not Conflict.** The project will include landscaping and pedestrian walkways.
		Policy D-4-b: Incentives for Pedestrian-Oriented Anchor Retail. Consider adopting and implementing incentives for new pedestrian-friendly anchor retail at intersections within Activity Centers and along corridors to attract retail clientele and maximize foot traffic.	**Not Applicable.** The policy is related to the City's adoption of an incentive program. The project has not participated in an incentive program but includes pedestrian network improvements to attract nearby residents and to maximize foot traffic.
		Policy MT-1-h: Update Standards for Complete Streets. Update the City's Engineering and Street Design Standards to ensure that roadway and streetscape design specifications reflect the Complete Streets concept, while also addressing the needs of through traffic, transit stops, bus turnouts, passenger loading needs, bike lanes, and short and long-term parking.	**Not Applicable.** Although this policy is not the responsibility of an individual commercial development project, to provide transportation facilities based upon a Complete Streets concept that facilitates the balanced use of all viable travel modes, the project would include construction of 12-foot-wide pedestrian and bicycle paths along the project's frontage with West Herndon Avenue and North Riverside Drive. These facilities would be consistent with the City's ATP. Trail improvements provided by the project would include Class I bicycle facilities along the project's frontage on West Herndon Avenue and North Riverside Drive, which is consistent with future facilities identified in the City of Fresno's ATP adjacent to the project site. The project also includes the construction of West Spruce Avenue along the northern boundary of the project site. The City has identified the construction of Spruce Avenue, including Class II bicycle facilities, as a condition of approval, which would be consistent with the City of Fresno's ATP. The asphalt roadway would include curb, gutter, sidewalk, Class II bicycle facilities, and streetlights.

GHG Plan Strategy Category	Sub-Category	Key or Relevant General Plan Policies[1]	Does it Conflict?
	Transit Oriented Development	**Policy UF-12-a: BRT Corridors**. Design land uses and integrate development site plans along BRT corridors, with transit-oriented development that supports transit ridership and convenient pedestrian access to bus stops and BRT station stops.	**Not Applicable.** The project would not be located in a BRT corridor. Although this policy is not applicable, the project includes neighborhood design improvements such as pedestrian network improvements and constructing bikeway facilities, and would be located near transit facilities such as the NW Herndon-Hayes transit stop.
Transportation Facilities Strategies	Transit Facilities	**Policy MT-8-a: Street Design Coordinated with Transit.** Coordinate the planning, design, and construction of the major street network with transit operators to facilitate efficient direct transit routing throughout the Planning Area.	**Does Not Conflict.** Although these policies are not the responsibility of an individual commercial development project, the project will be located near transit facilities such as the NW Herndon-Hayes transit stop, allowing for alternatives to single-occupancy vehicle visits to the project site that would support efforts to improve air quality and minimize pollutants from transportation. Additionally, the project is designed to not interfere with the future High Speed Rail.
		Policy MT-8-b: Transit Serving Residential and Employment Nodes. Identify the location of current and future residential and employment concentrations and Activity Centers throughout the transit service area in order to facilitate planning and implementation of optimal transit services for these uses. Work with California State University, Fresno to determine locations within the campus core for bus stops.	
		Policy MT-8-g: High Speed Train. If the State moves forward with HST, ensure it is constructed through Fresno in a manner that minimizes impacts to surrounding property owners and creates the most opportunity for redevelopment around the HST station.	
	Bicycle and Pedestrian Infrastructure	**Policy MT-4-a: Bicycle, Pedestrian and Trails Master Plan.** To the extent consistent with this General Plan, continue to implement and periodically update the Bicycle, Pedestrian, and Trails Master Plan to meet State standards and requirements for recommended improvements and funding proposals as determined appropriate and feasible.	**Does Not Conflict.** The project includes neighborhood design improvements such as pedestrian network improvements and bikeway facilities. The project also includes a redesignation of Herndon Avenue from Expressway Area to Superarterial, which allows for multiple modes of travel traffic, including pedestrian and bikes. This could lead to further development of these types of non-vehicular facilities, including bike lanes and sidewalks, which are not currently allowed under the Expressway Area designation. Trail improvements provided by the project would include Class I bicycle facilities along the project's frontage on West Herndon Avenue and North Riverside Drive, which is consistent with future facilities identified in the City of Fresno's ATP adjacent to the project site. Development of the project would not physically obstruct access to existing recreational opportunities, including the trails along the San Joaquin River that connect to Riverbottom Park. Moreover, the project would facilitate multi-modal access to these existing facilities through construction of 12-foot-wide
		Policy MT-4-b: Bikeway Improvements. Establish and implement property development standards to assure that projects adjacent to designated bikeways provide adequate right-of-way and that necessary improvements are constructed to implement the planned bikeway system shown on Figure MT-2 to provide for bikeways, to the extent feasible, when existing roadways are reconstructed; and alternative bikeway alignments or routes where inadequate right-of-way is available.	
		Policy MT-4-c: Bikeway Linkages. Provide linkages between bikeways, trails and paths, and other regional networks such as the San	

GHG Plan Strategy Category	Sub-Category	Key or Relevant General Plan Policies[1]	Does it Conflict?
		Joaquin River Trail and adjacent jurisdiction bicycle systems wherever possible.	pedestrian and bicycle paths along the project's frontage with West Herndon Avenue and North Riverside Drive. These paths would be consistent with the City's ATP.
		Policy MT-5-a: Sidewalk Development. Pursue funding and implement standards for development of sidewalks on public streets, with priority given to meeting the needs of persons with physical and vision limitations; providing safe routes to school; completing pedestrian improvements in existing neighborhoods with lower vehicle ownership rates; or providing pedestrian access to public transportation routes.	
		Policy MT-6-a: Link Residences to Destinations. Design a pedestrian and bicycle path network that links residential areas with Activity Centers, such as parks and recreational facilities, educational institutions, employment centers, cultural sites, and other focal points of the city environment.	**Does Not Conflict.** The project includes neighborhood design improvements such as pedestrian network improvements and bikeway facilities that would be constructed as part of the project would improve connectivity between other nearby land uses and the project site, providing more convenient access to Costco services. Trail improvements provided by the project would include Class I bicycle facilities along the project's frontage on West Herndon Avenue and North Riverside Drive, which is consistent with future facilities identified in the City of Fresno's ATP adjacent to the project site. Development of the project would not physically obstruct access to existing recreational opportunities, including the trails along the San Joaquin River that connect to Riverbottom Park. Moreover, the project would facilitate multi-modal access to these existing facilities through construction of 12-foot-wide pedestrian and bicycle paths along the project's frontage with West Herndon Avenue and North Riverside Drive. These paths would be consistent with the City's ATP.
		Policy MT-6-g: Path and Trail Development in Subdivisions. Require all subdivision maps to incorporate planned multi-purpose path and trail development standards and corridor linkages consistent with the General Plan, applicable law and case-by-case determinations as a condition of tentative map approval.	
		Policy POSS-7-h: Interlink City and San Joaquin River Parkway Trail Networks. Strive to connect the parkway trail network to other trails in the vicinity, in order to create a community and regional trail system that offers a variety of different route combinations and enhances public access to the parkway.	
Transportation Demand Strategies	Transportation Demand Management	**Policy MT-10-c: Transportation Demand Management Guidelines.** Establish transportation demand management guidelines to allow for reduced off-street parking requirements.	**Not Applicable.** These policies relate to the development of parking guidelines and standards by the city. The project complies with all adopted and applicable parking standards.
	Parking Measures	**Policy MT-10-a: Updating Parking Standards.** Update off-street parking standards to reflect the context and location within activity areas of multiple uses and reductions appropriate for mixed residential and non-residential uses and proximity to existing or planned transit service.	
		Policy MT-10-b: Shared Parking. Establish a strategy to promote the sharing of excess parking between uses within Activity Centers and BRT corridors, including specific provisions for this in the Development Code.	

GHG Plan Strategy Category	Sub-Category	Key or Relevant General Plan Policies[1]	Does it Conflict?
		Policy MT-10-d: Parking Maximums. Explore maximum off-street parking limits within Activity Centers proximate to BRT corridors, if such an Activity Center is determined compatible with promotion of a healthy and vigorous business environment.	
		Policy MT-10-f: Parking Benefit Districts. Establish parking benefit districts to fund consolidated public parking where supported by local businesses.	
Transportation Demand Strategies *(Continued)*	Electric Vehicle Charging Stations	**Policy RC-8-j: Alternative Fuel Network.** Support the development of a network of integrated charging and alternate fuel station for both public and private vehicles, and if feasible, open up municipal stations to the public as part of network development.	**Not Applicable.** Although this policy is not the responsibility of an individual commercial development project, the project includes 10 DC Fast chargers and 1 Level 2 charger, that would run on 100% clean energy provided by PG&E and would also provide Costco members with convenient EV charging at a lower cost. This development would add to the network of chargers available in the city.
Energy Conservation Strategies for New and Existing Buildings	Energy Efficiency in New Buildings	**Policy RC-8-a: Existing Standards and Programs.** Continue existing beneficial energy conservation programs, including adhering to the California Energy Code in new construction and major renovations.	**Not Applicable.** Although this policy is not applicable to an individual commercial development project, the project would meet the 2019 California Green Building Standards Code, based on the building permit application submission (i.e., prior to January 1, 2023), which includes a number of energy saving requirements. Power would be obtained through PG&E's Solar Choice program, which provides 100% solar energy to customers.
		Policy RC-8-b: Energy Reduction Targets. Strive to reduce per capita residential electricity use to 1,800 kWh per year and nonresidential electricity use to 2,700 kWh per year per capita by developing and implementing incentives, design and operation standards, promoting alternative energy sources, and cost-effective savings.	
		Policy RC-8-c: Energy Conservation in New Development. Consider providing an incentive program for new buildings that exceed California Energy Code requirements by fifteen percent.	
		Policy RC-8-d: Incentives. Establish an incentive program for residential developers who commit to building all of their homes to ENERGY STAR performance guidelines.	**Not Applicable.** The policy directs the development of an incentive program specific to residential development.
		Policy RC-8-e: Energy Use Disclosure. Promote compliance with State law mandating disclosure of a building's energy data and rating of the previous year to prospective buyers and lessees of the entire building or lenders financing the entire building.	**Not Applicable.** The project proposes new construction. This new structure would be more energy efficient than the existing Costco on Shaw Avenue, which is in a structure that is approximately 40 years old.
	Energy Efficiency in Existing Buildings	**Policy RC-7-i: PACE Financing.** Develop a residential Property Assessed Clean Energy (PACE) program, if it is determined to be a feasible option, to help finance water efficiency and energy efficiency upgrades for property owners.	**Not Applicable.** The policy directs the development of an incentive program specific to residential development.

GHG Plan Strategy Category	Sub-Category	Key or Relevant General Plan Policies[1]	Does it Conflict?
	Self Generation using Solar Panels and Solar Hot Water Systems	**Policy RC-8-h: Solar Assistance.** Identify and publicize information about financial mechanisms for private solar installations and provide over-the-counter permitting for solar installations meeting specified standards, which may include maximum size (in kV) of units that can be so approved.	**Not Applicable.** The policy directs the development of a program to support solar installation.
	Water Conservation Strategies	**Policy RC-6-d: Recycled Water.** Prepare, adopt, and implement a City of Fresno Recycled Water Master Plan.	**Not Applicable.** The policy directs the development of a recycled water plan for the City.
		Policy RC-7-a: Water Conservation Program and 2035 Target. Maintain a comprehensive conservation program that reduces per capita water usage in the city's water service area to 243 gallons per capita per day (gpcd) by 2020 and 190 gpcd by 2035, by adopting conservation standards and implementing a program of incentives, design and operation standards, and user fees. Support programs that result in decreased water demand, such as landscaping standards that require drought-tolerant plants, rebates for water conserving devices and systems, turf replacement, xeriscape landscape for new homes, irrigation controllers, commercial/industrial/institutional water conserving programs, prioritized leak detection program, complete water system audit, landscape water audit and budget program, and retrofit upon resale ordinance. Implement the U.S. Bureau of Reclamation Best Management Practices for water conservation as necessary to maintain the City's surface water entitlements. Adopt and implement policies in the event an artificial lake is proposed for development. Work cooperatively toward effective uniform water conservation measures that would apply throughout the Planning Area. Expand efforts to educate the public about water supply issues and water conservation techniques.	**Not Applicable.** Although these policies are not applicable to an individual commercial development project, the project meets the mandatory outdoor and indoor water use measures. The buildings would include restroom fixtures that are high efficiency to reduce water use. In addition, mechanical heat from refrigeration systems would be captured to preheat hot water tanks. The irrigation system would have water efficient low flow and would be a point source system designed to provide adequate watering to support plant growth and ensure deeply rooted plant material while avoiding excess water application. The system would be programmable and would interface with a weather-based sensor that adjusts the amount of water applied to the plant material based on daily weather conditions. Landscape irrigation would comply with the California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO). Lastly, wash water used for the car wash would be recycled and the car wash shall comply with all regulations pertaining to water conservation and run-off.
		Policy RC-7-d: Update Standards for New Development. Continue to refine water saving and conservation standards for new development.	

GHG Plan Strategy Category	Sub-Category	Key or Relevant General Plan Policies[1]	Does it Conflict?
		Policy RC-7-f: Implementation and Update Conservation Program. Continue to implement the City of Fresno Water Conservation Program, as may be updated, and periodically update restrictions on water uses, such as lawn and landscape watering and the filling of fountains and swimming pools, and penalties for violations. Evaluate the feasibility of a 2035 conservation target of 190 gpcd in the next comprehensive update of the City's Water Conservation Program.	
		Policy RC-7-h: Landscape Water Conservation Standards. Refine landscape water conservation standards that will apply to new development installed landscapes, building on the State Model Water Efficient Landscape Ordinance and other State regulations. Evaluate and apply, as appropriate, augmented xeriscape, "water-wise," and "green gardening" practices to be implemented in public and private landscaping design and maintenance. Facilitate implementation of the State's Water Efficient Landscape Ordinance by developing alternative compliance measures that are easy to understand and observe.	**Not Applicable.** Although this policy is not applicable to an individual commercial development project, to the extent applicable to the project, the project would meet the 2019 California Green Building Standards Code, based on the building permit application submission (i.e., prior to January 1, 2023), which would include mandatory outdoor water use measures.The irrigation system would be a water efficient, low flow point source system designed to provide adequate watering to support plant growth and ensure deeply rooted plant material while avoiding excess water application. The system would be programmable and would interface with a weather-based sensor that would adjust the amount of water applied to the plant material based on daily weather conditions. Landscape irrigation would comply with the California Department of Water Resources MWELO.
Waste Diversion and Recycling and Energy Recovery	Waste Diversion and Recycling and Energy Recovery	**Policy PU-9-a: New Techniques.** Continue to collaborate affected stakeholders and partners to identify and support programs and new techniques of solid waste disposal, such as recycling, composting, waste to energy technology, and waste separation, to reduce the volume and toxicity of solid wastes that must be sent to landfill facilities.	**Does Not Conflict.** The project would recycle construction and demolition waste. Recycled metal would be used in building construction. Additionally, the project would provide recycling canisters in public areas where trashcans are also provided and would recycle pallets.
		Policy PU-9-b: Compliance with State Law. Continue to pursue programs to maintain conformance with the Solid Waste Management Act of 1989 or as otherwise required by law and mandated diversion goals.	
		Policy RC-11-a: Waste Reduction Strategies. Maintain current targets for recycling and re-use of all types of waste material in the city and enhance waste and wastewater management practices to reduce natural resource consumption, including the following measures: ▶ Continue to require recyclable material collection and storage areas in all residential development.	

GHG Plan Strategy Category	Sub-Category	Key or Relevant General Plan Policies[1]	Does it Conflict?
		▶ Establish recycling collection and storage area standards for commercial and industrial facilities to size the recycling areas according to the anticipated types and amounts of recyclable material generated. ▶ Provide educational materials to residents on how and what to recycle and how to dispose of hazardous waste. ▶ Provide recycling canisters and collection in public areas where trash cans are also provided. ▶ Institute a program to evaluate major waste generators and identify recycling opportunities for their facilities and operations. ▶ Continue to partner with the California Integrated Waste Management Board on waste diversion and recycling programs and the CalMax (California Materials Exchange) program. ▶ Evaluate the feasibility of a residential, restaurant and institutional food waste segregation and recycling program, to reduce the amount of organic material sent to landfill and minimize the emissions generated by decomposing organic material. ▶ Evaluate the feasibility of "carbon footprinting" for the City's wastewater treatment facilities, biomass and composting operations, solid waste collection and recycling programs. ▶ Expand yard waste collection to divert compostable waste from landfills. ▶ Study the feasibility and cost-benefit analysis of a municipal composting program to collect and compost food and yard waste, using the resulting compost matter for City park and median maintenance.	
		Policy RC-4-i: Methane Capture. Continue to pursue opportunities to reduce air pollution by using methane gas from the old City landfill and the City's wastewater treatment process.	**Not Applicable.** The policy is specific to landfill and wastewater treatment facilities.
		Policy RC-11-b: Zero Waste Strategy. Create a strategic and operations plan for fulfilling the City Council resolution committing the City to a Zero Waste goal.	**Does Not Conflict.** The project would recycle construction and demolition waste. Recycled metal would be used in building construction. Additionally, the project would provide recycling canisters in public areas where trashcans are also provided and would recycle pallets.

GHG Plan Strategy Category	Sub-Category	Key or Relevant General Plan Policies[1]	Does it Conflict?
	Wastewater	**Policy PU-7-a: Reduce Wastewater.** Identify and consider implementing water conservation standards and other programs and policies, as determined appropriate, to reduce wastewater flows.	**Not Applicable.** Although this policy is not applicable to an individual commercial development project, the wash water used for the car wash would be recycled. The project would install water efficient systems, including restroom fixtures and would also implement water conservation techniques, such as capturing the mechanical heat from refrigeration systems to preheat hot water tanks. Due to this, the project would conserve water and therefore the wastewater flows will be reduced.
		Policy PU-7-d: Wastewater Recycling. Pursue the development of a recycled water system and the expansion of beneficial wastewater recycling opportunities, including a timely technical, practicable, and institutional evaluation of treatment, facility siting, and water exchange elements.	
	Community Involvement and Outreach	**Policy RC-7-g: Educate on State Requirements.** Educate the residents and businesses of Fresno on the requirements of the California Water Conservation Act of 2009.	**Not Applicable.** These policies relate to the City's community outreach.
		Policy RC-8-k: Energy Efficiency Education. Provide long-term and ongoing education of homeowners and businesses as to the value of energy efficiency and the need to upgrade existing structures on the regular basis as technology improves and structures age.	
Municipal Strategies	Municipal Strategies	**Policy RC-7-c: Best Practices for Conservation.** Require all City facilities and all new private development to follow U.S. Bureau of Reclamation Best Management Practices for water conservation, as warranted and appropriate.	**Does Not Conflict.** The project would implement project design features that are consistent with the U.S. Bureau of Reclamation Best Management Practices for water conservation. The project would install water efficient systems, including restroom fixtures. The project would also implement water conservation techniques, such as capturing the mechanical heat from refrigeration systems to preheat hot water tanks. The project would also install efficient landscape irrigation. The irrigation system will be a water efficient low flow, point source system designed to provide adequate watering to support plant growth and ensure deeply rooted plant material while avoiding excess water application. The system would be programmable and would interface with a weather-based sensor that would adjust the amount of water applied to the plant material based on daily weather conditions. Landscape irrigation would comply with the California Department of Water Resources MWELO. The Project would also recycle and reuse water the wash water used for the car wash. Last, the project would meet the 2019 California Green Building Standards Code, based on the building permit application submission (i.e., prior to January 1, 2023), which would include mandatory outdoor water use measures.

GHG Plan Strategy Category	Sub-Category	Key or Relevant General Plan Policies[1]	Does it Conflict?
		Policy RC-7-e: Retrofit City Facilities, and Consider Incentives Programs for to Encourage Retrofitting of Other Existing Public and Private Residential and Non-Residential Facilities and Sites. Reduce water use in municipal buildings and City operations by developing a schedule and budget for the retrofit of existing municipal buildings with water conservation features, such as auto shut-off faucets and water saving irrigation systems. Prepare a comprehensive incentive program for other existing public and private residential and non-residential buildings and irrigation systems.	**Not Applicable.** The project would not include the retrofit of existing building(s).
		Policy RC-8-f: City Heating and Cooling. Reduce energy use at City facilities by updating heating and cooling equipment and installing "smart lighting" where feasible and economically viable.	**Not Applicable.** Although this policy is not applicable to an individual commercial development project, to the extent applicable to the project, the project would meet the 2019 California Green Building Standards Code, based on the building permit application submission (i.e., prior to January 1, 2023), which would include a number of energy saving requirements.
		Policy RC-8-g: Revolving Energy Fund. Create a City Energy Fund which uses first year savings and rebates from completed City-owned energy efficiency projects to provide resources for additional energy projects. Dedicate this revolving fund to the sole use of energy efficiency projects that will pay back into the fund.	**Not Applicable.** The project is not related to City funding.
	Regional Urban Forestry Program	**Policy POSS-1-g: Regional Urban Forest.** Maintain and implement incrementally, through new development projects, additions to Fresno's regional urban forest to delineate corridors and the boundaries of urban areas, and to provide tree canopy for bike lanes, sidewalks, parking lots, and trails.	**Does Not Conflict.** The project would include landscaping near pedestrian walkways. The project's preliminary Landscape Plan proposes 130,535 square feet of landscape area, which is 13% of the total Costco site area and is greater than the landscape area required (98,162 square feet or 10% of the total Costco site area). The plan also includes 354 trees on-site, which is greater than the required number of trees (121 trees). Additionally, the project would provide 51.3% parking lot shading at 15 years, which is greater than the required 50% parking lot shading at 15 years.

[1] Key or relevant General Plan policies for the City of Fresno GHG Plan Strategy obtained from City of Fresno's 2014 Greenhouse Gas Reduction Plan.

Abbreviations:

ATP - Active Transportation Plan
BRT - Bus Rapid Transit
CalMax - California Materials Exchange
D - Design Element
EV - Electric Vehicle
GHG - greenhouse gas
gpcd - gallons per capita per day
HST - High Speed Train
kV - kilovolt
kWh - kilowatt-hour
LU - Land Use Element
MT - Transportation Element
MWELO - Model Water Efficient Landscape Ordinance
PACE - Property Assessed Clean Energy
PG&E - Pacific Gas and Electric
POSS - Park and Open Space
PU - Public Utilities
RC - Resource Conservation
U.S. - United States
UF - Urban Form Element
VMT - Vehicle Miles Traveled

Item 2 in Section 6.2.1 directs that a project incorporate design features or mitigation measures into the project as needed to demonstrate consistency. The project's compliance with these elements is described below in detail.

For Item 2a, the project incorporates street and pedestrian design that complies with complete streets concepts. To provide transportation facilities based upon a complete streets concept that facilitates the balanced use of all viable travel modes, the project would include construction of 12-foot-wide pedestrian and bicycle paths along the project's frontage with West Herndon Avenue and North Riverside Drive. These facilities would be consistent with the City's Active Transportation Plan (ATP). Trail improvements provided by the proposed project would include Class I bicycle facilities along the project's frontage on West Herndon Avenue and North Riverside Drive, which is consistent with future facilities identified in the City of Fresno's ATP (City of Fresno 2016) adjacent to the project site. The proposed project also involves the construction of West Spruce Avenue along the northern project site boundary. The City has identified the construction of Spruce Avenue, including Class II bicycle facilities, as a condition of approval (City of Fresno 2022), which would be consistent with the City of Fresno's ATP.

Additionally, project's off-site improvements include construction of bicycle facilities along its western, southern, and northern frontages (North Riverside Drive, West Herndon Avenue, and Spruce Avenue, respectively) and would be consistent with the City of Fresno ATP.

Lastly, applicant would extend West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue. The connection would be consistent with the City of Fresno ATP. The asphalt roadway would include curb, gutter, sidewalk, Class II bicycle facilities, and streetlights.

For Item 2b, the building design will comply with the design requirements included in the City of Fresno Development Code. These include, but are not limited to, the use of enhanced cornices to achieve building articulation requirements, using consistent materials and massing around the entire building and selecting material terminations at intentional locations along the façade instead of at building corners.

Item 2c focuses on alternative energy generation. The project would incorporate renewable energy from PG&E's "Solar Choice" program, supplying the project with 100 percent renewable energy.

Item 2d focuses on compliance with City water conservation standards. The project would comply with all mandatory indoor/outdoor water use measures implemented by the City and State. The irrigation system would be a water efficient low flow, point source system designed to provide adequate watering to support plant growth and ensure deeply rooted plant material while avoiding excess water application. The system would be programmable, allowing operation during late night and or early morning hours, with multiple start times and cycles. The system would interface with a weather-based sensor that would adjust the amount of water applied to the plant material based on daily weather conditions. Irrigation materials specified for the site would be selected on the basis of durability and ease of maintenance. Landscape irrigation would comply with the California Department of Water Resources Model Water Efficient Landscape Ordinance. Additionally, the project would implement high-efficiency restroom fixtures that would reduce water use and the car wash comply with all regulations pertaining to water conservation and run-off.

Item 3 in Section 6.2.1 concerns implementing project design features suitable for the development type and location, such as enhancing connections to regional bikeways and trail systems. The project's off-site improvements include construction of bicycle facilities along its western, southern, and northern frontages (North Riverside Drive, West Herndon Avenue, and Spruce Avenue, respectively), thereby providing connections to existing bicycle facilities on those roads. These improvements would be consistent with the City of Fresno ATP.

Trail improvements provided by the project would include Class I bicycle facilities along the project's frontage on West Herndon Avenue and North Riverside Drive, which is consistent with future facilities identified in the City of Fresno's ATP adjacent to the project site.[132] Development of the project would not physically obstruct access to existing recreational opportunities, including the trails along the San Joaquin River that connect to Riverbottom Park. Moreover, the project would facilitate multi-modal access to these existing facilities through construction of 12-foot-

132 City of Fresno. 2016. Active Transportation Plan. December. Available at: https://www.fresno.gov/wp-content/uploads/2023/07/170022FresnoATPFinal2017Amended042022_compressed-1.pdf. Accessed: August 2025.

wide pedestrian and bicycle paths along the project's frontage with West Herndon Avenue and North Riverside Drive. These paths would be consistent with the City's ATP and would support General Plan Policies POSS-3-c and POSS-7-h regarding linking city pathways with parks and the San Joaquin Parkway Trail Networks. The project would not preclude access to existing or planned recreational facilities.

The applicant would extend West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue. The connection would be consistent with the City of Fresno ATP. The asphalt roadway would include curb, gutter, sidewalk, Class II bicycle facilities, and streetlights.

The project also includes a redesignation of Herndon Avenue from Expressway Area to Superarterial, which allows for multiple modes of travel traffic, including pedestrian and bikes. This could lead to further development of these types of non-vehicular facilities, including bike lanes and sidewalks, which are not currently allowed under the Expressway Area designation.

Item 4 in Section 6.2.1 notes that a project must either fill out the Fresno Green checklist point requirements or meet the U.S. Green Building Council's LEED Program. While this item refers to the Fresno Green checklist for use in evaluating project consistency with the GHGRP, the City retired this checklist program under the 2014 GHGRP. This is because the CalGreen Building Code superseded most of the items addressed in that former program. The project would meet all applicable elements of the CalGreen Building Code in effect at the time of building permit application. Therefore, the project would meet this last requirement under Section 6.2.1.

As the project includes a General Plan amendment, the project would also be subject to the requirements of "Section 6.2.2 – New Discretionary Development requiring a General Plan Amendment."

The requirements of Section 6.2.2 are as follows[133]:

1. Comply with all of the measures listed above [in Section 6.2.1] for ministerial and discretionary projects.
2. Ensure that change in land use designation would not result in a significant increase in GHG emissions compared to the existing designation (would require a GHG technical study to quantify GHG emissions and benefits of project design features).
3. Projects currently designated for residential or commercial development that increase development densities and intensities and comply with all other relevant General Plan policies and City design standards are considered to have less than significant GHG impacts.
4. Emissions from stationary sources for new industrial projects are not considered in the significance determination; however, emissions from motor vehicles trips generated by the project and energy efficiency of the building are considered.
5. Projects that propose decreases in development densities or intensities requiring a General Plan will require analysis to determine the impacts on the General Plan land use strategy and must identify mitigation measures to reduce greenhouse gas emissions beyond those required by regulation if needed.

Item 1 of Section 6.2.2 mandates the project to comply with all measures listed in Section 6.2.1 for ministerial and discretionary projects. Those have been addressed above.

Item 2 of the list in Section 6.2.2. notes that the project must ensure the change in land use designation would not result in a significant increase in GHG emissions compared to the existing designation, and notes this requires a GHG technical study to quantify the GHG emissions and benefits of project design features. A GHG technical study was conducted to quantify the GHG emissions and address the benefits of project design features. This study included the emissions from motor vehicle trips, as required by **Item 4** of Section 6.2.2. Such study is reflected in this section as well as in the details set forth in Appendix F. The project proposes a change in the General Plan land use designation;

[133] City of Fresno. 2014. General Plan and Development Code Update – Greenhouse Gas Reduction Plan. July. Available here: https://www.fresno.gov/wp-content/uploads/2023/03/F-2-Greenhouse-Gas-Reduction-Plan.pdf. Accessed: August 2025.

however, the purpose of such change is merely to allow a car wash on the project site. Such change to accommodate the car wash would not itself significantly increase vehicle trips and related GHG emissions.

Item 3 under Section 6.2.2 notes that projects currently designated for commercial development densities and that increase development densities but comply with all other relevant General Plan policies and City design standards are considered to have less than significant GHG impacts. The project includes an amendment to alter the existing designation from Community Commercial to General Commercial. Based on the allowable floor-to-area ratio anticipated under these two designations, the General Commercial designation has the potential to allow development that would generate greater emissions than the Community Commercial zoning designation. As the proposed project would increase allowable development densities and intensities (though the purpose of the amendment in the context of the project is merely to allow the car wash use), compliance with relevant General Plan policies and City design standards is evaluated to determine whether the project will have less than significant GHG impacts, consistent with Item 3 under Section 6.2.2. Per the discussion above and Table 3.7-8 evaluating General Plan policies related to GHG reduction, as well as the discussion in the Land Use section of the 2024 EIR (Impact 3.10.1), the project will be consistent with relevant General Plan policies and design standards. Thus, under the standards of the GHGRP, the project would result in less than significant GHG impacts.

Summary

Based on the analysis provided above, the project would not conflict with or impede the state's ability to meet its GHG reduction goals and, therefore, the project's GHG emissions will be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.7-2: Conflict with an Applicable Plan, Policy, or Regulation Adopted for the Purpose of Reducing the Emissions of GHGs

The project would comply with all laws and regulations governing GHG reduction, and would not conflict with an applicable plan, policy or regulation adopted to reduce GHG emissions. Therefore, this impact would be **less than significant**.

The project would comply with all laws and regulations governing the reduction of GHG emissions. The project aligns with Federal Vehicle Standards, which regulate fuel efficiency and GHG emissions from motor vehicles. Additionally, the project would comply with Title 24 of the California Code of Regulations, which establishes energy efficiency standards for residential and non-residential buildings, contributing to GHG emission reductions. Finally, the project would comply with the California Renewables Portfolio Standards and the Low Carbon Fuel Standard, and would not conflict with the ability of these policies to reduce the carbon intensity of electricity and fuels used in California.

The project would not conflict with applicable state, regional, or local plans and policies adopted to reduce GHG emissions. Such applicable plans and policies are listed in Impact 3.7-1, and are as follows: 2022 Scoping Plan, Fresno COG RTP/SCS, Fresno COG PCAP, and City of Fresno GHGRP. As discussed in Impact 3.7-1, the project would not conflict with applicable plans adopted for the purpose of reducing GHG emissions. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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Appendix A

Greenhouse Gas Emissions Technical Report

Prepared for
Ascent Environmental, Inc.
Sacramento, California

Project Number
1690023335

Date
November 2025

COSTCO COMMERCIAL CENTER GREENHOUSE GAS EMISSIONS TECHNICAL APPENDIX

FRESNO, CALIFORNIA

RAMBOLL

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ATTACHMENTS

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AB	Assembly Bill
ACC	Advanced Clean Cars
AP-42	United States Environmental Protection Agency's Compilation of Air Pollutant Emission Factors
CalEEMod®	California Emission Estimator Model®
CalRecycle	California Department of Resources Recycling and Recovery
CAMX	California and Mexico
CARB	California Air Resources Board
CEC	California Energy Commission
CFCs	Chlorofluorocarbons
CH_4	Methane
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
EF	emission factor
EIR	Environmental Impact Report
EMFAC	EMission FACtors model
GHG	greenhouse gas
GWP	global warming potential
HFCs	hydrofluorocarbons
IPCC	Intergovernmental Panel on Climate Change
lbs	Pounds
MDO	Market delivery operation
MSW	Municipal solid waste
MT	metric tons
N_2O	nitrogen dioxide
NHTSA	National Highway Traffic Safety Administration
OFFROAD	Off-road Emissions Inventory Program model
PG&E	Pacific Gas and Electric
RPS	Renewables Portfolio Standards
SAFE	Safer Affordable Fuel-Efficient
SCAQMD	South Coast Air Quality Management District
TRU	transportation refrigeration unit
USEPA	United States Environmental Protection Agency
VMT	vehicle miles traveled

1. INTRODUCTION

Ramboll US Consulting, Inc. (Ramboll) was retained to assist in preparing the Greenhouse Gas Emissions and Climate Change section of the Draft Environmental Impact Report (EIR) along with this accompanying Greenhouse Gas (GHG) Emissions Appendix for the proposed Costco warehouse and gasoline dispensing facility in Fresno, California (Project).

This GHG Emissions Technical Appendix discusses and documents the methodology used to evaluate GHG emissions related to both construction and operation of the Project.

2. PROJECT GHG EMISSIONS INVENTORY

This section describes the methodology that Ramboll used to develop the GHG emission inventories associated with the Project, which include one-time emissions (construction emissions and emissions due to vegetation changes) and operational emissions. Sub-categories of GHG operational emissions include: **area sources, energy use**, **water supply and wastewater**, **solid waste,** and **mobile sources**. The emissions inventory reflects the reasonably foreseeable change based on the discontinued operation of the Costco Warehouse located at 4500 W Shaw Avenue. For purposes of this analysis, 4500 W Shaw Avenue is assumed to be backfilled by another retail use within the existing shopping center.

2.1 Measurement, Resources and Baseline Condition

2.1.1 Units of Measurement: Tonnes of CO_2 and CO_2e

In this report, the term "GHGs" includes gases that contribute to the natural greenhouse effect, such as carbon dioxide ($CO_{2)}$, methane (CH_4), nitrogen dioxide (N_2O), and water, as well as gases that are only man-made and that are emitted through the use of modern industrial products, such as hydrofluorocarbons (HFCs) and chlorofluorocarbons (CFCs). GHG emissions are typically measured in terms of mass of carbon dioxide equivalent (CO_2e). CO_2e are calculated as the product of the mass of a given GHG and its specific global warming potential (GWP). GWPs of 25 and 298 were used for CH_4 and N_2O, respectively, for this analysis. In many sections of this report, including **Section 2.4**, emissions are presented in units of CO_2e either because the GWPs of CH_4 and N_2O were accounted for explicitly, or the CH_4 and N_2O are assumed to contribute a negligible amount of GWP when compared to the CO_2 emissions from that particular emissions category.

In this report, a tonne refers to 1,000 kilograms or a metric ton (MT). Additionally, exact totals presented in all tables and report sections may not equal the sum of components due to independent rounding of numbers.

2.1.2 Resources

2.1.2.1 CalEEMod® Methodology

Ramboll primarily utilized the California Emissions Estimator Model (CalEEMod®) version 2020.4.0[1] methodology to assist in quantifying the GHG emissions in the inventories presented in this report for the Project. CalEEMod® provides methodology to calculate both construction emissions and operational emissions from a land use development project. It calculates total or annual GHG emissions. Specifically, the model methodology aids the user in the following calculations:

- One-time short-term construction emissions associated with demolition, site preparation, grading, building, and paving from off-road construction equipment, and on-road mobile equipment associated with workers, vendors, and hauling.
- One-time vegetation sequestration changes, such as permanent vegetation land use changes and new tree plantings.

[1] SCAQMD. 2021. California Emissions Estimator Model®. Available at: https://www.aqmd.gov/caleemod/. Accessed: August 2025.

- Operational emissions associated with the fully built out land use development, such as on-road mobile vehicle traffic generated by the land uses, off-road emissions from landscaping equipment, natural gas usage in the buildings, electricity usage in the buildings, water usage by the land uses, and solid waste disposal by the land uses.

CalEEMod® is a statewide program designed to calculate both criteria pollutant and GHG emissions from development projects in California. It was developed under the auspices of the South Coast Air Quality Management District (SCAQMD), with input from other California air districts, and is currently supported by numerous lead agencies for use in quantifying the emissions associated with development projects undergoing environmental review. CalEEMod® utilizes widely accepted models for emission estimates combined with appropriate default data that can be used if site-specific information is not available. These models and default estimates use sources such as the United States Environmental Protection Agency (USEPA) AP-42 emission factors,[2] California Air Resources Board (CARB)'s on-road and off-road equipment emission models such as the EMission FACtor model (EMFAC) and the Off-road Emissions Inventory Program model (OFFROAD), and studies commissioned by California agencies such as the California Energy Commission (CEC) and California Department of Resources Recycling and Recovery (CalRecycle).

As mentioned above, CalEEMod® is based upon the CARB-approved OFFROAD and EMFAC models. OFFROAD[3] is an emission factor model used to calculate emission rates from off-road mobile sources (e.g., construction equipment, agricultural equipment). The off-road diesel emission factors used by CalEEMod® are based on the CARB OFFROAD2011 program. EMFAC is an emission factor model used to calculate emissions rates from on-road vehicles (e.g., passenger vehicles). CalEEMod® 2020.4.0 contains EMFAC2017 emission factors. The latest version of EMFAC at the time of analysis was the CARB EMFAC2021v1.0.2 model.[4]

In addition, CalEEMod® contains default values and existing regulation methodologies to use in each specific local air district region. Appropriate statewide default values can be utilized if regional default values are not defined. Ramboll used default factors for the Fresno County area (within the San Joaquin Valley Air Pollution Control District's jurisdiction) for the emissions inventory, unless otherwise noted in the methodology descriptions below.

Details regarding the specific methodologies used by CalEEMod® can be found in the CalEEMod® User's Guide and associated appendices.[5]

[2] The USEPA maintains a compilation of Air Pollutant Emission Factors and process information for several air pollution source categories. The data is based on source test data, material balance studies, and engineering estimates. Available at: https://www.epa.gov/air-emissions-factors-and-quantification/ap-42-compilation-air-emissions-factors. Accessed: August 2025.

[3] CARB. 2011. Off Road Mobile Source Emission factors. Available at: https://ww2.arb.ca.gov/our-work/programs/msei/road-categories/road-diesel-models-and-documentation. Accessed: August 2025.

[4] CARB. 2021. EMFAC2021. Available at: https://arb.ca.gov/emfac/. Accessed: August 2025.

[5] SCAQMD. 2021. California Emissions Estimator Model User's Guide. Version 2020.4.0. Available at: https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/01_user-39-s-guide2020-4-0.pdf. Accessed: August 2025.

2.1.2.2 OFFROAD2017

The latest version of OFFROAD at the time of analysis was OFFROAD2017. The exhaust emission factors for each equipment at each horsepower range were back-calculated from total daily emissions reported in the model output files and annual usage in terms of horsepower-hours for each equipment type in the specified region and calendar year. These emission factors are then used in the calculation of Project emissions for each type of equipment utilized within the Project.

2.1.2.3 Other Resources

Ramboll directly or indirectly relied on emissions estimation guidance from government sponsored organizations, government-commissioned studies of energy use patterns, Project-specific studies (e.g., Kittelson's Fresno Costco Relocation Transportation Impact Analysis),[6] and emission estimation software as described above. In cases noted below, third-party studies were also relied upon to support analyses and assumptions made outside of the approach described above.

2.1.3 Indirect GHG Emissions from Electricity Use

Project-related electricity use results in indirect emissions, due to electricity generation activities occurring at off-site power plant locations. For the Project, electrical power will be supplied by Pacific Gas and Electric Company (PG&E) and the Project will participate in the PG&E "Solar Choice" program, which is PG&E's program to provide 100% solar electricity to customers. While the anticipated indirect emissions from electricity are expected to be zero due to the Project's participation in the PG&E "Solar Choice" program, the analysis conservatively models GHG emissions based on PG&E's default utility emission factor. The indirect GHG emissions created as a result of Project-related electricity use are calculated through application of the following methodology.

For purposes of electricity use, intensity factors are GHG emission rates from a given source relative to the energy generation activities, and are expressed in terms of the amount of GHG released per megawatt of energy produced. The default electricity intensity factors for PG&E in CalEEMod® for CO_2, CH_4, and N_2O are 203.983, 0.033, and 0.004 pounds (lbs) of GHG per megawatt-hour, respectively. The CalEEMod® CO_2 default factor is based on the emission factor provided to Sacramento Metro Air Quality Management District by PG&E. The CH_4 and N_2O default factors are based on E-Grid values for the Western Electricity Coordinating Council California and Mexico (CAMX) region. PG&E's Power/Utility Protocol reports show that renewable energy sources do not result in any new CO_2 emissions.

While CalEEMod®'s emission factors for CH_4 and N_2O conservatively were used for this Project, CalEEMod®'s CO_2 intensity factor was modified based on PG&E's 2019 Corporate Sustainability Report, to account for the Renewables Portfolio Standard's (RPS) requirement for 2030 (i.e., 60 percent RPS). The 2017 and 2018 mix of renewable and non-renewable energy sources in PG&E's energy supply were both used to calculate the intensity factors for PG&E's non-renewable energy (for disclosure purposes, PG&E's 2020 RPS is 30.6 percent).[7] The PG&E data provides the basis for the estimate of the intensity factors for the non-renewable energy; and this data is used to project what the intensity factors will be

[6] Kittelson & Associates, Inc. 2023. Fresno Costco Relocation Transportation Impact Analysis. May.

[7] PG&E. 2021 Corporate Responsibility and Sustainability Report. Available at: https://www.pgecorp.com/corp_responsibility/reports/2021/pf04_renewable_energy.html. Accessed: August 2025.

when the Project reaches build-out. The intensity factor for CO_2 is calculated by multiplying the percentage of energy delivered by PG&E from non-renewable energy resources with the intensity factor for non-renewable energy as calculated (see **Section 2.3.4** below).

2.2 One-Time Emissions

One-time emissions are those emissions that are not reoccurring over the life of the Project. This includes emissions associated with construction and emissions associated with land use changes.

2.2.1 Construction Emissions

This section describes the estimation of GHG emissions from construction activities at the Project site. While the exact construction schedule and equipment mix may vary from the current analysis, the GHG emissions are not expected to be higher than that calculated given the conservative assumptions included in this analysis.

The major construction phases included in this analysis are:

- Demolition: involves removing buildings or structures.
- Site Preparation: involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.
- Grading: involves the cut and fill of land to ensure the proper base and slope for the construction foundation.
- Building Construction: involves the construction of structures and buildings.
- Paving: involves the laying of concrete or asphalt such as in parking lots or roads.
- Architectural Coating: involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

GHG emissions from these construction phases are attributable to fuel use from construction equipment usage onsite and from on-road worker, vendor, and hauling trips.

Ramboll primarily used CalEEMod® to quantify the construction emissions. The modeled construction schedule is shown in **Table 2-1**. As shown in **Table 2-1**, it was assumed that construction of the Project would begin in May 2023 and end in November 2023. The construction off-road equipment list is a Project-specific estimate; the off-road equipment specifications are based on CalEEMod® model defaults.

The construction-related equipment mix assumptions are shown in **Table 2-2. Table 2-3** presents the material handling volumes which are anticipated to be imported and exported. **Table 2-4** includes the Project-specific demolition assumptions.

2.2.1.1 Emissions from On-Road Construction Trips

Construction generates on-road vehicle GHG emissions from personal vehicles for worker and vendor commuting, and trucks for soil and material hauling. These emissions are based on the number of trips and vehicle miles traveled (VMT), along with emission factors from EMFAC. Default model trip rates were used for construction. The emissions from mobile

sources were calculated in CalEEMod® with the trip rates, trip lengths, and emission factors for running exhaust from EMFAC as follows:[8]

$$\text{Emissions}_{\text{pollutant}} = \text{VMT} * \text{EF}_{\text{running, pollutant}}$$

Where:

$\text{Emissions}_{\text{pollutant}}$ = emissions from vehicle running for each pollutant

VMT = vehicle miles traveled

$\text{EF}_{\text{running, pollutant}}$ = emission factor for running emissions

On-road construction trip emissions are presented in the CalEEMod® output in **Attachment A**.

2.2.1.2 Emissions from Construction Equipment

The emissions associated with construction equipment are from off-road equipment engine use based on the equipment list and phase length, and on-road vehicle trips and phase length.

Since the majority of the off-road construction equipment used for construction projects are diesel-fueled, CalEEMod® assumes all of the equipment operates on diesel fuel. The calculations include the running exhaust emissions from off-road equipment. Since the equipment is assumed to be diesel, there are no starting emissions associated with the equipment, as these are *de minimis* for diesel-fueled equipment. The exhaust emissions are calculated based on CARB's OFFROAD2011 methodology using the equation presented below.[9]

$$\text{Emissions}_{\text{Diesel}} = \sum_{i} \left(\text{EF}_i \times \text{Pop}_i \times \text{AvgHP}_i \times \text{Load}_i \times \text{Activity}_i\right)$$

Where:

EF = Emission factor in grams per horsepower-hour (g/bhp-hr) as processed from OFFROAD2011

Pop = Population, or the number of pieces of equipment

AvgHp = Maximum rated average horsepower

Load = Load factor

Activity = Hours of operation

i = equipment type

Emissions for off-road construction equipment for each phase of construction are detailed in **Attachment A**.

[8] SCAQMD. 2021. California Emissions Estimator Model® User's Guide, Appendix A. Available at: https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-a2020-4-0.pdf. Accessed: August 2025.

[9] SCAQMD. 2021. California Emissions Estimator Model® User's Guide, Appendix A. Available at: https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-a2020-4-0.pdf. Accessed: August 2025.

2.2.1.3 Total Construction Emissions

The Project construction emissions were run within CalEEMod® to generate the annual emissions. The total emissions from construction from all phases for off-road and on-road emissions in 2023 are summarized in **Attachment A**.

2.2.2 Vegetation Changes

Vegetation changes that occur as a result of land use development constitute a one-time change in the carbon sequestration capacity of a project site. In this case, the land the Project will occupy is vacant/unvegetated and the new landscaping is conservatively not included.

2.3 Annual Operational Emissions

This section describes the estimation of GHG emissions from operational activities at the Project site. The operational emissions were calculated with CalEEMod® and separately for mobile source emissions. Operational GHG emissions are calculated for landscaping, natural gas and electricity usage, on-road mobile trips, water usage, and solid waste generated. Operational emissions are evaluated for the first year of Project Operation in 2023.

2.3.1 Area Sources

Area sources are direct sources of GHG emissions, such as emissions from landscaping activities. The area source GHG emissions included in this analysis are landscaping-related fuel combustion sources, such as lawn mowers.

2.3.2 Mobile Sources

The GHG emissions associated with on-road mobile sources are generated from employees' vehicles, members vehicles, and delivery trucks visiting the site. The GHG emissions associated with on-road mobile sources include running and starting exhaust emissions. Running emissions are dependent on VMT. Starting emissions are associated with the number of starts or time between vehicle uses and the assumptions used in determining these values are described below. Ramboll calculated mobile source emissions using trip rates and trip length information based on analyses conducted by Kittelson.

The analysis includes the benefit of reductions from some adopted regulatory programs, which are accounted within EMFAC2021 as follows:

- Assembly Bill (AB) 1493 ("the Pavley Standard") required CARB to adopt regulations by January 1, 2005, to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 and thereafter. EMFAC2021 includes emission reductions for non-commercial passenger vehicles and light-duty trucks of model year 2017 – 2025.
- The Advanced Clean Cars (ACC) program adopted by CARB, introduced in 2012, combines the control of smog, soot causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2015 through 2025. EMFAC2021 includes reductions associated with this regulation that are represented in this analysis.

- The USEPA/National Highway Traffic Safety Administration (NHTSA) advanced fuel economy and GHG standards (Phase 1) were adopted in 2011 for medium and heavy-duty trucks for model years 2014-2018.[10] This Heavy-Duty National Program is intended to reduce fuel use and GHG emissions from medium- and heavy-duty vehicles, semi-trucks, pickup trucks and vans, and all types and sizes of work trucks and buses in between. EMFAC2021 includes reductions associated with this regulation that are represented in this analysis.
- The USEPA/NHTSA advanced fuel economy and GHG standards (Phase 2) were adopted in 2016 for medium- and heavy-duty trucks for model years 2018 and beyond.[11] The Phase 2 program includes technology-advancing standards that substantially reduce GHG emissions and fuel consumption resulting in an ambitious, yet achievable, program that will allow manufacturers to meet the applicable standards over time, at reasonable cost, through a mix of different technologies. The Phase 2 program's standards will be phased in, beginning with model year 2021 and culminating with model year 2027.[12]

In June 2020, CARB released EMFAC off-model adjustment factors to account for the Final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule.[13] The SAFE Rule has been incorporated into this analysis as it is incorporated in EMFAC2021.

2.3.2.1 Estimating Mobile Source Emissions

Mobile source emissions calculation requires trip rates and trip lengths for each different trip type in the Project (e.g., employee vehicles member vehicles, and delivery trucks).

The following sections describe the methodology to derive the necessary inputs.

Trip Generation Rates

The trip generation rates for the Project were based on Kittelson data. The trips for the northeast corner of W. Herndon Ave. and N. Riverside Dr (Herndon/Riverside) and 4500 W Shaw Ave are shown in **Attachment B** in **Table B-1a** and **Table B-1b**.

Trip Lengths

The Project trip lengths were based on the Kittelson analysis, other than the market delivery operation (MDO) delivery truck trip length, which was based on the average routed round trip length for Fresno MDO deliveries. These trip lengths for Herndon/Riverside and 4500 W Shaw Ave are represented in **Attachment B, Table B-1a** and **Table B-1b**, respectively.

[10] USEPA, Office of Transportation and Air Quality. 2011. Available at: https://www.gpo.gov/fdsys/pkg/FR-2011-09-15/pdf/2011-20740.pdf. Accessed: August 2025.

[11] USEPA, Office of Transportation and Air Quality. 2016. Available at: https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf. Accessed: August 2025.

[12] The emission reductions attributable to Phase 2 of the regulations for medium- and heavy-duty trucks were not included in the Project's emissions inventory due to the difficulty in quantifying the reductions. Excluding these reductions results in a more conservative (i.e., higher) estimate of emissions for the Project.

[13] CARB. 2020. EMFAC Off-Model Adjustment Factors for Carbon Dioxide (CO2) Emissions to Account for the SAFE Vehicles Rule Part One and the Final SAFE Rule. Available at: https://ww2.arb.ca.gov/sites/default/files/2023-02/emfac_off_model_co2_adjustment_factors_06262020-final.pdg. Accessed: August 2025.

Fleet Mix

The fleet mixes derived based on CalEEMod® and EMFAC2021 were used to determine the mix of light-duty vehicles used for member vehicles and employee vehicles. The MDO delivery trucks, fuel delivery trucks, and warehouse delivery trucks were assumed to be diesel-fueled heavy-heavy-duty trucks. The fleet mixes for the operational mobile trips are shown in **Table B-2** of **Attachment B**.

Transport Refrigeration Units

The Project includes Transport Refrigeration Units (TRUs), which are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including truck vans, semi-truck trailers, shipping containers, and railcars. These TRUs account for approximately 15% of the warehouse delivery trucks. This analysis assumes that TRUs are plugged in at the loading dock. OFFROAD2021 has emission factors for TRUs, which were obtained for Fresno County in 2023. Emissions of CO_2 from TRUs were estimated, as shown in **Table 2-6**.

2.3.2.2 Mobile Source Emissions

The weighted emission factors from running exhaust for each vehicle type are presented in **Attachment B, Table B-3**. Starting exhaust emission factors for each vehicle type are displayed in **Attachment B, Table B-4**. Idling emission factors for passenger vehicles and delivery trucks are presented in **Attachment B, Table B-5**. The overall mobile source emissions from running, starting, and idling are shown in **Attachment B, Table B-6a** and **B-6b**, along with the VMT, trips, and idling durations.

2.3.3 Water Supply, Treatment and Distribution

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute the Project's water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Additionally, direct CH_4 and N_2O emissions result from the treatment of wastewater. Water demand and wastewater generation values were based on CalEEMod® defaults.

The water usage and associated GHG emissions are shown in **Attachment A**.

2.3.4 Energy Use

Energy usage within buildings (e.g., electricity and natural gas fueled equipment) contribute to the facility's GHG inventory. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.

To estimate GHG emissions from the natural gas and electricity usage for the Project, Ramboll utilized CalEEMod® default assumptions, which incorporate Title 24 2019 Standards. **Table 2-5** identifies the emission factors for electricity (i.e., pounds of CO_2 per megawatt-hour delivered) used in this analysis. As illustrated in **Table 2-5**, a PG&E-specific emission factor that accounts for interpolation between the 33 percent RPS required by 2020 and 60 percent RPS required by 2030, as discussed in **Section 2.1.3**, was calculated based on 41.1 percent RPS in 2023. The Project will participate in the PG&E "Solar Choice" program, which is PG&E's program to provide 100% solar electricity to customers. Therefore, the anticipated indirect emissions from electricity are expected to be zero. The reported GHG

emissions from energy are conservative represented based on the default utility emission factor.

The annual natural gas and electricity use and corresponding GHG emissions for the Project are shown in **Attachment A**.

2.3.5 Solid Waste

Municipal solid waste (MSW) is the amount of material that is disposed of by landfilling, recycling, or composting. CalEEMod® calculates the indirect GHG emissions associated with waste that is disposed of at a landfill. The program uses annual waste disposal rates from the CalRecycle data for individual land uses. CalEEMod® uses the overall California Waste Stream composition to generate the necessary types of different waste disposed into landfills. The program quantifies the GHG emissions associated with the decomposition of the waste, which generates methane based on the total amount of degradable organic carbon. The program quantifies the CO_2 emissions associated with the combustion of methane, if applicable. Default landfill gas concentrations were used as reported in Section 2.4 of AP-42. The Intergovernmental Panel on Climate Change (IPCC) has a similar method to calculate GHG emissions from MSW in its 2006 Guidelines for National Greenhouse Gas Inventories.

Solid waste generation associated with the Project is based on default values for waste generation in CalEEMod®**.** The Project's solid waste generation and GHG emissions associated with solid waste are provided in **Attachment A.**

2.4 Total Annual Operational Emissions

As shown in **Table 2-7**, the Project emissions are projected to be 22,428 MT CO_2e per year. The total GHG emissions from Project construction are forecast to be 1,047 MT CO_2e and are summarized in **Attachment A** for construction off-road equipment and mobile trips. When amortized over a period of 30 years, the emission estimates for the Project construction become 35 MT CO_2e/yr.[14] The total GHG emissions of 22,428 MT CO2e per year includes the amortized construction emissions.

[14] This approach to one-time construction and vegetation change GHG emissions is based on the GHG Threshold Working Group Meeting #13 Minutes from August 26, 2009. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-13/ghg-meeting-13-minutes.pdf. Accessed: August 2025.

TABLES

Table 2-1. Construction Schedule
Costco Commercial Center
Fresno, California

CalEEMod® Phase Type[1]	Start Date[1]	End Date[1]	Phase Duration[2] (days)
Demolition	5/1/2023	5/8/2023	7
Site Preparation	5/1/2023	5/8/2023	7
Grading	5/9/2023	6/12/2023	30
Grading/BC Overlap	6/13/2023	7/5/2023	20
Building Construction	7/6/2023	11/10/2023	110
Paving	7/29/2023	9/13/2023	40
Architectural Coating	9/14/2023	11/10/2023	50

Notes:
[1] Construction phases and duration are based on Project-specific estimates.
[2] The construction work week was assumed to be 6 days per week.

Abbreviations:
CalEEMod® - California Emissions Estimator Model

Table 2-2. Construction Equipment
Costco Commercial Center
Fresno, California

Phase Name	Offroad Equipment Type[1]	Number of Equipment[1]	Usage Hours[2] (hours/day)	Equipment Horsepower[2] (hp)	Equipment Load Factor[2]
Demolition	Concrete/Industrial Saws	1	8	81	0.73
	Excavators	3	8	158	0.38
	Rubber Tired Dozers	2	8	247	0.4
Site Preparation	Tractors/Loaders/Backhoes	4	8	97	0.37
Grading	Graders	3	8	187	0.41
	Other Construction Equipment	2	8	401	0.42
	Paving Equipment	1	8	132	0.36
	Rubber Tired Dozers	4	8	247	0.4
	Scrapers	2	8	367	0.48
	Surfacing Equipment	1	8	263	0.3
	Tractors/Loaders/Backhoes	2	8	97	0.37
Grading/BC Overlap	Excavators	3	8	158	0.38
	Rough Terrain Forklifts	2	8	100	0.4
	Rubber Tired Dozers	3	8	247	0.4
	Tractors/Loaders/Backhoes	3	8	97	0.37
Building Construction	Excavators	3	8	158	0.38
	Rough Terrain Forklifts	2	8	100	0.4
	Rubber Tired Dozers	3	8	247	0.4
	Tractors/Loaders/Backhoes	3	7	97	0.37
Paving	Rough Terrain Forklifts	1	8	100	0.4
	Rubber Tired Dozers	2	8	247	0.4
	Tractors/Loaders/Backhoes	2	8	97	0.37
Architectural Coating	Air Compressors	1	6	78	0.48

Notes:

[1] Number and type of offroad equipment for the Grading, Grading/BC Overlap, Building Construction, and Paving phases based on Project-specific data. Equipment used in the Demolition and Architectural Coating phases are based on CalEEMod® default values.

[2] Equipment usage hours, horsepower, and load factor are based on CalEEMod® defaults, with the exception of the horsepower value for "Other Construction Equipment" during the Grading phase. The "Other Construction Equipment" represents soil compactors and is based is based on project-specific data.

Abbreviations:

CalEEMod® - California Emissions Estimator Model

hp - horsepower

Table 2-3. Construction Material Movement
Costco Commercial Center
Fresno, California

Phase Name	Material Imported[1] (yd^3)	Material Exported[1] (yd^3)
Grading	60,000	0
Grading/BC Overlap	0	3,000

Notes:

[1] Soil import and export quantities based on project-specific data.

Abbreviations:

yd^3 - cubic yard

Table 2-4. Construction Demolition Assumptions
Costco Commercial Center
Fresno, California

Phase Name	Size Metric	Unit Amount[1]
Demolition/Site Prep	Tons of Debris	10

Notes:

[1] Square-footage quantity based on project-specific data.

Table 2-5. Utility GHG Emission Factor Associated with Renewable Portfolio Standard
Costco Commercial Center
Fresno, California

Energy Delivered [MWh]				
	2017	**2018**	**Average**	**Units**
CO_2 Intensity Factor per Total Energy Delivered[1]	210	206	208	lbs CO_2/MWh delivered
% of Total Energy From Renewables[2]	33.0%	38.9%	36.0%	
CO_2 Intensity Factor per Total Non-Renewable Energy[3]	314	338	325	lbs CO_2/MWh delivered

Calculated Intensity Factors for Total Energy Delivered[4]				
2020 RPS (33%)	210.4	226.2	218.0	lbs CO_2/MWh delivered
2030 RPS (60%)	125.6	135.1	130.1	lbs CO_2/MWh delivered
2023 RPS[5]	185.0	198.9	191.6	lbs CO_2/MWh delivered

Year	**Emission Factors (lb/MWh)**			
	CO_2	**CH_4**	**N_2O**	**CO_2e**
2018	208.4	0.033	0.004	210.4
2023	191.61	0.033	0.004	193.6

Notes:

[1]2017 and 2018 intensity factors per total energy delivered available at: https://www.theclimateregistry.org/our-members/cris-public-reports/. Accessed: September 2021.

[2]Percent of total energy from RPS-eligible renewables are from the PG&E 2018 and 2019 Corporate Responsibility Reports. Available at: http://www.pgecorp.com/corp_responsibility/reports/2018/assets/PGE_CRSR_2018.pdf and http://www.pgecorp.com/corp_responsibility/reports/2019/assets/PGE_CRSR_2019.pdf. Accessed: September 2021.

[3] The emissions metric presented here is calculated based on the total CO_2 emissions divided by the energy delivered from non-renewable sources.

[4] The intensity factors for default RPS assumption are calculated by multiplying the percentage of energy delivered from non-renewable energy by the CO_2 emissions per total non-renewable energy metric calculated above. The emission factors presented here are 33% RPS for 2020 and 60% RPS for 2030. The estimate provided here and the PUP reports issued by PG&E assume that renewable energy sources do not result in any CO_2 emissions.

[5]The RPS percentage for the 2023 future year is interpolated from the goals of 33% RPS in 2020 and 60% RPS in 2030. Emission factors for 2023 are estimated using values from 2017 and 2018, as these were the most recent emission factors available at the time of analysis.

Abbreviations:
CO_2 - carbon dioxide
GHG - greenhouse gases
lbs - pounds
MT - metric tonnes
MWh - megawatt-hour
PG&E - Pacific Gas and Electric
PUP - Power/Utility Protocol
RPS - Renewable Portfolio Standards

GWP	
CH_4	**N_2O**
25	298

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Table 2-6. TRU Greenhouse Gas Emission Calculations
Costco Commercial Center
Fresno, California

CO_2 Emission Factor[1] (g/bhp-hr)	Number of Round Trips with TRUs[2]	Annual Average CO_2 Emissions (MT/year)
	Herndon/Riverside	Herndon/Riverside
410	712	57.5

Notes:

[1] Emission factors obtained from OFFROAD2021 emissions output for Calendar Year 2023, Transportation Refrigeration Unit - Instate Trailer and Transportation Refrigeration Unit - Out-Of-State Trailer in Fresno County.

[2] Approximately 15% of warehouse delivery trucks are equipped with TRUs.

[3] Horsepower is based on SJVAPCD Guidance for Air Dispersion Modeling, section 2.3.1 Transportation Refrigeration unit (TRU), Modeling Parameters.

[4] Load factor obtained from CARB Draft 2019 Update to Emissions Inventory for Transport Refrigeration Units, for TRUs Over 25 hp, 2013 and newer. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/cold-storage/documents/hra_emissioninventory2019.pdf. Accessed: January 2022.

[5] TRU Cycle Duration is based on 2 hours of off-site loading time plus the duration of the on-site and off-site transit. It is assumed that loading/unloading will occur while the TRU is plugged in, so no emissions are estimated for this time period. Assumptions based on Table II.G.1 of CARB Proposed Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate. Available at: https://ww2.arb.ca.gov/sites/default/files/barcu/board/rulemaking/tru2021/appi.pdf. Accessed: May 2022.

Abbreviations:

bhp-hr - brake horsepower hour
CARB - California Air Resources Board
CO_2 - Carbon Dioxide equivalents
g - gram
MT - metric tonnes
SJVAPCD - San Joaquin Valley Air Pollution Control District
TRU - Transportation Refrigeration unit

Constants:

Horsepower [3]	50	bhp
Load Factor [4]	0.38	
TRU Cycle Duration [5]	622	minutes
Density of Diesel	3,221	g/gal

Conversion Factors:

453.592	g/lb
1000000	g/MT
60	min/hr
365	day/year
2000	lb/ton

Table 2-7. Summary of GHG Emissions
Costco Commercial Center
Fresno, California

Emissions Category[1]	GHG Emissions[2,3] (MT CO_2e/yr)
Area Sources	0.02
Energy Usage	334
Mobile[4]	21,482
Water	38
Waste Disposed	540
Operational Sub-Total	***22,393***
Construction Amortized[5]	35
Total[6]	**22,428**

Notes:

[1] One-time emissions (i.e., construction) and operational emissions were calculated using CalEEMod®. See Attachment A for details

[2] Emissions are presented as CO_2e, which include CO_2, CH_4, and N_2O emissions, weighted by their respective global warming potentials.

[3] Emissions shown as zero may be non-zero values, however, they are below a meaningful reporting level for this analysis.

[4] Total mobile emissions include emissions from on-road vehicles and TRUs. On-road mobile emissions were estimated using CalEEMod® default trip lengths, EMFAC2021 emission factors, and Project-specific vehicle trip rates provided by Kittelson & Associates, See Attachment B for details. TRU emissions were estimated using OFFROAD2021 emission factors.

[5] One-time emissions from construction were amortized over a 30-year period.

[6] Sum of annualized one-time emissions and operational emissions.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel

CH_4 - methane

CO_2 - carbon dioxide

CO_2e - carbon dioxide equivalents

EMFAC - EMission FACtors model

MT - metric tonnes

TRU - Transportation Refrigeration unit

ATTACHMENT A
CALEEMOD® OUTPUT

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Costco Fresno Mitigated Construction Run

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	889.00	Space	15.55	355,600.00	0
Automobile Care Center	4.80	1000sqft	0.11	4,800.00	0
Discount Club	241.34	1000sqft	5.54	241,340.00	0
Gasoline/Service Station	32.00	Pump	1.33	4,517.60	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	191.61	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project-specific information (RPS Emission Factor)

Land Use - Project-specific information

Construction Phase - Project-specific information

Off-road Equipment -

Off-road Equipment - Project-specific information

Off-road Equipment -

Off-road Equipment - Project-specific information

Off-road Equipment - Project-specific information

Off-road Equipment - Project-specific information

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Off-road Equipment -

Trips and VMT - Project-specific information

Demolition - Project-specific information

Grading - Project-specific information

Vehicle Trips - Unmitigated Construction Run

Consumer Products - Unmitigated Construction Run

Area Coating - Unmitigated Construction Run

Landscape Equipment - Unmitigated Construction Run

Energy Use - Unmitigated Construction Run

Water And Wastewater - Unmitigated Construction Run

Solid Waste - Unmitigated Construction Run

Construction Off-road Equipment Mitigation - Water 2x/day to comply with SJVAPCD Rule 8021. All construction equipment >50 hp mitigated to Tier 3 + Level 3 DPF.

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	125329	0
tblAreaCoating	Area_Nonresidential_Interior	375986	0
tblAreaCoating	Area_Parking	21336	0
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	14.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	14.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	20.00	50.00
tblConstructionPhase	NumDays	370.00	110.00
tblConstructionPhase	NumDays	20.00	7.00
tblConstructionPhase	NumDays	35.00	30.00

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tblConstructionPhase	NumDays	35.00	20.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	10.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	PhaseEndDate	4/11/2025	11/10/2023
tblConstructionPhase	PhaseEndDate	2/14/2025	11/10/2023
tblConstructionPhase	PhaseEndDate	5/26/2023	5/8/2023
tblConstructionPhase	PhaseEndDate	7/28/2023	6/12/2023
tblConstructionPhase	PhaseEndDate	9/15/2023	7/5/2023
tblConstructionPhase	PhaseEndDate	3/14/2025	9/13/2023
tblConstructionPhase	PhaseEndDate	6/9/2023	5/8/2023
tblConstructionPhase	PhaseStartDate	3/15/2025	9/14/2023
tblConstructionPhase	PhaseStartDate	9/16/2023	7/6/2023
tblConstructionPhase	PhaseStartDate	6/10/2023	5/9/2023
tblConstructionPhase	PhaseStartDate	7/29/2023	6/13/2023
tblConstructionPhase	PhaseStartDate	2/15/2025	7/29/2023
tblConstructionPhase	PhaseStartDate	5/27/2023	5/1/2023
tblConsumerProducts	ROG_EF	2.14E-05	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	2.70	0.00
tblEnergyUse	LightingElect	3.71	0.00
tblEnergyUse	LightingElect	2.70	0.00

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tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	4.16	0.00
tblEnergyUse	NT24E	2.30	0.00
tblEnergyUse	NT24E	4.16	0.00
tblEnergyUse	NT24NG	3.84	0.00
tblEnergyUse	NT24NG	2.08	0.00
tblEnergyUse	NT24NG	3.84	0.00
tblEnergyUse	T24E	1.75	0.00
tblEnergyUse	T24E	1.91	0.00
tblEnergyUse	T24E	1.75	0.00
tblEnergyUse	T24NG	16.86	0.00
tblEnergyUse	T24NG	8.53	0.00
tblEnergyUse	T24NG	16.86	0.00
tblGrading	MaterialExported	0.00	3,000.00
tblGrading	MaterialImported	0.00	60,000.00
tblLandscapeEquipment	NumberSummerDays	180	0
tblLandUse	LotAcreage	8.00	15.55
tblLandUse	LotAcreage	0.10	1.33
tblOffRoadEquipment	HorsePower	172.00	401.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblProjectCharacteristics	CO2IntensityFactor	203.98	191.61
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblSolidWaste	SolidWasteGenerationRate	18.34	0.00
tblSolidWaste	SolidWasteGenerationRate	1,037.93	0.00
tblSolidWaste	SolidWasteGenerationRate	17.25	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblTripsAndVMT	HaulingTripNumber	1.00	2.00
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	53.75	0.00
tblVehicleTrips	ST_TR	182.17	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	33.67	0.00
tblVehicleTrips	SU_TR	166.88	0.00
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	41.80	0.00
tblVehicleTrips	WD_TR	172.01	0.00
tblWater	IndoorWaterUseRate	451,589.32	0.00
tblWater	IndoorWaterUseRate	17,876,662.33	0.00
tblWater	IndoorWaterUseRate	425,020.45	0.00
tblWater	OutdoorWaterUseRate	276,780.55	0.00
tblWater	OutdoorWaterUseRate	10,956,664.01	0.00
tblWater	OutdoorWaterUseRate	260,496.40	0.00

2.0 Emissions Summary

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	2.2806	4.5511	3.7117	0.0113	0.9356	0.1729	1.1085	0.3872	0.1595	0.5467	0.0000	1,026.9395	1,026.9395	0.1854	0.0533	1,047.4410
Maximum	**2.2806**	**4.5511**	**3.7117**	**0.0113**	**0.9356**	**0.1729**	**1.1085**	**0.3872**	**0.1595**	**0.5467**	**0.0000**	**1,026.9395**	**1,026.9395**	**0.1854**	**0.0533**	**1,047.4410**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	2.0686	3.9074	4.6415	0.0113	0.5786	0.0294	0.6080	0.2169	0.0291	0.2459	0.0000	1,026.9388	1,026.9388	0.1854	0.0533	1,047.4403
Maximum	**2.0686**	**3.9074**	**4.6415**	**0.0113**	**0.5786**	**0.0294**	**0.6080**	**0.2169**	**0.0291**	**0.2459**	**0.0000**	**1,026.9388**	**1,026.9388**	**0.1854**	**0.0533**	**1,047.4403**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**9.30**	**14.14**	**-25.05**	**0.00**	**38.16**	**82.99**	**45.15**	**43.99**	**81.76**	**55.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-1-2023	7-31-2023	3.2883	2.7515
2	8-1-2023	9-30-2023	2.0410	1.7429
		Highest	3.2883	2.7515

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2023	5/8/2023	6	7	
2	Site Preparation	Site Preparation	5/1/2023	5/8/2023	6	7	
3	Grading	Grading	5/9/2023	6/12/2023	6	30	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Grading/BC Overlap	Grading	6/13/2023	7/5/2023	6	20	
5	Building Construction	Building Construction	7/6/2023	11/10/2023	6	110	
6	Paving	Paving	7/29/2023	9/13/2023	6	40	
7	Architectural Coating	Architectural Coating	9/14/2023	11/10/2023	6	50	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 165

Acres of Paving: 15.55

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 375,986; Non-Residential Outdoor: 125,329; Striped Parking Area: 21,336 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	3	8.00	187	0.41
Grading	Other Construction Equipment	2	8.00	401	0.42
Grading	Paving Equipment	1	8.00	132	0.36
Grading	Rubber Tired Dozers	4	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Surfacing Equipment	1	8.00	263	0.30
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading/BC Overlap	Excavators	3	8.00	158	0.38
Grading/BC Overlap	Rough Terrain Forklifts	2	8.00	100	0.40
Grading/BC Overlap	Rubber Tired Dozers	3	8.00	247	0.40
Grading/BC Overlap	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Excavators	3	8.00	158	0.38

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Building Construction	Rough Terrain Forklifts	2	8.00	100	0.40
Building Construction	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Paving	Rough Terrain Forklifts	1	8.00	100	0.40
Paving	Rubber Tired Dozers	2	8.00	247	0.40
Paving	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	2.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	4	10.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	15	38.00	0.00	7,500.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading/BC Overlap	11	28.00	0.00	375.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	11	230.00	99.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	46.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1000e-004	0.0000	1.1000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9400e-003	0.0752	0.0688	1.4000e-004		3.4900e-003	3.4900e-003		3.2500e-003	3.2500e-003	0.0000	11.8972	11.8972	3.3300e-003	0.0000	11.9805
Total	**7.9400e-003**	**0.0752**	**0.0688**	**1.4000e-004**	**1.1000e-004**	**3.4900e-003**	**3.6000e-003**	**2.0000e-005**	**3.2500e-003**	**3.2700e-003**	**0.0000**	**11.8972**	**11.8972**	**3.3300e-003**	**0.0000**	**11.9805**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	1.3000e-004	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0567	0.0567	0.0000	1.0000e-005	0.0593
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7700e-003	1.0000e-005	6.5000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5083	0.5083	1.0000e-005	1.0000e-005	0.5126
Total	**2.1000e-004**	**2.8000e-004**	**1.8000e-003**	**1.0000e-005**	**6.7000e-004**	**0.0000**	**6.8000e-004**	**1.7000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5650**	**0.5650**	**1.0000e-005**	**2.0000e-005**	**0.5719**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2400e-003	0.0641	0.0864	1.4000e-004		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	11.8972	11.8972	3.3300e-003	0.0000	11.9805
Total	**3.2400e-003**	**0.0641**	**0.0864**	**1.4000e-004**	**5.0000e-005**	**4.5000e-004**	**5.0000e-004**	**1.0000e-005**	**4.5000e-004**	**4.6000e-004**	**0.0000**	**11.8972**	**11.8972**	**3.3300e-003**	**0.0000**	**11.9805**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	1.3000e-004	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0567	0.0567	0.0000	1.0000e-005	0.0593
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7700e-003	1.0000e-005	6.5000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5083	0.5083	1.0000e-005	1.0000e-005	0.5126
Total	**2.1000e-004**	**2.8000e-004**	**1.8000e-003**	**1.0000e-005**	**6.7000e-004**	**0.0000**	**6.8000e-004**	**1.7000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5650**	**0.5650**	**1.0000e-005**	**2.0000e-005**	**0.5719**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1200e-003	0.0215	0.0312	4.0000e-005		1.0600e-003	1.0600e-003		9.8000e-004	9.8000e-004	0.0000	3.8302	3.8302	1.2400e-003	0.0000	3.8612
Total	**2.1200e-003**	**0.0215**	**0.0312**	**4.0000e-005**	**0.0000**	**1.0600e-003**	**1.0600e-003**	**0.0000**	**9.8000e-004**	**9.8000e-004**	**0.0000**	**3.8302**	**3.8302**	**1.2400e-003**	**0.0000**	**3.8612**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.1800e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3389	0.3389	1.0000e-005	1.0000e-005	0.3417
Total	**1.4000e-004**	**1.0000e-004**	**1.1800e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3389**	**0.3389**	**1.0000e-005**	**1.0000e-005**	**0.3417**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0600e-003	0.0243	0.0328	4.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.8302	3.8302	1.2400e-003	0.0000	3.8612
Total	**1.0600e-003**	**0.0243**	**0.0328**	**4.0000e-005**	**0.0000**	**2.6000e-004**	**2.6000e-004**	**0.0000**	**2.6000e-004**	**2.6000e-004**	**0.0000**	**3.8302**	**3.8302**	**1.2400e-003**	**0.0000**	**3.8612**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.1800e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3389	0.3389	1.0000e-005	1.0000e-005	0.3417
Total	**1.4000e-004**	**1.0000e-004**	**1.1800e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3389**	**0.3389**	**1.0000e-005**	**1.0000e-005**	**0.3417**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4522	0.0000	0.4522	0.2086	0.0000	0.2086	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1079	1.1479	0.7006	1.9600e-003		0.0465	0.0465		0.0428	0.0428	0.0000	172.1647	172.1647	0.0557	0.0000	173.5567
Total	**0.1079**	**1.1479**	**0.7006**	**1.9600e-003**	**0.4522**	**0.0465**	**0.4987**	**0.2086**	**0.0428**	**0.2514**	**0.0000**	**172.1647**	**172.1647**	**0.0557**	**0.0000**	**173.5567**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-003	0.4693	0.0990	2.2100e-003	0.0642	4.4300e-003	0.0686	0.0177	4.2400e-003	0.0219	0.0000	212.4374	212.4374	1.3900e-003	0.0334	222.4289
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-003	1.6100e-003	0.0192	6.0000e-005	7.0900e-003	3.0000e-005	7.1200e-003	1.8800e-003	3.0000e-005	1.9100e-003	0.0000	5.5190	5.5190	1.3000e-004	1.4000e-004	5.5650
Total	**0.0103**	**0.4709**	**0.1182**	**2.2700e-003**	**0.0713**	**4.4600e-003**	**0.0757**	**0.0195**	**4.2700e-003**	**0.0238**	**0.0000**	**217.9564**	**217.9564**	**1.5200e-003**	**0.0336**	**227.9939**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2035	0.0000	0.2035	0.0939	0.0000	0.0939	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0480	0.9363	1.0751	1.9600e-003		5.6200e-003	5.6200e-003		5.6200e-003	5.6200e-003	0.0000	172.1645	172.1645	0.0557	0.0000	173.5565
Total	**0.0480**	**0.9363**	**1.0751**	**1.9600e-003**	**0.2035**	**5.6200e-003**	**0.2091**	**0.0939**	**5.6200e-003**	**0.0995**	**0.0000**	**172.1645**	**172.1645**	**0.0557**	**0.0000**	**173.5565**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-003	0.4693	0.0990	2.2100e-003	0.0642	4.4300e-003	0.0686	0.0177	4.2400e-003	0.0219	0.0000	212.4374	212.4374	1.3900e-003	0.0334	222.4289
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-003	1.6100e-003	0.0192	6.0000e-005	7.0900e-003	3.0000e-005	7.1200e-003	1.8800e-003	3.0000e-005	1.9100e-003	0.0000	5.5190	5.5190	1.3000e-004	1.4000e-004	5.5650
Total	**0.0103**	**0.4709**	**0.1182**	**2.2700e-003**	**0.0713**	**4.4600e-003**	**0.0757**	**0.0195**	**4.2700e-003**	**0.0238**	**0.0000**	**217.9564**	**217.9564**	**1.5200e-003**	**0.0336**	**227.9939**

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading/BC Overlap - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1967	0.0000	0.1967	0.1011	0.0000	0.1011	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0329	0.3343	0.3036	5.7000e-004		0.0151	0.0151		0.0139	0.0139	0.0000	50.3819	50.3819	0.0163	0.0000	50.7893
Total	**0.0329**	**0.3343**	**0.3036**	**5.7000e-004**	**0.1967**	**0.0151**	**0.2118**	**0.1011**	**0.0139**	**0.1149**	**0.0000**	**50.3819**	**50.3819**	**0.0163**	**0.0000**	**50.7893**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-004	0.0235	4.9500e-003	1.1000e-004	3.2100e-003	2.2000e-004	3.4300e-003	8.8000e-004	2.1000e-004	1.0900e-003	0.0000	10.6219	10.6219	7.0000e-005	1.6700e-003	11.1215
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1300e-003	7.9000e-004	9.4400e-003	3.0000e-005	3.4800e-003	2.0000e-005	3.5000e-003	9.2000e-004	1.0000e-005	9.4000e-004	0.0000	2.7111	2.7111	6.0000e-005	7.0000e-005	2.7337
Total	**1.5300e-003**	**0.0243**	**0.0144**	**1.4000e-004**	**6.6900e-003**	**2.4000e-004**	**6.9300e-003**	**1.8000e-003**	**2.2000e-004**	**2.0300e-003**	**0.0000**	**13.3329**	**13.3329**	**1.3000e-004**	**1.7400e-003**	**13.8551**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading/BC Overlap - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0885	0.0000	0.0885	0.0455	0.0000	0.0455	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0141	0.2857	0.3759	5.7000e-004		2.1800e-003	2.1800e-003		2.1800e-003	2.1800e-003	0.0000	50.3819	50.3819	0.0163	0.0000	50.7892
Total	**0.0141**	**0.2857**	**0.3759**	**5.7000e-004**	**0.0885**	**2.1800e-003**	**0.0907**	**0.0455**	**2.1800e-003**	**0.0477**	**0.0000**	**50.3819**	**50.3819**	**0.0163**	**0.0000**	**50.7892**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-004	0.0235	4.9500e-003	1.1000e-004	3.2100e-003	2.2000e-004	3.4300e-003	8.8000e-004	2.1000e-004	1.0900e-003	0.0000	10.6219	10.6219	7.0000e-005	1.6700e-003	11.1215
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1300e-003	7.9000e-004	9.4400e-003	3.0000e-005	3.4800e-003	2.0000e-005	3.5000e-003	9.2000e-004	1.0000e-005	9.4000e-004	0.0000	2.7111	2.7111	6.0000e-005	7.0000e-005	2.7337
Total	**1.5300e-003**	**0.0243**	**0.0144**	**1.4000e-004**	**6.6900e-003**	**2.4000e-004**	**6.9300e-003**	**1.8000e-003**	**2.2000e-004**	**2.0300e-003**	**0.0000**	**13.3329**	**13.3329**	**1.3000e-004**	**1.7400e-003**	**13.8551**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1776	1.8072	1.6238	3.0900e-003		0.0814	0.0814		0.0748	0.0748	0.0000	271.4578	271.4578	0.0878	0.0000	273.6527
Total	**0.1776**	**1.8072**	**1.6238**	**3.0900e-003**		**0.0814**	**0.0814**		**0.0748**	**0.0748**	**0.0000**	**271.4578**	**271.4578**	**0.0878**	**0.0000**	**273.6527**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6200e-003	0.2227	0.0698	1.0000e-003	0.0327	1.3900e-003	0.0340	9.4400e-003	1.3300e-003	0.0108	0.0000	95.4877	95.4877	5.3000e-004	0.0144	99.7859
Worker	0.0511	0.0357	0.4263	1.3400e-003	0.1573	7.3000e-004	0.1580	0.0418	6.7000e-004	0.0425	0.0000	122.4820	122.4820	2.9000e-003	3.1900e-003	123.5038
Total	**0.0567**	**0.2584**	**0.4961**	**2.3400e-003**	**0.1899**	**2.1200e-003**	**0.1920**	**0.0512**	**2.0000e-003**	**0.0532**	**0.0000**	**217.9697**	**217.9697**	**3.4300e-003**	**0.0176**	**223.2896**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0758	1.5354	2.0193	3.0900e-003		0.0116	0.0116		0.0116	0.0116	0.0000	271.4575	271.4575	0.0878	0.0000	273.6524
Total	**0.0758**	**1.5354**	**2.0193**	**3.0900e-003**		**0.0116**	**0.0116**		**0.0116**	**0.0116**	**0.0000**	**271.4575**	**271.4575**	**0.0878**	**0.0000**	**273.6524**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6200e-003	0.2227	0.0698	1.0000e-003	0.0327	1.3900e-003	0.0340	9.4400e-003	1.3300e-003	0.0108	0.0000	95.4877	95.4877	5.3000e-004	0.0144	99.7859
Worker	0.0511	0.0357	0.4263	1.3400e-003	0.1573	7.3000e-004	0.1580	0.0418	6.7000e-004	0.0425	0.0000	122.4820	122.4820	2.9000e-003	3.1900e-003	123.5038
Total	**0.0567**	**0.2584**	**0.4961**	**2.3400e-003**	**0.1899**	**2.1200e-003**	**0.1920**	**0.0512**	**2.0000e-003**	**0.0532**	**0.0000**	**217.9697**	**217.9697**	**3.4300e-003**	**0.0176**	**223.2896**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0356	0.3745	0.2593	5.4000e-004		0.0168	0.0168		0.0154	0.0154	0.0000	47.0096	47.0096	0.0152	0.0000	47.3896
Paving	0.0204					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0559**	**0.3745**	**0.2593**	**5.4000e-004**		**0.0168**	**0.0168**		**0.0154**	**0.0154**	**0.0000**	**47.0096**	**47.0096**	**0.0152**	**0.0000**	**47.3896**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0500e-003	7.3000e-004	8.7600e-003	3.0000e-005	3.2300e-003	1.0000e-005	3.2500e-003	8.6000e-004	1.0000e-005	8.7000e-004	0.0000	2.5174	2.5174	6.0000e-005	7.0000e-005	2.5384
Total	**1.0500e-003**	**7.3000e-004**	**8.7600e-003**	**3.0000e-005**	**3.2300e-003**	**1.0000e-005**	**3.2500e-003**	**8.6000e-004**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**2.5174**	**2.5174**	**6.0000e-005**	**7.0000e-005**	**2.5384**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0131	0.2697	0.3271	5.4000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003	0.0000	47.0095	47.0095	0.0152	0.0000	47.3896
Paving	0.0204					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0335**	**0.2697**	**0.3271**	**5.4000e-004**		**2.0600e-003**	**2.0600e-003**		**2.0600e-003**	**2.0600e-003**	**0.0000**	**47.0095**	**47.0095**	**0.0152**	**0.0000**	**47.3896**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0500e-003	7.3000e-004	8.7600e-003	3.0000e-005	3.2300e-003	1.0000e-005	3.2500e-003	8.6000e-004	1.0000e-005	8.7000e-004	0.0000	2.5174	2.5174	6.0000e-005	7.0000e-005	2.5384
Total	**1.0500e-003**	**7.3000e-004**	**8.7600e-003**	**3.0000e-005**	**3.2300e-003**	**1.0000e-005**	**3.2500e-003**	**8.6000e-004**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**2.5174**	**2.5174**	**6.0000e-005**	**7.0000e-005**	**2.5384**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.8 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8169					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7900e-003	0.0326	0.0453	7.0000e-005		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003	0.0000	6.3831	6.3831	3.8000e-004	0.0000	6.3927
Total	**1.8217**	**0.0326**	**0.0453**	**7.0000e-005**		**1.7700e-003**	**1.7700e-003**		**1.7700e-003**	**1.7700e-003**	**0.0000**	**6.3831**	**6.3831**	**3.8000e-004**	**0.0000**	**6.3927**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6500e-003	3.2500e-003	0.0388	1.2000e-004	0.0143	7.0000e-005	0.0144	3.8000e-003	6.0000e-005	3.8600e-003	0.0000	11.1347	11.1347	2.6000e-004	2.9000e-004	11.2276
Total	**4.6500e-003**	**3.2500e-003**	**0.0388**	**1.2000e-004**	**0.0143**	**7.0000e-005**	**0.0144**	**3.8000e-003**	**6.0000e-005**	**3.8600e-003**	**0.0000**	**11.1347**	**11.1347**	**2.6000e-004**	**2.9000e-004**	**11.2276**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.8 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8169					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0339	0.0458	7.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	6.3831	6.3831	3.8000e-004	0.0000	6.3927
Total	**1.8184**	**0.0339**	**0.0458**	**7.0000e-005**		**3.6000e-004**	**3.6000e-004**		**3.6000e-004**	**3.6000e-004**	**0.0000**	**6.3831**	**6.3831**	**3.8000e-004**	**0.0000**	**6.3927**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6500e-003	3.2500e-003	0.0388	1.2000e-004	0.0143	7.0000e-005	0.0144	3.8000e-003	6.0000e-005	3.8600e-003	0.0000	11.1347	11.1347	2.6000e-004	2.9000e-004	11.2276
Total	**4.6500e-003**	**3.2500e-003**	**0.0388**	**1.2000e-004**	**0.0143**	**7.0000e-005**	**0.0144**	**3.8000e-003**	**6.0000e-005**	**3.8600e-003**	**0.0000**	**11.1347**	**11.1347**	**2.6000e-004**	**2.9000e-004**	**11.2276**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Discount Club	0.00	0.00	0.00		
Gasoline/Service Station	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	14.70	6.60	6.60	33.00	48.00	19.00	21	51	28
Discount Club	14.70	6.60	6.60	16.70	64.30	19.00	45	40	15
Gasoline/Service Station	14.70	6.60	6.60	2.00	79.00	19.00	14	27	59

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Discount Club	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Gasoline/Service Station	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Parking Lot	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Costco Fresno Mitigated Construction Run - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0 / 0	0.0000	0.0000	0.0000	0.0000
Discount Club	0 / 0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0 / 0	0.0000	0.0000	0.0000	0.0000
Discount Club	0 / 0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Equipment Type	Number

11.0 Vegetation

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Costco Fresno (Project) Operation

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	889.00	Space	8.00	355,600.00	0
Automobile Care Center	4.80	1000sqft	0.11	4,800.00	0
Discount Club	241.34	1000sqft	5.54	241,340.00	0
Gasoline/Service Station	32.00	Pump	0.10	4,517.60	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	191.61	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project-specific values (RPS emission factor)

Land Use - Project-specific values

Construction Phase - Operational run

Off-road Equipment - Operational run

Vehicle Trips - Project-specific values, mobile emissions calculated seperately

Consumer Products - Updated emission factor for consumer products to refine the VOC emissions based on recent CARB regulations.

Table Name	Column Name	Default Value	New Value
tblConsumerProducts	ROG_EF	2.14E-05	1.62E-05

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	203.98	191.61
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	53.75	0.00
tblVehicleTrips	ST_TR	182.17	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	33.67	0.00
tblVehicleTrips	SU_TR	166.88	0.00
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	41.80	0.00
tblVehicleTrips	WD_TR	172.01	0.00

2.0 Emissions Summary

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Energy	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	330.8528	330.8528	0.0345	6.5300e-003	333.6620
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	217.9149	0.0000	217.9149	12.8784	0.0000	539.8748
Water						0.0000	0.0000		0.0000	0.0000	5.9496	12.3158	18.2653	0.6132	0.0147	37.9717
Total	**0.9616**	**0.1351**	**0.1241**	**8.1000e-004**	**0.0000**	**0.0103**	**0.0103**	**0.0000**	**0.0103**	**0.0103**	**223.8644**	**343.1895**	**567.0539**	**13.5261**	**0.0212**	**911.5307**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Energy	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	330.8528	330.8528	0.0345	6.5300e-003	333.6620
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	217.9149	0.0000	217.9149	12.8784	0.0000	539.8748
Water						0.0000	0.0000		0.0000	0.0000	5.9496	12.3158	18.2653	0.6132	0.0147	37.9717
Total	**0.9616**	**0.1351**	**0.1241**	**8.1000e-004**	**0.0000**	**0.0103**	**0.0103**	**0.0000**	**0.0103**	**0.0103**	**223.8644**	**343.1895**	**567.0539**	**13.5261**	**0.0212**	**911.5307**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2023	4/30/2023	5	20	

Acres of Grading (Site Preparation Phase): 0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Grading (Grading Phase): 0

Acres of Paving: 8

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Discount Club	0.00	0.00	0.00		
Gasoline/Service Station	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	14.70	6.60	6.60	33.00	48.00	19.00	21	51	28
Discount Club	14.70	6.60	6.60	16.70	64.30	19.00	45	40	15
Gasoline/Service Station	14.70	6.60	6.60	2.00	79.00	19.00	14	27	59
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Discount Club	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Gasoline/Service Station	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090
Parking Lot	0.510058	0.053037	0.175964	0.161396	0.026773	0.007006	0.013819	0.022114	0.000717	0.000291	0.024206	0.001529	0.003090

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	183.9160	183.9160	0.0317	3.8400e-003	185.8520
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	183.9160	183.9160	0.0317	3.8400e-003	185.8520
NaturalGas Mitigated	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	146.9368	146.9368	2.8200e-003	2.6900e-003	147.8100
NaturalGas Unmitigated	0.0149	0.1350	0.1134	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	146.9368	146.9368	2.8200e-003	2.6900e-003	147.8100

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	99360	5.4000e-004	4.8700e-003	4.0900e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3022	5.3022	1.0000e-004	1.0000e-004	5.3337
Discount Club	2.56062e+006	0.0138	0.1255	0.1054	7.5000e-004		9.5400e-003	9.5400e-003		9.5400e-003	9.5400e-003	0.0000	136.6443	136.6443	2.6200e-003	2.5100e-003	137.4563
Gasoline/Service Station	93514.3	5.0000e-004	4.5800e-003	3.8500e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9903	4.9903	1.0000e-004	9.0000e-005	5.0199
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0149**	**0.1350**	**0.1134**	**8.1000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**146.9368**	**146.9368**	**2.8200e-003**	**2.7000e-003**	**147.8100**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	99360	5.4000e-004	4.8700e-003	4.0900e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3022	5.3022	1.0000e-004	1.0000e-004	5.3337
Discount Club	2.56062e+006	0.0138	0.1255	0.1054	7.5000e-004		9.5400e-003	9.5400e-003		9.5400e-003	9.5400e-003	0.0000	136.6443	136.6443	2.6200e-003	2.5100e-003	137.4563
Gasoline/Service Station	93514.3	5.0000e-004	4.5800e-003	3.8500e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9903	4.9903	1.0000e-004	9.0000e-005	5.0199
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0149**	**0.1350**	**0.1134**	**8.1000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**146.9368**	**146.9368**	**2.8200e-003**	**2.7000e-003**	**147.8100**

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	41328	3.5919	6.2000e-004	7.0000e-005	3.6297
Discount Club	1.91141e+006	166.1263	0.0286	3.4700e-003	167.8751
Gasoline/Service Station	38896.5	3.3806	5.8000e-004	7.0000e-005	3.4162
Parking Lot	124460	10.8172	1.8600e-003	2.3000e-004	10.9310
Total		**183.9160**	**0.0317**	**3.8400e-003**	**185.8520**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	41328	3.5919	6.2000e-004	7.0000e-005	3.6297
Discount Club	1.91141e+006	166.1263	0.0286	3.4700e-003	167.8751
Gasoline/Service Station	38896.5	3.3806	5.8000e-004	7.0000e-005	3.4162
Parking Lot	124460	10.8172	1.8600e-003	2.3000e-004	10.9310
Total		**183.9160**	**0.0317**	**3.8400e-003**	**185.8520**

6.0 Area Detail

6.1 Mitigation Measures Area

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Unmitigated	0.9467	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7641					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.9000e-004	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Total	**0.9467**	**1.0000e-004**	**0.0107**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0209**	**0.0209**	**5.0000e-005**	**0.0000**	**0.0222**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7641					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.9000e-004	1.0000e-004	0.0107	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0209	0.0209	5.0000e-005	0.0000	0.0222
Total	**0.9467**	**1.0000e-004**	**0.0107**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0209**	**0.0209**	**5.0000e-005**	**0.0000**	**0.0222**

7.0 Water Detail

7.1 Mitigation Measures Water

Costco Fresno (Project) Operation - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	18.2653	0.6132	0.0147	37.9717
Unmitigated	18.2653	0.6132	0.0147	37.9717

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.451589 / 0.276781	0.4398	0.0148	3.5000e-004	0.9144
Discount Club	17.8767 / 10.9567	17.4115	0.5845	0.0140	36.1967
Gasoline/Service Station	0.42502 / 0.260496	0.4140	0.0139	3.3000e-004	0.8606
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**18.2653**	**0.6132**	**0.0147**	**37.9717**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.451589 / 0.276781	0.4398	0.0148	3.5000e-004	0.9144
Discount Club	17.8767 / 10.9567	17.4115	0.5845	0.0140	36.1967
Gasoline/Service Station	0.42502 / 0.260496	0.4140	0.0139	3.3000e-004	0.8606
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**18.2653**	**0.6132**	**0.0147**	**37.9717**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	217.9149	12.8784	0.0000	539.8748
Unmitigated	217.9149	12.8784	0.0000	539.8748

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	18.34	3.7229	0.2200	0.0000	9.2232
Discount Club	1037.93	210.6904	12.4515	0.0000	521.9766
Gasoline/Service Station	17.25	3.5016	0.2069	0.0000	8.6751
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**217.9149**	**12.8784**	**0.0000**	**539.8748**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	18.34	3.7229	0.2200	0.0000	9.2232
Discount Club	1037.93	210.6904	12.4515	0.0000	521.9766
Gasoline/Service Station	17.25	3.5016	0.2069	0.0000	8.6751
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**217.9149**	**12.8784**	**0.0000**	**539.8748**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number

11.0 Vegetation

ATTACHMENT B
OPERATIONAL MOBILE SOURCE EMISSIONS CALCULATIONS

Table B-1a. Trip Lengths and Vehicle Miles Traveled by Operational Mobile Sources (Herndon/Riverside)
Costco Commercial Center
Fresno, California

Trip Type		Average One-Way Trip Length[1,2]	Peak Daily Trips (one-way trips/day)[3]	Peak Daily VMT[4]	Annual Average Trips (one-way trips/yr)	Annual Average VMT
Member Vehicles	Primary	17.3	10,046	173,528	3,666,790	63,337,720
	Diverted	1.0	4,038	4,119	1,473,870	1,503,435
	Pass-By	0.1	3,788	379	1,382,620	138,262
Warehouse, Fuel Station, and Car Wash Employee Vehicles	Primary	30.7	300	9,210	109,500	3,361,650
MDO Driver and Warehouse Employee Vehicles	Primary	30.7	136	4,175	49,640	1,523,875
MDO Delivery Trucks	Primary	81.5	20	1,630	7,300	594,950
Fuel Delivery Trucks	Primary	125.0	14	1,750	5,110	638,750
Warehouse Delivery Trucks	Primary	125.0	26	3,250	9,490	1,186,250

Notes:

[1] Average trip lengths for primary and diverted trip types are based on Project-specific data provided by Kittelson & Associates. Pass-by trip length for member vehicles is assumed to be equal to the CalEEMod® default trip length of 0.1 miles.

[2] Average trip length for MDO delivery trucks provided by Costco. The average routed round trip length for Fresno MDO delivery trucks is 163 miles.

[3] Peak daily trips are based on Project-specific data provided by Kittelson & Associates.

[4] Peak daily VMT based on Project-specific data provided by Kittelson & Associates or estimated as a product of average trip length and number of trips presented in this table.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel
MDO - market delivery operation
VMT - vehicle miles traveled

Table B-1b. Trip Lengths and Vehicle Miles Traveled by Operational Mobile Sources (4500 W. Shaw Avenue)
Costco Commercial Center
Fresno, California

Trip Type		Peak Daily Trips (one-way trips/day)[1]	Peak Daily VMT[2]	Annual Average Trips (one-way trips/yr)	Annual Average VMT
Passenger Vehicles	Primary	1,363	58,264	497,495	21,266,360
	Pass-by	48	0	17,520	0
	Diverted	2,099	3,442	766,135	1,256,330

Notes:

[1] Peak daily trips are based on Project-specific data provided by Kittelson & Associates.

[2] Peak daily VMT based on Project-specific data provided by Kittelson & Associates or estimated as a product of average trip length and number of trips presented in this table.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel

MDO - market delivery operation

VMT - vehicle miles traveled

Table B-2. Operational Mobile Source Fleet Mixes
Costco Commercial Center
Fresno, California

Vehicle Category	Fuel Type	Fleet Mix CalEEMod® Default[1]	EMFAC VMT Output[2] (miles/day)	Employee Vehicle Fleet Mix[3]	Member Vehicle Fleet Mix[4]
LDA	Gas	51.0%	12,057,533	52.8%	55.0%
	Phe		351,337	1.54%	1.6%
	Elec		514,390	2.25%	0%
	Dsl		22,675	0.10%	0%
LDT1	Gas	5.3%	1,013,826	5.88%	5.9%
	Phe		1,027	0.01%	0.0%
	Elec		1,049	0.01%	0%
	Dsl		250	0.00%	0%
LDT2	Gas	17.6%	5,488,159	19.29%	19.4%
	Phe		39,774	0.14%	0.1%
	Elec		17,710	0.06%	0%
	Dsl		14,595	0.05%	0%
MDV	Gas	16.1%	4,629,686	17.47%	17.8%
	Phe		29,118	0.11%	0.1%
	Elec		19,405	0.07%	0%
	Dsl		71,606	0.27%	0%
LHD1	All	2.7%	--	--	--
LHD2	All	0.7%	--	--	--
MHD	All	1.4%	--	--	--
HHDT	All	2.2%	--	--	--
OBUS	All	0.1%	--	--	--
UBUS	All	0.0%	--	--	--
MCY	All	2.4%	--	--	--
SBUS	All	0.2%	--	--	--
MH	All	0.3%	--	--	--

Notes:

[1] CalEEMod® default for Fresno County calendar year 2023.

[2] Data obtained from EMFAC2021 for default emissions activity.

[3] Fleet mix for employee vehicles estimated based on the ratio of the vehicle classes in CalEEMod® default fleet mix and the EMFAC2021 VMT output.

[4] Fleet mix for member vehicles visiting the Costco Gas Station are estimated based on the ratio of the vehicle classes in CalEEMod® default fleet mix and the EMFAC2021 VMT output. Vehicles are assumed to be gasoline or plug-in hybrid.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel
EMFAC - EMission FACtors model
HHDT - Heavy heavy-duty truck
LDA - light duty automobiles
LDT - light-duty trucks
LHD - light heavy-duty trucks
MCY - motorcycles
MDV - medium-duty vehicle
MH - motor homes
MHD - medium heavy-duty trucks
OBUS - other buses
SBUS - school buses
UBUS - urban buses
VMT - vehicle miles traveled

Table B-3. Operational Mobile Source GHG Emission Factors - Running Exhaust
Costco Commercial Center
Fresno, California

EMFAC Vehicle Class	Fuel	EMFAC VMT Output[1] (miles/day)	EMFAC Emissions Output[1]		
			CO_2	N_2O	CH_4
Passenger Vehicles					
LDA	Gas	12,057,533	3,843	0.06	0.03
LDA	Phe	351,337	53	0.00	0.00
LDA	Elec	514,390	0	0.00	0.00
LDA	Dsl	22,675	6	0.00	0.00
LDT1	Gas	1,013,826	388	0.01	0.01
LDT1	Phe	1,027	0	0.00	0.00
LDT1	Elec	1,049	0	0.00	0.00
LDT1	Dsl	250	0	0.00	0.00
LDT2	Gas	5,488,159	2,188	0.04	0.02
LDT2	Phe	39,774	6	0.00	0.00
LDT2	Elec	17,710	0	0.00	0.00
LDT2	Dsl	14,595	5	0.00	0.00
MDV	Gas	4,629,686	2,265	0.05	0.02
MDV	Phe	29,118	4	0.00	0.00
MDV	Elec	19,405	0	0.00	0.00
MDV	Dsl	71,606	32	0.01	0.00
Delivery Trucks[2]					
HHDT	Dsl	2,030,441	3,590	0.57	0.00

EMFAC Vehicle Class	Fuel	Running Exhaust Emission Factors[3] (grams/mile)		
		CO_2	N_2O	CH_4
Passenger Vehicles				
LDA	Gas	289	0.005	0.002
LDA	Phe	136	0.001	0.000
LDA	Elec	0	0.000	0.000
LDA	Dsl	231	0.036	0.001
LDT1	Gas	347	0.013	0.009
LDT1	Phe	124	0.001	0.000
LDT1	Elec	0	0.000	0.000
LDT1	Dsl	401	0.063	0.012
LDT2	Gas	362	0.007	0.003
LDT2	Phe	129	0.001	0.000
LDT2	Elec	0	0.000	0.000
LDT2	Dsl	307	0.048	0.001
MDV	Gas	444	0.009	0.005
MDV	Phe	136	0.001	0.000
MDV	Elec	0	0.000	0.000
MDV	Dsl	412	0.065	0.001

Table B-3. Operational Mobile Source GHG Emission Factors - Running Exhaust
Costco Commercial Center
Fresno, California

EMFAC Vehicle Class	Fuel	Running Exhaust Emission Factors[3] (grams/mile)		
		CO_2	N_2O	CH_4
Member Vehicle Emission Factor[4]		**331**	**0.006**	**0.003**
Employee Vehicle Emission Factor[4]		**324**	**0.006**	**0.003**
Delivery Trucks[2]				
HHDT	Dsl	1604.00	0.25	0.00

Notes:

[1] Data obtained from EMFAC2021 for default emissions activity.

[2] Delivery trucks are assumed to be diesel-fueled.

[3] Emission factors for EMFAC vehicle classes are estimated as a ratio of the EMFAC emissions output and EMFAC VMT output.

[4] Emission factors for EMFAC vehicle classes are weighted based on the project-specific fleet mix in Table B-2 to estimate trip-based emission factors for passenger vehicles.

Abbreviations:

CH_4 - methane
CO_2 - carbon dioxide
Dsl - Diesel
Elec - Electric
EMFAC - EMission FACtors model
LDA - Light Duty Automobile
LDT - Light-Duty Truck
HHDT - Heavy-Heavy Duty truck
MDV - medium-duty vehicle
N_2O - nitrous oxide
Phe - Plug-in hybrid
VMT - vehicle miles traveled

Conversion Factor:

907184.74 grams per ton

Table B-4. Operational Mobile Source GHG Emission Factors - Starting Exhaust
Costco Commercial Center
Fresno, California

EMFAC Vehicle Class	Fuel	EMFAC Vehicle Trips Output[1] (trips/day)	EMFAC Emissions Output[1] (tons/day)		
			CO_2	N_2O	CH_4
Passenger Vehicles					
LDA	Gas	1,459,129	115.4	0.1	0.119
LDA	Phe	31,224	2.29	0.0	0.001
LDA	Elec	56,838	0	0	0
LDA	Dsl	3,207	0	0	0
LDT1	Gas	135,565	13.9	0.0	0.021
LDT1	Phe	83	0.0066	0.000	0.0
LDT1	Elec	118	0	0	0
LDT1	Dsl	62	0	0	0
LDT2	Gas	657,946	66.5	0.0	0.067
LDT2	Phe	3,337	0.290	0.0	0.000
LDT2	Elec	2,516	0	0	0
LDT2	Dsl	1,661	0	0	0
MDV	Gas	598,810	75.1	0.0	0.081
MDV	Phe	2,568	0.3	0.0	0.000
MDV	Elec	2,761	0	0	0
MDV	Dsl	8,640	0	0	0
Delivery Trucks[2]					
HHDT	Dsl	237,288	0.0	0.0	0.0

Vehicle Class	Fuel	Starting Exhaust Emission Factors[3] (grams/trip)		
		CO_2	N_2O	CH_4
Passenger Vehicles				
LDA	Gas	71.73	0.03	0.0742
LDA	Phe	66.44	0.02	0.0416
LDA	Elec	0	0	0
LDA	Dsl	0	0	0
LDT1	Gas	93.34	0.04	0.1408
LDT1	Phe	72.34	0.02	0.0416
LDT1	Elec	0	0	0
LDT1	Dsl	0	0	0
LDT2	Gas	91.64	0.04	0.0925
LDT2	Phe	78.85	0.02	0.0416
LDT2	Elec	0	0	0
LDT2	Dsl	0	0	0
MDV	Gas	113.71	0.05	0.1229
MDV	Phe	99.36	0.02	0.0416
MDV	Elec	0	0	0
MDV	Dsl	0	0	0
Member Vehicle Weighted Emission Factor[4]		**84**	**0.038**	**0.090**
Employee Vehicle Weighted Emission Factor[4]		**82**	**0.037**	**0.087**

Table B-4. Operational Mobile Source GHG Emission Factors - Starting Exhaust
Costco Commercial Center
Fresno, California

Vehicle Class	Fuel	Starting Exhaust Emission Factors[3] (grams/trip)		
		CO_2	N_2O	CH_4
Delivery Trucks[2]				
HHDT	Dsl	0.0	0.0	0.0

Notes:

[1] Data obtained from EMFAC2021 for default emissions activity.

[2] Delivery trucks are assumed to be diesel-fueled.

[3] Emission factors for EMFAC vehicle classes are estimated as a ratio of the EMFAC emissions output and EMFAC VMT output.

[4] Emission factors for EMFAC vehicle classes are weighted based on the project-specific fleet mix in Table B-2 to estimate trip-based emission factors for passenger vehicles.

Abbreviations:

CH_4 - methane
CO_2 - carbon dioxide
Dsl - Diesel
Elec - Electric
EMFAC - EMission FACtors model
LDA - Light Duty Automobile
LDT - Light-Duty Truck
HHDT - Heavy-Heavy Duty truck
MDV - medium-duty vehicle
N_2O - nitrous oxide
Phe - Plug-in hybrid
VMT - vehicle miles traveled

Conversion Factor:

907184.74 grams per ton

Table B-5. Operational Mobile Source GHG Emission Factors - Idling Exhaust
Costco Commercial Center
Fresno, California

EMFAC Vehicle Class	Fuel	Idling Emission Factors[1] (grams/idle-minute)		
		CO_2	N_2O	CH_4
Passenger Vehicles				
LDA	Gas	27.7	0	0.0007
LDA	Phe	17.1	0	0.0002
LDA	Elec	0.0	0	0.0000
LDA	Dsl	25.1	0	0.0006
LDT1	Gas	33.2	0	0.0023
LDT1	Phe	15.5	0	0.0002
LDT1	Elec	0.0	0	0.0000
LDT1	Dsl	43.0	0	0.0023
LDT2	Gas	34.9	0	0.0009
LDT2	Phe	16.1	0	0.0002
LDT2	Elec	0.0	0	0.0000
LDT2	Dsl	32.9	0	0.0005
MDV	Gas	43.1	0	0.0013
MDV	Phe	16.9	0	0.0002
MDV	Elec	0.0	0	0.0000
MDV	Dsl	41.6	0	0.0004
Member Vehicle Weighted Emission Factor[2]		32.0	0	0.0009
Employee Vehicle Weighted Emission Factor[2]		31.3	0	0.0009
Delivery Trucks[3]				
HHDT	Dsl	224.0	0	0.0021

Notes:

[1] Data obtained from EMFAC2021 project-level output. Passenger vehicle emission rates are equivalent to the running exhaust emission rate in grams per mile at 5 mph, multiplied by the speed correction factor of 2.5 mph.

[2] Emission factors for EMFAC vehicle classes are weighted based on the project-specific fleet mix in Table B-2 to estimate trip-based emission factors for passenger vehicles.

[3] Delivery trucks are assumed to be diesel-fueled.

Abbreviations:

CH_4 - methane
CO_2 - carbon dioxide
Dsl - Diesel
Elec - Electric
EMFAC - EMission FACtors model
LDA - Light Duty Automobile
mph - miles per hour
LDT - Light-Duty Truck
HHDT - Heavy-Heavy Duty truck
MDV - medium-duty vehicle
N_2O - nitrous oxide
Phe - Plug-in hybrid
VMT - vehicle miles traveled

Conversion Factor:

60 minutes per hour

Table B-6a. Greenhouse Gas Emission Estimates for Operational Mobile Sources (Herndon/Riverside)
Costco Commercial Center
Fresno, California

Mobile Source Activity	Trip Type	Trip Distance[1] (miles)	Annual Average Trips[1] (one-way trips/year)	Annual Average VMT[1] (miles/year)	Idle Duration[2,3] (minutes/ year)	GHG Emissions[4] (MT/yr)			
						CO_2	N_2O	CH_4	CO_2e[5]
Member Vehicles	Primary	17.3	3,666,790	63,337,720	--	21,293	0.54	0.54	21,468.0
	Diverted	1.0	1,473,870	1,503,435	--	622.32	0.07	0.14	645.2
	Pass-By	0.10	1,382,620	138,262	--	162.36	0.05	0.12	181.3
Warehouse, Fuel Station, and Car Wash Employee Vehicles	Primary	30.7	109,500	3,361,650	--	1,099	0.03	0.02	1,106.9
MDO Driver and Warehouse Employee Vehicles	Primary	30.70	49,640	1,523,875	--	498	0.01	0.01	501.8
MDO Delivery Trucks	Primary	81.5	7,300	594,950	18,250	958	0.15	0.00	1,003.2
Fuel Delivery Trucks	Primary	125.0	5,110	638,750	12,775	1,027	0.16	0.00	1,075.5
Warehouse Delivery Trucks	Primary	125.0	9,490	1,186,250	23,725	1,908	0.30	0.00	1,997.4
Member Vehicle Idling at Gasoline Dispensing Facility	Primary	--	--	--	33,638,400	1,076	0.00	0.03	1,076.5
					Total Emissions	**28,643**	**1.31**	**0.86**	**29,056**

Notes

[1] Data obtained from Table B-1a.

[2] Idle duration for passenger vehicles visiting the gas station is estimated using a maximum queue length of 3 vehicles per queue lane and a transaction time of 4 minutes per vehicle. The queue is assumed to stay constant while the gas station is open (6 AM to 10 PM), 7 days/week. Queue length is based on Saturday midday peak hour average queue length projections from existing Costco facilities provided by Kittelson & Associates.

[3] Delivery truck idle duration is 5 minutes based on the CARB Air Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. Available at: https://ww2.arb.ca.gov/our-work/programs/atcm-to-limit-vehicle-idling/about. Accessed: September 2021. For GDF idling this is actually idling duration in units of minutes per year.

[4] GHG emissions include running exhaust, starting exhaust, and idling exhaust. Emissions were estimated using emission factors from Tables B-3, B-4, and B-5 along with annual VMT, annual trips, and idle duration.

[5] CO_2e was estimated using the global warming potentials of CO_2, CH_4, and N_2O, which are 1, 25, and 298 respectively.

Abbreviations:

CH_4 - methane
CO_2 - carbon dioxide
MT - metric tonnes
N_2O - nitrous oxide
VMT - vehicle miles traveled
yr - year

Table B-6b. Greenhouse Gas Emission Estimates for Operational Mobile Sources (4500 W. Shaw Avenue)
Costco Commercial Center
Fresno, California

Mobile Source Activity	Trip Type	Annual Average Trips[1] (one-way trips/year)	Annual Average VMT[1] (miles/year)	GHG Emissions[2] (MT/yr)			
				CO_2	N_2O	CH_4	CO_2e[3]
Passenger Vehicles	Primary	497,495	21,266,360	7,087	0.15	0.11	7,136
	Pass-by	17,520	0	1.48	0.00	0.00	1.7
	Diverted	766,135	1,256,330	481	0.04	0.07	494
Total Emissions				**7,570**	**0.19**	**0.19**	**7,632**

Notes

[1] Data obtained from Table B-1b.

[2] GHG emissions include running exhaust and starting exhaust. Emissions were estimated using emission factors from Tables B-3 and B-4 along with annual VMT and annual trips.

[3] CO_2e was estimated using the global warming potentials of CO_2, CH_4, and N_2O, which are 1, 25, and 298, respectively.

Abbreviations:

CH_4 - methane
CO_2 - carbon dioxide
MT - metric tonnes
N_2O - nitrous oxide
VMT - vehicle miles traveled
yr - year

Exhibit E-2 – 2026 Final Environmental Impact Report

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

2026 Final Environmental Impact Report

Fresno Costco Commercial Center Project

State Clearinghouse No. 2021100443

Prepared for:

City of FRESNO

Planning and Development Department

May 2026









2026 Final Environmental Impact Report

Fresno Costco Commercial Center Project

State Clearinghouse No. 2021100443

Planning and Development Department
2600 Fresno Street, Third Floor, Room 3043
Fresno, California 93721

Contact:

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With assistance from:

Ascent, DBA Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
Sacramento, CA 95814

May 2026

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Table 2-1 List of Commenters 2-1

LIST OF ABBREVIATIONS

ACC	Advanced Clean Cars
ACF	Advanced Clean Fleets
ACT	Advanced Clean Trucks
CEQA	California Environmental Quality Act
CG	General Commercial
cz	conditions of zoning
DDC	Direct Distribution Center
GHG	greenhouse gas
MDO	Market Delivery Operation
PG&E	Pacific Gas & Electric
PR-DEIR	partially recirculated draft environmental impact report
project	the Costco Commercial Center
SJVAPCD	San Joaquin Valley Air Pollution Control District
UGM	Urban Growth Management
ZEV	zero-emission vehicle

1 INTRODUCTION

This final environmental impact report (2026 Final EIR) has been prepared by the City of Fresno, as lead agency, in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (CCR Section 15132). This 2026 Final EIR contains responses to comments received on the partially recirculated draft environmental impact report (PR-DEIR) for the Costco Commercial Center (project) proposed to be located at West Herndon Avenue and North Riverside Drive. The PR-DEIR is intended to comply with the Fresno County Superior Court's (Court's) ruling issued in July 2025 in Fresno County Superior Court Case No. 24CECG02208, *Herndon-Riverside Coalition for Responsible Planning and Development v. City of Fresno et al.* (Lawsuit) and the requirements of CEQA. The Lawsuit challenged the analyses of greenhouse gas (GHG) emissions and climate change and project alternatives. The alternatives analysis was upheld by the Court and Section 3.7, "Greenhouse Gas Emissions and Climate Change," has been revised and recirculated.

Prior to the Lawsuit, the City prepared a DEIR for the project and circulated it for public comment through August 28, 2023 (referred to as the 2023 DEIR). The City provided responses to all comments received and published the 2024 Final EIR on February 9, 2024 (referred to as the 2024 Final EIR). These documents are referred to herein as the 2024 EIR. The City Council certified the 2024 EIR and approved the project on April 18, 2024.

1.1 MAJOR CONCLUSIONS OF THE ENVIRONMENTAL ANALYSIS

The 2024 EIR identified the following significant impacts related to the project. No new or substantially more severe significant impacts were identified in the PR-DEIR.

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

1.2 PURPOSE AND INTENDED USES OF THIS EIR

This 2026 Final EIR has been prepared to respond to comments received on the PR-DEIR, which are reproduced in this document. This 2026 Final EIR will be used to support the City's decision regarding whether to approve the Costco Commercial Center project. The EIR that the City will consider certifying consists of the following elements:

1. The 2024 EIR certified by the City Council on April 18, 2024 without Section 3.7, "Greenhouse Gas Emissions and Climate Change";
2. The PR-DEIR, which includes a new, substitute Section 3.7, "Greenhouse Gas Emissions and Climate Change," and which alters the Greenhouse Gas Emissions and Climate Change entry in Table ES-1 of the Executive Summary and the cumulative impact discussion; and
3. The comments submitted on this PR-DEIR during the public comment period and the responses to those comments contained in this 2026 Final EIR.

This 2026 Final EIR will also be used by CEQA responsible and trustee agencies to ensure that they have met their requirements under CEQA before deciding whether to approve or permit project elements over which they have jurisdiction. It may also be used by other state, regional, and local agencies that may have an interest in resources that could be affected by the project or that have jurisdiction over portions of the project.

Responsible, trustee, and interested agencies may include:

- State Water Resource Control Board,
- Central Valley Regional Water Quality Control Board,
- San Joaquin Valley Air Pollution Control District, and
- Fresno Metropolitan Flood Control District.

1.3 ORGANIZATION OF THE FINAL EIR

This 2026 Final EIR is organized as follows:

- **Chapter 1, "Introduction,"** describes the purpose of this 2026 Final EIR, summarizes the Costco Commercial Center project and the major conclusions of the 2024 EIR, provides an overview of the CEQA public review process, and describes the content of this 2026 Final EIR.
- **Chapter 2, "Responses to Comments,"** contains a list of all parties who submitted comments on the PR-DEIR during the public review period, copies of the comment letters received, and responses to the comments.

There have been no changes to the project since release of the PR-DEIR and no revisions, corrections, or additions to the analysis in the PR-DEIR are provided in this 2026 Final EIR.

2 RESPONSES TO COMMENTS

The City of Fresno solicited comments from responsible agencies, trustee agencies, public agencies, organizations, and members of the public regarding the PR-DEIR. This chapter contains comment letters received during the public review period for the PR-DEIR, which concluded on January 5, 2026. The City requested that comments were limited to the new material presented in the PR-DEIR, which consists of Section 3.7, "Greenhouse Gas Emissions and Climate Change" (and corresponding changes to the cumulative discussion and Executive Summary). Responses to comments on the previously circulated analyses are included in the 2024 EIR and incorporated herein by reference.

2.1 LIST OF COMMENTERS ON THE PR-DEIR

Table 2-1 presents the list of commenters, including the alphanumerical designation for each comment letter received, the author of the comment letter, and the date of the comment letter.

Table 2-1 List of Commenters

Letter No.	Commenter	Date
AGENCIES		
A1	Fresno Irrigation District	December 15, 2025
A2	Fresno Metropolitan Flood Control District	December 18, 2025
ORGANIZATIONS		
O1	Pacific Gas & Electric	November 28, 2025
O2	Pacific Gas & Electric	December 8, 2025
O3	Herndon-Riverside Coalition for Responsible Planning and Development	January 5, 2026
INDIVIDUALS		
I1	Janet Bergman	November 21, 2025
I2	Lorraine Arrington	November 21, 2025
I3	Rangel Melendez	November 21, 2025
I4	Michael Van	November 22, 2025
I5	Tom Ames	November 29, 2025
I6	Janet Bergman	January 2, 2026
I7	Robert Mason	January 5, 2026

For ease of review, individual comments addressing separate subjects within each letter are labeled based on the letter's numeric designation and comment number (e.g., the first comment in the first letter is Comment A1-1). The text of the comments has been provided, followed by a response. The text of the comment letters below are reproduced exactly as they were submitted. Spelling, grammatical, and other errors in the original letters have not been corrected. Note that the preface language of the letters is often excluded (where the text consists of salutations and brief descriptions of the commenting organization).

In conformance with Section 15088(a) of the State CEQA Guidelines, written responses are provided to address comments on environmental issues received from reviewers of the PR-DEIR. Where comments are not related to the PR-DEIR or the analysis of environmental impacts, response is not required (Public Resources Code Section 21091[d]; State CEQA Guidelines Sections 15088[c], 15204[a]). All comments are acknowledged for the record and will be forwarded to the decision makers for consideration.

2.2 COMMENTS AND RESPONSES

2.2.1 Agencies

Letter A1 Fresno Irrigation District

Laurence Kimura, Chief Engineer
December 15, 2025

Comment A1-1
The Fresno Irrigation District (FID) has reviewed the Notice of Availability of Partially Recirculated Draft Environmental Impact Report for the Costco Commercial Center, APN: 503-020-12. FID has the following comments:

1. FID previously reviewed and commented on the subject property on September 24, 2021, as Conditional Use Permit Application No. P21 -01959. Those comments and conditions still apply, and a copy has been attached for your reference.

Response A1-1
The City acknowledges that Fresno Irrigation District does not have comments on the PR-DEIR.

The comment indicates that Fresno Irrigation District previously reviewed the project in 2021 and does not have additional comments. The 2021 comment indicates that the irrigation district does not own, operate, or maintain any facilities on the project site. This comment is not related to the adequacy of the CEQA document.

Letter A2 Fresno Metropolitan Flood Control District

Gary Chapman, Engineering Technician III
December 18, 2025

Comment A2-1
The District has no comments for the partially recirculated draft environmental impact report, State Clearing House #2021100443.

Response A2-1
The City acknowledges that Fresno Metropolitan Flood District does not have comments on the PR-DEIR.

2.2.2 Organizations

Letter O1 Pacific Gas & Electric

Plan Review Team
November 28, 2025

Comment O1-1
Thank you for submitting the Costco Commercial Center project plans. The PG&E Plan Review Team is currently reviewing the information provided. If the project has the potential to interfere with PG&E's facilities, we will provide project-specific comments in response.

Attached, you will find general guidelines regarding work near PG&E facilities and land rights. Please ensure compliance with these requirements when conducting work in proximity to PG&E's infrastructure.

Please note that this email and its attachment do not constitute PG&E's consent to utilize any portion of PG&E's land rights for purposes not previously granted. If there are any modifications to your design, we kindly request that you resubmit the revised plans to the email address listed below to ensure accurate review and assessment.

Should you have any questions regarding our review process or require further clarification, please do not hesitate to contact the PG&E Plan Review Team at pgeplanreview@pge.com.

Thank you for your cooperation. We appreciate the opportunity to assist.

Response O1-1
The comment does not pertain to the material in the PR-DEIR and no response is required.

Letter O2 Pacific Gas & Electric

Morgan Buno, Land Agent
December 8, 2025

Comment O2-1
PG&E does not have any comments to the EIR. Please reference attached previously issued letters regarding the Costco development.

Response O2-1
The City acknowledges that PG&E does not have comments on the PR-DEIR.

Letter O3 Herndon-Riverside Coalition for Responsible Planning and Development

Daniel Brannick
January 5, 2026

Comment O3-1
1. The PR-DEIR does not resolve the land use and zoning inconsistency stemming from the project's proposal to construct the "MDO facility" within a zone district (General Commercial) that does not allow for it.

The entitlements associated with the proposed Costco project include a General Plan Amendment ("GPA") and a Rezone since the project site's existing Community Commercial ("CC") zoning designation does not allow for development of the project as proposed. However, a major component of the proposed project – the "Market Delivery Operation (MDO) facility" (which is basically a euphemism for a last-mile logistics facility) – is not allowed either by-right or via CUP under the proposed General Plan and Zoning designation of General Commercial ("CG").

Response O3-1
As an initial matter, pursuant to State CEQA Guidelines Section 15088.5(f)(2), the City requested that comments on the PR-EIR be limited to the parts of the 2024 EIR that were recirculated. The same section of the State CEQA Guidelines provides that City need only respond to comments that relate to the part of the 2024 EIR that was revised and recirculated; it need not respond to comments on other parts of the report. Here, the PR-DEIR recirculated Section 3.7, "Greenhouse Gas Emissions and Climate Change." This comment does not pertain to the contents of the PR-DEIR, nor does it identify any environmental issues relevant to the City's compliance with CEQA. Therefore, CEQA does not require a response.

Although not required to comply with CEQA, responses on this topic are provided for informational purposes. The comment incorrectly states that the Market Delivery Operation (MDO) space within the retail warehouse is not allowed in the proposed general plan and zoning districts. As explained below in Response O3-2, the entire project—consisting of the retail warehouse (inclusive of the MDO space), the fuel facility, and the car wash—is consistent with the proposed General Commercial (CG) general plan land use designation and General Commercial/Urban Growth Management/conditions of zoning (CG/UGM/cz) zoning designation. Should the City approve the proposed land use designations, the project would be consistent with the applicable regulations.

Comment O3-2
To recap what was presented in previous comments, the last-mile logistics facility (i.e., the MDO) is a fundamentally distinct type of use from "Large-Format Retail" as defined and contemplated in the Development Code and the

General Plan. The proposed MDO facility falls under the definition of what the Development Code defines as a type of "Warehousing, Storage, and Distribution" use (hereafter abbreviated as "WSD"), which is defined in Section 15-6705 of the Development Code. It is also noteworthy that WSD uses are listed under the "Industrial Use Classifications" in 15-6705 rather than "Commercial Use Classifications" in 15-6704. Not only is the MDO legally distinct from the large-format retail use, the MDO cannot be allowed as an Accessory Use to the primary Large-Format Retail use because WSD uses (except personal storage) are not allowed in any of the Commercial zone districts.

Response O3-2

The comment incorrectly characterizes the Fresno Municipal Code and misapplies the Code's provisions to the project. Although this is not a CEQA matter, the City notes that large-format retail uses are allowed under the CG General Plan land use designation and the CG zoning designation. As explained below, the retail warehouse—inclusive of the MDO space—is consistent with the definition of large-format retail. Further, even if the MDO space were considered a separate use from the retail warehouse, it would be allowed as an accessory use.

Fresno Municipal Code Section 15-6704 defines "large-format retail" as "Retail establishments (over 80,000 square feet of sales area) that sell merchandise and bulk goods for individual consumption, including membership warehouse clubs." The project includes an approximately 219,216 square foot retail warehouse building that is dedicated to a membership-based direct-to-consumer retail operation. The Municipal Code expressly permits membership warehouse clubs, which typically include both sales floors accessible to the public and areas accessible only to employees. Here, the retail warehouse would sell merchandise and bulk goods for individual consumption from a sales floor open to members. In addition, the retail warehouse would include areas accessible only to employees as is typical of large-format retail, such as loading and storage areas, cooking facilities, and approximately 47,000 square feet of MDO space to manage customer deliveries.

Today, large-scale retail uses and grocery stores commonly incorporate both opportunities for in-person shopping and delivery to customers, as well as designated areas for storage of orders for delivery and curbside pickup. Costco's approach to this shopping phenomenon is the MDO space incorporated into a retail warehouse. Although a relatively new component of Costco's typical retail warehouse buildings, it is being introduced nationwide, with eight new retail warehouses developed to include MDO space as of 2024. Seven of those eight retail warehouses that include MDO space in other jurisdictions are located in a commercial, rather than an industrial, zone.[1]

The MDO element of the retail warehouse facilitates efficient delivery to members of big and bulky items, including furniture, major appliances, patio furniture, televisions, fitness equipment, mattresses, and grills. The MDO space within the retail warehouse would function much like the storage element of a typical home improvement or furniture store; purchased items would be loaded onto small box trucks from the MDO space within the retail warehouse for delivery to members' homes, just as occurs with orders placed with other large format retailers throughout Fresno. For example, the City has previously approved a Walmart Supercenter[2] in the CG zone, which demonstrates that big box general commercial uses with integrated delivery services—as proposed by Costco here—are consistent with the General Commercial land use designation. Likewise, the City has approved other big-box commercial retailers with storage and delivery capabilities—such as Best Buy, Dick's Sporting Goods, Lowes, and Home Depot—in other comparable commercial zoning districts throughout the city.

Large items (such as washers and dryers or couches) can be displayed on the sales floor, better serving members by providing in-person visibility for goods that would otherwise only be available online (see image directly below). Members can purchase and return items in-person at the retail warehouse, and members can view additional items either in person or at digital kiosks or online. Following a purchase, members receive delivery of those items that flow through from the MDO space in as little as 2 days, or members can take immediate delivery of in-stock items on a "cash and carry basis" (i.e., members pay on site and self-transport items). For example, a member could purchase a

[1] Holliday, Pari. Real Estate Development Director. Costco, Irvine, CA. November 15, 2023—Letter to Jose Valenzuela of City of Fresno Current Planning regarding the elements of the proposed Costco Commercial Center.

[2] Walmart Supercenter offers free delivery to Walmart+ members managed through the Superstore facility. See https://www.walmart.com/store/1815-fresno-ca.

large television from the sales floor or place an online order (where there is a greater range of available inventory) with a Costco sales associate and, if the MDO has the ordered item in inventory, the member could receive the purchased television immediately. In all cases, delivery and returns are managed on location from within the retail warehouse.



Moreover, the MDO and the sales floor share employees. For example, an employee hired to load delivery vehicles with goods taken from the MDO in the morning may be redeployed to the sales floor or stocking areas for the duration of their shift. The sales floor and MDO are also fully physically integrated within one contiguous building, with a single lighting, HVAC, security, and utility system, as well as employee facilities like restrooms, breakrooms, quiet rooms, and meeting rooms. Equipment would be shared throughout the entire warehouse building, including forklifts, compactors, cardboard balers, and time clocks. The retail warehouse would also have a common delivery receiving area for both the sales floor and the MDO space. The entirety of the retail warehouse, inclusive of the MDO, is a retail establishment that is over 80,000 square feet and sells merchandise and bulk goods for individual consumption and, therefore, fits within the definition of large-format retail. Accordingly, the retail warehouse, inclusive of the MDO, is permitted within the General Commercial land use designation.

In addition, even if the overall store were not an integrated and permitted large-format retail use, the MDO would otherwise be classified as an accessory use to the remainder of the retail warehouse. Under Fresno Municipal Code Section 15-6802, an "accessory use" is a "use that is customarily associated with, and is incidental and subordinate to, the primary use and located on the same parcel as the primary use." Accessory uses are further regulated in Fresno Municipal Code Section 15-2703, which provides that "an accessory use shall be incidental, related, appropriate, and clearly subordinate to the principal use or building to which it relates; under the same regulations applied to the principal use in any zoning district; and where the accessory use does not alter the principal use."

Here, the MDO space satisfies each of the criteria to be classified as an accessory use to the retail warehouse building that is permitted as a large-format retail use. As described above, the MDO space would be used to receive large and bulky items that cannot practically be kept on the sales floor before those items would be delivered to members' homes after purchase. This type of storage and delivery use is customarily associated with large-format retailers and is not substantially different from the storage and delivery options available at WalMart, Best Buy, Lowes, and other retailers located in the CG zone.

In addition, the MDO space is incidental and subordinate to the main retail warehouse. The vast majority of the retail warehouse would be dedicated to the sales floor open to the public; the MDO space would constitute only approximately 20 percent of the retail warehouse building's area, making it subordinate to the other elements of the retail warehouse in terms of scale. Likewise, in terms of function, the MDO space would support retail operations in the retail warehouse, with the retail warehouse providing members in-person visibility for goods that would otherwise only be available online, along with in-person purchasing and return opportunities. For instance, shoppers could see a washer/dryer set in person or sit on a couch in order to decide whether to order the item for delivery. Moreover, the addition of the MDO space would not change the nature or character of the retail warehouse's large-format retail use; the retail warehouse is designed to share mechanical systems, loading areas, and staff between the sales floor and the MDO space, meaning that the MDO space does not alter the principal use of the retail warehouse. In

practice, the MDO space is no different than the other portions of the retail warehouse that are inaccessible to the public, such as the meat preparation area, the pharmacy, the bakery, and other storage and shipping areas. Each of these functions, including the MDO space, are subordinate to, and serve the purpose of, the retail warehouse as a large-format retail use.

Finally, the MDO space would be subject to the same regulations applied to the principal large-format retail use. Because Fresno Municipal Code Table 15-1202 specifically allows for accessory uses in all commercial zones including General Commercial (CG), it is not necessary for the MDO to be expressly identified as a stand-alone permitted or conditionally permitted use in the General Commercial district to be an accessory use to a permitted large-format retail use. The Municipal Code permits any use in the CG zone—regardless of whether it is expressly listed as permitted or conditionally permitted—as an accessory use, provided that the use meets the Fresno Municipal Code Section 15-2703 definition of an accessory use (i.e., must be "incidental, related, appropriate, and clearly subordinate" to the principal uses). For the reasons set forth above, the MDO space satisfies the Municipal Code's criteria to be allowed as an accessory use to the permitted large-format retail use.

The assertion that a stand-alone MDO could be allowed within industrial use designations is irrelevant because this is not what the project proposes. The project includes the MDO as a fully integrated component of the overall permitted large-format retail use. Although Costco does operate stand-alone facilities in other locations, no stand-alone industrial uses are proposed in connection with the project. For example, Costco maintains a Direct Distribution Center (DDC) in the City of Stockton, which exists for the sole purpose of warehousing and distributing large goods to the MDOs for transport to members' homes.[3] The DDC handles substantially more truck trips and employs a greater number of workers than the MDO component of the proposed project here. It functions without any public-facing retail component and would not be permitted in Fresno's CG zone. However, this use is distinct from the MDO component of the proposed Costco warehouse.

As described above, the retail warehouse, inclusive of the MDO, is permitted within the General Commercial land use designation. Further, if the MDO were viewed separately from the retail warehouse's use, the MDO would be allowed as an accessory use within the project for the reasons detailed above.

Comment O3-3

This was previously demonstrated/contextualized by pointing to how the project's Car Wash component was treated for this project (i.e., the City determined that it required a GPA and rezone and could not simply come in under the current zoning as either an Accessory Use or as being "fully integrated" with a larger allowable use.)

Response O3-3

The comment addresses planning considerations outside the scope of CEQA. It attempts to draw an analogy between the car wash and the retail warehouse's MDO space. This comparison is unavailing.

The project site's existing Community Commercial (CC) zoning designation permits large-format retail uses and service stations with approval of a conditional use permit; however, automobile/vehicle washing uses are not permitted within this zone. Unlike the fully integrated MDO space, the proposed car wash is a stand-alone structure proposed on a separate parcel from the other uses on the project site; it is neither part of the large format retail use or the fuel facility use. Under the City of Fresno Municipal Code, an accessory use or an accessory building must be located on the same parcel as the principally permitted use. Because the car wash is proposed on its own parcel, it cannot meet the Code's definition of an accessory use or building. Therefore, the car wash would be inconsistent with the CC zone. Accordingly, the proposed rezoning is necessary to permit the development of the car wash. By contrast, the MDO space that is fully integrated into the retail warehouse would be an allowable use in the CG designation (to which the site would be rezoned) and, if that were not the case, would meet the Municipal Code's definition of an accessory use, and no further rezoning would be required for the City to approve the project as proposed.

[3] Costco is currently constructing within the City of Tracy a new, roughly 1,000,000 square foot Direct Distribution Center to receive, store and distribute large items to the MDOs. Once that facility opens, Costco expects to discontinue use of the leased Stockton facility.

Comment O3-4
The PR-DEIR does not include any new information or findings regarding the issue of land use and zoning consistency. There is also no information in the PR-DEIR indicating that the project's GPA and rezoning entitlements have been revised to a different land use or zoning designation (such as "IL" Light Industrial zoning, which as mentioned in previous comments would appear to allow for development of the proposed project). In the time since the EIR was certified (and later invalidated and decertified), no text amendments or other regulatory changes have occurred which would allow for development of the project in the Commercial General zone district.

Response O3-4
See Response O3-1. As explained above, the PR-DEIR did not recirculate the land use section, and the comment fails to identify any physical environmental impacts relevant for the purposes of CEQA. Recirculation of the land use section was not required because the court did not identify any deficiencies with the evaluation of land use in the 2024 EIR and there have not been substantial changes in the proposal or the conditions and regulations under which the project would occur. The project continues to propose a CG General Plan land use designation and a CG/UGM/cz zoning designation. Should the City approve the proposed land use designations, the project would be consistent with the applicable regulations. In summary, the PR-DEIR does not include any new information or findings regarding the issue of land use and zoning consistency because there is no new information to disclose.

The comment appears to take the position that the entirety of the project would only be permissible if the project site were rezoned to an industrial use, such as the Light Industrial zone. This designation would enable manufacturing uses, commercial laundries and dry cleaning plants, printing and engraving factories, electronic manufacturing, furniture manufacturing, and other comparable uses. This change would have the potential for greater disruption and long-term character changes in the area that would be far more severe than allowing the project to proceed as a large-format retail use on property that has long been designated for commercial development.

Comment O3-5
To reiterate *why* this inconsistency matters: The position being taken for this project would essentially rewrite the City's Development Code to allow light industrial uses like last-mile logistics facilities to be developed in areas where they are not currently permitted nor were they ever contemplated – particularly in neighborhoods near sensitive receptors. This *de facto* Development Code revision could be applied not only to Commercial General zone districts but also to Community Commercial zone districts. The comments and rationale expressed by the City (or expressed by the project applicant and co-signed by the City) to proceed with the land use and zoning as proposed would effectively allow for uses like last-mile logistics facilities to be developed on places that have been planned for (or are already developed with) community-scale development. If it sounds far-fetched that the City would allow this to happen, consider the City's efforts to roll back (if not dismantle) land use designations and policies codified in the Southwest Fresno Specific Plan in order to accommodate industrial landlords and operators whose properties have historically had a substantial and disparate adverse impact on residents of southwest Fresno. The City has shown it is very willing to overrun its own public participation processes and community well-being when it comes to accommodating industrial uses, and that makes the risks of adverse land use precedent stemming from this project all the more plausible and palpable.

Response O3-5
As explained in Response O3-2, the MDO space within the retail warehouse would function much like the storage element of a typical home improvement or furniture store; purchased items would be loaded onto small box trucks from the MDO space within the retail warehouse for delivery to members' homes, just as occurs with orders placed with retailers such as Best Buy, Lowes, Home Depot, and other large-format retailers that operate throughout the City's various commercial zones. The MDO portion of the project would operate during limited business hours, with only one set of deliveries per day.

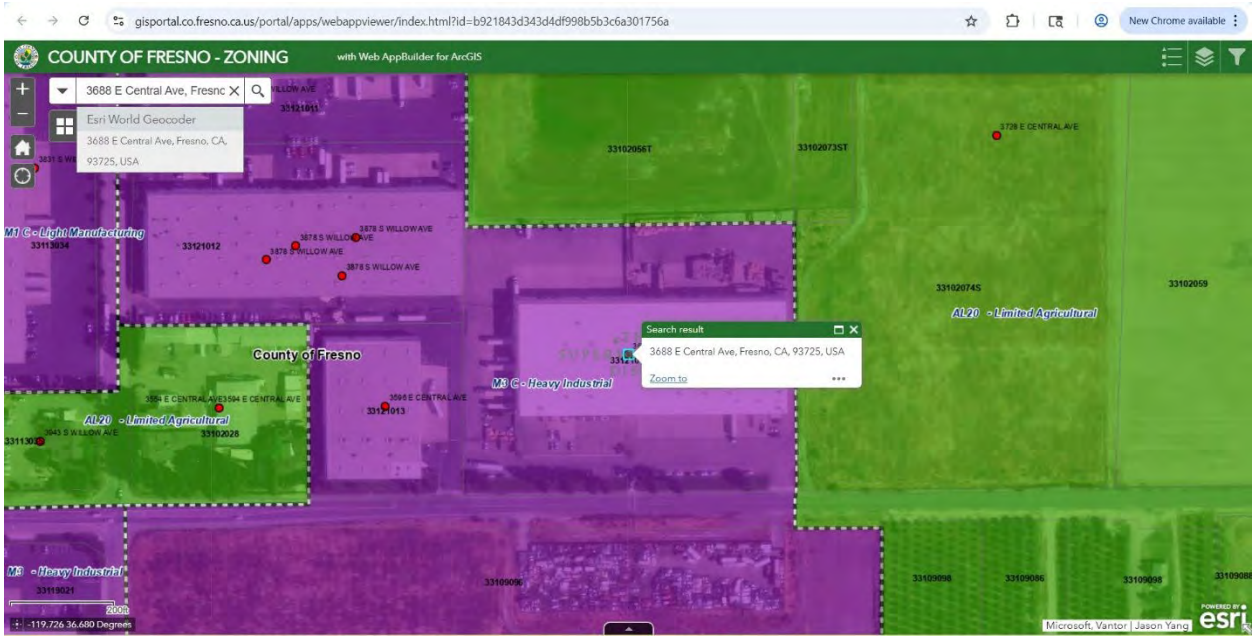
Nothing in the City's determination implies that a standalone MDO would be allowed in a commercial zone. Moreover, the project does not propose a change to the City's development code, and a decision on this project would not change the permissible uses within the City's commercial designations. It is entirely speculative to claim that the Costco project would set a precedent for allowing industrial use in commercial zones. The land use designation changes

proposed in the updated Southwest Fresno Specific Plan were initiated by the City, following a complete and thorough planning process; changes to allowed uses did not result from approval of unrelated projects.

Under the specific facts here—where the MDO is proposed as less than 20 percent of the entire retail warehouse, where the retail warehouse is open to the public and operates as a large-format retail store, where the retail sales floor and the MDO are functionally and physically interrelated, and where someone can make in-person purchases for goods in the MDO component—the MDO component is permitted as part of the allowed large-format retail use, or in the alternative, as an accessory to the permitted use.

Comment O3-6

Additionally, included at the end of this comment letter are images showing the "M-3" industrial land use designation of the existing Costco facility (located in unincorporated Fresno County at 3688 E. Central Ave) plus images of the facility itself showing the visibly industrial nature of the MDO facility.



Screencap of Fresno County GIS showing the M-3 Heavy Industrial Zoning of the existing Costco MDO facility located at 3688 N. Malaga Ave., Fresno, CA 93725



Image of existing Costco Logistics Merchandise Pick-Up Facility (front/south side)



Image of entryway area of existing Costco Logistics Merchandise Pick-Up Facility

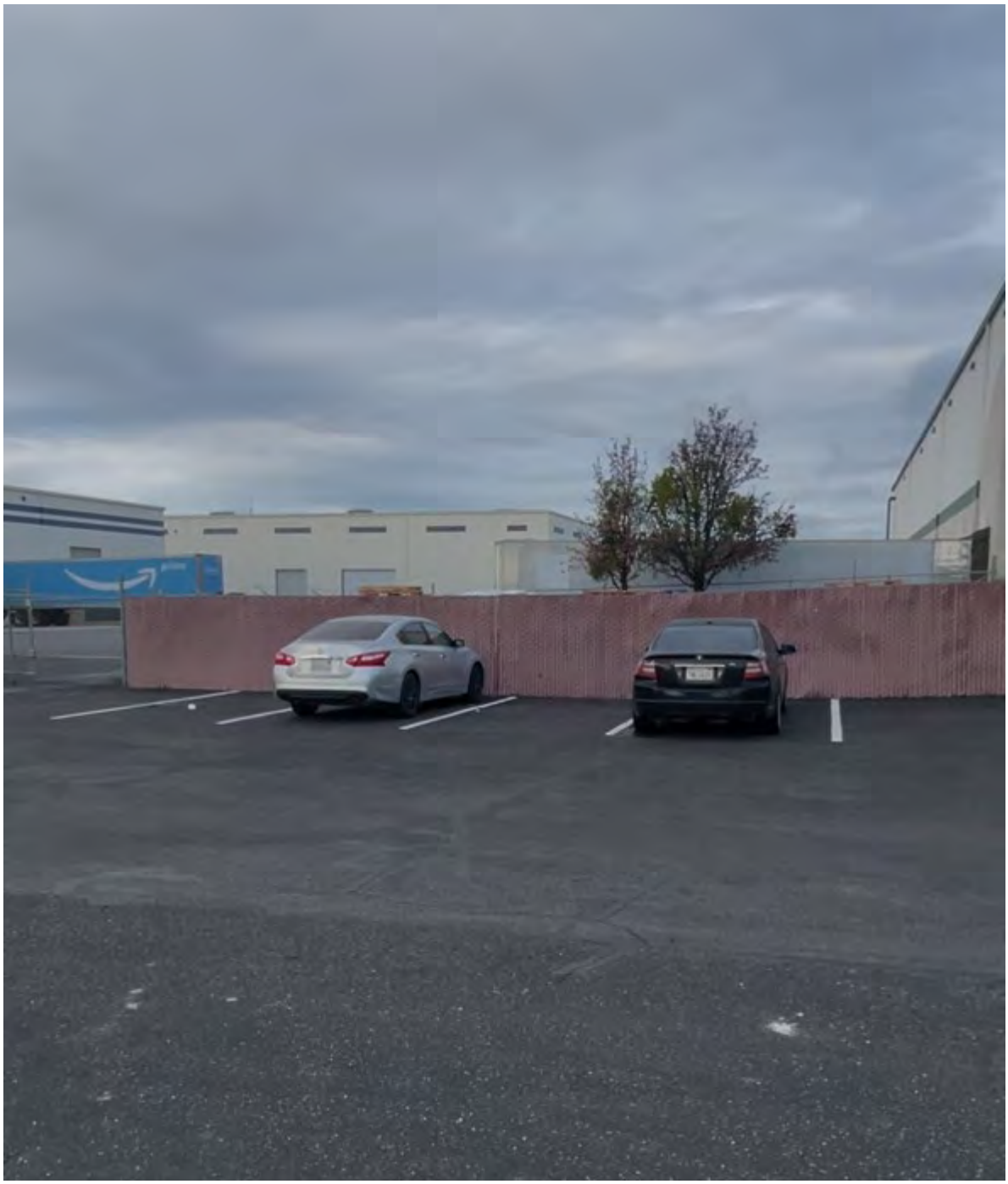


Image of existing Costco Logistics Merchandise Pick-Up Facility (west side with fencing and loading docks)

Response O3-6

The images attached to the comment show a stand-alone Costco delivery facility. As illustrated in the comment, the existing facility is consistent with the zoning of the site on which it is located. One of the purposes of zoning designations is to establish regulations that contribute to visual consistency in terms of style and scale. The fact that the exterior of an existing facility located in an industrial zone has a "visibly industrial nature" is not relevant to the evaluation of the proposed project. The project does not propose such a facility, and because the pictured facility is not integrated into a large format retail use that is open to the public, its location in a particular zone has no bearing on whether the proposed project is consistent with the CG zoning designation. The proposed MDO would be integrated into a warehouse building that is visually consistent with the proposed zoning of the site.

Comment O3-7

2. The updated Greenhouse Gas Emissions section presented in the PR-DEIR remains informationally inadequate and non-compliant with CEQA

As brief context, in August 2024, the Fifth District Court of Appeal invalidated the City of Fresno's General Plan PEIR and the City's 2021 Greenhouse Gas Reduction Plan (GHGRP) Update. In July 2025, the Fresno County Superior Court invalidated the Costco Commercial Center Project EIR and approvals associated with the project (i.e., the subject project and the EIR which was certified for it). As a consequence of those court rulings, the City reverted back to its prior 2014 GHGRP, and the environmental analysis for the subject Costco project was revised to remove references to the now-invalid 2021 GHGRP.

Response O3-7

The comment summarizes the procedural and legal history preceding the preparation and release of the PR-DEIR. The comment does not raise any environmental issues related to the project, and CEQA requires no further response.

Comment O3-8

The PR-DEIR is again inadequate. The PR-DEIR fails to adequately disclose and analyze the Project's impact on climate change. The PR-DEIR again presents a misleading analysis of the project's impacts on climate change which undermines its credibility and informational value. The PR-DEIR's analysis of project impacts on climate change again violates CEQA's informational mandate. The PR-DEIR again violates CEQA by ignoring substantial evidence that its impact on climate change would be significant and unavoidable.

Response O3-8

The comment asserts that PR-DEIR's analysis is "inadequate" and "misleading." The comment claims that the PR-DEIR ignores substantial evidence that the project's impact on climate change is significant and unavoidable. These assertions serve as preface to the remainder of the objections to the information included in the PR-DEIR, each of which are specifically responded to below.

In general, the assertions are incorrect because the PR-DEIR's conclusions are supported by substantial evidence (as defined by State CEQA Guidelines Section 15384) and comply with CEQA. As explained in Section 3.7.4 of the PR-DEIR, the City estimated project-generated greenhouse gas (GHG) emissions in accordance with San Joaquin Valley Air Pollution Control District-recommended methodologies; then, using its discretion, the City identified thresholds of significance that would (1) be most relevant to assessing the GHG emissions and climate change impacts associated with construction and operation of the project; and (2) make no reference to the City's 2021 Greenhouse Gas Reduction Plan (GHGRP) Update, which is no longer adopted or in effect. The comment asserts that the PR-DEIR "ignores" substantial evidence of a purported impact on climate change but the comment fails to acknowledge the evidence, the detailed impact evaluation, or the substantial evidence included throughout Section 3.7 of the PR-DEIR and its technical appendices that supports the City's conclusion that the project would result in a less-than-significant impact with respect to GHG emissions.

Comment O3-9

Previously, the EIR presented quantitative GHG emissions estimates and compared them against a quantitative threshold. This comparison also involved overly generous assumptions about GHG emissions reductions from future regulatory changes (notably the California EV mandate, which has been effectively rolled back). In the PR-DEIR, the project's estimated GHG emissions are quantified, and then the analysis shifts to a qualitative evaluation of plans, policies, and regulations.

Response O3-9

The comment describes the 2024 EIR's approach to analyzing the project's GHG emissions and claims, without support, that the 2024 EIR's quantified GHG emissions included "overly generous assumptions." It should be noted that in its July 17, 2025, Order after Hearing, the Fresno Superior Court found that, "[t]he modeling presented within the [2024] EIR is substantial evidence of the anticipated emissions of the Project." Accordingly, there is no basis to the claim that the GHG emissions inventory included "overly generous" assumptions. The analysis utilizes EMFAC2021 for

quantifying mobile emissions, which accounts for adopted regulatory programs such as Assembly Bill 1493 ("the Pavley Standard"), Advanced Clean Trucks (ACT) program, and the Advanced Clean Cars (ACC) program.

Public Law 119-15, enacted on June 12, 2025, is a House joint resolution that disapproves the Clean Air Act waiver granted by USEPA for the ACT Regulation, which is a zero-emission vehicle (ZEV) sales mandate for truck manufacturers.[4] While EMFAC2021 incorporates reductions associated with the ACT regulation, this analysis assumes that all project-related delivery trucks are diesel-fueled. Hence, Public Law 119-15's disapproval of California's Clean Air Act waiver for ACT regulation does not impact this analysis.

Public Law 119-16, enacted on June 12, 2025, is a House joint resolution that disapproves the Clean Air Act waiver granted by USEPA for the ACC II regulation, which is a ZEV sales mandate for passenger vehicle manufacturers.[5] Additionally, on January 13, 2025, the California Air Resources Board withdrew its waiver request for the Advanced Clean Fleets (ACF) regulation, which requires fleet owners to reduce emissions by increasing the use of zero emissions trucks in their fleets by replacing existing diesel/gasoline trucks.[6] EMFAC2021 does not incorporate the benefits of the ACC II and ACF regulations; therefore, GHG reductions associated with these regulations are not included in this analysis.

For disclosure purposes, the PR-DEIR continues to include a quantified inventory of the project's GHG emissions during operation and construction, which is consistent with the 2024 EIR. However, following the recission of its 2021 GHGRP, the City no longer has a quantitative threshold to evaluate the significance of GHG emissions. Accordingly, for Threshold 1, the PR-DEIR evaluates the significance of the project's GHG emissions based on whether the project would conflict with or impede the ability of the State to meet its GHG reduction goals. For Threshold 2, the PR-DEIR evaluates whether the project would conflict with applicable plans related to GHG emissions at the state, regional, and local levels. This qualitative approach is consistent with the State Supreme Court's direction of how to evaluate GHG impacts in jurisdictions without a qualified climate action plan or numerical significance thresholds as expressed in the Court's decision in *Center for Biological Diversity v. California Department of Fish and Wildlife and Newhall Land and Farming* (2015). Because the City no longer has a qualified climate action plan, and neither the City nor the San Joaquin Valley Air Pollution Control District have adopted numerical thresholds of significance, the City used its discretion to develop qualitative thresholds of significance and evaluate the project under this framework.

Comment O3-10

It should be mentioned that merely demonstrating consistency with the City's 2014 GHGRP is not sufficient to demonstrate consistency with subsequent applicable State-level plans concerning GHG emissions. CEQA requires public agencies to ensure their analyses "stay in step with evolving scientific knowledge and state regulatory schemes." (*Cleveland National Forest Foundation v. SANDAG,* 3 Cal.5th at p. 504.) An agency's approach that is legally adequate at one point in time may not "necessarily be sufficient going forward." (Ibid.) Notably, in the time since the 2014 GHGRP was adopted, the California Air Resources Board (CARB) adopted its 2022 Scoping Plan, which imposes significant changes in modeling and reductions that the 2014 GHGRP does not adequately account for.

To be fair, the PR-DEIR looks at several applicable plans, policies, and regulations beyond the 2014 GHGRP which pertain to achieving reductions in GHG emissions. However, the PR-DEIR utilizes the same problematic tactic as in the earlier DEIR of pointing to numerous different policy items and purportedly showing how the project would not conflict with them.

[4] United States Code. 2025. Public Law 119-15 - Joint resolution providing congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to "California State Motor Vehicle and Engine Pollution Control Standards; Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions; Advanced Clean Trucks; Zero Emission Airport Shuttle; Zero-Emission Power Train Certification; Waiver of Preemption; Notice of Decision". Available at: https://www.govinfo.gov/app/details/PLAW-119publ15. Accessed: October 2025.

[5] United States Code. 2025. Public Law 119-16 - Joint resolution providing congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to "California State Motor Vehicle and Engine Pollution Control Standards; Advanced Clean Cars II; Waiver of Preemption; Notice of Decision". Available at: https://www.govinfo.gov/app/details/PLAW-119publ16. Accessed: October 2025.

[6] California Air Resources Board. 2025. Withdrawal of California's Request for a Waiver, Pursuant to Clean Air Act Section 209(b), and Request for Authorization, Pursuant to Clean Air Act Section 209(e)(2), for the Advanced Clean Fleets (ACF) Regulation, Docket ID EPA-HQ-OAR-2023-0589. January 13. Available at: https://www.epa.gov/system/files/documents/2025-01/ca-acf-carb-withdrawal-ltr-2025-1-13.pdf. Accessed: October 2025.

Response O3-10

The comment asserts that "merely demonstrating consistency with the City's 2014 GHGRP is not sufficient" analysis, incorrectly implying that this comparison is the only analysis included in the PR-DEIR. The City agrees with the comment to the extent that it suggests the PR-DEIR should rely on more than the 2014 GHGRP to evaluate the project's GHG impacts, which is precisely the approach taken in the PR-DEIR. Although the City's 2014 GHGRP is its most current and only GHGRP in effect, the City's 2014 GHGRP relies on reduction targets that are now out of date. Therefore, the City determined that it is not prudent to rely solely on the currently effective 2014 GHGRP for CEQA streamlining of GHG emissions analysis for individual development projects.

Accordingly, the PR-DEIR appropriately analyzes the project's GHG emissions as compared with the policies and requirements of the State of California's 2022 Scoping Plan, Fresno Council of Government's (COG's) 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and Fresno COG's Priority Climate Action Plan, as well as the policies of the 2014 GHGRP and the pertinent policies of the Fresno General Plan to comprehensively determine whether the project's emissions would (1) have a significant impact on the environment or (2) conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emission of GHGs.

To analyze the first threshold of significance, the PR-DEIR quantifies the project's GHG emissions during operation and construction, and evaluates whether the project would conflict with or impede the ability of the State to meet its GHG reduction goals, consistent with the State Supreme Court's ruling *in Center for Biological Diversity v. California Department of Fish and Wildlife and Newhall Land and Farming* (2015). To analyze the second threshold of significance, the PR-DEIR evaluates whether the project would conflict with applicable plans related to GHG emissions at the state, regional, and local levels.

The comment characterizes the City's analysis of applicable policies as "problematic," but provides no support identifying what alleged problem exists. Although the comment is critical of the PR-DEIR's analysis comparing the project to applicable plans and the findings of consistency presented therein, the comment does not identify any purported plan inconsistencies, nor does the comment dispute that the PR-DEIR's analysis constitutes substantial evidence in support of its conclusions. Moreover, the comment ignores the thresholds of significance in Appendix G of the CEQA Guidelines, which expressly identifies conflicts with applicable plans, policies, or regulations as an appropriate threshold to apply to GHG analysis. The City's decision to follow this guidance is consistent with CEQA's direction and within its discretion as the lead agency.

Comment O3-11

There are at least two problems here: First, the presentation implicitly suggests that all policies/impacts are created equal or are of equal weight when they are not.

Response O3-11

The comment incorrectly asserts that the PR-DEIR suggests that all policies and impacts are to be given equal weight. Nowhere does the PR-DEIR include language to this effect. Rather, it supports the conclusion that on balance, weighing competing interests with the applicable plans and policies, the project is consistent with the purpose of applicable plans and policies. A finding that a particular project is consistent with applicable plans and policies requires only that the proposed project be in agreement or harmony with the terms of the applicable plan, not in rigid conformity with every detail of it. (*Solano County Orderly Growth Committee v. City of Fairfield* (2025) 113 Cal.App.5th 1027, 1043 quoting *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656, 678) The analysis included in the PR-DEIR demonstrates that the project exceeds this standard, because it does not conflict with any applicable policy in the 2022 Scoping Plan Priority GHG Reduction Strategy (PR-DEIR Table 3.7-5), the Fresno COG's 2022 RTP/SCS (PR-DEIR Table 3.7-6), the Fresno COG Priority Action Plan (PR-DEIR Table 3.7-7), or the 2014 GHGRP (PR-DEIR Table 3.7-8).

This conclusion includes the project's consistency with policies related to reduction of vehicle miles traveled (VMT). As explained in PR-DEIR Table 3.7-5, the project would implement neighborhood design improvements and transportation network modifications; increase development density in a developed, urban area; encourage employee trip reduction; and provide customers with the opportunity to combine multiple retail trips into a single,

consolidated destination. Each of these project attributes contribute to the state's VMT reduction goals, notwithstanding the project's modeled net VMT increase.

Accordingly, because the project would not conflict with applicable plans and policies, the project would not impede the state's goals with respect to climate change and GHG emissions reduction.

Comment O3-12

Second, this approach avoids addressing the fact that the project will result in a massive increase in VMT – which is far and away the biggest contribution to GHG emissions both locally and statewide. The evidence presented in the PR-DEIR is not substantial enough to overcome the fundamental policy conflict that exists due to the project's excessively high level of VMT.

Response O3-12

The comment incorrectly asserts that the PR-DEIR avoids addressing the fact that the project will result in an increase in VMT. As an initial matter, the project's VMT impacts are addressed in Section 3.13, "Transportation and Circulation," of the 2024 EIR. Due to the project's modeled VMT increase, the 2024 EIR discloses that even after incorporation of all feasible mitigation measures, the project would result in a significant and unavoidable transportation impact. This conclusion has not changed, and if the City decides to re-approve the project, CEQA requires the adoption of findings and a statement of overriding considerations regarding this significant and unavoidable impact. Moreover, in its discussion of Impact 3.7-1, the PR-DEIR expressly discloses that "the project does generate an increase in VMT."

In addition, the PR-DEIR includes a quantified inventory of the project's GHG emissions, including the GHG emissions generated by the project's VMT. Although the PR-DEIR acknowledges that mobile source emissions (i.e., transportation emissions from VMT) are a substantial component of overall GHG emissions, it explains that VMT alone does not account for vehicle characteristics, fuel type, emission standards, and fleet-level standards, all of which directly influence GHG emissions. For example, all-electric vehicles generate VMT while resulting in no tailpipe GHG emissions. Thus, while the GHG analysis does incorporate information regarding VMT, the assessment of GHG impacts is based on the significance thresholds described in Responses O3-9 and O3-10 above.

The PR-DEIR also identifies the variety of ways the project would not conflict with policies aimed at reducing VMT. For example, the project includes modifications to the transportation network consistent with the City's Complete Streets Policy. Such improvements include constructing sidewalks along the project frontage; constructing bicycle facilities along its western, southern, and northern frontages; constructing a multi-use path; and installing striping to better delineate the roadway cross section for different users. These facilities would be consistent with the City's Active Transportation Plan. The project also includes a redesignation of Herndon Avenue from Expressway Area to Superarterial, which allows for multiple modes of travel, including pedestrian and bikes. This could lead to further development of these types of non-vehicular facilities, including bike lanes and sidewalks, which are not currently allowed under the Expressway Area designation.

In addition, the project site is largely surrounded by existing development. The project would increase the development density of the area and would be located near transit facilities, such as the NW Herndon-Hayes transit stop, and therefore would increase the density of development near transit. Through implementation of Mitigation Measure 3.13-2, the project would encourage employee commute trip reduction through a variety of strategies. The project would provide carpool incentives, partner with local agencies to provide vanpool services, subsidize transit passes, and provide bicycle storage and locker rooms for employees who bike to work. This would reduce employee VMT and provide incentives for employees to commute to work in alternative ways.

Furthermore, the project would allow customers to have multiple needs served in one trip, including eye exams; purchase of household goods and groceries, furniture, appliances, and liquor; car washes; and refueling at the gas station. Costco members may make fewer total retail shopping trips in a month or a year than they would if they did not have a Costco nearby. This may result in VMT reduction that is not captured in the VMT modeling.

Together, this provides substantial evidence to support the conclusion that the project would not conflict with policies aimed at reducing VMT to address GHG emissions.

Comment O3-13

As indicated during Fresno City Council meetings regarding the City's new VMT Mitigation Fee Program (more on that later), the City of Fresno needs a reduction of 67,429 average daily VMT to meet its citywide reduction targets. If the project's peak daily VMT is going to be nearly double the amount of daily VMT by which the entire City currently exceeds its threshold, it appears clear that the project will either 1) generate GHG emissions, either directly or indirectly, to a degree that will have a significant impact on the environment; or 2) conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Response O3-13

The comment conflates the City's VMT Reduction Program with GHG emissions and project-specific impacts. First, the comment incorrectly asserts that the City of Fresno needs a reduction of 67,429 average daily VMT to meet its citywide reduction target. The VMT Reduction Program describes 67,429 units of VMT associated with future development that are projected to be unmitigated, as calculated by the Fresno COG Activity Based Model. Through the application of the VMT Reduction Program, new projects that result in unmitigated VMT would pay an impact fee to fund improvements that offset and mitigate this figure. However, as discussed in Responses O3-14 through O3-21 below, the VMT Reduction Program does not apply to this project. Furthermore, the comment assumes that the project would conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, but it does not—and cannot—identify such a policy. There is no policy that states a project may not have a significant and unavoidable VMT impact or that such an impact necessarily constitutes a GHG impact. As explained in Response O3-9 above, the PR-DEIR includes substantial evidence that the project is consistent with applicable plans, policies, and regulations adopted for the purpose of GHG reduction.

Comment O3-14

VMT is a multifaceted metric, which is demonstrated by the fact that VMT and SB 743 (the piece of legislation which required consideration of VMT under CEQA) are mentioned in the regulatory setting for *both* the GHG Emissions section and the Transportation section of the EIR. This is why the PR-DEIR's failure to identify the excessive VMT as a significant GHG impact (like the invalidated EIR before it) is inaccurate, misleading, and a failure to satisfy CEQA's informational mandate. Large-format retail projects constructed in suburban edge locations like the subject project site are among the poster children for highly-impactful high-VMT projects with high GHG emissions that are squarely targeted to be addressed through GHG-reduction policymaking and regulation. It is unreasonable to pretend that a project of this nature and this scale ("the largest Costco in the world") – both at the project-specific and cumulative level – does not unequivocally conflict with the 2022 CARB Scoping Plan, the RTP/SCS, SB 743, and other plans, policies, and regulations that have been adopted to address GHG emissions and climate change.

Response O3-14

The PR-DEIR provides an accurate characterization of the project's potential GHG emissions, including the GHG emissions that would result from VMT. The information is disclosed in the PR-DEIR both as quantified emissions and through qualitative evaluation of the project against plans for GHG reduction. It would be inaccurate and misleading to simply equate an increase in VMT to a significant GHG emissions impact for several reasons.

First, as explained by the 2022 Scoping Plan Update and summarized in Section 3.7.1 of the PR-DEIR, the state does not expect each individual project to result in net zero GHG emissions. Rather, GHG reduction planning must understand that the population and land use/economic sectors in California will continue to grow and, therefore, decisions should balance growth that includes GHG increases with effective GHG reduction strategies. In other words, a project can produce GHG emissions without inhibiting the state's overall ability to meet its GHG reduction goals.

Second, a significant VMT impact (based on local/regional travel patterns) does not equate to a significant GHG impact (based on a broader geographic scale and applicable policies). This is partly because the VMT metric alone does not account for vehicle characteristics, fuel type, emission standards, and fleet-level standards, all of which directly influence GHG emissions, and each of which is accounted for in the PR-DEIR GHG inventory and its analysis of plan and policy consistency.

CEQA maintains a distinction between VMT thresholds of significance and GHG thresholds of significance because they relate to different impacts. As set forth in SB 743, CEQA Guidelines Section 15064.3(b) directs lead agencies to use VMT as a threshold of significance to evaluate transportation impacts (and only transportation impacts). By contrast, CEQA Guidelines Section 15064.4(b) provides lead agencies with guidance to apply discretion in developing thresholds to evaluate GHG emissions impacts. Consistent with CEQA, the City adopted a transportation threshold that provides any net increase in VMT (i.e., 1 additional mile traveled in any car as a result of the project) generates a significant transportation impact. As discussed in Response O3-9 above, the City properly used its discretion to set thresholds of significance for GHG impacts that are different from the VMT threshold for evaluating transportation impacts.

The comment does not include substantial evidence—nor, more importantly, does it dispute that the City's analysis is supported by substantial evidence—that the City's determinations are incorrect or unreasonable. As explained above, the environmental topics of VMT within a transportation analysis and of GHG emissions generated by VMT in a GHG section are judged by different thresholds of significance. If they were synonymous, they would not be separately evaluated and would not be separately listed and directed for individual study in the CEQA Guidelines Appendix G checklist.

Comment O3-15

As previously stated, in *Sierra Club v. County of Fresno* (a.k.a. the "*Friant Ranch*" case), a key part of the California Supreme Court's ruling in that case was that an EIR must include "sufficient detail to enable those who did not participate in its preparation to understand and consider meaningfully the issues the proposed project raises." An additional key part of the ruling, which was related to the adequacy of an EIR's air quality analysis, is that an EIR must show a "reasonable effort to substantively connect a project's air quality impacts to likely health consequences." Under the same line of reasoning that follows from *Friant Ranch*, the CEQA document here is required to make reasonable effort to substantially connect the project's VMT impacts to GHG emissions impacts and consequences. Based on the foregoing information presented in these comments, it has not done so. The Draft EIR's failure to identify policy and regulatory conflicts resulting from the project's GHG-related impacts (which stem from its acknowledged threshold-exceeding VMT levels) as being a significant impact is a major analytical and informational deficiency.

Once again, the rationale and comments demonstrate what arguably amounts to an attempt to willfully confuse the meaning of and/or downplay the significance of the EIR's own significant-and-unavoidable determination regarding the project's threshold-exceeding VMT levels. The approach being taken in the EIR functionally serves to keep the project's VMT impacts in the realm of "technical minutiae" and cuts against the provision of adequate information to the public and fostering of meaningful public participation. CEQA does not ban projects with significant and unavoidable impacts from ultimately being carried out when there are compelling reasons to do so, and the range of legitimate reasons is broad and can be for non-environmentally-centric reasons. What CEQA does require though is sufficient disclosure of information in order to allow informed understanding and meaningful public participation, and that has not happened here.

Response O3-15

The *Sierra Club v. County of Fresno* case (Friant Ranch) established that a reasonable effort should be made to explain the connection between exceeding a numerical threshold pertaining to air quality emissions and health effects on sensitive receptors. The PR-DEIR is compliant with this aspect of the decision in the *Sierra Club v. County of Fresno* case, and no one has challenged the sufficiency of the analysis of air quality impacts or its relation to health effects presented in Section 3.3, "Air Quality," of the 2024 EIR.

The relationship between air emissions and health consequences is not analogous to the relationship between VMT and GHG emissions. In the Friant Ranch case, the decision indicates that only disclosing modeling numbers does not provide the context necessary for the public to understand the project's implications, particularly with respect to health outcomes from specific pollutants. As explained above and in the PR-DEIR, VMT is a component of GHG emissions modeling and all project VMT was included in the calculated GHG emissions reported in the PR-DEIR. The calculations, which reflect an industry standard approach to modeling project VMT emissions, apply an emissions

factor to VMT; whether the VMT exceeds a threshold developed for transportation impacts does not factor into the GHG modeling. Moreover, the analysis in the PR-DEIR provides the connection between the project attributes, modeled emissions, and consistency with regulations designed to reduce GHG emissions. In this regard, the PR-DEIR provides a full analysis that explains the effects of the project.

For the reasons summarized above, the PR-DEIR fully and adequately discloses the connection between VMT and GHG emissions, and the project's GHG impacts, including the potential for policy and regulatory conflicts and inconsistencies. The 2024 EIR also fully discloses the project's significant and unavoidable VMT impact, which would remain even after the incorporation of all feasible mitigation measures. Should the City decide to reapprove the project, CEQA would require it to adopt findings and a statement of overriding considerations addressing the significant and unavoidable transportation impact related to VMT. There is no effort to obscure or downplay the significance of the project's transportation impact with respect to VMT.

Accordingly, the PR-DEIR fulfills the City's obligation under CEQA to disclose potential effects of the project and to provide the public with a meaningful opportunity to comment on the project's potential for substantial adverse environmental effects. The PR-DEIR fully satisfies CEQA's mandate to serve as an informational document that facilitates meaningful public participation.

Comment O3-16

3. The City of Fresno's recently-adopted VMT Reduction Program is available as feasible mitigation to substantially reduce the proposed project's significant impacts resulting from excessive VMT.

Under CEQA Guidelines 15126.4, where a project will have significant environmental impacts, the agency undertaking or permitting that project must impose all feasible mitigation. For reasons already discussed, the project's VMT in excess of the City threshold constitutes a significant GHG impact as well as a significant Transportation impact.

Response O3-16

The comment incorrectly asserts that the project's increase in VMT would result in a significant impact from GHG emissions in addition to a significant and unavoidable transportation impact. As discussed in Section 3.13, "Transportation and Circulation," in the 2024 EIR, the project would generate an increase in VMT, which would result in a significant transportation and circulation impact. The 2024 EIR includes Mitigation Measure 3.13-2, which requires the project applicant to implement a program that reduces employee VMT by at least 26 percent. The 2024 EIR concludes that this is the greatest VMT reduction that could feasibly be implemented. However, because the majority of the project's VMT would be generated by members—not employees—the 2024 EIR concludes that even with the incorporation of all feasible mitigation measures, the project would result in a significant and unavoidable transportation impact due to its net increase in VMT. Accordingly, the 2024 EIR disclosed the project's significant and unavoidable impact with respect to VMT and identifies measures to reduce the severity of that impact to the greatest feasible extent.

As an initial matter, the comment's focus on transportation impacts is misplaced. When only portions of an EIR have been modified, State CEQA Guidelines Section 15088.5(c) only requires circulation for public comment of the chapters or portions that have been modified. CEQA Guidelines Section 15088.5 limits the scope of review and comment on a recirculated EIR to those portions of the EIR that are recirculated; recirculation is not an opportunity to reassess the adequacy of issues that are already settled. The 2024 EIR's transportation analysis, associated mitigation measures, and conclusion of a significant and unavoidable impact were never challenged. The transportation analysis was not recirculated, nor has it changed. Therefore, CEQA does not require responses to comments on the PR-DEIR that concern mitigation measures to address the project's transportation impact related to VMT. Although not required by CEQA, Responses O3-17 though O3-31 below are provided for informational purposes.

Moreover, as discussed in Responses O3-7 through O3-15 above, the project's VMT increase does not result in a significant impact with respect to GHG, and therefore no further mitigation measures are required to address GHG impacts. In addition, as discussed in Responses O3-17 through O3-21 below, by its own terms, the VMT Reduction Program does not apply to the project, and it cannot feasibly be adopted as a mitigation measure for multiple reasons.

Comment O3-17

On November 6, 2025, the City of Fresno voted to enact a VMT Reduction Program as a means of adding greater consistency and predictability in mitigating significant VMT impacts associated with new land use development projects. The VMT Reduction Program established a mitigation fee of $295 per mile that projects with VMT above the applicable local threshold would be required to pay to offset their threshold-exceeding levels of VMT.

Response O3-17

The comment provides an incomplete summary of the City's newly adopted VMT Reduction Program, which took effect on January 6, 2026, after the close of the public comment period on the PR-DEIR. Although not related to the adequacy of the PR-DEIR, additional details about the VMT Reduction Program are provided for clarity below.

The comment is correct that on November 6, 2025, the Fresno City Council approved: Resolution No. 2025-314 adopting a Vehicle Miles Traveled Nexus Study, Reduction Program, and Capital Improvement Plan; Resolution No. 2025-315 amending the City's Master Fee Schedule to add a Vehicle Miles Traveled Mitigation Fee; and Ordinance No. 2025-43 adding Article 4.17 to Chapter 12 of the Fresno Municipal Code relating to the VMT Reduction Program and Mitigation Fee. By the terms of the two Resolutions and the Ordinance, the legislation took effect on January 6, 2026, 61 days after passage.

As noted in the comment, the VMT Reduction Program imposes a VMT mitigation fee of $295 per unit of VMT generated above the threshold of significance on projects subject to the VMT Reduction Program. As set forth in Resolution No. 2025-314 Sections 2.D and 2.E, the VMT Reduction Program contemplates collecting impact fees from projects to contribute towards 24 enumerated VMT mitigation bank projects, which are forecast to reduce citywide VMT. As set forth on page 31 of Exhibit A to Resolution No. 2025-314, the 24 enumerated projects would result in a cumulative VMT reduction of 67,429 VMT over a 5-year horizon at a cost of $19,891,686, resulting in a fee of $295 per unit of VMT.

By its own clear terms, the VMT Reduction Program does not apply to all development projects within Fresno. Section 5 of Resolution No. 2025-314, which adopted the VMT Reduction Plan, provides that "due to fairness and certainty principles and infeasibility due to the City and private party time, effort and resources and public review and comment that have been spent in such cases, the VMT Mitigation Fee will not apply to projects for which VMT analysis has been conducted and incorporated into CEQA documents published for public review prior to the effective date of the VMT Mitigation Fee." In other words, the VMT Reduction Program does not apply to projects for which VMT analysis has already been prepared and subject to public review, as the City Council determined it would not be feasible for such projects to redo their VMT analysis.

Here, the project's VMT analysis was completed and circulated for public review in July of 2023 as a component of the 2024 EIR. The 2024 EIR was fully certified on April 18, 2024. Although the 2024 EIR was later decertified, the Court did not identify any inadequacy in the transportation analysis. The project's VMT analysis was unaffected and was not recirculated for public review. The PR-DEIR circulated Section 3.7, "Greenhouse Gas Emissions and Climate Change," for public review and comment between November 21, 2025 and January 5, 2026. Each of these events took place before the VMT Mitigation Fee and the VMT Reduction Program took effect on January 6, 2026.

Importantly, the Court did not identify any inadequacy in the transportation analysis and the project's VMT analysis was not recirculated for public review. Because the project's VMT analysis was complete, incorporated into a CEQA document, and circulated for public review long before the VMT Reduction Program became effective, the VMT Reduction Program does not apply to the project.

Comment O3-18

During recent City Council hearings regarding the VMT Reduction Program, City executive staff discussed at length how by adopting the VMT Reduction Program the City effectively determined that payment of the VMT mitigation fee as set forth in the program is considered a feasible mitigation measure. Additionally, in response to a question from Council about the applicability of the VMT fee to projects in the pipeline that have been deemed complete and are in processing stage, the Planning Director stated "If CEQA has not already been completed and publicly circulated, then VMT would need to be reviewed under the lens of the program."

Response O3-18

The comment summarizes staff comments made during the City Council hearing regarding the VMT Reduction Program. However, the comment does not reflect the full text of the VMT Reduction Program's treatment of pipeline projects. As discussed in Response O3-17, above, the VMT Reduction Program does not apply to projects for which VMT analysis has been conducted and incorporated into CEQA documents published for public review prior to the effective date of the VMT Mitigation Fee, including the project. Although the City determined that the VMT Mitigation Fee would be a feasible mitigation measure as applied to the future development projects subject to the VMT Reduction Program, the project and others similarly situated are expressly excluded from the VMT Reduction Program and, therefore, the City is legally precluded from imposing the VMT Mitigation Fee on the project.

CEQA Guidelines Section 15364 defines feasible to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors." In addition, as set forth in Public Resources Code Section 21004, the City's authority to impose mitigation measures must be based on legal authority other than CEQA. Here, no such legal authority exists because the resolution adopting the VMT Reduction Program expressly excludes projects from the VMT Mitigation Program for which VMT analysis has been conducted and incorporated into CEQA documents published for public review prior to the effective date of the VMT Mitigation Fee, which includes the project at issue here. Furthermore, as set forth in the City Council's findings related to the infeasibility of imposing the VMT Mitigation Fee on in-process projects, it would not be feasible to re-do and recirculate the project's VMT analysis at this late stage in the development review process, more than 2 years after the VMT analysis was circulated for public review. Therefore, consistent with the clear language of the VMT Mitigation Program, the VMT Mitigation Fee is not a feasible mitigation measure for the project's VMT impacts.

Comment O3-19

The project's prior environmental review which was invalidated by court order did not consider the possibility of mitigating VMT via payment of a mitigation fee since a mitigation fee program did not yet exist. Now, however, the VMT Reduction Program offers a readily available way for the proposed project to offset its excessive VMT (at least to some degree).

Response O3-19

The comment correctly notes that the 2024 EIR did not analyze the effect of the VMT Reduction Program because the VMT Reduction Program did not exist when the 2024 EIR was prepared and certified.

The project and the 2024 EIR were the subject of a petition for writ of mandate in Fresno County Superior Court Case No. 24CECG02208, *Herndon-Riverside Coalition for Responsible Planning and Development v. City of Fresno* et al. There was no challenge to the 2024 EIR's transportation analysis, including the thresholds of significance used to evaluate transportation impacts related to VMT, the methodologies used to quantify the project's VMT, the mitigation measures adopted to reduce VMT to the greatest extent feasible, and the conclusion that the project would result in a significant and unavoidable transportation impact due to its resultant increase in VMT.

In an Order After Hearing issued by the Fresno County Superior Court, the Court granted the petition in part, finding that the 2024 EIR's GHG emissions and climate change analysis was inadequate. The Court reasoned that the 2024 EIR's conclusion was "based upon a comparison of the Project's anticipated emissions with the application of the mitigation measures and implementation of clean vehicle regulations and the 2021 [GHGRP]." However, the 2021 GHGRP was set aside following certification of the 2024 EIR due to an unrelated legal challenge, and therefore the 2024 EIR's conclusion about GHG and climate impacts was determined by the court to be "without foundation."

The Court issued a writ of mandate ordering the City to certify a revised EIR that "includes a legally adequate analysis of the Project's Greenhouse Gas impacts that complies with CEQA and does not rely on the City's 2021 Greenhouse Gas Reduction Plan." Nothing in the Court's Order undermined the validity of the 2024 EIR's analysis with respect to VMT impacts. In compliance with the Court's Order and the writ of mandate, the PR-DEIR is limited to recirculation of a single topical section: Greenhouse Gas Emissions and Climate Change.

Because the VMT Reduction Program addresses transportation impacts, and because the project's transportation impacts were fully addressed in the 2024 EIR and are not included in the PR-DEIR, the VMT Reduction Program is not applicable nor relevant to the PR-DEIR. Moreover, as explained in Response O3-18 above, the VMT Reduction Program is neither applicable to the project nor is the VMT Mitigation Fee legally feasible to adopt as a project mitigation measure. Therefore, the City is not obligated to re-evaluate the project's VMT and does not have the legal authority to impose participation in the VMT Reduction Program as mitigation. The analysis and conclusions in the 2024 EIR related to VMT remain valid.

Comment O3-20

While the project was initiated before the VMT Reduction Program was approved, the subject PR-DEIR was not circulated for public review until after the City adopted the VMT Reduction Program. Further, since the previously approved EIR was decertified and project approvals were set aside, the mitigation issue is still live for purposes of CEQA. Therefore, it appears the project is not grandfathered in and would be subject to payment of the fee.

Response O3-20

The comment notes that the PR-DEIR was not circulated for public review until after the City adopted the VMT Reduction Program. Although this is correct, it is irrelevant. As discussed above, the PR-DEIR, which was circulated for public review between November 21, 2025 and January 5, 2026, only addressed the project's GHG and climate change impacts, not the project's transportation impacts. The project's VMT analysis was prepared and circulated for public review in July of 2023 and then later certified as a component of the 2024 EIR. By its plain text, the VMT Reduction Program does not apply to projects with a completed VMT analysis that has been circulated for public review. Therefore, the project is not subject to the VMT Reduction Program, and there is no legal mechanism to impose the VMT reduction fee. It is infeasible for the City to require contribution to the VMT Reduction Program as mitigation for the reasons explained above in Response 03-18. Accordingly, the comment's assertions that the project is "not grandfathered" and "would be subject to payment of the fee" are incorrect.

Comment O3-21

It is noted that during Council meetings for the VMT Reduction Program that the City's Planning Director mentioned two possible alternatives to paying the VMT fee:

1) A project could do its own EIR with its own mitigation which, based on substantial evidence in the record, shows it can mitigate all of the VMT in excess of the threshold - and City Council would have to determine that evidence shows it.

2) A project applicant could demonstrate that payment of the VMT fees would be infeasible, which requires a detailed financial analysis to substantiate such a determination.

If the project intends to proceed under either of the alternative approaches, substantial evidence would need to be provided before certification and approval can happen.

Response O3-21

The comment summarizes City staff's statements made during the City Council hearings concerning the VMT Reduction Program as to potential alternatives to paying the impact fee created under the VMT Reduction Program. As discussed in Responses O3-16 through O3-20, above, the VMT Reduction Program is not applicable to the project and, therefore, alternative measures or further analysis are not required.

2.2.3 Individuals

Letter I1 Janet Bergman

November 21, 2025

Comment I1-1

How can I join the fight against this monstrosity?

Response I1-1
On November 21, 2025, City staff advised the commenter on the comment period, directed the commenter to the available documents, and provided direction for submitting further comments. The comment does not pertain to the material in the PR-DEIR and no response is required.

Letter I2 Lorraine Arrington

November 21, 2025

Comment I2-1
Are you saying the costco on shaw will be closed, and a new one built? What happens to the old building?

Response I2-1
Costco is proposing to open the new location and close the Shaw Avenue location. There are no known plans for the Shaw Avenue location. This comment does not address the adequacy of the PR-DEIR analysis; therefore, no further response is required.

Letter I3 Rangel Melendez

November 21, 2025

Comment I3-1
Please remove me from your list.

I moved away from the area and far away from Fresno. Not interested in this topic anymore

Response I3-1
The comment does not pertain to the material in the PR-DEIR and no response is required.

Letter I4 Michael Van

November 22, 2025

Comment I4-1
Thank you. Awesome news can’t wait for Costco to open there thank you

Response I4-1
The comment does not pertain to the material in the PR-DEIR and no response is required.

Letter I5 Tom Ames

November 29, 2025

Comment I5-1
All this states is all the concerns are within acceptable limits. I disagree for the simple reason there will be too many traffic lights from Golden State Blvd. up to the one Costco wants to add. Anyone who drives in this area for their morning or afternoon commute already know how bad it is. The increase on Herndon will not be minimal but will impact the area. I think Costco and the city can come up with a better way to alleviate traffic concerns.

Response I5-1
This comment expresses concerns about the proposed project's contributions to traffic. On December 28, 2018, the California Resources Agency certified and adopted updates to the State CEQA Guidelines which included the adoption of Section 15064.3, “Determining the Significance of Transportation Impacts.” Pursuant to Section 15064.3, automobile delay and similar metrics relating to vehicular roadway capacity and traffic congestion were eliminated as the basis for determining significant impacts, effectively being replaced with VMT as the primary metric to identify transportation-related impacts under CEQA. Although the topic of traffic congestion is a factor for consideration by the decision-makers in acting on the proposed project, this topic is addressed outside of the CEQA review process.

Letter I6 Janet Bergman

January 2, 2026

Comment I6-1

I strongly oppose this Costco project. It would be located in an area where children must walk past it on the way home from school. Having large semi-trucks in this area will be extremely dangerous.

Additionally, it is located next door to a 200 plus bed senior living facility, Kingston Bay. Only a few months ago a person was killed by a semi-truck near the current Costco on Shaw that was on a mobility scooter. The semi did not even know they had hit the person. This Costco will have many more trucks than the current one does and every day when I'm walking my dogs, I see residents of Kingston Bay walking with their walkers and in their electric wheelchairs.

Someone will be killed very soon after this Costco opens – mark my word, the blood will be on your hands if you let this happen.

Please do not allow this monstrosity to be built in this location.

Response I6-1

Although the comment does not pertain to the material in the PR-DEIR, the following response briefly addresses the concerns. No further response is required.

The comment expresses opposition to the proposed project. As explained in the 2024 EIR, the proposed project would not conflict with planned pedestrian facilities. Regarding delivery trucks, the 2023 DEIR (see page 2-20) describes an anticipated delivery schedule between approximately 2:00 and 10:00 a.m. at a rate of two to three trucks per hour and a total of approximately 10 to 13 trucks per day for the warehouse. Fuel would be delivered to the gas station in two to three trucks per day, and the tire center would receive shipments once or twice a week. As disclosed in Chapter 2, "Project Description," of the 2023 DEIR (see page 2-14), the primary truck access route would be the southernmost driveway along North Arthur Avenue, with a secondary truck route using the southernmost driveway along North Riverside Drive, minimizing exposure of existing residents to truck traffic. (In addition, note that a proposed condition of approval would eliminate truck access via Riverside Drive.) The truck loading dock would be located on the southern facade of the warehouse building. Further, the City of Fresno has met with the Central Unified School District regarding the proposed project to ensure that project-related truck deliveries do not pose a safety hazard for students at school bus drop-off/pick-up locations. Please refer to Response I5-1 and I89-1 in the 2024 Final EIR for further discussion of this topic.

Letter I7 Robert Mason

January 5, 2026

Comment I7-1

I am submitting this comment in support of the proposed Costco Commercial Center project at Herndon and Riverside (SCH 2021100443).

As a Fresno resident and customer, I believe this relocation will bring clear community benefits including retaining jobs within the city, reducing congestion at the older Blackstone & Shaw site, and providing improved access for northwest Fresno residents. The new site design also appears to include updated environmental and traffic mitigation measures that will reduce emissions and improve safety for both vehicles and pedestrians.

I appreciate that the City has revised its environmental analysis in response to prior court concerns, and I encourage you to move forward with certification of the EIR and project approvals once the comment period closes.

Thank you for the opportunity to comment and for your work to support balanced growth in our city.

Response I7-1

The comment expresses support for the project. No response is required.

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Fresno Costco Commercial Center Project

Findings and Facts in Support of Findings
and
Statement of Overriding Considerations

State Clearinghouse No. 2021100443

City of Fresno

May 2026

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LIST OF ABBREVIATIONS

APN	assessor's parcel number
BMP	best management practice
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Fresno
CNEL	Community Noise Equivalent Level
Costco	Costco Wholesale Corporation
dB	decibels
EIR	environmental impact report
FAR	floor area ratio
Findings	Findings of Fact
FMFCD	Fresno Metropolitan Flood Control District
GHGRP	Greenhouse Gas Reduction Plan
L_{dn}	day-night level
L_{eq}	energy-equivalent noise level
MMRP	mitigation monitoring and reporting program
$MTCO_2e$	metric tons of carbon dioxide equivalent
NOP	notice of preparation
PRC	Public Resources Code
RWQCB	Regional Water Quality Control Board
SJVAPCD	San Joaquin Valley Air Pollution Control District
SR	State Route
TIA	*Fresno Costco Relocation Transportation Impact Analysis*
VMT	vehicle miles traveled

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1 INTRODUCTION

The Costco Wholesale Corporation (Costco), the project applicant, proposes to construct a membership-only Costco Commercial Center, including a new warehouse with an attached tire center and home delivery services, and a detached gas station and drive-through car wash. The proposed project site is a vacant 22.4-acre parcel located at the northeast corner of the intersection of West Herndon Avenue and North Riverside Drive in the City of Fresno. An environmental impact report (EIR) was prepared under the direction of City of Fresno (City), the lead agency under the California Environmental Quality Act (CEQA), in accordance with the requirements of CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines. The EIR consists of the 2023 DEIR, 2024 Final EIR (referred to collectively as the 2024 EIR), the 2025 Partial Recirculated Draft EIR (PR-DEIR), and the 2026 Final EIR.

The existing Costco facility on West Shaw Avenue would be relocated to the project site. Costco has occupied the commercial building at 4500 West Shaw Avenue in the city of Fresno since 1985. Costco's customer base has outgrown the capacity of the current facility, which could lead to future traffic and parking concerns. The new facility would serve the same customers as the existing facility plus anticipated growth in the area. The project would also allow Costco to expand services in the area to include an additional gas station and a car wash, as well as a loading area to facilitate delivery of purchases directly to homes in the Fresno area.

This statement of Findings of Fact (Findings) has been prepared in accordance with CEQA and its implementing guidelines (California Code of Regulations [CCR] Title 14, Section 15000 et seq.) to address the environmental effects associated with the proposed Costco Commercial Center Project. Public Resources Code (PRC) Section 21081 and Section 15091 of the State CEQA Guidelines require that the lead agency prepare written Findings for identified significant impacts, accompanied by a brief explanation for the rationale for each finding. Section 15091 of the State CEQA Guidelines states, in part:

a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

   1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

   2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

   3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

The CEQA analysis for the project identified potentially significant effects that could result from project implementation. The City finds that the inclusion of mitigation measures as part of the project approval would reduce most, but not all, of those effects to a less-than-significant level. Those impacts that are not reduced to a less-than-significant level are identified and overridden due to specific project benefits identified in the Statement of Overriding Considerations set forth within these Findings.

The following sections make detailed Findings with respect to the potential effects of the project and refer, where appropriate, to the mitigation measures set forth in the 2024 EIR to avoid or substantially reduce potentially significant adverse impacts of the project. The 2023 DEIR, 2024 Final EIR, 2025 PR-DEIR, and 2026 Final EIR and the administrative record concerning the project provide additional facts in support of the Findings herein. The 2023 DEIR, 2024 Final EIR, 2025 PR-DEIR, and 2026 Final EIR are hereby incorporated into these Findings in their entirety. Furthermore, the mitigation measures set forth in the Mitigation Monitoring and Reporting Program (MMRP) are incorporated by reference into these Findings.

The Fresno City Council (City Council) is the decision-making authority for the project. The City Council adopts these Findings in that capacity.

2 PROJECT SUMMARY

2.1 PROJECT LOCATION

The project site is a 22.4-acre parcel located at the northeast corner of the intersection of West Herndon Avenue and North Riverside Drive in the city of Fresno. The project site is bordered by the undeveloped right-of-way for West Spruce Avenue to the north, the right-of-way of (currently unbuilt) North Arthur Avenue to the east, West Herndon Avenue to the south, and North Riverside Drive to the east. The project site's address is 7120 North Riverside Drive and the assessor's parcel number (APN) is 50302012. Local access to the site is provided by West Herndon Avenue, West Spruce Avenue, and North Riverside Drive. Regional access is provided by State Route (SR) 99, via the West Herndon Avenue interchange approximately 0.5 mile to the southwest.

2.2 PROJECT ELEMENTS

The Costco Commercial Center would include a warehouse retail building, gas station, and car wash. The size of each project element, as revised in the 2024 Final EIR, is summarized below in Table 2-1.

Table 2-1 Project Elements

Structure	Area (square feet)
Warehouse Retail Building Footprint	**219,216**
Warehouse/Retail	163,539
Loading/Back of house/Storage/Receiving	4,422
Market delivery operation	46,834
Open canopy space	3,233
Building envelope	1,188
Fuel canopy	**12,885**
Car wash	**4,800**

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

The project would also include construction of off-site improvements to improve circulation and provide utilities to the site. Specific improvements include the following and are depicted in Figure 2-10:

1. Installation of a traffic signal at the intersection of West Fir Avenue, North Riverside Drive, and the main Costco driveway.
2. The construction of a private 36-foot asphalt right-of-way (currently named North Arthur Avenue) running along the eastern boundary of the project site.
3. Construction of the intersection of West Herndon Avenue and North Arthur Avenue to allow right-in/right-out and left-in turning, which would require a median cut on West Herndon Avenue.
4. The construction of West Spruce Avenue from North Riverside Drive to the intersection with North Sandrini Avenue. The asphalt roadway would include curb, gutter, sidewalk, and streetlights, as well as the installation of sewer and water mains underneath this portion of West Spruce Avenue. Existing turf and mature trees within the right-of-way would be removed. In addition, the existing irrigation system at the golf course and path for the golf carts would be relocated. A new fence and nets to prevent errant balls from striking vehicles and pedestrians would be installed along the northern boundary of the roadway.

5. Improvements to the intersection of West Herndon Avenue and North Riverside Drive.
6. Improvements to North Riverside Drive, including moving the concrete median approximately 5 feet to the west, construction of a second southbound left-turn lane, construction of a second northbound lane, and construction of a 12-foot-wide multiuse trail and a 3-foot-tall, landscaped berm between trail and parking lot.
7. The construction of pedestrian and bicycle facilities, including a trail as identified by the City's Active Transportation Plan along the project site's frontage with West Herndon Avenue.

2.2.1 General Plan Amendments and Rezoning

The proposed Costco warehouse building is consistent with established zoning for the parcel; however, an amendment to the City of Fresno's General Plan and rezoning of the site would be required to permit the proposed car wash. The project would require a general plan amendment to change the land use designation of the project site from Community Commercial (CC) to General Commercial (CG). The General Commercial designation proposed for the site is described in Urban Form, Land Use, and Design Element of the General Plan as appropriate for retail and service uses that may generate high volumes of vehicle traffic. Similarly, the project site would be rezoned from CC to CG.

The project also includes a proposed General Plan amendment and rezoning to reclassify West Herndon Avenue from North Riverside Drive to North Hayes Avenue as a superarterial. West Herndon Avenue is designated, depending on the specific segment, as either an expressway or superarterial, the two highest roadway classifications in the General Plan, throughout the project site's vicinity and is designated as a superarterial between the project site and SR 99. The project includes a general plan amendment to reclassify the portion of West Herndon Avenue between North Riverside Drive and North Hayes Avenue from expressway to superarterial to allow the construction of an intersection where West Herndon Avenue meets the private North Arthur Avenue right-of-way. The current classification of expressway would not permit the construction of this intersection. The proposed intersection where West Herndon Avenue meets the North Arthur Avenue right-of-way would allow access to the project site via two north-south streets, rather than solely from North Riverside Drive. This may result in easier travel for southbound drivers along North Riverside Drive, including nearby residents and visitors to the Riverside Golf Course.

2.2.2 Planned Development Permit

Article 59 of Chapter 15 of the Fresno Municipal Code establishes regulations and procedures for Planned Development Permits (PD Permits), which are permits for "development on large areas of land and infill sites to allow for projects that desire greater flexibility than already provided for in this Code." The PD Permit process allows developments to request deviations from development standards to respond to site conditions in a more customized and tailored manner than allowed by the standards specified in the Municipal Code.

The project applicant has applied for a PD Permit to request deviations from Section 15-2015 of the Municipal Code, which specifies that lighting fixtures in commercial districts have a maximum height of 25 feet. Costco aims to achieve 2.5 foot-candles of light throughout the parking area to maximize safety within the parking lot. This level of lighting is intended to provide security and safety for drivers and pedestrians navigating the parking lot at night. The project would include light fixtures with a maximum height of approximately 36.5 feet instead of the allowed 25-foot-tall fixtures to reduce the number of lights needed to achieve the desired light levels within the parking field. The proposed 36.5-foot-tall light poles would also allow a more diffuse distribution of light, reducing the difference in light levels in the areas between poles. The taller lighting would also ensure that the area beneath the PG&E easement that runs directly through the parking field has adequate lighting. (No structures, including light poles, are allowed within this overhead easement.) Off-site glare and light spillover from parking lot light fixtures would be minimized by using less powerful lights on fixtures at the edge of the property.

2.3 PROJECT OBJECTIVES

The State CEQA Guidelines require that an EIR include a statement of objectives for the project and that the objectives include the underlying purpose of the project. These objectives help the lead agency determine the alternatives to evaluate in the EIR (see CEQA Guidelines Section 15124[b]) and gauge whether alternatives or mitigation measures are feasible. The following is a list of project objectives:

- Construct and operate a new membership-only Costco Commercial Center in northwest Fresno that serves the local community with a wide variety of goods and services from both nationally known businesses and regional and local businesses.
- Locate the new membership-only Costco Commercial Center in a location that is convenient for its members, the community, and employees to travel to for shopping and working.
- Locate the new membership-only Costco Commercial Center in an area serviced by adequate existing infrastructure, including roadways and utilities.
- Establish a facility of sufficient size to provide a state-of-the-art facility that integrates several services, including home and/or business delivery service, under one roof.
- Meet demand for automobile services, including gasoline, car wash, and tire center.
- Create a commercial use with architecture designed to facilitate integration with the overall design context for an area, including the surrounding community.
- Reduce energy consumption by incorporating sustainable design features and systems with enhanced energy efficiencies meeting State and federal requirements.
- Continue and increase big-box retail store sales tax revenues received by the City.
- Improve availability of integrated retail sales of goods and services in the northwest area of Fresno.
- Minimize circulation conflicts between automobiles and pedestrians for retail stores and gas stations.

2.4 DISCRETIONARY APPROVALS

A list of discretionary approvals, permits, and entitlements anticipated for the proposed project includes the approvals noted below. The following list identifies permits and other approval actions likely to be required from responsible agencies before implementation of the proposed project.

- State Water Resource Control Board: Coverage under the State General Stormwater Permit.
- Central Valley Regional Water Quality Control Board (RWQCB): National Pollutant Discharge Elimination System Permit and Wastewater Discharge Permit.
- San Joaquin Valley Air Pollution Control District (SJVAPCD): Permit to construct and permit to operate.
- Fresno Metropolitan Flood Control District (FMFCD): Plan and drainage report review.

The proposed project would also require the following entitlements from the City of Fresno:

- Amend the 2035 Fresno General Plan to change the planned land use designations for the project site from the Community Commercial to the General Commercial planned land use designation and reclassify a portion of West Herndon Avenue between North Riverside Drive and North Hayes Avenue from Expressway to Superarterial.
- Amend the Official Zoning Map of the City of Fresno to reclassify the project site from the CC/EA/UGM/cz (Community Commercial/Expressway Area Overlay/Urban Growth Management/conditions of zoning) zone district to the CG/UGM/cz (General Commercial/Urban Growth Management/conditions of zoning) zone district.

- Approve a Conditional Use Permit to construct a ±241,342 square-foot, warehouse retail building with a ±4,800 square-foot car wash; and an ±13,000 square-foot, 32-station fuel canopy.
- Approve an Alcoholic Beverage Control Conditional Use Permit to establish a Type 21 alcohol license that would allow the sale of beer, wine, and distilled spirits for consumption off the premises where sold.
- Approve a Planned Development Permit to modify parking lot development standards to allow for 36.5-foot-tall light fixtures rather than 25-foot light fixtures.
- Approve a Parcel Map for the subdivision of the existing parcel into two resultant parcels.
- Approve vacation of an existing public street right-of -way for North Arthur Avenue, between West Spruce Avenue and West Herndon Avenue.
- Approve a permit for construction noise.

3 ENVIRONMENTAL REVIEW PROCESS

In accordance with Section 15083 of the State CEQA Guidelines, the City has provided opportunities for individual members of the public, as well as organization and agency representatives, to consider the proposed actions and provide input and recommendations concerning the content of the EIR.

3.1 NOTICE OF PREPARATION

The City released a notice of preparation (NOP) for the EIR on October 22, 2021. The purpose of the NOP was to provide notification that an EIR was being prepared and to solicit input on the scope and content of the document. A virtual public meeting was held on November 2, 2021, at 6:00 p.m. The scoping period for the project ended on November 22, 2021. The NOP and comments received in response to the NOP are included in Appendix A of the 2023 DEIR. Comments were received regarding traffic congestion, safety, and access; air quality and the proximity of the gas station to nearby sensitive receptors; access to existing recreational trails; and lighting. The comments received on the NOP and at the scoping meeting are addressed, as applicable, in the technical sections of the 2023 DEIR and PR-DEIR.

3.2 ENVIRONMENTAL IMPACT REPORT

On July 11, 2023, the City released the 2023 DEIR for public review and comment. The 2023 DEIR was submitted to the State Clearinghouse for distribution to reviewing agencies; posted on the City's website (https://www.fresno.gov/planning/plans-projects-under-review/#tab-14); and was made available at the Planning and Development Department (2600 Fresno Street, Room 3043). The document was also available for review at the Teague Branch Library (4718 N Polk Avenue). A notice of availability of the 2023 DEIR was published in the Fresno Bee.

As a result of these notification efforts, written and verbal comments were received from two state agencies (California Department of Fish and Wildlife [CDFW] and California Department of Transportation), one local agency (SJVAPCD), an organization representing the project applicant, and individuals. The 2024 Final EIR includes comments received on the 2023 DEIR; responses to these comments; and revisions to the 2023 DEIR, as necessary, in response to these comments or to amplify or clarify material in the 2023 DEIR. The 2024 Final EIR was certified, and the project was approved by the City Council on April 18, 2024.

The Herndon-Riverside Coalition for Responsible Planning and Development challenged the City's approval of the project and certification of the 2024 Final EIR, asserting inadequacies in the analyses of greenhouse gas (GHG) emissions and alternatives. The Fresno County Superior Court's (Court's) ruling issued in July 2025 in Fresno County Superior Court Case No. 24CECG02208, *Herndon-Riverside Coalition for Responsible Planning and Development v. City of Fresno et al.* (Lawsuit), upheld the analysis of alternatives in the 2024 Final EIR as adequate. However, the Court found that the GHG analysis required revision because the significance of GHG emissions was determined through comparison to the City of

Fresno's 2021 Greenhouse Gas Reduction Plan ("GHGRP"). In August of 2024, following the certification of the 2024 Final EIR for the Costco Commercial Center Project, the 2021 GHGRP was set aside pursuant to the Fifth District Circuit Court of Appeal's unpublished decision in the *South Fresno Community Alliance v. City of Fresno* matter (case no. F086180), where the Court of Appeal directed that the City be compelled to set aside its Program Environmental Impact Report for the continued implementation of the City's 2014 General Plan (including the 2021 GHGRP).

The City subsequently prepared the PR-DEIR for the Costco Commercial Center project that includes a revised Section 3.7, "Greenhouse Gas Emissions and Climate Change." In accordance with the time limits established by CEQA, the PR-DEIR was released for public review and comment from November 21, 2025 to January 5, 2026. The PR-DEIR was submitted to the State Clearinghouse for distribution to reviewing agencies and was made available at the Planning and Development Department and Fresno County Library. A notice of availability of the PR-DEIR was published in the Fresno Bee. Pursuant to procedures set forth in Section 15088.5(f)(2) of the State CEQA Guidelines, reviewers were directed to limit their comments to the information contained in the PR-DEIR. Nine comment letters (including four comment letters documenting no further comment on, or interest in, the project; one comment of general support; and three comments expressing concern unrelated to the PR-DEIR) were received during the comment period. Comments on the content and analysis in the PR-DEIR are addressed in the 2026 Final EIR.

The EIR as discussed and referred to herein consists of

1. The 2024 EIR certified by the City Council on April 18, 2024 without Section 3.7, "Greenhouse Gas Emissions and Climate Change";
2. The PR-DEIR, which includes a new, substitute Section 3.7, "Greenhouse Gas Emissions and Climate Change," and which alters the Greenhouse Gas Emissions and Climate Change entry in Table ES-1 of the Executive Summary and the cumulative impact discussion; and
3. The comments submitted on the PR-DEIR during the public comment period and the responses to those comments in the 2026 Final EIR.

4 GENERAL CEQA FINDINGS

4.1 CITY COUNCIL INDEPENDENT JUDGMENT

The City Council has exercised independent judgment in accordance with PRC Section 21082.1(c)(3) in retaining an environmental consultant for the preparation of the EIR, as well as reviewing, analyzing, and revising material prepared by the consultant. Having received, reviewed, and considered the information in the EIR, as well as all other information in the record, the City Council hereby makes Findings pursuant to and in accordance with Sections 21081, 21081.5, and 21081.6 of the PRC.

4.2 MITIGATION MONITORING AND REPORTING PROGRAM

PRC Section 21081.6(a)(1) requires lead agencies to "adopt a reporting and mitigation monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." The mitigation monitoring and reporting program (MMRP) is adopted in conjunction with certification of the EIR and adoption of these Findings of Fact. The City will use the MMRP to track compliance with project mitigation measures and the MMRP will remain available for public review during the compliance period. Based on the entire record before the City Council and having considered the significant impacts of the project, the City Council hereby determines that all feasible mitigation measures within the responsibility and jurisdiction of the City have been adopted to reduce or avoid the potentially significant impacts identified in the EIR.

Furthermore, City finds that any inconsistency in the language of the mitigation measures in the EIR, in the MMRP, and in these Findings is inadvertent. Because measures have been revised over time, it is possible that such revisions

or clarifications have been made in one document, but not another. In the event of such inconsistency, the language of a measure in one document shall be applied in a manner that harmonizes the measure with the corresponding measure in other documents, such that the most stringent version of the measure shall apply.

4.3 NATURE AND LEGAL EFFECT OF FINDINGS

These Findings constitute the City's evidentiary and policy bases for its decision to approve the project in a manner consistent with the requirements of CEQA. To the extent that these Findings conclude that various mitigation measures outlined in the EIR and set forth in the MMRP are feasible and have not been modified, superseded or withdrawn, the City hereby binds itself to impose these measures as conditions of approval. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the City adopts a resolution approving the project.

Any Findings made by the City Council shall be deemed made, regardless of where they appear in this document. All of the language included in this document constitutes Findings by the City Council, whether or not any particular sentence or clause includes a statement to that effect. The City Council intends that these Findings be considered as an integrated whole and that any finding required or committed to be made by the City Council with respect to any particular subject matter of the EIR shall be deemed made if it appears in any portion of these Findings.

4.4 RELIANCE ON RECORD

In accordance with PRC Section 21167.6(e), the record of proceedings for the City's decision on the project includes the following documents:

- The NOP for the project and all other public notices issued by the City in conjunction with the project;
- All comments submitted by agencies or members of the public during the comment period on the NOP;
- The 2023 DEIR for the project and all appendices;
- The 2024 Final EIR for the project, including comments received on the 2023 Draft EIR, and responses to those comments and all appendices;
- Documents cited or referenced in the 2023 Draft EIR and 2024 Final EIR;
- The 2025 PR-DEIR for the project and all appendices;
- The 2026 Final EIR for the project, including comments received on the 2025 PR-DEIR, and responses to those comments and all appendices;
- Documents cited or referenced in the 2025 PR-DEIR and 2026 Final EIR;
- The MMRP for the project;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the project;
- All documents submitted to the City by other public agencies or members of the public in connection with the project;
- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the project;
- Any and all resolutions or ordinances adopted by the City regarding the project, and all staff reports, analyses, and summaries related to the adoption of those resolutions or ordinances;

- Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations;
- Any documents expressly cited in these Findings, in addition to those cited above; and
- Any other materials required for the record of proceedings by PRC Section 21167.6(e).

The custodian of the documents and other materials that constitute the record of the proceedings upon which the City's decisions are based is Steven Martinez, or his designee. Such documents and other materials are located at the City of Fresno Planning and Development Department, 2600 Fresno Street, Fresno, CA 93721.

4.5 FINDINGS REGARDING RECIRCULATION OF THE PR-DEIR

The City Council adopts the following Findings with respect to whether the City was obligated to recirculate the PR-DEIR. Under Section 15088.5 of the State CEQA Guidelines, recirculation of an EIR is required when "significant new information" is added to the EIR after public notice is given of the availability of the Draft EIR for public review but prior to certification of the Final EIR. The term "information" can include changes in the project or environmental setting, as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. Pursuant to State CEQA Guidelines Section 15088.5(a) "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

There have been no changes to the project, significance of environmental effects, proposed mitigation measures since the rescinded adoption of 2024 Final EIR. The PR-DEIR re-evaluated GHG emissions and has been recirculated. The City Council recognizes that the 2024 Final EIR contains additions, clarifications, modifications, and other changes to the 2024 DEIR. (See 2026 Final EIR, Chapter 3, "Revisions to the Draft EIR.") As discussed in the 2026 Final EIR, none of the information added to the PR-D EIR altered the significance conclusions to identify additional impacts. Rather, the new information refined, amplified, and clarified the information provided in the PR-DEIR. None of the revisions or updates to the PR-DEIR's analyses represents "significant new information" as that term is defined by the State CEQA Guidelines, Section 15088.5(a).

The City Council finds that recirculation of the EIR is not required: (1) because recirculation is not required where the new information added to the EIR merely clarifies, amplifies, or makes insignificant modifications in an adequate EIR; and (2) because no "substantial adverse" impact would result from any of the revisions to the portions of the Draft EIR that were not recirculated (State CEQA Guidelines Section 15088.5[e]).

5 CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT

The City Council certifies that the EIR has been completed in compliance with CEQA and the State CEQA Guidelines, that the EIR was presented to the City Council, and that the City Council reviewed and considered the information contained therein before approving the proposed project, and that the EIR reflects the independent judgment and analysis of the City Council (State CEQA Guidelines Section 15090). Through adoption of these Findings, the EIR (consisting of the 2023 DEIR, 2024 Final EIR, PR-DEIR, and the 2026 Final EIR) is certified.

6 FINDINGS OF FACT

PRC Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute provides that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to provide that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." The second permissible finding is that "such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and such changes have been adopted by such other agency or can and should be adopted by such other agency." The third potential conclusion is that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guidelines Section 15091.)

PRC Section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." The State CEQA Guidelines Section 15364 adds another factor: "legal" considerations. (See Citizens of Goleta Valley v. Bd. of Supervisors (1990) 52 Cal.3d 553, 565.) The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 410, 417.) Moreover, "feasibility" under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (Ibid.; see also Sequoyah Hills Homeowners Assn. v. City of Oakland (1993) 23 Cal.App.4th 704, 715; California Native Plant Society v. City of Santa Cruz (2009) 177 Cal.App.4th 957, 1001.)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency finds that the project's "benefits" render "acceptable" its "unavoidable adverse environmental effects." (State CEQA Guidelines Sections 15093, 15043[b]; see also PRC Section 21081[b].) Those impacts that are not reduced to less than significant levels are identified and overridden due to specific project benefits identified specifically in the Statement of Overriding Considerations (see Section 12, below).

6.1 SIGNIFICANT EFFECTS AND MITIGATION MEASURES

Chapter 3, "Environmental Impacts and Mitigation Measures," of the 2023 DEIR describes the potential impacts of the project in 14 resource areas, and recommends mitigation measures to reduce impacts, to the extent feasible.

Chapter 4, "Cumulative Impacts," of the 2023 DEIR determines whether the incremental effects of this project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. After implementation of the recommended mitigation measures, most of the impacts associated with the project would be reduced to less-than-significant levels. For some impacts, there are no feasible mitigation measures or feasible alternatives that would reduce the impact to a less-than-significant level (see Section 5.2, "Significant and Unavoidable Impacts," of the 2023 DEIR.)

The City Council's Findings with respect to the project's significant and potentially significant effects and mitigation measures are set forth in Sections 9 and 10, below. These sections do not attempt to describe the full analysis of each environmental impact contained in the EIR. Instead, the sections provide a summary description of each impact, describe the applicable mitigation measures identified in the EIR and adopted by the City, and state the City Council's Findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the EIR. In making these Findings, the City Council ratifies, adopts, and incorporates into these Findings the analysis and explanation in the 2023 DEIR, 2024 Final EIR, PR-DEIR, and 2026 Final EIR, and ratifies, adopts, and incorporates into these Findings the determinations and conclusions relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these Findings.

7 ENVIRONMENTAL EFFECTS OF THE PROJECT THAT ARE FOUND TO BE LESS THAN SIGNIFICANT

The text in this section reflects impacts, mitigation measures, and conclusions from the PR-DEIR, where appropriate. For impacts, mitigation measures, and conclusions that were not subject to the Order After Hearing issued by the Court on July 17, 2025, text is consistent with the 2024 EIR.

The City Council finds that, based upon substantial evidence in the record, including information in the 2024 EIR and PR-DEIR, the following impacts have been determined be less than significant and no mitigation is required pursuant to PRC Section 21081(a) and CEQA Guidelines Section 15091(a).

7.1 AESTHETICS

Impact 3.1-1: Substantially Degrade the Existing Visual Character or Quality of Public Views of the Site and Its Surroundings or Conflict with Zoning and Other Regulations Governing Scenic Quality

Implementation of the project would alter views by adding built-environment elements on a vacant parcel. However, the existing visual quality of the parcel is low. The project elements proposed would not change the suburban visual character of the general area, as elements of the project's design (such as building height, color, massing, architectural detailing, screening vegetation and landscaping, and setback requirements) would be consistent with the visual character of the surrounding environment. (2023 DEIR pp. 3.1-6 to 3.1-8)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.1-2: Create a New Source of Substantial Light or Glare Which Would Adversely Affect Nighttime Views in the Area

The project would introduce new sources of light onto the existing, vacant project site. Light spillover onto adjacent land uses would be reduced by using less powerful lights on fixtures at the edge of a property. Reflective, glare causing materials would not be used. All fixtures would be downcast and would not exceed the 0.5-foot-candle standard for light spillover onto residential areas. (2023 DEIR p. 3.1-9)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-1: Cumulative Aesthetics Impacts

The project would contribute regional changes to aesthetics. The effects of these changes are highly subjective and tend to be localized. The combined effects of other projects in the cumulative impact area would not be cumulatively significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. (2023 DEIR p. 4-7)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.2 AGRICULTURAL AND FORESTRY RESOURCES

Impact 3.2-1: Involve Other Changes in the Existing Environment, Which, Due to Their Location or Nature, Could Result in Conversion of Farmland to Non-Agricultural Use

The project would result in the development of a parcel that was formerly used for agriculture and is recognized by the Department of Conservation as Farmland of Local Importance. The project site is no longer used for agriculture and is designated for commercial land use per the City of Fresno General Plan. Similarly, surrounding parcels are designated, and in some cases developed as, residential and commercial uses. The project would not involve changes to the existing environment that could result in conversion of farmland to non-agricultural use. (2023 DEIR p. 3.2-5)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-2: Cumulative Agriculture and Forestry Resources Impacts

Although portions of the city, including the project site, were historically used for agriculture, the City has planned for urbanization of the incorporated city through its general plan. The City of Fresno General Plan Master Environmental Impact Report identified that development according to the land uses designated in the General Plan would result in the loss of up to 15,903 acres of Farmland Mapping and Monitoring Program-designated farmland (City of Fresno 2014: 5.2-12).

Although the project site is not zoned for agriculture and is not under Williamson Act contract, it is designated Farmland of Local Importance. Development of the project site would result in permanent conversion of this land. Farmland of Local Importance is not a designation of concern under CEQA. Therefore, although there is an existing, adverse cumulative condition related to the loss of Farmland in the city of Fresno the project would not contribute to the impact in a cumulatively considerable manner. (2023 DEIR pp. 4-7 to 4-8)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.3 AIR QUALITY

Impact 3.3-1: Generate Short-Term Construction-Related Emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$

The project would not generate construction emissions of criteria air pollutants and ozone precursors exceeding SJVAPCD's annual mass emissions thresholds of significance or daily screening criteria. These thresholds are inherently tied to long-term regional air quality planning (i.e., SJVAPCD's air quality management plans), which demonstrates that the project would not conflict with the applicable air quality plans. (2023 DEIR pp. 3.3-19 to 3.3-20)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.3-2: Generate Long-Term Operational Emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$

The project would not generate operational emissions of criteria air pollutants and ozone precursors exceeding SJVAPCD's annual mass emissions thresholds of significance or daily screening criteria for permitted and non-permitted sources following compliance with SJVACPD's Rule 9510 (ISR) for this land use type. (2023 DEIR pp. 3.3-20 to 3.3-21)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.3-3: Expose Receptors to TAC Concentrations Adversely Affecting a Substantial Number of People

Based on the health risk assessment prepared for the project, construction and operation of the project would not produce significant diesel particulate matter or other toxic air contaminants (TACs) such that SJVAPCD's thresholds for TAC cancer risk exposure of 20 in 1 million or an acute or chronic Hazard Index of 1 for the maximally exposed individual for non-carcinogens would be exceeded. Using these numerical thresholds established by SJVAPCD, the project would not generate substantial emissions of TACs causing an adverse health impact from TAC exposure. (2023 DEIR pp. 3.3-22 to 3.3-23)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.3-4: Expose Receptors to Substantial CO Concentrations

Buildout of the project would not contribute to localized concentrations of mobile-source carbon dioxide that would exceed an applicable ambient air quality standard. (2023 DEIR pp. 3.3-23 to 3.3-24)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.3-5: Generate Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People

Buildout of the project would not introduce an odor source identified by SJVAPCD that could result in an adverse odor impact. (2023 DEIR p. 3.3-25)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-3: Cumulative Air Quality Impacts

There is a cumulative impact related to air quality in the city of Fresno. However, the project's contribution to this cumulatively significant air quality impact would not be cumulatively considerable. In accordance with CEQA Guidelines Section 15064, subdivision (h)(3), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously approved plan or mitigation program. All air quality pollutants would be below established thresholds. This level of emissions indicates that the project would not conflict with long-term regional air quality planning in the San Joaquin Valley Air Basin. Additionally, as long-term regional air quality planning is directly tied to attainment of the national and state air quality standards, the project would not contribute substantially to adverse health outcomes associated with cumulative air quality impairment. (2023 DEIR p. 4-8)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.4 ARCHAEOLOGICAL, HISTORICAL, AND TRIBAL CULTURAL RESOURCES

Impact 3.4-3: Disturb Human Remains

Based on documentary research, no evidence suggests that any prehistoric or historic-period marked or un-marked human interments are present within or in the immediate vicinity of the project site. However, ground-disturbing preconstruction and construction activities could uncover previously unknown human remains. Compliance with California Health and Safety Code Section 7050.5 and PRC Section 5097 would make this impact less than significant. (2023 DEIR p. 3.4-14 to 3.4-15)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-4: Cumulative Archaeological, Historical, and Tribal Cultural Resources Impacts

The project could contribute to cumulative impacts associated with damage or loss of cultural resources. Implementation of Mitigation Measures 3.4-1a and 3.4-1b would reduce the project's individual impact to a less-than-significant level by requiring that a worker environmental awareness program be prepared and provided to all construction personnel and supervisors who will have the potential to encounter and alter archaeological resources, requiring construction to halt if potential archaeological resources are discovered, coordination with Native American groups (if applicable), implementation of preservation options (including data recovery, mapping, capping, or avoidance), and proper curation if significant artifacts are recovered. Because the project's individual impact would be reduced to a less-than-significant level, the project's contribution to this cumulatively significant impact would not be cumulatively considerable. (2023 DEIR p. 4-9)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No additional mitigation measures are required.

7.5 BIOLOGICAL RESOURCES

Impact 4-5: Cumulative Biological Resources Impacts

The project would contribute to cumulative biological resources impacts associated with construction and operation of land uses in the cumulative impact area. Mitigation Measures 3.5-1a and 3.5-1b would prevent potential adverse effects on these species associated with the individual project. Because implementation of mitigation measures would reduce the project's individual impact to a less-than-significant level, the project's contribution to the cumulatively significant impact would be less than cumulatively considerable. (2023 DEIR pp. 4-9 to 4-10)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No additional mitigation measures are required.

7.6 ENERGY

Impact 3.6-1: Result in a Potentially Significant Environmental Impact Due to the Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources, During Project Construction or Operation

The project would not use energy for construction that would be considered wasteful or unnecessary, as that energy expenditure would facilitate operation of the project and achievement of project goals. The project does not include any construction activity beyond what is needed to provide a functional facility. Construction of the project would adhere to best management practices (BMPs) for construction (e.g., restrict idling time to 5 minutes or less). Moreover, the project would utilize Tier 3 construction equipment for construction equipment exceeding 50 horsepower. The project would introduce new electricity and natural gas consumption relative to baseline conditions; however, the project would be enrolled in PG&E's Solar Choice Program to procure 100 percent of its electricity from solar resources. The project would also be served by existing infrastructure capable of meeting the project's operational energy needs. During operation, energy would not be used in a wasteful or inefficient manner. (2023 DEIR pp. 3.6-7 to 3.6-9)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.6-2: Conflict with or Obstruct Implementation of Energy Measures of a State or Local Plan for Renewable Energy or Energy Efficiency

The project would be consistent with the relevant energy measures from the City of Fresno's Greenhouse Gas Reduction Plan (GHGRP) that pertain to nonresidential development. Because the project would incorporate relevant measures as project design features, such as a commitment to PG&E's Solar Choice Program, and would incorporate energy-reducing measures from the GHGRP, the project would not conflict with or obstruct implementation of the City of Fresno's GHGRP. (2023 DEIR p. 3.6-9)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-6: Cumulative Energy Impacts

Cumulative development would result in increased energy demand and consumption from increased construction activities, vehicle trips, and electrical and natural gas consumption. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. (2023 DEIR pp. 4-10)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Impact 3.7-1: Generate GHG Emissions That Would Have a Significant Impact on the Environment

Construction-related activities would generate GHG emissions from the use of heavy-duty off-road equipment, materials transport, and worker commutes. Based on modeling conducted for the project, construction is estimated to generate a total of 1,050 $MTCO_2e$. Operation of the project would also generate GHG emissions from vehicle trips (member vehicles, employee vehicles, and delivery trucks) accessing the project site, on-site natural gas combustion, and solid waste and wastewater generation. For the first year of operation, the project's emissions would total 22,428 $MTCO_2e$/year. While the project would result in an increase in GHG emissions when compared to the existing conditions (i.e., vacant site with no development), the project would not conflict with or impede the state's ability to meet its GHG reduction goals. Specifically, the PR-DEIR demonstrates that the project would not conflict with statewide emissions reduction targets, the Fresno Council of Government's Regional Transportation Plan/Sustainable Communities Strategy, the Fresno Council of Government's Priority Climate Action Plan, and the City of Fresno's 2014 GHG Reduction Plan. (PR-DEIR pp. 3.7-30 to 3.7-55)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.7-2: Conflict with an Applicable Plan, Policy, or Regulation Adopted for the Purpose of Reducing the Emissions of GHGs

The project would comply with all laws and regulations governing the reduction of GHG emissions. The project aligns with Federal Vehicle Standards, which regulate fuel efficiency and GHG emissions from motor vehicles. Additionally, the project would comply with Title 24 of the California Code of Regulations, which establishes energy efficiency standards for residential and non-residential buildings, contributing to GHG emission reductions. Finally, the project would comply with the California Renewables Portfolio Standards and the Low Carbon Fuel Standard and would not conflict with the ability of these policies to reduce the carbon intensity of electricity and fuels used in California. As described above, the project would not conflict with applicable plans adopted for the purpose of reducing GHG emissions. (PR-DEIR p. 3.7-55)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.7.1 Impact 4-7: Cumulative Greenhouse Gas Emissions and Climate Change Impacts

The geographic scope of the cumulative impact analysis for GHG emissions and climate change is global. Climate change is an inherently cumulative issue and relates to development in the region, California, and, most of all, the world. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on

multiple variables and cannot be determined with any certainty, it is understood that more carbon dioxide (CO2) is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. The combination of GHG emissions from past, present, and future projects contribute substantially to the phenomenon of global climate change and its associated environmental impacts. (PR-DEIR p. 1-4)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.8 HAZARDS AND HAZARDOUS MATERIALS

Impact 3.8-1: Create a Significant Hazard through Routine Transport, Use, or Disposal of Hazardous Materials

Project construction and operation would involve the routine transport, use, and disposal of hazardous materials. Potential impacts would be addressed through compliance with applicable regulations that would reduce impacts associated with the use, transport, storage, and sale of hazardous materials, including measures taken to address the safety of underground storage tanks and the handling of hazardous materials in accordance with the Hazardous Materials Business Emergency/Contingency Plan and the local Certified Unified Program Agency. (2023 DEIR pp. 3.8-7 to 3.8-8)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.8-2: Create a Significant Hazard through Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment or be Located on a Site which is Included on a List of Hazardous Materials Sites Compiled Pursuant to Government Code Section 65962.5 and would Create a Significant Hazard to the Public or the Environment

The potential for past use of the project site to result in substantial hazards has been evaluated, including soil sampling as part of a Phase II Environmental Site Assessment. Operation of the project, which would involve the use, storage, and sale of potentially hazardous materials, would be subject to regulations designed to reduce the potential for the project to create hazardous conditions through a reasonably foreseeable upset or accident condition. There is no evidence of a substantial hazard to the public or the environment. Implementation of the project would not create a significant hazard due to release of chemicals associated with past agricultural use of the site, location on a site that is on a list of known hazardous materials sites, or due to operation of the project. (2023 DEIR pp. 3.8-9 to 3.8-10)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.8-3: Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School

Compliance with all relevant regulations for the handling and transport of hazardous materials would reduce the potential for the generation of hazardous waste typical of construction activities. Additionally, the potential for operation of the project to result in hazardous effects on schools would be limited because the gas station would be designed to minimize potential for accidental releases of fuel into the environment. (2023 DEIR pp. 3.8-10 to 3.8-11)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.8-4: Impair Implementation of or Physically Interfere with the Implementation of an Adopted Emergency Response Plan or Emergency Evacuation Plan

The Fresno County Multi-Hazard Mitigation Plan does not identify formal evacuation routes. Compliance with the conditions of the Street Work and Traffic Control Permit during any potential road closures, applicable General Plan policies, and review of the site plan by the City Fire Department would result in a less-than-significant impact on implementation of an adopted emergency response plan or emergency evacuation plan. (2023 DEIR p. 3.8-11)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.8-5: Expose People or Structures, Either Directly or Indirectly, to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires

The project site is not located within a designated urban-wildland interface area nor is it near designated State Responsibility Areas. Existing development and irrigated agricultural land surround the project site, and the likelihood for wildland fire in the area is low. The project design would comply with existing regulations and would ensure the Costco facility and associated tire center, gas station, and drive-through car wash meet the standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent damage to structures or people by reducing wildfire hazards. (2023 DEIR pp. 3.8-11 to 3.8-12)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-8: Cumulative Hazards and Hazardous Materials Impacts

Hazardous materials and safety issues generally occur independently of one another and are related to site-specific and project-specific characteristics and conditions. Compliance with all applicable federal, state, and local regulations related to hazards and hazardous materials on a project-by-project basis would ensure that site-specific impacts are appropriately addressed and cannot combine with site-specific impacts from other project sites. The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. (2023 DEIR pp. 4-11 to 4-12)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.9 HYDROLOGY AND WATER QUALITY

Impact 3.9-1: Violate Water Quality Standards or Waste Discharge Requirements or Otherwise Degrade Water Quality

Project construction activities such as grading, excavation, and trenching could result in erosion and sedimentation, and discharge of other nonpoint source pollutants. In addition, the project would include fuel storage and dispersal, tire maintenance, and a car wash facility that could generate stormwater pollutants including oils, lubricants, and heavy metals. Regulations apply to the project that would reduce potentially significant impacts, including the National Pollutant Discharge Elimination System Permit Program, underground storage tank regulations contained in CCR, Title 23, Water, Division 3, Chapter 16 (underground storage tank regulations), Central Valley RWQCB General Permit for Stormwater Discharges from municipal separate storm sewer systems (Order R5-2016-0040), and FMFCD's Storm Drainage and Flood Control Master Plan. Because compliance with these regulations and BMPs would be incorporated into the project, there would not be a violation of water quality standards or waste discharge requirement or interference with implementation of a water quality control plan. (2023 DEIR pp. 3.9-8 to 3.9-9)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.9-2: Substantially Decrease Groundwater Supplies; Interfere with Groundwater Recharge, Such That the Project May Impede Sustainable Groundwater Management of the Basin; or Conflict with or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan

The project would receive water from the City of Fresno Department of Public Utilities, which relies on groundwater and surface water supplies. The North Kings Groundwater Sustainability Agency (GSA) is projected to reach sustainability by 2040 if groundwater flows from within the North Kings GSA plan area to neighboring GSAs and basins are reduced and projects are developed to address present and future projected groundwater conditions. The project would not decrease groundwater supplies or interfere with groundwater recharge such that implementation of a

sustainable groundwater management would be impeded, nor would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. (Draft EIR p. 3.9-10)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.9-3: Substantially Alter the Existing Drainage Pattern of the Site or Area in a Manner That Would Result in Substantial Erosion or Siltation, Substantially Increase in Surface the Rate or Amount of Surface Runoff in a Manner That Would Result in Flooding or Exceedance of the Capacity of Existing or Planned Stormwater Drainage Systems, or Impede or Redirect Flood Flows

The applicant would construct utility improvements within the site to service the proposed uses and connect to available utilities adjacent to the project site. Stormwater from the site would be directed to existing FMFCD drainage facilities in North Riverside Drive, West Spruce Avenue, and West Herndon Avenue, located within the EH local stormwater drainage area. In addition, the project would be required to comply with the City of Fresno grading plan check process and National Pollutant Discharge Elimination System Construction General Permit Region-wide municipal separate storm sewer system. Compliance with the grading plan check process requires that all new development drains properly and is routed to the appropriate location. Additionally, these regulations would result in appropriate handling of stormwater on site to reduce potential for substantial increased runoff and minimize potential for downstream flooding. Participation in the region-wide municipal separate storm sewer system permit would reduce water quality impacts to surface and groundwater by ensuring that discharged water meets the water quality standards and goals established in the Central Valley RWQCB's Basin Plan through the implementation of BMPs described above. The runoff generated by the project is not anticipated to exceed the capacity of existing and planned stormwater drainage systems. (2023 DEIR p. 3.9-11)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-9: Cumulative Hydrology and Water Quality Impacts

The effects of buildout of the project on surface water quality, groundwater quality and quantity, alteration of drainage patterns, and flood hazards would be addressed though compliance with existing regulations. Development associated with anticipated projects in the cumulative impact area would be subject to similar state and local regulations. The combined effects of other projects in the cumulative impact area would not be cumulatively significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. (2023 DEIR p. 4-12)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.10 LAND USE AND PLANNING

Impact 3.10-1: Cause a Significant Environmental Impact Due to a Conflict with Relevant Plans, Policies, and Zoning Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

The proposed project would require a general plan amendment (GPA), rezone, and conditional use permit (CUP). Requests for discretionary permits require that the project be evaluated for compliance and consistency with a variety of policy and regulatory programs adopted to avoid or reduce the severity of potential environmental effects. The project would not conflict with City policies adopted for the purposes of avoiding or mitigating an environmental effect. (2023 DEIR pp. 3.10-5 to 3.10-7)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-10: Cumulative Land Use and Planning Impacts

Land use and planning impacts would occur where there would be physical division of established communities or inconsistency land use plans and regulations adopted to avoid or mitigate environmental effects. There is not a significant cumulative impact as a result of community division or development of projects that do not adhere to adopted plans and regulations. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. (2023 DEIR p. 4-13)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.11 NOISE

Impact 3.11-2: Generate Excessive Groundborne Vibration or Groundborne Noise Levels

Construction activity associated with the proposed project would generate short-term increases in vibration near sensitive receptors in the vicinity of the project site. Based on the distance between the equipment anticipated to be used during construction and the location of nearby sensitive receptors, vibration levels would not exceed applicable state and federal thresholds with respect to structural damage and human annoyance. Additionally, City of Fresno Municipal Code Section 15-2507 exempts construction activity from vibration standards. (2023 DEIR pp. 3.11-20 to 3.11-21)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.11-4: Generate a Substantial Permanent Increase in Ambient Noise Levels in the Vicinity of the Project due to Traffic Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

The proposed project is expected to increase traffic along the surrounding roadway network and, thus, increase traffic noise in the vicinity of the project site. Project-generated traffic noise would not result in an exceedance of the City's interior or exterior standard at any sensitive receptors (residences) along North Riverside Drive. Additionally, although existing noise levels on West Herndon Avenue exceed the City's exterior noise standard of 65 decibels (dB) at day-night level (L_{dn})/ Community Noise Equivalent Level (CNEL) for nearby residential uses, project-generated traffic would not result in an exceedance of interior noise standards (i.e., 45 L_{dn}/CNEL) or a substantial increase (i.e., greater than 3 dB) in transportation noise. (2023 DEIR pp. 3.11-26 to 3.11-27)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-11: Cumulative Noise and Vibration Impacts

The ambient noise along West Herndon Avenue is influenced by roadway noise that exceeds the City's standards. The project's contribution to this cumulatively significant noise impact would be less than cumulatively considerable. Although the existing noise levels along West Herndon Avenue are above the City's noise standard, the traffic noise generated by the project would not result in a substantial increase. The 1 dB increase in traffic noise would be imperceptible and would not be a cumulatively considerable contribution to ambient noise on West Herndon Avenue in the cumulative condition. Although there is an existing, adverse cumulative condition associated with roadway noise along West Herndon Avenue, the project would not contribute in a cumulatively considerable manner to this condition. The project would also result in single-event noise from semi-trucks along North Riverside Drive. This impact would be addressed through implementation of Mitigation Measure 3.11-5. Because the project's individual impact would be reduced to a less-than-significant level, the project's contribution to the cumulatively significant impact would be less than cumulatively considerable (2023 DEIR pp. 4-13 to 4-14)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No additional mitigation measures are required.

7.12 PUBLIC SERVICES AND RECREATION

Impact 3.12-1: Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Fire or Police Facilities or the Need for New or Physically Altered Governmental Facilities

The project site is in a developing suburban area that is within the service area of the City's fire and police departments. The proposed facility would serve the city's existing population in northwest Fresno. The project would

not introduce new residents to the area and new or physically altered facilities would not be required. Further, the project would comply with all applicable fire safety regulations and pay fire impact fees.

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-12: Cumulative Public Services and Recreation Impacts

The project would not result in substantial demand for public services. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. (2023 DEIR p. 4-14)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.13 TRANSPORTATION AND CIRCULATION

Impact 3.13-1: Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities

The proposed project would be consistent with established City and regional policies and plans related to bicycle and pedestrian facilities and transit service in the project area. The proposed project's off-site improvements include construction of bicycle facilities along its western, southern, and northern frontages (North Riverside Drive, West Herndon Avenue, and Spruce Avenue, respectively) and would be consistent with the City of Fresno Active Transportation Program. Additionally, although demand would be minimal, the existing transit service has the capacity to accommodate any increase in ridership generated by the proposed project. Lastly, the proposed project's reclassification of West Herndon Avenue between North Riverside Drive and North Hayes Avenue would allow the project to construct the proposed intersection that would provide additional access to the project site. This general plan amendment would allow for consistency between the proposed project and the general plan. Therefore, the project would not conflict with a plan, program, ordinance, or policy addressing the circulation system. (2023 DEIR pp. 3.13-11 to 3.13-13)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.13-4: Result in Inadequate Emergency Access

The proposed project would be designed according to City of Fresno standards and would be reviewed and approved by the City of Fresno and the appropriate emergency service providers. Additionally, the proposed project would develop a Traffic Control Plan to ensure sufficient emergency access is maintained during construction activities. The proposed project would meet all City design standards, municipal code regulations, and requirements

provided in the 2019 California Fire Code as adopted by the City of Fresno. Additionally, the proposed project would be subject to review by the City and emergency service departments to ensure adequate access is provided. Thus, the proposed project would provide adequate emergency access during construction and operation. (2023 DEIR pp. 3.13-21 to 3.13-22)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

7.14 UTILITIES

Impact 3.14-1: Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment or Storm Water Drainage, Electric Power, Natural Gas, or Telecommunications Facilities, the Construction or Relocation of which could cause Significant Environmental Effects

The project would develop a currently vacant site into a Costco facility, which would require extending the surrounding utility infrastructure onto the project site. All utility infrastructure extensions and hookups would occur within the disturbance area of the project site, the environmental effects of which have been analyzed in the EIR. The project's projected demand for water, electric power, and natural gas, along with the project's projected wastewater and stormwater output, are within the existing and future capacity of the utility providers that serve the project site. For these reasons, the project would not require the relocation or construction of new or expanded utility infrastructure that could result in significant environmental effects that are not evaluated in the EIR. (2023 DEIR pp. 3.14-11 to 3.14-12)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.14-2: Have Insufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development during Normal, Dry, and Multiple Dry Years

The Urban Water Management Planning Act projects that the City would have an excess of water through 2045 during normal, dry, and multiple dry years. While the project would require a General Plan amendment from Community Commercial to General Commercial, the City's *2020 Urban Water Management Plan* (UWMP) does not differentiate between commercial districts. Therefore, the project is accounted for within the UWMP's water supply calculation. Given that the project's water demand is accounted for in the City's UWMP projections for future development during normal, dry, and multiple dry years, and that the UWMP projections found that the City would have an excess of water in the aforementioned drought scenarios, there would be sufficient water supplies to serve the project. (2023 DEIR pp. 3.14-12 to 3.14-13)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.14-3: Result in a Determination by the Wastewater Treatment Provider Which Serves or May Serve the Project That It Has Inadequate Capacity to Serve the Project's Projected Demand in Addition to the Provider's Existing Commitments

The City of Fresno Department of Public Utilities provides wastewater and sewer service to the project site. All wastewater is diverted to one of the City's two wastewater treatment plants that have an average flow capacity of 88.71 million gallons per day. The project would produce approximately 0.05 million gallons per day of wastewater. The City of Fresno Department of Public Utilities has reviewed the proposed project and has identified sewer facility charges as conditions of approval. The Department of Public Utilities has not identified inadequate capacity to serve the project's projected demand in addition to the City's existing commitments (Diaz and Gray pers. comm. 2021). Based upon the relative quantity of wastewater produced by the project and the consistency of the project with the General Plan land use designation for the project site, upon which the Department of Public Utilities bases future wastewater generation projections, it is anticipated that there is adequate capacity to accommodate provision of sewer service to the project site. (2023 DEIR pp. 3.14-13 to 3.14-14)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 3.14-4: Generate Solid Waste in Excess of State or Local Standards, or in Excess of the Capacity of Local Infrastructure, or Otherwise Impair the Attainment of Solid Waste Reduction Goals or Not Comply with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste

The project would comply with all applicable federal, state, and local management and reduction statutes related to solid waste, including the state Integrated Waste Management Act and the solid waste policies of the City of Fresno General Plan. The project's anticipated solid waste production of 2.9 tons per day would comprise 0.13 percent of the American Avenue Landfill's maximum permitted throughput of 2,200 tons per day. The project would not generate solid waste in excess of the capacity of local infrastructure. Following closure of the American Avenue Landfill (anticipated in 2031), solid waste would be transported by the licensed waste hauler to the facility identified to accept waste from the city. The project would not be inconsistent with established regulations or generate solid waste that exceeds the capacity of existing infrastructure. (2023 DEIR p. 3.14-14)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

Impact 4-14: Cumulative Utilities Impacts

The combined demand for some utilities, such as electricity, could result in the need to construct new or expected infrastructure. The cumulative effects of related projects could be potentially significant due to the combined demand for some utilities, such as electricity, and the resulting need to construct new or expected infrastructure. However, the demand for utilities from the project and associated environmental effects would not result in cumulatively considerable environmental effects. (2023 DEIR p. 4-15)

FINDING

The City Council finds, based upon substantial evidence in the record, that the potential impacts of the Costco Commercial Center Project would be less than significant. No mitigation measures are required.

8 POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS DETERMINED TO BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

The impacts, mitigation measures, and conclusions in this section were not subject to the Order After Hearing issued by the Court on July 17, 2025, granting the Petition for Writ of Mandate in the Lawsuit. As such, text reflects the 2024 EIR. Based on the analysis contained in the 2024 EIR, the following impacts have been determined to be significant impacts that can be reduced to less than significant levels with implementation of mitigation measures described below and set forth in the MMRP. Pursuant to Section 21081(a) of the PRC and Section 15091(a)(1) of the State CEQA Guidelines, the City Council finds that, for each of the following potentially significant effects identified in the EIR, changes or alterations have been required in, or incorporated into, the proposed project that mitigate the identified potentially significant effects on the environment to a less-than-significant level. These findings are explained below and are supported by substantial evidence in the record of proceedings.

8.1 ARCHAEOLOGICAL, HISTORICAL, AND TRIBAL CULTURAL RESOURCES

Impact 3.4-1: Cause a Substantial Adverse Change in the Significance of Archaeological Resources

Although no known archaeological resources have been identified on the project site, project-related ground-disturbing activities may result in the discovery of or damage to yet undiscovered archaeological resources as defined in State CEQA Guidelines Section 15064.5. (2023 DEIR pp. 3.4-12 to 3.4-13)

MITIGATION MEASURES

Mitigation Measure 3.4-1a: Develop and Implement a Worker Environmental Awareness Program

The applicant shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeologists to prepare a worker environmental awareness program. The program shall be provided to all construction personnel and supervisors who will have the potential to encounter and alter archaeological resources. A copy of the worker environmental awareness program shall be provided to the City's Planning Division before construction activities begin. The topics to be addressed in the worker environmental awareness program will include, at a minimum:

- types of cultural resources expected on the project site;
- types of evidence that indicates cultural resources might be present (e.g., glass shards, lithic scatters);
- what to do if a worker encounters a possible resource;
- what to do if a worker encounters animal bones or possible human bones; and
- repercussions for removing or intentionally disturbing archaeological resources.

Mitigation Measure 3.4-1b: Retain an Archaeological Monitor and Native American Monitor, and Halt Ground-Disturbing Activity upon Discovery of Subsurface Archaeological Features or Tribal Cultural Resources

In the event that any historic-era subsurface archaeological features or deposits (e.g., glass, metal, and/or ceramic refuse scatters), or prehistoric subsurface archaeological features or deposits (e.g., locally darkened soil ("midden"), stone tool chipping debris, bones, shell beads, or concentrated charcoal layers), are discovered during construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the City shall be notified. The applicant will then retain the services of a qualified professional archaeologist to assess the significance of the find. Specifically, the archaeologist shall determine whether the find qualifies as an historical resource, a unique archaeological resource, or tribal artifacts. If the find does fall within one of these three categories, the qualified archaeologist shall then make recommendations to the City regarding appropriate procedures that should be used to protect the integrity of the resource and to ensure that no additional resources are affected. Procedures could include preservation in place, archival research, subsurface testing, and/or data recovery, with preservation in place being the preferred option if feasible. If the find is a tribal artifact, the City shall provide a reasonable opportunity for input from a Native American tribal representative affiliated with the location of the discovery; affiliation shall be determined by the City, in consultation with the qualified archaeologist, based on the City's AB 52 list or the contact list provided by the NAHC. If responsive, the tribal representative will then determine whether the artifact is considered a tribal cultural resource, as defined by PRC Section 21074. The applicant, in consultation with the City and Tribe, shall implement the recommended preservation options (which may include preservation in place, data recovery, mapping, capping, or avoidance), and proper curation of significant artifacts, if it determines that the measures are feasible in light of project design, logistics, and cost considerations.

FINDING

The City Council finds that the above mitigation measures are feasible and would reduce the potential impacts of the Costco Commercial Center Project to a less-than-significant level. These mitigation measures are imposed upon the project as conditions of approval adopted by the City Council. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, project that would avoid or substantially lessen the significant environmental effect identified in the EIR.

RATIONALE

Mitigation Measures 3.4-1a and 3.4-1b would minimize impacts by requiring that a worker environmental awareness program be prepared and provided to all construction personnel and supervisors who would have the potential to encounter and alter archaeological resources. These measures would also require construction to halt if potential archaeological resources are discovered, coordination with Native American groups (if applicable), implementation of preservation options (including data recovery, mapping, capping, or avoidance), and proper curation if significant artifacts are recovered. These mitigation measures would also be consistent with Objective HCR-1, Policy HCR-1-c, Objective HCR-2, Policy HCR-2-b, Policy HCR-2-c, and HCR-2-d of the City of Fresno General Plan and the Historic Preservation Ordinance. (2023 DEIR p. 3.4-14)

Impact 3.4-2: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

Tribal consultation has not resulted in the identification of tribal cultural resources on the project site. Despite this, excavation activities associated with project construction may disturb or destroy previously undiscovered significant subsurface tribal cultural resources. (2023 DEIR p. 3.4-14)

MITIGATION MEASURES

Mitigation Measure 3.4-1a: Develop and Implement a Worker Environmental Awareness Program

The applicant shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeologists to prepare a worker environmental awareness program. The program shall be provided to all construction personnel and supervisors who will have the potential to encounter and alter archaeological resources. A copy of the worker environmental awareness program shall be provided to the City's Planning Division before construction activities begin. The topics to be addressed in the worker environmental awareness program will include, at a minimum:

- types of cultural resources expected on the project site;
- types of evidence that indicates cultural resources might be present (e.g., glass shards, lithic scatters);
- what to do if a worker encounters a possible resource;
- what to do if a worker encounters animal bones or possible human bones; and
- repercussions for removing or intentionally disturbing archaeological resources.

Mitigation Measure 3.4-1b: Retain an Archaeological Monitor and Native American Monitor, and Halt Ground-Disturbing Activity upon Discovery of Subsurface Archaeological Features or Tribal Cultural Resources

In the event that any historic-era subsurface archaeological features or deposits (e.g., glass, metal, and/or ceramic refuse scatters), or prehistoric subsurface archaeological features or deposits (e.g., locally darkened soil ("midden"), stone tool chipping debris, bones, shell beads, or concentrated charcoal layers), are discovered during construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the City shall be notified. The applicant will then retain the services of a qualified professional archaeologist to assess the significance of the find. Specifically, the archaeologist shall determine whether the find qualifies as an historical resource, a unique archaeological resource, or tribal artifacts. If the find does fall within one of these three categories, the qualified archaeologist shall then make recommendations to the City regarding appropriate procedures that should be used to protect the integrity of the resource and to ensure that no additional resources are affected. Procedures could include preservation in place, archival research, subsurface testing, and/or data recovery, with preservation in place being the preferred option if feasible. If the find is a tribal artifact, the City shall provide a reasonable opportunity for input from a Native American tribal representative affiliated with the location of the discovery; affiliation shall be determined by the City, in consultation with the qualified archaeologist, based on the City's AB 52 list or the contact list provided by the NAHC. If responsive, the tribal representative will then determine whether the artifact is considered a tribal cultural resource, as defined by PRC Section 21074. The applicant, in consultation with the City and Tribe, shall implement the recommended preservation options (which may include preservation in place, data recovery, mapping, capping, or avoidance), and proper curation of significant artifacts, if it determines that the measures are feasible in light of project design, logistics, and cost considerations.

FINDING

The City Council finds that the above mitigation measures are feasible and would reduce the potential impacts of the Costco Commercial Center Project to a less-than-significant level. These mitigation measures are imposed upon the

project as conditions of approval adopted by the City Council. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, project that would avoid or substantially lessen the significant environmental effect identified in the EIR.

RATIONALE

Impacts related to tribal cultural resources would be reduced by requiring that a worker environmental awareness program be prepared and provided to all construction personnel and supervisors who will have the potential to encounter and alter cultural resources; and requiring construction to halt if potential archaeological resources are discovered, coordination with Native American groups (if applicable), implementation of preservation options (including preservation in place, data recovery, mapping, capping, or avoidance), and proper curation if significant artifacts are recovered. These mitigation measures would also be consistent with Policy HCR-2-d of the City of Fresno General Plan related to Native American sites. (2023 DEIR p. 3.4-14)

Impact 3.4-4: Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature

Although no known paleontological resources have been identified on the project site, project-related ground-disturbing activities may result in the discovery of or damage to yet undiscovered resources. (2023 DEIR p. 3.4-15)

MITIGATION MEASURES

Mitigation Measure 3.4-4: Halt Ground-Disturbing Activity upon Discovery of Subsurface Paleontological Resources

If paleontological resources are discovered during earthmoving activities, the project applicant shall immediately halt operations within 30 feet of the find and notify the City. If the find is determined to be significant, it shall be salvaged by a qualified paleontologist retained by the project applicant following the standards of the SVP (2010) and curated at a certified repository such as the University of California Museum of Paleontology.

FINDING

The City Council finds that the above mitigation measure is feasible and would reduce the potential impacts of the Costco Commercial Center Project to a less-than-significant level. This mitigation measure is imposed upon the project as a condition of approval. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, project that would avoid or substantially lessen the significant environmental effect identified in the EIR.

RATIONALE

The potential for the project to result in the direct or indirect destruction of unique paleontological resources is low; however, the potential cannot be dismissed. With implementation of Mitigation Measure 3.4-4, which sets forth standard treatment measures to limit destruction of unique paleontological resources, the effect of the project on yet undiscovered paleontological resources would be effectively reduced. (2023 DEIR p. 3.4-16)

8.2 BIOLOGICAL RESOURCES

Impact 3.5-1: Result in Disturbance to or Loss of Special-Status Wildlife Species and Habitat

Project activities would include ground disturbance, tree removal, and other vegetation removal, which could result in disturbance, injury, or mortality of several special-status wildlife species if present, reduced breeding productivity of these species, and loss of species habitat. (2023 DEIR pp. 3.5-13 and 3.5-15)

MITIGATION MEASURES

Mitigation Measure 3.5-1a: Conduct Take Avoidance Survey for Burrowing Owl, Implement Avoidance Measures, and Compensate for Loss of Occupied Burrows

- A qualified biologist shall conduct a focused survey for burrowing owls in accessible areas (i.e., not including private property) of habitat suitable for the species on and within 1,640 feet (500 meters) of the project site no less than 14 days before initiating ground disturbance activities using survey methods described in Appendix D of the CDFW 2012 Staff Report (CDFW 2012). Much of the area within this 1,640-foot survey area does not contain habitat suitable for burrowing owl (e.g., residential areas, commercial development, roads) and would not require surveys. Inaccessible areas that contain habitat suitable for burrowing owl (e.g., the Riverside Golf Course property) shall be surveyed using binoculars or a spotting scope.
- If no occupied burrows are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Fresno, and no further mitigation shall be required.
- If an active burrow is found within 1,640 feet of pending construction activities during the nonbreeding season (September 1 through January 31), the applicant shall establish and maintain a minimum protection buffer of 164 feet (50 meters) around the occupied burrow throughout construction. If an active burrow is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the project site shall be marked with fencing, flagging, or other means. The actual buffer size shall be determined by the qualified biologist based on the time of year and level of disturbance in accordance with guidance provided in the CDFW Staff Report on Burrowing Owl Mitigation (CDFW 2012). The protection buffer may be adjusted if, in consultation with CDFW, a qualified biologist determines that an alternative buffer shall not disturb burrowing owl use of the burrow because of particular site features or other buffering measures. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion plan shall be developed, as described in Appendix E of the CDFW Staff Report. Burrowing owls shall not be excluded from occupied burrows until the project burrowing owl exclusion plan is approved by CDFW. The exclusion plan shall include a compensatory habitat mitigation plan (see below).
- If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a protective buffer at a minimum of 164 feet unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer may be adjusted depending on the time of year and level of disturbance as outlined in the CDFW 2012 Staff Report. If an active burrow is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the site shall be marked with fencing, flagging, or other means. The size of the buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented so that burrowing owls are not adversely affected. Once the fledglings are capable of independent survival, the owls can be evicted, and the burrow can

be destroyed per the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW 2012 Staff Report.

- If burrowing owls are evicted from burrows and the burrows are destroyed by implementation of project activities, the applicant shall mitigate the loss of occupied habitat in accordance with guidance provided in the CDFW 2012 Staff Report, which states that permanent impacts on nesting, occupied, and satellite burrows, and burrowing owl habitat (i.e., grassland habitat with suitable burrows) shall be mitigated such that habitat acreage and number of burrows are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The applicant shall retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards:
- Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat, disturbance levels, potential for conflicts with humans, pets, and other wildlife, density of burrowing owls, and relative importance of the habitat to the species throughout its range.
- If feasible, mitigation lands shall be provided adjacent or proximate to the project site so that displaced owls can relocate with reduced risk of injury or mortality. Feasibility of providing mitigation adjacent or proximate to the project site depends on availability of sufficient habitat to support displaced owls that may be preserved in perpetuity.
- If habitat suitable for burrowing owl is not available for conservation adjacent or proximate to the project site, mitigation lands can be secured off-site and shall aim to consolidate and enlarge conservation areas outside of planned development areas and within foraging distance of other conservation lands. Mitigation may be also accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. Alternative mitigation sites and acreages may also be determined in consultation with CDFW.
- If burrowing owl habitat mitigation is completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and if the numbers are maintained over time. Measures of success, as suggested in the CDFW 2012 Staff Report, shall include site tenacity, number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors.

Mitigation Measure 3.5-1b: Conduct Focused Surveys for Swainson's Hawk, White-Tailed Kite, Other Nesting Raptors, and Other Native Nesting Birds and Implement Protective Buffers

- To minimize the potential for loss of Swainson's hawk, white-tailed kite, other raptors, and other native birds, project construction activities (e.g., tree removal, vegetation clearing, ground disturbance, staging) shall be conducted during the nonbreeding season (approximately September 1-January 31, as determined by a qualified biologist), if feasible. If project construction activities are conducted during the nonbreeding season, no further mitigation shall be required.
- Within 14 days before the onset of project construction activities during the breeding season (approximately February 1 through August 31, as determined by a qualified biologist), a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys shall conduct focused surveys for Swainson's hawk, white-tailed kite, other nesting raptors, and other native birds. Surveys shall be conducted in accessible areas (i.e., not including private property) within 0.5 mile of the project site for Swainson's hawk and white-tailed kite; within 500 feet of the site for other raptors; and within 50 feet of the site for non-raptor common native bird nests. Inaccessible areas that contain habitat suitable for nesting birds (e.g., the Riverside Golf Course property) shall be surveyed using binoculars or a spotting scope.

- If no nests are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Fresno, and no further mitigation shall be required.
- Impacts on nesting birds shall be avoided by establishing appropriate buffers around active nest sites identified during focused surveys to prevent disturbance to the nest. Project construction activity, including tree removal, shall not commence within the buffer areas until a qualified biologist has determined that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. An avoidance buffer shall be implemented for Swainson's hawk and white-tailed kite in consultation with CDFW. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers for Swainson's hawk nests, but the size of the buffer may be decreased if a qualified biologist and the City of Fresno, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. For other species, a qualified biologist shall determine the size of the buffer for nests of non-special-status species after a site- and nest-specific analysis. Buffers typically shall be 500 feet for common raptors. Buffer size for non-raptor common bird species generally shall be at least 20 feet. Factors to be considered for determining buffer size shall include presence of natural buffers provided by vegetation or topography, nest height above ground, baseline levels of noise and human activity, species sensitivity, and proposed project construction activities. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment would not be likely to adversely affect the nest. Any buffer reduction for a listed or fully protected species (i.e., Swainson's hawk, white-tailed kite) shall require consultation with CDFW. If an active nest is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the project site shall be marked with fencing, flagging, or other means. Periodic monitoring of the nest by a qualified biologist during project construction activities shall be required if the activity has potential to adversely affect the nest, the buffer has been reduced, or if birds within active nests are showing behavioral signs of agitation (e.g., standing up from a brooding position, flying off the nest) during project construction activities, as determined by the qualified biologist.

FINDING

The City Council finds that the above mitigation measures are feasible and would reduce the potential impacts of the Costco Commercial Center Project to a less-than-significant level. These mitigation measures are imposed upon the project as conditions of approval adopted by the City Council. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, project that would avoid or substantially lessen the significant environmental effect identified in the EIR.

RATIONALE

Mitigation Measures 3.5-1a and 3.5-1b would minimize impacts by requiring preconstruction surveys for burrowing owl, Swainson's hawk, white-tailed kite, other common raptors, and other native birds, and implementation of protective measures for active nests. Specifically, Mitigation Measure 3.5-1a would reduce potential impacts on burrowing owl to a less-than-significant level by requiring a take avoidance survey for burrowing owl, implementation of measures to avoid injury or mortality of burrowing owls and destruction of active burrows if detected, and compensation if burrows cannot be avoided such that the habitat acreage and the number of burrows destroyed are replaced through permanent conservation of comparable or better habitat. Implementation of Mitigation Measure 3.5-1b would reduce potential impacts on Swainson's hawk, white-tailed kite, other raptors, and other common native nesting birds to a less-than-significant level by requiring focused surveys for nesting birds and implementation of measures to avoid disturbance, injury, or mortality of the species if nests are detected. (2023 DEIR pp. 3.5-15 and 3.5-16)

8.3 NOISE

Impact 3.11-3: Generate a Substantial Permanent Increase in Ambient Noise Levels in the Vicinity of the Project due to Operational Stationary and On-Site Noise in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

The proposed project would involve the generation of noise from various stationary and other operations-related non-transportation noise sources. Combined noise levels from non-transportation noise sources would fluctuate depending on each noise source's location and proximity to sensitive receptors, the presence of noise barriers (i.e., building walls), operating hours, and if the nature of each noise is intermittent or continuous. Although noise may combine from the various generators, it is unlikely that combined noise levels would increase to levels that exceed the City's noise standards at nearby sensitive receptors. The HVAC equipment, parking area, tire center, car wash, and transformer and trash compactor would not exceed appliable City standards. However, the loading area could result in potentially significant levels of noise depending on project design.

MITIGATION MEASURES

Mitigation Measure 3.11-3: Reduce Exposure of Existing Sensitive Receptors to Noise Generated by Loading Dock Activity
The project applicant shall construct a sound wall west of the loading docks or other noise attenuating feature with a demonstrated ability to result in a 9 dB noise decrease at the existing residences along North Riverside Drive.

FINDING

The City Council finds that the above mitigation measure is feasible and would reduce the potential impacts of the Costco Commercial Center Project to a less-than-significant level. This mitigation measure is imposed upon the project as a condition of approval adopted by the City Council. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, project that would avoid or substantially lessen the significant environmental effect identified in the EIR.

RATIONALE

The implementation of Mitigation Measure 3.11-3 would require the implementation of design features to reduce noise levels to meet industry standards. (2023 DEIR p. 3.11-25)

Impact 3.11-5: Generate a Substantial Permanent Increase in Ambient Noise Levels in the Vicinity of the Project due to Intermittent Single-Event Noise Levels from Trucks in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

The proposed project has the potential to expose nearby residents to single-event noise levels (SENLs) due to operation of heavy vehicles accessing the project site during operational activities. The closest sensitive receptor west of North Riverside Drive could experience interior noise levels of approximately 66.4 dB SENLs, exceeding a threshold of 65 dB SENL.

MITIGATION MEASURES

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

The project proponent shall implement noise reduction measures to ensure that interior noise levels at residential land uses near the west side of North Riverside Drive do not exceed 65 dB SENL under existing-plus-project conditions. This measure is consistent with General Plan Policy NS-1-I, which recommends the use of design alterations to reduce noise impacts. This performance standard can be achieved using either of the following measures. Therefore, if one option is not implemented, the other would be required.

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

FINDING

The City Council finds that the above mitigation measure is feasible and would reduce the potential impacts of the Costco Commercial Center Project to a less-than-significant level. This mitigation measure is imposed upon the project as a condition of approval and adopted by the City Council. Accordingly, the City Council finds that pursuant to PRC Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, project that would avoid or substantially lessen the significant environmental effect identified in the EIR.

RATIONALE

The implementation of Mitigation Measure 3.11-5 would require the project applicant to construct a sound barrier and/or pave North Riverside Drive with noise reducing materials. The sound barrier would only be implemented if all of the property owners on the west side of North Riverside Drive between West Herndon Avenue and West Spruce Avenue collectively agree to the improvement (if it occurs on private lands). If sound barriers that reduce exterior traffic noise levels on the residential properties to less than 65 dB SENL are constructed, then the applicant shall not

be required to pave the roadway with a special low-noise surface treatment. However, if the sound barrier component of the mitigation measure cannot feasibly reduce the exterior traffic noise levels to below the established threshold, the rubberized hot-mix asphalt or equivalent surface treatment would be required. City staff have confirmed the feasibility of this option. The implementation of either one of these mitigation measure options would ensure residents near North Riverside Drive would not experience SENL above 65 dB. (2023 DEIR p. 3.11-29)

9 ENVIRONMENTAL EFFECTS OF THE PROJECT THAT ARE CONSIDERED UNAVOIDABLE SIGNIFICANT IMPACTS

The impacts, mitigation measures, and conclusions in this section were not subject to the Order After Hearing issued by the Court on July 17, 2025, granting the Petition for Writ of Mandate in the Lawsuit. Text reflects the 2024 EIR and has been supplemented to reflect County programs adopted since release of the 2024 EIR. As documented throughout Chapter 3, "Environmental Impacts and Mitigation Measures," and Chapter 4, "Cumulative Impacts," of the Draft EIR, after implementation of the recommended mitigation measures, most of the impacts associated with the project would be reduced to a less-than-significant level. The following impacts are considered significant and unavoidable; that is, no feasible mitigation is available to reduce the project's impacts to a less-than-significant level:

- Impact 3.11-1: Generate a Substantial Temporary Increase in Ambient Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies
- Impact 3.13-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) Regarding Vehicle Miles Traveled
- Impact 3.13-3: Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)
- Impact 4-13: Cumulative Transportation and Circulation Impacts

9.1 NOISE

Impact 3.11-1: Generate a Substantial Temporary Increase in Ambient Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

Construction would be located in close proximity to existing noise-sensitive receptors. Most noise-generating construction activity would be performed during daytime hours, when construction noise is exempt from noise standards by the City of Fresno Municipal Code. However, it is possible that construction activity may be required during the non-exempt evening and nighttime hours (10:00 p.m. to 7:00 a.m., Monday through Saturday, and all-day Sunday) for activities such as large continuous concrete pours. On-site construction could start as early as 2:00 a.m. and the exterior nighttime noise standard of 50 dB between the hours of 10:00 p.m. and 7:00 a.m. could be exceeded during nighttime construction activities. Thus, potential nighttime construction activities could expose nearby noise-sensitive receptors to noise levels that exceed City nighttime noise standards as detailed in the Municipal Code. (2023 DEIR pp. 3.11-16 to 3.11-19)

MITIGATION MEASURES

Mitigation Measure 3.11-1: Implement Additional Measures to Reduce Exposure to Construction Noise Reduction during Noise-Sensitive Time Periods

For all outdoor construction activity that is to take place outside of the City of Fresno construction noise exception timeframes (i.e., 10:00 p.m. and 7:00 a.m., Monday through Saturday, and all hours of the day on Sunday), and that is anticipated to generate interior noise levels at sensitive receptors that exceed the City of Fresno General Plan interior noise standard of 45 dB for residential land uses, the construction contractor shall comply with the following measures:

- Consistent with Section 10-110 of the City Noise Control Ordinance, obtain an exception to Article 1, "Noise Regulations," through the Chief Administrative Officer. A permit may be issued authorizing noises prohibited by the noise ordinance whenever it is found that the public interest will be served thereby or that extreme hardship will result from the strict enforcement.
- Install temporary noise curtains as close as possible to the noise-generating activity such that the curtains obstruct the direct line of sight between the noise-generating construction activity and the nearby sensitive receptors. Temporary noise curtains shall consist of durable, flexible composite material featuring a noise barrier layer bounded to sound-absorptive material on one side. The noise barrier layer shall consist of rugged, impervious, material with a surface weight of at least one pound per square foot.
- Noise-reducing enclosures and techniques shall be used around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors).
- Operate heavy-duty construction equipment at the lowest operating power possible. All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- Where available and feasible, construction equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that only sound when an object is detected. Self-adjusting backup alarms shall automatically adjust to 5 dB over the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels.
- Provide a minimum of one week of advanced notice to owners of all residential located within 350 feet of where nighttime construction activity would take place. This noticing shall inform the recipients of when and where nighttime construction would occur and the types of measures being implemented to lessen the impact at potentially affected receptors. This noticing shall also provide the contact information for the designated disturbance coordinator. The disturbance coordinator shall receive all public complaints and be responsible for determining the cause of the complaint and implementing any feasible measures to alleviate the problem.

FINDINGS

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the EIR (State CEQA Guidelines Section 15091[a][1]). However, the City Council finds that feasible mitigation measures may not reduce the identified significant impact to a level below significant. Therefore, this impact would remain significant and unavoidable. However, pursuant to PRC Section 21081(b), see the Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the project that outweigh this significant and unavoidable impact.

RATIONALE

The proposed project is anticipated to require limited nighttime construction, which has the potential to result in short-term, temporary exceedances of the nighttime exterior noise standard. Interior noise standards would not be exceeded and sleep disruption is not anticipated. Therefore, actual effects would be limited to individuals outdoors between 10:00 p.m. and 7:00 a.m. on the specific night(s) of construction and their experience of the tranquil nighttime environment.

Implementation of Mitigation Measure 3.11-1 would provide substantial reductions in levels of construction noise exposure at noise-sensitive receptors by ensuring proper equipment use; and requiring the use of enclosures, shields, and noise curtains (noise curtains typically can reduce noise by up to 10 dB [EPA 1971]). Thus, construction noise could potentially be reduced from 63 dB L_{eq} prior to mitigation to approximately 53 db L_{eq} after Mitigation Measure 3.11-1 is implemented. Although noise reduction would be achieved with implementation of these measures, the effectiveness of Mitigation Measure 3.11-1 would depend upon the specific site conditions at the time of construction. Because it cannot be assured that the applicable noise standards can be met, this impact would remain significant and unavoidable.

9.2 TRANSPORTATION AND CIRCULATION

Impact 3.13-2: Conflict or be Inconsistent with State CEQA Guidelines Section 15064.3, Subdivision (b)

Construction activity is temporary and would generate fewer than 500 daily trips; thus, the proposed project meets the screening criteria established in the City of Fresno *CEQA Guidelines for VMT Thresholds* while construction activities occur. Generation of vehicle miles traveled (VMT) attributed to project operation is expected to result in a net increase of average daily VMT by 129,326. The City of Fresno *CEQA Guidelines for VMT Thresholds* states that "VMT generated by retail projects would indicate a significant impact for any net increase in total VMT" (City of Fresno 2020); therefore, the proposed project would result in a significant impact to VMT. (2023 DEIR pp. 3.13-13 to 3.13-15)

MITIGATION MEASURES

Mitigation Measure 3.13-2: Provide a Program to Reduce Costco Employees' VMT by at least 26 Percent

Costco shall provide a program that is designed to achieve at least a 26 percent reduction in employee VMT. The program shall be provided to the City for acceptance prior to issuance of a certificate of occupancy. Specific actions must include the following measures described in the California Air Pollution Control Officers Association's 2021 *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*:

- **Commute Trip Reduction Marketing (estimated to result in up to 4 percent employee VMT reduction):** Costco shall implement a marketing strategy to promote Costco's commute reduction program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and greenhouse gas emissions. The following features (or similar alternatives) shall be provided:
  - on-site or online commuter information services,
  - employee transportation coordinators,
  - on-site or online transit pass sales, and
  - guaranteed ride home service.
- **Provide Ridesharing Program (estimated to result in up to 8 percent employee VMT reduction):** Costco shall develop and implement a ridesharing program. Ridesharing encourages carpooled vehicle trips in place of

single-occupied vehicle trips, thereby reducing the number of trips, VMT, and greenhouse gas emissions. The following strategies provide examples of a multifaceted approach for promoting a rideshare program:

- designating a certain percentage of desirable parking spaces for ridesharing vehicles,
- designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and
- providing an app or website for coordinating rides.

- **Implement Subsidized or Discount Transit Program (estimated to result in up to 5.5 percent employee VMT reduction):** Costco shall provide free transit passes for employees. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and, thus, a reduction in greenhouse gas emissions.
- **Provide End-of-Trip Bicycle Facilities (estimated to result in up to 4.4 percent employee VMT reduction):** Costco shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include elements such as bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and greenhouse gas emissions.
- **Improve Street Connectivity (estimated to result in up to 30 percent employee VMT reduction):** Costco shall construct West Spruce Avenue along the northern site boundary, creating new connections between West Spruce Avenue and North Aurther Avenue. The increased connectivity and intersection density that would result from these improvements would facilitate shorter trips, thereby reducing VMT.
- **Provide Pedestrian Network Improvements/Construct Bike Facilities/Expand Bikeway Network (estimated to result in up to 10 percent employee VMT reduction[1]):** Costco shall construct new, 12-foot-wide pedestrian and bicycle paths along West Herndon Avenue and North Riverside Drive to improve pedestrian access and connect to a larger bicycle network. This encourages a mode shift from automobiles to biking and walking, resulting in VMT reduction.

FINDING

On November 6, 2025, the Fresno City Council approved: Resolution No. 2025-314 adopting a Vehicle Miles Traveled Nexus Study, Reduction Program, and Capital Improvement Plan; Resolution No. 2025-315 amending the City's Master Fee Schedule to add a Vehicle Miles Traveled Mitigation Fee; and Ordinance No. 2025-43 adding Article 4.17 to Chapter 12 of the Fresno Municipal Code relating to the Vehicle Miles Traveled Reduction Program and Mitigation Fee. By the terms of the two Resolutions and the Ordinance, the legislation took effect on January 6, 2026, 61 days after passage.

The VMT Reduction Program imposes a VMT mitigation fee of $295 per unit of VMT generated above the threshold of significance on projects subject to the VMT Reduction Program. As set forth in Resolution No. 2025-314 Sections 2.D and 2.E, the VMT Reduction Program contemplates collecting impact fees from projects to contribute towards 24 enumerated VMT mitigation bank projects, which are forecast to reduce citywide VMT. As set forth on page 31 of Exhibit A to Resolution No. 2025-314, the 24 enumerated projects would result in a cumulative VMT reduction of 67,429 VMT over a 5-year horizon at a cost of $19,891,686, resulting in a fee of $295 per unit of VMT.

Section 5 of Resolution No. 2025-314, which adopted the VMT Reduction Plan, provides that "due to fairness and certainty principles and infeasibility due to the City and private party time, effort and resources and public review and comment that have been spent in such cases, the VMT Mitigation Fee will not apply to projects for which VMT analysis has been conducted and incorporated into CEQA documents published for public review prior to the effective date of the VMT Mitigation Fee." In other words, the VMT Reduction Program does not apply to projects for

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

which VMT analysis has already been prepared and subject to public review, as the City Council determined it would not be feasible for such projects to redo the VMT analysis.

Here, the project's VMT analysis was completed and circulated for public review in connection with the Draft EIR in July of 2023. The 2024 EIR was fully certified on April 18, 2024. Although the 2024 EIR was later decertified, the project's VMT analysis was not overturned and was not recirculated for public review. The PR-DEIR circulated the Section 3.7, "Greenhouse Gas Emissions and Climate Change," for public review and comment between November 21, 2025 and January 5, 2026. Each of these events took place before the VMT Mitigation Fee and the VMT Reduction Program took effect on January 6, 2026. Because the project's VMT analysis was complete, incorporated into a CEQA document, and circulated for public review long before the VMT Reduction Program became effective, the VMT Reduction Program does not apply to the project.

The City has, therefore, determined that contribution to the VMT Reduction Plan is infeasible mitigation. CEQA Guidelines section 15364 defines feasible to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors." In addition, as set forth in Public Resources Code section 21004, the City's authority to impose mitigation measures must be based on legal authority other than CEQA. Here, no such legal authority exists, because the resolution adopting the VMT Reduction Program expressly excludes projects from the VMT Mitigation Program for which VMT analysis has been conducted and incorporated into CEQA documents published for public review prior to the effective date of the VMT Mitigation Fee, which includes the project at issue here. Therefore, the City is legally precluded from imposing the VMT Mitigation Fee on the project. Furthermore, as set forth in the City Council's findings related to the infeasibility of imposing the VMT Mitigation Fee on in-process projects, it would not be feasible to re-do and recirculate the project's VMT analysis at this late stage in the development review process, more than 2 years after the VMT analysis was circulated for public review. Therefore, consistent with the clear language of the VMT Mitigation Program, the VMT Mitigation Fee is not a feasible mitigation measure for the project's VMT impacts.

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the EIR (State CEQA Guidelines Section 15091[a][1]). However, the City Council finds that feasible mitigation measures would not reduce the identified significant impact to a level below significant. Therefore, this impact would remain significant and unavoidable. However, pursuant to PRC Section 21081(b), see the Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the project that outweigh this significant and unavoidable impact.

RATIONALE

The primary source of daily VMT is warehouse shopping by Costco members. Members purchase items in bulk at Costco facilities, making walking, biking, or transit trips to the warehouse impractical. Bulk shopping generally requires access to a personal automobile and is often a single-destination outing. Mitigation that would substantially reduce the VMT of Costco members is infeasible due to the nature of Costco's land use and business model, which is inherently auto-oriented. Implementation of Mitigation Measure 3.13-2 would reduce employee trips. However, employee trips account for 436 daily trips (less than 2 percent of the total daily trips) and 13,385 VMT (approximately 7 percent of the daily VMT). Based on the California Air Pollution Control Officers Association's estimates in the Quantifying Greenhouse Gas Mitigation Measures Handbook (CAPCOA 2021), Mitigation Measure 3.13-2 could achieve up to a 26 percent reduction in project employee commute VMT, which is less than 2 percent of the proposed project's total daily regional VMT. (2023 DEIR p. 3.13-18)

Impact 3.13-3: Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)

The proposed project would follow all safety protocol during construction activities and would develop and implement a Traffic Control Plan in accordance with City standards. The proposed project would be required to meet City design standards and regulations, including internal circulation and off-site improvement standards for all modes of transportation. Additionally, the proposed project's plans would be subject to review by the City, thus ensuring applicable design requirements related to safety are met. However, as detailed in the *Fresno Costco Relocation Transportation Impact Analysis* (TIA) prepared for the proposed project (Kittelson & Associates 2023) and included as Appendix D to the Draft EIR, the proposed project would not meet safety thresholds related to intersection queuing. Although the proposed project would follow all safety and design protocol as described above, the TIA found that the proposed project would potentially increase the occurrence of safety hazards due to queuing. The following intersections were determined to not have sufficient storage to contain 95th percentile queues with project implementation: North Riverside Drive and West Fir Avenue; North Riverside Drive and West Herndon Avenue; and North Golden State Boulevard and West Herndon Avenue.

The City has issued several conditions of approval for the proposed project that would require the implementation of off-site improvements to reduce transportation hazards. However, no off-site improvements at the intersection of North Golden State Boulevard and West Herndon Avenue have been identified that would alleviate the queuing effect. (2023 DEIR pp. 3.13-18 to 3.13-20)

MITIGATION MEASURES

Mitigation Measure 3.13-3: Provide Off-Site Improvements

Costco shall provide the following off-site improvements to alleviate queuing that would result in transportation hazards to the greatest extent feasible prior to issuance of a certificate of occupancy:

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

All off-site improvements shall be designed in accordance with City roadway design standards and are subject to review by the City and responsible emergency service providers.

FINDING

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the EIR (State CEQA Guidelines Section 15091[a][1]). However, the City Council finds that feasible mitigation measures would not reduce the identified significant impact to a level below significant. Therefore, this impact would remain significant and unavoidable. However, pursuant to PRC Section 21081(b), see the Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the project that outweigh this significant and unavoidable impact.

RATIONALE

Following construction of off-site improvements detailed in Mitigation Measure 3.13-3, the southbound left-turn queue at the North Golden State Boulevard and West Herndon Avenue intersection would continue to overflow the available storage for the turn pocket and block the adjacent travel lane by approximately 50 feet. Constraints in the median preclude increasing the southbound left-turn lanes to fully accommodate the 95th percentile queue. As discussed in the EIR, existing roadway layout and approved projects in the area preclude additional design features to address this impact. Specifically, the alignment of the California High Speed Rail parallels the existing railway northeast of North Golden State Boulevard and limits the available right of way for improvements. According to analysis in the TIA, the spillback condition would occur during the most congested period of the day and would not be a continuous condition. However, because the southbound left-turn queue at the North Golden State Boulevard and West Herndon Avenue would continue to overflow the available storage for the turn pocket and block the adjacent travel lane during certain times throughout the day, this would remain a transportation hazard with mitigation. (2023 DEIR p. 3.13-21)

Impact 4-13: Cumulative Transportation and Circulation Impacts

The project would result in an increase in VMT. Growth projected in the cumulative impact area could also result in increased VMT. The discussion of VMT impacts associated with the project in Impact 3.13-2 is inherently a cumulative impact analysis because it addresses project generated VMT based on an efficiency threshold that is aligned with long-term goals and relevant plans. The proposed project would result in a net increase of 129,326 regional daily VMT. (2023 DEIR p. 4-14)

MITIGATION MEASURES

No additional feasible mitigation measures are available to reduce impacts.

FINDING

The City Council finds that feasible mitigation measures would not reduce the identified significant impact to a level below significant. Therefore, this impact would remain significant and unavoidable. However, pursuant to PRC Section 21081(b), see the Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the project that outweigh this significant and unavoidable impact.

RATIONALE

The implementation of Mitigation Measure 3.13-2, which requires the project applicant to provide a commute reduction program, would be focused on reducing employee trips, which account for less than 2 percent of trips. Due to the unique nature of the project, which involves bulk shopping that generally requires access to a personal automobile and is often a single-destination outing, it would be infeasible to implement other mitigation measures to minimize VMT impacts from Costco members. (2023 DEIR p. 4-14)

10 FINDINGS REGARDING PROJECT ALTERNATIVES

PRC Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects."

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. Although an EIR must evaluate this range of *potentially* feasible alternatives, an alternative may ultimately be deemed by the lead agency to be "infeasible" if it fails to fully promote the lead agency's underlying goals and objectives with respect to the project. (*California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 999–1000 (*CNPS*); *Citizens for Open Government v. City of Lodi* (2012) 205 Cal.App.4th 296, 314–315; *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; *Los Angeles Conservancy v. City of West Hollywood* (2017) 18 Cal.App.5th 1031, 1041-1043.) "'Feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*Ibid*.; see also *CNPS*, *supra*, 177 Cal.App.4th at p. 1001.) Thus, even if a project alternative will avoid or substantially lessen any of the significant environmental effects of the project, the decision-makers may reject the alternative if they determine that specific considerations make the alternative infeasible.

10.1 ALTERNATIVES CONSIDERED IN THE EIR

The Draft EIR identified and compared the significant environmental impacts of alternatives in Chapter 4, "Alternatives." The emphasis of the analysis is on a determination of whether the alternative would reduce, eliminate, or create new significant impacts, as well as the alternative's relative beneficial effects compared to the project and how well the alternative meets each of the project objectives. In accordance with the provisions of State CEQA Guidelines Section 15126.6, the EIR identified and considered the following reasonable range of feasible alternatives to the proposed project. These alternatives would be capable, to varying degrees, of reducing identified impacts.

- Alternative 1a: No Project Alternative assumes continued operation of the existing Costco facility at its current location, but also assumes development of the project site with the type and intensity of commercial uses consistent with the existing General Plan land use designation and zoning.
- Alternative 1b: No Development Alternative assumes continued operation of the existing Costco facility at its current location and no development of the project site.
- Alternative 2: Reduced Size Costco Warehouse assumes that the proposed warehouse at the proposed site would be similar in size to the existing Costco warehouse.
- Alternative 3: Mixed-Use Costco Center Alternative would adjust the land use mix on the project site to include high-density residential development intended to promote VMT efficiency.

The City Council finds that the range of alternatives studied in the EIR reflects a reasonable range of alternatives. Alternatives were fully evaluated in the 2024 EIR. The 2024 EIR was upheld in the Lawsuit as to the alternatives analysis. Therefore, the PR-DEIR was not required to, and does not, include further analysis of project alternatives. No evidence was provided during review of the PR-DEIR triggering the need for further alternatives analysis. The following reflects the analysis of alternatives provided in the 2024 EIR.

10.1.1 Alternative 1: Alternative 1a: No Project Alternative - Development Consistent with Existing Land Use and Zoning

Alternative 1a assumes that development of the site would occur consistent with the existing land use designation (Community Commercial) and zoning (Community Commercial) of the site. The existing Community Commercial designation allows a floor area ratio (FAR) of 1.0, whereas the proposed General Commercial designation allows a FAR of 2.0, which is twice the floor area allowed under the existing designation. Also, whereas the General Commercial designation allows uses with higher traffic volumes, such as strip malls, wholesale businesses, and specialized retail, the Community Commercial designation is intended for commercial development that primarily serves local needs,

such as medium-scale retail, office, civic and entertainment use, supermarkets, drug stores, and supporting uses. Based on the applicable development standards, and assuming that future development would be consistent with City standards related to building coverage, setbacks, landscaping, and building heights, future development of the site is anticipated to include commercial/retail development totaling approximately 120,000 square feet (s.f.), which is approximately half the intensity of the proposed project. It should be noted that, although Alternative 1a would include less overall development, this analysis assumes that no portion of the site would remain vacant, and that the entire site would be graded. However, because there would be less overall floor area, there would likely be opportunities for increased landscape areas.

Under Alternative 1a, the existing Costco facility on West Shaw Avenue would continue to operate. Operation of the existing facility is accounted for in the baseline, existing conditions described throughout the EIR. For this reason, continued operation and associated energy use, VMT, and air pollutant and greenhouse gas (GHG) emissions of the magnitude disclosed for existing operations are considered a continuation of baseline conditions and are not considered impacts resulting from Alternative 1a. However, the existing Shaw Avenue Costco has existing circulation challenges and limited parking that would persist with intensification of the use of the Costco property as the Costco member base in northwest Fresno continues to grow. (2023 DEIR pp. 6-7 to 6-8)

ENVIRONMENTAL EFFECTS

Implementation of Alternative 1a would result in less overall development than the project and would be consistent with the existing General Plan land use designation and zoning for the project site. As demonstrated in the Draft EIR analysis, most impacts would be similar to those of the proposed project. Impacts related to Noise and Vibration and Traffic and Circulation would be reduced under this alternative. Under Alternative 1a, the overall floor area would be substantially smaller than the proposed project and may also consist of a series of smaller structures (depending on the specific development); therefore, overnight foundation pouring may not be necessary under this scenario. Also, the smaller size would also likely allow for increased site design flexibility, which could place structures farther from existing sensitive receptors than under the proposed project. Because of these reasons, there is a reasonable likelihood that Alternative 1a could result in a substantial reduction to the project's significant impacts related to construction noise.

As described above, unlike the proposed General Commercial designation, which allows uses with higher traffic volumes, the existing Community Commercial designation is intended for commercial development that primarily serves local needs, such as medium-scale retail, office, civic and entertainment use, supermarkets, drug stores, and supporting uses. Therefore, a project consistent with this designation would generally be more VMT efficient than a wider-serving project, such as a Costco facility. Also, whereas some transportation demand management measures are not very effective for a Costco facility (i.e., shoppers buying in bulk would not generally be able use bicycles or transit), they may be more feasible for a local-serving retail development. Therefore, Alternative 1a may substantially reduce the project's significant impacts related to VMT and traffic hazards due to overall reduced traffic volumes. (2023 DEIR pp. 6-8 to 6-9)

RELATION TO PROJECT OBJECTIVES

Alternative 1a would not achieve the basic project objective of establishing a facility of sufficient size that integrates several services, including home and/or business delivery service, under one roof. Alternative 1a would also not meet the project objective related to meeting demand for automobile services, including gasoline, car wash, and tire center because the car wash is not consistent with existing zoning. Other objectives related to operation of a retail center that serves the community with a wide variety of goods in northwest Fresno that is serviced by adequate infrastructure, creating a commercial center that is integrated with the overall design context, reducing energy consumption, increasing taxable sales, and minimizing circulation conflicts could be achieved by commercial development of the site under Alternative 1a. (2023 DEIR p. 6-8)

FINDINGS

The City Council finds that Alternative 1a would result in similar or reduced impacts on the project site and would not alleviate existing adverse logistical conditions on the Shaw Avenue Costco site that make continued operation or redevelopment of the Shaw Avenue Costco less desirable. The City Council rejects Alternative 1a because it does not meet many of the project objectives which establish the underlying purpose of the project.

10.1.2 Alternative 1b: No Project Alternative – No Development

The No Development Alternative is a version of the "no project" alternative wherein the existing environmental setting would be maintained. The existing Costco facility on West Shaw Avenue would continue to operate.

This alternative assumes that permissible development would not occur on the project site and the lot would remain vacant. Alternative 1b is provided for informational purposes and discloses the effects on the environment if the environmental setting were maintained. Although the site remaining undeveloped is a potential outcome of not approving the proposed project, decision-makers could only select and implement this alternative if the City also purchased the property or changed the land use designation to ensure a "no development" outcome. Otherwise, it is reasonably foreseeable that development of the property would occur as described in Alternative 1a. (2023 DEIR p. 6-9)

ENVIRONMENTAL EFFECTS

The No Development Alternative would eliminate all environmental effects of construction and operation identified in the Draft EIR. Alternative 1b would not conflict with City policies adopted for the purposes of avoiding or mitigating an environmental effect. However, the No Development Alternative would not be consistent with the existing General Plan land use designation and zoning, which have been established by the City to identify appropriate locations for development. Eliminating the development potential of the project site could result in increased pressure to develop commercial land uses in other areas of northwest Fresno that are less suitable for this type of development. With the exception of land use and planning impacts, which would be similar to the proposed project, all impacts would be reduced under this alternative. (2023 DEIR pp. 6-9 to 6-10)

RELATION TO PROJECT OBJECTIVES

The No Development Alternative would not meet any of the objectives established for the project. (2023 DEIR p. 6-9)

FINDINGS

The City Council finds that Alternative 1b would result in similar or reduced impacts on the project site. However, the alternative would not alleviate existing adverse logistical conditions on the Shaw Avenue Costco site that make continued operation or redevelopment of the Shaw Avenue Costco less desirable. Moreover, the City does not intend to purchase the property or change the land use designation of the project site to ensure a "no development" outcome. The City Council rejects Alternative 1b because it does not meet any of the project objectives, which establish the underlying purpose of the project.

10.1.2 Alternative 2: Reduced Size Costco Warehouse

The Reduced Size Costco Warehouse Alternative assumes development of a Costco warehouse on the project site that is the same size as the existing Costco warehouse on Shaw Avenue. As with redevelopment of the existing Costco site, a smaller warehouse would not accommodate consolidation with the market delivery operation and those processes would continue at their current location. The fueling station would also be substantially smaller than the proposed station, and there would be no car wash. The site would be designed to place the smaller structure as

far as reasonably possible from existing sensitive receptors that back onto North Riverside Drive across from the project site. Under this alternative, there may be a slight reduction in construction activity, but the general duration and types of construction would be similar. (2023 DEIR p. 6-10)

ENVIRONMENTAL EFFECTS

Implementation of the Reduced Size Costco Warehouse Alternative would result in less intense development on the project site, although the overall level of ground disturbance and the construction period and intensity would be similar. Overall operations would be similar. The significant impacts associated with the project that cannot be minimized or avoided through mitigation relate to traffic queuing, VMT, and construction noise. Reducing the size of the Costco warehouse would result in a reduction in average daily traffic contributing to queuing effects on area roadways and total VMT. Although the Reduced Size Costco Warehouse Alternative may result in a slight decrease in total VMT, it would not eliminate the significant VMT impact. It would also not change the effectiveness of mitigation measures (i.e., shoppers buying in bulk would not typically use bicycle or transit). Because the queuing impact is identified for the of 95th percentile queue lengths under the project (i.e., the queue length that has only a 5 percent probability of being exceeded during a given analysis period) modest reductions in vehicle traffic generated by the alternative could reduce the severity of these impacts. The actual reduction would depend on both the volume and timing of the traffic generated. The impact is assumed to be slightly reduced overall.

Regarding the project's significant impact related to noise, a smaller version of the project may allow more flexibility in terms of site design and layout, potentially providing more distance between specific project elements and existing sensitive receptors. Because noise generally attenuates according to the "inverse square law" (i.e., a doubling of distance from a point source reduces sound pressure by approximately 6 dB), the amount of increased distance a smaller structure would allow would not likely avoid the impact, but in combination with the mitigation measures identified, the construction-related noise impact would be further reduced. (2023 DEIR p. 6-11)

RELATION TO PROJECT OBJECTIVES

This alternative would likely not adequately meet several of the project objectives, including expanding the space available for integrated retail sales and services in the local market, providing a state-of-the-art facility to better serve the membership in the greater Fresno area, integrated automobile services, and developing a facility that is large enough to accommodate all the uses and services that Costco provides to its members elsewhere. (2023 DEIR p. 6-10)

FINDINGS

The City Council finds that Alternative 2 would result in similar or slightly reduced impacts on the project site while substantially limiting the development potential and functional use of the site. The City Council rejects Alternative 2 because it does not meet many of the project objectives, which establish the underlying purpose of the project.

10.1.3 Alternative 3: Mixed-Use Costco Center Alternative

Under the Mixed-Use Costco Center Alternative, a two-story Costco warehouse would be developed within a smaller footprint to allow room for a low-to-mid-rise, high-density housing development on the project site. Given the large number of commercial/retail uses in the area and the generally low level of medium- and high-density housing, a high-density housing development would offer additional housing type(s) and contribute to making this area a "complete neighborhood." The overall floor area would likely be smaller than the proposed Costco warehouse but may be larger than the existing Costco warehouse. Due to site constraints, no gas station, car wash, or market delivery operation would be included under this alternative.

Critically, the Costco warehouse structure would be designed such that loading docks and other noise- and air-pollutant-generating facilities and equipment are located on the side of the building farthest from any sensitive

receptor and as far from sensitive receptors as possible, including the on-site high-density residential structure. While it is theoretically possible to design a site plan that supports both high-density residential and large commercial uses, it is a rare mix of uses, and feasibility is highly questionable. (2023 DEIR pp. 6-11 to 6-12)

ENVIRONMENTAL EFFECTS

Implementation of the Mixed-Use Costco Center Alternative would result in greater intensity of development on the project site, although the overall level of ground disturbance and the construction period and intensity would be similar. The Mixed-Use Costco Center Alternative would involve development of structures much larger in scale than the proposed project, including a two-story Costco warehouse and a low-to-mid-rise high-density housing development. Under this alternative, the mass of structures on the project site would be much more prominent and would not generally be consistent with the one- and two-story single-family residential development or the single-story commercial development in the vicinity. The contrast would be especially stark on the northern portion of the site, which is adjacent to the fairway for Riverside Golf Course. Although this change in visual character may not rise to the level of a significant impact that cannot be minimized, it would be greater than the proposed project.

Because the Mixed-Use Costco Center Alternative would result in a smaller commercial warehouse and includes uses that are more VMT efficient than the Costco warehouse facility alone, the alternative would likely result in somewhat reduced VMT impacts compared to the project. However, because the project site is not in a jobs-rich area that would support walkable/bikeable employment for on-site residents, the VMT efficiency associated with the residential development would be limited, and not likely enough to counter the project's daily VMT generation. As discussed above, the City's *CEQA Guidelines for VMT Thresholds* establishes that any increase in net VMT for retail projects would be a significant impact. Therefore, although the project would likely result in modest reductions, it would not avoid or minimize the significant impact related to VMT. Furthermore, based on the overall reductions in traffic generated by the project, there may be a reduction in queuing effects. The actual reduction would depend on both the volume and timing of the traffic generated. The impact is assumed to be slightly reduced overall.

Impacts related to construction noise effects on existing sensitive receptors would also be. Due to the constrained size of the project site to support a Costco warehouse and a housing development, this alternative could increase the effects of construction noise by placing the construction areas closer to existing sensitive receptors. Also, the taller structures may require pile driving, which could result in increased impacts related to vibration. However, the modified design of this alternative may limit the need for nighttime construction associated with continuous concrete pours for large foundations. (2023 DEIR pp. 6-12 to 6-13)

RELATION TO PROJECT OBJECTIVES

This alternative would likely not meet several project objectives, including developing a Costco facility that is large enough to accommodate all the uses and services that Costco provides to its members elsewhere and meeting member demand for automobile services, including gasoline. Also, because this alternative would involve large multi-story structures in an area dominated by one-and two-story residential development and single-story commercial development, it would likely not achieve the objective related to integration with the overall design context for the area. (2023 DEIR p. 6-12)

FINDINGS

The City Council finds that Alternative 3 would result in the potential for moderate reductions in the significant and unavoidable noise and transportation impacts of the project. However, Alternative 3 may also increase aesthetic impacts. In addition to the uncertainty associated with feasibility, this alternative would limit the functionality and efficiency of the larger, integrated Costco Commercial Center and would require the project applicant to engage a third party in the design and development of high-density housing because Costco does not develop housing. This is considered an excessive development requirement. The City Council rejects Alternative 3 because it does not

substantially reduce impacts, does not meet several of the project objectives, and would result in a project of different scope than the proposal.

10.2 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Because the No Development Alternative (Alternative 1b, described in Section 6.4.2 of the 2023 DEIR) would avoid all adverse impacts resulting from construction and operation of the proposed project, it is the environmentally superior alternative. However, the No Development Alternative would not meet the objectives of the project. The No Project Alternative (Alternative 1a, described in Section 6.4.1 of the 2023 DEIR) would also avoid the significant and unavoidable effects of the project, while achieving some of the project objectives related to providing a commercial center on the site.

When the environmentally superior alternative is the No Project Alternative, the State CEQA Guidelines (Section 15126[d][2]) require identification of an environmentally superior alternative from among the other action alternatives evaluated. Alternative 2: Reduced Size Costco Warehouse would be the environmentally superior action alternative because although the environmental impacts would be similar to the proposed project, and no significant impacts or significant and unavoidable impacts would be completely avoided, the project's significant impacts related to VMT and construction noise would be slightly reduced. (2023 DEIR p. 6-13)

As described above, the City Council finds that Alternative 2 would result in similar or slightly reduced impacts on the project site while substantially limiting the development potential and functional use of the site. The City Council rejects Alternative 2 because it does not meet many of the project objectives, which establish the underlying purpose of the project.

11 CONCLUSION

In accordance with CEQA and the State CEQA Guidelines, the City Council adopts these Findings as part of its certification of the EIR for the project. Pursuant to Section 21082.1(c)(3) of the PRC, the City Council also finds that the EIR reflects the City Council's independent judgment as the lead agency for the project. As required by CEQA, the City, in adopting these Findings, also adopts an MMRP for the project. The City finds that the MMRP, which is incorporated by reference and made a part of these Findings, meets the requirements of Section 21081.6 of the PRC by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project. Based on the entire record before the City, and having considered the significant and unavoidable impacts of the project, the City hereby determines that all feasible mitigation measures within the responsibility and jurisdiction of the City have been adopted to reduce or avoid the potentially significant impacts identified in the EIR, and that no additional feasible mitigation is available to further reduce significant impacts.

12 STATEMENT OF OVERRIDING CONSIDERATIONS

As discussed in the Findings of Fact above, the Costco Commercial Center Project would result in significant adverse environmental effects that cannot be avoided with the adoption of all feasible mitigation measures. Further, there are no feasible project alternatives that would mitigate or substantially lessen the impacts. Despite the occurrence of these effects, however, the Fresno City Council chooses to approve the project because, in its view, the economic, environmental, social, and other benefits of the project will render the significant effects acceptable.

In adopting this Statement of Overriding Considerations, the City Council has considered the information contained in the EIR for the project and the record of proceedings in which the project was considered. The City Council hereby determines that the project's benefits outweigh the significant unmitigated adverse environmental impacts, as discussed below.

12.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Pursuant to PRC Section 21081(b) and CEQA Guidelines Section 15093, the City Council has balanced the benefits of the project against the following significant unavoidable adverse impacts and has adopted all feasible mitigation measures with respect to these impacts.

- **Impact 3.11-1:** Generate a Substantial Temporary Increase in Construction Noise Levels in Excess of Applicable Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies
- **Impact 3.13-2:** Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) Regarding Vehicle Miles Traveled
- **Impact 3.13-3:** Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)
- **Impact 4-13:** Cumulative Transportation Impacts

12.1.1 Construction Noise (Impact 3.11-1)

As described above in Section 9, "Environmental Effects of the Project that are Considered Unavoidable Significant Impacts," the proposed project is anticipated to require limited nighttime construction, which has the potential to result in short-term, temporary exceedances of the nighttime exterior noise standard. Interior noise standards would not be exceeded and sleep disruption is not anticipated. Therefore, actual effects would be limited to individuals outdoors between 10:00 p.m. and 7:00 a.m. on the specific night(s) of construction and their experience of the tranquil nighttime environment. In addition, mitigation has been identified that is anticipated to sufficiently reduce noise levels at nearby sensitive receptors to eliminate the significant impact.

The significant and unavoidable impact is identified due to uncertainty. If significant impacts occur, they would be limited to individuals outside at night during the limited construction window.

12.1.2 Vehicle Miles Traveled (Impact 3.13-2 and Impact 4-13)

As described above in Section 9, "Environmental Effects of the Project that are Considered Unavoidable Significant Impacts," the primary source of daily VMT would be warehouse shopping by Costco members. Members purchase items in bulk at Costco facilities, making walking, biking, or transit trips to the warehouse impractical. Mitigation measures that would substantially reduce the VMT of Costco members are infeasible.

The implementation of Mitigation Measure 3.13-2 would reduce employee trips. However, employee trips account for 436 daily trips (less than 2 percent of the total daily trips) and 13,385 VMT (approximately 7 percent of the daily VMT). (2023 DEIR p. 3.13-18)

The City's standard of no net increase in VMT for retail projects cannot be achieved by a warehouse retail project due to the practical considerations of purchasing items in bulk. The concept of VMT is largely tied to the understanding of vehicle exhaust as a major contributor to global GHG emissions. Importantly, bulk shopping does present the opportunity for numerous efficiencies in shipping and packaging that may reduce GHG emissions compared to other commercial projects. As described in Section 3.7 of the 2023 DEIR, the project is consistent with the GHGRP and would not result in significant GHG emissions overall. Additionally, through regulatory mechanisms in place, such as the Advanced Clean Cars program and Advanced Clean Trucks, gasoline and diesel fuel consumption will continue to decrease as California's on-road transportation sectors electrifies over time.

12.1.3 Traffic Hazards (Impact 3.13-3)

As described above in Chapter 9, "Environmental Effects of the Project that are Considered Unavoidable Significant Impacts," following construction of off-site improvements detailed in Mitigation Measure 3.13-3, the southbound left-turn queue at the North Golden State Boulevard and West Herndon Avenue intersection would continue to overflow the available storage for the turn pocket and block the adjacent travel lane by approximately 50 feet. Constraints in the median preclude increasing the southbound left-turn lanes to fully accommodate the 95th percentile queue. Specifically, the alignment of the California High Speed Rail parallels the existing railway northeast of North Golden State Boulevard and limits the available right of way for improvements. According to analysis in the TIA, the spillback condition would only occur during the most congested period of the day. (2023 DEIR p. 3.13-21)

The City has required all feasible mitigation measures to address this intermittent condition, which presents a traffic hazard only if motorists are not adequately attentive to the turn pocket spillover. This area is undergoing change due to the construction of the Highspeed Rail, which both limits the City's ability to expend the roadway and creates a dynamic environment where the impact may be less severe in the cumulative condition (i.e., once the rail improvements are complete).

Therefore, the significant and unavoidable impact is due to intermittent conditions in an area undergoing changes to the transportation network. The project alternatives are not anticipated to substantially reduce this impact.

12.2 OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance, as applicable, the economic, legal, social, technological or other benefits of a project against its significant and unavoidable environmental impacts when determining whether to approve the project. If the specific economic, legal, social, technological or other benefits of the project outweigh the significant and unavoidable impacts, those impacts may be considered "acceptable" (CEQA Guidelines Section 15093(a)). When significant impacts are not avoided or lessened, CEQA requires the agency to state, in writing, the specific reasons for considering a project's environmental impacts acceptable. Those reasons must be based on substantial evidence in the EIR or elsewhere in the administrative record (CEQA Guidelines Section 15093(b)).

In the City Council's judgment, the project and its benefits outweigh its unavoidable significant effects. The following statements, based in part upon the project objectives described in the EIR and Findings, support this conclusion. The substantial evidence supporting the various benefits can be found in the administrative record including the preceding Findings, which are incorporated by reference into this section. The City Council finds that each of the enumerated benefits is individually meritorious and each benefit independently provides substantial public benefits that justify adoption of the project.

- The project would provide convenient shopping to serve existing and projected demand for retail warehouse shopping in the growing area of northwest Fresno.
- The project would result in a state-of-the-art facility of sufficient size to integrate several services, including home and/or business delivery service, under one roof. This promotes operational efficiencies compared to existing Costco warehouse and market delivery operations.
- The project would be conditioned on the completion of several elements of the transportation network in northwest Fresno, including a pedestrian pathway along West Herndon Avenue and the completion of West Spruce Avenue. The project would be consistent with the furtherance of General Plan policies that support multimodal transportation and complete streets, such as Policy MT-1-b, Policy MT-1-g and Policy MT-1-j.
- The project would continue and increase big-box retail store sales tax revenues received by the City.
- The project is consistent with Objective ED-1 of the General Plan to support economic development by maintaining a strong working relationship with the business community and improving the business climate for current businesses.

12.3 CONCLUSION

After balancing environmental costs against project benefits, the City Council has concluded that the benefits the City and its constituents will derive from the project outweigh the anticipated impacts to noise and transportation. The City Council has chosen to accept certain environmental impacts because to eliminate them would unduly compromise another important economic, fiscal, environmental, land use or other goal.

The City Council finds that any residual or remaining effects on the environment resulting from the project, identified as significant and unavoidable in the Findings of Fact, are acceptable due to the benefits set forth in this Statement of Overriding Considerations. The City Council finds and determines that the project and the supporting environmental documentation provide for a positive balance of the competing goals and that the economic, fiscal, environmental, land use or other benefits to be obtained by the project outweigh any environmental and related potential detriments from the Project. The City Council has concluded that the Project's implementation will represent a net positive impact on the City based upon a comprehensive analysis of all the underlying planning and environmental documentation. Therefore, the City adopts this Statement of Overriding Considerations.

13 REFERENCES

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Fresno Costco Commercial Center Project

MITIGATION MONITORING AND REPORTING PROGRAM

State Clearinghouse No. 2021100443

City of Fresno

February 2024

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

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

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

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

ROLES AND RESPONSIBILITIES

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

Inquiries should be directed to:

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

The location of this information is:

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

MITIGATION MONITORING AND REPORTING PROGRAM TABLE

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

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

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Verification
Archaeological, Historical, and Tribal Cultural Resources			
Mitigation Measure 3.4-1a: Develop and Implement a Worker Environmental Awareness Program The applicant shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeologists to prepare a worker environmental awareness program. The program shall be provided to all construction personnel and supervisors who will have the potential to encounter and alter archaeological resources. A copy of the worker environmental awareness program shall be provided to the City's Planning Division before construction activities begin. The topics to be addressed in the worker environmental awareness program will include, at a minimum: ▶ types of cultural resources expected on the project site; ▶ types of evidence that indicates cultural resources might be present (e.g., glass shards, lithic scatters); ▶ what to do if a worker encounters a possible resource; ▶ what to do if a worker encounters animal bones or possible human bones; and ▶ repercussions for removing or intentionally disturbing archaeological resources.	Project Applicant	Develop plan before construction activities begin; implement plan during construction	
Mitigation Measure 3.4-1b: Retain an Archaeological Monitor and Native American Monitor, and Halt Ground-Disturbing Activity upon Discovery of Subsurface Archaeological Features or Tribal Cultural Resources In the event that any historic-era subsurface archaeological features or deposits (e.g., glass, metal, and/or ceramic refuse scatters), or prehistoric subsurface archaeological features or deposits (e.g., locally darkened soil ("midden"), stone tool chipping debris, bones, shell beads, or concentrated charcoal layers), are discovered during construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the City shall be notified. The applicant will then retain the services of a qualified professional archaeologist to assess the significance of the find. Specifically, the archaeologist shall determine whether the find qualifies as an historical resource, a unique archaeological resource, or tribal artifacts. If the find does fall within one of these three categories, the qualified archaeologist shall then make recommendations to the City regarding appropriate procedures that should be used to protect the integrity of the resource and to ensure that no additional resources are affected. Procedures could include preservation in place, archival research, subsurface testing, and/or data recovery, with preservation in place being the preferred option if feasible. If the find is a tribal artifact, the City shall provide a reasonable opportunity for input from a Native American tribal representative affiliated with the location of the discovery; affiliation shall be determined by the City, in consultation with the qualified archaeologist, based on the City's AB 52 list or the	Project Applicant	During construction activities	

Mitigation Measures	Implementation Responsibility	Timing	Verification
contact list provided by the NAHC. If responsive, the tribal representative will then determine whether the artifact is considered a tribal cultural resource, as defined by PRC Section 21074. The applicant, in consultation with the City and Tribe, shall implement the recommended preservation options (which may include preservation in place, data recovery, mapping, capping, or avoidance), and proper curation of significant artifacts, if it determines that the measures are feasible in light of project design, logistics, and cost considerations.			
Mitigation Measure 3.4-4: Halt Ground-Disturbing Activity upon Discovery of Subsurface Paleontological Resources If paleontological resources are discovered during earthmoving activities, the project applicant shall immediately halt operations within 30 feet of the find and notify the City. If the find is determined to be significant, it shall be salvaged by a qualified paleontologist retained by the project applicant following the standards of the SVP (2010) and curated at a certified repository such as the University of California Museum of Paleontology.	Project Applicant	During construction activities	
Biological Resources			
Mitigation Measure 3.5-1a: Conduct Take Avoidance Survey for Burrowing Owl, Implement Avoidance Measures, and Compensate for Loss of Occupied Burrows ▶ A qualified biologist shall conduct a focused survey for burrowing owls in accessible areas (i.e., not including private property) of habitat suitable for the species on and within 1,640 feet (500 meters) of the project site no less than 14 days before initiating ground disturbance activities using survey methods described in Appendix D of the CDFW 2012 Staff Report (CDFW 2012). Much of the area within this 1,640-foot survey area does not contain habitat suitable for burrowing owl (e.g., residential areas, commercial development, roads) and would not require surveys. Inaccessible areas that contain habitat suitable for burrowing owl (e.g., the Riverside Golf Course property) shall be surveyed using binoculars or a spotting scope. ▶ If no occupied burrows are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Fresno, and no further mitigation shall be required. ▶ If an active burrow is found within 1,640 feet of pending construction activities during the nonbreeding season (September 1 through January 31), the applicant shall establish and maintain a minimum protection buffer of 164 feet (50 meters) around the occupied burrow throughout construction. If an active burrow is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the project site shall be marked with fencing, flagging, or other means. The actual buffer size shall be determined by the qualified biologist based on the time of year and level of disturbance in accordance with guidance provided in the CDFW Staff Report on Burrowing Owl Mitigation (CDFW 2012). The protection buffer may be adjusted if, in consultation with CDFW, a qualified biologist	Project Applicant	Before construction activities begin (no less than 14 days prior to ground disturbance) and during construction activities	

Mitigation Measures	Implementation Responsibility	Timing	Verification
determines that an alternative buffer shall not disturb burrowing owl use of the burrow because of particular site features or other buffering measures. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion plan shall be developed, as described in Appendix E of the CDFW Staff Report. Burrowing owls shall not be excluded from occupied burrows until the project burrowing owl exclusion plan is approved by CDFW. The exclusion plan shall include a compensatory habitat mitigation plan (see below). ▶ If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a protective buffer at a minimum of 164 feet unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer may be adjusted depending on the time of year and level of disturbance as outlined in the CDFW 2012 Staff Report. If an active burrow is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the site shall be marked with fencing, flagging, or other means. The size of the buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented so that burrowing owls are not adversely affected. Once the fledglings are capable of independent survival, the owls can be evicted, and the burrow can be destroyed per the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW 2012 Staff Report. ▶ If burrowing owls are evicted from burrows and the burrows are destroyed by implementation of project activities, the applicant shall mitigate the loss of occupied habitat in accordance with guidance provided in the CDFW 2012 Staff Report, which states that permanent impacts on nesting, occupied, and satellite burrows, and burrowing owl habitat (i.e., grassland habitat with suitable burrows) shall be mitigated such that habitat acreage and number of burrows are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The applicant shall retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards: ▪ Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat, disturbance levels, potential for conflicts with humans, pets, and other wildlife, density of burrowing owls, and relative importance of the habitat to the species throughout its range.			

Mitigation Measures	Implementation Responsibility	Timing	Verification
▪ If feasible, mitigation lands shall be provided adjacent or proximate to the project site so that displaced owls can relocate with reduced risk of injury or mortality. Feasibility of providing mitigation adjacent or proximate to the project site depends on availability of sufficient habitat to support displaced owls that may be preserved in perpetuity. ▪ If habitat suitable for burrowing owl is not available for conservation adjacent or proximate to the project site, mitigation lands can be secured off-site and shall aim to consolidate and enlarge conservation areas outside of planned development areas and within foraging distance of other conservation lands. Mitigation may be also accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. Alternative mitigation sites and acreages may also be determined in consultation with CDFW. ▪ If burrowing owl habitat mitigation is completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and if the numbers are maintained over time. Measures of success, as suggested in the CDFW 2012 Staff Report, shall include site tenacity, number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors.			
Mitigation Measure 3.5-1b: Conduct Focused Surveys for Swainson's Hawk, White-Tailed Kite, Other Nesting Raptors, and Other Native Nesting Birds and Implement Protective Buffers ▶ To minimize the potential for loss of Swainson's hawk, white-tailed kite, other raptors, and other native birds, project construction activities (e.g., tree removal, vegetation clearing, ground disturbance, staging) shall be conducted during the nonbreeding season (approximately September 1-January 31, as determined by a qualified biologist), if feasible. If project construction activities are conducted during the nonbreeding season, no further mitigation shall be required. ▶ Within 14 days before the onset of project construction activities during the breeding season (approximately February 1 through August 31, as determined by a qualified biologist), a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys shall conduct focused surveys for Swainson's hawk, white-tailed kite, other nesting raptors, and other native birds. Surveys shall be conducted in accessible areas (i.e., not including private property) within 0.5 mile of the project site for Swainson's hawk and white-tailed kite; within 500 feet of the site for other raptors; and within 50 feet of the site for non-raptor common native bird nests. Inaccessible areas that contain habitat suitable for nesting birds (e.g., the Riverside Golf Course property) shall be surveyed using binoculars or a spotting scope.	Project Applicant	Before construction activities begin (with 14 days of ground disturbance) and during construction activities	

Mitigation Measures	Implementation Responsibility	Timing	Verification
▶ If no nests are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Fresno, and no further mitigation shall be required. ▶ Impacts on nesting birds shall be avoided by establishing appropriate buffers around active nest sites identified during focused surveys to prevent disturbance to the nest. Project construction activity, including tree removal, shall not commence within the buffer areas until a qualified biologist has determined that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. An avoidance buffer shall be implemented for Swainson's hawk and white-tailed kite in consultation with CDFW. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers for Swainson's hawk nests, but the size of the buffer may be decreased if a qualified biologist and the City of Fresno, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. For other species, a qualified biologist shall determine the size of the buffer for nests of non-special-status species after a site- and nest-specific analysis. Buffers typically shall be 500 feet for common raptors. Buffer size for non-raptor common bird species generally shall be at least 20 feet. Factors to be considered for determining buffer size shall include presence of natural buffers provided by vegetation or topography, nest height above ground, baseline levels of noise and human activity, species sensitivity, and proposed project construction activities. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment would not be likely to adversely affect the nest. Any buffer reduction for a listed or fully protected species (i.e., Swainson's hawk, white-tailed kite) shall require consultation with CDFW. If an active nest is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the project site shall be marked with fencing, flagging, or other means. Periodic monitoring of the nest by a qualified biologist during project construction activities shall be required if the activity has potential to adversely affect the nest, the buffer has been reduced, or if birds within active nests are showing behavioral signs of agitation (e.g., standing up from a brooding position, flying off the nest) during project construction activities, as determined by the qualified biologist.			
Noise and Vibration			
Mitigation Measure 3.11-1: Implement Additional Measures to Reduce Exposure to Noise Reduction during Noise-Sensitive Time Periods For all outdoor construction activity that is to take place outside of the City of Fresno construction noise exception timeframes (i.e., 10:00 p.m. and 7:00 a.m., Monday through Saturday, and all hours of the day on Sunday), and that is anticipated to generate interior noise levels at sensitive receptors that exceed the City of Fresno General Plan interior noise standard of 45 dB for residential land uses, the construction contractor shall comply with the following measures:	Project Applicant	During construction activities	

Mitigation Measures	Implementation Responsibility	Timing	Verification
▶ Consistent with Section 10-110 of the City Noise Control Ordinance, obtain an exception to Article 1, "Noise Regulations," through the Chief Administrative Officer. A permit may be issued authorizing noises prohibited by the noise ordinance whenever it is found that the public interest will be served thereby or that extreme hardship will result from the strict enforcement. ▶ Install temporary noise curtains as close as possible to the noise-generating activity such that the curtains obstruct the direct line of sight between the noise-generating construction activity and the nearby sensitive receptors. Temporary noise curtains shall consist of durable, flexible composite material featuring a noise barrier layer bounded to sound-absorptive material on one side. The noise barrier layer shall consist of rugged, impervious, material with a surface weight of at least one pound per square foot. ▶ Noise-reducing enclosures and techniques shall be used around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors). ▶ Operate heavy-duty construction equipment at the lowest operating power possible. All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. ▶ Where available and feasible, construction equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that only sound when an object is detected. Self-adjusting backup alarms shall automatically adjust to 5 dB over the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels. ▶ Provide a minimum of one week of advanced notice to owners of all residential located within 350 feet of where nighttime construction activity would take place. This noticing shall inform the recipients of when and where nighttime construction would occur and the types of measures being implemented to lessen the impact at potentially affected receptors. This noticing shall also provide the contact information for the designated disturbance coordinator. The disturbance coordinator shall receive all public complaints and be responsible for determining the cause of the complaint and implementing any feasible measures to alleviate the problem.			
Mitigation Measure 3.11-3: Reduce Exposure of Existing Sensitive Receptors to Noise Generated by Loading Dock Activity The project applicant shall construct a sound wall west of the loading docks or other noise attenuating feature with a demonstrated ability to result in a 9 dB noise decrease at the existing residences along North Riverside Drive.	Project Applicant	Prior to issuance of certificates of occupancy	

Mitigation Measures	Implementation Responsibility	Timing	Verification
Mitigation Measure 3.11-5: Implement Traffic Noise Reduction Measures along North Riverside Drive The project proponent shall implement noise reduction measures to ensure that interior noise levels at residential land uses near the west side of North Riverside Drive do not exceed the City's current noise standard of 65 dB SENL under existing-plus-project conditions. This measure is consistent with General Plan Policy NS-1-I, which recommends the use of design alterations to reduce noise impacts. This performance standard can be achieved using any combination of the following measures. Therefore, if one option is not implemented, the other would be required. ▶ Pave the roadway segment with rubberized hot-mix asphalt or equivalent surface treatment with known noise-reducing properties on top of the roadway surface. The rubberized hot-mix asphalt overlay shall be designed with appropriate thickness and rubber component quantity (typically 15 percent by weight of the total blend), such that traffic noise levels are reduced by an average of 4 to 6 dB (noise levels vary depending on travel speeds, meteorological conditions, and pavement quality) as compared to noise levels generated by vehicle traffic traveling on standard asphalt. Rubberized hot-mix asphalt has been found to achieve this level of noise reduction in other parts of California (Sacramento County 1999). Pavement will require more frequent than normal maintenance and repair to maintain its noise attenuation effectiveness. The applicant shall fund the incremental cost for maintaining the roadway segment with the surface treatment. ▶ Construct a sound barrier taller than the 6-foot cinderblock wall that is currently present from West Spruce Avenue to West Herndon Avenue. The sound barrier shall be constructed of solid material (e.g., wood, brick, adobe, an earthen berm, boulders, or combination thereof). The reflectivity of each sound barrier shall be minimized to ensure that traffic noise reflected off the barrier does not contribute to an exceedance of applicable L_{eq} standards at other receptors. The level of sound reflection from a barrier can be minimized with a textured or absorptive surface or with vegetation on or next to the barrier. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction (Caltrans 2013: 2-41; FTA 2018: 42). Barriers higher than the line of sight provide increased noise reduction (FTA 2018: 16). Scenic quality factors shall be taken into account during design, such as using more natural materials (e.g., berms and boulders) to reduce the visible mass of a wall. All barriers shall be designed to blend into the landscape along the roadway, to the extent feasible. Ensuring a character consistent with the surrounding area may involve the use of strategically placed native trees or other vegetation; the addition of special materials (e.g., wood or stonework) on the façade of the sound wall; and/or a sound wall that is covered in vegetation. Additionally, the sound barrier shall meet the standards established in	Project Applicant	Prior to issuance of certificates of occupancy	

Mitigation Measures	Implementation Responsibility	Timing	Verification
General Plan Policy NS-1-o which establishes aesthetic considerations for sound walls including a maximum allowable height of 15 feet.			
Transportation and Circulation			
Mitigation Measure 3.13-2: Provide a Program to Reduce Costco Employees' VMT by at least 26 Percent Costco shall provide a program that is designed to achieve at least a 26 percent reduction in employee VMT. The program shall be provided to the City for acceptance prior to issuance of a certificate of occupancy. Specific actions must include the following measures described in the California Air Pollution Control Officers Association's 2021 Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity: ▶ **Commute Trip Reduction Marketing (estimated to result in up to 4 percent employee VMT reduction):** Costco shall implement a marketing strategy to promote Costco's commute reduction program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and greenhouse gas emissions. The following features (or similar alternatives) shall be provided: ▪ on-site or online commuter information services, ▪ employee transportation coordinators, ▪ on-site or online transit pass sales, and ▪ guaranteed ride home service. ▶ **Provide Ridesharing Program (estimated to result in up to 8 percent employee VMT reduction):** Costco shall develop and implement a ridesharing program. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT, and greenhouse gas emissions. The following strategies provide examples of a multifaceted approach for promoting a rideshare program: ▪ designating a certain percentage of desirable parking spaces for ridesharing vehicles, ▪ designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and ▪ providing an app or website for coordinating rides. ▶ **Implement Subsidized or Discount Transit Program (estimated to result in up to 5.5 percent employee VMT reduction):** Costco shall provide free transit passes for employees. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle	Project Applicant	Prior to issuance of certificates of occupancy	

Mitigation Measures	Implementation Responsibility	Timing	Verification
trips. This decrease in vehicle trips results in reduced VMT and, thus, a reduction in greenhouse gas emissions. ▶ **Provide End-of-Trip Bicycle Facilities (estimated to result in up to 4.4 percent employee VMT reduction):** Costco shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include elements such as bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and greenhouse gas emissions. ▶ **Improve Street Connectivity (estimated to result in up to 30 percent employee VMT reduction):** Costco shall construct West Spruce Avenue along the northern site boundary, creating new connections between West Spruce Avenue and North Aurther Avenue. The increased connectivity and intersection density that would result from these improvements would facilitate shorter trips, thereby reducing VMT. ▶ **Provide Pedestrian Network Improvements/Construct Bike Facilities/Expand Bikeway Network (estimated to result in up to 10 percent employee VMT reduction[1]):** Costco shall construct new, 12-foot-wide pedestrian and bicycle paths along West Herndon Avenue and North Riverside Drive to improve pedestrian access and connect to a larger bicycle network. This encourages a mode shift from automobiles to biking and walking, resulting in VMT reduction.			
Mitigation Measure 3.13-3: Provide Off-Site Improvements Costco shall provide the following off-site improvements to alleviate queuing that would result in transportation hazards to the greatest extent feasible prior to issuance of building permit: ▶ North Golden State Boulevard and West Herndon Avenue: Revise signal phasing to optimize green-time allocation relative to anticipated volumes. To reduce queue blockage of the intersection, "DO NOT BLOCK" pavement markings are required for the full width of North Weber Avenue. On the north leg of the intersection (i.e., North Golden State Boulevard, northeast of West Herndon Avenue), reconstruct the median to extend the south bound dual left-turn pocket as far north as possible without interfering with the existing north bound left-turn pocket at West Kathryn Avenue. All off-site improvements shall be designed in accordance with City roadway design standards and are subject to review by the City and responsible emergency service providers.	Project Applicant and City of Fresno	Prior to issuance of certificates of occupancy	

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

Exhibit F-1 – Notice of Public Hearing (Planning Commission & City Council)

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

CITY OF FRESNO
PLANNING AND DEVELOPMENT DEPARTMENT | NOTICE OF PUBLIC HEARING
PLAN AMENDMENT AND REZONE NO. P21-01960, CONDITIONAL USE PERMIT NOS. P21-01959 and P21-03251, PLANNED DEVELOPMENT PERMIT NO. P21-03252, AND THE RELATED ENVIRONMENTAL ASSESSMENT

Si necesita información en Español, comuníquese con Valeria Ramirez al teléfono (559) 621-8046 o por correo electrónico a Valeria.Ramirez@fresno.gov.

NOTICE IS HEREBY GIVEN that the Fresno City Planning Commission and City Council, in accordance with Fresno Municipal Code (FMC) Chapter 15, Sections 4902, 4903, 5005, 5007 and 5801-5812, and California Government Code Section 65854 will conduct public hearings to consider the items below, filed by the Costco Wholesale Corporation, pertaining to approximately 22.4-acres of property located on the northeast corner of West Herndon Avenue and North Riverside Drive:

1) **Plan Amendment Application No. P21-01960**, requesting authorization to amend the Fresno General Plan and Bullard Community Plan to change the planned land use designation for the subject property from Community Commercial to General Commercial, and reclassify West Herndon Avenue, between North Riverside Drive and North Hayes Avenue, from an Expressway to a Super Arterial; and,
2) **Conditional Use Permit Application No. P21-01959**, requesting authorization to construct a ±219,216 square-foot Costco warehouse retail building with a ±4,800 square-foot carwash and a ±13,000 square-foot fuel canopy with 32 fuel pumps; and,
3) **Conditional Use Permit Application No. P21-03251**, requesting authorization to establish a State of California Alcoholic Beverage Control (ABC) Type 21 alcohol license that will allow the sale of beer, wine, and distilled spirits for consumption off the premises where sold; and,
4) **Planned Development Permit Application No. P21-03252**, requesting authorization to modify parking lot development standards to allow for 36.5-foot-tall parking lot light fixtures rather than 25-foot tall fixtures; and,
5) **Final Environmental Impact Report (SCH No. 2021100443)** and its related components for the proposed Costco Commercial Center Project.

FRESNO CITY PLANNING COMMISSION		***FRESNO CITY COUNCIL***	
Date:	Wednesday, May 6, 2026	**Date:**	Thursday May 21, 2026
Time:	6:00 P.M. or Thereafter	**Time:**	9:20 A.M. or Thereafter
Place:	City Hall Council Chamber, 2nd Floor, 2600 Fresno Street, Fresno, CA 93721; or, watch the live broadcast via the Zoom link located on the Planning Commission agenda found here: https://fresno.legistar.com/Calendar.aspx	**Place:**	City Hall Council Chamber, 2nd Floor, 2600 Fresno Street, Fresno, CA 93721; or, watch the live broadcast via the Zoom link located on the City Council agenda found here: https://fresno.legistar.com/Calendar.aspx

Any interested person may watch one or both meetings electronically during the public hearing through instructions provided on the Planning Commission and City Council Agendas. Any interested person may appear at one or both public hearings and present written testimony or speak in favor or against the project proposal. Pursuant to the Planning Commission rules and procedures, all documents and/or written testimony for the Planning Commission's consideration should be submitted by 4:00 p.m. the day prior to the Commission agenda item being heard. Submissions shall be provided via e-comment or by email to PublicCommentsPlanning@fresno.gov (cc Steven.Martinez@fresno.gov). Pursuant to the City Council's meeting rules and procedures, all documents and/or written testimony for the Council's consideration should be submitted at least 24 hours in advance of the agenda item being heard. Submissions shall be provided to the City Clerk via email at Clerk@fresno.gov.

If an individual challenges the above applications in court, they may be limited to raising only those issues that were raised at the public hearing described in this notice, or in written correspondence delivered to the Planning and Development Department and/or Planning Commission and City Council at, or prior to, the public hearing. The Planning Commission's recommendations on the proposed Plan Amendment and Rezone, Conditional Use Permits, Planned Development Permit, and Environmental Assessment will be considered by the City Council.

Documents related to the project are available for public review at the Planning and Development Department during normal business hours (Monday - Friday, 8:00 AM - 5:00 PM) by appointment only. Electronic copies of the documents may also be requested for review. Please contact Planner Steven Martinez, Planning and Development Department, 2600 Fresno Street, Fresno, California 93721-3604, by phone at (559) 621-8047 or via e-mail at Steven.Martinez@fresno.gov to request electronic copies or schedule an appointment to view documents.

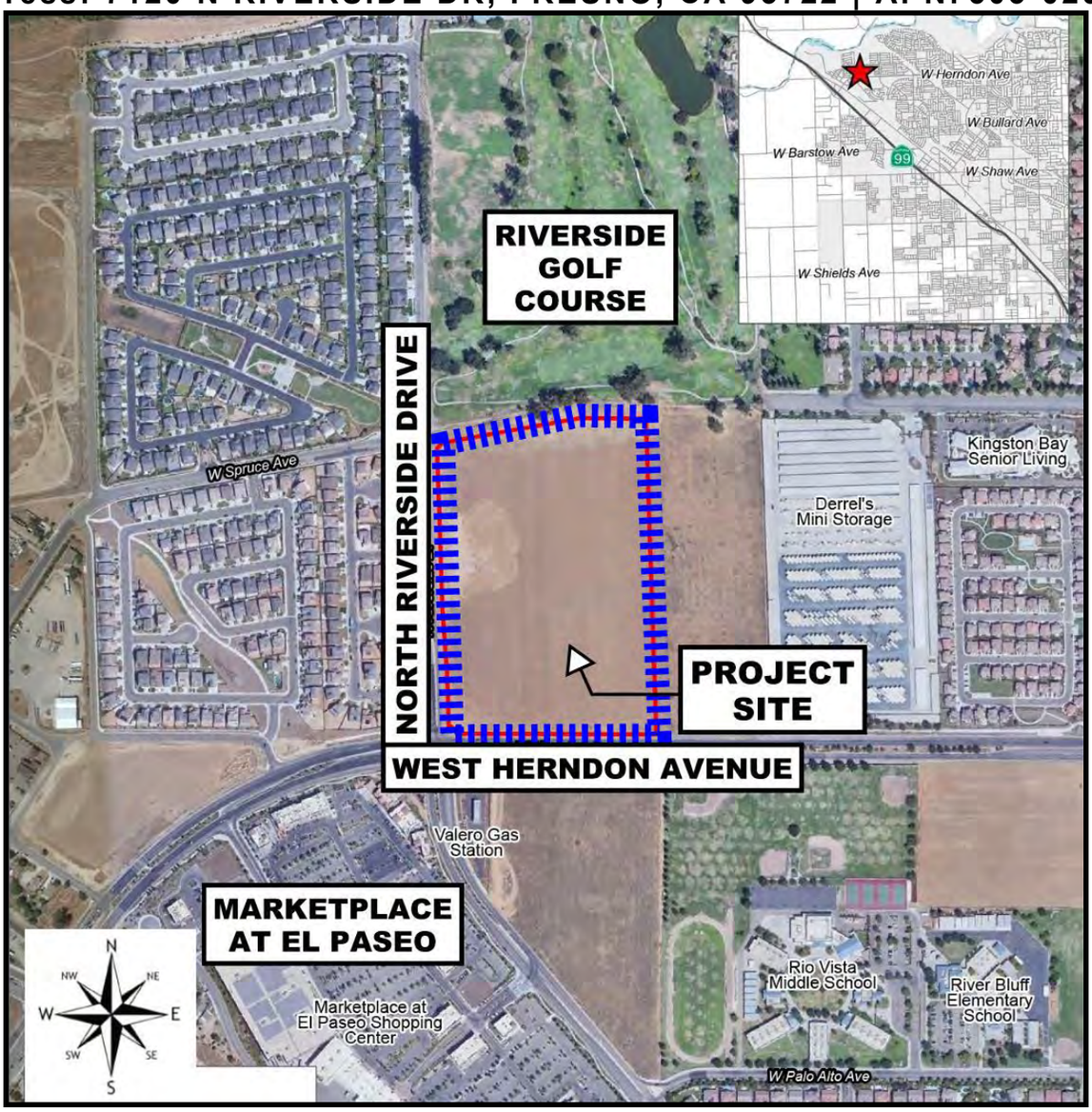
PLANNING AND DEVELOPMENT DEPARTMENT
Jennifer K. Clark, AICP, Director
Dated: April 15, 2026
Assessor's Parcel No.: 503-020-12

SEE MAP ON REVERSE SIDE

City of
FRESNO
Steven Martinez | Planner
Planning & Development Dept.
2600 Fresno Street, Room 3043
Fresno, CA 93721-3604

THIS IS A LEGAL NOTICE REGARDING:
Costco Commercial Center Project
[7120 N RIVERSIDE DR, FRESNO, CA 93722]

VICINITY MAP
Address: 7120 N RIVERSIDE DR, FRESNO, CA 93722 | APN: 503-020-12

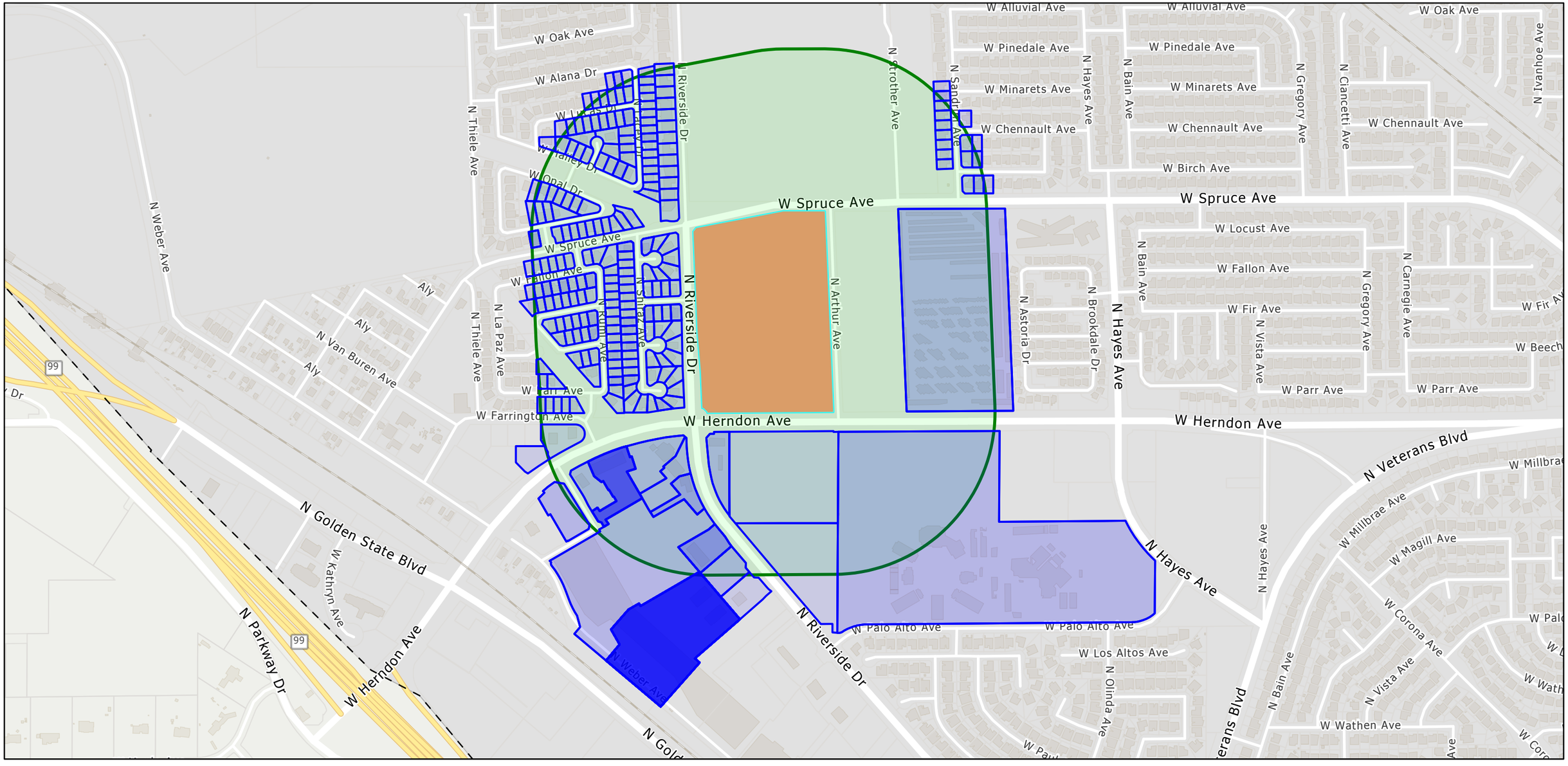


City of
FRESNO
Planning & Development
2600 Fresno Street | Fresno CA 93721
559.621.8277
Planning@fresno.gov

Exhibit F-2 – Notice of Public Hearing Mailing Buffer Map

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

Costco Project | 1,000 Foot Mailing Buffer



4/10/2026, 10:05:54 AM

Parcels Labels

1:9,028

0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

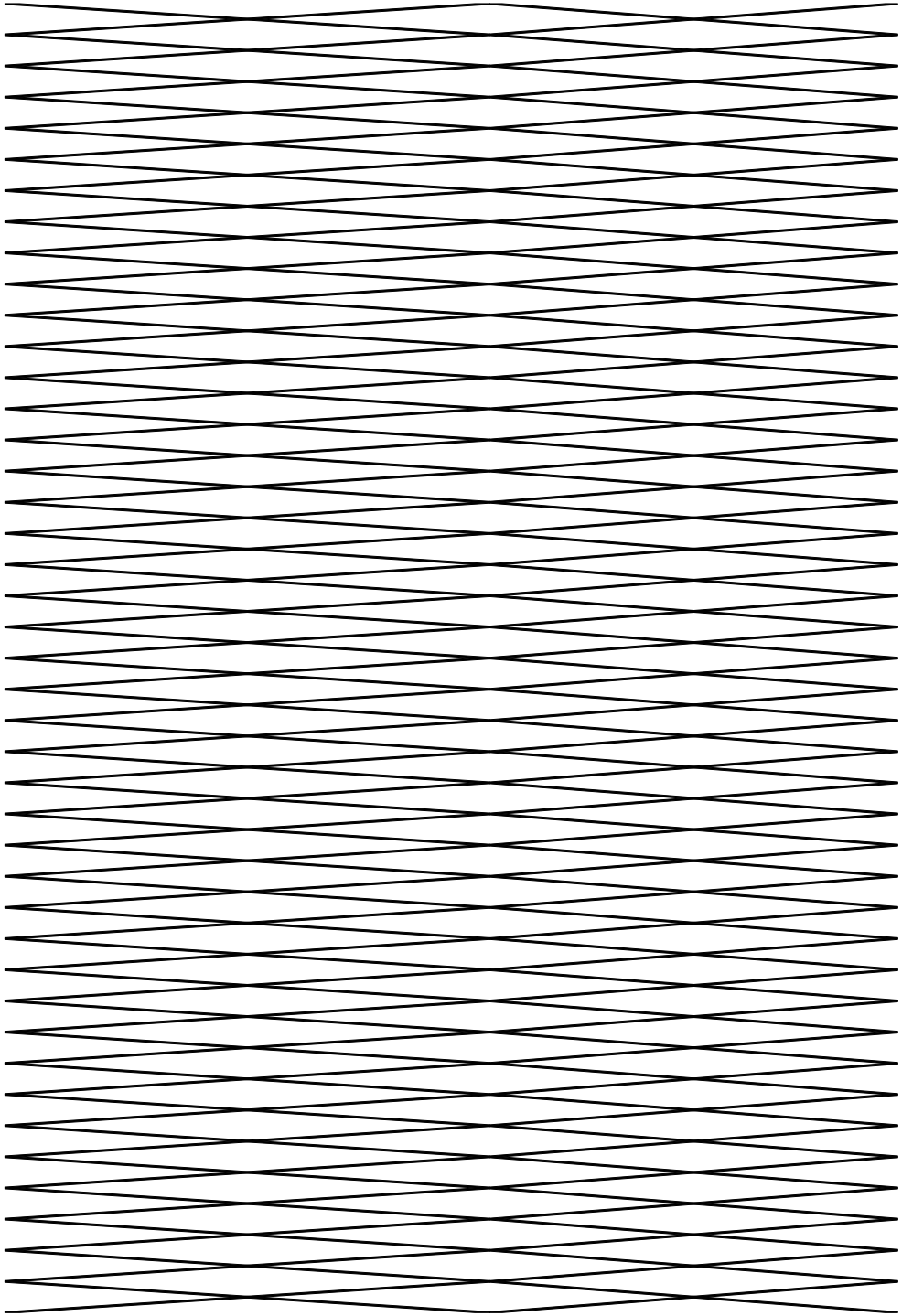
ArcGIS Web AppBuilder
City of Fresno. PARCs Department |

Exhibit F-3 – Redacted Mailing List

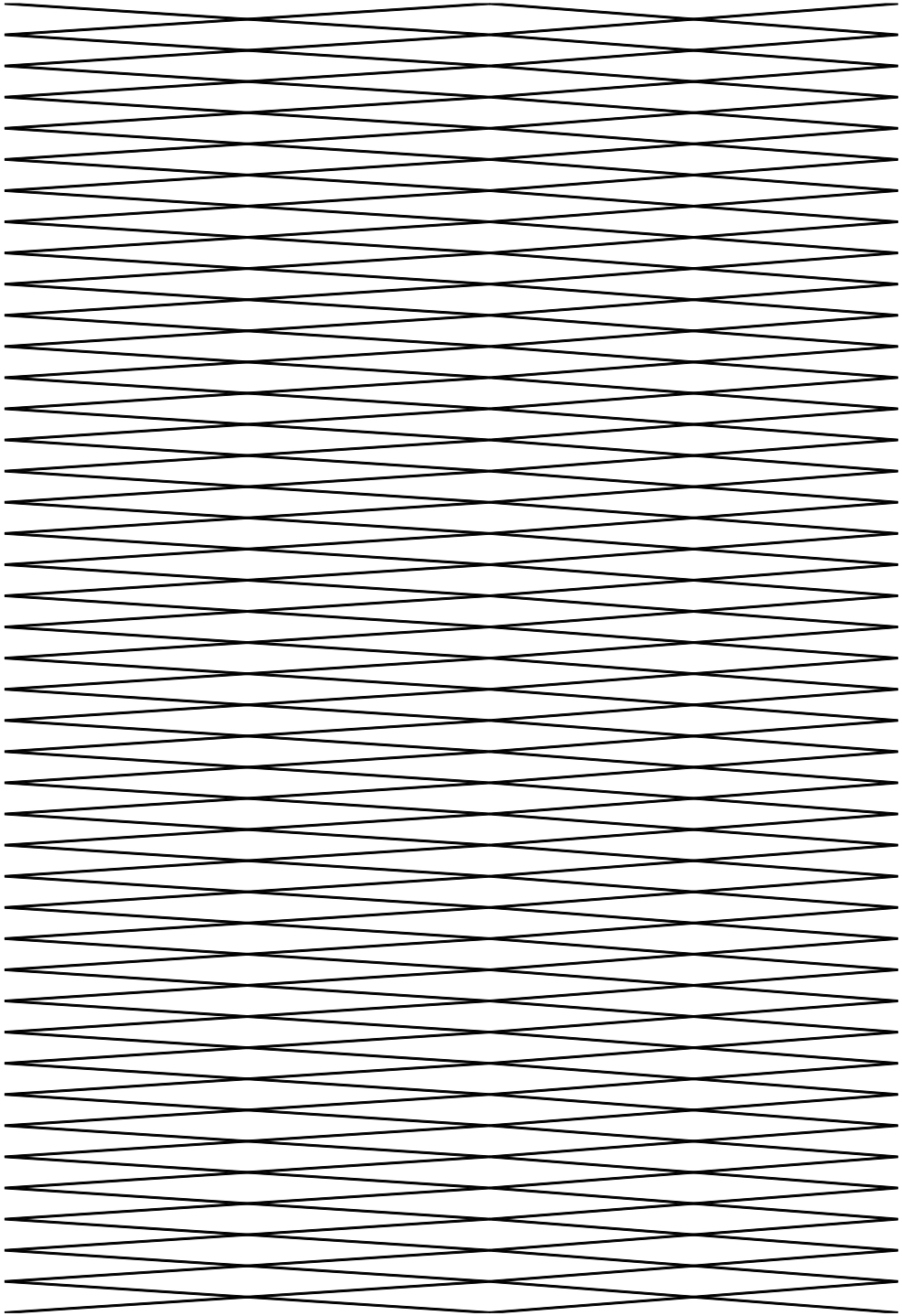
Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

RecipientLine	DeliveryAddressLine	LastLine
SORIA ALEJANDRA TRS		
PBKL LLC DEPT 027-REAL EST TAX		
SINGH MANJIT & HARPREET KAUR TRUSTEES		
G SIDHU LLC		
FREELS GAIL L TRUSTEE SSS RESIDENTIAL LLC SJ VALLEY PROP		
PASEO POINT INVESTMENTS LLC ACCOUNTING		
OCCUPANT OF		
OCCUPANT OF		
MOORE KOJO H		
DAILEY DEBBY		
CARRERA DAVID H & KATY L		
LANOVARA SUSAN TRUSTEE		
ORTIZ DANIEL & MONICA STACY VENEGAS		
OCCUPANT OF		
SNOWDEN ENOCH & ROBIN J		
MONTUFAR VICTORIA TRS		
KIM KI CHOL & IN SUK		
OCCUPANT OF		
STONE WYATT T ALI AYESHA ETAL		
JACQUES VALERIE L		
MANNING PHYLLIS TRUSTEE		
O MALLEY STEVEN M O MALLEY STEVEN M		
OCCUPANT OF		
CARDINALE DEAN SALINAS-CARDINALE VERONICA		
OCCUPANT OF		
URZUA AGUSTIN JR & JAIME CARDENAS		
SINGH PARMINDER		
CHEKERDEMIAN RAFFY ARAM		
OCCUPANT OF		
WYRICK DEIRDRE WYRICK DEIRDRE		
SINGH SOHAN		
DOMBROSKI JASON		
CARDOZA MANUEL & SOFIA		
DONOHO SCOTT R		
OCCUPANT OF		
ANDRADE JENNIFER M		
BROWN COREY D		
MARTINEZ MELISSA M		
SINGH AMANDEEP		
HERNANDEZ ROSA		
OCCUPANT OF		

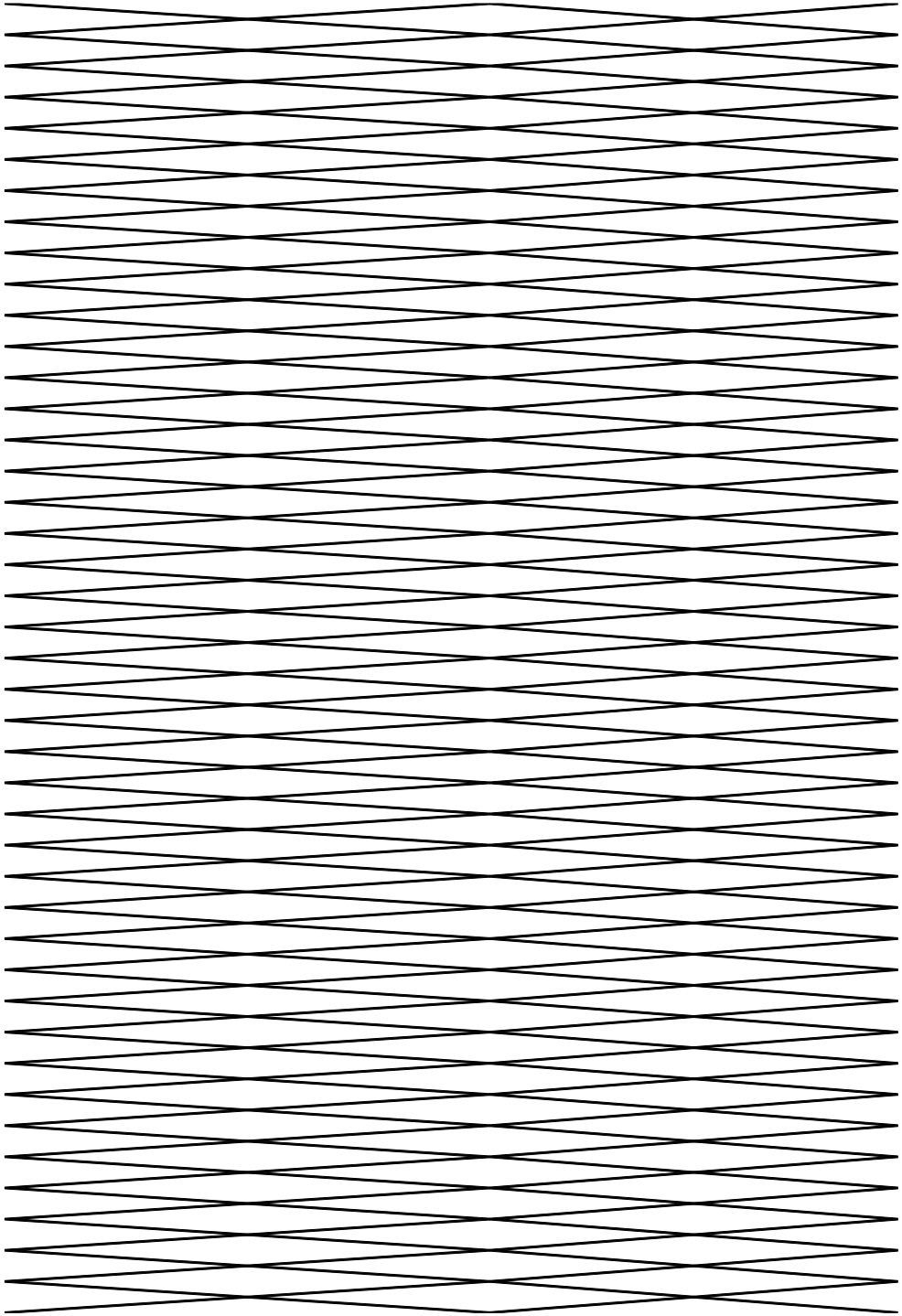
LONGACRE AMELIA TRS
SMITH PAMELA JEAN TRS
NGO KEVIN
KUMAR MOHIT
WILLAIMS ARTHUR LEE
EDDINGS ALFRED L & SHEILA
JOHAL SAHIBJIT S JOHAL PARMJIT S
DHILLON SUKHJIT K
HANS BHUPINDER SINGH & NIRMALJIT K
MANDER SNEHPAL SINGH TRUSTEE CHEEMA ARVIND DAMAN TRUSTEE
LUPIAN VICTOR M
ANDERSEN JENS B & DELIA CASTILLO
MAAN SAMUNDER
HILL TRICIA K
CLEAVES RYAN
RODRIGUEZ MARIA G
BARING DEVINDER S
SINGH SANDEEP
SINGH HARVINDER
FURTADO JOHN C & MARIA J
MAHAL AVTAR SINGH & MANPREET KAUR
HERRERA BRANDON J
SALDANA ALMA DELIA T/O/D
SOOD KARTIC SOOD MUKESH
CISNEROS JOE R & LORETTA TRS
KAUR AMARJIT
LAIL HARBINDER KAUR TRS
YOUNGMAN CARLIE NICOLE SMITH JEFFERY JAMES
SINGH DALJEET
SIDHU SUKHCHAIN SINGH
PONCE MARITZA
SINGH GURJEET
SAULOG PATRICIA MARIE
ROSE WILLIAM E & CECILIA J TRS
COFFMAN KAY ARLENA
CHAHAL NACHITER KAUR
DHILLON SUKHJINDER SINGH
FOSS KATHLEEN R TRUSTEE
AMSTADTER DANIEL MILTON SUMNER JESSICA LYNN
JONES DAWN M
MUHAWI RAIN
KAUR GURBAKHSH & GURMUKH S JOHAL



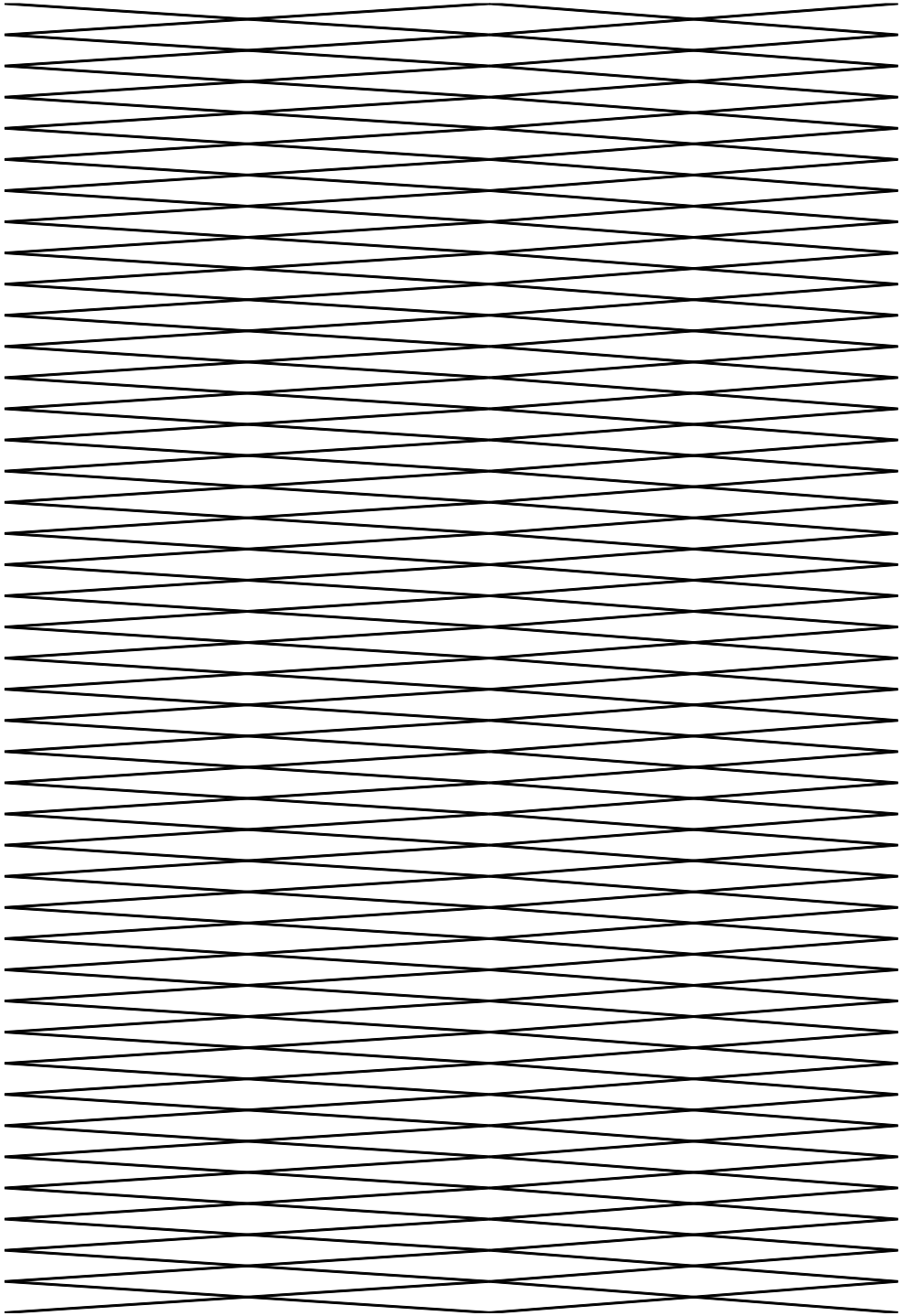
KING GREGORY M & DENISE
SCHMIDT DARRICK WAYNE & SALINA CARMEN
FRANCHINI ALMA ROSA
BRAR GURPREET S & PAVITAR K
MACHAIN EDWARD S
OCCUPANT OF
SINGH KHEM & BALJIT KAUR
RODRIGUEZ STEVE R
ATHWAL SUNPREET KAUR SINGH BACHITTAR ANOOP
IRISH SPENCER V & JENNA T
EMBERTON DANIEL JOE & STACI TRS
VASQUEZ LORI ANN & DAVID DANIEL JR
OCCUPANT OF
SINGH GURPINDER
SHARMA ROHIT
GROVER VIVEK & FNU GEETANJALI
SINGH MANDEEP
JARRIA MAHA S
CURLEY VALERIE J
BOTELHO GINA
MORENO ADAM C & JESSICA A
ESPINOZA PHILLIP & JANIE M
DI NIELSEN MARKS LLC
OCCUPANT OF
GORAYA RAJBINDER KAUR KAUR AMANDEEP ETAL
BHAKTA PRATIKE R & SAPNA C TRS
GROVER VIKRAM DUA SACHIN
PATEL NILAY C TRS
RODRIGUEZ RAMON III & PAMELA
ROS SAMBO & LYNN VEASSNA KUY
OCCUPANT OF
SEMBHI HARVARINDER SINGH
SINGH IQBAL KAUR PRABHLEEN
OCCUPANT OF
QUACH TRAN TONNU HOA
CHEEMA TARLOK
SINGH AMANJOT KAUR KULDEEP
OCCUPANT OF
LOVELY LOVEJINDER SINGH KAUR PARWINDER
OCCUPANT OF
NORVAL L P
SINGH INDERPREET



CHEEMA DHARMINDER S & FNU NAVKIRAT
LARIOS JORGE PEREZ VALVERDE ELIZABETH A
BHAKTA RAJENDRA & JAGRUTI R
SINGH HARVIR
SINGH DALJIT & SURINDER KAUR
ZANDER JEFF A & DIANE M
GUTIERRES RAMON & DAISY J LOPEZ
SINGH ANMOL
SINGH PALWINDER & KAYCEE CHAGGAR
OCCUPANT OF
SINGH JATINDER
SINGH NAVDEEP
NAVAL MARGARITA
PIZANO NANCY TRS
SINGH SATWANT
OCCUPANT OF
SINGH YADWINDER
BHANDOL SHAMSHER S & FNU MONIKA DEVI
OCCUPANT OF
AVILA JOSE & JENNIFER
ARAMBULA RAUL & KARINA CONDE HERNANDEZ
RANI POONAM & UMED SANDHU
OCCUPANT OF
DHILLON RAJWINDER
SINGH VIKRAMJIT & RAJDEEP KAUR
SINGH SURINDER & UPJEET KAUR
DE DIOS HILARION GUTIERREZ DE DIOS RACQUEL DIZON
VIRK DILBAG & KULJIT K
DUA SACHIN
TESFAI FUTSUMBERHAN HAILE & FORTUNA
SINGH HAMJOT & JAGDISH KAUR
OCCUPANT OF
SINGH TARANJIT
SANDHU HARPREET SINGH & SUKHVIR SANGHA
SUMMAL VEER S & GURVINDER K
SANGHA GURPREET
OCCUPANT OF
KHOSA RANDEEP S & KULVEER K
SANGHA EKAMDEEP KAUR
MEDINA CRYSTALYNN F CLIFT PHILLIP J JR
YAP BIENVEL C TR & ELIZABETH M TRS
OCCUPANT OF



SINGH MANDIP
ARRIBA MARIA ELENA N & BENJIE M
KADOLA MANJINDER S
SANDOVAL MARCO SANDOVAL ESPIRIDION R
FRASER STEPHANIE A
PANNU HARINDERPREET K GILL KARMJIT
WONG KENNETH
SINGH RAGHBIR & MANPREET KAUR SINGH RAGHBIR & MANPREET KAUR
SINGH GURVINDER & KIRANDEEP KAUR
SINGH BAHADUR & PALWINDER K SIDHU
COLLINS STEVEN M JR & SHAWNEE M
SINGH SURINDER & SUKHJINDER KAUR
SINGH AMRJIT & JASWINDER KAUR
SINGH MANINDER
OCCUPANT OF
AKOPYAN NONA
G SIDHU LLC
TREJO ANTONIA & ISRAEL
BRAVO PETER & PATRICIA TORRES
SINGH SUKHWINDER
OCCUPANT OF
OCCUPANT OF
DEOL PAVITER SINGH DEOL SANDEEP KAUR
SINGH RANJIT
MANGAT GURTEJ
GAINES BRIAN THOMAS
GILL PARAMJIT S & HARPRINDER K
SINGH AMRIK & SUNPREET KAUR
SINGH JASKARAN & MANDEEP KAUR
SINGH LOVEJIT & JASPREET KAUR KAUR KULDIP
SINGH PARAMJEET
SINGH SATINDER & HARJEET KAUR LNU
ARORA MOHIT & MEENU
SINGH JOBANJIT & RAJBIR KAUR
CHAHAL PARMINDER S & KIRANDEEP K
DAHIYA SANVEER & MAMTA
SINGH KULRAJ
SINGH MALKIAT & SUKHJINDER KAUR
DHILLON JAZ & AMANPREET
SINGH JASKARAN
PANAKKAL THOMAS D
SINGH HARWINDER & AMANPREET KAUR



KAUR GURSHARNJIT
NAGI DAVINDER S & PUSHPINDER K
PULLIAM KAMEKA & CEDRIC
GONZALEZ MERICENDA ARTEAGA & RAYMOND JR
BAEZA JORGE H
SINGH MANPREET & MANPREET K GILL
OCCUPANT OF
NAGRA SURINDER S & SARABJIT KAUR SINGH MANPREET
SANDHU RAJDEEP
SINGH IQBAL
SINGH SHER & KULWINDER KAUR TRS
NAJERA RANDALL JEFFREY
KAUR SARBJEET KAUR SARBJEET
FARRIOR JACK H JR & LISA G TRUSTEES
MOHAMMED DAVID H TRUSTEE
WILLIAMS GREGORY P & PATRICIA C
MORSE MICHAEL W JR & CELIA G TRUSTEES
BAINS SIMRAT KAUR BAINS PARMJIT SINGH
SINGH DALJEET
OCCUPANT OF
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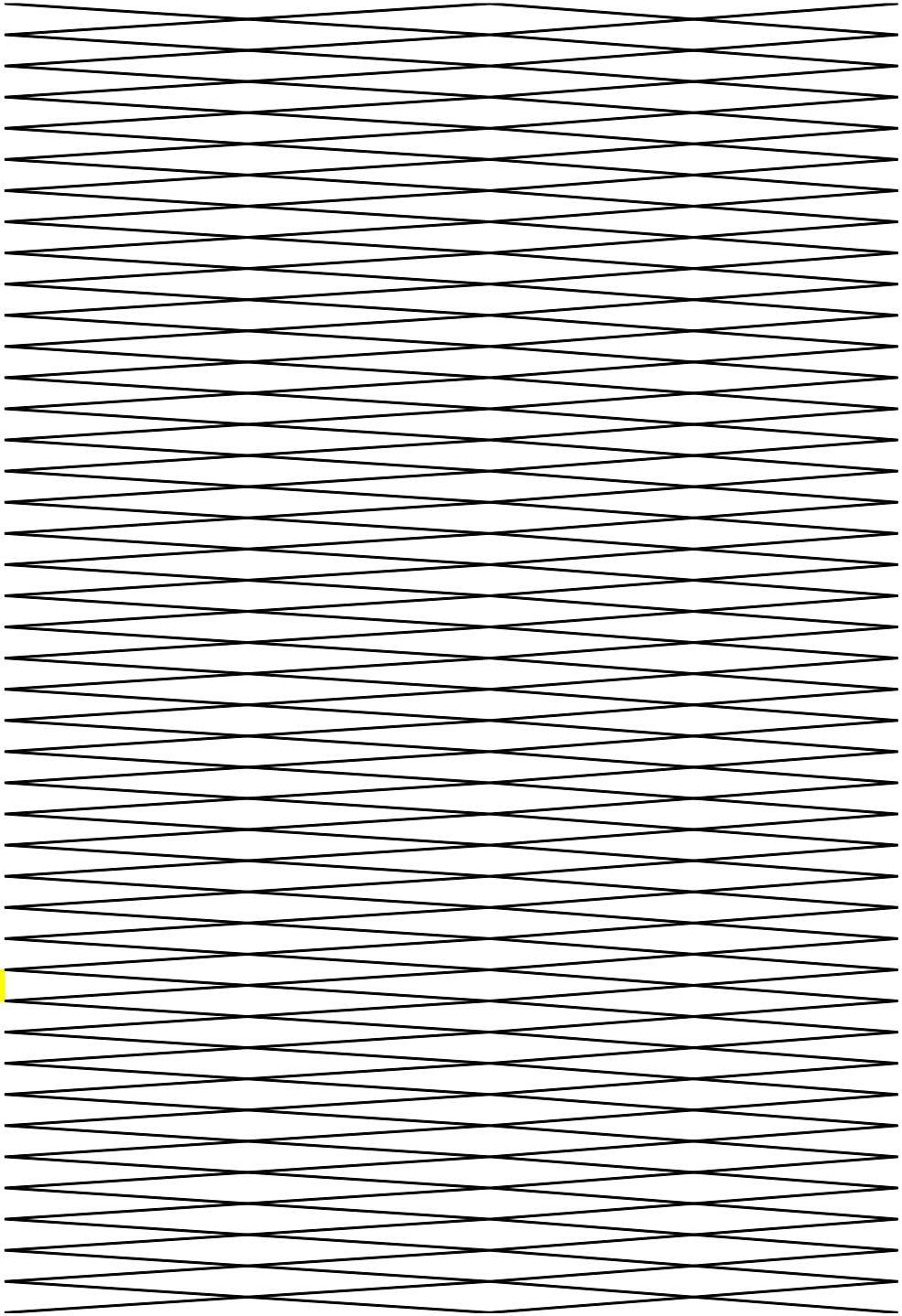
CHAHAL NAVJEET S
OCCUPANT OF
SINGH AMARDEEP & JASDEEP KAUR
SINGH JARNAIL
OLIVE ORCHARD LLC
PORTO RYAN FERREIRA
LASHER SIMERDEEP T/O/D
PITMAN LYDA L TRUSTEE
WARNER CAPITAL ASSETS LP
HERNDON LLC
PATEL MAHESH & SUREKHA TRS
IREIT FRESNO EL PASEO LLC PROP TAX DEPT
TARGET CORPORATION ALTUS GRP US INC
TIMOTHY CECELIA MARIE & JOHN
6617 NORTH RIVERSIDE DRIVE LLC
LFH LLC W & A TAM SIU
HAGOPIAN KEVORK AYVAZIANS SARO & IDA
PALMER KEVIN J TRUSTEE TRAMBLEY CHARLES ANTHONY III ETAL TRS
STEVEN MARTINEZ | PLANNER
YAMMILETTE RODRIGUEZ
LANCE KASHIAN & CO
JAIMIE OHANESIAN PRECISION CIVIL ENGINEERING
BERT CONTRERAS CENTRAL UNIFIED SCHOOL DISTRICT
CASEY J SONDGEROTH ADAMS BROADWELL JOSEPH & CARDOZA
LINDA CALANDRA
PRESIDENT SIERRA SKY PARK PROPERTY OWNERS ASSOC
DIANE OGDEN BSK ASSOCIATES ENGINEERS & LABORATORIES
GINGER RAINEY
DEBBIE NARD



ANNA C SHIMKO | BURKE, WILLIAMS, & SORENSEN
ERIC S PHILLIPS | BURKE, WILLIAMS, & SORENSEN
PARI HOLLIDAY | COSTCO
JESSICA BABCOCK | ASCENT ENVIRONMENTAL
LYNETTE DIAS | URBAN PLANNING PARTNERS

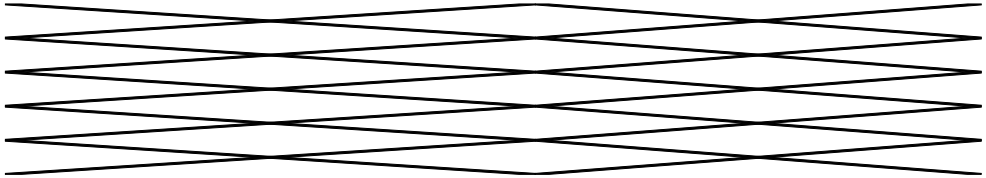


Exhibit G – Fresno Municipal Code Findings

<u>Costco Commercial Center Project</u>
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

City of FRESNO

Planning and Development Department

2600 Fresno Street, Room 3043
Fresno, California 93721-3604
(559) 621-8277
www.fresno.gov

Jennifer K. Clark, AICP
Director

COSTCO COMMERCIAL CENTER PROJECT
FRESNO MUNICIPAL CODE SECTIONS 15-5306, 15-5812, & 15-5905 FINDINGS FOR:
CONDITIONAL USE PERMIT APPLICATION P21-01959
PLAN AMENDMENT REZONE APPLICATION P21-01960
ALCOHOL BEVERAGE CONDITIONAL USE PERMIT APPLICATION P21-03251
PLANNED DEVELOPMENT PERMIT APPLICATION P21-03252

CONDITIONAL USE PERMIT APPLICATION P21-01959 REVIEW FINDINGS
[Warehouse, Service Station, Car Wash]

Findings per Fresno Municipal Code Section 15-5306
A.) The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Code and all other chapters of the Municipal Code.
Finding A: The project's principally proposed uses include a retail warehouse, a fuel facility, and a car wash. The approximately 219,216 square foot retail warehouse building is dedicated to a membership-based direct-to-consumer retail operation. The project includes a rezone of the project site from the CC/EA/UGM/cz (Community Commercial/Expressway Overlay/Urban Growth Management/conditions of zoning) zoning designation to the CG/UGM/cz (General Commercial/Urban Growth Management/conditions of zoning) zoning designation. The existing Community Commercial zoning designation permits large-format retail uses and fuel service stations with approval of a conditional use permit; however, automobile/vehicle washing uses are not permitted within this zone. Therefore, to accommodate all of the proposed uses, the project site is proposed to be rezoned to General Commercial. As shown in Table 15-1202 of Fresno Municipal Code Section 15-1202, the General Commercial zoning designation permits large format retail uses by-right, and service stations and automobile/vehicle washing uses are conditionally permitted uses. The consistency of each of the project's proposed uses with the General Commercial zoning designation is analyzed in turn below. <u>1. The proposed retail warehouse building including market delivery operation ("MDO") space, as conditioned, is allowed in and consistent with the General Commercial zoning designation and complies with all provisions of the Municipal Code.</u> Fresno Municipal Code Section 15-6802 defines "large-format retail" as "Retail establishments (over 80,000 square feet of sales area) that sell merchandise and bulk goods for individual consumption, including membership warehouse clubs." The Municipal Code expressly permits membership warehouse clubs, which typically include both sales floors accessible to the public and areas accessible only to employees. As is evident to anyone who has visited or shopped at a large-format retailer or grocery store, modern retail uses incorporate both opportunities for in-person shopping and delivery to customers. Here, the retail warehouse consists of an approximately 219,216 square foot building that would operate as a membership warehouse that would sell merchandise and bulk

goods for individual consumption from a sales floor open to members. In addition, the retail warehouse would include areas accessible only to employees, as is typical in large-format retail, such as loading and storage areas, cooking facilities, and approximately 47,000 square feet of market delivery operation ("MDO") space to manage customer deliveries.

The MDO element of the retail warehouse facilitates efficient delivery to members of big and bulky items, including furniture, major appliances, patio furniture, televisions, fitness equipment, mattresses and grills. The MDO space within the retail warehouse would function much like the storage element of a typical home improvement or furniture store; purchased items would be loaded onto small box trucks from the MDO space within the retail warehouse for delivery to members' homes, just as occurs with orders placed with other large format retailers throughout Fresno. For example, Walmart Supercenter offers free delivery to Walmart+ members managed through its Supercenter retail facilities. The City has previously approved a Walmart Supercenter in the General Commercial zone, which demonstrates that big box general commercial uses with integrated delivery services – as proposed by Costco here – are consistent with the General Commercial land use designation. Likewise, the City has approved other big-box commercial retailers with storage and delivery capabilities – such as Best Buy, Dick's Sporting Goods, Lowes, and Home Depot – in other comparable commercial zoning districts.

Large items (such as washers and dryers or couches) can be displayed on the sales floor and delivered through the MDO, better serving members by providing in-person visibility for goods that would otherwise only be available online. Members can purchase and return items in-person at the retail warehouse, and members can view additional items either in person or at digital kiosks or online. Following a purchase, members receive delivery of those items that flow through the MDO space in as little as two days, or members can take immediate delivery of in-stock items on a "cash and carry basis" (i.e., members pay on site and self-transport items). For example, a member could purchase a large TV from the sales floor or place an online order (where there is a greater range of available inventory) with a Costco sales associate, and if the MDO has the ordered item in inventory, the member could receive the purchased television immediately. In all cases, delivery and returns are managed on location from within the retail warehouse. Member home delivery issues can be handled in-person at the MDO within the building rather than needing to be directed to a national call center for resolution.

Moreover, the MDO and the sales floor share employees. For example, an employee hired to load delivery vehicles with goods taken from the MDO in the morning may be redeployed to the sales floor or stocking areas for the duration of their shift, or to cover sick calls and vacations. The sales floor and MDO are also fully physically integrated within one contiguous building, with a single lighting, HVAC, security, and utility system, as well as employee facilities like restrooms, breakrooms, quiet rooms, and meeting rooms. Equipment will be shared throughout the entire warehouse building, including forklifts, compactors, cardboard balers, and time clocks. The retail warehouse has a common delivery/receiving area for both the sales floor and the MDO space. Based on the collective facts, the City finds that the retail warehouse includes a sales floor and MDO space with interrelated functions that are physically integrated into the form of the building and operations of the business. Therefore, the entirety of the retail warehouse, inclusive of the MDO, is a retail establishment that is over 80,000 square feet and sells merchandise and bulk goods for individual consumption and therefore fits within the definition of large-format retail. Accordingly, the retail warehouse, inclusive of the MDO, is permitted within the General Commercial zone.

In addition, as a separate and independent basis to find that the project is consistent with the General Commercial zone, even if the overall store were assumed for the sake of argument to not

be an integrated and permitted large-format retail use, the MDO would otherwise be classified as an accessory use to the remainder of the retail warehouse. Under Fresno Municipal Code Section 15-6802, an "accessory use" is a "use that is customarily associated with, and is incidental and subordinate to, the primary use and located on the same parcel as the primary use." Accessory uses are further regulated in Fresno Municipal Code Section 15-2703, which provides that "an accessory use shall be incidental, related, appropriate, and clearly subordinate to the principal use or building to which it relates; under the same regulations applied to the principal use in any zoning district; and where the accessory use does not alter the principal use."

Here, the MDO space satisfies each of the criteria to be classified as an accessory use to the retail warehouse building that is permitted as a large-format retail use. As described above, the MDO space would be used to receive large and bulky items that cannot practically be kept on the sales floor before those items would be delivered to Costco members' homes after purchase. The MDO portion of the project would operate during limited business hours, with only one set of deliveries per day. This type of storage and delivery use is customarily associated with large-format retailers and is not substantially different from the storage and delivery options available at Best Buy, Lowes, and other large format retailers – such as Walmart Supercenter – located throughout the City's commercial zones.

In addition, the MDO space is incidental and subordinate to the main retail warehouse. The vast majority of the retail warehouse would be dedicated to the sales floor open to the public; the MDO space would constitute only approximately 20% of the retail warehouse building's area, making it subordinate to the other elements of the retail warehouse in terms of scale. Likewise, in terms of function, the MDO space would support retail operations in the retail warehouse with the retail warehouse providing members in-person visibility for goods that would otherwise only be available online, along with in-person purchasing and return opportunities. For instance, shoppers could see a washer/dryer set in person or sit on a couch in order to decide whether to order the item for delivery. Moreover, the addition of the MDO space would not change the nature or character of the retail warehouse's large-format retail use; the retail warehouse is designed to share mechanical systems, loading areas, and staff between the sales floor and the MDO space, meaning that the MDO space does not alter the principal use of the retail warehouse. All elements reside within one contiguous building that shares lighting, HVAC, security and utility systems, as well as employee facilities like restrooms, breakrooms, quiet rooms, and meeting rooms. In practice, the MDO space is no different than the other portions of the retail warehouse that are inaccessible to the public, such as the meat preparation area, the pharmacy, the bakery, and other storage and shipping areas. Each of these functions, including the MDO space, are subordinate to, and serve the purpose of, the retail warehouse as a large-format retail use.

Finally, the MDO space would be subject to the same regulations applied to the principal large-format retail use. Because Fresno Municipal Code Table 15-1202 specifically allows for accessory uses in all commercial zones including General Commercial, the City therefore finds that it is not necessary for the MDO to be expressly identified as a stand-alone permitted or conditionally permitted use in the General Commercial district to be an accessory use to a permitted large-format retail use. However, the Municipal Code permits any use in the General Commercial zone – regardless of whether it is expressly listed as permitted or conditionally permitted – as an accessory use, provided that the use meets the Fresno Municipal Code Section 15-2703 definition of an accessory use, i.e., the use must be "incidental, related, appropriate, and clearly subordinate" to the principal uses. For the reasons set forth above, the MDO space satisfies the Municipal Code's criteria to be classified as an accessory use to the permitted large-format retail use.

As set forth above, these findings set forth the basis for the City's conclusion that under the specific facts here – where the MDO is proposed as less than 20% of the area of the entire retail warehouse, where the retail warehouse is open to the public and operates as a large-format retail store, where the retail sales floor and the MDO are functionally and physically interrelated, and where someone can make in-person purchases for goods in the MDO component – the MDO is allowed as an integrated part of the retail warehouse, such that the overall store is a permitted large-format retail use. In addition, these findings set forth the basis for the City's conclusion that, even if the overall store were assumed for the sake of argument to not be an integrated and permitted large-format retail use, under the specific facts here, the MDO would be a separate use from the retail warehouse that is permitted as an accessory use to the retail warehouse.

2. The proposed fuel facility, as conditioned, is allowed in and consistent with the General Commercial zoning designation and complies with all provisions of the Municipal Code.

Fresno Municipal Code Section 15-6802 defines service stations as "Establishments primarily engaged in retailing automotive fuels," and Fresno Municipal Code Section 15-2755 regulates both "service stations and any other commercial use that provide fuel pumps for retail sales of gasoline." Here, the project proposes a fuel facility with a 13,000 square foot canopy and 32 fuel pumps for the retail sale of gasoline. The fuel facility component of the project is therefore within the definition of service station, and the Fresno Municipal Code designates it as a conditionally permitted use within the General Commercial zone.

3. The proposed car wash, as conditioned, is allowed in and consistent with the General Commercial zoning designation and complies with all provisions of the Municipal Code.

As shown in Table 15-1202 of Fresno Municipal Code Section 15-1202, the General Commercial zoning designation conditionally permits automobile/vehicle washing uses. The current zoning for the project site, Community Commercial, does not permit car washes. Further, the car wash could not be considered an accessory use or an accessory building to the retail warehouse in the Community Commercial zone. As defined in Fresno Municipal Code Section 15-6802, an "accessory building" is a "detached building located on the same parcel as the principal building, which is incidental and subordinate to the principal building in terms of both size and use," and an "accessory use" is a "use that is customarily associated with, and is incidental and subordinate to, the primary use and located on the same parcel as the primary use." Here, the proposed car wash is a stand-alone structure proposed on a separate parcel from the other uses on the project site, it is neither part of the large format retail use or the fuel facility use, nor is the car wash an accessory building or accessory use. Accordingly, the proposed rezoning to General Commercial is necessary to permit the development of the car wash along with the fuel facility and the retail warehouse.

Fresno Municipal Code Section 15-6802 defines "washing" to mean "Washing, waxing, detailing, or cleaning of automobiles or similar light vehicles, including self-serve washing facilities." "Automobile/vehicle washing" uses are subject to the standards in Fresno Municipal Code Section 15-2711, which permits "carwash facilities" following "a design review of architecture, style, and appearance to ensure similarity and compatibility with surrounding residential, commercial, and industrial development." Here, the project proposes a 4,800 square-foot car wash, which would involve the mechanical washing and cleaning of automobiles and similar light vehicles. The proposed car wash has undergone design review and is styled in a manner to be compatible with the other uses on the project site as well as the surrounding areas. Therefore, the car wash component of the project meets the definition of an automobile/vehicle washing use, and the Fresno Municipal Code designates it as a conditionally permitted use within the General Commercial zone.

In conclusion, with the proposed zoning change, all of the project's proposed uses are allowed within the applicable zoning district and comply with all other applicable provisions of the Fresno Municipal Code. All of the project's proposed uses will be consistent with the zoning designation and standards from the General Commercial zoning district that are focused on ensuring that structures fit into the surrounding development pattern and architectural or traffic conflicts are minimized.

B.) The proposed use is consistent with the General Plan and any other applicable plan and design guideline the City has adopted.

Finding B:
The project includes a general plan amendment to change the land use designation of the project site from CC (Community Commercial) to CG (General Commercial). The General Commercial designation proposed for the site is described in the Urban Form, Land Use, and Design Element of the general plan as appropriate for retail and service uses that may generate high volumes of vehicle traffic. Pursuant to Fresno Municipal Code Table 15-1202 (Land Use Regulations – Commercial Districts), Washing and Service Stations are a conditionally permitted use in the CG zone district. Furthermore, Large-Format Retail is a permitted use in the CG zone district and not subject to specific limitations or additional regulations for special uses pursuant to FMC Article 27. Consistency with applicable zoning standards is discussed in finding (A) above, which is incorporated herein by this reference. Therefore, the project is considered consistent with the proposed planned land use and zoning classification of Commercial General.

The entirety of the project, including the retail warehouse (with the MDO space), the fuel facility and the car wash is consistent with the General Commercial land use designation, because, as discussed above, each of the proposed uses (large-format retail; service station; and carwash facility) are allowed within the General Commercial land use designation. In addition, (1) the retail warehouse, inclusive of the MDO, is a commercial use allowed as large-format retail for the reasons set forth above; and, (2) the MDO would otherwise be permitted as an accessory use to the large-format retail use of the retail warehouse for the reasons discussed above.

C.) The proposed use will not be substantially adverse to the public health, safety, or general welfare of the community, nor be detrimental to surrounding properties or improvements.

Finding C:
The appropriateness of the proposed project has been examined with respect to its compatibility with surrounding existing and proposed uses; and its avoidance or mitigation of potentially significant adverse environmental impacts. These factors have been evaluated by the accompanying environmental impact report, and as set forth in the accompanying resolution certifying the environmental impact report, approving a mitigation monitoring program, and adopting findings of fact and a statement of overriding considerations, which is incorporated herein by this reference, the City has imposed all feasible mitigation measures to avoid or lessen the project's environmental effects to the greatest extent feasible. As conditioned, the proposed use will not be substantially adverse to the public health, safety, or general welfare of the community, nor be detrimental to surrounding properties or improvements.

D.) The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and reasonably foreseeable future land uses in the vicinity.

Finding D:
Based upon the record, the project EIR, and these findings, as conditioned, the design, location, size, and operating characteristic of the proposed Costco Commercial Center is compatible with the

existing land uses in the area and reasonably foreseeable future land uses in the vicinity which are: Open Space – Golf Course (North); Commercial Community and Residential Urban Neighborhood (South), Residential – Medium High Density (East); and Residential – Medium Density (West).

E.) The site is physically suitable for the type, density, and intensity of use being proposed, including access, emergency access, utilities, and services required.

Finding E:
Based upon the record, the project EIR, and these findings, as conditioned, the site is physically suitable for the type, density, and intensity of use being proposed, including access, emergency access, utilities, and services required. These factors have been evaluated by the accompanying environmental impact report.

F.) The proposed use is consistent with the Fresno County Airport Land Use Compatibility Plan (as may be amended) adopted by the Fresno County Airport Land Use Commission pursuant to California Public Utilities Code Sections 21670 - 21679.5.

Finding F:
The project is not located within any safety zone as described in the Fresno County Airport Land Use Compatibility Plan. Therefore, there are no Airport Land Use Compatibility Plan policies applicable to the project.

PLAN AMENDMENT REZONE APPLICATION P21-01960 REVIEW FINDINGS

Findings per Fresno Municipal Code Section 15-5812

A.) The change is consistent with the General Plan goals and policies, any operative plan, or adopted policy;

Finding A:
Based upon the record, the project EIR, and these findings, as conditioned, the proposed facility has been found to be consistent with the Bullard Community Plan and applicable Goals and Policies of the Fresno General Plan.

Fresno General Plan:
The project is consistent with the following Fresno General Plan goals, objectives, and policies related to residential land use and the urban form:
Goals

- Goal 1: Increase opportunity, economic development, business, and job creation.
- Goal 8: Develop Complete Neighborhoods and districts with an efficient and diverse mix of residential densities, building types, and affordability which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense of place and that provide as many services as possible within walking distance.

These goals contribute to the establishment of a comprehensive citywide land use planning strategy to meet economic development objectives, achieve efficient and equitable use of resources and infrastructure, and create an attractive living environment in accordance with Objective LU-1 of the Fresno General Plan.
Objectives

- Objective D-4 supports that the City preserve and strengthen Fresno's overall image through design review and create a safe, walkable and attractive urban environment for the current and future generations of residents.
- Objective LU-2: Plan for infill development that includes a range of housing types, building forms, and land uses to meet the needs of both current and future residents.

Policies

- Policy UF-1-f promotes the use of Complete Neighborhood design concepts and development standards to achieve the development of Complete Neighborhoods and the residential density targets of the General Plan.
- Policy LU-5-g promotes new development in or adjacent to established neighborhoods that is compatible in scale and character with the surrounding area by promoting a transition in scale and architectural character between new buildings and established neighborhoods, as well as integrating pedestrian circulation and vehicular routes.

Much of Fresno has been built as discrete residential tracts bordered by strip retail centers, many of which are not accessible from the adjacent homes due to security walls or other barriers. By contrast, the Complete Neighborhoods concept will enable Fresnans to live in communities with convenient services, employment, and recreation within walking distance.

The defining characteristic of a Complete Neighborhood is a neighborhood that is mostly self-sufficient, walkable, and interconnected. It provides residents with most all they need on a daily basis nearby. In other words, a Complete Neighborhood anticipates and plans in advance all amenities needed in a neighborhood to ensure quality and lasting property values before the residential units are built instead of trying to piecemeal those amenities after the fact. This convenient and healthy lifestyle is the benefit of a Complete Neighborhood. While total self-sufficiency or even completeness is unlikely to be accomplished in each neighborhood, some of the defining characteristics of a Complete Neighborhood include parks and public schools within or near the neighborhood, public plaza/civic space, access to public transit, neighborhood-serving retail, and a range of employment opportunities.

Bullard Community Plan:
Upon reviewing the policies contained in the Bullard Community Plan, staff have determined there are no applicable policies that are more restrictive than those contained in the Fresno Municipal Code or General Plan.

B.) The change is consistent with the purpose of the Development Code to promote the growth of the city in an orderly and sustainable manner and to promote and protect the public health, safety, peace, comfort, and general welfare; and

Finding B:
The subject property is located within an area which is attracting substantial residential and commercial development interest and meets the General Plan goals and strategies for infill development. The vicinity of the subject property is currently undergoing rapid growth with residential and commercial uses, and the subject property is a logical location for further commercial expansion, as the subject property is served with public facilities and services needed to provide for increased commercial opportunities.

C.) The change is necessary to achieve the balance of land uses desired by the City and to provide sites for needed housing or employment-generating uses, consistent with the General Plan, any applicable operative plan, or adopted policy; and to increase the inventory of land within a given zoning district to meet market demand.

Finding C:
The project proposes to amend the Fresno General Plan and Bullard Community Plan to achieve the balance of land uses desired by the City of Fresno. This includes, but is not limited to, emphasizing land conservation and maximizing the efficient use of available underutilized property.

The project will increase employment opportunities and help to meet existing and future market demand.

ALCOHOL BEVERAGE CONDITIONAL USE PERMIT APPLICATION P21-03251 REVIEW FINDINGS

Findings per Fresno Municipal Code Section 15-5306

A.) The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Code and all other chapters of the Municipal Code.

Finding A:
Pursuant to Section 15-1202 of the Fresno Municipal Code, Alcohol Sales are a conditionally permitted use in the CG (*Commercial General*) zone district subject to the approval of a Conditional Use Permit. Given the conditions of approval, the project will comply with all applicable standards and requirements of the Fresno Municipal Code including Section 15-2706 (The Responsible Neighborhood Market Act).

B.) The proposed use is consistent with the General Plan and any other applicable plan and design guideline the City has adopted.

Finding B:
Based upon the record, the project EIR, and these findings, as conditioned, the proposed facility has been found to be consistent with the Bullard Community Plan and applicable Goals and Policies of the Fresno General Plan.

Fresno General Plan:
The project is consistent with the following Fresno General Plan goals, objectives, and policies related to residential land use and the urban form:

Goals

- Goal 1: Increase opportunity, economic development, business, and job creation.
- Goal 8: Develop Complete Neighborhoods and districts with an efficient and diverse mix of residential densities, building types, and affordability which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense of place and that provide as many services as possible within walking distance.

These goals contribute to the establishment of a comprehensive citywide land use planning strategy to meet economic development objectives, achieve efficient and equitable use of resources and infrastructure, and create an attractive living environment in accordance with Objective LU-1 of the Fresno General Plan.

Objectives

- Objective D-4 supports that the City preserve and strengthen Fresno's overall image through design review and create a safe, walkable and attractive urban environment for the current and future generations of residents.
- Objective LU-2: Plan for infill development that includes a range of housing types, building forms, and land uses to meet the needs of both current and future residents.

Policies

- Policy UF-1-f promotes the use of Complete Neighborhood design concepts and development standards to achieve the development of Complete Neighborhoods and the residential density targets of the General Plan.
- Policy LU-5-g promotes new development in or adjacent to established neighborhoods that is compatible in scale and character with the surrounding area by promoting a transition in

scale and architectural character between new buildings and established neighborhoods, as well as integrating pedestrian circulation and vehicular routes.

Much of Fresno has been built as discrete residential tracts bordered by strip retail centers, many of which are not accessible from the adjacent homes due to security walls or other barriers. By contrast, the Complete Neighborhoods concept will enable Fresnans to live in communities with convenient services, employment, and recreation within walking distance.

The defining characteristic of a Complete Neighborhood is a neighborhood that is mostly self-sufficient, walkable, and interconnected. It provides residents with most all they need on a daily basis nearby. In other words, a Complete Neighborhood anticipates and plans in advance all amenities needed in a neighborhood to ensure quality and lasting property values before the residential units are built instead of trying to piecemeal those amenities after the fact. This convenient and healthy lifestyle is the benefit of a Complete Neighborhood. While total self-sufficiency or even completeness is unlikely to be accomplished in each neighborhood, some of the defining characteristics of a Complete Neighborhood include parks and public schools within or near the neighborhood, public plaza/civic space, access to public transit, neighborhood-serving retail, and a range of employment opportunities.

Bullard Community Plan:
Upon reviewing the policies contained in the Bullard Community Plan, staff have determined there are no applicable policies that are more restrictive than those contained in the Fresno Municipal Code or General Plan.

C.) The proposed use will not be substantially adverse to the public health, safety, or general welfare of the community, nor be detrimental to surrounding properties or improvements.

Finding C:
Although the proposed project does not comply with the Location Restrictions for New Establishments set forth in FMC Section 15-2706-F, as conditioned, the Costco Commercial Center meets all of the required exceptions to location restrictions set forth in FMC Section 15-2706-F(6) and as such the ABC CUP may be issued.

Pursuant to FMC Section 15-2706(F)(6), a new establishment may be excepted from location restrictions if the Review Authority determines all the following:
1) The proposed use is not located within an area in which the Chief of Police has determined, based upon quantifiable information, that the proposed use: (a) would be detrimental to the public health, safety, or welfare of persons located in the area; or (b) would increase the severity of existing law enforcement or public nuisance problems in the area.

The project complies. In the memorandum dated September 28, 2021, the Fresno Police Department indicated they were not in opposition to the project and provided Conditions of Approval should the application be approved. The Police Chief determined that the proposed use is not located within an area that the proposed use (a) would be detrimental to the public health, safety, or welfare of persons located in the area; or (b) would increase the severity of existing law enforcement or public nuisance problems in the area specific to this request.

2) The proposed off-premises sale of alcoholic beverages is incidental and appurtenant to a larger retail use and provides for a more complete and convenient shopping experience.

The project complies. Costco warehouse stores provide a variety of good and services including, but not limited to tire center; optical exams and optical sales; hearing aid testing and sales; pharmacy; food service preparation and sales; meat preparation and sales; bakery and sales of baked goods; sale of bulk groceries (produce, dairy, dry, refrigerated, and frozen); sale of pet, household, office, and hygienic goods; and alcohol sales. Furthermore, the project site will also feature a car wash and a gas station.

3) The proposed outlet for the off-premises sale of alcoholic beverages would act as a public convenience or necessity to an underserved portion of the community and/or enhance the vitality of an existing commercial area without presenting a significant adverse impact on public health or safety.

The project complies. The proposed establishment will be the only bulk/warehouse store in the vicinity and contribute to the commercial and retail options available to residents and visitors. Patrons at the Costco will have convenient access to purchase alcohol on their regular trip to the store and will not have to travel to another retail location. Per ABC, a total of three (3) off-sale alcohol licenses are allowed in Census Tract 42.16. There are currently only two (2) off-sale alcohol licenses. Therefore, the tract may be considered underserved. As conditioned, the Costco will not present a significant adverse impact on public health or safety.

4) The primary use of the establishment, based on information provided by the applicant, has been determined by the Review Authority to meet the definition of a General Market including a supermarket, neighborhood grocery store, or a Healthy Food Grocer.

The project complies. The proposed establishment will sell food and grocery items for offsite preparation and consumption including meat preparation and sales; bakery and sales of baked goods; sale of bulk groceries (produce, dairy, dry, refrigerated, and frozen).

The Review Authority is able to make all of the aforementioned exceptions to the location restrictions pursuant to FMC Section 15-2706(F)(6). As such, the proposed use will not be substantially adverse to the public health, safety, or general welfare of the community, nor be detrimental to surrounding properties or improvements. Therefore, staff recommend the requested ABC Type 21 License request be approved subject to the Draft Conditions of Approval.

D.) The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and reasonably foreseeable future land uses in the vicinity.

Finding D:
Based upon the record, the project EIR, and these findings, as conditioned, the design, location, size, and operating characteristic of the proposed Costco Commercial Center is compatible with the existing land uses in the area and reasonably foreseeable future land uses in the vicinity which are: Open Space – Golf Course (North); Commercial Community and Residential Urban Neighborhood (South), Residential – Medium High Density (East); and Residential – Medium Density (West).

E.) The site is physically suitable for the type, density, and intensity of use being proposed, including access, emergency access, utilities, and services required.

Finding E:
Based upon the record, the project EIR, and these findings, as conditioned, the site is physically suitable for the type, density, and intensity of use being proposed, including access, emergency

access, utilities, and services required. These factors have been evaluated by the accompanying environmental impact report.

F.) The proposed use is consistent with the Fresno County Airport Land Use Compatibility Plan (as may be amended) adopted by the Fresno County Airport Land Use Commission pursuant to California Public Utilities Code Sections 21670 - 21679.5.

Finding F:
The project is not located within any safety zone as described in the Fresno County Airport Land Use Compatibility Plan. Therefore, there are no Airport Land Use Compatibility Plan policies applicable to the project.

PLANNED DEVELOPMENT PERMIT APPLICATION P21-03252 REVIEW FINDINGS

Findings per Fresno Municipal Code Section 15-5905

A.) The proposed development is consistent with the General Plan, the Fresno County Airport Land Use Compatibility Plan (as may be amended) adopted by the Fresno County Airport Land Use Commission pursuant to California Public Utilities Code Sections 21670-21679.5, any applicable operative plan, and adopted policies, including the density and intensity limitations that apply;

Finding A:
Based upon the record, the project EIR, and these findings, as conditioned, the proposed facility has been found to be consistent with the Fresno County Airport Land Use Compatibility Plan, Bullard Community Plan, and applicable Goals and Policies of the Fresno General Plan.

Fresno General Plan:
The project is consistent with the following Fresno General Plan goals, objectives, and policies related to residential land use and the urban form:
Goals

- Goal 1: Increase opportunity, economic development, business, and job creation.
- Goal 8: Develop Complete Neighborhoods and districts with an efficient and diverse mix of residential densities, building types, and affordability which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense of place and that provide as many services as possible within walking distance.

These goals contribute to the establishment of a comprehensive citywide land use planning strategy to meet economic development objectives, achieve efficient and equitable use of resources and infrastructure, and create an attractive living environment in accordance with Objective LU-1 of the Fresno General Plan.
Objectives

- Objective D-4 supports that the City preserve and strengthen Fresno's overall image through design review and create a safe, walkable and attractive urban environment for the current and future generations of residents.
- Objective LU-2: Plan for infill development that includes a range of housing types, building forms, and land uses to meet the needs of both current and future residents.

Policies

- Policy UF-1-f promotes the use of Complete Neighborhood design concepts and development standards to achieve the development of Complete Neighborhoods and the residential density targets of the General Plan.
- Policy LU-5-g promotes new development in or adjacent to established neighborhoods that is compatible in scale and character with the surrounding area by promoting a transition in

scale and architectural character between new buildings and established neighborhoods, as well as integrating pedestrian circulation and vehicular routes.

Much of Fresno has been built as discrete residential tracts bordered by strip retail centers, many of which are not accessible from the adjacent homes due to security walls or other barriers. By contrast, the Complete Neighborhoods concept will enable Fresnans to live in communities with convenient services, employment, and recreation within walking distance.

The defining characteristic of a Complete Neighborhood is a neighborhood that is mostly self-sufficient, walkable, and interconnected. It provides residents with most all they need on a daily basis nearby. In other words, a Complete Neighborhood anticipates and plans in advance all amenities needed in a neighborhood to ensure quality and lasting property values before the residential units are built instead of trying to piecemeal those amenities after the fact. This convenient and healthy lifestyle is the benefit of a Complete Neighborhood. While total self-sufficiency or even completeness is unlikely to be accomplished in each neighborhood, some of the defining characteristics of a Complete Neighborhood include parks and public schools within or near the neighborhood, public plaza/civic space, access to public transit, neighborhood-serving retail, and a range of employment opportunities.

Bullard Community Plan:
Upon reviewing the policies contained in the Bullard Community Plan, staff have determined there are no applicable policies that are more restrictive than those contained in the Fresno Municipal Code or General Plan.

Fresno County Airport Land Use Compatibility Plan:
The project is not located within any safety zone as described in the Fresno County Airport Land Use Compatibility Plan. Therefore, there are no Airport Land Use Compatibility Plan policies applicable to the project.

B.) The subject site is physically suitable for the type and intensity of the land use being proposed;

Finding B:
Based upon the record, the project EIR, and these findings, as conditioned, the site is physically suitable for the type, density, and intensity of use being proposed, including access, emergency access, utilities, and services required. These factors have been evaluated by the accompanying environmental impact report.

C.) Adequate transportation facilities, utilities, and public services exist or will be provided, in accord with the conditions of PD approval, to serve the proposed development; and the approval of the proposed development will not result in a reduction of public services so as to be a detriment to public health, safety, or welfare;

Finding C:
Based upon the record, the project EIR, and these findings, as conditioned, adequate transportation facilities, utilities, and public services exist or will be provided. These factors have been evaluated by the accompanying environmental impact report and the approval of the proposed development will not result in a reduction of public services so as to be a detriment to public health, safety, or welfare.

D.) The proposed development will not have a substantial adverse effect on surrounding land uses and will be compatible with the existing and planned land use character of the surrounding area; and

Finding D:
Based upon the record, the project EIR, and these findings, as conditioned, the design, location, size, and operating characteristic of the proposed Costco Commercial Center is compatible with the existing land uses in the area and reasonably foreseeable future land uses in the vicinity which are: Open Space – Golf Course (North); Commercial Community and Residential Urban Neighborhood (South), Residential – Medium High Density (East); and Residential – Medium Density (West).

E.) The proposed development is demonstratively superior to the development that could occur under the standards applicable to the underlying base district, and will achieve superior community design, environmental preservation, and/or substantial public benefit. In making this determination, the following factors should be considered:
1. Appropriateness of the use(s) at the proposed location.
2.The mix of uses, housing types, and housing price levels.
3. Provision of infrastructure improvements.
4. Provision of open space. For example, a greater amount of open space than would otherwise be provided under the strict application of this code.
5. Connectivity to public trails, schools, etc.
6. Compatibility of uses within the development area.
7. Creativity in design and use of land.
8. Quality of design, and adequacy of light and air to the interior spaces of the buildings.
9. Overall contribution to the enhancement of neighborhood character and to the built and natural environment of Fresno in the long term.

Finding E:
Much of Fresno has been built as discrete residential tracts bordered by strip retail centers, many of which are not accessible from the adjacent homes due to security walls or other barriers. By contrast, the Complete Neighborhoods concept will enable Fresnans to live in communities with convenient services, employment, and recreation within walking distance.

The defining characteristic of a Complete Neighborhood is a neighborhood that is mostly self-sufficient, walkable, and interconnected. It provides residents with most all they need on a daily basis nearby. In other words, a Complete Neighborhood anticipates and plans in advance all amenities needed in a neighborhood to ensure quality and lasting property values before the residential units are built instead of trying to piecemeal those amenities after the fact. This convenient and healthy lifestyle is the benefit of a Complete Neighborhood. While total self-sufficiency or even completeness is unlikely to be accomplished in each neighborhood, some of the defining characteristics of a Complete Neighborhood include parks and public schools within or near the neighborhood, public plaza/civic space, access to public transit, neighborhood-serving retail, and a range of employment opportunities.

The Costco Commercial Center will contribute to the establishment of this neighborhood as a Complete Neighborhood by providing access to employment opportunities; neighborhood serving functions such full service grocery retail, pharmacy services, optical exams and retail, sale of home goods; construction of infrastructure, including multi-modal transportation facilities (including pedestrian and bicycle paths); and other features as detailed in the record.

Exhibit H – Draft Conditions of Approval for the Costco Commercial Center Project

<u>Costco Commercial Center Project</u>
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

City of Fresno
Planning and Development Department

Conditions of Approval
~~**April 18, 2024**~~ **May 21, 2026**

Costco Commercial Center Project
Plan Amendment/Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-01959
ABC Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252

Planner: Steven Martinez

Project Description:

Plan Amendment/Rezone Application No. P21-01960 proposes to amend the 2035 Fresno General Plan to change the planned land use designations for the subject property from the Community Commercial to the General Commercial planned land use designation and reclassify a portion of West Herndon Avenue from Expressway to Super Arterial.

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

Conditional Use Permit Application P21-01959 proposes to construct a ±219,216 square-foot, warehouse retail building with a ±4,800 square-foot car wash; and an ±13,000 square-foot, 32-station fuel canopy.

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

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

PART A - ITEMS TO BE COMPLETED

The following items are required prior to issuance of building permits, prior to occupancy, and/or commencement of land activity:

Planner to check when completed		
☐	1.	Development shall take place in accordance with Exhibits A and E-1, E-2, E-3 dated March 7, 2024; and O-1 through O-11 dated September 7, 2021. Transfer all red line notes, comments, conditions, etc. to the corrected plan exhibits and submit to planner Steven Martinez. All revisions to plans shall be called out with a cloud or delta.

	2.	**Council of the City of Fresno:** On April 18, 2024, as motioned by Councilmember Karbassi, seconded by Councilmember Esparza, and passed with a vote of 7-0, the following conditions were supplemented to the project's approval: **Number 1:** Require the project proponent to provide the three traffic calming measures as recommended and provided by the Public Works Department that's Exhibit N as a condition of approval and which include: (A) Install an all way stop control at the intersection of West Spruce and North Hayes Avenues. A two-way to a four-way stop along with high visibility for the crosswalks in all directions. (B) Install a refuge island non pedestrian crossing at the east end of the golf course for the West Spruce Avenue connection to provide a traffic calming measures approaching and exiting Costco from the east, on West Spruce, and install a refuge island non pedestrian crossing near the intersection of West Spruce and North Sandrini Avenues. **Number 2:** Condition the site and operations to restrict and prohibit all Costco related truck traffic, including other vendors, from utilizing North Riverside Drive as a condition of approval. **Number 3:** Require the project proponent to make the necessary improvements, resurface and restriping, of the westbound lane of Herndon Avenue as deemed appropriate by the City of Fresno Public Works Department. **Number 4:** Add 20 additional ADA accessible stalls in coordination with the Planning Department.
☐	3.	Development and operations shall comply with all projects specific mitigation measures identified in the attached Mitigation Monitoring and Reporting Program checklist prepared for the related Environmental Impact Report (SCH No. 2021100443).
☐	4.	Pursuant to Fresno Municipal Code (FMC) Section 15-1204(E)(1) **Internal Connections**: A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities. **To Streets**: Direct and convenient access shall be provided to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security. Pursuant to FMC Section 15-1204(E)(3), regular connections between on-site walkways and the public sidewalk and other planned or existing pedestrian routes shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage. Revise for compliance. FMC 15-1204(E)(6), Pedestrian Walkway Design: a. Walkways shall be a minimum of four feet wide, shall be hard-surfaced, and paved with concrete, stone, tile, brick, or comparable material.

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		b. Where a required walkway crosses driveways, parking areas, or loading areas, it must be clearly identifiable through the use of a raised crosswalk, a different paving material, or similar method. Where a required walkway is parallel and adjacent to an auto travel lane, it must be raised or separated from the auto travel lane by a raised curb at least six inches high, bollards, or other physical barrier.
☐	5.	Demonstrate compliance with FMC Section 15-2706-S (Cancel and Transfer) prior to issuance of a State of California Alcoholic Beverage Control Type 21 (beer, wine, distilled Spirits for consumption off premises where sold). Each ABC license that is canceled also includes surrender of the alcohol-sales portion of all related Conditional Use Permits and waiver of any legal non-conforming use rights related to the sale of alcohol for off-site consumption. • Provide a letter of acknowledgment form store owner(s)/operator(s) that will be surrendering the alcohol-sales portion of all related Conditional Use Permits associated with their store/operation.
☐	6.	Service Areas and Loading. Service and loading areas should be integrated with the design of the building and shall be screened from residential areas. Special attention shall be given when designing loading facilities in a location that is proximate to residential uses. Techniques such as block walls, enhanced setbacks, or enclosed loading bays can minimize adverse impacts to residents.
☐	7.	Pursuant to FMC Section 15-2429: Provide compliant Short-Term and Long-Term Bike Parking. The number of bike stalls shall be calculated using the California Green Building Standards Code.
☐	8.	Parking shall comply with the City of Fresno Parking Manual and/or acceptable width exceptions to the standard dimension (9'-6'', 10'-0'').
☐	9.	Pursuant to FMC Sections 15-1205(B)(5) & 15-2755(C), the gasoline station kiosk and canopy shall be architecturally consistent with the on-site development.
☐	10.	Pursuant to FMC Section 15-2755(A)(2), designs shall incorporate landscaping and half screen walls to screen vehicles while allowing eye level visibility into the site.
☐	11.	Pursuant to FMC Section 15-2755(A)(3), Significant architectural or landscape features shall be provided at the corner of intersecting streets to enhance the streetscape.
☐	12.	Pursuant to FMC Section 15-2755(A)(5), propane tanks, vapor recovery systems, air compressors, utility boxes, garbage, recycling containers/enclosures, and other similar mechanical equipment shall be screened from public view. Propane tanks, vapor recovery tanks, etc. shall be laid horizontally and shall be screened with a hedge and/or wall.
☐	13.	Pursuant to FMC Section 15-2711(B)(1), the car wash facility shall incorporate similar design features as the main building.
☐	14.	Pursuant to FMC Section 15-2711(C)(4), vehicle lanes for car wash openings shall be screened from public streets to a height of 30 inches. Screening devices shall consist of walls and/or berms with supplemental plant materials to screen vehicles while allowing eye-level visibility into the site.

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☐	15.	Pursuant to FMC Section 15-1205, all street-facing façades must include a minimum of one projection or recess at least two feet in depth for every 25 horizontal feet of wall.
☐	16.	~~Pursuant to FMC Section 15-2749, whenever a proposed use contains, or is placed adjacent to, outdoor facilities that provide batting cages, golf courses, golf driving ranges, paintball, archery, or similar activities, the proposed use shall include fences, nets, walls, or other methods that are capable of stopping all projectiles fired and/or hit by containing or redirecting the projectile to a safe location.~~ In collaboration with the City of Fresno, golf netting matching the existing netting shall be installed along the new West Spruce Avenue segment as deemed appropriate by the City of Fresno.
☐	17.	Prior to granting of occupancy/final inspection, a written certification, signed by a landscape professional approved by the Planning and Development Department Director, shall be submitted stating that the required landscaping and irrigation system have been installed in accordance with the landscaping and irrigation plans approved by the Planning Division. (Include this note on the site and landscape plans).
☐	18.	**Heat Island Reduction.** A heat island is the increase in ambient temperature that occurs over large paved areas compared to natural landscape. In order to reduce ambient surface temperatures in parking areas, 50 percent of areas not landscaped shall be shaded, of light colored materials with a Solar Reflectance Index (SRI) of at least 29, or a combination of shading and light colored materials as follows: 1. **Permitted Types of Shading.** Shade may be provided by solar shade structures, trees, or other equivalent mechanism. 2. **Shading Tree Standards.** Trees provided to satisfy the requirements of this section shall meet the following standards: a. **Shading Tree Distribution.** Trees provided to satisfy the requirements of this section shall be distributed relatively evenly throughout the parking area. b. **Species.** Trees provided to satisfy the requirements of this section shall be selected from a list maintained by the City and shall be of a species which can reasonably be expected to provide the required amount of shading within 15 years. c. **Size.** Trees provided to satisfy the requirements of this section shall trees shall be a minimum 15-gallon size with a one-inch diameter as measured 48 inches above natural grade.
☐	19.	Clearly depict the shopping cart collection areas located in the parking area. Provide a minimum six-inch concrete curb around all shopping cart collection areas.
☐	20.	Pursuant to FMC 15-2420, Parking lot lighting shall, to the maximum extent feasible, be designed and installed so that light and glare is not directed onto residential use areas or adjacent public rights-of-way, consistent with Article 25, Performance Standards. Such parking lot illumination shall be no less than 0.5 foot-candles.
☐	21.	Submit and obtain approval of the Indirect Source Review to the San Joaquin Valley Air Pollution Control District.

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☐	22.	Landscaping must be in place **before issuance of the certificate of occupancy**. A Hold on Occupancy shall be placed on the proposed development until such time that landscaping has been approved and verified for proper installation by the Development Services Division.
☐	23.	**Prior to final inspection**, a written certification, signed by a landscape professional approved by the Director, shall be submitted stating that the required landscaping and irrigation system was installed in accordance with the landscaping and irrigation plans approved by the Development Services Division, Planning and Development Department (see form, attached).
☐	24.	**Prior to the issuance of certificate of occupancy**, all outside utility equipment shall be effectively screened from public view. The parapet heights of all buildings shall effectively screen all roof-top mechanical and electrical equipment and all ground mounted electrical utility circuit panel cabinets be installed within the buildings.

PART B – OTHER AGENCY COMMENTS AND CONDITIONS REQUIREMENTS

Planner to check when completed		
☐	1.	**Building and Safety Services**: The following items require a separate process with additional fees and timelines, in addition to this Conditional Use Permit Application process. 1. Building, Grading and Utility plans are required to be submitted to Building and Safety Services Division for approval and permits for the proposed project.
☐	2.	**DPU Planning and Engineering (sewer, water, solid waste)**: See attached memorandum dated September 24, 2021, for specific requirements.
☐	3.	**Fire Review:** RESUBMIT - Resubmit a complete set of drawings that have addressed all of the items listed. The current items listed are not necessarily a complete list of issues that will need to be addressed. During the plan review of the resubmitted plans, additional requirements may be called out. Also include a set of the original plans submitted and a detailed response letter clarifying how and where all items have been addressed in the resubmittal set. The nature, quantity and complexity of items to be addressed will require additional review and therefore cannot be completed during a back check appointment. All revisions to plans shall be called out with a cloud or delta. If you have questions and would like more information regarding FFD Development Policies please see the following: https://www.fresno.gov/fire-training/manuals-and-forms/ 1. Provide a copy of the approved stamped site plan from the Planning Division, including all fire department notes, to verify compliance with requirements. Site plans included with this plan submittal are subject to the conditions on the Planning Division approved set. The site plan included with this set shall match the approved stamped site plan from the Planning Division. 2. Where roof eaves are more than 30 feet in height, measured from grade, 26-foot driveways shall be located directly adjacent to at least one long side of the building. The aerial fire apparatus access shall extend at least 45 feet beyond each end of the building. This allows for access to the corners of the building and to accommodate a set up area out of the collapse zone. Aerial fire

		apparatus access shall comply with all access and turnaround requirements. (FFD Development Policy 403.002) 3. Aerial fire apparatus access (near edge) shall be located a minimum 15 feet and a maximum 30 feet away from the building. (FFD Development Policy 403.002) 4. Aerial fire apparatus points shall be located on the long side of the building. (FFD Development Policy 403.002) 5. The Fire Marshal (or designee) may approve an alternate location for the aerial fire apparatus points based on project constraints. (FFD Development Policy 403.002) 6. Loading zone(s) shall not be located in required fire lanes. 7. Provide note on site plan: Provide sign(s) (17 ”x22” minimum) at all public entrance drives to the property which state “Warning – Vehicles stopped, parked or left standing in fire lanes will be immediately removed at owner’s expense – 22658(a) California Vehicle Code – Fresno Police Department 621-7000.” 8. Note on plan: Turns in private drives for fire apparatus access shall have minimum 44 foot centerline turn radius. 9. Show the location of the fire department connection. Fire department connections shall not be installed within five (5) feet of any building opening, excluding a fire department riser access door. (FFD Development Policy 405.025) 10. Fire department connections shall be located within forty (40) feet of a fire apparatus access lane. (FFD Development Policy 405.025) 11. The minimum size of all fire department connections shall be based upon the system type. No connection shall be less than 2½ inch in size. (FFD Development Policy 405.025) 12. Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved by the fire chief. 2019 CFC, Section 912.2.1. 13. Public street hydrant (s) must be installed. Coordinate location with Public Works. In addition to the requirements noted above, a review was performed at the Preliminary Review Application #P21-00978. The following items were noted on the review: A. Install new public fire hydrants on the N. Arthur alignment water main; show those and the existing public hydrants along W. Spruce on the formally submitted site plan the locations indicated on the Fire site plan redline. Install two private fire hydrants at the locations shown west of north on the building with an 8 inch minimum water main. This private service will likely need two points of connection due to the separation of the private hydrant locations and the fire pump house location area where the service will likely be sought. There are existing public fire hydrants on the west side of N. Riverside, but due to building setback and thee median, the hydrants indicated previously will provide the primary hydrant coverage. B. The two existing fire hydrants on W. Spruce were installed in 2007 in an open field and are unique base valve operated type fire hydrants that have a

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		high potential failure rate over time. They need to be replaced with the current Water Division standard hydrant during the new road construction. C. Confirm all required fire access roads shall have a 44' centeline turn radius. Required fire vehicle access are as indicated on the redline for the fire lane marking. D. Show the propose location of the fire pump room and associated fire department connection on the exterior wall of the minimum one-hour fire rated dedicated room. E . Required fire apparatus access lanes shall be provided year round and maintained with an approved all-weather surface, capable of supporting 80,000-pound vehicles. The fire apparatus access lanes shall be a minimum of 4-inch base rock over compacted or undisturbed native soil or per approved engineering plans with a minimum of 24 feet of clear width or other approved method, which would prevent shoulder degradation. (FFD Development Policy 403.002). F. Note on plan: Fire hydrants and access roads shall be installed, tested and approved and shall be maintained serviceable prior to and during all phases of development. The 4½ inch outlet shall face the access lane. G. Recheck the spacing on the perimeter high piled rack storage fire access man-doors required at a maximum spacing of 125 feet on center. H. be advised that the underground fuel tank installation requires permits from the Fresno County Environmental Health Division Underground Tank Program which will conduct all inspections of the installation. H. be advised that the underground fuel tank installation requires permits from the Fresno County Environmental Health Division Underground Tank Program which will conduct all inspections of the installation.
	4.	**Fresno County Environmental Health**: Comments for this project were missed upon original routing. An OAR NOP EIR was routed through County Planning when comments were drafted for this project. Recommended Conditions of Approval: • Prior to operation and issuance of building permits, the applicant shall submit complete food facility plans and specifications. The applicant shall also apply for and obtain a permit to operate a food facility from the Fresno County Department of Public Health, Environmental Health Division. A permit, once issued, is nontransferable. Contact the Consumer Food Plan Check, Food Protection Program at (559) 600-3357. • Prior to alcohol sales, the applicant shall have their alcoholic beverage license. Contact the California Alcoholic Beverage Control Department at (559) 225-6334 for more information. • Prior to the issuance of building permits, the applicant shall submit three (3) sets of complete plans and specifications regarding the installation of any underground storage tanks to the Fresno County Department of Public Health, Environmental Health Division. Contact the Fresno County Hazmat Compliance Program at (559) 600-3271 for more information. • Prior to operations, the applicant shall apply for and secure a Permit to Operate an Underground Storage Tank System from the Fresno County

		Department of Public Health, Environmental Health Division. Contact the Fresno County Hazmat Compliance Program at (559) 600-3271 for more information. • Facilities that use and/or store hazardous materials and/or hazardous wastes shall meet the requirements set forth in the California Health and Safety Code (HSC), Division 20, Chapter 6.95, and the California Code of Regulations (CCR), Title 22, Division 4.5. Your proposed business will handle hazardous materials and/or hazardous waste and will be required to submit a Hazardous Materials Business Plan pursuant to the HSC, Division 20, Chapter 6.95 (http://cers.calepa.ca.gov/). Contact the Fresno County Hazmat Compliance Program at (559) 600-3271 for more information. • The proposed car wash and project have the potential to expose nearby residents to noise levels in excess of standards established in the Noise Element of the City of Fresno General Plan and the Fresno County Noise Ordinance. It is recommended that a noise study is performed to identify potential mitigation measures from the car wash vacuum/blowers to be incorporated into the project. • As a measure to protect ground water, all water wells and/or septic systems that exist or have been abandoned within the project area should be properly destroyed by an appropriately licensed contractor. • Should any underground storage tank(s) be found during the project, the applicant shall apply for and secure an Underground Storage Tank Removal Permit from the Fresno County Department of Public Health, Environmental Health Division. Contact the Fresno County Hazmat Compliance Program at (559) 600-3271 for more information.
	5.	**Fresno Irrigation District:** See attached FID memorandum dated September 24, 2021.
☐	6.	**Fresno Metropolitan Flood Control District:** See attached FMFCD Notice of Requirements (NOR) memorandum dated October 4, 2021.
☐	7.	**Police Department:** See attached memorandum dated September 28, 2021.
☐	8.	**Long-Range Planning**: Property is located on a planned trail [West Herndon Avenue and North Riverside Drive]; please refer to the Active Transportation Plan and Fresno General Plan Figure MT-2 Paths and Trails.
☐	9.	**PG&E**: October 18, 2021 Re: P21-01959 & P21-01960 7120 N Riverside Drive, Fresno, CA 93722 Dear City of Fresno: Thank you for giving us the opportunity to review the subject plans. The proposed P21-01959 & P21-01960 is within the same vicinity of PG&E's existing facilities that impact this property. PG&E holds a 50' wide easement across APN: 503-020-12 in Fresno County. PG&E does not take issue with the proposed use of a short-term parking lot for passenger vehicle underneath its existing transmission line and easement.

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		However, there are some conflicting activities proposed within the submitted plans. See the below conditions. Any lighting fixtures installed for said parking lot cannot be taller than 15' within said easement area. Taller light fixtures will pose a safety hazard to the existing tower line. The submitted lighting plan proposes fiber glass light poles that are 36'-6" in height. These are not permissible within the easement area. PG&E requests that bollards are placed around the existing tower at the West Spruce Avenue entrance to the parking lot. These bollards are requested to protect the tower against vehicle damage. Additionally, no grading may commence within 25' of the tower footings. Grading within proximity to the existing towers will pose a significant hazard to the integrity of the ground and foundation of the tower. Lastly, during and after the construction of the propose parking lot, PG&E must maintain safe and uninterrupted access to its facilities at any time in order to conduct reoccurring maintenance, inspections or respond to an emergency. Please contact the Building and Renovation Center (BRSC) for facility map requests by calling 1-877-743-7782 and PG&E's Service Planning department at www.pge.com/cco for any modification or relocation requests, or for any additional services you may require. As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site. If you have any questions regarding our response, please contact me at Justin.Newell@pge.com. Sincerely, Justin Newell Land Management 916-594-4068
☐	10.	**Public Works - CFD**: See attached memorandum dated September 15, 2021.
☐	11.	**Public Works - Impact Fees**: See attached memorandum dated September 21, 2021.
☐	12.	**Public Works – Street Maintenance:** See attached memorandum dated September 13, 2021.
☐	13.	**Public Works – Traffic Operations:** See attached memorandum dated February 14, 2024.
☐	14.	**Public Works - Traffic Planning**: See attached memorandum and Check Print 1 dated February 14, 2024.

PART C - PLANNING DEVELOPMENT CODE STANDARDS

1. Intensity and Development Standards. As proposed, project complies w lot intensity and building form and location standards for General Commercial zone districts. Any corrections/modifications shall comply applicable development standards identified in FMC Tables 15-1203-1 & 15-1203-2.

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2. Site Design FMC Section 15-1204

- **Height.** The maximum height within 40 feet of an R District is limited to 30 feet. The maximum height within 50 feet of an R District is 40 feet.
- **Interior Side and Rear.** The interior side and rear setback abutting an R District boundary shall be 20 feet.
- **Landscape.** See Table 15-2305-C.1, Required Landscape Buffers.
- Pedestrian Access. On-site pedestrian circulation and access shall be provided according to the following standards.
- **External Connections.** A system of pedestrian walkways shall connect the project site to adjacent Residential, Commercial, Mixed-Use, Office districts.
- **To Circulation Network.** Regular connections between on-site walkways and the public sidewalk and other planned or existing pedestrian routes shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.
- **To Streets.** Direct and convenient access shall be provided to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.

3. Parking and Loading

- Provide short-term and long-term bicycle parking as required by Table 15-2429-D of the FMC.
- Long-Term Bicycle Parking shall be provided when required by the California Green Building Standards Code, as may be amended.
- The square footage of the entire building shall be used in determining loading spaces for multi-tenant buildings. A common loading area may be required, if each tenant space is not provided a loading area. Drive-in, roll-up doors for multi-tenant industrial projects may be substituted for required loading areas.
- Loading spaces are required when a building is to be occupied by a use requiring the receipt or distribution by vehicles or trucks of material or merchandise. Comply with Section 15-2430-A of the FMC.

4. Landscaping

- Landscaping must be in place before issuance of the certificate of occupancy. A Hold on Occupancy shall be placed on the proposed development until such time that landscaping has been approved and verified for proper installation by the Development Services Division. **(Include this note on the site and landscape plans.)**
- New landscaping shall have an automatic irrigation system designed to provide adequate and efficient coverage of all plant material. Irrigation systems shall comply with the requirements of the California Green Building Standards Code and/or the California Model Water Efficient Landscape Ordinance and/or the California Plumbing Code as may be amended.
- Additional landscaping requirements including landscape plan requirements, landscape design standards, and general landscaping standards can be found in Chapter 15, Article 23 of the Fresno Municipal Code.

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5. Facade FMC Section 15-1205

- **Building Articulation.** All street-facing façades, including freeway-facing façades, must include at least one projection or recess at least two feet in depth for every 25 horizontal feet of wall.
- **Building Materials and Finishes.**
  1. Each side of a building that is visible from a street or passenger railway shall be designed with a complementary level of detailing and quality of materials.
  2. Veneers should turn corners, avoiding exposed edges and continue down the side of a building to a logical break, such as a change in wall plane. Material changes at outside corners should be avoided.
  3. Windows shall maintain a consistent design character throughout the development and shall be of the same material on all elevations facing a street.
  4. Building entrances and common areas shall be accentuated with enhanced finishes and materials that are durable and high quality and distinguish these spaces from other elements of the building.
  5. Parking areas and structures shall be designed to match and be compatible with the architectural character, materials, and colors of the overall development.
  6. The design of building additions should follow the same general scale, proportion, massing, and detailing of the original structure, and not in stark contrast to the original structure.

6. Fencing

1. **Front Yard.**

   a. **Wrought Iron or Tubular Steel.** A fence up to four feet in height may be installed within any required front yard setback. Fences must be open a minimum of 80 percent (e.g., no more than 20 percent opaque) to allow for the passage of light and air.

   b. **All Other Materials.** All other fences within any required front yard setback are permitted up to three feet in height and shall comply with the main building setback, minus five feet.

2. **Street-Side Yard.**

   a. **Wrought Iron or Tubular Steel.** A fence up to four feet in height may be installed within any required front yard setback. Fences must be open a minimum of 80 percent (e.g., no more than 20 percent opaque) to allow for the passage of light and air.

   b. **All Other Materials.** All other fences within any required street side yard setback are permitted up to three feet in height and shall comply with the main building setback, minus five feet.

3. **Other Yards.** Outside of the required front yard and street-side yards, the maximum height for fences is seven feet (regardless of location on the site) unless the fence is part of Outdoor Storage per Section 15-2013, Outdoor Service Yards and Storage.

4. **Setbacks.** Unless a greater setback is required in another section of this Code, fences shall be set back 12 inches from the back of adjacent sidewalks, or from the curb or shoulder if there is no sidewalk. Fences may be placed on interior side and rear property lines.

5. **Common Property Lines.** A six-foot-high screen wall shall be provided on the interior lot lines where any non-residential use abuts a residential district and where multi-family

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development of four or more units abuts a single-family residential district. Walls shall step down to three feet in height along interior property lines within front yards.

Graffiti. Graffiti on a screen wall shall be removed within 48 hours. All other fencing (future or proposed) shall comply with FMC Section 15-2006-F.

7. Special Use Requirements Development and Operations shall comply with FMC Sections 15-2737 (Large Format Retail), 15-2745 (Outdoor Retail Sales), 15-2761 (Tobacco and Vapor Shops), 15-2711 (Automobile/Vehicle Washing), 15-2710 (Automobile/Vehicle Service and Repair, Major and Minor), 15-2706 (Alcohol Sales – The Responsible Neighborhood Market Act), and 15-2755 (Service Stations).

Operational Requirements

AUTOMOBILE/VEHICLE SERVICE AND REPAIR

a. **Design.** Bay doors shall be screened from public right-of-way to the greatest degree feasible.
b. **Work Areas.** All work shall be conducted within an enclosed building except: pumping motor vehicle fluids, checking and supplementing fluids, and mechanical inspection and adjustments not involving any disassembly.
c. **Vehicle Storage.** Vehicles being worked on or awaiting service or pick-up shall be stored within an enclosed building or in a parking lot on the property that is adequately screened, with an earth berm or Screen Wall, or combination thereof or a building. Screen Walls shall be located on property lines with the exception of yards along streets, where the Screen Wall shall be located at outside of required setbacks. Unattended vehicles may not be parked or stored on the sidewalk adjoining the property, in the street, or in any portion of the public right-of-way within the city. Screen Walls are not required when the site is located in an Industrial District that abuts a local street (Major Streets are required to have a Screen Wall). For Screening Wall standards, refer to Section 15-2008-C.
d. **Equipment, Product, and Vehicle Parts Storage.** Exterior storage, including tires, shall not be visible from Major Streets or residential districts.
e. **Water Runoff.** Water runoff shall be property treated as determined by the Department of Public Utilities and the Fresno Metropolitan Flood Control District.
f. **Litter.** The premises shall be kept clean and in an orderly condition at all times.
g. **Inoperable Vehicles and Junked Parts.** No used or discarded automotive parts or equipment or permanently disabled, junked, or wrecked vehicles may be stored outside a building, unless screened.

SALES AND SERVICES - SERVICE STATION

a. Site Design.

1. Noise-generating uses, such as auto service bays, car wash openings, vacuum stations, outdoor loading areas, garbage storage, and stacking lanes, shall be located away from sensitive uses such as residential areas.

2. Propane tanks, vapor recovery systems, air compressors, utility boxes, garbage, recycling containers/enclosures, and other similar mechanical equipment shall be screened from public view. Propane tanks, vapor recovery tanks, etc. shall be laid horizontally and shall be screened with a hedge and/or wall.

b. Auto Repair. Auto Repair shall comply with Section 15-2710, Automobile/Vehicle Service and Repair, Major and Minor.

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c. Temporary Car Washes. Refer to Section 15-2760, Temporary Uses.

ALCOHOL SALES

Landscaping. Landscaping shall be provided per the underlying District.

Lighting. The exterior of the premise, including adjacent public sidewalks and all parking lots under the control of the establishment, shall be illuminated during all hours of darkness during which the premises are open for business in a manner so that persons standing in those areas at night are identifiable by law enforcement personnel. However, required illumination shall be placed and/or shielded in a way that minimizes interference with the neighboring residences.

Litter and Graffiti.

1. Trash and recycling receptacles shall be provided by public entrances and exits from the building.
2. The owner or operator shall provide for daily removal of trash, litter, and debris from premises and on all abutting sidewalks within 20 feet of the premises.
3. The owner or operator shall remove graffiti within 48 hours.

Pay Phones and Vending Machines. External pay phones and snack vending machines are prohibited.

1. Video Surveillance.
2. Establishments must equip a fully functional color digital video camera system.
3. The system must continuously record, store, and be capable of playing back images and be fully functional at all times, including during any hours the business is closed. The system must be maintained in a secured location inside of the business.
4. The system shall have the correct date and time stamped onto the image at all times.
5. The camera storage capacity should be for at least two weeks (14 calendar days). Such cameras must be capable of producing a retrievable and identifiable image than can be made a permanent record and that can be enlarged through projection or other means.
6. If utilizing a digital video recorder, it must be capable of storing at least 14 days of real-time activities.
7. The system shall be capable of producing a CD or digital playback feature and may be provided to an authorized representative of the Fresno Police Department within 24 hours of the initial request relating to a criminal investigation only.
8. The interior of the business must have at least one camera placed to focus on each cash register transaction to include the clerk as well as the customer waiting area.
9. There shall be four exterior cameras placed so as to record activities in the primary customer parking areas of their business. These cameras should be of sufficient quality to be able to identify persons and or vehicles utilizing the business parking lot.
10. All interior cameras shall record in color.

11. All exterior cameras shall record in color and have automatic low light switching capabilities to black and white. Exterior cameras should be in weatherproof enclosures and located in a manner that will prevent or reduce the possibility of vandalism.

Signage.

1. The provisions specified under Article 26, Signs and this subsection shall apply. Where conflict may occur between the provisions of Article 26 and this subsection, the more restrictive provisions shall govern.
2. The following copy is required to be prominently posted in a readily visible manner on an interior wall or fixture and not on windows:
    a. "California State Law Prohibits the Sale of Alcoholic Beverages to Persons Under 21 Years of Age."
    b. "No Loitering is Allowed On or In Front of These Premises."
    c. "No Open Alcoholic Beverage Containers are Allowed on These Premises."
3. No more than 15 percent of the square footage of each window and clear door that is visible to the public from a public thoroughfare, sidewalk, or parking lot of an off-sale alcohol retail outlet shall bear advertising, signs, or other obstructions of any sort.
    a. The area covered by signs or advertising includes all clear areas within signs or advertising, such as the clear area within neon signs.
    b. Signage, advertising, or other obstructions inside or outside the establishment that are not physically attached to the windows or doors, but are visible from a public thoroughfare, sidewalk, or parking lot in the same manner as if they were physically attached is included in the 15 percent limitation.
    c. Any signage required by law shall not count towards the 15 percent limitation, but shall nonetheless follow rules related to visual obstruction.
4. Advertising and signage on windows and clear doors shall be placed and maintained in a manner that ensures that law enforcement personnel have a clear and unobstructed view of the interior of the outlets, including the area in which the cash registers are maintained, from exterior public sidewalks, parking lots, or entrance to the outlets.
5. Any establishment located within 250 feet of a sensitive use, as listed in Subsection E.1, may not advertise alcohol sales in a manner visible from the outside of the establishment, such as from a public thoroughfare, sidewalk, or parking lot.

Loitering and Other Nuisance Activities. The operation of the establishment shall not result in repeated nuisance activities on the property, which may include, but are not limited to, repeated disturbances of the peace, illegal drug activity, public drunkenness, drinking in public, alcoholic beverage and tobacco sales to minors, harassment of passerby, gambling, prostitution, sale of stolen goods, public urination, theft, assaults, batteries, acts of vandalism, loitering, excessive littering, graffiti, illegal parking, excessive loud noises (especially in the late night or early morning hours), traffic violations, curfew violations, lewd conduct, or other violations of City, State, or federal laws, especially when contributing to a proportionally high rate of police reports and arrests to the area.

Training. The owners and all employees of the establishment who are involved in the sale of alcoholic beverages must complete approved course(s) in training of liquor sales and handling within sixty days after approval of the Conditional Use Permit becomes final, or for employees hired after the approval of the Conditional Use Permit, within sixty days from the date of hire. To satisfy this requirement, a certified program must meet the standards of the California Coordinating Council on Responsible Beverage Service (CCC/RBS) or other certifying or licensing body designated by the State of California.

Compliance with Laws. The establishment must remain in compliance with all local, State, and federal laws, regulations, and orders, as well as all conditions of approval imposed on the use. This includes compliance with annual City business license fees.

Posting of Conditions. A copy of all conditions of approval and training requirements shall either be posted in a conspicuous and unobstructed place near the entrance, cashier counter, or customer service area of the establishment or posted in an employee area and provided upon request (e.g. via flyer or brochure) to patrons and enforcement officials.

Prohibited Products. The sale or distribution of one or more of the following shall be prohibited.

1. Wine in containers of less than 750 milliliters.
2. Single containers of beer, malt liquor, wine coolers, and similar alcoholic beverages not in original factory packages of four-packs or greater.
3. Distilled spirits in containers of less than 375 milliliters.
4. Paper or plastic cups in quantities less than their usual and customary packaging.

Additional Requirements.

1. City departments may conduct an inspection of the premises to determine compliance with the ordinances and other laws they administer, and may subsequently prepare reports summarizing their inspections and recommend whether to approve or deny the application based on their inspections.
2. Additional and/or security measures such as reduced hours of operation, security guards, door monitors, and burglar alarm systems may be required if harm, nuisance, or related problems are demonstrated to occur as a result of business practices or operations. This will be determined on a case-by-case basis upon review by the Police Department.
3. Establishments shall not acquire an ABC license for use that has been temporarily surrendered by another establishment in any jurisdiction, or is from an establishment located outside the City of Fresno or a County island within the City of Fresno. Establishments must comply with the Cancel and Transfer provisions which require an establishment to acquire active ABC licenses from overconcentrated areas in the City of Fresno.
4. Establishments shall be subject to annual inspection to ensure compliance with this Section and any additional conditions of the Conditional Use Permit. If an annual inspection results in a finding that an operator is not in compliance with this section or the specific conditions of the CUP, that finding may be used as a basis for revoking the CUP. An establishment that is subject to a revocation proceeding will be referred

to the Responsible Neighborhood Market Act Committee for review and prior to the start of the revocation process.

a. If an operator is determined to be out of compliance with this section or the specific conditions of the CUP, that operator shall be subject to administrative fines set forth in the Master Fee Schedule as may be amended; the fine structure shall consist of progressively higher fines for violations occurring within twelve months of a prior violation, and upon the fourth violation being upheld within a three year period of the first violation, the CUP for the business shall be subject to revocation.
b. If an establishment operating under an existing ABC license is purchased by a unassociated and unrelated new operator seeking to continue operation of the establishment, and the new operator is not subject to administrative fines as set forth above at any other establishment in the City, the City Manager, with concurrence of the City Attorney, may waive any administrative fines imposed upon the existing establishment upon transfer to the new operator, if the new operator agrees to and obtains a new CUP.

Cancel and Transfer.

1. The establishment shall transfer and cancel ABC licenses in good standing as set forth in FMC Table 15-2706, from within a Council District identified as having an overconcentration of ABC licenses for off-sale use, as determined by the Director following review of data prepared by the California Department of Alcoholic Beverage Control. The ABC license will be submitted to the Alcoholic Beverage Control for permanent cancellation. A canceled ABC license cannot be reactivated or reinstated.
2. Each ABC license that is canceled also includes surrender of the alcohol-sales portion of all related Conditional Use Permits and waiver of any legal non-conforming use rights related to the sale of alcohol for off-site consumption.

AUTOMOBILE/VEHICLE WASHING

1. **Attendant.** An attendant shall be present during all hours of operation for all carwashes. A store clerk that also accepts payment for a carwash may constitute as an attendant.
2. **Washing Facilities.** Shall comply with all regulations pertaining to water conservation and/or run-off.
3. **Hours of Operation.** Washing facilities are limited to 7 a.m. to 11 p.m. When abutting or adjacent to a Residential District, the hours of operation are limited to 8 a.m. to 9 p.m., seven days a week.
4. **Litter.** Trash and recycling receptacles shall be available. The premises shall be kept in an orderly condition at all times. Litter shall be collected daily.
5. **Noise.** All vacuuming, amplified music, intercoms, or similar noise-generating equipment shall be reduced according to all applicable noise standards.

PART C – PLANNING – OTHER REQUIREMENTS

1. Development shall take place in accordance with the policies of the Fresno General Plan, Bullard Community Plan, and in accordance with the proposed Commercial - General planned land use designation.

2. Development shall take place in accordance with the CG/UGM/cz (*Commercial General/Urban Growth Management/conditions of zoning*) and all other applicable sections of the Citywide Development Code, Chapter 15 of the Fresno Municipal Code (FMC).

3. Comply with the Operational Statement dated September 7, 2021.

4. Comply with the mitigation measures of Final Environmental Impact Report (FEIR), State Clearinghouse (SCH) No. 2021100443.

5. Property development standards and operational conditions are contained in Articles 14, 20, 23, 24 and 25. Any project revisions, development and operation must comply with these property development standards and operational conditions.

6. Development and operations shall take place in accordance with Section 15-2755 (Service Stations) of the FMC.

7. Development and operations shall take place in accordance with Section 15-2711 (Automobile/Vehicle Washing) of the FMC.

8. Development and Operations shall occur in accordance with Section 15-2706 (Alcohol Sales – The Responsible Neighborhood Market Act) of the FMC.

9. Development shall take place in accordance with the "General Notes and Requirements for Entitlement Applications" listed below if applicable.

PART E - MISCELLANEOUS AND GENERAL NOTES AND REQUIREMENTS

Not all notes and requirements listed below are applicable to all projects.

1. Approval of this special permit may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this special permit, the Zoning Ordinance, and all Public Works Standards and Specifications. This special permit is granted, and the conditions imposed, based upon the Operation Statement provided by the applicant. The Operation Statement is material to the issuance of this special permit. Unless the conditions of approval specifically require operation inconsistent with the Operation Statement, a new or revised special permit is required if the operation of this establishment changes or becomes inconsistent with the Operation Statement. Failure to operate in accordance with the conditions and requirements imposed may result in revocation of the special permit or any other enforcement remedy available under the law. The Planning and Development Department shall not assume responsibility for any deletions or omissions resulting from the special permit review process or for additions or alterations to construction plans not specifically submitted and reviewed and approved pursuant to this special permit or subsequent amendments or revisions.

2. Approval of this special permit shall be considered null and void in the event of failure by the applicant and/or the authorized representative, architect, engineer, or designer to disclose and delineate all facts and information relating to the subject property and the proposed development including, but not limited to, the following:
    a. All existing and proposed improvements including but not limited to buildings and structures, signs and their uses, trees, walls, driveways, outdoor storage, and open

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land use areas on the subject property and all of the preceding which are located on adjoining property and may encroach on the subject property; and,

b. Existing and proposed grade differentials between the subject property and adjoining property zoned or planned for residential use.

3. No land shall be used, and no structure shall be constructed, occupied, enlarged, altered, demolished, or moved in any zoning district, except in accordance with the provisions of this Code. Specific uses of land, buildings, and structures listed as prohibited in any zoning district are hereby declared to be detrimental to the public health, safety, and welfare.

4. Development shall take place in accordance with the Standards, Specifications, and Standard Drawings of the City of Fresno Public Works Department.

5. Development shall take place in accordance with all city, county, state and federal laws and regulations.

6. Owners and persons having ownership interest in businesses operating in the City of Fresno (including leasing out any commercial or industrial property, or renting out four or more dwelling units) are required by the FMC to obtain a Business Tax Certificate. Contact the City of Fresno Finance Department's Business Tax Division at (559) 621-6880 for more information.

7. All proposed building(s) or structure(s) constructed on the property must comply with the prevailing California Building Code Standards.

8. Any building modifications and/or additions not included with this application are not approved with this special permit and would be subject to a new special permit.

9. A permit granted under the FMC shall automatically expire if it is not exercised or extended within three years of its issuance. Refer to section 15-5013, Expiration of Planning Entitlements, for more information about the exercise of rights.

FENCES/WALLS, LANDSCAPING, PARKING

10. Nothing in the Development Code shall be deemed to prohibit the erection of temporary fencing around construction sites in compliance with the Building Code and other applicable provisions of the FMC.
11. Future fences shall be reviewed and approved by the Planning and Development Department prior to installation.

12. Fences, hedges, and walls shall be maintained in good repair, including painting, if required, and shall be kept free of litter or advertising. Where hedges are used as screening, trimming or pruning shall be employed as necessary to maintain the maximum allowed height. Fences shall be maintained and shall stand upright and shall not lean.

13. All planting and other landscape elements shall be permanently maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, cleaning, fertilizing, and regular watering. Wherever necessary, plantings shall be replaced with other plant materials to ensure continued compliance with applicable landscaping requirements. Yards shall be maintained free of refuse, debris, rubbish, or other

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accumulated matter and/or materials, and shall be maintained clean. Grass shall not exceed six inches in height.

14. New landscaping shall have an automatic irrigation system designed to provide adequate and efficient coverage of all plant material. Irrigation systems shall comply with the requirements of the California Green Building Standards Code and/or the California Model Water Efficient Landscape Ordinance and/or the California Plumbing Code as may be amended.

15. Trees shall be maintained by property owners to be free from physical damage or injury arising from lack of water, chemical damage, accidents, vandalism, insects, and disease. Any tree showing such damage shall be replaced with another tree.

16. No tree for which a Tree Removal Permit is required shall be removed until all conditions of the permit have been satisfied and the decision has become final. In addition, tree(s) approved for removal in conjunction with a development application shall not be removed before the issuance of a Building Permit or unless all of the conditions of approval of the development applications are satisfied.

17. The review authority shall issue a Tree Removal Permit if any of the following general criteria is met:

    a) The tree(s) is irreparably diseased or presents a danger of falling that cannot be controlled or remedied through reasonable preservation and/or preventative procedures and practices so that the public health or safety requires its removal.
    b) b) The tree(s) can potentially cause substantial damage to existing or proposed main structure(s) (e.g. dwellings, other main structures, or public infrastructure) or interfere with utility services and cannot be controlled or remedied through reasonable relocation or modification of the structure or utility services.
    c) The retention of the tree(s) restricts the economic enjoyment of the property or creates an unusual hardship for the property owner by severely limiting the use of the property in a manner not typically experienced by owners of similarly zoned and situated properties, and the applicant has demonstrated to the satisfaction of the Review Authority that there are no reasonable alternatives to preserve the tree(s).

18. Landscaping must be in place before issuance of the certificate of occupancy. A Hold on Occupancy shall be placed on the proposed development until such time that landscaping has been approved and verified for proper installation by the Current Planning Division. (Include this note on the landscape plan.)

19. Future tenant improvements shall be reviewed and approved by the Planning and Development Department to ensure that adequate off-street parking is provided.

20. Trees required for parking lots are in addition to trees required elsewhere on the site as prescribed in other sections of the FMC.

21. Parking lots, including landscaped areas, driveways, and loading areas, shall be maintained free of refuse, debris, or other accumulated matter and shall be kept in good repair at all times.

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22. Parking lots, including landscaped areas, driveways, and loading areas, shall be maintained free of refuse, debris, or other accumulated matter and shall be kept in good repair at all times.

23. All accessible stalls shall be marked with the international symbol of spaces and a warning that vehicles in violation of Section 10-1017 of the FMC shall be towed away. The international symbol and tow-away warning shall be posted conspicuously on seven-foot poles. (Include this note on the site plan.)

24. Applicants are encouraged to provide shared vehicle and pedestrian access between adjacent properties for convenience, safety, and efficient circulation. A joint access covenant shall be required. (Include this note on the site plan.)

25. All general standards of Section 15-2015 of the FMC shall apply when lighting is provided to illuminate parking, sales or display areas. Depict all proposed lights on the site plan.

26. Bicycle parking spaces shall be supplied according to Table 15-2429-D: Required On-Site Bicycle Parking Spaces of the FMC. Each bicycle parking space shall be a minimum of 30 inches in width and eight feet in length and shall be accessible without moving another bicycle. At least 30 inches of clearance shall be provided between bicycle parking spaces and adjacent walls, poles, landscaping, street furniture, drive aisles, and pedestrian ways and at least five feet from vehicle parking spaces to allow for the maneuvering of bikes. Overhead clearance shall be a minimum of seven feet. A minimum five-foot aisle between each row of bicycle parking shall be provided for bicycle maneuvering beside or between each row, when multiple rows are proposed. Bicycle parking spaces shall not encroach into pedestrian ways, landscaped areas, or other required open spaces, and shall be located proximal to structures.

27. All general provisions of Section 15-2403 of the FMC shall apply to all parking areas.

28. The parking lot is required to meet the *City of Fresno's Parking Manual, Public Works Standards (P-21, P-22, and P-23) and Specifications*. Parking must also comply with the California Building Code's accessibility requirements and the Fire and Solid Waste Department's minimum turning templates. Contact the Planning and Development Department for Parking Manual questions.

SIGNAGE

29. All future signs shall be architecturally compatible with the proposed building(s). Provide a set of drawings, with descriptive information, including, materials, design and colors to allow for a preliminary assessment of the future signage. It is recommended that you provide a copy of the signage early in the project process to allow for staff comment.

30. Signs, other than directional signs, if applicable, are not approved for installation as part of this special permit. (Include this note on the site plan.)

31. All proposed signs shall conform to the current sign ordinance. The submittal checklist for signs is available online at: Click Here

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32. Window signs limited to the hours of operation, address, occupancy, and emergency information, subject to the following standards:

    a) Operational windows signs shall not be mounted or placed on windows higher than the second story.
    b) The maximum area of exempt window signage shall not exceed three square feet in area.

33. Banners, streamers, moving signs, and inflatables (including air dancers, balloons, and similar objects) are allowed subject to Temporary Use Permit approval for establishments within Non-Residential Districts. Signs of this type do not count toward total maximum sign area. No sign per this section shall be displayed for more than 30 days, and a period of 30 must lapse before displaying another sign. Signs shall not be displayed for more than 60 total days during a calendar year.

34. Every sign displayed within the city, including exempt signs, shall be maintained in good physical condition and shall comply with adopted regulations. All defective or broken parts shall be replaced. Exposed surfaces shall be kept clean, in good repair, and painted where paint is required.

MISCELLANEOUS

35. Noise levels shall not exceed the decibel levels described in Section 15-2506 of the FMC at any time, measured at the nearest subject property line.

36. No vibration shall be produced that is transmitted through the ground and is discernible without the aid of instruments by a reasonable person at the lot lines of the site. Vibrations from temporary construction, demolition, and vehicles that enter and leave the subject parcel (e.g., construction equipment, trains, trucks, etc.) are exempt from this standard.

37. Lights shall be placed to deflect light away from adjacent properties and public streets, and to prevent adverse interference with the normal operation or enjoyment of surrounding properties. Direct or sky-reflected glare from floodlights shall not be directed into any other property or street. Except for public streetlights and stadium lights, no light, combination of lights, or activity shall cast light onto a residentially zoned property, or any property containing residential uses, exceeding one-half foot-candle.

38. No use shall be operated such that significant, direct glare, incidental to the operation of the use is visible beyond the boundaries of the lot where the use is located. Windows shall not cause glare that may disrupt adjoining properties, traffic on adjacent streets, etc. Glare or heat reflected from building materials shall be mitigated so as to not disrupt surrounding properties.

39. The address listed in the conditions of approval is the 'Official Address' given to the building. If you would like separate suite or unit numbers for a building, provide a floor plan and contact the City of Fresno Planning and Development Department for 'Official Addresses'. Only those addresses assigned by the City of Fresno will be recognized as 'Official Addresses'. The United States Post Office will only recognize addresses assigned by the City of Fresno. If a non-official address is given to a building and or/separate suites, the City of Fresno has the authority to charge a fee and have those addresses corrected. In addition,

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the United States Post Office will cease mail delivery to those addresses that are not 'Official Addresses'.

40. All projects, including projects that involve less than one acre of property, are required to comply with the City of Fresno's Urban Storm Water Quality Management and Discharge Control Ordinance, FMC Chapter 6, Article 7 (Sections 6-701 et seq.)

    When a project involves one acre or more of construction activity (including, but not limited to, grading) the developer is required to obtain a stormwater discharge permit for construction, with a Notice of Intent (NOI) filed **prior to** commencement of any grading construction activity. Contact the Fresno office of the California Regional Water Quality Control Board at (559) 445-6281 regarding the required NOI and stormwater discharge permit. Additional information on California's construction stormwater regulation may be obtained from the Water Board via the internet: www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml

    Helpful information for preparing and implementing stormwater pollution prevention plans may also be obtained from the California Stormwater Quality Association via its website, www.casqa.org

    When a project involves specified nonresidential activities (certain commercial and industrial activities), an ongoing industrial stormwater discharge permit is also required. Contact the Fresno office of the California Regional Water Quality Control Board at (559) 445-6281 to find out whether your project/business requires an industrial stormwater discharge permit, and to obtain details on securing this permit. Additional information on industrial stormwater regulations may be obtained from the following website: *www.waterboards.ca.gov/water_issues/programs/stormwater/industrial.shtml*,

    The California Stormwater Quality Association has additional information on preparing stormwater pollution prevention plans for industrial activities (*www.casqa.org*).

41. Screen all roof-mounted equipment from the view of public rights-of-way. Depict all mechanical equipment on site plan and elevations.

42. Connection to a municipal water system is required unless approved measures are included in the project conditions of approval for an alternative water supply.

43. Connection to a municipal City of Fresno sewer system is required unless approved measures are included in the project conditions for alternative wastewater treatment facilities.

44. City of Fresno water and sewer connection charge obligations applicable to this project will be computed during the building construction plan check process and shall be payable at time of issuance of building permit unless other arrangements have been approved to defer such payments to a later date. For information relating to water and sewer service requirements and connection charges, contact Frank Saburit at (559) 621-8797.

45. Open street cuts are not permitted; all utility connections must be bored.

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46. CROSS-CONNECTION CONTROL. A backflow prevention device may be required on the water service. Contact the Department of Public Utilities, Water Division (559) 621-5300 for requirements relating to approved devices, locations, testing and acceptance. This requirement must be satisfied prior to final occupancy.

47. This project was reviewed by the Fire Department only for requirements related to water supply, fire hydrants, and fire apparatus access to the building(s) on site. Review for compliance with fire and life safety requirements for the building interior and its intended use are reviewed by both the Fire Department and the Building and Safety Section of the Planning and Development when a submittal for building plan review is made as required by the California Building Code by the architect or engineer of record for the building.

48. Open storage (outside an enclosed building) shall be limited to vehicles, boats, recreational vehicles, and trailers. Outdoor storages areas shall be screened from public view by building façades or solid fences. At the discretion of the Review Authority, the treatment of the ground surface of the open storage area may be gravel or other materials as prescribed by the San Joaquin Valley Air Pollution Control District, the Public Works Department, the Fire Department, and the Fresno Metropolitan Flood Control District. All open storage must be depicted on the site plan and described in operational statement. If it is not, it is not allowed on the site.

49. If video surveillance cameras are required or installed, provide signs under the surveillance cameras which notify the public that the subject property is monitored by video surveillance.

FEES

(Not all fees will be applicable to all projects.
Please reach out to Frank Saburit at (559) 621-8797 for fee questions.)

50. NOTICE TO PROJECT APPLICANT: In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedication, reservations or exactions for this project are subject to protest by the project applicant at the time of approval or conditional approval of the development or within 90 days after the date of imposition of fees, dedications, reservation, or exactions imposed on the development project. This notice does not apply to those fees, dedications, reservations, or exactions which were previously imposed and duly noticed; or, where no notice was previously required under the provisions of Government Code Section 66020(d)(1) in effect before January 1, 1997.

51. CITYWIDE DEVELOPMENT IMPACT FEES
    a) Traffic Signal Charge (FMC Section 12-4.1101 to 12-4.1103) This project shall pay its Traffic Signal Mitigation Impact Fee at the time of building permit based on the trip generation rate(s) as set forth in the latest Master Fee Schedule. Refer to the adopted Master Fee Schedule for fee rate. This fee shall be paid at time of building permit.

    b) Fire Facilities Fee (FMC Section 12-4.901 to 12-4.906) (based on building square footage, or residential units)

    c) Police Facilities Fee (FMC Section 12-4.801 to 12-4.806) (based on building square footage, or residential units).

d) Parks Facilities Fee (FMC Section 12-4.701 to 12-4.706) (based on the number of residential units)

52. CITYWIDE REGIONAL AND NEW GROWTH MAJOR STREET IMPACT FEES (FMC Section 12-4.1006).
    a) Street Impact Fees shall be due and payable at the time of building permit issuance unless otherwise required by State law.
    b) Street Impact Fees will be a condition on all development entitlements granted.

53. FRESNO COUNTY FACILITY IMPACT FEE

Fresno County adopted a Facilities Impact Fee, but the requirement to pay this fee was subsequently suspended by Fresno County. If the fee has been reinstated at the time of issuance of building permits for this project, or an alternative fee system has been adopted by Fresno County, proof of payment or payment of this fee will be required for issuance of building permits.

54. REGIONAL TRANSPORTATION MITIGATION FEE (RTMF)

Pay the RTMF fee to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148, ext. 200; www.fresnocog.org. Provide proof of payment or exemption prior to issuance of certificate of occupancy.

55. SCHOOL FEES

School fees must be paid, if required, prior to the issuance of building permits. Contact the applicable school district to obtain fee amount. Provide proof of payment (or no fee required) prior to the issuance of building permits.

56. FRESNO METROPOLITAN FLOOD CONTROL DISTRICT (FMFCD) FEES
    a) A FMFCD Development Fee is required for review of proposed development projects, including applications for plan amendments, rezones, special permits, subdivisions, and grading plans. This fee is based on project acreage and must be paid directly to FMFCD in order for that agency to review projects and provide a Notice of Requirements. For more information, contact the FMFCD at (559) 456-3292.
    b) FMFCD drainage fees are due, if required, prior to issuance of building permits and are payable at the rate in place at the time of building permit issuance. Unpaid drainage fee obligations that were unpaid for a prior project at the site of a new project must be satisfied by the developer of the new project. Drainage fees may be paid at the Planning and Development Department prior to, or at the time of building permit issuance. They may also be paid directly to FMFCD, and proof of payment provided to the City, in order to obtain construction permits.

57. SEWER CONNECTION CHARGES (FMC Section 6-304(a)). The following sewer connection charges may be required and will be payable at the fee rate listed in the Master Fee Schedule at the time payment is due. New sewer connection charges adopted by the Council prior to the issuance of building permits may also be applied.
    a) Lateral Sewer Charge (based on property frontage to a depth of 100')
    b) Oversize Sewer Charge (based on property frontage to a depth of 100')
    c) Wastewater Facilities Charge
    d) Trunk Sewer Charge

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Effective January 9, 1999, Ordinance No. 98-97 also amended certain sewer connection charges. FMC Article 15, Section 12 provides property owners the incentives and deletes certain sewer connection charges pursuant to the Simple Tiered Equity Program (STEP) and the Employment Development Program (EDP). For additional information on the STEP and EDP, contact the Department of Public Utilities, Administration Division at (559) 621-8600.

58. WATER CONNECTION CHARGES: (FMC Sections 6-507 to 6-513). The following water connection charges may be required and will be payable at the fee rate listed in the Master Fee Schedule at the time payment is due. New water connection charges adopted by the Council prior to issuance of building permits may also be applied.
    a) Frontage Charge (based on property frontage)
    b) Service Charges (based on service size required by applicant)
    c) Meter Charges (based on service need)
    d) Water Capacity fee (based on size of meter)

59. Deferment of the payment of Citywide development impact fees for Fire, Police, Parks, Streets, and Traffic Signals is available for projects located within the Downtown Priority Areas in accordance with the provisions of City of Fresno Resolutions Nos. 2009-265 and 2010-19.

PUBLIC WORKS DEPARTMENT GENERAL NOTES

60. Any survey monuments within the area of construction shall be preserved or reset by a person licensed to practice land surveying in the State of California.

61. Repair all damaged and/or off-grade concrete street improvements as determined by the Construction Management Engineer, prior to occupancy.

62. Two working days before commencing excavation operations within the street right-of-way and/or utility easements, all existing under-ground facilities shall have been located by underground services.

63. The performance of any work within the public street right-of-way requires a street work permit prior to commencement of work. All required street improvements must be completed and accepted by the City prior to occupancy.

64. Contact the Public Works Department, Traffic Engineering at (559) 621-8800, 10 working days prior to any offsite concrete construction.

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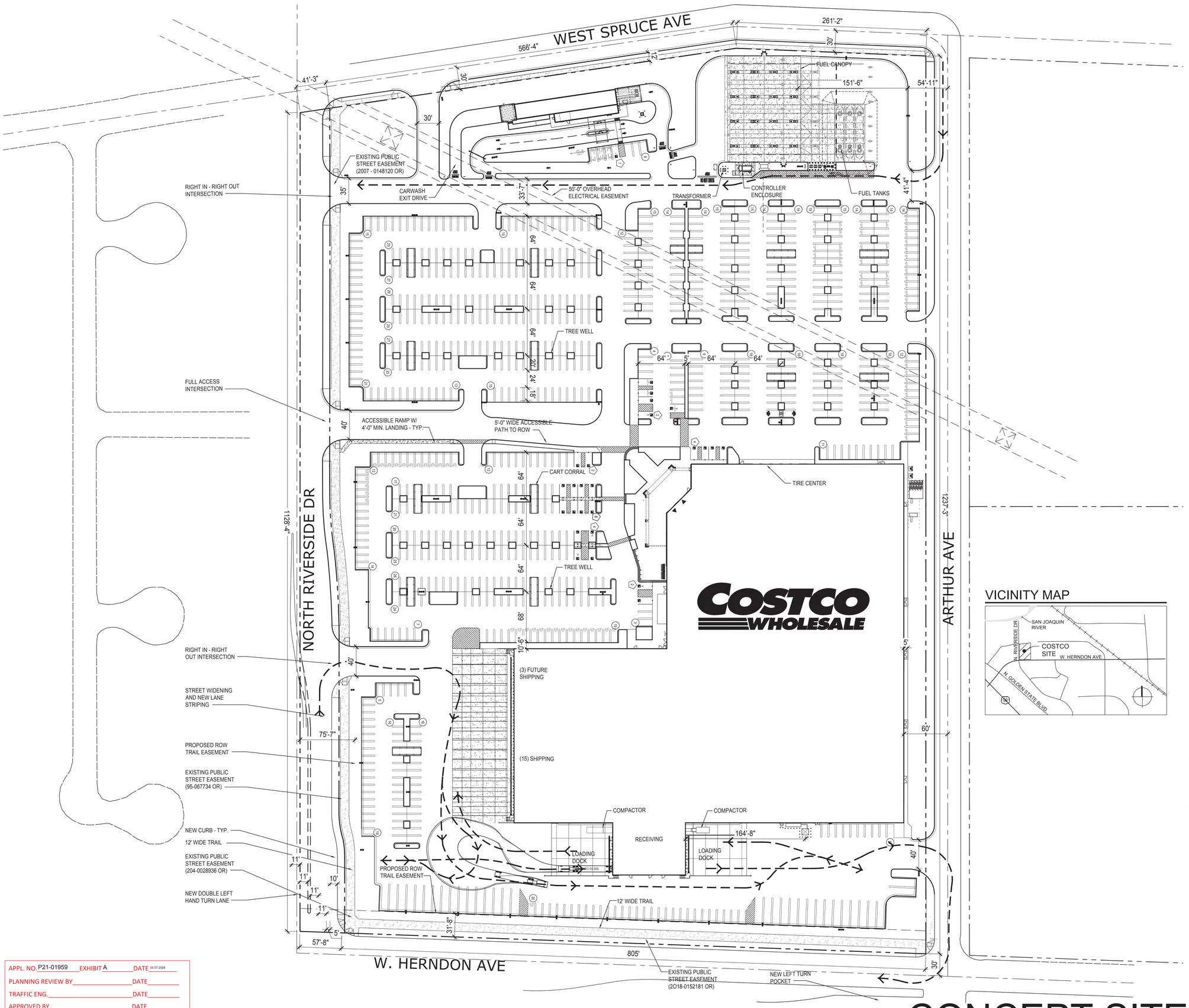

PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	NEC OF I-35 & NE 36TH ST FRESNO, CA
ACESSOR'S PARCEL NUMBER:	503-020-12

SITE DATA:

COSTCO SITE AREA:	21.20 ACRES (923,869 SF)
FUEL PARCEL AREA:	1.33 ACRES (57,753 SF)
TOTAL SITE AREA	**22.53 ACRES (981,622 SF)**
JURISDICTION:	CITY OF FRESNO
EXISTING ZONING:	CC/EA/cz
PROPOSED ZONING:	CG/cz

SETBACKS:	REQUIRED		ACTUAL	
	FRONT:	**TBD**	FRONT:	**TBD**
	SIDE:	**TBD**	SIDE:	**TBD**
	REAR:	**TBD**	REAR:	**TBD**

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:	219,216 SF
INCLUDES:	
GROSS WAREHOUSE	**167,960 SF**
INCLUDES NET MECHANICAL / FIRE	1,188 SF
INCLUDES OPEN CANOPY	3,233 SF
GROSS MDO	46,834 SF

PARKING DATA:

TOTAL SITE PARKING:	873 STALLS
INCLUDES:	
ⓔ 10' WIDE STALLS	808 STALLS
ⓗ ACCESSIBLE STALLS	25 STALLS
TOTAL RECEIVING PARKING:	40 STALLS
INCLUDES:	
ⓔ 10' WIDE STALLS	40 STALLS
EV STALL PARKING	92 STALLS

NUMBER OF STALLS PER 1000 SF OF BUILDING AREA: 3.98 STALLS

12' WIDE TRAILER PARKING 33 STALLS

VICINITY MAP

NOTES:
EXISTING CONDITIONS TO BE FIELD VERIFIED.

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

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

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

0 25' 50' 100'
1" = 50'-0"

COSTCO WHOLESALE
FRESNO, CA

1101 Second Ave, Ste 100
Seattle, WA 98101
206 962 6500
MG2.com
MG2

NOVEMBER 14, 2023

CONCEPT SITE PLAN

D11-34

APPL. NO. P21-01959 EXHIBIT A DATE 03.07.2024
PLANNING REVIEW BY _____ DATE _____
TRAFFIC ENG. _____ DATE _____
APPROVED BY _____ DATE _____
CITY OF FRESNO DARM DEPT

CONCEPT SITE PLAN

FRESNO. CALIFORNIA

NOVEMBER 14. 2023

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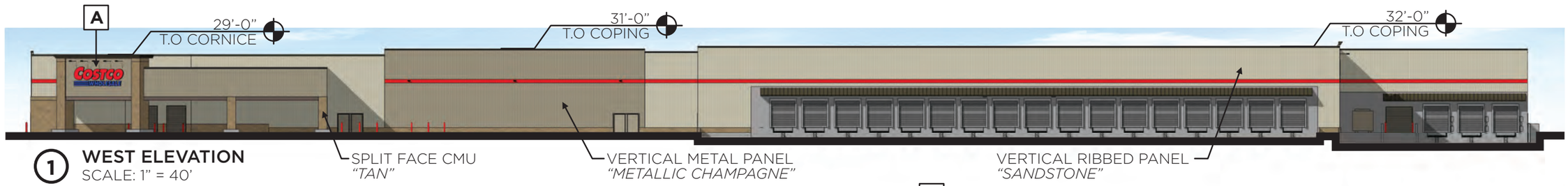
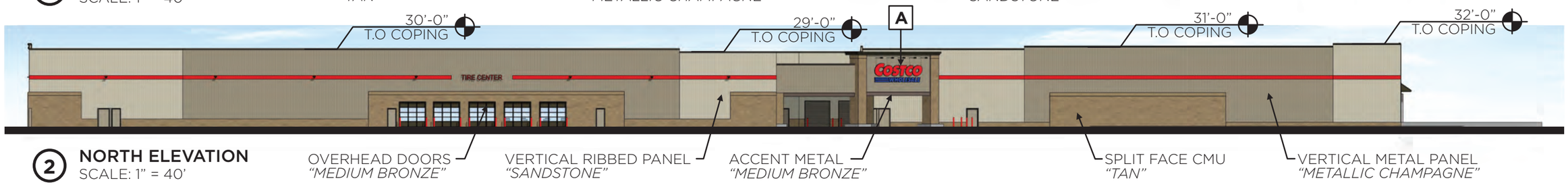
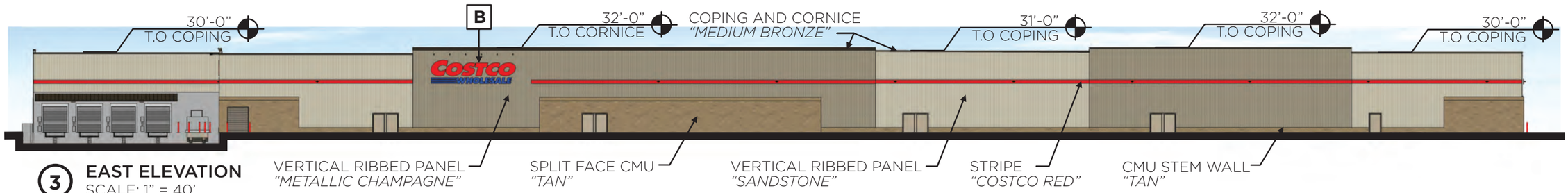


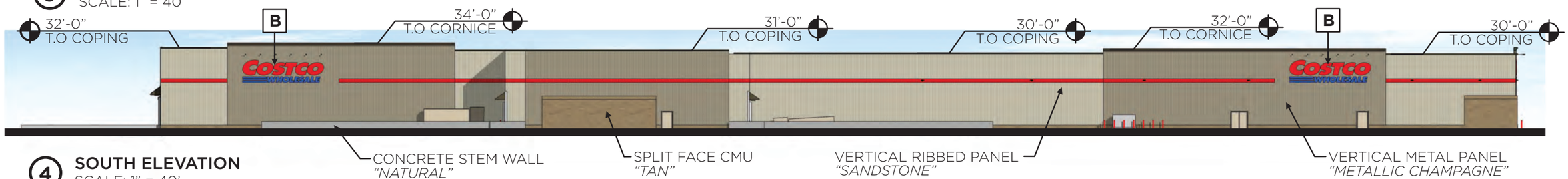
1 WEST ELEVATION
SCALE: 1" = 40'



2 NORTH ELEVATION
SCALE: 1" = 40'



3 EAST ELEVATION
SCALE: 1" = 40'



4 SOUTH ELEVATION
SCALE: 1" = 40'





5 SIGN PACKAGE

SIGN TABLE

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

APPL. NO. P21-01959 EXHIBIT E-1 DATE 03.07.2024
PLANNING REVIEW BY _____ DATE _____
TRAFFIC ENG. _____ DATE _____
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CITY OF FRESNO DARM DEPT

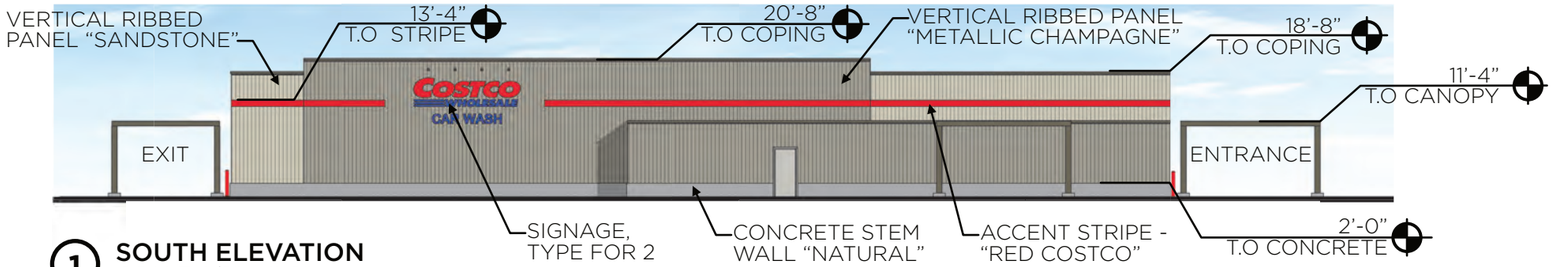


6 ENTRY CANOPY ELEVATION

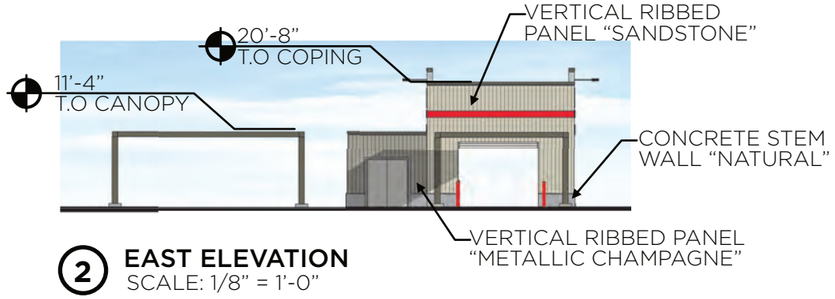
MG2

NOVEMBER 14, 2023
PROJECT# 21-5566-01
FRESNO, CA

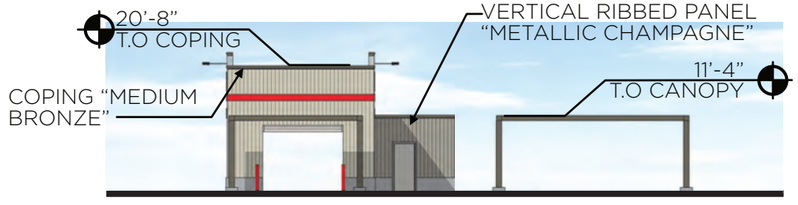
CONCEPT WAREHOUSE ELEVATIONS



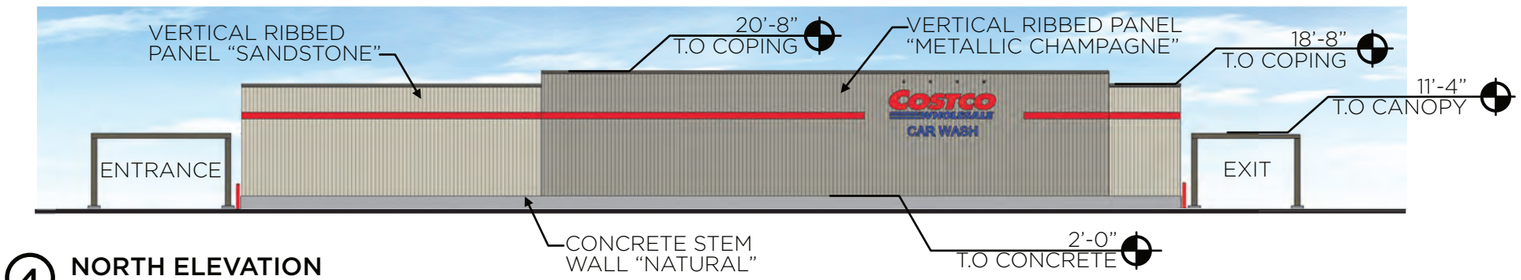
1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



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



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



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

SIGN TABLE

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



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

APPL. NO. P21-01959 EXHIBIT E-2 DATE 03.07.2024
PLANNING REVIEW BY _____ DATE _____
TRAFFIC ENG. _____ DATE _____
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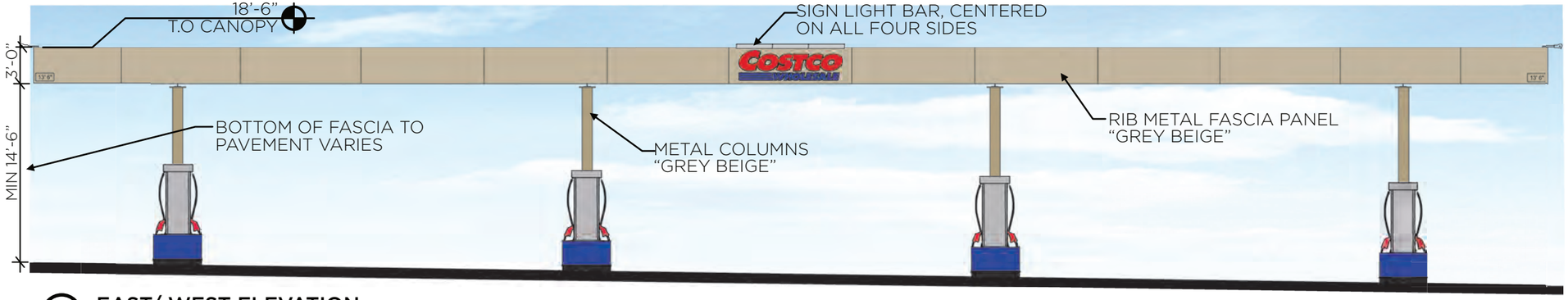
CITY OF FRESNO DARM DEPT

MG2

MARCH 17, 2021
PROJECT # 21-5556-01
FRESNO, CA

CONCEPT CAR WASH ELEVATIONS

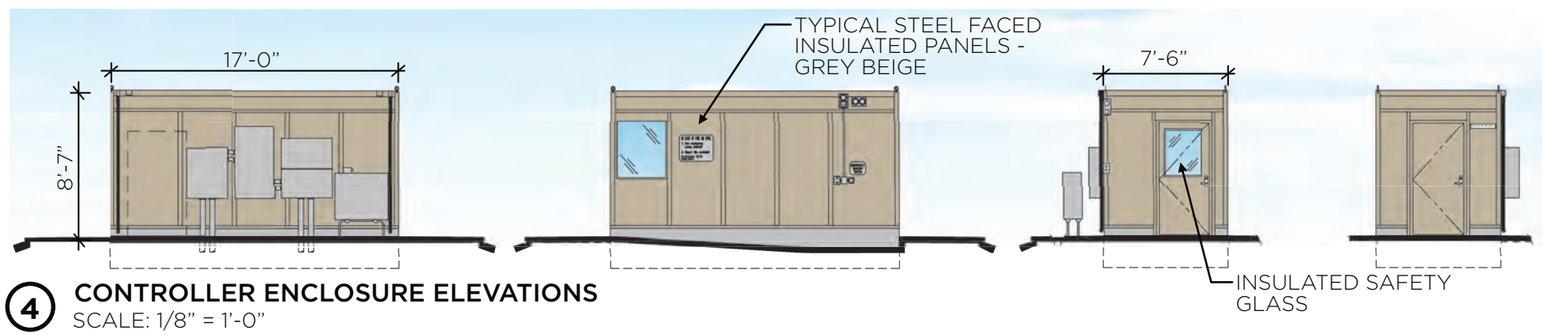
COSTCO WHOLESALE



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



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



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

APPL. NO. P21-01959 EXHIBIT E-3 DATE 03.07.2024
PLANNING REVIEW BY _____ DATE _____
TRAFFIC ENG. _____ DATE _____
APPROVED BY _____ DATE _____
CITY OF FRESNO DARM DEPT

SIGN TABLE

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



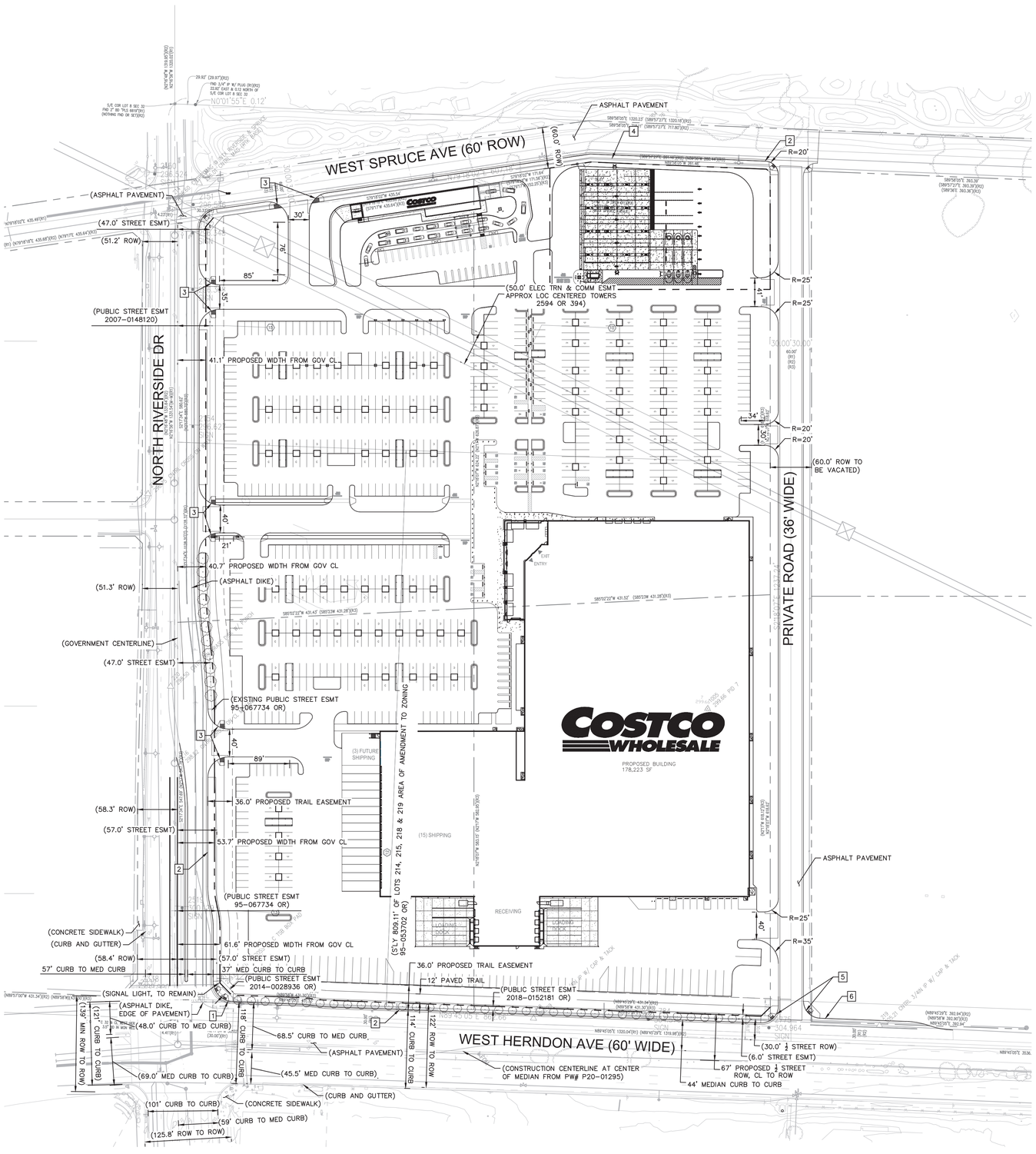
5 CANOPY SIGNS
SCALE: 1/4" = 1'-0"

MG2

MARCH 17, 2021
PROJECT # 21-5556-01
FRESNO, CA

CONCEPT FUEL ELEVATIONS

COSTCO WHOLESALE



PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	HERNDON AVENUE & RIVERSIDE DRIVE
APN	50302012

SITE DATA:

JURISDICTION:	CITY OF FRESNO
ZONING:	CC (COMMERCIAL COMMUNITY)

CONSTRUCTION NOTES:

1. CONSTRUCT DUAL CURB RAMPS PER PW STD DWG P-30
2. CONSTRUCT CONCRETE CURB & GUTTER PER PW STD DWG P-5
3. CONSTRUCT CONCRETE RAMP PER PW STD P-29. R=30'
4. CONSTRUCT CONCRETE SIDEWALK PER PW STD DWG P-5
5. CONSTRUCT DIAGONAL CURB RAMPS PER PW STD DWG P-28
6. CONSTRUCT RIGHT TURN POCKET PER PW STD DWG P-78

APPL. NO. P21-01959 EXHIBIT A-1 DATE 09/07/2021
PLANNING REVIEW BY_____ DATE_____
TRAFFIC ENG._____ DATE_____
APPROVED BY_____ DATE_____
CITY OF FRESNO DARM DEPT

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

Call before you Dig
Avoid cutting underground utility lines. It's costly.
CALL 811 OR 1-800-642-2444

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
2 + U, 1201 2ND AVE SUITE 900, SEATTLE, WA 98101
PHONE: (206) 607-2600
WWW.KIMLEY-HORN.COM

LICENSED PROFESSIONAL
NOT FOR CONSTRUCTION
DATE:

KHA PROJECT 090013004
DATE 03/04/2021
SCALE AS SHOWN
DESIGNED BY AD
DRAWN BY TB
CHECKED BY

OVERALL SITE PLAN

COSTCO FRESNO
PREPARED FOR
COSTCO WHOLESALE
FRESNO, CA
CW20-0569

SHEET NUMBER
C2.00

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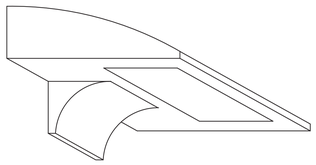
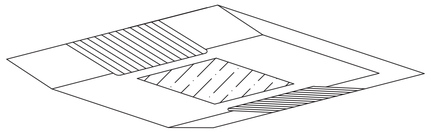
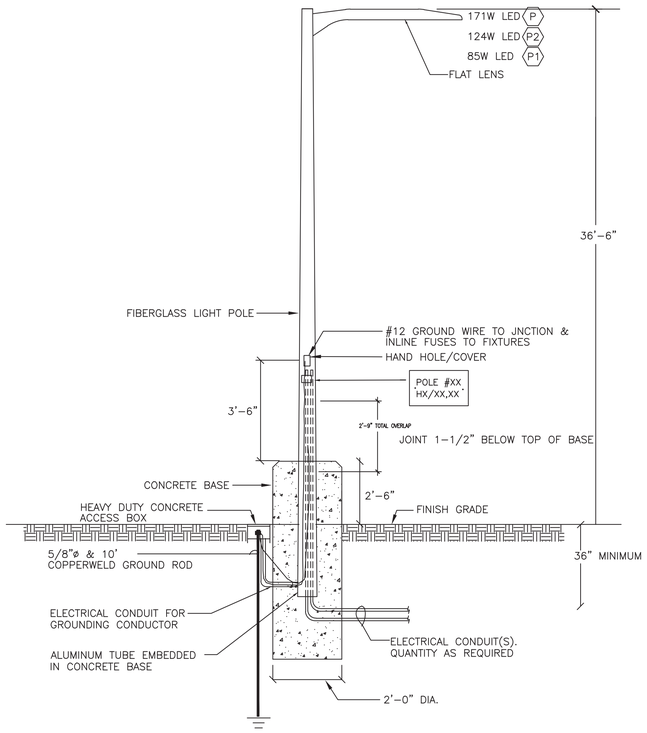


TYPICAL WALL PACK DETAIL (W–W4)
SCALE: NTS



FUEL FACILITY – LED (GA)
NO SCALE



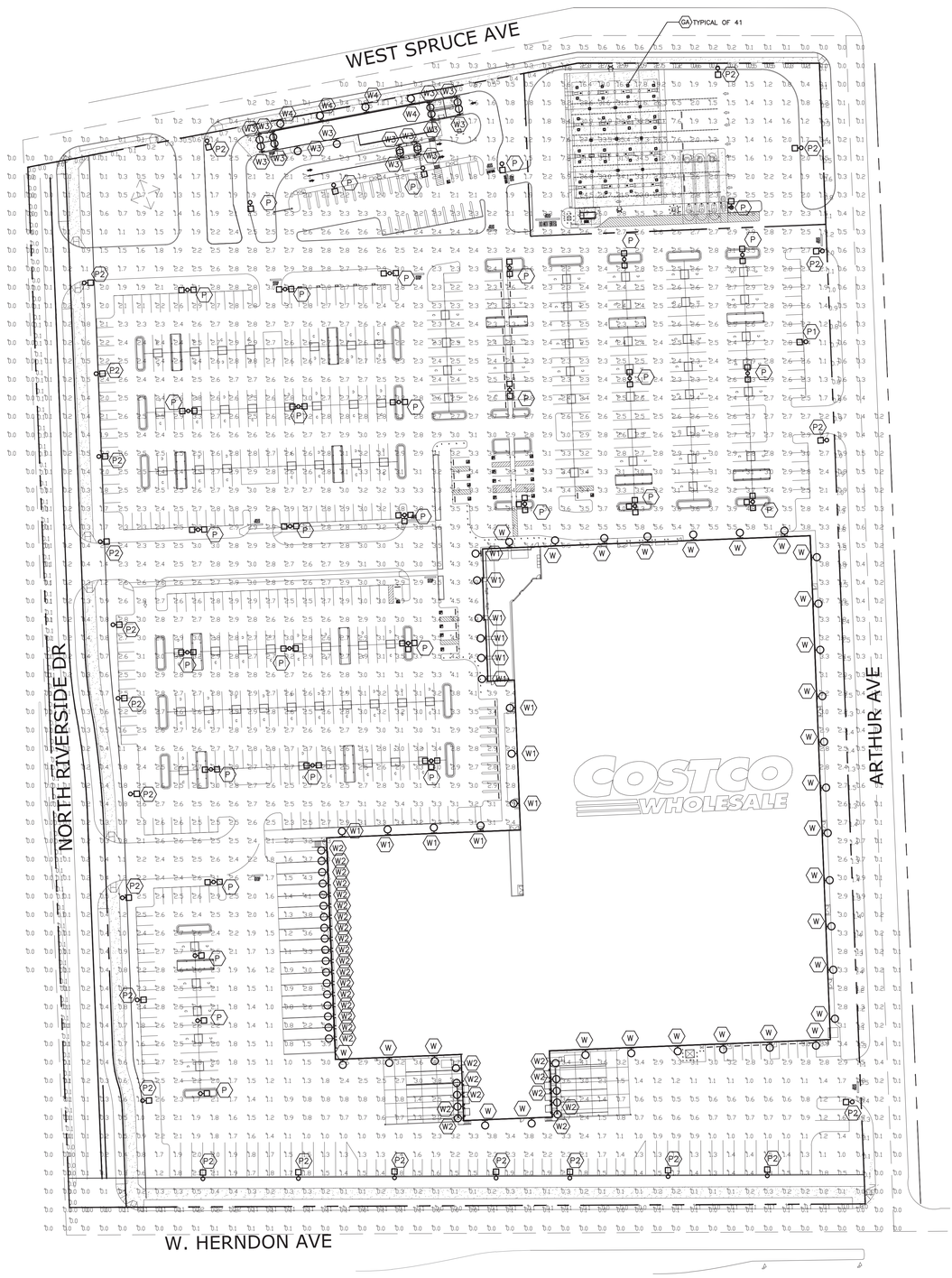
NOTE: PROVIDE CONCRETE J–BOX AS REQUIRED.
THIS DETAIL IS FOR ELECTRICAL CONDUITS ROUTING ONLY.
SEE STRUCTURAL DRAWINGS S0.2 FOR DETAILS.

POLE DETAIL
SCALE: NTS

57 LIGHT POLES
88 POLE FIXTURES
88 WALLPACKS

FIXTURE DESCRIPTION

P	COOPER GALLEON GLEON–SA4B–740–U–5WQ–BZ, 171W TYPE 5 DISTRIBUTION. FIBERGLASS POLE 36'–6" ABOVE GRADE, WITH 2'–6" BASE.
P1	COOPER GALLEON GLEON–SA2B–740–U–SL3–HSS–BZ, 85W TYPE 3 DISTRIBUTION. FIBERGLASS POLE 36'–6" ABOVE GRADE, WITH 2'–6" BASE.
P2	COOPER GALLEON GLEON–SA3B–740–U–SL4–HSS–BZ, 124W TYPE 4 DISTRIBUTION. FIBERGLASS POLE 36'–6" ABOVE GRADE, WITH 2'–6" BASE.
W	LITH DSXW2 LED 40K 30C 700 T2M, 71W LED, 20' MOUNTING HEIGHT
W1	LITH DSXW2 LED 40K 30C 700 T4M, 71W LED, 20' MOUNTING HEIGHT
W2	LITH DSXW2 LED 40K 30C 350 T4M, 36W LED, 12' & 20' MOUNTING HEIGHT
W3	LITH DSXW2 LED 40K 20C 350 T4M, 25W LED, 11' & 18' MOUNTING HEIGHT
W4	LITH DSXW1 LED 40K 10C 350 T2S, 13W LED, 12' MOUNTING HEIGHT
GA	96W LED, SURFACE SYMETRIC DOWN LIGHT, FLAT LENS, 18' MOUNTING HEIGHT



SITE LIGHTING PLAN
SCALE: 1" = 50'–0"

APPL. NO. P21-01959 EXHIBIT A-2 DATE 09/07/2021
PLANNING REVIEW BY _____ DATE _____
TRAFFIC ENG. _____ DATE _____
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CITY OF FRESNO DARM DEPT

SITE LIGHTING PLAN
PROJECT NO:21–420

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ISSUE DATE: MARCH, 2021
ARCHITECT REFERENCE NO:
REVISION DATE:
DRAWN: NV
CHECKED: JGM

T.E., Inc.
600 N. RIVERSIDE DRIVE
SUITE #200
RENTON, WA 98057
PHONE: 425–970–3753
FAX: 425–970–3756

DD PACKAGE

FRESNO, CA

COSTCO WHOLESALE

SE–1



APPL. NO. P21-01959 EXHIBIT I DATE 09/07/2021

PLANNING REVIEW BY _____ DATE _____

TRAFFIC ENG. _____ DATE _____

APPROVED BY _____ DATE _____

CITY OF FRESNO DARM DEPT

WUCOLS LEGEND:

VL Very Low Water Use

L Low Water Use

M Moderate Water Use

LANDSCAPE DATA:

Site Coverage
Total Costco Site Area: **22.53 AC** (981,622 Sqft.)

Landscape Area Required: 98,162 Sqft (10% of 981,622 Sqft.)
Landscape Area Provided: 130,525 Sqft (13%)

Shading Requirement:
Required: 50% parking lot shading at 15 years
Provided: 51.3%

Tree Requirement:
Provided: 354 trees on site
Required: 121 trees
Provide one (1) tree for every 2,000 sqft. of building lot coverage
(241,342 sqft. / 2,000 sqft. = 121 trees)

IRRIGATION DESIGN STATEMENT:

The irrigation system will be a water efficient low flow, point source system designed to provide adequate watering to support plant growth and insure deeply rooted plant material while avoiding excess water application. The system will be programmable, allowing operation during late night and or early morning hours, with multiple start times and cycles. The system will interface with a weather based sensor that will adjust the amount of water applied to the plant material based on daily weather conditions. Irrigation materials specified for the site will be selected on the basis of durability and ease of maintenance. Landscape irrigation will comply with the California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO).

Plant Legend

Symbols	Botanical / Common Name	Size	WUCOLS (Water Use Classification of Landscape Species)	Canopy Size (Anticipated Width of Tree Canopy at Maturity)	Qty.	Comments
	Trees					
	Cedrus deodara / Deodar Cedar	24" box	L	24'-0"	26	Matched in size.
	Lagerstroemia hyb. 'Dynamite' / Dynamite (Red) Crape Myrtle	24" box	L	12'-0"	18	Matched Standards
	Lagerstroemia hyb. 'Muskogee' / Muskogee (Lavender) Crape Myrtle	24" box	L	18'-0"	31	Matched Standards
	Quercus coccinea / Scarlet Oak	24" box	M	35'-0"	73	Matched Standards
	Quercus wislizenii / Interior Live Oak	24" box	L	26'-0"	18	Matched Standards
	Ulmus parvifolium 'True Green' / True Green Chinese Elm	24" box	M	35'-0"	119	Matched standards
	Zelkova serrata 'Village Green' / Village Green Japanese Zelkova	24" box	M	35'-0"	69	Matched Standards
	Understory Planting					
	Shrubs					
	Callistemon viminalis 'Little John' / Little John Dwarf Bottlebrush	5 gal.	L			
	Frangula californica 'Eve Case' / Eve Case Coffeeberry	5 gal.	VL			
	Olea europaea 'Montra' / Little Ollie Dwarf Olive	5 gal.	VL			
	Phlomis fruticosa / Jerusalem Sage	5 gal.	L			
	Rhaphiolepis indica 'Pink Dancer' / Pink Dancer Indian Hawthorn	5 gal.	M			
	Rhus ovata / Sugar Bush	5 gal.	L			
	Rosa meidrifora 'Coral Drift' / Coral Drift Shrub Rose	5 gal.	M			
	Rosa meigalpio 'Red Drift' / Red Drift Shrub Rose	5 gal.	M			
	Perennials					
	Dianella revolute 'Little Rev' / Little Rev Dianella	4" pot	L			
	Dietes vegeta 'Variegatum' / Variegated Fortnight Lily	5 gal.	L			
	Lomandra longifloia 'Breeze' / Breeze Mat Rush	1 gal.	M			
	Groundcovers					
	Cotoneaster dammeri 'Coral Beauty' / Coral Beauty Bearberry Cotoneaster	1 gal.	L			
	Lantana hyb. 'Sunburst' / Sunburst (spreading golden yellow) Lantana	1 gal.	L			
	Myoporum parvifolium 'Prostratum' / Prostrate Myoporum	1 gal.	L			
	Rosmarinus o. 'Prostratus' / Prostrate Rosemary	1 gal.	L			
	Ornamental Grasses					
	Festuca mairei / Atlas Fescue	1 gal.	L			
	Muhlenbergia capillaris / Pink Muhly Grass	1 gal.	H			
	Muhlenbergia rigens / Deer Grass	1 gal.	L			
	Right-of-Way/Trail Easement Planting					
	Trees					
	Nyssa sylvatica/ Black Tupelo	15" gal	L	25'-0"	21	Matched Standards
	Pistachia chinensis 'Keith Davey' / Keith Davey Pistache	15" gal	L	30'-0"	39	Matched Standards
	Quercus virginiana / Southern Live Oak	15" gal	L	35'-0"	18	Matched Standards
	Understory Planting					
	Shrubs: (4'-6' ht.)					
	Grevillea r. 'Scarlet Sprite' / Scarlet Sprite Grevellia	5 gal.	L			
	Plumbago auriculata / Cape Plumbago	5 gal.	M			
	Rosmarinus o. 'Tuscan Blue' / Tuscan Blue Rosemary	1 gal.	L			
	Salvia leucantha / Mexican Sage	5 gal.	L			
	Shrubs: (+/- 3' ht.)					
	Baccharis pilularis 'Twin Peaks' / Twin Peaks Coyote Bush	1 gal.	L			
	Callistemon v. 'Little John' / Little John Bottlebrush	5 gal.	L			
	Groundcovers					
	Cotoneaster d. 'Low Fast' / Low Fast Cotoneaster	1 gal.	L			
	Rosmarinus 'Huntington Carpet' / Huntington Carpet Rosemary	1 gal.	L			

DBA # P.296

DB+A
DAVID BABCOCK + ASSOCIATES
ARCHITECTURE LANDSCAPE PLANNING
3581 MT. DIABLO BLVD., SUITE 235
LAFAYETTE, CALIFORNIA 94549
T: 925.283.5070

COSTCO FRESNO

PRELIMINARY LANDSCAPE PLAN

0 25' 50' 100'

SCALE 1"= 50'
JUNE 04, 2021

NORTH

SHEET
L1

Parking Comments Article 24

PC-1: Parking lots and pedestrian area, including landscaped areas, driveways, and loading areas, shall be maintained free of refuse, debris, or other accumulated matter and shall be ket in good repair at all times.

PC-2: Parking per FMC 15-2409, one parking space per 450 square feet o floor area.

PC-3: Accessible Parking, Where parking is provided for the public as clients, guests, or employees, it shall include parking accessible to persons with disabilities in accordance with the standards in Chapter 71, Site Development Requirements for Handicapped Accessibility of Title 24 of the California Code of Regulations.

PC-4: Access to Adjacent Sites. Applicants are encouraged to provide shared vehicle and pedestrian access between adjacent properties for convenience, safety, and efficient circulation. A joint access covenant shall be required.

PC-5: FMC 15-2416: For Parking Lots with 250 Spaces or More. Per the California Building Code or the following, whichever shall provide the greater amount of EV spaces. i.There shall be one vehicle charging station for every 250 spaces.ii.At least one space shall be 15 feet in width. iii. Signage shall clearly state that spaces are to be used for actively charging vehicles only.

PC-6: FMC 15-2417, Access to Major Streets shall be spaced to provide for reasonable access to properties while maximizing traffic safety and traffic flow. Emphasis should be placed on maximizing on-site reciprocal access and minimizing the number of street access points.

PC-7: FMC 2419, Parking Lot Striping. All parking stalls shall be clearly outlined with striping, and all aisles, approach lanes, and turning areas shall be clearly marked with directional arrows and lines as necessary to provide for safe traffic movement.

PC-8: Wheel Stops. Concrete bumper guards or wheel stops shall be provided for all unenclosed parking spaces on a site with four or more unenclosed parking spaces. A six-inch-high concrete curb surrounding a landscape area may be used as a wheel stop, provided that the overhang will not damage or interfere with plant growth or its irrigation. A concrete sidewalk may be used as a wheel stop if the overhang will not reduce the minimum required walkway width.

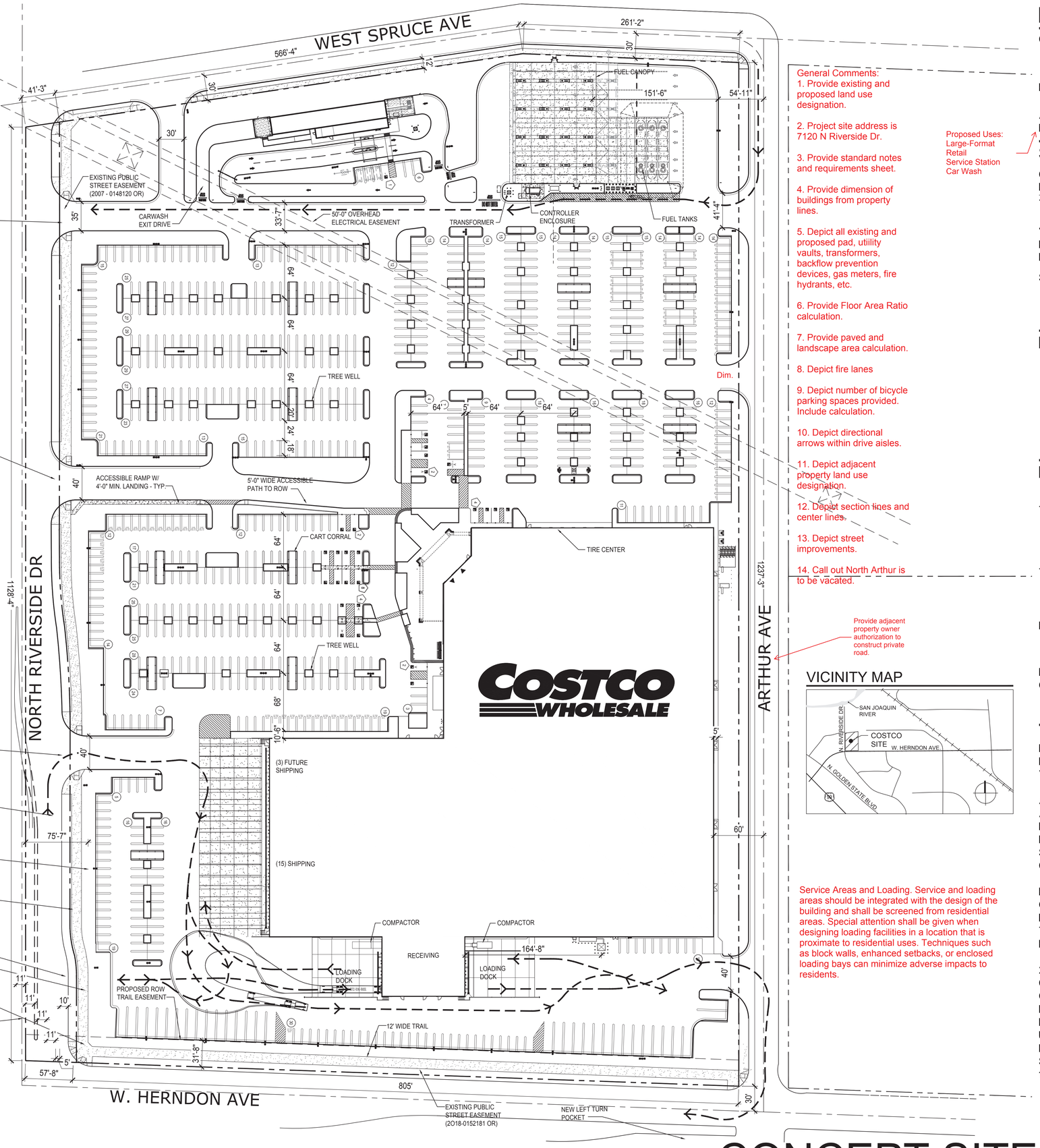
PC-9: Surfacing. All parking areas shall be graded, paved, and improved and all sites shall be properly drained and subject to the approval of the City Engineer. No unpaved area shall be used for parking unless used as Temporary Parking per Section 15-2760.

1.Cross-Grades. Cross-grades shall be designed for slower stormwater flow and to direct stormwater toward landscaping, bio-retention areas, or other water collection/treatment areas.

2.Landscaping Alternative. Up to three feet of the front of a parking space as measured from a line parallel to the direction of the bumper of a vehicle using the space may be landscaped with ground cover plants instead of paving.

3.Permeable Paving. Permeable paving may be used in all overflow parking areas and emergency access-only drives if approved by the Public Works Director.4.Turf Grids/Grassy Pavers. Turf grids/grassy pavers may be installed in areas of low traffic or infrequent use, such as emergency vehicles lanes, if approved by the Fire Department and the Public Works Director.

Parking lot lighting shall, to the maximum extent feasible, be designed and installed so that light and glare is not directed onto residential use areas or adjacent public rights-of-way, consistent with Article 25, Performance Standards. Such parking lot illumination shall be no less than 0.5 foot-candles.



General Comments:
1. Provide existing and proposed land use designation.

2. Project site address is 7120 N Riverside Dr.

3. Provide standard notes and requirements sheet.

4. Provide dimension of buildings from property lines.

5. Depict all existing and proposed pad, utility vaults, transformers, backflow prevention devices, gas meters, fire hydrants, etc.

6. Provide Floor Area Ratio calculation.

7. Provide paved and landscape area calculation.

8. Depict fire lanes

9. Depict number of bicycle parking spaces provided. Include calculation.

10. Depict directional arrows within drive aisles.

11. Depict adjacent property land use designation.

12. Depict section lines and center lines.

13. Depict street improvements.

14. Call out North Arthur is to be vacated.

Proposed Uses:
Large-Format Retail
Service Station
Car Wash

Provide adjacent property owner authorization to construct private road.

VICINITY MAP

Service Areas and Loading. Service and loading areas should be integrated with the design of the building and shall be screened from residential areas. Special attention shall be given when designing loading facilities in a location that is proximate to residential uses. Techniques such as block walls, enhanced setbacks, or enclosed loading bays can minimize adverse impacts to residents.

PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	NEC OF I-35 & NE 36TH ST FRESNO, CA
ACESSOR'S PARCEL NUMBER:	503-020-12

SITE DATA:

COSTCO SITE AREA:	21.20 ACRES (923,869 SF)
FUEL PARCEL AREA:	1.33 ACRES (57,753 SF)
TOTAL SITE AREA	**22.53 ACRES (981,622 SF)**
JURISDICTION:	CITY OF FRESNO
EXISTING ZONING:	CC/EA/cz
PROPOSED ZONING:	CG/cz

SETBACKS:	REQUIRED		ACTUAL	
	FRONT:	TBD	FRONT:	TBD
	SIDE:	TBD	SIDE:	TBD
	REAR:	TBD	REAR:	TBD

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:	219,216 SF
INCLUDES:	
GROSS WAREHOUSE	**167,960 SF**
INCLUDES NET MECHANICAL / FIRE	1,188 SF
INCLUDES OPEN CANOPY	3,233 SF
GROSS MDO	46,834 SF

PARKING DATA:

TOTAL SITE PARKING:	873 STALLS
INCLUDES:	
ⓔ 10' WIDE STALLS	808 STALLS
ⓐ ACCESSIBLE STALLS	25 STALLS
TOTAL RECEIVING PARKING:	40 STALLS
INCLUDES:	
ⓔ 10' WIDE STALLS	40 STALLS
EV STALL PARKING	92 STALLS

NUMBER OF STALLS PER 1000 SF OF BUILDING AREA:	3.98 STALLS
12' WIDE TRAILER PARKING	33 STALLS

NOTES:
EXISTING CONDITIONS TO BE FIELD VERIFIED.

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

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

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

0 25' 50' 100'
1" = 50'-0"

COSTCO WHOLESALE
FRESNO, CA

1101 Second Ave, Ste 100
Seattle, WA 98101
206 962 6500
MG2.com
MG2

NOVEMBER 14, 2023

CONCEPT SITE PLAN

D11-34

CONCEPT SITE PLAN

FRESNO. CALIFORNIA

NOVEMBER 14. 2023

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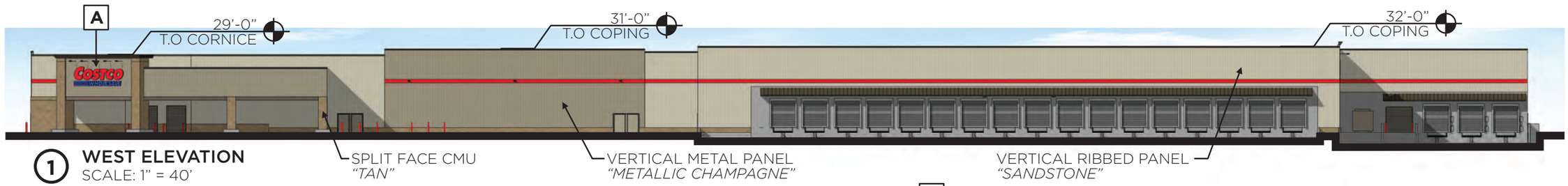
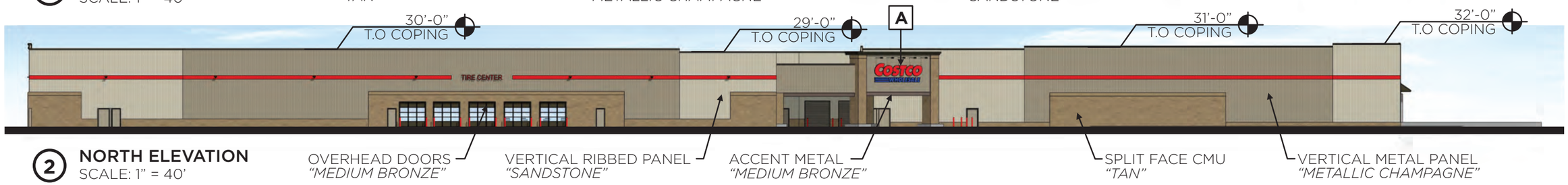
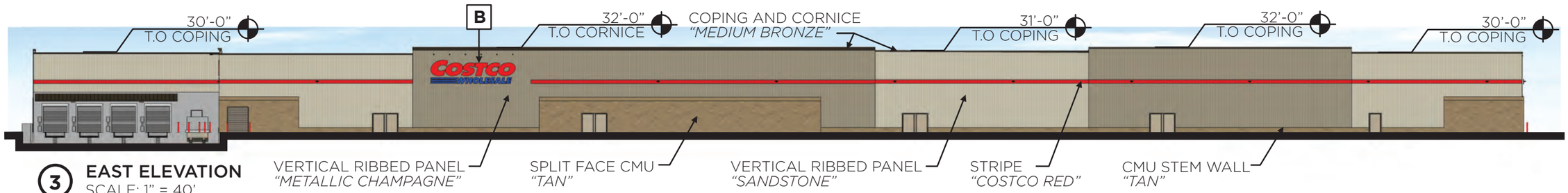


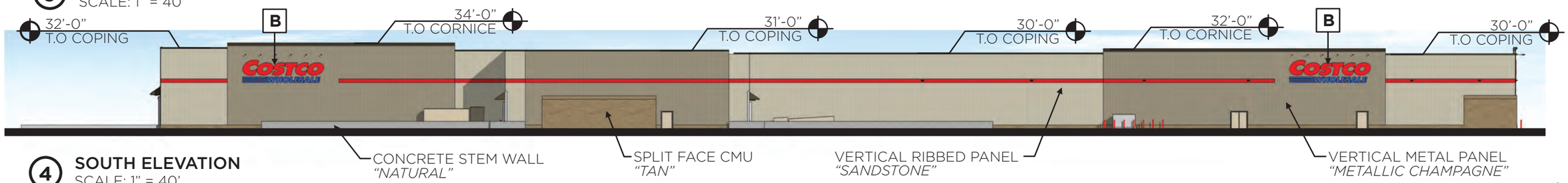
1 WEST ELEVATION
SCALE: 1" = 40'



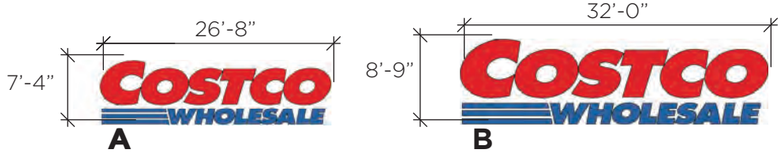
2 NORTH ELEVATION
SCALE: 1" = 40'



3 EAST ELEVATION
SCALE: 1" = 40'



4 SOUTH ELEVATION
SCALE: 1" = 40'



5 SIGN PACKAGE

SIGN TABLE

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



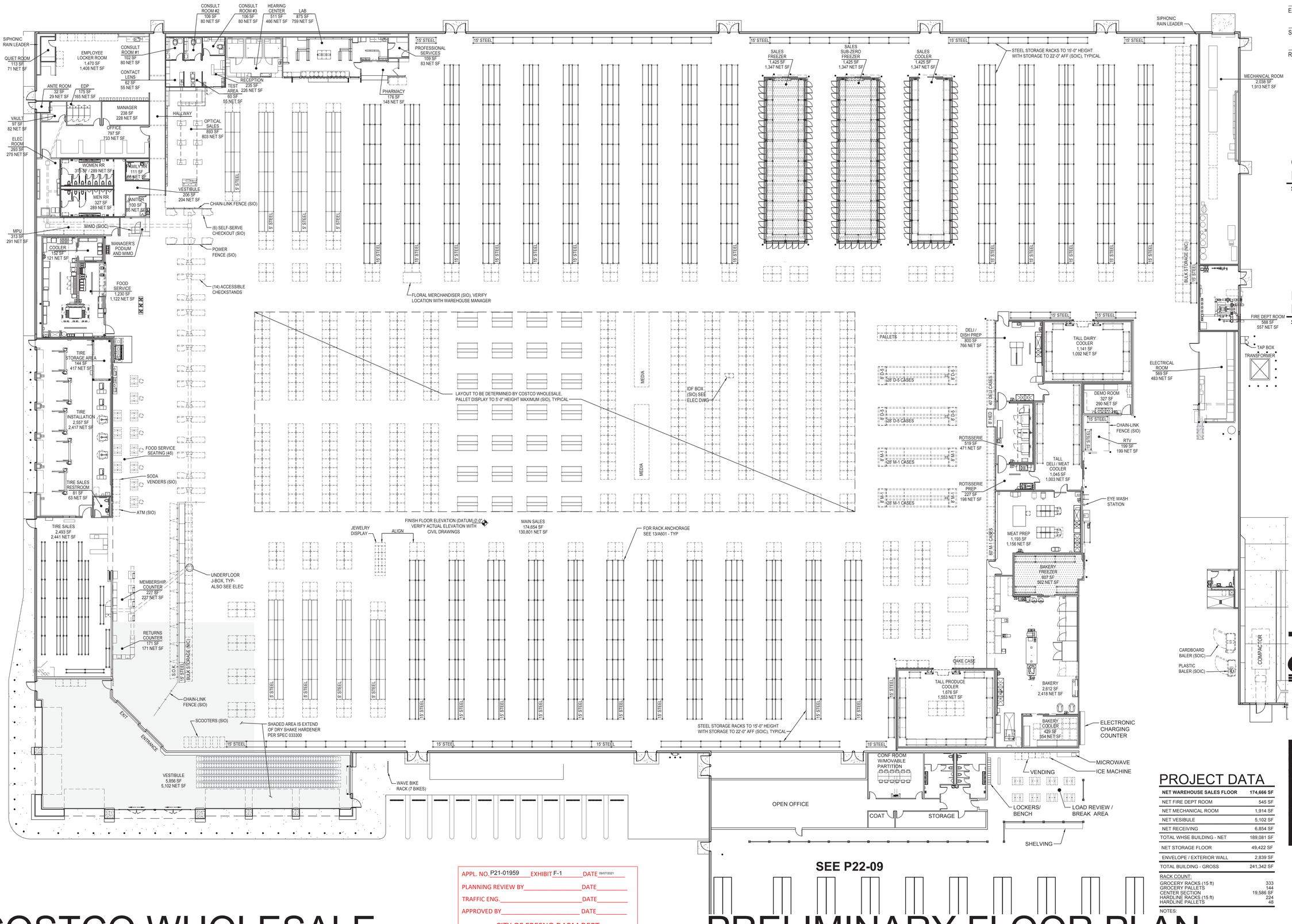
6 ENTRY CANOPY ELEVATION

MG2

NOVEMBER 14, 2023
PROJECT# 21-5566-01
FRESNO, CA
PG: 1

CONCEPT WAREHOUSE ELEVATIONS

Building Articulation. All street-facing façades, including freeway-facing façades, must include at least one projection or recess at least two feet in depth for every 25 horizontal feet of wall.



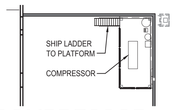
APPROVED BY:

PRESIDENT DATE:

EXECUTIVE VP DATE:

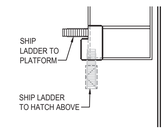
SENIOR VP DATE:

REGIONAL VP DATE:



COMPRESSOR PLATFORM

SCALE: 1/16" = 1'-0"



EQUIPMENT PLATFORM

SCALE: 1/16" = 1'-0"

0 8' 16' 32'

1/16" = 1'-0"

APPL. NO. P21-01959 EXHIBIT F-1 DATE 09/07/2021

PLANNING REVIEW BY _____ DATE _____

TRAFFIC ENG. _____ DATE _____

APPROVED BY _____ DATE _____

CITY OF FRESNO DARM DEPT

COSTCO WHOLESALE

PRELIMINARY FLOOR PLAN

MAY 25, 2021

PROJECT DATA

NET WAREHOUSE SALES FLOOR	**174,666 SF**
NET FIRE DEPT ROOM	545 SF
NET MECHANICAL ROOM	1,914 SF
NET VESIBULE	5,102 SF
NET RECEIVING	6,854 SF
TOTAL WHSE BUILDING - NET	189,081 SF
NET STORAGE FLOOR	49,422 SF
ENVELOPE / EXTERIOR WALL	2,839 SF
TOTAL BUILDING - GROSS	241,342 SF

RACK COUNT:

GROCERY RACKS (15 ft)	333
GROCERY PALLETS	144
CENTER SECTION	19,586 SF
HARDLINE RACKS (15 ft)	224
HARDLINE PALLETS	48

NOTES:

1101 Second Ave, Ste 100
Seattle, WA 98101
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21-5528-01
MAY 25, 2021

PRELIMINARY FLOOR PLAN

P21-09

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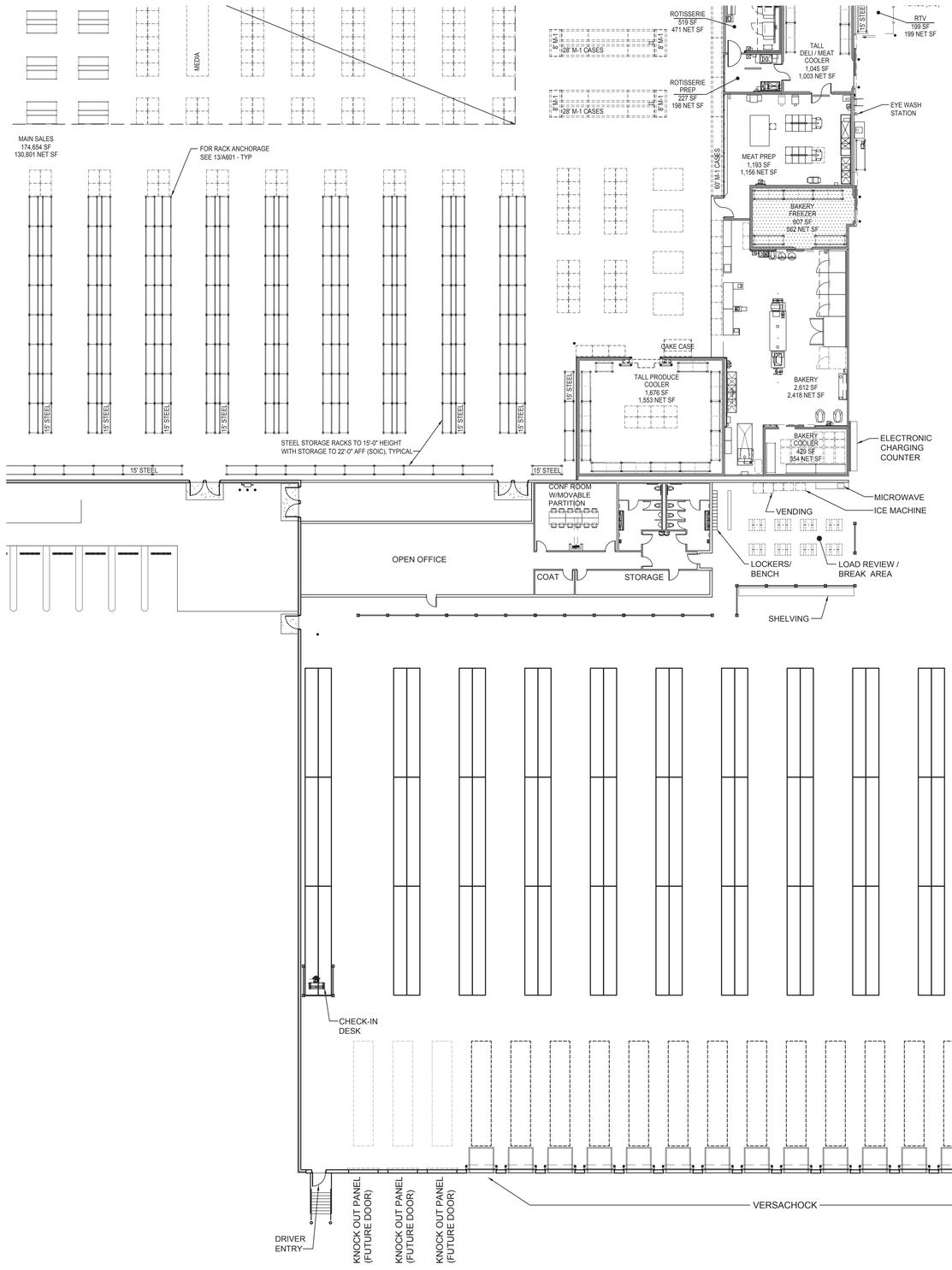

APPROVED BY:

PRESIDENT	DATE:
EXECUTIVE VP	DATE:
SENIOR VP	DATE:
REGIONAL VP	DATE:

0 8' 16' 32'
1/16" = 1'-0"

APPL. NO. P21-01959 EXHIBIT F-2 DATE 09/07/2021
PLANNING REVIEW BY _____ DATE _____
TRAFFIC ENG. _____ DATE _____
APPROVED BY _____ DATE _____
CITY OF FRESNO DARM DEPT

PROJECT DATA

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NET FIRE DEPT ROOM	545 SF
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TOTAL WHSE BUILDING - NET	189,081 SF
NET STORAGE FLOOR	49,422 SF
ENVELOPE / EXTERIOR WALL	2,839 SF
TOTAL BUILDING - GROSS	241,342 SF

DOOR COUNT:

DOCK DOORS	15
RECEIVING DOOR	2
HAUL AWAY DOOR	1
KNOCK-OUT PANELS	3

NOTES:

1101 Second Ave, Ste 100
Seattle, WA 98101
206 962 6500
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21-5528-01
MAY 25, 2021

PRELIMINARY
FLOOR PLAN

P22-09

COSTCO WHOLESALE

PRELIMINARY FLOOR PLAN

MAY 25, 2021

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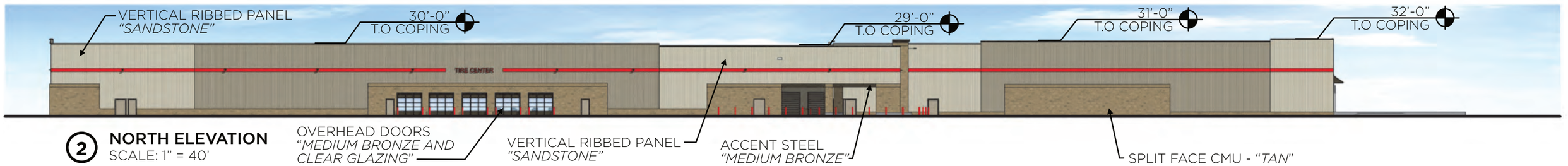
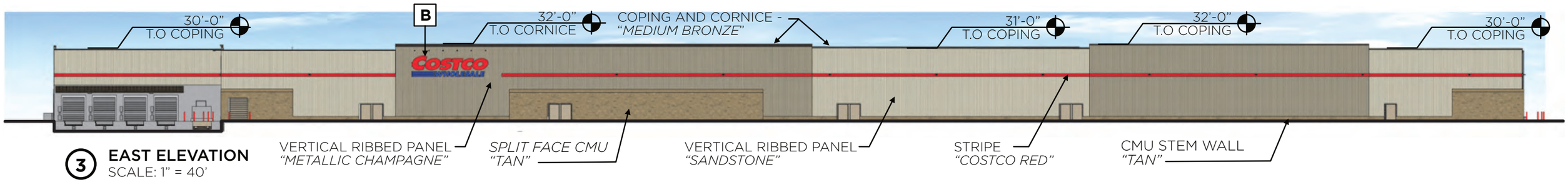
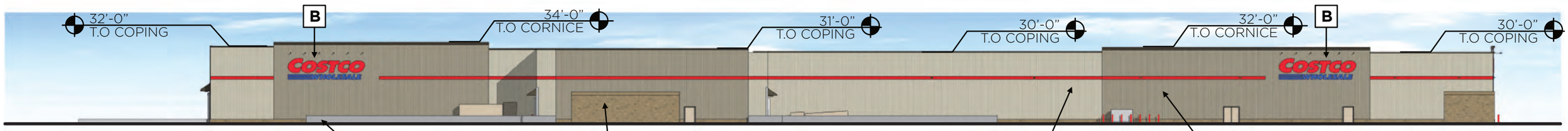
1 WEST ELEVATION
SCALE: 1" = 40'



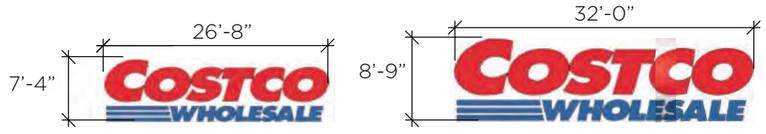
2 NORTH ELEVATION
SCALE: 1" = 40'



3 EAST ELEVATION
SCALE: 1" = 40'

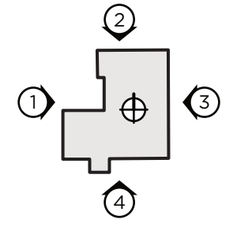


4 SOUTH ELEVATION
SCALE: 1" = 40'



SIGN TABLE

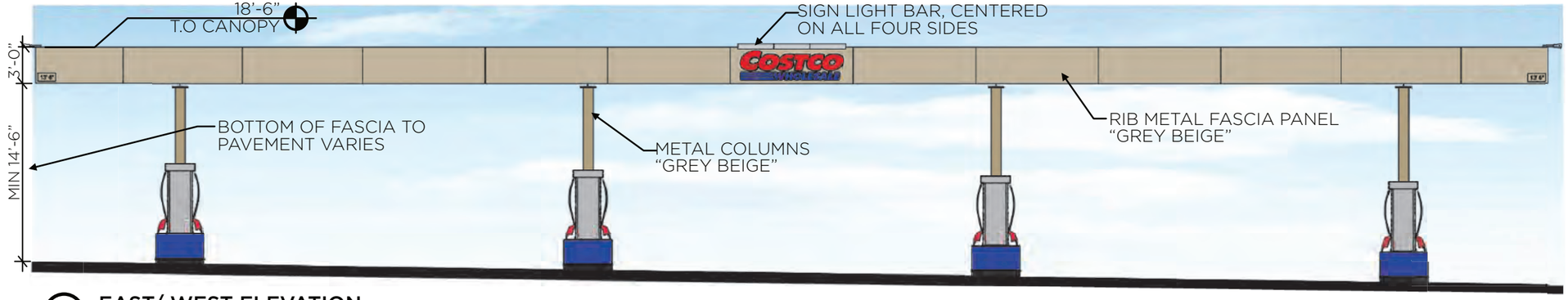
IDENTITY	*QUANTITY*	*SIGN*	*SIZE*	*AREA (EACH)*	*TOTAL SF*
A	1	COSTCO WHOLESALE	5'-0" C	175 SF	***175 SF***
B	3	COSTCO WHOLESALE	6'-0" C	280 SF	***840 SF***
			TOTAL SIGN AREA:		**998 SF**



APPL. NO. P21-01959 EXHIBIT E-1 DATE 09/07/2021
PLANNING REVIEW BY _____ DATE _____
TRAFFIC ENG. _____ DATE _____
APPROVED BY _____ DATE _____
CITY OF FRESNO DARM DEPT

01

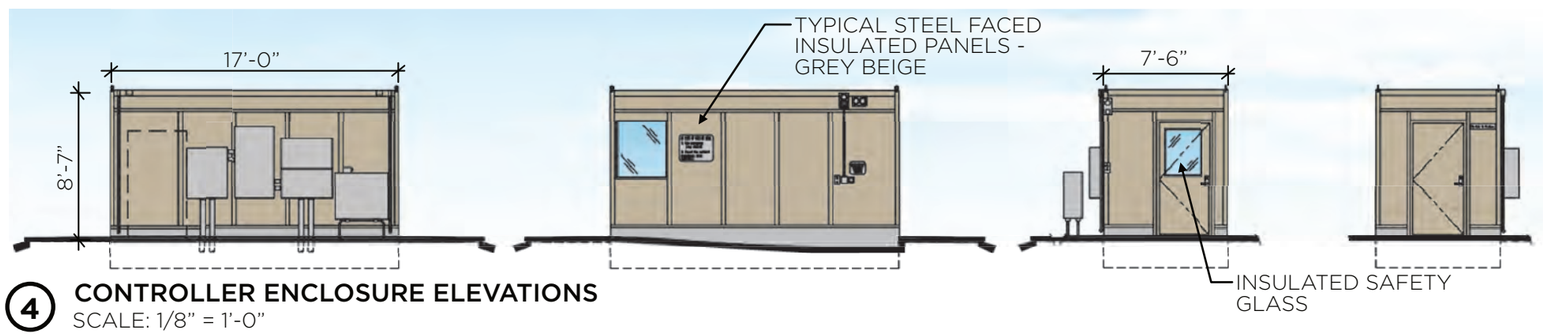
CONCEPT WAREHOUSE ELEVATIONS



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



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



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

APPL. NO. P21-01959 EXHIBIT E-2 DATE 09/07/2021

PLANNING REVIEW BY _____ DATE _____

TRAFFIC ENG. _____ DATE _____

APPROVED BY _____ DATE _____

CITY OF FRESNO DARM DEPT

SIGN TABLE

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

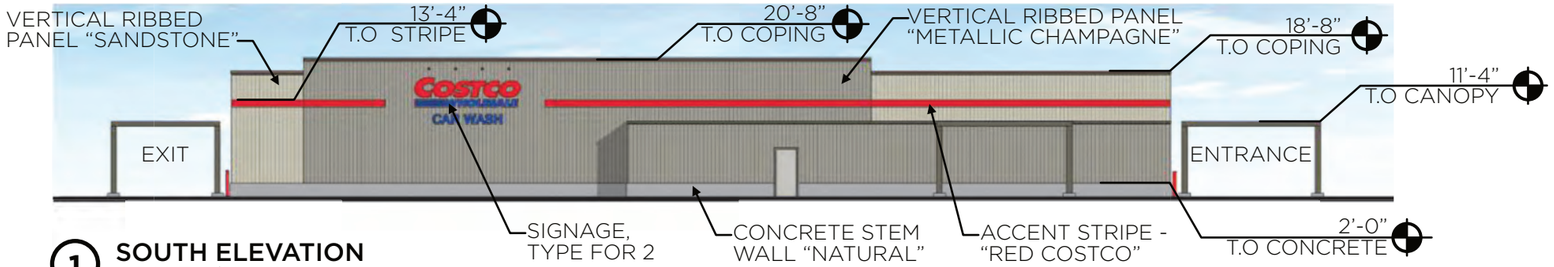


5 CANOPY SIGNS
SCALE: 1/4" = 1'-0"

MG2

JUNE 3, 2021
PROJECT# 21-5556-01
FRESNO, CA

CONCEPT FUEL ELEVATIONS



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

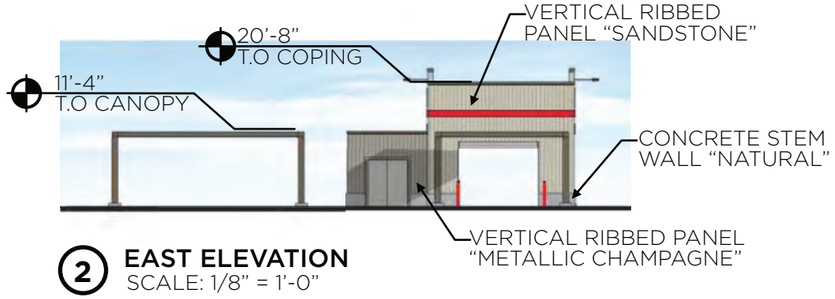
APPL. NO. P21-01959 EXHIBIT E-3 DATE 09/07/2021

PLANNING REVIEW BY _____ DATE _____

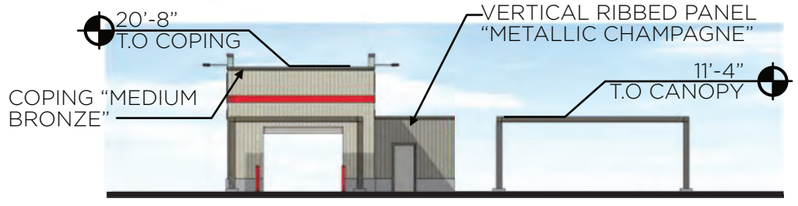
TRAFFIC ENG. _____ DATE _____

APPROVED BY _____ DATE _____

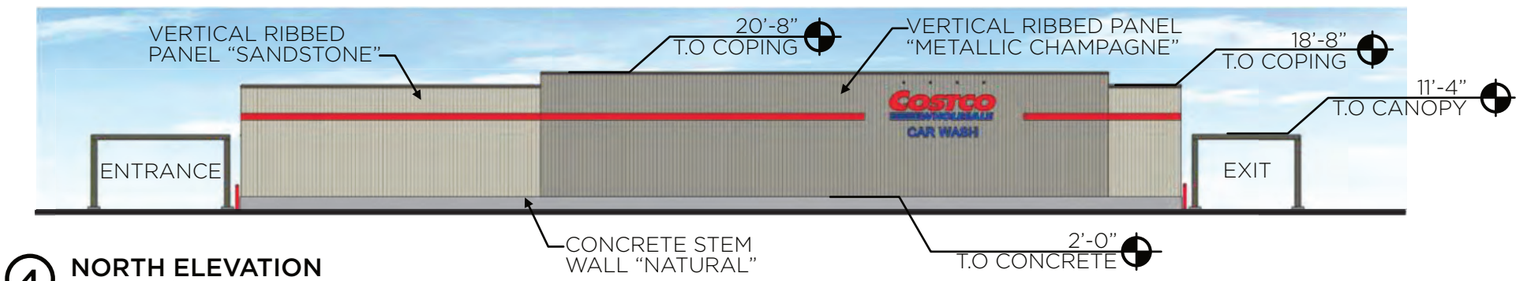
CITY OF FRESNO DARM DEPT



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



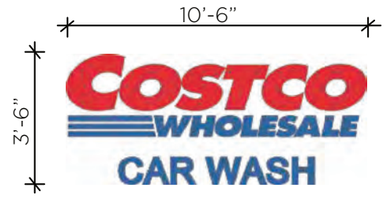
3 WEST ELEVATION
SCALE: 1/8" = 1'-0"



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

SIGN TABLE

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



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

MG2

JUNE 3, 2021
PROJECT# 21-5556-01
FRESNO, CA

CONCEPT CAR WASH ELEVATIONS

COSTCO WHOLESALE



MG2

JUNE 3, 2021
PROJECT# 21-5556-01
FRESNO, CA

NORTHWEST PERSPECTIVE

COSTCO WHOLESALE



MG2

JUNE 3, 2021
PROJECT# 21-5556-01
FRESNO, CA

ENTRY CANOPY PERSPECTIVE

COSTCO WHOLESALE



MG2

JUNE 3, 2021
PROJECT# 21-5556-01
FRESNO, CA

NORTHEAST PERSPECTIVE

COSTCO WHOLESALE



MG2

JUNE 3, 2021
PROJECT# 21-5556-01
FRESNO, CA

SOUTHEAST PERSPECTIVE

COSTCO WHOLESALE


3699


Pickup
Walmart


DICK'S
SPORTING GOODS


TARGET

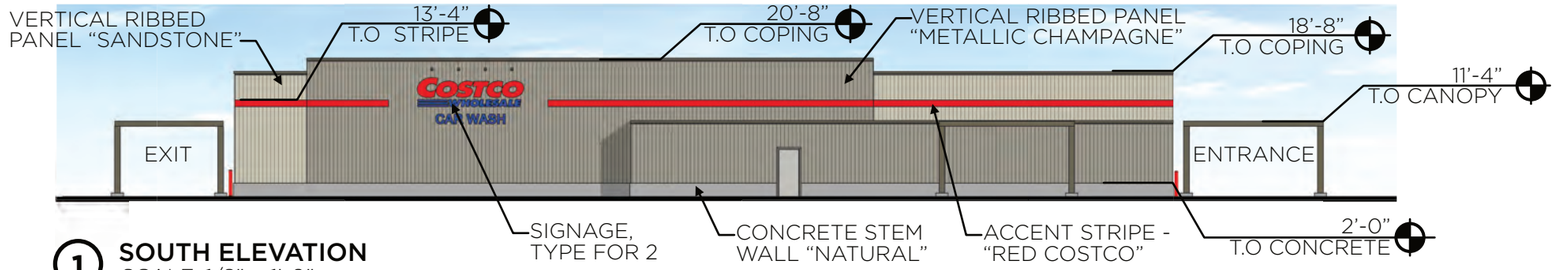

OLD NAVY


6793
DRIVE THRU
PANERA
BREAD

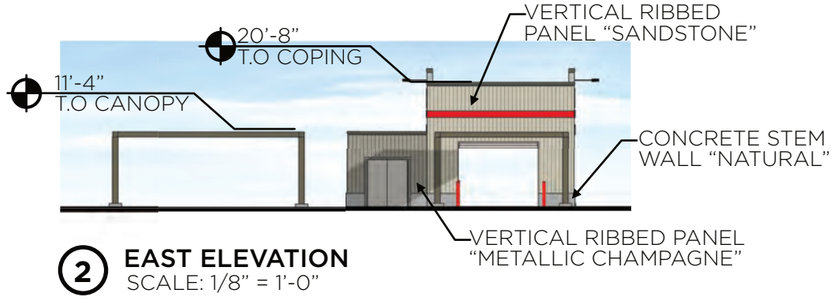



TIRE CENTER
COSTCO
WHOLESALE

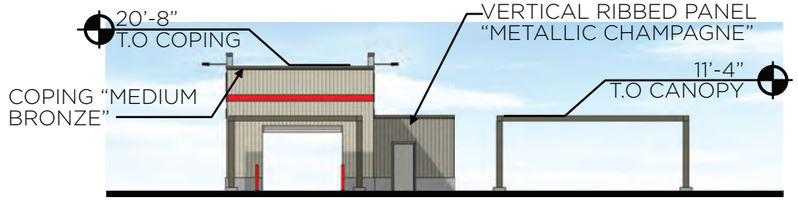
CONTEXT



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



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



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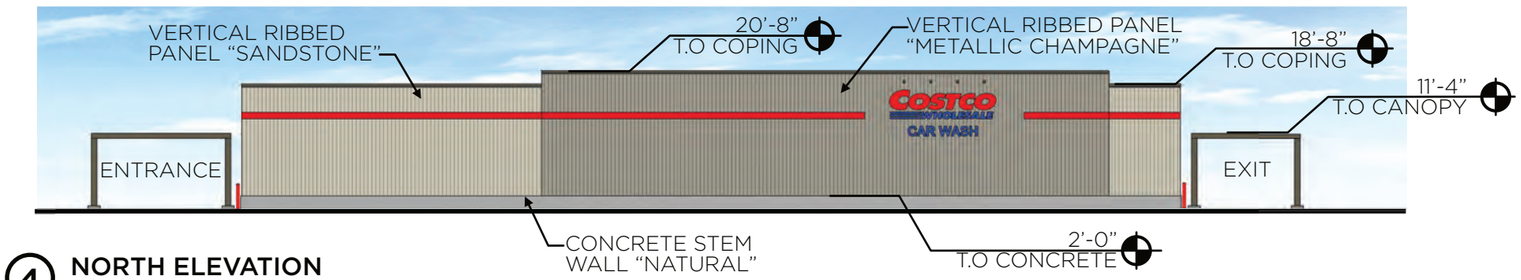
SCALE: 1/8" = 1'-0"



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

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		TOTAL SIGN AREA:		**74 SF**



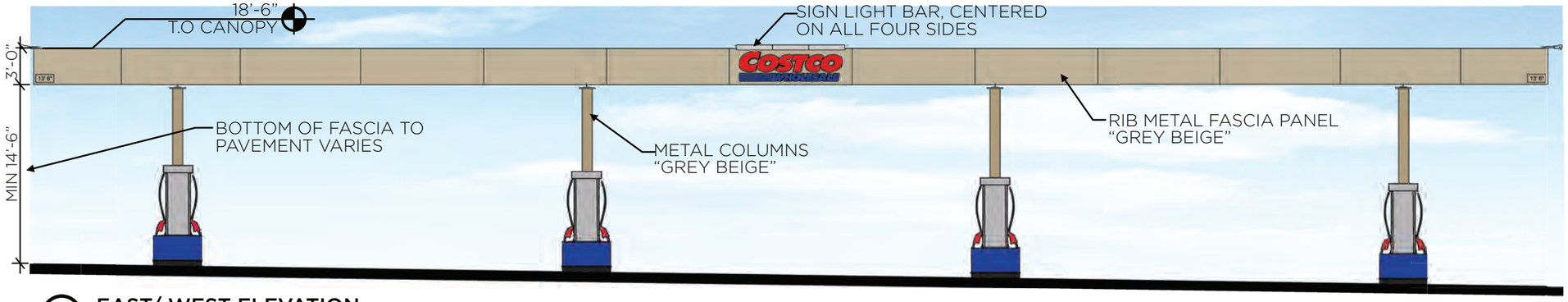
5 SIGNS
SCALE: 1/4" = 1'-0"

MG2

MARCH 17, 2021
PROJECT # 21-5556-01
FRESNO, CA

CONCEPT CAR WASH ELEVATIONS

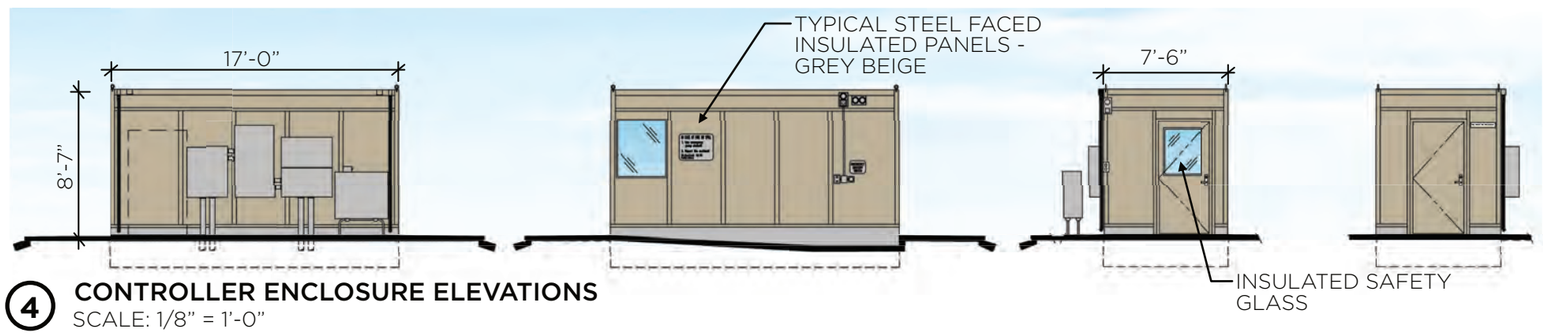
COSTCO WHOLESALE



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



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



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

SIGN TABLE

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



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

MG2

MARCH 17, 2021
PROJECT # 21-5556-01
FRESNO, CA

CONCEPT FUEL ELEVATIONS



APPL. NO. P21-01959 EXHIBIT I DATE 09/07/2021

PLANNING REVIEW BY _____ DATE _____

TRAFFIC ENG. _____ DATE _____

APPROVED BY _____ DATE _____

CITY OF FRESNO DARM DEPT

WUCOLS LEGEND:

VL Very Low Water Use

L Low Water Use

M Moderate Water Use

LANDSCAPE DATA:

Site Coverage
Total Costco Site Area: **22.53 AC** (981,622 Sqft.)

Landscape Area Required: 98,162 Sqft (10% of 981,622 Sqft.)
Landscape Area Provided: 130,525 Sqft (13%)

Shading Requirement:
Required: 50% parking lot shading at 15 years
Provided: 51.3%

Tree Requirement:
Provided: 354 trees on site
Required: 121 trees
Provide one (1) tree for every 2,000 sqft. of building lot coverage
(241,342 sqft. / 2,000 sqft. = 121 trees)

IRRIGATION DESIGN STATEMENT:

The irrigation system will be a water efficient low flow, point source system designed to provide adequate watering to support plant growth and insure deeply rooted plant material while avoiding excess water application. The system will be programmable, allowing operation during late night and or early morning hours, with multiple start times and cycles. The system will interface with a weather based sensor that will adjust the amount of water applied to the plant material based on daily weather conditions. Irrigation materials specified for the site will be selected on the basis of durability and ease of maintenance. Landscape irrigation will comply with the California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO).

Plant Legend

Symbols	Botanical / Common Name	Size	WUCOLS (Water Use Classification of Landscape Species)	Canopy Size (Anticipated Width of Tree Canopy at Maturity)	Qty.	Comments
	Trees					
	Cedrus deodara / Deodar Cedar	24" box	L	24'-0"	26	Matched in size.
	Lagerstroemia hyb. 'Dynamite' / Dynamite (Red) Crape Myrtle	24" box	L	12'-0"	18	Matched Standards
	Lagerstroemia hyb. 'Muskogee' / Muskogee (Lavender) Crape Myrtle	24" box	L	18'-0"	31	Matched Standards
	Quercus coccinea / Scarlet Oak	24" box	M	35'-0"	73	Matched Standards
	Quercus wislizenii / Interior Live Oak	24" box	L	26'-0"	18	Matched Standards
	Ulmus parvifolium 'True Green' / True Green Chinese Elm	24" box	M	35'-0"	119	Matched standards
	Zelkova serrata 'Village Green' / Village Green Japanese Zelkova	24" box	M	35'-0"	69	Matched Standards
	Understory Planting					
	Shrubs					
	Callistemon viminalis 'Little John' / Little John Dwarf Bottlebrush	5 gal.	L			
	Frangula californica 'Eve Case' / Eve Case Coffeeberry	5 gal.	VL			
	Olea europaea 'Montra' / Little Ollie Dwarf Olive	5 gal.	VL			
	Phlomis fruticosa / Jerusalem Sage	5 gal.	L			
	Rhaphiolepis indica 'Pink Dancer' / Pink Dancer Indian Hawthorn	5 gal.	M			
	Rhus ovata / Sugar Bush	5 gal.	L			
	Rosa meidrifora 'Coral Drift' / Coral Drift Shrub Rose	5 gal.	M			
	Rosa meigalpio 'Red Drift' / Red Drift Shrub Rose	5 gal.	M			
	Perennials					
	Dianella revolute 'Little Rev' / Little Rev Dianella	4" pot	L			
	Dietes vegeta 'Variegatum' / Variegated Fortnight Lily	5 gal.	L			
	Lomandra longifloia 'Breeze' / Breeze Mat Rush	1 gal.	M			
	Groundcovers					
	Cotoneaster dammeri 'Coral Beauty' / Coral Beauty Bearberry Cotoneaster	1 gal.	L			
	Lantana hyb. 'Sunburst' / Sunburst (spreading golden yellow) Lantana	1 gal.	L			
	Myoporum parvifolium 'Prostratum' / Prostrate Myoporum	1 gal.	L			
	Rosmarinus o. 'Prostratus' / Prostrate Rosemary	1 gal.	L			
	Ornamental Grasses					
	Festuca mairei / Atlas Fescue	1 gal.	L			
	Muhlenbergia capillaris / Pink Muhly Grass	1 gal.	H			
	Muhlenbergia rigens / Deer Grass	1 gal.	L			
	Right-of-Way/Trail Easement Planting					
	Trees					
	Nyssa sylvatica/ Black Tupelo	15" gal	L	25'-0"	21	Matched Standards
	Pistachia chinensis 'Keith Davey' / Keith Davey Pistache	15" gal	L	30'-0"	39	Matched Standards
	Quercus virginiana / Southern Live Oak	15" gal	L	35'-0"	18	Matched Standards
	Understory Planting					
	Shrubs: (4'-6' ht.)					
	Grevillea r. 'Scarlet Sprite' / Scarlet Sprite Grevellia	5 gal.	L			
	Plumbago auriculata / Cape Plumbago	5 gal.	M			
	Rosmarinus o. 'Tuscan Blue' / Tuscan Blue Rosemary	1 gal.	L			
	Salvia leucantha / Mexican Sage	5 gal.	L			
	Shrubs: (+/- 3' ht.)					
	Baccharis pilularis 'Twin Peaks' / Twin Peaks Coyote Bush	1 gal.	L			
	Callistemon v. 'Little John' / Little John Bottlebrush	5 gal.	L			
	Groundcovers					
	Cotoneaster d. 'Low Fast' / Low Fast Cotoneaster	1 gal.	L			
	Rosmarinus 'Huntington Carpet' / Huntington Carpet Rosemary	1 gal.	L			

DBA # P.296

DB+A
DAVID BABCOCK + ASSOCIATES
ARCHITECTURE LANDSCAPE PLANNING
3581 MT. DIABLO BLVD., SUITE 235
LAFAYETTE, CALIFORNIA 94549
T: 925.283.5070

COSTCO FRESNO

PRELIMINARY LANDSCAPE PLAN

0 25' 50' 100'

SCALE 1"= 50'
JUNE 04, 2021

NORTH

SHEET
L1

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Project Description and Operational Statement
Costco Warehouse, Fuel Station, and Carwash
7120 N. Riverside Drive, Fresno, CA 93722

Costco Wholesale (Costco) is pleased to submit this letter requesting land use approval for the construction of a new Costco retail warehouse, gas station, and car wash and the creation of two parcels through a tentative parcel map subdivision (collectively, the project). The project site is located at the northeast corner of the intersection of West Herndon Avenue and North Riverside Boulevard, encompassing a single parcel.

This letter serves as the Operational Statement (per the City of Fresno's Submittal Requirements for Development Applications checklist) and project description for the purposes of environmental review pursuant to the California Environmental Quality Act. The application for the project is seeking the following entitlements:

- A Development Permit per Section 15-52 of the Fresno Municipal Code to establish a new use within the CG (Commercial-General) Zone
- A conditional use permit (CUP) per Table 15-1202 in Section 15-1202 to establish a Large-Format Retail, Service Station, and Car Wash within the CC zone
- A CUP per Section 15-2706 to establish a new use including the sale of alcoholic beverages for off-site consumption
- A General Plan Amendment and rezoning to reclassify the portion of West Herndon Avenue fronting the project site from Expressway to Superarterial, to change the site's General Plan Land Use Designation from Community Commercial to General Commercial, and to change the site's zoning designation from CC (Commercial – Community) to CG (Commercial General)
- A Planned Development Permit per Section 15-59 of the Fresno Municipal Code to allow variation from the standards for parking lot lighting in Section 15-2015
- Approval of a Parcel Map for the subdivision of the existing parcel into two resultant parcels

PROJECT OBJECTIVES

- Construct and operate a new Costco warehouse that serves the local community with goods and services from both nationally known businesses and regional and local businesses.
- Reduce energy consumption by incorporating sustainable design features and systems with enhanced energy efficiencies meeting State and federal code requirements.
- Provide a Costco warehouse in a location that is convenient for its members, the community, and employees to travel to shop and work

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- Provide a state-of-the-art Costco warehouse to better serve the membership in the greater Fresno area including members using Costco's home and/or business delivery service
- Meet member demand for high-quality gasoline at a fair price via a new fuel facility developed in conjunction with the proposed warehouse.
- Enhance the area with a warehouse whose architecture is designed to be responsive to the Northwest Fresno area design context and sensitive to the adjacent community, future development(s) and compatible with the need for a new warehouse in this market area.
- Continue and increase contribution to the City's tax base by through Costco sales tax revenues.
- Expand the space available for integrated retail sales of goods and services in the Fresno market
- Minimize circulation conflicts between automobiles and pedestrians.
- Provide a Costco warehouse in a location that is serviced by adequate existing infrastructure including roadways and utilities.
- Develop a Costco warehouse that is large enough to accommodate all the uses and services Costco provides to its members elsewhere.

PROJECT SITE

LOCATION AND VICINITY

The project site is located at the northeast corner of the intersection of W. Herndon Ave. and N. Riverside Boulevard in the city of Fresno. The site is currently composed of a single parcel, bordered by W. Spruce Avenue to the north, the right-of-way (currently unbuilt, named Arthur Ave.) to the east, W. Herndon Ave. to the south, and N. Riverside Blvd to the east. The site's address is 7120 N. Riverside Dr. and the assessor's parcel number (APN) is 50302012.

Local access to the site is provided by W. Herndon Ave, W. Spruce Ave. and N. Riverside Blvd., while regional access is provided by State Route (SR) 99, via the W. Herndon Ave. interchange approximately one-half mile to the southwest. Surrounding land uses include a residential neighborhood to the west, a public golf course to the north, a self-storage facility to the east, and a large-scale retail development to the south.

EXISTING CONDITIONS

The project site is currently undeveloped and largely covered in bare dirt, with sparse growths of grasses and shrub. The parcel that composes the project site is roughly rectangular and has an approximate area of 22.4 acres.

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General Plan and Zoning

The City of Fresno's General Plan assigns the site the land use designation of Community Commercial. The zoning designation for the site is CC (Commercial – Community).

PROPOSED DEVELOPMENT

A description of the project, including the proposed development characteristics, circulation and parking, landscaping and streetscape, utilities and infrastructure improvements, and demolition and site preparation is provided below.

Costco Development

The warehouse retail store's maximum building footprint will be approximately 242,000 square feet, including mechanical spaces, vestibules, and other non-usable floor area. Approximately 57,000 square feet of the floor area is reserved for storage and receiving.The net sales floor area of approximately 185,000 square feet will include, without limitation, tire sales and installation, motor vehicle fuel sales, optical exams and optical sales, photo center and processing, hearing aid testing and sales, food service preparation and sales, meat preparation and sales, bakery and sales of baked goods, alcohol sales, propane refueling and sales adjacent to tire sales and installation facility, and an automated carwash. Temporary outdoor sales may occur within the parking field adjacent to the warehouse for seasonal sales, such as Christmas trees from late November through December. In addition to the general sales floor, the southwest portion of the warehouse will contain an approximately 50,000 square foot area for receiving, storing, and loading items for Costco's home delivery program. A car wash and fuel facility are also proposed on the northern portion of the site.

Fuel Facility and Car Wash

The members-only Costco fuel facility proposed will include a +/-11,500 square-foot canopy and a +/-125 square-foot controller enclosure that will be located on the southern portion of the planting island of the fuel station to house the control equipment. The controller enclosure would be built with steel walls and finished with paint to match the warehouse building colors. There would be four covered fueling bays, each with four two-sided fuel dispensers so as to provide for the fueling of eight cars at each island for a total of 32 fueling positions. The fueling station would also have 8 stacking lanes, allowing approximately 40 cars to wait for pumps at any given time in addition to the 32 cars at the dispensers. The dispensers would be fully automated and self-service. A Costco attendant would be present at all times of operation to oversee operations and assist members. Four underground fuel tanks would also be installed at the southern edge of the gas station. Lights would be recessed into the canopy to provide both lighting during operating hours and a lower level of security lighting after hours.

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The warehouse design is proposed to be contemporary and will set the standard for large format retail facades with variety of massing and appropriate materials for the building. By combining concrete architectural metal panels, Costco intends to create a scale and architectural interest to minimize the visual impact of a large retail warehouse. By use of design techniques such as the location of building materials, landscaping, and the incorporation of varying parapet cap heights, Costco can successfully break the long elevations both horizontally vertically. The technique of breaking a long elevation into smaller elements with varied materials and colors is used to create a more pedestrian-friendly scale in the proposed design. The proposed colors are warm natural earth tones, which will relate to the proposed surrounding development by utilizing similar building materials and architectural detailing.

The project will also include a Costco members-only automated carwash. The car wash structure will be +/- 4,800 square feet. The car wash facility will include only the automated car wash within the structure. No self-service car vacuum stations will be provided.

Site Access

The project site will have multiple points of access. Along N. Riverside Dr., the project proposes the primary entrance to the warehouse with a full-service driveway aligned with W. Fir Dr. This proposal will include upgrading the intersection of W. Fir Dr., N. Riverside Dr., and the Costco driveway to a signalized intersection. Two additional right-in/right-out driveways along N. Riverside Dr. will provide secondary vehicle access to the site. Along the right-of-way (currently named Arthur Ave) at the eastern edge of the project site, two additional right-in/right-out driveways are proposed for customer access and a third driveway along this right-of-way near the southern boundary of the project site will provide delivery, service, and emergency vehicle access. The primary truck access route, as shown on the site plan, is the southernmost driveway along the Arthur Ave. right-of-way, with a secondary truck route utilizing the southernmost driveway along N. Riverside Dr. No vehicle access points are proposed along W. Herndon Ave. nor W. Spruce Ave.

Loading

The Costco truck loading dock is located at on the southern facade of the building. This dual sided loading dock allows trucks convenient access to loading positions with minimal maneuvering. The bay doors will be equipped with sealed gaskets to limit noise impacts. A smaller on grade door is also located on the south side of the building. This door is to receive bread delivery and Federal Express type trucks. A transformer and two trash compactors will also be located along the south edge of the building. Dense landscape material will provide visual screening for these service areas when viewed from W. Herndon Ave.

In addition to the full-size truck loading dock on the south side of the building, the southwestern portion of the building will also accommodate the loading of small box trucks for Costco's online order and delivery service. Goods ordered online by Costco members will be delivered to the

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warehouse along with normal warehouse stock in full-size trucks. The southwestern portion of the warehouse contains space for receiving, sorting, and storing goods ordered online. When ready for delivery, these items will be loaded on to box trucks at one of the loading spaces on the western façade. Similar to the full-size truck loading area, the bay doors for this loading area will be equipped with sealed gaskets to limit noise impacts.

Parking

The project proposes 829 total parking stalls for Costco members and employees, which exceeds the City of Fresno parking requirements for the project. These parking stalls include a total of 18 accessible spaces, 2 accessible van spaces, and 53 electric vehicle parking stalls, in compliance with City and Americans with Disabilities Act (ADA) requirements.

Landscaping

The landscape plan includes a mix of climate adapted shrubs and grasses, and a variety of shade trees. The landscape design has incorporated a generous perimeter buffer which includes evergreen and deciduous trees and shrubs to enhance the streetscape. The proposed trees and landscaping will exceed the City's requirement that 50 percent of the parking lot be shaded within years; the provided landscaping will shade at least 52 percent of the parking lot in 15 years. Additionally, the proposed landscaping represents 10 percent of the total project area and provides 355 trees, which meets or exceeds the City's requirements of 10 percent of total project area and 121 trees, respectively.

Utility Improvements

Costco will construct utility improvements within the site to service the proposed uses and connect to available utilities adjacent to the project site. Water and sewer service will be provided by the City of Fresno Department of Public Utilities via existing facilities located in the N. Riverside Dr. right-of-way. Stormwater from the site will be directed to existing Fresno Municipal Flood Control District drainage facilities in N. Riverside Dr., W. Spruce Ave., and W. Herndon Ave.

Off-site Improvements

As mentioned in the Site Access section above, the project proposes to install a traffic signal at the intersection of W. Fir Ave., N. Riverside Dr., and the main Costco driveway. Additional roadway improvements include:

- The construction of a private right-of-way (currently named Arthur Ave.) running along the eastern boundary of the project site
- Improvements to the intersection of W. Herndon Ave. and N. Riverside Blvd as determined by the traffic study

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- The construction of pedestrian and bicycle facilities along the project's frontage with W. Herndon Ave. and N. Riverside Dr.

A traffic study will determine the precise design of the above-mentioned improvements and may identify additional necessary off-site roadway improvements. Additionally, the project will install off-site sewer, water, and storm drain improvements deemed necessary for the operation of the project.

Costco Operations and Security Measures

It is anticipated that the proposed Costco facilities will employ approximately 165 to 175 employees. The exact number of visitors are not yet known but will be studied in detail as part of the traffic impact study.

Costco Wholesale facilities are operated on a membership-only basis. The warehouse hours are anticipated to be Monday through Friday from 9:00 am to 8:30 p.m., and Saturday and Sunday from 9:00 am to 7:00 pm. The fuel station will operate from 5:00 am to 10:00 pm daily and. The car wash will operate from 7:00 am to 6:00 pm daily.

As mentioned above in the Loading section, this Costco location will also support Costco's online sales and delivery program. Goods sold through online sales will be received, stored, and loaded for final delivery to members' homes and businesses at this warehouse.

Costco anticipates an average of about 10 trucks delivering goods on a typical weekday. The trucks range in size from 26 feet long for single-axle trailers to 70 feet long for double-axle trailers. Receiving time is from 2:00 a.m. to 1:00 p.m., averaging 2 to 3 trucks per hour, with most of the deliveries completed before the 10:00 a.m. opening time. Deliveries to the warehouse are made primarily in Costco trucks from its freight consolidation facility in Tracy, California, coming to the site from SR 99 and W. Herndon Ave.

It is estimated that fuel will be delivered to the gasoline facility in two to three trucks per day. The largest fuel trucks are approximately 70 feet long. While delivering the fuel, the truck will be parked over the underground tanks located on the east side of the gas facility. The truck will not block access to any of the fueling positions or occupy any queuing space or parking spaces. The fuel facility is located and specifically designed to avoid traffic and queuing conflicts with the warehouse.

The tire center typically will receive shipments of tires one to two times per week in single- or double-trailer trucks of up to 70 feet in length, and the same delivery truck will pick up old tires for recycling. Deliveries to and pickups from the tire center will be scheduled for pre-opening hours, typically about 6:00 a.m.

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During opening hours, Costco employees stationed at the entrance to the warehouse will check all entering visitors Costco Membership cards to ensure that only Costco members enter the store. Similarly, a Costco Membership will be required to purchase fuel or a carwash. While the store is closed, typical security measures will be implemented, including locking exterior doors and using electronic alarm systems to monitor entrances into the store. Additionally, downward facing security lighting will be located on the exterior of the building on all sides.

Potential Impacts

Potential impacts from construction include those typically associated with development projects, including dust and noise. Costco uses pre-manufactured building elements wherever possible to streamline the construction process and reduce the duration and intensity of these impacts. Operational impacts will be similar to impacts from other retail developments of comparable size, including the potential for increased traffic and noise. These impacts, and measures to mitigate and reduce the severity of these impacts, will be studied in detail as part of the project's environmental review pursuant to the California Environmental Quality Act.

PLANNING AND NEIGHBORHOOD OUTREACH

General Plan Implementation

The project implements the land use goals of the City of Fresno General Plan and the Citywide Development Code by developing a retail facility within the Community Commercial zone where retail is an allowed use. The project also will also be required to comply with applicable standards for commercial development prescribed in the Citywide Development Code. Additionally, the project implements the following goals of the General Plan related to commercial development:

- **LU-6** *Retain and enhance existing commercial areas to strengthen Fresno's economic base and site new office, retail, and lodging use districts to serve neighborhoods and regional visitors.*
  - The project implements goal LU-6 by developing a new commercial facility with convenient local and regional access for both residents and visitors of Fresno. In addition, the proposed Costco facility strengthens the emerging retail district in the immediate vicinity by creating additional retail near the recently constructed multi-tenant retail and restaurant development and the southwest corner of N. Riverside Dr. and W. Herndon Ave. The project will provide visitors traveling along SR 89 with convenient and safe access to Costco's goods and services.
- **MT-1** *Create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes.*
  - The project implements goal MT-1 by providing safe and efficient access to the project's proposed facilities. The design and location of the project driveways is

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informed by modern engineering practices regarding safe sight distances for drivers and reducing potential conflicts between automobile drivers, cyclists, and pedestrians. Paths of travel from accessible parking spaces that comply with ADA requirements ensure access to the site for those of all abilities. Additionally, the project will provide bicycle parking to encourage and support non-automobile methods of transportation. Lastly, improvements made along N. Riverside Rd. and W. Herndon Ave. in coordination with the City of Fresno will improve access and safety for cyclists and pedestrians.

- **MT-2** Make efficient use of the City's existing and proposed transportation system and strive to ensure the planning and provision of adequate resources to operate and maintain it.
    - The project will implement goal MT-2 by funding a traffic study to determine the potential impacts of the project on the transportation system. The project will finance and install off-site improvements identified in the traffic study. Additionally, the traffic study will identify potential measures that the project could implement to reduce the vehicle miles traveled (VMT) as a result of the project and identify potential fees the project could pay to further mitigate the impacts of any increased VMT.
- **MT-5** Establish a well-integrated network of pedestrian facilities to accommodate safe, convenient, practical, and inviting travel by walking, including for those with physical mobility and vision impairments.
    - The project will implement goal MT-5 by improving pedestrian facilities along the project frontage as mentioned above. Additionally, landscaping along the project's boundary with pedestrian facilities in the public ROW will create a more inviting pedestrian experience around the project site.

General Plan and Rezoning Amendment Justification

The project is requesting a General Plan Amendment to reclassify the portion of Herndon Avenue fronting the project site from Expressway to Superarterial to allow the construction of an intersection at the where W. Herndon Ave. meets the Arthur Ave. ROW. The current classification of Expressway would not permit the construction of this intersection. This intersection would allow project traffic to access the project via two north-south streets, rather than solely from N. Riverside Dr. This will reduce the impact of the project the N. Riverside Dr. and W. Herndon Ave., allowing easier travel for southbound drivers along N. Riverside Dr., including residents of the neighborhoods east of N. Riverside Dr. and visitors to the Riverside Golf Course.

The project is also requesting a General Plan amendment to change the land use designation of the site from Community Commercial to General Commercial and a rezoning from CC (Commercial – Community) to CG (Commercial – General) in order to permit the development of the car wash, which is not allowed under the current zoning.

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The General Commercial land use designation and CG zoning designation are appropriate for the site. Per the City of Fresno General Plan's Urban Form, Land Use, and Design Element and Section 15-1201 of the Fresno Municipal Code, the Commercial – General land use designation and CG zoning designation are for uses that may generate higher volumes of vehicle traffic, such as larger retail uses.

Throughout the city, the CG zoning designation and the more intensive CR (Commercial – Regional) zoned sites are placed along major thoroughfares, with a large concentration of the City's CG-zoned sites adjacent to State Highway 99. The traffic capacity provided by these thoroughfares and the proximity to Highway 99 ensure that there is ample capacity to handle potential traffic impacts from development consistent with the CG zone.

The project site also shares these characteristics. W. Herndon Ave is designated as either an Expressway or Super Arterial, the two highest roadway classifications in the City's General Plan throughout the project site's vicinity. Costco members traveling to the store from neighborhoods to the south of the project site will also have access along N. Riverside Dr., which is classified as an arterial south of the project site, and Veterans Blvd., a Super Arterial. Additionally, access to State Highway 99 is just 0.5 miles west of the project site along W. Herndon Ave, which is designated as a Super Arterial between the project site and State Highway 99.

Lastly, the CG designation for the site is consistent with the context of the surrounding area. At the southwest corner of the W. Herndon Ave. and N. Riverside Dr. intersection is a large commercial center zoned CR also containing a large-format retail use. The proposed rezoning of the project site from CC to CR thus is consistent with the development patterns of the City overall as well as the surrounding neighborhood.

Planned Development Permit

Article 59 of Chapter 15 of the Fresno Municipal Code establish regulations and procedures for Planned Development Permits (PD Permits), which are permits for "development on large areas of land and infill sites in order to allow for projects that desire greater flexibility than already provided for in this Code." The PD Permit process allows developments to request deviations from development standards to respond to site conditions in more customized and tailored manner than allowed by the standards specified in the Municipal Code.

The project is applying for PD Permit to request deviations from Section 15-2015 of the Municipal Code, which specifies that lighting fixtures in commercial districts have a maximum height of 25 feet or less. To ensure adequate lighting within the parking lot for safety and security, the project is proposing to install light fixtures with a maximum height of approximately 36.5 feet. As described below, approving this deviation from the standards described in Section 15-2015 will result in superior design solution.

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In order to maximize safety within the parking lot while minimizing off-site glare impacts, the development aims to achieve 2.5 foot-candles of light throughout the parking area. This level of lighting provides security from crime and safety for drivers and pedestrians navigating the parking lot at night. Using the proposed 36.5-foot tall light fixtures instead of the allowed 25-foot tall fixtures reduces the number of lights needed to achieve the desired light levels within the parking field, since light projected from taller fixtures will light a larger area. A preliminary study from Costco's lighting designers showed that approximately 30 more light poles would be needed to achieve lighting levels of 2.5 foot-candles throughout the parking lot if light pole height were restricted to 25 feet.

Using the proposed 36.5-foot tall light poles in place of the currently allowed 25-foot tall light poles also allows a more diffuse distribution of light, reducing the difference in light levels in the areas between poles. This improves safety by ensuring that drivers and pedestrians eyes' are not forced to constantly adjust to high lighting levels when directly underneath light fixtures and much darker areas when in between light fixtures.

Additionally, the more even and greater horizontal distribution of light from taller fixtures ensures that the area beneath the PG&E easement which runs directly through the parking field has adequate lighting. No structures, including light poles, are allowed within this overhead easement, and the greater horizontal spacing allowed by the taller lights ensures this area is lit properly.

Lastly, using taller light fixtures allows the development to use much fewer light poles overall. This reduces the number of obstacles, and thus the potential for collisions, within the parking field. The development also ensures that off-site glare from parking lot light fixtures is minimized by using dimmer lights on fixtures at the edge of the property.

In addition to achieving a superior community design, the project also meets several of the additional criteria described in Section 15-5905 that reviewing bodies are to use when considering the approval of a PD Permit.

Appropriateness of the use(s) at the proposed location. (15-5905.E.1)

As described above, large-format retail and fuel sales, which are the primary uses at the site, are allowed within the current CC zoning for the site. The request to rezone the site to CG ensures that the car wash will be permitted consistent with the Fresno Municipal Code as well. The project site's location, along a major thoroughfare with convenient freeway access, make the site an ideal location for the proposed Costco warehouse.

Provision of infrastructure improvements. (15-5905.E.3) and Connectivity to public trails, schools, etc.. (15-5905.E.5)

As described above, the project proposes to provide a significant amount of off-site infrastructure improvements, including the construction of trail and sidewalk improvements along W. Herndon

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Ave. and N. Riverside Dr., the installation of a traffic signal at W. Fir Ave. and N. Riverside Blvd., and improvements to the intersection of N. Riverside Dr. and W. Herndon Ave.

Neighborhood Outreach

Costco is committed to maintaining a dialogue with the communities in which it works. A neighborhood outreach meeting will be scheduled at a future date where Costco will present the proposed project and receive feedback from the community on their concerns.

DATE: September 15, 2021

TO: Jose Valenzuela, Planner III
Development and Resource Management Department

FROM: Ann Lillie, Senior Engineering Technician
Public Works Department, Traffic Operations and Planning Division

SUBJECT: PUBLIC WORKS CONDITIONS OF APPROVAL FOR DEVELOPMENT PERMIT P21-01959 REGARDING MAINTENANCE REQUIREMENTS

LOCATION: **7120 North Riverside Avenue**
APN: **503-020-12**

The Public Works Department, Traffic Operations and Planning Division, has completed its review and the following requirements are to be placed on this development as a condition of approval. These requirements are based on City of Fresno code, policy, standards and the public improvements depicted on the Exhibits submitted for this development.

ATTENTION:

The item below requires a separate process with additional costs and timelines. In order to avoid delays with the development approval, the following item shall be submitted for processing to the Public Works Department, Traffic Operations and Planning Division **prior** building permit sign off. **At that time a HOLD of Occupancy will be placed on the project until the maintenance requirement has been satisfied.**

X	**CFD Annexation Request Package**	Ann Lillie	(559) 621-8690 ann.lillie@fresno.gov
X	**Private Maintenance Covenant**	Ann Lillie	(559) 621-8690 ann.lillie@fresno.gov

Requirements not addressed due to omission or misrepresentation of information, on which this review process is dependent, will be imposed whenever such conditions are disclosed and shall require a revision of this letter.

Any change affecting the items in these conditions requires revision of this letter.

INCOMPLETE Community Facilities District (CFD) Annexation Request submittals may cause delays to the annexation process and project approval. **The annexation process takes from three to four months and SHALL be submitted for processing prior to Building Permit approval.**

All applicable construction plans for this development are to be submitted to the Public Works Department for review and approval prior to the CFD process. The Landscape and Irrigation Plans are required to be approved prior to the finalization of the CFD process.

1. The Property Owner's Maintenance Requirements

The long term maintenance and operating costs, including repair and replacement, of certain required public improvements (Services) associated with all new Commercial, Industrial and Multi-Family developments are the ultimate responsibility of the Property Owner. The property owner shall provide Services either by a mechanism approved by the Public Works Department or by annexing to the City of Fresno's Community Facilities District No. 9 (CFD No. 9).

The following public improvements **(Existing and Proposed)** are eligible for Services by CFD No. 9 as associated with this development:

- Landscaping, trees and irrigation systems within the City street rights-of-way (Parkways & Street Trees); and required and officially designated public trails within and adjacent to **West Herndon Avenue, North Riverside Drive, and West Spruce Avenue**.

- Concrete curbs, gutters, valley gutters, sidewalks and curb ramps, and street lights within and adjacent to **West Herndon Avenue, North Riverside Drive, and West Spruce Avenue**.

- Trail amenities, to include the trail itself (asphalt or concrete); City required fencing, benches, drinking fountains, trash receptacles and low voltage lighting.

- All costs associated with the street and trail lights (including repair and replacement) within public street rights-of-way.

The Property Owner may choose to do one or both of the following:

a. The Property Owner may petition the City of Fresno to request annexation to CFD No. 9 by completing and submitting an Annexation Request Package to the Public Works Department, Traffic and Engineering Services Division for review and approval. The Annexation Request Form is available, along with current costs, on-line at the City's website at http://www.fresno.gov, under the Public Works Department, Developer Doorway.

   - **Proceedings to annex the final map, or territory, to CFD No. 9 SHALL NOT commence** unless the final map, or this development, is within the City limits and all construction plans (this includes Street, Street Light, Signal, Landscape and Irrigation plans, and any other plans needed to complete the process) and the final map are considered technically correct.

   - The annexation process will be put on **HOLD** and the developer notified if all of the requirements for processing are not in compliance. **Technically Correct shall mean that the facilities and quantities to be maintained by CFD No. 9 are not subject to change after acceptance for processing**.

   - Public improvements not listed above will require written approval by the Public Works Department Director or his designee.

b. The Property Owner may provide for Services privately for some of the above maintenance requirements. All City maintenance requirements not included for annexation to CFD No. 9 for Services **SHALL** be maintained by some other City

approved mechanism as approved by the City Engineer. Contact the Planner in the Planning and Development Department for more details.

For questions regarding these conditions please contact me at (559) 621-8690 or ann.lillie@fresno.gov

City of FRESNO

DEPARTMENT OF PUBLIC UTILITIES

MEMORANDUM

DATE: September 24, 2021

TO: MINDI MARIBOHO – Development Services Coordinator
Planning & Development Dept/Current Planning

FROM: ROBERT A. DIAZ, Supervising Engineering Technician
Department of Public Utilities – Utilities Planning & Engineering

KEVIN GRAY, Supervising Engineering Technician
Department of Public Utilities – Utilities Planning & Engineering

SUBJECT: DPU CONDITIONS OF APPROVAL P21-01960 COSTCO APN 503-020-12

Water Requirements

City of Fresno Water Division approves of the proposed project, subject to the following water conditions listed below:

1. On-site water facilities shall be private.

2. Installation of a 12-inch water main (including City fire hydrants) in North Arthur Avenue between West Herndon Avenue and West Spruce Avenue shall be required.

3. Installation of water service(s) & meter box(es) shall be required.

4. No water service connections shall be allowed to the 16-inch water main located in West Herndon Avenue.

5. Destruct any existing on-site well in compliance with the State of California Well Standards, Bulletin 74-81 and 74-90 or current revisions issued by California Department of Water Resources and City of Fresno standards.

6. Engineered improvement plans prepared by a Registered Civil Engineer are required for proposed additions to the City Water System.

7. All Public water facilities shall be constructed in accordance with The Department of Public Works standards, specifications, and policies.

8. The water supply requirements for this project are as follows:

9. The project applicant shall be required to pay Water Capacity Fee charges for the installation of new water services and meters to serve the property.

    a. The Water Capacity Fee charge assessed to the applicant shall be based on the number and size of service connections and water meters required to serve the property.

    b. The Water Capacity Fee charges by meter size are defined in the City's Master Fee Schedule.

    c. The City reserves the right to require an applicant to increase or decrease the size of a water meter for a project or a property to ensure that the meter is properly sized to accommodate fire protection requirements, and to allow for accurate volumetric flow measurements at low- and high-flow conditions.

    d. The Water Capacity Fee Charge for any new or expanded service connection shall be payable prior to the issuance of a building permit at the fee level in effect on the date such permit is issued.

10. The project applicant shall be required to pay all other water-related fees and charges in accordance with the City's Master Fee Schedule and Municipal Code.

Sewer Requirements

The nearest sanitary sewer main to serve the proposed project is a 10-inch sewer main located in North Riverside Drive Sanitary sewer facilities are available to provide service to the site subject to the following requirements:

1. Construct an 8-inch sanitary sewer main (including sewer house branches to adjacent properties) in West Spruce Avenue from the existing 10-inch main located west of the proposed project to the east property line of said project.

2. Construct an 8-inch sanitary sewer main (including sewer house branches to adjacent properties) in North Arthur Avenue from the existing 8-inch main located west of the proposed project to the south property line of said project.

3. Street easements and/or deeds shall be recorded prior to approval of improvement plans.

4. All underground utilities shall be installed prior to permanent street paving.

5. All sanitary sewer mains shall be extended within the proposed tract to provide service to each lot.

6. Engineered improvement plans prepared by a Registered Civil Engineer shall be submitted for Department of Public Utilities review and approvals for proposed additions to the City Sewer System.

7. All public sanitary sewer facilities shall be constructed in accordance with City Standards, specifications, and policies.

8. Installation of sewer house branch(s) shall be required.

9. Street work permit is required for any work in the Right-of-Way.

10. On-site sanitary sewer facilities shall be private.

11. Abandon any existing on-site private septic systems.

12. The Project Developer shall contact Utility Billing and Collection Services at (559) 621-6765 prior to pulling building permits regarding conditions of service for special users.

Sanitary Sewer Fees

The following Sewer Connection Charges are due and shall be paid for the Project:

1. Sewer Lateral Charge.

2. Sewer Oversize Area #19.

3. Sewer Facility Charge (Non-Residential)

4. Upon connection of this Project to the City Sewer System the owner shall be subject to payment of Sewer Facility charges per Fresno Municipal Code Sections 6-304 and 6-305. Sewer Facility Charges consist of two components, a Wastewater Facilities Charge and Trunk Sewer Charge where applicable.

5. Sewer Facility Charges are collected after occupancy on a monthly basis over time based on metered (water or sewer effluent) usage. The developer may contact the Department of Public Utilities/Wastewater-Environmental Control at (559) 621-5153 to receive an estimated cost of the Sewer Facility Charges applicable to the project (based on a constant sewer discharge and loading (Biochemical Oxygen Demand [BOD] and Total Suspended Solids [TSS] levels anticipated) at the current rates in

effect, at that time, per Fresno's Master Fee Resolution. The developer shall provide data regarding estimated sewer discharge rates [flow] and loading [BOD/TSS levels] required for calculating the estimated charges.

Solid Waste Requirements

Location will be serviced by Allied Waste. Please contact at 559-275-1551 or 1-800-493-4285 for servicing.

1. Provide information on trash and recucling compactors.

2. Provide 18-feet of unobstructed clearance in the area where the compactor units are kept.

3. One compactor shown' project is required for trash and recycling.

4. Provided for trash (single cell, curb only if out of view of street would be acceptable).

5. One compactor and one 1-cell enclosure (curb only acceptable) required.

6. Provide 60-feet of clearance in front of compactor units and 3-feet on either side for loading and unloading.

7. One compactor and one 1-cell enclosure (curb only acceptable) required.

8. Provide trash and recycling compactors for tenants used.

9. Developer shall stripe the area in front of compactors No Parking" trash loading only.

10. Location will be required to file for a roll off permit. Contact the City of Fresno, Solid Waste Division at 621-1452.

2907 S. Maple Avenue
Fresno, California 93725-2208
Telephone: (559) 233-7161
Fax: (559) 233-8227

CONVEYANCE. COMMITMENT. CUSTOMER SERVICE.

September 24, 2021

Jose Valenzuela
Development and Resource Management
City of Fresno
2600 Fresno Street, Third Floor
Fresno, CA 93721

RE: Plan Amendment and Rezone Application No. P21-01960
N/E Herndon Avenue and Riverside Drive

Dear Mr. Valenzuela:

The Fresno Irrigation District (FID) has reviewed the Plan Amendment and Rezone Application No. P21-01960 for which the applicant proposes to reclassify a portion of W. Herndon Avenue fronting the project site from Expressway to Superarterial, APN: 503-020-12. FID has the following comments:

1. FID does not own, operate or maintain any facilities located on the subject property, as shown on the attached FID exhibit map.

Thank you for submitting this for our review. We appreciate the opportunity to review and comment on the subject documents for the proposed project. If you have any questions, please feel free to contact Chris Lundeen at (559) 233-7161 extension 7410 or clundeen@fresnoirrigation.com.

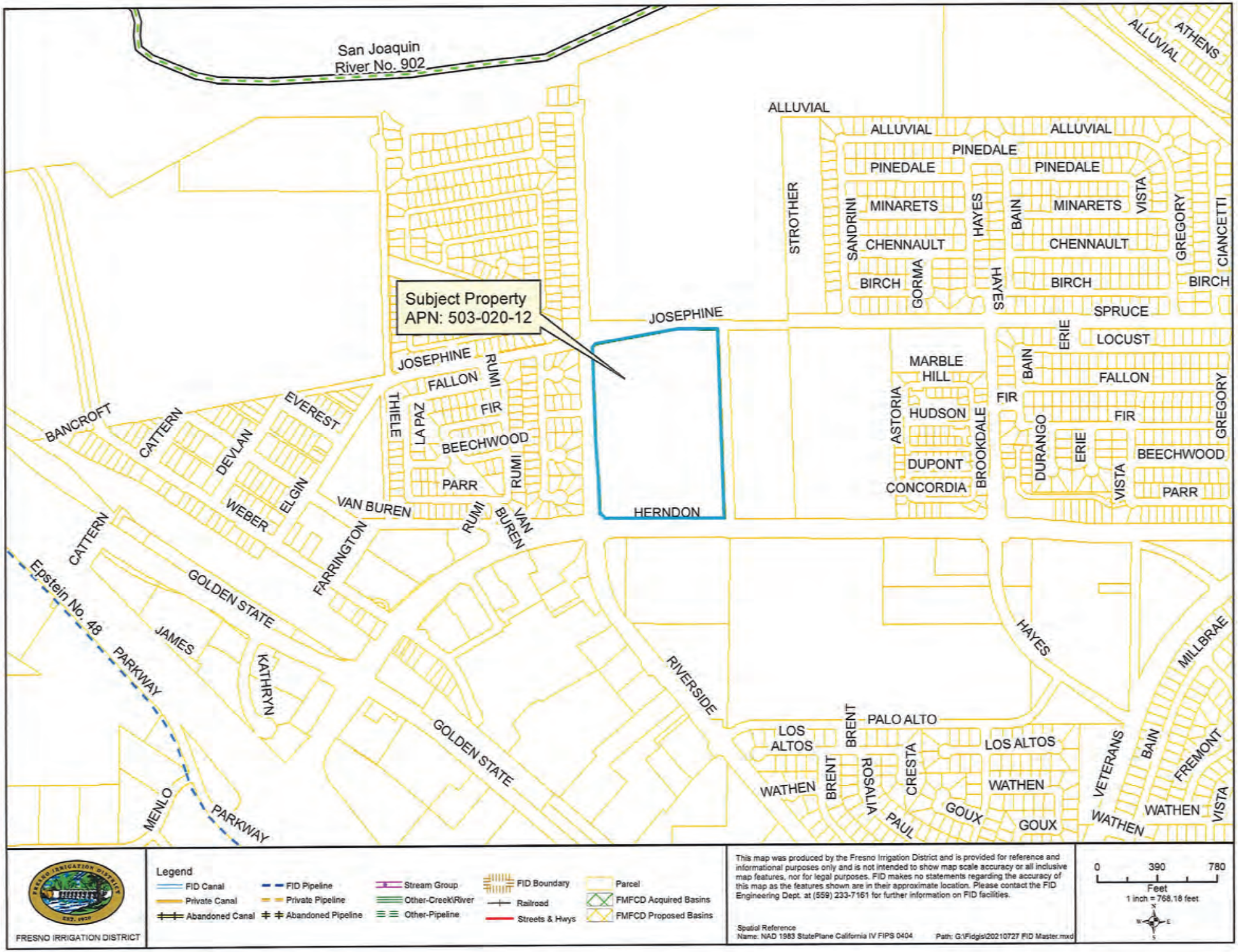
Sincerely,

Laurence Kimura, P.E.
Chief Engineer

Attachment

G:\Agencies\FresnoCity\Plan Amendment\P21-01960\P21-01960 FID Comment.doc

BOARD OF DIRECTORS President RYAN JACOBSEN Vice-President JERRY PRIETO, JR. CHRISTOPHER WOOLF
GEORGE PORTER GREGORY BEBERIAN General Manager BILL STRETCH


San Joaquin River No. 902
Subject Property
APN: 503-020-12
JOSEPHINE
HERNDON
VAN BUREN
FARRINGTON
CATTERN
BANCROFT
EVEREST
DEVLAN
ELGIN
WEBER
THIELE
LA PAZ
RUMI
FALLON
FIR
BEECHWOOD
PARR
VAN BUREN
GOLDEN STATE
JAMES
KATHRYN
Epstein No. 48
PARKWAY
MENLO
RIVERSIDE
HAYES
MILLBRAE
ALLUVIAL
ATHENS
STROTHER
SANDRINI
MINARETS
CHENNAULT
BIRCH
GORMA
PINEDALE
HAYES
BAIN
VISTA
GREGORY
CIANCETTI
SPRUCE
ERIE
LOCUST
MARBLE HILL
ASTORIA
HUDSON
DUPONT
CONCORDIA
BROOKDALE
DURANGO
PALO ALTO
LOS ALTOS
BRENT
CRESTA
ROSALIA
WATHEN
PAUL
GOUX
VETERANS
FREMONT
Legend
FID Canal
Private Canal
Abandoned Canal
FID Pipeline
Private Pipeline
Abandoned Pipeline
Stream Group
Other-Creek\River
Other-Pipeline
FID Boundary
Railroad
Streets & Hwys
Parcel
FMFCD Acquired Basins
FMFCD Proposed Basins
FRESNO IRRIGATION DISTRICT
This map was produced by the Fresno Irrigation District and is provided for reference and informational purposes only and is not intended to show map scale accuracy or all inclusive map features, nor for legal purposes. FID makes no statements regarding the accuracy of this map as the features shown are in their approximate location. Please contact the FID Engineering Dept. at (559) 233-7161 for further information on FID facilities.
Spatial Reference
Name: NAD 1983 StatePlane California IV FIPS 0404
Path: G:\Fidgis\20210727 FID Master.mxd
0
390
780
Feet
1 inch = 768.18 feet

Jeremy Landrith

From:	do_not_reply@fresno.gov
Sent:	Tuesday, September 7, 2021 6:15 PM
To:	Engineering Review
Subject:	Planning Application P21-01960 - Task Assigned
Follow Up Flag:	Follow up
Flag Status:	Flagged

A task associated with Planning Application P21-01960 has been assigned for your review. You can review details online.

Application Description: Plan Amendment & Rezone Application No. P21-01960 was filed by Brandon Northart of Urban Planning Partners, on behalf of Costco Wholesale, and pertains to the 23.26 acres located at 7120 N. Riverside Dr. The applicant proposes to to reclassify the portion of W. Herndon Avenue fronting the project site from Expressway to Superarterial. The parcel is zoned CC/EA/UGM/cz. Related applications: DRC P21-00978, CUP P21-01959, ABC CUP P21-03251, and PD P21-03252.
Task Information: Irrigation District

Due 9/28

SHEET NUMBER	COSTCO FRESNO PREPARED FOR COSTCO WHOLESALE CW20-0569 FRESNO, CA	OVERALL SITE PLAN	FOR PROJECT: 0000163024 DATE: 05/04/2021 DESIGNED BY: AG DRAWN BY: TB CHECKED BY:	LICENSED PROFESSIONAL DATE:	Kimley»Horn © 2021 KIMLEY-HORN AND ASSOCIATES, INC 3 1 N. 1st St, Suite 600, Fresno, CA 93721 PHONE: (559) 412-7000 WWW.KIMLEY-HORN.COM	NO.	DATE	BY
C2.00			SCALE: AS SHOWN	NOT FOR CONSTRUCTION			REVISIONS	

PROJECT DATA

CLIENT: COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027

PROJECT ADDRESS: HERNDON AVENUE & RIVERSIDE DRIVE

APN: 503-20-12

SITE DATA:

JURISDICTION: CITY OF FRESNO

ZONING: CC (COMMERCIAL COMMUNITY)

CONSTRUCTION NOTES:

1. CONSTRUCT DUAL CURB RAMPS PER FW STD DWG P-30
2. CONSTRUCT CONCRETE CURB & GUTTER PER FW STD DWG P-5
3. CONSTRUCT CONCRETE RAMP PER FW STD P-28, R=30'
4. CONSTRUCT CONCRETE SIDEWALK PER FW STD DWG P-5
5. CONSTRUCT DIAGONAL CURB RAMPS PER FW STD DWG P-28
6. CONSTRUCT RIGHT TURN POCKET PER FW STD DWG P-78

Call before you dig
DIAL 811
1-800-642-2444

GRAPHIC SCALE IN FEET
0 40 80 160

NORTH

The drawings, together with the concepts and designs presented herein, are the instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization by Kimley-Horn and Associates, Inc. shall be at reuser's risk and without liability to Kimley-Horn and Associates, Inc.

2907 S. Maple Avenue
Fresno, California 93725-2208
Telephone: (559) 233-7161
Fax: (559) 233-8227

CONVEYANCE. COMMITMENT. CUSTOMER SERVICE.

September 24, 2021

Jose Valenzuela
Development and Resource Management
City of Fresno
2600 Fresno Street, Third Floor
Fresno, CA 93721

RE: Conditional Use Permit Application No. P21-01959
N/E Herndon Avenue and Riverside Drive

Dear Mr. Valenzuela:

The Fresno Irrigation District (FID) has reviewed the Conditional Use Permit Application No. P21-01959 for which the applicant proposes the construction of a new Costco facility, APN: 503-020-12. FID has the following comments:

1. FID does not own, operate or maintain any facilities located on the subject property, as shown on the attached FID exhibit map.

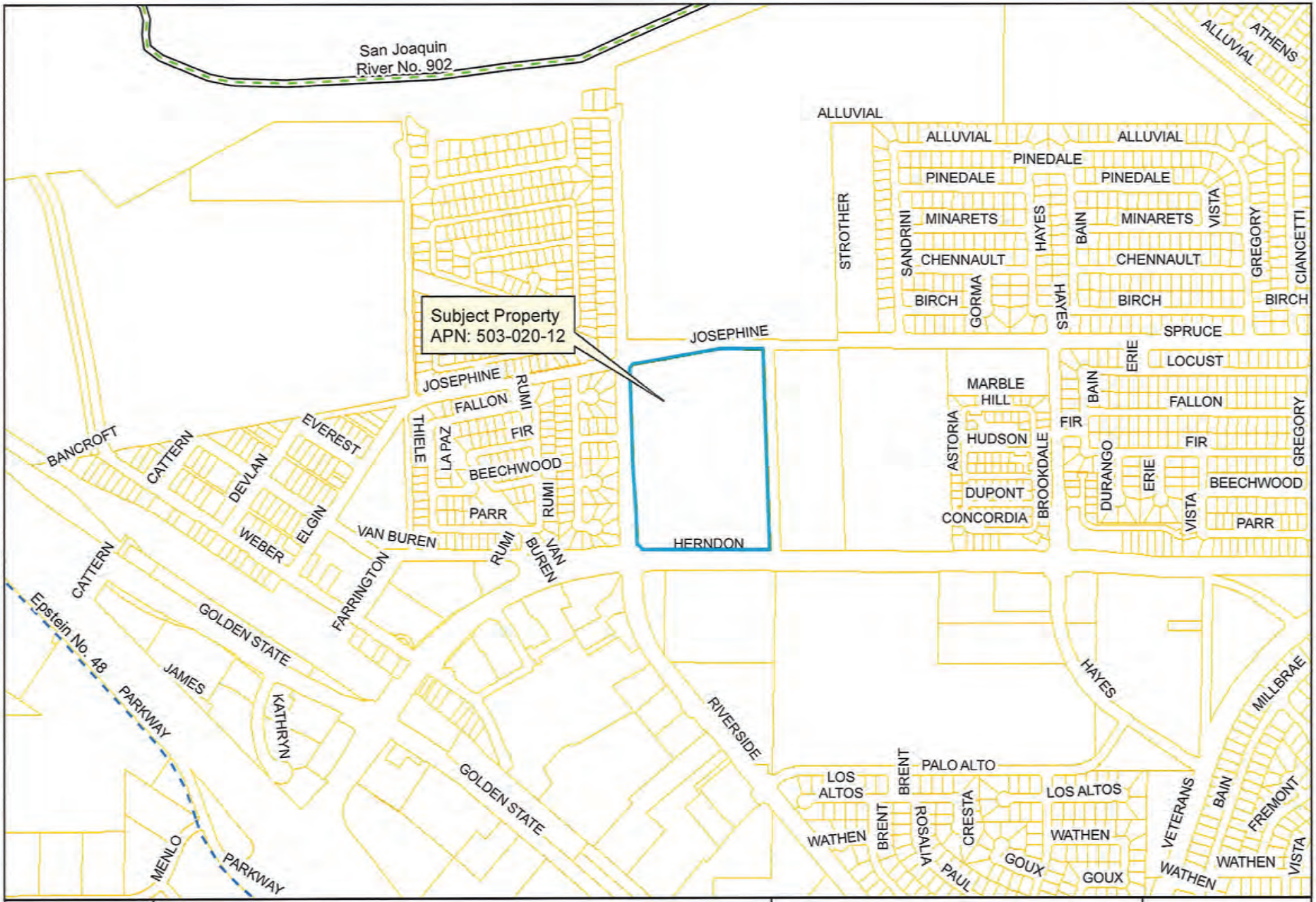
Thank you for submitting this for our review. We appreciate the opportunity to review and comment on the subject documents for the proposed project. If you have any questions, please feel free to contact Chris Lundeen at (559) 233-7161 extension 7410 or clundeen@fresnoirrigation.com.

Sincerely,

Laurence Kimura, P.E.
Chief Engineer

Attachment

BOARD OF DIRECTORS President RYAN JACOBSEN Vice-President JERRY PRIETO, JR. CHRISTOPHER WOOLF
GEORGE PORTER GREGORY BEBERIAN General Manager BILL STRETCH



FRESNO IRRIGATION DISTRICT

Legend

- FID Canal
- Private Canal
- Abandoned Canal
- FID Pipeline
- Private Pipeline
- Abandoned Pipeline
- Stream Group
- Other-Creek\River
- Other-Pipeline
- FID Boundary
- Railroad
- Streets & Hwys
- Parcel
- FMFCD Acquired Basins
- FMFCD Proposed Basins

This map was produced by the Fresno Irrigation District and is provided for reference and informational purposes only and is not intended to show map scale accuracy or all inclusive map features, nor for legal purposes. FID makes no statements regarding the accuracy of this map as the features shown are in their approximate location. Please contact the FID Engineering Dept. at (559) 233-7161 for further information on FID facilities.

Spatial Reference
Name: NAD 1983 StatePlane California IV FIPS 0404

Path: G:\Fidgis\20210727 FID Master.mxd

0 390 780
Feet
1 inch = 768.18 feet

Jeremy Landrith

From: do_not_reply@fresno.gov
Sent: Tuesday, September 7, 2021 5:32 PM
To: Engineering Review
Subject: Planning Application P21-01959 - Task Assigned

Follow Up Flag: Follow up
Flag Status: Flagged

A task associated with Planning Application P21-01959 has been assigned for your review. You can review details online.

Application Description: Conditional Use Permit Application No. P21-01959 was filed by Brandon Northart of Urban Planning Partners, on behalf of Costco Wholesale, and pertains to the 23.26 acres located at 7120 N. Riverside Dr. The applicant proposes to construct a new Costco facility with approximately 169,000 square feet of net sales area, including an attached tire center, a detached gas station, and a drive-through car wash. The parcel is zoned CC/EA/UGM/cz.
Related applications: DRC P21-00978, PA/Rezone P21-01960, ABC CUP P21-03251, and PD P21-03252.
Task Information: Irrigation District

Due 9/28











MG2

MARCH 17, 2021
PROJECT# 21-5556-01
FRESNO, CA

SITE CONTEXT

COSTCO WHOLESALE

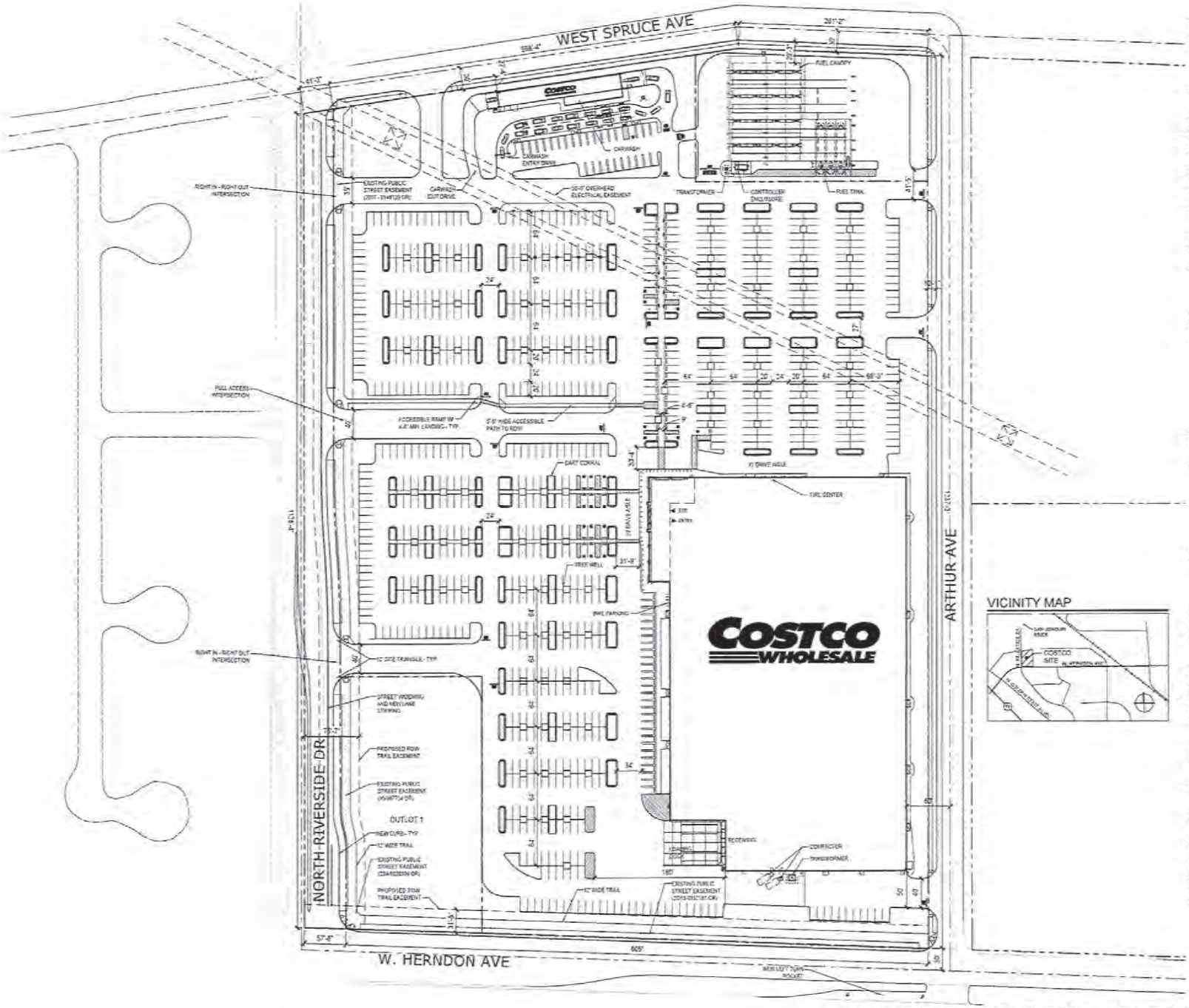


MG2

MARCH 17, 2021
PROJECT# 21-5556-01
FRESNO, CA

TRAFFIC CIRCULATION PLAN

COSTCO WHOLESALE



PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	NEC OF I-35 & NE 36TH ST FRESNO, CA
ACESSOR'S PARCEL NUMBER:	503-020-12

SITE DATA:

COSTCO SITE AREA:	19.69 ACRES (857,864SF)
FUEL PARCEL AREA:	1.33 ACRES (57,753 SF)
OUTLOT 1 AREA:	1.51 ACRES (66,005 SF)
TOTAL SITE AREA	**22.53 ACRES (981,622 SF)**
JURISDICTION:	CITY OF FRESNO
ZONING:	TO BE DETERMINED

SETBACKS:	REQUIRED		ACTUAL	
	FRONT:	TBD	FRONT:	TBD
	SIDE:	TBD	SIDE:	TBD
	REAR:	TBD	REAR:	TBD

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:	178,223 SF
INCLUDES:	
NET SALES FLOOR	**168,661 SF**
NET MECHANICAL / FIRE	2,459 SF
NET VESTIBULE	4,831 SF
BUILDING ENVELOPE	2,272 SF

PARKING DATA:

TOTAL PARKING:	948 STALLS
INCLUDES:	
MAIN LEVEL PARKING PROVIDED:	
10' WIDE STALLS	927 STALLS
ACCESSIBLE STALLS	21 STALLS
NUMBER OF STALLS PER 1000 SF OF BUILDING AREA:	5.31 STALLS

VICINITY MAP

NOTES:
EXISTING CONDITIONS TO BE FIELD VERIFIED.

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

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

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

0 25 50 100
1" = 50'-0"

COSTCO WHOLESALE
FRESNO, CA

MG2

MARCH 17, 2021

PRELIMINARY SITE PLAN

D11-02

PRELIMINARY SITE PLAN

FRESNO, CALIFORNIA

MARCH 17, 2021

Fresno Metropolitan Flood Control District
Capturing Stormwater since 1956

File 210.414
400.21

September 28, 2021

Mr. Jose Valenzuela
City of Fresno, Development and Resource Management
2600 Fresno Street, Third Floor
Fresno, CA 93721-3604

Dear Mr. Valenzuela,

Rezone and Plan Amendment No. P21-01960
Drainage Area "EH"

The District has reviewed the land use changes proposed through the subject rezone and plan amendment. The proposed rezone and plan amendment lies within the District's Drainage Area "EH". The District's system can accommodate the proposed rezone and plan amendment.

Should you have any questions concerning this matter, please feel free to contact the District.

Sincerely,

Gary Chapman
Engineer Technician III

GC/lrl

5469 E. Olive Avenue • Fresno, CA 93727 • (559) 456-3292 • FAX (559) 456-3194
www.fresnofloodcontrol.org

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

File No. 210.413

PUBLIC AGENCY

JOSE VALENZUELA
DEVELOPMENT SERVICES/PLANNING
CITY OF FRESNO
2600 FRESNO ST., THIRD FLOOR
FRESNO, CA 93721

DEVELOPER

BRANDON NORTHART, URBAN PLANNING PARTNERS
388 17TH STREET, SUITE 230
OAKLAND, CA 94612

PROJECT NO: **2021-01959**

ADDRESS: **7120 N. RIVERSIDE DR.**

APN: **503-020-11, 503-020-12**

SENT: **October 04, 2021**

Drainage Area(s)	Preliminary Fee(s)	Development Review Service Charge(s)	Fee(s)	
EG	$8,833.00	NOR Review	$920.00	To be paid prior to release of District comments to Public Agency and Developer.
EH	$345,243.00	Grading Plan Review	$4,678.00	Amount to be submitted with first grading plan submittal.
		Storm Drain Plan Review	For amount of fee, refer to www.fresnofloodcontrol.org for form to fill out and submit with first storm drain plan submittal (blank copy attached).	
	Total Drainage Fee: $354,076.00		**Total Service Charge: $5,598.00**	

The proposed development will generate storm runoff which produces potentially significant environmental impacts and which must be properly discharged and mitigated pursuant to the California Environmental Quality Act and the National Environmental Policy Act. The District in cooperation with the City and County has developed and adopted the Storm Drainage and Flood Control Master Plan. Compliance with and implementation of this Master Plan by this development project will satisfy the drainage related CEQA/NEPA impact of the project mitigation requirements.

Pursuant to the District's Development Review Fee Policy, the subject project shall pay review fees for issuance of this Notice of Requirements (NOR) and any plan submittals requiring the District's reviews. The NOR fee shall be paid to the District by Developer before the Notice of Requirement will be submitted to the City. The Grading Plan fee shall be paid upon first submittal. The Storm Drain Plan fee shall be paid prior to return/pick up of first submittal.

The proposed development shall pay drainage fees pursuant to the Drainage Fee Ordinance prior to issuance of a building permit at the rates in effect at the time of such issuance. The fee indicated above is valid through 2/28/22 based on the site plan submitted to the District on 9/07/21 Contact FMFCD for a revised fee in cases where changes are made in the proposed site plan which materially alter the proposed impervious area.

Considerations which may affect the fee obligation(s) or the timing or form of fee payment:

a.) Fees related to undeveloped or phased portions of the project may be deferrable.

b.) Fees may be calculated based on the actual percentage of runoff if different than that typical for the zone district under which the development is being undertaken and if permanent provisions are made to assure that the site remains in that configuration.

c.) Master Plan storm drainage facilities may be constructed, or required to be constructed in lieu of paying fees.

d.) The actual cost incurred in constructing Master Plan drainage system facilities is credited against the drainage fee obligation.

e.) When the actual costs incurred in constructing Master Plan facilities exceeds the drainage fee obligation, reimbursement will be made for the excess costs from future fees collected by the District from other development.

f.) Any request for a drainage fee refund requires the entitlement cancellation and a written request addressed to the General Manager of the District within 60 days from payment of the fee. A non refundable $300 Administration fee or 5% of the refund whichever is less will be retained without fee credit.

FR CUP No. 2021-01959

Approval of this development shall be conditioned upon compliance with these District Requirements.

1.

___ **a.** Drainage from the site shall

__X__ **b.** Grading and drainage patterns shall be as identified on Exhibit No. 1

___ **c.** The grading and drainage patterns shown on the site plan conform to the adopted Storm Drainage and Flood Control Master Plan.

2. The proposed development shall construct and/or dedicate Storm Drainage and Flood Control Master Plan facilities located within the development or necessitated by any off-site improvements required by the approving agency:

__X__ Developer shall construct facilities as shown on Exhibit No. 1 as MASTER PLAN FACILITIES TO BE CONSTRUCTED BY DEVELOPER.

___ None required.

3. The following final improvement plans and information shall be submitted to the District for review prior to final development approval:

__X__ Grading Plan

__X__ Street Plan

__X__ Storm Drain Plan

__X__ Water & Sewer Plan

___ Final Map

__X__ Drainage Report (to be submitted with tentative map)

___ Other

___ None Required

4. Availability of drainage facilities:

___ **a.** Permanent drainage service is available provided the developer can verify to the satisfaction of the City that runoff can be safely conveyed to the Master Plan inlet(s).

___ **b.** The construction of facilities required by Paragraph No. 2 hereof will provide permanent drainage service.

___ **c.** Permanent drainage service will not be available. The District recommends temporary facilities until permanent service is available.

__X__ **d.** See Exhibit No. 2.

5. The proposed development:

___ Appears to be located within a 100 year flood prone area as designated on the latest Flood Insurance Rate Maps available to the District, necessitating appropriate floodplain management action. (See attached Floodplain Policy.)

__X__ Does not appear to be located within a flood prone area.

6. ___ The subject site contains a portion of a canal or pipeline that is used to manage recharge, storm water, and/or flood flows. The existing capacity must be preserved as part of site development. Additionally, site development may not interfere with the ability to operate and maintain the canal or pipeline.

FR CUP No. 2021-01959

7. The Federal Clean Water Act and the State General Permits for Storm Water Discharges Associated with Construction and Industrial Activities (State General Permits) require developers of construction projects disturbing one or more acres, and discharges associated with industrial activity not otherwise exempt from National Pollutant Discharge Elimination System (NPDES) permitting, to implement controls to reduce pollutants, prohibit the discharge of waters other than storm water to the municipal storm drain system, and meet water quality standards. These requirements apply both to pollutants generated during construction, and to those which may be generated by operations at the development after construction.

a. State General Permit for Storm Water Discharges Associated with Construction Activities, effective July 1, 2010, as amended. A State General Construction Permit is required for all clearing, grading, and disturbances to the ground that result in soil disturbance of at least one acre (or less than one acre) if part of a larger common plan of development or sale). Permittees are required to: submit a Notice of Intent and Permit Registration Documents to be covered and must pay a permit fee to the State Water Resources Control Board (State Board), develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, and complete an annual certification of compliance.

b. State General Permit for Storm Water Discharges Associated with Industrial Activities, April, 2014 (available at the District Office). A State General Industrial Permit is required for specific types of industries described in the NPDES regulations or by Standard Industrial Classification (SIC) code. The following categories of industries are generally required to secure an industrial permit: manufacturing; trucking; recycling; and waste and hazardous waste management. Specific exemptions exist for manufacturing activities which occur entirely indoors. Permittees are required to: submit a Notice of Intent to be covered and must pay a permit fee to the State Water Resources Control Board, develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, sample storm water runoff and test it for pollutant indicators, and annually submit a report to the State Board.

c. The proposed development is encouraged to select and implement storm water quality controls recommended in the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction Guidelines (available at the District Office) to meet the requirements of the State General Permits, eliminate the potential for non-storm water to enter the municipal storm drain system, and where possible minimize contact with materials which may contaminate storm water runoff.

8. A requirement of the District may be appealed by filing a written notice of appeal with the Secretary of the District within ten days of the date of this Notice of Requirements.

9. The District reserves the right to modify, reduce or add to these requirements, or revise fees, as necessary to accommodate changes made in the proposed development by the developer or requirements made by other agencies.

10. **X** See Exhibit No. 2 for additional comments, recommendations and requirements.

Brent Sunamoto
Digitally signed by Brent Sunamoto Date: 10/4/2021 10:27:25 AM
District Engineer, RCE

Gary W. Chapman
Digitally signed by Gary W. Chapman Date: 10/4/2021 10:05:53 AM
Engineering Tech III

CC:

JENCO FARMS LP

1368 W. HERNDON, #103

FRESNO, CA 93711

FR CUP No. 2021-01959

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

Pursuant to the District's Development Review Fee Policy, the subject project shall pay review fees in the amount identified below for Storm Drain Review. The fee shall be paid to the District by Developer with first plan submittal. Checks shall be made out to Fresno Metropolitan Flood Control District.

Application No. **FR CUP 2021-01959**

Name / Business **BRANDON NORTHART, URBAN PLANNING PARTNERS**

Project Address **7120 N. RIVERSIDE DR.**

Project APN(s) **503-020-11, 503-020-12**

Project Acres (gross) **26.28**

Please fill in the table below of proposed storm drain facilities to be constructed with this development and return completed form with first plan submittal. If you have any questions or concerns regarding the construction of facilities list, you can contact the Fresno Metropolitan Flood Control District at 559-456-3292.

Description	Qty	Unit	Price	Amount

Estimated Construction Cost _____

Fee equals lesser of

$375.00 plus 3% of the estimated construction costs _____ Total ($300.00 gross per acre) **$7,884.00**

Amount Due _____

Storm Drain Facilities Cost Sheet

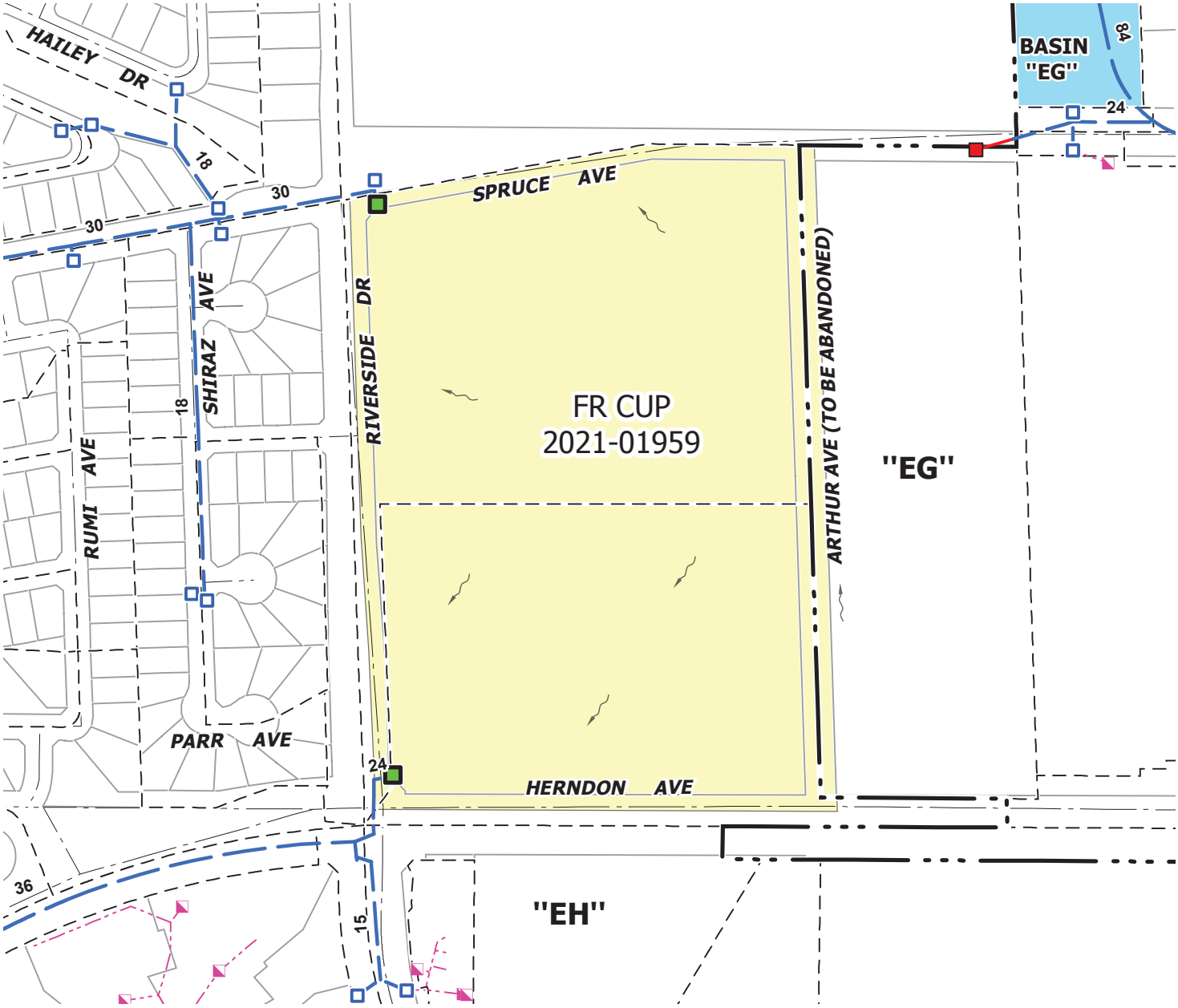
15" Concrete Pipes $91.00 LF
18" Concrete Pipes $96.00 LF
24" Concrete Pipes $108.00 LF
30" Concrete Pipes $128.00 LF
36" Concrete Pipes $159.00 LF
42" Concrete Pipes $184.00 LF
48" Concrete Pipes $214.00 LF
54" Concrete Pipes $261.00 LF
60" Concrete Pipes $307.00 LF
66" Concrete Pipes $364.00 LF
72" Concrete Pipes $419.00 LF
84" Concrete Pipes $469.00 LF
96" Concrete Pipes $508.00 LF
15" Jacked Pipes $555.00 LF
18" Jacked Pipes $608.00 LF
24" Jacked Pipes $687.00 LF
30" Jacked Pipes $766.00 LF
36" Jacked Pipes $846.00 LF
42" Jacked Pipes $898.00 LF
48" Jacked Pipes $951.00 LF
54" Jacked Pipes $1,031.00 LF
60" Jacked Pipes $1,110.00 LF
66" Jacked Pipes $1,216.00 LF
72" Jacked Pipes $1,374.00 LF
84" Jacked Pipes $1,533.00 LF
Manholes $5,400.00 EA
Inlets & Laterals $4,450.00 EA
Outfalls $16,300.00 EA
Canal Outfalls $30,000.00 EA
Basin Excavation $1.00 CY

IMPROVEMENTS ADJACENT TO BASIN

Fence, Pad, and Gate $40.00 LF
Mowstrip $20.00 LF
Arterial Paving $82.00 LF
Local Paving $53.00 LF
Curb and Gutter $30.00 LF
Sidewalk $70.00 LF
Sewer Line $30.00 LF
Water Line $31.00 LF
Street Lights $70.00 LF
Pump Station/Intake $500,000.00 EA

FR CUP No. 2021-01959

NOTE: THIS MAP IS SCHEMATIC. DISTANCES, AMOUNT OF CREDITABLE FACILITIES, AND LOCATION OF INLET BOUNDARIES ARE APPROXIMATE.



LEGEND

- Creditable Facilities (Master Plan Facilities To Be Constructed By Developer) - Inlet
- Existing Master Plan Facilities
- Future Master Plan Facilities
- Private Facilities
- Inlet Boundary
- Drainage Area Boundary
- Direction Of Drainage

1 " = 300 '

FR CUP 2021-01959

DRAINAGE AREAS "EG" & "EH"

EXHIBIT NO. 1

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

Prepared by: danielg
Date: 10/1/2021
Path: K:\Autocad\DWGS\0EXHIBIT\CITYCUP\2021-01959.mxd

OTHER REQUIREMENTS

EXHIBIT NO. 2

The cost of construction of Master Plan facilities, excluding dedication of storm drainage easements, is eligible for credit against the drainage fee of the drainage area served by the facilities. A Development Agreement shall be executed with the District to effect such credit. Reimbursement provisions, in accordance with the Drainage Fee Ordinance, will be included to the extent that developer's Master Plan costs for an individual drainage area exceed the fee of said area. Should the facilities cost for such individual area total less than the fee of said area, the difference shall be paid upon demand to the City or District.

The required inlet at the northeast corner of Riverside Drive and Herndon Avenue, as shown on Exhibit No. 1, has also been required of the developer of DPA 2019-04973. If the inlet is completed prior to the development of this site, the construction requirement for this inlet will be dropped.

CUP 2021-01959 is located in Drainage Areas "EH" and "EG". The site shall be graded so that the drainage boundary areas are consistent with the Master Plan drainage boundary areas as shown on Exhibit No. 1.

Permanent drainage service will be available for CUP 2021-01959 west of Arthur Avenue upon developer's construction of the Master Plan facilities shown on Exhibit No. 1. Permanent drainage service will not be available to CUP 2021-01959 east of Arthur Avenue. The District recommends temporary facilities for the area east of Arthur Avenue until permanent service is available.

In an effort to improve storm runoff quality, outdoor storage areas shall be constructed and maintained such that material that may generate contaminants will be prevented from contact with rainfall and runoff and thereby prevent the conveyance of contaminants in runoff into the storm drain system.

The District encourages, but does not require that roof drains from non-residential development be constructed such that they are directed onto and through a landscaped grassy swale area to filter out pollutants from roof runoff.

Runoff from areas where industrial activities, product, or merchandise come into contact with and may contaminate storm water must be treated before discharging it off-site or into a storm drain. Roofs covering such areas are recommended. Cleaning of such areas by sweeping instead of washing is to be required unless such wash water can be directed to the sanitary sewer system. Storm drains receiving untreated runoff from such areas shall not be connected to the District's system. Loading docks, depressed areas, and areas servicing or fueling vehicles are specifically subject to these requirements. The District's policy governing said industrial site NPDES program requirements is available on the District's website at: www.fresnofloodcontrol.org or contact the District's Environmental Department for further information regarding these policies related to industrial site requirements.

CITY OF FRESNO
DEVELOPMENT AND IMPACT FEE ESTIMATE

The following estimates are based on preliminary conceptual information. The exact fee obligation will be computed at the time of development by Public Works Department, Land Division & Engineering. The fee rates in effect at the time of development shall apply.

Proposed Development: Costco - 7120 N. Riverside Drive S/A

A.P.N. 503-020-12

Planned Land Use: Community Commercial

Current Zoning: CC/EA/UGM/cz

Site Area: +/- 23.26 acres

Building Area: 178,223 sq. ft., w/ 32 fuel positions, and Car Wash

Entitlement: P21-01959

Estimate Date: September 21, 2021

WATER CONNECTION CHARGES

	Service Area	Quantity	Units	Fee Rate	Amount Due	Notes
Water Service & Meter Charge	4"	1	EA.	$22,300.00	$22,300.00	[1] [6]
Water Service & Meter Charge	2"	2	EA.	$2,671.00	$5,342.00	[1] [6]
Irrigation Service & Meter Charge	2"	1	EA.	$2,671.00	$2,671.00	[1] [6]
Time & Materials Charge	12" Fire	1	EA.	$22,000.00	$22,000.00	[1] [6]
Frontage Charge		2,470	L.F.	$6.50	$16,055.00	[1] [6]
Water Capacity Fee	4"	1.00	EA.	$30,490.00	$30,490.00	[1] [6]
Water Capacity Fee	2"	3.00	EA.	$12,195.00	$36,585.00	[1] [6]
Total Water Connection Charges					**$135,443.00**	[1]

SEWER CONNECTION CHARGES

	Service Area	Quantity	Units	Fee Rate	Amount Due	Notes
House Branch Sewer Charge		[2]	EA	$0.00	[2]	[2]
Lateral Sewer Charge		113,500	Sq.Ft.	$0.10	$11,350.00	[6]
Oversized Sewer Charge	UGM	257,000	Sq.Ft.	$0.05	$12,850.00	[6] [8]
Wastewater Facilities Charge		STEP		[3]	[3]	[4] [7]
Trunk Sewer Charge	Grantland	STEP		[3]	[3]	[5] [7]
Total Sewer Connection Charges					**$24,200.00**	[3]

CITYWIDE/REGIONAL IMPACT FEES

	Service Area	Quantity	Units	Fee Rate	Amount Due	Notes
Citywide Fire Facilities Impact Fee	Commercial	178,223	Sq.Ft.	$721.00	$128,498.78	[7]
Citywide Police Facilities Impact Fee	Commercial	178,223	Sq.Ft.	$717.00	$127,785.89	[7]
Citywide Regional Street Charge	Comm. Retail	23.26	AC	$15,475.00	$359,948.50	[6] [8]
New Growth Area Major Street Charge	Comm. Retail	23.26	AC	$43,487.00	$1,011,507.62	[6] [8]
Citywide Traffic Signal Charge	Discount Club	178,223	Sq.Ft.	$2,396.00	$427,022.31	[6] [8]
Citywide Traffic Signal Charge	Gas Station	32	Fuel Positions	$4,104.00	$131,328.00	[6] [8]
Citywide Traffic Signal Charge	Car Wash	1	Stall/Bay	$6,188.00	$6,188.00	[6] [8]
Total Citywide/Regional Impact Fees					**$2,192,279.10**	

Total Fees and Charges ***$2,351,922.10***

CITY OF FRESNO
DEVELOPMENT AND IMPACT FEE ESTIMATE

NOTES:

Within the City of Fresno's sphere of influence there are other sewer and water utility providers. If the project is within one of those districts, the developer must provide confirmation from the representitive Districts that all conditions for sewer and/or water connections and services have been satisfied, prior to issuance of a Building Permit.

Outside agencies developer impact fees: It is the developer's responsibility to contact those agencies for their fee estimates. These agencies include but are not limited to; Fresno County, Council of Fresno County Governments (FCOG), Fresno Metropolitan Flood Control District (FMFCD), various School Districts that serve the City of Fresno, etc.

NOTICE OF 90-DAY PROTEST PERIOD (GOVERNMENT CODE §66020(d)(1))
A protest filed pursuant to subdivision and/or development (a) shall be filed at the time of approval or conditional approval of the development or within 90 days after the date of the imposition of the fees, dedications, reservations, or other exactions to be imposed on a development project. Each local agency shall provide to the project applicant a notice in writing at the time of the approval of the project or at the time of the imposition of the fees, dedications, reservations, or other exactions, a statement of the amount of the fees or a description of the dedications, reservations, or other exactions, and notification that the 90-day approval period in which the applicant may protest has begun.

- The Board of Directors of the Fresno County Regional Transportation Mitigation Fee Agency approved Resolution No. 2009-01 requiring the payment of Regional Transportation Mitigation Fee. The effective date of this resolution is January 1, 2010. Please contact the Council of Fresno County Governments (FCOG) at (559) 233-4148 to determine this fee obligation. Confirmation by the FCOG is required before the City of Fresno can issue the Certificate of Occupancy.

- On December 8, 2016, Fresno City Council adopted Resolution No. 2016-258, effective July 1, 2018, administratively updating the impact fees adjusted by this resolution annually to the percentage change in the 20-City Construction Cost Index as reported in the Engineering News Record (ENR) for the 12-month period ending of May of the year of adjustment.

- Payment of Fresno Metropolitan Flood Control District (FMFCD) impact fees may be required. Please contact FMFCD at (559) 456-3292 to determine fee obligation.

- Payment of applicable school district fees is required prior to issuance of Building Permit. Please contact the respective school district to satisfy your fee obligation. Confirmation by the respective school district is required before the City of Fresno can issue building permits

[1] Fees for Water Service Connections and/or Meters, and Water Capacity due at time of development. Charges based on service and/or meter sizes, (Rates as established by the Master Fee Schedule), determined by the Developer.

[2] Sewer House branches to be installed by Developer at the Developer's cost.

[3] Upon occupancy of the project, the subdivider shall pay the appropriate sewer facility charge pursuant to the Simple Tiered Equity Program (STEP) as determined by the Department of Public Utilities, Wastewater Division, Environmental Services Section (559-621-5153).

[4] The Wastewater Facilities Charge (WWFC) is applicable to single family, duplex, and triplex developments. (FMC 6-302(i)); For Condominium conversions, WWFC may stay in the S.T.E.P. if the project continues to be master metered for water. If the condominiums are individually metered, the developer will pay the pro-rated portion of these fees.

[5] The Trunk Sewer Charge is applicable to single family, duplex, and triplex developments. (FMC 6-302(i)); For Condominium conversions, Trunk Sewer Charges may stay in the S.T.E.P. if the project continues to be master metered for water. If the condominiums are individually metered, the developer will pay the pro-rated portion of these fees.

[6] Due at Building Permit

[7] Due with Certificate of Occupancy

[8] Construction Fee Credits may be applicable. Contact the Public Works Engineering Services Division at (559) 621-8685 for more information.

[9] Parks fee applicable only to residential developments

[10] Fee not applicable on replacement or reconstruction of an existing structure that has been destroyed or demolished provided that the Building Permit for new construction is obtained within one year after the building is destroyed or demolished, and there is no change in the land use designation. (Res. Nos. 2005-428, 429)

[11] Subject to the acceptance date of the vesting tentative map, fee may not be applicable until 2-years after the date of Final Map recordation; when applicable, fee is due at Building Permit for all un-developed lots at the fee rate then in effect.

Prepared and Reviewed By: Frank Saburit **Date: September 21, 2021** **(559) 621-8797**

City of Fresno Public Works Department
Land Division & Engineering

DEPARTMENT OF PUBLIC WORKS

TO: Mindi Mariboho, Planning Services Coordinator
Planning Division

FROM: Hilary Kimber, Parks Supervisor II (559.621.1345)
Public Works, Street Maintenance Division

DATE: September 13, 2021

SUBJECT: **P21-01959 7120 N. Riverside Dr./6421 W. Spruce Ave.** (APN: 503-020-12) located on the northeast corner of W. Herndon Ave. and N. Riverside Dr. The Department of Public Works has reviewed the Site Plan and offers the following comments regarding the requirements for landscaping and irrigation in the street right-of-ways, landscape easements, and median islands:

GENERAL REQUIREMENTS

STREET TREE REQUIREMENTS

1. The subdivider is required to provide street trees on all public street frontages per Fresno Municipal Code and for the dedication of planting and buffer landscaping easements as determined by the Planning Department. Street trees shall be planted at the minimum rate of one tree for each 40' of street frontage or one tree per home (whichever is greater) by the Developer. The subdivider is required to provide irrigation for all street trees. The irrigation system shall comply with AB 1881.

2. Street Tree Planting by Developer: For those lots having internal street tree frontage available for street tree planting, the developer shall plant one tree for each 40' of street frontage, or one tree per lot having street frontage, whichever is greater. Tree planting shall be within a 10' Public Planting and Utility Easement.

   a. Street tree inspection fees shall be collected for each 40' of public street frontage or one tree per lot whichever is greater.

   b. Street trees shall be planted in accordance with the City of Fresno, Department of Public Works “Standard Specifications.”

   c. Landscape plans for all public use areas, such as parkways, buffers, medians and trails, shall be reviewed and approved by the Department of Public Works, Engineering Services. A street tree planting permit shall be required for all residential street tree planting.

   d. Performance and payment securities, paid with final map, will be released when all landscaping installed on public and/or city controlled property is in conformance with the Specifications of the City of Fresno.

   e. Upon acceptance of the required work, warranty security shall be furnished to or retained by the city for guaranty and warranty of the work for a period of ninety days following acceptance.

   f. The designated street tree on N. Riverside Dr. is:

   Ginkgo biloba ‘Autumn Gold’ **Autumn Gold Maidenhair**

The designated street tree for W. Spruce Ave. is:

Pistacia chinensis 'Keith Davey' **Keith Davey Pistache**

MEDIAN ISLAND LANDSCAPE REQUIREMENTS

1. When median islands front onto the proposed development project, applicants shall submit Plans to the Public Works/Engineering Services showing the location and configuration of all median islands fronting the proposed project.

2. The Public Works Department will review and evaluate existing median island(s) for a determination of all required improvements prior to approval of Final Map.

3. Landscape and irrigation is required on all new construction of median islands and shall be applied in accordance with the City of Fresno, Public Works Department Standards & Specifications and AB 1881. The Public Works Department requires all proposed median islands to be constructed with a one foot wide colored concrete strips, flush along curb edge, in a 12 inch by 12 inch brick slate pattern.

4. Trees shall not be planted in sections which are less than eight (8) feet wide unless approved by the Public Works Department. Sections less than eight (8) feet shall be capped with concrete as an integral part of the off site improvements, whether the median is landscaped or not.

TRAIL REQUIREMENTS

1. The trail shall be constructed in accordance with the "Master Trails Manual" and the Public Works Department standards. The subdivider is responsible for the trail construction. The subdivider is responsible for all landscape and irrigation improvements for and within the trail. Construction plans shall be submitted and shall include landscaping and automatic drip irrigation design. Trail cross-sections will be required with submittal of Street Plans and Landscaping/Irrigation Plans for review and approval. These plans shall be in compliance with current City standards and approved by the Department of Public Works. Landscaping within the regional/multipurpose trail shall include large, medium and low-growing shrubs planted from 3 to 6 feet apart depending on variety, and trees spaced approximately 25 to 45 feet apart to provide 50% shade coverage onto the planting area and pathway. Landscaping adjacent to walls or fences shall comply with "Landscaped Buffer Development Standards." All planting areas shall be irrigated with an automatic system.

2. The designated trees for the trail on W. Herndon Ave. are:

Platanus acerifolia 'Columbia' **Columbia Sycamore or**

Quercus virginiana **Southern Live Oak**

City of FRESNO

SUBJECT: Conditions of Approval for **P21-01959**

DATE: ~~October 24, 2022~~ February 14, 2024

TO: ~~Jose Valenzuela, Planner III~~ Steven Martinez, Planner II
Planning and Development Department

FROM: ~~Andreina Aguilar, Engineer II~~ Harmanjit Dhaliwal, PE Licensed Engineer Manager
Public Works Department, ~~Traffic~~ Land Planning & Inspection Section

ADDRESS: **7190 North Riverside Avenue**

APN: **503-020-12, -11**

ATTENTION:

The items below require a separate process with additional fees and timelines, in addition to the development permit process. Submit the following items early to avoid delaying approval of building permits. Final approval of the site plan is contingent on receipt of all items checked below.

To be completed:	Point of Contact	Department and Contact Information
Traffic Impact Study (TIS) A Traffic Impact Study was required. Comply with the City Traffic Engineer's mitigated measures based on the TIS. https://www.fresno.gov/publicworks/traffic-engineering/#tab-2	Harmanjit Dhaliwal	Public Works Department (559) 621-8694 Harmanjit.Dhaliwal@fresno.gov
Deeds (up to 2-month processing time) Deeds are required to provide easements to the City for required public improvements. They shall be prepared by the owner / developer's engineer. Contact Jeff Beck for fees and processing requirements. Provide a copy of the recorded dedications to Traffic Planning prior to the issuance of building permits. Submit a copy of the submitted dedication exhibit for verification. https://www.fresno.gov/publicworks/engineering-services/#tab-5	Jason Camit	Public Works Department (559) 621-8681 Jason.Camit@fresno.gov

Vacation (4 month processing time) A Feasibility Study is required to determine viability and to establish conditions, if any. Contact Jason Camit for fees and processing requirements. Provide a copy of the resolution to vacate to Traffic Planning **prior** to the issuance of building permits. Submit a copy of the submitted vacation exhibit for verification. https://www.fresno.gov/publicworks/engineering-services/#tab-5	Jason Camit	Public Works Department (559) 621-8681 Jason.Camit@fresno.gov
Cross Access Agreement Construct a fence on the existing property line or a curb **3'** from the property line or contact your planner regarding Cross Access Agreement requirements.	~~Jose Valenzuela~~ Steven Martinez	Planning and Development Department (559) 621-8047 ~~Jose.Valenzuela@fresno.gov~~ Steven.Martinez@fresno.gov

ATTENTION:

Prior to resubmitting the corrected exhibit, provide the following information and conditions of approval on the site plan:

A. GENERAL REQUIREMENTS

1. **Address:** Verify the project address with the Planning and Development Department.
2. **Legal description:** Provide legal description.
3. **Easements:** Revise and dimension existing and proposed easements.
4. **Required Notes:** Revise General Notes to include the required Public Works Department notes.
   a. Any survey monuments within the area of construction shall be preserved or reset by a person licensed to practice land surveying in the State of California.
   b. Repair all damaged and/or off-grade concrete street improvements as determined by the Construction Management Engineer, prior to occupancy.
   c. Two working days before commencing excavation operations within the street right-of way and/or utility easements, all existing underground facilities shall have been located by UNDERGROUND SERVICES ALERT (USA). CALL 1-800-642-2444

d. The performance of any work within the public street right-of-way requires a street work permit prior to commencement of work. All required street improvements must be completed and accepted by the City prior to occupancy.
e. Deeds are required to provide easements to the city for required public improvements. They shall be prepared by the owner / developer's engineer. Executed copies shall be submitted to the city with verification of ownership prior to the issuance of building permits.
f. Vacations: a feasibility study is required to determine viability and to establish conditions, if any. If approved, recordation of the vacation is required prior to issuance of building permits.
g. Underground all existing overhead utilities within the limits of this application as per Fresno Municipal Code Section 15-2017 and Public Works Policy No. 260.01.
h. Submit street construction plans to the Public Works Department.
i. Submit street lighting plans to the Public Works Department.
j. Submit trail construction plans to the Public Works Department.
k. Submit signing and striping plans to the public works department. Comply with the current Caltrans standards.
l. Provide a 4' minimum path of travel along the public sidewalk directly in front of property, to meet current accessibility regulations. A pedestrian easement may be required if requirements are not met.
m. Contact the Public Works Department, Traffic Engineering at 559-621-8800, 10 working days prior to any offsite concrete construction.
n. All development shall take place in accordance with all city, state, federal laws and regulations.

B. <u>OFFSITE INFORMATION:</u>

1. **Lot Lines and Government Lines:** Correct identify the government line.
2. **Vacations:** Identify and dimension the proposed vacations.
3. **Public Street Improvements:**
    a. **Center section and median island**
    b. **Street pavement**
    c. **Concrete curb, gutter, and sidewalk**
    d. **Sidewalk drains**
    e. **Street-type approaches**
    f. **Curb ramps**
    g. **Bus bay**
    h. **Streetlights**
    i. **Street tree wells**
    j. **Undergrounding of overhead utilities**
    k. **Trails**
4. **Street furniture:** Identify utility poles, boxes, guy wires, signs, fire hydrants,

bus stop benches, trash receptacles, etc.

5. **Accessibility:** Identify and dimension the required 4' minimum path of travel along the public sidewalk adjacent to the property. Provide pinch point dimensions. A pedestrian easement may be required if Title 24 requirements cannot be met.
6. **Non-Standard Improvements:** Provide a detail of the required improvements for Spruce Avenue.

C. <u>ONSITE INFORMATION:</u>

1. **Arthur Avenue (alignment):** If the developer does not own the full rights of Arthur Avenue alignment after processing the vacation, then a Cross Access Agreement is required for the shared access between both parcels (503-020-12 and 503-020-11).
2. **State standard "STOP":** Identify and install **30"** state standard "STOP" signs at the locations shown. A "right turn only" sign is also required where left-turns are prohibited; install a **30" x 36"** state standard sign immediately below the stop sign on the same post. Signs shall be mounted on a **2"** galvanized post with the bottom of the lowest sign **7'** above ground, located behind curb and immediately behind a major street sidewalk.
3. **Vehicle overhang:** Vehicles shall not overhang into the Bike, Pedestrian, and Landscape Easement (BPLE).
4. **Driveway throat length:** Revise site plan to provide a minimum throat length per Public Works Standard P-76 for street type approaches, from the back of the public easement.

PUBLIC IMPROVEMENT REQUIREMENTS

The following requirements are based on city records and the accuracy of the existing and proposed on-site and off-site conditions depicted on the exhibits submitted. Requirements not addressed due to omission or misrepresentation of information, on which this review process is dependent, will be imposed whenever such conditions are disclosed. Construct additional offsite improvements, including but not limited to, concrete curb, gutter, sidewalk, approaches, ramps, pavement, utility relocations, etc. in accordance with *City of Fresno's Public Works Standards, Specifications,* and the approved street plans. Street widening and transitions shall also include utility relocations and necessary dedications.

Repair all damaged and/or off grade off-site concrete street improvements as determined by the City of Fresno Public Works Department, Construction Management Division, (559) 621-5600. Pedestrian paths of travel must also meet current accessibility regulations.

Underground all existing overhead utilities within the limits of this site/map as per ***Fresno Municipal Code*** **Section 15-2017** and ***Public Works Policy No.*** **260.01.**

The construction of any private overhead, surface or sub-surface structures, and appurtenances in the public right of way is prohibited unless an **Encroachment Covenant** is approved by the City of Fresno Public Works Department, Traffic and Engineering Services Division, (559) 621-8693. **Encroachment Covenant** must be approved **prior** to issuance of building permits.

Herndon Avenue: 6-Lane Expressway
(Provide the following as notes on the site plan.)

1. Dedication and Vacation Requirements:
   a. Dedicate a **26'** (minimum) easement for Bike, Pedestrian and Landscape purposes **only**. Above ground utilities are not allowed within this easement. (Additional right of way may be required for grading and drainage purposes.)
   b. Relinquish direct vehicular access rights to Herndon Avenue within the limits of this application.

2. Construction Requirements:
   a. Construct **20'** of permanent paving per *Public Works Standard* **P-50,** within the limits of this application and transition paving as necessary.
   b. Construct concrete curb and gutter to *Public Works Standard* **P-5**. The parkway shall be constructed to a **10'** pattern.
   c. Construct an underground street lighting system to *Public Works Standard* **E-1** within the limits of this application. Spacing and design shall conform to *Public Works Standard* **E-10** for Expressways. Streetlights installed on major streets shall be fed from a service pedestal with a master photo control as detailed in **Section 3-3.17** of the *City Specifications and Public Works Standards* **E-15**, **E-17** and **E-18** or as approved by the City Engineer.
   d. Construct dual curb ramps per *Public Works Standards* **P-30** and **P-32,** based on a **30'** radius.
   e. Construct a **12'** wide Bike and Pedestrian Trail per the Fresno *General Plan*, the City of Fresno *Public Works Standards* **P-59, P-60, P-61,** and the *Caltrans Highway Design Manual* Chapter 1000 for Class I Bikeways (Bike Paths). Construction shall be complete with lighting, signing, striping, and landscaping. Identify the route and cross section on the site plan. Construct an expressway barrier fence within the limits of the application, per *Public Works Standards* **P-74** and **P-75**. Above ground utilities shall not be constructed within this easement. Additional right of way may be required for grading and drainage purposes.

Herndon Avenue: 6-Lane Super Arterial
(Provide the following as notes on the site plan.)

1. Dedication and Vacation Requirements:

a. Dedicate a **67'**(mid-block) **- 74'**(intersection) street easement, from Herndon centerline, within the limits of this application per *Public Works Standard* **P-51 and P-70**.
b. Dedicate a **26'** (minimum) easement for Landscape, Bike and Pedestrian purposes **only**. Above ground utilities are not allowed within this easement. (Additional right of way may be required for grading and drainage purposes.)
c. Relinquish direct vehicular access rights to Herndon Avenue within the limits of this application, except for the approved street type approach location along the Arthur alignment.

2. Construction Requirements:
   a. Construct **20'** of permanent paving per *Public Works Standard* **P-50,** within the limits of this application and transition paving as necessary.
   b. The proposed street type approach, shown as **P-76**, is tentatively approved until such time that a qualified Civil Engineer prepares street plans that provide the sufficient cross drainage approved by the City Engineer in accordance with *Public Works Standard* **P-10**. Construct curb ramps per *Public Works Standard* **P-28.** If grades are not sufficient, construct to *Public Works Standards* **P-2** and **P-6.**
   c. Construct concrete curb and gutter to *Public Works Standard* **P-5**. The curb shall be constructed to a **10'** commercial pattern. Planting of street trees shall conform to the minimum spacing guidelines as stated in the Standard Specification, Section 26-2.11(C).
   d. Construct an underground street lighting system to *Public Works Standard* **E-1** within the limits of this application. Spacing and design shall conform to *Public Works Standard* **E-7A and E-8** for Arterials. Streetlights installed on major streets shall be fed from a service pedestal with a master photo control as detailed in **Section 3-3.17** of the *City Specifications and Public Works Standards* **E-15**, **E-17** and **E-18** or as approved by the City Engineer.
   e. Construct dual concrete curbs ramp per *Public Works Standards* **P-30** and **P-32,** based on a **30'** radius, at the intersection of Herndon Avenue and Riverside Drive.
   f. Construct a **12'** wide Bike and Pedestrian Trail per the *Fresno General Plan*, the City of Fresno *Public Works Standards* **P-59, P-60, P-61,** and the *Caltrans Highway Design Manual* Chapter 1000 for Class I Bikeways (Bike Paths). Construction shall be complete with lighting, signing, striping, and landscaping. Identify the route and cross section on the site plan. Where the trail is constructed within **5'** of the curb, construct a fence per *Public Works Standards* **P-74** and **P-75**. Above ground utilities shall not be constructed within this easement. Additional right of way may be required for grading and drainage purposes.
   g. Provide a **12**' visibility triangle at all driveways, per Fresno Municipal Code (FMC) 15-2018B.

Riverside Avenue: 4-Lane Collector
(Provide the following as notes on the site plan.)

1. Dedication and Vacation Requirements:

a. Dedicate a **47'- 62'** street easement, from the street centerline, within the limits of this application per *Public Works Standard* **P-53 and P-70.**
b. Dedicate a 100' utility easement, on private property, for the signal loops at Riverside and Fir Avenues.
c. Dedicate a **24'** (minimum) easement for Landscape, Bike and Pedestrian purposes **only**. Above ground utilities are not allowed within this easement. (Additional right of way may be required for grading and drainage purposes.)
d. Vacate right of way adjacent to this application as necessary.

2. Construction Requirements:
   a. Construct **20'** of permanent paving per *Public Works Standard* **P-50,** within the limits of this application and transition paving as necessary.
   b. The proposed street type approach, shown as **P-76**, is tentatively approved until such time that a qualified Civil Engineer prepares street plans that provide the sufficient cross drainage approved by the City Engineer in accordance with *Public Works Standard* **P-10**. Construct curb ramps per *Public Works Standard* **P-28.** If grades are not sufficient, construct to *Public Works Standards* **P-2** and **P-6.**
   c. Construct concrete curb and gutter to *Public Works Standard* **P-5**. The curb shall be constructed to a **12'** commercial pattern. Planting of street trees shall conform to the minimum spacing guidelines as stated in the Standard Specification, Section 26-2.11(C).
   d. Construct an underground street lighting system to *Public Works Standard* **E-1** within the limits of this application. Spacing and design shall conform to *Public Works Standard* **E-7A, E-7B, E-8** for Collectors. Streetlights installed on major streets shall be fed from a service pedestal with a master photo control as detailed in **Section 3-3.17** of the *City Specifications* and *Public Works Standards* **E-15**, **E-17** and **E-18** or as approved by the City Engineer
   e. Construct concrete curb ramps per *Public Works Standards* **P-28** and **P-32,** based on a **20'** minimum radius, at the intersection with Fir Avenue and with Spruce Avenue.
   f. Construct an **80'** bus bay curb and gutter at the northeast corner of Herndon and Riverside Avenues to *Public Works Standard* **P-73**, complete with a **12'** monolithic sidewalk.
   g. Construct a **12'** wide Bike and Pedestrian Trail per the Fresno *General Plan*, the City of Fresno *Public Works Standards* **P-59, P-60, P-61,** and the *Caltrans Highway Design Manual* Chapter 1000 for Class I Bikeways (Bike Paths). Construction shall be complete with lighting, signing, striping, and landscaping. Identify the route and cross section on the site plan. Where the trail is constructed within **5'** of the curb, construct a fence per *Public Works Standards* **P-74** and **P-75**. Above ground utilities shall not be constructed within this easement. Additional right of way may be required for grading and drainage purposes.
   h. Provide a **12**' visibility triangle at all driveways, per Fresno Municipal Code (FMC) 15-2018B.

Spruce Avenue: 2-Lane Collector

(Provide the following as notes on the site plan.)

1. Dedication Requirements:
   a. Dedicate a ~~**72'**~~ **66'** street easement within the limits of this application per *Public Works Standard* **P-54**.

2. Construction Requirements:
   a. Construct **20'** of permanent paving per *Public Works Standard* **P-50,** within the limits of this entitlement and transition paving as necessary.
   b. The proposed street type approach, shown as **P-76**, is tentatively approved until such time that a qualified Civil Engineer prepares street plans that provide the sufficient cross drainage approved by the City Engineer in accordance with *Public Works Standard* **P-10**. Construct curb ramps per *Public Works Standard* **P-29.** If grades are not sufficient, construct to *Public Works Standards* **P-2** and **P-6.**
   c. Construct concrete curb, gutter, and **12'** sidewalk to *Public Works Standard* **P-5**. The curb shall be constructed to a **12'** commercial pattern. Construct **5'** x **6'** tree wells per *Public Works Standard* **P-8** (modified). Planting of street trees shall conform to the minimum spacing guidelines as stated in the Standard Specification, Section 26-2.11(C).
   d. Construct an underground street lighting system to *Public Works Standard* **E-1** within the limits of this application. Spacing and design shall conform to *Public Works Standard* **E-7A, E-7B, E-8** for Collectors. Streetlights installed on major streets shall be fed from a service pedestal with a master photo control as detailed in **Section 3-3.17** of the *City Specifications* and *Public Works Standards* **E-15**, **E-17** and **E-18** or as approved by the City Engineer.
   e. Provide a **12**' visibility triangle at all driveways, per Fresno Municipal Code (FMC) 15-2018B.

Public Improvement Plans are required and shall be approved by the City Engineer. Contact ~~Francisco Magos at (559) 621-8679~~ Scott Tyler at (559) 621- 8654 or at Scott.Tyler@fresno.gov and submit Public Improvement Plans for all required work, in a single package, to Engineering Services Division. Dedications shall be sufficient to accommodate additional paving and any other grading or transitions as necessary based on a **45** MPH design speed for Collectors and **55** MPH for Arterials. Utility poles, streetlights, signals, etc. shall be relocated as determined by the City Engineer. The performance of any work within the public right of way and/or easements (including street, bike, pedestrian, landscape, and utility easements) requires a **Street Work Permit prior** to commencement of work. Contact Public Works Department at (559) 621-8800, 10 working days prior to construction of any improvements in the public right-of-way and/or easements. All improvements shall be constructed in accordance with the City of Fresno, *Public Works Department Standard Drawings and Specifications*. Traffic Control Plans shall be required to ensure the sidewalk, or an approved accessible path remains open during construction. Contact Melessa Avakian at (559) 621-8812 or at Melessa.Avakian@fresno.gov and submit Traffic Control Plans to the Traffic Operations and Planning Division. All work shall be reviewed, approved, completed, and accepted **prior** to obtaining a certificate of occupancy.

Two working days before commencing excavation operations within the street right of way and/or utility easements, all existing underground facilities shall have been located by Underground Services Alert (USA) Call 811.

Any survey monuments within the area of construction shall be preserved or reset by a person licensed to practice Land Surveying in the State of California.

PRIVATE IMPROVEMENT REQUIREMENTS

Off-Street Parking Facilities and Geometrics:

Contact the Planning and Development Department for review and approval of onsite parking. The parking lot is required to meet the *City of Fresno's Parking Manual, Public Works Standards (P-21, P-22, and P-23) and Specifications*. Parking must also comply with the *California Building Code's* accessibility requirements and the Fire and Solid Waste Department's minimum turning templates.

Provide corrections as noted on **Exhibit "A".**

Specific Mitigated Requirements (Non-Reimbursable):
Requirements per Traffic Impact Study Review for TIS 21-013.

Parcel 503-020-12:

1. Herndon (Super Arterial) modify the existing median island to provide for an eastbound left-turn lane, as approved on the street plans.
2. The intersection of Riverside Drive and Fir Avenue shall be signalized to the City of Fresno Standards, complete with left turn phasing, actuation, and signal pre-emption **prior** to occupancy. The applicant shall design the traffic signal and obtain City approval of the plans. The traffic signal installation shall be limited to the following equipment: poles, safety lights, oversize street name sign, conduits, detectors, service pedestal connected to a PG&E point of service, controller cabinet, ITS vault, ITS communication cabinet, all pull boxes, 2070LX controller, mast arms, heads, Opticom discriminator and receivers.

Parcel 503-020-11:

1. Dedicate a **3'** street easement to accommodate a westbound right-turn lane at the approved street type approach.
2. Construct a westbound right-turn lane per *Public Works Standard* **P-78** at the street type approach.
3. The proposed street type approaches, shown as **P-76**, are tentatively approved until such time that a qualified Civil Engineer prepares street plans that provide the sufficient cross drainage approved by the City Engineer in accordance with *Public Works Standard* **P-10**. Construct curb ramps per *Public Works Standard* **P-28/P-29.** If grades are not sufficient, construct to *Public Works Standards* **P-2** and **P-6.**

Traffic Signal Mitigation Impact (TSMI) Fee: This project shall pay all applicable TSMI Fees **at the time of building permit.** Contact the Public Works Department, Frank Saburit at (559)621-8797. The fees are based on the Master fee schedule.

TSMI fee is credited against traffic signal and Intelligent Transportation System (ITS) improvements, provided that the improvements are constructed at ultimate locations, contained within the build out of the *General Plan* circulation element and are included in the latest Nexus Analysis for TSMI fee. Project specific impacts that are not consistent with the *General Plan*, *Public Works Standard Drawings* or not incorporated in the TSMI fee infrastructure costs, are not reimbursable. Failure to pay this fee or construct improvements that are credited / reimbursable with this fee will result in a significant unmitigated impact as this fee is applied to all projects within the City Sphere of Influence. If the applicant is conditioned with improvements that are credited / reimbursable with this fee, they should work with the Department of Public Works and identify, with a Professional Engineer's estimate, the costs associated with the improvements, prior to paying the TSMI fee at time of building permit.

1. The signal at the intersection of Herndon Avenue and Riverside Drive shall be modified to the City of Fresno Standards, complete with left turn phasing, actuation, and signal pre-emption **prior** to occupancy. This work is eligible for reimbursement and/or credit against Traffic Signal Mitigation Impact Fees. The applicant shall design the traffic signal and obtain City approval of the plans **prior** to issuance of any building permits. The traffic signal installation shall be limited to the following equipment: poles, safety lights, oversize street name sign, conduits, detectors, service pedestal connected to a PG&E point of service, controller cabinet, ITS vault, ITS communication cabinet, all pull boxes, 2070LX controller, mast arms, heads, Opticom discriminator and receivers.

Fresno Major Street Impact (FMSI) Fees: This entitlement is in the **New Growth Area**; therefore pay all applicable growth area fees and citywide regional street impact fees. Contact the Public Works Department, Frank Saburit at (559) 621-8797.

FMSI Requirements:

THE FMSI REQUIREMENTS ARE REQUIRED TO BE CONSTRUCTED PRIOR TO OCCUPANCY.

Herndon Avenue: Expressway

1. Dedicate and construct the following **within the limits of this application** to accommodate additional paving and any other grading or transitions as necessary based on a **55** MPH design speed.
   a. Westbound: construct (3) **12'** travel lanes and a **10'** right-turn lane at the intersection of Herndon Avenue and Riverside Drive.
   b. Westbound: construct (2) **11'** left turn lanes at the intersection of Herndon Avenue and Riverside Drive

Herndon Avenue: Super Arterial

1. Dedicate and construct the following **within the limits of this application** to accommodate additional paving and any other grading or transitions as necessary based on a **55** MPH design speed.
   a. Westbound: construct (3) **12'** travel lanes, a bike lane, and a **10'** right-turn lane at the intersection of Herndon Avenue and Riverside Drive.
   b. Westbound: construct (2) **11'** left turn lanes at the intersection of Herndon Avenue and Riverside Drive

Riverside Drive: Collector

1. Dedicate and construct the following **within the limits of this application** to accommodate additional paving and any other grading or transitions as necessary based on a **45** MPH design speed**.**
   a. Where not existing, dedicate and construct from curb to curb four travel lanes, bike lanes, right-turn lanes, left-turn lanes, and remove and replace the existing median to the ultimate location as approved on the street plans.

Spruce: Collector

1. Dedicate and construct the following from curb to curb **within the limits of this application and continue to Sandrini Avenue.** Dedication shall be sufficient to accommodate additional paving and any other grading or transitions as necessary based on a **45** MPH design speed**.**
   a. East bound: (1) **11'** center section travel lane and a **7'** bike lane;
   b. West bound: (1) **11'** center section travel lane and a **7'** bike lane;
   c. Center section: a **12'** center two-way left turn lane. Where applicable, stripe 200' left, turn pockets at all major intersections.
2. Provide 4' asphalt path of travel behind curb and gutter along the frontage of APN 503-020-11.

Regional Transportation Mitigation Fee (RTMF): Pay all applicable **RTMF** fees to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148 ext. 200; www.fresnocog.org. Provide proof of payment or exemption **prior** to issuance of certificate of occupancy.

In order to obtain street or building permit approval from the Public Works Department, an approval stamp with a signature from Traffic Planning is required on the site plan and inserted in the building sets.

Questions relative to these conditions may be directed to ~~Andreina Aguilar (559) 621-8674 Andreina.Aguilar@fresno.gov~~ Angela Reis (559) 621-8684 Angela.Reis@fresno.gov in the Public Works Department, ~~Traffic Planning~~ Land Planning and Inspection Section.

City of FRESNO

SUBJECT: Conditions of Approval for **P21-01959**

DATE: October 24, 2022

TO: Jose Valenzuela, Planner III
Planning and Development Department

FROM: Andreina Aguilar, Engineer II
Public Works Department, Traffic Planning Section

ADDRESS: **7190 North Riverside Avenue**

APN: **503-020-12, -11**

ATTENTION:

The items below require a separate process with additional fees and timelines, in addition to the development permit process. Submit the following items early to avoid delaying approval of building permits. Final approval of the site plan is contingent on receipt of all items checked below.

To be completed:	Point of Contact	Department and Contact Information
Traffic Impact Study (TIS) A Traffic Impact Study was required. Comply with the City Traffic Engineer's mitigated measures based on the TIS. https://www.fresno.gov/publicworks/traffic-engineering/#tab-2	Harmanjit Dhaliwal	Public Works Department (559) 621-8694 Harmanjit.Dhaliwal@fresno.gov
Deeds (up to 2-month processing time) Deeds are required to provide easements to the City for required public improvements. They shall be prepared by the owner / developer's engineer. Contact Jeff Beck for fees and processing requirements. Provide a copy of the recorded dedications to Traffic Planning prior to the issuance of building permits. Submit a copy of the submitted dedication exhibit for verification. https://www.fresno.gov/publicworks/engineering-services/#tab-5	Jason Camit	Public Works Department (559) 621-8681 Jason.Camit@fresno.gov

Vacation (4 month processing time) A Feasibility Study is required to determine viability and to establish conditions, if any. Contact Jason Camit for fees and processing requirements. Provide a copy of the resolution to vacate to Traffic Planning **prior** to the issuance of building permits. Submit a copy of the submitted vacation exhibit for verification. https://www.fresno.gov/publicworks/engineering-services/#tab-5	Jason Camit	Public Works Department (559) 621-8681 Jason.Camit@fresno.gov
Cross Access Agreement Construct a fence on the existing property line or a curb **3'** from the property line or contact your planner regarding Cross Access Agreement requirements.	Jose Valenzuela	Planning and Development Department (559) 621-8070 Jose.Valenzuela@fresno.gov

ATTENTION:

Prior to resubmitting the corrected exhibit, provide the following information and conditions of approval on the site plan:

A. GENERAL REQUIREMENTS

1. **Address:** Verify the project address with the Planning and Development Department.
2. **Legal description:** Provide legal description.
3. **Easements:** Revise and dimension existing and proposed easements.
4. **Required Notes:** Revise General Notes to include the required Public Works Department notes.
   a. Any survey monuments within the area of construction shall be preserved or reset by a person licensed to practice land surveying in the State of California.
   b. Repair all damaged and/or off-grade concrete street improvements as determined by the Construction Management Engineer, prior to occupancy.
   c. Two working days before commencing excavation operations within the street right-of way and/or utility easements, all existing underground facilities shall have been located by UNDERGROUND SERVICES ALERT (USA). CALL 1-800-642-2444
   d. The performance of any work within the public street right-of-way requires a street work permit prior to commencement of work. All required street improvements must be completed and accepted by the City prior to occupancy.
   e. Deeds are required to provide easements to the city for required public

improvements. They shall be prepared by the owner / developer's engineer. Executed copies shall be submitted to the city with verification of ownership prior to the issuance of building permits.

f. Vacations: a feasibility study is required to determine viability and to establish conditions, if any. If approved, recordation of the vacation is required prior to issuance of building permits.
g. Underground all existing overhead utilities within the limits of this application as per Fresno Municipal Code Section 15-2017 and Public Works Policy No. 260.01.
h. Submit street construction plans to the Public Works Department.
i. Submit street lighting plans to the Public Works Department.
j. Submit trail construction plans to the Public Works Department.
k. Submit signing and striping plans to the public works department. Comply with the current Caltrans standards.
l. Provide a 4' minimum path of travel along the public sidewalk directly in front of property, to meet current accessibility regulations. A pedestrian easement may be required if requirements are not met.
m. Contact the Public Works Department, Traffic Engineering at 559-621-8800, 10 working days prior to any offsite concrete construction.
n. All development shall take place in accordance with all city, state, federal laws and regulations.

B. <u>OFFSITE INFORMATION:</u>

1. **Lot Lines and Government Lines:** Correct identify the government line.
2. **Vacations:** Identify and dimension the proposed vacations.
3. **Public Street Improvements:**
    a. **Center section and median island**
    b. **Street pavement**
    c. **Concrete curb, gutter, and sidewalk**
    d. **Sidewalk drains**
    e. **Street-type approaches**
    f. **Curb ramps**
    g. **Bus bay**
    h. **Streetlights**
    i. **Street tree wells**
    j. **Undergrounding of overhead utilities**
    k. **Trails**
4. **Street furniture:** Identify utility poles, boxes, guy wires, signs, fire hydrants, bus stop benches, trash receptacles, etc.
5. **Accessibility:** Identify and dimension the required 4' minimum path of travel along the public sidewalk adjacent to the property. Provide pinch point dimensions. A pedestrian easement may be required if Title 24 requirements

cannot be met.

6. **Non-Standard Improvements:** Provide a detail of the required improvements for Spruce Avenue.

C. ONSITE INFORMATION:

1. **Arthur Avenue (alignment):** If the developer does not own the full rights of Arthur Avenue alignment after processing the vacation, then a Cross Access Agreement is required for the shared access between both parcels (503-020-12 and 503-020-11).
2. **State standard "STOP":** Identify and install **30"** state standard "STOP" signs at the locations shown. A "right turn only" sign is also required where left-turns are prohibited; install a **30" x 36"** state standard sign immediately below the stop sign on the same post. Signs shall be mounted on a **2"** galvanized post with the bottom of the lowest sign **7'** above ground, located behind curb and immediately behind a major street sidewalk.
3. **Vehicle overhang:** Vehicles shall not overhang into the Bike, Pedestrian, and Landscape Easement (BPLE).
4. **Driveway throat length:** Revise site plan to provide a minimum throat length per Public Works Standard P-76 for street type approaches, from the back of the public easement.

PUBLIC IMPROVEMENT REQUIREMENTS

The following requirements are based on city records and the accuracy of the existing and proposed on-site and off-site conditions depicted on the exhibits submitted. Requirements not addressed due to omission or misrepresentation of information, on which this review process is dependent, will be imposed whenever such conditions are disclosed. Construct additional offsite improvements, including but not limited to, concrete curb, gutter, sidewalk, approaches, ramps, pavement, utility relocations, etc. in accordance with *City of Fresno's Public Works Standards, Specifications,* and the approved street plans. Street widening and transitions shall also include utility relocations and necessary dedications.

Repair all damaged and/or off grade off-site concrete street improvements as determined by the City of Fresno Public Works Department, Construction Management Division, (559) 621-5600. Pedestrian paths of travel must also meet current accessibility regulations.

Underground all existing overhead utilities within the limits of this site/map as per ***Fresno Municipal Code* Section 15-2017** and ***Public Works Policy No*. 260.01.**

The construction of any private overhead, surface or sub-surface structures, and appurtenances in the public right of way is prohibited unless an **Encroachment**

Covenant is approved by the City of Fresno Public Works Department, Traffic and Engineering Services Division, (559) 621-8693. **Encroachment Covenant** must be approved **prior** to issuance of building permits.

Herndon Avenue: 6-Lane Expressway
(Provide the following as notes on the site plan.)

1. Dedication and Vacation Requirements:
   a. Dedicate a **26'** (minimum) easement for Bike, Pedestrian and Landscape purposes **only**. Above ground utilities are not allowed within this easement. (Additional right of way may be required for grading and drainage purposes.)
   b. Relinquish direct vehicular access rights to Herndon Avenue within the limits of this application.

2. Construction Requirements:
   a. Construct **20'** of permanent paving per *Public Works Standard* **P-50,** within the limits of this application and transition paving as necessary.
   b. Construct concrete curb and gutter to *Public Works Standard* **P-5**. The parkway shall be constructed to a **10'** pattern.
   c. Construct an underground street lighting system to *Public Works Standard* **E-1** within the limits of this application. Spacing and design shall conform to *Public Works Standard* **E-10** for Expressways. Streetlights installed on major streets shall be fed from a service pedestal with a master photo control as detailed in **Section 3-3.17** of the *City Specifications and Public Works Standards* **E-15**, **E-17** and **E-18** or as approved by the City Engineer.
   d. Construct dual curb ramps per *Public Works Standards* **P-30** and **P-32,** based on a **30'** radius.
   e. Construct a **12'** wide Bike and Pedestrian Trail per the Fresno *General Plan*, the City of Fresno *Public Works Standards* **P-59, P-60, P-61,** and the *Caltrans Highway Design Manual* Chapter 1000 for Class I Bikeways (Bike Paths). Construction shall be complete with lighting, signing, striping, and landscaping. Identify the route and cross section on the site plan. Construct an expressway barrier fence within the limits of the application, per *Public Works Standards* **P-74** and **P-75**. Above ground utilities shall not be constructed within this easement. Additional right of way may be required for grading and drainage purposes.

Herndon Avenue: 6-Lane Super Arterial
(Provide the following as notes on the site plan.)

1. Dedication and Vacation Requirements:
   a. Dedicate a **67'**(mid-block) **- 74'**(intersection) street easement, from Herndon centerline, within the limits of this application per *Public Works Standard* **P-51 and P-70**.
   b. Dedicate a **26'** (minimum) easement for Landscape, Bike and Pedestrian purposes **only**. Above ground utilities are not allowed within this easement. (Additional right of way may be required for grading and drainage purposes.)

c. Relinquish direct vehicular access rights to Herndon Avenue within the limits of this application, except for the approved street type approach location along the Arthur alignment.

2. Construction Requirements:
   a. Construct **20'** of permanent paving per *Public Works Standard* **P-50,** within the limits of this application and transition paving as necessary.
   b. The proposed street type approach, shown as **P-76**, is tentatively approved until such time that a qualified Civil Engineer prepares street plans that provide the sufficient cross drainage approved by the City Engineer in accordance with *Public Works Standard* **P-10**. Construct curb ramps per *Public Works Standard* **P-28.** If grades are not sufficient, construct to *Public Works Standards* **P-2** and **P-6.**
   c. Construct concrete curb and gutter to *Public Works Standard* **P-5**. The curb shall be constructed to a **10'** commercial pattern. Planting of street trees shall conform to the minimum spacing guidelines as stated in the Standard Specification, Section 26-2.11(C).
   d. Construct an underground street lighting system to *Public Works Standard* **E-1** within the limits of this application. Spacing and design shall conform to *Public Works Standard* **E-7A and E-8** for Arterials. Streetlights installed on major streets shall be fed from a service pedestal with a master photo control as detailed in **Section 3-3.17** of the *City Specifications and Public Works Standards* **E-15**, **E-17** and **E-18** or as approved by the City Engineer.
   e. Construct dual concrete curbs ramp per *Public Works Standards* **P-30** and **P-32,** based on a **30'** radius, at the intersection of Herndon Avenue and Riverside Drive.
   f. Construct a **12'** wide Bike and Pedestrian Trail per the *Fresno General Plan*, the City of Fresno *Public Works Standards* **P-59, P-60, P-61,** and the *Caltrans Highway Design Manual* Chapter 1000 for Class I Bikeways (Bike Paths). Construction shall be complete with lighting, signing, striping, and landscaping. Identify the route and cross section on the site plan. Where the trail is constructed within **5'** of the curb, construct a fence per *Public Works Standards* **P-74** and **P-75**. Above ground utilities shall not be constructed within this easement. Additional right of way may be required for grading and drainage purposes.
   g. Provide a **12**' visibility triangle at all driveways, per Fresno Municipal Code (FMC) 15-2018B.

Riverside Avenue: 4-Lane Collector
(Provide the following as notes on the site plan.)

1. Dedication and Vacation Requirements:
   a. Dedicate a **47'- 62'** street easement, from the street centerline, within the limits of this application per *Public Works Standard* **P-53 and P-70.**
   b. Dedicate a 100' utility easement, on private property, for the signal loops at Riverside and Fir Avenues.

c. Dedicate a **24'** (minimum) easement for Landscape, Bike and Pedestrian purposes **only**. Above ground utilities are not allowed within this easement. (Additional right of way may be required for grading and drainage purposes.)
d. Vacate right of way adjacent to this application as necessary.

2. Construction Requirements:
   a. Construct **20'** of permanent paving per *Public Works Standard* **P-50,** within the limits of this application and transition paving as necessary.
   b. The proposed street type approach, shown as **P-76**, is tentatively approved until such time that a qualified Civil Engineer prepares street plans that provide the sufficient cross drainage approved by the City Engineer in accordance with *Public Works Standard* **P-10**. Construct curb ramps per *Public Works Standard* **P-28.** If grades are not sufficient, construct to *Public Works Standards* **P-2** and **P-6.**
   c. Construct concrete curb and gutter to *Public Works Standard* **P-5**. The curb shall be constructed to a **12'** commercial pattern. Planting of street trees shall conform to the minimum spacing guidelines as stated in the Standard Specification, Section 26-2.11(C).
   d. Construct an underground street lighting system to *Public Works Standard* **E-1** within the limits of this application. Spacing and design shall conform to *Public Works Standard* **E-7A, E-7B, E-8** for Collectors. Streetlights installed on major streets shall be fed from a service pedestal with a master photo control as detailed in **Section 3-3.17** of the *City Specifications* and *Public Works Standards* **E-15**, **E-17** and **E-18** or as approved by the City Engineer
   e. Construct concrete curb ramps per *Public Works Standards* **P-28** and **P-32,** based on a **20'** minimum radius, at the intersection with Fir Avenue and with Spruce Avenue.
   f. Construct an **80'** bus bay curb and gutter at the northeast corner of Herndon and Riverside Avenues to *Public Works Standard* **P-73**, complete with a **12'** monolithic sidewalk.
   g. Construct a **12'** wide Bike and Pedestrian Trail per the Fresno *General Plan*, the City of Fresno *Public Works Standards* **P-59, P-60, P-61,** and the *Caltrans Highway Design Manual* Chapter 1000 for Class I Bikeways (Bike Paths). Construction shall be complete with lighting, signing, striping, and landscaping. Identify the route and cross section on the site plan. Where the trail is constructed within **5'** of the curb, construct a fence per *Public Works Standards* **P-74** and **P-75**. Above ground utilities shall not be constructed within this easement. Additional right of way may be required for grading and drainage purposes.
   h. Provide a **12**' visibility triangle at all driveways, per Fresno Municipal Code (FMC) 15-2018B.

<u>Spruce Avenue: 2-Lane Collector</u>
(Provide the following as notes on the site plan.)

1. Dedication Requirements:
   a. Dedicate a **72'** street easement within the limits of this application per *Public Works Standard* **P-54**.

2. Construction Requirements:
    a. Construct **20'** of permanent paving per *Public Works Standard* **P-50,** within the limits of this entitlement and transition paving as necessary.
    b. The proposed street type approach, shown as **P-76**, is tentatively approved until such time that a qualified Civil Engineer prepares street plans that provide the sufficient cross drainage approved by the City Engineer in accordance with *Public Works Standard* **P-10**. Construct curb ramps per *Public Works Standard* **P-29.** If grades are not sufficient, construct to *Public Works Standards* **P-2** and **P-6.**
    c. Construct concrete curb, gutter, and **12'** sidewalk to *Public Works Standard* **P-5**. The curb shall be constructed to a **12'** commercial pattern. Construct **5'** x **6'** tree wells per *Public Works Standard* **P-8** (modified). Planting of street trees shall conform to the minimum spacing guidelines as stated in the Standard Specification, Section 26-2.11(C).
    d. Construct an underground street lighting system to *Public Works Standard* **E-1** within the limits of this application. Spacing and design shall conform to *Public Works Standard* **E-7A, E-7B, E-8** for Collectors. Streetlights installed on major streets shall be fed from a service pedestal with a master photo control as detailed in **Section 3-3.17** of the *City Specifications* and *Public Works Standards* **E-15**, **E-17** and **E-18** or as approved by the City Engineer.
    e. Provide a **12**' visibility triangle at all driveways, per Fresno Municipal Code (FMC) 15-2018B.

Public Improvement Plans are required and shall be approved by the City Engineer. Contact Francisco Magos at (559) 621-8679 or at Scott.Tyler@fresno.gov and submit Public Improvement Plans for all required work, in a single package, to Engineering Services Division. Dedications shall be sufficient to accommodate additional paving and any other grading or transitions as necessary based on a **45** MPH design speed for Collectors and **55** MPH for Arterials. Utility poles, streetlights, signals, etc. shall be relocated as determined by the City Engineer. The performance of any work within the public right of way and/or easements (including street, bike, pedestrian, landscape, and utility easements) requires a **Street Work Permit prior** to commencement of work. Contact Public Works Department at (559) 621-8800, 10 working days prior to construction of any improvements in the public right-of-way and/or easements. All improvements shall be constructed in accordance with the City of Fresno, *Public Works Department Standard Drawings and Specifications*. Traffic Control Plans shall be required to ensure the sidewalk, or an approved accessible path remains open during construction. Contact Melessa Avakian at (559) 621-8812 or at Melessa.Avakian@fresno.gov and submit Traffic Control Plans to the Traffic Operations and Planning Division. All work shall be reviewed, approved, completed, and accepted **prior** to obtaining a certificate of occupancy.

Two working days before commencing excavation operations within the street right of way and/or utility easements, all existing underground facilities shall have been located by Underground Services Alert (USA) Call 811.

Any survey monuments within the area of construction shall be preserved or reset by a person licensed to practice Land Surveying in the State of California.

PRIVATE IMPROVEMENT REQUIREMENTS

Off-Street Parking Facilities and Geometrics:

Contact the Planning and Development Department for review and approval of onsite parking. The parking lot is required to meet the *City of Fresno's Parking Manual, Public Works Standards (P-21, P-22, and P-23) and Specifications*. Parking must also comply with the *California Building Code's* accessibility requirements and the Fire and Solid Waste Department's minimum turning templates.

Provide corrections as noted on **Exhibit "A".**

Specific Mitigated Requirements (Non-Reimbursable):
Requirements per Traffic Impact Study Review for TIS 21-013.

Parcel 503-020-12:

1. Herndon (Super Arterial) modify the existing median island to provide for an eastbound left-turn lane, as approved on the street plans.
2. The intersection of Riverside Drive and Fir Avenue shall be signalized to the City of Fresno Standards, complete with left turn phasing, actuation, and signal pre-emption **prior** to occupancy. The applicant shall design the traffic signal and obtain City approval of the plans. The traffic signal installation shall be limited to the following equipment: poles, safety lights, oversize street name sign, conduits, detectors, service pedestal connected to a PG&E point of service, controller cabinet, ITS vault, ITS communication cabinet, all pull boxes, 2070LX controller, mast arms, heads, Opticom discriminator and receivers.

Parcel 503-020-11:

1. Dedicate a **3'** street easement to accommodate a westbound right-turn lane at the approved street type approach.
2. Construct a westbound right-turn lane per *Public Works Standard* **P-78** at the street type approach.
3. The proposed street type approaches, shown as **P-76**, are tentatively approved until such time that a qualified Civil Engineer prepares street plans that provide the sufficient cross drainage approved by the City Engineer in accordance with *Public Works Standard* **P-10**. Construct curb ramps per *Public Works Standard* **P-28/P-29.** If grades are not sufficient, construct to *Public Works Standards* **P-2** and **P-6.**

Traffic Signal Mitigation Impact (TSMI) Fee: This project shall pay all applicable TSMI Fees **at the time of building permit.** Contact the Public Works Department, Frank Saburit at (559)621-8797. The fees are based on the Master fee schedule.

TSMI fee is credited against traffic signal and Intelligent Transportation System (ITS) improvements, provided that the improvements are constructed at ultimate locations, contained within the build out of the *General Plan* circulation element and are included in the latest Nexus Analysis for TSMI fee. Project specific impacts that are not consistent

with the *General Plan*, *Public Works Standard Drawings* or not incorporated in the TSMI fee infrastructure costs, are not reimbursable. Failure to pay this fee or construct improvements that are credited / reimbursable with this fee will result in a significant unmitigated impact as this fee is applied to all projects within the City Sphere of Influence. If the applicant is conditioned with improvements that are credited / reimbursable with this fee, they should work with the Department of Public Works and identify, with a Professional Engineer's estimate, the costs associated with the improvements, prior to paying the TSMI fee at time of building permit.

1. The signal at the intersection of Herndon Avenue and Riverside Drive shall be modified to the City of Fresno Standards, complete with left turn phasing, actuation, and signal pre-emption **prior** to occupancy. This work is eligible for reimbursement and/or credit against Traffic Signal Mitigation Impact Fees. The applicant shall design the traffic signal and obtain City approval of the plans **prior** to issuance of any building permits. The traffic signal installation shall be limited to the following equipment: poles, safety lights, oversize street name sign, conduits, detectors, service pedestal connected to a PG&E point of service, controller cabinet, ITS vault, ITS communication cabinet, all pull boxes, 2070LX controller, mast arms, heads, Opticom discriminator and receivers.

Fresno Major Street Impact (FMSI) Fees: This entitlement is in the **New Growth Area**; therefore pay all applicable growth area fees and citywide regional street impact fees. Contact the Public Works Department, Frank Saburit at (559) 621-8797.

FMSI Requirements:

THE FMSI REQUIREMENTS ARE REQUIRED TO BE CONSTRUCTED PRIOR TO OCCUPANCY.

Herndon Avenue: Expressway

1. Dedicate and construct the following **within the limits of this application** to accommodate additional paving and any other grading or transitions as necessary based on a **55** MPH design speed.
   a. Westbound: construct (3) **12'** travel lanes and a **10'** right-turn lane at the intersection of Herndon Avenue and Riverside Drive.
   b. Westbound: construct (2) **11'** left turn lanes at the intersection of Herndon Avenue and Riverside Drive

Herndon Avenue: Super Arterial

1. Dedicate and construct the following **within the limits of this application** to accommodate additional paving and any other grading or transitions as necessary based on a **55** MPH design speed.
   a. Westbound: construct (3) **12'** travel lanes, a bike lane, and a **10'** right-turn lane at the intersection of Herndon Avenue and Riverside Drive.

b. Westbound: construct (2) **11'** left turn lanes at the intersection of Herndon Avenue and Riverside Drive

Riverside Drive: Collector

1. Dedicate and construct the following **within the limits of this application** to accommodate additional paving and any other grading or transitions as necessary based on a **45** MPH design speed**.**
   a. Where not existing, dedicate and construct from curb to curb four travel lanes, bike lanes, right-turn lanes, left-turn lanes, and remove and replace the existing median to the ultimate location as approved on the street plans.

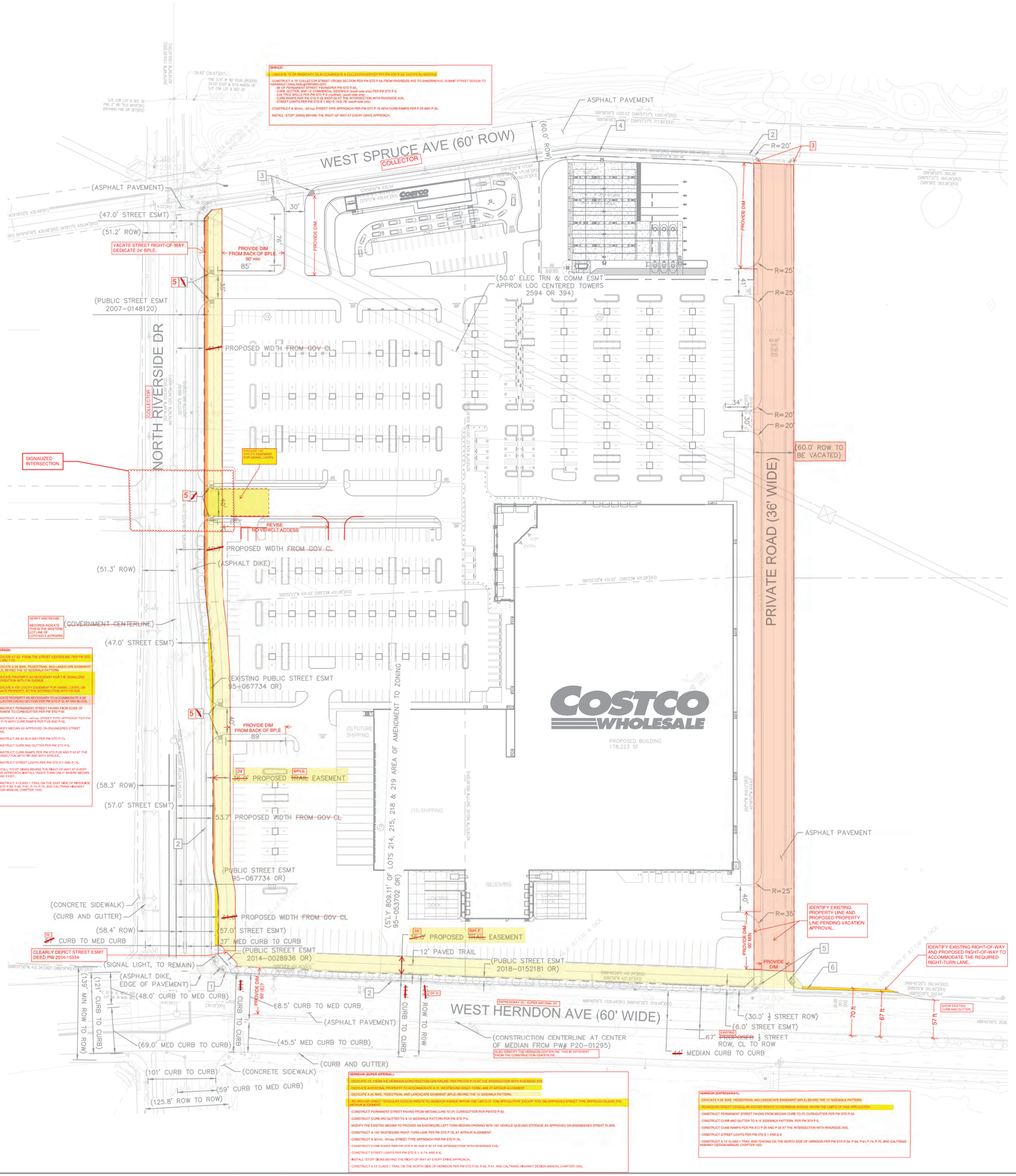
Spruce: Collector

1. Dedicate and construct the following from curb to curb **within the limits of this application and continue to Sandrini Avenue.** Dedication shall be sufficient to accommodate additional paving and any other grading or transitions as necessary based on a **45** MPH design speed**.**
   a. East bound: (1) **11'** center section travel lane and a **7'** bike lane;
   b. West bound: (1) **11'** center section travel lane and a **7'** bike lane;
   c. Center section: a **12'** center two-way left turn lane. Where applicable, stripe 200' left, turn pockets at all major intersections.

Regional Transportation Mitigation Fee (RTMF): Pay all applicable **RTMF** fees to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148 ext. 200; www.fresnocog.org. Provide proof of payment or exemption **prior** to issuance of certificate of occupancy.

In order to obtain street or building permit approval from the Public Works Department, an approval stamp with a signature from Traffic Planning is required on the site plan and inserted in the building sets.

Questions relative to these conditions may be directed to Andreina Aguilar (559) 621-8674 Andreina.Aguilar@fresno.gov in the Public Works Department, Traffic Planning Section.



PROJECT DATA

CLIENT:	COSTCO WHOLESALE
	999 LAKE DRIVE
	ISSAQUAH, WA 98027
PROJECT ADDRESS:	HERNDON AVENUE & RIVERSIDE DRIVE
APN	50302012 50302011

SITE DATA:

JURISDICTION:	CITY OF FRESNO
ZONING:	CC (COMMERCIAL COMMUNITY)

CONSTRUCTION NOTES:

1. CONSTRUCT DUAL CURB RAMPS PER PW STD DWG P-30
2. CONSTRUCT CONCRETE CURB & GUTTER PER PW STD DWG P-5
3. CONSTRUCT CONCRETE RAMP PER PW STD P-29, R=30' AND P-32.
4. CONSTRUCT CONCRETE SIDEWALK PER PW STD DWG P-5
5. CONSTRUCT DIAGONAL CURB RAMPS PER PW STD DWG P-28 AND P-32.
6. CONSTRUCT RIGHT TURN POCKET PER PW STD DWG P-78

PROVIDE THE FOLLOWING GENERAL NOTES:

1. ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA.
2. REPAIR ALL DAMAGED AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER, PRIOR TO OCCUPANCY.
3. TWO WORKING DAYS BEFORE COMMENCING EXCAVATION OPERATIONS WITHIN THE STREET RIGHT-OF WAY AND/OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICES ALERT (USA), CALL 1-800-642-2444.
4. THE PERFORMANCE OF ANY WORK WITHIN THE PUBLIC STREET RIGHT-OF-WAY REQUIRES A STREET WORK PERMIT PRIOR TO COMMENCEMENT OF WORK. ALL REQUIRED STREET IMPROVEMENTS MUST BE COMPLETED AND ACCEPTED BY THE CITY PRIOR TO OCCUPANCY.
5. DEEDS ARE REQUIRED TO PROVIDE EASEMENTS TO THE CITY FOR REQUIRED PUBLIC IMPROVEMENTS. THEY SHALL BE PREPARED BY THE OWNER / DEVELOPER'S ENGINEER. EXECUTED COPIES SHALL BE SUBMITTED TO THE CITY WITH VERIFICATION OF OWNERSHIP PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
6. VACATIONS: A FEASIBILITY STUDY IS REQUIRED TO DETERMINE VIABILITY AND TO ESTABLISH CONDITIONS, IF ANY. IF APPROVED, RECORDATION OF THE VACATION IS REQUIRED PRIOR TO ISSUANCE OF BUILDING PERMITS.
7. UNDERGROUND ALL EXISTING OVERHEAD UTILITIES WITHIN THE LIMITS OF THIS APPLICATION AS PER FRESNO MUNICIPAL CODE SECTION 15-2017 AND PUBLIC WORKS POLICY NO. 260.01.
8. SUBMIT STREET CONSTRUCTION PLANS TO THE PUBLIC WORKS DEPARTMENT.
9. SUBMIT STREET LIGHTING PLANS TO THE PUBLIC WORKS DEPARTMENT.
10. SUBMIT TRAIL CONSTRUCTION PLANS TO THE PUBLIC WORKS DEPARTMENT.
11. SUBMIT SIGNING AND STRIPING PLANS TO THE PUBLIC WORKS DEPARTMENT. COMPLY WITH THE CURRENT CALTRANS STANDARDS.
12. PROVIDE A 4' MINIMUM PATH OF TRAVEL ALONG THE PUBLIC SIDEWALK DIRECTLY IN FRONT OF PROPERTY, TO MEET CURRENT ACCESSIBILITY REGULATIONS. A PEDESTRIAN EASEMENT MAY BE REQUIRED IF REQUIREMENTS ARE NOT MET.
13. CONTACT THE PUBLIC WORKS DEPARTMENT, TRAFFIC ENGINEERING AT 559-621-8800, 10 WORKING DAYS PRIOR TO ANY OFFSITE CONCRETE CONSTRUCTION.
14. ALL DEVELOPMENT SHALL TAKE PLACE IN ACCORDANCE WITH ALL CITY, STATE, FEDERAL LAWS AND REGULATIONS.

PROVIDE:
- LEGAL DESCRIPTION
- OFFICIAL SITE ADDRESS
- ASSESSOR'S PARCEL NUMBERS

ONSITE IS REVIEWED AND APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT FOR COMPLIANCE WITH THE CITY OF FRESNO PARKING MANUAL.

CP1

APPL NO. P21-01959 EXHIBIT A-1 DATE

PLANNING REVIEW ANDREINAA PW TRAFFIC PLANNING - REVIEWED NOT APPROVED

TRAFFIC ENG. ANDREINA.AGUILAR@FRESNO.GOV

APPROVED BY 2022.10.24 08:54:16 -07'00'

CITY OF FRESNO DARM DEPT

Call before you Dig
Avoid cutting underground utility lines. It's costly.
CALL 811 OR 1-800-642-2444

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
2 • 4 • 6 | 1201 2ND AVE, SUITE 900, SEATTLE, WA 98101
PHONE: (206) 627-2600
WWW.KIMLEY-HORN.COM

LICENSED PROFESSIONAL

NOT FOR CONSTRUCTION

DATE:

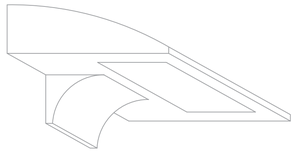
KHA PROJECT 090013004
DATE 03/04/2021
SCALE AS SHOWN
DESIGNED BY AD
DRAWN BY TB
CHECKED BY

OVERALL SITE PLAN

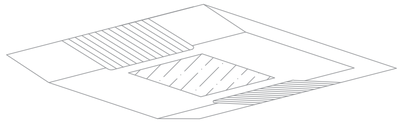
COSTCO FRESNO
PREPARED FOR
COSTCO WHOLESALE
FRESNO, CA
CW20-0569

SHEET NUMBER
C2.00

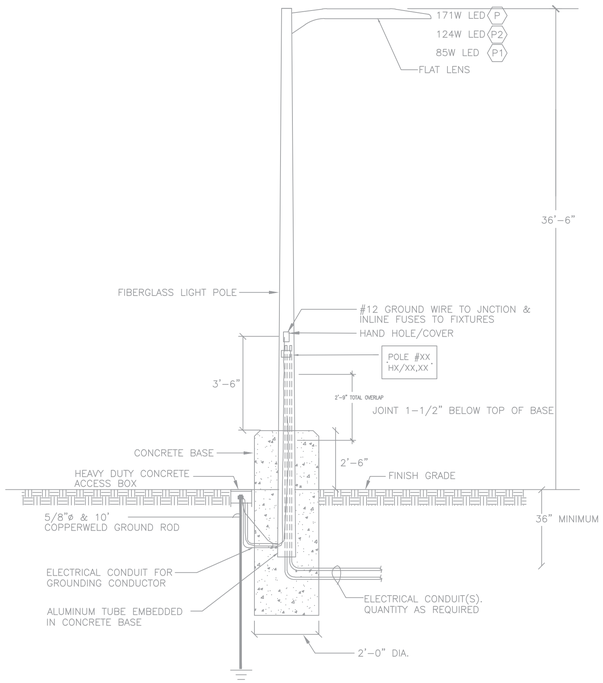
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



TYPICAL WALL PACK DETAIL (W–W4)
SCALE: NTS



FUEL FACILITY – LED (GA)
NO SCALE



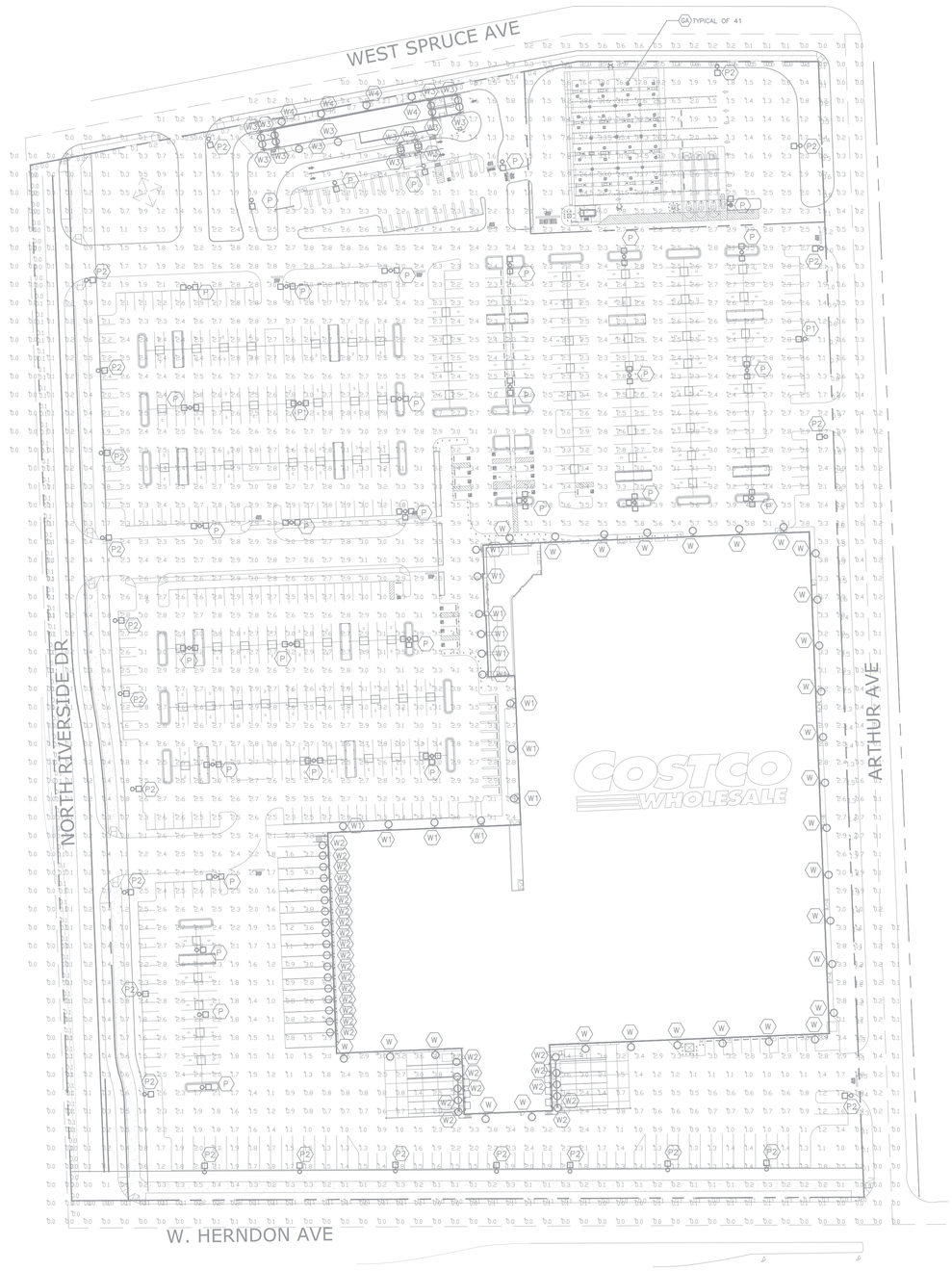
NOTE: PROVIDE CONCRETE J–BOX AS REQUIRED.
THIS DETAIL IS FOR ELECTRICAL CONDUITS ROUTING ONLY.
SEE STRUCTURAL DRAWINGS S0.2 FOR DETAILS.

POLE DETAIL
SCALE: NTS

57 LIGHT POLES
88 POLE FIXTURES
88 WALLPACKS

FIXTURE DESCRIPTION

P	COOPER GALLEON GLEON–SA4B–740–U–5WQ–BZ, 171W TYPE 5 DISTRIBUTION. FIBERGLASS POLE 36'–6" ABOVE GRADE, WITH 2'–6" BASE.
P1	COOPER GALLEON GLEON–SA2B–740–U–SL3–HSS–BZ, 85W TYPE 3 DISTRIBUTION. FIBERGLASS POLE 36'–6" ABOVE GRADE, WITH 2'–6" BASE.
P2	COOPER GALLEON GLEON–SA3B–740–U–SL4–HSS–BZ, 124W TYPE 4 DISTRIBUTION. FIBERGLASS POLE 36'–6" ABOVE GRADE, WITH 2'–6" BASE.
W	LITH DSXW2 LED 40K 30C 700 T2M, 71W LED, 20' MOUNTING HEIGHT
W1	LITH DSXW2 LED 40K 30C 700 T4M, 71W LED, 20' MOUNTING HEIGHT
W2	LITH DSXW2 LED 40K 30C 350 T4M, 36W LED, 12' & 20' MOUNTING HEIGHT
W3	LITH DSXW2 LED 40K 20C 350 T4M, 25W LED, 11' & 18' MOUNTING HEIGHT
W4	LITH DSXW1 LED 40K 10C 350 T2S, 13W LED, 12' MOUNTING HEIGHT
GA	96W LED, SURFACE SYMETRIC DOWN LIGHT, FLAT LENS, 18' MOUNTING HEIGHT



SITE LIGHTING PLAN
SCALE: 1" = 50'–0"

APPL. NO. P21-01959 EXHIBIT A-2 DATE 06/07/2021
PLANNING REVIEW BY _____ DATE _____
TRAFFIC ENG. _____ DATE _____
APPROVED BY _____ DATE _____
CITY OF FRESNO DARM DEPT

SITE LIGHTING PLAN

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PROJECT NO: 21–420

ISSUE DATE: MARCH, 2021
REVISION DATE:
DRAWN: NV
CHECKED: JGM
ARCHITECT REFERENCE NO:

T.E., Inc.
830 N. RIVERSIDE DRIVE
SUITE #200
RENTON, WA 98057
PHONE: 425–970–3753
FAX: 425–970–3756

DD PACKAGE

FRESNO, CA

COSTCO WHOLESALE

SE–1

City of FRESNO

PUBLIC WORKS DEPARTMENT

City Hall
2600 Fresno Street, 4th Floor
Fresno, California 93721
Ph. (559) 621-8800
www.fresno.gov

Scott L. Mozier, P.E.
Public Works Director

February 14, 2024

Steven Martinez, Planner II
Planning and Development Department
2600 Fresno Street, 3rd Floor
Fresno, CA 93721

SUBJECT: REVIEW OF THE TRAFFIC IMPACT ANALYSIS (TIA) DATED FEBRUARY 2023, FOR THE PROPOSED RELOCATION OF A COSTCO WARESHOUSE TO THE NORTHEAST CORNER OF HERNDON AVENUE AND RIVERSIDE DRIVE. TIS 21-013, P21-01959 and P21-01960

PROJECT OVERVIEW

Traffic Operations and Planning staff has reviewed the Traffic Impact Analysis (TIA) prepared by Kittelson & Associates for the proposed relocation of a Costco warehouse currently in operation at 4500 W Shaw Ave to a vacant site in the northeast corner of North Riverside Drive & West Herndon Avenue, "project", which plans to develop 191,346 square foot relocated retail facility with an attached tire center, 49,996 square foot relocated market delivery operation, 32 position fuel station, and drive-through car wash with approximately 987 parking stalls. The project proposes General Plan Amendment to reclassify the adjacent portion of West Herndon Avenue from expressway to super arterial. The approximately 22.4-acre site is currently vacant.

The TIA evaluated the operational impacts of the project by analyzing six (6) intersections in the vicinity of the project during the weekday AM and PM peak hours. Vehicle trips projected to be generated by the project were calculated using proprietary Costco-specific data. the ITE Trip Generation Manual, 10th Edition. The table below includes the weekday and Saturday daily (ADT), weekday AM and PM peak hour trips, and Saturday peak hour trips projected to be generated by proposed project as shown in the TIA.

Table 1 – Trip Generation

Land Use	Size	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Costco Warehouse w/Fuel Station & Car Wash	191,346 SF	18,212	238	201	439	732	844	1,576
Pass-By Trips*	-	(3,788)	(49)	(42)	(91)	(152)	(176)	(328)
Diverted Trips*	-	(4,038)	(52)	(45)	(97)	(162)	(187)	(349)
Net New Trips	-	10,386	137	114	251	418	481	899
MDO	49,996 SF	230	22	11	33	34	1	35
Total Trips Weekday		10,616	159	125	284	452	482	934
		Weekend						
		ADT	Midday Peak Hour					
			In		Out		Total	
Costco Warehouse w/Fuel Station & Car Wash	191,346 SF	22,638	1,040		1,090		2,130	
Pass-By Trips*	-	(5,297)	(243)		(255)		(498)	
Diverted Trips*	-	(3,305)	(152)		(159)		(311)	
Net New Trips	-	14,036	645		676		1,321	
MDO	49,996 SF	230	24		24		48	
Total Trips Weekend		14,266	669		700		1,369	

SF = Square Feet, MDO = Market Delivery Operation

GENERAL COMMENTS and CONDITIONS

1. This project shall pay its Traffic Signal Mitigation Impact (TSMI) Fee per the Master Fee Schedule at the time of building permit.

   The TSMI fee facilitates project impact mitigation to the City of Fresno Traffic Signal infrastructure so that costs are applied to each new project/building based on the generated ADT. The TSMI fee is credited against traffic signal installation/modifications and/or Intelligent Transportation System (ITS) improvements (constructed at their ultimate location) that plan to build out the General Plan circulation element and are included in the Nexus Study for the TSMI fee. If the project is conditioned with traffic signal improvements in excess of their TSMI fee amount, the applicant may apply for fee credits (security/bonding and/or developer agreement required) and/or reimbursement for work in excess of their fee as long as the infrastructure is in place at the ultimate location. The applicant should work with the Public Works Department and identify, with a Professional Engineers estimate, the costs associated with the improvements prior to paying the TSMI fee to determine any applicable fee credits and/or reimbursements.

For project specific impacts that are not consistent with the General Plan, Public Works Standards, and/or are not incorporated into the TSMI fees, the infrastructure costs will not be eligible. Failure to pay this fee or construct improvements that are credited/reimbursable with this fee will result in a significant unmitigated impact as this fee is applied to all projects within the City Sphere of Influence.

Improvements at the following study intersection are included in the TSMI fee program:

- Riverside Drive and Herndon Avenue

2. This project shall pay its Fresno Major Street Impact (FMSI) Fee, which will be determined at time of building permit. This FMSI fee is creditable towards major street roadway improvements included in the nexus study for the FMSI fee.

3. The project shall pay the Regional Transportation Mitigation Fee (RTMF). Pay the RTMF fee to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148, ext. 200; www.fresnocog.org. Provide proof of payment or exemption, based on vesting rights, prior to issuance of building permits.

4. The proposed project shall pay the $780 Traffic Study review fee for review of the document per the City's Master Fee Schedule. Proof of payment shall be provided to the Traffic Operations and Planning Division.

5. The proposed project shall modify the intersection of West Herndon Avenue and North Riverside Avenue to the following configuration prior to occupancy:

    - Southbound – two (2) left-turn lanes, two (2) through lanes and one (1) right-turn lane.
    - Northbound – two (2) left-turn lanes, two (2) through lanes and one (1) right-turn lane.
    - Eastbound – two (2) left-turn lanes, three (3) through lanes and one (1) right-turn lane.
    - Westbound – two (2) left-turn lanes, three (3) through lanes and one (1) right-turn lane*.
    - Bike lanes shall be provided in all directions. (Not required on westbound Herndon if General Plan Amendment is not approved).
    - * - If the General Plan Amendment is not approved, the westbound right-turn lane shall be extended to accommodate 150 feet of vehicle storage.

6. The proposed project shall install a traffic signal with protected left-turn phasing per City of Fresno standards at the intersection of North Riverside Drive and West Fir Avenue prior to occupancy. This intersection is not subject to reimbursement under the TSMI fee program. The intersection should be constructed to include the following configuration:

    - Northbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane.
    - Southbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane.
    - Eastbound – one (1) shared left-turn, through, right-turn lane.
    - Westbound – one (1) left-turn lane, one (1) shared left-turn, through, right-turn lane
    - Bike lanes shall be provided in northbound and southbound directions.

7. If the General Plan Amendment is approved, the proposed project will be limited to left-in, right-in, and right-out access at the intersection of West Herndon Avenue and Site Access D (North Arthur Avenue Alignment). The intersection configuration if median modifications are pursued, shall be modified to include an eastbound Herndon Avenue median opening that shall be constructed to accommodate storage of queued vehicles of at least 150 feet and shall have a separate westbound right turn lane for West Herndon Avenue. A westbound bike lane shall be constructed from North Riverside Drive to the eastern limits of the General Plan Amendment limits.

8. The proposed project shall construct West Spruce Avenue from North Riverside Drive to North Sandrini Avenue per the Land Planning and Inspection Section Conditions of Approval dated 2024-02-14.

9. The proposed project shall make necessary improvements and right-of-way and public easement dedications along adjacent public street(s) and within the site boundaries per City of Fresno standards/requirements.

10. The proposed site plan shall be reviewed and approved by the City of Fresno Traffic Operations and Planning Division, Traffic Planning Section.

If you have any further questions regarding this matter, please contact me at (559) 621-8694 or harmanjit.dhaliwal@fresno.gov.

Sincerely,

Harmanjit Dhaliwal, PE
Licensed Engineer Manager
Public Works Department, Traffic Operations & Planning Division

C: Copy filed with Traffic Impact Study
Scott Tyler, City Traffic Engineer/Licensed Engineer Manager
Angela Reis, Chief Engineering Technician
Jill Gormley, Assistant Director
Jason Camit, Chief Surveyor

City of FRESNO

PUBLIC WORKS DEPARTMENT

City Hall
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Fresno, California 93721
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Scott L. Mozier, P.E.
Public Works Director

June 15, 2022

Jose Valenzuela, Planner III
Planning and Development Department
2600 Fresno Street, 3rd Floor
Fresno, CA 93721

SUBJECT: REVIEW OF THE TRAFFIC IMPACT ANALYSIS (TIA) DATED FEBRUARY 2022, FOR THE PROPOSED RELOCATION OF A COSTCO WARESHOUSE TO THE NORTHEAST CORNER OF HERNDON AVENUE AND RIVERSIDE DRIVE.
TIS 21-013, P21-01959 and P21-01960

PROJECT OVERVIEW

Traffic Operations and Planning staff has reviewed the Traffic Impact Analysis (TIA) prepared by Kittelson & Associates for the proposed relocation of a Costco warehouse currently in operation at 4500 W Shaw Ave to a vacant site in the northeast corner of North Riverside Drive & West Herndon Avenue, “project”, which plans to develop 191,346 square foot relocated retail facility with an attached tire center, 49,996 square foot relocated market delivery operation, 32 position fuel station, and drive-through car wash with approximately 987 parking stalls. The project proposes General Plan Amendment to reclassify the adjacent portion of West Herndon Avenue from expressway to super arterial. The approximately 22.4-acre site is currently vacant.

The TIA evaluated the operational impacts of the project by analyzing six (6) intersections in the vicinity of the project during the weekday AM and PM peak hours. Vehicle trips projected to be generated by the project were calculated using proprietary Costco-specific data. the ITE Trip Generation Manual, 10th Edition. The table below includes the weekday and Saturday daily (ADT), weekday AM and PM peak hour trips, and Saturday peak hour trips projected to be generated by proposed project as shown in the TIA.

Table 1 – Trip Generation

Land Use	Size	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Costco Warehouse w/Fuel Station & Car Wash	191,346 SF	18,212	238	201	439	732	844	1,576
Pass-By Trips*	-	(3,788)	(49)	(42)	(91)	(152)	(176)	(328)
Diverted Trips*	-	(4,038)	(52)	(45)	(97)	(162)	(187)	(349)
Net New Trips	-	10,386	137	114	251	418	481	899
MDO	49,996 SF	230	22	11	33	34	1	35
Total Trips Weekday		10,616	159	125	284	452	482	934
		Weekend						
		ADT	Midday Peak Hour					
			In		Out		Total	
Costco Warehouse w/Fuel Station & Car Wash	191,346 SF	22,638	1,040		1,090		2,130	
Pass-By Trips*	-	(5,297)	(243)		(255)		(498)	
Diverted Trips*	-	(3,305)	(152)		(159)		(311)	
Net New Trips	-	14,036	645		676		1,321	
MDO	49,996 SF	230	24		24		48	
Total Trips Weekend		14,266	669		700		1,369	

SF = Square Feet, MDO = Market Delivery Operation

GENERAL COMMENTS and CONDITIONS

1. This project shall pay its Traffic Signal Mitigation Impact (TSMI) Fee per the Master Fee Schedule at the time of building permit.

   The TSMI fee facilitates project impact mitigation to the City of Fresno Traffic Signal infrastructure so that costs are applied to each new project/building based on the generated ADT. The TSMI fee is credited against traffic signal installation/modifications and/or Intelligent Transportation System (ITS) improvements (constructed at their ultimate location) that plan to build out the General Plan circulation element and are included in the Nexus Study for the TSMI fee. If the project is conditioned with traffic signal improvements in excess of their TSMI fee amount, the applicant may apply for fee credits (security/bonding and/or developer agreement required) and/or reimbursement for work in excess of their fee as long as the infrastructure is in place at the ultimate location. The applicant should work with the Public Works Department and identify, with a Professional Engineers estimate, the costs associated with the improvements prior to paying the TSMI fee to determine any applicable fee credits and/or reimbursements.

For project specific impacts that are not consistent with the General Plan, Public Works Standards, and/or are not incorporated into the TSMI fees, the infrastructure costs will not be eligible. Failure to pay this fee or construct improvements that are credited/reimbursable with this fee will result in a significant unmitigated impact as this fee is applied to all projects within the City Sphere of Influence.

Improvements at the following study intersection are included in the TSMI fee program:

- Riverside Drive and Herndon Avenue

2. This project shall pay its Fresno Major Street Impact (FMSI) Fee, which will be determined at time of building permit. This FMSI fee is creditable towards major street roadway improvements included in the nexus study for the FMSI fee.

3. The project shall pay the Regional Transportation Mitigation Fee (RTMF). Pay the RTMF fee to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148, ext. 200; www.fresnocog.org. Provide proof of payment or exemption, based on vesting rights, prior to issuance of building permits.

4. The proposed project shall pay the $780 Traffic Study review fee for review of the document per the City's Master Fee Schedule. Proof of payment shall be provided to the Traffic Operations and Planning Division.

5. The proposed project shall modify the intersection of West Herndon Avenue and North Riverside Avenue to the following configuration prior to occupancy:

    - Southbound – two (2) left-turn lanes, two (2) through lanes and one (1) right-turn lane.
    - Northbound – two (2) left-turn lanes, two (2) through lanes and one (1) right-turn lane.
    - Eastbound – two (2) left-turn lanes, three (3) through lanes and one (1) right-turn lane.
    - Westbound – two (2) left-turn lanes, three (3) through lanes and one (1) right-turn lane*.
    - Bike lanes shall be provided in all directions. (Not required on westbound Herndon if General Plan Amendment is not approved).
    - * - If the General Plan Amendment is not approved, the westbound right-turn lane shall be extended to accommodate 150 feet of vehicle storage.

6. The proposed project shall install a traffic signal with protected left-turn phasing per City of Fresno standards at the intersection of North Riverside Drive and West Fir Avenue prior to occupancy. This intersection is not subject to reimbursement under the TSMI fee program. The intersection should be constructed to include the following configuration:

    - Northbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane.
    - Southbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane.
    - Eastbound – one (1) left-turn lane, one (1) shared through right-turn lane.
    - Westbound – two (2) left-turn lanes, one (1) shared through right-turn lane
    - Bike lanes shall be provided in northbound and southbound directions.

7. If the General Plan Amendment is approved, the proposed project will be limited to left-in, right-in, and right-out access at the intersection of West Herndon Avenue and Site Access D (North Arthur Avenue Alignment). The intersection configuration shall be modified to include an eastbound Herndon Avenue median opening that shall be constructed to accommodate storage of queued vehicles of at least 150 feet and shall have a separate westbound right turn lane for West Herndon Avenue. A westbound bike lane shall be constructed from North Riverside Drive to the eastern limits of the General Plan Amendment limits.

8. The proposed project shall construct West Spruce Avenue from North Riverside Drive to North Sandrini Avenue per City standard P-54 (72' Right of Way, No Parking).

9. The proposed project shall make necessary improvements and right-of-way and public easement dedications along adjacent public street(s) and within the site boundaries per City of Fresno standards/requirements.

10. The proposed site plan shall be reviewed and approved by the City of Fresno Traffic Operations and Planning Division, Traffic Planning Section.

If you have any further questions regarding this matter, please contact me at (559) 621-8694 or harmanjit.dhaliwal@fresno.gov.

Sincerely,



Harmanjit Dhaliwal, PE
Supervising Professional Engineer
Public Works Department, Traffic Operations & Planning Services

C: Copy filed with Traffic Impact Study
Jill Gormley, Traffic Operations & Planning Services Manager
Louise Gilio, Traffic Planning Supervisor
Andrew Benelli, Assistant Director
Scott Tyler, Engineering Services Manager
Jason Camit, Chief Surveyor

City of FRESNO

COUNCIL DISTRICT 2 PROJECT REVIEW COMMITTEE MEETING MINUTES

Monday, January 10, 2022 – 5:30 PM
Planning and Development Department – Development Services Division
Fresno City Hall, Microsoft Teams

1. CALL TO ORDER & ROLL CALL

The meeting was called to order at 5:30 p.m. with a master roll call.

Present – 4:	David Rodriguez (Chairperson), Linnea Faeth (Vice-Chairperson), Lori Buffington, Jessica Vaughn
Absent – 0:	None
Staff:	Nicholas Caldera (Liaison), Casey Lauderdale, Jose Valenzuela, Phillip Siegrist

2. APPROVAL OF AGENDA

Committee Member Vaughn moved to approve the agenda, seconded by Vice-Chairperson Faeth. The motion carried unanimously, 4 votes to 0.

3. APPROVAL OF THE MINUTES

Vice-Chairperson Faeth moved to approve the minutes for December 13, 2021, seconded by Committee Member Vaughn. The motion carried unanimously, 4 votes to 0.

4. PROJECT REVIEW – NEW MATTERS

A. West Area Neighborhoods Specific Plan

Update on the West Area Neighborhoods Specific Plan - overview of Plan timeline, comments received during the public comment period, and next steps.

Casey Lauderdale, Planner III with the City of Fresno, presented the item.

The presentation was provided as an update on the West Area Neighborhoods Specific Plan. The item did not require an official motion from the Committee.

B. ABC Conditional Use Permit Application No. P21-06450

Conditional Use Permit Application No. P21-06450 was filed by Fabian Rodriguez of Bella Pasta and pertains to the 0.85 acres located at 6745 North Palm Avenue. The applicant proposes to upgrade their existing Type 41 Alcohol Beverage Control (ABC) license (On-Sale Beer & Wine – Eating Place) to a Type 47 ABC license (On-Sale General – Eating Place) for their existing restaurant. The parcel is zoned CC/EA/UGM/cz.

Project applicant Fabian Rodriguez presented the item.

Committee Member Buffington moved to approve the item, seconded by Committee Member Vaughn. The motion carried unanimously, 4 votes to 0.

Vote Tally
Ayes (4): Buffington (motion), Vaughn (second), Chairperson Rodriguez, Vice-Chairperson Faeth
Noes (0): None
Abstain (0): None
Absent (0): None

C. Conditional Use Permit Application No. P21-01959 & Plan Amendment and Rezone Application No. P21-01960

Conditional Use Permit Application No. P21-01959 was filed by Brandon Northart of Urban Planning Partners, on behalf of Costco Wholesale, and pertains to the 23.26 acres located at 7120 North Riverside Drive. The applicant proposes to construct a new Costco facility with approximately 185,000 square feet of net sales floor area, including an attached tire center, a detached gas station, and a drive-through car wash. The applicant is also proposing to reclassify the zoning of the property from CC/EA/UGM/cz to CG/UGM/cz through Plan Amendment and Rezone Application No. P21-01960, establish an off-site alcohol license for the facility through Conditional Use Permit Application No. P21-03251, and request a variation from the standards for parking lot lighting through Planned Development application No. P21-03252.

Applicants Lynette Dias, Joseph Welch, and Dave Babcock presented the item.

Committee Member Buffington moved to approve the item, seconded by Vice-Chairperson Faeth. The motion carried unanimously, 4 votes to 0.

Vote Tally
Ayes (4): Buffington (motion), Faeth (second), Rodriguez, Vaughn
Noes (0): None
Abstain (0): None
Absent (0): None

5. ADMINISTRATIVE MATTERS

None

6. COMMITTEE CONSULTATION AND UNSCHEDULED MATTERS

7. None

8. ADJOURNMENT

The Committee, having concluded all business, adjourned at 6:20 p.m.

Respectfully,

Nicholas Caldera

Nicholas Caldera
Committee Staff Liaison

CITY OF FRESNO - DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT
REQUEST FOR COMMENTS, CONDITIONS, ENVIRONMENTAL ASSESSMENT, AND ENTITLEMENT APPLICATION REVIEW OF
CONDITIONAL USE PERMIT APPLICATION NO. P-21-03251 ABCUP

Return Completed Form to:
Erik Young, Development Services/Planning
Email: Erik.Young@fresno.gov Development and Resource Management 2600 Fresno Street, Third Floor
Fresno, CA 93721-3604

PROJECT DESCRIPTION AND LOCATION:
Conditional Use Permit Application No. P-21-03251 - ABCUP was filed by Brandon Northart of Urban Planning Partners and pertains to the property located at 7120 N Riverside DR. The applicant requests authorization to establish an **Off Site General Type 21 ABC license** *(Package Store) Authorizes the sale of beer, wine and distilled spirits for the consumption off the premises. Minors are allowed on the premises*. The parcel is zoned CC+RS-5/UGM/cz

APN: 50302012 **ZONING: CC+RS-5/UGM/cz** **ADDRESS: 7120 N Riverside DR.**

DATE ROUTED: September 7, 2021 **COMMENT DEADLINE: September 28, 2021**

WILL THIS PROJECT AFFECT YOUR AGENCY/JURISDICTION? (If yes, specify.)

Yes, the propensity for the location to generate calls for police service.

SUGGESTION(S) TO REDUCE IMPACTS/ADDRESS CONCERNS:

See attached

REQUIRED CONDITIONS OF APPROVAL:

See attached

IS ANY ADDITIONAL INFORMATION NEEDED FOR YOU TO COMPLETE YOUR REVIEW? (Be specific):

None

REVIEWED BY: Detective Chris Hodge (559) 621-5629 09/20/2021

Name and Title | Telephone Number | Date

City of FRESNO
POLICE DEPARTMENT
Mariposa Mall
P.O. Box 1271
Fresno, CA 93715-1271

PACO BALDERRAMA
Chief of Police

September 28, 2021

City of Fresno, Development Department
Director of Planning & Development.
Special Permit, Conditional Use Permit
2600 Fresno Street
Fresno, California, 93721-3604

Attn. Erik Young, Planning & Development

Re: SPECIAL PERMIT NO. P-21-03251
Costco
7120 N Riverside DR
Fresno, Ca 93722
A.P.N. 50302012

Dear Mr. Erik Young,

Pursuant to your Department's request, the Fresno Police Department has reviewed the special permit application for property located at **7120 N Riverside DR.** The property has been **zoned CC/EA/UGM/cz**. The Fresno Police Department's primary concern with the application is the propensity of the operations on the premises to generate calls for police service, and therefore, be detrimental to the public welfare.

As you know, to approve any Conditional Use Permit, the City must make the following findings:

1. All applicable provisions of the Fresno Municipal Code are complied with and the site of the proposed use is adequate in size and shape to accommodate the use, and all yards, spaces, walls and fences, parking, loading, recycling areas, landscaping, and other required features; and,

2. The site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use; and,

3. The proposed use will not be detrimental to the public welfare or injurious to property or improvements in the area in which the property is located. This third finding shall not apply to uses which are subject to the provisions of Section 12-306-N-39 of the Fresno Municipal Code (Regulating Adult Businesses).

The current police conditions for ***ABCUP P21-03251*** pertaining to a Type 21 ABC License, will be updated to current use type. The conditions are established to ensure public safety, and to minimize any impact to the surrounding area.

We request the following conditions be included as Conditions of Approval for **Conditional Use Permit Application No P21-03251**. These conditions will help to insure and maintain an environment that is least likely to generate criminal activity, public complaints and police calls for service.

The Fresno Police Department is not in opposition of this Conditional Use Permit, providing the applicant agrees to the listed conditions. If the following conditions are not included as conditions of approval of CUP No**., P21-03251** the Fresno Police Department shall oppose the approval of this Conditional Use Permit, and shall appeal such approval to the Planning Commission. As such, we request that you provide Detective Chris Hodge #P1673 with notice of the Director's decision regarding this Conditional Use Permit as well as a complete copy of the conditions of approval, if the Director approves the Conditional Use Permit.

Requested Conditions of Approval:

1. **Fresno Municipal Codes**

The applicant shall comply with all applicable provisions of the Fresno Municipal Codes ("FMC"), including but not limited to:

FMC 9-502 (Amusement Devices - Permit Required)
FMC 9-1803 (Hours of Operation of Billiard Hall)
FMC 9-1804 (Restriction on Attendance of Minors in Billiard Rooms)
FMC 9-1805 (Minors allowed: Family Billiard Rooms)
FMC 9-1905 (Public Dancing - Permit Required)
FMC 10-105 (Noise Ordinance)
FMC 10-708 (Unlawful Nuisances - High Calls for Police Service)
FMC 12-224 (C-M Zone, Adult Theater activities not permitted, see 12-105-T-1.1 for definition of Adult Theater, and 12-306-N-30 for additional limitations on Adult Business activities.)

A current version of the Fresno Municipal Code may be viewed at the City of Fresno's website: www.Fresno.gov. The link to the FMC is located on the Home Page of that website.

2. **State and Federal Law**

The applicant shall comply with all applicable state and federal law, rules and regulations, including but not limited to the following California Business and Professions Code sections and ABC rules:

BP 24046 (Required to Post ABC License on Premises)
BP 25612.5 (Loitering, Open Alcoholic Beverage Containers, Consuming Alcoholic Beverages on Premises, Exterior Lighting, Litter Removal, Graffiti Removal, Signs and Barriers in Windows and Doors, Public Phones Blocked From Incoming Calls, Areas to Display Harmful Matter, Required Copies of Operating Standards Available for Public Viewing)
BP 25631 (No sale of alcoholic beverages between 2:00 a.m. and 6:00 a.m.)
BP 25665 (Minors Remaining in Public Premises)
ABC Act Rule 106 (No Buy One Get One Free Drinks)
ABC Act Rule 107 (No One Under 21 Allowed Signs Posted)
ABC Act Rule 139 (Interior Lighting Required for Identification of Patrons)

3. Video Camera

Prior to exercising any privileges granted by CUP No. **P21-03251** the applicant must install a fully functional color digital video camera system ("System") that meets the following requirements:

3.1 The System must continuously record, store, be capable of playing back images and be fully functional at all times, including during any hours the business is closed. The System must be maintained in a secured location inside of the business.

3.2 The System shall have the correct date and time stamped onto the image at all times.

3.3 The camera storage capacity should be for at least two weeks (fourteen calendar days). Such cameras must be capable of producing a retrievable and identifiable image than can be made a permanent record and that can be enlarged through projection or other means.

3.4 Digital video recorder must be capable of storing at least fourteen days of real-time activities.

3.5 The System shall be capable of producing a CD or digital playback feature and may be provided to an authorized representative of the Fresno Police Department within 24 hours of the initial request relating to a **criminal investigation only**.

3.6 The interior of the business must have at least one camera placed to focus on each cash register transaction to include the clerk as well as the customer waiting area.

3.7 There shall be a minimum (6) exterior cameras placed so as to record activities in the primary customer parking areas of their business. These cameras should be of sufficient quality to be able to identify persons and or vehicles utilizing the business parking lot. 1 camera at all entrances and exits.

3.8 All interior cameras shall record in color.

3.9 All exterior cameras shall record in color and have automatic low light switching capabilities to black and white. Exterior cameras should be in weatherproof enclosures and located in a manner that will prevent or reduce the possibility of vandalism.

It is recommended, but not required, that the owner/operator provide the IP address(s) to the Fresno Police Department Communications Center for any system that is browser-based or viewable from a remote site. The Fresno Police Department may perform periodic inspections of the System to ensure compliance with these specifications. An inoperable System may be good cause for seeking revocation of this Conditional Use Permit.

4. ABC Education

Any and all employees hired to sell alcoholic beverages shall provide evidence that they have either:

4.1 Completed training from the State of California Department of Alcoholic Beverage Control--Fresno District Office-administered "Leadership and Education in Alcohol and Drugs" (LEAD) Program as confirmed by receipt of an ABC-issued certificate of completion; or,

4.2 Completed equivalent training acceptable to the ABC-- Fresno District Office to ensure proper distribution of beer, wine, distilled spirits, tobacco, and inhalants to adults of legal age.

If any prospective employee designated to sell alcoholic beverages, tobacco or inhalants does not currently have such training then:

4.3 The ABC-licensed proprietors shall have confirmed with the Development Department within 15 days of the final approval of the CUP or within 15 days of the opening to the public of a new store, whichever is later, that a date certain has been scheduled with the local ABC Office for said prospective employees to take the LEAD Program course; and

4.4 Within 30 days of taking said course the employee(s) or responsible employer shall deliver to the Planning Department each required LEAD Program Certificate evidencing completion of said course.

5. Sale of Malt and Wine-Cooler Alcoholic Beverages

5.1 Malt liquor or malt beverage products shall not be sold in less than six (6) pack quantities for sale. They must be sold in manufacturer pre-packaged multi-unit quantities. This will include all sizes of containers.

5.2 All wine cooler products shall not be sold in less than four (4) pack quantities for sale. They must be sold in manufacturer pre-packaged multi-unit quantities.

6. Wine Alcohol Per Volume

No wine shall be sold with an alcoholic content greater than 24% volume, except premium dessert wines priced at $10.00 or more.

7. Posting Property

The applicant shall post the property with the appropriate Fresno Municipal Code signs advising that consumption of alcoholic beverages, gambling, trespassing or loitering will be in violation of municipal ordinances. The applicant must send a letter to the Fresno Police Department, signed and dated by the applicant, every 180 days that authorizes FPD peace officers to enter the applicant's real property and/or establishment to enforce against the aforementioned activities at the business. The owners and employees are responsible for abating those activities when they occur during business hours.

8. Consumption of Alcoholic Beverages and Loitering.

8.1 The establishment shall not allow alcoholic beverages to be consumed outside the building premises or any other adjacent property under its control. No alcoholic beverage will be consumed on any property adjacent to the premises (i.e., parking lot and sidewalks). If the alcoholic beverages are consumed on the exterior portion of adjacent property not owned or controlled by the applicant, the applicant shall immediately report such consumption to the Fresno Police Department.

8.2 The establishment shall not allow any loitering on building premises or any adjacent property under its ownership or control.

8.3 The establishment shall not allow any gambling on building premises or any adjacent property under its control.

9. Property Responsibility

"Frequent" responses by the Fresno Police Department arising out of or relating to the operation or management of the real property owned or controlled by the permittee causing any combination of the following: animal disturbances; violent criminal acts; illegal consumption of intoxicants in public view; gaming activities; and juvenile disturbances, or any of the other activities set forth in the Fresno Municipal Code section 10-708(g) may result in an FPD recommendation to the Director of Planning and Development to commence proceedings to revoke the Conditional Use Permit for violation of the Management of Real Property Ordinance. In addition to recommending the commencement of revocation proceedings, the FPD may pursue any of the other remedies set forth in FMC, section 10-710, including assessing fines against the proprietor for the violations of the Management of Real Property Ordinance.

"Frequent" means response by the Fresno Police Department is occurring more than 1.5 times the average number of such responses (3 calls for every 2) for property of a similar size and character within the same policing district.

10. Revocation of Conditional Use Permit

The City is permitted to revoke a Conditional Use Permit for "good cause" pursuant to the procedures set forth in FMC, sections 12-326-H and 12-405-E. Applicant is strongly encouraged to review these FMC sections to understand the circumstances that constitute "good cause."

11. The establishment shall ensure that all employees involved, either directly or indirectly, in the sale of alcoholic beverages are aware of and comply with these conditions. The establishment shall have each employee sign a written acknowledgment that he/she has reviewed and understood each of these conditions. The written acknowledgement shall be maintained by the establishment and made available to the Fresno Police Department upon reasonable request.

FRESNO POLICE DEPARTMENT

North West POP Detective
Chris Hodge

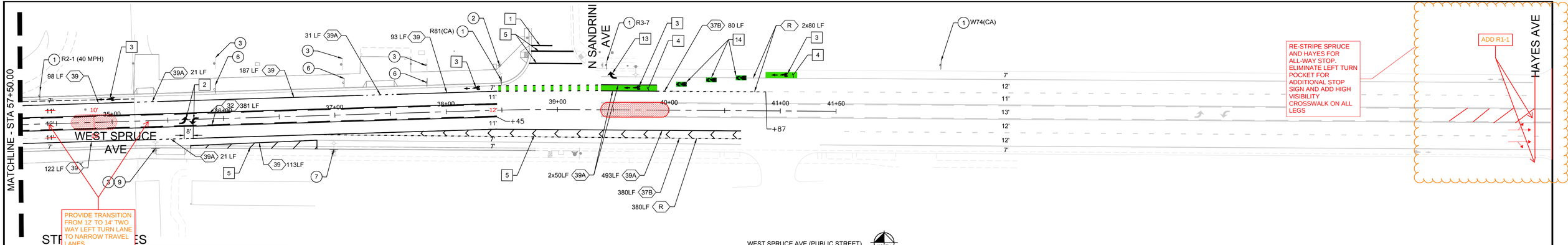
North West Detective SGT
Brandi Phebus

North West Commander
Anthony Martinez

Deputy Chief
Burk Farrah

Exhibit N
Additional Traffic Calming Measures

City Council:
Costco Commercial Center Project



STRIPING NOTES

2	INSTALL TYPE IV(L) ARROW PER CALTRANS STD DETAIL A24A TYPE 4(L).
3	INSTALL BIKE LANE SYMBOL AND ARROW PER CALTRANS STD DETAIL A24C.
4	INSTALL GREEN PAVEMENT MARKING.
5	INSTALL 8" WHITE DIAGONAL STRIPE AT 45 DEGREE ANGLE SPACED AT 24 FEET.
6	INSTALL 12" CROSSWALK STRIPES PER CALTRANS STANDARD DETAIL.
8	INSTALL 12" WHITE TRAFFIC CHEVRON SPACED AT 20 FEET.
13	INSTALL TYPE IV(R) ARROW PER CALTRANS STD DETAIL A24A TYPE 4(R).
14	INSTALL GREEN BACKED SHARROW PER CALTRANS STD DETAIL A24C.
R	REMOVE EXISTING TRAFFIC STRIPE. LENGTH NOTED ON PLANS.
XX	INSTALL CALTRANS STRIPING DETAIL PER CALTRANS STANDARD PLANS A20A, A20B, A20D, AND A24A. STRIPING DETAIL TYPE NOTED ON PLAN.

SIGNING NOTES

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

GENERAL STRIPING NOTES

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

GRAPHIC SCALE IN FEET
0 20 40 80

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PW FILE NO:
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FUND NO.
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REF. & REV.

CITY OF FRESNO | DEPARTMENT OF PUBLIC WORKS

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

REVIEWED:
OFFICE ENG:_____ CITY ENG:_____
DR. BY: DAM
CH. BY: KPM
DATE: 12/08/2023
SCALE: PER PLAN
SHEET NO.: 26
OF 45 SHEETS
XX-X-XX026

Plotted By: Kemper, Tessa Sheet Set=Kha Layout=SIGNING & STRIPING PLAN - W SPRUCE AVE (2) February 29, 2024 03:46:15pm
\\sealfp01\mp_asset\SEA_Civil\SEA_DS\090013004 - Costco N Fresno CA\CAD\Exhibits\20240212 - Offsite Improvements Eval\20240226_Costco_N Fresno_Offsite Improvements_SSP\20240226.dwg

Exhibit I – Planning Commission Resolutions

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

Planning Commission Resolution No. 19954
EIR Certification Recommendation

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

FRESNO CITY PLANNING COMMISSION
RESOLUTION NO. 19954

The Fresno City Planning Commission, at its regular meeting on May 06, 2026 adopted the following resolution relating to the Costco Commercial Center Project Environmental Impact Report (EIR) SCH No. 2021100443:

WHEREAS, the Costco Commercial Center Project was filed by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation and pertains to ± 22.4 acres of property located at the northeast corner of West Herndon Avenue and North Riverside Drive; and,

WHEREAS, Ascent Environmental, a professional environmental consultant was contracted with to conduct the requisite studies and analyses of the potential environmental impacts and proposed mitigation measures, as applicable, for Plan Amendment and Rezone No. P21-01960, Conditional Use Permit No. P21-01959, Conditional Use Permit No. P21-03251, Planned Development Permit No. P21-03252; and,

WHEREAS, on October 22, 2021, the Planning Department duly issued and circulated a Notice of Preparation, pursuant to CEQA Guidelines Section 15082 and Public Resources Code Section 21080.4; and,

WHEREAS, on November 2, 2021, the Planning Department held a scoping meeting pursuant to CEQA Guidelines Section 15082(c) and Public Resources Code Section 21080.4 attended by members of the public and at which written or verbal comments were submitted; and,

WHEREAS, on July 11, 2023, the Planning Department staff, exercising their independent judgment, completed the environmental impact report (hereinafter Draft EIR), and the City provided a Notice of Availability of the Draft EIR for public comments pursuant to Public Resources Code Section 21092 and CEQA Guidelines Section 15087, for a public comment period of forty-five days; and,

WHEREAS, on July 11, 2023, the City issued a Notice of Completion pursuant to Public Resources Code Section 21161 and CEQA Guidelines Section 15085; and,

WHEREAS, on July 11, 2023, a public Notice of Availability of the Draft EIR was posted in the office of the Fresno County Clerk pursuant to Section 15087(d) of the CEQA Guidelines, and was published in the Fresno Bee newspaper to comply with Section 15087(a) of the CEQA Guidelines; and,

WHEREAS, on July 11, 2023, the Draft EIR was distributed to the California Office of Planning and Research/State Clearinghouse in accordance with Section 15206 of the CEQA Guidelines; and,

WHEREAS, the City engaged in all required posting methods beginning on July 11, 2023,

including distributing the Draft EIR to affected agencies, surrounding cities and municipalities, and all interested parties; and,

WHEREAS, the City accepted all comments on all chapters of the Draft EIR received between July 11, 2023 through August 28, 2023, during which time the City received a total of one hundred and seven comment letters; and,

WHEREAS, the City prepared responses to the comments received on the Draft EIR, encompassing all comment letters, responses to individual comments, as well as minor corrections, and compiled them in the 2024 Response to Comments Document; and,

WHEREAS, the City subsequently prepared a Final EIR (SCH No. 2021100443), completed February 2024 and dated February 2024 ("Final EIR" or "FEIR"), pursuant to CEQA Guidelines Sections 15088 and 15132, which includes the Draft EIR, the January 2024 Response to Comments Document (encompassing all comment letters, responses to individual comments, text revisions to the Draft EIR, as well as minor corrections), the Draft EIR, as well as all appendices to the aforementioned documents; and,

WHEREAS, previously on February 21, 2024, the Planning Commission held a duly noticed public hearing at which the Commission considered and discussed the adequacy of proposed Final EIR (which included the 2023 Draft EIR, the January 2024 Response to Comments Document, the 2024 Mitigation Monitoring and Reporting Program, and the 2024 Findings of Fact and Statement of Overriding Considerations); and,

WHEREAS, previously on February 21, 2024, the Planning Commission adopted Resolution No. 13834 recommending certification of the Final EIR to the Council of the City of Fresno; and,

WHEREAS, on April 18, 2024, the Council of the City of Fresno adopted Resolution No. 2024-072 certifying Final EIR (SCH No. 2021100443) among other items; and,

WHEREAS, on May 23, 2024, a Petition for Writ of Mandate was filed challenging the Project and associated environmental approvals under the California Environmental Quality Act in Fresno County Superior Court Case No. 24CECG02208, Herndon-Riverside Coalition for Responsible Planning and Development v. City of Fresno et al.; and,

WHEREAS, on July 17, 2025, the Court issued an Order After Hearing in the Lawsuit granting the First and Second causes of action of the Petition and denying the Third cause of action of the Petition, and subsequently on September 15, 2025, judgment was entered; and,

WHEREAS, on September 15, 2025, the Court issued a Peremptory Writ of Mandate ordering that within 60 days (i.e. no later than November 14, 2025), the City set aside its

certification of its EIR for the Project as well as all related approvals for the Project, including Plan Amendment and Rezone No. P21-01960, Conditional Use Permit No. P21-01959, Conditional Use Permit No. P21-03251, and Planned Development Permit No. P21-03252; and,

WHEREAS, on November 06, 2025, the Council of the City of Fresno adopted Resolution No. 2025-325 rescinding Resolution No. 2024-072 effectively decertifying Final EIR (SCH No. 2021100443) among other items; and,

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any further approvals related to the Project unless and until the City has certified a revised EIR that, consistent with the Court's July 17, 2025, Order, includes a legally adequate analysis of the Project's Greenhouse Gas impacts that complies with CEQA and does not rely on the City's 2021 Greenhouse Gas Reduction Plan; and,

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any further approvals related to the Project unless and until, concurrent with such approvals, the City adopts findings addressing consistency between the City's zoning provisions and the market delivery operations component of the Project as a permitted and/or accessory use; and,

WHEREAS, on November 21, 2025, the Planning Department staff, exercising their independent judgment, completed a partially recirculated draft environmental impact report (hereinafter PR-DEIR), and the City provided a Notice of Availability of the PR-DEIR for public comments pursuant to Public Resources Code Section 21092 and CEQA Guidelines Section 15087, for a public comment period of forty-five days; and,

WHEREAS, on November 21, 2025, the City issued a Notice of Completion pursuant to Public Resources Code Section 21161 and CEQA Guidelines Section 15085; and,

WHEREAS, on November 21, 2025, a public Notice of Availability of the PR-DEIR was posted in the office of the Fresno County Clerk pursuant to Section 15087(d) of the CEQA Guidelines, and was published in the Fresno Bee newspaper to comply with Section 15087(a) of the CEQA Guidelines; and,

WHEREAS, on November 21, 2025, the PR-DEIR was distributed to the California Office of Planning and Research/State Clearinghouse in accordance with Section 15206 of the CEQA Guidelines; and,

WHEREAS, the City engaged in all required posting methods beginning on November 21, 2025, including distributing the PR-DEIR to affected agencies, and all interested parties; and,

WHEREAS, the City accepted all comments on all sections of the PR-DEIR received

between November 21, 2025 through January 05, 2026, during which time the City received a total of twelve comment letters; and,

WHEREAS, the City prepared responses to the comments received on the PR-DEIR, encompassing all comment letters and responses to individual comments, and compiled them in the May 2026 Response to Comments Document; and,

WHEREAS, the City subsequently prepared a Final EIR (SCH No. 2021100443), completed May 2026 and dated May 2026 ("Final EIR" or "FEIR"), pursuant to CEQA Guidelines Sections 15088 and 15132, which includes the 2023 DEIR, 2024 Final EIR, 2025 PR-DEIR, 2024 Mitigation Monitoring and Reporting Program, and 2026 Findings of Fact and Statement of Overriding Considerations, as well as all appendices to the aforementioned documents; and,

WHEREAS, on May 06, 2026, the Planning Commission conducted a public hearing and considered the record of proceedings for the EIR, which includes, but is not limited to the following:

1) The 2026 Final EIR;

2) The 2025 Partially Recirculated Draft EIR;

3) The 2024 Final EIR;

4) The 2023 Recirculated Draft EIR;

5) All written comments submitted by agencies or members of the public during any public review comment period on the Draft EIR and Recirculated Draft EIR;

6) All written and verbal public testimony presented during a noticed public hearing for the Project at which such testimony was taken, including without limitation, the Report to Planning Commission, including all attachments, any all presentations by City staff, the City's consultants, the applicant and the applicant's consultants, the public, and any other interested party;

7) The reports, studies and technical memoranda included and/or referenced in the Draft EIR, the Recirculated Draft EIR and the FEIR and or their appendices;

8) All documents, studies, EIRs, or other materials incorporated by reference in the Draft EIR, the Recirculated Draft EIR and the FEIR;

9) Matters of common knowledge to the City, including but not limited, to federal, state, and local laws and regulations, adopted City plans, policies, and the professional qualifications of its staff members;

10) Any documents expressly cited in this Resolution and its exhibits, the Report to

Planning Commission, the Final EIR, the Draft EIR, or the Recirculated Draft EIR;

11) Any other relevant materials required to be in the record of proceedings under Section 21167 .6(e) of the Public Resources Code;

WHEREAS, during the May 06, 2026 hearing, the Planning Commission received and considered the Planning and Development Department's report recommending the Planning Commission to recommend to the Council of the City of Fresno certification of the Final EIR; and,

WHEREAS, during the May 06, 2026 hearing, the Planning Commission provided the opportunity for consideration of testimony from the applicant and the public; and,

WHEREAS, one member of the public spoke in support of the proposed special permit; and,

WHEREAS, one member of the public spoke in opposition of the proposed special permit; and,

WHEREAS, on May 06, 2026, the Planning Commission considered and discussed the adequacy of the proposed Final EIR as an informational document and applied its own independent judgment and analysis to the review and hereby desires to make a recommendation to the City Council to certify the Final EIR, as having been completed in compliance with CEQA, based on the findings found herein; and

NOW, THEREFORE, BE IT RESOLVED that the Fresno City Planning Commission, based upon information presented at the May 06, 2026 hearing, made a motion to uphold staff's recommendation to recommend to the City Council certification of the Final EIR.

The foregoing Resolution was adopted by the Fresno City Planning Commission upon a motion by Commissioner Shergill, seconded by Commissioner Lyday.

VOTING:	Ayes	- Shergill, Lyday, Bray (Vice Chair), Calandra, Diaz
	Noes	- None
	Not Voting	- None
	Absent	- Criner, Vang (Chair)

DATED: May 06, 2026

Jennifer Clark, Secretary
Fresno City Planning Commission

Filed by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation
Action: Recommend Certification

Planning Commission Resolution No. 19955
Plan Amendment P21-01960
Approval Recommendation

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

FRESNO CITY PLANNING COMMISSION
RESOLUTION NO. 19955

The Fresno City Planning Commission, at its regular meeting on May 06, 2026 adopted the following resolution relating to Plan Amendment No. P21-01960:

WHEREAS, Plan Amendment No. P21-01960 was filed by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation and pertains to ± 22.4 acres of property located at the northeast corner of West Herndon Avenue and North Riverside Drive; and,

WHEREAS, Plan Amendment No. P21-01960 requests authorization to amend the Fresno General Plan and Bullard Community Plan to change the planned land use designation for the subject property from Community Commercial to General Commercial, and reclassify West Herndon Avenue, from North Riverside to North Hayes Avenue, from an Expressway to a Super Arterial; and,

WHEREAS, previously on February 21, 2024, the Planning Commission conducted a public hearing to review the proposed special permit and adopted Resolution No. 13835 recommending approval of the special permit to the Council of the City of Fresno; and,

WHEREAS, on April 18, 2024, the Council of the City of Fresno adopted Resolution No. 2024-073 approving Plan Amendment No. P21-01960; and,

WHEREAS, on May 23, 2024, a Petition for Writ of Mandate was filed challenging the Project and associated environmental approvals under the California Environmental Quality Act in Fresno County Superior Court Case No. 24CECG02208, Herndon-Riverside Coalition for Responsible Planning and Development v. City of Fresno et al.; and,

WHEREAS, on July 17, 2025, the Court issued an Order After Hearing in the Lawsuit granting the First and Second causes of action of the Petition and denying the Third cause of action of the Petition, and subsequently on September 15, 2025, judgment was entered; and,

WHEREAS, on September 15, 2025, the Court issued a Peremptory Writ of Mandate ordering that within 60 days (i.e. no later than November 14, 2025), the City set aside its certification of its EIR for the Project as well as all related approvals for the Project, including Plan Amendment and Rezone No. P21-01960, Conditional Use Permit No. P21-01959, Conditional Use Permit No. P21-03251, and Planned Development Permit No. P21-03252; and,

WHEREAS, on November 06, 2025, the Council of the City of Fresno adopted Resolution No. 2025-325 rescinding Resolution No. 2024-073 which approved Plan Amendment No. P21-01960 among other items; and,

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any

further approvals related to the Project unless and until the City has certified a revised EIR that, consistent with the Court's July 17, 2025, Order, includes a legally adequate analysis of the Project's Greenhouse Gas impacts that complies with CEQA and does not rely on the City's 2021 Greenhouse Gas Reduction Plan; and,

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any further approvals related to the Project unless and until, concurrent with such approvals, the City adopts findings addressing consistency between the City's zoning provisions and the market delivery operations component of the Project as a permitted and/or accessory use; and,

WHEREAS, on May 06, 2026, the Planning Commission conducted a public hearing to review the proposed special permit, draft revised EIR consistent with the Court's July 17, 2025, Order, and draft findings addressing consistency between the City's zoning provisions and the market delivery operations component of the Project; and,

WHEREAS, during the May 06, 2026 hearing, the Fresno City Planning Commission reviewed the subject special permit in accordance with the policies, goals, and objectives of the Bullard Community Plan and Fresno General Plan; and,

WHEREAS, during the May 06, 2026 hearing, the Planning Commission received and considered the Planning and Development Department’s report recommending the Planning Commission to recommend to the Council of the City of Fresno approval of Plan Amendment No. P21-01960 subject to conditions of approval; and,

WHEREAS, during the May 06, 2026 hearing, the Planning Commission provided the opportunity for consideration of testimony from the applicant and the public; and,

WHEREAS, one member of the public spoke in support of the proposed special permit; and,

WHEREAS, one member of the public spoke in opposition of the proposed special permit; and,

NOW, THEREFORE, BE IT RESOLVED that the Fresno City Planning Commission, based upon information presented at the May 06, 2026 hearing, made a motion to uphold staff’s recommendation to recommend to the Council of the City of Fresno approval of Plan Amendment No. P21-01960.

The foregoing Resolution was adopted by the Fresno City Planning Commission upon a motion by Commissioner Shergill, seconded by Commissioner Lyday.

VOTING:	Ayes	-	Shergill, Lyday, Bray (Vice Chair), Calandra, Diaz
	Noes	-	None
	Not Voting	-	None
	Absent	-	Criner, Vang (Chair)

DATED: May 06, 2026

Jennifer Clark, Secretary
Fresno City Planning Commission

Resolution No. 19955
Plan Amendment No. P21-01960
Filed by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation
Action: Recommend Approval

Planning Commission Resolution No. 19956
Rezone P21-01960 Approval Recommendation

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

FRESNO CITY PLANNING COMMISSION
RESOLUTION NO. 19956

The Fresno City Planning Commission, at its regular meeting on May 06, 2026 adopted the following resolution relating to Rezone No. P21-01960:

WHEREAS, Rezone Application No. P21-01960 was filed by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation and pertains to ± 22.4 acres of property located at the northeast corner of West Herndon Avenue and North Riverside Drive; and,

WHEREAS, Rezone Application No. P21-01960 requests authorization to amend the Official Zoning Map of the City of Fresno to rezone the subject property from the CC/EA/UGM/cz (Community Commercial/Expressway Overlay/Urban Growth Management) zone district to the CG/UGM/cz (Commercial General/Urban Growth Management/conditions of zoning) zone district in accordance with the Plan Amendment Application; and,

WHEREAS, previously on February 21, 2024, the Planning Commission conducted a public hearing to review the proposed special permit and adopted Resolution No. 13836 recommending approval of the special permit to the Council of the City of Fresno; and,

WHEREAS, on April 18, 2024, the Council of the City of Fresno enacted Ordinance No. 2024-011 approving Rezone No. P21-01960; and,

WHEREAS, on May 23, 2024, a Petition for Writ of Mandate was filed challenging the Project and associated environmental approvals under the California Environmental Quality Act in Fresno County Superior Court Case No. 24CECG02208, Herndon-Riverside Coalition for Responsible Planning and Development v. City of Fresno et al.; and,

WHEREAS, on July 17, 2025, the Court issued an Order After Hearing in the Lawsuit granting the First and Second causes of action of the Petition and denying the Third cause of action of the Petition, and subsequently on September 15, 2025, judgment was entered; and,

WHEREAS, on September 15, 2025, the Court issued a Peremptory Writ of Mandate ordering that within 60 days (i.e. no later than November 14, 2025), the City set aside its certification of its EIR for the Project as well as all related approvals for the Project, including General Plan Amendment and Rezone No. P21-01960, Conditional Use Permit No. P21-01959, Conditional Use Permit No. P21-03251, and Planned Development Permit No. P21-03252; and,

WHEREAS, on November 06, 2025, the Council of the City of Fresno adopted Resolution No. 2025-325 rescinding Ordinance No. 2024-011 which approved Rezone No. P21-01960 among other items; and,

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any further approvals related to the Project unless and until the City has certified a revised EIR that, consistent with the Court's July 17, 2025, Order, includes a legally adequate analysis of the Project's Greenhouse Gas impacts that complies with CEQA and does not rely on the City's 2021 Greenhouse Gas Reduction Plan; and,

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any further approvals related to the Project unless and until, concurrent with such approvals, the City adopts findings addressing consistency between the City's zoning provisions and the market delivery operations component of the Project as a permitted and/or accessory use; and,

WHEREAS, on May 06, 2026, the Planning Commission conducted a public hearing to review the proposed special permit, draft revised EIR consistent with the Court's July 17, 2025, Order, and draft findings addressing consistency between the City's zoning provisions and the market delivery operations component of the Project; and,

WHEREAS, during the May 06, 2026 hearing, the Fresno City Planning Commission reviewed the subject special permit in accordance with the policies, goals, and objectives of the Bullard Community Plan and Fresno General Plan; and,

WHEREAS, during the May 06, 2026 hearing, the Planning Commission received and considered the Planning and Development Department’s report recommending the Planning Commission to recommend to the Council of the City of Fresno approval of Rezone No. P21-01960 subject to conditions of approval; and,

WHEREAS, during the May 06, 2026 hearing, the Planning Commission provided the opportunity for consideration of testimony from the applicant and the public; and,

WHEREAS, one member of the public spoke in support of the proposed special permit; and,

WHEREAS, one member of the public spoke in opposition of the proposed special permit; and,

NOW, THEREFORE, BE IT RESOLVED that the Fresno City Planning Commission, based upon information presented at the May 06, 2026 hearing, made a motion to uphold staff’s recommendation to recommend to the Council of the City of Fresno approval of Rezone Application No. P21-01960.

The foregoing Resolution was adopted by the Fresno City Planning Commission upon a motion by Commissioner Shergill, seconded by Commissioner Lyday.

VOTING:	Ayes	-	Shergill, Lyday, Bray (Vice Chair), Calandra, Diaz
	Noes	-	None
	Not Voting	-	None
	Absent	-	Criner, Vang (Chair)

DATED: May 06, 2026

Jennifer Clark, Secretary
Fresno City Planning Commission

Resolution No. 19956
Rezone Application No. P21-01960
Filed by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation
Action: Recommend Approval

Planning Commission Resolution No. 19957
Conditional Use Permit P21-01959
Approval Recommendation

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

FRESNO CITY PLANNING COMMISSION
RESOLUTION NO. 19957

The Fresno City Planning Commission, at its regular meeting on May 06, 2026 adopted the following resolution relating to Conditional Use Permit No. P21-01959:

WHEREAS, Conditional Use Permit No. P21-01959 was filed by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation and pertains to ± 22.4 acres of property located at the northeast corner of West Herndon Avenue and North Riverside Drive; and,

WHEREAS, Conditional Use Permit No. P21-01959 requests authorization to construct a ±219,216 square-foot Costco warehouse retail building, with a ±4,800 square-foot carwash and a ±13,000 square-foot fuel canopy with 32 fuel pumps. The warehouse foot print is comprised of ±163,539 square-feet for retail sales, ±4,422 square-feet for loading/receiving, ±46,834 square-feet for market delivery operation, ±3,233 square-feet of open canopy space, and ±1,188 square-feet of building envelope. The project includes 873 total parking stalls, which include 25 accessible spaces and 92 electric vehicle-ready parking stalls.; and,

WHEREAS, previously on February 21, 2024, the Planning Commission conducted a public hearing to review the proposed special permit and adopted Resolution No. 13837 recommending approval of the special permit to the Council of the City of Fresno; and,

WHEREAS, on April 18, 2024, the Council of the City of Fresno adopted Resolution No. 2024-072 approving Conditional Use Permit No. P21-01959 among other items; and,

WHEREAS, on May 23, 2024, a Petition for Writ of Mandate was filed challenging the Project and associated environmental approvals under the California Environmental Quality Act in Fresno County Superior Court Case No. 24CECG02208, Herndon-Riverside Coalition for Responsible Planning and Development v. City of Fresno et al.; and,

WHEREAS, on July 17, 2025, the Court issued an Order After Hearing in the Lawsuit granting the First and Second causes of action of the Petition and denying the Third cause of action of the Petition, and subsequently on September 15, 2025, judgment was entered; and,

WHEREAS, on September 15, 2025, the Court issued a Peremptory Writ of Mandate ordering that within 60 days (i.e. no later than November 14, 2025), the City set aside its certification of its EIR for the Project as well as all related approvals for the Project, including Plan Amendment and Rezone No. P21-01960, Conditional Use Permit No. P21-01959, Conditional Use Permit No. P21-03251, and Planned Development Permit No. P21-03252; and,

WHEREAS, on November 06, 2025, the Council of the City of Fresno adopted Resolution No. 2025-325 rescinding Resolution No. 2024-072 which approved Conditional Use

Permit No. P21-01959 among other items; and,

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any further approvals related to the Project unless and until the City has certified a revised EIR that, consistent with the Court's July 17, 2025, Order, includes a legally adequate analysis of the Project's Greenhouse Gas impacts that complies with CEQA and does not rely on the City's 2021 Greenhouse Gas Reduction Plan; and,

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any further approvals related to the Project unless and until, concurrent with such approvals, the City adopts findings addressing consistency between the City's zoning provisions and the market delivery operations component of the Project as a permitted and/or accessory use; and,

WHEREAS, on May 06, 2026, the Planning Commission conducted a public hearing to review the proposed special permit, draft revised EIR consistent with the Court's July 17, 2025, Order, and draft findings addressing consistency between the City's zoning provisions and the market delivery operations component of the Project; and,

WHEREAS, during the May 06, 2026 hearing, the Fresno City Planning Commission reviewed the subject special permit in accordance with the policies, goals, and objectives of the Bullard Community Plan and Fresno General Plan; and,

WHEREAS, during the May 06, 2026 hearing, the Planning Commission received and considered the Planning and Development Department’s report recommending the Planning Commission to recommend to the Council of the City of Fresno approval of Conditional Use Permit No. P21-01959 subject to conditions of approval; and,

WHEREAS, during the May 06, 2026 hearing, the Planning Commission provided the opportunity for consideration of testimony from the applicant and the public; and,

WHEREAS, one member of the public spoke in support of the proposed special permit; and,

WHEREAS, one member of the public spoke in opposition of the proposed special permit; and,

NOW, THEREFORE, BE IT RESOLVED that the Fresno City Planning Commission, based upon information presented at the May 06, 2026 hearing, made a motion to uphold staff’s recommendation to recommend to the Council of the City of Fresno approval of Conditional Use Permit No. P21-01959.

The foregoing Resolution was adopted by the Fresno City Planning Commission upon a motion by Commissioner Shergill, seconded by Commissioner Lyday.

VOTING:	Ayes	-	Shergill, Lyday, Bray (Vice Chair), Calandra, Diaz
	Noes	-	None
	Not Voting	-	None
	Absent	-	Criner, Vang (Chair)

DATED: May 06, 2026

Jennifer Clark, Secretary
Fresno City Planning Commission

Resolution No. 19957
Conditional Use Permit No. P21-01959
Filed by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation
Action: Recommend Approval

Planning Commission Resolution No. 19958
Conditional Use Permit P21-03251
Approval Recommendation

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

FRESNO CITY PLANNING COMMISSION
RESOLUTION NO. 19958

The Fresno City Planning Commission, at its regular meeting on May 06, 2026, adopted the following resolution relating to Conditional Use Permit No. P21-03251:

WHEREAS, Conditional Use Permit No. P21-03251 was filed by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation and pertains to ± 22.4 acres of property located at the northeast corner of West Herndon Avenue and North Riverside Drive; and,

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

WHEREAS, previously on February 21, 2024, the Planning Commission conducted a public hearing to review the proposed special permit and adopted Resolution No. 13838 recommending approval of the special permit to the Council of the City of Fresno; and,

WHEREAS, on April 18, 2024, the Council of the City of Fresno adopted Resolution No. 2024-072 approving Conditional Use Permit No. P21-03251 among other items; and,

WHEREAS, on May 23, 2024, a Petition for Writ of Mandate was filed challenging the Project and associated environmental approvals under the California Environmental Quality Act in Fresno County Superior Court Case No. 24CECG02208, Herndon-Riverside Coalition for Responsible Planning and Development v. City of Fresno et al.; and,

WHEREAS, on July 17, 2025, the Court issued an Order After Hearing in the Lawsuit granting the First and Second causes of action of the Petition and denying the Third cause of action of the Petition, and subsequently on September 15, 2025, judgment was entered; and,

WHEREAS, on September 15, 2025, the Court issued a Peremptory Writ of Mandate ordering that within 60 days (i.e. no later than November 14, 2025), the City set aside its certification of its EIR for the Project as well as all related approvals for the Project, including Plan Amendment and Rezone No. P21-01960, Conditional Use Permit No. P21-01959, Conditional Use Permit No. P21-03251, and Planned Development Permit No. P21-03252; and,

WHEREAS, on November 06, 2025, the Council of the City of Fresno adopted Resolution No. 2025-325 rescinding Resolution No. 2024-072 which approved Conditional Use Permit No. P21-03251 among other items; and,

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any further approvals related to the Project unless and until the City has certified a revised

EIR that, consistent with the Court's July 17, 2025, Order, includes a legally adequate analysis of the Project's Greenhouse Gas impacts that complies with CEQA and does not rely on the City's 2021 Greenhouse Gas Reduction Plan; and,

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any further approvals related to the Project unless and until, concurrent with such approvals, the City adopts findings addressing consistency between the City's zoning provisions and the market delivery operations component of the Project as a permitted and/or accessory use; and,

WHEREAS, on May 06, 2026, the Planning Commission conducted a public hearing to review the proposed special permit, draft revised EIR consistent with the Court's July 17, 2025, Order, and draft findings addressing consistency between the City's zoning provisions and the market delivery operations component of the Project; and,

WHEREAS, during the May 06, 2026 hearing, the Fresno City Planning Commission reviewed the subject special permit in accordance with the policies, goals, and objectives of the Bullard Community Plan and Fresno General Plan; and,

WHEREAS, during the May 06, 2026 hearing, the Planning Commission received and considered the Planning and Development Department’s report recommending the Planning Commission to recommend to the Council of the City of Fresno approval of Conditional Use Permit No. P21-03251 subject to conditions of approval; and,

WHEREAS, during the May 06, 2026 hearing, the Planning Commission provided the opportunity for consideration of testimony from the applicant and the public; and,

WHEREAS, one member of the public spoke in support of the proposed special permit; and,

WHEREAS, one member of the public spoke in opposition of the proposed special permit; and,

NOW, THEREFORE, BE IT RESOLVED that the Fresno City Planning Commission, based upon information presented at the May 06, 2026 hearing, made a motion to uphold staff’s recommendation to recommend to the Council of the City of Fresno approval of Conditional Use Permit No. P21-03251.

The foregoing Resolution was adopted by the Fresno City Planning Commission upon a motion by Commissioner Shergill, seconded by Commissioner Lyday.

VOTING:	Ayes	-	Shergill, Lyday, Bray (Vice Chair), Calandra, Diaz
	Noes	-	None
	Not Voting	-	None
	Absent	-	Criner, Vang (Chair)

DATED: May 06, 2026

Jennifer Clark, Secretary
Fresno City Planning Commission

Resolution No. 19958
Conditional Use Permit No. P21-03251
Filed by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation
Action: Recommend Approval

Planning Commission Resolution No. 19959
Planned Development Permit P21-03252
Approval Recommendation

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

FRESNO CITY PLANNING COMMISSION
RESOLUTION NO. 19959

The Fresno City Planning Commission, at its regular meeting on May 06, 2026 adopted the following resolution relating to Planned Development Permit No. P21-03252:

WHEREAS, Planned Development Permit No. P21-03252 was filed by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation and pertains to ± 22.4 acres of property located at the northeast corner of West Herndon Avenue and North Riverside Drive; and,

WHEREAS, Planned Development Permit No. P21-03252 requests authorization to modify parking lot development standards for the proposed Costco warehouse retail building to allow for 36.5-foot-tall parking lot light fixtures rather than 25-foot tall fixtures; and,

WHEREAS, previously on February 21, 2024, the Planning Commission conducted a public hearing to review the proposed special permit and adopted Resolution No. 13839 recommending approval of the special permit to the Council of the City of Fresno; and,

WHEREAS, on April 18, 2024, the Council of the City of Fresno adopted Resolution No. 2024-072 approving Planned Development Permit No. P21-03252 among other items; and,

WHEREAS, on May 23, 2024, a Petition for Writ of Mandate was filed challenging the Project and associated environmental approvals under the California Environmental Quality Act in Fresno County Superior Court Case No. 24CECG02208, Herndon-Riverside Coalition for Responsible Planning and Development v. City of Fresno et al.; and,

WHEREAS, on July 17, 2025, the Court issued an Order After Hearing in the Lawsuit granting the First and Second causes of action of the Petition and denying the Third cause of action of the Petition, and subsequently on September 15, 2025, judgment was entered; and,

WHEREAS, on September 15, 2025, the Court issued a Peremptory Writ of Mandate ordering that within 60 days (i.e. no later than November 14, 2025), the City set aside its certification of its EIR for the Project as well as all related approvals for the Project, including General Plan Amendment and Rezone No. P21-01960, Conditional Use Permit No. P21-01959, Conditional Use Permit No. P21-03251, and Planned Development Permit No. P21-03252; and,

WHEREAS, on November 06, 2025, the Council of the City of Fresno adopted Resolution No. 2025-325 rescinding Resolution No. 2024-072 which approved Planned Development Permit No. P21-03252 among other items; and,

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any

further approvals related to the Project unless and until the City has certified a revised EIR that, consistent with the Court's July 17, 2025, Order, includes a legally adequate analysis of the Project's Greenhouse Gas impacts that complies with CEQA and does not rely on the City's 2021 Greenhouse Gas Reduction Plan; and,

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any further approvals related to the Project unless and until, concurrent with such approvals, the City adopts findings addressing consistency between the City's zoning provisions and the market delivery operations component of the Project as a permitted and/or accessory use; and,

WHEREAS, on May 06, 2026, the Planning Commission conducted a public hearing to review the proposed special permit, draft revised EIR consistent with the Court's July 17, 2025, Order, and draft findings addressing consistency between the City's zoning provisions and the market delivery operations component of the Project; and,

WHEREAS, during the May 06, 2026 hearing, the Fresno City Planning Commission reviewed the subject special permit in accordance with the policies, goals, and objectives of the Bullard Community Plan and Fresno General Plan; and,

WHEREAS, during the May 06, 2026 hearing, the Planning Commission received and considered the Planning and Development Department’s report recommending the Planning Commission to recommend to the Council of the City of Fresno approval of Planned Development Permit No. P21-03252 subject to conditions of approval; and,

WHEREAS, during the May 06, 2026 hearing, the Planning Commission provided the opportunity for consideration of testimony from the applicant and the public; and,

WHEREAS, one member of the public spoke in support of the proposed special permit; and,

WHEREAS, one member of the public spoke in opposition of the proposed special permit; and,

NOW, THEREFORE, BE IT RESOLVED that the Fresno City Planning Commission, based upon information presented at the May 06, 2026 hearing, made a motion to uphold staff’s recommendation to recommend to the Council of the City of Fresno approval of Planned Development Permit No. P21-03252.

The foregoing Resolution was adopted by the Fresno City Planning Commission upon a motion by Commissioner Shergill, seconded by Commissioner Lyday.

VOTING:	Ayes	-	Shergill, Lyday, Bray (Vice Chair), Calandra, Diaz
	Noes	-	None
	Not Voting	-	None
	Absent	-	Criner, Vang (Chair)

DATED: May 06, 2026

Jennifer Clark, Secretary
Fresno City Planning Commission

Resolution No. 19959
Planned Development Permit No. P21-03252
Filed by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation
Action: Recommend Approval

Planning Commission Resolution No. 19960
Fresno Municipal Code Findings
Adoption Recommendation

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

FRESNO CITY PLANNING COMMISSION
RESOLUTION NO. 19960

The Fresno City Planning Commission, at its regular meeting on May 06, 2026, adopted the following resolution relating to Costco Project (hereinafter Project) and all related approvals for the Project, including Plan Amendment and Rezone No. P21-01960, Conditional Use Permit No. P21-01959, Conditional Use Permit No. P21-03251, and Planned Development Permit No. P21-03252:

WHEREAS, the Costco Project was filed by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation and pertains to ± 22.4 acres of property located at the northeast corner of West Herndon Avenue and North Riverside Drive; and,

WHEREAS, Plan Amendment No. P21-01960 requests authorization to amend the Fresno General Plan and Bullard Community Plan to change the planned land use designation for the subject property from Community Commercial to General Commercial, and reclassify West Herndon Avenue, from North Riverside to North Hayes Avenue, from an Expressway to a Super Arterial; and,

WHEREAS, Rezone Application No. P21-01960 requests authorization to amend the Official Zoning Map of the City of Fresno to rezone the subject property from the CC/EA/UGM/cz (Community Commercial/Expressway Overlay/Urban Growth Management) zone district to the CG/UGM/cz (Commercial General/Urban Growth Management/conditions of zoning) zone district in accordance with the Plan Amendment Application; and,

WHEREAS, Conditional Use Permit No. P21-01959 requests authorization to construct a ±219,216 square-foot Costco warehouse retail building, with a ±4,800 square-foot carwash and a ±13,000 square-foot fuel canopy with 32 fuel pumps. The warehouse foot print is comprised of ±163,539 square-feet for retail sales, ±4,422 square-feet for loading/receiving, ±46,834 square-feet for market delivery operation, ±3,233 square-feet of open canopy space, and ±1,188 square-feet of building envelope. The project includes 873 total parking stalls, which include 25 accessible spaces and 92 electric vehicle-ready parking stalls.; and,

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

WHEREAS, Planned Development Permit No. P21-03252 requests authorization to modify parking lot development standards for the proposed Costco warehouse retail building to allow for 36.5-foot-tall parking lot light fixtures rather than 25-foot tall fixtures; and,

WHEREAS, pursuant to Fresno Municipal Code Section 15-5306, a conditional use permit shall only be granted if the decision-maker determines that the project meets all

required findings; and,

WHEREAS, pursuant to Fresno Municipal Code Section 15-5812, the Planning Commission shall not recommend and the Council of the City of Fresno shall not approve an application unless the proposed rezone and plan amendment meets all identified criteria; and,

WHEREAS, pursuant to Fresno Municipal Code Section 15-5905, a planned development permit shall only be approved if the project meets all required findings; and,

WHEREAS, previously on February 21, 2024, the Planning Commission conducted a public hearing to review the Project and adopted Resolution Nos. 13834, 13835, 13836, 13837, 13838 and 13839 recommending approval of the Project and certification of the Environmental Impact Report (EIR) SCH No. 2021100443 to the Council of the City of Fresno; and,

WHEREAS, on April 18, 2024, the Council of the City of Fresno adopted Resolution No. 2024-072, Resolution No. 2024-073, and Ordinance No. 2024-011 approving the Project and certifying the associated EIR (SCH No. 2021100443); and,

WHEREAS, on May 23, 2024, a Petition for Writ of Mandate was filed challenging the Project and associated environmental approvals under the California Environmental Quality Act in Fresno County Superior Court Case No. 24CECG02208, Herndon-Riverside Coalition for Responsible Planning and Development v. City of Fresno et al.; and,

WHEREAS, on July 17, 2025, the Court issued an Order After Hearing in the Lawsuit granting the First and Second causes of action of the Petition and denying the Third cause of action of the Petition, and subsequently on September 15, 2025, judgment was entered; and,

WHEREAS, on September 15, 2025, the Court issued a Peremptory Writ of Mandate ordering that within 60 days (i.e. no later than November 14, 2025), the City set aside its certification of its EIR for the Project as well as all related approvals for the Project, including Plan Amendment and Rezone No. P21-01960, Conditional Use Permit No. P21-01959, Conditional Use Permit No. P21-03251, and Planned Development Permit No. P21-03252; and,

WHEREAS, on November 06, 2025, the Council of the City of Fresno adopted Resolution No. 2025-325 rescinding Resolution No. 2024-072, Resolution No. 2024-073, and Ordinance No. 2024-011 which approved the Project and certified the associated EIR (SCH No. 2021100443); and,

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any

further approvals related to the Project unless and until the City has certified a revised EIR that, consistent with the Court's July 17, 2025, Order, includes a legally adequate analysis of the Project's Greenhouse Gas impacts that complies with CEQA and does not rely on the City's 2021 Greenhouse Gas Reduction Plan; and,

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any further approvals related to the Project unless and until, concurrent with such approvals, the City adopts findings addressing consistency between the City's zoning provisions and the market delivery operations component of the Project as a permitted and/or accessory use; and,

WHEREAS, on May 06, 2026, the Planning Commission conducted a public hearing to review the Project, draft revised EIR consistent with the Court's July 17, 2025, Order, and draft findings addressing consistency between the City's zoning provisions and the market delivery operations component of the Project; and,

WHEREAS, during the May 06, 2026 hearing, the Fresno City Planning Commission reviewed the Project in accordance with the policies, goals, and objectives of the Bullard Community Plan and Fresno General Plan; and,

WHEREAS, during the May 06, 2026 hearing, the Planning Commission provided the opportunity for consideration of testimony from the applicant and the public; and,

WHEREAS, one member of the public spoke in support of the proposed special permit; and,

WHEREAS, one member of the public spoke in opposition of the proposed special permit; and,

NOW, THEREFORE, BE IT RESOLVED that the Fresno City Planning Commission, based upon information presented at the May 06, 2026 hearing, made a motion to uphold staff's recommendation to recommend to the Council of the City of Fresno adoption of the Fresno Municipal Code Findings attached as Exhibit G to the staff report.

The foregoing Resolution was adopted by the Fresno City Planning Commission upon a motion by Commissioner Shergill, seconded by Commissioner Lyday.

VOTING:	Ayes	-	Shergill, Lyday, Bray (Vice Chair), Calandra, Diaz
	Noes	-	None
	Not Voting	-	None
	Absent	-	Criner, Vang (Chair)

DATED: May 06, 2026

Jennifer Clark, Secretary
Fresno City Planning Commission

Resolution No. 19960
Fresno Municipal Code Adoption Recommendation
Filed by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation
Action: Recommend Adoption

Exhibit J-2 – City Council Resolution for Plan Amendment Application No. P21-01960

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, AMENDING THE FRESNO GENERAL PLAN (PLAN AMENDMENT APPLICATION NO. P21-01960)

WHEREAS, Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation has filed Plan Amendment Application No. P21-01960 to amend the Fresno General Plan and Bullard Community Plan to change the planned land use designation for the subject property from Community Commercial to General Commercial, and reclassify West Herndon Avenue, from North Riverside Drive to North Hayes Avenue, from an Expressway to a Super Arterial; and

WHEREAS, the environmental assessment conducted for the proposed plan amendment resulted in the preparation of an Environmental Impact Report (Final EIR SCH No. 2021100443), prepared pursuant to the requirements of CEQA dated May 2026; and

WHEREAS, on May 6, 2026, the Fresno City Planning Commission held a public hearing to consider Plan Amendment Application No. P21-01960 and Final EIR SCH No. 2021100443; and

WHEREAS, the Fresno City Planning Commission took action, as evidenced in Planning Commission Resolution Nos. 19954 and 19955, to recommend approval of Final EIR SCH No. 2021100443 and Plan Amendment Application No. P21-01960, which proposes to amend the Fresno General Plan and Bullard Community Plan to change the planned land use designation for the subject property from Community Commercial to

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: 

General Commercial, and reclassify West Herndon Avenue, from North Riverside Drive to North Hayes Avenue; and

WHEREAS, on May 21, 2026, the Council of the City of Fresno held a public hearing to consider Plan Amendment Application No. P21-01960 and received both oral testimony and written information presented at the hearing regarding Plan Amendment Application No. P21-01960; and

WHEREAS, the Council of the City of Fresno reviewed the subject plan amendment application in accordance with Section 15-5812 of the Fresno Municipal Code and finds that the plan amendment meets the criteria established by Section 15-5812.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno, based upon the testimony and information presented at the hearing and upon review and consideration of the environmental documentation provided, as follows:

1. The Council of the City of Fresno finds in accordance with its own independent judgment that FEIR SCH No. 2021100443 has been properly certified pursuant to the requirements of CEQA Guidelines Section 15090 including all required written findings pursuant to CEQA Guidelines Section 15091, through Resolution No. _____.

2. The Council of the City of Fresno finds the adoption of the proposed plan amendment as recommended by the Planning Commission is in the best interest of the City of Fresno.

3. The Council of the City of Fresno hereby adopts Plan Amendment Application No. P21-01960 amending the Fresno General Plan and Bullard Community Plan to change the planned land use designation for the subject property from Community

Commercial to General Commercial, and reclassify West Herndon Avenue, from North Riverside Drive to North Hayes Avenue, as depicted by Exhibits A and B attached hereto and incorporated herein by reference.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing Resolution was adopted by the Council of the City of Fresno, California, at a regular meeting held on the 21st day of May 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

AMY K ALLER
Interim City Clerk

By _____
Date

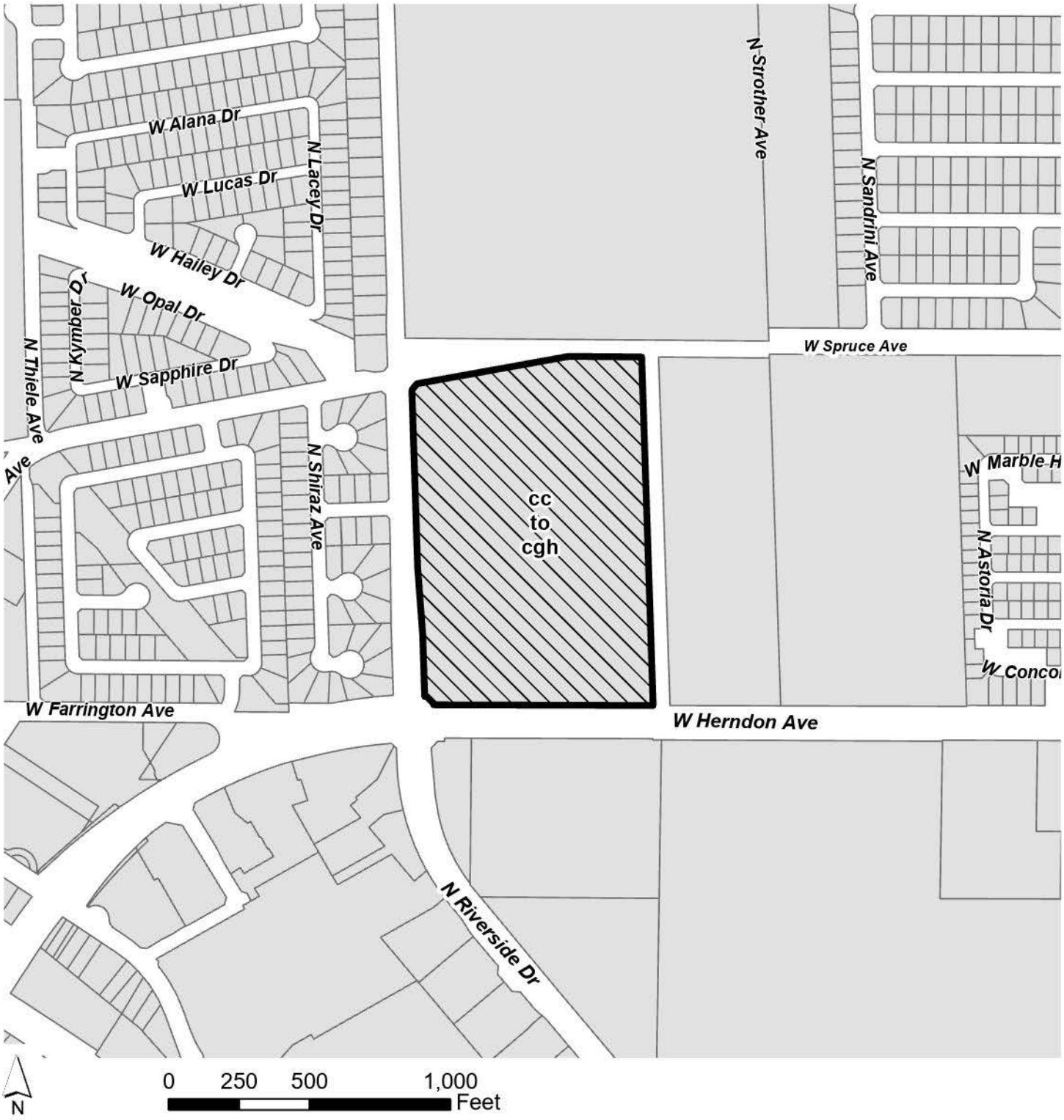
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By _____
Talia Kolluri Date
Assistant City Attorney

Attachment: Exhibit A
Exhibit B

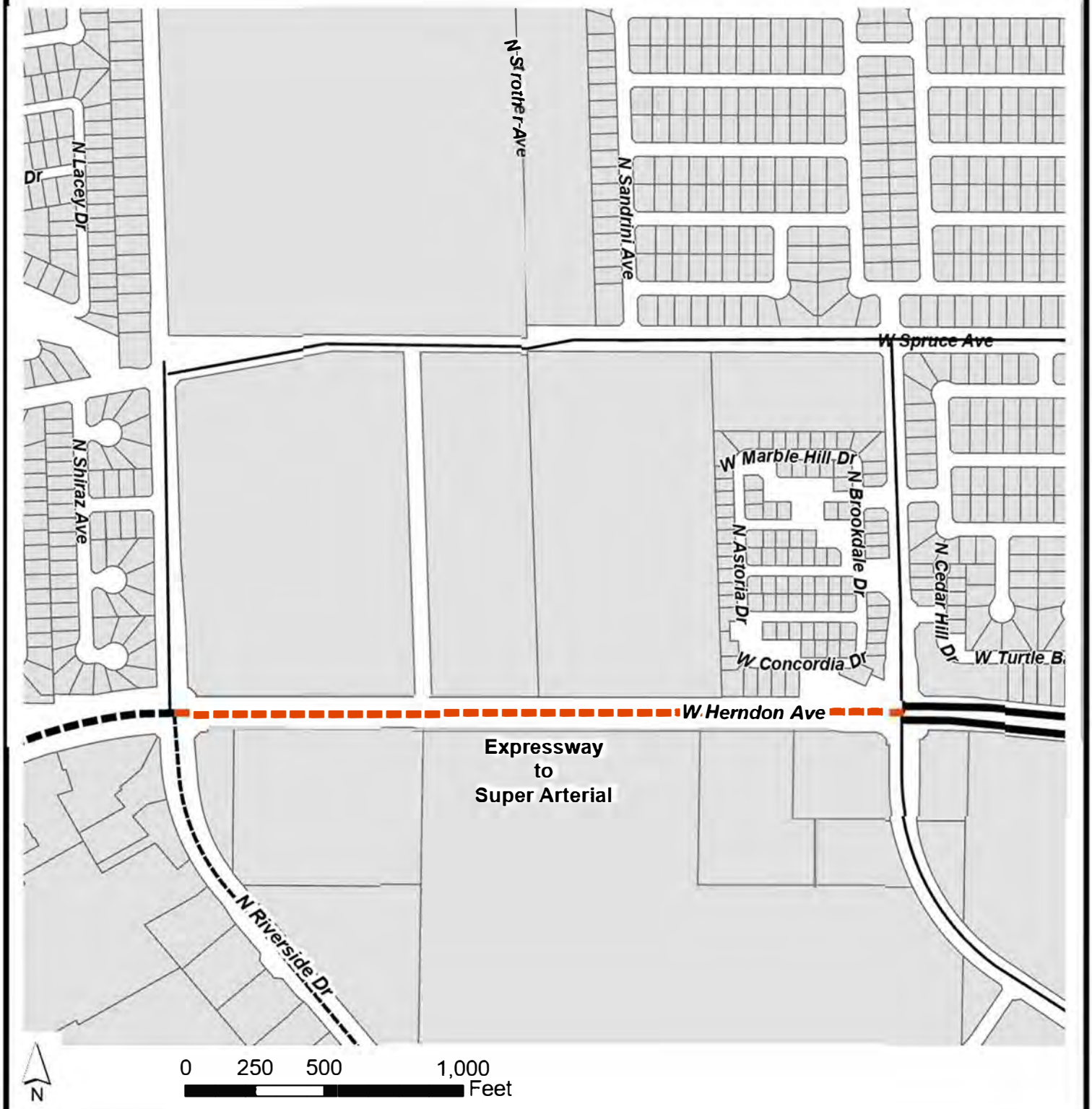
Plan Amendment Exhibit A



P21-01960
APN: 503-02-012
7120 N Riverside Drive

Proposes to change Planned Land Use designation for approximately 23.26 acres from cc (Commercial - Community) to cgh (Commercial - General) Land Use designation.

Plan Amendment Exhibit B



P21-01960
W Herndon Ave between N Riverside Dr and N Hayes Ave

Proposes to reclassify West Herndon Avenue between North Riverside Drive and North Hayes Avenue from Expressway to superarterial

Exhibit J-3 – City Council Ordinance Bill for Rezone Application No. P21-01960

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

BILL NO. _____

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF FRESNO, CALIFORNIA, AMENDING THE OFFICIAL ZONING MAP AS DESCRIBED BY SECTION 15-108 OF THE FRESNO MUNICIPAL CODE, AND PURSUANT TO THE PROCEDURES SET FORTH IN ARTICLE 58, CHAPTER 15 OF THE FRESNO MUNICIPAL CODE

WHEREAS, Rezone Application No. P21-01960 has been filed by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation with the City of Fresno to rezone the property as depicted in the attached Exhibit "A"; and

WHEREAS, pursuant to the provisions of Article 58, Chapter 15, of the Fresno Municipal Code, the Planning Commission of the City of Fresno held a public hearing on the 6th day of May 2026, to consider Rezone Application No. P21-01960 and related Environmental Impact Report (Final EIR SCH No. 2021100443) dated May 2026 during which the Commission considered the Environmental Impact Report and rezone application, and recommended to the Council of the City of Fresno, as evidenced in Planning Commission Resolution Nos. 19954 and 19956 approval of the subject Environmental Impact Report and rezone application to amend the City's Zoning Ordinance on real property described herein below from the CC/EA/UGM/cz (*Community Commercial/Expressway Overlay/Urban Growth Management*) zone district to the CG/UGM/cz (*Commercial General/Urban Growth Management/conditions of zoning*) zone district; and

Date Adopted:
Date Approved
Effective Date:
City Attorney Approval: _____

WHEREAS, the Council of the City of Fresno, on the 21st day of May 2026, received the recommendation of the Planning Commission of the City of Fresno.

NOW, THEREFORE, THE COUNCIL OF THE CITY OF FRESNO DOES ORDAIN AS FOLLOWS:

SECTION 1. Based upon the testimony and information presented at the hearing and upon review and consideration of the environmental documentation provided, the adoption of the proposed rezoning is in the best interest of the City of Fresno. The Council of the City of Fresno, in accordance with its own independent judgement and in making the findings, ratifies, adopts, and incorporates the analysis and explanation in the Environmental Impact Report (Final EIR SCH No. 2021100443), and ratifies, adopts, and incorporates in these findings the determinations and conclusions in the Final EIR relating to environmental impacts and mitigation measures. Accordingly, the Council of the City of Fresno certifies the Final EIR for Rezone Application No. P21-01960, as accurate and adequate. The Council of the City of Fresno further certifies that the FEIR was completed in compliance with CEQA and the CEQA Guidelines.

SECTION 2. The Council of the City of Fresno finds the requested CG/UGM/cz (*Commercial General/Urban Growth Management/conditions of zoning*) zone district is consistent with the General Commercial planned land use designation of the Fresno General Plan and Bullard Community Plan.

SECTION 3. The Council of the City of Fresno finds that the zone district of the real property described herein below, located in the City of Fresno, is rezoned from the CC/EA/UGM/cz (*Community Commercial/Expressway Overlay/Urban Growth*

Management) zone district to the CG/UGM/cz (*Commercial General/Urban Growth Management/conditions of zoning*) zone district in accordance with and as depicted in the attached Exhibit "A".

SECTION 4. This ordinance shall become effective and in full force and effect at 12:01 a.m. on the thirty-first day after its passage.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing ordinance was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

AMY K ALLER
Interim City Clerk

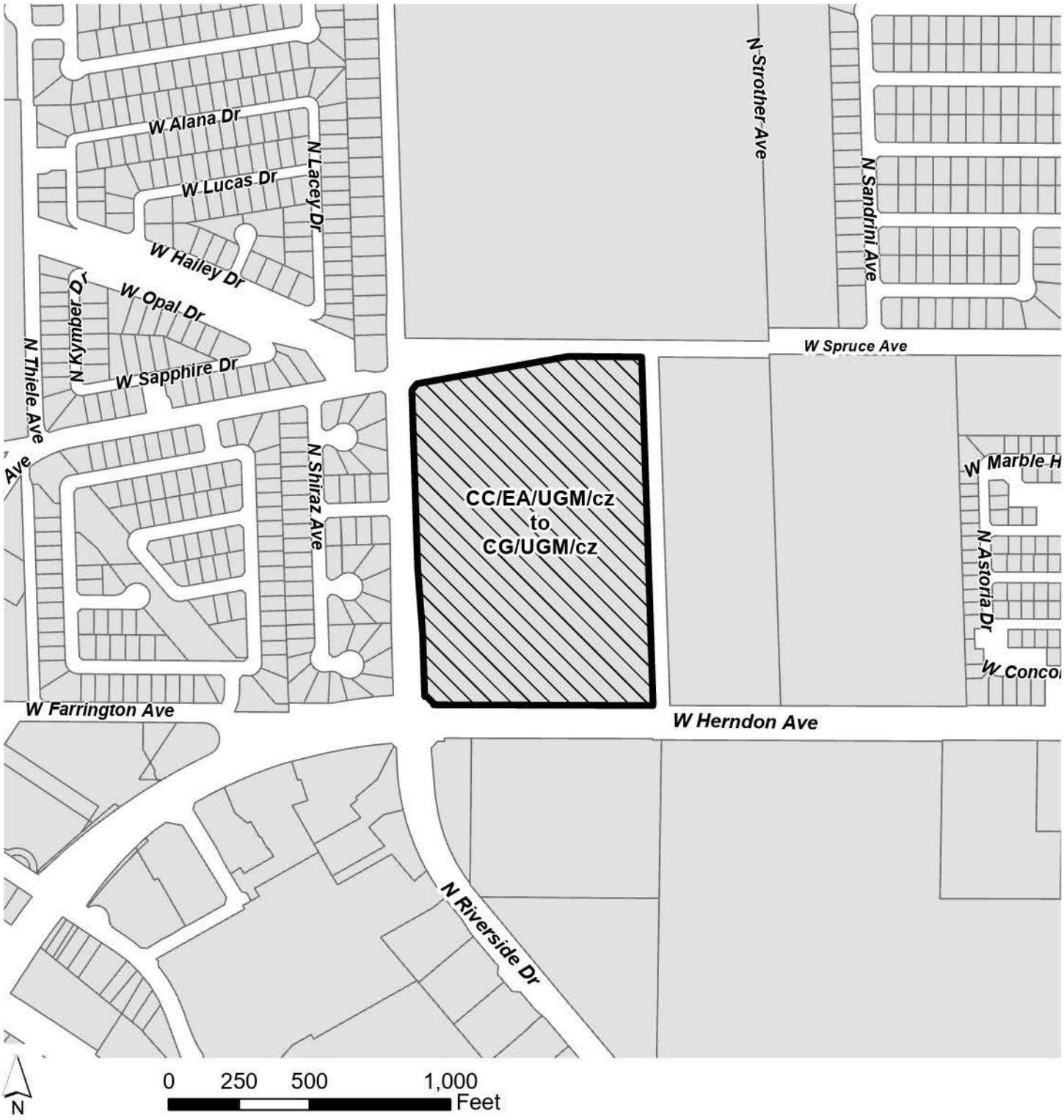
By: _____
Deputy Date

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Talia Kolluri Date
Assistant City Attorney

Attachment: Exhibit A

Rezone Exhibit A



P21-01960
APN: 503-02-012
7120 N Riverside Drive

Proposes to rezone 23.26 acres from CC/EA/UGM/cz (Commercial Community/ Expressway Overlay/Urban Growth Management/conditions of zoning) to CG/UGM/cz (Commercial General/Urban Growth Management/conditions of zoning).

Exhibit J-4 – City Council FMC Findings Adoption Resolution

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, ADOPTING FRESNO MUNICIPAL CODE FINDINGS FOR PLAN AMENDMENT AND REZONE APPLICATION NO. P21-01960, CONDITIONAL USE PERMIT APPLICATION NO. P21-01959, CONDITIONAL USE PERMIT APPLICATION NO. P21-03251, PLANNED DEVELOPMENT PERMIT APPLICATION NO. P21-03252 AS REQUIRED PURSUANT TO FRESNO MUNICIPAL CODE SECTIONS 15-5306, 15-5812, 15-5905 AS RELATED TO THE APPROVAL OF PLAN AMENDMENT AND REZONE APPLICATION NO. P21-01960, CONDITIONAL USE PERMIT APPLICATION NO. P21-01959, CONDITIONAL USE PERMIT APPLICATION NO. P21-03251, PLANNED DEVELOPMENT PERMIT APPLICATION NO. P21-03252

WHEREAS, Plan Amendment and Rezone Application No. P21-01960, Conditional Use Permit Application No. P21-01959, Conditional Use Permit Application No. P21-03251, Planned Development Permit Application No. P21-03252 were submitted by Lynette Dias of Urban Planning Partners, Inc., on behalf of Costco Wholesale Corporation, and pertain to ±22.4 acres of property located on the northeast corner of West Herndon Avenue and North Riverside Drive; and

WHEREAS, Plan Amendment No. P21-01960 requests authorization to amend the Fresno General Plan and Bullard Community Plan to change the planned land use designation for the subject property from Community Commercial to General Commercial, and reclassify West Herndon Avenue, from North Riverside to North Hayes Avenue, from an Expressway to a Super Arterial; and

WHEREAS, Rezone Application No. P21-01960 requests authorization to amend the Official Zoning Map of the City of Fresno to rezone the subject property from the

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: tnp

CC/EA/UGM/cz (Community Commercial/Expressway Overlay/Urban Growth Management) zone district to the CG/UGM/cz (Commercial General/Urban Growth Management/conditions of zoning) zone district in accordance with the Plan Amendment Application; and

WHEREAS, Conditional Use Permit No. P21-01959 requests authorization to construct a ±219,216 square-foot Costco warehouse retail building, with a ±4,800 square-foot carwash and a ±13,000 square-foot fuel canopy with 32 fuel pumps. The warehouse footprint is comprised of ±163,539 square-feet for retail sales, ±4,422 square-feet for loading/receiving, ±46,834 square-feet for market delivery operation, ±3,233 square-feet of open canopy space, and ±1,188 square-feet of building envelope. The project includes 873 total parking stalls, which include 25 accessible spaces and 92 electric vehicle-ready parking stalls; and

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

WHEREAS, Planned Development Permit No. P21-03252 requests authorization to modify parking lot development standards for the proposed Costco warehouse retail building to allow for 36.5-foot-tall parking lot light fixtures rather than 25-foot tall fixtures; and

WHEREAS, pursuant to Fresno Municipal Code Section 15-5306, a conditional use permit shall only be granted if the decision-maker determines that the project meets all required findings; and

WHEREAS, pursuant to Fresno Municipal Code Section 15-5812, the Planning Commission shall not recommend and the Council of the City of Fresno shall not approve an application unless the proposed rezone and plan amendment meets all identified criteria; and

WHEREAS, pursuant to Fresno Municipal Code Section 15-5905, a planned development permit shall only be approved if the project meets all required findings; and

WHEREAS, previously on February 21, 2024, the Planning Commission conducted a public hearing to review the Project and adopted Resolution Nos. 13834, 13835, 13836, 13837, 13838 and 13839 recommending approval of the Project and certification of the Environmental Impact Report (EIR) SCH No. 2021100443 to the Council of the City of Fresno; and

WHEREAS, previously on April 18, 2024, the Council of the City of Fresno adopted Resolution No. 2024-072, Resolution No. 2024-073, and Ordinance No. 2024-011 approving the Project and certifying the associated EIR (SCH No. 2021100443); and

WHEREAS, on May 23, 2024, a Petition for Writ of Mandate was filed challenging the Project and associated environmental approvals under the California Environmental Quality Act in Fresno County Superior Court Case No. 24CECG02208, Herndon-Riverside Coalition for Responsible Planning and Development v. City of Fresno et al.; and

WHEREAS, on July 17, 2025, the Court issued an Order After Hearing in the Lawsuit granting the First and Second causes of action of the Petition and denying the Third cause of action of the Petition, and subsequently on September 15, 2025, judgment was entered; and

WHEREAS, on September 15, 2025, the Court issued a Peremptory Writ of Mandate ordering that within 60 days (i.e. no later than November 14, 2025), the City set aside its certification of its EIR for the Project as well as all related approvals for the Project, including Plan Amendment and Rezone No. P21-01960, Conditional Use Permit No. P21-01959, Conditional Use Permit No. P21-03251, and Planned Development Permit No. P21-03252; and

WHEREAS, on November 06, 2025, the Council of the City of Fresno adopted Resolution No. 2025-325 rescinding Resolution No. 2024-072, Resolution No. 2024-073, and Ordinance No. 2024-011 which approved the Project and certified the associated EIR (SCH No. 2021100443); and

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any further approvals related to the Project unless and until the City has certified a revised EIR that, consistent with the Court's July 17, 2025, Order, includes a legally adequate analysis of the Project's Greenhouse Gas impacts that complies with CEQA and does not rely on the City's 2021 Greenhouse Gas Reduction Plan; and

WHEREAS, Resolution No. 2025-325 further requires the City to refrain from issuing any further approvals related to the Project unless and until, concurrent with such approvals, the City adopts findings addressing consistency between the City's zoning provisions and the market delivery operations component of the Project as a permitted and/or accessory use; and

WHEREAS, on May 6, 2026, the Planning Commission conducted a public hearing to review the Project, draft revised EIR consistent with the Court's July 17, 2025, Order, and findings addressing consistency between the City's zoning provisions and the market delivery operations component of the Project; and

WHEREAS, the Fresno City Planning Commission took action, as evidenced in Planning Commission Resolution Nos. 19954, 19955, 19956, 19957, 19958, 19959, and 19960 to recommend to the Council of the City of Fresno certification of the EIR (SCH No. 2021100443); approval of Plan Amendment and Rezone Application No. P21-01960, Conditional Use Permit Application No. P21-01959, Conditional Use Permit Application No. P21-03251, and Planned Development Permit Application No. P21-03252; and adoption of the findings pursuant to Fresno Municipal Code Sections 15-5306, 15-5812, 15-5905 (Exhibit A); and

WHEREAS, on May 21, 2026, the Council of the City of Fresno held a public hearing to consider the EIR (SCH No. 2021100443); Plan Amendment and Rezone Application No. P21-01960, Conditional Use Permit Application No. P21-01959, Conditional Use Permit Application No. P21-03251, and Planned Development Permit Application No. P21-03252; and related findings pursuant to Fresno Municipal Code Sections 15-5306, 15-5812, 15-5905 (Exhibit A).

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno, based upon the testimony and information presented at the hearing and upon review and consideration of the documentation provided, the Council of the City of Fresno hereby adopts the required findings pursuant to Fresno Municipal Code Sections 15-5306, 15-5812, 15-5905 for Plan Amendment and Rezone Application No. P21-01960, Conditional Use Permit Application No. P21-01959, Conditional Use Permit Application No. P21-03251, and Planned Development Permit Application No. P21-03252; attached as Exhibits A hereto and incorporated herein by reference.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

AMY K. ALLER
Interim City Clerk

By: _____
Date

Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By _____
Talia Kolluri Date
Assistant City Attorney

Attachment: Exhibit A – Fresno Municipal Code Findings

Exhibit A – Fresno Municipal Code Findings

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

City of FRESNO

Planning and Development Department

2600 Fresno Street, Room 3043
Fresno, California 93721-3604
(559) 621-8277
www.fresno.gov

Jennifer K. Clark, AICP
Director

COSTCO COMMERCIAL CENTER PROJECT
FRESNO MUNICIPAL CODE SECTIONS 15-5306, 15-5812, & 15-5905 FINDINGS FOR:
CONDITIONAL USE PERMIT APPLICATION P21-01959
PLAN AMENDMENT REZONE APPLICATION P21-01960
ALCOHOL BEVERAGE CONDITIONAL USE PERMIT APPLICATION P21-03251
PLANNED DEVELOPMENT PERMIT APPLICATION P21-03252

CONDITIONAL USE PERMIT APPLICATION P21-01959 REVIEW FINDINGS
[Warehouse, Service Station, Car Wash]

Findings per Fresno Municipal Code Section 15-5306
A.) The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Code and all other chapters of the Municipal Code.
Finding A: The project's principally proposed uses include a retail warehouse, a fuel facility, and a car wash. The approximately 219,216 square foot retail warehouse building is dedicated to a membership-based direct-to-consumer retail operation. The project includes a rezone of the project site from the CC/EA/UGM/cz (Community Commercial/Expressway Overlay/Urban Growth Management/conditions of zoning) zoning designation to the CG/UGM/cz (General Commercial/Urban Growth Management/conditions of zoning) zoning designation. The existing Community Commercial zoning designation permits large-format retail uses and fuel service stations with approval of a conditional use permit; however, automobile/vehicle washing uses are not permitted within this zone. Therefore, to accommodate all of the proposed uses, the project site is proposed to be rezoned to General Commercial. As shown in Table 15-1202 of Fresno Municipal Code Section 15-1202, the General Commercial zoning designation permits large format retail uses by-right, and service stations and automobile/vehicle washing uses are conditionally permitted uses. The consistency of each of the project's proposed uses with the General Commercial zoning designation is analyzed in turn below. <u>1. The proposed retail warehouse building including market delivery operation ("MDO") space, as conditioned, is allowed in and consistent with the General Commercial zoning designation and complies with all provisions of the Municipal Code.</u> Fresno Municipal Code Section 15-6802 defines "large-format retail" as "Retail establishments (over 80,000 square feet of sales area) that sell merchandise and bulk goods for individual consumption, including membership warehouse clubs." The Municipal Code expressly permits membership warehouse clubs, which typically include both sales floors accessible to the public and areas accessible only to employees. As is evident to anyone who has visited or shopped at a large-format retailer or grocery store, modern retail uses incorporate both opportunities for in-person shopping and delivery to customers. Here, the retail warehouse consists of an approximately 219,216 square foot building that would operate as a membership warehouse that would sell merchandise and bulk

goods for individual consumption from a sales floor open to members. In addition, the retail warehouse would include areas accessible only to employees, as is typical in large-format retail, such as loading and storage areas, cooking facilities, and approximately 47,000 square feet of market delivery operation ("MDO") space to manage customer deliveries.

The MDO element of the retail warehouse facilitates efficient delivery to members of big and bulky items, including furniture, major appliances, patio furniture, televisions, fitness equipment, mattresses and grills. The MDO space within the retail warehouse would function much like the storage element of a typical home improvement or furniture store; purchased items would be loaded onto small box trucks from the MDO space within the retail warehouse for delivery to members' homes, just as occurs with orders placed with other large format retailers throughout Fresno. For example, Walmart Supercenter offers free delivery to Walmart+ members managed through its Supercenter retail facilities. The City has previously approved a Walmart Supercenter in the General Commercial zone, which demonstrates that big box general commercial uses with integrated delivery services – as proposed by Costco here – are consistent with the General Commercial land use designation. Likewise, the City has approved other big-box commercial retailers with storage and delivery capabilities – such as Best Buy, Dick's Sporting Goods, Lowes, and Home Depot – in other comparable commercial zoning districts.

Large items (such as washers and dryers or couches) can be displayed on the sales floor and delivered through the MDO, better serving members by providing in-person visibility for goods that would otherwise only be available online. Members can purchase and return items in-person at the retail warehouse, and members can view additional items either in person or at digital kiosks or online. Following a purchase, members receive delivery of those items that flow through the MDO space in as little as two days, or members can take immediate delivery of in-stock items on a "cash and carry basis" (i.e., members pay on site and self-transport items). For example, a member could purchase a large TV from the sales floor or place an online order (where there is a greater range of available inventory) with a Costco sales associate, and if the MDO has the ordered item in inventory, the member could receive the purchased television immediately. In all cases, delivery and returns are managed on location from within the retail warehouse. Member home delivery issues can be handled in-person at the MDO within the building rather than needing to be directed to a national call center for resolution.

Moreover, the MDO and the sales floor share employees. For example, an employee hired to load delivery vehicles with goods taken from the MDO in the morning may be redeployed to the sales floor or stocking areas for the duration of their shift, or to cover sick calls and vacations. The sales floor and MDO are also fully physically integrated within one contiguous building, with a single lighting, HVAC, security, and utility system, as well as employee facilities like restrooms, breakrooms, quiet rooms, and meeting rooms. Equipment will be shared throughout the entire warehouse building, including forklifts, compactors, cardboard balers, and time clocks. The retail warehouse has a common delivery/receiving area for both the sales floor and the MDO space. Based on the collective facts, the City finds that the retail warehouse includes a sales floor and MDO space with interrelated functions that are physically integrated into the form of the building and operations of the business. Therefore, the entirety of the retail warehouse, inclusive of the MDO, is a retail establishment that is over 80,000 square feet and sells merchandise and bulk goods for individual consumption and therefore fits within the definition of large-format retail. Accordingly, the retail warehouse, inclusive of the MDO, is permitted within the General Commercial zone.

In addition, as a separate and independent basis to find that the project is consistent with the General Commercial zone, even if the overall store were assumed for the sake of argument to not

be an integrated and permitted large-format retail use, the MDO would otherwise be classified as an accessory use to the remainder of the retail warehouse. Under Fresno Municipal Code Section 15-6802, an "accessory use" is a "use that is customarily associated with, and is incidental and subordinate to, the primary use and located on the same parcel as the primary use." Accessory uses are further regulated in Fresno Municipal Code Section 15-2703, which provides that "an accessory use shall be incidental, related, appropriate, and clearly subordinate to the principal use or building to which it relates; under the same regulations applied to the principal use in any zoning district; and where the accessory use does not alter the principal use."

Here, the MDO space satisfies each of the criteria to be classified as an accessory use to the retail warehouse building that is permitted as a large-format retail use. As described above, the MDO space would be used to receive large and bulky items that cannot practically be kept on the sales floor before those items would be delivered to Costco members' homes after purchase. The MDO portion of the project would operate during limited business hours, with only one set of deliveries per day. This type of storage and delivery use is customarily associated with large-format retailers and is not substantially different from the storage and delivery options available at Best Buy, Lowes, and other large format retailers – such as Walmart Supercenter – located throughout the City's commercial zones.

In addition, the MDO space is incidental and subordinate to the main retail warehouse. The vast majority of the retail warehouse would be dedicated to the sales floor open to the public; the MDO space would constitute only approximately 20% of the retail warehouse building's area, making it subordinate to the other elements of the retail warehouse in terms of scale. Likewise, in terms of function, the MDO space would support retail operations in the retail warehouse with the retail warehouse providing members in-person visibility for goods that would otherwise only be available online, along with in-person purchasing and return opportunities. For instance, shoppers could see a washer/dryer set in person or sit on a couch in order to decide whether to order the item for delivery. Moreover, the addition of the MDO space would not change the nature or character of the retail warehouse's large-format retail use; the retail warehouse is designed to share mechanical systems, loading areas, and staff between the sales floor and the MDO space, meaning that the MDO space does not alter the principal use of the retail warehouse. All elements reside within one contiguous building that shares lighting, HVAC, security and utility systems, as well as employee facilities like restrooms, breakrooms, quiet rooms, and meeting rooms. In practice, the MDO space is no different than the other portions of the retail warehouse that are inaccessible to the public, such as the meat preparation area, the pharmacy, the bakery, and other storage and shipping areas. Each of these functions, including the MDO space, are subordinate to, and serve the purpose of, the retail warehouse as a large-format retail use.

Finally, the MDO space would be subject to the same regulations applied to the principal large-format retail use. Because Fresno Municipal Code Table 15-1202 specifically allows for accessory uses in all commercial zones including General Commercial, the City therefore finds that it is not necessary for the MDO to be expressly identified as a stand-alone permitted or conditionally permitted use in the General Commercial district to be an accessory use to a permitted large-format retail use. However, the Municipal Code permits any use in the General Commercial zone – regardless of whether it is expressly listed as permitted or conditionally permitted – as an accessory use, provided that the use meets the Fresno Municipal Code Section 15-2703 definition of an accessory use, i.e., the use must be "incidental, related, appropriate, and clearly subordinate" to the principal uses. For the reasons set forth above, the MDO space satisfies the Municipal Code's criteria to be classified as an accessory use to the permitted large-format retail use.

As set forth above, these findings set forth the basis for the City's conclusion that under the specific facts here – where the MDO is proposed as less than 20% of the area of the entire retail warehouse, where the retail warehouse is open to the public and operates as a large-format retail store, where the retail sales floor and the MDO are functionally and physically interrelated, and where someone can make in-person purchases for goods in the MDO component – the MDO is allowed as an integrated part of the retail warehouse, such that the overall store is a permitted large-format retail use. In addition, these findings set forth the basis for the City's conclusion that, even if the overall store were assumed for the sake of argument to not be an integrated and permitted large-format retail use, under the specific facts here, the MDO would be a separate use from the retail warehouse that is permitted as an accessory use to the retail warehouse.

2. The proposed fuel facility, as conditioned, is allowed in and consistent with the General Commercial zoning designation and complies with all provisions of the Municipal Code.

Fresno Municipal Code Section 15-6802 defines service stations as "Establishments primarily engaged in retailing automotive fuels," and Fresno Municipal Code Section 15-2755 regulates both "service stations and any other commercial use that provide fuel pumps for retail sales of gasoline." Here, the project proposes a fuel facility with a 13,000 square foot canopy and 32 fuel pumps for the retail sale of gasoline. The fuel facility component of the project is therefore within the definition of service station, and the Fresno Municipal Code designates it as a conditionally permitted use within the General Commercial zone.

3. The proposed car wash, as conditioned, is allowed in and consistent with the General Commercial zoning designation and complies with all provisions of the Municipal Code.

As shown in Table 15-1202 of Fresno Municipal Code Section 15-1202, the General Commercial zoning designation conditionally permits automobile/vehicle washing uses. The current zoning for the project site, Community Commercial, does not permit car washes. Further, the car wash could not be considered an accessory use or an accessory building to the retail warehouse in the Community Commercial zone. As defined in Fresno Municipal Code Section 15-6802, an "accessory building" is a "detached building located on the same parcel as the principal building, which is incidental and subordinate to the principal building in terms of both size and use," and an "accessory use" is a "use that is customarily associated with, and is incidental and subordinate to, the primary use and located on the same parcel as the primary use." Here, the proposed car wash is a stand-alone structure proposed on a separate parcel from the other uses on the project site, it is neither part of the large format retail use or the fuel facility use, nor is the car wash an accessory building or accessory use. Accordingly, the proposed rezoning to General Commercial is necessary to permit the development of the car wash along with the fuel facility and the retail warehouse.

Fresno Municipal Code Section 15-6802 defines "washing" to mean "Washing, waxing, detailing, or cleaning of automobiles or similar light vehicles, including self-serve washing facilities." "Automobile/vehicle washing" uses are subject to the standards in Fresno Municipal Code Section 15-2711, which permits "carwash facilities" following "a design review of architecture, style, and appearance to ensure similarity and compatibility with surrounding residential, commercial, and industrial development." Here, the project proposes a 4,800 square-foot car wash, which would involve the mechanical washing and cleaning of automobiles and similar light vehicles. The proposed car wash has undergone design review and is styled in a manner to be compatible with the other uses on the project site as well as the surrounding areas. Therefore, the car wash component of the project meets the definition of an automobile/vehicle washing use, and the Fresno Municipal Code designates it as a conditionally permitted use within the General Commercial zone.

In conclusion, with the proposed zoning change, all of the project's proposed uses are allowed within the applicable zoning district and comply with all other applicable provisions of the Fresno Municipal Code. All of the project's proposed uses will be consistent with the zoning designation and standards from the General Commercial zoning district that are focused on ensuring that structures fit into the surrounding development pattern and architectural or traffic conflicts are minimized.

B.) The proposed use is consistent with the General Plan and any other applicable plan and design guideline the City has adopted.

Finding B:
The project includes a general plan amendment to change the land use designation of the project site from CC (Community Commercial) to CG (General Commercial). The General Commercial designation proposed for the site is described in the Urban Form, Land Use, and Design Element of the general plan as appropriate for retail and service uses that may generate high volumes of vehicle traffic. Pursuant to Fresno Municipal Code Table 15-1202 (Land Use Regulations – Commercial Districts), Washing and Service Stations are a conditionally permitted use in the CG zone district. Furthermore, Large-Format Retail is a permitted use in the CG zone district and not subject to specific limitations or additional regulations for special uses pursuant to FMC Article 27. Consistency with applicable zoning standards is discussed in finding (A) above, which is incorporated herein by this reference. Therefore, the project is considered consistent with the proposed planned land use and zoning classification of Commercial General.

The entirety of the project, including the retail warehouse (with the MDO space), the fuel facility and the car wash is consistent with the General Commercial land use designation, because, as discussed above, each of the proposed uses (large-format retail; service station; and carwash facility) are allowed within the General Commercial land use designation. In addition, (1) the retail warehouse, inclusive of the MDO, is a commercial use allowed as large-format retail for the reasons set forth above; and, (2) the MDO would otherwise be permitted as an accessory use to the large-format retail use of the retail warehouse for the reasons discussed above.

C.) The proposed use will not be substantially adverse to the public health, safety, or general welfare of the community, nor be detrimental to surrounding properties or improvements.

Finding C:
The appropriateness of the proposed project has been examined with respect to its compatibility with surrounding existing and proposed uses; and its avoidance or mitigation of potentially significant adverse environmental impacts. These factors have been evaluated by the accompanying environmental impact report, and as set forth in the accompanying resolution certifying the environmental impact report, approving a mitigation monitoring program, and adopting findings of fact and a statement of overriding considerations, which is incorporated herein by this reference, the City has imposed all feasible mitigation measures to avoid or lessen the project's environmental effects to the greatest extent feasible. As conditioned, the proposed use will not be substantially adverse to the public health, safety, or general welfare of the community, nor be detrimental to surrounding properties or improvements.

D.) The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and reasonably foreseeable future land uses in the vicinity.

Finding D:
Based upon the record, the project EIR, and these findings, as conditioned, the design, location, size, and operating characteristic of the proposed Costco Commercial Center is compatible with the

existing land uses in the area and reasonably foreseeable future land uses in the vicinity which are: Open Space – Golf Course (North); Commercial Community and Residential Urban Neighborhood (South), Residential – Medium High Density (East); and Residential – Medium Density (West).

E.) The site is physically suitable for the type, density, and intensity of use being proposed, including access, emergency access, utilities, and services required.

Finding E:
Based upon the record, the project EIR, and these findings, as conditioned, the site is physically suitable for the type, density, and intensity of use being proposed, including access, emergency access, utilities, and services required. These factors have been evaluated by the accompanying environmental impact report.

F.) The proposed use is consistent with the Fresno County Airport Land Use Compatibility Plan (as may be amended) adopted by the Fresno County Airport Land Use Commission pursuant to California Public Utilities Code Sections 21670 - 21679.5.

Finding F:
The project is not located within any safety zone as described in the Fresno County Airport Land Use Compatibility Plan. Therefore, there are no Airport Land Use Compatibility Plan policies applicable to the project.

PLAN AMENDMENT REZONE APPLICATION P21-01960 REVIEW FINDINGS

Findings per Fresno Municipal Code Section 15-5812

A.) The change is consistent with the General Plan goals and policies, any operative plan, or adopted policy;

Finding A:
Based upon the record, the project EIR, and these findings, as conditioned, the proposed facility has been found to be consistent with the Bullard Community Plan and applicable Goals and Policies of the Fresno General Plan.

Fresno General Plan:
The project is consistent with the following Fresno General Plan goals, objectives, and policies related to residential land use and the urban form:
Goals

- Goal 1: Increase opportunity, economic development, business, and job creation.
- Goal 8: Develop Complete Neighborhoods and districts with an efficient and diverse mix of residential densities, building types, and affordability which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense of place and that provide as many services as possible within walking distance.

These goals contribute to the establishment of a comprehensive citywide land use planning strategy to meet economic development objectives, achieve efficient and equitable use of resources and infrastructure, and create an attractive living environment in accordance with Objective LU-1 of the Fresno General Plan.
Objectives

- Objective D-4 supports that the City preserve and strengthen Fresno's overall image through design review and create a safe, walkable and attractive urban environment for the current and future generations of residents.
- Objective LU-2: Plan for infill development that includes a range of housing types, building forms, and land uses to meet the needs of both current and future residents.

Policies

- Policy UF-1-f promotes the use of Complete Neighborhood design concepts and development standards to achieve the development of Complete Neighborhoods and the residential density targets of the General Plan.
- Policy LU-5-g promotes new development in or adjacent to established neighborhoods that is compatible in scale and character with the surrounding area by promoting a transition in scale and architectural character between new buildings and established neighborhoods, as well as integrating pedestrian circulation and vehicular routes.

Much of Fresno has been built as discrete residential tracts bordered by strip retail centers, many of which are not accessible from the adjacent homes due to security walls or other barriers. By contrast, the Complete Neighborhoods concept will enable Fresnans to live in communities with convenient services, employment, and recreation within walking distance.

The defining characteristic of a Complete Neighborhood is a neighborhood that is mostly self-sufficient, walkable, and interconnected. It provides residents with most all they need on a daily basis nearby. In other words, a Complete Neighborhood anticipates and plans in advance all amenities needed in a neighborhood to ensure quality and lasting property values before the residential units are built instead of trying to piecemeal those amenities after the fact. This convenient and healthy lifestyle is the benefit of a Complete Neighborhood. While total self-sufficiency or even completeness is unlikely to be accomplished in each neighborhood, some of the defining characteristics of a Complete Neighborhood include parks and public schools within or near the neighborhood, public plaza/civic space, access to public transit, neighborhood-serving retail, and a range of employment opportunities.

Bullard Community Plan:
Upon reviewing the policies contained in the Bullard Community Plan, staff have determined there are no applicable policies that are more restrictive than those contained in the Fresno Municipal Code or General Plan.

B.) The change is consistent with the purpose of the Development Code to promote the growth of the city in an orderly and sustainable manner and to promote and protect the public health, safety, peace, comfort, and general welfare; and

Finding B:
The subject property is located within an area which is attracting substantial residential and commercial development interest and meets the General Plan goals and strategies for infill development. The vicinity of the subject property is currently undergoing rapid growth with residential and commercial uses, and the subject property is a logical location for further commercial expansion, as the subject property is served with public facilities and services needed to provide for increased commercial opportunities.

C.) The change is necessary to achieve the balance of land uses desired by the City and to provide sites for needed housing or employment-generating uses, consistent with the General Plan, any applicable operative plan, or adopted policy; and to increase the inventory of land within a given zoning district to meet market demand.

Finding C:
The project proposes to amend the Fresno General Plan and Bullard Community Plan to achieve the balance of land uses desired by the City of Fresno. This includes, but is not limited to, emphasizing land conservation and maximizing the efficient use of available underutilized property.

The project will increase employment opportunities and help to meet existing and future market demand.

ALCOHOL BEVERAGE CONDITIONAL USE PERMIT APPLICATION P21-03251 REVIEW FINDINGS

Findings per Fresno Municipal Code Section 15-5306

A.) The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Code and all other chapters of the Municipal Code.

Finding A:
Pursuant to Section 15-1202 of the Fresno Municipal Code, Alcohol Sales are a conditionally permitted use in the CG (*Commercial General*) zone district subject to the approval of a Conditional Use Permit. Given the conditions of approval, the project will comply with all applicable standards and requirements of the Fresno Municipal Code including Section 15-2706 (The Responsible Neighborhood Market Act).

B.) The proposed use is consistent with the General Plan and any other applicable plan and design guideline the City has adopted.

Finding B:
Based upon the record, the project EIR, and these findings, as conditioned, the proposed facility has been found to be consistent with the Bullard Community Plan and applicable Goals and Policies of the Fresno General Plan.

Fresno General Plan:
The project is consistent with the following Fresno General Plan goals, objectives, and policies related to residential land use and the urban form:

Goals

- Goal 1: Increase opportunity, economic development, business, and job creation.
- Goal 8: Develop Complete Neighborhoods and districts with an efficient and diverse mix of residential densities, building types, and affordability which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense of place and that provide as many services as possible within walking distance.

These goals contribute to the establishment of a comprehensive citywide land use planning strategy to meet economic development objectives, achieve efficient and equitable use of resources and infrastructure, and create an attractive living environment in accordance with Objective LU-1 of the Fresno General Plan.

Objectives

- Objective D-4 supports that the City preserve and strengthen Fresno's overall image through design review and create a safe, walkable and attractive urban environment for the current and future generations of residents.
- Objective LU-2: Plan for infill development that includes a range of housing types, building forms, and land uses to meet the needs of both current and future residents.

Policies

- Policy UF-1-f promotes the use of Complete Neighborhood design concepts and development standards to achieve the development of Complete Neighborhoods and the residential density targets of the General Plan.
- Policy LU-5-g promotes new development in or adjacent to established neighborhoods that is compatible in scale and character with the surrounding area by promoting a transition in

scale and architectural character between new buildings and established neighborhoods, as well as integrating pedestrian circulation and vehicular routes.

Much of Fresno has been built as discrete residential tracts bordered by strip retail centers, many of which are not accessible from the adjacent homes due to security walls or other barriers. By contrast, the Complete Neighborhoods concept will enable Fresnans to live in communities with convenient services, employment, and recreation within walking distance.

The defining characteristic of a Complete Neighborhood is a neighborhood that is mostly self-sufficient, walkable, and interconnected. It provides residents with most all they need on a daily basis nearby. In other words, a Complete Neighborhood anticipates and plans in advance all amenities needed in a neighborhood to ensure quality and lasting property values before the residential units are built instead of trying to piecemeal those amenities after the fact. This convenient and healthy lifestyle is the benefit of a Complete Neighborhood. While total self-sufficiency or even completeness is unlikely to be accomplished in each neighborhood, some of the defining characteristics of a Complete Neighborhood include parks and public schools within or near the neighborhood, public plaza/civic space, access to public transit, neighborhood-serving retail, and a range of employment opportunities.

Bullard Community Plan:
Upon reviewing the policies contained in the Bullard Community Plan, staff have determined there are no applicable policies that are more restrictive than those contained in the Fresno Municipal Code or General Plan.

C.) The proposed use will not be substantially adverse to the public health, safety, or general welfare of the community, nor be detrimental to surrounding properties or improvements.

Finding C:
Although the proposed project does not comply with the Location Restrictions for New Establishments set forth in FMC Section 15-2706-F, as conditioned, the Costco Commercial Center meets all of the required exceptions to location restrictions set forth in FMC Section 15-2706-F(6) and as such the ABC CUP may be issued.

Pursuant to FMC Section 15-2706(F)(6), a new establishment may be excepted from location restrictions if the Review Authority determines all the following:
1) The proposed use is not located within an area in which the Chief of Police has determined, based upon quantifiable information, that the proposed use: (a) would be detrimental to the public health, safety, or welfare of persons located in the area; or (b) would increase the severity of existing law enforcement or public nuisance problems in the area.

The project complies. In the memorandum dated September 28, 2021, the Fresno Police Department indicated they were not in opposition to the project and provided Conditions of Approval should the application be approved. The Police Chief determined that the proposed use is not located within an area that the proposed use (a) would be detrimental to the public health, safety, or welfare of persons located in the area; or (b) would increase the severity of existing law enforcement or public nuisance problems in the area specific to this request.

2) The proposed off-premises sale of alcoholic beverages is incidental and appurtenant to a larger retail use and provides for a more complete and convenient shopping experience.

The project complies. Costco warehouse stores provide a variety of good and services including, but not limited to tire center; optical exams and optical sales; hearing aid testing and sales; pharmacy; food service preparation and sales; meat preparation and sales; bakery and sales of baked goods; sale of bulk groceries (produce, dairy, dry, refrigerated, and frozen); sale of pet, household, office, and hygienic goods; and alcohol sales. Furthermore, the project site will also feature a car wash and a gas station.

3) The proposed outlet for the off-premises sale of alcoholic beverages would act as a public convenience or necessity to an underserved portion of the community and/or enhance the vitality of an existing commercial area without presenting a significant adverse impact on public health or safety.

The project complies. The proposed establishment will be the only bulk/warehouse store in the vicinity and contribute to the commercial and retail options available to residents and visitors. Patrons at the Costco will have convenient access to purchase alcohol on their regular trip to the store and will not have to travel to another retail location. Per ABC, a total of three (3) off-sale alcohol licenses are allowed in Census Tract 42.16. There are currently only two (2) off-sale alcohol licenses. Therefore, the tract may be considered underserved. As conditioned, the Costco will not present a significant adverse impact on public health or safety.

4) The primary use of the establishment, based on information provided by the applicant, has been determined by the Review Authority to meet the definition of a General Market including a supermarket, neighborhood grocery store, or a Healthy Food Grocer.

The project complies. The proposed establishment will sell food and grocery items for offsite preparation and consumption including meat preparation and sales; bakery and sales of baked goods; sale of bulk groceries (produce, dairy, dry, refrigerated, and frozen).

The Review Authority is able to make all of the aforementioned exceptions to the location restrictions pursuant to FMC Section 15-2706(F)(6). As such, the proposed use will not be substantially adverse to the public health, safety, or general welfare of the community, nor be detrimental to surrounding properties or improvements. Therefore, staff recommend the requested ABC Type 21 License request be approved subject to the Draft Conditions of Approval.

D.) The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and reasonably foreseeable future land uses in the vicinity.

Finding D:
Based upon the record, the project EIR, and these findings, as conditioned, the design, location, size, and operating characteristic of the proposed Costco Commercial Center is compatible with the existing land uses in the area and reasonably foreseeable future land uses in the vicinity which are: Open Space – Golf Course (North); Commercial Community and Residential Urban Neighborhood (South), Residential – Medium High Density (East); and Residential – Medium Density (West).

E.) The site is physically suitable for the type, density, and intensity of use being proposed, including access, emergency access, utilities, and services required.

Finding E:
Based upon the record, the project EIR, and these findings, as conditioned, the site is physically suitable for the type, density, and intensity of use being proposed, including access, emergency

access, utilities, and services required. These factors have been evaluated by the accompanying environmental impact report.

F.) The proposed use is consistent with the Fresno County Airport Land Use Compatibility Plan (as may be amended) adopted by the Fresno County Airport Land Use Commission pursuant to California Public Utilities Code Sections 21670 - 21679.5.

Finding F:
The project is not located within any safety zone as described in the Fresno County Airport Land Use Compatibility Plan. Therefore, there are no Airport Land Use Compatibility Plan policies applicable to the project.

PLANNED DEVELOPMENT PERMIT APPLICATION P21-03252 REVIEW FINDINGS

Findings per Fresno Municipal Code Section 15-5905

A.) The proposed development is consistent with the General Plan, the Fresno County Airport Land Use Compatibility Plan (as may be amended) adopted by the Fresno County Airport Land Use Commission pursuant to California Public Utilities Code Sections 21670-21679.5, any applicable operative plan, and adopted policies, including the density and intensity limitations that apply;

Finding A:
Based upon the record, the project EIR, and these findings, as conditioned, the proposed facility has been found to be consistent with the Fresno County Airport Land Use Compatibility Plan, Bullard Community Plan, and applicable Goals and Policies of the Fresno General Plan.

Fresno General Plan:
The project is consistent with the following Fresno General Plan goals, objectives, and policies related to residential land use and the urban form:
Goals

- Goal 1: Increase opportunity, economic development, business, and job creation.
- Goal 8: Develop Complete Neighborhoods and districts with an efficient and diverse mix of residential densities, building types, and affordability which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense of place and that provide as many services as possible within walking distance.

These goals contribute to the establishment of a comprehensive citywide land use planning strategy to meet economic development objectives, achieve efficient and equitable use of resources and infrastructure, and create an attractive living environment in accordance with Objective LU-1 of the Fresno General Plan.
Objectives

- Objective D-4 supports that the City preserve and strengthen Fresno's overall image through design review and create a safe, walkable and attractive urban environment for the current and future generations of residents.
- Objective LU-2: Plan for infill development that includes a range of housing types, building forms, and land uses to meet the needs of both current and future residents.

Policies

- Policy UF-1-f promotes the use of Complete Neighborhood design concepts and development standards to achieve the development of Complete Neighborhoods and the residential density targets of the General Plan.
- Policy LU-5-g promotes new development in or adjacent to established neighborhoods that is compatible in scale and character with the surrounding area by promoting a transition in

scale and architectural character between new buildings and established neighborhoods, as well as integrating pedestrian circulation and vehicular routes.

Much of Fresno has been built as discrete residential tracts bordered by strip retail centers, many of which are not accessible from the adjacent homes due to security walls or other barriers. By contrast, the Complete Neighborhoods concept will enable Fresnans to live in communities with convenient services, employment, and recreation within walking distance.

The defining characteristic of a Complete Neighborhood is a neighborhood that is mostly self-sufficient, walkable, and interconnected. It provides residents with most all they need on a daily basis nearby. In other words, a Complete Neighborhood anticipates and plans in advance all amenities needed in a neighborhood to ensure quality and lasting property values before the residential units are built instead of trying to piecemeal those amenities after the fact. This convenient and healthy lifestyle is the benefit of a Complete Neighborhood. While total self-sufficiency or even completeness is unlikely to be accomplished in each neighborhood, some of the defining characteristics of a Complete Neighborhood include parks and public schools within or near the neighborhood, public plaza/civic space, access to public transit, neighborhood-serving retail, and a range of employment opportunities.

Bullard Community Plan:
Upon reviewing the policies contained in the Bullard Community Plan, staff have determined there are no applicable policies that are more restrictive than those contained in the Fresno Municipal Code or General Plan.

Fresno County Airport Land Use Compatibility Plan:
The project is not located within any safety zone as described in the Fresno County Airport Land Use Compatibility Plan. Therefore, there are no Airport Land Use Compatibility Plan policies applicable to the project.

B.) The subject site is physically suitable for the type and intensity of the land use being proposed;

Finding B:
Based upon the record, the project EIR, and these findings, as conditioned, the site is physically suitable for the type, density, and intensity of use being proposed, including access, emergency access, utilities, and services required. These factors have been evaluated by the accompanying environmental impact report.

C.) Adequate transportation facilities, utilities, and public services exist or will be provided, in accord with the conditions of PD approval, to serve the proposed development; and the approval of the proposed development will not result in a reduction of public services so as to be a detriment to public health, safety, or welfare;

Finding C:
Based upon the record, the project EIR, and these findings, as conditioned, adequate transportation facilities, utilities, and public services exist or will be provided. These factors have been evaluated by the accompanying environmental impact report and the approval of the proposed development will not result in a reduction of public services so as to be a detriment to public health, safety, or welfare.

D.) The proposed development will not have a substantial adverse effect on surrounding land uses and will be compatible with the existing and planned land use character of the surrounding area; and

Finding D:
Based upon the record, the project EIR, and these findings, as conditioned, the design, location, size, and operating characteristic of the proposed Costco Commercial Center is compatible with the existing land uses in the area and reasonably foreseeable future land uses in the vicinity which are: Open Space – Golf Course (North); Commercial Community and Residential Urban Neighborhood (South), Residential – Medium High Density (East); and Residential – Medium Density (West).

E.) The proposed development is demonstratively superior to the development that could occur under the standards applicable to the underlying base district, and will achieve superior community design, environmental preservation, and/or substantial public benefit. In making this determination, the following factors should be considered:
1. Appropriateness of the use(s) at the proposed location.
2.The mix of uses, housing types, and housing price levels.
3. Provision of infrastructure improvements.
4. Provision of open space. For example, a greater amount of open space than would otherwise be provided under the strict application of this code.
5. Connectivity to public trails, schools, etc.
6. Compatibility of uses within the development area.
7. Creativity in design and use of land.
8. Quality of design, and adequacy of light and air to the interior spaces of the buildings.
9. Overall contribution to the enhancement of neighborhood character and to the built and natural environment of Fresno in the long term.

Finding E:
Much of Fresno has been built as discrete residential tracts bordered by strip retail centers, many of which are not accessible from the adjacent homes due to security walls or other barriers. By contrast, the Complete Neighborhoods concept will enable Fresnans to live in communities with convenient services, employment, and recreation within walking distance.

The defining characteristic of a Complete Neighborhood is a neighborhood that is mostly self-sufficient, walkable, and interconnected. It provides residents with most all they need on a daily basis nearby. In other words, a Complete Neighborhood anticipates and plans in advance all amenities needed in a neighborhood to ensure quality and lasting property values before the residential units are built instead of trying to piecemeal those amenities after the fact. This convenient and healthy lifestyle is the benefit of a Complete Neighborhood. While total self-sufficiency or even completeness is unlikely to be accomplished in each neighborhood, some of the defining characteristics of a Complete Neighborhood include parks and public schools within or near the neighborhood, public plaza/civic space, access to public transit, neighborhood-serving retail, and a range of employment opportunities.

The Costco Commercial Center will contribute to the establishment of this neighborhood as a Complete Neighborhood by providing access to employment opportunities; neighborhood serving functions such full service grocery retail, pharmacy services, optical exams and retail, sale of home goods; construction of infrastructure, including multi-modal transportation facilities (including pedestrian and bicycle paths); and other features as detailed in the record.

Exhibit K – City Council Hearing Presentation

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

CONSIDERATION OF THE COSTCO PROJECT:

PLAN AMENDMENT & REZONE APPLICATION NO. P21-01960

CONDITIONAL USE PERMIT APPLICATION NO. P21-01959

CONDITIONAL USE PERMIT APPLICATION NO. P21-03251

PLANNED DEVELOPMENT PERMIT APPLICATION NO. P21-03252

AND RELATED ENVIRONMENTAL IMPACT REPORT

(STATE CLEARINGHOUSE NO. 2021100443)

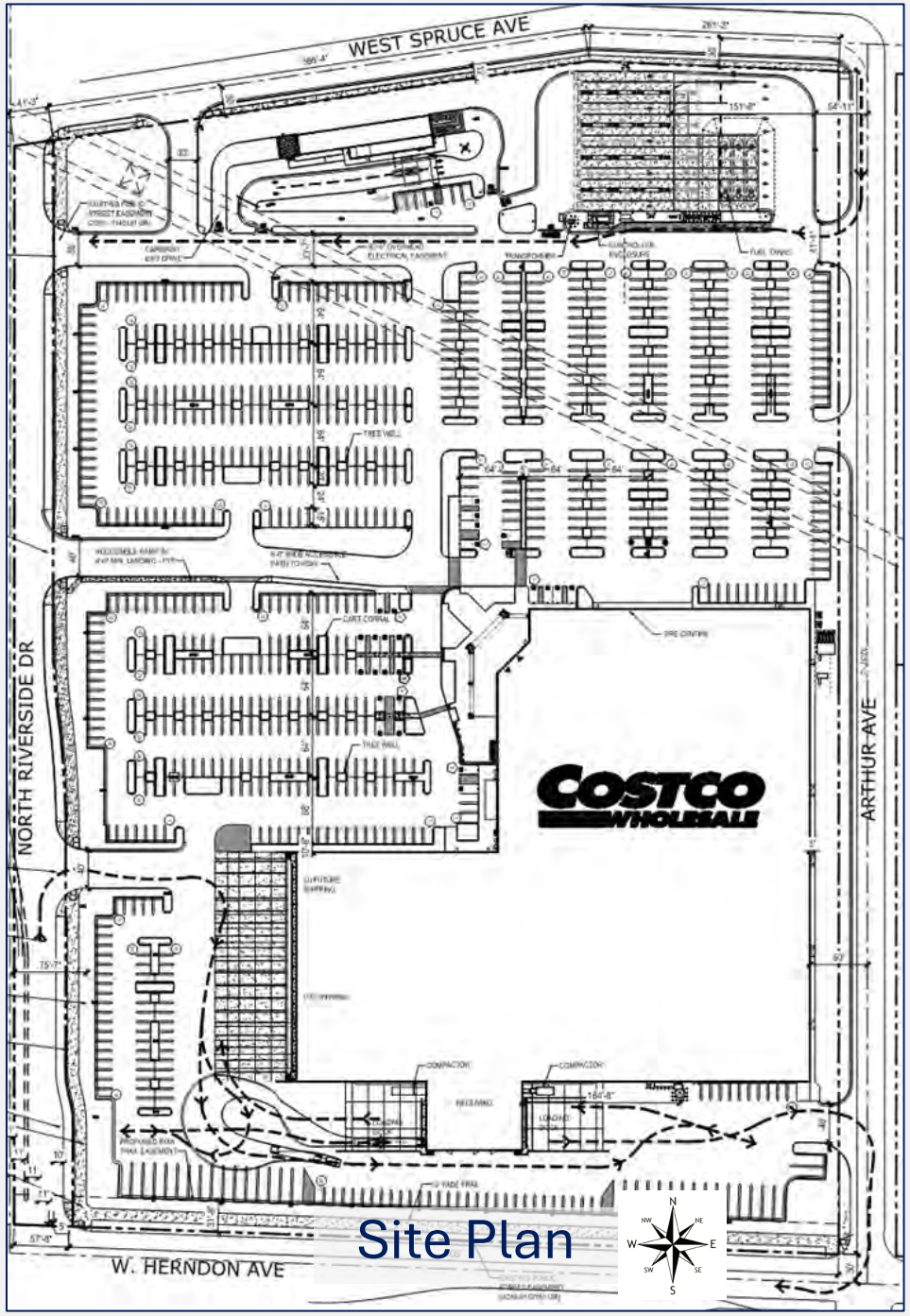
PRESENTATION BY: STEVEN MARTINEZ - PLANNER

Aerial Map



Source: Adapted by Ascent Environmental in 2021.

Project Overview

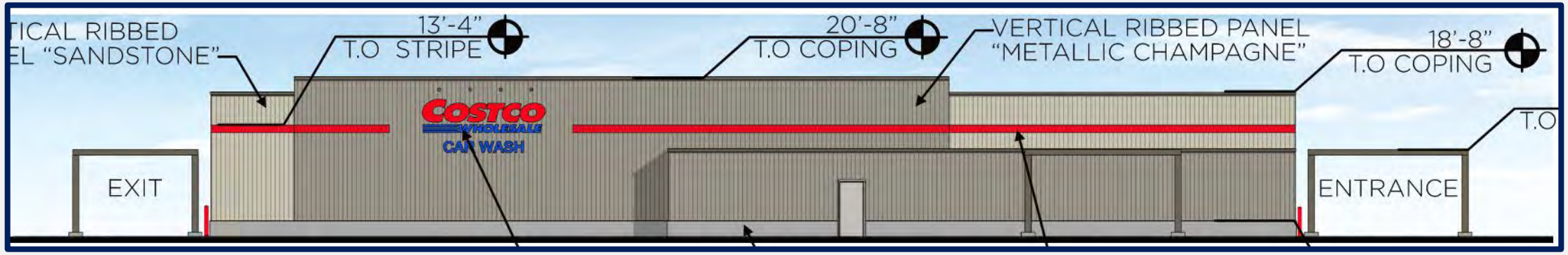


Site Plan

- Proposed Construction of a Costco Commercial Center with:
  - ± 219,216 SF Costco Warehouse Retail Building with Market Delivery Operations [MDO]
  - 16 Pump (32 Dispenser) Fuel Station
  - ± 4,800 SF Automated Carwash
  - 873 Parking Stalls
  - 33 Trailer Parking Stalls
  - 7 Drive Approaches
  - Landscaping
- Off-site improvements are proposed including, but not limited to:
  - Curb, Gutters, Sidewalks
  - Traffic Signals Traffic
  - Calming Measures
  - Golf Course Netting
  - Water & Sewer Mains
  - Construction of West Spruce Avenue
  - Construction of 12’ Wide Pedestrian Easement
- Conditional Use Permit No P21-03251:
  - Requests to establish a Type 21 (Beer, Wine, & Distilled Spirits) alcohol license.

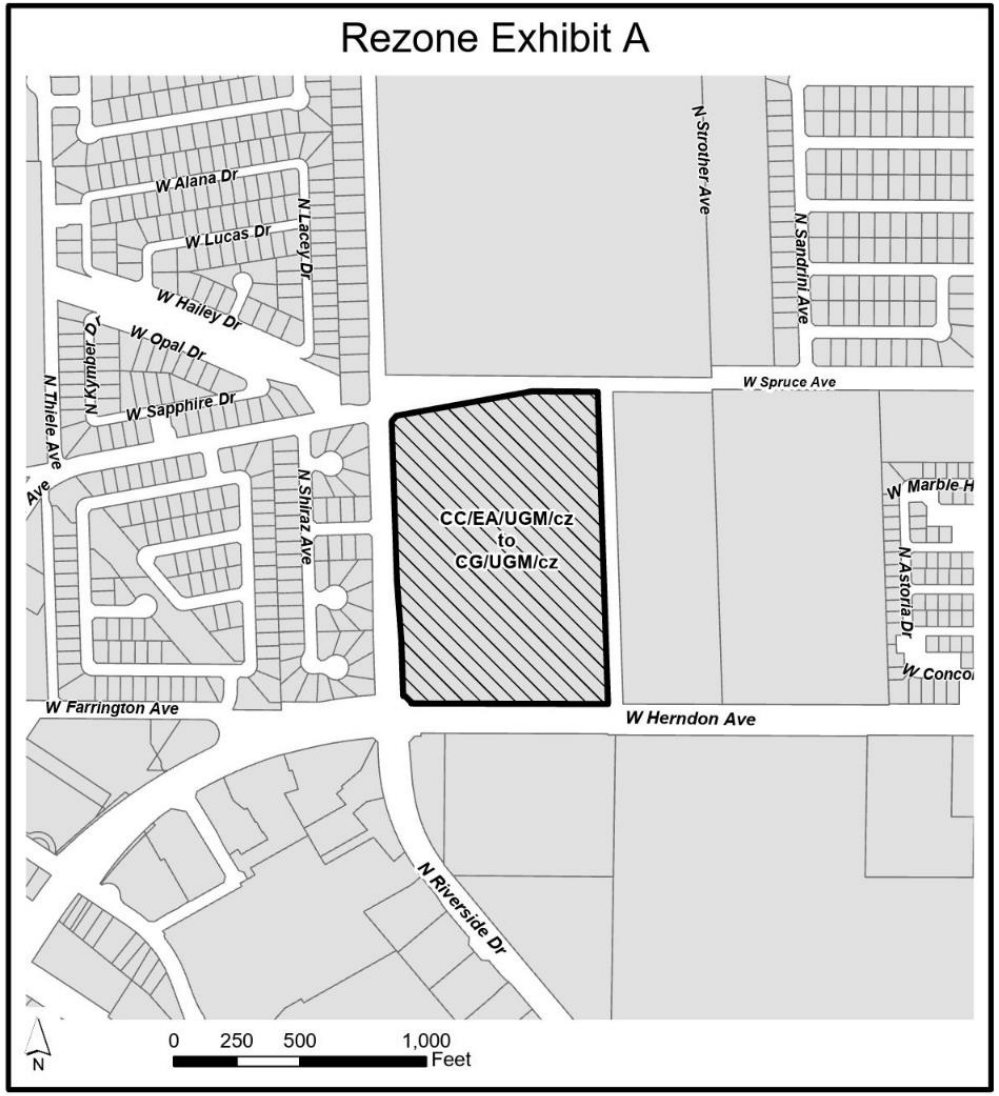
Project Elevations Rendering





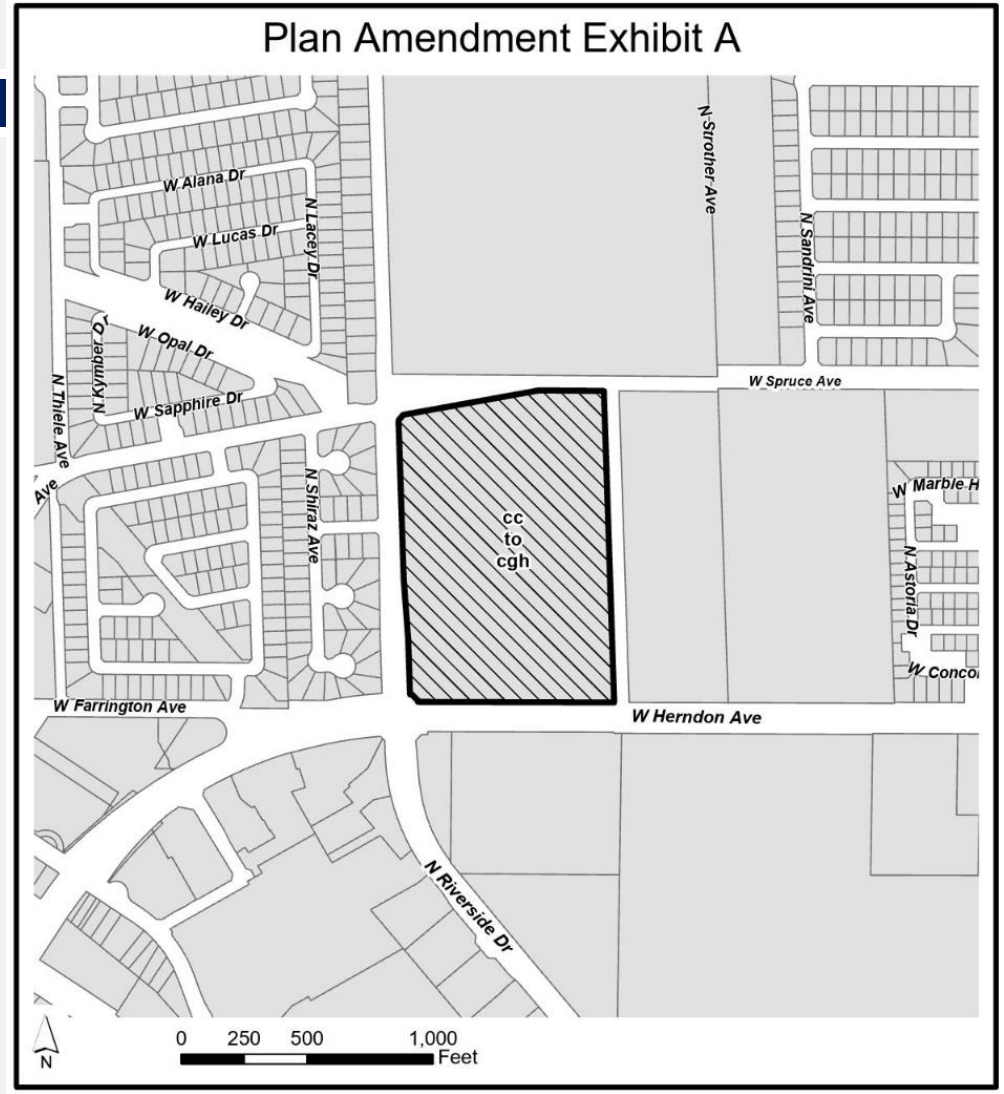


Zoning & Planned Land Use



P21-01960
APN: 503-02-012
7120 N Riverside Drive

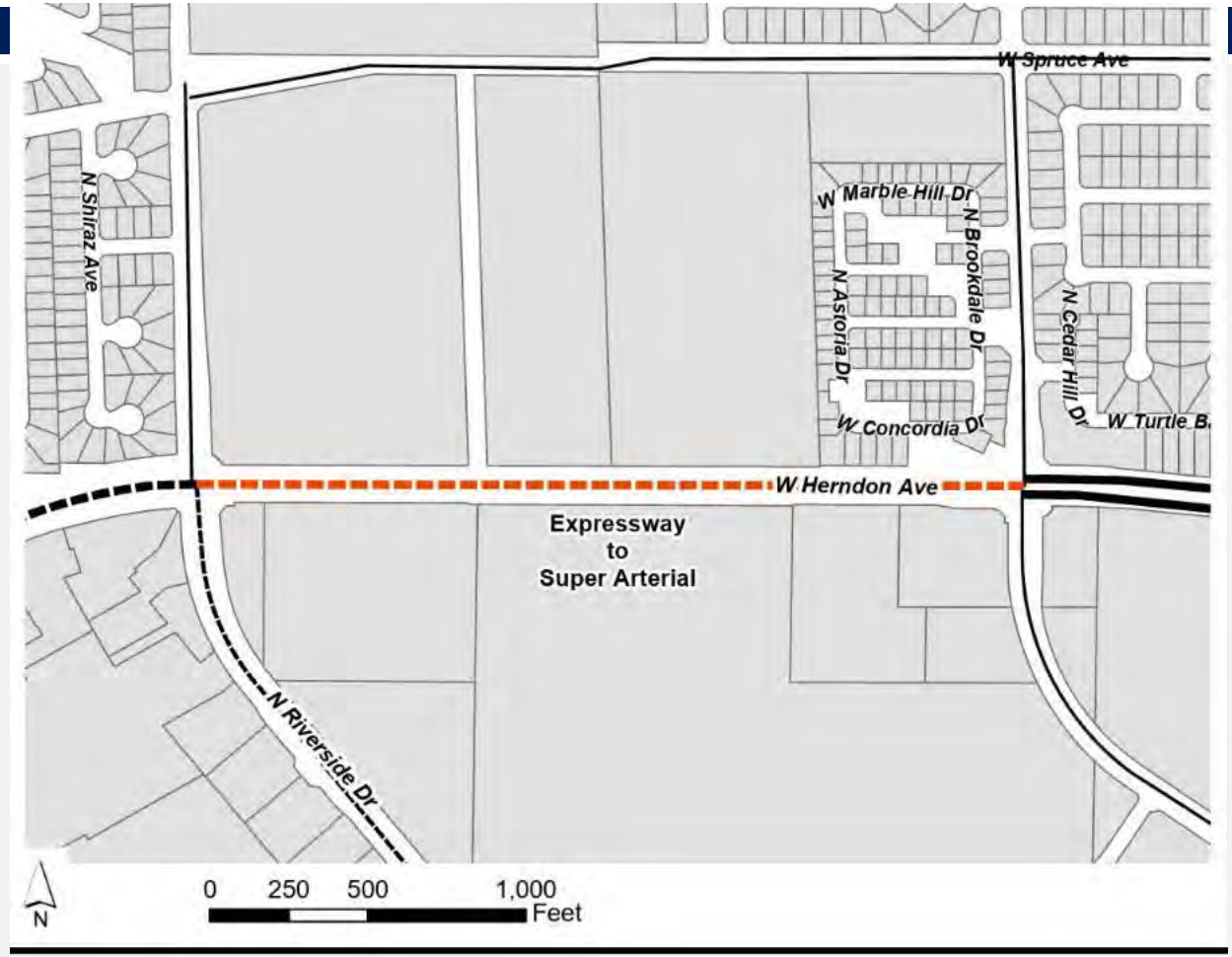
Proposes to rezone 23.26 acres from CC/EA/UGM/cz (Commercial Community/ Expressway Overlay/Urban Growth Management/conditions of zoning) to CG/UGM/cz (Commercial General/Urban Growth Management/conditions of zoning).



P21-01960
APN: 503-02-012
7120 N Riverside Drive

Proposes to change Planned Land Use designation for approximately 23.26 acres from cc (Commercial - Community) to cgh (Commercial - General) Land Use designation.

West Herndon Avenue Designation



Environmental Impact Report

In determining that an EIR was the appropriate environmental document, the City determined that the following environmental resource topics would be analyzed in detail for the proposed project:

- Aesthetics
- Agricultural and Forestry Resource
- Air Quality
- Archaeological, Historical, and Tribal Cultural Resources
- Biological Resources
- Energy
- Greenhouse Gas Emissions and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise and Vibration
- Public Services
- Transportation and Circulation
- Utilities

Various technical and supplemental studies were conducted as part of the EIR, including but not limited to:

- Air Quality Technical Report
- Phase I & Phase II Environmental Site Assessment
- Noise Analysis
- Traffic Impact Analysis

Environmental Impact Report

The EIR identified four **Significant and Unavoidable** Impacts:

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

A Statement of Overriding Considerations was prepared for the project.

Project Approval & EIR Certification

The City Council approved the project and certified the EIR on April 18, 2024.

- City Council Resolution 2024-072 Certifying Final Environmental Impact Report (SCH No. 2021100443)
- City Council Resolution 2024-073 Amending the Fresno General Plan
- City Council Ordinance 2024-011 Amending the Official Zoning Map

All project approvals were rescinded and the EIR decertified in November 2025.

- City Council Resolution 2025-325
- City Council Ordinance 2025-049

Partially Recirculated Environmental Impact Report

Consistent with City Council Resolution 2025-325:

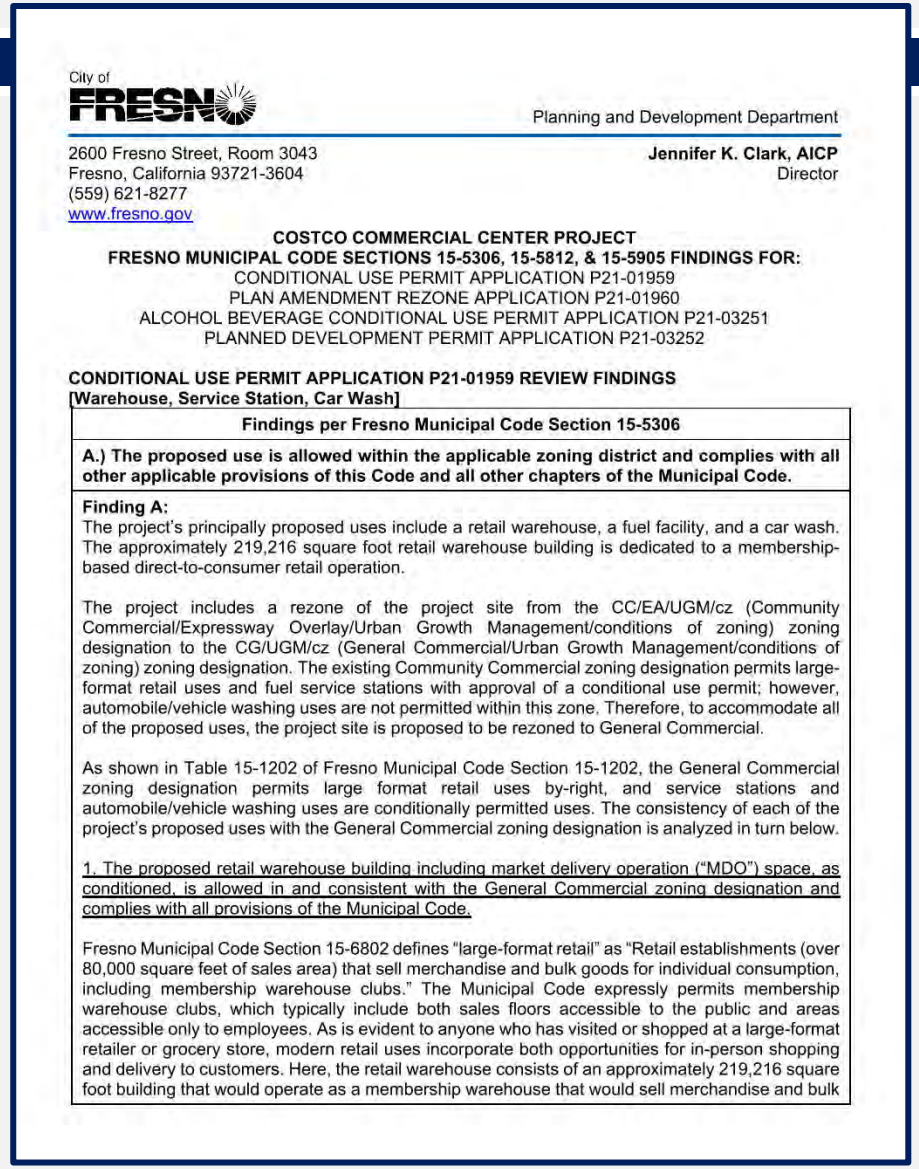
- **Section 3.7**, "Greenhouse Gas Emissions and Climate Change" **-** revised to eliminate reference to the City's 2021 Green House Gas Reduction Plan.
- **Threshold 1 -** the PR-DEIR evaluates the significance of the project's GHG emissions based on whether the project would conflict with or impede the ability of the State to meet its GHG reduction goals.
- **Threshold 2 -** the PR-DEIR evaluates whether the project would conflict with applicable plans related to GHG emissions at the state, regional, and local levels.

For both thresholds, the analysis concludes the projects greenhouse gas impacts will be less than significant.

Fresno Municipal Code Findings

Consistent with City Council Resolution 2025-325:

The FMC Findings were revised to address consistency between the City's zoning provisions and the market delivery operations component of the Project as a permitted and / or accessory use.



City of FRESNO

Planning and Development Department

2600 Fresno Street, Room 3043
Fresno, California 93721-3604
(559) 621-8277
www.fresno.gov

Jennifer K. Clark, AICP
Director

COSTCO COMMERCIAL CENTER PROJECT
FRESNO MUNICIPAL CODE SECTIONS 15-5306, 15-5812, & 15-5905 FINDINGS FOR:
CONDITIONAL USE PERMIT APPLICATION P21-01959
PLAN AMENDMENT REZONE APPLICATION P21-01960
ALCOHOL BEVERAGE CONDITIONAL USE PERMIT APPLICATION P21-03251
PLANNED DEVELOPMENT PERMIT APPLICATION P21-03252

CONDITIONAL USE PERMIT APPLICATION P21-01959 REVIEW FINDINGS
[Warehouse, Service Station, Car Wash]

Findings per Fresno Municipal Code Section 15-5306
A.) The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Code and all other chapters of the Municipal Code.
Finding A: The project's principally proposed uses include a retail warehouse, a fuel facility, and a car wash. The approximately 219,216 square foot retail warehouse building is dedicated to a membership-based direct-to-consumer retail operation. The project includes a rezone of the project site from the CC/EA/UGM/cz (Community Commercial/Expressway Overlay/Urban Growth Management/conditions of zoning) zoning designation to the CG/UGM/cz (General Commercial/Urban Growth Management/conditions of zoning) zoning designation. The existing Community Commercial zoning designation permits large-format retail uses and fuel service stations with approval of a conditional use permit; however, automobile/vehicle washing uses are not permitted within this zone. Therefore, to accommodate all of the proposed uses, the project site is proposed to be rezoned to General Commercial. As shown in Table 15-1202 of Fresno Municipal Code Section 15-1202, the General Commercial zoning designation permits large format retail uses by-right, and service stations and automobile/vehicle washing uses are conditionally permitted uses. The consistency of each of the project's proposed uses with the General Commercial zoning designation is analyzed in turn below. 1. The proposed retail warehouse building including market delivery operation ("MDO") space, as conditioned, is allowed in and consistent with the General Commercial zoning designation and complies with all provisions of the Municipal Code. Fresno Municipal Code Section 15-6802 defines "large-format retail" as "Retail establishments (over 80,000 square feet of sales area) that sell merchandise and bulk goods for individual consumption, including membership warehouse clubs." The Municipal Code expressly permits membership warehouse clubs, which typically include both sales floors accessible to the public and areas accessible only to employees. As is evident to anyone who has visited or shopped at a large-format retailer or grocery store, modern retail uses incorporate both opportunities for in-person shopping and delivery to customers. Here, the retail warehouse consists of an approximately 219,216 square foot building that would operate as a membership warehouse that would sell merchandise and bulk

Staff Recommendations

(1) RESOLUTION - CERTIFYING the 2026 Final Environmental Impact Report (SCH No. 2021100443), for the proposed Costco Commercial Center Project.

- ❖ Adopt the Findings of Fact and Statement of Overriding Considerations.
- ❖ Adopt the Mitigation Monitoring and Reporting Program (MMRP).

(2) APPROVE Plan Amendment Application No. P21-01960, to amend the Fresno General Plan and Bullard Community Plan to change the planned land use designation from Community Commercial to General Commercial, and reclassify West Herndon Avenue, between North Riverside to North Hayes Avenue, from an Expressway to a Super Arterial.

(3) BILL (for introduction and adoption) to approve Rezone Application No. P21-01960, to amend the Official Zoning Map of the City of Fresno to rezone the subject property from the CC/EA/UGM/cz (*Community Commercial/Expressway Overlay/Urban Growth Management/conditions of zoning*) zone district to the CG/UGM/cz (*Commercial General/Urban Growth Management/conditions of zoning*) zone district.

Staff Recommendations (*Continued*)

(4) APPROVE Conditional Use Permit Application No. P21-01959, to construct a ±219,216 square-foot Costco warehouse retail building with a ±4,800 square-foot carwash and a ±13,000 square-foot fuel canopy with 32 fuel pumps.

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

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

(7) ADOPT the Fresno Municipal Code Findings pertaining to P21-01959, P21-01960, P21-03251, and P21-03252.

Exhibit L – Levine Act Disclosure Statement

Costco Commercial Center Project
Conditional Use Permit Application No. P21-01959
Plan Amendment and Rezone Application No. P21-01960
Conditional Use Permit Application No. P21-03251
Planned Development Permit Application No. P21-03252
7120 North Riverside Drive Fresno, CA 93722
APN: 503-020-12

CITY OF FRESNO
GENERAL SERVICES DEPARTMENT

Brian Barr, Director
2101 G. Street, Building A
Fresno, CA 93706
www.fresno.gov

June 12, 2025

SUBJECT: LEVINE ACT DISCLOSURE STATEMENT REQUIREMENT

The City of Fresno (City) is required to comply with the provisions of California Government Code §84308, known as the Levine Act. This law establishes disclosure and disqualification requirements for City officers in proceedings involving licenses, permits, franchises, contracts, and other entitlements for use.

Under the Levine Act, vendors, applicants, and other parties to covered proceedings must disclose whether they or their agents have made any campaign contributions of more than $500 to City elected officials, appointed board or commission members, or candidates for City office in the 12 months preceding the submission of a proposal or application, or before any official action is taken on the matter.

To comply with these legal requirements, the City must collect a completed Levine Act Disclosure Statement before proceeding. The form you have received must be filled out and returned to the City. Please note the following:

- This form is a public record and will be made available in the Council agenda packet, if the action requires Council approval.
- Completing the form does not disqualify you from consideration.
- Failure to submit the completed form may result in delays or disqualification of your application or proposal.

We appreciate your cooperation as we implement this important transparency requirement.

For more information on the Levine Act, visit the Fair Political Practices Commission (FPPC) website.

Sincerely,

Melissa Perales
Purchasing Manager

APPLICANT'S NAME: Costco Wholesale Corporation
(Submit with Application)

THIS FORM IS A PUBLIC RECORD

LEVINE ACT DISCLOSURE STATEMENT FOR LICENSES, PERMITS, OR OTHER ENTITLEMENTS FOR USE (DEVELOPMENT)

Background: California Government Code § 84308, commonly referred to as the "Levine Act," prohibits City Officers from participating in any proceeding concerning a license, permit, other entitlement for use, franchise, or contract (collectively "license, permit, or contract") if they receive campaign contribution(s) from a Party or Participant to the proceeding, or their Agents, totaling more than $500 in the preceding 12 months. The Levine Act also prohibits City Officers from accepting, soliciting, or directing campaign contributions over $500 from Parties or Participants to a proceeding, or in *any* amount by their Agents, while a proceeding is pending and for 12 months following the final decision in a proceeding. See definitions of Party, Participant, and Agent in the Definitions attached.

Levine Act requirements apply when the City Officer or the body of which they are a member has the authority to make any decision or recommendation in the proceeding. City Officers include City elected or appointed officers, their alternates, and any candidate for elective office. City Officers are listed at the following sites:

- *City elected officers* - https://www.fresno.gov/cityofficials/
- *Board members and Commissioners* - https://www.fresno.gov/cityclerk/#boards-&-commission- application

Parties are responsible for reviewing and disclosing on the record of a proceeding their and their Agent's campaign contributions to City Officers over $500 in the 12 months preceding any decision rendered by the agency. A "Party" to a proceeding means the applicant as well as the subject of the proceeding.

Both the applicant and the subject of a proceeding are required to provide information about campaign contributions to City Officers made by them, their Agents on behalf of them or their organization(s), their organization(s) subject to the proceeding with the City, and any organization they direct or control pursuant to the aggregation rules set forth by FPPC Reg. § 18438.5, except for uncompensated officers of a nonprofit organization. When a closed corporation is a Party or Participant to a proceeding subject to the Levine Act, the majority shareholder is subject to the disclosure and prohibition requirements of the Levine Act.

DISCLOSURES

Applicants and subjects of proceedings are responsible for reviewing the names of the City Officers and aggregation rules linked above prior to making the following disclosures:

FOR THE APPLICANT: Have you or your company, or any Agent on behalf of you or your company, or any organization you direct or control, made campaign contributions of more than $500 to a City Officer in the 12 months preceding the date of the submission of your bid or proposal, or the anticipated date of any action by a City Officer related to this proceeding?

YES:____ NO: X

If yes, please identify the City Officer(s), Contributing Entity and if they are a Party or an Agent, and date(s) of contribution(s) in the spaces below:

City Officer(s) Name(s) Contributing Entity Date(s) of Contribution(s)

_____

_____

_____

APPLICANT'S NAME: Costco Wholesale Corporation
(Submit with Application)

FOR THE ENTITY OR PERSON THAT IS THE SUBJECT OF PROCEEDING: Have you or your company, or any Agent on behalf of you or your company, or any organization you direct or control, made campaign contributions of more than $500 to a City Officer in the 12 months preceding the date of the submission of your bid or proposal, or the anticipated date of any action by a City Officer related to this proceeding?

YES:____ NO: X

If yes, please identify the City Officer(s), Contributing Entity and if they are a Party or an Agent, and date(s) of contribution(s) in the spaces below:

City Officer(s) Name(s) Contributing Entity Date(s) of Contribution(s)

Answering yes to the question above does not preclude the City of Fresno from awarding a license, permit, or contract or taking any subsequent action related to the proceeding.

ENTITY OWNERSHIP

To facilitate City Officials' compliance with the Levine Act, the City requests Parties (both applicants and subjects of the proceeding) disclose the ownership of their companies or entities they control. **Applications will not be denied if this information is not provided, but the disclosure above is legally required.**

Name of **Applicant**:
Costco Wholesale Corporation

Address: 730 Lake Drive
Issaquah, WA 98027

List the names of all principals, partners, and/or trustees. For corporations, provide names of officers, directors, and all stockholders owning more than 10% equity interest in corporation:

NONE

APPLICANT'S NAME: Costco Wholesale Corporation
(Submit with Application)

Name of the entity or person that is the **Subject of Proceeding:**

Costco Wholesale Corporation

Address: 730 Lake Drive
Issaquah, WA 98027

List the names of all principals, partners, and/or trustees. For corporations, provide names of officers, directors, and all stockholders owning more than 10% equity interest in corporation:

NONE

SIGNATURES

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Costco Wholesale Corporation
Name of Applicant

Gary Swearingen, Assistant Secretary
Print Name and Title of Authorized Representative

Signature

5-4-26
Date

Name of Entity or Person that is the Subject of the Proceeding

Print Name and Title of Authorized Representative

Signature

Date

APPLICANT'S NAME: Costco Wholesale Corporation
(Submit with Application)

LEVINE ACT DISCLOSURE STATEMENT
DEFINITIONS

Term	Definition	Law
Covered Proceedings	A license, permit, or other entitlement for use, meaning all business, professional, trade, and land use licenses and permits and all other entitlements for use, including all entitlements for land use, all contracts, and all franchises. Including a proceeding to grant, deny, revoke, restrict, or modify a license, permit or other entitlement for use, that does not solely involve purely ministerial decisions and is: (1) Applied for by the party; (2) Formally or informally requested by the party; or (3) A contract between the agency and the party or a franchisee granted by the agency to the party, *other than those* competitively bid, labor contract, personal employment contract, valued under $50,000, between two or more agencies, where no party receives financial compensation, periodic review of or renewal of a development agreement with no material changes; or a periodic review or renewal of competitively bid contracts (unless material modifications or amendments valued at >10% value of the contract $50,000, whichever is less).	FPPC Reg 18438.2(a)
Party	Any person who files an application for, or is the subject of, a proceeding involving a license, permit, or other entitlement for use.	Gov. Code 84308(a)(1)
Participant	Any person who is not a party but who actively supports or opposes a particular decision in a proceeding involving a license, permit, or other entitlement for use and who has a financial interest in the decision. A person actively supports or opposes a particular decision in a proceeding if that person lobbies in person the officers or employees of the agency, testifies in person before the agency, or otherwise acts to influence officers of the agency.	Gov. Code 84308(a)(2); *see also* FPPC Reg. 18348.4
Agent	A person who represents a party or participant for compensation and appears before or otherwise communicates with the governmental agency for the purpose of influencing the pending proceeding. See FPPC Reg 18438.3 for exceptions for certain consultants.	FPPC Reg 18438.3
Competitively Bid	Competitively bid contracts are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process. A contract required by law to be awarded to the lowest responsible bidder with a responsive bid, or, if the successful bidder refuses or fails to execute the contract, to the next lowest responsive bidder.	Gov. Code 84308(a)(5)(B); FPPC Reg 18438.2(a)(3)(A)
Labor Contract	A contract or agreement reached through collective bargaining or with a representative group regarding the salary, benefits, or terms and conditions under an employment or retirement policy for employees or retirees, including a project labor agreement entered under Public Contract Code Section 2500.	FPPC Reg 18438.2(a)(3)(B)
Personal Employment Contract	A contract for employment, including the terms and conditions of employment, between the agency and an agency employee. A contract with an independent contractor is NOT a personal employment contract.	FPPC Reg 18438.2(a)(3)(C)-(D)

Additional information on the Levine Act: https://www.fppc.ca.gov/content/dam/fppc/NS-Documents/TAD/Campaign%20Documents/84308/Section%2084308%20and%20Parties%20and%20Participants%20Guide.pdf

File #: ID 26-148 **Agenda Date:** 5/21/2026 **Agenda #:**

REPORT TO THE CITY COUNCIL

FROM: JENNIFER K. CLARK, AICP, Director
Planning and Development Department

PHILIP SKEI, Assistant Director
Planning and Development Department

BY: VANESSA NAVARRO, Senior Management Analyst
Community Development Division

SUBJECT

Actions pertaining to the 2026-2027 Annual Action Plan

1. HEARING to obtain public comments regarding the Draft 2026-2027 Annual Action Plan
2. ***RESOLUTION - Adopting the 2026-2027 Annual Action Plan; approving submission to the U.S. Department of Housing and Urban Development (HUD) for application of $6,907,129 in Community Development Block Grant (CDBG), $2,766,057.28 in HOME Investment Partnerships (HOME), $623,922 in Emergency Solutions Grant (ESG), and $1,268,358 in Housing Opportunities for Persons with AIDS/HIV (HOPWA) program funds; providing for subrecipient agreements; and authorizing the City Manager to sign all implementing documents required by HUD as approved to form by the City Attorney (Subject to Mayor's Veto)

RECOMMENDATION

Staff recommends the City Council conduct a public hearing and thereafter adopt the 2026-2027 Annual Action Plan in application to the HUD Office of Community Planning and Development entitlement grant programs including CDBG, HOME, ESG, and HOPWA; and authorize the City Manager to sign all reasonably required implementing documents, instruments, and funding agreements required by HUD as approved to form by the City Attorney.

EXECUTIVE SUMMARY

City staff implemented a citizen engagement, planning, and application process beginning in November 2025 to develop the 2026-2027 Annual Action Plan. The plan will be deemed approved 45 days after HUD receives the submission, unless HUD notifies the City before that date that the plans are disapproved. The City will submit the plans as early as feasible following City Council adoption to allow for timely approval at the start of Program Year 2026.

BACKGROUND

2026-2027 Annual Action Plan Process

In order to qualify for and receive federal grant funding through HUD, the City is required to prepare an Annual Action Plan detailing the projects proposed for funding through CDBG, HOME, ESG, and HOPWA programs, and the benefits to low- and moderate-income persons. The 2026-2027 Annual Action Plan covers the period from July 1, 2026, through June 30, 2027, and is the second year of the five-year Consolidated Plan. HUD requires that the Annual Action Plan be consistent with the City's five-year Consolidated Plan and incorporate input from the community needs assessment conducted annually in support of each year's plan.

To support these requirements, the City conducted two virtual and six in-person community needs workshops to introduce residents to the goals of the Consolidated Plan and the Annual Action Plan, and to request specific input on projects and activities to be considered for funding. A community needs public hearing was conducted at the December 4, 2025 meeting of the City Council. Additionally, a community needs questionnaire was distributed to all organizations that were consulted for previous Annual Action Plans/Consolidated Plans, as well as any organizations that applied previously for Notices of Funding Availability, or residents who signed up for the HCDD email distribution list. Spanish, Punjabi, Hmong, and American Sign Language interpreters were available upon request at all meetings.

Following the community needs assessment, staff prepared a Consolidated Notice of Funding Available (NOFA) to request applications from qualifying non-profit organizations, units of local government, and City departments. The activities requested in the NOFA were selected to meet the goals of the five-year Consolidated Plan, and additional consideration was given to applications that addressed specific needs identified during the community needs workshops. Six pre-recorded webinars were also published with the NOFA to provide prospective applicants with technical assistance that included contact information for the appropriate Community Development Division staff to request one-on-one technical assistance. Staff evaluated the applications to ensure eligibility with the federal funding sources and scored the applications according to the evaluation criteria published with the NOFA. The results were reviewed by staff and funding recommendations were made to the administration for review and consideration. The draft funding allocation including recommended subrecipients was presented in the Draft 2026-2027 Annual Action Plan for a 30-day public review from April 13, 2026 through May 12, 2026. Public comments can be found in the 2026-2027 Annual Action Plan Appendix B: Citizen Input and Public Comment. A summary of comments received by the City during the May 21, 2026 public hearing will be considered and included in the final 2026-2027 Annual Action Plan submitted to HUD.

Citizen Participation

A list of meetings, public review, and key notice dates is provided below. An exhaustive list of promotional and outreach activities is provided in the appendices of the 2026-2027 Annual Action Plan.

- November 5, 2025, - Notice of upcoming meetings and planning process published in the Fresno Bee, City Clerk website, Housing and Community Development Division (HCDD) website, emailed to a list of 800+ people who have requested to receive updates from HCDD, and posted to social media.
- November 12, 2025, through November 21, 2025 - Workshops and public hearings broadly

promoted through social media, newspaper, and flyer distribution; local media; and through email to a list of 800+ people who have requested to receive updates from HCDD.

- November 12, 2025, through November 21, 2025, - Six in-person community needs workshops were hosted at the Pinedale Community Center, Legacy Commons, Ted C. Wills, The Word Community Church, Ambassador, and Clarion. Two virtual community needs workshops were conducted on Zoom.
- December 4, 2026 - Community needs public hearing conducted at City Council meeting.
- December 15, 2025 - Consolidated NOFA published to the HCDD website to request applications for Homeless Housing & Services (ESG), Homeless Housing & Services (HOPWA), Owner-Occupied Home Repair, Infrastructure and Public Facility Improvements, and Public Services (Including Microenterprise Assistance and Fair Housing).
- December 15, 2025 - Pre-recorded NOFA webinars for the 2026-2027 Consolidated NOFA published to the HCDD website to provide technical support.
- April 13, 2026 - Draft 2026-2027 Annual Action Plan published for public review and comment to the website of the City Clerk and HCDD; availability was promoted on social media and by email, and it was distributed to community centers and public libraries.
- May 12, 2026 - End of written public comment period. Five public comments received.
- May 21, 2026 - City Council 2026-2027 Annual Action Plan public hearing & consideration.
- June 3, 2026 - 2026-2027 Annual Action Plan due to HUD.

2026-2027 Entitlement Program Allocation

On April 3, 2026, HUD announced its annual entitlement award amounts for the City. Below is a comparison to the amounts received for the previous year.

Program	**2025-2026**	**2026-2027**	**Difference**
CDBG	$7,098,936	**$6,907,129**	$191,807
HOME	$2,874,896.70	**$2,766,057.28**	$108,839.42
ESG	$616,438	**$623,922**	($7,484)
HOPWA	$1,074,810	**$1,268,358**	($193,548)
Totals	$11,665,080.70	**$11,565,466.30**	$99,614.42

Entitlement funds primarily address housing and community development needs of low-and moderate-income households, and as such the limited resources are prioritized to meet the greatest need. Activities that are multi-year in nature such as planning activities, infrastructure improvements, and rehabilitation programs that take more than one year to complete may be carried over into the next program year. It is important to note that for timeliness reasons, it is essential that projects utilizing entitlement funds be implemented efficiently and projects that can expend the grant funds within the Program Year are prioritized for funding.

The City received twenty-five applications for funding in response to the 2026-2027 Consolidated NOFA. Staff reviewed and scored the applications according to the evaluation criteria published in the NOFA. The activities recommended for funding in the Draft 2026-2027 Annual Action Plan include investments in park improvements, street improvement projects, affordable housing, and investments in services administered by the City and by local non-profit agencies. The applications received can be reviewed in the attached Applications for Funding. The Proposed Funding Allocation Summary

attachment provides a summary of the applications received, amount requested, and scores of each. Additionally, the activities to be funded can be found in the attached Annual Action Plan under AP-35, Project Summary.

The City received five applications under the Public and Community Services NOFA. All five were from non-profits for various projects. The total of eligible requests received was more than the amount available under the Public and Community Services NOFA. The City is proposing to fully fund the top three scoring applications from Boys & Girls Club of Fresno and Madera County for its Educate and Inspire Fresno Youth 2026+ program; Central Valley Justice Coalition for its Youth Advocacy Mentorship Program; and Poverello House for its Culinary Workforce Development Program.

Self-Help Enterprises was the sole applicant under Owner-Occupied Rehabilitation and is recommended for funding for its Housing Rehabilitation Program. The City of Fresno also recommends the continued funding of its Senior Exterior Repair Program and Housing Rehabilitation Program.

The City received eleven applications under Infrastructure and Public Facility Improvements. Applicants included the PARCS Department, Department of Public Works (DPW), Fresno Fire Department, Fresno Ideaworks, and Self-Help Enterprises. The City is recommending full funding for three projects including Lafayette Park, Balderas Elementary, and Highway City. PARCS's project at Lafayette Park received the highest NOFA score and will fund the renovation of its sports courts and installation of new lighting that will improve safety and useability of Lafayette Park. DPW's Highway City project will complete the construction phase of the project which received previous CDBG funds for design and is in the final phase of a multi-year request. DPW's Balderas Elementary project is recommended for funding due to the total project cost aligning with the remaining funds available. Finally, the City recommends partially funding the Station 3 Security Fence project submitted by the Fresno Fire Department as a backup project if sufficient funds are identified through cost savings throughout program year 2026-2027.

The City received a total of five applications under the Homelessness Housing and Services (ESG) NOFA. Two applications were received for ESG Emergency Shelter and Street Outreach, which has a statutory cap of 60% of the City's total ESG grant. Applicants included Poverello House and Clinica Sierra Vista. The City is proposing to fully fund the highest scoring application from Poverello House for its HOPE Team homeless outreach project. Three additional applications were received for Rapid Rehousing. Applicants included 9163 LLC which was deemed ineligible as a for profit entity, Central Unified School District (CUSD), and WestCare California, Inc. The City is proposing to fund the highest scoring applicant, WestCare California, Inc. for its Project Unite. Lastly, the City received two applications for Homeless Prevention. Applicants included CUSD and WestCare California Inc. The City is proposing to partially fund both CUSD's Student Services Rapid Outreach Project and WestCare California Inc.'s Project Unite using Homeless Prevention funds given the challenges organizations have historically experienced fully expending funds under this activity.

Finally, three applications under Homelessness Housing and Services (HOPWA) were received from WestCare California, Inc., Community Medical Center, and South Tower Community Land Trust. The City recommends funding the top two scoring applications with 60% of the available funds to WestCare California, Inc. and 40% to Community Medical Center.

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Upon adoption of the resolution, the City will use the Standard Subrecipient Agreements as approved to form by the City Attorney to enter into agreements with subrecipients for activities approved for funding by this resolution.

ENVIRONMENTAL FINDINGS

This is not a project for purposes of CEQA pursuant to CEQA guidelines Section 15378. These plans, strategies and studies are an exempt activity under HUD NEPA Requirements (24 CFR 58.34 (1)).

LOCAL PREFERENCE

Local preference is not applicable because of the use of federal funding.

FISCAL IMPACT

Adoption of the 2026-2027 Annual Action Plan is required to allow the City to receive $11,565,466.30 of new entitlement funding.

Attachments:

- Resolution Adopting the 2026-2027 Annual Action Plan
- 2026-2027 Annual Action Plan for HUD CPD Entitlement Grant Funding
- Proposed Funding Allocation Summary
- Applications for Funding
- Standard Subrecipient Agreements

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, ADOPTING THE 2026-2027 ANNUAL ACTION PLAN; APPROVING SUBMISSION TO THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FOR APPLICATION OF $6,907,129 IN COMMUNITY DEVELOPMENT BLOCK GRANT, $2,766,057.28 IN HOME INVESTMENT PARTNERSHIPS $623,922 IN EMERGENCY SOLUTIONS GRANT, AND $1,268,358 IN HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS/HIV PROGRAM FUNDS; PROVIDING FOR SUBRECIPIENT AGREEMENTS; AND AUTHORIZING THE CITY MANAGER TO SIGN ALL IMPLEMENTING DOCUMENTS REQUIRED BY HUD AS APPROVED TO FORM BY THE CITY ATTORNEY

WHEREAS, the U.S. Department of Housing and Urban Development (HUD) requires all jurisdictions that receive federal entitlement funds to prepare an Annual Action Plan, which identifies the projects to be funded with Community Development Block Grant (CDBG), Home Investment Partnerships (HOME), Emergency Solutions Grant (ESG), and Housing Opportunities for Persons with AIDS (HOPWA) Program funds; and

WHEREAS, in Fiscal Year (FY) 2027, the City of Fresno (City) is expected to receive over $11.7 million from these funding sources; and

WHEREAS, the City conducted a Consolidated Notice of Funding Availability (NOFA) process to identify qualified activities to meet the project objectives as outlined in the City's 2026-2027 Annual Action Plan for Homeless Housing and Services (ESG and HOPWA), Owner-occupied Home Repairs, Public Services (Including Microenterprise Assistance and Fair Housing), and Infrastructure and Public Facility Improvements; and

WHEREAS, the City has prepared the 2026-2027 Annual Action Plan, consistent with the five-year Consolidated Plan which the City Council adopted on June 12, 2025, through Resolution 25-656; and

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: tnp

WHEREAS, the 30-day Annual Action Plan public review and comment period concluded on May 12, 2026, with 5 comments received; and

WHEREAS, the City desires to submit its 2026-2027 Annual Action Plan to HUD to reflect changes made by the City Council and thereafter enter into subrecipient agreements with applicants to provide Homeless Housing and Services, Owner-occupied Home Repairs, Public Services (Including Microenterprise Assistance and Fair Housing), and Infrastructure and Public Facility Improvements in the amounts reflected in 2026-2027 Annual Action Plan (Exhibit “A”).

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. The above recitals are true and correct and incorporated herein.

2. The Council of the City of Fresno, California, approves submission of the 2026-2027 Annual Action Plan to HUD.

3. The Council of the City of Fresno, California, approves allocation of subrecipient funds per the 2026-2027 Annual Action Plan.

4. The City Manager is authorized to sign all reasonably required or implicated documents, instruments, and funding agreements, and subrecipient agreements in pursuit hereof, subject to prior approval as to form by the City Attorney's Office.

5. This resolution shall be effective upon final approval.

* * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

By: _____
Deputy Date

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Tracy N. Parvanian Date
Assistant City Attorney

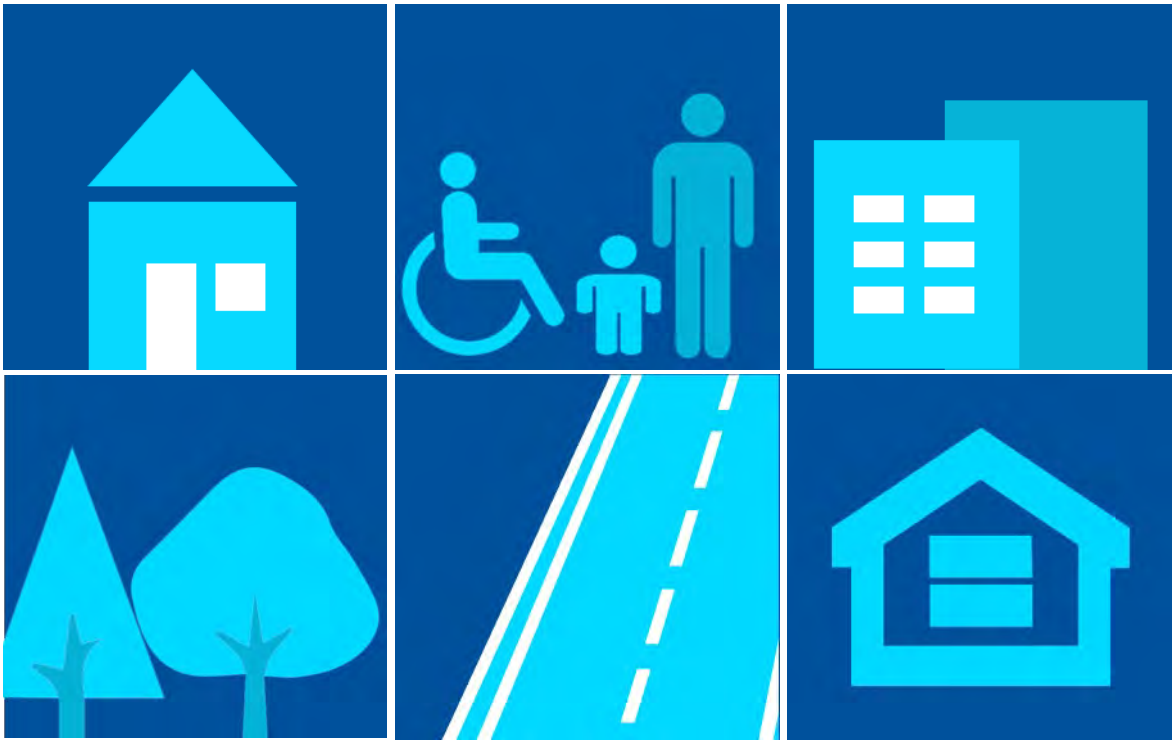
Attachment:
Exhibit “A” - 2026-2027 Annual Action Plan

City of FRESNO

DRAFT Annual Action Plan

U.S. Department of Housing and Urban Development
Community Planning and Development Programs
Program Year 2026 (July 1, 2026 – June 30, 2027)

Public Review Document
Comment Period: April 13, 2026 - May 12, 2026
All proposed uses are subject to City Council adoption



Planning and Development Department
Community Development Division
2600 Fresno Street, Room 3065
Fresno, CA 93721
559-621-8300
HCDD@fresno.gov
April 13, 2026

This is a draft document that has been made available for public review and comment.

The Public Comment Period will begin April 13, 2026, and conclude on May 12, 2026. Residents are encouraged to submit comments by one of the following methods:

Submit Comments by Mail:
City of Fresno
Planning and Development Department
Attn: Community Development Division
2600 Fresno Street Room 3065
Fresno CA 93721

Submit Comments by Email:
HCDD@fresno.gov
Please include “2026 Annual Action Plan” in the subject line

Submit Comments by Phone:
559-621-8300

Submit Comments by TTY:
559-621-8721

Submit Comments by Fax:
559-457-1579

Submit Comments by Survey:
Submit Comment Here

Residents may also submit comments during the May 21,2026, Public Hearing, at approximately 9:25 AM, prior to City Council consideration of the Plan. For participation instructions, visit City of Fresno Agenda Calendar and select the agenda for the May 21, 2026, meeting. For additional accommodations, please contact the office of the City Clerk at (559) 621-7650 or clerk@fresno.gov at least three business days prior to the meeting.

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AP-05: Executive Summary

The City of Fresno (City) receives annual allocations from the U.S. Department of Housing and Urban Development (HUD) through four grant programs:

1. Community Development Block Grant (CDBG)
2. HOME Investment Partnerships Program (HOME)
3. Emergency Solutions Grant (ESG), and
4. Housing Opportunities for People with AIDS/HIV Grant (HOPWA)

The purpose of these four programs is to assist low- and moderate-income families and households, which are those that earn less than 80% of the area median income. The funds are used to pursue three goals:

1. Provide decent, affordable housing,
2. Create suitable living environments, and
3. Expand economic opportunities.

In order to access these federal funds, the City must carry out a planning process to identify the scope of housing and community development needs in its jurisdiction and how the available funding can best be used to meet those needs. This planning process, called the Consolidated Plan, was conducted in late 2024 and early 2025. The term of the plan began on July 1, 2025, and will end on June 30, 2030. A full copy of the Consolidated Plan is available for review at the City's Planning and Development Department's Housing and Community Development Division (HCDD) web page at **City of Fresno Housing**.

Each year, the City prepares an Annual Action Plan that describes the projects and actions it will undertake to carry out the strategies outlined in the Consolidated Plan. This document is the Second Year Annual Action Plan, covering the period from July 1, 2026, to June 30, 2027(Program Year 2026 and City Fiscal Year 2027).

Sources and Uses of Funds

More detailed information on sources can be found in AP-15 Expected Resources and more detailed information on uses can be found in AP-35 Projects. Estimates are based on previous years' allocations.

Table 1 – CDBG Sources and Uses

Sources – CDBG	Amount	Uses – CDBG	%	Amount
Annual Entitlement	$6,907,129.00	Public Infrastructure	56.3%	$4,834,761.00
Program Income	$28,000.00	Affordable Housing	15.8%	$1,361,423.94
Reprogrammed Funds	$1,659,788.94	Public Services	11.8%	$1,017,308.00
		Administration & Compliance	16.1%	$1,381,425.00
Subtotal	*$8,594,917.94*	*Subtotal*	*100%*	*$8,594,917.94*

Table 2 – HOME Sources and Uses

Sources – HOME	Amount	Uses – HOME	%	Amount
Annual Entitlement	$2,766,057.28	Affordable Housing	80.22%	$2,804,486.73
Program Income	$500,000	CHDO Housing Development	11.87%	$414,909.00
Reprogrammed Funds	$229,944.18	Administration & Compliance	7.91%	$276,605.73
Subtotal	*$3,496,001.46*	*Subtotal*	*100%*	*$3,496,001.46*

Table 3 – ESG Sources and Uses

Sources – ESG	Amount	Uses – ESG	%	Amount
Annual Entitlement	$623,922.00	Rapid Rehousing	37.91%	$260,000.00
Reprogrammed Funds	$61,984.24	Emergency Shelter/Street	36.62%	$ 251,191.00

Sources – ESG	Amount	Uses – ESG	%	Amount
		Outreach		
		Homelessness Prevention	18.65%	$127,922.00
		Administration & Compliance	6.82%	$46,793.24
Subtotal	*$685,906.24*	*Subtotal*	*100%*	*$685,906.24*

Table 4 – HOPWA Sources and Uses

Sources – HOPWA	Amount	Uses – HOPWA	%	Amount
Annual Entitlement	$1,268,358.00	Housing Opportunities for People with AIDS/HIV	97.2%	$1,329,773.00
Reprogrammed Funds	$99,465.33	Administration & Compliance	2.8%	$38,050.33
Subtotal	*$1,367,823.33*	*Subtotal*	*100%*	*$1,367,823.33*

Summary of Objectives and Outcomes

The City of Fresno's 2025-2029 Consolidated Plan identified five strategic priority areas to be addressed using HUD Community Planning & Development funding. Consistent with these five priorities, and in response to the community needs assessment conducted for the 2026-2027 Annual Action Plan, the City issued or will issue requests for applications to address each priority area. Eligible applicants are City of Fresno departments, units of local government, and non-profit organizations. Applications for funding will also be requested from developers of affordable housing. Applications are reviewed by staff and the Administration. Projects and activities recommended for funding for Program Year 2026 are listed below by strategic priority areas.

Homelessness and Homelessness Prevention – ESG and HOPWA

Need: Improve quality of life by providing housing and supportive services for residents experiencing or at-risk of homelessness, including homelessness prevention, case management, wrap-around services, emergency shelter, transitional housing, and permanent supportive housing.

Projects and activities recommended for *HEARTH Emergency Solutions Grant (ESG)* funding in program year 2026-2027:

- **Central Unified School District – Student Services Rapid Outreach Project**
  The Student Support Services Rapid Outreach Project will be an extension of support and resources for unhoused families and those at-risk of becoming unhoused in the City of Fresno. The Central Unified Student Support Services department will focus on Homeless Prevention. This project will allow the district to respond quickly to the housing crisis to support residents of the City of Fresno, help reduce disruptions to K-12 student attendance, and improve academic success by providing rental and utility assistance.

- **Poverello House – Homeless Outreach Progressive Engagement (HOPE) Team**
  The Homeless Outreach Progressive Engagement (HOPE) Team will provide street outreach to people experiencing homelessness who live in the City of Fresno. The team aims to link people experiencing homelessness to navigation services, emergency shelter, and other supplemental Cal-AIM services.

- **WestCare California – Project Unite**
  Project Unite will provide rapid rehousing and homelessness prevention services including the provision of at least 1) eight (8) households with homelessness prevention services, 2) ten (10) households with rapid rehousing assistance, and 3) eighteen (18) households with case management services. The program will engage homeless and chronically homeless individuals and families with extremely low incomes (less than 30% of the area median income), including

Veterans who are not eligible for housing assistance through SSVF or HUD-VASH.

Projects and activities recommended for *Housing Opportunities for Persons with AIDS (HOWPA)* funding in program year 2026-2027:

- **Community Health Systems**
  Community Health Systems' (CHS) HOPWA-funded housing stabilization program delivered through its Special Services Clinic will serve individuals and families living with HIV/AIDS who are homeless or at imminent risk of homelessness within the City of Fresno. The program will provide eligible HOPWA housing assistance, including Short Term Rent, Mortgage, and Utility (STRMU) assistance, Supportive Services, and Housing Information Services to support rapid stabilization. These housing services will be integrated with HOPWA-eligible supportive services delivered by a Licensed Clinical Social Worker and experienced case managers and coordinated with the Clinic's Ryan White program to improve housing stability, health outcomes, and long-term self-sufficiency, consistent with the City's 2025–2029 Consolidated Plan priorities.

- **WestCare California – The Living Room**
  WestCare California, Inc. will provide housing assistance and related support for people living with HIV and their families in Fresno County. In PY26, The Living Room will endeavor to provide Tenant-Based Rental Assistance (TBRA) for seventeen (17) households; Permanent Housing Placement for six (6) households; Short-Term Facility Based Housing (ST-FBH) for twenty-four (24) households; Short-Term Rent, Mortgage, and Utility assistance (STRMU) for thirteen to fifteen (13-15) households; Supportive Services for two hundred and thirty (230) households; and Housing Information Services for one hundred and eighty (180) households. The proposed program will help participants achieve permanent housing and health stability.

Affordable Housing

Need: Improve standards of living by increasing access to safe and affordable housing through development, acquisition, or rehabilitation of affordable for-sale or rental housing; owner-occupied housing rehabilitation, such as roof repairs, minor home repairs, and rehabilitation/reconstruction; rental housing repair or rehabilitation; and housing assistance programs for low-income households.

Projects and activities recommended for funding in program year 2026-2027:

- **City of Fresno – Senior Exterior Repair Program & Housing Rehabilitation Program Delivery**
  CDBG funds will be used to provide an exterior home repair program for low- and moderate-income owner-occupied senior households. The repairs may include,

but are not limited to: health and safety, paint, windows, screens, water heaters, roofs, doors, minor electrical, accessibility, fencing, and lead hazards.

- **Self-Help Enterprises – Housing Rehabilitation Program**
  The Housing Rehabilitation Program will address critical health and safety issues, property aging, maintenance concerns, and code violations within existing units to significantly improve living conditions for qualified Fresno homeowners and residents. Self Help Enterprises' staff will collaborate with low-income homeowners and local contractors to address essential building components, including roofing, windows, and flooring, as well as crucial systems such as plumbing, electrical, cooling, and security. By addressing these vital aspects, the program ensures the well-being of owner-occupied households while enhancing the overall safety and quality of housing for residents throughout the City of Fresno.

- **Affordable Housing Development or Substantial Rehabilitation**
  The City of Fresno will request applications to develop or rehabilitate single-subdivisions and multi-family affordable housing units for low- and moderate-income people that meet the guidelines of the HOME program.

- **Community Housing Development Organization (CHDO) Affordable Housing Development**
  The City of Fresno will request applications from CHDOs for funding to develop units affordable to low- and moderate-income people that meet the guidelines of the HOME program.

Public Infrastructure and City-Owned Facilities

Need: Increase resident prosperity by supporting neighborhood revitalization through site development to facilitate access to affordable housing, improvements to or development of new public facilities owned by the City of Fresno or partner agencies.

Projects and activities recommended for funding in program year 2026-2027:

- **City of Fresno, PARCS Department – Investing in Central Fresno: Expanding Recreation at Lafayette Park**
  This project will improve the safety and usability of Lafayette Park in Central Fresno through the renovation of its sports courts and installation of new lighting. Decades of use and exposure to the environment have resulted in excessive wear of the park's hard courts, resulting in large cracks throughout the foundation. The park also lacks sufficient lighting around its hard courts and turf sports fields, limiting the community's use of the park. This project will address these issues by fully resurfacing the park's three hard courts, including striping and installing netting that will allow the courts to be used for multiple sports; and by installing new lighting that will allow the courts and sports fields to be used in

the dark. These improvements will equip Lafayette Park to serve as a valuable community resource, providing healthy recreation and fostering social connection for people of all ages for years to come.

- **City of Fresno, Public Works Department – Balderas Elementary School Neighborhood Street Improvements**
  The Balderas Elementary School Neighborhood Street Improvements project will include complete street surface reconstruction of E. Florence Avenue between S. Maple Avenue and S. Chestnut Avenue. This project will include reconstruction of areas of damaged concrete including curb, gutter, and sidewalks and the installation of ADA-accessible curb ramps along the segment. The proposed improvements are expected to improve the safety, accessibility, and quality of life for residents living in this CDBG-eligible neighborhood.

- **City of Fresno, Public Works Department – Highway City Neighborhood Street Reconstruction**
  This project will include the rehabilitation and construction of road improvements in the Highway City neighborhood along N. Lola Avenue, both north and south of W. Shaw Avenue, as well as along W. Fairmont Avenue extending to its intersection with N. Polk Avenue. The project will include the installation of ADA accessible curb ramps, curb and gutter, sidewalks, street lighting, and storm drain facilities. In addition, this project will pave the existing alley located behind the residential properties along N. Lola Avenue. This project will complete the construction phase of the project, which is the final phase of a multi-year request.

- **Fresno Fire Department – Station 3 Security Fence**
  This project will include the installation of a 10' security fence around Station 3 to enhance safety, prevent unauthorized access, and reduce theft. This project will protect critical emergency response equipment and personnel while ensuring a secure environment for continued public service. This project will help safeguard the station and maintain operational readiness for the community.

Public and Community Services

Need: Invest in the community by providing services to low– and moderate–income individuals that promote well-being and improved quality of life through projects and activities that support children and families, people experiencing or at-risk of homelessness, victims of domestic violence, or other non-homeless special needs groups.

Projects and activities recommended for funding in program year 2026-2027:

- **Boys & Girls Clubs of Fresno County – Educate and Inspire Fresno Youth 2026+**
  The Educate and Inspire Fresno Youth program will provide afterschool

enrichment programs to 1,200 young people living in low-income, high-crime neighborhoods in East, West, Central Fresno, and Pinedale. The organization will provide programs that help girls and boys ages 6-18 adopt a healthy attitude and lifestyle, and develop academic, behavioral, and social skills through homework completion, learning activities, tutoring, and structured sports. The organization will support and guide teens in setting career goals and improve their employability skills and provide teens with skill-building opportunities as well as hands-on work experience.

- **Central Valley Justice Coalition – Youth Advocacy and Mentorship Program**
  The Youth Advocacy and Mentorship Program will provide ongoing, trauma-informed mentorship, education, and advocacy services to youth at heightened risk of human trafficking and exploitation. Through individualized mentorship, structured prevention education, and group-based programming, the program equips youth with practical tools to recognize exploitation risks, strengthen protective factors, and access community resources that promote safety and stability. The Youth Advocacy and Mentorship Program will continue to provide reliable, relationship-based support to youth navigating complex systems, trauma exposure, and instability.

- **Poverello House – Culinary Workforce Development Program**
  The Culinary Workforce Development Program will expand the existing program to provide workforce training and employment services for low- and moderate-income individuals in the City of Fresno. CDBG funds will support vocational training, job readiness, and supervised work experience for participants from Poverello House's Rehabilitation Program and the One Fresno Youth Corps Program. This project will serve two hundred (200) eligible participants over a 12-month period. This program is designed to increase employability, improve job skills, and promote long-term income stability for individuals facing significant employment barriers.

Community Engagement, Planning, and Administration

Need: Improve the administration of funds for community development, housing, and homelessness activities by enhancing community engagement and providing activities for residents and housing providers that promote the advancement of fair housing.

Projects and activities recommended for funding in program year 2026-2027:

- **Fair Housing**
  The City of Fresno will request applications from eligible organizations to provide fair housing complaint and referral services, education and outreach for tenants, and education and outreach for housing industry professionals.

- **City of Fresno – Planning and Administration**

Grant funds will be used for the administration of the grants to include enhancing public participation in support of planning activities; issuing NOFAs and conducting project and activity selection; consulting with subrecipients in program implementation; completing environmental and historic preservation reviews; monitoring subrecipient activities; preparing performance reports; and undertaking other administrative and program tasks to effectively support the funded activities in compliance with all local, state, and federal requirements.

Evaluation of Past Performance

Below is a summary of activities recently completed and reported in the City's 2024 Consolidated Annual Performance Evaluation Report (CAPER):

Rehabilitation

In total, 56 homes were rehabilitated to preserve affordable housing for low- and moderate-income homeowners. The projects included:

- City of Fresno Senior Paint and Exterior Repair Programs: Completed 43
- Self-Help Home Repair and Rehabilitation Program: Completed 13

In Program Year 2024 (PY 2024), the City exceeded its goal of rehabilitating 55 houses.

Housing Development for Homeownership and Rental

In PY 2024, a total of 83 affordable housing units were constructed, of which 23 were HOME funded. Below are descriptions of each completed housing project:

- Fresno Housing Authority – Avalon Commons, Phase I
  The project consisted of 60 new multi-family affordable rental units, of which 11 were HOME-funded, and on- and off-site improvements. The estimated project cost was $40 million of which $2,654,771 in HOME funds was provided for eligible construction costs. The project was successfully completed on December 22, 2024.

- Habitat for Humanity – 64 Atchison Single-Family Housing Project
  The project consisted of one 3-bedroom/2-bathroom home with an attached garage and on- and off-site improvements. The estimated project cost was $526,326 of which $181,200 in HOME CHDO funds was provided for eligible predevelopment and construction costs which subsequently converted to mortgage assistance for an owner-occupied homebuyer whose income was below 80% of area median income. The project was successfully completed on March 17, 2025.

- Self-Help Enterprises – Annadale Phase II S-F Housing Project

The project consisted of 22 single-family affordable homes, of which 11 are HOME-funded, and with on- and off-site improvements. The estimated project cost was $2.9 million of which $1,462,000 in HOME funds was provided for construction costs which subsequently converted to mortgage assistance for 11 homebuyers whose income was below 80% of the area median income. The project was successfully completed on March 10, 2025.

In PY 2024, there were six housing projects underway. They included:

- Self-Help Enterprises – Walnut / Florence / Plumas
  The project consists of 17 single-family affordable homes, of which 11 are HOME-funded, and on-and off-site improvements. The estimated project cost is $4.4 million of which $800,000 in HOME funds were provided for eligible construction costs which will subsequently convert to mortgage assistance for 11 homebuyers whose income is at 60% to 80% of area median income. The project was completed on December 17, 2025.

- Fancher Creek Town Center LP – Sarah's Court Phase I
  The project consists of 120 newly constructed multi-family affordable rental units plus on- and off-site improvements. The estimated project cost is $35 million, of which $2,480,000 in CDBG funds were provided for the acquisition of a 2-acre project site located at 200 N. Salma Avenue. In addition, $3,169,034 in HOME funds were provided for eligible pre-development and construction costs. The project was completed April 22, 2025.

- Fancher Creek Town Center LP – Sarah's Court Phase II
  The project will consist of 120 new multi-family affordable rental units and on- and off-site improvements. The estimated project cost is $38 million of which $2.4 million in CDBG funds were provided for the acquisition of a 2-acre project site located at 200 N. Salma Avenue, just north of Sarah's Court Phase I. The developer submitted an application for senior financing and is hoping to start construction in June 2026.

- Fresno Housing Authority – Avalon Commons Phase II
  The project will consist of 45 new multi-family affordable rental units and on- and off-site improvements. The estimated project cost is $70 million of which $1,243,000 in CDBG funds were provided for the acquisition of a portion of 7521 N. Chestnut Avenue, just north of Avalon Commons Phase I. The developer submitted an application for senior financing and is expecting to start construction in March 2026.

- Fresno Housing Authority – Parkside Inn Motel Conversion
  The project will consist of the adaptive reuse of the 48-unit Parkside Inn Motel into 38 affordable permanent rental units and onsite improvements. The estimated project cost is $20 million, of which $3 million in CDBG funds were provided for acquisition cost of the motel property located at 1075 N. Warren

Avenue. The developer has submitted a State HomeKey application for funding and is expecting to start construction in May 2026.

- Blythe Village LP – Blythe Village
  The project consists of a 67-unit manufactured rental housing property and on- and off-site improvements. The estimated project cost was $14.5 million of which $400,000 of CDBG funds were provided for partial acquisition cost of a 4.8-acre site located at 3572 N. Blythe Avenue. Additionally, $2.6 million in HOME funds were provided for eligible pre-development and manufacturing and assembling costs. The project was completed on January 30, 2026.

Homelessness

- HEARTH Emergency Solutions Grant (ESG)
  The City acts as the pass-through agency for ESG program funds. While the City is responsible for the administration and oversight of the grant, 93% of PY 2024 funds were awarded to local homeless services providers (Poverello House, Central Unified School District, and WestCare California, Inc.) who performed the day-to-day program delivery. Based on the Homeless Management Information System (HMIS) reports provided to the City, 2,000 people were assisted with street outreach services, 62 people received rapid rehousing, 94 received homeless prevention, and 23 people received emergency shelter with PY 2024 ESG funding.

- Community Development Block Grant (CDBG)
  In PY 2024, the City contracted with Marjaree Mason Center to provide emergency shelter in its Safe House Shelter for up to 90 days. The Marjaree Mason Center also provided supportive services for individuals who were either homeless or at risk of homelessness due to domestic violence. A total of 82 individuals received shelter from Marjaree Mason Center during PY 2024. Through the services offered to participants, Marjaree Mason Center exited 22 individuals into temporary housing and assisted 22 individuals in securing and obtaining permanent housing. On average, clients were housed for 23 days before moving to permanent housing.

- HOME-American Rescue Plan Act (HOME – ARP)
  In PY 2024, the City contracted with WestCare California, Inc. to provide 264 individuals with case management services and financial assistance services that included short-term and medium-term rental assistance, security deposits, utility assistance, application fees, and moving expenses.

- Housing Opportunities for Persons with AIDS (HOPWA)
  In PY 2024, the City contracted with WestCare California, Inc. to provide housing-related supportive services and housing assistance to people who are living with HIV/AIDS, and their families. During PY 2024, 81 individuals were

assisted with a housing subsidy including 27 who received short-term facility-based housing.

During PY 2024, 183 unduplicated individuals received housing information services, and 225 unduplicated individuals received supportive services. Supportive services included, but were not limited to, meals and nutritional services, transportation, outreach, employment assistance and training, education, and case management.

Some individuals received more than one form of housing assistance and more than one supportive service throughout the year. In total there were 497 duplicated supportive services accessed by HOPWA clients during PY 2024.

- Tenant-Based Rental Assistance/Rapid Rehousing
  Using prior year funding that carried over into PY 2024, the City provided Tenant-Based Rental Assistance (TBRA) to a total of 24 households through an agreement with the Fresno Housing Authority. Furthermore, 21 households received TBRA through the HOPWA agreement with WestCare.

Community Services

The City of Fresno utilized grant funds to improve the living environment for its residents through a variety of public service programs and activities.

- Boys & Girls Clubs of Fresno County – Educate and Inspire Fresno Youth – benefitted 1,441 individuals
  The Boys & Girls Clubs of Fresno County provided education, job training, and recreation to youth ages 6-18 at the East Fresno, West Fresno, Central Fresno, and Pinedale Boys & Girls Clubs. As a youth development organization with skilled caring professionals, the Clubs provided culturally relevant programs, helping kids shape their paths toward great futures. The Boys & Girls Clubs of Fresno County accomplished their goals throughout the year by providing different programs for the children.

  The Power Hour program was utilized by members to help them complete homework assignments and maintain good grades throughout the school year. The SMART Girls and Passport 2 Manhood programs both played a huge role in teaching members important life lessons that will help them as they continue to grow. Lessons on personal hygiene were implemented where members learned the importance of proper hand washing and walked away with their very own hygiene kit which included shampoo, deodorant, toothbrushes, and feminine hygiene products for the female members. The Healthy Habits Cooking program continues to be very popular for Club members across all four Club sites by bringing teens from different social groups together at one Club site. Teens that normally don't interact found themselves working together to prepare meals such as Chicken Alfredo.

At one site, members had the opportunity to go out into the Club Garden and pick fresh produce such as tomatoes, peppers, and nectarines to enjoy. During the summer, each Club site implemented a reading program that tracked the number of books each member read with the top readers from each Club being invited to a Fresno Grizzlies game where they were recognized for their accomplishments and treated to dinner, Grizzlies swag, and a meet and greet with Parker the mascot.

- Central Valley Justice Coalition – Youth Advocacy and Mentorship Program – benefitted 303 individuals
  Through a combination of 1-on-1 mentorship and education and group programs, the Central Valley Justice Coalition's (CVJC) Advocacy and Mentorship Program aimed to connect with youth who had greater risk factors for human trafficking and exploitation. CVJC's advocates equipped young people with the tools they needed to recognize traffickers and identify resources that kept themselves and their community safe.

  Throughout PY 2024, CVJC conducted 1 on 1 Youth Mentoring for youth and their parent(s)/guardian(s). The CVJC Youth advocates met with these youths on a weekly, biweekly, or monthly basis. CVJC also conducted weekly therapeutic services for youth (ranging from middle school to high school ages) and provided educational classes to them in the "Cool Aunt Series" and the "Red Flags and Fine Lines" curriculums. In addition, CVJC provided Summer Enrichment Activities (Game Night, Crocheting, Meditation, Weekly Yoga, Arts and Crafts), a fall arts and crafts event, a holiday cookie decorating event, and spring break hosted activities. Staff also provided education to area foster parents entitled "Tech and Trafficking", online safety/digital literacy lessons in partnership with Every Neighborhood Partnership and provided education to middle school girls utilizing the "Not a Number" curriculum, as well as prevention education about exploitation, healthy relationships, and online safety.

- Chinatown Fresno Foundation –The Pop-Up Program – benefited 52 microenterprises During PY 2024, Chinatown Fresno Foundation created The Pop-Up Place, located at 1029 F Street, which was a new program designed for new micro-enterprises. Through the program Chinatown Fresno Foundation paid rent, utilities, and wi-fi for six months to help new micro-enterprise owners with start-up costs. The program was promoted on social media and in the Chinatown Fresno Foundation newsletter, featuring a unique Pop-Up Place logo. During the marketing process seventeen inquiries were received, which resulted in five qualified applications, and two businesses opening in the Chinatown area. Local media provided ample promotion following an Open House. Chinatown Fresno Foundation also provided business counseling in an effort to permanently locate both businesses in Chinatown.

  In addition to The Pop-Up Place, Chinatown Fresno Foundation continued their support of all Chinatown microenterprises. As part of our overall support of

Chinatown microenterprises, Chinatown Fresno Foundation provided business counseling and workshop materials. Additionally, with all the construction in Chinatown, Chinatown Fresno Foundation augmented marketing efforts, especially social media, for the Chinatown microenterprise community. These efforts continue to bring more interest to the area's businesses.

- Poverello House Rehabilitation Aftercare Program – benefitted 50 individuals
  In PY 2024, Poverello House provided a workforce development program for individuals exiting substance abuse treatment. The program incorporated an in-house work readiness program that prepared participants for careers in the culinary services field through a professional culinary training program and comprehensive job placement support for individuals that were low-to-moderate income and that completed the first six months of Substance-Use Disorder treatment.

  Overall, throughout PY 2024, there were fifty (50) low-income individuals that benefited from the program, which exceeded the program's overall goal of twenty-five individuals. Participants engaged in 12,500 hours of supervised mentorship experiences in Papa Mike's Café, the in-house restaurant at Poverello House, alongside culinary professionals. Thirty-five (35) individuals earned transferable certifications that would assist them in securing employment opportunities, twenty-five (25) were placed into full-time employment opportunities, forty (40) participants engaged in soft skills and culinary classes that complement their hands-on activities, and thirty-five (35) participants engaged in developing career readiness documentation.

- Highway City Community Development – Moving Beyond COVID Health & Wellness Program – benefitted 245 individuals
  The Highway City Community Development (HCCD) agency provided access to Health & Wellness Clinics in an underserved area of Fresno. The agency also provided Health & Outreach Resource Fairs for families to learn about additional opportunities. HCCD also partnered with Healthy Smiles to provide Dental Services for Children.

  In partnership with Valley Children's, UCSF, Fresno County Office of Education Mobile Health clinic HCCD provided services for immunizations, sports physicals, wellness checks, asthma, blood pressure and diabetes care, wound care, and contraception. Multiple marketing tools were created in house, and included tools in English, Spanish, and Punjabi that were distributed to Central Unified School District and the area's Housing Authority complexes.

- Southwest Fresno Development Corporation Family Financial Literacy Nights – benefitted 155 individuals
  The Southwest Fresno Development Corporation (SWFDC) provided a financial literacy program for individuals and families in the Southwest Fresno area. The program, Family Financial Literacy Nights, provided three 4-week, age-

appropriate financial education series for families that helped them learn key money management tools to manage their household income, debt, credit, and savings.

SWFDC's program hosted events at Southwest Fresno locations. Over the four consecutive sessions, per age group (youth and adult), participants engaged in interactive lessons and individual counseling sessions. Financial basics, credit management, and actionable financial planning were core topics. Personalized counseling from financial planners and credit repair counselors addressed specific needs that ensured a hands-on approach to financial literacy. Each set of sessions ended with a celebration of participant progress and distribution of certificates to recognize efforts.

SWFDC also evaluated the program by monitoring participant progress through surveys, feedback, and individual follow-up sessions with counselors. A detailed analysis of the program's outcomes, including credit score improvements and financial goal achievements were gathered. SWFDC identified strengths and areas for improvement and celebrated success through a community event, strengthening relationships with participants and partners while setting the stage for sustained financial literacy efforts in the community.

- Fresno Interdenominational Refugee Ministries – Fair Housing Program
  Although Fair Housing data is not required to be reported when using administrative funds, it is important to note that the City again partnered with Fresno Interdenominational Refugee Ministries (FIRM) to provide Fair Housing outreach throughout PY 2024. FIRM's HUD Certified Housing Counselors provided fair housing information in Hmong, Ukrainian, Pashto, Farsi, Dari, and English.

  Through CDBG funding, FIRM staff conducted community workshops and distributed information at community farms, libraries, and community centers in the 93702, 93703, 93706, 93722, 93725, and 93727 ZIP codes, where the need for fair housing information was greatest.

  Additionally, FIRM provided information about fair housing rights, low-income public housing, and housing voucher rights on its ethnic radio show and TV show.

  In total, FIRM was able to reach 6,814 people through in-person events and outreach efforts, another 98,297 people through TV and radio, and 19,066 people through social media. A high percentage of individuals reached were Hmong, Cambodian, Lao, and Hispanic elders who indicated they had an extremely low- to moderate-income.

Public Infrastructure and Facilities

Neighborhood Street Improvements

One neighborhood street improvement project was completed in PY 2024 benefiting 12,390 residents.

- The Rialto-Marks-Holland-Valentine Neighborhood Street Improvements – benefitted 12,390 individuals
  This activity included pavement removal, repair to the asphalt base, and reconstruction of each pavement section. City crews were also able to repair sidewalks, curb ramps, and gutters to improve ADA accessibility and the overall neighborhood commute.

The following activities received a CDBG allocation for improvements in PY 2024, or a prior program year, and are pending completion:

- The Highway City Neighborhood Street Reconstruction
- The Yosemite Middle School Complete Streets Design
- The Knight Avenue Neighborhood Street Improvements

Park Facilities Improvements

The PARCS Department was able to complete two park facility improvement activities during PY 2024.

- Senior Center Building Demolition
  The PARCS Department oversaw the site cleaning and building demolition on a parcel of land designated for the future development of a city-wide Senior Center.

- Fink White Splash Park – benefitted 2,755 individuals
  The PARCS Department demolished a half-circular-shaped cast-in-place wading pool and constructed a new splash park that consists of a splash park pad. The splash park pad includes water spray nozzles and aboveground spray amenities.

The following activities received a CDBG allocation for improvements in PY 2024, or in a prior year, and are pending completion:

- Frank H. Ball ADA Improvements
- Maxie L. Parks HVAC Design
- Bigby Villa Park Play Structure
- Lafayette Park Play Structure

Summary of Citizen Participation and Consultation Process

A comprehensive list of participation and consultation activities is available in sections AP-10 and AP-12 of this plan.

Among the actions the City took to collect community and stakeholder input are:

- A community needs questionnaire completed by twelve (12) Housing and Community Development stakeholders (units of local government, non-profits, affordable housing developers, etc.)
- A community needs questionnaire completed by forty-four (44) community members.
- Two (2) virtual and six (6) in-person workshops broadly promoted through email, social media, newspaper, flyer distribution, and local media to collect broad-based community input and identify the most-needed activities, attended by eighty-five (85) people
- Twenty-three (23) stakeholder meetings with local non-profit and advocacy organizations
- A community needs public hearing held before City Council with four (4) public comments
- Six (6) pre-recorded webinars for the 2026-2027 Consolidated Notice of Funding Available published to provide technical support
- A web page maintained at **City of Fresno Housing webpage** explaining the Annual Action Plan process and timeline, with links to relevant notices, recordings, and presentations
- A 30-day public comment period from April 13, 2026, through May 12, 2026, to collect input from members of the community on the draft Annual Action Plan and recommended activities for funding
- A public hearing to review activities recommended for funding to be held on May 21, 2026, prior to City Council consideration of Plan adoption

Summary of Public Comments

A summary of all comments is included in Appendix B.

Summary of Comments Not Accepted

The City accepted all comments.

Summary

During development of the 2025-2029 Consolidated Plan, participants consistently identified homelessness, affordable housing, neighborhood infrastructure improvements, public services, and fair housing among their top priorities. The community needs assessment conducted for the 2026-2027 Annual Action Plan continued to support these needs. In PY 2026, the City will invest approximately $11.6 million to address the needs identified in this plan. While the needs of the community far outstrip the ability of this plan to address the needs in their entirety, the investments selected address the most pressing needs with the most appropriate funding available, while adhering to all regulations governing the use of HUD Community Planning and Development funds.

PR-05: Lead and Responsible Agencies

The City of Fresno Planning and Development, Community Development Division is responsible for the administration of HUD Entitlements including the Community Development Block Grant Program (CDBG), the HOME Investment Partnerships Program (HOME), the Emergency Solutions Grant program (ESG), and the Housing Opportunities for People with AIDS/HIV (HOPWA).

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Project Funding Summary

Table 5 - Project Funding Summary

PRIORITY AREA	PROJECT	CDBG	HOME	ESG	HOPWA
Homeless & Homelessness Prevention	Emergency Solutions Grant			$685,906.24[1]	
Homeless & Homelessness Prevention	Housing Opportunities for People with AIDS/HIV				$1,329,773
Affordable Housing	Housing Rehabilitation (Non-Profit)	$400,000.00			
Affordable Housing	Housing Rehabilitation (City Provided)	$961,423.94			
Affordable Housing	Affordable Housing Development		$2,804,486.73		
Affordable Housing	Affordable Housing Development – CHDO		$414,909.59		
Public Infrastructure & Facilities	Facility Improvements	$4,834,761.00			
Community Services	Public and Community Services	$1,017,308[2]			
Administration & Compliance	Program Administration	$1,381,425	$276,605.73	See note	$38,050.33
TOTALS		**$ 8,594,917.94**	**$3,496,001.46**	**$685,906.24**	**$1,367,823.33**

[1] Administration funds of $46,793.24 are included in the ESG project total.
[2] Includes $50,000 allocation to Fair Housing

AP-10: Consultation

Introduction

Public participation plays a central role in the development of the Consolidated Plan. To develop its 2025-2029 Consolidated Plan, the City launched an in-depth and collaborative effort to consult with community stakeholders, elected offices, City and County departments, and beneficiaries of entitlement programs to inform and develop the priorities and strategies. For the PY 2026 Annual Action Plan, the City engaged the community and followed up with many of the same organizations to identify the specific activities that should be funded with PY 2026 funds to meet the greatest needs of the community.

Efforts to Enhance Coordination
Provide a concise summary of the jurisdiction's activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health, and service agencies (91.215(l)).

In addition to the citizen engagement process, the City asked all organizations who participated in the 2024 Annual Action Plan, 2025-2029 Consolidated Plan, or the 2025 Consolidated Notice of Funding Availability (NOFA) to complete a community needs questionnaire. Twelve responses were collected, and the responses were used in conjunction with the community needs assessment to prepare the PY 2026 NOFA. The City released a Consolidated NOFA for CDBG, HOME, ESG, and HOPWA to coordinate with local non-profits on the provision of public services and homelessness services, and to accept proposals for the rehabilitation of owner-occupied homes.

Continuum of Care Consultation – Homeless Needs
Describe coordination with the Continuum of Care and efforts to address the needs of homeless people (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and people at risk of homelessness.

The Fresno Madera Continuum of Care (FMCoC) is comprised of organizations and individuals working to address homelessness in the counties of Fresno and Madera. Members of the FMCoC include representatives of federal, state, and local government agencies, nonprofits, the private sector, and faith-based organizations. The FMCoC holds monthly meetings to coordinate the efforts of its members to efficiently provide housing and services to the homeless population.

As part of the PY 2026 planning process, the City coordinated with the FMCoC to develop a recommendation for funding priorities utilizing ESG funds. The City presented ESG allocations by eligible activity to the FMCoC board of directors at their November 5, 2025, meeting, and to the general membership meeting on November 13, 2025. The

City's recommendation, which included the breakdown by funding categories and noted that the recommendation was not binding, was adopted.

The City also coordinates with the FMCoC related to allocations of State of California Homeless Housing, Assistance, and Prevention (HHAP) funding.

Continuum of Care Consultation – Program Design
Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards for and evaluate outcomes of projects and activities assisted by ESG funds, and develop funding, policies and procedures for the operation and administration of HMIS

Allocation

The City of Fresno acts as a pass-through agency for ESG funds. While the City is responsible for the administration and oversight of the grant, most funds are awarded to local homeless service providers who perform the day-to-day operation of the funded programs. As part of the PY 2026 planning process, the City consulted with the FMCoC to determine the amount of ESG funds that should be allocated to each eligible use. The City used the breakdown by funding categories to inform the allocations included in the NOFA. Based on the NOFA responses received, the City made minor adjustments to the allocations by activity.

Development of Standards and Policies

ESG standards and policies were developed by the City, County, and the FMCoC when the ESG program transitioned from the Emergency Shelter Grant to the Hearth Emergency Solutions Grant in 2011. These standards are included in Appendix D of this document. The City will continue to work cooperatively with Fresno County and the FMCoC to update the ESG Policies and Procedures. The City will also continue to coordinate with its public and private partners to ensure that the local FMCoC meets all HEARTH requirements with respect to ESG funds.

HMIS and Coordinated Entry System

The Homeless Management Information System (HMIS) is used by all local homeless providers participating in the FMCoC. HMIS is a database used to track performance and outcomes for the agencies. As the HMIS Lead of the FMCoC, the Fresno Housing Authority plays a critical role in collecting data. The work of the Fresno Housing Authority in this regard meets HUD requirements for the implementation and compliance of Homeless Management Information System Standards.

The FMCoC 's Coordinated Entry System utilizes a common assessment tool – the Vulnerability Index. All member agencies of the FMCoC have committed to using both the assessment tool and the Coordinated Entry System.

List of Consultations
Describe agencies, groups, organizations, and others who were invited to participated in the process and describe the jurisdiction's consultations with housing, social service agencies and other entities.

Table 6 - List of Agencies, Groups, and Organizations Consulted

No.	Agency / Group / Organization	Type	Section of Plan Addressed	Consultation Method[1]
1	Arte Americas	Community organization	Action Plan	Questionnaire
2	California Apartment Association	Housing	Action Plan	Questionnaire
3	California State University, Fresno	Services - education	Action Plan	Questionnaire & Interview*
4	CARE Fresno	Civic organization	Action Plan	Questionnaire
5	CASA of Fresno and Madera Counties	Civic organization	Action Plan	Questionnaire
6	Central California Hispanic Chamber of Commerce	Civic organization	Action Plan	Questionnaire
7	Central California Legal Services	Civic organization	Action Plan	Questionnaire
8	Central Unified School District	Services – education	Action Plan	Questionnaire*
9	Central Valley Community Foundation	Civic organization	Action Plan	Questionnaire
10	Central Valley Regional Center	Civic organization	Action Plan	Questionnaire
11	Chinatown Fresno Foundation	Civic organization	Action Plan	Questionnaire* & Interview*
12	City of Clovis	Other government – city	Action Plan	Questionnaire
13	City of Fresno – Council Office 1	Other government – city	Action Plan	Questionnaire

[1] Completed questionnaires and/or interviews are noted with an asterisk (*).

No.	Agency / Group / Organization	Type	Section of Plan Addressed	Consultation Method[1]
14	City of Fresno – Council Office 2	Other government – city	Action Plan	Questionnaire
15	City of Fresno – Council Office 3	Other government – city	Action Plan	Questionnaire
16	City of Fresno – Council Office 4	Other government – city	Action Plan	Questionnaire & Interview*
17	City of Fresno – Council Office 5	Other government – city	Action Plan	Questionnaire & Interview*
18	City of Fresno – Council Office 6	Other government – city	Action Plan	Questionnaire
19	City of Fresno – Council Office 7	Other government – city	Action Plan	Questionnaire
20	City of Fresno – Planning & Development – Long Range Planning	Other government – city	Action Plan	Questionnaire & Interview*
21	City of Fresno – Planning & Development – Homeless Services	Other government – city	Action Plan	Questionnaire*
22	City of Fresno – Planning & Development – Housing Finance	Other government – city	Action Plan	Questionnaire
23	City of Fresno – Planning & Development – Housing Production	Other government – city	Action Plan	Questionnaire*
24	City of Fresno – Planning & Development – HART	Other government – city	Action Plan	Questionnaire
25	City of Fresno – Capital Projects Department	Other government – city	Action Plan	Questionnaire
26	City of Fresno – Fire Department	Other government – city	Action Plan	Questionnaire & Interview*
27	City of Fresno – Information Services Department	Other government – city	Action Plan	Questionnaire
28	City of Fresno – PARCS Department	Other government – city	Action Plan	Questionnaire

No.	Agency / Group / Organization	Type	Section of Plan Addressed	Consultation Method[1]
29	City of Fresno – Police Department	Other government – city	Action Plan	Questionnaire*
30	City of Fresno – Public Works Department	Other government – city	Action Plan	Questionnaire & Interview*
31	City of Fresno – Public Utilities Department	Other government – city	Action Plan	Questionnaire & Interview*
32	City of Fresno – Transportation Department	Other government – city	Action Plan	Questionnaire & Interview*
33	City of Fresno Disability Advisory Commission	Other government – city	Action Plan	Questionnaire
34	Clovis Unified School District	Services - education	Action Plan	Questionnaire
35	Community Housing Council	Services – fair housing	Action Plan	Questionnaire & Interview*
36	Community Regional Medical Centers	Services – medical	Action Plan	Questionnaire & Interview
37	County of Fresno Behavioral Health	Other government – county	Action Plan	Questionnaire & Interview*
38	County of Fresno County Administrative Office	Other government – county	Action Plan	Questionnaire & Interview*
39	County of Fresno Public Health	Other government – county	Action Plan	Questionnaire & Interview*
40	County of Fresno Social Services	Other government – county	Action Plan	Questionnaire & Interview
41	Deaf and Hard of Hearing Service Center	Services – deaf and hard of hearing	Action Plan	Questionnaire

No.	Agency / Group / Organization	Type	Section of Plan Addressed	Consultation Method[1]
42	Downtown Fresno Partnership	Services – business	Action Plan	Questionnaire
43	Elder Abuse Services, Inc.	Civic organization	Action Plan	Questionnaire & Interview*
44	El Dorado Community Development Center	Civic organization	Action Plan	Questionnaire
45	Every Neighborhood Partnership	Services – education	Action Plan	Questionnaire
46	FACE Fresno	Civic organization	Action Plan	Questionnaire
47	Focus Forward	Services – youth	Action Plan	Questionnaire
48	Fresno Area Hispanic Foundation	Civic organization	Action Plan	Questionnaire & Interview*
49	Fresno Building Healthy Communities	Services - youth	Action Plan	Questionnaire
50	Fresno Center	Services – personal development	Action Plan	Questionnaire
51	Fresno Chamber of Commerce	Civic organization	Action Plan	Questionnaire
52	Fresno City College	Services – education	Action Plan	Questionnaire
53	Fresno Coalition for Digital Inclusion	Civic organization – broadband	Action Plan	Questionnaire*
54	Fresno Council of Governments	Civic organization	Action Plan	Questionnaire
55	Fresno County Office of Education	Services – education	Action Plan	Questionnaire
56	Fresno County Economic Development Corporation	Civic organization	Action Plan	Questionnaire
57	Fresno Economic Development Corporation	Civic organization	Action Plan	Questionnaire
58	Fresno Economic Opportunities Commission	Civic organization	Action Plan	Questionnaire

No.	Agency / Group / Organization	Type	Section of Plan Addressed	Consultation Method[1]
59	Fresno Interdenominational Refugee Ministries	Services – vulnerable populations	Action Plan	Questionnaire & Interview*
60	Fresno Metro Black Chamber of Commerce	Civic organization	Action Plan	Questionnaire*
61	Fresno Metro Ministry	Civic organization	Action Plan	Questionnaire
62	Fresno Metropolitan Flood Control District	Other government – special district	Action Plan	Questionnaire
63	Fresno Pacific University	Services – education	Action Plan	Questionnaire
64	Fresno Realtors Association	Civic organization	Action Plan	Questionnaire
65	Fresno Unified School District	Services – education	Action Plan	Questionnaire
66	Gracebound	Community organization	Action Plan	Questionnaire & Interview*
67	Habitat for Humanity Greater Fresno Area	Housing	Action Plan	Questionnaire
68	Helping Others Pursue Excellence	Services – business	Action Plan	Questionnaire & Interview*
69	HEAT	Community organization	Action Plan	Questionnaire
70	Highway City Community Development, Inc.	Civic organization	Action Plan	Questionnaire
71	Housing Authority City of Fresno	Other government – City	Action Plan	Questionnaire & Interview*
72	Jane Addams Community Development Center	Civic organization	Action Plan	Questionnaire
73	Leadership Counsel for Justice and Accountability	Civic organization	Action Plan	Questionnaire & Interview*
74	Live Again Fresno	Services – youth	Action Plan	Questionnaire

No.	Agency / Group / Organization	Type	Section of Plan Addressed	Consultation Method[1]
75	Lowell Community Development Corporation	Civic organization	Action Plan	Questionnaire & Interview*
76	Marjaree Mason Center	Housing; services – domestic violence	Action Plan	Questionnaire & Interview*
77	Neighborhood Church – Fresno	Religious institution	Action Plan	Questionnaire
78	North Fresno Church	Religious institution	Action Plan	Questionnaire*
79	Poverello House	Housing	Action Plan	Questionnaire
80	Resources for Independence Central Valley	Community Organization	Action Plan	Questionnaire
81	RH Community Builders	Housing	Action Plan	Questionnaire
82	Saint Rest Community Development Center	Civic organization	Action Plan	Questionnaire
83	Sanger Unified School District	Services – education	Action Plan	Questionnaire
84	Self-Help Enterprises	Housing	Action Plan	Questionnaire
85	Southeast Fresno EDC	Civic organization	Action Plan	Questionnaire
86	South Tower Community Land Trust	Civic organization	Action Plan	Questionnaire & Interview*
87	SW Fresno Community Development Center	Civic organization	Action Plan	Questionnaire
88	Trans-E-Motion	Services – vulnerable populations	Action Plan	Questionnaire
89	Turning Point of Central California	Housing	Action Plan	Questionnaire
90	WestCare California, Inc.	Services – health, mental health	Action Plan	Questionnaire
91	Workforce Connection	Services – business	Action Plan	Questionnaire

No.	Agency / Group / Organization	Type	Section of Plan Addressed	Consultation Method[1]
92	Workforce Development Board	Civic organization	Action Plan	Questionnaire

Identify any Agency Types not consulted and provide rationale for not consulting

Not applicable

List other local/regional/state/federal planning efforts considered when preparing the Plan and how the goals of the Strategic Plan overlap with the goals of each plan

Table 7 - Other Planning Efforts Considered

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Cultural Arts Plan	City of Fresno	With this plan, the City of Fresno has developed ambitious but achievable goals for cultural arts programs that reflect the city's cultural, demographic and geographic diversity. The cultural arts plan contains six focused goals and corresponding recommendations to help Fresno achieve its potential and will inform expanded access to the cultural arts grant program. This plan overlaps with the community services goal of the Strategic Plan.
Downtown Neighborhoods Community Plan	City of Fresno	The Downtown Neighborhoods Community Plan covers long range planning topics such as urban form, transportation, natural resources, historical/cultural resources and health and wellness. Specific housing related goals including increasing quality of housing and homeownership, and increased access to health and mental health services are also reflected in the community plan, which overlaps with the affordable housing goal of the Strategic Plan.
Fresno Parks Master Plan	City of Fresno	The Fresno Parks Master Plan includes goals to maintain, improve, partner, expand, secure, connect, advocate and celebrate the parks system. It is a strategic plan that establishes a vision for improving the City's park and recreation

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
		system so that it better serves current and future needs of the people of Fresno overlapping with the public infrastructure goal of the Strategic Plan.
2023-2031 Housing Element	City of Fresno	The goals of the 2023-2031 Housing Element are for the City of Fresno to meet its RHNA housing requirements, assist in the development of housing for low-income households, remove government constraints on housing development, conserve existing affordable housing, and to promote equal housing opportunity, which overlaps with the affordable housing development goal of the Strategic Plan.
Permanent Local Housing Allocation 5-Year Plan	City of Fresno	The Permanent Local Housing Allocation 5-Year Plan qualifies the City of Fresno to receive funding over 5 years from the State of California to address housing quality and increase affordable housing supply. The five-year plan goals are to invest in affordable housing development, rehabilitation for owner-occupied homes to include mobile homes, and to provide down-payment assistance for first-time homebuyer with low incomes, which overlaps with the affordable housing development goal of the Strategic Plan.
Here to Stay Report	City of Fresno	The Here to Stay report is an overview of 46 anti-displacement policies based on the first-hand experiences of Fresno residents and supported by research, data, and lessons learned in other cities with anti-displacement policies. This report overlaps with the homelessness and homelessness prevention goals of the Strategic Plan.
Highest Needs Neighborhood Definition	City of Fresno	The Fresno Clean and Safe Neighborhood Parks Tax Ordinance, commonly known as Measure P, provides

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
		a local funding source for City parks for 30 years through a 3/8-cent sales tax in the City of Fresno. Measure P proceeds are used to update and improve Fresno's current parks, trails, and related facilities; make parks cleaner and safer; invest in programs; expand access to arts and culture; and create parks in neighborhoods that lack access to them. Measure P requires that no less than 50 percent of funds in expenditure categories one and two be allocated to "highest-need neighborhoods" in the City of Fresno. The Measure P Ordinance provides guidance on how these neighborhoods should be defined by the City, in conjunction with the Parks, Recreation and Arts Commission (PRAC). The Ordinance outlines a set of 11 Equity Factors that must be considered in defining the highest-need neighborhoods, which include factors such as park condition and access, health data, demographics, and neighborhood safety data. Every three years the definition is updated based on community outreach and equity factor data. This process overlaps with the public infrastructure and public services goals of the Strategic Plan.
Street2Home Fresno County	Fresno Housing Authority	Street2Home Fresno County identifies solutions to help reduce and ultimately end unsheltered homelessness. Several recommendations focused on affordable housing and resources for survivors of domestic violence align with the homelessness and homelessness prevention goal identified in the Strategic Plan.
HHAP 6 Homeless	City of Fresno	The Homeless Housing Assistance and Prevention Round 6 (HHAP) is a cross-

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Action Plan		jurisdictional plan developed by the city, County of Fresno and Fresno Madera Continuum of Care (FMCoC) to prevent and rapidly reduce unsheltered homelessness through targeted unsheltered homelessness through targeted prevention efforts and by sustaining existing interim housing solutions and Permanent housing solutions. The plan overlaps with the homelessness and homelessness prevention goal in the Strategic Plan.
One Fresno Housing Strategy	City of Fresno	Fresno's Housing Strategy aims to analyze Fresno's housing needs, identify areas where policy objectives will need to be employed to achieve strategic goals, identify current resources available to meet goals, identify funding sources and contingencies to meet goals, develop a plan for implementing recommended approaches to goal achievement, and establish a list of numerical goals and milestones to track progress overlapping the affordable housing development goals in the Strategic Plan.
West Neighborhoods Specific Plan	City of Fresno	Adopted in October of 2025, this specific plan applies to approximately 7,000 acres of land west of State Route 99 and north of Clinton Avenue, includes land use changes that put less density on the western periphery and more on the main corridors for better transit access. In addition, it includes recommendations for improved bicycle and pedestrian facilities and parks. The plan area includes several large housing element sites along the Shaw Avenue corridor that are envisioned as transit-oriented, mixed income neighborhoods. This plan overlaps with the affordable housing development and public infrastructure

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
		goals of the Strategic Plan.
Tower District Specific Plan and Design Standards and Guidelines	City of Fresno	Adopted in November of 2025, this specific plan applies to approximately 1,800 acres bounded by 180 on the south, Fruit Avenue on the West, Shields Avenue on the north and Blackstone Avenue on the east. This plan prioritizes preserving the historic character of the district while also creating more affordable housing and business opportunities. Land use changes were proposed mostly along Shields and Blackstone corridors to provide options for mixed use development. The Tower District Design Guidelines from 2005 were revised to be objective standards to facilitate the streamlining of affordable housing. This plan overlaps with the affordable housing development and public infrastructure goals of the Strategic Plan.

Describe cooperation and coordination with other public entities, including the State and any adjacent units of general local government, in the implementation of the Consolidated Plan (91.215(l))

The City works closely with the Fresno Housing Authority, the County of Fresno, and the State of California on several programs.

For HOPWA, the City is responsible for administering the grant on behalf of the entire metropolitan statistical area, which includes all of Fresno County. In addition, the City coordinates with the County Public Health Department and the State of California to ensure the needs of people living with AIDS/HIV are addressed.

The City collaborates with a variety of public and private sector agencies. One of the main avenues the City has been able to gain partnerships through is participation in the Fresno Madera Continuum of Care (FMCoC). The general membership for the FMCoC includes government, public agencies, and non-profit organizations throughout the

region. Being a partner of the FMCoC has given the City of Fresno the ability to collaborate with other agencies to help serve unhoused individuals within the region.

AP-12: Participation

Summary
Summarize the citizen participation process and efforts made to broaden citizen participation. Summarize citizen participation process and how it impacted goal setting.

The City provided several opportunities for the public to participate in the PY 2026 planning process:

Table 8 - Annual Action Plan Schedule of Activities

Program Year 2026-2027 (PY 2026) Annual Action Plan Timeline	
November 2, 2025	**Public Notice** Published Notice for all Community Workshops and Community Needs Hearing
November 12, 2025, at 10AM	**Virtual Community Workshop #1**
November 12, 2025, at 6PM	**Community Workshop #1** - Pinedale Community Center
November 13, 2025, at 6 PM	**Community Workshop #2** - Legacy Commons
November 17, 2025, at 11AM	**Community Workshop #3** - Ted C. Wills Community Center
November 18, 2025, at 10AM	**Community Workshop $4** - The Word Community Church
November 18, 2025, at 6 PM	**Virtual Community Workshop #2**
November 19, 2025, at 10AM	**Shelter Community Workshop #1** – Ambassador
November 21, 2025, at 10AM	**Shelter Community Workshop #2** – Clarion
November 5, 2025	**FMCoC Executive Meeting** Consultation for ESG allocations
November 13, 2025	**FMCoC General Membership Meeting** Consultation for ESG allocations
December 4, 2025, 9:15AM timed item	**Public Needs Hearing** (Council Chambers in City Hall) Public Hearing on community development needs **Public Needs Hearing Link**
December 15, 2025	**Consolidated Notice of Funding Availability (NOFA) released** Consolidated CDBG, ESG, HOME, and HOPWA applications available December 15, 2025 – January 23, 2026
December 15, 2025	**Consolidated NOFA webinars** Virtual technical assistance webinars for NOFA applicants published

January 23, 2026 at 5 PM	**All CDBG, HOME, ESG and HOPWA Applications Due**
April 13, 2026 – May 12, 2026	**Public Review of Draft 2026-2027 Annual Action Plan** 30-day public review period. The 2026-2027 Annual Action Plan will be published at **City of Fresno Housing webpage** for public comments.
May 21, 2026	**Public Hearing and City Council Meeting** Council to consider adoption of the Draft 2026-2027 Annual Action Plan after Public Hearing
June 2, 2026	**Adopted PY 2026 Annual Action Plan Due to HUD** Statutory Due Date

Between November 12, 2025, and November 21, 2025, the City conducted six in-person and two virtual meetings to gather community input on allocating federal housing and community development funds. The in-person meetings were conducted at Pinedale Community Center, Legacy Commons, Ted C. Wills Community Center, The Word Community Church, Ambassador, and Clarion. Each of the eight community meetings had Spanish, Hmong, Punjabi, and American Sign Language interpretation available upon request. In addition to the promotional methods undertaken for the previous year's Annual Action Plan, community meetings were promoted with flyers and promoted on social media. In total, 85 people participated in the community needs workshops.

On December 4, 2025, the City conducted a public hearing to gather additional input on the community's greatest needs to aid in development of the 2026-2027 Annual Action Plan. The draft Annual Action Plan was made available for public comment from April 13, 2026, through May 12, 2026.

Citizen Participation Outreach

Table 9 - Citizen Participation Outreach

Mode of Outreach	Target of Outreach	Number of Participants	Summary of Comments Received
Community Meetings November 12, 2025 – November 21, 2025	Non-targeted/broad community	85 attendees	See Appendix B
Public Hearing – Community Needs Public Hearing December 4, 2025	Non-targeted/broad community	4 participants	See Appendix B
FMCoC Consultation for ESG – Executive Meeting November 5, 2025; General Meeting November 13, 2025	Homeless Services Providers		Consulted with the FMCoC board of directors and general members on the use of ESG allocation
Stakeholder Meetings November 13, 2025 – December 3, 2025	Housing and service providers; community development practitioners; advocacy groups	23 interviews	See Appendix B
SurveyMonkey – Consultation Questionnaire	Housing and service providers; community development practitioners; advocacy groups	12 responses	See Appendix B
SurveyMonkey – Community Needs Input	Non-targeted/broad community	44 responses	See Appendix B
Notice of Funding Webinars – December 15, 2025	Housing and service providers		Provided technical assistance for community organizations and

Mode of Outreach	Target of Outreach	Number of Participants	Summary of Comments Received
			units of government wishing to apply for funding
Public Comment Period – April 13, 2026 – May 12, 2026	Non-targeted/broad community	TBD responses	See Appendix B
Public Hearing – Annual Action Plan Public Hearing – May 21, 2026	Non-targeted/broad community	TBD	See Appendix B

AP-15: Expected Resources

Introduction
Provide a short summary of the anticipated resources that the jurisdiction will have at their disposal over the course of the Strategic Plan.

On April 3, 2026, HUD published allocations that included approximately $11.6 million for the City in 2026 annual entitlement funds through the CDBG, HOME, ESG, and HOPWA programs.

Also, housing developers receiving HOME Program funds to help develop multi-family affordable housing projects have leveraged State of California 9% and 4% Low Income Housing Tax Credits, Infill Infrastructure Grant, and the Affordable Housing Sustainable Communities funding.

Private, State, and Local Funds
Explain how federal funds will leverage those additional resources (private, state, and local funds), including a description of how matching requirements will be satisfied.

As a recipient of HOME and ESG funding, the City is required to generate matching funds. Examples of matching funds under the HOME Program include private finance and interest subsidies from home buyer and residential rehabilitation programs. For the HOME Program, participating jurisdictions are required to match 25% of all project expenditures. HUD has waived the City's HOME match requirement based on fiscal distress criteria every year since fiscal year 2014.

ESG requires a 100% match of program funds. The City passes this matching requirement to the service providers receiving ESG funds. ESG providers meet this requirement using private donations, state grants, and/or volunteer hours. The City may also provide general funds to service providers to meet match requirements.

The City was awarded $10,926,075.48 through the State of California Encampment Resolution Fund Round 3 (ERF-3). Funds are used to provide street outreach to individuals and families experiencing homelessness in two specific encampments located within the City of Fresno. The ERF-3 funds are also used to support interim shelter operations to house individuals identified in the encampments.

The City was also awarded a fifth allocation of the State of California's Homeless Housing Assistance and Prevention (HHAP) Program totaling $13,096,671.82 of which a maximum of 10 percent of the total allocation will be used to support the operations of permanent supportive housing for youth experiencing homelessness. The City applied

for a sixth allocation of HHAP funding totaling $10,491,196.56, a portion of which will be dedicated to funding homelessness prevention and interim shelter operations.

In the pursuit of obtaining funding sources for the development of affordable housing, the Housing Finance Department submitted numerous applications for state grant opportunities in 2025. Staff applied for the fifth round of the State's Local Housing Trust Fund grant for $5,000,000. The City also applied for the Department of Toxic Substances Control's Equitable Community Revitalization Grant and was awarded $3,122,648.

In addition, the City submitted two applications to the State's Homekey+ NOFA. The City applied jointly with Self-Help Enterprise for $4,966,896 to purchase and install 18 newly constructed manufactured homes of permanent supportive housing for the La Hacienda Estates Project. This project will serve veterans experiencing homelessness and at risk of homelessness with behavior health conditions. Additionally, The City applied jointly with Parkway Prime LLC for $25,462,140 to develop 80 units of permanent supportive housing for the Parkway Terrance Project. This project will serve individuals or households with an individual who are At Risk of Homelessness and living with a Behavioral Health Challenge along with veterans experiencing homelessness and at risk of homelessness with behavior health conditions.

The City was awarded $4,966,896 in Homekey+ grants for the Self-Help Enterprise La Hacienda Project. The City is continuing to work with the State on the second application for funding.

The City also intends to submit an application to the State's Prohousing Incentive Pilot (PIP) Program round 4 NOFA for up to $2,400,000.

Anticipated Resources / Priority Table

Table 10 - Anticipated Resources / Priority Table

Program / Source	Uses of Funds	Expected Amount Available in Program Year		Narrative Description
CDBG / Public-Federal	• Public Improvements • Public Services • Homeowner Rehab • Fair Housing • Admin and Planning	Annual Entitlement:	$6,907,129.00	Anticipated funding will include entitlement grant funds
		Program Income:	$28,000.00	
		Prior Year Resources:	$1,659,788.94	
		Total:	$8,594,917.94	
		Anticipated for Con Plan Years 3-5	$20,721,387	
ESG / Public-Federal	• Financial assistance • Overnight shelter • Rapid re-housing (rental assistance) • Rental assistance • Services • Transitional housing	Annual Entitlement:	$623,922.00	Anticipated funding consists of entitlement grant funds
		Program Income:	$0	
		Prior Year Resources:	$61,984.24	
		Total:	$685,906.24	
		Anticipated for Con Plan Years 3- 5	$1,871,766	
HOME / Public-Federal	• Acquisition • Multifamily rental new construction • Multifamily rental rehab • New constructions for ownership	Annual Entitlement:	$2,766,057.28	Anticipated funding will include entitlement grant funds
		Program Income:	$500,000	
		Prior Year Resources:	$229,944.18	
		Total:	$3,496,001.46	
		Anticipated for Con Plan Years 3-5	$8,298,171	
HOPWA /		Annual	$1,268,358.00	Anticipated

Program / Source	Uses of Funds	Expected Amount Available in Program Year		Narrative Description
Public-Federal	• Permanent housing in facilities • Permanent housing placement • STRMU • Short term or transitional housing facilities • Supportive services • TBRA	Entitlement:		funding consists of entitlement grant funds
		Program Income:	$0	
		Prior Year Resources:	$99,465.33	
		Total:	$1,367,823.33	
		Anticipated for Con Plan Years 3-5	$3,805,074	

Publicly Owned Land
If appropriate, describe publicly owned land or property located within the jurisdiction that may be used to address the needs identified in the plan.

In accordance with AB 1486, the City provides a notice of availability for surplus properties to be posted on the California Housing and Community Development (HCD) website and gives priority consideration to the development of affordable housing. Active and prior notices can be viewed at **California Open Data Portal**. The City will continue to assess its inventory of publicly owned land for opportunities to meet the strategic needs of this plan, as well as offering notices of availability in advance of any disposition of City-owned property, placing particular emphasis on potential sites of affordable housing in areas of high opportunity.

Recently, the City released a notice of availability of three surplus properties. Below are the properties that were listed.

Table 11 - Noticed Surplus Properties

APN	Address	Lot Area	ZIP	Zoning
44932118	NW Corner of N. Parkway and W. Dennett	0.84	93728	Neighborhood Mixed Use

Additionally, the parcels below are noted as vacant on the City's current inventory and may be assessed for opportunities to meet the needs identified in the plan.

Table 12 - Vacant City-Owned Parcels

APN	Address	Lot Area	ZIP	Zoning
45904401T	Madison/Fulton	0.22	93701	NA
45908129T	None Assigned	0.06	93701	Neighborhood Mixed-Use
47005202T	3740 E Cesar Chavez	2.85	93702	Neighborhood Mixed-Use
47005203T	3745 E El Monte Way	0.26	93702	Residential Single-Family, Medium Density
49408103T	4826 E SHIELDS AVE	0.19	93703	Residential Single-Family, Medium Low Density
49408104T	4832 E SHIELDS AVE	0.19	93703	Residential Single-Family, Medium Low Density

49408105T	4838 E SHIELDS AVE	0.19	93703	Residential Single-Family, Medium Low Density
49408106T	4844 E SHIELDS AVE	0.19	93703	Residential Single-Family, Medium Low Density
49408107T	4850 E SHIELDS AVE	0.19	93703	Residential Single-Family, Medium Low Density
49408108T	4856 E SHIELDS AVE	0.19	93703	Residential Single-Family, Medium Low Density
49408109T	4862 E SHIELDS AVE	0.19	93703	Residential Single-Family, Medium Low Density
49408110T	4868 E SHIELDS AVE	0.19	93703	Residential Single-Family, Medium Low Density
49408111T	4874 E SHIELDS AVE	0.19	93703	Residential Single-Family, Medium Low Density
49408112T	4880 E SHIELDS AVE	0.19	93703	Residential Single-Family, Medium Low Density
49408115T	None Assigned	0.18	93703	Residential Single-Family, Medium Low Density
44308014T	NA	0.33	93704	Commercial Community
32804006T	None Assigned	6.27	93706	Public and Institutional
32804027T	None Assigned	0.17	93706	Public and Institutional
32804028T	1635 W Jensen Ave	8.38	93706	Public and Institutional
32804032T	None Assigned	59.68	93706	Public and Institutional
32805042T	None Assigned	16.2	93706	Open Space
32806012T	2030 W North Ave	27.46	93706	Park and Recreation
32806017T	None Assigned	38.13	93706	Public and Institutional
32807042T	None Assigned	6.55	93706	DPU
45809063T	None Assigned	2.25	93706	Public and Institutional
46403022T	None Assigned	2.97	93706	Public and Institutional
46404017T	1333 W Whites Bridge Ave	2.62	93706	Open Space
46404068T	None Assigned	1.06	93706	Open Space
46404070T	None Assigned	0.39	93706	Open Space
46404072T	1040 S West Ave	0.53	93706	Open Space
46404085T	None Assigned	0.72	93706	Open Space
46404088T	NA	2.30	93706	Open Space

46410207T	NA	0.11	93706	Corridor/Center Mixed Use
46410208T	2022 S. West Ave	0.44	93706	Corridor/Center Mixed Use
46413222T	105 W. Kearney Blvd	1.24	93706	Park and Recreation
46427237T	1212 S. West Ave	1.05	93706	Residential Single-Family, Medium Low Density
46431211T	1122 S Roeding Dr	0.23	93706	Residential Single-Family, Medium Low Density
46431212T	1136 S Roeding Dr	0.24	93706	Residential Single-Family, Medium Low Density
46431213T	1150 S West Ave	0.46	93706	Residential Single-Family, Medium Low Density
46431214T	1164 S West Ave	0.39	93706	Residential Single-Family, Medium Low Density
46516301T	1827 B St	0.11	93706	Residential Single-Family, Medium Density
46516302T	None Assigned	0.24	93706	Residential Single-Family, Medium Density
46523401T	None Assigned	0.32	93706	Park and Recreation
46523409T	None Assigned	0.79	93706	Park and Recreation
46527301T	729 Merced St	0.02	93706	Park and Recreation
46527501T	622 Merced St	0.05	93706	Park and Recreation
46527601T	None Assigned	0.06	93706	Park and Recreation
46528601T	None Assigned	0.07	93706	Park and Recreation
46707115	934 F St	0.17	93706	Downtown Neighborhood
46728201T	None Assigned	0.08	93706	Park and Recreation
46729205T	None Assigned	0.38	93706	Neighborhood Mixed-Use
47706002T	None Assigned	4.78	93706	Parks and Recreation
47809236T	None Assigned	0.05	93706	Residential Single-Family, Medium Density
40203048ST	NA	4.08	93711	Park and Recreation
46504038ST	1457 H St	2.99	93721	Downtown Core
47810219T	None Assigned	0.346	93721	Light Industrial
47810220T	None Assigned	0.408	93721	Light Industrial
48015302T	2304 Grace St	0.22	93721	Light Industrial

44204026T	Shields/Marks	1.25	93722	Commercial General
50409212T	Veterans & Herndon	1.74	93722	Residential Single-Family, Medium Density
50409213ST	6565 N Hayes Ave	2.99	93722	Residential Single-Family, Medium Density
50423035T	7476 N Thiele Ave	5.08	93722	Park and Recreation
50508021ST	5965 N Golden State Blvd	22.5	93722	Light Industrial
50508031ST	6255 W Bullard Ave	2.456	93722	Light Industrial
50703048ST	6785 N Brawley Ave	14.58	93722	Office; Open Space
51120030T	3520 N Milburn Ave	4.05	93722	Park and Recreation
51134121ST	5990 W. Robinson Ave	0.16	93722	Residential Single-Family, Medium Low Density
51134327ST	None Assigned	0.3	93722	Residential Single-Family, Medium Low Density
51135125ST	5980 W Fedora Ave	0.49	93722	Residential Single-Family, Medium Low Density
51135225ST	None Assigned	0.31	93722	Residential Single-Family, Medium Low Density
51135317ST	None Assigned	0.16	93722	Residential Single-Family, Medium Low Density
50508041ST	NA	OS	93723	Open Space
48111042T	NA	10.24	93725	Residential Single-Family, Medium Density
48111053T	2546 S Willow Ave S/A	.88	93725	Residential Single-Family, Low Density
48130033ST	5344 E. Church Ave S/A	5.68	93725	Residential Single-Family, Medium Low Density
48152009ST	2418 S Lind Ave L/S	0.17	93725	Residential Single-Family, Medium Low Density
48154408T	NA	0.59	93725	Residential Single-Family, Medium Low Density
43811227T	4727 E Garland	5.50	93726	Open Space
43814127T	4777 E Fedora Ave	2.54	93726	Open Space; Residential Single-Family, Very Low Density
31332107T	None Assigned	0.46	93727	Residential Single-Family, Medium Low Density

31356036T	136 N Douglas Ave	0.28	93727	Residential Single-Family, Medium Low Density
31357014T	81 N Shelly Ave	0.8	93727	Residential Single-Family, Medium Low Density
31378414T	None Assigned	0.37	93727	Residential Single-Family, Medium Low Density
31382049T	None Assigned	0.15	93727	Residential Single-Family, Medium Low Density
31391321ST	NA	2.30	93727	Residential Single-Family, Medium Low Density
31399070ST	NA	1.12	93727	Residential Single-Family, Medium Low Density
31399071ST	NA	0.16	93727	Residential Single-Family, Medium Low Density
45603060T	5471 E Belmont Ave	9.68	93727	Residential Multi-Family, Medium High Density; Corridor/Center Mixed Use
47212047T	NA	0.47	93727	Residential Single-Family, Medium Low Density
48128117ST	2507 S Rabe Ave	0.27	93727	Residential Multi-Family, Medium High Density
49302035ST	4092 N Chestnut Ave	8.01	93727	Park and Recreation
49418020T	2880 N Grove Industrial Dr S/A	2.19	93727	Light Industrial
49420213T	2537 N Air Fresno Dr	1.11	93727	Light Industrial
49420301T	4988 E Andersen Ave	0.26	93727	Light Industrial
49420303T	4998 E Andersen Ave	0.28	93727	Light Industrial
49420305T	5006 E Andersen Ave	0.28	93727	Light Industrial
49420307T	5012 E Andersen Ave	0.28	93727	Light Industrial
49420309T	5018 E Andersen Ave	0.28	93727	Light Industrial
49420311T	5024 E Andersen Ave	0.3	93727	Light Industrial
49420313T	2589 N Fine Ave	1.97	93727	Light Industrial
49420317T	2588 N Air Fresno Dr	1.15	93727	Light Industrial
49420319T	2694 N Air Fresno Dr	1.46	93727	Light Industrial
49420426T	2560 N Fine Ave	4.32	93727	Light Industrial

49622004T	None Assigned	36.62	93727	Open Space
49622012T	None Assigned	7.62	93727	Public and Institutional
44932118	Parkway & Dennett	0.85	93728	Neighborhood Mixed Use
44934202	None Assigned	0.27	93728	Residential Single-Family, Low Density
44934203	None Assigned	0.30	93728	Residential Single-Family, Low Density
44934204	None Assigned	0.46	93728	Residential Single-Family, Low Density
44934205	None Assigned	0.23	93728	Residential Single-Family, Low Density
45021106T	929 N Fruit Ave	0.21	93728	Residential Single-Family, Medium Density
45026003T	507 N Thorne Ave P	0.21	93728	Commercial Main Street
57724501ST	N/A	0.12	93730	Residential Single Family, Medium Low Density

AP-20: Annual Goals and Objectives

Goals Summary Information

Table 13 - Goals Summary Information

Goal Name	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
Provide Housing and Services for People Experiencing or At-Risk of Homelessness	Homeless	Citywide	Housing and Services to Reduce Homelessness	ESG: $639,113 HOPWA: $1,329,773	• Tenant-Based Rental Assistance/Rapid Rehousing: 27 individuals assisted • Homelessness prevention: 432 people assisted • Public Services Activities for low/moderate income housing benefit: 1020 Individuals • Street Outreach and Emergency Shelter: 774 individuals
Improve Housing Access and Quality	Affordable Housing	Citywide	Expanded Access to Affordable Housing	CDBG: $1,361,423.94 HOME: $3,219,395.73	• Rental Units Constructed / Rehabilitated:11 household housing units • Homeowner Housing Added / Rehabilitated: 43 household units
Infrastructure and Public Facility Improvements	Non-Housing Community Development / Non-Homeless Special Needs	Citywide	Infrastructure and Public Facility Improvements	CDBG: $4,834,761.00	• Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit: 34,546 people will be assisted
Public and Community Services	Non-Housing Community Development /	Citywide	Provision of Community Service	CDBG: $ 1,017,308.00	• Public Services Activities other than Low/Moderate Income Housing Benefit: 1,700 people will be assisted

Goal Name	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
	Non-Homeless Special Needs				
Community Engagement, Planning, and Administration	Other: Administration	Citywide	Community Engagement, Planning, and Administration	CDBG: $1,381,425.00 HOME: $276,605.73 ESG: $46,793.24 HOPWA: $38,050.33	• Full compliance with adopted Consolidated Plan, Annual Action Plans, Citizen Participation Plans, and all other applicable regulations (Federal, State, local, and HUD) • Improve administration of funds by enhancing community engagement and providing fair housing activities

Goal 1: Homelessness and the Prevention of Homelessness
Improve quality of life by providing housing and supportive services for residents experiencing or at-risk of homelessness, including homelessness prevention, case management, wrap-around services, emergency shelter, transitional housing, and permanent supportive housing.

Projects funded through this Plan are expected to result in the following accomplishments:

- Emergency Shelter & Street Outreach:
  - Poverello House – Homeless Outreach Progressive Engagement (HOPE): 750 people assisted
- Rapid Rehousing:
  - WestCare California – Project Unite: 10 households assisted
- Homelessness Prevention:
  - Central Unified School District – Student Services Rapid Outreach Projects: 41 households assisted
  - WestCare California – Project Unite: 8 households assisted
- Tenant Based Rental Assistance
  - WestCare California – The Living Room: 17
- Short-term Mortgage, Rent, Utility Assistance
  - WestCare California – The Living Room: 13
  - Community Medical Centers: 65
- Permanent Housing Placement
  - WestCare California – The Living Room: 6
- Permanent Supportive Housing
  - Community Medical Center: 305
- Short-term facility-based housing
  - WestCare California – The Living Room: 24
- Supportive Services
  - WestCare California – The Living Room: 230
  - Community Medical Centers: 305
- Housing information services
  - WestCare California – The Living Room: 180
  - Community Medical Centers: 305

Goal 2: Affordable Housing Development
Improve standards of living by increasing access to safe and affordable housing through development, acquisition, or rehabilitation or affordable for-sale or rental housing; owner-occupied housing rehabilitation, such as roof repairs, minor home repairs, and rehabilitation/reconstruction; rental housing repair or rehabilitation; and housing assistance programs for low-income households.

Projects funded through this Plan are expected to result in the following accomplishments:

- Rental Units Constructed:
  - HOME-Assisted Projects: 11 household housing units
- Homeowner Housing Added:
  - HOME-Assisted Projects: 1 household housing units
- Homeowner Housing Rehabilitated:
  - City of Fresno – Senior Exterior Repair Program: 30 households assisted
  - Self-Help Enterprises – Housing Rehabilitation Program: 12 households assisted

Goal 3: Public Infrastructure and Facilities
Increase resident prosperity by supporting neighborhood revitalization through site development to facilitate access to affordable housing, improvements to or development of public infrastructure, or improvements to existing or development of new public facilities owned by the City of Fresno or partner agencies.

Projects funded through this Plan are expected to result in the following accomplishments:

- Public Facility or Infrastructure Activities:
  - Expanding Recreation at Lafayette Park Project– 1,000 people assisted (area benefit)
  - Balderas Elementary School Neighborhood Street Improvements Project – 4,561 people assisted (area benefit)
  - Highway City Neighborhood Street Reconstruction Project – 3,985 people assisted (area benefit)
  - Fire Station 3 Security Fence – 25,000 people (area benefit)

Goal 4: Public and Community Services
Invest in the community by providing services to low- and moderate-income individuals that promote well-being and improved quality of life through projects and activities that support children and families, people experiencing or at-risk of homelessness, victims of domestic violence, or other non-homeless special needs groups.

Projects funded through this Plan are expected to result in the following accomplishments:

- Public Service Activities:
  - Boys & Girls Clubs of Fresno County – Educate and Inspire Fresno Youth: 1,200 people assisted
  - Central Valley Justice Coalition – Youth Advocacy and Mentorship Program: 200 people assisted
  - Poverello House – Culinary Workforce Program: 200 people assisted

- Fair Housing: 100 people assisted

Goal 5: Administration of Funds and Fair Housing
Improve the administration of funds for community development, housing, and homelessness activities by enhancing community engagement and providing activities for residents and housing providers that promote the advancement of fair housing.

Projects funded through this Plan are expected to result in the following accomplishments:

- Administrative Activities:
  - Accomplishment information is not reported for administrative activities.

AP-35: Projects

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs.

The City's allocation priorities reflect alignment to the 2025-2029 Consolidated Plan, and to the needs assessment conducted in support of the 2026 Annual Action Plan. The Consolidated Plan identified highest priority needs through data analysis, extensive community engagement, public survey results, consultation with stakeholders, and reviews of other plans and studies developed for the City and its region. The needs assessment conducted in support of the 2026 Annual Action Plan supported the Consolidated Plan allocation priorities and was used to inform the activities selected to address each priority. The key strategic priorities that emerged from the Consolidated Plan process that these projects are designed to address are listed below:

Homelessness

The 237 survey respondents to the Consolidated Plan Housing and Community Needs Survey identified homeless prevention, permanent housing, and transitional/supportive housing as top needs. Additionally, public meeting participants frequently discussed needs related to homelessness. Furthermore, the Point in Time Count also indicated a need for direct services to interrupt patterns of homelessness.

The 2026 Annual Action Plan needs assessment identified a particular need to provide residents with assistance paying utility bills; crisis outreach; mobile laundry reservices; and expanded services at shelters including job training/placement, childcare, youth services, senior services, adult services, and mental health services. Applications which included these services received additional points in accordance with the scorecard released with the NOFA.

Affordable Housing

Median rental prices have continued to increase year-over-year. Median Gross Rent by Bedrooms data indicates that the average actual paid rent for a two-bedroom apartment rental in Fresno County was $1,440 in 2024, a 3.22% increase from the prior year average of $1,395.[1] Zumper's National Rent Report indicates that the average listed rental price, for available two-bedroom rentals in Fresno County is $1,650, as of January 2026.[2]

Compounding the housing affordability issue is the fact that the median sale price has significantly increased year after year. The median sale price of a home in December 2025 was $380,000, a 21.05% or $80,000 increase from the median sale price of $300,000 in December 2020.[3] Additionally, gross rent as a percentage of household income (GRAPI) data indicates that nearly three-in-five, or 58.7% of Fresno renters were considered cost burdened in 2024 – spending more than 30% of their household income on rent. This figure is 2.9% higher than the national average of 55.8% GRAPI. Additionally, half of Fresno renters, or 50.1% spent more than 35% of their household income on rent in 2024. This figure is 3.6% higher than the national average of 46.5% GRAPI. [4]

Public meeting participants and stakeholders interviewed as part of the development of the Consolidated Plan identified a wide variety of needs related to housing affordability in the City. For many, the issue was primarily related to expanding the supply and improving the quality of rental housing. Additionally, the 237 survey respondents to the Consolidated Plan Housing and Community Needs Survey emphasized the need for construction of new affordable rental units, family housing, and elderly or senior housing.

The needs assessment conducted in support of the 2026 Annual Action Plan further identified the particular need for housing for individuals at 30% Area Median Income (AMI) or less; rehabilitation; infill housing; affordable housing in high resource areas; and utilization of city-owned vacant lots/abandoned properties.

Public Infrastructure & City-Owned Facilities

Consolidated Plan survey participants identified the need for street, road, or sidewalk improvement; community parks, gyms, or recreational fields; and youth centers.

During the needs assessment conducted in support of the 2026 Annual Action Plan, residents strongly identified the need for safter routes to schools, streetlight

[1] U.S. Census Bureau. (2026, January 22) "Median Gross Rent by Bedrooms." *American Community Survey, ACS 1-Year Estimates Detailed Tables, Table B25031*, **U.S. Census Bureau Website Link**

[2] Zumper. (2026, January 22). *Zumper National Rent Report*., **Zumper Blog Site Link**

[3] Redfin. (2026, February 6). *Fresno, CA Housing Market*. Retrieved from Redfin: **Redfin Fresno Housing Market Link**

[4] U.S. Census Bureau. (2026, January 22) "Selected Housing Characteristics." *American Community Survey, ACS 1-Year Estimates Data Profiles, Table DP04*, **U.S. Census Bureau Website Link**

improvements, street repairs/improvements, community green space, and access to clean water (water fountains/watering stations).

The needs identified align with the 2025 Analysis of Impediments to Fair Housing Choice, and for this reason, additional points were awarded to applications which improved neighborhoods in locations designated as racially and ethnically concentrated areas of poverty (RECAP) as defined by HUD and met the needs identified during the community needs assessment.

Public and Community Services

Stakeholders and public meeting participants identified public services as a high need during the development of the Consolidated Plan. Specifically, participants identified employment training, food banks/community meals, housing counseling, and after school services as areas of highest need.

During the needs assessment conducted in support of the 2026 Annual Action Plan, residents identified the particular need for early literacy, after school activities, and/or safe spaces for youth; childcare services; job training, apprenticeships, workforce development, and/or workforce placement; legal aid services; and housing counseling or homeownership education.

Applications which included these services received additional points in accordance with the scorecard released with the Consolidated NOFA on December 15, 2025. In alignment with the needs assessment and the 2025 Analysis of Impediments to Fair Housing Choice, applications also received additional points if they benefited people primarily residing in racially and ethnically concentrated areas of poverty (RECAPs).

Administration and Fair Housing

The 2025 Analysis of Impediments indicated a continued need for fair housing education and awareness of available community resources, including those most at-risk of housing discrimination.

The needs assessment conducted in support of the 2026 Annual Action Plan further supported the need for fair housing and program administration. Residents identified a need for enhanced engagement, more transparency, and improvement of accountability; the need for a Lived Experience Board; fair housing rights training/outreach and complaint tracking; and eviction protection and legal assistance.

A notice of funding availability will be developed requesting applications to provide Fair Housing education, outreach, and complaint and referral services.

Project Summary

Table 14 - Project Summary

#	Project Name
1	Non-Profit Housing Rehabilitation
2	Housing Rehabilitation Program Delivery
3	Senior Exterior Repair Program
4	Affordable Housing Development or Rehabilitation
5	Community Housing Development Organization (CHDO) Set-Aside
6	Emergency Solutions Grant (ESG)
7	Housing Opportunities for People with AIDS/HIV
8	Non-Profit Public Services
9	Park Improvements
10	Public Infrastructure & Facility Improvements – Street Improvements
11	Public Infrastructure & Facility Improvements – Fire Station Improvements
12	CDBG Program Administration and Planning
13	HOME Program Administration
14	Housing Opportunities for People with AIDS/HIV Program Administration

Table 15 - IDIS Entry: Non-Profit Housing Rehabilitation

IDIS Field	IDIS Entry
IDIS Project ID Number	1
Project Name	Non-Profit Housing Rehabilitation
Target Area	Citywide
Goals Supported	Safe and Affordable Housing
Needs Addressed	Affordable Housing
Funding	CDBG: $400,000
Description	Address the home repair, building systems, and housing rehabilitation needs of low-income homeowners: • Self-Help Enterprises - $400,000
Target Date	6/30/2027
Goal Indicators	Homeowner housing rehabilitations: 12 household housing units
Location Description	Citywide
Planned Activity	14A: Single-Unit Residential Rehabilitation (24 CFR 570.202)

Table 16 - IDIS Entry: Housing Rehabilitation Program Delivery

IDIS Field	IDIS Entry
IDIS Project ID Number	2
Project Name	Housing Rehabilitation Program Delivery
Target Area	Citywide
Goals Supported	Safe and Affordable Housing
Needs Addressed	Affordable Housing
Funding	CDBG: $395,000
Description	CDBG funds will pay for the delivery costs associated with housing rehabilitation targeted to income-eligible households
Target Date	6/30/2027
Goal Indicators	N/A
Location Description	2600 Fresno Street, Room 3065, Fresno CA 93721
Planned Activity	14H: Rehabilitation Administration (24 CFR 570.202)

Table 17 - IDIS Entry: Senior Exterior Repair Program

IDIS Field	IDIS Entry
IDIS Project ID Number	3
Project Name	Senior Exterior Repair Program
Target Area	Citywide
Goals Supported	Safe and Affordable Housing
Needs Addressed	Affordable Housing
Funding	CDBG: $566,423.94
Description	CDBG funds to provide an exterior home repair program for low-moderate-income owner-occupied senior households. The repairs may include but are not limited to: health & safety, paint, windows, screens, water heaters, roofs, doors, minor electrical, accessibility, fencing, and lead hazards.
Target Date	6/30/2027
Goal Indicators	Homeowner housing rehabilitated: 30 household housing units
Location Description	Citywide
Planned Activity	14A: Single-Unit Residential Rehabilitation (24 CFR 570.202)

Table 18- IDIS Entry: Affordable Housing Development or Rehabilitation

IDIS Field	IDIS Entry
IDIS Project ID Number	4
Project Name	Affordable Housing Development or Rehabilitation
Target Area	Citywide
Goals Supported	Safe and Affordable Housing
Needs Addressed	Affordable Housing
Funding	HOME: $2,804,486.73 (includes program income and prior year reprogram funds)
Description	HOME funds will be loaned to local affordable housing developers to finance the development or rehabilitation of single- or multi-family housing projects affordable to low-income households.
Target Date	6/30/2027
Goal Indicators	Units constructed: 11 household housing units
Location Description	To Be Determined
Planned Activity	Development/Rehabilitation of Affordable Housing

Table 19 - IDIS Entry - Community Housing Development Organization Set-Aside

IDIS Field	IDIS Entry
IDIS Project ID Number	5
Project Name	Community Housing Development Organization (CHDO) Set-Aside
Target Area	Citywide
Goals Supported	Safe and Affordable Housing
Needs Addressed	Affordable Housing
Funding	HOME (CHDO): $414,909
Description	HOME funds will be loaned to a qualified CHDO to finance the development of housing affordable to low-income households. Developments may be either rental or homebuyer.
Target Date	6/30/2027
Goal Indicators	Homeowner housing added: 1 household housing unit
Location Description	To Be Determined
Planned Activity	Rental housing development or homebuyer housing development

Table 20 - IDIS Entry: Non-Profit Public Services

IDIS Field	IDIS Entry
IDIS Project ID Number	6
Project Name	Emergency Solutions Grant (ESG)
Target Area	Citywide
Goals Supported	Homeless and Homelessness Prevention
Needs Addressed	Homelessness
Funding	ESG: $685,906.24 (includes prior year reprogram funds)
Description	ESG funds will be used to provide homeless prevention services, street outreach, and rapid rehousing services for homeless people and people at risk of homelessness; and Administration support for the grant program. • Street Outreach – 40%

IDIS Field	IDIS Entry
	○ Poverello House – HOPE Team: $251,191 • Rapid Rehousing – 42% ○ WestCare California – Project Unite: $260,000 • Homeless Prevention – 21% ○ Central Unified School District – Homeless Prevention: $64,422 ○ WestCare California – Project Unite: $63,500 • Administration – 7%: $46,793.24
Target Date	6/30/2027
Goal Indicators	Street Outreach: 750 people assisted Homelessness Prevention: 49 households assisted Rapid rehousing: 10 households assisted
Location Description	Citywide
Planned Activity	Street Outreach Homeless Prevention Rapid Rehousing Grant Administration and Oversight

Table 21 - IDIS Entry: Emergency Solutions Grant (ESG)

IDIS Field	IDIS Entry
IDIS Project ID Number	7
Project Name	Housing Opportunities for People with AIDS/HIV
Target Area	Countywide
Goals Supported	Homeless and Homelessness Prevention
Needs Addressed	Homelessness
Funding	HOPWA: $ 1,367,823.33 (includes prior year reprogram funds)
Description	HOPWA funds will be used to provide housing assistance and housing-related supportive services for people living with AIDS/HIV and their families. HOPWA funds will be used for supportive services, housing information and referral services, tenant-based rental assistance, short-term rent, mortgage, and utility assistance. • Community Medical Centers – Housing Stabilization Program: $531,909 • WestCare California, Inc. – The Living Room: $797,864
Target Date	6/30/2027
Goal Indicators	Tenant-based rental assistance: 17 households assisted Short-Term Rental, Mortgage, and Utility Assistance: 78 people assisted Transition or Short-Term Housing: 335 housing units Supportive Services or Housing Information Services: 1,020 people assisted
Location Description	Countywide
Planned Activity	Supportive services HIV/AIDS Housing Operations Housing Information/Referral Tenant-Based Rental Assistance Short-Term Rent, Mortgage, and Utility Assistance

Table 22 - IDIS Entry: Housing Opportunities for People with AIDS/HIV

IDIS Field	IDIS Entry
IDIS Project ID Number	8
Project Name	Non-Profit Public Services
Target Area	Citywide
Goals Supported	Community Services
Needs Addressed	Community Services
Funding	CDBG: $1,017,308
Description	CDBG funds will be provided to local non-profits to support programs that serve predominantly low- and moderate-income clientele. • Boys & Girls Clubs of Fresno County – Educate and Inspire Fresno Youth 2026+: $314,845 • Poverello House – Culinary Workforce Development Program: $500,000 • Central Valley Justice Coalition – Youth Advocacy and Mentorship Program: $152,463 • Fair Housing: $50,000
Target Date	6/30/2027
Goal Indicators	Public service activities: 1,700 people assisted
Location Description	Citywide
Planned Activity	05: Public Services (24 CFR 570.201(e))

Table 23 - IDIS Entry: Park Improvements

IDIS Field	IDIS Entry
IDIS Project ID Number	9
Project Name	Investing in Central Fresno: Expanding Recreation at Lafayette Park
Target Area	Low/Mod Income Areas
Goals Supported	Public Infrastructure and Facilities
Needs Addressed	Public Infrastructure and City-Owned Facilities
Funding	CDBG: $1,663,600 (includes prior year reprogram funds)
Description	The project will improve the safety and usability of Lafayette Park in Central Fresno through the renovation of sports courts and installation of new lighting. Improvements will include fully resurfacing the park's three hard courts, including striping and installing netting, and installing new lighting.
Target Date	6/30/2027
Goal Indicators	1,000 people residing in residential service area
Location Description	Low/Moderate Income Neighborhoods
Planned Activity	03: Parks and Recreational Facilities – 24 CFR 570.201(c); LMA: Low Moderate Income Area – 24 CFR 570.208(a)(1)

Table 24 - IDIS Entry: Neighborhood Street and Sidewalk Improvements

IDIS Field	IDIS Entry
IDIS Project ID Number	10
Project Name	Neighborhood Street and Sidewalk Improvements
Target Area	Citywide
Goals Supported	Public Infrastructure and Facilities
Needs Addressed	Public Infrastructure and City-Owned Facilities
Funding	CDBG: $2,794,536
Description	Neighborhood street and sidewalk improvements in low- and moderate-income neighborhoods to include street reconstruction including curb, gutter, sidewalks, and the installation of ADA-accessible curb ramps; and installation of ADA accessible curb ramps, curb and gutter, sidewalks, street lighting, and storm drain facilities, respectively. • Baldera Elementary: $601,561 • Highway City: $2,192,975
Target Date	6/30/2027
Goal Indicators	8,546 people residing in residential service areas
Location Description	Low/Moderate Income Neighborhoods
Planned Activity	03K: Street Improvements – 24 CFR 570.201(c)

Table 25 - IDIS Entry: Fire Station Improvements

IDIS Field	IDIS Entry
IDIS Project ID Number	11
Project Name	Fire Station Improvements
Target Area	Low/Mod Income Areas
Goals Supported	Public Infrastructure and Facilities
Needs Addressed	Public Infrastructure and City-Owned Facilities
Funding	CDBG: $376,625
Description	Installation of a 10-foot security fence around Station 3 to enhance safety, prevent unauthorized access, and reduce theft to protect critical emergency response equipment and personnel while ensuring a secure environment for continued public service.
Target Date	6/30/2027
Goal Indicators	25,000 people residing in residential service areas
Location Description	Low/Moderate Income Neighborhoods
Planned Activity	030: Fire Stations/Equipment – 24 CFR 570.201(c)

Table 26 - IDIS Entry: CDBG Program Administration and Planning

IDIS Field	IDIS Entry
IDIS Project ID Number	12
Project Name	CDBG Program Administration and Planning
Target Area	Citywide
Goals Supported	Community Engagement, Planning, and Administration
Needs Addressed	Community Engagement, Planning, and Administration
Funding	CDBG: $1,381,425
Description	Grant monitoring and administration, planning, historic preservation, and environmental assessments.
Target Date	6/30/2027
Goal Indicators	Stated goal: Improve the administration of funds for community development, housing, and homelessness activities by enhancing community engagement.
Location Description	2600 Fresno Street, Fresno, CA 93721
Planned Activity	21A: General Administration (24 CFR 570.206)

Table 27 - IDIS Entry: HOME Program Administration and Planning

IDIS Field	IDIS Entry
IDIS Project ID Number	13
Project Name	HOME Program Administration and Planning
Target Area	Citywide
Goals Supported	Community Engagement, Planning, and Administration
Needs Addressed	Community Engagement, Planning, and Administration
Funding	HOME: $276,605.73
Description	Grant monitoring and administration, planning, historic preservation, and environmental assessments.
Target Date	6/30/2027
Goal Indicators	Stated goal: Improve the administration of funds for community development, housing, and homelessness activities by enhancing community engagement.
Location Description	2600 Fresno Street, Fresno CA 93721
Planned Activity	Grant monitoring and administration

Table 28 - IDIS Entry: HOPWA Program Administration

IDIS Field	IDIS Entry
IDIS Project ID Number	14
Project Name	Housing Opportunities for People with AIDS/HIV Program Administration
Target Area	Citywide
Goals Supported	Community Engagement, Planning, and Administration
Needs Addressed	Community Engagement, Planning, and Administration
Funding	HOPWA: $38,050.33
Description	HOPWA funds will be used for administrative and compliance oversight activities associated with HOPWA-funded projects.
Target Date	6/30/2027
Goal Indicators	Stated goal: Improve the administration of funds for community development, housing, and homelessness activities by enhancing community engagement.
Location Description	2600 Fresno Street, Fresno CA 93721
Planned Activity	Grant monitoring and administration

AP-50: Geographic Distribution

Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed.

The 2025-2029 Consolidated Plan generally allocates CDBG, HOME, and ESG dollars according to low- and moderate-income (LMI) census tracts without specification of target areas. However, in alignment with the 2025 Analysis of Impediments to Fair Housing Choice, certain projects which are targeted to racially and ethnically concentrated areas of poverty (RECAPs) are given preference. These project types include public service activities and public infrastructure and facility improvements. Affordable Housing development is prioritized in areas of opportunity.

Geographic Distribution

Table 32 - Geographic Distribution

Target Area	Percentage of Funds
Citywide	100%

Rationale for the priorities for allocating investments geographically

The 2025-2029 Consolidated Plan does not formally identify any specific target areas. The City will invest resources throughout the City, with the understanding that most funding will go toward the improvement of predominantly low- and moderate-income residential areas identified as racially and ethnically concentrated areas of poverty (RECAPs). RECAPs are defined by HUD as areas where the poverty rate is 40% or more, and the non-white population is 50% or more. The number of RECAPs located within the City increased from 26 in 2000 to 40 in 2010. Residents and stakeholders who participated in the 2026 needs assessment strongly identified the need to invest in communities that had historically been underinvested in, such as RECAPs, and to provide more housing options in areas of opportunity to increase access to opportunity for people with low- and moderate-incomes.

HUD generally awards HOPWA funds on a regional basis to the largest city within a HOPWA-eligible region. Fresno, therefore, receives and administers HOPWA funding for the entirety of Fresno County, known as its “Eligible Metropolitan Statistical Area” or EMSA. The City is required to serve eligible people living anywhere within the EMSA and not just within City limits.

AP-55: Affordable Housing

Introduction

The City anticipates expending a significant portion of its federal allocation dollars on the preservation and provision of affordable housing. Over the 2026 program year, the City anticipates partnering with affordable housing developers to support the construction of 15 units affordable to low- and moderate-income households.

One-Year Goals for the Number of Households to Be Supported

Note that the below totals represent the number of households to be supported using HOME funds only. Additional households will be supported through ESG, HOPWA, and CDBG funds for these activities as noted in the footnotes.

Table 33 - Households Supported by Household Type

Household Type	Number of Households Supported
Homeless	0
Non-Homeless	12
Special Needs	0
Total	*12*

Table 34 - Households Supported by Assistance Type

Assistance Type	Number of Households Supported
Rental Assistance	184[1]
The Production of New Units	13
Rehab of Existing Units	42[2]
Acquisition of Existing Units	0
Total	*239*

[1] 184 households to be assisted with ESG Rapid Rehousing, ESG Homeless Prevention, HOPWA tenant-based rental assistance, HOPWA short-term rent, mortgage, and utility assistance, or HOPWA transitional/short-term housing, HOPWA Permanent Housing Placement

[2] 42 households to be assisted with CDBG-funded owner-occupied home repair programs through Self-Help Enterprises and the City of Fresno's Senior Exterior Repair Program.

AP-60: Public Housing

Introduction

Fresno residents are served by the Fresno Housing Authority, or Fresno Housing (FH). FH works to create vibrant communities, build quality-affordable housing, and empower nearly 50,000 residents throughout Fresno County to achieve their goals. The FH 2025 Annual Public Housing Agency (PHA) Plan for fiscal year beginning on January 1, 2025, identifies 451 traditional public housing units in the City of Fresno and 472 traditional public housing units in the County of Fresno, many of which will undergo demolition, disposition, or conversion to Rental Assistance Demonstration (RAD) in coming years.

Actions planned during the next year to address the needs to public housing

The FH is continually planning for and working toward improvements to its existing housing as well as the development of new units. FH administers the Housing Choice Voucher Program, provides housing and service programs, and develops high-quality, affordable units with an emphasis on sustainability and aesthetic designs that uniquely fit the neighborhood. Within Fresno, there are currently ten new properties under development or planned for rehabilitation and construction for the next year. In its 2025 Annual Plan, FH contemplates several mixed-finance developments that would potentially draw upon a variety of financing options, including Public Housing Capital Funds, rental subsidy, Project Based Vouchers, Project Based Rental Assistance Vouchers, and/or Public Housing Operating reserves. The FH 2025 Annual Plan states that thirteen of the city's public housing sites are being considered for demolition or disposition and conversion to a different low-income housing type or community facility. These thirteen sites are Pinedale Apartments I & II (57 units), Desoto Gardens (40 units), Marcelli Terrace (24 units), Del Rey Complex (30 units), Laton Apartments (20 units), Sunset Terrace (20 units), Mendoza Terrace (44 units), Mendoza Terrace II (29 units), Firebaugh Elderly (30 units), Cardella Counts (32 units), Cazares Terrace I (24 units), Taylor Terrace (27 units), and San Joaquin Apartments (20 units). Fourteen sites are also planned for conversion of Public Housing to Project-Based Assistance under the RAD program between 2025-2026 Pinedale Apartments I & II (57 units), Desoto Gardens (40 units), Marcelli Terrace (24 units), Del Rey Complex (30 units), Laton Apartments (20 units), Sunset Terrace (20 units), Mendoza Terrace (44 units), Mendoza Terrace II (29 units), Firebaugh Elderly (30 units), Cardella Counts (32 units), Cazares Terrace I (24 units), Taylor Terrace (27 units), and San Joaquin Apartments (20 units).

Actions to encourage public housing residents to become more involved in management and participate in homeownership

FH currently offers a number of virtual activities for residents to increase their involvement, improve their health goals, and include efforts to assist residents with

goals related to homeownership. FH has a small portfolio of single-family homes designated for sale as part of its Public Housing Homeownership Opportunities Program (HOP). Existing participants in HOP make monthly rental payments and a portion of those payments are deposited into a reserve to be used for down payment assistance upon their eventual purchase of the home. Participating families receive homeownership counseling and financial literacy training as they work toward purchasing their home.

FH refers families inquiring about homeownership to HUD approved Local Housing Counseling agencies to pre-purchase housing counseling and financial management workshops. Families are referred to resources regarding credit counseling and other homeownership ready workshops in the community as needed.

If the PHA is designated as troubled, describe the manner in which financial assistance will be provided or other assistance

Not applicable – the Fresno Housing Authority is not designated as “troubled.”

AP-65: Homeless and Other Special Needs Activities

Introduction

The City is covered by the Fresno Madera Continuum of Care (FMCoC), a network of service providers covering Fresno and Madera counties. The FMCoC brings together housing and service providers to meet the needs of individuals and families experiencing homelessness.

Funding sources being utilized in the coordination of homelessness services include HUD entitlement funds, State of California Homeless Housing, Assistance, and Prevention (HHAP), Federal Emergency Rental Assistance Funds, and State Emergency Rental Assistance Funds (through SB91).

Describe the jurisdictions one-year goals and actions for reducing and ending homelessness including:
Reaching out to homeless people (especially unsheltered people) and assessing their individual needs

During PY 2026, the City will award new federal entitlement funding to the following organization and/or project to provide street outreach that aims to link people experiencing homelessness to navigation services, emergency shelter, and other supportive services:

- Poverello House – HOPE Team (Homeless Outreach Progressive Engagement)

Federal entitlement funds will also be used to complement street outreach with other services to prevent homelessness or rehouse individuals experiencing homelessness through the following organizations and/or activities:

- WestCare California, Inc – Project Unite
- Central Unified School District – Homeless Prevention
- WestCare California, Inc – The Living Room
- Community Medical Center – Housing Stabilization Program

Federal entitlement funds through COVID-19 funding will also be used for the acquisition, conversion, and/or rehabilitation of facilities to be used as emergency shelters for individuals who are homeless. A total of $1,332,385 in CDBG-CV and $2,011,481 in HOME-ARP have been allocated for the development of emergency shelters for homeless people (especially unsheltered people).

The City's Homeless Assistance Response Team (HART) also assists people who are experiencing homelessness in more qualitative ways. Their goals are to protect, assess, and connect unhoused people and families with permanent housing, resources, and a

pathway out of homelessness; and manage street homelessness by providing compassionate, responsive, lawful, and effective outreach.

Helping homeless people (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

The City will award new federal entitlement funding to nonprofit organizations for the following activities to prevent homelessness and to support people experiencing homelessness make the transition to permanent housing:

- WestCare California, Inc – Project Unite
- Central Unified School District - Homeless Prevention
- WestCare California, Inc. – The Living Room

The City will also work to increase the availability of affordable housing in the City by using HOME funds to support the development of affordable housing, and CDBG funds to provide housing rehabilitation for low-income homeowners. The City will also increase the availability of affordable housing for homeless individuals by using HOME-ARP funds to support the development of affordable rental housing.

Additionally, the City received $1 million in Community Project Funding for the development of 25 tiny homes to fill the housing gap for those in shelters seeking to transition to long-term affordable housing. The City is in the process of identifying a developer to place the homes, once constructed, on either privately or City-owned land.

More than $54 million in Homekey 2 funds have been received and allocated toward acquiring motels with the intent of converting them into permanent housing for people experiencing homelessness. The City has successfully acquired several motel properties and is currently operating them as shelters while preparing for full conversion. Throughout the upcoming year, the City will work with identified developers to complete these conversions and provide long-term housing solutions for our most vulnerable residents

An additional $16,717,707 in Homekey 2 funds were awarded in partnership with UPholdings California, LLC to acquire and rehabilitate a 69-unit property for permanent housing. The project will provide a diverse mix of units, including one one-bedroom manager unit, 35 studio units at 30% AMI for homeless youth or youth at risk, 24 studio units at 30% AMI for chronically homeless individuals, one one-bedroom unit at 30% AMI for the general target population, six two-bedroom units at 30% AMI for the general target population, and two three-bedroom units at 30% AMI for the general target population. Through the coming year, the City will continue working with UPholdings California, LLC to ensure these units serve priority populations and advance housing stability in our community.

The City received Encampment Resolution Funds (ERF) to place 26 tiny home units that were constructed for individuals who were identified in the Downtown encampment area. The City is in the process of securing a developer to develop the property on which they will reside.

An additional $1 million in ERF 2 funds were received to acquire 26 tiny home units for people identified in the Downtown encampment area. The project is underway and construction is anticipated to begin in the spring of 2026.

In partnership with Fresno Mission, the City allocated $9,598,131 in Homekey 3 funds to develop its City Studios project which will create 22 units for people who are at risk of homelessness and 11 units for youth experiencing homelessness. Full occupancy is anticipated by May 2026.

An additional $21,983,607 in Homekey 3 funds will be used for the Welcome Home project which will construct 96 modular units on a vacant lot, of which 36 will be used for people experiencing homelessness and 60 will be used for youth experiencing homelessness. Full occupancy is anticipated by March 2026.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); or, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs.

The City will award new federal entitlement funding to housing and service providers in the City to prevent homelessness in populations who are vulnerable or at risk of homelessness. The City will support the following homelessness prevention programs with federal entitlement funds during the program year, some of which target individuals with HIV/AIDS receiving health services including veterans who are not eligible for housing assistance through other federal funding:

- Central Unified School District – Homeless Prevention
- WestCare California, Inc. – Project Unite
- Community Medical Center – Housing Stabilization Program
- WestCare California, Inc. – Living Room

AP-70: HOPWA Goals

Table 21 - HOPWA Goals

HOPWA Activity	Households Assisted
Short-term rent, mortgage, and utility assistance to prevent homelessness of the individual or family (STRMU)	78
Tenant-based rental assistance (TBRA)	17
Units provided in permanent housing facilities developed, leased, or operated with HOPWA funds	0
Units provided in transitional short-term housing facilities developed, leased, or operated with HOPWA funds	2
Total	*97*

AP-75: Barriers to Affordable Housing

Actions planned to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment:

The City will continue to implement activities that remove barriers to affordable housing, such as its Infill Incentive Program Fee Waiver and Residential BUILD Economic Disadvantaged Fee Waiver programs. In 2025 , the City's fee waiver program waived $45,824.60 in development fees for five single family homes.

In 2022, the City adopted a Development Code Text Amendment to eliminate a maximum residential density on mixed-use zoned properties. This update, coupled with ministerial approvals for multi-family housing near bus stops, has the potential to positively impact the number of units in high opportunity areas throughout Fresno.

The City continues to strive toward improving reducing barriers to affordable housing development including reviewing the Fresno Municipal Code to eliminate zoning barriers to infill housing development wherever possible.

AP-85: Other Actions

Introduction

This section details the City's actions planned to ensure safe and affordable housing for its residents, along with plans to meet underserved needs, reduce poverty, develop institutional structure, and enhance coordination between public and private sector housing and community development agencies.

Actions planned to address obstacles to meeting underserved needs

The City will continue to coordinate with the Fresno Madera Continuum of Care and the County of Fresno on a comprehensive coordinated homeless housing and services delivery system that assists people experiencing homelessness in making the transition from homelessness to independent or supportive permanent housing, and in accessing education, physical and mental health services, employment training, and life skills development.

The City will also continue to identify new funding sources to improve infrastructure and public services activities in areas of the City experiencing the greatest need. Examples include its application for Section 108 financing and construction of a senior center with affordable senior housing, the development of an Enhanced Infrastructure Financing District, and catalyzing projects implemented as part of the Transformative Climate Communities (TCC) Program. The City's Proactive Rental Housing Inspection Program and Reactive Rental Housing Teams will continue to address rental housing quality through baseline inspections and rental registry development.

In April 2022, the City announced its One Fresno Youth Jobs Corps Program which utilized a $7.4 million grant from the State of California and California Volunteers to hire youth ages 16-30 years old, pay them a living wage, and provide training and wrap-around services. The goal of the program is to provide job training, case management, and mentorship to the city's most vulnerable youth.

Actions planned to foster and maintain affordable housing

The City will fund multiple programs to foster housing affordability, including continuing to use HOME and State of California Permanent Local Housing Allocation (PLHA) funds to support development of affordable housing through partnerships with affordable housing developers and community housing development organizations. The City will also continue to support applications and provide technical assistance to developers utilizing low-income housing tax credits (LIHTC), and continuously identify and pursue other potential funding sources and strategies to encourage the development of affordable housing.

In addition to specific programs designed to foster and maintain affordable housing, the City will review its zoning ordinances for prospective barriers to affordable housing development and make amendments as needed. The City received a Local Early Action Planning (LEAP) grant to prepare a successful affordable housing trust fund proposal. Since establishing the local housing trust fund, the City has received $8.5 million in matching funds from the State of California to support affordable housing development

The City was also made eligible for an additional $11.9 million in federal entitlement funds under the American Rescue Plan Action through the HOME-ARP program to address affordable housing and mitigate the effects of COVID-19 amongst the City's most vulnerable populations.

In addition, the City submitted two applications to the State's Homekey + NOFA. The City applied jointly with Self-Help Enterprises for $4,966,896 to purchase and install 18 newly constructed manufactured homes of permanent supportive housing for La Hacienda Estates Project. This project will serve veterans experiencing homelessness and at risk of homelessness with behavior health conditions. Additionally, the City applied jointly with Parkway LLC for $25,462,140 to develop 80 units of permanent supportive housing for the Parkway Terrance Project. This project will serve individuals and households with an individual who are At Risk of Homelessness and living with a Behavioral Health Challenge along with veterans experiencing homelessness and at risk of homelessness with behavior health conditions.

The City was awarded Homekey Round 3 grants for two of its three applications. The City was awarded $21,983,604 for the Valley Teen Ranch project, and $9,598,131 for the City Studios project. The City also intends to submit an application to the State's Pro-Housing Incentive Pilot Program NOFA for up to $2,000,000.

In 2023, the City hired a consultant to develop its Land Bank program, aimed at acquiring real property and land for reuse in advancing community and economic development in targeted areas. The contract has since concluded, and the Land Bank program is now fully developed and approved by City Council.

Actions planned to reduce lead-based paint hazards

The City and its subrecipients will continue to conduct lead-based paint inspections and risk assessments on housing built before 1978 through rehabilitation programs. Any identified lead hazards will be remediated, and a clearance report will be issued upon completion of construction to ensure the home is free of lead hazards.

Actions planned to reduce the number of poverty-level families

One of the City's primary goals is to reduce the number of individuals who are homeless. The City will continue to collaborate with the FMCoC and the County to coordinate with homeless, housing, and service providers, particularly in the

implementation of the City's federal and state homelessness programs. The City assists individuals who are homeless or at risk of homelessness through its partnerships with non-profit agencies that provide street outreach, navigation, case management, emergency shelter, transitional housing, and supportive services.

Another goal of City is to increase the development of affordable housing. As such, the City will also continue to focus on the development of affordable housing, both multi-family rental and single-family home ownership, that is located in high opportunity areas to help poverty-level families access more education, employment, grocery, and service opportunities. The City has multiple funding sources, in addition to its own general fund dollars, that will help support its goal to increase the number of affordable housing units including: CDBG, HOME, HOME-ARP, ARPA, PLHA, Homekey, ERF, LHTF, and Revolving Loan Fund.

Actions planned to develop institutional structure

The City has developed a robust administrative structure to manage its CDBG, HOME, ESG, and HOPWA funds. The City's Community Development Division (CDD) staff continue to seek online and in-person training to improve and enhance their knowledge of federal and state requirements. CDD requires its subrecipients to participate in mandatory annual training to ensure compliance with regulations. Additionally, CDD staff meet with subrecipients and contractors on a regular basis for project status or updates, and to provide technical assistance as needed. CDD also has a staff position dedicated to monitoring and reporting to enhance its oversight and compliance responsibilities.

Additionally, the City's citizen participation process is designed to make engaged and informed citizens a vital part of the institutional structure. City plans focused on affordable housing, homelessness, and workforce development provide overarching goals and frameworks for collaboration among agencies and the use of federal, state, local, and other funding.

Actions planned to enhance coordination between public and private housing and social service agencies

The City will continue to participate as a member of the FMCoC and coordinate with other jurisdictional leaders and non-profit partners. The City will also enhance coordination between public and private housing and social service agencies both programmatically by coordinating the planning of available funds and through individual initiatives, such as the City's HART Team. The City's HART Team partners with local homeless providers, Fresno Police Department, CalTrans, and others to address homeless encampments living in dangerous conditions, such as along the City's highways, connecting individuals with services and emergency shelter. Many of the individuals are offered emergency shelter along Parkway Drive, where multiple hotels

and motels were acquired by either the City or Fresno Housing Authority using State of California Project Homekey funds or City CARES Act funds, operated by various service providers. Additionally, the City monitors and inspects homeless shelters throughout the City to ensure habitability standards are met.

To continue to grow and strengthen the relationship with the Fresno Housing Authority, the City focused on the creation of the Voucher Incentive Program. On December 9, 2021, the City Council elected to use a portion of the City's State and Local Fiscal Recovery Funds (SLFRF) allocation under the American Rescue Plan Act (ARPA) to support the COVID-19 public health and Economic Response by addressing the impact on low-income households by using funds to help increase the supply of affordable housing. As part of the fiscal year 2023 budget planning cycle efforts, the City allocated $42 million of ARPA funds to support the execution of the One Fresno Housing Strategy. The Voucher Incentive Program aims to assist up to 500 existing, low-income housing voucher holders who are unable to find a lease and leverage existing vouchers. The program will be implemented by the Fresno Housing Authority. The Voucher Incentive Program will establish a signing incentive designed to attract new partner landlords and new affordable units in high opportunity areas, assist tenants with deposits and credit checks, establish a damage repair fund, and offer vacancy loss payments. The Voucher Incentive Program does not create a new voucher system, but it improves leasing success rates for existing voucher holders and assists low-income families through a variety of program elements. Signing incentives will encourage new landlords to join the Fresno Housing Authority and rent to voucher holders. The program incentivizes housing units that are made available in high opportunity neighborhoods or small areas where fair market rent payment is standard.

AP-90: Program Specific Requirements

Introduction

Projects planned with CDBG funds expected to be available during the year are identified in the Projects Table (see AP-35). The following identifies program income that is available for use that is included in projects to be carried out.

Community Development Block Grant Program (CDBG) Reference 24 CFR 91.220(l)(1)

Table 22 - CDBG Program Income

Program Income Type	Program Income
1. The total amount of program income that will have been received before the start of the next program year and that has not yet been reprogrammed	$28,000
2. The amount of proceeds from section 108 loan guarantees that will be used during the year to address the priority needs and specific objectives identified in the grantee's strategic plan	$0
3. The amount of surplus funds from urban renewal settlements	$0
4. The amount of any grant funds returned to the line of credit for which the planned use has not been included in a prior statement or plan.	$0
5. The amount of income from float-funded activities	$0
Total Program income	*$28,000*

Other CDBG Requirements

Table 23 - Other CDBG Requirements

Program Income Type	Program Income
1. The amount of urgent need activities	0
2a. The estimated percentage of CDBG funds that will be used for activities that benefit people of low and moderate income.	100%

Program Income Type	Program Income
2b. Specify the years covered that include this Annual Action Plan.	2026

HOME Investment Partnerships Program (HOME) Reference 24 CFR 91.220(l)(2)

1. **A description of other forms of investment being used beyond those identified in Section 92.205 is as follows:**

The City will not employ other forms of investment beyond those identified in Section 92.205.

2. **A description of the guidelines that will be used for resale or recapture of HOME funds when used for homebuyer activities as required in 92.254, is as follows:**

The City will use the recapture provisions in all cases where a homebuyer subsidy exists. For HOME-funded homebuyer assistance loans, the Promissory Note, Deed of Trust, Declaration of Restrictions, and the Homebuyer Agreement are the enforcement mechanisms for the City's recapture provisions. The City will enforce minimum periods of affordability based on the amount of homebuyer subsidy provided to the buyer of not less than:

- Five years for less than $15,000
- Ten years for between $15,000-$40,000 and
- Fifteen years for more than $40,000

Recapture provisions are based on 24 CFR 92.254 (a) (5) (ii), which stipulates the conditions for recapture of the HOME investment used to assist low-income families in purchasing a home. Homebuyer recapture provisions are included in the recorded deed of trust that secures a HOME loan note, or as a deed restriction rider. This requires recapture of funds if the home does not continue to be the borrower's principal residence or if all or any part of the property or any interest in it is sold, rented, conveyed, or transferred during the affordability period. Recapture provisions also stipulate that only the direct subsidy to the homebuyer is subject to recapture, which includes down payment assistance, closing costs, other home assistance provided directly to homebuyers, and the difference between fair market value and the sales price.

The net proceeds are the sale price minus the senior loan payment (other than HOME funds) and any closing costs. If the net proceeds are not sufficient to recapture the full HOME investment plus enable the homeowner to recover the amount of the homeowner's down payment and any capital improvement investment made by the owner since the purchase, the City may share the net proceeds. The net proceeds may

be divided proportionally between the City and the homeowner as set forth in the following mathematical formulas:

$$\frac{(HOME\ subsidy\ x\ Net\ proceeds)}{(HOME\ subsidy + Homeowner\ investment)} = HOME\ amount\ to\ be\ recaptured$$

$$\frac{(Homeowner\ investment\ x\ Net\ proceeds)}{(HOME\ subsidy + Homeowner\ investment\ )} = Amount\ to\ homeowner$$

In the event of foreclosure, the amount subject to recapture is based on the amount of net proceeds (if any) from the foreclosure sale.

3. A description of the guidelines for resale or recapture that ensures the affordability of units acquired with HOME funds-see 24 CFR 92.254(a)(4)-are as follows:

The City does not use its HOME Program funds to refinance existing debt for multifamily housing projects.

4. Plans for using HOME funds to refinance existing debt secured by multifamily housing that is rehabilitated with HOME funds along with a description of the refinancing guidelines required that will be used under 24 CFR 92.206(b), are as follows:

The City does not provide HOME funds for the refinancing of multi-family housing.

Emergency Solutions Grant (ESG) Reference 91.220(l)(4)

1. Include written standards for providing ESG assistance (may include as attachment)

The City will continue to work cooperatively with Fresno County and the Fresno Madera Continuum of Care (FMCoC) to update the ESG Policies and Procedures. A copy of the current document is included in Appendix D. In addition, the City, Fresno County, and FMCoC are also continuing to update and document written standards.

2. If the Continuum of Care has established centralized or coordinated assessment system that meets HUD requirements, describe that centralized or coordinated assessment system.

The Homeless Management Information System (HMIS) is used by all local homeless providers participating in the FMCoC. HMIS is a database used to track performance and outcomes for the agencies. As the HMIS Lead of the FMCoC, the Fresno Housing Authority plays a critical role in collecting data to meet HUD requirements for the

implementation and compliance of Homeless Management Information System Standards.

The FMCoC's Coordinated Entry System utilizes the Coordinated Entry System Matching Assistance Tool (CESMAT) as the standard assessment tool. The CESMAT is a Vulnerability and Acuity assessment developed specifically for the FMCoC by the Central Valley Health Policy Institute in collaboration with FMCoC members. It is an assessment tool used to assist people experiencing a housing crisis. It produces two scores, Vulnerability and Acuity. The CESMAT vulnerability score determines prioritization of placement. The vulnerability component specifically helps identify individuals or households who face the highest risks and require immediate intervention to alleviate their homelessness. The Acuity score determines placement by categorizing people facing a housing crisis into four levels that will align with the intensity of services and housing resources best suited to meet individual's needs.

All member agencies of the FMCoC have committed to using both the assessment tool and the Coordinated Entry System managed in partnership by FMCoC members. The CESMAT is built into the HMIS system and is completed in HMIS with all the individuals and families who are experiencing a housing crisis under HUD's definition of homelessness. The assessment system is a client-centered process that streamlines access to the most appropriate housing interventions for individuals or families experiencing homelessness.

The Multi-Agency Access Program (MAP) Point at the Poverello House was the first coordinated physical entry point collectively developed by the Community Conversations stakeholder group. The MAP Point at the Poverello House serves as a physical location of the Coordinated Entry System. The program has expanded to other locations such as WestCare, Marjaree Mason Center for individuals fleeing domestic violence, and mobile MAP points through The Welcome Center and The Poverello HOPE team to meet individuals where they are. Main components of this process include:

1. Assessment
2. Navigation and case conferencing
3. Housing referral with choice
4. Data collection and communication

3. Identify the process for making sub-awards and describe how the ESG allocation is made available to private nonprofit organizations (including community and faith-based organizations).

The City issued a request for applications for the 2026-2027 program year. Prior to this release, the City consulted with the FMCoC on the needs of homeless in the community

and the best use of ESG funds per category. Through the 2026 community needs assessment, the City has determined the following priorities:

- Provide eligible recipients with assistance paying utility bills
- Crisis outreach to encampments with behavioral health and medical services
- Mobile laundry services for people experiencing homelessness
- Expanded services at shelters including job training, placement, childcare, youth services, senior services, adult services, and mental health services

Proposals that provided these priorities were given additional points in the scoring process. Proposals providing ESG services to populations outside of the identified high priority populations or which included other services for homeless people were also considered for funding.

Applicants could propose to provide all or a portion of the ESG eligible activities stated above. Qualified/eligible vendor(s) are those agencies that are State certified non-profit entities, validly existing in California, with a tax-exempt IRS determination letter, as of the date the application is submitted, or public agencies that are qualified to receive ESG funds under applicable federal rules. Qualified/eligible vendors are those that have experience serving the beneficiary populations and experience utilizing federal, state, and/or local funding. The release date for the Consolidated NOFA was presented at each community needs workshop, and the NOFA was published on the City's website, promoted on social media, and distributed to an electronic distribution list of over 800 e-mail addresses. Pre-recorded webinars were also published with the NOFA to provide prospective applicants technical assistance that included contact information for the appropriate CDD staff to request one-on-one technical assistance.

4. If the jurisdiction is unable to meet the homeless participation requirement in 24 CFR 576.405(a), the jurisdiction must specify its plan for reaching out to and consulting with homeless or formerly homeless individuals in considering policies and funding decisions regarding facilities and services funded under ESG.

During the development of the 2026-2027 Annual Action Plan, the City consulted with the FMCoC in determining the allocation of ESG funds to eligible activities. The FMCoC includes representation from the homeless community, which meets the homeless participation requirement in 24 CFR 576.405(a).

5. Describe performance standards for evaluating ESG.

The following performance standards are outlined in the City's adopted written policies; however, updates to the standards are currently under way:

- Increase the percentage of participants in temporary housing placements (e.g. emergency shelter, transitional housing, and bridge housing) into permanent housing by 10% over the prior program year.
- Increase the number of participants who entered an employment program with no income and exited the program with earned income or an alternate source of income.

Appendix A: Public Notices and Citizen Outreach

In support of the 2026 Annual Action Plan, the City completed the following key citizen participation and consultation activities.

Public Notice & Workshop/Hearing Promotion

The City issued a public notice on November 2, 2025, that included information about the HUD CPD programs to be funded through the 2026-2027 Annual Action Plan and a schedule of activities including the Community Meetings and Public Hearing, and tentative Notice of Funding Availability and Comment Period dates. The City distributed the notice along with flyers and social media promoting participation in the workshops in November 2025.

The Notice & Workshop/Hearing Promotional materials were distributed through the following methods:

- Public Notice in the Fresno Bee on November 5, 2025
- English and Spanish public notices posted to websites of the City Clerk and Housing and Community Development Division (HCDD)
- Annual Action Plan Schedule published on Housing and Community Development webpage **Click Here for Current Annual Action Plan Schedule**
- Public notice promoting workshops and hearing emailed to HCDD's distribution list (800+ recipients)
- Facebook posts directing residents to a flyer promoting the workshops (9,800 reach, 15 reactions, 1 comment, 17 shares)
- Facebook post directing organizations to submit applications for Notice of Funding Availability (9,800 reach, 16 reactions, 5 comments, 14 shares)
- Flyers in English, Spanish, Hmong, and Punjabi distributed to community centers, libraries, meeting locations, and college campuses.
- Digital flyers posted to online community calendars for local media outlets: KVPR, and KFCF

Community Needs Consultation Questionnaire

The City prepared a questionnaire which was distributed to all organizations that were consulted for previous Annual Action Plans/Consolidated Plans, as well as any organizations that applied previously for Notice of Funding Availability, or residents who signed up for the HCDD email distribution list. A link was provided to complete the questionnaire using an online survey tool. The objective was to collect as much information as possible regarding community needs from subject matter experts and community leaders representing a broad array of City constituents. In total, 56 surveys were completed by community members and stakeholders.

Community Needs Workshops

Six in-person and two virtual community needs workshops were held between November 12, 2025, and November 21, 2025. The workshops were hosted at the Pinedale Community Center, Legacy Commons, Ted C. Wills, The Word Community Church, Ambassador, Clarion, and on the Zoom platform. The meetings featured a presentation regarding the Annual Action Plan followed by facilitated community discussions via break-out groups. All sessions featured Spanish, Hmong, and American Sign Language interpretation available upon request. In total, 85 people attended the meetings.

Community Needs Public Hearing

A Public Hearing was held before the Council of the City of Fresno on December 4, 2025, at 9:15AM. Spanish, Hmong, and ASL interpretation was available. The City Council received 4 public comments.

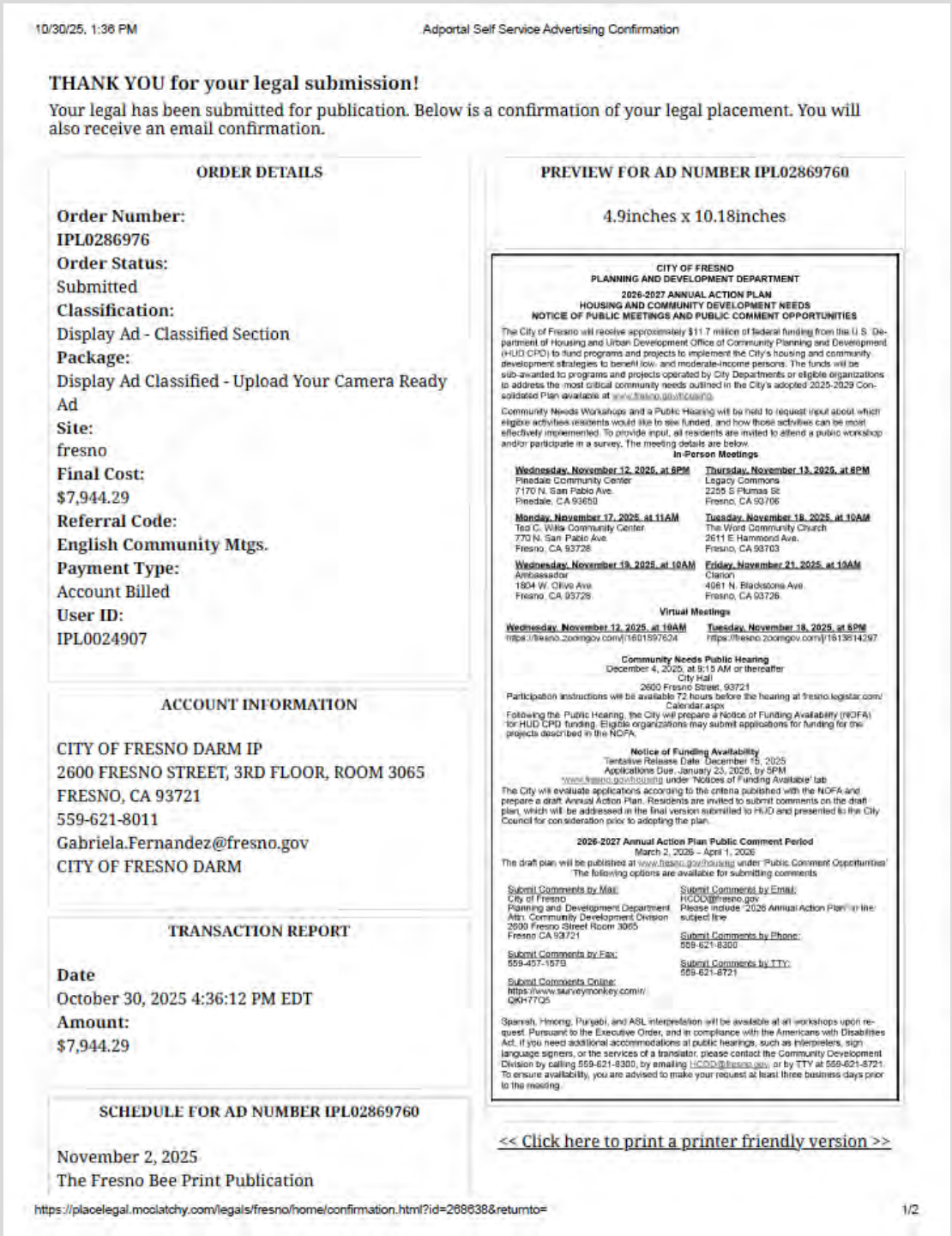
Notice of Funding Available

The City released a Notice of Funding Availability (NOFA) on December 15, 2025, for five project types: homeless housing and services (ESG), homeless housing and services (HOPWA), owner-occupied home repair, public services (including micro-enterprise assistance and fair housing), and infrastructure and public facility improvements. Applications were requested from City departments, units of local government, and non-profit organizations.

Availability of the NOFA was promoted at community workshops, on the City's Facebook page, noticed in the Fresno Bee, and emailed to a distribution list of 800+ stakeholders and residents who had signed up to receive updates from the City's Housing and Community Development Division.

The NOFA was supported with a detailed handbook and six virtual webinars which were recorded and posted to the City's website for continued access.

Fresno Bee Public Notice in English – November 2, 2025



10/30/25, 1:36 PM Adportal Self Service Advertising Confirmation

THANK YOU for your legal submission!

Your legal has been submitted for publication. Below is a confirmation of your legal placement. You will also receive an email confirmation.

ORDER DETAILS

Order Number:
IPL0286976
Order Status:
Submitted
Classification:
Display Ad - Classified Section
Package:
Display Ad Classified - Upload Your Camera Ready Ad
Site:
fresno
Final Cost:
$7,944.29
Referral Code:
English Community Mtgs.
Payment Type:
Account Billed
User ID:
IPL0024907

ACCOUNT INFORMATION

CITY OF FRESNO DARM IP
2600 FRESNO STREET, 3RD FLOOR, ROOM 3065
FRESNO, CA 93721
559-621-8011
Gabriela.Fernandez@fresno.gov
CITY OF FRESNO DARM

TRANSACTION REPORT

Date
October 30, 2025 4:36:12 PM EDT
Amount:
$7,944.29

SCHEDULE FOR AD NUMBER IPL02869760

November 2, 2025
The Fresno Bee Print Publication

PREVIEW FOR AD NUMBER IPL02869760

4.9inches x 10.18inches

CITY OF FRESNO
PLANNING AND DEVELOPMENT DEPARTMENT

2026-2027 ANNUAL ACTION PLAN
HOUSING AND COMMUNITY DEVELOPMENT NEEDS
NOTICE OF PUBLIC MEETINGS AND PUBLIC COMMENT OPPORTUNITIES

The City of Fresno will receive approximately $11.7 million of federal funding from the U.S. Department of Housing and Urban Development Office of Community Planning and Development (HUD CPD) to fund programs and projects to implement the City's housing and community development strategies to benefit low- and moderate-income persons. The funds will be sub-awarded to programs and projects operated by City Departments or eligible organizations to address the most critical community needs outlined in the City's adopted 2025-2029 Consolidated Plan available at www.fresno.gov/housing.

Community Needs Workshops and a Public Hearing will be held to request input about which eligible activities residents would like to see funded, and how those activities can be most effectively implemented. To provide input, all residents are invited to attend a public workshop and/or participate in a survey. The meeting details are below.

In-Person Meetings

Wednesday, November 12, 2025, at 6PM
Pinedale Community Center
7170 N. San Pablo Ave.
Pinedale, CA 93650

Thursday, November 13, 2025, at 6PM
Legacy Commons
2255 S Plumas St
Fresno, CA 93706

Monday, November 17, 2025, at 11AM
Ted C. Wills Community Center
770 N. San Pablo Ave.
Fresno, CA 93728

Tuesday, November 18, 2025, at 10AM
The Word Community Church
2611 E Hammond Ave.
Fresno, CA 93703

Wednesday, November 19, 2025, at 10AM
Ambassador
1804 W. Olive Ave.
Fresno, CA 93728

Friday, November 21, 2025, at 10AM
Clarion
4061 N. Blackstone Ave.
Fresno, CA 93726

Virtual Meetings

Wednesday, November 12, 2025, at 10AM
https://fresno.zoomgov.com/j/1601597624

Tuesday, November 18, 2025, at 6PM
https://fresno.zoomgov.com/j/1613814297

Community Needs Public Hearing
December 4, 2025, at 9:15 AM or thereafter
City Hall
2600 Fresno Street, 93721
Participation instructions will be available 72 hours before the hearing at fresno.legistar.com/Calendar.aspx

Following the Public Hearing, the City will prepare a Notice of Funding Availability (NOFA) for HUD CPD funding. Eligible organizations may submit applications for funding for the projects described in the NOFA.

Notice of Funding Availability
Tentative Release Date: December 15, 2025
Applications Due: January 23, 2026, by 5PM
www.fresno.gov/housing under 'Notices of Funding Available' tab

The City will evaluate applications according to the criteria published with the NOFA and prepare a draft Annual Action Plan. Residents are invited to submit comments on the draft plan, which will be addressed in the final version submitted to HUD and presented to the City Council for consideration prior to adopting the plan.

2026-2027 Annual Action Plan Public Comment Period
March 2, 2026 – April 1, 2026

The draft plan will be published at www.fresno.gov/housing under 'Public Comment Opportunities'
The following options are available for submitting comments

Submit Comments by Mail:
City of Fresno
Planning and Development Department
Attn: Community Development Division
2600 Fresno Street Room 3065
Fresno CA 93721

Submit Comments by Email:
HCDD@fresno.gov
Please include "2026 Annual Action Plan" in the subject line

Submit Comments by Phone:
559-621-8300

Submit Comments by Fax:
559-457-1579

Submit Comments by TTY:
559-621-8721

Submit Comments Online:
https://www.surveymonkey.com/r/QKH77Q5

Spanish, Hmong, Punjabi, and ASL interpretation will be available at all workshops upon request. Pursuant to the Executive Order, and in compliance with the Americans with Disabilities Act, if you need additional accommodations at public hearings, such as interpreters, sign language signers, or the services of a translator, please contact the Community Development Division by calling 559-621-8300, by emailing HCDD@fresno.gov, or by TTY at 559-621-8721. To ensure availability, you are advised to make your request at least three business days prior to the meeting.

<< Click here to print a printer friendly version >>

https://placelegal.mcclatchy.com/legals/fresno/home/confirmation.html?id=268638&returnto= 1/2

Fresno Bee Public Notice in Spanish – November 2, 2025

THANK YOU for your legal submission!

Your legal has been submitted for publication. Below is a confirmation of your legal placement. You will also receive an email confirmation.

ORDER DETAILS

Order Number:
IPL0286979
Order Status:
Submitted
Classification:
Display Ad - Classified Section
Package:
Display Ad Classified - Upload Your Camera Ready Ad
Site:
fresno
Final Cost:
$7,944.29
Referral Code:
Community Mtgs. Spanish
Payment Type:
Account Billed

CITY OF FRESNO DARM IP
2600 FRESNO STREET, 3RD FLOOR, ROOM 3065
FRESNO, CA 93721
559-621-8011
Gabriela.Fernandez@fresno.gov
CITY OF FRESNO DARM

TRANSACTION REPORT

Date
October 30, 2025 4:38:15 PM EDT
Amount:
$7,944.29

SCHEDULE FOR AD NUMBER IPL02869790

November 2, 2025
The Fresno Bee Print Publication

PREVIEW FOR AD NUMBER IPL02869790

4.9inches x 10.18inches

CIUDAD DE FRESNO
DEPARTAMENTO DE PLANIFICACIÓN Y DESARROLLO

PLAN DE ACCIÓN ANUAL 2026-2027
NECESIDADES DE VIVIENDA Y DESARROLLO COMUNITARIO
AVISO DE REUNIONES PÚBLICAS Y OPORTUNIDADES PARA COMENTARIOS PÚBLICOS

La ciudad de Fresno recibirá aproximadamente $11.7 millones de financiamiento federal de la Oficina de Planificación y Desarrollo Comunitario del Departamento de Vivienda y Desarrollo Urbano de los Estados Unidos (HUD CPD, por sus siglas en inglés), para financiar programas y proyectos que implementen las estrategias de vivienda y desarrollo comunitario de la ciudad en beneficio de personas de ingresos bajos y moderados. Los fondos se subsegnarán a programas y proyectos operados por Departamentos Municipales u organizaciones elegibles para abordar las necesidades comunitarias más críticas delineadas en el Plan Consolidado 2025-2029 adoptado por el ayuntamiento, disponible en www.fresno.gov/housing.
Se llevarán a cabo talleres de necesidades comunitarias y una audiencia pública para solicitar opiniones sobre qué actividades elegibles les gustaría a los residentes que se financien y cómo se pueden implementar de manera más eficaz esas actividades. Para brindar su opinión, se invita a todos los residentes a asistir a un taller público y/o participar en una encuesta. Le presentamos los detalles de la reunión:

Reuniones presenciales

Miércoles, 12 de noviembre de 2025, a las 6:00 p. m.
Centro Comunitario de Pinedale
7170 N. San Pablo Ave.
Pinedale, CA 93650

Jueves, 13 de noviembre de 2025, a las 6:00 p. m.
Legacy Commons
2255 S Plumas St.
Fresno, CA 93706

Lunes, 17 de noviembre de 2025, a las 11:00 a. m.
Ted C. Wills Community Center
770 N. San Pablo Ave.
Fresno, CA 93728

Martes, 18 de noviembre de 2025, a las 10:00 a. m.
The Word Community Church
2811 E Hammond Ave.
Fresno, CA 93703

Miércoles, 19 de noviembre de 2025, a las 10:00 a. m.
Ambassador
1804 W. Olive Ave.
Fresno, CA 93728

Viernes, 21 de noviembre de 2025, a las 10:00 a. m.
Clarion
4061 N. Blackstone Ave.
Fresno, CA 93726

Reuniones virtuales

Miércoles, 12 de noviembre de 2025, a las 10:00 a. m.
https://fresno.zoomgov.com/j/1601697624

Martes, 18 de noviembre de 2025, a las 6:00 p. m.
https://fresno.zoomgov.com/j/1613814297

Audiencia pública sobre las necesidades de la comunidad
4 de diciembre de 2025, a las 9:15 a. m. o después.
Ayuntamiento
2600 Fresno Street, 93721
Las instrucciones de participación estarán disponibles 72 horas antes de la audiencia en fresno.legistar.com/Calendar.aspx.

Después de la Audiencia Pública, el ayuntamiento preparará un Aviso de Disponibilidad de Fondos (NOFA, por sus siglas en inglés) para la financiación de HUD CPD. Las organizaciones elegibles pueden presentar solicitudes de financiamiento para los proyectos descritos en el NOFA.

Aviso de Disponibilidad de Fondos
Fecha de lanzamiento tentativa: 15 de diciembre de 2025
Fecha límite para las solicitudes: 23 de enero de 2026, antes de las 5 p. m.
www.fresno.gov/housing bajo la pestaña "Avisos de Fondos Disponibles."

El ayuntamiento evaluará las solicitudes de acuerdo con los criterios publicados junto con el NOFA y preparará un borrador del Plan de Acción Anual. Se invita a los residentes a enviar comentarios sobre el borrador del plan, los cuales se abordarán en la versión final que se presentará al HUD y al Concejo Municipal para su consideración antes de adoptar el plan.

Período de Comentarios Públicos del Plan de Acción Anual 2026-2027
2 de marzo de 2026 – 1 de abril de 2026
El borrador del plan se publicará en www.fresno.gov/housing bajo "Oportunidades de Comentarios Públicos"
Las siguientes opciones están disponibles para enviar comentarios:

Enviar comentarios por correo:
CIUDAD DE FRESNO
DEPARTAMENTO DE PLANIFICACIÓN Y DESARROLLO
Atención: División de Desarrollo Comunitario
2600 Fresno Street, Sala 3065
Fresno, CA 93721

Enviar comentarios por correo electrónico:
HCDD@fresno.gov
Please include "2026 Annual Action Plan" in the subject line

Enviar comentarios por teléfono:
559-621-8300

Enviar comentarios por fax:
559-457-1578

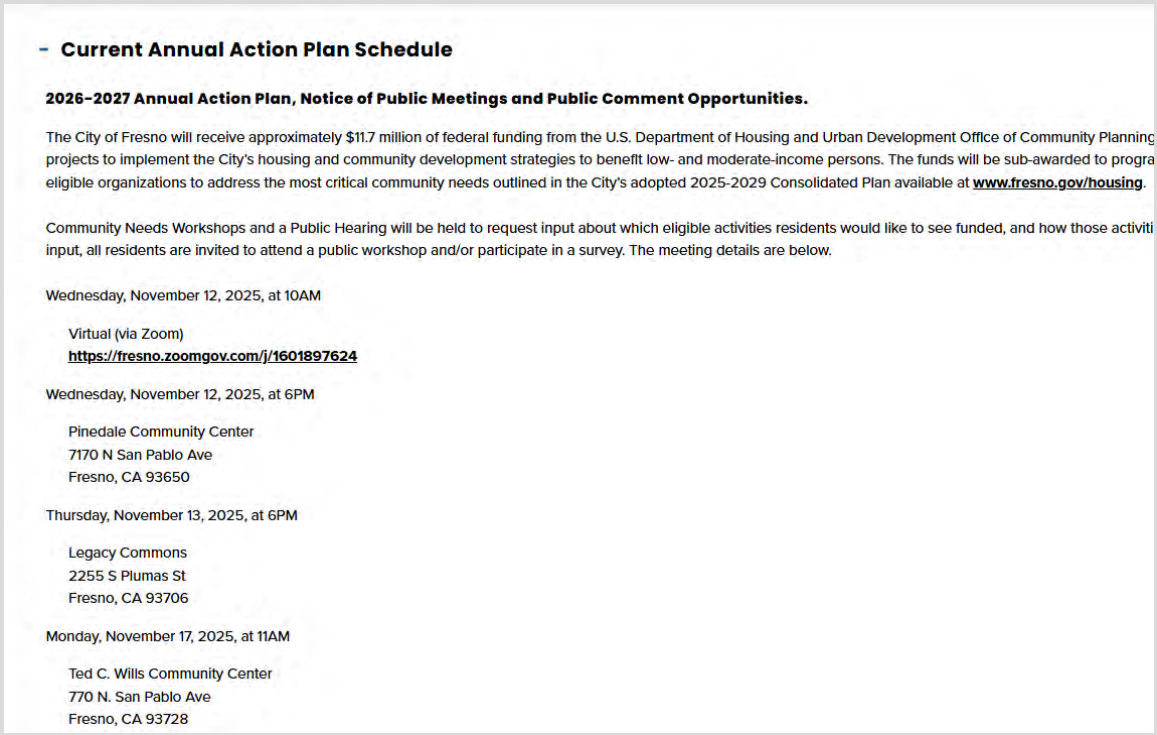
Enviar comentarios por TTY:
559-621-8721

Enviar comentarios en línea:
https://www.surveymonkey.com/r/QKH7FQ5

La interpretación en español, hmong, punjabi y lengua de señas americana (ASL, por sus siglas en inglés) estará disponible en todos los talleres previa solicitud. De conformidad con la Orden Ejecutiva y en cumplimiento con la Ley de Estadounidenses con Discapacidades, si necesita adaptaciones adicionales en las audiencias públicas, como intérpretes personas que manejen el lenguaje de señas o los servicios de ch tradustor, comuníquese a la Dirección de Desarrollo Comunitario llamando al 559-621-8300, enviando un correo electrónico a HCDD@fresno.gov, o por TTY al 559-621-8721. Para garantizar la disponibilidad, se le recomienda hacer su solicitud al menos tres días hábiles antes de la reunión.

<< Click here to print a printer friendly version >>

Public Notice 1 – City Clerk Website, HCDD Website (1 of 3)



- **Current Annual Action Plan Schedule**

2026-2027 Annual Action Plan, Notice of Public Meetings and Public Comment Opportunities.

The City of Fresno will receive approximately $11.7 million of federal funding from the U.S. Department of Housing and Urban Development Office of Community Planning projects to implement the City's housing and community development strategies to benefit low- and moderate-income persons. The funds will be sub-awarded to progra eligible organizations to address the most critical community needs outlined in the City's adopted 2025-2029 Consolidated Plan available at **www.fresno.gov/housing**.

Community Needs Workshops and a Public Hearing will be held to request input about which eligible activities residents would like to see funded, and how those activiti input, all residents are invited to attend a public workshop and/or participate in a survey. The meeting details are below.

Wednesday, November 12, 2025, at 10AM

Virtual (via Zoom)
https://fresno.zoomgov.com/j/1601897624

Wednesday, November 12, 2025, at 6PM

Pinedale Community Center
7170 N San Pablo Ave
Fresno, CA 93650

Thursday, November 13, 2025, at 6PM

Legacy Commons
2255 S Plumas St
Fresno, CA 93706

Monday, November 17, 2025, at 11AM

Ted C. Wills Community Center
770 N. San Pablo Ave
Fresno, CA 93728

Public Notice 1 – City Clerk Website, HCDD Website (2 of 3)



Tuesday, November 18, 2025, at 10AM

The Word Community Church
4710 N. Polk Ave
Fresno, CA 93722

Tuesday, November 18, 2025, at 6PM

Virtual (via Zoom)
https://fresno.zoomgov.com/j/1613814297

Wednesday, November 19, 2025, at 10AM

Ambassador
1804 W. Olive Ave
Fresno, CA 93728

Friday, November 21, 2025, at 10AM

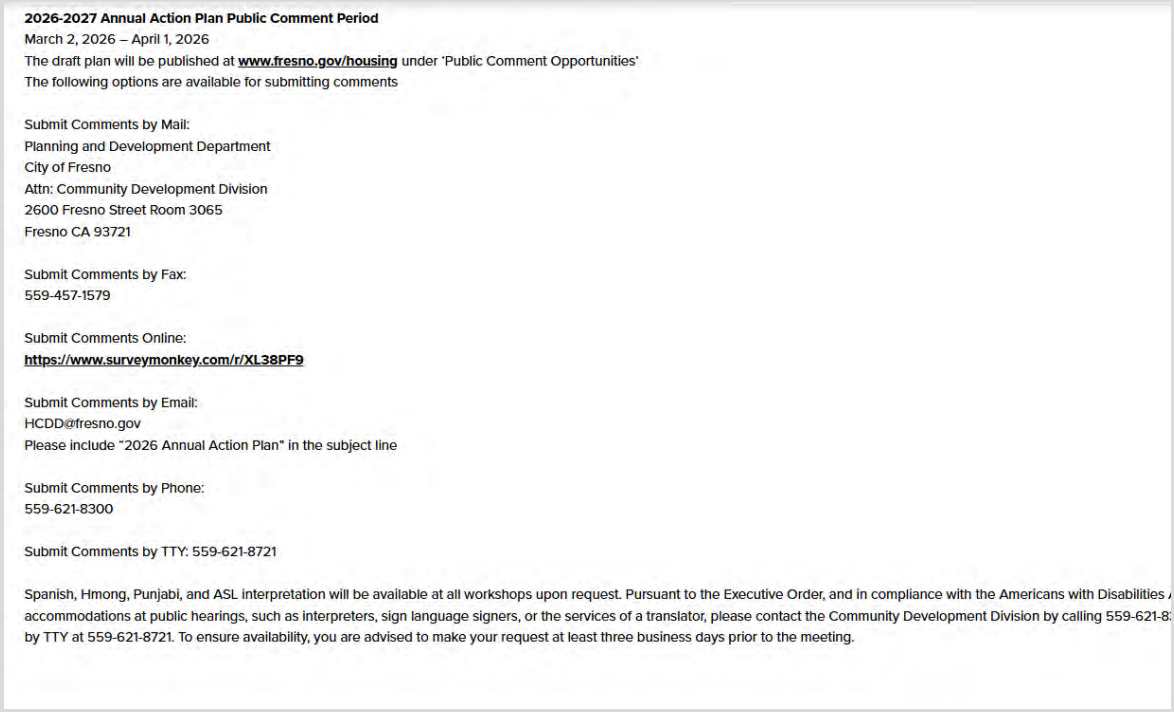
Clarion
4061 N. Blackstone Ave.
Fresno, CA 93726

Community Needs Public Hearing
December 4, 2025, at 9:15 AM or thereafter,
City Hall
2600 Fresno Street, 93721

Participation instructions will be available 72 hours before the hearing at fresno.legistar.com/Calendar.aspx

Following the Public Hearing, the City will prepare a Notice of Funding Availability (NOFA) for HUD CPD funding. Eligible organizations may submit applications for funding for the projects described in the NOFA.

Public Notice 1 – City Clerk Website, HCDD Website (3 of 3)



2026-2027 Annual Action Plan Public Comment Period
March 2, 2026 – April 1, 2026
The draft plan will be published at **www.fresno.gov/housing** under 'Public Comment Opportunities'
The following options are available for submitting comments

Submit Comments by Mail:
Planning and Development Department
City of Fresno
Attn: Community Development Division
2600 Fresno Street Room 3065
Fresno CA 93721

Submit Comments by Fax:
559-457-1579

Submit Comments Online:
https://www.surveymonkey.com/r/XL38PF9

Submit Comments by Email:
HCDD@fresno.gov
Please include "2026 Annual Action Plan" in the subject line

Submit Comments by Phone:
559-621-8300

Submit Comments by TTY: 559-621-8721

Spanish, Hmong, Punjabi, and ASL interpretation will be available at all workshops upon request. Pursuant to the Executive Order, and in compliance with the Americans with Disabilities A
accommodations at public hearings, such as interpreters, sign language signers, or the services of a translator, please contact the Community Development Division by calling 559-621-8
by TTY at 559-621-8721. To ensure availability, you are advised to make your request at least three business days prior to the meeting.

Public Notice Email (1 of 5)

View this email in your browser

City of FRESNO



Public Notice

2026-2027 ANNUAL ACTION PLAN
HOUSING AND COMMUNITY DEVELOPMENT NEEDS
COMMUNITY MEETINGS

The City of Fresno will receive approximately $11.7 million of federal funding from the U.S. Department of Housing and Urban Development Office of Community Planning and Development (HUD CPD) to fund programs and projects to implement the City's housing and community development strategies to benefit low- and moderate-income persons. The funds will be sub-awarded to programs and projects operated by City Departments or eligible organizations to address the most critical community needs outlined in the City's adopted 2025-2029 Consolidated Plan available at www.fresno.gov/housing.

Public Notice Email (2 of 5)

Community Needs Workshops will be held to request input about which eligible activities residents would like to see funded, and how those activities can be most effectively implemented. To provide input, all residents are invited to attend a public workshop and/or participate in a survey. The meeting details are below.

In-Person Meetings

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Friday, November 21, 2025, at 10AM
Clarion
4061 N. Blackstone Ave.
Fresno, CA 93726

Virtual Meetings

Wednesday, November 12, 2025, at 10AM
https://fresno.zoomgov.com/j/1601897624

Tuesday, November 18, 2025, at 6PM
https://fresno.zoomgov.com/j/1613814297

Can't attend a meeting? please provide input via the survey link below:
https://www.surveymonkey.com/r/QKH77Q5

Public Notice Email (3 of 5)

Spanish, Hmong, Punjabi, and ASL interpretation will be available at all workshops upon request. Pursuant to the Executive Order, and in compliance with the Americans with Disabilities Act, if you need additional accommodations at public hearings, such as interpreters, sign language signers, or the services of a translator, please contact the Community Development Division by calling 559-621-8300, by emailing HCDD@fresno.gov, or by TTY at 559-621-8721. To ensure availability, you are advised to make your request at least three business days prior to the meeting.

fresno.gov/housing

AVISO DE AUDIENCIA PÚBLICA

PLAN DE ACCIÓN ANUAL 2026-2027

NECESIDADES DE VIVIENDA Y DESARROLLO COMUNITARIO

REUNIONES COMMUNITARIAS

La ciudad de Fresno recibirá aproximadamente $11.7 millones de financiamiento federal de la Oficina de Planificación y Desarrollo Comunitario del Departamento de Vivienda y Desarrollo Urbano de los Estados Unidos (HUD CPD, por sus siglas en inglés), para financiar programas y proyectos que implementen las estrategias de vivienda y desarrollo comunitario de la ciudad en beneficio de personas de ingresos bajos y moderados. Los fondos se subasignarán a programas y proyectos operados por Departamentos Municipales u organizaciones elegibles para abordar las necesidades comunitarias más críticas delineadas en el Plan Consolidado 2025-2029 adoptado por el ayuntamiento, disponible en www.fresno.gov/housing.

Se llevarán a cabo talleres de necesidades comunitarias para solicitar opiniones sobre qué actividades elegibles les gustaría a los residentes que se financien y cómo se pueden implementar de manera más eficaz esas actividades. Para brindar su opinión, se invita a todos los residentes a asistir a un taller público y/o participar en una encuesta. Le presentamos los detalles de la reunión.

Public Notice Email (4 of 5)

Reuniones Presenciales

Miércoles, 12 de noviembre de 2025, a las 6:00 p. m.
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7170 N. San Pablo Ave.
Pinedale, CA 93650

Jueves, 13 de noviembre de 2025, a las 6:00 p. m.
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2255 S. Plumas St.
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Centro Comunitario Ted C. Wills
770 N. San Pablo Ave.
Fresno, CA 93728

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Iglesia The Word Community
4710 N. Polk Ave
Fresno, CA 93722

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1804 W. Olive Ave.
Fresno, CA 93728

Viernes, 21 de noviembre de 2025, a las 10:00 a. m.
Clarion
1061 N. Blackstone Ave.
Fresno, CA 93726

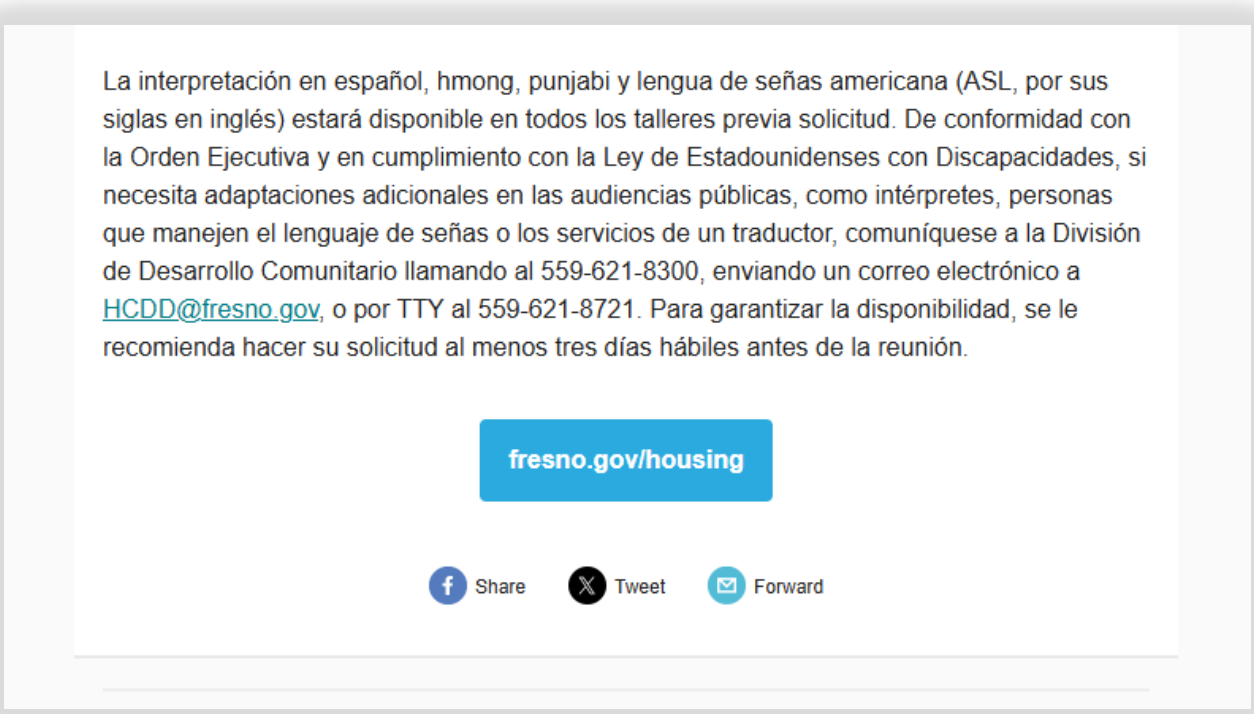
Reuniones Virtuales

Miércoles, 12 de noviembre de 2025, a las 10:00 a. m.
https://fresno.zoomgov.com/j/1601897624

Martes, 18 de noviembre de 2025, a las 6:00 p. m.
https://fresno.zoomgov.com/j/1613814297

¿No puedes asistir a la reunión? Por favor, brinda tu opinión a través del enlace de la encuesta a continuación: https://www.surveymonkey.com/r/QKH77Q5

Public Notice Email (5 of 5)



La interpretación en español, hmong, punjabi y lengua de señas americana (ASL, por sus siglas en inglés) estará disponible en todos los talleres previa solicitud. De conformidad con la Orden Ejecutiva y en cumplimiento con la Ley de Estadounidenses con Discapacidades, si necesita adaptaciones adicionales en las audiencias públicas, como intérpretes, personas que manejen el lenguaje de señas o los servicios de un traductor, comuníquese a la División de Desarrollo Comunitario llamando al 559-621-8300, enviando un correo electrónico a HCDD@fresno.gov, o por TTY al 559-621-8721. Para garantizar la disponibilidad, se le recomienda hacer su solicitud al menos tres días hábiles antes de la reunión.

fresno.gov/housing

Share Tweet Forward

Community Needs Questionnaire – Email

Hi <name>,

The City is in the process of developing its upcoming Annual Action Plan for HUD entitlement funding. As part of our stakeholder interview process, I'd like to set up a time to meet with you to talk about the City's greatest needs. If you're available, **I'd like to meet with you virtually sometime between November 12th and November 26th.**

If you're not available to meet, we also have a survey containing five open-ended questions requesting input on how the City should address the priorities identified in its 5-Year Consolidated Plan. Specific activity recommendations are welcome and encouraged.

For context, the Annual Action Plan allocates the City's funding from HUD through the Community Development Block Grant (CDBG), HOME Investment Partnerships Program (HOME), Emergency Solutions Grant (ESG), and Housing Opportunities for Persons with AIDS/HIV (HOPWA). Your input is needed to help the City prepare its 2026-2027 Annual Action Plan that effectively plans for the use of entitlement funds to address the most important needs of Fresno's low- and moderate-income residents.

To schedule a meeting, please reply with the dates and times you are available.

To complete the Questionnaire, please visit https://www.surveymonkey.com/r/8G7DFDF Responses are appreciated by November 26, 2025.

For more information about the 2026-2027 Annual Action Plan, including public participation and comment opportunities, visit https://www.fresno.gov/housing, or you can call me at 559-621-8512.

Vanessa Navarro, MBA | Senior Management Analyst

Community Development Division | Planning & Development

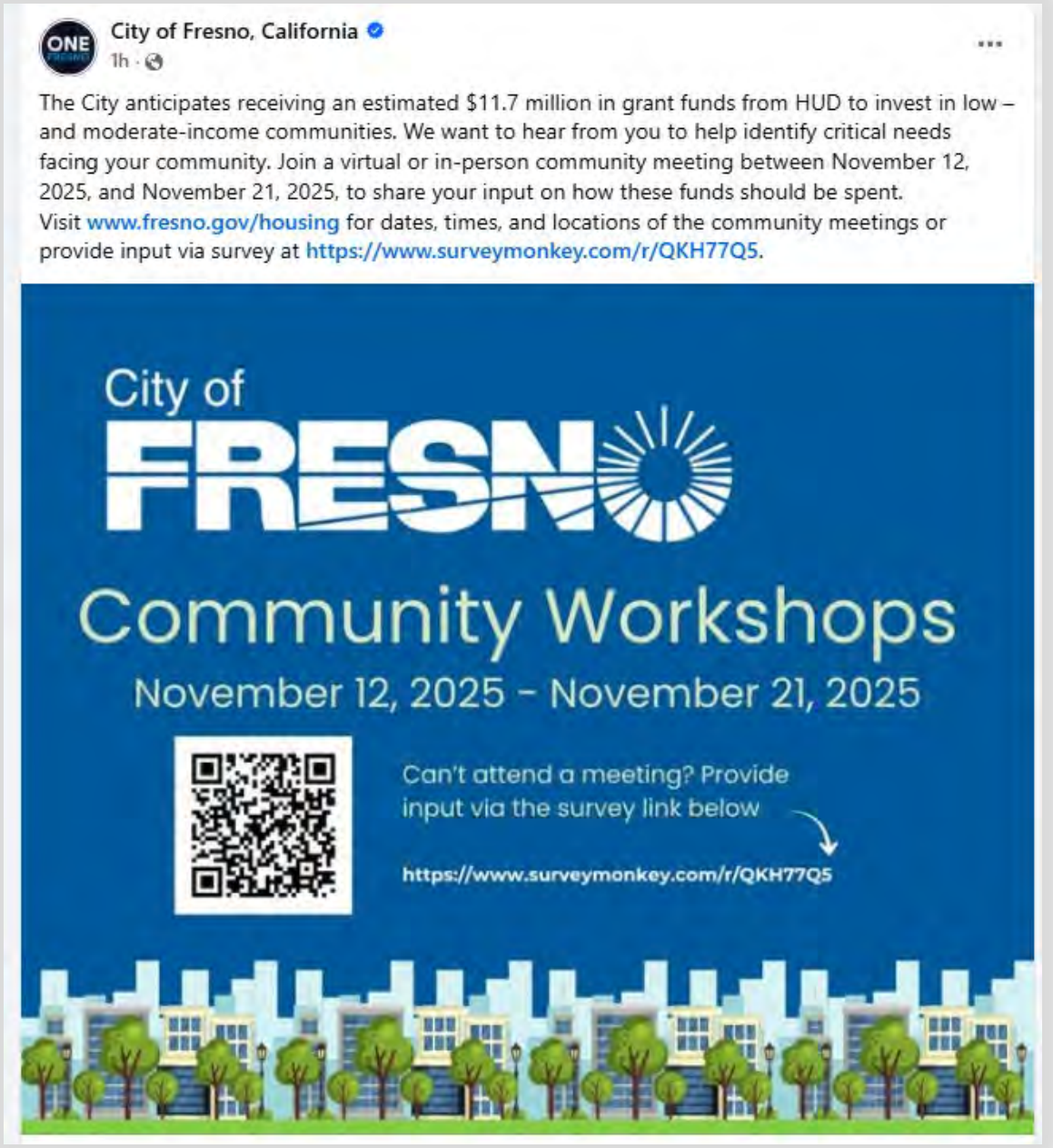
2600 Fresno Street | Fresno CA 93721

559.621.8512

Vanessa.Navarro@Fresno.gov

Resources: Housing & Community Development

Social Media Post Promoting Workshops and Hearings – Facebook



Social Media Post Promoting Notice of Funding Availability – Facebook



Flyer Promoting Workshops (1 of 4)



Flyer Promoting Workshops (2 of 4)



City of FRESNO

HABLEMOS SOBRE VIVIENDA Y DESARROLLO COMUNITARIO

La ciudad espera aproximadamente $11.7 millones en fondos federales para el desarrollo comunitario y para mejorar la vivienda. Venga con nosotros y comparta sus ideas sobre cómo el ayuntamiento debería gastar esos fondos a través del Plan de Acción Anual 2026-2027.

REUNIONES COMUNITARIAS

Miércoles, 12 de noviembre de 2025, 10 a. m.
Taller Comunitario Virtual
https://fresno.zoomgov.com/j/1601897624

Miércoles, 12 de noviembre de 2025, 6 p. m.
Centro Comunitario de Pinedale
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Pinedale, CA 93650

Jueves, 13 de noviembre de 2025, 6 p. m.
Legacy Commons
2255 S. Plumas St.
Fresno, CA 93706

Lunes, 17 de noviembre de 2025, 11 a. m
Centro Comunitario Ted C. Wills
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Fresno, CA 93728

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Iglesia The Word Community
4710 N. Polk Ave.
Fresno CA, 93722

Martes, 18 de noviembre de 2025, 6 p. m.
Taller Comunitario Virtual
https://fresno.zoomgov.com/j/1613814297

Miércoles, 19 de noviembre de 2025, 10 a. m.
Ambassador
1804 W. Olive Ave.
Fresno, CA 93728

Viernes, 21 de noviembre de 2025, 10 a. m.
Clarion
4061 N. Blackstone Ave.
Fresno, CA 93726

¡Se servirán refrigerios ligeros en las reuniones presenciales!

¿No puede asistir a una reunión? Proporcione su opinión a través del enlace de la encuesta a continuación

https://www.surveymonkey.com/r/QKH77Q5

Si necesita adaptaciones según la ADA, incluyendo interpretación en lenguaje de señas, o si se requiere traducción del idioma hablado, contáctenos al correo electrónico HCDD@fresno.gov. Las solicitudes de adaptaciones e idioma deben hacerse al menos tres días hábiles antes de la reunión.

Flyer Promoting Workshops (3 of 4)

City of
FRESNO



los peb sib tham txog vaj tsev thiab kev tsim kho zej zog

Lub nroog yuav tau txais kwv yees li $11.7 lab daus las los pab tsoom fwv teb chaws txhaw rau kev tsim kho zej zog thiab kho vaj tsev kom zoo dua qub. los koom thiab tham txog koj lub tswv yim tias yuav ua li cas kom lub nroog no siv cov nyiaj no rau xyoo 2026-2027.

kev sib tham hauv zej zog

Hnub Wednesday, hnub tim 12 lub 11 hli ntuj xyoo 2025 thaum 10 teem sawv ntxov
kev sib sab laj txog zej zog hauv online
https://fresno.zoomgov.com/j/1601897624

Hnub Wednesday, hnub tim 12, lub 11 hli, xyoo 2025, sij hawm 6 teev yav tsaus ntuj
koom haum zej zog Pinedale
7170 N. San Pablo Ave.
Pinedale, CA 93650

Hnub Thursday, hnub tim 13, lub 11 hli, xyoo 2025, sij hawm 6 teev yav tsaus ntuj
Legacy Commons
2255 S. Plumas St.
Fresno, CA 93706

Hnub Monday, hnub tim 17, lub 11 hli, xyoo 2025, sij hawm 11 sawv ntxov
koom hauv zej zog Ted C. Wills
770 N. San Pablo Ave.
Fresno, CA 93728

Hnub Tuedsay, hnub tim 18, lub 11 hli, xyoo 2025, sij hawm 10 teev sawv ntxov Lub tsev teev hawm zog zog
4710 N. Polk Ave.
Fresno CA, 93722

Hnub Tuesday, hnub tim 18, lub 11 hli, xyoo 2025, sij hawm 6 teev tsaus ntuj
kev sib sab laj txog zej zog hauv online
https://fresno.zoomgov.com/j/1613814297

Hnub Wedneday, hnub tim 19, lub 11 hli, xyoo 2025, sij hawm 10 teev sawv ntxov
Ambassador
1804 W. Olive Ave.
Fresno, CA 93728

Hnub Friday, hnub tim 21, lub 11 hli, xyoo 2025, sij hawm 10 teev sawv ntxov
Clarion
4061 N. Blackstone Ave.
Fresno, CA 93726

muaj zaub mov, dej hau rau txhua tus lub sij hawm sib tham!

koom tsis tau rooj lug sib tham? muaj kev xam pom raw li lus nug hauv qab no

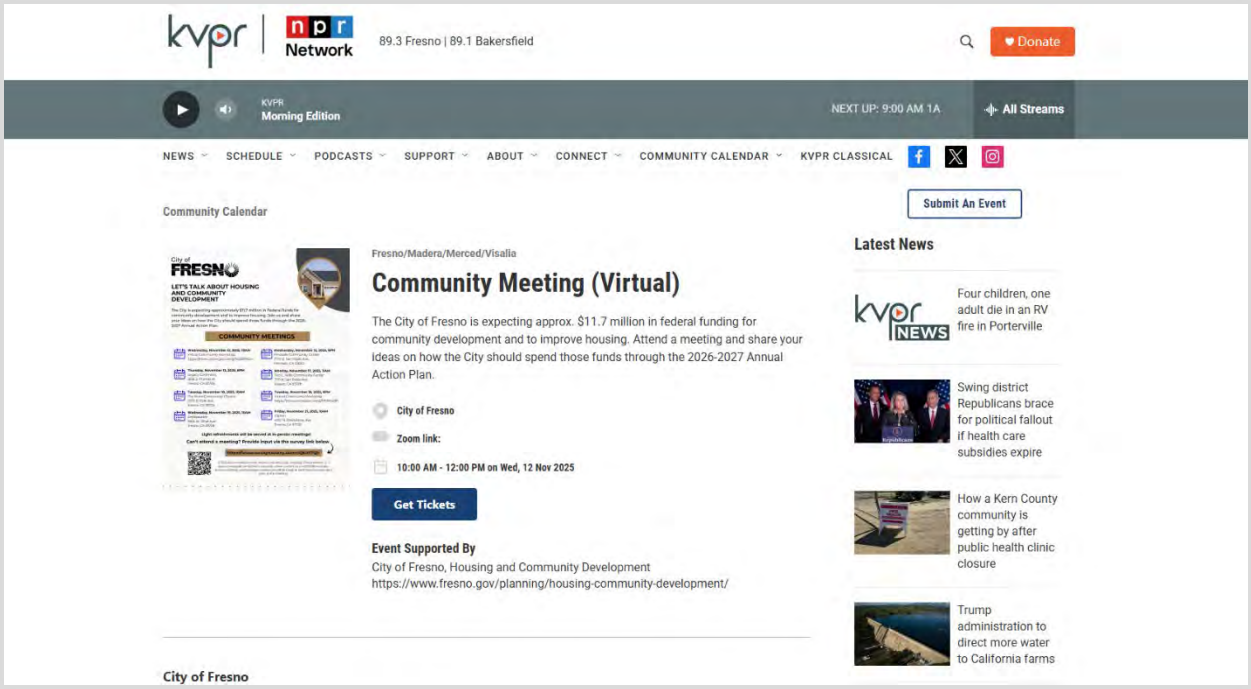
https://www.surveymonkey.com/r/QKH77Q5

Yog tias xav tau kev pab raws li txoj cai ADA, suav nrog kev txhais lus piav tes, lossis yog xav tau kev txhais lus hais lus, thov tiv tauj peb ntawm HCDD@fresno.gov. chaw nyob thiab kev thov txhais lus yuav tsum teem caij 3 hnub ua ntej lub rooj sib tham.

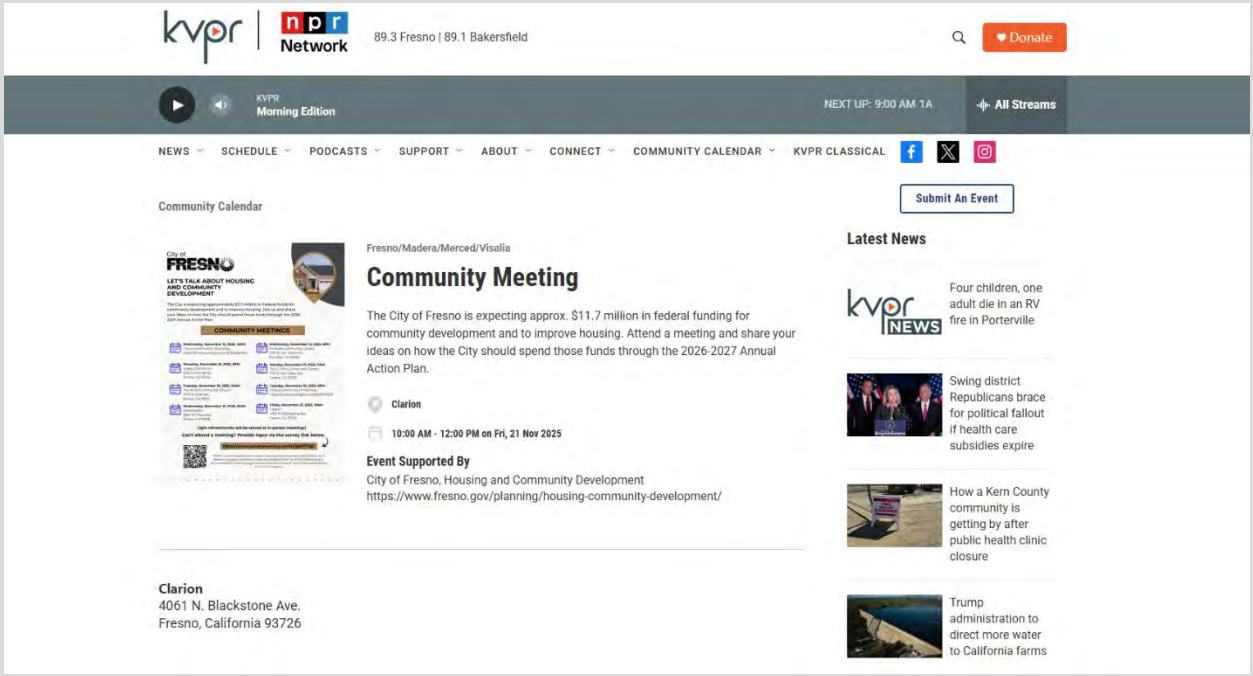
Flyer Promoting Workshops (4 of 4)



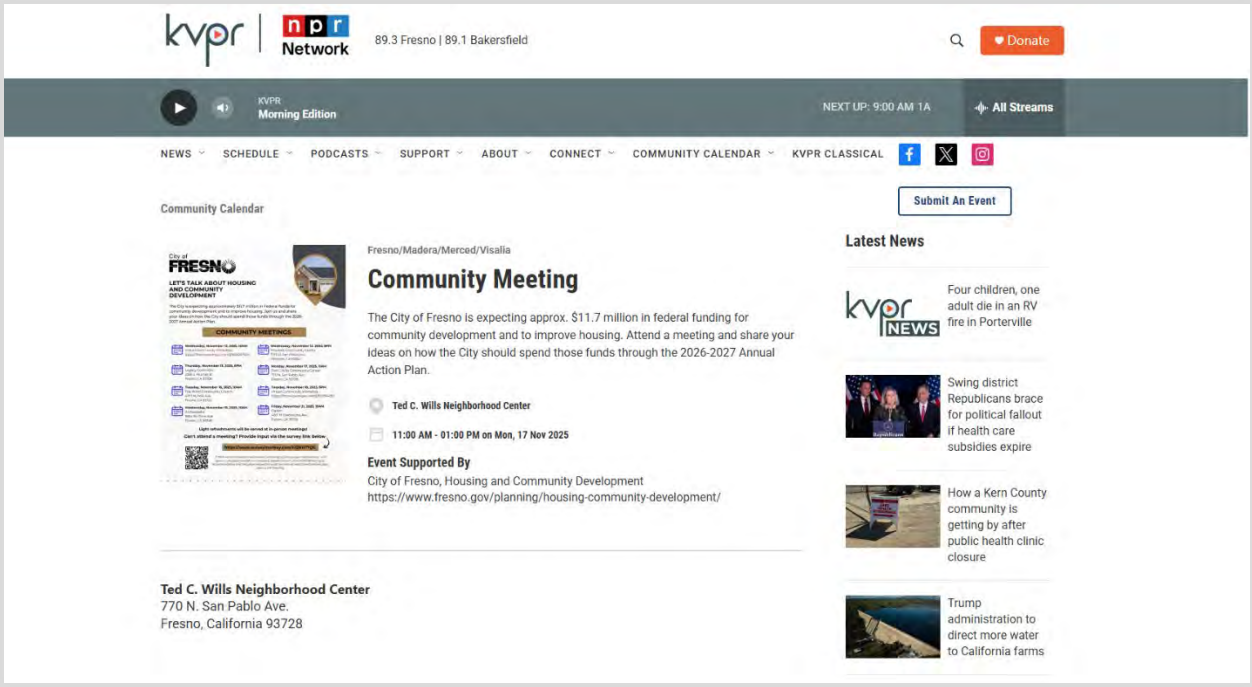
Digital Flyers Posted to Online Community Calendars (1 of 7)



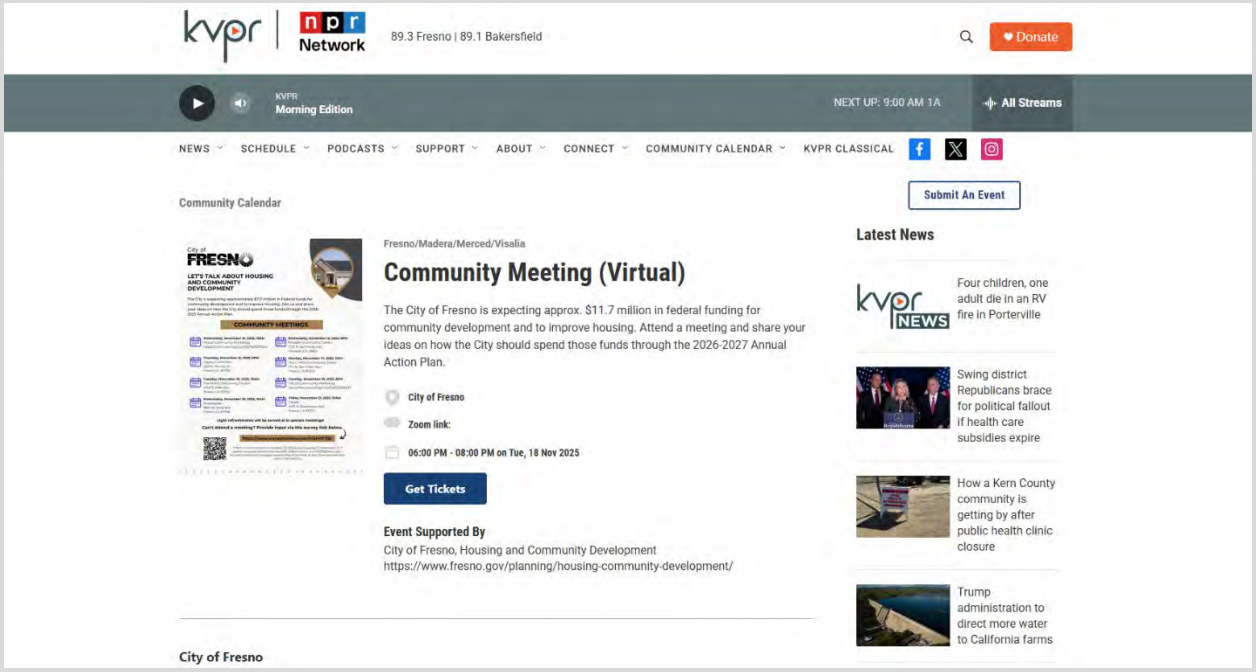
Digital Flyers Posted to Online Community Calendars (2 of 7)



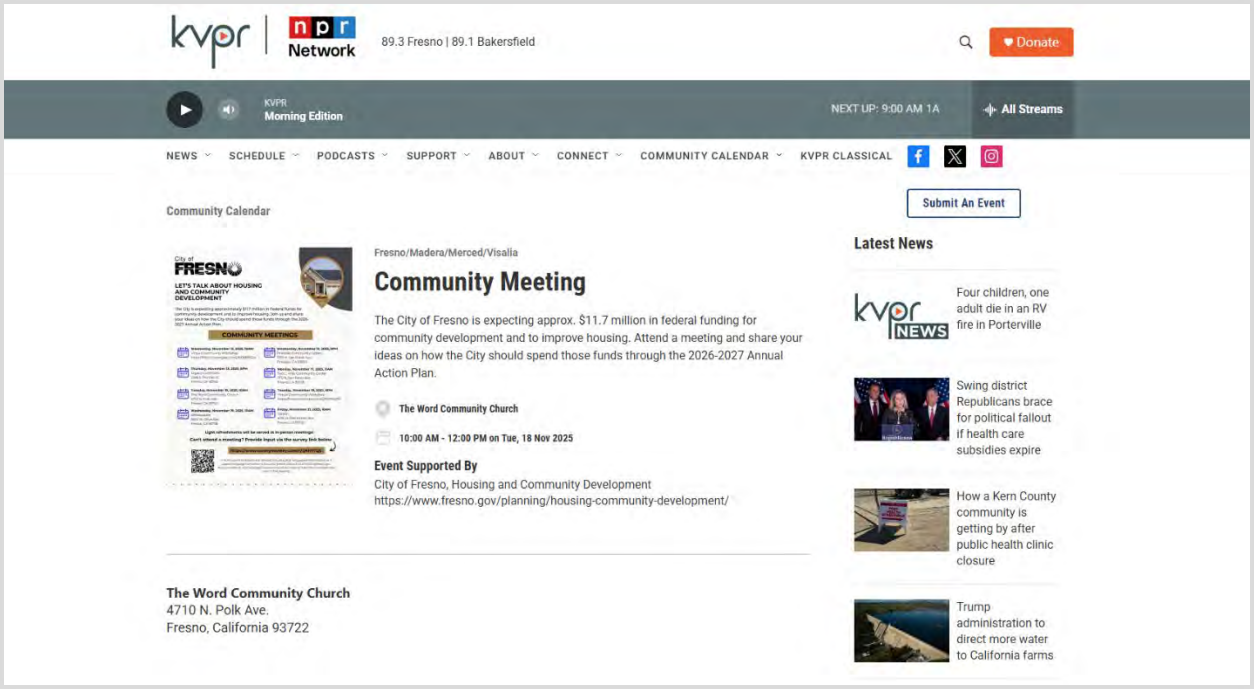
Digital Flyers Posted to Online Community Calendars (3 of 7)



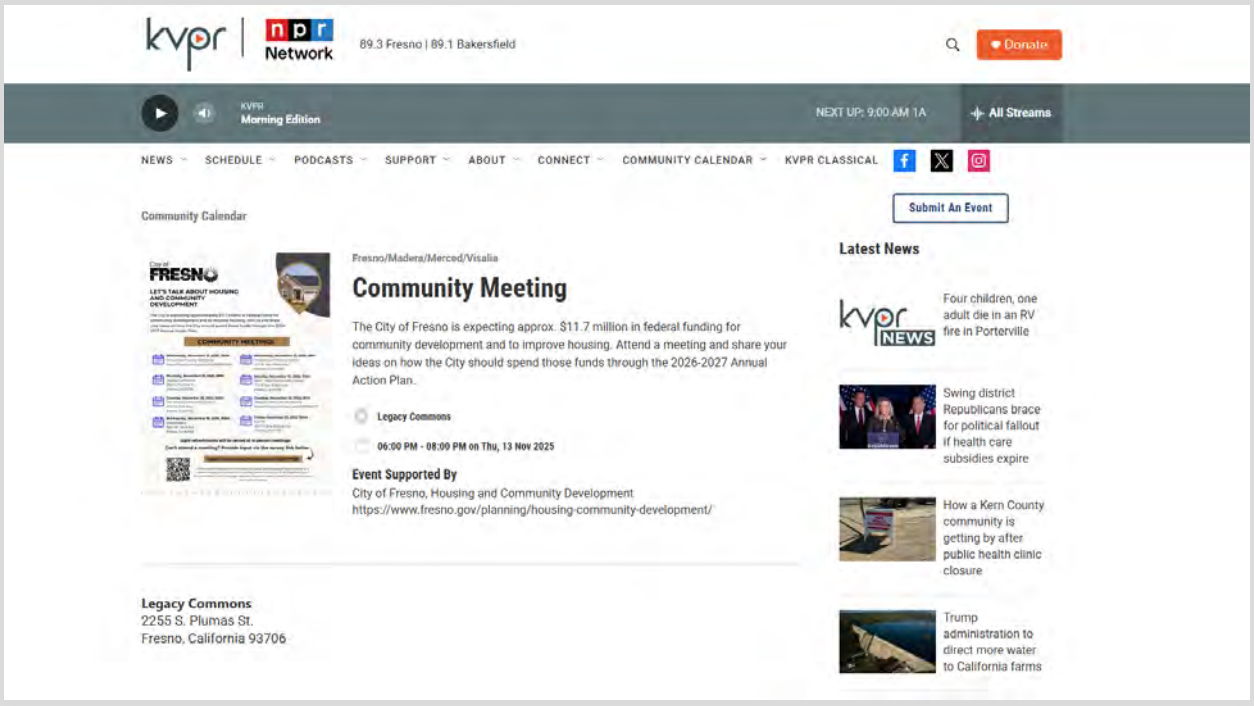
Digital Flyers Posted to Online Community Calendars (4 of 7)



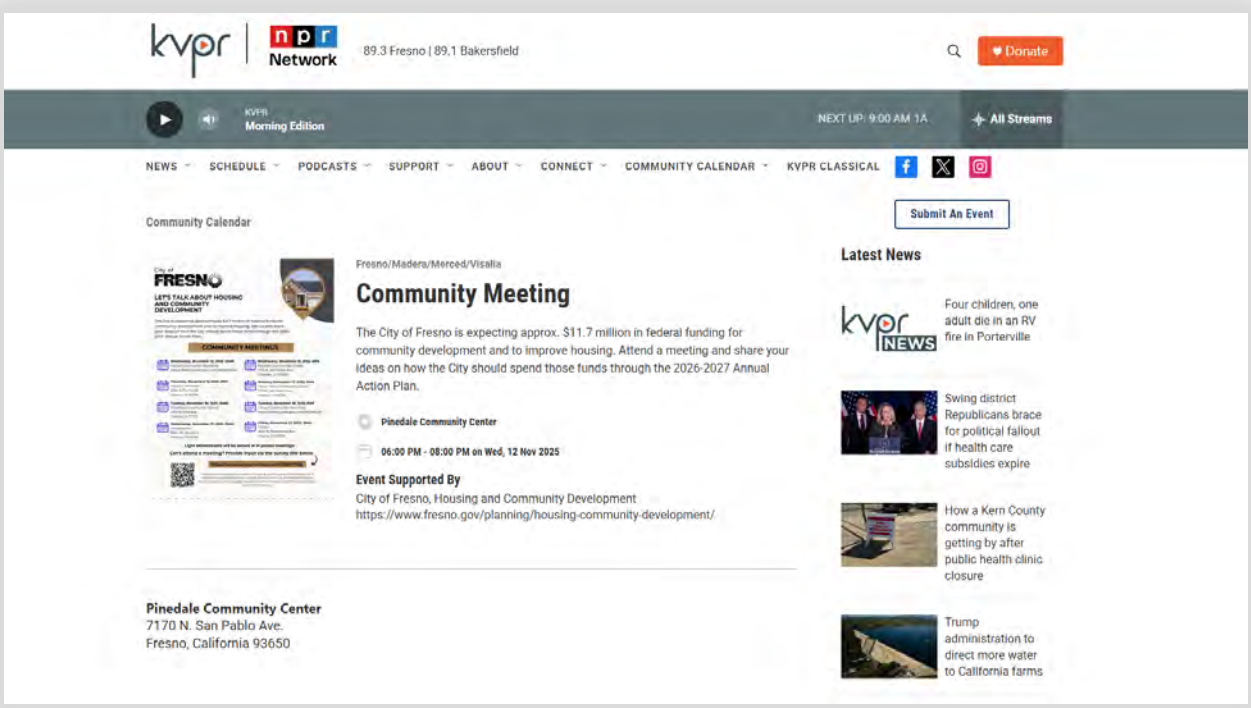
Digital Flyers Posted to Online Community Calendars (5 of 7)



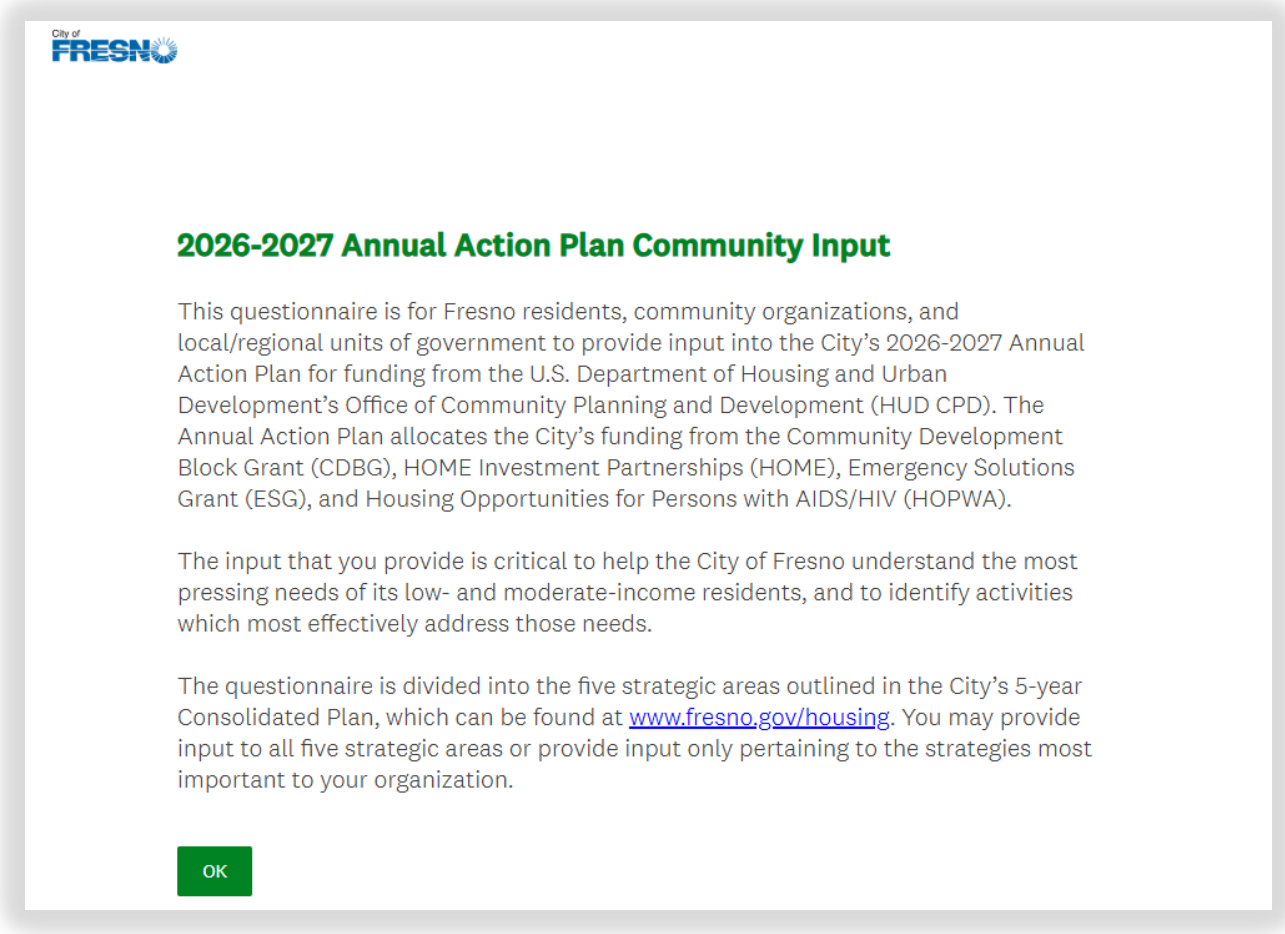
Digital Flyers Posted to Online Community Calendars (6 of 7)



Digital Flyers Posted to Online Community Calendars (7 of 7)



Community Needs Questionnaire – SurveyMonkey (1 of 8)



City of FRESNO

2026-2027 Annual Action Plan Community Input

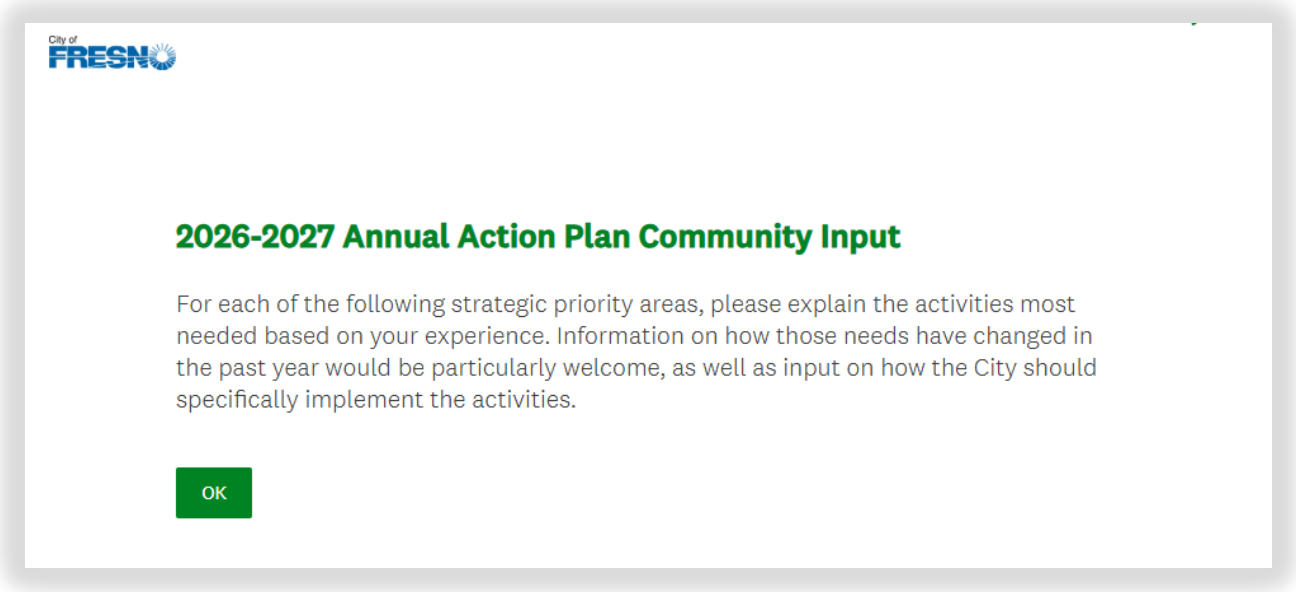
This questionnaire is for Fresno residents, community organizations, and local/regional units of government to provide input into the City's 2026-2027 Annual Action Plan for funding from the U.S. Department of Housing and Urban Development's Office of Community Planning and Development (HUD CPD). The Annual Action Plan allocates the City's funding from the Community Development Block Grant (CDBG), HOME Investment Partnerships (HOME), Emergency Solutions Grant (ESG), and Housing Opportunities for Persons with AIDS/HIV (HOPWA).

The input that you provide is critical to help the City of Fresno understand the most pressing needs of its low- and moderate-income residents, and to identify activities which most effectively address those needs.

The questionnaire is divided into the five strategic areas outlined in the City's 5-year Consolidated Plan, which can be found at www.fresno.gov/housing. You may provide input to all five strategic areas or provide input only pertaining to the strategies most important to your organization.

OK

Community Needs Questionnaire –SurveyMonkey (2 of 8)



Community Needs Questionnaire – SurveyMonkey (3 of 8)

1. What is most needed to address the following priority?

Improve quality of life by providing housing and supportive services for residents experiencing or at-risk of homelessness, including homelessness prevention, case management, wrap-around services, emergency shelter, transitional housing, and permanent supportive housing.

Community Needs Questionnaire – SurveyMonkey (4 of 8)

2. What is most needed to address the following priority?

Improve standards of living by increasing access to safe and affordable housing through development, acquisition, or rehabilitation of affordable for-sale or rental housing; owner-occupied housing rehabilitation, such as roof repairs, minor home repairs, and rehabilitation/reconstruction; rental housing repair or rehabilitation; and housing assistance programs for low-income households.

Community Needs Questionnaire – SurveyMonkey (5 of 8)

3. What is most needed to address the following priority?

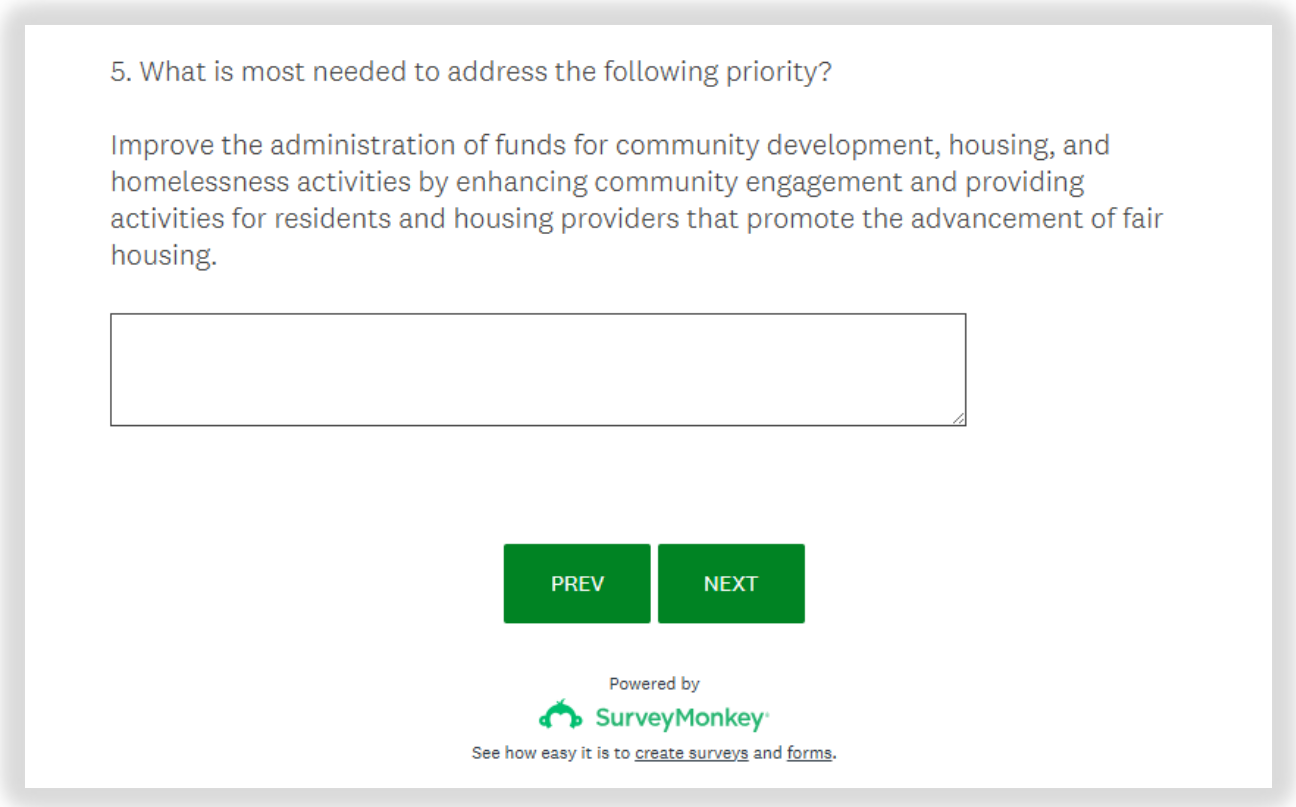
Increase resident prosperity by supporting neighborhood revitalization through site development to facilitate access to affordable housing, improvements to or development of public infrastructure, or improvements to existing or development of new public facilities owned by the City of Fresno or partner agencies.

Community Needs Questionnaire – SurveyMonkey (6 of 8)

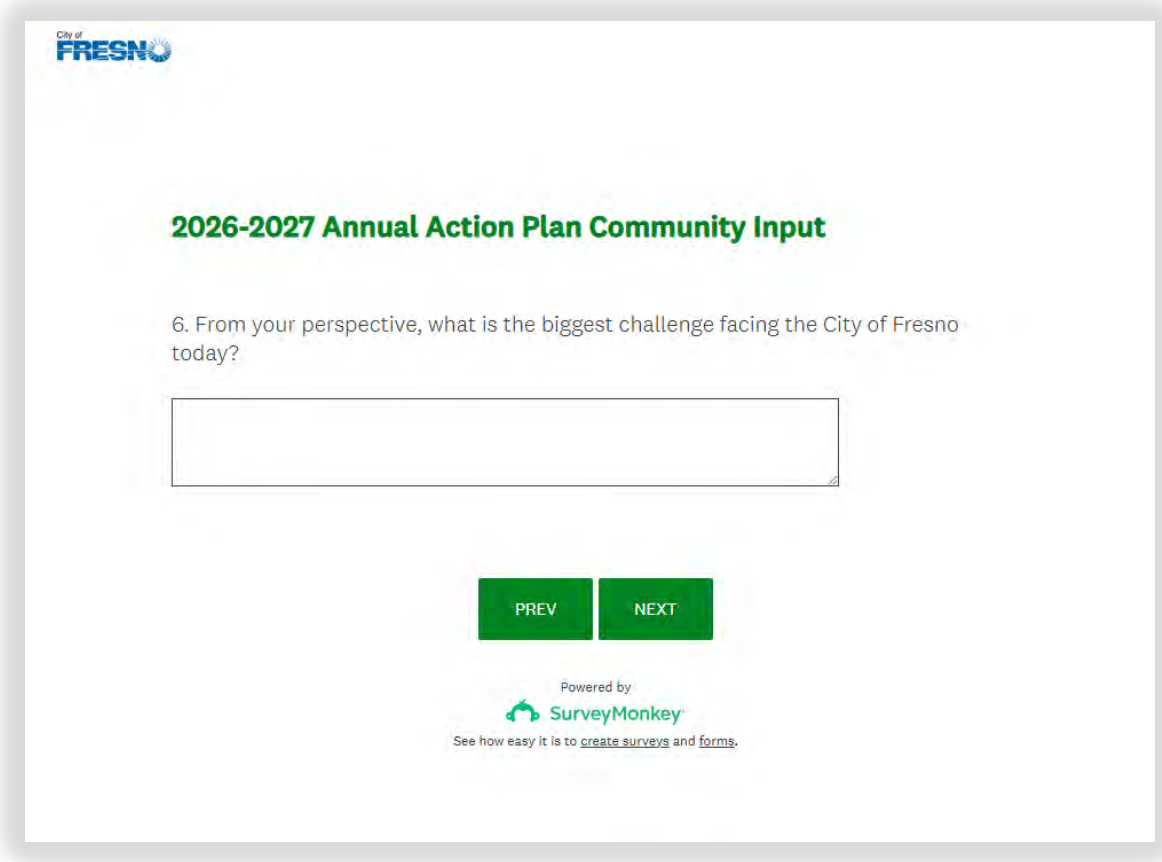
4. What is most needed to address the following priority?

Invest in the community by providing services to low- and moderate-income individuals that promote well-being and improved quality of life through projects and activities that support children and families, people experiencing or at-risk of homelessness, victims of domestic violence, or other non-homeless special needs groups.

Community Needs Questionnaire – SurveyMonkey (7 of 8)



Community Needs Questionnaire – SurveyMonkey (8 of 8)



Appendix B: Citizen Input and Public Comments

The City endeavored to gather feedback from community members and stakeholder organizations about activity ideas identified to assist the City in meeting the goals outlined in the 5-Year Consolidated Plan in 2025. Community members were invited to vote on suggestions at in-person meetings. The goals, and activity suggestions, are outlined below to provide a high-level overview of input received.

Public Infrastructure and Facilities

- Most Popular Suggestions
  - Safe Routes to schools, city-wide
  - Streetlights needed
  - Community green space
  - Watering stations (refill stations, water fountains)
- Additional Suggestions
  Other responses (Streets):
  - Streetlights:
    - D3 and D5
    - Continue LED retrofits to improve lighting
    - Roeding Park
    - Parkside
    - East side Belmont/Olive on Parkway
    - South of Shaw
    - West Fresno and Calwa
  - Sidewalks
    - West side Belmont/Olive on Parkway
    - Olive near the McDonalds needs crosswalk/pedestrian crossing with lights
    - Behind Parkway are not ADA, or no sidewalks are all
    - Tower
    - Chinatown
  - Street improvements/fix potholes/widen streets
    - Fuit/Ashlan
    - Tulare/First
    - Chinatown
    - Butler
    - El Dorado Park
    - D5
  - Lower speed limits until sidewalks/crosswalks are implemented
  - Street improvements for ADA compliance (audio/visual)
  - On parkway, west side of street: businesses with fences/gates are impeding sidewalks, persons in wheelchairs/walkers need to enter the road all the way to Sierra sunset

- Bike lanes in high traffic areas
- Bike lanes by Roeding, Tower, West of 99
- Bike lanes on Parkway
- Bike lanes and running paths
- Elm streetlights are out
- Chester to Jenson
- Fix potholes
- Roeding/Belmont area needs improved sidewalks and lighting
- Repair reflectors on roads of Roeding/Belmont area, Belmont/Blackstone, Abby/McKinley
- Herndon & Fruit/Herndon & Paul intersection for bicyclists
- Delay walk signs to give pedestrians a head start
- Alley on Belmont, Van Ness at Fulton Brewer (Brewer North flooding, potholes)
- Corner of Fulton/Nevada 100ft Cyprus leaning/beginning to fall, blocking the street (make intersection 4 way stop with cross walks near catholic charities and schools)
- Street resurfacing – specifically zip code 93722
- City/county collaboration on street repairs and potholes
- Need sidewalks in our poor hoods in Parkside

Other responses (Transportation):

- Shades at bus stops
- Longer bus routes into west Fresno, Shaw stops at Brawley
- Bus services late
- Public transportation for LMI/expanded routes
- Wi-Fi availability at bus stops, Blackstone in particular
- Easier access to public transportation (i.e. cheaper fares, more routes, more options as city expands, more stops, stops between traffic lights for people with limited mobility)
- Expand public transportation access, longer hours of service on buses
- Public transportation to facilities funded by the City
- Shuttle for airport district

Other responses (Parks, Community Centers, Libraries):

- Community gardens
- More parks
- More community centers
- Dry centers (for rainy weather similar to warming/cooling centers)
- Utilize back alleys as parks/green space
- Dog runs, parks, kids play area
- West Fresno, D3, D5, Central Unified School District
- Rededicate portion of Roeding Park (pond/burial ground) back to native Americans (annual ceremony, centers dedicated to natives)
- Another rec center in West Fresno

- Allow grassroots organizations in unused buildings
- Urban gardening/more trees
- Community center near Roeding, Olive, and Hughes
- Center for safe exchange parental visitations (connect with police substation)
- More trees around Belmont/99
- Add a park back near Roeding for neighborhood use
- Continue replanting efforts to maintain parks/green spaces
- ADA compliance at city facilities above the minimum requirements
- Public bathrooms
- More bathrooms at public parks, even if it's just a porta potty
- Public showers (Roeding Park)
- Cooling centers open at 100° F, not 105°F
- Belmont/99 area needs a community center/Boys & Girls Club
- Utilize empty buildings in Downtown
- Community centers for youth and elderly
- Food desserts (South Fresno)
- Activate underutilized spaces for mixed-use purposes, community markets, innovation hubs, and youth training centers that drive neighborhood vitality
- Small neighborhood parks
- Invest in the zoo
- New public facilities that bridge the gap between emergency shelters and permanent affordable housing (transition hubs) where people can stabilize, connect with services, and move directly into long term housing instead of cycling between shelters and the streets
- Community-serving facilities that provide essential services
- Focus on Measure P highest needs map
- Parks:
  - Near Chinatown
  - Tower
  - Near 99
  - Green space needed from central Fresno to southwest
- Develop trails
- Library for Tower District
- Repurpose city-owned properties in D5
- More fruit bearing trees
- Replant trees across Fresno
- Community pools
- Community gardens south of the Fresno Fair grounds

Other responses (Infrastructure/Safety):

- Westside needs Walmart, Hobby Lobby, Grocery Outlet, Walgreens, etc.
- Remove alleys all together (Kirk neighborhood)

- FresGo app does not work for cleaning/reporting copper theft
- Update FresGo to add reporting feature of near misses, add layer to app
- Improve intersection safety city-wide
- Uniform database for data collection on accidents/injuries with FPD & CPD
- Coordination with the county/county islands
- Fresno & Nevada intersection building has been hit
- Multiple near misses daily as coming off 180 onto Fulton 2 lane
- Need to improve safety, stop signs, reduce excessive speed
- Trucks idle all hours of the day on the 300 block of Fruit
- Loading/unloading zones on parkway
- Alleyways in Belmont/99 area need to be fenced off
- Graffiti abatement
- Bring more business to Fulton area
- Increase activities downtown (ex. San Jose Santa Row)
- Prevent displacement and ensure local residents benefit from revitalization
- Integrate small business corridors, clean mobility access, and workforce training hubs into neighborhood redevelopment to create economic opportunity alongside housing
- Upgrade essential public infrastructure including broadband, energy-efficient transit, stormwater systems, and green spaces to enhance livability and climate resilience
- Leverage partnerships between the City, community-based organizations, and private developers to co-design projects that reflect community priorities and local hiring goals
- Improvements to attract developers
- Beautification efforts to bring sense of community pride
- Build public safety costs into budget
- Invest in aging infrastructure of older neighborhoods
- Safety, clear property rights, reliable infrastructure, and simple, predictable rules that make it attractive for businesses and private investors to come in and hire local residents
- Prioritize street and infrastructure improvements near service centers and affordable housing projects
- Support neighborhood clean-up, beautification, and safety initiatives that engage residents
- Develop sidewalks, drainage, and streetlights in older neighborhoods where none exist
- Infrastructure improvements in Chinatown
- Bring life to downtown: live, work, have fun
- Façade improvement for small businesses
- Graffiti abatement – city-wide
- Work with canal irrigation system

- Transportation infrastructure
- Park infrastructure
- Infill plan for the Tower District
- Southwest Fresno and inner southeast – aging infrastructure, more investment in sewage water treatment plant
- Need to protect city assets from vandalism
- Infrastructure in central Fresno, south of Shaw, south of Ashlan

Administration and Fair Housing

- Most Popular Suggestions
    - More transparency
    - Improve accountability
    - Lived Experience Board
    - Fair housing rights training/outreach
    - Complaint hub for tracking
    - Eviction protection/legal assistance
- Additional Suggestions
  Other responses:
    - Need more notice for community engagement
    - Flyers at bus stops
    - Improve outreach (local radio, social media, etc.)
    - Mom & Pop shops
    - Engage in communities
    - Ensure unhoused are aware of the workshops
    - More/better outreach
    - More advertisement of meetings
    - More outreach with our homeless population
    - Take flyers to doorsteps
    - Include flyers in free newspaper, not just the Bee
    - Flyers handed out at shelters by City of Fresno staff, not operators
    - Letter in mail and email – show dates and meeting locations
    - Marketing that targets reversing the stigmas around unhoused individuals/families and the working poor.
    - Beter community engagement, involvement, and input at community meetings
    - Flyers mailed with utility bills
    - Increase outreach and education
    - Engage early in the process
    - Culturally specific engagement
    - Partner with TV stations to promote and enhance work being done
    - Utilize print media
    - Council to pass out flyers like they do when they run for office

- More social media presence
- ADA compliance at meetings
- More town halls are needed (do not require registration)
- More community workshops
- Annual community services expo at Roeding Park
- Zoom easier
- Mobile events
- Allow residents opportunity to provide input from their homes
- Expand public engagement workshops in high-need neighborhoods (not just online surveys)
- Non-profit partners host community meetings
- Resource fairs
- Meet people where they are
- Provide materials in all local languages
- Provide free food at community workshops
- Work with groups who have lived experience
- Partner with schools
- Neighborhood liaisons
- Work with advocates
- Use local organizations
- Grass roots organizations
- Stronger coordination among local agencies and housing providers
- Improve coordination between the City of Fresno, housing providers, and community development organizations
- Involve residents and housing providers in planning feedback
- Leverage local networks (churches, neighborhood associations, and liaisons for non-profits)
- Engage folks with lived experience in a way that is impactful, sensitive, and responsive to the unique needs of those that have lived experiences
- Engage elected (i.e. council members) to represent the agency in those community meetings rather than receiving the information and unanimously/unilaterally deciding
- Bring in trusted messengers
- Include seniors as stakeholders in planning so they can be part of the decision-making process
- Community liaison
- Leverage community organizations to be part of the engagement work
- Surveys should be up for longer periods of time
- Communities in specific neighborhoods decide what services they need for their communities
- Internal audits
- Regular audits of subrecipients/3rd party auditors
- Discrepancies on vouchers (more flexibility in the process)

- Continue strong oversight of funding
- Stronger oversight and accountability for the organizations that receive and manage these funds
- Provide technical assistance and training for nonprofits to effectively manage city funds
- Stop making up fake jobs or jobs period
- Stop hiring and giving yourselves raises
- Transparent bidding process
- Emphasize transparency, collaboration, and accountability with community engagement at the center of every funding decision.
- Report each month a detailed accounting of funds
- Transparent reporting that shows, in plain language, how funds are allocated, how much reaches direct services, and what measurable outcomes are achieved
- Emphasize hard-nosed transparency and accountability (i.e. clearly track where every dollar goes, what concrete outcomes it buys)
- Need to know how the funding was used in the past and then how it will be used in the future
- Participatory and equitable funding process that: Engages residents, local organizations, and housing providers early and consistently in planning, implementation, and evaluation not just after decisions are made; Provides clear communication and technical assistance so small, community-based, and minority-led organizations can access and manage public funds effectively; Promotes fair housing through education and enforcement, ensuring all residents understand their rights and have equitable access to housing opportunities; Streamlines grant administration and reporting to make it more accessible, transparent, and outcomes-driven; Centers racial and economic equity by prioritizing projects that close historic gaps in housing quality, lending, and neighborhood investment.
- Sustained support for long-standing community-based organizations that have built trust and effectively served residents to ensure equitable and transparent use of public funds
- Limit administrative burden when contracting with organizations
- Do not require audit level documentation on a monthly basis
- Provide clear and precise requirements for spending funds
- Do not exclude smaller entities in grant bidding documents (i.e. require lots of cash on hand or audit although smaller entities usually do not meet the threshold for audit requirements)
- Reduce conflict of interest in grant decision-making and improve transparency and trust in process (outsource function to professional and unbiased third party)

- Simplified reporting and streamlined contracting for smaller community-based organizations (including preventing and removing conflict of interest situations and promoting transparency and accountability)
- Community organizations need to know after applying whether or not they have been selected for funding, and if not the reasons as to why they did not receive funding
- Meet HUD deadlines
- Veteran specific office (run by veterans)
- Reduce overhead costs
- Cut back on administrative and advocacy layers that consume resources without demonstrably improving access to housing for real people
- Have Trump make a D.O.G.E. for Fresno
- Create a Community Partner Advisory Council that includes organizations like Gracebound, Poverello House, Fresno Mission, RH Builder, etc
- Lived experience
- Emphasize data sharing with local jurisdictions
- Partner with the County
- More direct collaboration between city staff, nonprofit service providers, and residents with lived experience
- Improve communication and coordination between departments and local jurisdictions (evaluate available funds and greatest needs/what is being funded)
- Quick reference guides, frequently asked questions – simple information that is easy to understand
- Awareness of subsidies and how to get access to existing resources
- Education for community development and housing
- One stop shop for accessing resources
- Make resources available known to college-age students
- Education on rights, point of re-entry for unhoused, tenant rights for those that are housed, and more education for those who are ready to purchase or need to better understand the process to purchase
- First Home Buyer workshops
- Tenant/Landlord rights workshops
- Fair housing education and outreach in plain language and multiple languages
- Tenant rights and tenant education and awareness
- Increase staff training; hire fair housing officers; ensure all staff receive ADA compliance, housing laws, cultural competency training
- Additional educational opportunities for residents regarding housing, development workshops, processes, ADA, permits, financial tools, and resources
- Landlord engagement
- Training

- Workshops on evictions
- Increase outreach and education to promote fair housing
- Anti-discrimination complaints
- Maintain public dashboards with complaints
- One stop hub for complaints
- Hold landlords accountable that are doing illegal evictions
- Code Enforcement for AB 838 and ensure landlords are held accountable for deviations from the law
- Put landlords and units on a rental registry so there is a flag when landlord re-rents the units with a band aid on it
- Housing discrimination is rampant throughout the whole city and the city needs to commit more resources to help with this
- Great to see if the city attorney would prosecute complexes that are discriminatory
- Better fair housing enforcement
- Penalties and fees for landlords participating in discriminatory practices

Public Services

- Most Popular Suggestions
  - Early literacy, after school activities, and/or safe spaces for youth
  - Childcare services
  - Job training (apprenticeships/trades, job placement, job development, workforce connection)
  - Legal aid services
  - Housing counseling or homeownership education
- Additional Suggestions
  Other responses:
  - Services for youth aged out of foster care system
  - Create youth and family engagement hubs where children, parents, and elders can access mentorship, enrichment, and resources in safe, supportive environments
  - Resources for seniors
  - Computer classes
  - Second chance job training
  - Veteran services
  - Work force programs (transportation, clothing, training)
  - Create reasonable job access with fair paid wages to cover the cost of intersecting issues such as a lack of healthcare, food, disability assistance, and housing
  - Teen job training
  - Gang mediation for youth
  - Support proactive policing efforts

- Support of public safety initiatives
- Eviction protection
- Free legal aid/legal assistance
- Classes for credit repair
- HUD housing training
- Leadership development classes
- Homeownership education
- Classes to improve credit
- Expand wrap-around services that integrate mental health care, workforce training, childcare, financial literacy, and transportation access ensuring residents can move from crisis to independence
- Open house and workshops for technical skills & education
- Medical care
- Mobile clinics in underserved neighborhoods
- Chronic disease programs
- Mental health services
- Substance abuse services/counseling/mentorship
- Trauma informed care
- Low barrier assistance to those that are not addicts, have no kids, work part time
- Support trauma-informed programs for victims of domestic violence and those experiencing homelessness, emphasizing dignity, empowerment, and healing
- Getting victims of violence to real safety, getting the mentally ill and addicted into structured treatment, and getting families into stable work and housing
- Community-based programs that promote family stability and well-being
- Meal service needed
- Improved/more coordinated effort for food delivery services
- Food closer to where kids are, not where they need to cross main streets
- Expand food pantries
- Food access (grocery stores, food bank sites, farmers market spaces)
- Food deserts – need access to services
- Farmers market in the Fresno airport district
- Low cost/free internet access
- Application fee assistance
- Rental deposit assistance/application fees
- Sustainability services (wrap around) 18-24 months
- Tutoring for junior high and high school (college students receive stipend)
- Mobile animal care (spay and neuter, microchipping, dog/cat food program)

- Programs for individuals with pets - assistance getting licensed with proper documentation for service animals so housing options do not deny applications or discriminate (emotional support animals)
- Registration/tags program
- Mobile laundry
- More support for grass roots that do not have start-up capital
- Community lead program to prevent and reduce violence and improve public safety
- Transportation for medical services or specialized treatment
- Better transportation services for individuals with disabilities
- Support for small business start ups
- Ensure spaces for community members to congregate without a fee
- Build partnerships with trusted, community-rooted organizations that have deep cultural competence and existing relationships with families, youth, and vulnerable populations
- Invest in community capacity-building so smaller, neighborhood-based nonprofits can sustain and scale their impact.
- Help small businesses in downtown corridor
- Expand access for vulnerable populations
- Invest in non-profits with deep community roots to ensure responsive and culturally competent service delivery
- Support at-risk populations (homeless, domestic violence survivors, and special needs groups)
- Resources for newer refugee population
- More inclusive services for Spanish speakers
- Services for immigrant community
- Services for LGBTQ+
- Services for domestic violence survivors
- Proactive program (HART) in advance of using 911
- Cultural arts programs in D5
- Tenant/landlord mediation

Homelessness and Homelessness Prevention

- Most Popular Suggestions
  - Utility Assistance
  - Crisis outreach
  - Mobile laundry services
  - Expanded services at shelters including job training/placement, childcare, youth services, senior services, adult services, and mental health services
- Additional Suggestions
  Other responses (Shelters/housing):

- Shelters closing or having issues, need more shelters, permanent housing needs to be a priority
- Need more space at domestic violence shelters
- Warming centers
- Dry centers (for rainy weather similar to warming/cooling centers)
- Storage units needed to safely store items (HART Team taking items)
- Priority to keep individuals in their homes
- Safe lots/safe camps
- Emergency shelter
- Short term housing focused on preparing individuals for permanent housing
- Shelter availability list (open at all times)
- Longer shower operations (Mon – Fri, 8-1 is not great)
- Blue Sky in Fresno
- Shelters where sex offenders are not allowed
- More transitional housing
- Youth shelter that you can stay at 24/7, low barrier
- Build more shelters near Ambassador
- Self-governed safe camps in each district of Fresno (include mobile showers 2x a week, washing stations and portable bathrooms, resources, transportation to appointments)
- More/better maintenance at shelters, give residents maintenance jobs at shelters
- Shelters over 90 days
- Center for families with children only (like Ted C Wills) where families can access services and programs (food, showers, rest, kids can play indoor/outdoor), safe place for families located at Roeding Park
- Housing for victims of human trafficking
- Supportive housing
- More no-barrier housing
- Safe parking for those who live in their car
- Stronger housing assistance pipeline that moves people from long term homelessness into stable, affordable units with the support needed to stay housed
- More accessible shelters
- Maximize emergency shelter rather than rapid rehousing
- Warming fires create significant demand on 911 and EMS
- Permanent supportive housing that includes on-site services (case management, peer support, life skills, counseling, family reconciliation, and recovery support)
- Low-barrier transitional spaces and housing with programs (safe parking areas, temporary micro-shelters, 3-6 months transitional housing) for people moving toward stability

- Increase access to warming/cooling centers by adjusting the required temperatures

Other responses (Outreach):

- Need more outreach
- Non-police crisis team
- Increase outreach with more options
- Street outreach with more supportive services and links to car and RV repair
- Send them to jail if they want the help, then provide the help or send off to the next county

Other responses (Services)

- Homeless prevention – keep people housed
- More shower locations in South Fresno
- Access to showers, laundry, hygiene, haircuts, and case management for unsheltered (especially in downtown, Parkway Drive, Ventura/Kings Canyon, Blackstone)
- Case management through process of homelessness to permanent housing
- Shelters should offer case management with medical assistance (i.e. helping fill out forms, see doctors, get meds, etc.)
- Wrap around services
- Supportive and wrap around services program “core intervention” assistance
- Expand case management and wrap around services
- Stronger case management and behavioral health support
- Services for victims of sexual assault
- More one-on-one case management
- Therapy, mental, and health programs
- Program that prepares individuals for permanent housing, offering services such as life skills, job readiness, mental health, etc.
- Drug and mental illness rehab treatment, mandatory if necessary
- Assistance to keep registration and insurance while in crisis
- Job assistance (training, apprenticeships)
- Working and/or volunteer opportunities
- Job opportunities with the City
- Legal assistance
- Supportive housing models co-located with access to services such as financial literacy, transportation, childcare, and behavioral health
- Accessible events for unhoused to receive services for pets/medical services at Roeding Park – no registration required
- Life skills
- Mental health assistance
- Substance abuse assistance

- Long term mental health and substance abuse facility with housing attached and transition to permanent housing
- Conflict resolution services for client's family reengagement
- More resources and services for homeless veterans
- Motivational speakers at shelters
- Service animal training
- Anger management classes
- Mandatory mental health services at shelters
- Fine/ticket payment program
- Prevention/testing at shelters
- Homeless court at shelters
- Meal service needed
- Expand food pantries
- Bring family food like Maxie and Poverello
- Food pantries for unhoused only
- Transportation/bus passes given at shelters
- Transportation (get to appointments, school, medical
- Transportation program while in permanent supportive housing
- Free bus passes for unhoused
- Rent control
- Rental assistance
- Partner with schools to provide services to students (i.e. rental assistance or motel vouchers to keep kids in school)
- TBRA with minimum or no admin fee
- Add more HCV units
- Rental assistance and eviction protection programs
- Rental deposit assistance/application fees
- More support and case management for Section 8
- DV services and response time needs improvement
- Need for more vouchers (particularly for Southeast Asian and elder population)
- Diversion services to link individuals to a support network
- Provide housing navigation, rental assistance, sustainable programs/education and monitoring for people exiting homelessness or unstable living situations

Other responses (admin/oversight):

- The City needs a lived experience board
- Collaboration between housing providers, mental health agencies, and longstanding community-based organizations to ensure long-term stability for at-risk residents
- Targeted investment in community-based organizations especially those led by and serving Black and Brown residents who already have the trust and reach needed to engage unhoused individuals effectively

- Accountability for funds spent, particularly for any CBO's
- Better coordination between outreach, shelter, and long-term placements
- Cooperation with outside agencies to avoid duplicated efforts and wasted resources
- Stronger data sharing and coordination between agencies to eliminate service gaps and duplication
- Connected network of services so those in need can access everything available
- Create ordinances that do not allow homeless to live on streets, etc.
- Able bodied men and women need to be working in order to receive services, women or men raising small children (under age of 12), caring for disabled elderly, or caring for severely disabled family members should receive waiver for work requirement
- Fund newer organizations
- City laser focused on a handful of providers; include all providers at the table
- Housing first model
- Address elder abuse in shelters
- More oversight of shelter operators/regular audits
- Trauma informed workers at shelters
- More empathy at shelters (facility staff bully homeless individuals)
- HART Team needs to be disbanded (no empathy)
- Better grievance process at shelters
- ADA compliance at shelters above the minimum requirements
- Trauma informed care training required for all subrecipients
- More understanding and empathy from subrecipients
- Accountability from the service providers to City including data outcomes
- Better meals at shelters

Affordable Housing

- Most Popular Suggestions
  - Housing at 30% AMI or less
  - Rehabilitation
  - Infill housing
  - Affordable housing in high resource areas
  - Utilize city-owned vacant lots/abandoned properties
- Additional Suggestions
  - Affordable homeownership is a priority
  - Affordable student housing
  - Permanent supportive housing for low-income families
  - Disabled living
  - Pet-friendly low-income housing

- Elevators for second floor
- City-wide affordable housing (North Fresno)
- Single story senior housing
- Incentive programs for 50% AMI and lower
- Entire ADA affordable housing complex
- Transitional housing
- Housing for seniors (elderly) and students
- Single family homes (new, rehabbed, condos, foreclosures)
- Need more affordable housing for families; need more support in housing
- Affordable housing in more affluent areas
- More opportunities for duplex, triplex, and even fourplex units
- No manufactured housing (cheaply built/no longevity)
- Build brick and mortar style
- Micro village created for elderly/sober living, etc.
- Mobile homes/trailers
- Dormitory style modular units
- Tiny home communities for single people
- No more small housing
- ADUs on private property
- Land bank
- Community land trust
- Invest in land trusts
- Repairs of mobile homes or older homes
- Home repair and preservation programs
- Repair rental units
- Rehab for senior mobility
- Rent stabilization
- Ability for individuals to go from renters to owners
- Onsite housing services/education
- Parkside needs a community center with parking structure on top
- Energy building
- Eviction Protection Program
- Rental assistance
- Stabilize rent
- Easier/quicker process to evict bad tenants that damage homes
- Funding for down payments, repairs, or energy efficiency
- MAP program
- Homebuyer assistance
- Acquisition, renovation, and preservation of NOAH
- Utilize city-owned open spaces
- Acquire distressed parcels
- Work with the County to obtain access to land for development or vacant buildings

- Convert abandoned/blighted buildings into housing rather than housing building out (sprawl)
- Infill/rehab of existing properties vs building cheap pre-manufactured homes into an existing single-family stick built neighborhood
- Offer grant or low-cost loan programs for citizens to acquire "fixer-upper" houses to repair and get them up to standard to sell or rent as housing assistance homes
- Inland development (Herndon by The Habit)
- Infill projects to complete neighborhoods with vacant lots
- Invest in the rehabilitation of aging housing stock especially in historically underserved neighborhoods to preserve affordability while improving safety and energy efficiency
- Use city properties
- Re-use buildings
- Spirit of women property needs to be utilized (tiny home village)
- Larger infill development (200 units)
- Prioritize homeownership as pathways for LMI families through down payment assistance, financial coaching, and flexible lending tools
- Home ownership education in languages other than English
- Workshops on affordable housing
- First time home buyer classes
- Program where people that need something are part of the property rehab process (similar to Habitat for Humanity)
- Legislation to limit non-owner-occupied house purchases
- Streamline permitting process
- Define what affordable is
- Better definition of affordable
- Housing in D5
- Developments need to include green space
- Create opportunities in higher resource areas
- Invest in rural communities
- Invest in community-based organizations like the Fresno Metro Black Chamber of Commerce and Foundation that have cultural competence and trusted relationships to connect residents to housing and financial resources
- Safety by environmental design when building or remodeling
- Incentives for affordable housing development in underserved areas
- Enhanced support for community-based nonprofits that help low-income households access and sustain safe, stable housing
- Align housing with transportation and clean mobility infrastructure, so residents have access to jobs, schools, and essential services.
- Encourage public-private development partnerships that include local contractors, minority-owned firms, and workforce development programs

to ensure community members benefit economically from housing projects.
    - ADA compliance above the minimum requirements

On December 3, 2025, the City conducted a Public Needs Hearing to gather additional input from residents. In total, four comments were received. Comments are transcribed below. A video of the comments may be viewed at **City of Fresno Granicus** the first three comments begin at the 1:26:56 mark, and the fourth comment begins at the 2:14:19.

Dez Martinez: When you guys have these meetings and stuff, what the public is really asking for is more awareness, like flyers sent to our homes. Just putting it on your website is just not enough. I go to every single one of these meetings and it's really sad because there's like three of us really from the public and the rest are you guys, the employees and it's just not enough notification and then the last meetings you guys just had happened to be in places that were not ADA compliant so I think you guys really really need to look into the areas that you're having these meetings. It was great that you split them up this time, you had some in the morning, you had some on zoom, you had some in the evening and those were great, but we need more notification. I mean; I'm now getting updates from the city is the only reason why I am notified but if people don't know not to do that how are they going to know about the meeting so you're keeping so many people out. Like I said, the last meetings you just had were really sad, there was hardly any public there, hardly any and they can contest to it, I went to every single one and it was just embarrassing, because this is the percentage that you guys are claiming that are for outreach 35% which nobody chose outreach so I would like to know what these percentages are now from this last meeting because if you are not going to include the public respectfully, by notifying them the same way you notified them when you all were running, then what is the purpose of you leading in your district if you cannot notify your own individuals in your own district the way you guys did because when you guys ran believe me the flyers came to our homes so at least think about the low-income individuals that are not following you guys, are not signed up for City Hall information that they need to get notified also and do that the same way you did as when you ran, send us flyers to our homes and then maybe you'll have more appearances from the public because it's a shame to have only 3,4, 5, even 15 people from the public. That's a really low number and that should be shameful so please be respectful and send out information to everybody. Think about the low-income individuals because you come to us when you want us to vote for you, you know, come to us when this is important. When you guys are asking for money and how to spend it. It is important to us too. That's it.

[City Response: The City strives to increase participation in its Community Workshops. The following means were used to inform the public of the eight Community Workshops:

- Public notice in the Fresno Bee

- Notices posted on the Housing and Community Development Division's webpage
- Public notice sent via e-mail to the Community Development Division's distribution list
- Facebook posts
- Flyers distributed to City Hall, libraries, community centers, meeting locations, and colleges

This comment has been considered and accepted.**]**

Nikki: Hi, I just wanted to kind of say that when we went to these meetings, it kind of seems like some of the things I seen in the FCO, the letters, but it seems like this money is like already knows where it going, just sort of how like with Housing Authority they kind of weren't expecting this to happen with HUD. You guys are in litigation right now, and so maybe if you guys managed the money better or planned ahead, you guys wouldn't be spending money before you get it. And I'm kind of like disappointed in some of the things that I see but I am pleasantly surprised because its like, wow, these people – you guys want – you guys make ordinances also, I don't know if you guys like participate in any legal studies in school, but you should probably think twice before because you might be worried about these developers or whoever else is suing you, but people are getting on board, and there's going to be some changes, and I don't, that's it.

[City Response: To access its annual HUD entitlement dollars, the City must carry out a planning process to identify the scope of housing and community development needs of the jurisdiction and how the available funding can best be used to meet those needs. This planning process, called the Consolidated Plan, was conducted in late 2024 and early 2025. The term of the plan began on July 1, 2025, and will end on June 30, 2029. Each year with the Consolidated Plan period, the City must prepare an Annual Action Plan that describes the specific projects and actions it will undertake to carry out the strategies outlined in the Consolidated Plan.

The City's Program Year 2026-2027 Annual Action Plan is the second year of the 2025-2029 Consolidated Plan. To develop the 2026-2027 Annual Action Plan, the City consulted with the community to identify the activities that should be funded to meet the goals of the 2025-2029 Consolidated Plan. One means of identifying which activities the City should fund in Program Year 2026-2027 included the eight Community Needs meetings the City held from November 12, 2025, to November 21, 2025.

This comment has been considered and accepted.**]**

Brandi Nuse-Villegas: Okay. Thank you. There is a timer. Thank you. Some of the things on here, sorry, I'm a little rattled, with regarding engagement, one of the things I would like to center as far as that connects with homeless services but also in accessibility is centering having ensuring that programs that are implemented reflect the needs of those who are dealing with being unsheltered but how is operated to meet the needs. We need to work towards a means of centering those with a lived experience at

the table. I recognize that there is challenges, you know, and I appreciate, I do want to note that I appreciate that the meetings, some of the meetings were held at the shelters. Last year, I remember, it was at Live Again. But I know that we need even more than moments to show up, but for those who are unhoused to be able to be at the table, to have a meaningful part of decision making of evaluation, of having a voice in what is presented to be able to speak. I talk to people, and they give such great ideas and thoughts, and I wish people could hear this. In a time when we're not being - no one is being rushed. So having something, I know the FMCOC does a lived experience board, but and it has done things like lived experience but finding ways assessing ways to be able to bring those who have lived experience to the table for the city of Fresno to have a voice. I think that I know that they're working with, on a – the FMCOC is working on a grievance reporting system and it will be important for the City to ensure that those are actually making a viable changes. We need to have – we do need to continue to have obviously affordable housing is our greatest priority and we do need to keep seeking that as much as we can. We also do need shelters, including domestic violence shelters because no one should have to go and not be able to get in there. There's not a lot of time and a lot of things which I share, but we need things like safe camps for people to go. We need access to – which Kern County did, access to storage units, like that people can keep their things like San Diego and San Francisco, which also deal with some of the issues that we have. We need to have warming centers; we lost someone out already this year whose stuff was taken by HART and died due to weather exposure. We need to have water stations all over the place because our heat. We need to have - one of the major asks was community services that I mentioned before is job services which I sent to you guys, programs that would be accessible, that would connect people who would want to work with those who are experiencing displacement.

[City Response:

This comment has been considered and accepted.**]**

Aaron Hightower: Hello, I didn't do much preparations, but good morning, President Karbassi, Vice President Arias, and esteemed members of the Fresno City Council: Council Members, Perea, Maxwell, Yang, Richardson, and Esparza. I am a resident of district three, and I thank you for the opportunity to speak today at the public hearing for the community needs for the 2026-2027 Annual Action Plan. I appreciate the City's commitment to leveraging HUD funding to address our shared challenges. Today, I'll focus on one critical need, expanding affordable housing to combat homelessness and support working families. I urge you to prioritize at least 40% of the funding towards new affordable units and rehabilitation programs. Fresno's housing crisis is no secret. Rents have skyrocketed 25% in the last five years while wages stagnate for our essential workers. Teachers, farm laborers and health care heroes who make up the backbone of our community. Last year alone, over 3,500 people experienced homelessness here. A 12% increase from 2023, according to our point in time count. Families are doubling up in garages or worse, living in cars on Van Ness under freeways. This isn't just a

statistic, it's our neighbors, our children's futures at risk. We've seen progress with initiatives like HHAP funded shelters at Clarion Point and Valley Inn on today's consent calendar, commendable steps providing immediate relief, but shelter beds are a band-aid, a bandage. True stability comes from homes. The pro-housing incentive program application and permanent local housing allocation amendment you're considering today shows promise raising AMI thresholds for rehab programs. Build on that, direct HUD's CDBG and HOME funds to incentives 200+ new affordable units annually targeting those earning 30-80% of area median income. These investments aren't charity. They're economic engines. Every dollar in affordable housing generates a dollar and a quarter in local spending and jobs. Fresno's 75th anniversary of the bulldog foundation reminds us community thrives when everyone has a stake. In closing council, if you have the power to turn vision into reality, I implore you commit to a bold equitable housing allocation in the 26-27 plan. Our city diverse, resilient, and full of potential deserves no less. Thank you for your service and attention, I'll be happy to answer any questions. God bless Fresno.

[City Response: The City's 2025-2029 Consolidated Plan includes a priority to improve standards of living by increasing access to safe and affordable housing through development, acquisition, or rehabilitation of affordable for-sale or rental housing; owner-occupied housing rehabilitation, such as roof repairs, minor home repairs, and rehabilitation/reconstruction; rental housing repair or rehabilitation; and housing assistance programs for low-income households. The City's five-year goal is to rehabilitate 200 owner-occupied homes, construct or rehabilitate 55 rental units, and add 55 homeowner units for low- and moderate-income residents of Fresno.

This comment has been considered and accepted.**]**

Exhibit 9 – Email Response

From: [redacted]
To: Clerk
Subject: Public comment- 9:15 Community Needs
Date: Wednesday, December 3, 2025 11:08:17 AM

External Email: Use caution with links and attachments

Much of what I bring forth is repetition of what has been asked for in the past, but is needed. There re a lot of needs to be addressed.

AS are as addressing community engagement, accountability, and ensuring that not only the programs that are implemented reflect the needs of those who are dealing with being unsheltered, but HOW it is operated meets those needs, we need to work towards a means of centering those with lived experience at the table. I am aware that FMCOC has has lived experience advisory, but the City of Fresno itself needs to work towards efforts like a live advisory board and work on ways for more of the community who is unhoused to listen and make changes driven by those with lived experience, including accessibility issues.. I do appreciate that some of the meetings were held at some shelters and encourage the department and outreach to work to inform and educate those in the community about these meetings prior.

I believe that FMCOC is working on a grievance reporting system. The department should work to ensure that issues raised for any programs would be adequately. We need to ensure that every person is treated with dignity, which is key to the success of a program.

Affordable housing is the greatest need for those who are unhoused and the greatest barrier we face, as those who have accepted services cannot reach their goal if it's not available.

We do need to continue to have shelters. As sheltered close, I am particularly concerned for those most vulnerable. We need to ensure that there is an increase in shelter beds for domestic violence survivors and that there is never not a bed for someone fleeing DV.

We need small, well managed safe camps/lots to provide a safe place with sanitation while they wait for permanent housing, such as in Kern County, which would allow case workers to better find them and a possibility of coming and going to work and other places and having their belongings more secure, as well as access to kitchen accommodations.

We need to have accessible storage units for those who are unhoused, such as in San Diego, San Francisco, and other cities. This would allow for people to come and go to work, services, and other needs without worrying about belongings, especially irreplaceable items.

We need to meet the needs of our community members during weather that is detrimental to their health. We need winter long warming centers. While I understand that the community centers were not originally created for this need, the city has emphasized the safety of its community. I have already heard from someone that a woman died due to the cold storm weather after HART took her blankets. I know of other times that we have lost people when the weather wasn't cold enough for the centers to be open. Having continuously open centers helps overcome accessibility barriers, as it is hard for word to get to people and prepare to travel to the centers. It would also allow people to have more access to service providers as a familyI brought to the shelter during a night that wouldn't have been open was able to connect with PH and get into a shelter. It should be noted the with the Poverello House in management of the warming centers, we have those who can address previous

concerns.

As well, with Fresno's extreme heat, our community needs more access to water. We need water stations for people to fill up water bottles nd need fountains in more places.

As sanitation is a concern, we need more trash cans. People have also told me and request trash bags to dispose of rubbish.

Regarding community services for those who are unhoused, a major ask that I have previously mentioned is a job program that helps with accessibility issues. Utilizing the shelters to have job assistance and preparation, as well as computer access would be beneficial. Also, identifying and working with potential employers. My first Community needs workshop years ago, I met someone in construction who said they would train people who are unhoused. I heard this from someone from CalTrans a few years ago. Building more connections, in addition to what PH is doing with their kitchen, would be a vital resource, but would also require help with other barriers, such as access to needs, safe storage of belongings. We also must continue to recognize the need to address the mistreatment by HART and how this hinders all of these efforts. I have talked to many people who said they have jobs, but HART took away belongings they needed for their jobs, like tools, work clothing, bicycles, phones, etc.

Appendix C: List of Acronyms

ADA ..... Americans with Disabilities Act
ARPA ..... American Rescue Plan Act
ASL ..... American Sign Language
CAPER ..... Consolidated Annual Performance Evaluation Report
CDBG ..... Community Development Block Grant
CDBG-CV ..... Community Development Block Grant - Coronavirus
CHDO ..... Community Housing Development Organization
EMSA ..... Eligible Metropolitan Statistical Area
ESG ..... Emergency Solutions Grant
FH ..... Fresno Housing Authority
FMCoC ..... Fresno-Madera Continuum of Care
HCD ..... California Housing and Community Development
HCDD ..... Housing and Community Development Division
HHAP ..... Homeless Housing, Assistance, and Prevention
HMIS ..... Homeless Management Information System
HOME ..... HOME Investment Partnerships Program
HOME-ARP ..... HOME Investment Partnerships - American Rescue Plan Act
HOP ..... Public Housing Homeownership Opportunities Program
HOPWA ..... Housing Opportunities for People with AIDS/HIV Grant
HUD ..... U.S. Department of Housing and Urban Development
LEAP ..... Local Early Action Planning
LIHTC ..... Low-Income Housing Tax Credits
LMI ..... Low- and Moderate-Income
MAP ..... Multi-Agency Access Program
NOFA ..... Notice of Funding Availability
PHA ..... Public Housing Agency
PITC ..... Point-in-Time Count
PLHA ..... Permanent Local Housing Allocation
RAD ..... Rental Assistance Demonstration
RECAP ..... Racially and Ethnically Concentrated Areas of Poverty
STRMU ..... Short-Term Rental and Mortgage Assistance
TBRA ..... Tenant-Based Rental Assistance
TCC ..... Transformative Climate Communities
TOD ..... Transit Oriented Development

Appendix D: ESG Policies and Procedures

City of Fresno and County of Fresno

Emergency Solutions Grant
Policies and Procedures

Program Description

The Emergency Solutions Grant (ESG) is designed to identify sheltered and unsheltered homeless persons, as well as those at risk of homelessness, and provide the services necessary to help those persons quickly regain stability in permanent housing after experiencing a housing crisis and/or homelessness.

The City and County of Fresno, separately, are receipients of an annual allocation of ESG funding. Both will work together to prepare a joint notice of funding availability/request for proposals for awarding ESG funds to eligible sub-recipients ("agencies").

All funded agencies are required to follow federal guidelines in the implementation of the ESG. The City of Fresno and the County of Fresno have written the following policies and procedures to facilitate the agencies in implementing the ESG guidelines as set by the U.S. Department of Housing and Urban Development.

Agencies will provide assistance related to housing of persons at risk of becoming homeless and housing persons that are currently homeless, as well as provide housing relocation and stabilization services.

Target Population

The funds under this program are intended to target two populations of persons facing housing instability: 1) individuals and families who are experiencing homelessness (residing in emergency or transitional shelters or on the street) and need temporary assistance in order to obtain housing and retain it, and 2) individuals and families who are currently in housing but are at risk of becoming homeless and need temporary rent or utility assistance to prevent them from becoming homeless or assistance to move to another unit.

Emergency Solutions Grant
Policies and Procedures

Each sub-grantee will first be directed to read and follow ESG guidelines as set forth issued by the U.S. Department of Housing and Urban Development, and as may be amended from time to time. The procedures contained herein serve to simplify the implementation of the regulations and identify the activities selected for funding by the City and the County of Fresno.

Sub-grantees will serve the population and provide the financial assistance and stabilization services as identified in the budget and scope of work as found in each of their contracts. Preliminary steps to be taken in implementing their ESG activities are as follows:

1. Execute all HMIS required documents, as requested by the Housing Authority of the City and County of Fresno (Housing Authority), as applicable.
2. Ensure all insurance documents, as required by the ESG contract with the City and County, have been submitted and approved by the City/County.
3. Provide the City and/or County with an outreach plan for identifying potential clients and/or marketing your agency's program.

Eligible Activities

Funding will only be provided as tenant based rental assistance for the following eligible activities:

1. Rapid Re-Housing – Rental Assistance

Eligibile rental assistance includes:

a. short-term rental assistance (up to 3 months)
b. medium-term rental assistance (up to 24 months)
c. one-time payment for up to 6 months of rent in arrears, to include late fees

Eligible costs includes: rental application fees, security deposits, last month's rent, utility deposits, utility payments (with a limit of 6 months in utility payment arrears), moving costs (including storage costs up to 3 months)

2. Rapid Re-Housing – Housing Relocation and Stabilization Services

Eligible services include: housing search and placement, housing stability case management mediation, legal services, and credit repair. Eligible services under case management include: including centralized coordinated assessments, initial

evaluation, counseling, and coordinating services (for a complete list of eligible case management activities please reference 24 CFR 576.105(b)(2)).

3. **Homelessness Prevention - Rental Assistance**

   Eligibile rental assistance includes:

   a. short-term rental assistance (up to 3 months)
   b. medium-term rental assistance (up to 24 months)
   c. one-time payment for up to 6 months of rent in arrears, to include late fees

   Eligible costs includes: rental application fees, security deposits, last month's rent, utility deposits, utility payments (with a limit of 6 months in utility payment arrears), moving costs (including storage costs up to 3 months)

4. **Homelessness Prevention - Housing Relocation and Stabilization Services**

   Eligible services include: housing search and placement, housing stability case management, mediation, legal services, and credit repair. Eligible services under case management include: including centralized coordinated assessments, initial evaluation, counseling, and coordinating services (for a complete list of eligible case management activities please reference 24 CFR 576.105(b)(2)).

5. **Emergency Shelter and Street Outreach Component**

   Eligible emergency shelter costs include: costs of providing essential services to homeless families and individuals in emergency shelters, renovating buildings to be used as emergency shelter for homeless families and individuals, and operating emergency shelters as identified in 24 CFR 576.102. Shelter services shall be restricted to the following populations: 1) domestic violence victims (provided by a domestic violence victim service provider), 2) homeless youth, and 3) families with children.

   Eligible street outreach costs include: costs of providing essential services necessary to reach out to unsheltered homeless people; connnect them with emergency shelter, housing, or critical services; and provide urgent, n onfacility-based care to unsheltered homeless people who are unwilling or unable to access emergency shelter, hosuing, or an appropriate health facility, as further idenfitied in 24 CFR 576.101. For the purposes of this section, the term "unsheltered homeless people" means individuals and families who qualify as homeless under paragraphs (1)(i) of the "homeless" definition under 24 CFR 576.2.

6. **HMIS -** All agencies receiving ESG asistance will be required to participate in the local HMIS.

Client Eligibility Verification

There is a three-step process for determining a client's eligibility, as noted below. Additionally, all sub-grantees must evaluate and certify the eligibility of ESG program participants (per the three steps below) at least once every three months for all households receiving homelessness prevention assistance, and once annually for households receiving rapid re-housing assistance.

A. FIRST STEP: Initial Consultation

Subrecipient's must conduct an initial evaluation to determine the eligibility of each individual or family's eligibility for ESG assistance and the amount and types of assistance the individual or family needs to regain stability in permanent housing. These evaluations must be conducted in accordance with the centralized or coordinated assessment requirements set forth under 24 CFR 576.400(d) and the written standards established under 24 CFR 576.400(e).

Documentation to verify the requirements of this section have been met include completing a client in-take form. Sub-recipients may use their own form, if pre-approved by the City/County. All sub-grantees must keep verification of this requirement in each client file.

B. SECOND STEP: Verification of Income below 30% of the Area Median Income (see verification of income section below)

C. THIRD STEP: Verification of Homelessness or Risk of Homelessness

To receive assistance under **RAPID RE-HOUSING, or EMERGENCY SHELTER/STREET OUTREACH**, client(s) must be Homeless at the time assistance is requested. HUD has defined Homeless to mean:

To be considered Homeless, per HUD definition, an individual or family must be:

(1) An individual or family who lacks a fixed, regular, and adequate nighttime residence, meaning:

(i) An individual or family with a primary nighttime residence that is a public or private place not designed for or ordinarily used as a regular sleeping accommodation for human beings, including a car, park, abandoned building, bus or train station, airport, or camping ground;

(ii) An individual or family living in a supervised publicly or privately operated shelter designated to provide temporary living arrangements (including congregate shelters,

transitional housing, and hotels and motels paid for by charitable organizations or by federal, state, or local government programs for low-income individuals); or

(iii) An individual who is exiting an institution where he or she resided for 90 days or less and who resided in an emergency shelter or place not meant for human habitation immediately before entering that institution;

(2) Any individual or family who:

(i) Is fleeing, or is attempting to flee, domestic violence, dating violence, sexual assault, stalking, or other dangerous or life-threatening conditions that relate to violence against the individual or a family member, including a child, that has either taken place within the individual's or family's primary nighttime residence or has made the individual or family afraid to return to their primary nighttime residence;

(ii) Has no other residence; and

(iii) Lacks the resources or support networks, *e.g.,* family, friends, faithbased or other social networks, to obtain other permanent housing; and

(iv) lives in an emergency shelter or other place described in paragraph (1) above.

ADDITIONALLY: The individual or family must have insufficient resources immediately available to attain housing stability.

- The sub-grantee must confirm that the individual or family does not have sufficient resources or support networks, *e.g.,* family, friends, faithbased or other social networks, immediately available to prevent them from moving to an emergency shelter or another place described in paragraph (1) of the homeless definition [in 24 CFR § 576.2]."

Note, HUD has provided additional guidance for determining eligibility of client(s) under the "homeless" definition, and this can be found at: http://hudhre.info/index.cfm?do=viewResource&ResourceID=4636. Subgrantees are also required to abide by the guidelines found at this web page.

To receive assistance under HOMELESSNESS PREVENTION, client(s) must be *at risk of becoming homeless* and rental assistance is only necessary to prevent

the individual or family from moving into an emergency shelter or other place not meant for human habitation as identified in the ESG regulations.

The individual or family must have insufficient resources immediately available to attain housing stability.

- The sub-grantee must confirm that the individual or family does not have sufficient resources or support networks, *e.g.,* family, friends, faithbased or other social networks, immediately available to prevent them from moving to an emergency shelter or another place described in paragraph (1) of the homeless definition [in § 24 CFR 576.2]."

ADDITIONALLY: The individual or family must meet one of the following definitions of "homeless":

(1) An individual or family who will imminently lose their primary nighttime residence provided that:

(i) The primary nighttime residence will be lost within 14 days of the date of application for homeless assistance;

(ii) No subsequent residence has been identified; and

(iii) The individual or family lacks the resources or support networks, *e.g.,* family, friends, faith-based or other social networks, needed to obtain other permanent housing;

(2) Unaccompanied youth under 25 years of age, or families with children and youth, who do not otherwise qualify as homeless under this definition, but who:

(i) Are defined as homeless under section 387 of the Runaway and Homeless Youth Act (42 U.S.C. 5732a), section 637 of the Head Start Act (42 U.S.C. 9832), section 41403 of the Violence Against Women Act of 1994 (42 U.S.C. 14043e–2), section 330(h) of the Public Health Service Act (42 U.S.C. 254b(h)), section 3 of the Food and Nutrition Act of 2008 (7 U.S.C. 2012), section 17(b) of the Child Nutrition Act of 1966 (42 U.S.C. 786(b)) or section 725 of the McKinney-Vento Homeless Assistance Act (42 U.S.C. 11434a);

(ii) Have not had a lease, ownership interest, or occupancy agreement in permanent housing at any time during the 60 days immediately preceding the date of application for homeless assistance;

(iii) Have experienced persistent instability as measured by two moves or more during the 60-day period immediately preceding the date of applying for homeless assistance; and

(iv) Can be expected to continue in such status for an extended period of time because of chronic disabilities, chronic physical health or mental health conditions, substance addiction, histories of domestic violence or childhood abuse (including neglect), the presence of a child or youth with a disability, or two or more barriers to employment, which include the lack of a high school degree or General Education Development (GED), illiteracy, low English proficiency, a history of incarceration or detention for criminal activity, and a history of unstable employment; or

(3) Any individual or family who:

(i) Is fleeing, or is attempting to flee, domestic violence, dating violence, sexual assault, stalking, or other dangerous or life-threatening conditions that relate to violence against the individual or a family member, including a child, that has either taken place within the individual's or family's primary nighttime residence or has made the individual or family afraid to return to their primary nighttime residence;

(ii) Has no other residence; and

(iii) Lacks the resources or support networks, *e.g.,* family, friends, faithbased or other social networks, to obtain other permanent housing.

ADDITIONALLY: The individual or family must also meet one of the following conditions:

(A) Has moved because of economic reasons two or more times during the 60 days immediately preceding the application for homelessness prevention assistance;

(B) Is living in the home of another because of economic hardship;

(C) Has been notified in writing that their right to occupy their current housing or living situation will be terminated within 21 days after the date of application for assistance;

(D) Lives in a hotel or motel and the cost of the hotel or motel stay is not paid by charitable organizations or by Federal, State, or local government programs for low-income individuals;

(E) Lives in a single-room occupancy or efficiency apartment unit in which there reside more than two persons or lives in a larger housing unit in which there reside more than 1.5 persons reside per room, as defined by the U.S. Census Bureau;

(F) Is exiting a publicly funded institution, or system of care (such as a health-care facility, a mental health facility, foster care or other youth facility, or correction program or institution); or

Note, HUD has provided additional guidance and criteria for each of the categories above, to be used for determining a client's eligibility as "at risk of becoming homeless", and this can be found at:
http://www.hudhre.info/documents/AtRiskofHomelessnessDefinition_Criteria.pdf.
Subgrantees are also required to abide by the guidelines found at this web page.

Documenting Client Eligibility

All sub-grantees must keep verification of client's eligibility in each client file at minimum as described below.

A. Sub-grantees are required to ensure that the client does not have sufficient resources or support networks, *e.g.,* family, friends, faithbased or other social networks, immediately available, as follows:

For Rapid Re-Housing and Emergency Shelter/Street Outreach clients: as needed to obtain other permanent housing

For Homelessness Prevention clients: immediately available to attain housing stability and meets one or more of the conditions under paragraph (1)(iii) of the definition of "at risk of homelessness" in 24 CFR § 576.2;

B. All subgrantees will ensure that all documentation is obtained and placed in the file in accordance with 24 CFR § 576.500 "Recordkeeping and reporting requirements", as required in the regulation for Rapid Re-Housing and/or Homelessness Prevention clients.

C. The most reliable evidence that should be used in addressing the documentation required in A and B above includes, in order of priority:

1. Source documents including check stubs, verification of employment, general relief documentation from the County of

Fresno, award letters from Social Security Administration, retirement income verification from source, leases, contracts, etc.

2. If source documents are unavailable: a written statement by the relevant third party, or a written statement by intake staff of the oral verification by the relevant third party of the required information and written verification by intake staff as to why source documentation could not be obtained.

3. If source documents AND written third party verification is unobtainable, a written statement by the client or client's intake staff describing the efforts taken to obtain the required evidence AND self-certification by client, identifying the required information needed.

Income Determination

All sub-grantees are required to determine a client's annual income, to verify that the client is income-eligible (annual income is at or below 30% of the area median income). To qualify for ESG assistance persons and/or households must earn 30 percent or below of the Area Median Income, as these are set annually by HUD, by household size. Annual income limits will be provided to each sub-recipient as they are made available by HUD. In determining the annual income of an individual or family, the subrecipient must use the standard for calculating anticipated annual income under 24 CFR 5.609.

a) Annual income means all amounts, monetary or not, that go to, or are on behalf of, the family head or spouse (even if temporarily absent) or to any other family member 18 years old or older, or all amounts anticipated to be received from a source outside the family, during the 12-month period following admission or annual reexamination effective date. In determining income, sub-grantees must also determine the household size as directed in the section below "Determining Household Size".

b) All sub-grantees must keep income verification documents in a client file, for each client (or household).

c) All sub-grantees must have each client fill out a Household Composition form, as included in Exhibit A, to verify the size of the client household and to assist in determining income eligibility.

d) Additionally, the income calculation worksheet, as included in Exhibit B, is required to be utilized by sub-grantee case managers to verify income. The worksheet can also be provided in excel format from the City/County upon request.

Treatment of Assets

Clients will be required to spend down their assets to an amount of $500.00 before they become eligible to receive financial assistance. The assets to be considered for the draw down will be limited only to balances in a personal checking or savings account held by any household member. Assets held in a retirement or education account, or personal property are not included as part of this requirement.

Determining Household Size

Income limits are published based on the number of persons in the household (for example, 1 person, 2 persons, 3 persons) with increasingly higher income limits for families with more members.

When determining family size for establishing income eligibility, the sub-grantee must include all persons living in the unit except the following:

a. Live-in aide

(1) A person who resides with one or more elderly persons, near-elderly persons, or persons with disabilities, and who:

(a) Is determined to be essential to the care and wellbeing of the person(s);

(b) Is not obligated for the support of the person(s); and

(c) Would not be living in the unit except to provide the necessary supportive services.

(2) To qualify as a live-in aide:

(a) The sub-grantee must verify the need for the live-in aide. Verification that the live-in aide is needed to provide the necessary supportive services essential to the care and well-being of the person must be obtained from the person's physician, psychiatrist or other medical practitioner or health care provider. The sub-grantee must approve a live-in aide if needed as a reasonable accommodation in accordance with 24 CFR Part 8 to make the program accessible to and usable by the family member with a disability. The sub-grantee may verify whether the live-in aide is necessary only to the extent necessary to document that applicants or tenants who have requested a live-in aide have a disability-related need for the requested accommodation. This may

include verification from the person's physician, psychiatrist or other medical practitioner or health care provider. The sub-grantee may not require applicants or tenants to provide access to confidential medical records or to submit to a physical examination.

(b) Expenses for services provided by the live-in aide, such as nursing services (dispensing of medications or providing other medical needs) and personal care (such as bathing or dressing), that are out-of-pocket expenses for the tenant and where the tenant is not reimbursed for the expenses from other sources, are considered as eligible medical expenses. Homemaker services such as housekeeping and meal preparation are not eligible medical expenses (see below for more information on medical expenses.)

(c) Qualifies for occupancy only as long as the individual needing supportive services requires the aide's services and remains a tenant. The live-in aide may not qualify for continued occupancy as a remaining family member.

(d) Income of a live-in aide is excluded from annual income.

(3) A relative may be considered to be a live-in aide if they meet the requirements in 1(a) through (c), above.

(4) An adult child is eligible to move into an assisted property after initial occupancy only if they are essential to the care or well-being of the elderly parent(s). The adult child may be considered a live-in aide if all of the requirements in 1, above, apply and there is a verified need for a live-in aide in accordance with 2(a), above.

(5) An adult child is not eligible to move into an assisted property after initial occupancy unless they are performing the functions of a live-in aide and are eligible to be classified as a live-in aide for eligibility purposes.

b. Foster children or foster adults.

c. Guests.

When determining family size for income limits, the sub-grantee must include the following individuals who are not living in the unit:

a. Children temporarily absent due to placement in a foster home;

b. Children in joint custody arrangements who are present in the household 50% or more of the time;

c. Children who are away at school but who live with the family during school recesses;

d. Unborn children of pregnant women.

e. Children who are in the process of being adopted.

f. Temporarily absent family members who are still considered family members. For example, the sub-grantee may consider a family member who is working in another state on assignment to be temporarily absent;

g. Family members in the hospital or rehabilitation facility for periods of limited or fixed duration. These persons are temporarily absent as defined in subparagraph f above; and

h. Persons permanently confined to a hospital or nursing home. The family decides if such persons are included when determining family size for income limits. If such persons are included, they must not be listed as the head, co-head, or spouse on the lease or but may be listed as other adult family member. This is true even when the confined person is the spouse of the person who is or will become the head. If the family chooses to include the permanently confined person as a member of the household, the sub-grantee must include income received by these persons in calculating family income.

Client's Share of Rent Costs

The City/County will enforce a graduated subsidy format for determining the ESG client's share of rental costs. A graduated subsidy declines in steps based upon a fixed timeline, until the household assumes full responsibility for monthly housing costs. A graduated subsidy will help reduce the destabilizing cliff effect of a deep subsidy suddently ending. Declining subsidies allow the household to gradually take over the responsibility of paying rent, and builds both a cushion and confidence along the way.

Initial assistance can be as much as 100% of rental assistance, then decreasing monthly, or every other month, in accordance with client needs and case plan objectives that are developed by the client and the sub-grantee's case manager. Timelines are based on maximum term of assistance; however, clients should be transitioned off of assistance in as short of a timeframe as is appropriate for them to successfully obtain housing stability.

Housing	Homeless Prevention		Rapid Re-Housing

Month			
1	Case management, counseling assessment, initiate wrap-around services, linkages to service providers, facilitate life skills development, issue security and utility deposits, 100% housing subsidy + utility payment assisstance		Case management, counseling assessment, initiate wrap-around services, linkages to service providers, facilitate life skills development, issue security and utility deposits, 100% housing subsidy + utility payment assisstance
2	100% housing subsidy + utility payment assistance		100% housing subsidy + utility payment assistance
3	100% housing subsidy + utility payment assistance; 3 month evaluation		100% housing subsidy + utility payment assistance; 3 month evaluation
4	100% housing subsidy + utility payment assistance		100% housing subsidy + utility payment assistance
5	90% housing subsidy + utility payment assistance		90% housing subsidy + utility payment assistance
6	90% housing subsidy + utility payment assistance; 3 month evaluation		90% housing subsidy + utility payment assistance; 3 month evaluation
7	90% housing subsidy + utility payment assistance		90% housing subsidy + utility payment assistance
8	80% housing subsidy + utility payment assistance		80% housing subsidy + utility payment assistance
9	80% housing subsidy + utility payment assistance		80% housing subsidy + utility payment assistance
10	80% housing subsidy + utility payment assistance		80% housing subsidy + utility payment assistance
11	70% housing subsidy + utility payment assistance		70% housing subsidy + utility payment assistance
12	70% housing subsidy + utility payment assistance		70% housing subsidy + utility payment assistance
13	70% housing subsidy + utility payment assistance		70% housing subsidy + utility payment assistance
14	60% housing subsidy + utility payment assistance		60% housing subsidy + utility payment assistance
15	60% housing subsidy + utility payment assistance		60% housing subsidy + utility payment assistance
16	60% housing subsidy + utility payment assistance		60% housing subsidy + utility payment assistance
17	50% housing subsidy + utility payment assistance		50% housing subsidy + utility payment assistance
18	50% housing subsidy + utility payment assistance		50% housing subsidy + utility payment assistance

19	40% housing subsidy + utility payment assistance		40% housing subsidy + utility payment assistance
20	40% housing subsidy + utility payment assistance		40% housing subsidy + utility payment assistance
21	30% housing subsidy + utility payment assistance		30% housing subsidy + utility payment assistance
22	30% housing subsidy + utility payment assistance		30% housing subsidy + utility payment assistance
23	20% housing subsidy + utility payment assistance		20% housing subsidy + utility payment assistance
24	20% housing subsidy + utility payment assistance		20% housing subsidy + utility payment assistance
25	30-day Follow-up		30-day Follow-up
26	60-day Follow-up		60-day Follow-up
27	90-day Follow-up		90-day Follow-up

On a case by case basis, sub-grantees may be authorized to increase rental assistance (and not follow the decreasing subsidy scale above), only when extenuating circumstances arise for a client. Some of these extenuating circumstances may include, but is not limited to, reunification with a child, loss of employment (income), drop in income, medical emergency/illness, loss of other resources. In these cases, the sub-grantee will verify and document in each file the reasons for increasing financial assistance, and advise the City and/or County in regards to the specific circumstances of the client, to ensure the City/County will approve the change before it is enacted.

Determination of Unit Size Requirements

The City and County will require each sub-grantee to determine the appropriate number of bedrooms needed by an individual or family when it determines family eligibility for financial assistance, based on the information below.

The following requirements apply when determining the family unit size:

- The unit size determination must provide for the smallest number of bedrooms needed to house a family without overcrowding, regardless of the amount of the payment standard.

- The unit size determinations must be applied consistently for all families of like size and composition.

- A child who is temporarily away from the home because of placement in foster care is considered a member of the family in determining the family's unit size.

- A family that consists of a pregnant woman only (with no other household members), must be treated as a two-person family.

- Two elderly or disabled household members may be given separate bedrooms.

- Any live-in aide (approved by the sub-grantee to reside in the unit to care for a family member who is disabled or is at least 50 years of age) must be counted in determining the family unit size.

- Unless a live-in aide resides with the family, the family unit size for any family consisting of a single person must be either a zero or one-bedroom unit. The City and County of Fresno will allow sub-grantees to provide for case-by-case exceptions to this rule, only after the following has been met:

    1. The client has searched for available zero or one-bedroom units, and at least 4 apartment complexes have been searched with no availability at that bedroom size as evidenced in writing. The sub-grantee may allow the client to rent up to a 2 bedroom unit as long as the payment is equal to the 0-1 bedroom payment.

    2. Client agrees in writing that they will not add additional person(s) to the lease nor move in any additional persons into the assisted unit without first seeking the approval of both the sub-grantee and the landlord. The client will have to be re-evaluated for eligibility on a monthly basis.

UNIT SIZE REQUIREMENTS	
Unit Size Range	Maximum Household Size
0 – 1 BR	2
2 BR	4
3-BR	6
4-BR	8
5-BR	10+

Rent Reasonableness

Rental assistance paid cannot exceed the actual rental cost, which must be in compliance with HUD's standard of "rent reasonableness." "Rent reasonableness" means that the total rent charged for a unit must be reasonable in relation to the rents being charged during the same time period for comparable units in the private unassisted market and must not be in excess of rents being charged by the owner during the same time period for comparable non-luxury unassisted units. To make this determination, sub-grantees should consider (a) the location, quality, size, type, and

age of the unit; and (b) any amenities, housing services, maintenance and utilities to be provided by the owner. Comparable rents can be checked by using a market study, by reviewing comparable units advertised for rent, or with a note from the property owner verifying the comparability of charged rents to other units owned (for example, the landlord would document the rents paid in other units).

All sub-grantees will be required to fill out the attached Exhibit C: Rent Reasonableness Checklist and Certification in its entirety, for each client assisted with rent, and keep the record in the client file. The form includes several columns where the sub-grantee is expected to find comparables units and comparable rates. In filling out the form, sub-grantees cannot exclusively utilize units within the same apartment complex that the client will be renting, nor can the sub-grantee utilize units that are more than 1 mile away from the unit to be rented.

Rental, Security and Utility Payments

Sub-grantees must not make payments directly to program participants, but only to third parties, such as landlords or utility companies. In addition, an assisted property may not be owned by the grantee, sub-grantee or the parent, subsidiary or affiliated organization of the sub-grantee.

Sub-grantees can only make rental payments and/or security deposits for clients that have a signed lease for their eligible unit. Additionally, the program participant must be named on the lease.

Therefore, assistance could not be provided to an individual renting from a friend or relative if a legal lease is not in place. In cases where an individual is renting a unit from a friend or relative and a legal lease is in place, sub-grantees providing assistance must ensure that the arrangement is not in violation of conflict of interest laws and the rent charged and the terms of the lease must be the same for the participant as they are for other tenants renting comparable units.

If two unrelated individuals are joint parties to a lease, a sub-grantee must consider total household income to determine eligibility (i.e., either the whole household is eligible for assistance, or the whole household is not).

A sub-grantee can provide rental assistance to a client residing at a board and care facility only as long as each resident of the group home, assisted living facility, or boarding house has an individual lease, and has been assessed and certified to be eligible to receive ESG assistance.

Please note that financial assistance for persons in a group home-type setting is limited to: rent, security deposits, utility deposits, and utility payments. Service fee charges that might be applied at assisted living facilities are not eligible. In addition, if there is another rental subsidy being provided, ESG cannot be used for rent, and if there is a utility subsidy being provided, ESG cannot be used for utilities.

If sub-grantee incurrs late fees due to a late submittal of a rental payment, these cannot be reimbursed by, or paid out of, ESG funds.

In addition, the ESG Program also requires a rental assistance agreement between the sub-grantee and the housing owner.

Maximum Rent

Rental assistance cannot be provided unless the rent does not exceed the Fair Market Rent established by HUD, as provided under 24 CFR part 888.

Habitability Standards

Sub-grantees providing rental assistance with ESG funds will be required to conduct initial and any appropriate follow-up inspections of housing units into which a program participant will be moving. Units should be inspected on an annual basis and upon a change of tenancy. Inspection of each unit must include the filling out and filing of the attached Exhibit D: ESG Housing Habitability Standards Inspection Checklist. Sub-grantees are to ensure that experienced staff performs all habitability inspections

Rental Payments in Arrears

Rental assistance may be used to pay up to 6 months of rental arrears for eligible program participants. Rental arrears may be paid if the payment enables the program participant to remain in the housing unit for which the arrears are being paid or move to another unit. If HPRP funds are used to pay rental arrears, arrears must be included in determining the total period of the program participant's rental assistance.

Lead Based Paint Visual Assessment Requirements

Sub-grantees are required to provide a visual assessment of each selected property for client habitability to ensure that there are no hazards related Lead Based Paint. Visual assessments can be conducted by a HUD-Certified Visual Assessor under ESG, and must meet the requirements as outlined in the Lead-Based Paint Poisoning Prevention Act, as noted in Section VII.F of the Notice. A 20-minute online training course on conducting visual assessments can be found on HUD's website at http://www.hud.gov/offices/lead/training/visualassessment/h00101.htm. After successful completion of the online course, sub-grantees will receive a certificate of completion which qualifies them for conducting the assessments. All sub-grantees are required to have at least one staff member conduct the test and pass.

Sub-grantees are also required to fill out and sign the ESG Lead Screening Worksheet, as enclosed in Exhibit E, and the ESG Lead-Based Paint Document Checklist, as enclosed also in Exhibit F, for each client receiving assistance.

Please note, that the form has a last page that requires staff signature and date. Sub-grantees will ensure that the form is signed and dated properly.

Reporting Requirements

HMIS

Sub-grantees are required to input HMIS client data as soon as feasibly possible, and at least on a bi-weekly basis. City and County staff will be working with the Housing Authority to pull data on a monthly basis and will contact sub-grantees who have not utilized HMIS as required. This reporting requirement is set forth to facilitate sub-grantee's quarter-end reporting process and to assist the City/County in its quarterly reporting to the federal government and HUD.

Sub-grantees who fail to meet this requirement will be in default of their agreement, which will trigger a performance review by the City and/or County.

Monthly/Quarterly Reporting

Sub-grantees are required to provide a monthly activity report to the City and/or County in addition to a quarterly performance report to the City and/or County, in the form attached as Exhibit G: Performance Reports.

Request for Disbursements

Sub-grantees will be allowed to request disbursements in arrears, for services provided during the preceding month, and only as identified in their appropriate ESG Agreements/Contracts. Reimbursements shall be made in compliance with the terms of the agreement(s). All requests for disbursements must be accompanied by sufficient supportive documentation verifying actual costs incurred.

City/County staff will review funding disbursement requests to ensure that funds requested are for allowable costs and are within the budget as established in the Agreements/Contracts.

All requests for disbursements will be only in the form(s) as provided in the attached Exhibit H: ESG Funds Disbursement Request.

Policy on Security and Utility Deposits

HUD is giving grantees the discretion to determine how to handle returned security deposits.

The City/County of Fresno will not require it's sub-grantees to recover a utility security deposit (i.e. PG&E) as these are credited as payment toward a final bill if service is turned off within the first 12 months of service. Beyond 12 months, the deposit is credited toward the 13 month of service (or close to it) if there are 12 consecutive on-time payments made. If there are not 12 consecutive on time payments, the deposit will be used for the final month of service.

Each sub-grantee who provides a utility deposit on behalf of an eligible client using ESG services shall make payment of such deposit directly to the vendor (utility provider, landlord or property manager) on behalf of the client. Clients are not eligible to receive a reimbursement for utility deposits which have been previously paid by them or paid on their behalf.

Each sub-grantee who provides a utility deposit shall count the deposit payment as one additional month of support for that eligible client.

In case of security deposits on housing units each sub-grantee who provides a security deposit on behalf of an eligible client using ESG services shall make payment of such deposit directly to the landlord or property manager on behalf of the client. Clients are not eligible to receive a reimbursement for deposits which have been previously paid by them or paid on their behalf.

Each sub-grantee who provides a rental deposit shall count the deposit payment as one additional month of support for that eligible client.

The security deposit minus any portion kept from the deposit, that may be needed to pay for costs incurred by the tenant such as damages to the unit, shall be returned to the sub-grantee and treated as program income. This program income can be utilized by the sub-grantee to pay for other eligible client deposits following the same method. Program income must be accounted for separately by each sub-grantee, and reported to the City/County.

Immigration Status

All sub-grantees are required to verify if a proposed client is a qualified alien. The City and County of Fresno have provided alternate requirements for victims of domestic violence due to the imminent danger these clients are facing.

Additionally:

- As long as there is one adult with legal status in the household and he/she is the primary lessee on the lease, the sub-grantee can serve that household.
- The sub-grantee will count ALL adults and children in the household, and enter them in HMIS
- The sub-grantee will only count income from/for those individuals who have legal status.
- The sub-grantee will NOT count income from those who do not have legal status because their income is not legal.

Confidentiality

Each sub-grantee must develop and implement procedures to ensure:

1. The confidentiality of records pertaining to any individual provided with assistance; and

2. That the address or location of any assisted housing will not be made public, except to the extent that this prohibition contradicts a preexisting privacy policy of the grantee.

Such procedures must be provided to the City/County before implementation of the program commences.

Termination of Housing Assistance

A sub-grantee may terminate assistance to a program participant who violates program requirements. Sub-grantees may resume assistance to a program participant whose assistance was previously terminated. In terminating assistance to a program participant, the sub-grantee must provide a formal process that recognizes the rights of individuals receiving assistance to due process of law.

This process, at a minimum, must consist of:

1. Written notice to the program participant containing a clear statement of the reasons for termination;

2. A review of the decision, in which the program participant is given the opportunity to present written or oral objections before a person other than the person (or a subordinate of that person) who made or approved the termination decision; and

3. Prompt written notice of the final decision to the program participant.

Such procedures must be provided to the City/County before implementation of the program commences.

Non-Discrimination

No person in the United States shall, on the ground of race, color, religion, national origin or sex, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity funded in whole or in part with funds made available through the City's ESG Program, or any program or activity receiving Federal financial assistance.

Appeals

If an application is turned down by a sub-grantee, the applicant may appeal, in writing, within ten (10) days after the occurrence. The appeal must clearly state the reasons for the appeal. The appeal will be filed with the sub-grantee, who will review the appeal and respond.

For City of Fresno Applicants: If the appellant is not satisfied with the response of the sub-grantee, the appeal may be presented to the City of Fresno Homeless Policy and Prevention Manager within thirty (30) days of the sub-grantee's response. The City will attempt to resolve the grievance within fifteen (15) days. The ruling of the City will be final.

For County of Fresno Applicants: If the appellant is not satisfied with the response of the sub-grantee, the appeal may be presented to the County of Fresno ESG County Coordinator within thirty (30) days of the sub-grantee's response. The County will attempt to resolve the grievance within fifteen (15) days. The ruling of the County will be final.

City/County Administration of the Program

The City and County of Fresno propose to jointly administer their respective ESG Programs, including updates as needed to this policies and procedures manual. Both agencies will jointly issue a request for funding availability, and work together to select the agencies (sub-grantees) who will receive ESG funding, based on the allocation levels identified in the Action Plans. Each entity will contract individually with each selected vendor. The City/County propose to administer ESG sub-grantee agreements over a two term period.

Monitoring

City/County of Fresno staff will meet with all service providers on a monthly basis to discuss performance, rules, and processess, coordinate services, collaboratively exhange best practices and discuss concerns in administering the program. City/County staff will conduct on-site monitoring and audits of all selected service providers to ensure proper administration of the program. All sub-grantees will be

required to submit monthly, quarterly and yearly reports to the City/County to ensure performance measures are being met. Additionally, the City/County will audit all requests for reimbursement of ESG funds before these are paid to the selected City service providers.

Amendments To Program Rules

The Fresno City Manager's office, or his/her designee(s), may change City program requirements from time to time to meet program objectives. The County Administrative Officer, or his/her designee(s), may change County program requirements from time to time to meet program objectives. All changes will be required to meet ESG guidelines.

Updated June 5, 2012

EXHIBIT A

HOUSEHOLD COMPOSITION

HOUSEHOLD COMPOSITION						
HH Mbr #	Last Name	First Name & Middle Initial	Relationship to Head of Household	Date of Birth (MM/DD/YYYY)	F/T Student (Y or N)	Social Security or Alien Reg. No.

I certify that the information presented in this document is true and accurate to the best of my knowledge.

_____ _____

Signature of Applicant Date

_____

Printed Name of Applicant

EXHIBIT B

ESG Income Eligibility Calculation Worksheet

To be eligible for ESG households must be at or below 30% of the Area Median Income (and meet other ESG eligibility requirements, as identified in federal regulation). Grantees may use this worksheet to determine whether an applicant household meets the ESG income eligibility threshold. A copy of this worksheet should be kept in the ESG participant case file.

Household Member Number	Household Member Name	Age of Household Member
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
	Total Household Members (Household size)	
	30% of Area Median Income (AMI) for Household Size	$

Household Member Number/ Name	Sources of Household Income	Gross Documented Current Income Amount	Frequency of Income	Number of Payments per Year	Annual Gross Income (gross income amount X # of payments per year)
	Earned Income (for ADULT household members only)	$			$
	Earned Income (for ADULT household members only)	$			$
	Earned Income (for ADULT household members only)	$			$
	Self-employment/business income	$			$
	Self-employment/business income	$			$
	Interest & Dividend Income	$			$
	Interest & Dividend Income	$			$
	Pension/Retirement Income	$			$
	Pension/Retirement Income	$			$
	Unemployment & Disability Income	$			$
	Unemployment & Disability Income	$			$
	TANF/Public Assistance	$			$
	TANF/Public Assistance	$			$
	Alimony, Child Support and Foster Care Income	$			$
	Alimony, Child Support and Foster Care Income	$			$
	Armed Forces Income	$			$
	Armed Forces Income	$			$
	Other (specify):	$			$
	Other (specify):	$			$
	Total Annual Gross Income from all Sources			$	-
	30% of Area Median Income for Household Size			$	-
	Variance (If less than AMI, then household is income eligible)			$	-
	Is the household at or below 30% Area Median Income?			***YES-Income Eligible***	

Exhibit C:
RENT REASONABLENESS CHECKLIST AND CERTIFICATION

	Proposed Unit	Unit #1	Unit #2	Unit #3
Address				
Number of Bedrooms				
Square Feet				
Type of Unit/Construction				
Housing Condition				
Location/Accessibility				
Amenities Unit: Site: Neighborhood:				
Age in Years				
Utilities (type)				
Unit Rent Utility Allowance Gross Rent				
Handicap Accessible?				

CERTIFICATION:

A. Compliance with Payment Standard

_____ + _____ = _____

Proposed Contract Rent | Utility Allowance | Proposed Gross Rent

The Proposed Contract Rent ☐ does ☐ does not exceed the maximum allowed monthly rent by bedroom count, as established by the U.S. Department of Housing and Urban Development for the use of the local public housing authority in administering the Housing Choice Voucher Program as follows:

Bedroom Count	Payment Standard
0	$638.00
1	$702.00
2	$829.00
3	$1,206.00
4	$1,299.00
Payment standards Effective Date: October 1, 2011	

B. Rent Reasonableness

Based upon a comparison with rents for comparable units, I have determined that the proposed rent for the unit ☐ is ☐ is not reasonable.

DEPARTMENT/AGENCY NAME:	SIGNATURE:	DATE:

Exhibit D:
ESG Housing Habitability Standards Inspection Checklist

About this Tool

These standards apply only when a program participant is receiving financial assistance and moving into a new (different) unit. Inspections must be conducted upon initial occupancy and then on an annual basis for the term of ESG assistance.

The habitability standards are different from the Housing Quality Standards (HQS) used for other HUD programs. Because the HQS criteria are more stringent than the habitability standards, a grantee could use either standard. In contrast to HQS inspections, the habitability standards do not require a certified inspector. As such, ESG program staff could conduct the inspections, using a form such as this one to document compliance.

Instructions: Mark each statement as 'A' for approved or 'D' for deficient. The property must meet all standards in order to be approved. A copy of this checklist should be placed in the client file.

Approved or Deficient	Element
	1. *Structure and materials*: The structures must be structurally sound so as not to pose any threat to the health and safety of the occupants and so as to protect the residents from hazards.
	2. *Access*: The housing must be accessible and capable of being utilized without unauthorized use of other private properties. Structures must provide alternate means of egress in case of fire.
	3. *Space and security*: Each resident must be afforded adequate space and security for themselves and their belongings. Each resident must be provided with an acceptable place to sleep.
	4. *Interior air quality*: Every room or space must be provided with natural or mechanical ventilation. Structures must be free of pollutants in the air at levels that threaten the health of residents.
	5. *Water Supply*: The water supply must be free from contamination.
	6. *Sanitary Facilities*: Residents must have access to sufficient sanitary facilities that are in proper operating condition, may be used in privacy, and are adequate for personal cleanliness and the disposal of human waste.
	7. *Thermal environment*: The housing must have adequate heating and/or cooling facilities in proper operating condition.
	8. *Illumination and electricity*: The housing must have adequate natural or artificial illumination to permit normal indoor activities and to support the health and safety of residents. Sufficient electrical sources must be provided to permit use of essential electrical appliances while assuring safety from fire.

	9. *Food preparation and refuse disposal*: All food preparation areas must contain suitable space and equipment to store, prepare, and serve food in a sanitary manner.
	10. *Sanitary condition*: The housing and any equipment must be maintained in sanitary condition.
	11. *Fire safety*: Both conditions below must be met to meet this standard. a. Each unit must include at least one battery-operated or hard-wired smoke detector, in proper working condition, on each occupied level of the unit. Smoke detectors must be located, to the extent practicable, in a hallway adjacent to a bedroom. If the unit is occupied by hearing-impaired persons, smoke detectors must have an alarm system designed for hearing-impaired persons in each bedroom occupied by a hearing-impaired person. b. The public areas of all housing must be equipped with a sufficient number, but not less than one for each area, of battery-operated or hard-wired smoke detectors. Public areas include, but are not limited to, laundry rooms, day care centers, hallways, stairwells, and other common areas.

(Source: U.S. Department of Housing and Urban Development, Docket No. FR-5307-N-01, Notice of Allocations, Application Procedures, and Requirements for Homelessness Prevention and Rapid Re-Housing Grantees under the Recovery Act)

CERTIFICATION STATEMENT

I certify that I am not a HUD certified inspector and I have evaluated the property located at the address below to the best of my ability and find the following:

☐ Property meets all of the above standards.
☐ Property does not meet all of the above standards.

Therefore, I make the following determination:

☐ Property is approved.
☐ Property is not approved.

Case Name: _____
Street Address: _____
Apartment: _____ City: _____ State: _____ Zip: _____
Evaluator's Signature: _____ Date: _____
Please Print. Name: _____
CBO Exec. Dir. Initial: _____

Exhibit E

ESG Lead Screening Worksheet

About this Tool

The *ESG Lead Screening Worksheet* is intended to guide grantees through the lead-based paint inspection process to ensure compliance with the rule. ESG staff can use this worksheet to document any exemptions that may apply, whether any potential hazards have been identified, and if safe work practices and clearance are required and used. A copy of the completed worksheet along with any additional documentation should be kept in each program participant's case file.

Instructions

To prevent lead-poisoning in young children, ESG grantees must comply with the Lead-Based Paint Poisoning Prevention Act of 1973 and its applicable regulations found at 24 CFR 35, Parts A, B, M, and R. Under certain circumstances, a visual assessment of the unit is not required. This screening worksheet will help program staff determine whether a unit is subject to a visual assessment, and if so, how to proceed. A copy of the completed worksheet along with any related documentation should be kept in each program participant's file.
Note: ALL pre-1978 properties are subject to the disclosure requirements outlined in 24 CFR 35, Part A, regardless of whether they are exempt from the visual assessment requirements.

Basic Information

Name of Participant
Address Unit Number
City State Zip
ESG Program Staff

Part 1: Determine Whether the Unit is Subject to a Visual Assessment

If the answer to one or both of the following questions is 'no,' a visual assessment is <u>not</u> triggered for this unit and no further action is required at this time. Place this screening worksheet and related documentation in the program participant's file.
If the answer to both of these questions is 'yes,' then a visual assessment is triggered for this unit and program staff should continue to Part 2.

1. Was the leased property constructed before 1978?

   ☐ Yes
   ☐ No

2. Will a child under the age of six be living in the unit occupied by the household receiving ESG assistance?

   ☐ Yes
   ☐ No

Part 2: Document Additional Exemptions

If the answer to any of the following questions is 'yes,' the property is exempt from the visual assessment requirement and no further action is needed at this point. Place this screening sheet and supporting documentation for each exemption in the program participant's file.
If the answer to all of these questions is 'no,' then continue to Part 3 to determine whether deteriorated paint is present.

1. Is it a zero-bedroom or SRO-sized unit?

   ☐ Yes
   ☐ No
2. Has X-ray or laboratory testing of all painted surfaces by certified personnel been conducted in accordance with HUD regulations and the unit is officially certified to not contain lead-based paint?

   ☐ Yes
   ☐ No
3. Has this property had all lead-based paint identified and removed in accordance with HUD regulations?

   ☐ Yes
   ☐ No
4. Is the client receiving Federal assistance from another program, where the unit has already undergone (and passed) a visual assessment within the past 12 months (e.g., if the client has a Section 8 voucher and is receiving ESG assistance for a security deposit or arrears)?

   ☐ Yes (Obtain documentation for the case file.)
   ☐ No
5. Does the property meet any of the other exemptions described in 24 CFR Part 35.115(a).

   ☐ Yes
   ☐ No
   Please describe the exemption and provide appropriate documentation of the exemption.

Part 3: Determine the Presence of Deteriorated Paint

To determine whether there are any identified problems with paint surfaces, program staff should conduct a visual assessment prior to providing ESG financial assistance to the unit as outlined in the following training on HUD's website at:
http://www.hud.gov/offices/lead/training/visualassessment/h00101.htm.
If no problems with paint surfaces are identified during the visual assessment, then no further action is required at this time. Place this screening sheet and certification form (Attachment A) in the program participant's file.
If any problems with paint surfaces are identified during the visual assessment, then continue to Part 4 to determine whether safe work practices and clearance are required.

1. Has a visual assessment of the unit been conducted?

   ☐ Yes

☐ No

2. Were any problems with paint surfaces identified in the unit during the visual assessment?

☐ Yes
☐ No (Complete Attachment A – Lead-Based Paint Visual Assessment Certification Form)

Part 4: document the level of identified problems

All deteriorated paint identified during the visual assessment must be repaired prior to clearing the unit for assistance. However, if the area of paint to be stabilized exceeds the de minimus levels (defined below), the use of lead safe work practices and clearance is required.
If deteriorating paint exists but the area of paint to be stabilized does not exceed these levels, then the paint must be repaired prior to clearing the unit for assistance, but safe work practices and clearance are not required.

1. Does the area of paint to be stabilized exceed any of the de minimus levels below?

   - 20 square feet on exterior surfaces ☐ Yes ☐ No
   - 2 square feet in any one interior room or space ☐ Yes ☐ No
   - 10 percent of the total surface area on an interior or exterior component with a small surface area, like window sills, baseboards, and trim ☐ Yes ☐ No

If *any* of the above are 'yes,' then safe work practices and clearance are required prior to clearing the unit for assistance.

Part 5: Confirm all identified deteriorated paint has been stabilized

Program staff should work with property owners/managers to ensure that all deteriorated paint identified during the visual assessment has been stabilized. If the area of paint to be stabilized does not exceed the de minimus level, safe work practices and a clearance exam are not required (though safe work practices are always recommended). In these cases, the ESG program staff should confirm that the identified deteriorated paint has been repaired by conducting a follow-up assessment.
If the area of paint to be stabilized exceeds the de minimus level, program staff should ensure that the clearance inspection is conducted by an independent certified lead professional. A certified lead professional may go by various titles, including a certified paint inspector, risk assessor, or sampling/clearance technician. Note, the clearance inspection cannot be conducted by the same firm that is repairing the deteriorated paint.

1. Has a follow-up visual assessment of the unit been conducted?

   ☐ Yes
   ☐ No

2. Have all identified problems with the paint surfaces been repaired?

   ☐ Yes
   ☐ No

3. Were all identified problems with paint surfaces repaired using safe work practices?

☐ Yes
☐ No
☐ Not Applicable – The area of paint to be stabilized did not exceed the de minimus levels.

4. Was a clearance exam conducted by an independent, certified lead professional?

☐ Yes
☐ No
☐ Not Applicable – The area of paint to be stabilized did not exceed the de minimus levels.

5. Did the unit pass the clearance exam?

☐ Yes
☐ No
☐ Not Applicable – The area of paint to be stabilized did not exceed the de minimus levels.

Note: A copy of the clearance report should be placed in the program participant's file.

Exhibit F

ESG Lead-Based Paint Document Checklist

About this Tool

The following checklist provides ESG grantees with an overview of common documents that can be used to verify compliance with the Lead-Based Paint Poisoning Prevention Act. Note that this checklist does not cover all of the documentation that providers would want to include in all instances. For example, additional documentation may be required if the property is found to meet exemptions listed under Part 2 of the Lead Screening Worksheet.

Document Name	Purpose	✓
Application	Documents age of children	
Screenshot of property record from online tax database	Documents age of property	
Lead Screening Worksheet	Documents exemptions (additional documentation will vary based on exemption)	
Lead-Based Paint Visual Assessment Certification	Documents that a visual assessment was conducted and problems with paint surfaces were not identified	
Owner Certification (if applicable)	Documents owner certification that any identified problems with paint surfaces have been repaired and that safe work practices were followed, as applicable	
Clearance Report (if applicable)	Documents that unit passed clearance	
Documentation of ongoing maintenance activities: • Visual Assessment Certification Forms • Clearance report from each maintenance job involving painted surfaces above the de minimis threshold • Notice of lead hazard reduction for each maintenance job involving painted surfaces	Documents that a visual assessment is performed at least annually during the assistance period and that any deteriorated paint was appropriately addressed (including clearance and notice of lead hazard reduction)	
Documentation of response to EIBLL child: • Copies of risk assessment • Abatement or clearance report • Relocation documents • Correspondence with health department	Documents that if an EIBLL child was identified in the unit, the situation was addressed in accordance with the Lead Safe Housing Rule.	

Exhibit G

MONTHLY PERFORMANCE REPORT
HOMLESS PREVENTION AND RAPID REHOUSING

Report To : ☐ County of Fresno or ☐ City of Fresno

Name of Agency:	
Project:	
Reporting Month	

I. PROGRESS NARRATIVE
A. List specific accomplishments during this reporting period:
B. Problem areas:
C. Is the project following the approved implementation schedule?
D. Has there been any private sector involvement? If so, please provide information here.

II. STATUS OF HMIS REPORTING AND DATA INPUT

III. NARRATIVE DESCRIBING SPECIFIC HOUSING RELOCATION & STABILIZATION SERVICES PROVIDED DURING REPORTING PERIOD

IV. NARRATIVE DESCRIBING SPECIFIC HABITABILITY INSPECTION SERVICES PERFORMED OR CONTRACTED OUT DURING REPORTING PERIOD

V. PENDING ISSUES:

VI. CONCLUSIONS:

AGENCY

Name	Title	Date

CITY/COUNTY USE ONLY

Reviewed by City/County Staff	Date

Exhibit H

ESG Funds Disbursement Request

Report Period: _____

ORGANIZATION NAME:		**ATTENTION:**	**Claudia Cazares**
PROJECT NAME:	**ESG-_____**	**HUD CONTRACT TIME LAPSED**	**0%**
CONTRACT NUMBER:		**CONTRACT TIME LAPSED:**	**0%**
		CONTRACT FUNDS EXPENDED:	**0%**

SEND THE MONTHLY INVOICE FORM TO EXPENDITURES TO THE FOLLOWING ADDRESS: City of Fresno, Planning and Development Department, Attn: Housing Manager, 2600 Fresno St., Room 3070, Fresno, CA 93721 ALONG WITH COPIES OF ALL INVOICES VERIFYING

Homeless Prevention - Financial Assistance				Homeless Prevention - Relocation & Stabilization			
	Budget	Month Expense	Year to Date		Budget	Month Expense	Year to Date
Rental Assistance				Case Management Services			
Security & Utility Deposits				Outreach and Engagement			
Utility Payments				Housing Search			
Moving Cost Assistance				Legal Service			
				Credit Repair			
Total		$0.00		Total		$0.00	

Rapid Re-Housing - Financial Assistance				Rapid Re-Housing - Relocation & Stabilization			
	Budget	Month Expense	Year to Date		Budget	Month Expense	Year to Date
Rental Assistance				Case Management Services			
Security & Utility Deposits				Outreach and Engagement			
Utility Payments				Housing Search			
Moving Cost Assistance				Legal Service			
				Credit Repair			
Total		$0.00		Total		$0.00	

Administrative Cost				Emergency Shelter/Street Outreach			
	Budget	Month Expense	Year to Date		Budget	Month Expense	Year to Date
Total				Total			

FOR CONTRACTOR USE

Submitted by:

Name: _____ **Title:** _____

Date: _____ **Phone:** _____

Four /City/County Use Only:

Approved By:

Name: _____ **Date:** _____ **Amount:** _____

Staff Funding Recommendation

2026-2027 Annual Action Plan for HUD Community Planning & Development Programs

Anticipated Resources

Table 1 – CDBG Sources and Uses

Sources – CDBG	Amount	Uses – CDBG	%	Amount
Annual Entitlement	$6,907,129.00	Public Infrastructure	56.3%	$ 4,834,761.00
Program Income	$28,000.00	Affordable Housing	15.8%	$ 1,361,423.94
Reprogrammed Funds	$1,659,788.94	Public Services	11.8%	$1,017,308.00
		Administration & Compliance	16.1%	$1,381,425.00
Subtotal	*$8,594,917.94*	*Subtotal*	*100%*	*$8,594,917.94*

Table 2 – HOME Sources and Uses

Sources – HOME	Amount	Uses – HOME	%	Amount
Annual Entitlement	$2,766,057.28	Affordable Housing	80.22%	$ 2,804,486.73
Program Income	$500,000.00	CHDO Housing Development	11.87%	$414,909.00
Reprogrammed Funds	$229,944.18	Administration & Compliance	7.91%	$276,605.73
Subtotal	*$3,496,001.46*	*Subtotal*	*100%*	*$3,496,001.46*

Table 3 – ESG Sources and Uses

Sources – ESG	Amount	Uses – ESG	%	Amount
Annual Entitlement	$623,922.00	Rapid Rehousing	37.91%	$260,000.00
Reprogrammed Funds	$61,984.24	Emergency Shelter/Street Outreach	36.62%	$251,191.00
		Homelessness Prevention	18.65%	$127,922.00
		Administration & Compliance	6.82%	$46,793.24
Subtotal	*$685,906.24*	*Subtotal*	*100%*	*$685,906.24*

Table 4 – HOPWA Sources and Uses

Sources – HOPWA	Amount	Uses – HOPWA	%	Amount
Annual Entitlement	$1,268,358.00	Housing Opportunities for People with AIDS/HIV	97.2%	$1,329,773.00
Reprogrammed	$99,465.33	Administration & Compliance	2.8%	$38,050.33

Sources – HOPWA	Amount	Uses – HOPWA	%	Amount
Funds				
Subtotal	*$1,367,823.33*	*Subtotal*	*100%*	*$1,367,823.33*

Project Funding Summary

Table 5 - Project Funding Summary

PRIORITY AREA	PROJECT	CDBG	HOME	ESG	HOPWA
Homeless & Homelessness Prevention	Emergency Solutions Grant			$685,906.24[1]	
Homeless & Homelessness Prevention	Housing Opportunities for People with AIDS/HIV				$1,329,773.00
Affordable Housing	Housing Rehabilitation (Non-Profit)	$400,000.00			
Affordable Housing	Housing Rehabilitation (City Provided)	$961,423.94			
Affordable Housing	Affordable Housing Development		$2,804,486.73		
Affordable Housing	Affordable Housing Development – CHDO		$414,909.59		
Public Infrastructure & Facilities	Facility Improvements	$4,834,761.00			
Community Services	Public and Community Services	$1,017,308.00[2]			
Administration & Compliance	Program Administration	$1,381,425.00	$276,605.73	See note	$38,050.33
TOTALS		**$8,594,917.94**	**$3,496,001.46**	**$685,906.24**	**$1,367,823.33**

[1] Administration funds of $46,793.24 are included in the ESG project total.
[2] Includes $50,000 allocation to Fair Housing

Table 6 - Public Infrastructure

Applicant	Program Title	People Assisted	NOFA Score	NOFA Rank	Amount Requested	Staff Funding Recommendation	Funding Source
PARCS	Investing in Central Fresno: Expanding Recreation at Lafayette Park	1,000	88.67	1	$1,663,600	$1,663,600	CDBG
Public Works	Highway City Neighborhood Street Reconstruction (Multi-year)	3,985	80.33	2	$2,192,975	$2,192,975	
Public Works	Barstow, First, Keats, Angus	3,563	80.33	3	$2,648,253	$0	
Public Works	Floradora, Fruit, Olive, Weber	6,200	80	4	$1,277,799	$0	
Public Works	Balderas Elementary School Neighborhood Street Improvements	4,561	79.33	5	$601,561	$601,561	
Self-Help Enterprises	La Hacienda Community Center	132	66	6	$1,257,525	$0	
Fresno Fire Department	Station 3 Security Fence	25,000	59	7	$376,625	$376,625	

Fresno Fire Department	Station 3 BC Office & Bedroom Renovation	25,000	47.3	8	$662,860	$0	
Fresno Fire Department	Metal Apparatus Storage Buildings	106,000	41.67	9	$600,000	$0	
Fresno Fire Department	Station 1 Rehabilitation of Interior Flooring & Exterior Siding	40,000	41	10	$550,000	$0	
Fresno Ideaworks	New Roof at 1730 H Street (ineligible)	300	Ineligible	N/A	$130,000	$0	
Funds Requested/Recommended:					**$11,961,198**	**$4,834,761**	
Funds Available:					**$4,834,761**		
Amount Undersubscribed					**$7,126,437**		

Table 7 - Community Services[1]

Applicant	Program Title	People Assisted	NOFA Score	NOFA Rank	Amount Requested	Staff Funding Recommendation	Funding Source
Boys and Girls Clubs of Fresno County	Educate and Inspire Fresno Youth 2026+	1200	92	1	$314,845	$314,845	CDBG
Poverello House	Culinary Workforce Development Program	200	91	2	$500,000	$500,000	
Central Valley Justice Coalition	Youth Advocacy and Mentorship Program	200	81	3	$152,462.40	$152,463	
Upwards Care, Inc.	The Boost Program	27	69.33	4	$248,400	$0	
Chinatown Fresno	Chinatown Open for Business	41	66.67	5	$40,000	$0	
TBD	Fair Housing Services	TBD	TBD	TBD	TBD	$50,000	
Funds Requested/Recommended:					**$1,255,707.40**	**$1,017,308**	
Funds Available:					**$1,017,308.00**		
Amount Oversubscribed:					**$238,399.40**		

[1] Community Services funding capped at 15% per 24 CFR 570.201(e)(1).

Table 8 - Owner-Occupied Home Rehabilitation

Applicant	Program Title	People Assisted	NOFA Score	NOFA Rank	Amount Requested	Staff Funding Recommendation	Funding Source
Self-Help Enterprises	Housing Rehabilitation Program	12	90	1	$400,000	$400,000	CDBG
Funds Requested/Recommended:					**$400,000**	**$400,000**	
Funds Available:					**$400,000**		
Amount Oversubscribed					**$0**		

Table 9 - Homeless and Homelessness Services

Applicant	Program Title	People Assisted	NOFA Score	NOFA Rank	Amount Requested	Staff Funding Recommendation	Funding Source
Poverello House	The HOPE Team: Homeless Outreach Progressive Engagement	750	88.5	1	$222,400	$251,191	ESG – Street Outreach/ Emergency Shelter
Clinica Sierra Vista	Fresno Street Medicine Outreach and Essential Health Services Expansion	280	88	2	$100,000	$0	
WestCare California, Inc.	Project Unite	28	90	1	$260,000	$260,000	ESG – Rapid Rehousing
Central Unified School District	Student Support Services Rapid Outreach Project	310	80.5	2	$35,000	$0	
9163 LLC	The Bridge Project	280	Ineligible	N/A	$4,088,000	$0	

WestCare California, Inc.	Project Unite	28	90	1	$102,000	$63,500	ESG – Homeless Prevention
Central Unified School District	Student Support Services Rapid Outreach Project	310	80.5	2	$50,000	$64,422	
None	N/A					$0	ESG – HMIS
Funds Requested/Recommended:					**$4,857,400**	**$639,113**	ESG
Funds Available:					**$639,113**		
Amount Oversubscribed:					**$4,218,287**		
WestCare California, Inc.	The Living Room	230	93.25	1	$1,042,566	$797,864	HOPWA
Community Medical Centers	Housing Stabilization Program	200	85.75	2	$1,042,566	$531,909	
South Tower Community Land Trust	Casa y Cuidado – Housing Stability and Health Support	54	69.50	3	$299,943	$0	
Funds Requested/Recommended:					**$2,385,075**	**$1,329,773**	HOPWA
Funds Available:					**$1,329,773**		
Amount Oversubscribed:					**$1,055,302**		

Application Project Descriptions

Application Program Title	Application Program Description
Infrastructure & Public Facilities	
Fresno Fire Department – Metal Apparatus Storage Buildings	The proposed project involves the construction of new metal buildings for the secure storage of OES, Strike Team, and Reserve Apparatus at Stations 1, 11, and 12. These structures will protect critical emergency vehicles from weather-related damage, extend their operational lifespan, and ensure readiness for deployment. This project will enhance emergency response capabilities and safeguard essential resources for the community.
Fresno Fire Department – Station 1 Rehabilitation of Interior Flooring and Exterior Siding	The proposed project involves replacing the siding, repairing the underlying laminate, painting, and restoring the hose tower siding of Station 1 to its original specifications. These improvements will mitigate storm and water damage. The request for funds will also include repairs to the damaged floor of the station. The flooring is currently VCT that poses a trip hazard to the crew due to its age and deterioration.
Fresno Fire Department – Station BC Office and Bedroom	The proposed project involves renovating an existing office space to create a functional and efficient Battalion Chief (BC) office, along with an adjoining bedroom and bathroom. The upgrading space will support 24-hour operations by providing dedicated workspace for the Battalion Chief and on-site accommodations for rest during shifts for emergency responses. The renovation will improve operational readiness, enhance leadership presence, and support the health and efficiency of fire service personnel in the community.
Fresno Fire Department – Station 3 Security Fence	This proposed project involves the installation of a 10' security fence around Station 3 to enhance safety, prevent unauthorized access, and reduce theft. This project will protect critical emergency response equipment and personnel while ensuring a secure environment for continued public service. This project will help safeguard the station and maintain operational readiness for the community.
PARCS Department – Investing in in Central Fresno: Expanding Recreation at Lafayette Park	The proposed project will respond to identified community needs and address the priority objective of investing in community green space by improving the safety and usability of Lafayette Park in Central Fresno through the renovation of sports court and installation of new lighting. Decades of use and exposure to the environment have resulted in excessive wear of the park's hard courts, resulting in large cracks throughout the foundation. The park also lacks sufficient lighting around its hard courts and turf sport fields, limiting the community's use of the park. The project will address these issues by fully resurfacing the park's three hard courts, including striping and installing netting

Application Program Title	Application Program Description
	that will allow the courts to be used for multiple sports; and by installing new lighting that will allow the courts and sports fields to be used in the dark. These improvements will equip Lafayette Park to serve as a valuable community resource, providing healthy recreation and fostering social connection for people of all ages for years to come.
Public Works Department – Balderas Elementary School Neighborhood Street Improvements	The proposed project located in and serving the Balderas Elementary School neighborhood will include complete street surface reconstruction of E. Florence Avenue between S. Maple Avenue and S. Chestnut Avenue. The project also includes reconstruction of areas of damaged concrete including curb, gutter, and sidewalks and the installation of ADA-accessible curb ramps along the segment. The proposed improvements are expected to improve the safety, accessibility, and quality of life for residents living in this CDBG-eligible neighborhood.
Public Works Department – Barstow, First, Keats, Angus Neighborhood Street Improvements	The proposed project includes complete street surface reconstruction of local streets in the residential neighborhood bounded by E. Barstow Avenue, N. First Street, E. Keats Avenue, and N. Angus Street within CDBG limits. The project also includes reconstruction of areas of damaged concrete including curb, gutter, and sidewalks and the installation of ADA accessible curb ramps within the neighborhood. The proposed improvements are expected to improve the safety, accessibility, and quality of life for residents living in this CDBG-eligible neighborhood.
Public Works Department – Floradora, Fruit, Olive, Weber Neighborhood Street Improvements	The proposed project includes complete street surface reconstruction of local streets in the residential neighborhood bounded by W. Floradora Avenue, N. Fruit Avenue, W. Olive Avenue, and N. Weber Avenue within CDBG limits. The project also includes reconstruction of areas of damaged concrete including curb, gutter, and sidewalks and the installation of ADA-accessible curb ramps within the neighborhood. The proposed improvements are expected to improve the safety, accessibility, and quality of life for residents living in this CDBG-eligible neighborhood.
Public Works Department – Highway City Neighborhood Street Reconstruction	The proposed project includes the rehabilitation and construction of road improvements in the Highway City neighborhood along N. Lola Avenue, both north and south of W. Shaw Avenue, as well as along W. Fairmont Avenue extending to its intersection with N. Polk Avenue. The project includes installation of ADA accessible curb ramps, curb and gutter, sidewalks, street lighting, and storm drain facilities. In addition, the project would pave the existing alley located behind the residential properties along N. Lola Avenue. This project will complete the construction phase of the project, which is the final phase of a multi-year request.

Application Program Title	Application Program Description
Fresno Ideaworks	The proposed project will fully replace approximately 7300 sq ft of failed, end-of-life (60 years) spray foam roofing, together with removal of obsolete rooftop HVAC units, and installation of a new energy-efficient, code-compliant roof system with upgraded insulation, flashings, and drainage. The project is necessary to mitigate ongoing leaks resulting in significant water damage and pest incursion into the structure, built in 1928 as a public swimming pool known as the Crown Plunge, repurposed in 1947, and undergoing façade remodeling in 1964.
Self-Help Enterprises	The proposed La Hacienda Community Center is a new approximately ~3,500- square-foot facility located at 158 E. Sierra Avenue in Fresno, California, designed to serve residents of La Hacienda Mobile Estates, a 60-space manufactured home community undergoing rehabilitation and expansion through the Homekey program. The project will support 26 existing households and 18 new units (17 dedicated to Veterans) by providing a centralized, on-site hub for resident services, education, and community programming. The Community Center will house property management and resident services staff and accommodate partnerships delivering supportive services, workforce and financial education, technology access, and health and nutrition programming. The facility is actively proposed for funding to strengthen housing stability, improve service access, and support long-term resident well-being within the community.
Owner-Occupied Home Repair	
Self-Help Enterprises – Housing Rehabilitation Program	The program will implement the City of Fresno's Home Repair and Rehabilitation Program. The primary focus of the program is to address critical health and safety issues, property aging, maintenance concerns, and code violations within existing units to significantly improve living conditions for qualified Fresno homeowners and residents.
Public and Community Services	
Boys & Girls Clubs of Fresno County – Educate and Inspire Fresno Youth 2026+	This program will provide afterschool enrichment programs for 1,200 young people living in low-income, high-crime neighborhoods in East, West, Central Fresno, and Pinedale. The organization will provide programs that help girls and boys ages 6-18 adopt a healthy attitude and lifestyle, and develop academic, behavioral, and social skills through homework completion, learning activities, tutoring and structured sports. The organization will support and guide teens in setting career goals and improve their employability skills and provide teens with skill-building opportunities as well as hands-on work experience.

Application Program Title	Application Program Description
Central Valley Justice Coalition – Youth Advocacy and Mentorship Program	The program will provide ongoing, trauma-informed mentorship, education, and advocacy services to youth at heightened risk of human trafficking and exploitation. Through individualized mentorship, structured prevention education, and group-based programming, the program equips youth with practical tools to recognize exploitation risks, strengthen protective factors, and access community resources that promote safety and stability. The Youth Advocacy and Mentorship Program will continue to provide reliable, relationship-based support to youth navigating complex systems, trauma exposure, and instability.
Chinatown Fresno – Chinatown Open for Business	The program will provide outreach connecting with each micro-enterprise more than 20 times a year. The program includes Pop-Up Place, a temporary home for start-up businesses with 6 months' free rent, utilities and wi-fi; Block by Block, social media spotlights; and The Edge, a monthly printed/digital resource report, which round out technical assistance effort.
Poverello House – Culinary Workforce Development Program	The program will expand Poverello House's Culinary Workforce Development Program to provide workforce training and employment services for low- and moderate-income individuals in the City of Fresno. CDBG funds will support vocational training, job readiness, and supervised work experience for participants from Poverello House's Rehabilitation Program and the One Fresno Youth Corps Program. The project will serve two hundred (200) eligible participants over a 12-month period. The program is designed to increase employability, improve job skills, and promote long-term income stability for individuals facing significant employment barriers.
Upwards Care, Inc. – The Boost Program	The program will provide business support and technical assistance to in-home childcare providers serving children ages 0-5 and before- and after-school care up to age 13. Over 12 months, providers receive personalized coaching, operational tools, and marketing support to increase enrollment, improve revenue, and create jobs for low- to moderate-income individuals. This program will not only support microenterprise childcare providers with operational technical assistance, it will also help to create a more sustainable childcare ecosystem for families in Fresno.
Emergency Shelter & Street Outreach	
Clinica Sierra Vista – Fresno Street Medicine Outreach and Essential Health Services Expansion	The program will engage unsheltered individuals and families experiencing homelessness who are residing in encampments, overpasses, and homeless shelters through consistent, non-facility-based street outreach. Using both a boots-on-the-ground model and a mobile unit, the street medicine team will deliver essential services designed to identify and engage persons experiencing homelessness, assess immediate needs, and connect

Application Program Title	Application Program Description
	participants to emergency shelter, housing resources, and critical supportive services. Outreach activities will include engagement, case management, transportation assistance, and coordination of health and behavioral health services necessary to stabilize participants and support pathways to permanent housing.
Poverello House – The HOPE Team: Homeless Outreach Progressive Engagement	The program will provide street outreach to people experiencing homelessness who live in the City of Fresno. The team aims to link people experiencing homelessness to navigation services, emergency shelter, and other supplemental services, such as Cal-AIM.
Rapid Rehousing	
9163 LLC – The Bridge Project	The program is a community-driven housing solution dedicated to preventing homelessness through efficient, high-impact care. By operating as direct owner operators, we eliminate the overhead costs that typically plague social services, allowing us to house 280 individuals for just $40 per person, per day. The amount requested is for one year. Our model proves that stability doesn't have to be expensive to be exceptional. Every resident receives a safe bed and two nutritious meals daily, delivered with the dignity and high-level service our neighbors deserve.
Central Unified School District (CUSD) – The Student Support Services Rapid Outreach Project	The program will be an extension of support and resources for unhoused families and those at risk of becoming unhoused in the City of Fresno. The Central Unified Student Support Services department will focus on two main areas: Rapid Rehousing and Homeless Prevention. This project will allow the district to respond quickly to the housing crisis to support residents of the City of Fresno, help reduce disruptions to K-12 student attendance, and improve academic success.
WestCare California, Inc. – Project Unite	The program would continue providing rapid rehousing and homelessness prevention services through Project Unite. During the grant period, Project Unite will provide at least 1) four (4) households with homelessness prevention services, 2) twelve (12) households with rapid rehousing assistance, and 3) sixteen (16) households with case management services. The program will engage homeless and chronically homeless individuals and families with extremely low incomes (less than 30% of the area median income), including Veterans who are not eligible for housing assistance through SSVF or HUD-VASH.
Homelessness Prevention	

Application Program Title	Application Program Description
Central Unified School District (CUSD) – The Student Support Services Rapid Outreach Project	The program will be an extension of support and resources for unhoused families and those at risk of becoming unhoused in the City of Fresno. The Central Unified Student Support Services department will focus on two main areas: Rapid Rehousing and Homeless Prevention. This project will allow the district to respond quickly to the housing crisis to support residents of the City of Fresno, help reduce disruptions to K-12 student attendance, and improve academic success
WestCare California, Inc. – Project Unite	The program would continue providing rapid rehousing and homelessness prevention services through Project Unite. During the grant period, Project Unite will provide at least 1) four (4) households with homelessness prevention services, 2) twelve (12) households with rapid rehousing assistance, and 3) sixteen (16) households with case management services. The program will engage homeless and chronically homeless individuals and families with extremely low incomes (less than 30% of the area median income), including Veterans who are not eligible for housing assistance through SSVF or HUD-VASH.
Housing Opportunities for People with AIDS/HIV	
Community Medical Centers – Housing Stabilization Program	The program includes a HOPWA-funded housing stabilization program delivered through the Special Services Clinic to serve individuals and families living with HIV/AIDS who are homeless or at imminent risk of homelessness within the City of Fresno. The program will provide eligible HOPWA housing assistance, including Short-Term Rent, Mortgage, and Utility (STRMU) assistance and Supportive Services, and Housing Information Services to support rapid stabilization. These housing services will be integrated with HOPWA-eligible supportive services delivered by a Licensed Clinical Social Worker and experienced case managers and coordinated with the Clinic's Ryan White program to improve housing stability, health outcomes, and long-term self-sufficiency, consistent with the City's 2025–2029 Consolidated Plan priorities.
South Tower Community Land Trust – Casa y Cuidado Collaborative: Housing Stability and Health Support	The program would include a collaborative of three organizations that will provide rental and utility assistance, housing navigation, and supportive services for people living with HIV/AIDS and their families. The program provides Short-Term Rent, Mortgage, and Utility (STRMU) assistance, Housing Information Services, and referrals through a low-barrier, culturally responsive, and gender-affirming model. Integrated health education, mental health support, and access to co-located clinical and harm-reduction services support housing stability and improved outcomes aligned with HOPWA goals.

Application Program Title	Application Program Description
WestCare California, Inc. – The Living Room	The program will provide housing assistance and related support for people living with HIV and their families in Fresno County. The Living Room will endeavor to provide Rapid Rehousing for twenty-six (26) households; Tenant-Based Rental Assistance (TBRA) for thirteen (13) households; Short-Term Rent, Mortgage, and Utility assistance (STRMU) for twenty-six (26) households; Supportive Services for one hundred thirty-six (136) households; and Housing Information for one hundred fifty (150) households. The primary goals of the proposed program are to help participants achieve permanent housing and health stability.

City of FRESNO



2026-2027 Requests for Funding

Planning and Development Department

2600 Fresno Street, Room 3065
Fresno, CA 93721
(559) 621-8003

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Public and Community Services

Entity	Project Name	Amount Requested
Boys and Girls Clubs of Fresno County	Educate and Inspire Fresno Youth 2026+	$ 314,845.00
Central Valley Justice Coalition	Youth Advocacy Mentorship Project	$ 152,462.40
Chinatown Fresno	Chinatown Open for Business	$ 40,000.00
Poverello House	Culinary Workforce Development Program	$ 500,000.00
Upwards Care Inc.	The Boost Program	$ 248,400.00
Total		**$1,255,707.40**

Boys & Girls Clubs of Fresno County:

Educate and Inspire Fresno Youth 2026+

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
NON-PROFIT ORGANIZATION[1]

Part A, Section 1: General Information

Legal Name of the Organization: Boys & Girls Clubs of Fresno County	*Fictitious Name (if applicable):* n/a
UEI of Organization: D1PZQL46EXT9	*Taxpayer Identification Number:* 94-1149171
Date of Incorporation: 1949	*Date of 501(c)(3) Determination:* 4/24/1951
Mailing Address of Organization: 540 N Augusta Street, Fresno, CA 93701	*Organization Website Address:* www.bgcfresno.org
Name of President (or Chair of the Board): Lisa Nilmeier	*E-mail Address:* lnilmeier@milano-ri.org
Name of Chief Executive or Executive Director: Jason Hannold	*E-mail Address:* jasonh@bgclubfc.org
Name of the Secretary: Jason Hannold	*E-mail Address:* jasonh@bgclubfc.org
Name of Treasurer (or Chief Financial Officer): Clayton Medina	*E-mail Address:* Clayton@cooklandcompany.com
Principal Contact Person: Jason Hannold / *Principal Contact's Title:* President/CEO	*Principal Contact's Physical Address:* 540 N Augusta Street Fresno, CA 93701
Primary Phone #: 559 266 3117 / *Alternative Phone #:* 724 556 9430	*E-mail Address:* jasonh@bgclubfc.org
Name of Authorized Signatory: Jason Hannold	*Title of Authorized Signatory:* President/CEO
Signature of Authorized Official: [signature]	*Date of Signature:* 1/20/2026

Do you have an active registration with SAM.gov? ☒ Yes ☐ No

[1] This document is for non-profit organizations. Units of local government, please complete Part A: Unit of Government Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

Part A, Section 2: Organizational Background
Please provide the organization's mission statement within the below space:

The Boys & Girls Clubs of Fresno County (B&GCFC) is a private, non-profit community-based 501(c)3 organization that has provided successful after-school programs for at-risk youth since 1949. We have 14 Clubs serving children, youth and their families in both urban and rural neighborhoods. Each Club has been intentionally located in impoverished neighborhoods of great economic and social need. B&GCFC is the largest youth-serving organization in the County.

Our mission is to enable all young people, especially those who need us most, to reach their full potential as productive, caring, responsible citizens. Our youth development services address three core areas: Academic Success, Character & Leadership, and Healthy Life Styles. We are open 5 days a week, after-school and during summer. Our membership fee is still $10.00 per year. If a youth is unable to meet this fee, we have them "earn" it by helping with a project.

This project emphasizes literacy, health and wellness at 4 Clubs in the City of Fresno. It provides resources and mentoring in a positive setting to the kids who need us most, helping to improve their quality of life

Please mark any of the following classifications that apply to your organization:

- ☐ Woman-Owned Business
- ☐ Minority Institution
- ☐ Tribal
- ☐ Other:
- ☐ Small Business
- ☐ Minority-Owned
- ☐ Veteran-Owned

Part A, Section 3: Organizational Capacity and Management
Please provide the number of staff employed by your organization:

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Jason Hannold	President/CEO	1
2) Kristin Saldivar	Chief Operating Officer	22
3) MaryLou Ramirez	Senior Director of Operations	27
4) Richard Saldivar	Director of Operations	24
5)		

Board of Directors

How often does your Board of Directors regularly meet?

Monthly

List current Board of Directors below:

1) Lisa Nilmeier
2) Clayton Medina
3) Lee Anne Briscoe
4) Ryan Geil
5) Corey Jackson
6) Michael Goldfarb
7) Tracy Bertagnole
8) Vanessa Elizondo
9) Paul Gibson
10) Amber Jimenez-Flores

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Ilyn Elias
Title: Controller
Phone/Email: 559 266 3117

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Have your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
Please See Exhibit 2

6) Does your financial system:
a) Provide for the control and accountability of grant funds, property, and other assets? ☒ Yes ☐ No
b) Separately track revenue and expenditures for the grant funds?
☒ Yes ☐ No

7) Does your payroll system separately track staff time by grant and/or activity? ☐ Yes ☒ No

8) Are all payments properly documented with evidence or receipt of goods or performance of services? ☒ Yes ☐ No

9) Are all bank accounts reconciled monthly? ☒ Yes ☐ No

10) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☒ Yes ☐ No
If yes, please explain
Jason Hannold was selected by our Board for the position of President/CEO effective June 16, 2025.

11) Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?
☐ Yes ☒ No
If yes, please explain

12) Does your agency have policies that address the following?

Ethics/Professional Conduct	☒ Yes	☐ No
Pay Rates and Benefits	☒ Yes	☐ No
Discrimination	☒ Yes	☐ No
Purchasing/Procurement	☒ Yes	☐ No
Property and Equipment	☒ Yes	☐ No
Segregation of Duties	☒ Yes	☐ No
Time and Effort Reporting	☒ Yes	☐ No
Record Retention	☒ Yes	☐ No

13) Does your agency certify that they are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal or State department or agency? ☒ Yes ☐ No

Authorized Signatories
If your organization is selected for funding, signatures from persons bearing titles from each of the two lines below will be required by your organization.

1. Board Chair, President, or Vice President
2. Treasurer, Secretary, or Assistant Secretary

If you will be unable to provide the two requested signatures or intend to otherwise deviate from the standard signature authority, please indicate the names and titles of the authorized signatories below and provide the names and titles of the person(s) authorized to execute agreements on behalf of your organization in your board-certified resolution.

Authorized Signatory Name	Authorized Signatory Title
1) Lisa Nilmeier	Board Chair
2) Jason Hannold	President/CEO

☒ Board Resolution providing for the signature authority of persons to sign agreements on behalf of the entity is attached (required before a subrecipient agreement will be executed).

To view the City's policy regarding signature authority, including a sample signature page and sample certification, view Administrative Order 4-1 at:
https://www.fresno.gov/personnel/human-resources-support/#administrative-order

Part A, Section 4: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0.00

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0.00

- **Owner-Occupied Home Repair**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0.00

- **Public Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
1	$ 314,845.00

- **Public Infrastructure & Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
!Undefined Bookmark, NOAPPS4	**!Undefined Bookmark, REQ4**

1 $314,845.00

Required Attachments to Part A
Select all attachments included.

☒ **Part A, Exhibit 1** – Organization's U.S. Internal Revenue Service 501(c)(3) Determination of Exemption Letter (Required)

☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (an IRS 990, *Return of Organization Exempt from Income Tax*, may be submitted in lieu of an audit whenever the organization lacks an audit due it not exceeding California and Federal audit thresholds)

☒ **Part A, Exhibit 3** – Copies of results of audits, examinations, or monitoring procedures performed during the last two fiscal years on any direct federal award received by the organization

☒ **Part A, Exhibit 4** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

☒ **Part A, Exhibit 5** – List of all awards to the organization from City of Fresno during the past two years

☒ **Part A, Exhibit 6** – Statement and Designation by Foreign Corporation (when location of incorporation was outside of California) (Required of Out-of-State Corporations only)

☒ **Part A, Exhibit 7** – List of Directors and Officers by Corporate Title and Name (Required)

☒ **Part A, Exhibit 8** – Organization's Articles of Incorporation (Required)

☒ **Part A, Exhibit 9** – Bylaws of the Organization (Required)

☒ **Part A, Exhibit 10** – Resolution of the Board of the Directors Authorizing the Application and Naming the Persons Authorized to Sign the Application

Evaluation Process

Applications will be scored and ranked according to the below criteria.

Category	Points
Qualified / Disqualified: • Are the proposed activities and costs eligible under the applicable funding source? (If no in part or full, the application is disqualified in part or full.) • Is the applicant a unit of government or an established corporation chartered and in good standing with the State of California or a 501(c)(3) tax-exempt organization? (if no, the application is disqualified) • Does the applicant have an active registration on SAM.gov? (if no, the application is disqualified) • Is the applicant excluded from doing business with the government according to SAM.gov? (if yes, the application is disqualified) • Does the applicant indicate it has established financial and management systems? (if no, the application is disqualified) • Does the applicant have any unresolved monitoring findings? (if yes, the application may be disqualified.) • Has the applicant failed to meet any other threshold eligibility requirements in the accompanying 2026-2027 Consolidated NOFA Handbook? (If yes, the application is disqualified.)	Qualified or Disqualified
Organizational Capacity: • Has the organization provided financial statements showing current assets sufficient to cover operating expenses for at least six months? (10 points) • Does the organization demonstrate that its staff has the experience and skills to deliver the activities indicated in the application? (Up to 5 points) • Has the organization demonstrated that it understands the applicable federal requirements and can operate the proposed activity in compliance with those requirements? (Up to 5 points)	20

Category	Points
Quality of the Proposal / Alignment to Community Needs: • Does the application clearly describe a community need and provide evidence that existing resources are insufficient to meet that need? (5 points) • Is the program targeted to specific areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs)? (5 points) • Does the applicant demonstrate a thorough plan of how to reach the target population and how they will affirmatively market the program to the target population? (Up to 5 points) • Does the proposal include at least one of the prioritized activities listed on page 4 of this application? (10 points)	25
Impact and Outcome: • Does the proposed activity clearly described how it will meet the needs of the target population, how it will define outcomes of the activity, and how it will measure successful outcomes? (Up to 10 points) • Does the organization describe how their prior activities have resulted in meaningful impact? (Up to 5 points) • Does the proposal demonstrate that the activity will be completed in a timely manner? (Up to 10 points) • Does the organization clearly articulate how the program activities were developed in consultation with the target population? (Up to 10 points)	35
Cost Effectiveness: • Is the proposed budget consistent with the proposed program service(s) and does it include reasonable expenses? (Up to 10 points) • Is the cost per participant reasonable based on the proposed program? (Up to 5 points)	15
Coordination / Collaboration • To what extent does the applicant describe how its activities will be delivered in coordination with other community resources to address the overall needs of its clientele? (Up to 5 points)	5
Total Possible Points	**100**

PY 2026-2027 APPLICATION
Public Service Programs

NOTE: This application is not for community services to benefit primarily homeless and individuals at risk of homelessness. If you are a homeless service provider, please use the appropriate Homeless Housing and Services application.

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less): Boys & Girls Clubs Educate and Inspire Fresno Youth 2026+

   Amount Requested: $ 314,845.00

   Provide a short description of the proposed program/activity. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

The Boys & Girls Clubs of Fresno County (BGCFC) is requesting funds to provide afterschool enrichment programs to 1,200 young people living in low-income, high-crime neighborhoods in East, West, Central Fresno, and Pinedale. We will provide programs that help girls and boys ages 6-18 adopt a healthy attitude and lifestyle, and develop academic, behavioral, and social skills through homework completion, learning activities, tutoring and structured sports. We will support and guide teens in setting career goals and improve their employability skills and provide teens with skill-building opportunities as well as hands-on work experience.

   To utilize CDBG funds for a public service, the service must be either a new service or a quantifiable increase in the level of an existing service.

   This project is a:

   ☐ New Project/Program

   ☒ Existing Project/Program

If this is an existing project/program that has not received CDBG funding from the City previously, please briefly explain how CDBG funds will be used to quantifiably increase the level of service.

The Boys & Girls Clubs of Fresno County has the ability to offer BGCA national programs in the 5 core areas: Education, Character & Citizenship, Health and Life Skills, Arts & Technology, and Sports & Fitness. Not all areas are addressed at all Clubs every year due to limited funding. We always offer effective mentoring. Mentors provide guidance, motivation, emotional support and role modeling. Current CDBG-funded programming focuses on developing a young person's skill, confidence and motivation to make healthy nutrition choices (Healthy Habits), homework completion (Power Hour), developing a positive self-concept and sound decision-making skills (SMART Girls), promoting responsibility, reinforcing positive behavior and developing character (Passport to Manhood), career and job training (Career Launch), and leadership development and career preparation (Youth Worker). Career Launch and Youth Worker help teens develop decision-making, problem solving and critical thinking abilities, skills important for workplace success. This helps break the cycle of dropping out, delinquent behavior, unemployment and poverty. Last year the receipt of Supplemental CDBG funding from the City of Fresno enabled us to offer High Performance Academy programs at the East Fresno and Zimmerman Boys & Girls Club.

We are requesting CDBG funding in 2026/2027 so that we can continue to provide these programs as well as offer SMART Moves and High Performance Academy programs to young people at ALL four Clubs in the Fresno Metropolitan area, i.e., East Fresno, West Fresno, Zimmerman and Pinedale Boys & Girls Clubs.

2. Organizational Capacity

a. Briefly describe how your organization's prior activities have resulted in meaningful impact:

The Boys & Girls Clubs of Fresno County (B&GCFC) has a proven track record of making a difference in the lives of at-risk youth. We have been in continuous, successful operation since 1949. We engage and motivate youth, especially those from disadvantaged circumstances, to develop the qualities needed to become healthy, responsible citizens and leaders. We do this by implementing research-based, outcome-driven programs.

We have executed Federal and State grants for multiple years, implementing appropriate accounting procedures and monitoring outcomes for multiple grants from CA Parks, the Office of Juvenile Justice and Community Development Block Grants from both Fresno City and County.

B&GCFC participates in the National Youth Outcomes Initiative (NYOI), a survey administered to Club members each spring. Our 2025 survey results revealed that 95% of B&GCFC members are on track to graduate from high school. Fifty percent (50%) expect to complete at least 1-2 years of college, and of those, 39% expect to earn a college degree or greater. This is a major accomplishment considering that, on average, in the neighborhoods surrounding the 4 Fresno Boys & Girls Clubs included in our application (East Fresno, West Fresno, Zimmerman and Pinedale), 43% of those 25 years and older do not have a high school diploma and, of those, 24% have less than a 9th grade education!

b. Describe the organization's experience with administering federally funded programs of this nature and staff skills necessary to deliver the activities proposed.

The Boys & Girls Clubs of Fresno County has more than ten years of experience administering federally funded programs. The organization currently receives federal funding from the Office of Juvenile Justice and Delinquency Prevention (OJJDP) and consistently fulfills all federal performance and compliance requirements associated with this funding, including timely submission of monthly programmatic reports and invoices.

The organization has demonstrated efficiency and accountability in fiscal management, maintaining timely and accurate monthly billings, as well as successfully completing required site visits with City of Fresno Community Development Block Grant (CDBG) representatives. The Boys & Girls Clubs of Fresno County is fully knowledgeable of federal reporting requirements and has a proven track record of proper fund administration, compliance, and effective program oversight.

c. For how many years has the organization administered activities of the type described in this application?
76

d. Does the organization have the following in place (check box if 'yes')?

☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, and how existing resources are insufficient to meet this need:

Many of Fresno's families are living in extremely poor neighborhoods where they face higher crime rates, exhibit poorer physical and mental health outcomes, neighborhood schools don't perform as well, access to technology is limited, and dropout rates are higher. Boys & Girls Clubs are purposely located in these poverty pockets.

According to US Census data (ACS 5 year estimates) there are 7,042 people living within 1/2 mile of the EAST FRESNO Boys & Girls Club. More than a third, 2,441 are <19 years old. More than a third, 2,703 or 38%, are living in poverty. Nearly all youth living near the East Fresno Club (93%) receive free/reduced price meals at school.

There are 4,467 people living within 1/2 mile of the WEST FRESNO Boys & Girls Club. More than a third, 1,536 are <19 years old, 41% are living in poverty, and 92% receive free/reduced price meals at school.

Census data indicates there are 4,403 people living within 1/2 mile of the ZIMMERMAN Boys & Girls Club; 1,152 are <19 years old. Thirty-two percent (32%) are living in poverty, and 91% receive free/reduced price meals at school.

There are 2,259 people living within 1/2 mile of the PINEDALE Boys & Girls Club; 661 or 29% are <19 years old. Fourteen percent (14%) are living in poverty and 64% of the youth living near the Club receive free/reduced price meals at school.

Please refer to Maps included as Exhibit F.

When looked at collectively, no other organization in Fresno County serving youth and families are in neighborhoods where Boys & Girls Clubs are located. Our facilities are unique and our services are unduplicated. Our Clubs are open after school 5 days a week, when kids have free time and need a safe and positive place to learn. We offer our services to youth in the after-school hours when young people need a safe and positive place to do homework, have a healthy snack, and receive mentoring and prevention services. In addition, we want to provide opportunities for physical activity, particularly structured sports activities that spark engagement, at ALL City Clubs.

b. Briefly describe the target population and how the project will meet the specific needs of the target population.

The Boys & Girls Clubs included in this application are located in poverty pockets. According to Census data, a large proportion (24%) of residents 25 years and older living near the East Fresno Club have less than a 9th grade education; 33% living near the Zimmerman and West Fresno Clubs did not complete the 9th grade. This lack of education perpetuates low household income. Overall, in the United States only 5% of residents 25 years and older have less than a 9th grade education.

All Boys & Girls Clubs serve children ages 6-18 and are open everyday after school. We reinforce the knowledge and skills youth learn in school by integrating fun, educational activities into the hours spent at the Club. We help young people develop social and emotional skills, building the attitudes, knowledge and behaviors essential to an overall healthy lifestyle.

B&GCFC will market the activities included in this application to the target population by printing flyers and distributing them to schools and homes in the neighborhood surrounding the East Fresno, West Fresno, Pinedale and Zimmerman Clubs. Leadership will deepen existing relationships with neighborhood schools and develop an outreach plan. We will also collaborate by providing booths to recruit new youth at local health fairs and parent education events, distribute backpacks, and host Thanksgiving and Christmas events in each community.

The EAST FRESNO Club attracts youth from three (3) elementary and middle schools (all Title 1) where 93% of the students are eligible for free lunch. US Census data indicates high risk factors for their future. The median income of residents living within 1/2 mile of the East Fresno Club is $41,884, less than 50% of AMI for a family of 3. Thirty-eight percent (38%) are living in poverty.

The East Fresno Club is located in zip code 93702, 2 blocks from Cedar Courts, a Public Housing complex run by Fresno Housing Authority. The area is ethnically diverse; 13% of the residents are Asian, 76% Hispanic, and 4% Black. The Club is one block from Sequoia Middle School. Club staff actively recruit kids to keep them occupied in interesting, positive, and engaging activities, instead of the temptation of gang activity. The Bulldog Gang dominates the streets. The Fresno Police Department Gang Suppression Unit estimates that gangs are responsible for a significant portion of crime in the area.

The WEST FRESNO Club is located in zip code 93706 and is surrounded by public housing. According to US Census data 41% of children living within 1/2 mile of the Club live in poverty. The median income is $42,852--about half the

AMI for a family of 3. The Club is adjacent to and within 1 mile of four (4) Public Housing complexes. The Club actively recruits kids to keep them occupied in interesting and engaging activities. This area is rife with gang activity. Fresno Police estimate that gangs are responsible for a significant portion of crime in this area. The target area also accounts for many juvenile arrests.

The West Fresno Club (93706) is near three elementary schools and 1 middle school, all Title 1, where 92% of the students are eligible for free lunch. The area is ethnically diverse,; 9% of the residents are Asian, 65% are Hispanic, and 14% Black. US Census data indicates high risk factors for the future opf children living near the West Fresno Club. More than a third of all households with children have a single parent. This Club has become the place to find a caring, mentoring adult while the single parent works.

The ZIMMERMAN Boys & Girls Club, located in zip code 93701, is also in a very disadvantaged area. This Club is located on the grounds of a Title 1 middle school (nces.ed.gov) where 91% of the students are eligible to receive a free lunch. Thirty-two percent (32%) of the children living within 1/2 mile of the Zimmerman Club live in poverty; the median income is $40,505--less than 50% of AMI for a family of 3. If the Club is not actively recruiting and keeping kids occupied in interesting and engaging activities, there are plenty of other things vying for their attention.

The area is ethnically diverse; 7% of the residents are Asian, 78% Hispanic, and 7% are Black. According to Census data more than a third of all households with children living near the Zimmerman Club have only a single-parent. This Club has become the place to find a caring mentoring adult. This funding is needed to expand the mentoring services we provide to the youth in this distressed urban neighborhood and include additional opportunities for structured sports activities.

The PINEDALE Boys & Girls Club is located in zip code 93650 and is in a small, residential neighborhood in north/central Fresno. It is surrounded by commerical/industrial development. The Club is near public housing and located in an ethnically diverse area where 15% of all residents are Asian, 58% are Hispanic, and 1% are Black. Approximately 20% of this Club's members are residing in public housing and come daily to the Club. It is the only safe place in the neighborhood where kids can go after school and in the evenings. This Club is located in an area where 14% of all resideents within 1/2 mile of the Club live in poverty. The median income is $62,826, which is less than 80% of AMI for a fmily of 3.

The Pinedale Club attracts youth from a Title 1 elementary school where 64% of students qualify for the free lunch program. Census data indicates high risk factors for their future. More than half the homes are renter-occupied and 22% of

all households have only one parent in the home. This Club provides a place to find a caring mentoring adult while single parents work.

These four Clubs provide a place to find a caring, mentoring adult while their parents work. The cycle of violence, pregnancy, failure in schools, and high risk behavior has been daunting to these youth. The cycle will only be broken through efforts to educate youth, providing them a positive place to nurture their hopes and dreams for a better life.

The Boys & Girls Clubs of Fresno County has extensive experience implementing research-based, outcome-driven programs. We have a proven track record of making a difference for at-risk youth. The Clubs provide a positive place to envision and seek a happy, healthy and successful future.

c. Describe the outcomes of the proposed activity. Include how positive outcomes are defined and how successful outcomes will be measured.

The Boys & Girls Clubs of Fresno County is dedicated to supporting young people who need us most. Providing children with access to quality youth development services that otherwise would not be available to them is our primary goal. We want to ensure that they have the opportunity to develop optimal skills. In today's world and workplace, skills such as communication, goal-setting and teamwork are essential for everyone, especially young people from disadvantaged backgrounds to help them meet the challenges of adolescence and adulthood.

Every Club has professionally trained, caring staff offering programs that are interesting, challenging and relevant. Staff build healthy relationships with kids, providing one-on-one mentoring in a positive, safe place.

Determining the value of our programs and the impact they have on young people is of critical importance to us. The following metrics are being used to evaluate our effectiveness.

BGCFC uses Child Tracking Software on a daily basis to track attendance and participation of each Club member. When they first become a member, they sign up on a form and enter their age, ethnicity, school attended, parental consent, address and phone, any medications, etc. Information on the application is entered into our data base the day it is received. As the youth attends programs they write their name on the sign-in sheet and that data gets entered by the front counter staff on a daily basis. This way we know how many kids participated on any given day, and in what program they participated. In addition staff have qualitative observations on activities in the club, and positive and negative behaviors. Staff has weekly meetings to discuss members' progress in the Club and offer suggestions or role play to see how positive changes can be encouraged

if needed. Information from all 14 Clubs informs leadership as to which staff or programs in which Clubs are successful and what if any remediation needs to take place. The organization is also able to tabulate the data as a whole for Board reports and strategizing growth for the future. Finally, it is reported to national Boys & Girls Clubs of America so that they can tabulate our work as an organization.

Our Clubs participate in the National Youth Outcomes Initiative (NYOI), survey administered to Club members each spring on a system developed by national BGCA. Those who attend the Club on average once per week or more are asked to take the survey, which gathers information on members' demographics, attendance and participation. Members are asked about their perceptions of the Club and indicators of youth achievement are measured.

Club members are asked about identifying their emotions and impulse control, relationship building and empathy, problem solving and self-worth, all to better understand the extent to which Club youth are prepared to effectively and responsibly respond to the opportunities and challenges they face in their daily lives. They are also asked about their eating habits, their relationships with peers, how often and for how long they engage in vigorous activity, whether they expect to graduate from High School, et.al.

The NYOI is designed to collect and analyze data on whether Clubs are making a difference in members' lives. This Internet-based survey tool focuses on specific outcomes or behavioral changes in youth. Once Club members complete the survey, the system automatically compiles the data and provides it to our organization.

d. Describe consultation efforts made with the target population in the development of the proposed activity.

Boys & Girls Clubs of Fresno County is a community-based 501(c)(3) organization that has provided successful after-school programs for at-risk youth for 76 years. We have 14 Clubs serving youth and their families in both urban and rural neighborhoods. Each Club has been intentionally located in impoverished neighborhoods of great economic and social need. Our work complements Fresno Unified and Fresno County Office of Education by providing follow up help with homework at the Clubs. We collaborate with foundations and service organizations such as the Fresno Optimists and Rotary for books and program supplies.

Additional organizations that we regularly consult with in collaborative efforts to develop services include healthy meals from Building Better Communities (providing over 1,000 meals per week to kids at Clubs), Fresno Police Department, Fresno County Law Enforcement (Teen Nights, recreation, sports, and barbeques),

Fresno Housing Authority and Bringing Back Broken Neighborhoods Coalition to improve community resources via meetings, block parties, fairs, etc.

e. Describe the marketing plan for the proposed activity and how the organization will affirmatively market the program to the target population.

We will market the programs included in this application to the target population by printing flyers and distributing them to schools and homes in East and Central Fresno neighborhoods. Leadership will deepen existing relationships with and expand our school outreach plans. Staff will attend Back to School Nights, School/Community Holiday events, set up meetings with School Counselors, Learning Directors, Home School Liaisons and Community School Coordinators to develop recruitment plans. We will also utilize social media networks as well as individual Club websites to market to youth and their families.

Youth are comfortable coming to the East Fresno, West Fresno, Zimmerman and Pinedale Clubs, which are located in neighborhoods that are ethnically diverse. As an organization our Unit Directors and staff at each of the Club sites effectively mirror our youth demographics, with diverse minority staff and male mentors. Ninety-one percent (91.5%) of our Club members identify as Latino, African American, Asian or mixed ethnicity and 61% are male. Out of 28 staff working in the 4 Boys & Girls Clubs in the Fresno metropolitan area, 93% are Hispanic/Latino, Black/African American, Asian and 32% are male. We have strong minority mentors and staff with bi-lingual skills.

f. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Will this program be (select only one):

☐ Offered Citywide

☐ Offered Citywide with an emphasis and affirmative marketing toward RECAPs

☒ Offered exclusively to residents of RECAPs

g. Describe the service area:
Note: Strong applications will include clearly defined services areas. A map may be attached in lieu of a service area description.

This application is requesting $314,844.60 in support of the West Fresno, East Fresno, Zimmerman and Pinedale Boys & Girls Clubs. All four (4) Clubs are in Racially/Ethnically Concentrated Areas of Poverty (RECAPS). In addition to the following narrative, the attached maps (Exhibit F) describe the population within a 1/2 mile radius of each Club.

The West Fresno Club (930 Tulare Street, Fresno, 93706) was built in 1958 and renovated in 2006.

The East Fresno Boys & Girls Club (1621 S Cedar Avenue, Fresno, 93702) is located in southeast Fresno.

The Zimmerman Boys & Girls Club (540 N Augusta, Fresno, 92701) is located in Central Fresno, adjacent to Tehipite Middle School.

The Pinedale Boys & Girls Club (343 W Minarets, Pinedale 93650) is in a small residential neighborhood in North/Central Fresno surrounded by commercial/industrial properties.

h. Estimate the number of unduplicated people expected to benefit from the project:

1,200 unduplicated people or businesses will receive a direct benefit from this project.

i. Income Documentation

CDBG-eligible programs primarily benefit persons who earn less than 80% of the area median income. A chart containing the income limits effective as of June 1, 2025, is included as a reference below. Applicants must select one of the two options for documenting how their activity will satisfy the income eligibility requirement. Please note, these income limits are subject to change. For the most current income limits please reference the link below:

https://www.hudexchange.info/resource/5334/cdbg-income-limits/

Household Size	30% AMI	50% AMI	80% AMI
1	$19,750	$32,900	$52,600
2	$22,550	$37,600	$60,100
3	$25,350	$42,300	$67,600
4	$28,150	$46,950	$75,100
5	$30,450	$50,750	$81,150

☐ OPTION 1: Low-Income Clientele – Presumed Benefit
Select this option only if the program will exclusively serve one of the following clienteles (select all that apply)

- ☐ Older Adults (62 and older)
- ☐ Severely Disabled Adults
- ☐ Abused Children
- ☐ Illiterate Adults
- ☐ Migrant Farm Workers

☐ OPTION 2: Low-Income Clientele – Other
Select this option if the program will serve a specific clientele not listed under the first option. The organization must document income eligibility for each program participant. Indicate below the types of documentation the organization will collect to verify income eligibility (select all that apply):

- ☐ Pay Stubs / Wage Statements
- ☐ W-2s
- ☐ Income Tax Returns
- ☐ Social Security Documentation
- ☐ Bank Statements
- ☒ Signed Certifications from Beneficiaries
- ☐ Other:
- ☐ Other:
- ☐ Other:

Detailed Narrative Description of Project/Program
Describe the project/program in detail in the space below. Limit description to the space provided on this and the next page.

Boys & Girls Clubs implement five key elements for positive youth development by providing: 1) A safe, positive environment; 2) access to fun and a sense of belonging; 3) supportive relationships; 4) meaningful opportunities and expectations; and 5) formal and informal recognition.

Creating a supportive and inspiring community for young people cannot be overstated. High-quality youth development is fostered by an environment that is fun and safe, involves guidance provided by caring adults, and leads to a sense of belonging. With the help of City of Fresno CDBG funding, B&GCFC will address these key elements through the implementation of the following programs: Healthy Habits, SMART Girls, Passport to Manhood, Power Hour, Career Launch, Youth Worker, SMART Moves, and structured sports activities with the High Performance Academy.

HEALTHY HABITS focuses on helping youth make healthy eating choices. It utilizes informational and experiential learning activities in a small-group setting, allowing members to develop healthy attitudes and behaviors about nutritional eating and physical fitness. The program supports Club members in making positive decisions about their well-being. Participants build skills related to fitness and positive lifestyle changes. Classes are offered twice a month.

Healthy Habits consists of 14 progressive, interactive, practical activities that develop a young person's skill, confidence and motivation to make healthy nutrition choices throughout life. Each session in Healthy Habits includes a suggested snack. These snack suggestions complement the session content so participants can immediately apply what they're learning. In addition, participants travel to the grocery store to practice identifying what's healthy and purchase ingredients for their Healthy Cooking Class. Classes are included in the curriculum, giving participants the opportunity to prepare a healthy meal.

SMART GIRLS helps girls develop and adopt a healthy attitude and lifestyle, as well as acquire and maintain a positive self-concept, sound decision-making skills and mentor relationships. Separate modules are specially tailored to three distinct age groups: 8 to 10, 11 to 13 and 14 to 18. It is a small-group health, fitness, prevention/education and self-esteem enhancement program designed to meet the developmental needs of girls in three age groups. Through dynamic sessions, highly participatory activities, field trips and mentoring opportunities with adult women, girls explore their own and societal attitudes and values as they build skills for eating right, staying physically fit, getting good health care

and developing positive relationships with peers and adults. One session is provided each week.

PASSPORT TO MANHOOD teaches and promotes responsibility, reinforces positive behavior and develops character in adolescent males. The passage from boyhood to manhood is challenging, requiring adolescent males to understand and manage many issues and transitions. This 14-session program addresses critical issues that teens face during this time, such as ethics, decision-making, wellness, ideas about fatherhood, employment and careers, cooperation and conflict, diversity, relationships and self-esteem. One session is provided each week.

POWER HOUR is a daily mandatory activity where youth, ages 6 to 18, focus on homework with tutors during the first hour after school. Professional, trained staff encourage young people to improve academic, behavioral and social skills through homework completion and tutoring. We provide one-on-one mentoring and homework help in a safe, socially-distanced, quiet space. This grant will enable us to continue offering extended learning opportunities and educational enrichment programming during the non-school hours, helping improve youth academic performance, discipline and encouraging them to graduate from high school, pursue a post-secondary education and develop a lifelong love of learning. Power Hour is offered at least 4x per week for 9 months. Staff document child participation with our child-tracking software. Attendance charts with stickers are used to encourage program participation and track accomplishments.

CAREER LAUNCH is a 15-week career and job-training program that helps young people ages 13 to 18 explore a variety of careers, making sound educational decisions and prepare for the world of work. Staff implement a variety of activities to hone decision-making, problem solving and critical-thinking abilities—important skills for workplace success. Youth explore various careers based on their interests and talents. Teens learn to create resumes, complete job applications, and do mock interviews. Program activities focus on topics critical for career planning and job preparation. A total of 24 sessions, including "What is My Vision for the Future", "What's the Difference between a Job and a Career", "What is My Long Range Plan", "How can I Prepare for an Interview" are described in the Facilitators Guide.

YOUTH WORKER Internships help promote leadership development and career preparation. It is a practical small-group program that assists Club teens age 13-18 in exploring a career in youth development or other human services with a particular focus on Boys & Girls Club work. Every teen wants to earn money. Teen members are provided with age-appropriate skill-building opportunities and hands-on Club work experience in the areas of career development, apprenticeship, customer service and community service. In return they receive a paid stipend. Eighty (80) teens (2 per month for 10 months at each of the 4 Clubs) will be chosen for these positions.

SMART Moves provides youth with the knowledge, skills and self-esteem to help them make healthy choices and practice healthy behaviors, and avoid risky behaviors and situations, including involvement with alcohol, tobacco and other drugs. The overriding premise of SMART Moves is to address each age group with an age-appropriate approach to help members establish who they are. The questions they examine include the following: Who am I? What do I want to become? What goals do I want to achieve? The focus of the weekly 1 hour sessions is on strengthening positive development and opportunities and putting members in a better position to deal with negative aspects they might encounter such as peer presssure, experimenting with drugs or engaging in early sexual activity.

HIGH PERFORMANCE ACADEMY (HPA) will provide afterschool activities through structured sports activities at all 4 City Clubs. Each Club will have two (2) blocks of 10 weeks each with a 1 week break in-between. The program will culminate in a Championship Showcase Event. An End of Block Tournament will bring families, donors and the community together. HPA's impact will be amplified through photos, videos and recognition that highlights shared success.

Detailed Narrative Description of Project/Program (Continued from previous page)

j. Collaboration
Briefly describe how the proposed activity will be delivered in coordination with other community resources to address the overall needs of the clientele.

Collaborating Organization/Activity	Description of Collaboration
Building Better Communities	Provides free meals for kids after school, currently over 1,170 per week
Fresno Housing Authority	Recruitment/flyers, staffing, family involvement
Fresno Police Department	Meets, encourages, motivates, participates in basketball and recreation, and provides presentations and activities related to gang and drug prevention
Bringing Back Broken Neighborhoods Coalition	West Fresno collaborates to improve community resources via meetings, block parties, fairs, etc.
Fansler Foundation	Provides staffing and equipment for sports programs in our gyms at Zimmerman, East & West Fresno Clubs
Fresno County Probation Department	Provides targeted reentry services for incarcerated youth who are released and need program services

4. Project/Program Budget

a. The City is interested in applicants that can deploy activities in a timely manner (12 months) while balancing the need to maintain high standards of program delivery. Please propose how you will address this need.

The Boys & Girls Clubs of Fresno County has extensive experience and capacity to manage, implement, and report to funders on grant program outcomes and financial reporting. Our experience with funders that require financial and program reporting include the County of Fresno CDBG, Fresno Housing Authority, Measure S funding from the City of Sanger, Fresno County Probation Department, and, on a federal level, the Office of Justice Juvenile Delinquency program. We have successfully fulfilled all requirements and have the capacity and experience to provide the City of Fresno with all requested information and detail for youth participation.

All programs described in this proposal will be scheduled within a 12-month time period. Our ability to offer these programs is dependent on the receipt of funding to support staff who administer the programs, purchase needed supplies and materials and maintain our Clubhouses where the programs take place. Every Club has professionally trained, caring staff offering programs that are interesting, challenging and relevant. Staff build healthy relationships with kids, providing one-on-one mentoring in a positive, safe place.

Determining the value of our programs and the impact they have on young people is of critical importance to us. The metrics used to evaluate our effectiveness are described in response to Part B, Item 3c (page 14). Daily attendance/participation is documented with our Outcome Measurement Software. Incentives are offered to encourage and motivate attendance. Staff also provide qualitative observations, documenting youth participation and the development of character and leadership traits with stories. Parents' attendance and participation in activities is documented along with anecdotal information. In addition, we use an internet-based survey tool (NYOI) that focuses on specific outcomes or behavioral changes in youth.

b. List of Funding Sources

Provide all planned funding anticipated/committed for this activity for PY 2026-2027. If the organization has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date
Fansler Foundation	Fansler Gymnasium Project	$140,236	Committed	n/a
OJJDP	Mentoring	$38,000	Committed	n/a
Taco Bell	Taco Bell	$65,000	Committed	n/a
Fresno County Law Enforcement	Teen Night	$38,500	Committed	n/a
Kaiser Foundation	Community Services	$25,000	Committed	n/a

c. Activity Budget Summary and Narrative

Please complete Exhibit A – Operating Budget Summary.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notices of Funding Available' tab.

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Please note the following costs are not allowable for CDBG: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

d. Prior-Year Financial Statement

Please attach a financial statement labeled as Exhibit C for the last full operating year. Failure to provide the financial statement will result in disqualification.

Attachments to Part B Application:

☒ EXHIBIT A – Operating Budget Summary

☒ EXHIBIT B – Budget Narrative

☒ EXHIBIT C – Prior-year audited financial statement including statement of activities, statement of financial position and statement of cash flows (required when total federal grant awards equaled or exceeded $1,000,000 during the annual audit period); or prior-year unaudited financial statement when total federal grant awards for the annual audit period was less than $1,000,000

Optional Additional Exhibits:

☒ EXHIBIT D – Funding Commitment Letters (if available)

☒ EXHIBIT E – Letters of Support (optional – maximum 2)

☒ EXHIBIT F – Service Area Map (required if not described in 3.g.)

CITY OF FRESNO
OPERATING BUDGET SUMMARY (Public Services)

Budgeted Position (Personnel) or Category (Operations)	City of Fresno HUD Funds			Other Funds for Project					Project Totals (All Funds)
	Salaries & Wages	Fringe Benefits	Totals (City of Fresno HUD Funds)	Other Federal Funds	State Funds	Local Govm't Funds	Private / Donor Funds	Other Funds (specify)	
Salaries/Wages (Specify each position; add additional rows as needed)									
Direct Service Personnel:									
3 Director of Operations - direct services for program @ .1 FTE to oversee grant	21,091.20	3,796.41	**24,887.61**				23,023.00	Foundations: Fansler, Taco Bell, Kaiser	**47,910.61**
4 Unit Directors - West Fresno, East Fresno, Zimmerman and Pinedale - @ .25 FTE	51,480.00	9,266.40	**60,746.40**	22,800.00			124,327.00	OJJDP and Fansler, Taco Bell, Kaiser Foundations	**207,873.40**
4 Program Directors - West Fresno, East Fresno, Zimmerman and Pinedale - @ .3 FTE	38,376.00	6,907.50	**45,283.50**	7,600.00		19,250.00	41,443.00	OJJDP, Fresno Co Law, Fansler, Taco Bell & Kaiser	**113,576.50**
4 Program Assistants - West Fresno, East Fresno, Zimmerman and Pinedale - @ .3 FTE	23,088.00	6,926.40	**30,014.40**	7,600.00		19,250.00	41,443.00	OJJDP, Fresno Co Law, Fansler, Taco Bell & Kaiser	**98,307.40**
			-						-
Administrative Personnel:									
Accounting - processing and report submission .1 FTE	12,500.00	2,250.00	**14,750.00**						**14,750.00**
[enter position title]			-						-
[enter position title]			-						-
Independent Contractors / Consultants:									
High Performance Academy	49,440.00		**49,440.00**						**49,440.00**
[enter position title]			-						-
TOTAL PERSONNEL BUDGET	$ 195,975.20	$ 29,146.71	$ **225,121.91**	$ 38,000.00	$ -	$ 38,500.00	$ 230,236.00	$ -	$ **531,857.91**
Other Direct Costs (Include only costs that are direct; indirect costs are covered under the Indirect Cost Rate)									
Workers Comp									-
Insurance									-
Junior Staff - Workforce/career education: Teen employment stipends at 4 Clubs x 10 sessions x 2 youth/ session x $200/youth			**16,000.00**						**16,000.00**
Office/Club Space - min value at $4,000/year x 4 Clubs							16,000.00		**16,000.00**
Cooking equipment/groceries @ $220/month x 10 mths x 4 Clubs			**8,800.00**						**8,800.00**
Office supplies - computer supplies, paper, pens, etc. $60/mth x 4 Clubs x 12 months			**2,880.00**						**2,880.00**
Project supplies - educational, arts & craft materials, books, sports equipment $100/mth x 12 mths x 4 Clubs			**4,800.00**						**4,800.00**
Printing - flyers x 4 Clubs x $240			**960.00**					-	**960.00**
Travel to meetings 1200 miles x $.72/mile x 4 Clubs			**3,456.00**						**3,456.00**
Internet/Cable/TV/phone			**5,760.00**						**5,760.00**
Facility Maintenance			**6,000.00**						**6,000.00**
TOTAL OTHER DIRECT COSTS			$ **48,656.00**	$ -	$ -	$ -	$ 16,000.00	$ -	$ **64,656.00**
INDIRECT COSTS* (Select 1 indirect rate Only)									
Approved Indirect Cost Rate									-
De minimus 15 % Rate			**41,066.69**						**41,066.69**
TOTAL INDIRECT COST BUDGET			$ **41,066.69**	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL PROJECT BUDGET	$ 195,975.20	$ 29,146.71	$ 314,844.60	$ 38,000.00	$ -	$ 38,500.00	$ 246,236.00	$ -	$ 596,513.91

Please revise this form and annotate budget items as needed

All applicants are required to submit a copy of their organization's operating budget.

*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.
Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.68)

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary. This narrative will be used to determine eligibility of proposed expenses.

The Boys & Girls Clubs of Fresno County (B&GCFC) is requesting funds to provide eight (8) enrinchment programs and structured sports activities at four (4) Boys & Girls Clubs in the City of Fresno. Our City of Fresno CDBG Operating Budget Summary and this narrative describe the funding needed to implement the programs described in our application.

Personnel for Direct Services - $160,932

The B&GCFC Director of Operations positions direct and manage overall daily operations at Clubs with the primary concern for a comprehensive, outcome driven program and service delivery, supervision and training of staff, facilities management, community relations and membership oversight. Ten percent (10%) of three (3) Director's FTE has been included. Every Club has a Unit Director who is responsible for Club operations, safety and administration. Twenty-five percent (25%) of the Unit Directors' time at the West Fresno, East Fresno, Zimmerman and Pinedale Boys & Girls Clubs is included. Program Directors are responsible for overseeing the delivery of a broad range of enrichment programs. Program Assistants plan, develop, implement and evaluate daily programs and activities. Funding for both at 30% FTE at all four Clubs has been included.

Administrative Personnel - $14,750

Ten percent (10%) of our Controller's time has been included. She leads our accounting operations, ensures financial accuracy, nmanages reporting, oversees budgets, payroll, AP/AR and provides key financial analysis.

Independent Contractors - $49,440

B&GCFC will contract with High Performance Academy to provide afterschool activities that provide extended learning through structured sports activities at all four Clubs.

Supplies and Other Operating Costs - $48,656

Workers Compensation costs are included in Fringe Benefit costs for Personnel.

Eighty teens (80) will be hired as Youth Workers to work one month each. Two teens will be hired each month at each Club for ten (10) months. Teens will benefit from hands-on work experience in the areas of career development, apprenticeship, customer service and community service. Each Youth Worker will be paid $200.

The cost of making Club facilities available for program execution is included as an in-kind contributionj; a minimal value of $4,000 x 4 Clubs = $16,000.

Cooking equipment for each of the four Clubs has been included along with healthy food to purchase @ $220 per month per Club for 10 months. This is for Healthy Habits cooking classes, andhealth, fitness and prevention/education programs which encourage healthy attitudes and lifestyles.

Office supplies @ $60 per month per Club for 12 months includes computer supplies as well as paper, pens and other materials. Project supplies @ $100 per month per Club includes educational arts and crafts materials and equipment. Printing costs for flyers and other outreach materials is $240 per Club.

Travel expenses to attend staff meetings and mandatory workshops/training has been included in the amount of 1200 per year per Club @ $.72 per mile.

Half the cost of providing internet/cable/TV/phone service at each of four Clubs in included in the budget.

Physical education/sports equipment to be used for fitness activities is budgeted at $

Facility maintenance is budgeted at $6,000 or $1,500 per Club per year for cleaning supplies and maintenance.

January 12, 2026

RE: Boys & Girls Clubs of Fresno County – City CDBG Letter of Support

To the Fresno City Council,

I consider the Boys & Girls Clubs of Fresno County to be one of the leading youth development organizations in our region.

The Zimmerman, Pinedale, East and West Fresno Boys & Girls Clubs are serving children and families that have few resources. Most families have limited income and many lack appropriate role models and receive little positive guidance. They are at high risk of becoming involved in drug use, gangs and criminal activities. The Boys & Girls Clubs address our community's need for these education and prevention programs.

The Clubs have the capacity and experience to provide a positive impact on the lives of at-risk youth in the City of Fresno.

Young people benefit from mentoring in educational programs, reinforcing what they've learned in school. Club staff hold activities involving problem-solving and critical thinking that develop their leadership skills, and physical activity that helps them manage stress and form positive relationships with peers.

The Boys & Girls Club provides a safe, positive place for kids to go after school. The professional staff mentor youth while they provide anti-gang, anti-drug development services.

I proudly support the Boys & Girls Clubs of Fresno County's grant application for City of Fresno CDBG funding and encourage you to give them every consideration.

Sincerely,

Lisa A. Smittcamp
District Attorney

2100 Tulare Street / Fresno, California 93721
(559) 600-3141 / Fax (559) 600-4400
Equal Employment Opportunity

Fresno County Superintendent of Schools

Dr. Michele Cantwell-Copher, Superintendent

January 7, 2026

To the Fresno City Council,

It is my pleasure to support the Boys & Girls Clubs of Fresno County in seeking City of Fresno CDBG funds to support their education, job training, health services and recreational programs.

They have extensive experience providing successful after-school programs for at-risk youth. Their programs engage young people in activities with peers that help them reach their full potential. Club kids observe staff modeling appropriate behaviors when they interact with peers, helping them learn skills that build good character.

The Boys & Girls Clubs of Fresno County is a leading youth development organization, whose activities fill our community's needs with after-school programs and safe places to go while parents are still at work.

The Zimmerman, Pinedale, East and West Fresno Boys & Girls Clubs are serving children and families that have few resources. The Clubs serve as an essential expansion of after-school resources, especially for lower-income families where these Clubs are located.

The Boys & Girls Club provides a positive impact on the lives of at-risk youth in the City of Fresno. Young people benefit from mentoring in educational programs, reinforcing what they've learned in school. Club staff hold activities involving problem-solving and critical thinking that develop their leadership skills, and physical activities that help them manage stress and form positive relationships with peers.

I support the Boys & Girls Clubs of Fresno County's grant application for City of Fresno CDBG funding and encourage you to give them every consideration.

Sincerely,

M. Copher

Dr. Michele Cantwell-Copher
Fresno County Superintendent of Schools

Fresno County Office of Education
1111 Van Ness Avenue • Fresno, California 93721
(559) 265-3000 • www.fcoe.org

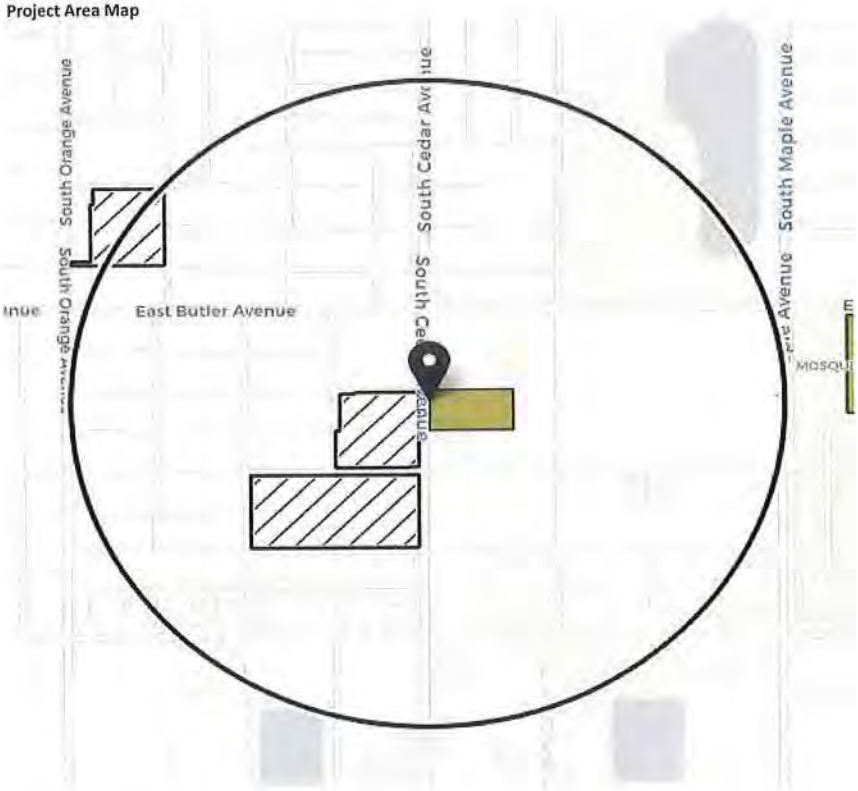
California State Parks Outdoor Equity Report

This is your project report for the site you have defined. Please refer to your Project ID below in any future communications

Project ID	Coordinates	Date	Address
114730	36.7265228, -119.754553	07/16/2025	1715 South Cedar Avenue Fresno, CA 93702

Field	Value
County	Fresno
City	Fresno
Total Population	7,042
Youth Population	2,441
Senior Population	553
Median Household Income	$41,884
Per Capita Income	$18,341
People in Poverty	2,703
Households Without Access to a Car	306
Park Acres	4.67
Park Acres per 1,000 Residents	0.6637
Free/Reduced Priced Meals	92.45%
English Learners	24.35%

Project Area Map



Map description: Within a half-mile radius around "1621 S Cedar Ave., Fresno, CA 93702", there are 4.7 acres of parks shown in green and 28.9 acres of schools shown with a hatch symbol. The circle contains both severely disadvantaged communities and disadvantaged communities.

SCORP Community FactFinder is a service of the California Department of Parks and Recreation (CDPR) https://www.parks.ca.gov/

SCORP Community FactFinder created by GreenInfo Network in consultation with CDPR https://www.greeninfo.org/

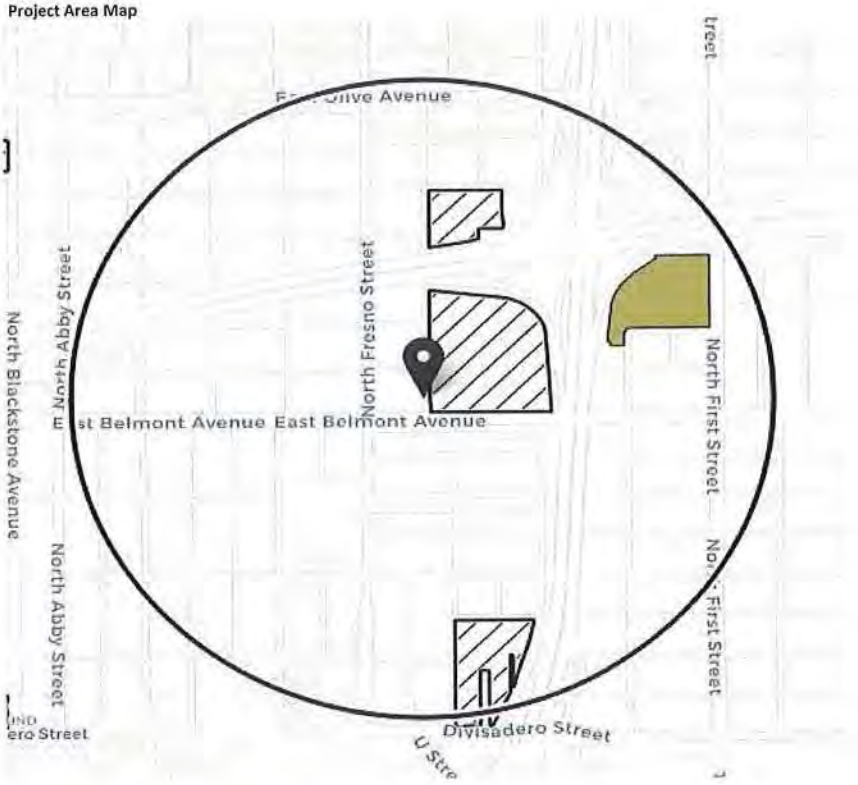
California State Parks Outdoor Equity Report

This is your project report for the site you have defined. Please refer to your Project ID below in any future communications

Project ID	Coordinates	Date	Address
114729	36.7508475, -119.7800673	07/16/2025	East Belmont Avenue Fresno, CA 93701

Field	Value
County	Fresno
City	Fresno
Total Population	4,403
Youth Population	1,152
Senior Population	595
Median Household Income	$40,505
Per Capita Income	$17,941
People in Poverty	1,393
Households Without Access to a Car	129
Park Acres	9.24
Park Acres per 1,000 Residents	2.0985
Free/Reduced Priced Meals	91.22%
English Learners	21.96%

Project Area Map



Map description: Within a half-mile radius around "540 N Augusta St., Fresno, CA 93701", there are 9.2 acres of parks shown in green and 32.0 acres of schools shown with a hatch symbol. The circle contains severely disadvantaged communities but does not contain disadvantaged communities.

SCORP Community FactFinder is a service of the California Department of Parks and Recreation (CDPR) https://www.parks.ca.gov/

SCORP Community FactFinder created by GreenInfo Network in consultation with CDPR https://www.greeninfo.org/

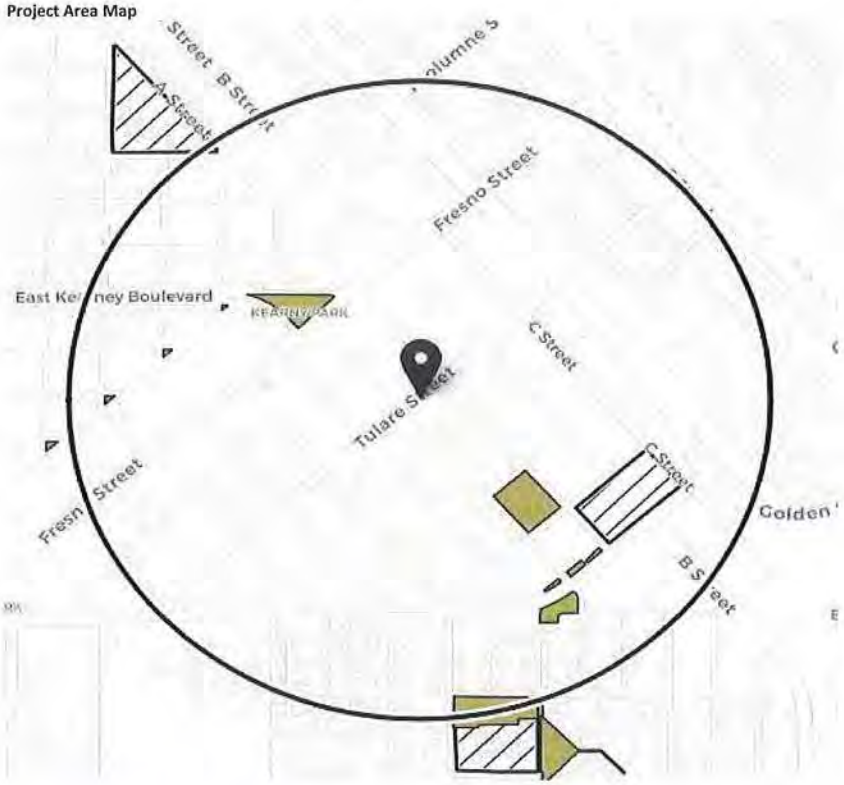
California State Parks Outdoor Equity Report

This is your project report for the site you have defined. Please refer to your Project ID below in any future communications

Project ID	Coordinates	Date	Address
114717	36.7262993, -119.8006297	07/14/2025	Tulare Street Fresno, CA 93721

Field	Value
County	Fresno
City	Fresno
Total Population	4,467
Youth Population	1,536
Senior Population	457
Median Household Income	$42,852
Per Capita Income	$16,006
People in Poverty	1,849
Households Without Access to a Car	153
Park Acres	7.85
Park Acres per 1,000 Residents	1.7571
Free/Reduced Priced Meals	92.19%
English Learners	24.30%

Project Area Map



Map description: Within a half-mile radius around "930 Tulare Street, Fresno, CA 93706", there are 7.8 acres of parks shown in green and 8.0 acres of schools shown with a hatch symbol. The circle contains severely disadvantaged communities but does not contain disadvantaged communities.

SCORP Community FactFinder is a service of the California Department of Parks and Recreation (CDPR) https://www.parks.ca.gov/

SCORP Community FactFinder created by GreenInfo Network in consultation with CDPR https://www.greeninfo.org/

California State Parks Outdoor Equity Report

This is your project report for the site you have defined. Please refer to your Project ID below in any future communications

Project ID	Coordinates	Date	Address
115104	36.842558, -119.7983336	08/07/2025	343 West Minarets Avenue Fresno, CA 93650

Field	Value
County	Fresno
City	Fresno
Total Population	2,259
Youth Population	661
Senior Population	274
Median Household Income	$62,826
Per Capita Income	$27,204
People in Poverty	317
Households Without Access to a Car	78
Park Acres	0.86
Park Acres per 1,000 Residents	0.3821
Free/Reduced Priced Meals	63.94%
English Learners	6.09%

Project Area Map



Map description: Within a half-mile radius around "343 W Minarets, Fresno, CA 93650", there are 0.9 acres of parks shown in green and 7.7 acres of schools shown with a hatch symbol. The circle contains severely disadvantaged communities but does not contain disadvantaged communities.

SCORP Community FactFinder is a service of the California Department of Parks and Recreation (CDPR) https://www.parks.ca.gov/

SCORP Community FactFinder created by GreenInfo Network in consultation with CDPR https://www.greeninfo.org/

Central Valley Justice Coalition:

Youth Advocacy Mentorship Project

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
NON-PROFIT ORGANIZATION[1]

Part A, Section 1: General Information

Legal Name of the Organization:	*Fictitious Name (if applicable):*
Central Valley Justice Coalition	n/a
UEI of Organization:	*Taxpayer Identification Number:*
KPESAUYEJJV5	81-0761794
Date of Incorporation:	*Date of 501(c)(3) Determination:*
12/08/2015	03/25/2016
Mailing Address of Organization:	*Organization Website Address:*
P.O. Box 6099 Fresno, CA 93703	www.justiceco.org
Name of President (or Chair of the Board):	*E-mail Address:*
Lauran Bethell	lauran@pobox.com
Name of Chief Executive or Executive Director:	*E-mail Address:*
Christa Wiens	*christa@justiceco.org*
Name of the Secretary:	*E-mail Address:*
Lois Hansen	loishansen@att.net
Name of Treasurer (or Chief Financial Officer):	*E-mail Address:*
Nikki Cook	uclagal13@gmail.com

Principal Contact Person:	*Principal Contact's Title:*	*Principal Contact's Physical Address:*
Christa Wiens	Executive Director	764 P Street, Suite 012 Fresno, CA 93721

Primary Phone #:	*Alternative Phone #:*	*E-mail Address:*
559-216-6694	559-473-9942	christa@justiceco.org

Name of Authorized Signatory:	*Title of Authorized Signatory:*
Christa Wiens	*Executive Director*
Signature of Authorized Official:	*Date of Signature:*
	1/22/26

Do you have an active registration with SAM.gov? ☒ Yes ☐ No

[1] This document is for non-profit organizations. Units of local government, please complete Part A: Unit of Government Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

Part A, Section 2: Organizational Background
Please provide the organization's mission statement within the below space:

At the Central Valley Justice Coalition, our mission is to partner with the church and community to prevent human trafficking. We accomplish this by empowering people of all ages through education, outreach, and partnership. We dream of a world in which no one is enslaved and all are free.

Central Valley Justice Coalition (CVJC) began in 2010 in central Fresno, in a low-income neighborhood well known for homelessness, drugs, and human trafficking. We began with a group of faith leaders and community advocates committed to ending the injustices we were seeing in our own community. For years, we were volunteer-led, and we spent our time coming alongside men and women on the streets in Fresno who were victims of human trafficking, though many would not have known this term. We heard their stories, and our eyes were opened to the exploitation that was happening all around us. We began to see that what we often thought was homelessness, prostitution or drug addiction was directly related to human trafficking and other forms of exploitation.

Since 2014, we have educated over 38,500 individuals about the realities of human trafficking. Through one-time presentations and multi-week programs, we have educated over 3,200 minors and worked with dozens of youth to provide 1-on-1 support for the vulnerabilities which would otherwise put them at risk for trafficking and exploitation.

Please mark any of the following classifications that apply to your organization:

- ☐ Woman-Owned Business
- ☐ Minority Institution
- ☐ Tribal
- ☐ Other:
- ☐ Small Business
- ☐ Minority-Owned
- ☐ Veteran-Owned

Part A, Section 3: Organizational Capacity and Management
Please provide the number of staff employed by your organization: 5

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Christa Wiens	Executive Director	11
2) Tiffany Richards	Youth Program Director	3
3) Dominique Brown	Youth Advocate	<1

4)	Daniel Licona	Youth Advocate	<1
5)			

Board of Directors

How often does your Board of Directors regularly meet?

every other month

List current Board of Directors below:

1)	Lauran Bethell, Chair	6)	Caty Perez
2)	Lois Hansen, Secretary	7)	Krystal Klaassen
3)	Nikki Cook, Treasurer	8)	
4)	James Bergen	9)	
5)	Brenda Erese	10)	

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Alex Acree

Title: Bookkeeper

Phone/Email: alex@empowert3.com

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☐ Yes ☒ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Have your agency's annual financial statements been audited by an independent audit firm? ☐ Yes ☒ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.

6) Does your financial system:
   a) Provide for the control and accountability of grant funds, property, and other assets? ☒ Yes ☐ No

b) Separately track revenue and expenditures for the grant funds?
☒ Yes ☐ No

7) Does your payroll system separately track staff time by grant and/or activity? ☒ Yes ☐ No

8) Are all payments properly documented with evidence or receipt of goods or performance of services? ☒ Yes ☐ No

9) Are all bank accounts reconciled monthly? ☒ Yes ☐ No

10) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain

11) Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?
☒ Yes ☐ No
If yes, please explain
We have adopted a case management system which allows for fund tracking, making it easier to track individuals receiving service according to funding source.

12) Does your agency have policies that address the following?

Ethics/Professional Conduct	☒ Yes	☐ No
Pay Rates and Benefits	☒ Yes	☐ No
Discrimination	☒ Yes	☐ No
Purchasing/Procurement	☒ Yes	☐ No
Property and Equipment	☒ Yes	☐ No
Segregation of Duties	☒ Yes	☐ No
Time and Effort Reporting	☒ Yes	☐ No
Record Retention	☒ Yes	☐ No

13) Does your agency certify that they are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal or State department or agency? ☒ Yes ☐ No

Authorized Signatories

If your organization is selected for funding, signatures from persons bearing titles from each of the two lines below will be required by your organization.

1. Board Chair, President, or Vice President
2. Treasurer, Secretary, or Assistant Secretary

If you will be unable to provide the two requested signatures or intend to otherwise deviate from the standard signature authority, please indicate the names and titles of the authorized signatories below and provide the names and titles of the person(s) authorized to execute agreements on behalf of your organization in your board-certified resolution.

Authorized Signatory Name	Authorized Signatory Title
1) Lauran Bethell	Board Chair
2) Nikki Cook	Board Treasurer

☒ Board Resolution providing for the signature authority of persons to sign agreements on behalf of the entity is attached (required before a subrecipient agreement will be executed).

To view the City's policy regarding signature authority, including a sample signature page and sample certification, view Administrative Order 4-1 at: https://www.fresno.gov/personnel/human-resources-support/#administrative-order

Part A, Section 4: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Owner-Occupied Home Repair**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
1	$ 152,462.40

- **Public Infrastructure & Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
	$

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
!Undefined Bookmark, NOAPPS43,noapps4)	**!Undefined Bookmark, REQ4)**

Required Attachments to Part A
Select all attachments included.

☒ **Part A, Exhibit 1** – Organization's U.S. Internal Revenue Service 501(c)(3) Determination of Exemption Letter (Required)

☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (an IRS 990, *Return of Organization Exempt from Income Tax*, may be submitted in lieu of an audit whenever the organization lacks an audit due it not exceeding California and Federal audit thresholds)

☐ **Part A, Exhibit 3** – Copies of results of audits, examinations, or monitoring procedures performed during the last two fiscal years on any direct federal award received by the organization

☐ **Part A, Exhibit 4** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

☒ **Part A, Exhibit 5** – List of all awards to the organization from City of Fresno during the past two years

☐ **Part A, Exhibit 6** – Statement and Designation by Foreign Corporation (when location of incorporation was outside of California) (Required of Out-of-State Corporations only)

☐ **Part A, Exhibit 7** – List of Directors and Officers by Corporate Title and Name (Required)

☒ **Part A, Exhibit 8** – Organization's Articles of Incorporation (Required)

☒ **Part A, Exhibit 9** – Bylaws of the Organization (Required)

☒ **Part A, Exhibit 10** – Resolution of the Board of the Directors Authorizing the Application and Naming the Persons Authorized to Sign the Application

PY 2026-2027 APPLICATION
Public Service Programs

NOTE: This application is not for community services to benefit primarily homeless and individuals at risk of homelessness. If you are a homeless service provider, please use the appropriate Homeless Housing and Services application.

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less):

   Youth Advocacy Mentorship Project

   Amount Requested: $ 152,462.40.00

   Provide a short description of the proposed program/activity. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

The Youth Advocacy and Mentorship Program provides ongoing, trauma-informed mentorship, education, and advocacy services to youth at heightened risk of human trafficking and exploitation. Through individualized mentorship, structured prevention education, and group-based programming, the program equips youth with practical tools to recognize exploitation risks, strengthen protective factors, and access community resources that promote safety and stability. The Youth Advocacy and Mentorship Program continues to provde reliable, relationship-based support to youth navigating complex systems, trauma exposure, and instability.

   To utilize CDBG funds for a public service, the service must be either a new service or a quantifiable increase in the level of an existing service.

   This project is a:

   ☐ New Project/Program

   ☒ Existing Project/Program

If this is an existing project/program that has not received CDBG funding from the City previously, please briefly explain how CDBG funds will be used to quantifiably increase the level of service.

This application seeks continued support for an established program that has been receiving CDBG funding.

2. Organizational Capacity

a. Briefly describe how your organization's prior activities have resulted in meaningful impact:

With CDBG support, CVJC has provided education to hundreds of individuals, education which increases understanding of trafficking and vulnerabilities and reduces incidents of exploitation. Program outcomes include improved youth engagement, increased self-disclosures of abuse and exploitation, increased school stability and engagement, successful referrals to supportive services, and sustained contact with youth who would otherwise lack consistent adult advocacy. Through the Youth Advocacy and Mentorship program, vulnerable youth were connected to therapeutic and psychiatric resources, allowing them to begin healing in a stable and supportive environment. Over time, we saw meaningful reductions in trauma-related symptoms, increased emotional awareness, and stronger coping skills. Youth gained a safe space—one where they knew they could be seen, heard, and supported. Consistent support has increased placement stability in homes and in schools as families and educators are provided with tools necessary to understand trauma and its impact on behavior.

b. Describe the organization's experience with administering federally funded programs of this nature and staff skills necessary to deliver the activities proposed.

CVJC has demonstrated the capacity to consistently deliver high-quality, federally compliant services through this progrm. Prior CDBG support has enabled the organization to maintain trained staff, implement standardized screening and documentation practices, and sustain trusted partnerships with schools, courts, and social service agencies.

c. For how many years has the organization administered activities of the type described in this application?
11

d. Does the organization have the following in place (check box if 'yes')?

☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, and how existing resources are insufficient to meet this need:

Youth in Fresno continue to face significant risk factors associated with human trafficking and exploitation, including involvement in foster care or juvenile justice systems, prior trauma or abuse, family instability, homelessness, and exposure to gangs or substance abuse. While Fresno has surviovr-focused services and crisis response systems, there remains a persistent gap in prevention-oriented, relationship-based services for youth who have not yet been trafficked but exhibit known indicators of vulnerability.

Existing resources are often limited by narrow eligibility criteria, short-term interventions, or a focus on crisis response rather than early intervention. Many systems lack the capacity to provide consistent, trauma-informed mentorship and education that builds trust over time. As a result, vulnerable youth frequently fall

through service gaps until exploitation or significant harm has already occurred. The Youth Advocacy and Mentorship Program addresses this ongoing unmet need by providing sustained prevention, education, and advocacy services before exploitation occurs.

b. Briefly describe the target population and how the project will meet the specific needs of the target population.

The target population for this program is youth ages 13-19 residing in the City of Fresno who are at heightened risk of trafficking and exploitation. This includes youth who have experienced out-of-home placement, including those not currently dependents of child welfare; youth experiencing housing instability; and youth referred by schools courts, group homes, and partner organizations. The population served is predominantly low- to moderate-income and disporoportionately impacted by trauma and systemic barriers.

The program meets the specific needs of the population through individualized, trauma-informed mentorship and advocacy. Youth Advocates work one-on-one with participants to identify goals, assess risks, provide education on exploitation and healthy relationships, and connect youth to appropriate community resources. Services are delivered in settings that are accessible and comfortable for youth, including schools, our offices, community sites, and partner facilities. Group-based education and prevention programming further reinforces safety awareness, peer connections, and protective factors.

c. Describe the outcomes of the proposed activity. Include how positive outcomes are defined and how successful outcomes will be measured.

The intended outcomes of the Youth Advocacy and Mentorship Program are increased youth awareness of trafficking risks, strengthened protective factors, improved engagement and supportive services, and reduced vulnerability to exploitation. Positive outcomes are defined by youth demonstrating inreased knowledge of exploitation indicators and measured with pre- and post-tests, maintaining consistent engagement with an advocate, and successfully accessing referrals to supportive resources such as education, counsling, and social services.

Program success will be measured using both quantitative and qualitative indcators, including the number of unduplicated youth served, number of individuals educated, participation in mentorship and group education sessions, completion of intake and screening tools, and documented referrals to community resources. Advocates will track youth engagement, goal progress, and service outcomes through case management software. Feedback from participants and partner agencies will also be used to assess program effectiveness and inform ongoing service delivery.

d. Describe consultation efforts made with the target population in the development of the proposed activity.

The Youth Advocacy and Mentorship Program was developed in direct consultation with individuals with lived experience of human trafficking. A trafficking surivvor played a central role in designing the program model, ensuring that services reflected the real needs, barriers, and risks face by vulnerable youth. This survivor-led input shaped the program's emphasis on trust-building, voluntary participation, and practical harm-reducation strategies.

In addition, CVJC currently employs a staff member with lived experience of trafficking whose perspective continues to inform day-to-day program implementation, staff training, and service delivery. This ongoing survivor involvement helps ensure that program activities remain responsive, trauma-informed, and grounded in the realities of those most affected.

CVJC also regularly solicits feedback from youth participants through informal check-ins, case planning conversations, and group discussions. Participant feedback is used to refine program activities, adjust servie approaches, and respond to emerging needs. This continuos feedback loop allows the program to evolve while remaining centered on the voices and experiences of the youth it serves.

e. Describe the marketing plan for the proposed activity and how the organization will affirmatively market the program to the target population.

With more than a decade of experience addressing human trafficking in the Central Valley, CVJC has established and maintained strong partnerships with other organizations serving impacted communities. The organization has ongoing working relationships with the Department of Social Services, Juvenile Court, City Without Orphans, Marjaree Mason Center, Youth for Christ, Every Neighborhood Partnership, Fresno Police Chaplaincy, and other local partners.

CVJC is widely recognized as a trusted provder of trauma-informed education and prevention services. Educational workshops and trainings are consistently requested by healthcare providers, educators, faith leaders, and community members. School districts and partner agencies continue to rely on CVJC's expertise and routinely refer youth and families for mentorship and advocacy services.

Program outreach is conducted through direct communication with partner agencies, group homes, and schools to ensure referral pathways remain active and accessible. Information about classes and mentorship opportunities is shared through CVJC's website and social media platforms, as well as through direct communication from schools. Outreach is further supported through on-site promotion at The Landing and through partners located at City Center, many of whom serve youth and families with known vulnerabilities to trafficking and exploitation.

f. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Will this program be (select only one):

☐ Offered Citywide

☒ Offered Citywide with an emphasis and affirmative marketing toward RECAPs

☐ Offered exclusively to residents of RECAPs

g. Describe the service area:
Note: Strong applications will include clearly defined services areas. A map may be attached in lieu of a service area description.

Our services are available throughout Fresno City, with specific marketing to group homes, foster agencies, Probation Department, Unity Court, domestic violence and homeless shelters, and the Department of Social Services. Youth already involved in any of these services are at increased risk of exploitation and in need of education and support. Individuals receiving such services are disproportionately from racial and ethnic minority groups, and many are low or moderate income. Additionally, CVJC's presence at The Landing will allow us to advertise our services to the community who is utilizing the City Center at 2025 E Dakota. These clients are being served by a number of local agencies who resource low and moderate income families, including the Food Bank, Fresno Mission, and CASA. They come from all over the city, but City Center serves as a hub, making it an ideal location to advertise to families who would also benefit from our services.

h. Estimate the number of unduplicated people expected to benefit from the project:

   200 unduplicated people or businesses will receive a direct benefit from this project.

i. Income Documentation

CDBG-eligible programs primarily benefit persons who earn less than 80% of the area median income. A chart containing the income limits effective as of June 1, 2025, is included as a reference below. Applicants must select one of the two options for documenting how their activity will satisfy the income eligibility requirement. Please note, these income limits are subject to change. For the most current income limits please reference the link below:

https://www.hudexchange.info/resource/5334/cdbg-income-limits/

Household Size	30% AMI	50% AMI	80% AMI
1	$19,750	$32,900	$52,600
2	$22,550	$37,600	$60,100
3	$25,350	$42,300	$67,600
4	$28,150	$46,950	$75,100
5	$30,450	$50,750	$81,150

☐ OPTION 1: Low-Income Clientele – Presumed Benefit
Select this option only if the program will exclusively serve one of the following clienteles (select all that apply)

- ☐ Older Adults (62 and older)
- ☐ Severely Disabled Adults
- ☐ Abused Children
- ☐ Illiterate Adults
- ☐ Migrant Farm Workers

☒ OPTION 2: Low-Income Clientele – Other
Select this option if the program will serve a specific clientele not listed under the first option. The organization must document income eligibility for each program participant. Indicate below the types of documentation the organization will collect to verify income eligibility (select all that apply):

- ☐ Pay Stubs / Wage Statements
- ☐ W-2s
- ☐ Income Tax Returns
- ☐ Social Security Documentation
- ☐ Bank Statements
- ☒ Signed Certifications from Beneficiaries
- ☒ Other: school certification of demographic served
- ☐ Other:
- ☐ Other:

Detailed Narrative Description of Project/Program

Describe the project/program in detail in the space below. Limit description to the space provided on this and the next page.

The Youth Advocacy and Mentorship Program provides trauma-informed prevention, education, and advocacy services for youth at heightened risk of human trafficking and exploitation in the City of Fresno. The program operates as an after-school and out-of-school support service and intentionally provides safe, structured spaces where youth can build protective skills, strengthen educational engagement, and develop trusting relationships with caring adults. By offering consistent mentorship and age-appropriate activities, the program helps youth remain connected to school, community, and positive peer networks.

Youth are referred to the program by schools, group homes, foster care agencies, juvenile court partners, social service providers, and community-based organizations, as well as through a direct referral process. Once a referral is received, a Youth Advocate contacts the youth and, when appropriate, a parent or guardian to explain the voluntary nature of the program and establish shared expectations. Intake and screening processes are used to identify risk factors, educational needs, and personal goals, allowing Advocates to tailor services to each participant's circumstances.

One-on-one mentorship is the foundation of the program and is primarily delivered during after-school hours. Youth Advocates meet regularly with participants to provide guidance, encouragement, and practical education related to safety, healthy relationships, and online awareness. Mentorship sessions also support academic engagement by helping youth set school-related goals, develop organizational and communication skills, and identify supports that promote consistent school attendance and participation. Through these relationships, youth gain access to a trusted adult who can help them navigate challenges and make informed decisions.

As an example, last year we were able to provide therapeutic services to five young girls who had experienced significant trauma, including abuse within their families, time in the foster care system, and profound loss. These are experiences no child should have to endure, and yet they have deeply shaped these young people's development and sense of safety. Through the Youth Advocacy and Mentorship Program, we were able to remove barriers to care and provide consistent, trauma-informed support. Youth were connected to therapeutic and psychiatric resources, allowing them to begin healing in a stable and supportive environment. Over time, we saw meaningful reductions in trauma-related symptoms, increased emotional awareness, and stronger coping skills. Most importantly, they gained a safe space—one where they knew they could be seen, heard, and supported. Through counseling and group engagement, they were able to explore their identities, process complex emotions, discuss real-world challenges, and build tools to navigate their experiences with resilience and confidence.

In addition to individual mentorship, the program offers structured group-based activities and prevention education that align with after-school programming priorities.

Group sessions incorporate interactive learning, facilitated discussion, and age-appropriate activities designed to strengthen communication skills, critical thinking, and self-advocacy. Educational content is delivered in a supportive group setting that reinforces engagement, participation, and help-seeking behaviors, while providing youth with consistent opportunities to practice discussion, reflection, and decision-making in a supervised environment. These activities complement school-based learning by supporting positive educational engagement and reinforcing skills youth need to succeed academically and socially.

A central component of the Youth Advocacy and Mentorship Program is the provision of safe, welcoming spaces for youth. Services are delivered in accessible locations such as schools, community sites, partner facilities, and The Landing at City Center. These locations offer supervised environments during after-school hours where youth can participate in programming, connect with peers, and access basic resources. The Landing, in particular, provides a stable and affirming setting designed to meet the needs of youth ages 12–24, offering space for group activities, educational sessions, and informal mentoring interactions.

All program activities are delivered using a trauma-informed approach that emphasizes safety, choice, and empowerment. Staff are trained to recognize signs of trauma and respond appropriately by offering support, education, and referrals to community resources when needed. This approach ensures youth feel respected and supported while maintaining clear boundaries consistent with the program's prevention and mentorship focus.

The Youth Advocacy and Mentorship Program is supported by experienced staff, established referral pathways, and long-standing community partnerships. Program activities, participation, and outcomes are documented through case notes and service records to ensure accountability and continuous improvement. By providing after-school mentorship, structured learning activities, and safe spaces for youth, the program addresses an ongoing community need and aligns directly with the City's Public Service objectives for early literacy, after-school activities, and youth safety.

Detailed Narrative Description of Project/Program (Continued from previous page)

j. Collaboration
Briefly describe how the proposed activity will be delivered in coordination with other community resources to address the overall needs of the clientele.

Collaborating Organization/Activity	Description of Collaboration
Juvenile Court	When youth are involved in the justice system, we help coordinate care, support during hearings, support with probation, and ensure appropriate education is received.
Fresno EOC/ Central Valley Against Human Trafficking	We have worked with CVAHT in many capacities since at least 2010. We have participated in trainings together, work together to improve case management, participated in a data project together, and build partnerships with other organizations through our connection to EOC.
City Without Orphans	Together we serve youth at The Landing at City Center. We coordinate care for foster youth and provide supportive experiences for youth with similar lived experience to connect.
Fresno MIssion	Fresno Mission developed the City Center and has worked with us to envision supportive services for underserved youth. As they begin to open a new residental building, we anticipate working together to provide education and community for vulnerable youth.
Fresno County Superintendent of Schools	FCSS facilitates the Foster and Homeless Youth Networked Improvement Committee. In this space, local schools come together with organizations to provide the best possible outcomes for our students experiencing homelessness and out-of-home placement. We are a proud participant of this community.
Cradle2Career	At regular regional meetings, we connect with organizations and schools who are working to increase economic success for students in Fresno

Department of Social Services	We receive referrals for youth in need of supportive services and offer training for familes and social workers

4. Project/Program Budget

a. The City is interested in applicants that can deploy activities in a timely manner (12 months) while balancing the need to maintain high standards of program delivery. Please propose how you will address this need.

Program infrastructure, referral pathways, staff training, and partnerships are already in place, allowing services to be delivered without delay throughout the program year. Case management software is implemented and operational, enabling data tracking and accurate reporting from the outset. Staffing capacity is being restored following a temporary funding interruption, positioning the program to deliver services promptly upon contract execution.

b. List of Funding Sources

Provide all planned funding anticipated/committed for this activity for PY 2026-2027. If the organization has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date
Private Donations		100,000		ongoing

c. Activity Budget Summary and Narrative

Please complete Exhibit A – Operating Budget Summary.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notices of Funding Available' tab.

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Please note the following costs are not allowable for CDBG: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

d. Prior-Year Financial Statement

Please attach a financial statement labeled as Exhibit C for the last full operating year. Failure to provide the financial statement will result in disqualification.

Attachments to Part B Application:

☒ EXHIBIT A – Operating Budget Summary

☒ EXHIBIT B – Budget Narrative

☐ EXHIBIT C – Prior-year audited financial statement including statement of activities, statement of financial position and statement of cash flows (required when total federal grant awards equaled or exceeded $1,000,000 during the annual audit period); or prior-year unaudited financial statement when total federal grant awards for the annual audit period was less than $1,000,000

Optional Additional Exhibits:

☐ EXHIBIT – Funding Commitment Letters (if available)

☒ EXHIBIT D and E – Letters of Support (optional – maximum 2)

☐ EXHIBIT – Service Area Map (required if not described in 3.g.)

Exhibit A: Operating Project Budget Summary (or submit via Excel)

Budgeted Position (Personnel) or Category (Operations)	City of Fresno HUD Funds			Other Funds for Project					Project Totals (All Funds)
	Salaries & Wages	Fringe Benefits	Totals (City of Fresno HUD Funds)	Other Federal Funds	State Funds	Local Govm't Funds	Private / Donor Funds	Other Funds (specify)	
Salaries/Wages (Specify each position; add additional rows as needed)									
Direct Service Personnel (enter position titles):									
Youth Program Manager	60,091.00	4085.00	**64,176.00**						
Youth Advoates	50076.00	1404.00	**51,480.00**						
Administrative Personnel (enter position titles):									
Independent Contractors / Consultants (enter position titles):									
Fund management executive assistant	3240.00		**3240.00**						
TOTAL PERSONNEL BUDGET	$	$	**$118,896.00**	$	$	$	$	$	**$**
Other Direct Costs (Include only costs that are direct; indirect costs are covered under the Indirect Cost Rate)									
case management software			**5,000.00**						
staff training			**2,500.00**						
program supplies			**1800.00**						
transportation			**3300.00**						
phones			**1080.00**						
TOTAL OTHER DIRECT COSTS			**$13,680.00**	$	$	$	$	$	**$**
INDIRECT COSTS (Select 1 indirect rate Only)									
Approved Indirect Cost Rate									
De minimus 15 % Rate			**19,886.40**						
TOTAL INDIRECT COST BUDGET			**$19886.40**	$	$	$	$	$	**$**
TOTAL PROJECT BUDGET	$	$	**$152,462.40**	$	$	$	$	$	$

*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.

Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.1).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary. This narrative will be used to determine eligibility of proposed expenses.

The proposed budget reflects the actual costs required to operate a consistent, youth-centered program while maintaining fiscal responsibility and compliance with federal grant requirements.

The Youth Program Manager is a full-time position responsible for overeeing group programming, maintaining client records, supporting and supervising part-time Youth Advocates, and carrying a limited caseload when necessary. This role is essential for coordinating partnerships with schools, community organizatoins, and referral agencies, ensuring program fidelity, and maintaining consistent service delivery. having a full-time manager allows the program to offer two groups per month using a licensed curriculum and to provide presentations and trainings to approximately 300 youth over the program year.

Two part-time Youth Advocates, together working the equivalent of 40 hours per week, provide one-on-one support, facilitate groups, and respond to both scheduled and drop-in youth needs. This staffing structure enables the program to support 15 clients at a time and ensures gender-responsive services that are accessible and trauma-informed.

Personnel costs also include limited fund management and executive assistant support, which ensures accurate budget tracking, timely submission of required documentation, and compliance with grant reporting requirements.

Personnel

Youth Program Manager – Salary	$27/hr × 40 hrs/week × 52 weeks	$56,160
Youth Program Manager – Payroll Taxes	7%	$3,931
Youth Program Manager – Retirement	3%	$1,685
Youth Program Manager – Healthcare (QSEHRA)	$200/month × 12 months	$2,400
Youth Program Manager Subtotal	$64,176	
Youth Advocates (2 PT) – Wages	$22.50/hr × 40 hrs/week × 52 weeks	$46,800
Youth Advocates – Payroll Taxes	Annual	$3,276
Youth Advocates – Retirement	Annual	$1,404
Youth Advocates Subtotal	$51,480	
Fund Management / Executive Assistant	$27/hr × 10 hrs/month × 12 months	$3,240

Total Personnel Costs: $118,896

Direct Costs

Case Management Software Annual license $5,000

Program Supplies Annual $1,800

Staff Training & Professional Development Annual $2,500

Travel / Mileage Reimbursement $275/month × 12 months $3,300

Staff Cell Phones $30/month × 5 phones × 12 months $1,080

Total Direct Costs: $13,680

Indirect Costs

Indirect Costs (De Minimis Rate – 15%) 15% of Total Personnel + Direct Costs $19,886

Total Program Budget

Category	Amount
Personnel	$118,896
Direct Costs	$13,680
Indirect (De Minimis 15%)	$19,886
TOTAL	$152,462

January 20, 2026

City of Fresno
Planning and Development Department
Community Development Division

Re: Letter of Support for Central Valley Justice Coalition
Youth Advocacy & Mentorship Program – CDBG Public Services Application

Dear Review Committee,

On behalf of City Without Orphans, I am pleased to provide this letter of support for Central Valley Justice Coalition's (CVJC) application for Community Development Block Grant (CDBG) Public Services funding for its Youth Advocacy and Mentorship Program.

Our organization has partnered with CVJC to support low- and moderate-income youth and families in the City of Fresno through prevention-focused, trauma-informed services. CVJC's work fills a critical gap by providing youth advocacy, mentorship, family engagement, and education that strengthens protective factors and promotes long-term stability for young people who are at heightened risk of adverse outcomes.

Through our partnership, we have seen CVJC demonstrate professionalism, cultural responsiveness, and a strong commitment to serving youth and families with care and accountability. CVJC staff engage youth and caregivers in meaningful ways and collaborate effectively with community partners, including schools and faith-based organizations, to ensure services are accessible and responsive to community needs.

We strongly support CVJC's request for CDBG Public Services funding and believe this investment will result in measurable benefits for low- and moderate-income youth and families in Fresno. We appreciate the City's continued commitment to supporting effective community-based organizations and urge favorable consideration of this application.

If you have any questions or would like additional information regarding our partnership with CVJC, please do not hesitate to contact me.

Sincerely,

Andi Lambert
Executive Director
City Without Orphans
(559) 676-9882
andi@citywithoutorphans.com

January 22, 2026

City of Fresno
Planning and Development Department
Community Development Division

Re: Letter of Support for Central Valley Justice Coalition
Youth Advocacy & Mentorship Program – CDBG Public Services Application

Dear Review Committee,

On behalf of Marjaree Mason Center, I am pleased to provide this letter of support for **Central Valley Justice Coalition's (CVJC)** application for Community Development Block Grant (CDBG) Public Services funding for its Youth Advocacy and Mentorship Program.

Our organization has partnered with CVJC to support low- and moderate-income youth and families in the City of Fresno through prevention-focused, trauma-informed services. CVJC's work fills a critical gap by providing youth advocacy, mentorship, family engagement, and education that strengthens protective factors and promotes long-term stability for young people who are at heightened risk of adverse outcomes.

Through our partnership, we have seen CVJC demonstrate professionalism, cultural responsiveness, and a strong commitment to serving youth and families with care and accountability. CVJC staff engage youth and caregivers in meaningful ways and collaborate effectively with community partners, including schools and faith-based organizations, to ensure services are accessible and responsive to community needs.

We strongly support CVJC's request for CDBG Public Services funding and believe this investment will result in measurable benefits for low- and moderate-income youth and families in Fresno. We appreciate the City's continued commitment to supporting effective community-based organizations and urge favorable consideration of this application.

If you have any questions or would like additional information regarding our partnership with CVJC, please do not hesitate to contact me.

Sincerely,

Leticia Campos
Chief Programs Officer
Marjaree Mason Center
Direct: 559.487.1326
Mobile: 559.313.1939
Leticia@mmcenter.org

Chinatown Fresno:

Chinatown Open for Business

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
NON-PROFIT ORGANIZATION[1]

Part A, Section 1: General Information

Legal Name of the Organization:	*Fictitious Name (if applicable):*
Chinatown Fresno Foundation	
UEI of Organization:	*Taxpayer Identification Number:*
F2J4BNLZUVK3	82-4272279
Date of Incorporation:	*Date of 501(c)(3) Determination:*
01/05/2018	02/28/2018
Mailing Address of Organization:	*Organization Website Address:*
912 F Streert	www.chinatownfresno.org
Name of President (or Chair of the Board):	*E-mail Address:*
Cami Cipolla	ccipolla@valleyhistory.org
Name of Chief Executive or Executive Director:	*E-mail Address:*
Jan Minami	*jan@chinatownfresno.org*
Name of the Secretary:	*E-mail Address:*
Natalie Vargas1	heavens.healing.cop@gmail.co
Name of Treasurer (or Chief Financial Officer):	*E-mail Address:*
Marc Ryder	marc.ryder@usbank.com

Principal Contact Person:	*Principal Contact's Title:*	*Principal Contact's Physical Address:*
Jan Minami	Director	912 F Street, Fresno CA 93706

Primary Phone #:	*Alternative Phone #:*	*E-mail Address:*
559.859.1763	559.815.9592	jan@chinatownfresno.org

Name of Authorized Signatory:	*Title of Authorized Signatory:*
Marc Ryder	*Board Treasurer*
Signature of Authorized Official:	*Date of Signature:*
Signature page attached	*01/13/2026*

Do you have an active registration with SAM.gov? ☒ Yes ☐ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

[1] This document is for non-profit organizations. Units of local government, please complete Part A: Unit of Government Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Part A, Section 2: Organizational Background
Please provide the organization's mission statement within the below space:

We unite our community, honor our heritage, strenthen business and property assets and build vibrancy in our neighborhood.

Please mark any of the following classifications that apply to your organization:

- ☐ Woman-Owned Business
- ☐ Minority Institution
- ☐ Tribal
- ☐ Other:
- ☐ Small Business
- ☐ Minority-Owned
- ☐ Veteran-Owned

Part A, Section 3: Organizational Capacity and Management
Please provide the number of staff employed by your organization:

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Jan Minammi	Director	25
2) Elaine Martell	Administrator	30
3) Maritzs Perez	Outreach Coordinator	5
4)		
5)		

Board of Directors

How often does your Board of Directors regularly meet?
monthly

List current Board of Directors below:

1) Eileen Arenas
2) Augie Blancas
3) Cami Cipolla
4) Morgan Doizaki
5) Es Esposo
6) Tom Freund 11 Marc Ryder
7) Brandon Gonzalez 12 June Stanfield
8) Ben Gitmed 13 Rio H Toi
9) Yem Huyhn 14 Natalie Vargas
10) Eduardo Lopez

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Jan Minami
Title: Director
Phone/Email: 559.859.1763 jan@chinatownfresno.org

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☐ Yes ☒ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Have your agency's annual financial statements been audited by an independent audit firm? ☐ Yes ☒ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.

6) Does your financial system:
a) Provide for the control and accountability of grant funds, property, and other assets? ☒ Yes ☐ No
b) Separately track revenue and expenditures for the grant funds? ☒ Yes ☐ No

7) Does your payroll system separately track staff time by grant and/or activity? ☒ Yes ☐ No

8) Are all payments properly documented with evidence or receipt of goods or performance of services? ☒ Yes ☐ No

9) Are all bank accounts reconciled monthly? ☒ Yes ☐ No

10) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain

11) Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?
☐ Yes ☒ No
If yes, please explain

12) Does your agency have policies that address the following?

Ethics/Professional Conduct	☒ Yes	☐ No
Pay Rates and Benefits	☒ Yes	☐ No
Discrimination	☒ Yes	☐ No
Purchasing/Procurement	☒ Yes	☐ No
Property and Equipment	☒ Yes	☐ No
Segregation of Duties	☒ Yes	☐ No
Time and Effort Reporting	☒ Yes	☐ No
Record Retention	☒ Yes	☐ No

13) Does your agency certify that they are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal or State department or agency? ☒ Yes ☐ No

Authorized Signatories

If your organization is selected for funding, signatures from persons bearing titles from each of the two lines below will be required by your organization.

1. Board Chair, President, or Vice President
2. Treasurer, Secretary, or Assistant Secretary

If you will be unable to provide the two requested signatures or intend to otherwise deviate from the standard signature authority, please indicate the names and titles of the authorized signatories below and provide the names and titles of the person(s) authorized to execute agreements on behalf of your organization in your board-certified resolution.

Authorized Signatory Name	Authorized Signatory Title
1) Marc Ryder	Board Treasurer
2) Cami Cipolla	Board Chair

☒ Board Resolution providing for the signature authority of persons to sign agreements on behalf of the entity is attached (required before a subrecipient agreement will be executed).

To view the City's policy regarding signature authority, including a sample signature page and sample certification, view Administrative Order 4-1 at: https://www.fresno.gov/personnel/human-resources-support/#administrative-order

Part A, Section 4: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Owner-Occupied Home Repair**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
1	$ 40,000.00

- **Public Infrastructure & Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
	$

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
!Undefined Bookmark, NOAPPS43,noapps4)	**!Undefined Bookmark, REQ4)**

Required Attachments to Part A
Select all attachments included.

☒ **Part A, Exhibit 1** – Organization's U.S. Internal Revenue Service 501(c)(3) Determination of Exemption Letter (Required)

☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (an IRS 990, *Return of Organization Exempt from Income Tax*, may be submitted in lieu of an audit whenever the organization lacks an audit due it not exceeding California and Federal audit thresholds)

☐ **Part A, Exhibit 3** – Copies of results of audits, examinations, or monitoring procedures performed during the last two fiscal years on any direct federal award received by the organization

☐ **Part A, Exhibit 4** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

☒ **Part A, Exhibit 5** – List of all awards to the organization from City of Fresno during the past two years

☐ **Part A, Exhibit 6** – Statement and Designation by Foreign Corporation (when location of incorporation was outside of California) (Required of Out-of-State Corporations only)

☒ **Part A, Exhibit 7** – List of Directors and Officers by Corporate Title and Name (Required)

☒ **Part A, Exhibit 8** – Organization's Articles of Incorporation (Required)

☒ **Part A, Exhibit 9** – Bylaws of the Organization (Required)

☒ **Part A, Exhibit 10** – Resolution of the Board of the Directors Authorizing the Application and Naming the Persons Authorized to Sign the Application

PY 2026-2027 APPLICATION
Public Service Programs

NOTE: This application is not for community services to benefit primarily homeless and individuals at risk of homelessness. If you are a homeless service provider, please use the appropriate Homeless Housing and Services application.

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less): Chinatown Open for Business

   Amount Requested: $ 40,000.00

   Provide a short description of the proposed program/activity. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

Micro-enterprises throughout Chinatown need the support of our work. Chinatown Open for Business (COB) is the outreach portion connecting with each micro-enterprise more than 20 times a year. Within COB, are the Pop-Up Place, a program providing a temporary home for start-up businesses with 6 months free rent, utilties and wi-fi; Block by Block, social media spotlights; and The Edge, a monthly printed/digital resource reports, which round out our technical assistance efforts

   To utilize CDBG funds for a public service, the service must be either a new service or a quantifiable increase in the level of an existing service.

   This project is a:

   ☐ New Project/Program

   ☒ Existing Project/Program

If this is an existing project/program that has not received CDBG funding from the City previously, please briefly explain how CDBG funds will be used to quantifiably increase the level of service.

2. Organizational Capacity

a. Briefly describe how your organization's prior activities have resulted in meaningful impact:

Over eight years, the Chinatown Fresno Foundation has worked extensively with the business community, developing business and property owner support services including the Empowerment Center, Make Time Business School workshops, Chinatown Open for Business, The Pop-Up Place, Block by Block and The Edge. In addition to outreach within the Chinatown community, we connect on a regular basis with other place-based organizations in Fresno as well as various levels of government and the media, promoting the micro-enterprises in Chinatown.

b. Describe the organization's experience with administering federally funded programs of this nature and staff skills necessary to deliver the activities proposed.

Chinatown Fresno Foundation received CDBG grant funding for PY21, PY22, PY23, PY24 and PY25. The Project Director, Jan Minami, spend three additional years administering federal grants for Food Commons Fresno.

c. For how many years has the organization administered activities of the type described in this application?
8

d. Does the organization have the following in place (check box if 'yes')?

☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, and how existing resources are insufficient to meet this need:

The Chinatown business community, composed primarily of micro-enterprises, continues to be challenged with recognition of the activity here. Customers confront blocked roads, road construction and challenging parking, along with limited options once they arrive.

Resources remain necessary to encourage and support start-up entrepreneurs to begin their business life in Chinatown in a third year of the Pop-Up Place. Marketing micro-enterprises a block at a time (Block by Block) and creating regular business-oriented materials (The Edge) fill gaps in technical assistance that are vitally needed.

b. Briefly describe the target population and how the project will meet the specific needs of the target population.

Over 60% of the businesses operating within the Chinatown neighborhood are micro-enterprises. They operate in a challenging market with ongoing road construction and no direct connection to a residential population. In this atmosphere of economic isolation, boosting the business climate by adding more businesses and providing strong business support through education and marketing will expand the overall customer base for Chinatown businesses.

Recognizing that starting a business is hard, we will seek potential entrepreneurs who are willing to make the effort. The Pop-Up Place is intended to make that journey easier for new or repeating entrepreneurs through financial underwriting (free rent, utilities and wi-fi) in Chinatown. We will use phone, direct mail, email

and social media to reach people for referrals, along with outreach to other organizations to assist in this search.

Providing expanded technical assistance will benefit all Chinatown micro-enterprises, new and existing. These will include marketing businesses through highlighting businesses block-by-block and creating a steady stream of strategic information that is essential for operating a micro-enterprise successfully.

c. Describe the outcomes of the proposed activity. Include how positive outcomes are defined and how successful outcomes will be measured.

It's difficult to quantify a conversation, but it is those conversations offering help and support that provide the most benefit for micro-enterprises. And those conversations from micro-enterprise owners offering thanks that provide the reward - the positive outcome. We will measure the following outcomes in PY 26:

1. # of contacts with each micro-enterprise
2. # of Pop-Up businesses assisted
3. # of businesses promoted on Block by Block
4. # of social media posts about specific micro-enterprise businesses
5. # of mentions of Chinatown micro-entrprises in newsletter
6. # of issues of The Edge during the year
7. # of issues of The Edge that are distributed by email
8. # of miles walked by our Outreach Coordinator

d. Describe consultation efforts made with the target population in the development of the proposed activity.

The Chinatown Board of Directors represents business and property owners in the neighborhood. Many of them own micro-enterprises, while a few operate small businesses. We have spoken with other micro-enterprises in Chinatown as well.

Businesses outside Chinatown were also consulted, along with place-based organizations throughout Fresno like the Downtown Fresno Partnership.

Overall, they recommended financial assistance and recognition. From their suggestions, we have developed Chinatown Open for Business, the Pop-Up Place, Block by Block and The Edge.

e. Describe the marketing plan for the proposed activity and how the organization will affirmatively market the program to the target population.

1. Utilize the talents of our Outreach Coordinator to collaborate with our team in fine-tuning the details of the programs. Her social media expertise is significant and she can design marketing materials (both digital and print) for use in the programs.

2. Use available digital tools like newsletter, email, social media, website and our business network to reach existing and potential micro-entrepreneurs for the Pop-Up Place.

3. Increase efforts of the Block by Block program, adding video. Publicize the details among the businesses to generate enthusiasm.

4. Research and write The Edge, ensuring that topics are relevant to Chinatown micro-enterprises.

5. Conduct our annual neighborhood assessment survey to determine the business conditions in Chinatown and to learn what new businesses might be compatible in the neighborhood.

f. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Will this program be (select only one):

☐ Offered Citywide

☐ Offered Citywide with an emphasis and affirmative marketing toward RECAPs

☒ Offered exclusively to residents of RECAPs

g. Describe the service area:
Note: Strong applications will include clearly defined services areas. A map may be attached in lieu of a service area description.

Chinatown Fresno is bounded by Ventura Street on the south, Freeway 99 on the west, Fresno Street on the north and the railroad tracks on the east.

As a mixed-used urban neighborhood located on the western boundary of Downtown Fresno, Chinatown Fresno is primarily commercial. Decades of disinterest and disinvestment by government, agencies and nonprofits have bred distrust. A concerted economic development effort continues to be needed to support and develop this business community. Map included.

h. Estimate the number of unduplicated people expected to benefit from the project:

41 businesses with over 20 connections per business = unduplicated people or businesses will receive a direct benefit from this project.

i. Income Documentation

CDBG-eligible programs primarily benefit persons who earn less than 80% of the area median income. A chart containing the income limits effective as of June 1, 2025, is included as a reference below. Applicants must select one of the two options for documenting how their activity will satisfy the income eligibility requirement. Please note, these income limits are subject to change. For the most current income limits please reference the link below:

https://www.hudexchange.info/resource/5334/cdbg-income-limits/

Household Size	30% AMI	50% AMI	80% AMI
1	$19,750	$32,900	$52,600
2	$22,550	$37,600	$60,100
3	$25,350	$42,300	$67,600
4	$28,150	$46,950	$75,100
5	$30,450	$50,750	$81,150

☐ OPTION 1: Low-Income Clientele – Presumed Benefit
Select this option only if the program will exclusively serve one of the following clienteles (select all that apply)

- ☐ Older Adults (62 and older)
- ☐ Severely Disabled Adults
- ☐ Abused Children
- ☐ Illiterate Adults
- ☐ Migrant Farm Workers

☒ OPTION 2: Low-Income Clientele – Other
Select this option if the program will serve a specific clientele not listed under the first option. The organization must document income eligibility for each program participant. Indicate below the types of documentation the organization will collect to verify income eligibility (select all that apply):

- ☐ Pay Stubs / Wage Statements
- ☐ W-2s
- ☐ Income Tax Returns
- ☐ Social Security Documentation
- ☐ Bank Statements
- ☒ Signed Certifications from Beneficiaries
- ☐ Other:
- ☐ Other:
- ☐ Other:

Detailed Narrative Description of Project/Program

Describe the project/program in detail in the space below. Limit description to the space provided on this and the next page.

The path to Chinatown revitalization runs through our micro-enterprises. Since Chinatown Fresno deserves a thriving business economy, support of our micro-enterprises is how we're going to get there.

Over 60% of the businesses operating within the Chinatown neighborhood are micro-enterprises. They operate in a challenging market with ongoing road construction and no direct connection to a residential population. In this atmosphere of economic isolation, boosting the business climate while reflecting the cultural heritage of Chinatown required adding more businesses and providing strong business support through marketing and education.

CHINATOWN OPEN FOR BUSINESS staff make over 825 personal contacts with micro-enterprises during the year. Very small businesses like those in Chinatown benefit by regular connection. While there only 41 micro-enterprises in Chinatown, they are thriving because our outreach team connects with each business at least 20 times each during the year. Just today, our Outreach Coordinator walked 2.6 miles talking to micro-enterprises and small businesses in Chinatown.

Our micro-enterprise program is aimed directly at building economic and community development. The neighborhood challenges make that difficult, but not insurmountable. Chinatown Fresno is disconnected from the rest of Downtown Fresno by the railroad tracks, and from its former residential community by State Route 99. Road construction has increased over the past year with three major projects operating in Chinatown. We know that customers facing too much road construction may simply not come back, so we need ways to encourage them in. Solid job growth and an improved Chinatown economy depend on it.

There are several components in our proposal to attract customers and strengthen Chinatown micro-enterprises.

THE POP-UP PLACE A program as successful as the Pop-Up Place needs to be repeated. At the core of the Pop-Up Place is a transformative opportunity for a small group of entrepreneurs who will be invited to launch their businesses in the Pop-Up Place. This initiative is designed to inspire budding entrepreneurs and create an enduring impact on the Chinatown business environment.

This unique incubation period, which offers free rent, utilities and wi-fi, allows them to nurture their ideas from initial concept to ready-to-go micro-enterprise. As they near the end of their six months, we will assist in finding a location in a Chinatown storefront, as well. Since our ongoing goal is to expand the

Chinatown commercial mix, business owners that are committed for the long-haul are important.

BLOCK BY BLOCK This program showcases businesses from a block in Chinatown each month. Business owners and employees in the specified block will be interviewed and video clips will be prepared of the business interior and exterior. As each block of businesses is chronicled, their information will be featured on social media, included in our newsletter and shared with all Chinatown businesses. . This joint promotion of micro-enterprises encourages customers, especially new customers, to visit more than one business when they come to Chinatown.

THE EDGE: YOUR COMPETITIVE ADVANTAGE Another monthly feature will be a business-help paper called The Edge. Advice will include topics such as insurance basics, effective small-business leadership, managing cash flow, and developing resilience as a micro-enterprise. To develop the content, we will call on local experts, our own research and experience, market trend analysis, and industry reports. These advice sheets will be printed and distributed, as well as transmitted to businesses digitally. Summaries will be included in our newsletter.

NEIGHBORHOOD ASSESSMENT Understanding the Chinatown Fresno neighborhood is an ongoing process. Each year in March, our Outreach Coordinator conducts a survey of all businesses, taking a measure of the business climate and updating our business database. This builds a solid foundation for strategic decision-making. This assessment will contribute to topics for The Edge and provide insights into the program's impact.

SUMMARY Chinatown's commercial district consists of small and smaller businesses that operate in a long-neglected neighborhood. Chinatown Open for Business will continue to strengthen businesses, add new micro-enterprises, and expand the customer base, leading to job growth, a sound Chinatown economy and improved quality of life.

Detailed Narrative Description of Project/Program (Continued from previous page)

j. Collaboration
Briefly describe how the proposed activity will be delivered in coordination with other community resources to address the overall needs of the clientele.

Collaborating Organization/Activity	Description of Collaboration
City of Fresno Economic Development Dept	Collaborate with staff to locate potential entrepreneurs, assist with BLOCK work and contribute to THE EDGE
CA High-Speed Rail Authority	Assist by supporting Marketing Plan
Community and Economic Development Partnership (CEDP)	Collaborate with other place-based neighborhood organizations that belong to CEDP to locate potential entrepreneurs and conteribut to THE EDGE.
Economic Development Corporation serving Fresno County	Work with their BRE (business retention and expansion) specialists to improve our program
Fresno Area Hispanic Foundation	Collaborate with FAHF to locate potential entrepreneurs and solicite THE EDGE articles
Fresno Metro Black Chamber of Commerce	Collaborate with FMBCC staff to locate potential entrepreneurs and solicit THE EDGE articles
Downtown Fresno Partnership	Collaborate with DFP to locate potential entrepreneurs and solicit THE EDGE articles

4. Project/Program Budget

a. The City is interested in applicants that can deploy activities in a timely manner (12 months) while balancing the need to maintain high standards of program delivery. Please propose how you will address this need.

The Chinatown Fresno Foundation operates Chinatown Open for Business all year, providing ongoing resources within the neighborhood. We plan to launch the new year of POP-UP PLACE in August, 2027, if approved, wraping it up in May. Since the Pop-Up Place progrm is already created, timing will be manageable in 2026/2027.

BLOCK BY BLOCK efforts shift from one block to another monthly, featuring a different block of businesses. The Chinatown area can easily be covered in 12 months.

THE EDGE, the business resources paper, is published monthly. We are partnering with other place-based groups to provide content, along with our own resources and research. This has proven to be a valuable resource for our businesses, and is complete within a year.

b. List of Funding Sources

Provide all planned funding anticipated/committed for this activity for PY 2026-2027. If the organization has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date
CA High-Speed Rail Authority	Operations, marketing and community engagement	$125,000	Pending	March 15, 2026
Chad-Zuckerberg Initiative	Housing	$150,000	Pending	February 15, 2026
Measure P Arts and Culture	Special Project: Underground Tours	$30,088	Committed	

c. Activity Budget Summary and Narrative

Please complete Exhibit A – Operating Budget Summary.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notices of Funding Available' tab.

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Please note the following costs are not allowable for CDBG: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

d. Prior-Year Financial Statement

Please attach a financial statement labeled as Exhibit C for the last full operating year. Failure to provide the financial statement will result in disqualification.

Attachments to Part B Application:

☒ EXHIBIT A – Operating Budget Summary

☒ EXHIBIT B – Budget Narrative

☒ EXHIBIT C – Prior-year audited financial statement including statement of activities, statement of financial position and statement of cash flows (required when total federal grant awards equaled or exceeded $1,000,000 during the annual audit period); or prior-year unaudited financial statement when total federal grant awards for the annual audit period was less than $1,000,000

Optional Additional Exhibits:

☐ EXHIBIT – Funding Commitment Letters (if available)

☒ EXHIBIT D – Letters of Support (optional – maximum 2)

☒ EXHIBIT E – Service Area Map (required if not described in 3.g.)

Exhibit A: Operating Project Budget Summary (or submit via Excel)

Budgeted Position (Personnel) or Category (Operations)	City of Fresno HUD Funds			Other Funds for Project					Project Totals (All Funds)
	Salaries & Wages	Fringe Benefits	Totals (City of Fresno HUD Funds)	Other Federal Funds	State Funds	Local Govm't Funds	Private / Donor Funds	Other Funds (specify)	
Salaries/Wages (Specify each position; add additional rows as needed)									
Direct Service Personnel (enter position titles):									
Outreach Coordinator	15,000	3,750	**18,750**						**18,750**
Administrative Personnel (enter position titles):									
Independent Contractors / Consultants (enter position titles):									
Project Director	8,000		**8,000**						**8,000**
TOTAL PERSONNEL BUDGET	$23,000	$3,750	**$26,750**	$	$	$	$	$	**$26,750**
Other Direct Costs (Include only costs that are direct; indirect costs are covered under the Indirect Cost Rate)									
Pop-Up-Place Rent and Utilities			**$7,500**						**$7,500**
Pop-Up Place expenses			**$533**						**$533**
TOTAL OTHER DIRECT COSTS			**$8,033**	$	$	$	$	$	**$8,033**
INDIRECT COSTS (Select 1 indirect rate Only)									
Approved Indirect Cost Rate									
De minimus 15 % Rate			**$5,217**						**5,217**
TOTAL INDIRECT COST BUDGET			**$5,217**	$	$	$	$	$	**$5,217**
TOTAL PROJECT BUDGET	$	$	$40,000	$	$	$	$	$	$40,000

*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.

Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.1).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary. This narrative will be used to determine eligibility of proposed expenses.

This budget supports Chinatown Open for Business for outreach to micro-enterprises in Chinatown; Block By Block, a promotion program through social media for micro-enterprises; The Edge, a business resource newsletter and The Pop-Up Place, an incubator for entrepreneurs with rent and utilities paid for six months. It funds primarily staff time to operate the programs. It covers key personnel, rent and operational expenses.

1. Chinatown Open for Business micro-enterprise engagement ($18,750) Our Outreach Coordinator spends most days out in Chinatown talking with micro-enterprise owners. She serves as the Pop-Up Place manager. She collaborates with our team to determine and outfit the location, select the Pop-Up entrepreneurs, and oversee the operation. She also operates the Block By Block social media program and assists with The Edge business letter.

2. Project Director ($8,000) The Project Director is responsible for the overall vision, strategy and success of the Chinatown Open for Business, Pop-Up Place and Block By Block. She will research, do most of the writing, and edit The Edge, the monthly business letter.

3. The Pop-Up Place rent ($7,500) The venue is a critical element of the success of the Pop-Up Place and its tenants. We have been fortunate in previous years, and are already scouting new locations for PY26, if approved. This expense covers rent and utilities, since they are often included together in Chinatown locations.

4. Pop-Up Place expenses ($533) These expenses are incidentials, depending on the venue. It could be locks or display shelves or whatever is needed.

5. Indirect costs ($5217) cover the many operational expenses incurred to operate these programs within the Chinatown Fresno Foundation.

The proposed budget is designed to cover personnel salaries, venue costs and essential expenses. It supports Chinatown Open for Business, the Pop-Up Place, Block By Block and The Edge, all in support of Chinatown micro-enterprises. Salaries are the bulk of the expenses because the Outreach Coordinator and Project Director will spend significant time to assure these programs are successful.

HIGHWAY CITY COMMUNITY DEVELOPMENT, INC.
4718 N. POLK AVE, FRESNO CA 93722 • 559-578-8991
WWW.HIGHWAYCITYCD.COM• TAX ID #77-0459711
Relational • Intentional • Purposeful

TEAGUE COMMUNITY Resource Center

January 17, 2026

Chinatown Fresno Foundation
912 F Street Fresno CA 93706 559.815.9592 biz@chinatownfresno.org

Neighborhood organizations like the Chinatown Fresno Foundation are essential to the commercial success of their neighborhood. As the Executive Director of Highway City Community Development, Inc., I understand the importance of this organizational support, as every dollar provides tools to change the canvas in a community through workforce development and leadership. These tools are the critical pivot point that change the dynamics for each area of our city, and Chinatown is a leader in these endeavors as proven by their previously funded successful microenterprise projects - Chinatown Open for Business 2023, 2024 and 2025.

Both Highway City Community, Inc. and the Chinatown Fresno Foundation belong to the Community and Economic Development Partnership (CEDP), joining a dozen other place-based organizations throughout Fresno, working in-sync collaboratively to be positive changemakers in our city. Through CEDP, I'm familiar with the operation of the Foundation and am confident that they can provide the business support services they are proposing.

Not only is Chinatown Fresno Foundation proposing a physical location for new entrepreneurs, but they are covering rent, utilities and wi-fi for six months. They offer business consulting and social media assistance. This Community Development Block Grant proposal for Chinatown Open for Business, including Pop-Up Place, will be greatly beneficial for the Chinatown district, expanding commercial options for customers.

Sincerely,

April Henry

April Henry
Highway City Community Development, Inc.
Executive Director/CEO

June Stanfield --- 1029 F Street --- Fresno, Ca. 93706

Chinatown Fresno Foundation
912 F Street
Fresno CA 93706

Re: Community Development Block Grant, Chinatown Open for Business

I have been a business owner in Chinatown for over 27 years and a board member since its inception in 2018. I can say first-hand that Chinatown has been and is becoming a thriving community with the support of the City of Fresno and community grants and organizations.

Chinatown Fresno Foundation has been an intricate part of the success of the progress we're achieving. We are hands-on with communicating with our businesses on their needs and what we can do to assist.

The Pop-Up Place grant is and can continue to be an excellent outreach to continue bringing up-and-coming entrepreneurs dreams to life by providing them with a brick and mortar business in Chinatown. With the grant, we were able to cover rent, utilities, and wi-fi for six months. We also provided consultation and social media presence.

Community organizations like Chinatown Fresno Foundation are important to assist our businesses in their continued success and keep them updated to the ongoing challenges we're having, like with construction and high-speed rail.

Thanks for your consideration.

June Stanfield

June Stanfield
Owner, Golden Cuts Barbershop and Salon
1029 F Street, Fresno CA 93706

Part B Exhibit E

Chinatown Neighborhood Map

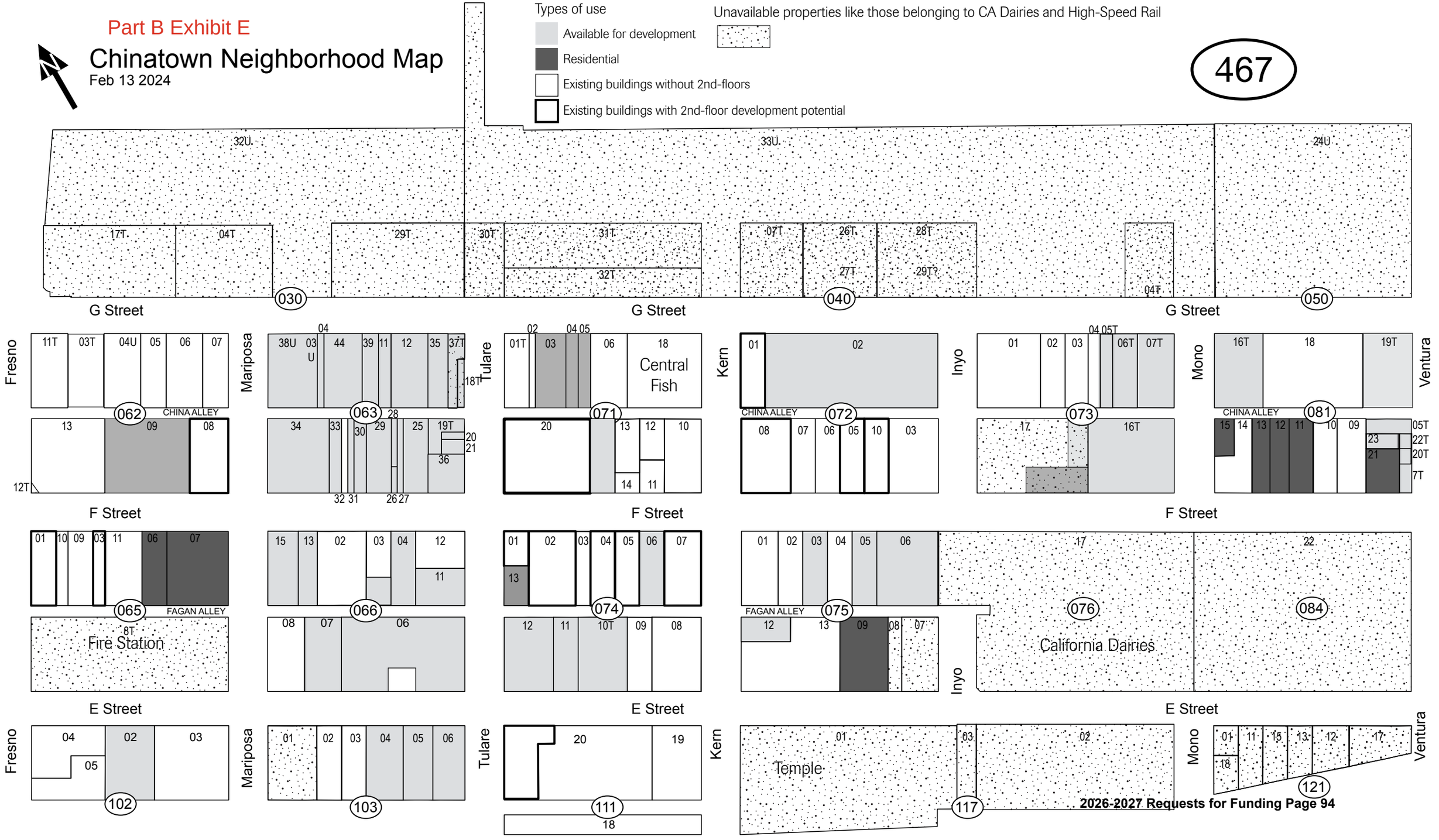
Feb 13 2024

Types of use

- Available for development
- Residential
- Existing buildings without 2nd-floors
- Existing buildings with 2nd-floor development potential

Unavailable properties like those belonging to CA Dairies and High-Speed Rail

467



Poverello House:

Culinary Workforce Development Program

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
NON-PROFIT ORGANIZATION[1]

Part A, Section 1: General Information

Legal Name of the Organization: Poverello House	*Fictitious Name (if applicable):*
UEI of Organization: 127482537	*Taxpayer Identification Number:* 77-0007985
Date of Incorporation: 11/25/1983	*Date of 501(c)(3) Determination:* 11/25/1983
Mailing Address of Organization: P.O. Box 12225, Fresno, CA 93777-2225	*Organization Website Address:* www.poverellohouse.org
Name of President (or Chair of the Board): Heidi Michael	*E-mail Address:* heidi@bfarm.com
Name of Chief Executive or Executive Director: Zachary Darrah	*E-mail Address:* zdarrah@poverellohouse.org
Name of the Secretary: Charles Farnsworth	*E-mail Address:* cfarnsworth@comcast.com
Name of Treasurer (or Chief Financial Officer): Linda Bowman	*E-mail Address:* lbowman@poverellohouse.org

Principal Contact Person:	*Principal Contact's Title:*	*Principal Contact's Physical Address:*
Sara Mirhadi	Chief Programs Officer	412 F Street, Fresno, CA 93706

Primary Phone #:	*Alternative Phone #:*	*E-mail Address:*
559-498-6988	559-960-4429	mirhadi@poverellohouse.org

Name of Authorized Signatory: Zachary Darrah	*Title of Authorized Signatory:* Chief Executive Officer
Signature of Authorized Official:	*Date of Signature:* 01/09/2026

Do you have an active registration with SAM.gov? ☒ Yes ☐ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

[1] This document is for non-profit organizations. Units of local government, please complete Part A: Unit of Government Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Part A, Section 2: Organizational Background
Please provide the organization's mission statement within the below space:

Believing in the dignity of every person, at Poverello House we work to enrich the lives and spirits of all who pass our way by stewarding the resources made available to us through Providential and community support.

Please mark any of the following classifications that apply to your organization:

- ☐ Woman-Owned Business
- ☐ Minority Institution
- ☐ Tribal
- ☐ Other:
- ☐ Small Business
- ☐ Minority-Owned
- ☐ Veteran-Owned

Part A, Section 3: Organizational Capacity and Management
Please provide the number of staff employed by your organization: 150

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Zachary Darrah	Chief Executive Officer	18
2) Linda Bowman	Chief Financial Officer	24
3) Paul Stack	Chief Operations Officer	15
4) Linda Bowman	Chief Programs Officer	32
5)		

Board of Directors

How often does your Board of Directors regularly meet?
Quarterly

List current Board of Directors below:

1) Heidi Michael/ Dr. Tushar Patel
2) Marc' Bady/ Charles Farnsworth
3) Linda Bowman/ Prashant Patel
4) Jim Connell/ Curtis Davies
5) Sharif Elkhaldy/Rebecca Garth-Nelson
6) Wendy Gospodnetich/ JP Sethi
7) David Olmos/ Ken Ramos
8) Andrew Slater/ Victor Thao
9)
10)

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Linda Bowman
Title: Chief Financial Officer
Phone/Email: 559-498-6988/ lbowman@poverellohouse.org

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Have your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
No findings or questioned costs were identified.

6) Does your financial system:
a) Provide for the control and accountability of grant funds, property, and other assets? ☒ Yes ☐ No
b) Separately track revenue and expenditures for the grant funds? ☒ Yes ☐ No

7) Does your payroll system separately track staff time by grant and/or activity? ☒ Yes ☐ No

8) Are all payments properly documented with evidence or receipt of goods or performance of services? ☒ Yes ☐ No

9) Are all bank accounts reconciled monthly? ☒ Yes ☐ No

10) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain
N/A

11) Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?
☐ Yes ☒ No
If yes, please explain
N/A

12) Does your agency have policies that address the following?

Ethics/Professional Conduct	☒ Yes	☐ No
Pay Rates and Benefits	☒ Yes	☐ No
Discrimination	☒ Yes	☐ No
Purchasing/Procurement	☒ Yes	☐ No
Property and Equipment	☒ Yes	☐ No
Segregation of Duties	☒ Yes	☐ No
Time and Effort Reporting	☒ Yes	☐ No
Record Retention	☒ Yes	☐ No

13) Does your agency certify that they are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal or State department or agency? ☒ Yes ☐ No

Authorized Signatories

If your organization is selected for funding, signatures from persons bearing titles from each of the two lines below will be required by your organization.

1. Board Chair, President, or Vice President
2. Treasurer, Secretary, or Assistant Secretary

If you will be unable to provide the two requested signatures or intend to otherwise deviate from the standard signature authority, please indicate the names and titles of the authorized signatories below and provide the names and titles of the person(s) authorized to execute agreements on behalf of your organization in your board-certified resolution.

Authorized Signatory Name	Authorized Signatory Title
1) Heidi Michael	Board Chair
2) Linda Bowman	Treasurer

☒ Board Resolution providing for the signature authority of persons to sign agreements on behalf of the entity is attached (required before a subrecipient agreement will be executed).

To view the City's policy regarding signature authority, including a sample signature page and sample certification, view Administrative Order 4-1 at: https://www.fresno.gov/personnel/human-resources-support/#administrative-order

Part A, Section 4: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
1	$ 222,400

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0

- **Owner-Occupied Home Repair**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0

- **Public Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
1	$ 500,000

- **Public Infrastructure & Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
2	**$722,400**

Required Attachments to Part A
Select all attachments included.

☒ **Part A, Exhibit 1** – Organization's U.S. Internal Revenue Service 501(c)(3) Determination of Exemption Letter (Required)

☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (an IRS 990, *Return of Organization Exempt from Income Tax*, may be submitted in lieu of an audit whenever the organization lacks an audit due it not exceeding California and Federal audit thresholds)

☒ **Part A, Exhibit 3** – Copies of results of audits, examinations, or monitoring procedures performed during the last two fiscal years on any direct federal award received by the organization

N/A ☐ **Part A, Exhibit 4** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

☒ **Part A, Exhibit 5** – List of all awards to the organization from City of Fresno during the past two years

N/A ☐ **Part A, Exhibit 6** – Statement and Designation by Foreign Corporation (when location of incorporation was outside of California) (Required of Out-of-State Corporations only)

☒ **Part A, Exhibit 7** – List of Directors and Officers by Corporate Title and Name (Required)

☒ **Part A, Exhibit 8** – Organization's Articles of Incorporation (Required)

☒ **Part A, Exhibit 9** – Bylaws of the Organization (Required)

☒ **Part A, Exhibit 10** – Resolution of the Board of the Directors Authorizing the Application and Naming the Persons Authorized to Sign the Application

PY 2026-2027 APPLICATION
Public Service Programs

NOTE: This application is not for community services to benefit primarily homeless and individuals at risk of homelessness. If you are a homeless service provider, please use the appropriate Homeless Housing and Services application.

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less): Culinary Workforce Development Program

   Amount Requested: $ 500,000.00

   Provide a short description of the proposed program/activity. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

The proposed activity will expand Poverello House's Culinary Workforce Development Program to provide workforce training and employment services for low- and moderate-income individuals in the City of Fresno. CDBG funds will support vocational training, job readiness, and supervised work experience for participants from Poverello House's Rehabilitation Program and the One Fresno Youth Corps Program. The project will serve two hundred (200) eligible participants over a 12-month period. The program is designed to increase employability, improve job skills, and promote long-term income stability for individuals facing significant employment barriers.

   To utilize CDBG funds for a public service, the service must be either a new service or a quantifiable increase in the level of an existing service.

   This project is a:

   ☐ New Project/Program

   ☒ Existing Project/Program

If this is an existing project/program that has not received CDBG funding from the City previously, please briefly explain how CDBG funds will be used to quantifiably increase the level of service.

In prior CDBG-funded program years, Poverello House utilized CDBG funds to support key workforce development positions, including a Director of Culinary Services (0.25 FTE), Workforce Readiness Coordinator (1.0 FTE), and Culinary Services Trainers (3.5 FTE). These positions enabled the delivery of job training and placement services for low- and moderate-income participants. Poverello House has also leveraged existing case managers and navigation specialists to provide wraparound support, including enrollment in healthcare coverage, coordination of primary, dental, and vision care, legal services, housing navigation, and linkages to mental health services.

For PY 2026–2027, CDBG funds will be used to quantifiably increase the level of service by expanding both program capacity and the range of workforce readiness supports available to participants. This expansion directly responds to conditions in HUD-designated Racially/Ethnically Concentrated Areas of Poverty (RECAPs) within the City of Fresno. According to US Census Bureau, Response Outreach Area Mapper (ROAM), Poverello House services an area where poverty rates range from 40% to 57%. The neighborhood directly surrounding Poverello House has an estimated unemployment rate of 14.5%, compared to 7.5% in other areas of the city. These conditions demonstrate insufficiency in exisiting resources to address employability in south Fresno.

The proposed project adds a Community Engagement Coordinator (0.50 FTE)—a new position not previously funded with CDBG—to provide structured literacy instruction. This instruction encompasses digital literacy, financial literacy, social media literacy, and basic reading and writing skills. This position will be filled by a qualified instructor with graduate-level education and prior teaching experience at California State University, Fresno. Poverello House seeks to improve participants' access to foundational skills necessary for self-sustaining employment.

In addition, the proposed project expands access to Mental Health First Aid certification, a training not previously offered through the program. Poverello House will invest general funds to certify staff as Mental Health First Aid instructors, allowing certified in-house trainers to deliver this curriculum directly to participants. This approach will significantly increase participants' access to this high-demand, transferable credential.

The program will continue to provide CPR/First Aid, Food Handler, and Food Protection Manager certifications. Compared to PY 2025–2026, the proposed project will increase the number of participants earning these certifications by approximately 25%. To support this increase, the program will host 50 curriculum-based workshops focused on certification preparation related to

food safety, de-escalation, first-aid, cultural compentency, and job-relevant soft skills. The program expands participants' access to industry-recognized workforce training opportunities.

The project will also introduce a new partnership with Quinncia, an artificial intelligence–based career development platform that provides individualized resume feedback and mock interview coaching. This technology is typically available only through higher education institutions and represents a significant enhancement to employment readiness services. The professional development tool provides participants with tailored, real-time feedback to improve job placement outcomes.

Finally, Poverello House will leverage 10.0 FTE Navigation Specialists from the City of Fresno's pilot Youth Service Corps program, along with 4.0 FTE existing Case Managers from Poverello House's Rehabilitation Program. Training Youth Service Corps members in navigation-related roles is new to this project and will expand the level of service available to participants. Rehabilitation Case Managers will provide training and oversight to Navigation Specialists to deliver coordinated wraparound services, including housing navigation, benefits enrollment, and referrals to supportive services.

Youth Corps members will be counted as eligible program participants due to their disadvantaged backgrounds. These members will receive workforce training, certifications, and professional development services through this project. This expansion will increase the total number of individuals served and strengthen employment readiness outcomes.

2. Organizational Capacity

a. Briefly describe how your organization's prior activities have resulted in meaningful impact:

Poverello House's prior CDBG-funded activities have resulted in measurable improvements in employment readiness, credential attainment, and economic stability for low- and moderate-income individuals in the City of Fresno. Since July 2024, participants in the Culinary Workforce Development Program have earned 280 industry-recognized certifications, supporting successful transitions into permanent employment and housing.

During this period, 49 individuals transitioning from rehabilitation were placed into permanent housing, and 62 individuals secured full-time, benefited employment. To date, 40 participants have maintained both housing and employment for more than six months. This achievement demonstrates progress toward self-sufficiency. Program graduates continue to receive stability services after completion, reinforcing

long-term outcomes. One participant successfully launched a small bakery business, in part due to the culinary training and workforce preparation received through the program.

The program has also strengthened organizational capacity through the development of a formal culinary training curriculum, delivery of workforce readiness workshops, and placement of program participants into permanent positions. Many of these employment placements were related to culinary, hospitality, and logistics.

In addition, Poverello House serves as a work site for the One Fresno Youth Jobs Corps Program (YJCP) and leverages its Culinary Workforce Development Program to support employment pathways for emerging adults. Over the past two years, Poverello House has placed 44 Youth Service Corps members, with 39 successfully completing program objectives, reflecting an 89% completion rate. Participants receive hands-on work experience, soft skills development, and access to Food Handler/Food Protection Manager certifications. The organization's low-barrier, tailored approach demonstrates its capacity to effectively implement youth workforce development programming while achieving positive, measurable outcomes.

b. Describe the organization's experience with administering federally funded programs of this nature and staff skills necessary to deliver the activities proposed.

Poverello House has extensive experience administering federally funded, reimbursement-based grants and contracts of similar size and scope to the proposed activity. The organization first received federal funding from the U.S. Department of Housing and Urban Development (HUD) in 2001 and has progressively expanded its federal grant portfolio over the past two decades. Currently, Poverello House operates 22 grant-funded programs, 18 of which are reimbursement-based federal or federally pass-through grants. The organization has consistently administered these programs in full compliance with funder requirements and has never experienced early termination of a federal grant due to non-compliance.

1. City of Fresno – Emergency Solutions Grant (ESG): Poverello House has been an annual recipient of the City of Fresno's Emergency Solutions Grant since 2015. In 2025, the organization was awarded $209,589 in ESG funds to operate a portion of the City-wide street outreach program, with a required dollar-for-dollar match resulting in a total program budget of $419,178. ESG-funded activities include street outreach, engagement of unsheltered individuals, documentation of eligibility, service coordination, and referrals to shelter, housing, and supportive services. Poverello House has consistently met or exceeded ESG performance measures, maintained full compliance

with HUD and City requirements, and has been awarded additional ESG funding in subsequent years based on demonstrated performance.

2. U.S. Department of Housing and Urban Development – Coordinated Entry System: In 2024 and again in 2025, Poverello House was awarded $619,103 annually to administer the HUD-funded Coordinated Entry System for Fresno County. The organization successfully managed system-wide coordination, data tracking, reporting, and compliance activities during each 12-month performance period. Poverello House met or exceeded all grant outcomes and ended both performance periods in good standing. Based on strong performance, the contract has been renewed through 2026.

3. U.S. Department of Housing and Urban Development – Rapid Re-Housing: Poverello House was awarded $311,866 in both 2024 and 2025 to operate HUD-funded Rapid Re-Housing programs providing rental assistance and housing stabilization services to individuals with low or no income. The organization complied with all grant requirements, met or exceeded performance targets, and successfully administered the funds within the required timelines. The Rapid Re-Housing contract has been renewed through 2026.

4. Federal Emergency Management Agency – Emergency Food and Shelter Program (EFSP): Poverello House has received FEMA EFSP funding since 2010. In 2022, the organization was awarded $606,640, followed by $135,793 in 2023, to support emergency food and shelter services, including culinary services and Naomi's House Emergency Shelter. Outcomes were tied to meals served and nights of shelter provided. Poverello House completed each performance period in full compliance and in good standing and was awarded additional funding for the 2024–2025 period.

5. Community Development Block Grant (CDBG) – Workforce Development: Poverello House has demonstrated specific experience administering CDBG-funded workforce development projects. In PY 24–25, the organization successfully administered $240,826 in CDBG funds for a pilot workforce development program. In PY 25–26, Poverello House was awarded two additional CDBG contracts totaling $513,000 for projects of similar scope and complexity. All CDBG-funded activities have been implemented in compliance with City and HUD requirements, including eligibility documentation, performance reporting, and reimbursement procedures.

Poverello House maintains strong internal controls, grant accounting systems, and reimbursement tracking processes to support federally funded programs. The organization maintains a line of credit of up to $2,500,000 to ensure adequate cash flow for reimbursement-based grants and has not needed to draw on this line since its establishment. Program implementation is supported by experienced executive leadership, program managers, fiscal staff, and workforce development personnel

with expertise in federal compliance, service delivery, and performance monitoring. Collectively, staff possess the skills necessary to successfully deliver the proposed activities in alignment with HUD and City of Fresno requirements.

c. For how many years has the organization administered activities of the type described in this application?
32

d. Does the organization have the following in place (check box if 'yes')?

☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, and how existing resources are insufficient to meet this need:

The proposed activity addresses a critical need for low-barrier employment readiness and vocational training for low- and moderate-income individuals in the City of Fresno who face significant barriers to employment, including substance use disorder, prior incarceration, homelessness, and limited work history. According to the State of California's Employment Development Department, Fresno continues to experience persistently high unemployment, with an average rate of 8.1 percent, which remains elevated relative to state and national averages. These conditions reflect ongoing structural barriers to workforce participation, particularly for individuals with limited education, unstable housing, and minimal employment experience. According to the Bureau of Labor Statistics, Fresno's regional labor market data indicate that recent job losses have disproportionately affected low-wage and entry-level workers. This employment

loss limits access to stable income and housing opportunities for populations with significant barriers.

The City of Fresno's Consolidated Action Plan outlines the need for targeted workforce development interventions. Fresno Economic Opportunities Comission completed a Community Development Block Grant Community Needs Assessment in 2022 that identifies employment readiness and workforce training as priority gaps for low-income residents, particularly in racially and ethnically concentrated areas of poverty where access to stable employment remains limited.

These conditions directly affect individuals served by Poverello House, including participants enrolled in the Rehabilitation Program and Youth Corps Fellows. Program data show that more than 200 individuals enroll annually in the Rehabilitation Program, approximately 75 percent are re-entering the community from incarceration, and fewer than 5 percent are employed at program entry. Since 2021, the program has served 630 unduplicated individuals, approximately 78 percent of whom are persons of color, demonstrating the disproportionate impact of unemployment on communities already experiencing economic inequities.

While workforce development programs exist in Fresno, existing resources are insufficient to meet the needs of individuals with complex barriers who require work experience, industry-recognized certifications, and intensive supportive services. Many workforce programs are not designed to serve individuals in recovery or justice-involved individuals, and most lack the capacity to provide integrated services such as vocational training, paid apprenticeships, housing navigation, mental health support, and job placement within a single program model. Although entry-level employment opportunities exist in sectors such as food preparation and service, individuals without credentials, work history, or coordinated support are often unable to access these jobs.

The City of Fresno’s Consolidated Plan and Annual Action Plan prioritize activities that “expand economic opportunities” for low- and moderate-income residents. The Action Plan further emphasizes the need to support programs that serve individuals facing multiple obstacles to self-sufficiency, including homelessness, reentry from incarceration, and limited work history. Consistent with these priorities, expanded CDBG investment in workforce development public services is necessary to improve employment readiness, increase access to stable jobs, and promote long-term economic self-sufficiency for Fresno’s most vulnerable residents.

Without dedicated CDBG investment, current systems cannot provide the scale, intensity, or coordination of services required to move these populations into self-sustaining employment.

b. Briefly describe the target population and how the project will meet the specific needs of the target population.

The proposed project will serve low- and moderate-income individuals residing in Racially and Ethnically Concentrated Areas of Poverty (RECAPs) within the City of Fresno who face persistent barriers to employment and economic stability. The primary target populations include at-risk youth ages 16–30 participating in the One Fresno Youth Jobs Corps Program and men enrolled in Poverello House's inpatient substance use disorder (SUD) rehabilitation program. These populations experience overlapping challenges such as justice system involvement, limited work history, gaps in education and digital literacy, mental health needs, and limited access to paid, skills-based employment opportunities.

Youth Jobs Corps participants are typically disconnected from school or the labor market and require structured, supportive pathways to gain work experience and marketable skills. The project will meet these needs by providing paid apprenticeships, workforce readiness training, professional certifications, and individualized coaching within a real-world culinary and logistics work environment. Participants will also receive services designed to build soft skills, confidence, and long-term career planning. These workshops prepare them for employment with the City of Fresno or community-based organizations.

The second target population includes men enrolled in Poverello House's inpatient SUD rehabilitation program who are predominantly unemployed, formerly incarcerated, and entering recovery with limited income and employment history. For this population, stable employment is a critical component of sustained recovery. The project will address these needs by integrating vocational training, hands-on work experience, and industry-recognized certifications directly into the rehabilitation curriculum. Workforce readiness services are paired with supportive services to help participants transition successfully into employment as they move to outpatient care.

Across both populations, the project addresses barriers to employment by combining paid work experience, credentialed training, career readiness education, and wraparound support. These services occur within a low-barrier, second-chance employment model. This approach ensures participants gain practical skills and accredited credentials needed for achieving self-sufficiency through employability.

c. Describe the outcomes of the proposed activity. Include how positive outcomes are defined and how successful outcomes will be measured.

Outcome 1: Food Handler Certification - Within the 12-month program period, one hundred and fifty (150) participants will successfully complete required coursework and earn an accredited Food Handler Certification. This demonstrates introductory understanding of basic food safety and personal hygiene standards applicable to culinary/hospitality employment. Measurement: Certification records.

Outcome 2: Food Protection Manager Certification - Within the 12-month program period, fifty (50) participants will successfully complete required coursework and earn an accredited Food Protection Manager Certification. This demonstrates competency in managerial/supervisory food safety standards applicable to culinary/hospitality employment. Measurement: Certification records.

Outcome 3: Mental Health First Aid Certification - Within the 12-month program period, fifty (50) participants will complete Mental Health First Aid training and earn an accredited Mental Health First Aid certification. This increases participants' ability to respond appropriately to mental health challenges in workplace and community settings. Measurement: Certification records.

Outcome 4: CPR and First Aid Certification - Within the 12-month program period, fifty (50) participants will complete CPR and First Aid training and earn accredited CPR/First Aid certifications. This training improves workplace safety awareness and employability. Measurement: Certification records.

Outcome 5: Resume Development Assistance - Within the 12-month program period, one-hundred and fifty (150) participants will receive individualized assistance with resume creation or revision, resulting in a completed, job-ready resume aligned with participants' employment goals. Participants will gain access to resume building services through an AI-powered tool called Quinncia. Measurement: Copies of completed resumes.

Outcome 6: Mock Interview Assistance - Within the 12-month program period, one-hundred and fifty (150) participants will complete in structured mock interview workshops on utilizing behavioral interview techniques, such as the STAR technique. This activities will improve workplace readiness and interpersonal competencies. Participants will gain access to mock interview software through an AI-powered tool called Quinncia. Measurement: Workshop attendance records and curriculum completion logs.

Outcome 7: Culinary Curriculum Participation - Within the 12-month program period, one-hundred (150) participants will engage in instruction within an established culinary workforce development curriculum, gaining foundational knowledge of food service operations, workplace expectations, and career pathways. Measurement: Curriculum attendance records, training logs, and instructor verification.

d. Describe consultation efforts made with the target population in the development of the proposed activity.

Poverello House developed the Culinary Workforce Development Program through sustained consultation with the target population, with particular emphasis on participants of the One Fresno Youth Jobs Corps Program over the past two years. Consultation efforts included pre- and post-participation surveys, structured interviews, and ongoing feedback collected through individual meetings with Youth Corps Fellows. More than 90%, shared their desire to achieve a professional certification at the start of the program. Participants expressed their most significant challenge to stable housing was stable income and employment.

Participant shared their experiences about barriers to employment, such as stable housing, bus passes, uniforms, and quality training up-front. This program seeks to eliminate individualized barriers Youth Corps experiences while providing a high-value apprenticeship. Input from Youth Corps allowed Poverello House to increase apprenticeships from 150 hours to 500 hours (6 weeks to 6 months). This change provides time for transformational learning to occur between workplace habits and competency operating a commerial kitchen/learning how to provide naviation-related services. Feedback also prompted the project team to purse mental health first aid certifications for participants as additional training applicable to workplaces and community settings.

Poverello House has also incorporated consultation from participants enrolled in its Rehabilitation Program. Since 2021, the organization has gathered employment-related feedback from more than 600 unduplicated individuals through intake assessments, legal needs evaluations, monthly re-assessments, participant surveys, and detailed case management notes. This consultation revealed persistent barriers to employment, including limited job skills, lack of certifications, criminal justice involvement, and stigma associated with recovery. Participants consistently identified the need for second-chance employers and transferable skills as critical components of successful reentry.

Poverello House's consultation process is supported by a comprehensive, data-driven intake and case management system that collects demographic, employment, education, housing, and mental health information. The program reviewed demographic data, and it is expected to serve a population group where 70% of participants are persons of color with limited income. The program utilized this feedback to create specific, measurable, achievable, realistic, and time-bound program outcomes/goals to better address the needs of those served throughout RECAPs communities in the City of Fresno.

e. Describe the marketing plan for the proposed activity and how the organization will affirmatively market the program to the target population.

Poverello House has implement a targeted, referral-based plan designed to reach low- and moderate-income individuals residing in the City of Fresno, with a specific focus on residents of Racially and Ethnically Concentrated Areas of Poverty (RECAPs). Outreach efforts consist of trusted messangers who possess lived experiences reflective of serving individuals experiencing barriers in RECAP communities. Poverello House partners with local collaboratives, community-based organizations, and governmental agencies to ensure programming reaches individuals impacted by unemployment, housing instability, and justice system involvement.

Outreach to individuals with substance use disorder and justice system involvement will be conducted in collaboration with the Fresno County Department of Probation, Fresno County Department of Social Services, Fresno County Department of Behavioral Health, Fresno County Superior Court, and local community-based organizations. Poverello House will provide informational workshops, program brochures, and referral materials to these partners to promote awareness of the Culinary Workforce Development Program. Additional referrals will be generated through the City of Fresno's Homeless Action Response Team, which regularly engages unsheltered individuals and directs them to Poverello House's Rehabilitation Program. Participants may enter the Rehabilitation Program through partner referral or voluntary walk-in. The program employs a low-barrier approach for individuals residing in high-need communities.

Once enrolled in Poverello House's Rehabilitation Program, participants will be screened for CDBG income eligibility and assessed by case managers to determine placement in the Culinary Workforce Development Program as part of an individualized care plan. Participants from RECAP communities will be prioritized for enrollment and may continue receiving workforce development services as they transition from inpatient to outpatient care. Once in outpatient care, case managers will continue to provide ongoing stability services to promote retention and successful employment outcomes.

A second outreach strategy will focus on recruitment of One Fresno Youth Jobs Corps participants residing in RECAP communities. Poverello House will collaborate with the City of Fresno, Career Nexus, and internal referral sources to identify and enroll eligible Youth Corps Fellows who meet CDBG income requirements. Poverello House has secured funding to host approximately 20 Youth Corps Navigation Specialists during this project's timeframe and will seek to renew its partnership with the One Fresno Youth Corps Program into 2027. This partnership allows for targeted outreach to low-income youth from RECAP neighborhoods.

Through coordinated referrals, RECAP-focused partner engagement, and case-managed enrollment, Poverello House will ensure the proposed activity reaches the intended target populations while maintaining compliance with CDBG eligibility.

f. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Will this program be (select only one):

☐ Offered Citywide

☒ Offered Citywide with an emphasis and affirmative marketing toward RECAPs

☐ Offered exclusively to residents of RECAPs

g. Describe the service area:
Note: Strong applications will include clearly defined services areas. A map may be attached in lieu of a service area description.

City of Fresno and 412 F. Street, Fresno, CA 93706. See map attached as Exhibit E.

h. Estimate the number of unduplicated people expected to benefit from the project:

200 unduplicated people or businesses will receive a direct benefit from this project.

i. Income Documentation

CDBG-eligible programs primarily benefit persons who earn less than 80% of the area median income. A chart containing the income limits effective as of June 1, 2025, is included as a reference below. Applicants must select one of the two options for documenting how their activity will satisfy the income eligibility requirement. Please note, these income limits are subject to change. For the most current income limits please reference the link below:

https://www.hudexchange.info/resource/5334/cdbg-income-limits/

Household Size	30% AMI	50% AMI	80% AMI
1	$19,750	$32,900	$52,600
2	$22,550	$37,600	$60,100
3	$25,350	$42,300	$67,600
4	$28,150	$46,950	$75,100
5	$30,450	$50,750	$81,150

☐ OPTION 1: Low-Income Clientele – Presumed Benefit
Select this option only if the program will exclusively serve one of the following clienteles (select all that apply)

- ☐ Older Adults (62 and older)
- ☐ Severely Disabled Adults
- ☐ Abused Children
- ☐ Illiterate Adults
- ☐ Migrant Farm Workers

☒ OPTION 2: Low-Income Clientele – Other
Select this option if the program will serve a specific clientele not listed under the first option. The organization must document income eligibility for each program participant. Indicate below the types of documentation the organization will collect to verify income eligibility (select all that apply):

- ☒ Pay Stubs / Wage Statements
- ☒ W-2s
- ☒ Income Tax Returns
- ☒ Social Security Documentation
- ☒ Bank Statements
- ☒ Signed Certifications from Beneficiaries
- ☒ Other: Medi-Cal Documentation
- ☐ Other:
- ☐ Other:

Detailed Narrative Description of Project/Program

Describe the project/program in detail in the space below. Limit description to the space provided on this and the next page.

The Culinary Workforce Development Program is a comprehensive vocational training initiative designed to prepare low- and moderate-income individuals for employment in culinary services and related hospitality/human services fields. The program serves participants residing in Racially and Ethnically Concentrated Areas of Poverty (RECAPs) within the City of Fresno and focuses on individuals facing significant barriers to employment, including justice system involvement, substance use disorder recovery, limited work history, and gaps in education.

The program operates as a low-barrier, second-chance employment model that integrates paid apprenticeships, hands-on vocational training, workforce readiness education, professional certifications, and coordinated supportive services. Participants are recruited primarily from Poverello House's inpatient rehabilitation program and the One Fresno Youth Jobs Corps Program, and all participants are screened for CDBG income eligibility prior to enrollment.

Participants engage in Poverello House's fully operational culinary services program, which produces 3,000 meals daily for the community. Culinary Services Trainers provide daily hands-on instruction in food preparation, kitchen operations, food safety practices, and workplace professionalism. The program builds on soft skills related to teamwork, punctuality, and accountability. The 1.0 FTE Workforce Readiness Coordinator supports participants through ongoing coaching, performance feedback, and employment planning. This role provides training that aligns with employer expectations and participants' career goals.

Oversight of program quality and instructional consistency is provided by the assigned leadership team: Director of Culinary Services (0.25 FTE), Director of Data Management & Grants (0.25 FTE), Director of Rehabilitation (0.25 FTE), and Chief Programs Officer (0.08 FTE). This team ensures that training activities align with industry standards and certification requirements. The team directly coordinates certifications, monitors performance outcomes, and submits reports.

A core component of the program is access to industry-recognized certifications that improve employability and workplace readiness. Within the 12-month program period, 150 participants will complete required coursework and earn an accredited Food Handler Certification, demonstrating foundational knowledge of food safety and hygiene standards. An additional 50 participants will earn an accredited Food Protection Manager Certification, reflecting competency in supervisory and managerial food safety standards. The program will also provide Mental Health First Aid certification to 50 participants, strengthening their ability to respond appropriately to mental health challenges in workplace and community settings. Additionally, 50 participants will earn CPR and First Aid certifications, improving workplace safety awareness and employability.

Detailed Narrative Description of Project/Program (Continued from previous page)

Certification attainment is supported through 50 curriculum-based workshops delivered by program staff and subject-matter instructors. These workshops focus on certification preparation and skills aligned with certification requirements, including food safety, de-escalation, financial literacy, digital literacy, first aid, cultural competency, and job-relevant soft skills. Participants also engage in instruction within an established culinary workforce development curriculum, with 150 participants receiving structured training in food service operations, workplace expectations, and career pathways. The 0.50 FTE Community Engagement Coordinator will lead the workshops implementation and tailor content to participants' individualized needs.

Career readiness services are embedded throughout the program and coordinated by the Workforce Readiness Coordinator. Within the performance period, 150 participants will receive individualized resume development assistance, resulting in a completed, job-ready resume aligned with employment goals. Participants will also complete structured mock interview workshops, including training on behavioral interview techniques such as the STAR method. Resume development and mock interview services are supported through a partnership with Quinncia, an artificial intelligence–based career development platform that provides individualized feedback and interview simulation tools typically available only in higher education settings. Quinncia will bring an innovative component to the project that could scale.

To address non-employment barriers that impact job retention, the program integrates wraparound supportive services. Case Managers from Poverello House’s Rehabilitation Program provide benefits enrollment, healthcare coordination, legal services, housing navigation, and referrals to mental health services. In addition, Navigation Specialists from the City of Fresno’s Youth Service Corps Program are trained and supervised by Rehabilitation Case Managers to deliver coordinated support services. Youth Service Corps members serving in these roles are counted as eligible program participants and receive workforce training, certifications, and professional development through the program.

Through this wraparound service model, the Culinary Workforce Development Program ensures that each staffing role directly supports participant outcomes, from certification attainment and job readiness to employment placement and retention. The program is designed to support both immediate workforce entry and long-term economic stability. Participants served through this project will receive an opportunity to be linked to Fresno's local workforce pipeline in a sector that offers accessible, second-chance employment opportunities.

j. Collaboration
Briefly describe how the proposed activity will be delivered in coordination with other community resources to address the overall needs of the clientele.

Collaborating Organization/Activity	Description of Collaboration
City of Fresno	Poverello House serves as a host site for the City of Fresno's Youth Corps Program. Fellows begin their employment at Poverello House while they complete their onboarding and training with the City of Fresno. Poverello House assists in developing their workplace skills and ability to earn professional certifications.
Workforce Connection	Poverello House collaborates with Workforce Connection to provide rehabilitation participants additional supplemental job search assistance and supportive services.
Career Nexus	Poverello House receives referrals from Career Nexus for individuals interested in participanting in Youth Corps. Career Nexus also provides supplemental case management and job training to Youth Corps participants placed at Poverello House.
Quinncia	Poverello House partners with Quinncia to provide participants workforce readiness training through resume creation and mock interviewing AI-based tools.
Fidelity Safety & Training	This organization will adminster food manager exams and assist with studying prepartion.
Sysco	Committed corporate partner, where participants have preferential employment opportunities. Partner will offer on-site visits, in-kind donations, and skilled volunteers for hands-on workshops.

4. Project/Program Budget

a. The City is interested in applicants that can deploy activities in a timely manner (12 months) while balancing the need to maintain high standards of program delivery. Please propose how you will address this need.

Poverello House (PH) utilizes a robust financial and administrative staff in both size and capacity. Over the last four years, the organization has successful administered well over $20,000,000 in grant funds. Administration of grant funds is completed by a collaboration of finance, administrative, and program staff. The proposal will expand upon a fully implemented program, for the project seeks to expand the number of participants who would benefit from services.

The Finance Department is headed by the CFO, Linda Bowman. Ms. Bowman has over three decades of non-profit accounting experience. She has administered grant funds from government and private sources into the tens of millions of dollars. She has led PH through four consecutive, clean, independent audits. Ms. Bowman manages the Finance Department, which includes five full-time equivalent staff. The Finance Department is comprised of an experienced Controller, Payroll Specialist, Accounts Payable Specialist, Accounts Receivable Specialist, and Administrative Assistant. This team has shown their capacity to administer grant funds as they currently manage 22 grants.

The Administrative Department is headed by the CEO, Zachary Darrah. Mr. Darrah has over 16 years of experience in the non-profit sector. He has a unique understanding of the administration of grant funds as he has extensive experience in grant writing and leading organizations that utilize grant funding from many sources. Mr. Darrah will be intimately involved in the proper administration of grant funds in this program. Poverello House has much experience in launching new programs in a timely. The organization will begin the program immediately upon being awarded.

The organization also has the ability to cash flow the ramp up needs of the program and is well-versed in the reimbursement-based grant model. Each department needed to launch the program will begin working together immediately to identify staff, program participants, and implement the robust program design. The organization anticipates no problems in deploying activities quickly and maintaining high standards of program implementation.

b. <u>List of Funding Sources</u>

Provide all planned funding anticipated/committed for this activity for PY 2026-2027. If the organization has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date
State of California	Cal-CRG	287,852.09	Committed	
City of Fresno	Youth Corps	245,330.00	Pending	01/31/2025
Poverello House	General Funds	66,819.91	Committed	

c. Activity Budget Summary and Narrative

Please complete Exhibit A – Operating Budget Summary.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notices of Funding Available' tab.

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Please note the following costs are not allowable for CDBG: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

d. Prior-Year Financial Statement

Please attach a financial statement labeled as Exhibit C for the last full operating year. Failure to provide the financial statement will result in disqualification.

Attachments to Part B Application:

☒ EXHIBIT A – Operating Budget Summary

☒ EXHIBIT B – Budget Narrative

☒ EXHIBIT C – Prior-year audited financial statement including statement of activities, statement of financial position and statement of cash flows (required when total federal grant awards equaled or exceeded $1,000,000 during the annual audit period); or prior-year unaudited financial statement when total federal grant awards for the annual audit period was less than $1,000,000

Optional Additional Exhibits:

☒ EXHIBIT D – Funding Commitment Letters (if available)

☒ EXHIBIT E – Letters of Support (optional – maximum 2)

☒ EXHIBIT F – Service Area Map (required if not described in 3.g.)

CITY OF FRESNO
OPERATING BUDGET SUMMARY (Public Services)

Budgeted Position (Personnel) or Category (Operations)	City of Fresno HUD Funds			Other Funds for Project					Project Totals (All Funds)
	Salaries & Wages	Fringe Benefits	Totals (City of Fresno HUD Funds)	Other Federal Funds	State Funds	Local Govm't Funds	Private / Donor Funds	Other Funds (specify)	
Salaries/Wages (Specify each position; add additional rows as needed)									
Direct Service Personnel:									
Director of Culinary Services (0.25 FTE)	18,000.00	6,057.00	**24,057.00**						**24,057.00**
Workforce Readiness Coordinator (1.0 FTE)	58,240.00	19,597.76	**77,837.76**						**77,837.76**
Community Engagement Coordinator (0.50 FTE)	29,120.00	9,798.88	**38,918.88**						**38,918.88**
Culinary Services Trainers (3.5 FTE)	174,720.00	58,793.28	**233,513.28**						**233,513.28**
Case Manager/ Navigation Specialist (14.0 FTE)			-		244,632.96	217,300.00			**461,932.96**
Administrative Personnel:									
Director of Rehabilitation (0.25 FTE)			-		25,059.38				**25,059.38**
Chief Programs Officer (0.08 FTE)			-		13,365.00				**13,365.00**
Director of Data Management & Grants (0.25 FTE)	21,250.00	7,150.63	**28,400.63**						**28,400.63**
Independent Contractors / Consultants:									
			-						-
			-						-
TOTAL PERSONNEL BUDGET	$ 301,330.00	$ 101,397.55	**$ 402,727.55**	$ -	$ 283,057.34	$ 217,300.00	$ -	$ -	**$ 903,084.88**
Other Direct Costs (Include only costs that are direct; indirect costs are covered under the Indirect Cost Rate)									
Mental Health First Aid Training Fees			**7,500.00**			3,000.00			**10,500.00**
First Aid/CPR Training Fees			**7,500.00**			3,000.00			**10,500.00**
Food Manager Training Fees			**7,500.00**						**7,500.00**
Food Handler Training Fees			**1,765.06**						**1,765.06**
Quinncia			**5,000.00**						**5,000.00**
Apricot Case Management System			**2,790.00**		2,790.00				**5,580.00**
Food Ingredients							75,945.56		**75,945.56**
									-
									-
									-
									-
TOTAL OTHER DIRECT COSTS			**$ 32,055.06**	$ -	$ 2,790.00	$ 6,000.00	$ 75,945.56	$ -	**$ 116,790.62**
INDIRECT COSTS* (Select 1 indirect rate Only)									
Approved Indirect Cost Rate									-
De minimus 15 % Rate			**65,217.39**		42,877.10	22,030.00			**130,124.49**
TOTAL INDIRECT COST BUDGET			**$ 65,217.39**	**$ -**	**$ 42,877.10**	**$ 22,030.00**	**$ -**	**$ -**	**$ -**
TOTAL PROJECT BUDGET	$ 301,330.00	$ 101,397.55	$ 500,000.00	$ -	$ 328,724.44	$ 245,330.00	$ 75,945.56	$ -	$ 1,150,000.00

Please revise this form and annotate budget items as needed

All applicants are required to submit a copy of their organization's operating budget.

*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.
Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.68).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary. This narrative will be used to determine eligibility of proposed expenses.

Direct Service Personnel:

Director of Culinary Services (0.25 FTE), $18,000 annual salary, and $6,057.00 annual benefits and taxes calculated at 33.65%: Is the lead staff for all employees in culinary services. The position will oversee Papa Mike's Café and operations related to meal output. They will provide food manager trainings and implement the culinary curriculum amongst staff and program participants. CDBG funding will fund 100% of the position's 0.25 FTE over the 12 months.

Workforce Readiness Coordinator (1.0 FTE), $58,240 annual wage, and $19,597.76 annual benefits and taxes calculated at 33.65%: The positions will directly mentor and supervise program participants in their activities. The coordinator will be responsible for managing service delivery to participants in rehabilitation and the Youth Corps programs. They will provide training to program participants through career readiness/ culinary manager workshops and assist with placing individuals into industry-related employment opportunities. CDBG funding will fund 100% of these positions over the 12 months.

Case Manager/Navigation Specialist (14.0 FTE), $461,932 annual wages, benefits and taxes: Are responsible for the day-to-day case management of participants transitioning from in-patient care. This position will develop support service plans, housing plans, goals for each participant, ensure that all documents are secured (social security card, state ID, birth certificates), and assist participants with their program completion. The existing Cal CRG grant from the State of California will fund 4.0 FTE positions over the 12 months. The City of Fresno will provide funding through a separate grant for 20 part-time (10.0 FTE) Youth Corps positions as paid apprenticeships.

Culinary Services Trainer (3.5 FTE), $174,720 annual wage, and $58,793.28 annual benefits and taxes calculated at 33.65%: These positions will directly mentor and supervise program participants as they assist with meal preparation, catering events, warehouse logistics, and kitchen operations. They will provide training to program participants in Papa Mike's Café, Poverello House's full-service, no-cost resturant for patrons. The positions will help program participants coordinate food preparation and delivery. The CDBG grant will fund 100% of these 3.5 FTE positions over the 12 months.

Adminstrative Personnel:

Director of Rehabilitation (0.25 FTE), $25,059.38 annual salary, benefits, and taxes: Is the lead staff for rehabilitation participants and case managers. The position will collect data and ensure an implemented workplan. The exisiting Cal CRG grant from the State of California will fund 100% this 0.25 FTE position over the 12 months.

Chief Programs Officer (0.08 FTE), $13,365 annual salary, benefits, and taxes: Is the lead staff for coordinating human resource activities. The position will oversee all staff, activities, and compliance in this project. The exisiting Cal CRG grant from the State of California will fund 100% of this 0.08 FTE position over the 12 months.

Director of Data Management & Grants (0.25 FTE), 28,400.63 annual salary, benefits, and taxes: Is the lead staff for tracking grant progress and training staff on roles within the project. This position will be the lead program staff for Youth Corps employees and be responsible mental health first aid training to participants. The position will provide reports and analyze data throughout the performance period to ensure the benchmaks are met. The CDBG grant will fund 100% of this 0.25 FTE position over the 12 months.

Other Direct Costs:

Mental Health First Aid Training Fees, $10,500: Funds will support Mental Health First Aid training fees, including certified instructor costs, materials, and participant certification. This training will enhance participants' ability to identify mental health concerns, provide initial support, and refer individuals to appropriate services, thereby improving overall program responsiveness and well-being. The CDBG grant will fund $7,500 while the Youth Corps grant will fund $3,000 of these costs.

First Aid/CPR Training Fees, $10,500: Funds will support First Aid/CPR training fees, including certified instructor costs, materials, and certification. This training will improve emergency preparedness and ensure a safe environment for program participants and staff. The CDBG grant will fund $7,500 while the Youth Corps grant will fund $3,000 of these costs.

Food Protection Manager Training Fees, $7,500: Funds will support Food Protection Manager training and certification fees, including approved coursework and examination costs, to ensure compliance with food safety regulations and safe food service operations. The CDBG grant will fund 100% of these costs.

Food Handler Training Fees, $1,765: Funds will support Food Handler training and certification fees to ensure safe food handling practices and compliance with food safety regulations. The CDBG grant will fund 100% of these costs.

Quinncia, $5,000: A professional development system to help program participants with refining their resumes, practice interviews, and career coaching. The CDBG grant will fund 100% of these costs.

Apricot Case Management System, $5,580: The case management system has an annual license fee of $930 to provide access to program staff. This system will track services provided to participants. Poverello House will fund $2,790 while the CDBG grant will provide $2,790 in funding.

Food Ingredients, 75,945.56: Funds will be used to purchase ingredients for meals that participants will prepare during their culinary training. Meals will be tracked in Poverello

House's Papa Mike's Café and mobile food truck. This will be funded by Poverello House's general funds.

Indirect @ 15% of City of Fresno HUD Funds = $65,217.39 (Indirect costs will include such items as human resources, finance department activities, management oversight, insurance, other utilities. The Cal CRG grant will provide a $42,877.10 match and the Youth Corps grant will provide a $22,030 match. The total project's indirect will be $130,124.49.

The Honorable Jerry Dyer
City of Fresno
2600 Fresno Street #3070
Fresno, CA 93721

January 13th, 2025

RE: Letter of Support for Poverello House's Application to the City of Fresno's Community Development Block Grant Community Services Program

Dear Mr. Dyer:

I am writing to express my support for Poverello House's application to the Community Development Block Grant Program. Poverello House's proposal would enhance the quality of workforce development services offered within areas designated as racially and ethnically concentrated areas of poverty (RECAPs) within the City of Fresno.

Poverello House is a private, nonprofit, nondenominational organization incorporated in 1973 that serves low-income individuals throughout Fresno County by providing low-barrier shelter, substance use treatment, mental health counseling, system navigation, and workforce readiness services.

In the early 1990s, Poverello House launched the Men's Residential Rehabilitation Program to assist adult men in their determination to move past addiction and incarceration. The program provides six months of residential treatment and six months of aftercare, which includes cognitive behavioral therapy, moral reconciliation therapy, and the utilization of the 12-step programs of Alcoholics Anonymous and Narcotics Anonymous. The Residential Rehabilitation Program has provided hundreds of men with the opportunity to recover from their addiction, reunite with their families, gain meaningful employment, and become thriving members of their communities.

In partnership with the City of Fresno, Poverello House has provided workforce readiness training to cohorts of Youth Corps Fellows. Poverello House collaborates with the City of Fresno to prepare emerging adults from foster care and other disadvantaged backgrounds for employment opportunities in the public sector. The Youth Corps Program offers comprehensive, wrap-around supportive services to Youth Corps Fellows, providing them with paid culinary apprenticeships as they transition to employment with the City of Fresno.

If awarded, Poverello House will be able to serve an even more significant number of individuals residing in RECAP communities by providing workforce development opportunities and supportive services. The proposal aims to remove barriers to individuals' stability and ensure equitable opportunities for this population.

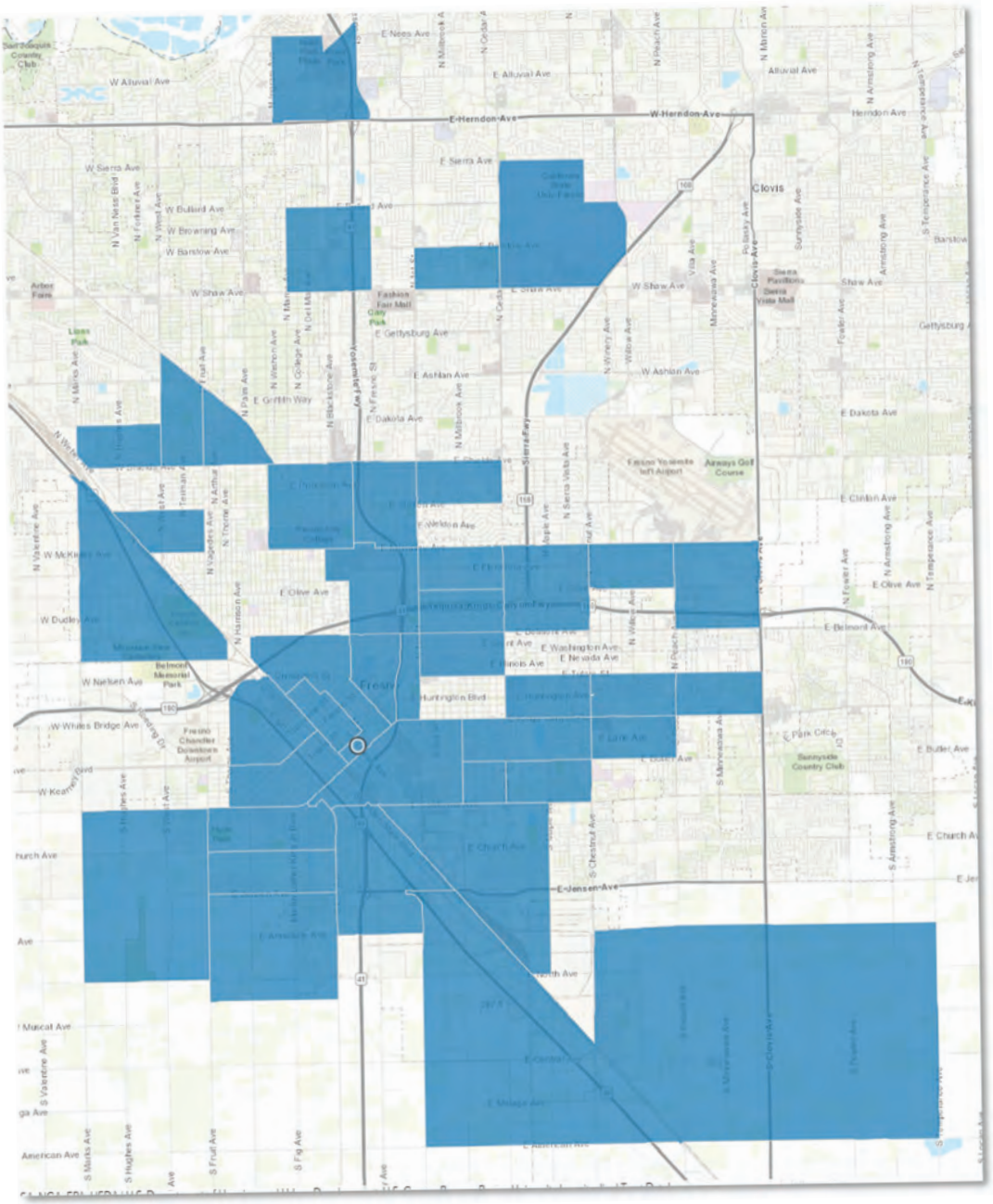
I appreciate your consideration of Poverello House's application. If you have any questions, please don't hesitate to contact me directly at 901-569-0703.

Sincerely,

Tyrone Roderick Williams
Chief Executive Officer
Fresno Housing Authority

Dr. Marc' Bady
Chief Impact and Initiatives Officer
Fresno Housing Authority

**Poverello House will adopt the following map as provided by the City of Fresno. This map reflects RECAP communities throughout the City of Fresno. Poverello House will prioritize services provided within this project in the highlighted areas.



Upwards Care, Inc.:

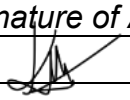
The Boost Program

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
FOR-PROFIT ORGANIZATION[1]
MICROENTERPRISE ASSISTANCE ONLY

Part A, Section 1: General Information

Legal Name of the Organization:	*Date of Incorporation:*
Upwards Care, Inc.	8/1/2017
UEI of Organization:	*Taxpayer Identification Number:*
HRBLHQGMG4T5	82-2418770
Mailing Address of Organization:	*Organization Website Address:*
1274 Owosso Avenue, Hermosa Beach, CA 90254	https://upwards.com/
Name of President (or Chair of the Board):	*E-mail Address:*
Jessica Chang	jessica@upwards.com
Name of Chief Executive or Executive Director:	*E-mail Address:*
Jessica Chang	*jessica@upwards.com*
Name of the Secretary:	*E-mail Address:*
Matt Reilly1	matt@upwards.com
Name of Treasurer (or Chief Financial Officer):	*E-mail Address:*
Johnny Chan	johnny@upwards.com

Principal Contact Person:	*Principal Contact's Title:*	*Principal Contact's Physical Address:*
Kat Fuentes	Director	N/A
Primary Phone #:	*Alternative Phone #:*	*E-mail Address:*
626-722-7995		kat@upwards.com

Name of Authorized Signatory:	*Title of Authorized Signatory:*
Katherine Fuentes	*Director*
Signature of Authorized Official:	*Date of Signature:*
	*1/12/2026*

Do you have an active registration with SAM.gov? ☒ Yes ☐ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

[1] This document is for eligible for-profit organizations applying for microenterprise assistance programs. Units of local government, please complete Part A: Unit of Government Information. Non-profit organizations, please complete Part A: Non-Profit Organizations.

Part A, Section 2: Organizational Background
Please provide the organization's mission statement within the below space:

Founded in 2017, Upwards is the largest network of licensed home-based childcare providers in the United States. We are a tech-powered early-learning childcare marketplace for families, providers, employers, and municipalities with a mission to solve care for good. Our growth is a testament to the fact that people from all over the country have joined our network to realize our vision of creating a world where every family has access to quality, affordable childcare, and where caregivers thrive. We do this by partnering with key stakeholders who contribute to the success of an early care system: childcare providers, families, private businesses, and public government entities. Our work with federal, state, and local governments is focused on implementing economic development programs that use technology powered solutions to reach underserved populations and support the early education of our youth, combating generational poverty and advancing social equity in our communities. With childcare being one of the most expensive line items in a family's household budget, services that support increased access to quality, affordable care for working families can improve housing affordability, promote job stability, increase workforce participation, decrease gender inequalities, build community wealth, and improve adult outcomes for children in underserved and underrepresented communities. Upwards believes that quality, affordable care for all is possible when stakeholders partner to be a catalyst for change.

Please mark any of the following classifications that apply to your organization:

- ☐ Woman-Owned Business
- ☐ Minority Institution
- ☐ Tribal
- ☐ Other:
- ☐ Small Business
- ☐ Minority-Owned
- ☐ Veteran-Owned

Part A, Section 3: Organizational Capacity and Management
Please provide the number of staff employed by your organization: 64

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Starlynn Perez	Program Manager	16
2) Alex Estrada	Care Specialist	20
3) Kay Oliva	Enrollment Specialist	6
4) Emily Kreutner	Program Director	15
5) Dylan Melnick	Finance Specialist	4

Board of Directors

How often does your Board of Directors regularly meet?

Quarterly
List current Board of Directors below:

1)	Jessica Chang	6)	
2)	Anna Barber	7)	
3)	Matt Reilly	8)	
4)	Nate Redmond	9)	
5)		10)	

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Johnny Chan
Title: COO
Phone/Email: johnny@upwards.com

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Have your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
N/A

6) Does your financial system:
a) Provide for the control and accountability of grant funds, property, and other assets? ☒ Yes ☐ No
b) Separately track revenue and expenditures for the grant funds?
☒ Yes ☐ No

7) Does your payroll system separately track staff time by grant and/or activity? ☒ Yes ☐ No

8) Are all payments properly documented with evidence or receipt of goods or performance of services? ☒ Yes ☐ No

9) Are all bank accounts reconciled monthly? ☒ Yes ☐ No

10) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain

11) Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?
☐ Yes ☒ No
If yes, please explain

12) Does your agency have policies that address the following?

Ethics/Professional Conduct	☒ Yes	☐ No
Pay Rates and Benefits	☒ Yes	☐ No
Discrimination	☒ Yes	☐ No
Purchasing/Procurement	☒ Yes	☐ No
Property and Equipment	☒ Yes	☐ No
Segregation of Duties	☒ Yes	☐ No
Time and Effort Reporting	☒ Yes	☐ No
Record Retention	☒ Yes	☐ No

13) Does your agency certify that they are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal or State department or agency? ☒ Yes ☐ No

Authorized Signatories

If your organization is selected for funding, signatures from persons bearing titles from each of the two lines below will be required by your organization.

1. Board Chair, President, or Vice President
2. Treasurer, Secretary, or Assistant Secretary

If you will be unable to provide the two requested signatures or intend to otherwise deviate from the standard signature authority, please indicate the names and titles of the authorized signatories below and provide the names and titles of the person(s) authorized to execute agreements on behalf of your organization in your board-certified resolution.

Authorized Signatory Name	Authorized Signatory Title
1) Jessica Chang	CEO
2) Johnny Chan	COO

☐ Board Resolution providing for the signature authority of persons to sign agreements on behalf of the entity is attached (required before a subrecipient agreement will be executed).

To view the City's policy regarding signature authority, including a sample signature page and sample certification, view Administrative Order 4-1 at: https://www.fresno.gov/personnel/human-resources-support/#administrative-order

Part A, Section 4: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

- **Public and Community Services (Microenterprise Assistance)**

Number of Applications	*Total Dollar Amount Requested*
1	$ 248,400.00

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
!Undefined Bookmark, NOAPPS13,noapps4) i	**!Undefined Bookmark, REQ1)**

Required Attachments to Part A
Select all attachments included.

☒ **Part A, Exhibit 1** – Organization's Certificate of Incorporation (Required)

☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (an IRS 990, *Return of Organization Exempt from Income Tax*, may be submitted in lieu of an audit whenever the organization lacks an audit due it not exceeding California and Federal audit thresholds)

☒ **Part A, Exhibit 3** – Copies of results of audits, examinations, or monitoring procedures performed during the last two fiscal years on any direct federal award received by the organization

☐ **Part A, Exhibit 4** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

☐ **Part A, Exhibit 5** – List of all awards to the organization from City of Fresno during the past two years

☐ **Part A, Exhibit 6** – Statement and Designation by Foreign Corporation (when location of incorporation was outside of California) (Required of Out-of-State Corporations only)

☒ **Part A, Exhibit 7** – List of Directors and Officers by Corporate Title and Name (Required)

☒ **Part A, Exhibit 8** – Organization's Articles of Incorporation (Required)

☒ **Part A, Exhibit 9** – Bylaws of the Organization (Required)

☐ **Part A, Exhibit 10** – Resolution of the Board of the Directors Authorizing the Application and Naming the Persons Authorized to Sign the Application

PY 2026-2027 APPLICATION
Public Service Programs

NOTE: This application is not for community services to benefit primarily homeless and individuals at risk of homelessness. If you are a homeless service provider, please use the appropriate Homeless Housing and Services application.

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less): The Boost Program

   Amount Requested: $ 248,400.00

   Provide a short description of the proposed program/activity. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

The Boost Program provides business support and technical assistance to in-home childcare providers serving children ages 0-5 and before- and after-school care up to age 13. Over 12 months, providers receive personalized coaching, operational tools, and marketing support to increase enrollment, improve revenue, and create jobs for low- to moderate-income individuals. This program will not only support microenterprise childcare providers with operational technical assistance, it will also help to create a more sustainable childcare ecosystem for families in Fresno.

   To utilize CDBG funds for a public service, the service must be either a new service or a quantifiable increase in the level of an existing service.

   This project is a:

   ☒ New Project/Program

   ☐ Existing Project/Program

If this is an existing project/program that has not received CDBG funding from the City previously, please briefly explain how CDBG funds will be used to quantifiably increase the level of service.

N/A

2. Organizational Capacity

a. Briefly describe how your organization's prior activities have resulted in meaningful impact:

Our Boost program has demonstrated measurable success in expanding childcare opportunities, increasing provider revenue, and creating sustainable jobs in communities across the country. More than 90% of our Boost Programs across the country are funded by CDBG dollars. In San Jose CA, our Boost team supported 133 in-home childcare providers and ahead of schedule created 39 new teaching assistant jobs; assisting well over 400 families in the first 5 months of the program – positively impacting the local childcare ecosystem to the benefit of working families. Given the program's strong performance and clear impact, the City of San Jose recommended expanding Boost for a second year to reach an additional 200 LMI providers, further strengthening the local childcare ecosystem. In Palo Alto, California, the first year of Boost led to a 40% increase in revenue for participating providers, with nearly a quarter of them expanding their capacity by hiring a Teaching Assistant. The Boost team helped over 125 families find childcare, ensuring parents had access to stable, high-quality providers. The program's momentum has carried into its second year, and in just the first six months, Boost has already helped create five new LMI jobs, reaching key projected outcomes ahead of schedule. In San Mateo, California, Boost exceeded its initial goals, partnering with eight home daycare providers, surpassing the original target by three. Halfway through the program year, three providers have already hired teaching assistants, resulting in the creation of two full-time and three part-time jobs. Additionally, 80% of participating providers have increased their childcare capacity, which has not only boosted their revenue but has also expanded access to affordable care for local families. The Boost team has also played a crucial role in connecting over 200 families with childcare that meets their specific needs.

Beyond these cities, Upwards has leveraged over $2 million in CDBG funding across multiple municipalities, including: San Jose (CA), San Diego County (CA), Franklin County (OH), Rancho Cordova (CA), Chula Vista (CA), Palo Alto (CA), San Mateo (CA), Greeley (CO), Clearwater (FL), and Bellevue and Bremerton (WA) to name a few.

In 2025, Upwards partnered with more than 30 municipalities to support over 500 providers across 7 states – far exceeding all projected outcomes. Boost is strengthening local economies, ensuring sustainable childcare businesses, and increasing access to affordable, high-quality care in underserved communities. The impact of the Boost program continues to grow, empowering childcare providers with the tools, resources, and financial stability needed to thrive in a challenging industry while providing working families with the care they rely on every day.

b. Describe the organization's experience with administering federally funded programs of this nature and staff skills necessary to deliver the activities proposed.

Upwards has extensive experience working with government partners and administering federal funds. We operate Federal, State, and Local programs and have become very familiar with government compliance, monitoring, and reporting requirements. We have successfully managed over $40 million in government-funded programs, including childcare subsidy administration in California, childcare payment facilitation for Army and National Guard Reservists, and community-based programs like Boost.

Our Boost program demonstrates measurable success in expanding childcare opportunities, increasing provider revenue, and creating sustainable jobs in multiple municipalities. Our team includes experts in early childhood education, business operations, and technology solutions tailored specifically to support family childcare providers. With a proven track record of helping providers improve quality, expand capacity, and achieve financial sustainability, Upwards has established itself as a leader in the childcare industry.

Upwards has the capacity to carry out the proposed activities, having successfully managed large-scale childcare programs and government-funded initiatives across the country with CDBG funding.

c. For how many years has the organization administered activities of the type described in this application?
5

d. Does the organization have the following in place (check box if 'yes')?

☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, and how existing resources are insufficient to meet this need:

Fresno faces a critical shortage of accessible, affordable childcare, which significantly impacts working families and the local economy. A survey last year revealed that 94% of residents consider childcare the most pressing issue, and 60% of families would relocate to access better options. With 40,570 children under six and 21,179 in single-parent households, reliable childcare is essential for economic stability and mobility. Existing resources are insufficient to meet this demand, as Fresno's childcare workforce struggles with low wages, averaging $17.83 per hour, leading to high poverty and food insecurity among providers. Most providers are unable to scale their businesses without support, which leads to large childcare deserts. The current childcare gap in the City of Fresno today is over 28,000 licensed slots. With more than 40,000 children and less than 12,000 licensed childcare slots in the City, many parents are forced to make difficult decisions around who will care for their children and the level of early education they will receive, or not receive.

The COVID-19 pandemic further exacerbated these challenges, causing a decline in licensed childcare options, particularly in underserved areas. The Boost program directly addresses these issues by supporting family childcare providers, predominantly low- and very-low-income microenterprise owners, through tailored business coaching, operational tools, and capacity-building assistance. Boost equips providers to stabilize and grow their businesses, create new childcare slots, and support working families with affordable, high-quality care. Without additional resources, Fresno's families and providers will continue to face untenable trade-offs between childcare, employment, and basic needs.

b. Briefly describe the target population and how the project will meet the specific needs of the target population.

The Boost Program serves low- and very low-income microenterprise owners who run licensed home-based childcare businesses. They are not only essential to the local economy but also play a key role in stabilizing and revitalizing underserved neighborhoods where access to quality childcare is limited.These providers are primarily women and minority entrepreneurs, many of whom are the sole or primary income earners in their households. Yet, despite the essential service they provide, childcare providers in Fresno earn an average of $17.83 per hour or $37,086 per year, placing them in the low-income bracket (Zippia, 2025).

Home-based childcare providers face real challenges - unpredictable income, complicated regulations, and overwhelming administrative work. Many are operating below capacity, losing revenue, or spending too much time on paperwork instead of caring for children. Boost provides a practical, results-driven approach to help providers stabilize and grow their businesses.

To meet their needs, Boost provides a three-pronged approach: tailored coaching and technical assistance, a unique childcare management system to run their business, and an operational curriculum that helps stabilize and expand their businesses, creating new childcare slots and improving revenue. This training is practical, not theoretical. Every module is designed to be immediately useful in a provider's day-to-day operations. Providers also receive support in navigating administrative burdens and licensing hurdles to enable them to grow their capacity to better serve their communities.

Boost prioritizes providers based on a High-Risk/High-Need Assessment that considers both personal and community factors. High-risk factors include low income, renter status, and minority status, particularly for Black and Hispanic women, who often face systemic barriers to economic stability. High-need areas are identified by zip codes with a high number of single-parent households, Black and Hispanic families with children under six, and schools with high participation in free or reduced-lunch programs.

In Fresno, most of the target population lives in high-need zip codes where affordable childcare options are scarce. Boost directly addresses this gap by equipping providers with the resources and support needed to sustain and grow their businesses, ensuring more families have access to reliable, high-quality childcare in the communities that need it most. Therefore, this program will not only meet the needs of its direct beneficiaries, it will also meet the needs of working families who are currently struggling to find suitable childcare options.

c. Describe the outcomes of the proposed activity. Include how positive outcomes are defined and how successful outcomes will be measured.

Boost is designed to produce measurable, lasting change for home-based childcare providers and the families they serve. By the end of the program year, we expect:

100% of providers will develop a Business Action Plan and receive tailored marketing support.

Every provider in the program will collaborate with their Care Specialist to create a customized action plan that identifies specific goals and strategies for business growth. Providers will also receive personalized marketing materials, including business flyers, an enhanced CMS daycare listing with a Boost badge, and promotion in multilingual family newsletters. Measurement: • Number of business action plans developed.

30% of providers will increase revenue by at least 20%.

Many providers struggle to make ends meet. With Boost's coaching, financial tools, and business training, they will stabilize their income, fill open slots, and run more profitable childcare businesses. Measurement: How much revenue participating providers generate over 12-month program.

80% of providers will stay in business.

Boost prioritizes providers at the highest risk of closure, often due to low enrollment and limited resources. Boost helps address providers' pain points to help them stabilize, grow, and continue serving their communities well beyond the program year. Measurement: Percent of childcare providers we support that are still open by closeout of the program.

8 new teaching assistant jobs created.

As their businesses grow, providers will need extra hands. Boost helps them reach full enrollment and generate the revenue needed to create jobs and expand capacity. Measurement: Number of teaching assistant jobs created.

30% of providers will open more childcare slots.

More available slots mean more working parents can find the care they need. By improving efficiency and reducing provider burnout, Boost increases access to high-quality childcare for families who need it most. Measurement: Number of new childcare slots opened for families, divided by total number or participating providers.

75% of families will report high satisfaction.

Parents rely on stable, high-quality childcare to stay in the workforce. Boost supported families get reliable care, better parent-provider communication, and more flexible options that fit their needs. Measurement: Number of family tours and enrollments scheduled.

Boost measures success by tracking data, monitoring provider progress, and gathering direct feedback from providers and families. We use pre- and post-program surveys to see how income, job stability, and childcare availability change over time. Regular data tracking helps us identify what is working, make improvements, and ensure the program is meeting its goals.

d. Describe consultation efforts made with the target population in the development of the proposed activity.

At Upwards, we are deeply committed to engaging the target population to ensure our Boost program reflects their needs, priorities, and aspirations. This commitment drives our consultation efforts, which involve gathering input from childcare providers, families, and community partners at every stage of program development.

Before launching Boost, we will conduct a thorough needs assessment in Fresno to identify the most pressing challenges in the childcare sector. This process will include surveys, interviews, and focus groups with family childcare providers, parents, and local stakeholders. Their insights will help shape program goals, ensuring we address key issues like operational sustainability, revenue growth, and access to affordable childcare.

Boost is designed to evolve with input from participants. Providers will have multiple opportunities to share their feedback through quarterly surveys, focus groups, and one-on-one discussions with Care Coaches. We will use this input to fine-tune services, ensuring the program meets their real-time needs. Families who rely on Boost-supported providers will be surveyed to assess improvements in childcare access, quality, and reliability. Their feedback will provide critical insights into how Boost impacts their daily lives.

Upwards will work closely with trusted local organizations, such as Child Care Resource & Referral agencies and business associations, to gather broader insights. These partners will help identify systemic challenges and monitor Boost's community-wide impact. By prioritizing authentic consultation, we ensure Boost remains responsive, effective, and impactful for Fresno's childcare providers and families.

e. Describe the marketing plan for the proposed activity and how the organization will affirmatively market the program to the target population.

The Boost program employs a strategic, multi-faceted marketing plan to ensure it reaches low- and very low-income microenterprise childcare providers and families in need of affordable care. Targeting female-led and minority-owned licensed home-based childcare providers, Boost uses data-driven outreach to identify underserved zip codes with high concentrations of single-parent households, minority families, and low-income providers.

We analyze public housing data, childcare licensing information, and demand models to focus outreach where it is needed most. Alongside this analysis, Boost uses grassroots outreach by partnering with trusted community organizations, childcare resource agencies, and local leaders to directly connect with providers.

Culturally relevant and inclusive materials are central to our approach. All program announcements, guides, and advertisements are translated into the preferred languages of the community, with bilingual staff available for direct support. Marketing campaigns include social media, local newspapers, and targeted ads in locations accessible to the target population, such as grocery stores, bus stops, clinics, and WIC offices.

To reach low- and moderate-income families needing care, we launch family-focused outreach campaigns to connect parents with available childcare slots. Ads educate families on enrolling with participating providers and highlight the benefits of the Boost program.

Real-time engagement data is monitored to evaluate outreach effectiveness. By continuously assessing application rates and community feedback, we refine messaging and methods to ensure proportional participation reflective of Fresno's diversity. This comprehensive strategy guarantees the program reaches and supports those most in need.

f. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Will this program be (select only one):

☐ Offered Citywide

☒ Offered Citywide with an emphasis and affirmative marketing toward RECAPs

☐ Offered exclusively to residents of RECAPs

g. Describe the service area:
Note: Strong applications will include clearly defined services areas. A map may be attached in lieu of a service area description.

The Boost program will serve 27 Family Child Care (FCC) providers located within the boundaries of the City of Fresno. As an LMC program, Boost is offered Citywide, but it prioritizes providers based on a High-Risk/High-Need Assessment that considers both personal and community factors. High-risk factors include low income, renter status, and minority status, particularly for Black and Hispanic women, who often face systemic barriers to economic stability. High-need areas are identified by zip codes with a high number of single-parent households, Black and Hispanic families with children under six, and schools with high participation in free or reduced-lunch programs.

In Fresno, most of the target population lives in high-need zip codes where affordable childcare options are scarce. Boost prioritizes providers operating in these underserved communities to increase access to affordable childcare for working families. Boost directly addresses the local childcare capacity gap by equipping providers with the resources and support needed to sustain and grow their businesses, ensuring more families have access to reliable, high-quality childcare in the communities that need it most. Therefore, this program will not only meet the needs of its direct beneficiaries, it will also meet the needs of working families who are currently struggling to find suitable childcare options.

h. Estimate the number of unduplicated people expected to benefit from the project:

27 unduplicated people or businesses will receive a direct benefit from this project.

i. Income Documentation

CDBG-eligible programs primarily benefit persons who earn less than 80% of the area median income. A chart containing the income limits effective as of June 1, 2025, is included as a reference below. Applicants must select one of the two options for documenting how their activity will satisfy the income eligibility requirement. Please note, these income limits are subject to change. For the most current income limits please reference the link below:

https://www.hudexchange.info/resource/5334/cdbg-income-limits/

Household Size	30% AMI	50% AMI	80% AMI
1	$19,750	$32,900	$52,600
2	$22,550	$37,600	$60,100
3	$25,350	$42,300	$67,600
4	$28,150	$46,950	$75,100
5	$30,450	$50,750	$81,150

☐ OPTION 1: Low-Income Clientele – Presumed Benefit
Select this option only if the program will exclusively serve one of the following clienteles (select all that apply)

- ☐ Older Adults (62 and older)
- ☐ Severely Disabled Adults
- ☐ Abused Children
- ☐ Illiterate Adults
- ☐ Migrant Farm Workers

☒ OPTION 2: Low-Income Clientele – Other
Select this option if the program will serve a specific clientele not listed under the first option. The organization must document income eligibility for each program participant. Indicate below the types of documentation the organization will collect to verify income eligibility (select all that apply):

- ☒ Pay Stubs / Wage Statements
- ☒ W-2s
- ☒ Income Tax Returns
- ☒ Social Security Documentation
- ☒ Bank Statements
- ☒ Signed Certifications from Beneficiaries
- ☒ Other: Federal Program Approvals (i.e. SNAP, WIC)
- ☐ Other:
- ☐ Other:

Detailed Narrative Description of Project/Program
Describe the project/program in detail in the space below. Limit description to the space provided on this and the next page.

The Fresno Boost Program is a targeted initiative designed to support and grow family childcare microenterprises, particularly those operated by low- and very low-income individuals in underserved communities. Home-based childcare providers face real challenges - unpredictable income, complicated regulations, and overwhelming administrative work. Many are operating below capacity, losing revenue, or spending too much time on paperwork instead of caring for children. Boost provides a practical, results-driven approach to help providers stabilize and grow their businesses. The program will provide 27 licensed home-based childcare providers with intensive business coaching, technical assistance, and access to advanced digital tools over a 12-month period. These providers are essential to Fresno's childcare ecosystem, yet many face persistent challenges such as operational inefficiencies, limited marketing capacity, and inadequate financial management. Boost directly addresses these barriers by equipping providers with practical solutions to stabilize their businesses, increase revenue, and improve the quality of childcare services offered to families.

Upwards targets microenterprise childcare providers and families using a data-driven outreach strategy focused on reaching low- to moderate-income (LMI) populations. We use public housing data, child care licensing information, and Upwards' proprietary supply and demand modeling to identify areas with limited childcare access and high economic vulnerability. We prioritize outreach in these areas through digital advertising, multilingual flyers, community partnerships, and direct engagement. Upwards also uses targeted social media campaigns, press releases, and community events to reach providers and families most likely to benefit from the program. We accept referrals from community organizations to ensure no eligible provider is overlooked. This approach ensures the program reaches those most in need and aligns with HUD's priority to serve underserved communities.

Each participating provider benefits from a three-pronged approach: personalized coaching, smart technology, and business training. Over the 12 month program, Upwards' Care Coaches will work closely with providers to conduct comprehensive business assessments, identify areas for improvement, and develop tailored growth plans. This support includes guidance on budgeting, tuition collection, financial planning, and tax preparation, helping providers build sustainable and financially sound operations. Providers will also be trained to use Upwards' Childcare Management Software, which streamlines administrative tasks such as billing, attendance tracking, and parent communications. By automating these time-consuming processes, providers can save up to 10 hours per week, allowing them to focus on expanding capacity and enhancing the care they deliver.

Boost places a strong emphasis on marketing and enrollment support to help providers increase revenue and fill vacant slots. Providers will receive training on building an online presence, leveraging social media, and implementing effective local advertising

strategies. Upwards will also supply professional marketing materials—including flyers, digital advertisements, and referral incentives—to promote participating providers and connect them with families in need of childcare. To ensure maximum accessibility, all program materials and services will be available in both English and Spanish, with translation support for additional languages as needed.

In addition to increasing provider revenue, the Boost program will create 8 new jobs for low- to moderate-income individuals as providers expand their operations and hire additional staff to meet demand. This job creation will be concentrated in high-need areas of Fresno, particularly in neighborhoods with high rates of single-parent households and limited access to affordable childcare. Boost will also support providers in adding new childcare slots, creating opportunities for more than 400 low- to moderate-income children to access safe, reliable care. These expanded childcare options will help families achieve economic stability, as parents can confidently pursue employment or educational opportunities knowing their children are in trusted care.

To ensure the program meets its goals, Boost will employ a rigorous system for tracking and reporting progress. Providers will undergo pre- and post-program evaluations to measure improvements in revenue, operational efficiency, and childcare capacity. Monthly and quarterly reports will document key outcomes, such as new jobs created, the number of childcare slots added, and hours saved on administrative tasks. Additionally, surveys will be distributed to participating families to evaluate their satisfaction with services and their improved ability to access childcare.

Boost will deploy an inclusive outreach strategy to engage eligible providers and families. This effort includes data-driven identification of high-need areas using public housing data, childcare licensing information, and census data. Upwards will collaborate with local nonprofits, community centers, and trusted leaders to ensure effective outreach in Fresno’s diverse neighborhoods. Culturally relevant materials will be developed in multiple languages, and bilingual staff will be available to support providers and families throughout the program.

By the end of the 12-month program, Boost will achieve measurable outcomes: a 20% average revenue increase for participating providers, 8 new childcare jobs created, and significant expansion of childcare capacity. The program’s impact will stabilize Fresno’s childcare sector in several high risk neighborhoods, enabling families to access high-quality, affordable childcare while empowering providers to build thriving, sustainable businesses. Boost directly addresses Fresno’s childcare shortages and economic challenges, fostering long-term community resilience and growth.

Detailed Narrative Description of Project/Program (Continued from previous page)

j. Collaboration

Briefly describe how the proposed activity will be delivered in coordination with other community resources to address the overall needs of the clientele.

Collaborating Organization/Activity	Description of Collaboration

4. **Project/Program Budget**

a. The City is interested in applicants that can deploy activities in a timely manner (12 months) while balancing the need to maintain high standards of program delivery. Please propose how you will address this need.

Upwards is well-prepared to deploy the Boost program in Fresno efficiently within the 12-month timeframe while maintaining exceptional program quality. Our national experience, proven systems, and dedicated staff allow us to implement activities seamlessly and immediately. The Boost program infrastructure—including operational tools, software, business coaching frameworks, and technical support—has already been developed and tested in cities across the United States.

Timely Deployment

Upwards will leverage its existing capacity to immediately launch outreach and recruitment efforts, targeting Family Child Care (FCC) providers and low- to moderate-income (LMI) families. Activities such as marketing campaigns, application processing, and onboarding will begin within the first month. By Month 2, providers will connect with Care Coaches and receive tailored technical and business support.

High Standards of Program Delivery

Providers will receive 12 months of continuous, hands-on coaching, 24/7 technical support, and assistance with marketing, enrollment, and financial management. The program's tools—including Upwards' Child Care Management Software—streamline administrative tasks, allowing providers to focus on quality care. Participants will be regularly evaluated through pre- and post-surveys to measure improvements in revenue, job creation, and childcare availability.

Ongoing Monitoring and Evaluation

Quarterly surveys and reports will capture program progress, identify areas for improvement, and ensure compliance with HUD standards. Data collection will track provider outcomes, LMI family participation, and program milestones, ensuring a successful, on-schedule completion.

By utilizing Upwards' established systems and expertise, the Boost program will deliver measurable results, such as expanded childcare access, increased provider revenue, and new job creation, within the proposed 12-month period

b. List of Funding Sources

Provide all planned funding anticipated/committed for this activity for PY 2026-2027. If the organization has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date
City of Fresno	CDBG	$248,400	Pending	6/1/2026
Upwards	In-Kind Support	$52,869	Committed	1/12/2026

c. Activity Budget Summary and Narrative

Please complete Exhibit A – Operating Budget Summary.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notices of Funding Available' tab.

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Please note the following costs are not allowable for CDBG: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

d. Prior-Year Financial Statement

Please attach a financial statement labeled as Exhibit C for the last full operating year. Failure to provide the financial statement will result in disqualification.

Attachments to Part B Application:

☒ EXHIBIT A – Operating Budget Summary

☒ EXHIBIT B – Budget Narrative

☒ EXHIBIT C – Prior-year audited financial statement including statement of activities, statement of financial position and statement of cash flows (required when total federal grant awards equaled or exceeded $1,000,000 during the annual audit period); or prior-year unaudited financial statement when total federal grant awards for the annual audit period was less than $1,000,000

Optional Additional Exhibits:

☐ EXHIBIT – Funding Commitment Letters (if available)

☒ EXHIBIT D – Letters of Support (optional – maximum 2)

☒ EXHIBIT E – Service Area Map (required if not described in 3.g.)

Exhibit A: Operating Project Budget Summary (or submit via Excel)

Budgeted Position (Personnel) or Category (Operations)	City of Fresno HUD Funds			Other Funds for Project					Project Totals (All Funds)
	Salaries & Wages	Fringe Benefits	Totals (City of Fresno HUD Funds)	Other Federal Funds	State Funds	Local Govm't Funds	Private / Donor Funds	Other Funds (specify)	
Salaries/Wages (Specify each position; add additional rows as needed)									
Direct Service Personnel (enter position titles):									
Program Director/Manager	$130,000	$5,998	$40,218						**$40,218**
Care/Enrollment Specialist	$95,000	$8,545	$57,309						**$57,309**
Finance Specialist	$115,000	$1,724	$11,562						**$11,562**
Product & Technical Specialist	$175,000	$8,745	$58,650						**$58,650**
Outreach Specialist	$120,000	$7,196	$48,261						**$48,261**
Administrative Personnel (enter position titles):									
Independent Contractors / Consultants (enter position titles):									
TOTAL PERSONNEL BUDGET	$	$32,208	**$216,000**	$	$	$	$	$	**$216,000**
Other Direct Costs (Include only costs that are direct; indirect costs are covered under the Indirect Cost Rate)									
Training Materials							$14,904		$14,904
Equipment							$9,936		$9,936
Marketing for Providers							$11,985		$11,985
Marketing to Families for Providers							$2,484		$2,484
Cost of Payments							$11,510		$11,510
Technology Cost							$1,553		$1,553
Office Supplies - Program Specific							$497		$497
TOTAL OTHER DIRECT COSTS			**$**	$	$	$	$52,869	$	$52,869
INDIRECT COSTS (Select 1 indirect rate Only)									
Approved Indirect Cost Rate									
De minimus 15 % Rate			**$32,400**						**$32,400**
TOTAL INDIRECT COST BUDGET			**$32,400**	$	$	$	$	$	**$32,400**
TOTAL PROJECT BUDGET	$	$	$248,400	$	$	$	$	$	$301,269

*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.

Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.1).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary. This narrative will be used to determine eligibility of proposed expenses.

The Boost Program budget outlines a total allocation of $301,269, with funding from the Community Development Block Grant (CDBG) and Upwards' private contributions. CDBG funding will primarily cover the salaries and benefits of key program staff essential for operating the program, while Upwards will contribute to infrastructure costs, including technology, marketing materials, and program supplies.

Personnel Expenses

CDBG funds will cover $248,400 in salaries and benefits. This includes key staff responsible for business coaching, technical support, and program delivery. Personnel costs ensure the Boost team can dedicate their time to supporting in-home childcare providers. Staff benefits, such as healthcare and payroll taxes, are included to ensure stability and retention, fostering high-quality program delivery.

Non-Personnel Expenses

Upwards will contribute $52,869 to cover program infrastructure and operational costs:

- Training Materials ($14,904): Development of toolkits, guides, and resources customized for Fresno providers.

- Equipment ($9,936): Technology such as laptops and software for efficient program management and training delivery.

- Provider Marketing ($11,985): Outreach materials and digital campaigns to attract childcare providers to the program.

- Family Marketing ($2,484): Marketing aimed at connecting low-income families with Boost-supported providers.

- Payment Processing Fees ($11,510): Costs to facilitate seamless program transactions.

- Technology Costs ($1,553): Digital tools and technical resources.

- Program Supplies ($497): Office and operational supplies for day-to-day program support.

The Boost team comprises experienced childcare professionals, including current and former providers with home- and center-based expertise. Their first-hand understanding of provider challenges ensures effective, culturally responsive support. Additionally,

Upwards will provide translation services and customized resources to meet the needs of Fresno's diverse population.

By aligning CDBG funding with Upwards' contributions, the Boost Program will help participating providers increase revenue by 20%, create 8 new jobs, and expand childcare access for 400+ families. This strategic allocation maximizes long-term benefits for Fresno's low-income communities, ensuring sustainable economic empowerment for local microenterprise childcare providers.

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Housing

October 31, 2024

On behalf of the City of San Jose, I am pleased to express our strong support for Upwards in their response to the City of Fresno's RFP aimed at enhancing the availability and quality of existing and new licensed Family Child Care (FCC) Home Providers. Upwards recently partnered with the City of San Jose to implement their Boost Program, which targets high-risk, high-need childcare providers in an effort to build a more sustainable operation and local childcare ecosystem for the community. Since the Boost Program's launch, Upwards has demonstrated a steadfast commitment to addressing the critical and unique challenges faced by childcare providers and families, particularly in underserved and underrepresented communities.

Their knowledge of the current childcare landscape in California is unmatched by any other organization, which has been made evident in our community's reception to the program. Upwards has not only met but is currently exceeding our program outcome expectations. Their innovative approach exemplifies their capacity to provide essential support to childcare providers at scale, by offering business training, technical assistance, and access to an advanced Child Care Management Software. Upwards has significantly improved operational efficiencies for providers in San Jose and is actively expanding local childcare capacity through these participating providers. The success stories from other various California cities highlights the tangible impacts of their efforts: increased operational revenue, job creation, and expanded access to affordable childcare for families.

Upwards' dedication to inclusivity is particularly commendable. Their bilingual support system ensures that non-English-speaking providers receive the guidance necessary to navigate the complexities of establishing and operating licensed childcare facilities. This culturally responsive approach not only addresses barriers to access but also fosters a diverse and robust childcare landscape.

Moreover, Upwards has proven to be a fiscally responsible organization, maintaining transparency and accountability in all operations and reporting. Their successful partnerships with various governmental entities reflects their capacity to manage resources effectively while adhering to local, state and federal compliance standards.

I wholeheartedly endorse Upwards as a valuable partner in advancing Fresno's objectives for increasing the capacity of existing and new licensed childcare providers. Their expertise, innovative programs, and commitment to community impact align perfectly with the goals of improving childcare access and quality across our region.

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Housing

Thank you for considering this letter of support. I am confident that Upwards will deliver exceptional results in your community.

Sincerely,

Stephanie Gutowski

Stephanie Gutowski
Housing Policy and Planning Administrator
Grants Management – Housing Department
stephanie.gutowski@sanjoseca.gov

CITY OF SAN MATEO
COMMUNITY DEVELOPMENT DEPARTMENT

330 W. 20th Avenue
San Mateo, CA 94403
www.cityofsanmateo.org
(650) 522-7000

December 8, 2024

I am pleased to express our support for Upwards in their response to the City of Fresno's RFP aimed at enhancing the availability and quality of existing and new licensed Family Child Care (FCC) Home Providers. Upwards recently received a Community Development Block Grant (CDBG) in the amount of $40,000 from the City of San Mateo to implement their Boost Program, which targets high-risk, high-need childcare providers in an effort to build a more sustainable operation and local childcare ecosystem for the community.

Since the Boost Program's launch in July 2024, Upwards has demonstrated its commitment to addressing the critical and unique challenges faced by childcare providers and families, particularly in underserved and underrepresented communities. Their reporting is on-time and shows good progress towards meeting or exceeding the program goals.

Their innovative approach exemplifies their capacity to provide essential support to childcare providers at scale, by offering business training, technical assistance, and access to an advanced Child Care Management Software. Upwards' commitment to inclusivity is demonstrated by their bilingual support system, which ensures that non-English-speaking providers receive the guidance necessary to navigate the complexities of establishing and operating licensed childcare facilities.

As the City's CDBG administrator, I recommend Upwards as a valuable partner in advancing Fresno's objectives for increasing the capacity of existing and new licensed childcare providers. Their expertise, innovative programs, and commitment to community impact align well with the goals of improving childcare access and quality across our region.

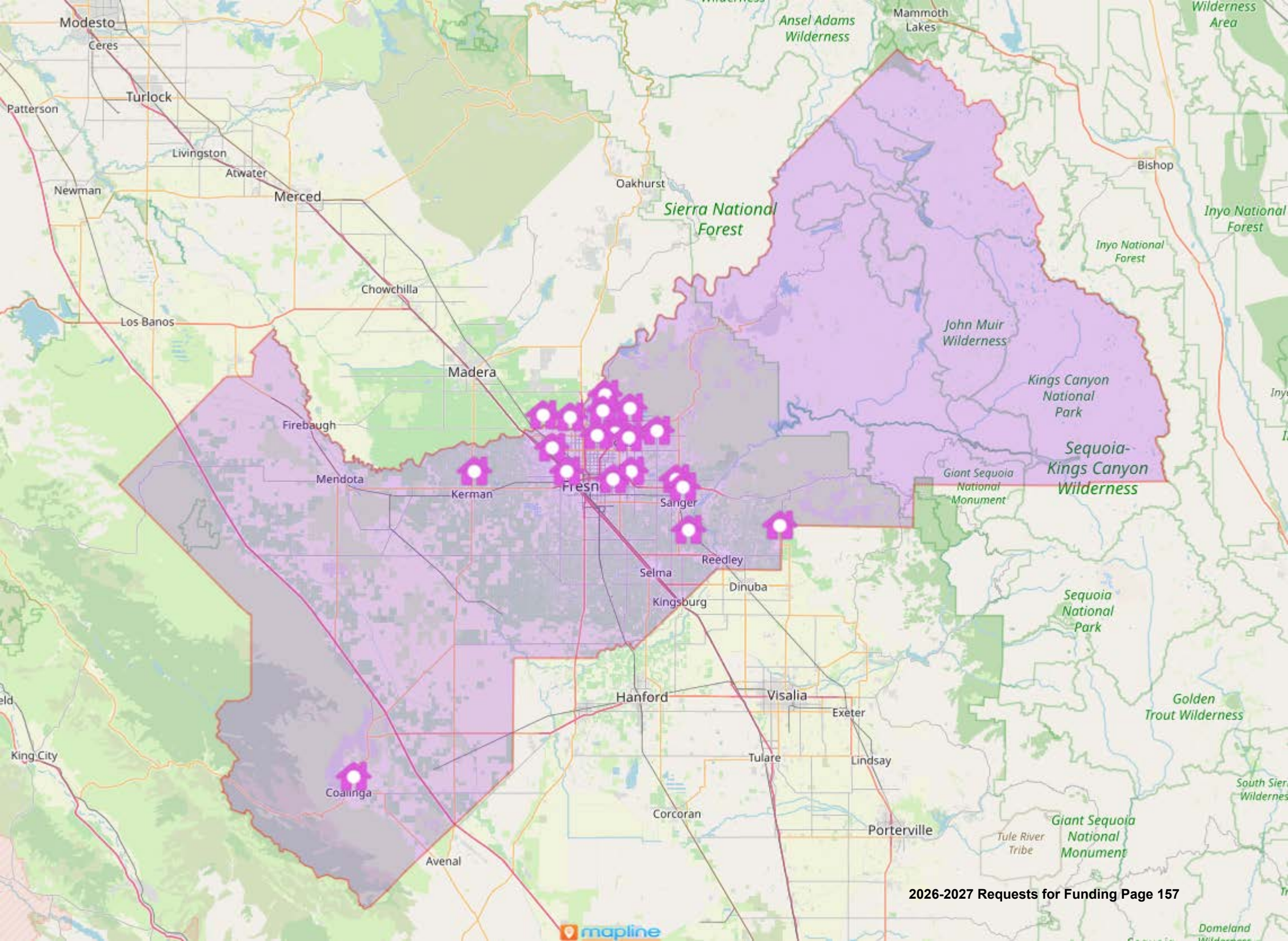
Thank you for considering this letter of support. I am confident that Upwards will deliver results in your community.

Sincerely,

Rachel Horst

Rachel Horst
Housing & Neighborhood Services Manager
Community Development Department
rhorst@cityofsanmateo.org

cc:
Zachary Dahl, Community Development Director
Alex Khojikian, City Manager


Modesto
Ceres
Turlock
Patterson
Livingston
Atwater
Newman
Merced
Chowchilla
Los Banos
Madera
Firebaugh
Mendota
Kerman
Fresno
Sanger
Reedley
Selma
Dinuba
Kingsburg
Hanford
Visalia
Exeter
Tulare
Lindsay
Corcoran
Porterville
Coalinga
Avenal
King City
Oakhurst
Mammoth Lakes
Bishop
Ansel Adams Wilderness
Sierra National Forest
Inyo National Forest
John Muir Wilderness
Kings Canyon National Park
Sequoia-Kings Canyon Wilderness
Giant Sequoia National Monument
Sequoia National Park
Golden Trout Wilderness
Tule River Tribe
mapline

Owner-Occupied Rehab

Entity	Project Name	Amount Requested
Self-Help Enterprises	Housing Rehabilitation Program	$ 400,000.00
Total		$ 400,000.00

Self-Help Enterprises :

Housing Rehabilitation Program

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
NON-PROFIT ORGANIZATION[1]

Part A, Section 1: General Information

Legal Name of the Organization: Self-Help Enterprises	*Fictitious Name (if applicable):*
UEI of Organization: YWCPA31KBJY6	*Taxpayer Identification Number:* 04-1592676
Date of Incorporation: January 14,1965	*Date of 501(c)(3) Determination:* April 1965
Mailing Address of Organization: 8445 W. Elowin Ct. Visalia, CA 93291	*Organization Website Address:* Self-Help Enterprises - Self-Help Enterprises
Name of President (or Chair of the Board): Thomas J. Collishaw	*E-mail Address:* tomc@selfhelpenterprises.org
Name of Chief Executive or Executive Director: *Thomas J. Collishaw*	*E-mail Address:* *tomc@selfhelpenterprises.org*
Name of the Secretary: David Ebenezer400,000	*E-mail Address:* davide@selfhelpenterprises.org
Name of Treasurer (or Chief Financial Officer): David Ebenezer	*E-mail Address:* davide@selfhelpenterprises.org

Principal Contact Person:	*Principal Contact's Title:*	*Principal Contact's Physical Address:*
Melissa Valdez	Assistant Director of Strategic Partnerships	8445 W. Elowin Ct. Visalia CA 93291

Primary Phone #:	*Alternative Phone #:*	*E-mail Address:*
559-802-1621	559-651-1000	MelissaV@selfhelpenterprises.org

Name of Authorized Signatory: *Thomas J. Collishaw*	*Title of Authorized Signatory:* *President/CEO*
Signature of Authorized Official:	*Date of Signature:* 1/23/26

Do you have an active registration with SAM.gov? ☒ Yes ☐ No

[1] This document is for non-profit organizations. Units of local government, please complete Part A: Unit of Government Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

Part A, Section 2: Organizational Background
Please provide the organization's mission statement within the below space:

"Working together with low-income families to build and sustain healthy homes and communities."

Please mark any of the following classifications that apply to your organization:

- ☐ Woman-Owned Business
- ☐ Minority Institution
- ☐ Tribal
- ☐ Other:
- ☐ Small Business
- ☐ Minority-Owned
- ☐ Veteran-Owned

Part A, Section 3: Organizational Capacity and Management
Please provide the number of staff employed by your organization: 220

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Melissa Valdez	Assistant Director	23
2) Matt Fults	Rehab Manager	8
3) Gerardo Gomez	Project Manager	26
4) Gustavo Quiroz	Housing Rehab Manager	1
5) Liz Vidrio	Administrative Analyst	2

Board of Directors

How often does your Board of Directors regularly meet?

Once per month

List current Board of Directors below:

1) Yolanda Meraz, Chair
2) Tina Sumner, Vice Chair
3) Tim Denton
4) Luis Elizondo
5) Olivia Gomez
6) Dave Herb
7) Kayode Kadara
8) Ivan Lopez
9) Lupe Martinez
10) Steve Montez

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: David Ebenezer

Title: Chief Financial Officer

Phone/Email: 559-802-1602/ davide@selfhelpenterprises.org

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Have your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
The Schedule of Expenditures of Federal Awards (SEFA) initially provided by the Organization was incorrect. After the errors were identified, the SEFA was adjusted to accurately report total federal awards expended.
A strong system of internal controls and management review requires that expenditures for all federal grants are accumulated and included on the SEFA in compliance with applicable standards.
Internal controls over the preparation of an accurate SEFA were not properly designed and were not placed in operation.
As a result of this condition, federal grant expenditures were understated by $3,920,000. The final SEFA was corrected and is properly presented.

We recommend the Organization develop and implement a more robust system for the preparation of the SEFA for financial reporting purposes and compliance with auditee requirements identified in the Uniform Guidance. The Organization should review grant agreements and identify the proper method of reporting expenditures. Activity should reconcile to information in the accounting system as well as be reflected in the accounting system. The process should include a secondary review of the schedule by someone other than the preparer.

6) Does your financial system:
   a) Provide for the control and accountability of grant funds, property, and other assets? ☒ Yes ☐ No
   b) Separately track revenue and expenditures for the grant funds? ☒ Yes ☐ No

7) Does your payroll system separately track staff time by grant and/or activity? ☒ Yes ☐ No

8) Are all payments properly documented with evidence or receipt of goods or performance of services? ☒ Yes ☐ No

9) Are all bank accounts reconciled monthly? ☒ Yes ☐ No

10) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain

11) Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?
☐ Yes ☒ No
If yes, please explain

12) Does your agency have policies that address the following?

Ethics/Professional Conduct	☒ Yes	☐ No
Pay Rates and Benefits	☒ Yes	☐ No
Discrimination	☒ Yes	☐ No
Purchasing/Procurement	☒ Yes	☐ No
Property and Equipment	☒ Yes	☐ No

Segregation of Duties	☒ Yes	☐ No
Time and Effort Reporting	☒ Yes	☐ No
Record Retention	☒ Yes	☐ No

13) Does your agency certify that they are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal or State department or agency? ☒ Yes ☐ No

Authorized Signatories

If your organization is selected for funding, signatures from persons bearing titles from each of the two lines below will be required by your organization.

1. Board Chair, President, or Vice President
2. Treasurer, Secretary, or Assistant Secretary

If you will be unable to provide the two requested signatures or intend to otherwise deviate from the standard signature authority, please indicate the names and titles of the authorized signatories below and provide the names and titles of the person(s) authorized to execute agreements on behalf of your organization in your board-certified resolution.

Authorized Signatory Name	Authorized Signatory Title
1) Thomas J. Collishaw	President/CEO
2) David Ebenezer	Treasurer

☒ Board Resolution providing for the signature authority of persons to sign agreements on behalf of the entity is attached (required before a subrecipient agreement will be executed).

To view the City's policy regarding signature authority, including a sample signature page and sample certification, view Administrative Order 4-1 at: https://www.fresno.gov/personnel/human-resources-support/#administrative-order

Draft Resolution attached. Signed resolution expected to be submitted on or before 1/30/2026

Part A, Section 4: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Owner-Occupied Home Repair**

Number of Applications	*Total Dollar Amount Requested*
1	$ 400,000.00

- **Public Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Infrastructure & Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
	$

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
1	$400,000.00

Required Attachments to Part A
Select all attachments included.

☒ **Part A, Exhibit 1** – Organization's U.S. Internal Revenue Service 501(c)(3) Determination of Exemption Letter (Required)

☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (an IRS 990, *Return of Organization Exempt from Income Tax*, may be submitted in lieu of an audit whenever the organization lacks an audit due it not exceeding California and Federal audit thresholds)

☒ **Part A, Exhibit 3** – Copies of results of audits, examinations, or monitoring procedures performed during the last two fiscal years on any direct federal award received by the organization

☒ **Part A, Exhibit 4** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

☒ **Part A, Exhibit 5** – List of all awards to the organization from City of Fresno during the past two years

☐ **Part A, Exhibit 6** – Statement and Designation by Foreign Corporation (when location of incorporation was outside of California) (Required of Out-of-State Corporations only)

☒ **Part A, Exhibit 7** – List of Directors and Officers by Corporate Title and Name (Required)

☒ **Part A, Exhibit 8** – Organization's Articles of Incorporation (Required)

☒ **Part A, Exhibit 9** – Bylaws of the Organization (Required)

☒ **Part A, Exhibit 10** – Resolution of the Board of the Directors Authorizing the Application and Naming the Persons Authorized to Sign the Application

FY 2026-2027 APPLICATION
Owner Occupied Home Repair Programs

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less): HCDDHousing Rehabilitation Program

   Amount Requested: $ 400,000.00

   Provide a short description of the proposed program/activity. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

   This grant application seeks funding for the the implementation of City of Fresno's Home Repair and Rehabilitation Program. The primary focus of the program is to address critical health and safety issues, property aging, maintenance concerns, and code violations within existing units to significantly improve living conditions for qualified Fresno homeowners and residents.

   Through this program, Self Help Enterprises' staff will work collaboratively with low-income homeowners and local contractors to address essential building components, including roofing, windows, and flooring, as well as crucial systems such as plumbing, electrical, cooling, and security. By addressing these vital aspects, the program ensures the well-being of owner-occupied households while enhancing the overall safety and quality of housing for residents throughout the City of Fresno.

2. Organizational Capacity

a. Briefly describe how your organization's prior activities have resulted in meaningful impact:

With over 60 years of housing and rehabilitation experience in the Central Valley, Self-Help Enterprises (SHE) is qualified to implement owner-occupied repair and rehabilitation services in the City of Fresno. In 2024, SHE rehabilitated its 7,000th home since launching the Owner-Occupied Rehabilitation Program.

Since the program's inception in 1974, SHE has administered a wide range range of state and federal housing programs, including CDBG, HOME, CalHome, PLHA, MORE, and BEGIN, in partnership with 43 local jurisdictions throughout the San Joaquin Valley. Over the years, SHE has played a pivotal role in implementing housing rehabilitation programs, homebuyer initiatives, and new unit development projects. Since 2018, SHE has partnered with the City of Fresno on a CDBG-funded home repair program, completing 97 projects, with three projects currently under construction, six pre-approved applications, and a waiting list of more than 300 interested homeowners. Each project focuses on rehabilitating critical home systems for low-income homeowners at an average cost of approximately $20,000 per unit.

Leveraging its extensive experience, SHE's staff is ready to apply industry best practices in grant administration and housing rehabilitation. The City of Fresno benefits from highly skilled personnel located at SHE's offices in Visalia and Madera. With a combined 40 years of experience, staff are proficient in applicant and property eligibility analysis, loan processing, and construction management. Additionally, the bilingual capabilities of many SHE staff members, fluent in English and Spanish, along with interpreter services for other languages, ensure effective communication with program participants.

Beyond program execution, SHE has a robust background in grant writing, with 577 successful grant applications for CDBG, HOME, PLHA, and CalHome housing rehabilitation, homebuyer programs, and public services and infrastructure projects across nine counties in the San Joaquin Valley. SHE currently administers 96 CDBG, HOME, PLHA, USDA, and CalHome-funded housing rehabilitation, ADU, and/or homebuyer assistance programs. These programs extend SHE's fiscal expertise to communities in Fresno, Kern, Kings, Madera, Merced, Mariposa, Stanislaus, San Joaquin, and Tulare counties.

SHE's staff excels in cost-effective management and brings extensive experience with various financing programs, including BEGIN, CalHome, CDBG, HOME, the Neighborhood Stabilization Program, the HELP Program, USDA Housing Preservation Grants, and CalHFA Financing. SHE has consistently met timelines

and cost-efficiency standards set by the Department of Housing and Urban Development (HUD) and the Department of Housing and Community Development (HCD) for the hundreds of CDBG, HOME, PLHA, and CalHome-funded programs it has administered.

Over the past 60 years, SHE has made a profound impact on the communities it serves. To date SHE has been responsible for the rehabilitation of over 7,000 homes. Additionally, SHE has established over 36,000 water and sewer connections, provided emergency water services to 15,500 households, and delivered housing counseling to 18,000 families. SHE has also helped 2,500 homebuyers secure affordable financing outside of the self-help program. In 2025 SHE saw the completion of five ADU's throughout the nine-county service area. In total, over 85,000 families have been positively impacted by these efforts.

b. Owner-Occupied Home Repair Program Delivery Experience (select one)

☒ Continued operation of existing program active four or more years

☐ Four years of experience, but not active in last 12 months

☐ Less than four years of experience

☐ No active owner-occupied home repair program experience

If you identified Owner-Occupied Home Repair Program Delivery Experience above, please indicate below if any of that experience utilized the following funding:

☒ CDBG Program

☒ Other State or Federal Grant Program (Specify: HOME, CalHome, PLHA, MORE, and BEGIN)

c. Describe the organization's experience implementing a home repair program. Include the qualifications and experience of staff specifically in construction, project management, and community engagement.

SHE has successfully administered Owner-Occupied Home Repair and Rehabilitation programs, serving low-income households through CalHome, CDBG, and HOME funding. Since 1974, these programs have benefited over 7,000 households across its nine-county service area (Fresno, Kern, Kings, Madera, Mariposa, Merced, San Joaquin, Stanislaus and Tulare Counties). SHE has also assisted 70 OOR participants in the past year.

SHE staff have experience in all program administration and implementation duties associated with the CDBG program, which include:

Administrative Analysts: Responsible for program marketing, reporting, and financial management. Duties include submitting draw requests, environmental review, tracking expenditures, and ensuring compliance with all applicable federal, state, and local regulations.

Project Managers: Assess properties to identify necessary repairs, work directly with homeowners to obtain bids, and secure licensed contractors. Project Managers oversee rehabilitation work to ensure compliance with local and state building codes and health and safety standards, process owner-approved contractor payments, and clear construction liens upon project completion.

Assistant Project Managers: Provides support to the Project Manager.

Communication and Outreach Specialist: Conduct initial participant intake and prequalification, and lead program marketing and outreach efforts to ensure eligible homeowners are informed of available assistance.

Loan Processors: Determine household income eligibility, evaluate property value and total encumbrance, review appraisals, and support loan origination, underwriting, packaging, and closing in accordance with program requirements.

d. Describe the organization’s operational resources, such as facilities near the service area, software, and systems to support program delivery.

SHE maintains two offices located near the City of Fresno, in Visalia and Madera, providing convenient access to the service area. These locations support efficient program administration, coordination with City staff, and direct engagement with program participants.

SHE utilizes a secure Microsoft Access database to track participant information, project status, and program deliverables throughout the application, construction, and administrative phases. This system allows staff to monitor progress, ensure compliance, and maintain accurate records for reporting and auditing purposes.

In addition, SHE maintains a dedicated informational page on its official website that provides detailed program descriptions, eligibility criteria, and application requirements. The webpage includes direct contact information and an easy-to-use web form that allows interested homeowners to submit inquiries directly to an outreach specialist. Outreach staff respond to inquiries and guide participants through the application and eligibility process, ensuring clear communication and timely assistance.

e. Does the organization have the following in place (check box if 'yes')?
NOTE: These items will need to be submitted by the organization prior to the execution of the subrecipient agreement.

☒ Written policies and procedures for the proposed program (i.e. intake, eligibility, income, race & ethnicity, file management)

☒ Housing Repair Standards/Guide

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

☒ Lead-Based Paint Certification (or able to contract with a Lead-Based Paint Consultant)

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, and how existing resources are insufficient to meet this need:

The Owner-Occupied Home Repair and Rehabilitation Program is designed to preserve decent, safe, and affordable housing for low- and moderate-income homeowners within the City. The program provides critical assistance to homeowners with limited financial resources by addressing necessary health and safety repairs and bringing homes into compliance with the City's Building Code and Housing Quality Standards.

In addition to improving individual housing conditions, the program supports neighborhood stabilization by targeting substandard units and preventing further deterioration of existing housing stock. These improvements help maintain community quality, protect long-term housing affordability, and reduce the risk of blight in Fresno neighborhoods.

b. Briefly describe the target population and how the project will meet the specific needs of the target population.

The target population for the program consists of low-income homeowners residing within the City of Fresno. SHE staff will work closely with homeowners and licensed contractors to address critical health and safety deficiencies and improve essential building components. Eligible repairs may include roofing, windows, flooring, and major home systems such as plumbing, electrical, cooling, and security. Services are available to income-qualified homeowners occupying single-family residences within the City limits.

Marketing and outreach activities will be strategically designed to reach eligible single-family homeowners throughout Fresno and will be conducted in both English and Spanish. SHE will utilize a range of outreach methods, including flyers, brochures, door hangers, postcards, public service announcements, and social media platforms. Printed materials will be distributed at City facilities, public offices, and through targeted mailings. Outreach efforts will also include coordination with community leaders, businesses, and organizations that serve populations requiring additional outreach.

In addition, advertisements and informational articles will be placed in widely circulated local newspapers. Outreach will extend to community-based organizations, service providers, colleges, and faith-based organizations to ensure broad awareness of the program and equitable access for eligible homeowners.

c. Describe the outcomes of the proposed activity. Include how positive outcomes are defined and how successful outcomes will be measured.

The Owner-Occupied Home Repair and Rehabilitation Program will benefit income-qualified homeowners and their households by improving health and safety conditions, reducing financial strain, and protecting the household's primary asset, the home. By bringing critical building components into compliance with applicable building codes and safety standards, the program directly addresses unsafe living conditions and promotes healthier home environments. Improvements may include the remediation of lead-based paint hazards, correction of faulty electrical wiring, and repair of structural deficiencies.

Program-funded repairs help reduce housing-related costs for low-income households, allowing families to redirect limited financial resources toward essential needs such as food, healthcare, and education rather than unplanned or emergency maintenance expenses. Rehabilitation activities also protect and may enhance the value of the home, which is often the most significant financial asset for low-income households, supporting long-term housing stability and wealth preservation.

Positive outcomes are defined by the successful completion of a home repair or rehabilitation project for an eligible homeowner. For many low-income households, minor repairs such as a leaking roof, a malfunctioning HVAC system, or unsafe electrical wiring represent serious health and safety emergencies. Addressing these issues results in immediate and meaningful improvements to household safety, comfort, and quality of life.

Program success will be measured using quantifiable performance indicators, including the number of homes rehabilitated, the average rehabilitation cost per unit, the number and type of systems repaired or replaced, such as roofing, electrical systems, windows and doors, and accessibility modifications, and the demographics of households served. A primary program objective is to prioritize rehabilitation activities in RECAP areas, ensuring resources are targeted to neighborhoods with the greatest demonstrated need.

d. Describe consultation efforts made with the target population in the development of the proposed activity.

SHE receives regular inquiries from homeowners interested in the housing rehabilitation program. Currently, SHE maintains a waiting list of more than 300 interested homeowners. Given current funding allocations, eligible homeowners may wait up to three years before assistance can be provided.

e. Describe the marketing plan for the proposed activity and how the organization will affirmatively market the program to the target population.

The Owner-Occupied Home Repair and Rehabilitation Program (OOR) will assist eligible owner-occupants to address health and safety issues of single-family homes located within City limits by providing assistance in the form of unrecorded grants to finance the cost of necessary repairs. SHE will ensure that marketing and implementation of the OOR program is impartial and will comply with all applicable fair housing laws, through practices such as using comprehensive, non-biased marketing material, standardized application processes, and making reasonable accommodations for those with impairments.

SHE will market the program in a manner that will reach all community members, with specific outreach to populations who do not receive adequate services. General marketing efforts will include digital advertising and the distribution of program posters and brochures at City Hall, local public transportation hubs, businesses, medical facilities, and schools. Additional outreach methods may include social media posts and informational booths at community events. Advertisements and informational articles will be placed, as appropriate, in newspapers that are widely circulated throughout the City.

Informational meetings will be offered to potential applicants to explain program requirements and eligibility criteria. These meetings may be conducted one-on-one by phone, in person, or in group settings, including through Housing Counseling and Education activities. While demand for assistance typically exceeds available funding, and minimal formal outreach is often required, SHE will continue to implement marketing activities to maintain a balanced and active interest list.

Demographic characteristics of applicants and participants will be collected and compared to overall City demographics to assess equitable access to program services. If analysis indicates that certain populations are underserved or that disparities exist in program participation, the SHE will develop and implement targeted outreach strategies to address those gaps.

Based on U.S. Census data, SHE has identified individuals between the ages of 19 and 24, persons age 65 and older, and individuals identifying as American Indian or Alaska Native as populations that may be less likely to receive adequate services. Targeted marketing and outreach efforts will therefore be directed toward these groups to promote awareness of and access to the OOR Program.

f. How will program participants be identified, qualified, and prioritized in a way that addresses the greatest needs?

Home repair grants are available to all income-eligible owner-occupied households within the City of Fresno. While the program is not exclusively targeted to Racially or Ethnically Concentrated Areas of Poverty (RECAPs), applicants residing in these areas will receive priority consideration.

SHE will maintain and manage a centralized waiting list for interested homeowners. Applicants will be placed on the waiting list upon expression of interest and initial eligibility screening. Assistance will generally be provided on a first-come, first-served basis, with prioritization applied in accordance with program guidelines. Priority will be given to eligible homeowners who have not previously received assistance through the program, as well as those meeting established priority criteria.

g. The City's Analysis of Impediments to Fair Housing Choice is includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Will this program be (select only one):

☐ Offered Citywide

☒ Offered Citywide with an emphasis and affirmative marketing toward RECAPs

☐ Offered exclusively to residents of RECAPs

h. Beneficiaries
Owner-Occupied Home Repair Programs are income restricted and benefit low- to moderate-income households. The below income limits are provided for reference; current HUD income limits for California, Fresno can always be found at: www.hudexchange.info/resource/5334/cdbg-income-limits/. Please acknowledge this restriction below:

☒ I acknowledge that the Home Repair Programs in this application are restricted to low- and moderate-income persons as defined by HUD.

Current Annual Income limits

Household Size	30% AMI	50% AMI	80% AMI
1	$19,750	$32,900	$52,600
2	$22,550	$37,600	$60,100
3	$25,350	$42,300	$67,600
4	$28,150	$46,950	$75,100
5	$30,450	$50,750	$81,150
6	$32,700	$54,500	$87,150
7	$34,950	$58,250	$93,150
8	$37,200	$62,000	$99,150

i. How many unduplicated housing units are planned to be addressed using the funding in this application?

12 housing units will be addressed using the funding in this application

j. Relocation Compliance

Permanent displacement will not be allowed under any of the above programs. If the project involves temporary relocation, a Relocation and Temporary Displacement Plan will need to be provided before execution of a subrecipient agreement. In addition, the budget will need to list any proposed temporary relocation cost. Please select the box below if this proposed activity involves temporary relocation of any persons.

☒ The proposed activity involves temporary relocation of one or more people

If the project involves temporary relocation, please indicate below how temporary relocation will be addressed:

Owner-occupants may be eligible for temporary relocation assistance if SHE, acting as the Subrecipient, determines that health or safety hazards exist during the rehabilitation process. When temporary relocation is deemed necessary, eligible costs associated with relocation may be covered using funds from the applicant's rehabilitation assistance, in accordance with program guidelines and applicable regulations.

k. Procurement Process
If you have not attached a copy of the agency's procurement policy, provide a narrative description of the planned process for procuring contractors/ subcontractors and construction-related professional and other services. Note: Submittal of the Procurement Policy and Procedures for City review and acceptance will be required prior to the execution of the subrecipient agreement.

☒ Procurement Policy is attached to this document, or;

A narrative description of the organization's procurement process is below:

I. Detailed Narrative Description of Project/Program

Provide a detailed description of the program model, identifying any anticipated challenges or limitations, and strategy and plan for mitigating or overcoming the challenges. Limit the description to the following two pages.

The Owner-Occupied Home Repair and Rehabilitation Program provides critical assistance to income-eligible owner-occupied households within the City of Fresno, with a focus on residents living in Racially or Ethnically Concentrated Areas of Poverty (RECAPs). SHE will administer the program for homeowners with household incomes at or below 80 percent of the County median income whose properties are located within City limits. Eligible homeowners must be current on property taxes and maintain homeowner's insurance. Creditworthiness is not required, as assistance is provided in the form of a grant.

Program implementation begins with outreach and eligibility determination. SHE will ensure that target populations, particularly households located in RECAP areas, are informed of the program through multiple marketing channels. Once a homeowner expresses interest, SHE will conduct an application process to verify income eligibility, owner occupancy, property ownership, and compliance with all program requirements.

Upon qualification, SHE staff will complete a comprehensive property assessment to identify necessary repairs, prioritizing improvements that address health, safety, and habitability concerns. The program focuses on major building components and systems, including plumbing, electrical, cooling, security, and other structural elements required to meet applicable building and code enforcement standards.

For homes constructed prior to 1976, the program includes lead-based paint testing and abatement to eliminate exposure risks. Based on the assessment, SHE will develop a customized scope of work tailored to each household's needs. Eligible repairs may include roofing, siding, windows, plumbing and electrical systems, termite treatment, and mobility or accessibility modifications.

SHE will work with licensed and qualified contractors to complete rehabilitation activities, ensuring that all work complies with local building codes and program requirements. Grant funds will be disbursed directly to contractors for approved repairs, and total assistance per household will not exceed $25,000. Throughout the rehabilitation process, SHE staff will provide ongoing support to homeowners, including assistance with documentation, contractor coordination, and quality control. The program anticipates completing twelve home repair projects, improving living conditions for vulnerable residents while preserving Fresno's existing housing stock.

SHE has identified potential challenges associated with program implementation and developed strategies to address each risk. One challenge is ensuring effective outreach to eligible households, particularly those with protected characteristics. To address this, SHE will implement a comprehensive marketing strategy using multiple platforms and culturally appropriate materials, including language-accessible outreach, to ensure broad and equitable awareness.

SHE also recognizes that some applicants may experience difficulty completing the application process, which can result in delays. To mitigate this risk, SHE loan processors will provide direct, one-on-one assistance to guide applicants through required steps. Clear deadlines will be communicated to ensure timely processing, and applicants who do not meet deadlines will be informed of their option to reapply.

Conflicts between homeowners and contractors are another potential concern. SHE will utilize a transparent contractor selection process that includes homeowner participation, competitive bidding, bid walkthroughs, and detailed inspections. In the event of disputes, SHE will facilitate communication between parties to resolve issues efficiently and professionally.

Finally, SHE acknowledges that environmental review timelines may present challenges that could delay project start dates. While environmental clearance remains the responsibility of the City, SHE’s staff, with extensive experience in HUD environmental review procedures, will support the City by providing complete and timely documentation and maintaining regular coordination. Recent process improvements, including the outsourcing of historic preservation reviews, will further reduce delays and support timely completion of Environmental Review Records.

4. Project/Program Budget

a. Proposed Form of Assistance to Beneficiary Requested:

☒ Grant

☐ Forgivable Loan

☐ Loan, below-market interest rate

If a loan is proposed, please provide the loan terms requested:

If a loan is provided, does the applicant propose to maintain the loan repayments within the proposed program?

☐ Yes ☐ No

b. The City is interested in applicants that can deploy activities in a timely manner (18 months) while balancing the need to maintain high standards of program delivery. Propose how the organization will address this need and describe the organization's history completing projects within established deadlines.

SHE has the capacity and experience to deploy program activities within the required 18-month timeframe while maintaining high standards of program delivery and compliance. SHE relies on established workflows, experienced staff, and internal tracking systems that allow outreach, eligibility, environmental coordination, construction, and closeout activities to proceed efficiently and concurrently. SHE has a strong track record administering time-sensitive CDBG, HOME, CalHome, and PLHA-funded programs and consistently meeting contractual deadlines. Since 2018, SHE has completed nearly 100 CDBG-funded owner-occupied rehabilitation projects for the City of

Fresno, with additional projects currently underway, all within established program timelines.

c. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the organization has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date

d. Activity Budget Summary

Please complete Exhibit A – Operating Budget Summary.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notice of Funding Available' tab.

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Limitations to the use of CDBG funds
Prior to completing the Activity Budget Summary Form, review the following limitations to the use of CDBG funds.

- A proposal budget that includes rehabilitation and service costs should identify those costs separately.
- City CDBG funds may be used to pay for that portion of the total cost of any audit required by 2 CFR 200 that represents the amount of City CDBG funds audited as a percentage of total funds audited.
- The following costs are not allowable: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

Attachments to Part B Application:

☒ EXHIBIT A – Operating Budget Summary

☒ EXHIBIT B – Budget Narrative

☒ EXHIBIT C – Prior-year audited financial statement including statement of activities, statement of financial position and statement of cash flows (required when total federal grant awards equaled or exceeded $1,000,000 during the annual audit period); or prior-year unaudited financial statement when total federal grant awards for the annual audit period was less than $1,000,000

Optional Additional Exhibits:

☐ EXHIBIT – Funding Commitment Letters (if available)

☐ EXHIBIT – Letters of Support (optional – maximum 2)

☐ EXHIBIT – Procurement Policy (if not provided in 2.k.)

CITY OF FRESNO
OPERATING BUDGET SUMMARY (Owner Occupied Rehab)

Budgeted Position (Personnel) or Category (Operations)	City of Fresno HUD Funds			Other Funds for Project					Project Totals (All Funds)
	Salaries & Wages	Fringe Benefits	Totals (City of Fresno HUD Funds)	Other Federal Funds	State Funds	Local Govm't Funds	Private / Donor Funds	Other Funds (specify)	
Salaries/Wages (Specify each position, add additional rows as needed)									
Direct Service Personnel (enter position titles):									
Rehab Manager (Processing) Gustavo Quiroz	$ 4,498.26	$ 1,169.55	**$ 5,667.81**	$ -	$ -	$ -	$ -	$ -	**$ 5,667.81**
Rehab Manager (Construction) - Matt Fults	$ 4,366.21	$ 1,135.21	**$ 5,501.42**	$ -	$ -	$ -	$ -	$ -	**$ 5,501.42**
Rehab Loan Processor - Karla Gutierrez	$ 6,918.93	$ 1,798.92	**$ 8,717.85**	$ -	$ -	$ -	$ -	$ -	**$ 8,717.85**
Rehab Loan Processor - Ivonne Romero	$ 4,979.81	$ 1,294.75	**$ 6,274.56**	$ -	$ -	$ -	$ -	$ -	**$ 6,274.56**
Outreach Specialist - Irma Wheeler	$ 5,956.79	$ 1,548.77	**$ 7,505.56**	$ -	$ -	$ -	$ -	$ -	**$ 7,505.56**
Rehab Project Technician - Samantha Monroy	$ 4,546.44	$ 1,182.07	**$ 5,728.51**	$ -	$ -	$ -	$ -	$ -	**$ 5,728.51**
Project Manager - John Nunez	$ 4,893.96	$ 1,272.43	**$ 6,166.39**	$ -	$ -	$ -	$ -	$ -	**$ 6,166.39**
Project Manager - Horacio Munoz	$ 8,101.23	$ 2,106.32	**$ 10,207.55**	$ -	$ -	$ -	$ -	$ -	**$ 10,207.55**
Assistant Project Manager - Jose Luis Junio	$ 3,544.14	$ 921.48	**$ 4,465.62**	$ -	$ -	$ -	$ -	$ -	**$ 4,465.62**
Administrative Personnel (enter position titles):									
Assistant Program Director - Melissa Valdez	$ 2,886.07	$ 750.38	**$ 3,636.45**	$ -	$ -	$ -	$ -	$ -	**$ 3,636.45**
Administrative Analyst - Liz Vidrio	$ 4,593.42	$ 1,194.29	**$ 5,787.71**	$ -	$ -	$ -	$ -	$ -	**$ 5,787.71**
Fiscal Analyst - Patty Garcia	$ 3,507.86	$ 912.04	**$ 4,419.90**	$ -	$ -	$ -	$ -	$ -	**$ 4,419.90**
Independent Contractors / Consultants:									
[enter position title]	$ -	$ -	**$ -**	$ -	$ -	$ -	$ -	$ -	**$ -**
[enter position title]	$ -	$ -	**$ -**	$ -	$ -	$ -	$ -	$ -	**$ -**
TOTAL PERSONNEL BUDGET	$ 38,416.12	$ 15,286.21	$ 74,079.33	$ -	$ -	$ -	$ -	$ -	$ 74,079.33
Other Direct Costs (Include only costs that are direct; indirect costs are covered under the Indirect Cost Rate)									
Office Space/Utilities/Phone			**$ 2,700.00**	$ -	$ -	$ -	$ -	$ -	**$ 2,700.00**
Office Supplies, Postage			**$ 3,100.00**	$ -	$ -	$ -	$ -	$ -	**$ 3,100.00**
Insurance			**$ 2,600.00**	$ -	$ -	$ -	$ -	$ -	**$ 2,600.00**
Travel			**$ 2,800.00**	$ -	$ -	$ -	$ -	$ -	**$ 2,800.00**
Marketing & Outreach			**$ 90.00**	$ -	$ -	$ -	$ -	$ -	**$ 90.00**
Professional Services			**$ 10,000.00**	$ -	$ -	$ -	$ -	$ -	**$ 10,000.00**
[enter cost category]			**$ -**	$ -	$ -	$ -	$ -	$ -	**$ -**
[enter cost category]			**$ -**	$ -	$ -	$ -	$ -	$ -	**$ -**
[enter cost category]			**$ -**	$ -	$ -	$ -	$ -	$ -	**$ -**
[enter cost category]			**$ -**	$ -	$ -	$ -	$ -	$ -	**$ -**
[enter cost category]			**$ -**	$ -	$ -	$ -	$ -	$ -	**$ -**
TOTAL OTHER DIRECT COSTS			**$ 21,290.00**	$	$	$	$	$	**$ 21,290.00**
INDIRECT COSTS* (Select 1 indirect rate Only)									
Approved Indirect Cost Rate			**14630.67**	$ -	$ -	$ -	$ -	$ -	**$ 14,630.67**
De minimus 15 % Rate				$ -	$ -	$ -	$ -	$ -	**$ -**
TOTAL INDIRECT COST BUDGET			**$ 14,630.67**	$	$	$	$	$	**$ 14,630.67**
PROGRAM EXPENSE BUDGET									
Assistance to Beneficiaries			$ 290,000.00	$ -	$ -	$ -	$ -	$ -	**$ 290,000.00**
TOTAL PROJECT BUDGET	$	$	$ 400,000.00	$	$	$	$	$	$ 400,000.00

Please revise this form and annotate budget items as needed

All applicants are required to submit a copy of their organization's operating budget.

*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.
Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.68).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary. This narrative will be used to determine eligibility of proposed expenses.

The proposed budget allocates $74,079.33 for salaries and wages supporting twelve staff members involved in program administration and delivery. These positions include the Rehabilitation Manager (processing), Rehabilitation Manager (construction), Rehabilitation Loan Processors, Outreach Specialist, Rehabilitation Project Technician, Project Managers, Assistant Project Manager, Assistant Program Director, Administrative Analyst, and Fiscal Analyst. These staff will support participants throughout the rehabilitation process and ensure effective administration of grant activities.

A total of $311,290 is allocated for direct costs. These costs include expenses associated with grant administration, such as office space and supplies, insurance, travel, marketing, and professional services. Of this amount, $290,000 is dedicated to direct grant assistance for program beneficiaries.

An additional $14,630.68 is allocated for indirect costs, calculated using the organization’s approved indirect cost rate.

Infrastructure & Public Facility Improvements

Entity	Project Name	Amount Requested
City of Fresno – Fire Department	Metal Apparatus Storage Buildings	$ 600,000.00
City of Fresno – Fire Department	Station 1 Rehabilitation of Interior Flooring and Exterior Siding	$ 550,000.00
City of Fresno – Fire Department	Station 3 BC Office and Bedroom	$ 436,000.00
City of Fresno – Fire Department	Station 3 Security Fence	$ 655,000.00
City of Fresno – PARCS	Investing in Central Fresno: Expanding Recreation at Lafayette Park	$ 1,663,600.00
City of Fresno – Public Works	Balderas Elementary School Neighborhood Street Improvements	$ 601,561.00
City of Fresno – Public Works	Barstow-First- Keats-Angus Neighborhood Street Improvements	$ 2,648,253.00
City of Fresno – Public Works	Floradora-Fruit-Olive-Weber Neighborhood Street Improvements	$ 1,277,799.00
City of Fresno – Public Works	Highway City Neighborhood Street Reconstruction (Multi-Year)	$ 2,192,975.00
Fresno Ideaworks	New Roof at 1730 J Street (Fresno Ideaworks)	$ 130,000.00
Self-Help Enterprises	La Hacienda Community Center	$ 1,257,525.00
Total		**$12,012,713.00**

City of Fresno Fire Department:

Metal Apparatus Storage Buildings

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
UNIT OF GOVERNMENT[1]

Part A, Section 1: General Information

Legal Name of the Unit of Government:
City of Fresno Fire Department

UEI Number:

Federal Tax ID Number:
94-6000338

Office Location:
Fresno, CA

Organization Website Address:
www.fresno.gov/fire

Director:
Billy Alcorn

E-mail Address:
billy.alcorn@fresno.gov

Manager:
Devin McGuire

E-mail Address:
devin.mcguire@fresno.gov

Financial Officer:
Yvonne Dedmore

E-mail Address:
yvonne.dedmore@fresno.gov

Principal Contact Person:
Allison Covey

Principal Contact's Title:
Divison Manager

Principal Contact's Physical Address:
911 H Street
Fresno, CA 93721

Primary Phone #:
559-621-4005

Alternative Phone #:
559-978-2393

E-mail Address:
allison.covey@fresno.gov

Name of Authorized Signatory:
Allison Covey

Title of Authorized Signatory:
Divison Manager

Signature of Authorized Official:
Allison Covey

Date of Signature:
1/23/2026

Do you have an active registration with SAM.gov? ☐ Yes ☒ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

[1] This document is for Units of local government. Non-profit organizations, please complete Part A: Non-Profit Organization Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Part A, Section 2: Organizational Capacity and Management

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1)		
2)		
3)		
4)		
5)		

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Yvonne Dedmore

Title: Business Manager

Phone/Email: 559-621-4004, yvonne.dedmore@fresno.gov

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Has your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.

6) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain

Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?

7) ☐ Yes ☒ No

If yes, please explain

Part A, Section 3: Summary of Attached Applications:

Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public and Community Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Infrastructure and Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
4	$ 2,241,000.00

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
!Undefined Bookmark, NOAPPS43,noapps4)	**!Undefined Bookmark, REQ4)**

Required Attachments to Part A
Select all attachments included.

☐ **Part A, Exhibit 1** – List of Directors and Officers by Corporate Title and Name (Required)

☐ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (Required)

☐ **Part A, Exhibit 3** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

PY 2026-2027 APPLICATION
Infrastructure and Public Facility Improvements

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less): Metal Apparatus Storage Buildings

   Amount Requested: $ 600,000.00

   Provide a short description of the proposed project. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

We request grant funding to construct new metal buildings for the secure storage of OES, Strike Team, and Reserve Apparatus. These structures will protect critical emergency vehicles from weather-related damage, extend their operational lifespan, and ensure readiness for deployment. Your support will enhance our emergency response capabilities and safeguard essential resources for the community.

2. **Organizational Capacity**

   a. Describe the organization's experience with administering federally funded projects of this nature and staff skills necessary to deliver the proposed project.

Our organization has a proven track record of successfully managing grant funding, ensuring compliance, and delivering projects efficiently. We have effectively administered SAFER, FP&S and AFG grants, utilizing them to enhance operations, infrastructure, and emergency response capabilities. Our team follows strict financial oversight, reporting protocols, and project management standards to ensure proper fund allocation and accountability. Past grant-funded projects have been completed on time and within budget, demonstrating our ability to maximize resources. We remain committed to responsible stewardship of funding to support our mission and community needs.

   b. For how many years has the unit administered activities of the type described in this application?

15+ Years

c. Does the unit have the following in place (check box if 'yes')?

☐ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, how it benefits low- and moderate-income individuals, and how this need take priority among competing needs:

This proposal addresses the urgent need for secure, weather-resistant storage for OES, Strike Team, and Reserve Apparatus, which are currently left outside, exposed to the elements. This lack of proper storage is causing accelerated wear and deterioration, compromising the reliability and longevity of these critical emergency vehicles. Without protection, million-dollar pieces of equipment are at risk of damage, increasing maintenance costs and reducing operational readiness. Existing resources are insufficient, as no dedicated structures are available, and budget constraints prevent new construction. Grant funding is essential to safeguard these vital assets, ensuring they remain in peak condition and ready for emergency deployment.

b. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Please select one of the following:

☒ The investment is not located within a RECAP

☐ The investment and its service area are located within RECAPs

c. Describe the service area:
Note: Strong applications will include specifically defined services areas such as 'residents within ½ mile radius of [facility address]' or 'residents within the boundaries defined on the attached map.'

The proposed project—including structural renovations and the construction of storage buildings for reserve apparatus—supports three key fire stations within the City of Fresno. These stations are strategically located in or near low-income neighborhoods and provide emergency services to densely populated and underserved areas of the city. Collectively, these stations serve:

- Station 11:
  - Population: 25,841
  - Businesses: 1,888
  - Households: 9,646
- Station 12:
  - Population: 40,062
  - Businesses: 1,832
  - Households: 14,562
- Station 1:
  - Population: 40,305
  - Businesses: 1,112
  - Households: 11,651

Together, these three stations serve over 106,000 residents, nearly 4,800 businesses, and more than 35,800 households, many of which are located in economically disadvantaged neighborhoods. These communities face elevated risks due to aging infrastructure, dense housing, and limited access to resources—making dependable, well-maintained emergency services not just important, but essential.

The construction of storage buildings for reserve apparatus will significantly increase the longevity and readiness of critical backup units. Currently, exposure to the elements accelerates wear on reserve apparatus, risking mechanical failure and increasing long-term maintenance costs. By providing secure, weather-protected storage, the City will preserve these vital assets and ensure faster, more reliable responses—especially in low-income neighborhoods where fire and EMS calls are often more frequent and severe.

Investing in this infrastructure ensures that emergency personnel have the tools they need to respond quickly and effectively, no matter the circumstances—

enhancing public safety, property protection, and community resilience in some of Fresno's most vulnerable areas.

☒ Service area map attached as exhibit A-C

d. Estimate the *annual* number of unduplicated persons expected to receive a direct benefit from the project:

106,000 unduplicated persons will receive a direct benefit from this project.

e. Select the proposed beneficiaries of the proposed project (select all that apply):

☐ Children and Youth

☐ Abused Children

☒ Older Adults (62 and older)

☐ Severely Disabled Adults

☐ Public Housing Residents

☐ Victims of Domestic Violence

☐ Illiterate Adults

☐ Migrant Farm Workers

☒ Low-Income Persons in General

☒ Homeless Individuals

☒ Persons at Risk of Homelessness

☐ Other (Specify:)

f. National Objective - Low-Income Area (LMA)
Infrastructure and Public Facility Improvements generally benefit residents within the defined service area. The service area must be primarily residential, and the participants receiving benefit from the improvement must primarily reside within the service area. If a portion of the participants receiving benefit from the improvement reside outside the service area, additional information about these participants may be required to qualify under Option 3: Low-Income Area.

☒ LMA map determination included as Exhibit D

g. Continuation of Use

Pursuant to 24 CFR 570.505, recipients receiving CDBG funds may not change the use or planned use of any property for which CDBG-funded improvements were made unless the recipient provides affected citizens with reasonable notice of, and opportunity to comment on, any proposed change, and the new use of such property qualifies as meeting one of the national objectives in §570.208 (formerly §570.901) and is not a building for the general conduct of government.

☒ The applicant agrees to comply with 24 CFR 570.505 and to consult with the Housing & Community Development Division prior to implementing any change of use for facilities improved with CDBG funds.

Please describe your unit's capacity to maintain the facility or improvements into the future.

Our unit has a strong operational foundation that supports the long term care, maintenance, and improvement of our facilities. While large, one time capital expenses can be challenging to absorb within our existing budget, we have well established systems and staffing that allow us to manage ongoing maintenance needs efficiently and responsibly.

We maintain an in house service team of more than twenty skilled staff members who are equipped to handle a wide range of routine and small scale maintenance tasks. This internal capacity significantly reduces response time, minimizes reliance on external contractors, and ensures that day to day upkeep remains consistent and cost effective. Because ongoing maintenance occurs at a predictable and manageable rate, our team is able to address issues proactively and preserve the overall condition of the facility.

For larger projects—such as major repairs, system upgrades, or capital improvements—we rely on supplemental funding and additional contracted manpower. These projects typically exceed the scope of our routine operational budget, but our team has a strong track record of coordinating with external partners, managing project timelines, and ensuring that improvements are completed to a high standard. With appropriate grant support, we can undertake these larger initiatives while continuing to maintain the facility's daily operations without interruption.

Overall, our combination of experienced in house staff, established maintenance processes, and the ability to scale through external partnerships positions us well to sustain the facility and protect the value of any improvements made through grant funding.

h. Detailed Narrative Description of Project
Describe the project in detail in the space below. Include any information about how the project has or will incorporate input from its anticipated beneficiaries. Limit description to the space provided on this and the next page.

The proposed project involves the construction of new metal buildings to provide secure, weather-resistant storage for OES, Strike Team, and Reserve Apparatus. These structures will be designed to protect the vehicles from environmental damage, including excessive sun exposure, rain, wind, and other harsh conditions that contribute to premature wear and increased maintenance costs. The buildings will be constructed with durable, fire-resistant materials and include adequate ventilation, drainage systems, and access points for efficient deployment. Additionally, the layout will be designed to optimize space utilization, ensuring that all apparatus can be safely stored and readily accessible for emergency response.

Input from key stakeholders, including fire department personnel, city officials, and emergency response teams, has played a crucial role in shaping this project. Firefighters and fleet managers have highlighted the ongoing deterioration of apparatus due to prolonged exposure to the elements, emphasizing the urgent need for protective storage to maintain operational readiness. Community members have also expressed concerns about the reliability of emergency response resources, reinforcing the importance of safeguarding these assets. By incorporating this feedback, the project will directly address operational needs, improve the longevity of vital equipment, and ensure that emergency services remain fully prepared to protect the community.

i. Please attach any drawing or visual plans that have been drafted as an exhibit to this application.

☒ Drawings or visual plans are attached as exhibit E-N

j. Collaboration
Briefly describe collaboration efforts the organization is making to ensure successful completion of the project to serve the overall needs of the beneficiaries.

Collaborating Organization	Description of Collaboration

4. Project Timeline and Budget

a. The City is interested in investments that provide benefit to residents in a timely manner (12 months) while balancing the need to maintain high standards of project delivery. Propose how the organization will address this need and describe the organization's history completing projects within established deadlines.

Our organization is committed to completing this project within 12 months while ensuring high standards of quality and efficiency. A detailed project timeline will be established, outlining key milestones for procurement, demolition, repairs, painting, and final inspections. We will engage experienced contractors with a proven track record in similar projects to ensure timely and professional completion. Strict oversight and project management protocols will be implemented to monitor progress, address any challenges promptly, and maintain compliance with industry standards and local regulations. By adhering to this structured approach, we will deliver a high-quality project that provides immediate and lasting benefits to the community.

b. Describe how existing resources are insufficient to meet the needs of the proposed project.

While our department maintains a capable service staff and a well structured maintenance program, our existing resources are not adequate to meet the needs of this project. Routine upkeep and small scale repairs can be handled in house, but the scope of the proposed improvements—replacing weather damaged hose tower siding, repainting the structure, and installing new flooring—requires materials, equipment, and specialized labor that exceed our operational budget.

Large, one time capital expenses such as these are difficult to absorb within our annual maintenance allocation, which is designed to cover predictable, ongoing needs rather than major facility upgrades. The cost of high quality exterior siding, professional installation, and durable commercial grade flooring represents a level of expenditure that cannot be met without external support. Additionally, completing these improvements safely and efficiently requires skilled contractors and

additional manpower beyond what our current staff can provide while still maintaining daily emergency response readiness.

Although our team is highly effective at managing smaller projects and has a strong track record of completing work on time and within budget, the scale and complexity of this project exceed the capacity of our existing resources. Grant funding is therefore essential to ensure that these critical improvements can be completed without compromising the department's operational capabilities or diverting funds from other essential public safety needs.

c. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the unit has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date

d. Activity Budget Summary

Please complete Exhibit A – Capital Budget Summary in Excel format.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notice of Funding Available' tab .

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Please note the following costs are not allowable for CDBG: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

Attachments to Part B Application:

☐ EXHIBIT A – OPERATING BUDGET SUMMARY (NON-PROFITS or CITY DEPARTMENTS)

☐ EXHIBIT B – BUDGET NARRATIVE

Optional Additional Exhibits:

☐ EXHIBIT – DRAWINGS OR PLANS (IF AVAILABLE)

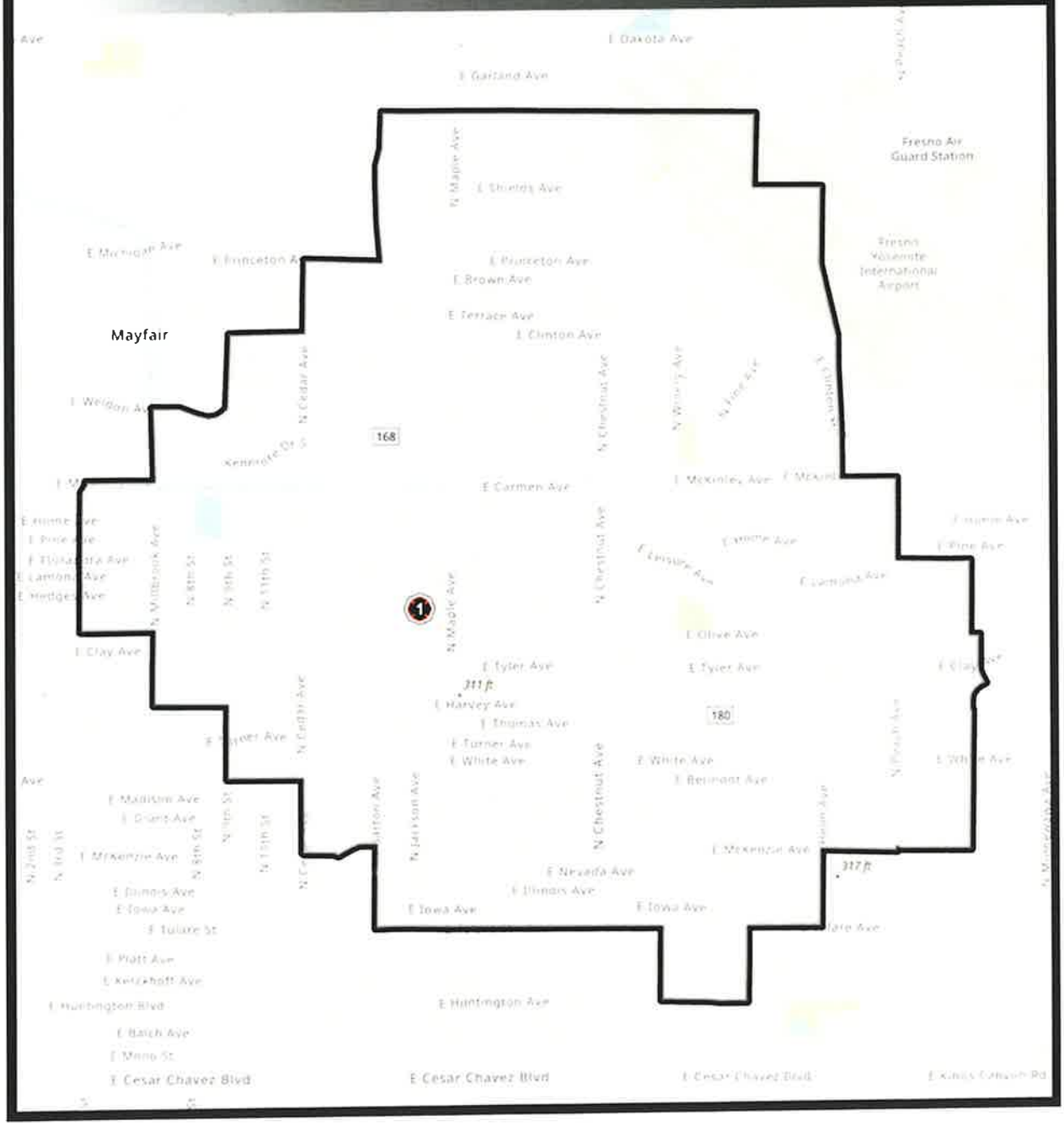
☐ EXHIBIT – FUNDING COMMITMENT LETTERS (IF AVAILABLE)

☐ EXHIBIT – LETTERS OF SUPPORT (OPTIONAL-MAXIMUM 2)

☐ EXHIBIT – LMA MAP WITH SERVICE AREA IDENTIFIED (REQUIRED)

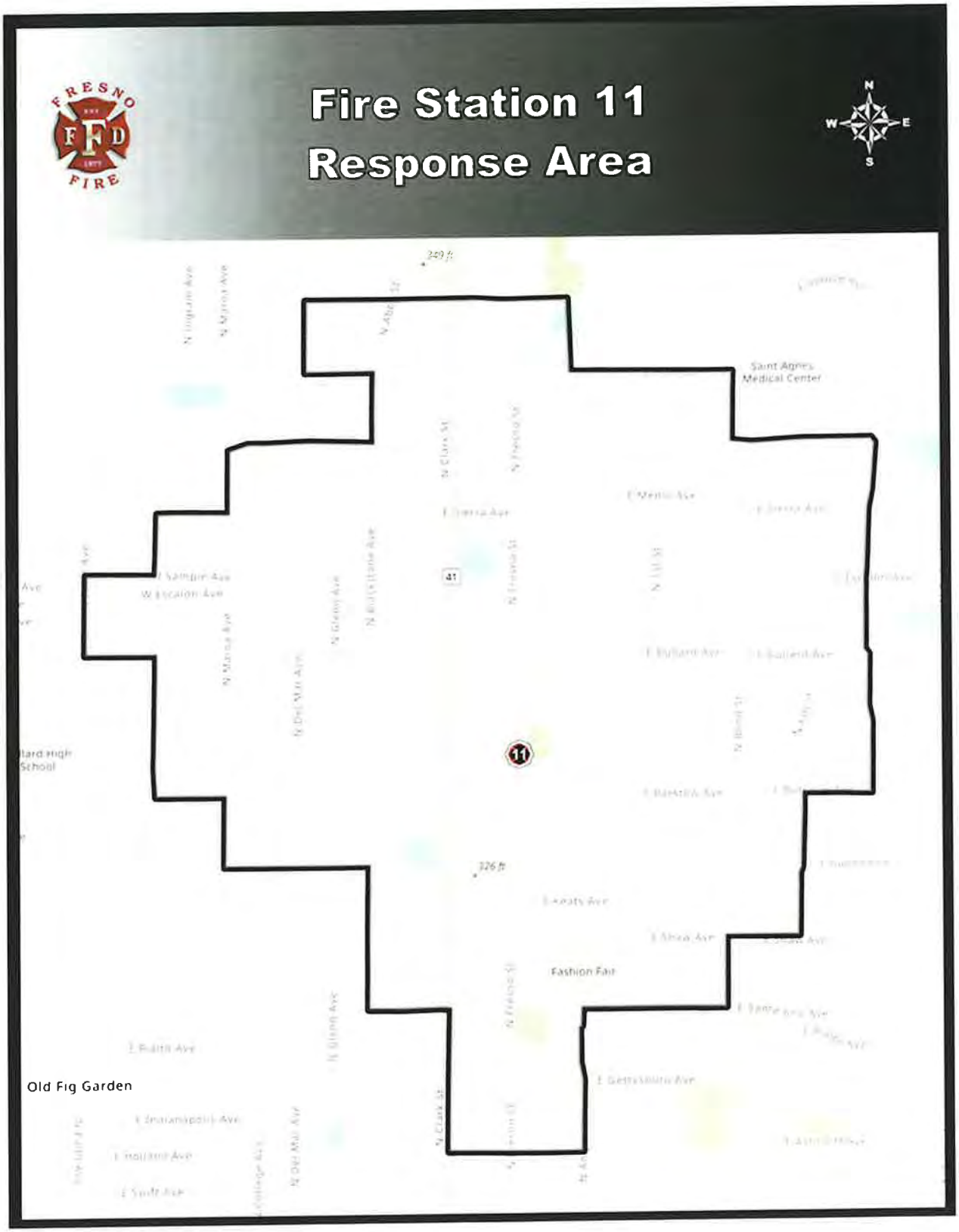
A-

Fire Station 01 Response Area



B

Fire Station 11 Response Area



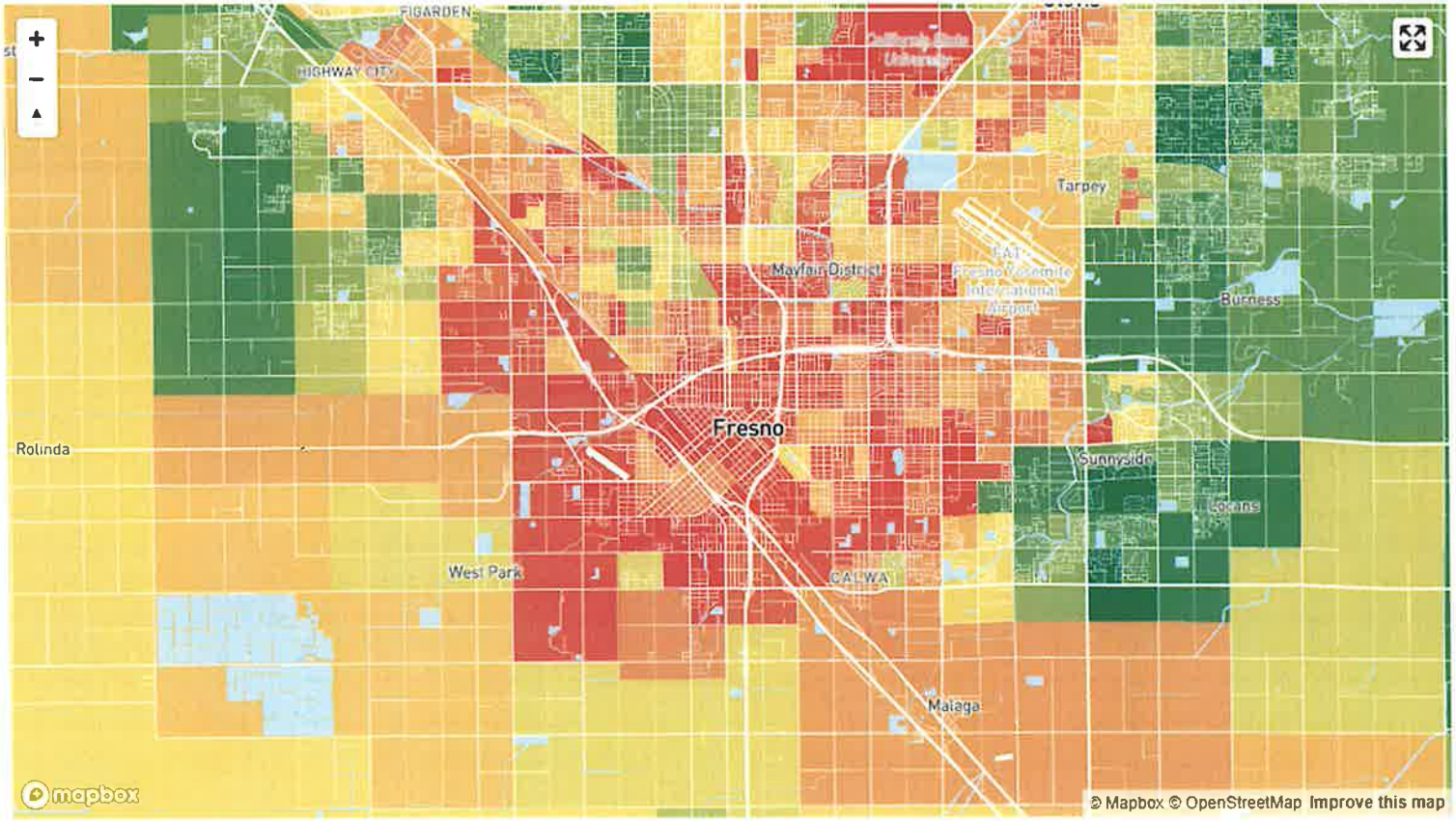
C

Fire Station 12 Response Area



https://bestneighborhood.org/household-income-central-fresno-ca/

Best Neighborhoods | **Household Income** | Politics | Rent Prices | Internet | More



Household Income Key

High	Average	Low

D

City of Fresno Fire Department:

Station 1 Rehabilitation of Interior Flooring and Exterior Siding

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
UNIT OF GOVERNMENT[1]

Part A, Section 1: General Information

Legal Name of the Unit of Government:
City of Fresno Fire Department

UEI Number:

Federal Tax ID Number:
94-6000338

Office Location:
Fresno, CA

Organization Website Address:
www.fresno.gov/fire

Director:
Billy Alcorn

E-mail Address:
billy.alcorn@fresno.gov

Manager:
Devin McGuire

E-mail Address:
devin.mcguire@fresno.gov

Financial Officer:
Yvonne Dedmore

E-mail Address:
yvonne.dedmore@fresno.gov

Principal Contact Person:
Allison Covey

Principal Contact's Title:
Divison Manager

Principal Contact's Physical Address:
911 H Street
Fresno, CA 93721

Primary Phone #:
559-621-4005

Alternative Phone #:
559-978-2393

E-mail Address:
allison.covey@fresno.gov

Name of Authorized Signatory:
Allison Covey

Title of Authorized Signatory:
Divison Manager

Signature of Authorized Official:
Allison Covey

Date of Signature:
1/23/2026

Do you have an active registration with SAM.gov? ☐ Yes ☒ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

[1] This document is for Units of local government. Non-profit organizations, please complete Part A: Non-Profit Organization Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Part A, Section 2: Organizational Capacity and Management

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1)		
2)		
3)		
4)		
5)		

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

   Name: Yvonne Dedmore

   Title: Business Manager

   Phone/Email: 559-621-4004, yvonne.dedmore@fresno.gov

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Has your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.

6) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain

Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?

7) ☐ Yes ☒ No

If yes, please explain

Part A, Section 3: Summary of Attached Applications:

Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public and Community Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Infrastructure and Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
4	$ 2,241,000.00

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
!Undefined Bookmark, NOAPPS43,noapps4)	**!Undefined Bookmark, REQ4)**

Required Attachments to Part A
Select all attachments included.

☐ **Part A, Exhibit 1** – List of Directors and Officers by Corporate Title and Name (Required)

☐ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (Required)

☐ **Part A, Exhibit 3** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

PY 2026-2027 APPLICATION
Infrastructure and Public Facility Improvements

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less): Station 1 Rehibilitation of Interior Flooring and Exterior Siding

   Amount Requested: $ 550,000.00

   Provide a short description of the proposed project. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

We request grant funding to mitigate storm and water damage to the hose tower siding. The project includes replacing the siding, repairing the underlying laminate, painting, and restoring it to its original specifications.It also includes repairing the damaged floor in the station. The flooring is currently VCT that posed a trip hazard to the crew due to its age and deteroiation.

2. **Organizational Capacity**

   a. Describe the organization's experience with administering federally funded projects of this nature and staff skills necessary to deliver the proposed project.

Our organization has a proven track record of successfully managing grant funding, ensuring compliance, and delivering projects efficiently. We have effectively administered APRA funds, SHISCAP, SAFER, and AFG grants, utilizing them to enhance operations, infrastructure, and emergency response capabilities. Our team follows strict financial oversight, reporting protocols, and project management standards to ensure proper fund allocation and accountability. Past grant-funded projects have been completed on time and within budget, demonstrating our ability to maximize resources. We remain committed to responsible stewardship of funding to support our mission and community needs.

   b. For how many years has the unit administered activities of the type described in this application?

15+ Years

c. Does the unit have the following in place (check box if 'yes')?

☐ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, how it benefits low- and moderate-income individuals, and how this need take priority among competing needs:

Fixing the aging and deteriorating flooring will keep crews safer and allow them to maintain a cleaner station environment. This creates a safer and more sanitary workspace, directly benefiting the health and efficiency of emergency personnel. In addition, the proposed mitigation project will protect vital emergency operations equipment that is stored within the hose tower. This project will address storm and water damage by replacing the compromised siding, repairing the underlying laminate, and repainting the structure to restore it to its original specifications. These repairs are essential to maintaining the tower's structural integrity, preventing further deterioration, and ensuring long-term durability. The work will be completed using high-quality materials specifically chosen to withstand future weather conditions, thereby protecting this critical infrastructure. All work will be performed by qualified professionals in accordance with industry standards and local building codes. There are no additional funding sources available through the City due to ongoing budget shortfalls, making external support essential for the successful completion of this project.

b. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Please select one of the following:

☒ The investment is not located within a RECAP

☐ The investment and its service area are located within RECAPs

c. Describe the service area:
Note: Strong applications will include specifically defined services areas such as 'residents within ½ mile radius of [facility address]' or 'residents within the boundaries defined on the attached map.'

The fire station is located within one of the city's low-income neighborhoods and serves as a vital resource for surrounding underserved areas. These communities often face increased risk due to older housing stock, limited access to healthcare, and higher incidences of fire-related emergencies. The station provides critical life-saving services to:

- Over 40,305 residents, many of whom live in economically disadvantaged neighborhoods and rely heavily on prompt emergency response due to limited personal resources.
- 1,112 local businesses, including many small, locally-owned operations that form the economic backbone of these communities and depend on uninterrupted operations and protection from fire hazards.
- 11,651 households, a significant portion of which are multi-family or low-income housing units where fire safety and emergency access are especially critical.

By maintaining a fully functional and safe fire station in this area, the project will directly enhance service delivery to populations with fewer alternatives for emergency support. Renovations will improve crew safety and operational efficiency, ensuring that the station remains a reliable resource for those who need it most.

☒ Service area map attached as exhibit A

d. Estimate the *annual* number of unduplicated persons expected to receive a direct benefit from the project:

40,000 unduplicated persons will receive a direct benefit from this project.

e. Select the proposed beneficiaries of the proposed project (select all that apply):

☐ Children and Youth

☐ Abused Children

☒ Older Adults (62 and older)

☒ Severely Disabled Adults

☒ Public Housing Residents

☐ Victims of Domestic Violence

☐ Illiterate Adults

☐ Migrant Farm Workers

☒ Low-Income Persons in General

☒ Homeless Individuals

☐ Persons at Risk of Homelessness

☐ Other (Specify:)

f. National Objective - Low-Income Area (LMA)
Infrastructure and Public Facility Improvements generally benefit residents within the defined service area. The service area must be primarily residential, and the participants receiving benefit from the improvement must primarily reside within the service area. If a portion of the participants receiving benefit from the improvement reside outside the service area, additional information about these participants may be required to qualify under Option 3: Low-Income Area.

☒ LMA map determination included as Exhibit B

g. Continuation of Use

Pursuant to 24 CFR 570.505, recipients receiving CDBG funds may not change the use or planned use of any property for which CDBG-funded improvements were made unless the recipient provides affected citizens with reasonable notice of, and opportunity to comment on, any proposed change, and the new use of such property qualifies as meeting one of the national objectives in §570.208 (formerly §570.901) and is not a building for the general conduct of government.

☒ The applicant agrees to comply with 24 CFR 570.505 and to consult with the Housing & Community Development Division prior to implementing any change of use for facilities improved with CDBG funds.

Please describe your unit's capacity to maintain the facility or improvements into the future.

Our unit has a strong operational foundation that supports the long term care, maintenance, and improvement of our facilities. While large, one time capital expenses can be challenging to absorb within our existing budget, we have well established systems and staffing that allow us to manage ongoing maintenance needs efficiently and responsibly.

We maintain an in house service team of more than twenty skilled staff members who are equipped to handle a wide range of routine and small scale maintenance tasks. This internal capacity significantly reduces response time, minimizes reliance on external contractors, and ensures that day to day upkeep remains consistent and cost effective. Because ongoing maintenance occurs at a predictable and manageable rate, our team is able to address issues proactively and preserve the overall condition of the facility.

For larger projects—such as major repairs, system upgrades, or capital improvements—we rely on supplemental funding and additional contracted manpower. These projects typically exceed the scope of our routine operational budget, but our team has a strong track record of coordinating with external partners, managing project timelines, and ensuring that improvements are completed to a high standard. With appropriate grant support, we can undertake these larger initiatives while continuing to maintain the facility's daily operations without interruption.

Overall, our combination of experienced in house staff, established maintenance processes, and the ability to scale through external partnerships positions us well to sustain the facility and protect the value of any improvements made through grant funding.

h. Detailed Narrative Description of Project
Describe the project in detail in the space below. Include any information about how the project has or will incorporate input from its anticipated beneficiaries. Limit description to the space provided on this and the next page.

This project focuses on essential repairs and upgrades to the fire station's hose tower and interior flooring—improvements that directly support the safety, readiness, and long term functionality of the facility. Over time, severe weather has damaged the exterior siding of the hose tower, compromising both its structural integrity and its ability to protect the equipment housed within it. Replacing the siding is critical to preventing further deterioration and ensuring that the tower remains fully operational for training, hose drying, and other core fire service functions.

In addition to the siding replacement, the project includes repainting the structure to protect it from future weather exposure and extend its lifespan. These improvements will not only restore the tower's durability but also enhance the overall appearance and professionalism of the station, reinforcing community confidence in their local emergency services.

Inside the building, the flooring has become outdated and worn from years of heavy use. Replacing it with modern, durable materials will create a safer and more functional environment for firefighters and staff. Updated flooring reduces slip hazards, improves cleanliness, and supports the demanding daily routines of emergency personnel who rely on a well maintained workspace to stay healthy and prepared.

Together, these upgrades strengthen the station's ability to serve the surrounding communities. A fire station that is structurally sound, safe, and efficiently designed ensures that firefighters can remain focused on their mission—responding quickly and effectively to emergencies. By investing in these improvements, the community helps safeguard the well being of its first responders and ensures that critical emergency services remain reliable, resilient, and ready when needed most.

i. Please attach any drawing or visual plans that have been drafted as an exhibit to this application.

☐ Drawings or visual plans are attached as exhibit

j. Collaboration
Briefly describe collaboration efforts the organization is making to ensure successful completion of the project to serve the overall needs of the beneficiaries.

Collaborating Organization	Description of Collaboration

4. Project Timeline and Budget

a. The City is interested in investments that provide benefit to residents in a timely manner (12 months) while balancing the need to maintain high standards of project delivery. Propose how the organization will address this need and describe the organization's history completing projects within established deadlines.

The proposed improvements are expected to be completed within an estimated 60–90 day timeline, depending on material availability and weather conditions. The project will begin with site preparation and removal of damaged siding, followed by installation of new exterior materials on the hose tower. Once the siding is secured, the structure will be primed and painted to ensure long term protection. In parallel, interior flooring replacement will be scheduled to minimize disruption to daily operations. This phased approach allows essential emergency services to remain fully functional throughout the project while ensuring each component is completed efficiently and safely.

Our department has a strong history of successfully managing facility upgrades and maintenance projects on site. Over the past several years, we have completed multiple improvements—including equipment bay repairs, roof maintenance, interior renovations, and safety system upgrades—each delivered within the approved budget and expected timeframe. This consistent performance is made possible by our experienced service staff, effective project planning, and a commitment to responsible stewardship of public resources.

By combining skilled in house labor with strategic use of outside contractors when needed, we maintain a high success rate in completing projects efficiently and cost effectively. This proven capability ensures that the proposed improvements will be executed with the same level of professionalism, fiscal responsibility, and attention to detail that our community has come to expect.

b. Describe how existing resources are insufficient to meet the needs of the proposed project.

While our department maintains a capable service staff and a well structured maintenance program, our existing resources are not adequate to meet the needs of this project. Routine upkeep and small scale repairs can be handled in house, but the scope of the proposed improvements—replacing weather damaged hose tower siding, repainting the structure, and installing new flooring—requires materials, equipment, and specialized labor that exceed our operational budget.

Large, one time capital expenses such as these are difficult to absorb within our annual maintenance allocation, which is designed to cover predictable, ongoing needs rather than major facility upgrades. The cost of high quality exterior siding, professional installation, and durable commercial grade flooring represents a level of expenditure that cannot be met without external support. Additionally, completing these improvements safely and efficiently requires skilled contractors and additional manpower beyond what our current staff can provide while still maintaining daily emergency response readiness.

Although our team is highly effective at managing smaller projects and has a strong track record of completing work on time and within budget, the scale and complexity of this project exceed the capacity of our existing resources. Grant funding is therefore essential to ensure that these critical improvements can be completed without compromising the department's operational capabilities or diverting funds from other essential public safety needs.

c. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the unit has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date

d. Activity Budget Summary

Please complete Exhibit A – Capital Budget Summary in Excel format.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notice of Funding Available' tab .

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Please note the following costs are not allowable for CDBG: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

Attachments to Part B Application:

☐ EXHIBIT A – OPERATING BUDGET SUMMARY (NON-PROFITS or CITY DEPARTMENTS)

☐ EXHIBIT B – BUDGET NARRATIVE

Optional Additional Exhibits:

☐ EXHIBIT – DRAWINGS OR PLANS (IF AVAILABLE)

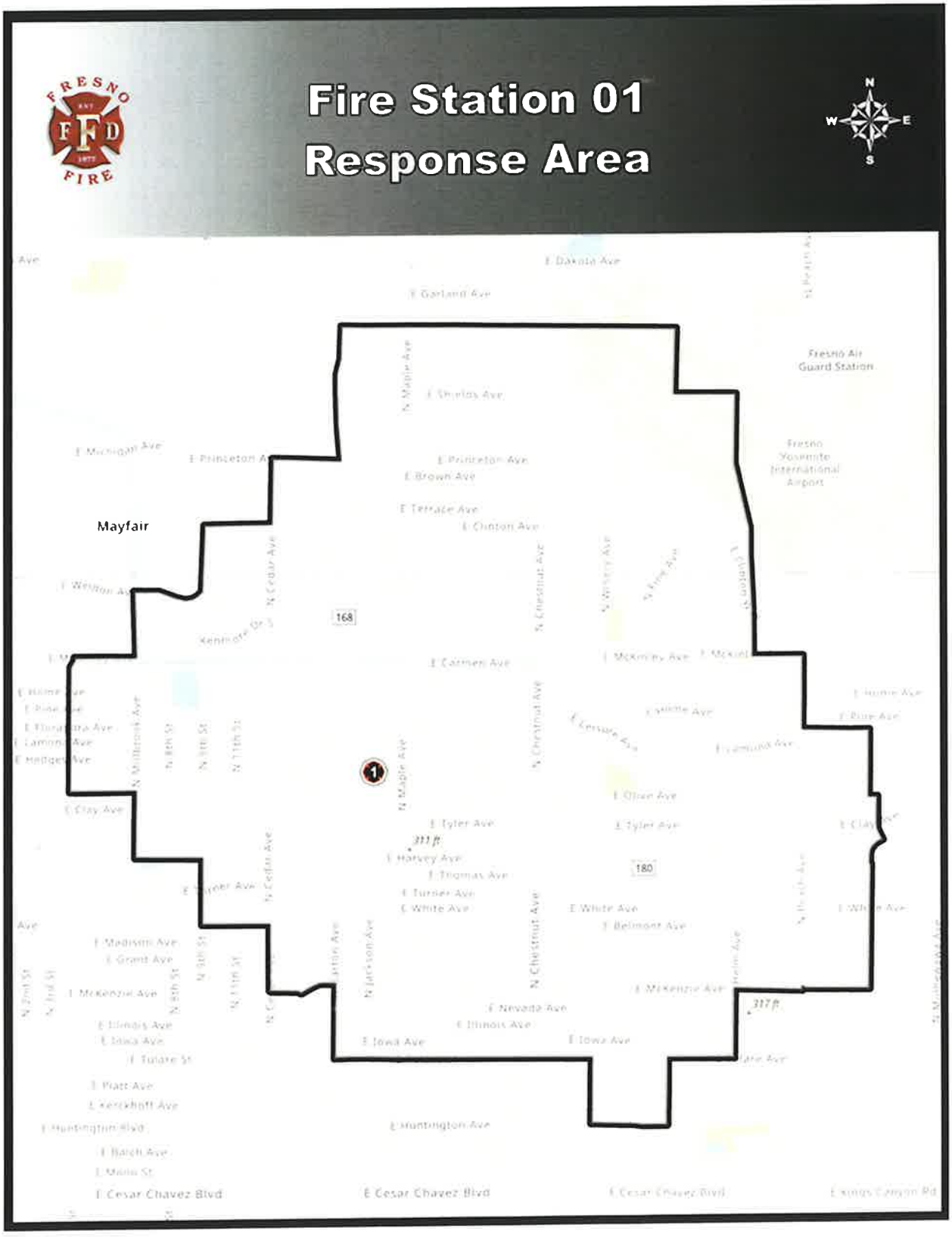
☐ EXHIBIT – FUNDING COMMITMENT LETTERS (IF AVAILABLE)

☐ EXHIBIT – LETTERS OF SUPPORT (OPTIONAL-MAXIMUM 2)

☐ EXHIBIT – LMA MAP WITH SERVICE AREA IDENTIFIED (REQUIRED)

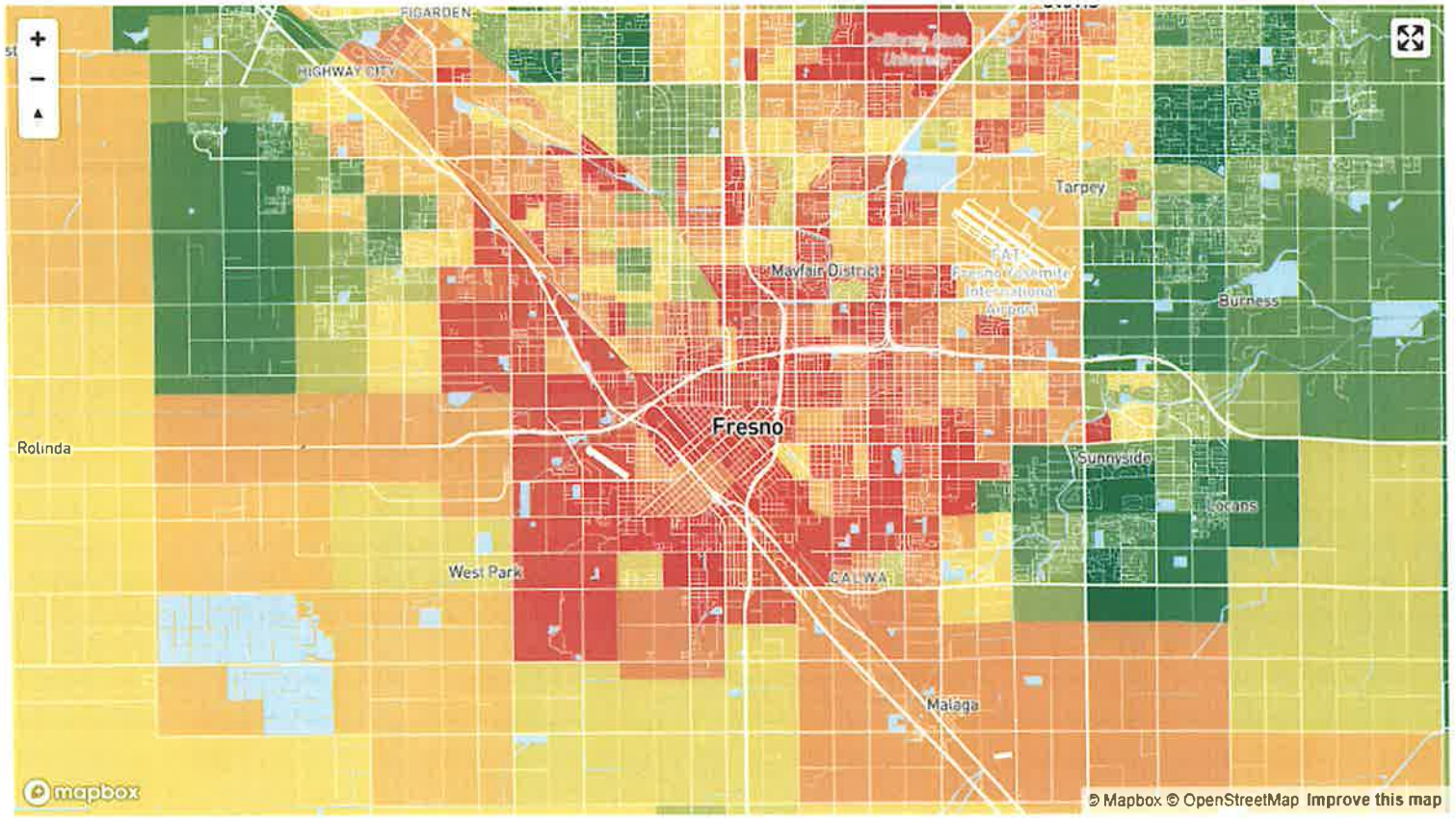
A

Fire Station 01 Response Area



https://bestneighborhood.org/household-income-central-fresno-ca/

Best Neighborhoods | Household Income | Politics | Rent Prices | Internet | More



Household Income Key

High | Average | Low

City of Fresno Fire Department:

Station 3 BC Office and Bedroom

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
UNIT OF GOVERNMENT[1]

Part A, Section 1: General Information

Legal Name of the Unit of Government:	
City of Fresno Fire Department	
UEI Number:	*Federal Tax ID Number:*
	94-6000338
Office Location:	*Organization Website Address:*
Fresno, CA	www.fresno.gov/fire
Director:	*E-mail Address:*
Billy Alcorn	billy.alcorn@fresno.gov
Manager:	*E-mail Address:*
Devin McGuire	devin.mcguire@fresno.gov
Financial Officer:	*E-mail Address:*
Yvonne Dedmore	yvonne.dedmore@fresno.gov

Principal Contact Person:	*Principal Contact's Title:*	*Principal Contact's Physical Address:*
Allison Covey	Divison Manager	911 H Street Fresno, CA 93721
Primary Phone #:	*Alternative Phone #:*	*E-mail Address:*
559-621-4005	559-978-2393	allison.covey@fresno.gov

Name of Authorized Signatory:	*Title of Authorized Signatory:*
Allison Covey	*Divison Manager*
Signature of Authorized Official:	*Date of Signature:*
Allison Covey	*1/23/2026*

Do you have an active registration with SAM.gov? ☐ Yes ☒ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

[1] This document is for Units of local government. Non-profit organizations, please complete Part A: Non-Profit Organization Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Part A, Section 2: Organizational Capacity and Management
Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1)		
2)		
3)		
4)		
5)		

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Yvonne Dedmore
Title: Business Manager
Phone/Email: 559-621-4004, yvonne.dedmore@fresno.gov

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Has your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.

6) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain

Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?

7) ☐ Yes ☒ No

If yes, please explain

Part A, Section 3: Summary of Attached Applications:

Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public and Community Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Infrastructure and Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
4	$ 2,241,000.00

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
!Undefined Bookmark, NOAPPS43,noapps4)	**!Undefined Bookmark, REQ4)**

Required Attachments to Part A
Select all attachments included.

☐ **Part A, Exhibit 1** – List of Directors and Officers by Corporate Title and Name (Required)

☐ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (Required)

☐ **Part A, Exhibit 3** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

PY 2026-2027 APPLICATION
Infrastructure and Public Facility Improvements

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less): Station 3 BC Office & Bedroom Renovation

   Amount Requested: $ 662,860.00

   Provide a short description of the proposed project. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

This project involves renovating an existing office space to create a functional and efficient Battalion Chief (BC) office, along with an adjoining bedroom and bathroom. The upgraded space will support 24-hour operations by providing a dedicated workspace for the Battalion Chief and on-site accommodations for rest during shifts for emergency responses. The renovation will improve operational readiness, enhance leadership presence, and support the health and efficiency of fire service personnel in the community.

2. **Organizational Capacity**

   a. Describe the organization's experience with administering federally funded projects of this nature and staff skills necessary to deliver the proposed project.

Our organization has a proven track record of successfully managing grant funding, ensuring compliance, and delivering projects efficiently. We have effectively administered SAFER, PF&S and AFG grants, utilizing them to enhance operations, infrastructure, and emergency response capabilities. Our team follows strict financial oversight, reporting protocols, and project management standards to ensure proper fund allocation and accountability. Past grant-funded projects have been completed on time and within budget, demonstrating our ability to maximize resources. We remain committed to responsible stewardship of funding to support our mission and community needs.

   b. For how many years has the unit administered activities of the type described in this application?

15+ Years

c. Does the unit have the following in place (check box if 'yes')?

☐ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, how it benefits low- and moderate-income individuals, and how this need take priority among competing needs:

The Battalion Chief (BC) is a critical leadership position responsible for overseeing emergency operations, supervising personnel, and coordinating multi-agency responses across the district. To effectively perform these duties—particularly during 48-hour shifts—a dedicated, functional space is essential for operational coordination, rest, and readiness.

The current space designated for this role is insufficient. It is presently used by an Engineer and not designed to support the demands of a BC's role. Located on a busy street, the space is subject to frequent noise disruptions, making it difficult to rest during overnight hours. Additionally, it lacks the privacy, functionality, and infrastructure needed to support incident command operations, administrative work, and secure communications.

To better serve the needs of the local community and ensure 24-hour operational leadership, this project proposes to renovate the existing space to properly house a Battalion Chief during their 48-hour shift. This includes creating a dedicated office, sleeping quarters, and a private bathroom—all designed to support uninterrupted rest, immediate response capabilities, and sustained command presence. The renovation will enhance service reliability, improve leadership readiness, and ensure the BC can effectively support public safety at all times.

b. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Please select one of the following:

☐ The investment is not located within a RECAP

☒ The investment and its service area are located within RECAPs

c. Describe the service area:
Note: Strong applications will include specifically defined services areas such as 'residents within ½ mile radius of [facility address]' or 'residents within the boundaries defined on the attached map.'

The fire station is located within one of the city's low-income neighborhoods and serves as a vital resource for surrounding underserved areas. These communities often face increased risk due to older housing stock, limited access to healthcare, and higher incidences of fire-related emergencies. The station provides critical life-saving services to:

- Over 25,000 residents, many of whom live in economically disadvantaged neighborhoods and rely heavily on prompt emergency response due to limited personal resources.
- 1,600 local businesses, including many small, locally-owned operations that form the economic backbone of these communities and depend on uninterrupted operations and protection from fire hazards.
- 7,400 households, a significant portion of which are multi-family or low-income housing units where fire safety and emergency access are especially critical.

By maintaining a fully functional and safe fire station in this area, the project will directly enhance service delivery to populations with fewer alternatives for emergency support. Renovations will improve crew safety and operational efficiency, ensuring that the station remains a reliable resource for those who need it most

☒ Service area map attached as exhibit A

d. Estimate the *annual* number of unduplicated persons expected to receive a direct benefit from the project:

25,000 unduplicated persons will receive a direct benefit from this project.

e. Select the proposed beneficiaries of the proposed project (select all that apply):

☐ Children and Youth

☐ Abused Children

☒ Older Adults (62 and older)

☒ Severely Disabled Adults

☒ Public Housing Residents

☐ Victims of Domestic Violence

☐ Illiterate Adults

☐ Migrant Farm Workers

☒ Low-Income Persons in General

☒ Homeless Individuals

☒ Persons at Risk of Homelessness

☐ Other (Specify:)

f. National Objective - Low-Income Area (LMA)
Infrastructure and Public Facility Improvements generally benefit residents within the defined service area. The service area must be primarily residential, and the participants receiving benefit from the improvement must primarily reside within the service area. If a portion of the participants receiving benefit from the improvement reside outside the service area, additional information about these participants may be required to qualify under Option 3: Low-Income Area.

☒ LMA map determination included as Exhibit B

g. Continuation of Use

Pursuant to 24 CFR 570.505, recipients receiving CDBG funds may not change the use or planned use of any property for which CDBG-funded improvements were made unless the recipient provides affected citizens with reasonable notice of, and opportunity to comment on, any proposed change, and the new use of such property qualifies as meeting one of the national objectives in §570.208 (formerly §570.901) and is not a building for the general conduct of government.

☒ The applicant agrees to comply with 24 CFR 570.505 and to consult with the Housing & Community Development Division prior to implementing any change of use for facilities improved with CDBG funds.

Please describe your unit's capacity to maintain the facility or improvements into the future.

Our unit has a strong operational foundation that supports the long term care, maintenance, and improvement of our facilities. While large, one time capital expenses can be challenging to absorb within our existing budget, we have well established systems and staffing that allow us to manage ongoing maintenance needs efficiently and responsibly.

We maintain an in house service team of more than twenty skilled staff members who are equipped to handle a wide range of routine and small scale maintenance tasks. This internal capacity significantly reduces response time, minimizes reliance on external contractors, and ensures that day to day upkeep remains consistent and cost effective. Because ongoing maintenance occurs at a predictable and manageable rate, our team is able to address issues proactively and preserve the overall condition of the facility.

For larger projects—such as major repairs, system upgrades, or capital improvements—we rely on supplemental funding and additional contracted manpower. These projects typically exceed the scope of our routine operational budget, but our team has a strong track record of coordinating with external partners, managing project timelines, and ensuring that improvements are completed to a high standard. With appropriate grant support, we can undertake these larger initiatives while continuing to maintain the facility's daily operations without interruption.

Overall, our combination of experienced in house staff, established maintenance processes, and the ability to scale through external partnerships positions us well to sustain the facility and protect the value of any improvements made through grant funding.

h. Detailed Narrative Description of Project
Describe the project in detail in the space below. Include any information about how the project has or will incorporate input from its anticipated beneficiaries. Limit description to the space provided on this and the next page.

This project seeks to renovate an existing space currently occupied by an Engineer into a dedicated Battalion Chief (BC) facility located downtown. The renovation will create a private office, sleeping quarters, and a bathroom tailored to support the BC's operational and rest needs during 48-hour shifts. Establishing this space downtown is critical to ensuring rapid leadership response to incidents in the area.

Currently, the BC does not have a designated space downtown. The only available room is currently used by an Engineer and lacks the infrastructure and privacy necessary for command operations. Compounding this challenge, recent high-speed railroad closures have increasingly complicated access to the downtown area from other locations, delaying BC arrival and response times to critical incidents. Having a fully equipped BC office downtown will significantly improve emergency response efficiency and command presence.

The renovation will include:

- Battalion Chief Office: A secure, sound-insulated office designed for effective incident command, communications, and administrative work.

- Sleeping Quarters: A quiet, private bedroom enabling the BC to rest adequately during extended shifts or prolonged incidents.

- Private Bathroom: A fully equipped bathroom to support hygiene needs during 48-hour shifts, promoting health and readiness.

This renovation will address current operational limitations by providing a dedicated on-site leadership facility downtown. It will improve the BC's ability to arrive quickly, coordinate emergency responses, and remain on-site as needed—critical factors in a high-traffic area with frequent transportation disruptions.

While station personnel can maintain the facility post-renovation, limited capital funds necessitate seeking grant assistance to complete this essential upgrade. This project represents a strategic investment in public safety infrastructure, ensuring leadership can respond swiftly and effectively despite increasing transportation challenges.

i. Please attach any drawing or visual plans that have been drafted as an exhibit to this application.

☐ Drawings or visual plans are attached as exhibit

j. Collaboration
Briefly describe collaboration efforts the organization is making to ensure successful completion of the project to serve the overall needs of the beneficiaries.

Collaborating Organization	Description of Collaboration

4. Project Timeline and Budget

a. The City is interested in investments that provide benefit to residents in a timely manner (12 months) while balancing the need to maintain high standards of project delivery. Propose how the organization will address this need and describe the organization's history completing projects within established deadlines.

Our organization is committed to completing this project within 12 months while ensuring high standards of quality and efficiency. A detailed project timeline will be established, outlining key milestones for procurement, demolition, repairs, painting, and final inspections. We will engage experienced contractors with a proven track record in similar projects to ensure timely and professional completion. Strict oversight and project management protocols will be implemented to monitor progress, address any challenges promptly, and maintain compliance with industry standards and local regulations. By adhering to this structured approach, we will deliver a high-quality project that provides immediate and lasting benefits to the community.

b. Describe how existing resources are insufficient to meet the needs of the proposed project.

While our department maintains a capable service staff and a well structured maintenance program, our existing resources are not adequate to meet the needs of this project. Routine upkeep and small scale repairs can be handled in house, but the scope of the proposed improvements—replacing weather damaged hose tower siding, repainting the structure, and installing new flooring—requires materials, equipment, and specialized labor that exceed our operational budget.

Large, one time capital expenses such as these are difficult to absorb within our annual maintenance allocation, which is designed to cover predictable, ongoing needs rather than major facility upgrades. The cost of high quality exterior siding, professional installation, and durable commercial grade flooring represents a level of expenditure that cannot be met without external support. Additionally, completing these improvements safely and efficiently requires skilled contractors and

additional manpower beyond what our current staff can provide while still maintaining daily emergency response readiness.

Although our team is highly effective at managing smaller projects and has a strong track record of completing work on time and within budget, the scale and complexity of this project exceed the capacity of our existing resources. Grant funding is therefore essential to ensure that these critical improvements can be completed without compromising the department's operational capabilities or diverting funds from other essential public safety needs.

c. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the unit has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date

d. Activity Budget Summary

Please complete Exhibit A – Capital Budget Summary in Excel format.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notice of Funding Available' tab .

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Please note the following costs are not allowable for CDBG: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

Attachments to Part B Application:

☐ EXHIBIT A – OPERATING BUDGET SUMMARY (NON-PROFITS or CITY DEPARTMENTS)

☐ EXHIBIT B – BUDGET NARRATIVE

Optional Additional Exhibits:

☐ EXHIBIT – DRAWINGS OR PLANS (IF AVAILABLE)

☐ EXHIBIT – FUNDING COMMITMENT LETTERS (IF AVAILABLE)

☐ EXHIBIT – LETTERS OF SUPPORT (OPTIONAL-MAXIMUM 2)

☐ EXHIBIT – LMA MAP WITH SERVICE AREA IDENTIFIED (REQUIRED)

CITY OF FRESNO
INFRASTRUCTURE & PUBLIC FACILITY IMPROVEMENTS BUDGET SUMMARY (City Departments)

Budgeted Category	City of Fresno CDBG	Other Federal Funds	State Funds	Local Funds	Private Funds (List Source)	Other (List Source)	Total Cost
Direct Costs							
Employee Services	$ 59,200.00						
Professional Technical Services	$ 20,000.00						
Property Services	$ -						
Other: (Specify)	$ 6,200.00						
Supplies	$ -						
Land Acquisition	$ -						-
Building Acquisition	$ -						-
Improvements	$ -						-
Equipment	$ -						-
Furniture/Fixtures	$ -						-
Planning/Project Development	$ 28,000.00						28,000.00
Engineering/Design	$ 72,600.00						72,600.00
Contract Construction	$ 325,000.00						325,000.00
Relocation	$ -						-
Other: (Specify)	$ -						-
Other: (Specify)	$ -						-
Interdepartmental Charges	$ 32,900.00						
Contingencies	$ 32,500.00						
TOTAL DIRECT COSTS	$ 576,400.00	$ -	$ -	$ -	$ -	$ -	$ 425,600.00
Indirect Costs							
Approved Indirect Cost Rate							
De minimus 15% Rate	$ 86,460.00						
TOTAL INDIRECT COSTS	$ 86,460.00						
GRAND TOTAL	$ 662,860.00	$ -	$ -	$ -	$ -	$ -	$ 425,600.00

Please revise this form and annotate budget items as needed

All applicants are required to submit a copy of their organization's operating budget.

*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.
Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.68).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary.

This project includes expenses for project management, architectural design, and contract construction.

Employee Services includes permanent salaries and benefits for City positions involved in project and construction management throughout the life of the project.

Professional Technical Services includes specialized environmental services which may be required to investigate the potential existance of lead based paint or asbestos.

Other ($6,200) includes expenditures related to printing plans and bid advertisement.

Planning/Project Development includes CEQA filing fees, City of Fresno permit fees, and potential SJVAPCD fees.

Engineering/Design includes professional architectural consultant services fees for engineering and design and construction administration.

Contract Construction includes the estimated hard construction costs that would be awarded to a general contractor, excluding contingencies.

Interdepartmental Charges include City Attorney, Purchasing Department, and Capital Projects Department overhead expenses.

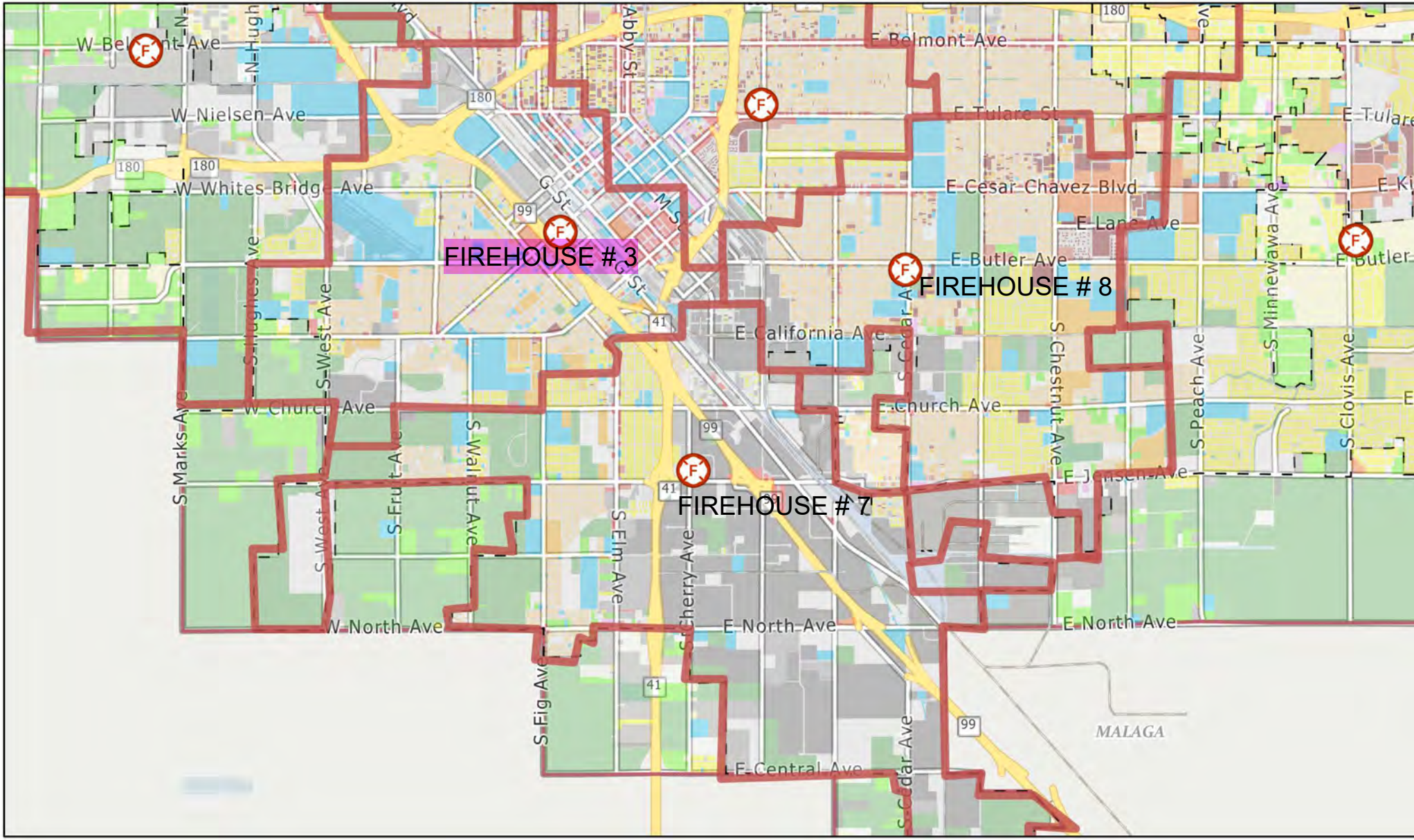
Contingencies includes 10% of Contract Construction costs.

Total Direct Costs for the project are estimated at $576,400.00

The budget summary includes a de minimus 15% rate.

The Grand Total project cost is estimated at $662,860.00

Fire House Residential Composition



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0 0.5 1 2 mi

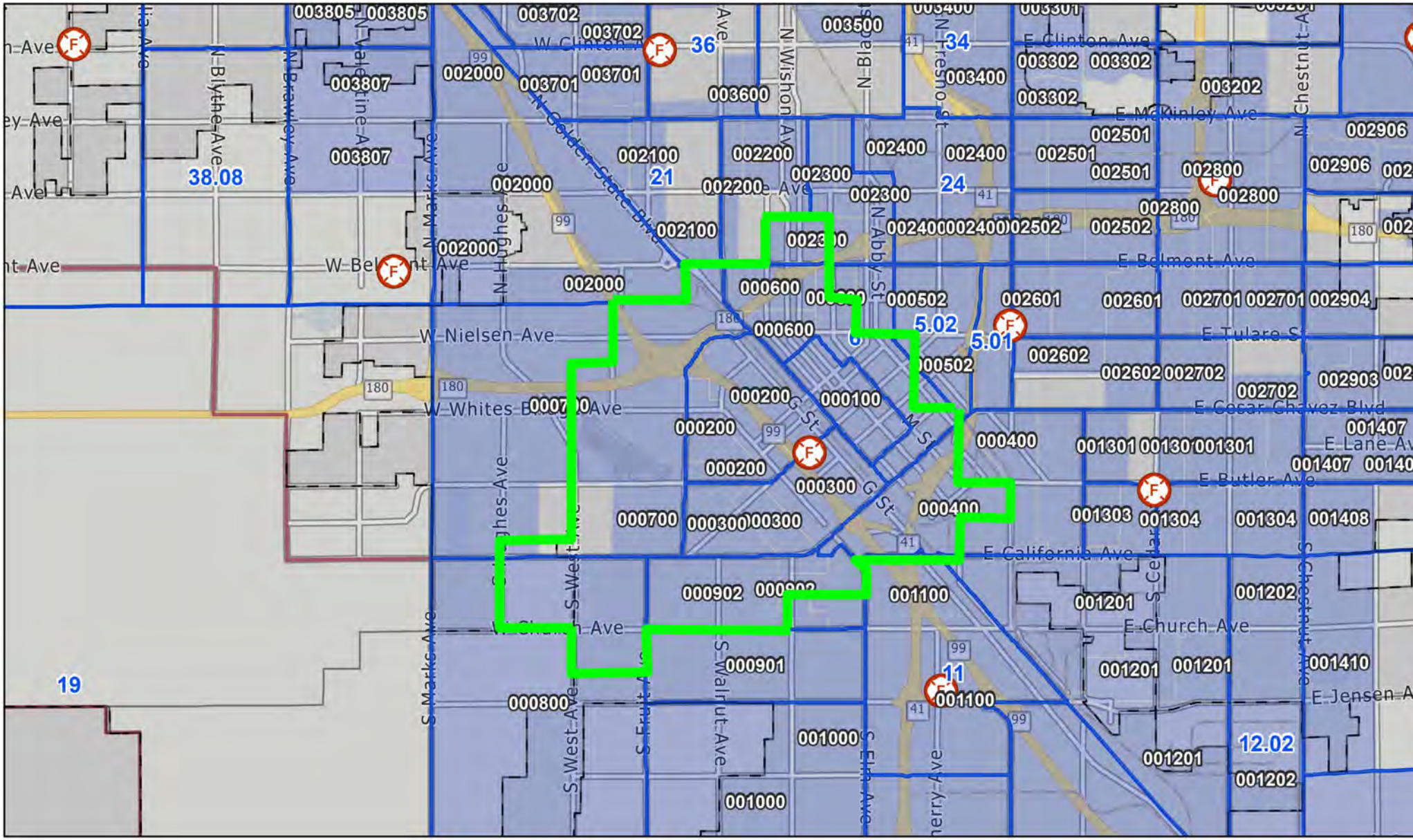
0 0.75 1.5 3 km

Lines
Override 1
Override 2
Fire Stations
Existing Land Use
low density residential
medium low density residential
medium density residential
medium high density residential
mobile home park
high density residential; residential urban neighborhood
high density residential; residential urban neighborhood
rural residential
corridor - center mixed use
community commercial
commercial/commercial-recreational
general heavy commercial
neighborhood center
neighborhood commercial
regional commercial
office commercial
professional services office commercial
light industrial
heavy industrial
open space
open space recreational use/clear zone
open space/ag
open space/canal
open space/community park
open space/golf course
open space/neighborhood park
open space/recreational park
open space/recreational use
open space/regional park
planned trail
ponding basin
ponding basin/park
airport
commercial/mixed use (central area)
community activity center
cemetery
church
college
convalescent hospital
convention center
elementary school
fairgounds
fire station
government offices
high school
high speed rail
hospital
medical center
middle school
military
municipal service center
pg&e substation
post office
public facility
public facility/court house
public facility

Fire House #7 primarily industrial - not eligible.

ArcGIS Web Ap

Fire Station # 3



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Census 2010 Tracts

Override 1

Fire Stations

Fire Districts

CDBG Areas 2019 - 2024

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0 0.5 1 2 mi

0 0.75 1.5 3 km

ArcGIS Web Ap

2011-2015 Census: Low to Moderate Income Data by Block Group

TRACT	BLOCK GROUP	LOW/MOD	RESIDENTS	LMI %
0100	1	475	555	85.59%
0200	1	910	1000	91.00%
0200	2	790	900	87.78%
0200	3	1105	1280	86.33%
0300	1	560	1040	53.85%
0300	2	1050	1380	76.09%
0300	3	675	790	85.44%
0400	3	995	1265	78.66%
0400	4	675	1115	60.54%
0600	1	365	615	59.35%
0600	2	595	650	91.54%
0600	3	1840	2020	91.09%
0600	4	1515	1515	100.00%
0700	1	175	560	31.25%
0700	2	1000	1790	55.87%
0700	3	925	1405	65.84%
0800	1	825	1125	73.33%
0902	1	790	1235	63.97%
0902	2	1880	2135	88.06%
0902	3	1115	1455	76.63%
11.00	2	990	1240	79.84%
12.01	1	515	635	81.10%
23.00	3	1085	1365	79.49%
		20850	27070	77%

City of Fresno Fire Department:

Station 3 Security Fence

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
UNIT OF GOVERNMENT[1]

Part A, Section 1: General Information

Legal Name of the Unit of Government:	
City of Fresno Fire Department	
UEI Number:	*Federal Tax ID Number:*
	94-6000338
Office Location:	*Organization Website Address:*
Fresno, CA	www.fresno.gov/fire
Director:	*E-mail Address:*
Billy Alcorn	billy.alcorn@fresno.gov
Manager:	*E-mail Address:*
Devin McGuire	devin.mcguire@fresno.gov
Financial Officer:	*E-mail Address:*
Yvonne Dedmore	yvonne.dedmore@fresno.gov

Principal Contact Person:	*Principal Contact's Title:*	*Principal Contact's Physical Address:*
Allison Covey	Divison Manager	911 H Street Fresno, CA 93721
Primary Phone #:	*Alternative Phone #:*	*E-mail Address:*
559-621-4005	559-978-2393	allison.covey@fresno.gov

Name of Authorized Signatory:	*Title of Authorized Signatory:*
Allison Covey	*Divison Manager*
Signature of Authorized Official:	*Date of Signature:*
Allison Covey	*1/23/2026*

Do you have an active registration with SAM.gov? ☐ Yes ☒ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

[1] This document is for Units of local government. Non-profit organizations, please complete Part A: Non-Profit Organization Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Part A, Section 2: Organizational Capacity and Management
Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1)		
2)		
3)		
4)		
5)		

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Yvonne Dedmore
Title: Business Manager
Phone/Email: 559-621-4004, yvonne.dedmore@fresno.gov

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Has your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.

6) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain

Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?

7) ☐ Yes ☒ No

If yes, please explain

Part A, Section 3: Summary of Attached Applications:

Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public and Community Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Infrastructure and Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
4	$ 2,241,000.00

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
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Required Attachments to Part A
Select all attachments included.

☐ **Part A, Exhibit 1** – List of Directors and Officers by Corporate Title and Name (Required)

☐ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (Required)

☐ **Part A, Exhibit 3** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

PY 2026-2027 APPLICATION
Infrastructure and Public Facility Improvements

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less): Station 3 Security Fence

   Amount Requested: $ 376,625.00

   Provide a short description of the proposed project. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

We request grant funding to install a 10' security fence around Station 3 to enhance safety, prevent unauthorized access, and reduce theft. This project will protect critical emergency response equipment and personnel while ensuring a secure environment for continued public service. Your support will help safeguard the station and maintain operational readiness for the community.

2. **Organizational Capacity**

   a. Describe the organization's experience with administering federally funded projects of this nature and staff skills necessary to deliver the proposed project.

Our organization has a proven track record of successfully managing grant funding, ensuring compliance, and delivering projects efficiently. We have effectively administered SAFER, PF&S and AFG grants, utilizing them to enhance operations, infrastructure, and emergency response capabilities. Our team follows strict financial oversight, reporting protocols, and project management standards to ensure proper fund allocation and accountability. Past grant-funded projects have been completed on time and within budget, demonstrating our ability to maximize resources. We remain committed to responsible stewardship of funding to support our mission and community needs.

   b. For how many years has the unit administered activities of the type described in this application?

15+ Years

c. Does the unit have the following in place (check box if 'yes')?

☐ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, how it benefits low- and moderate-income individuals, and how this need take priority among competing needs:

This proposal addresses the urgent need for enhanced security at Station 3 due to ongoing trespassing, theft, and safety concerns caused by unauthorized access, particularly from the unhoused population. Existing resources, such as on site personnel and periodic law enforcement patrols, have proven insufficient in preventing incidents that compromise station security and disrupt emergency response operations. Without a secure perimeter, valuable equipment remains vulnerable to theft and damage, and personnel face increased safety risks. Installing a 10' security fence is a necessary measure to provide a long-term solution, ensuring the protection of critical resources and maintaining uninterrupted emergency services for the community.

b. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Please select one of the following:

☐ The investment is not located within a RECAP

☒ The investment and its service area are located within RECAPs

c. Describe the service area:
Note: Strong applications will include specifically defined services areas such as 'residents within ½ mile radius of [facility address]' or 'residents within the boundaries defined on the attached map.'

The fire station is located within one of the city's low-income neighborhoods and serves as a vital resource for surrounding underserved areas. These communities often face increased risk due to older housing stock, limited access to healthcare, and higher incidences of fire-related emergencies. The station provides critical life-saving services to:

- Over 25,000 residents, many of whom live in economically disadvantaged neighborhoods and rely heavily on prompt emergency response due to limited personal resources.
- 1,600 local businesses, including many small, locally-owned operations that form the economic backbone of these communities and depend on uninterrupted operations and protection from fire hazards.
- 7,400 households, a significant portion of which are multi-family or low-income housing units where fire safety and emergency access are especially critical.

By maintaining a fully functional and safe fire station in this area, the project will directly enhance service delivery to populations with fewer alternatives for emergency support. Renovations will improve crew safety and operational efficiency, ensuring that the station remains a reliable resource for those who need it most.

☒ Service area map attached as exhibit A

d. Estimate the *annual* number of unduplicated persons expected to receive a direct benefit from the project:

25,000 unduplicated persons will receive a direct benefit from this project.

e. Select the proposed beneficiaries of the proposed project (select all that apply):

☐ Children and Youth

☐ Abused Children

☒ Older Adults (62 and older)

☒ Severely Disabled Adults

☒ Public Housing Residents

☐ Victims of Domestic Violence

☐ Illiterate Adults

☐ Migrant Farm Workers

☒ Low-Income Persons in General

☒ Homeless Individuals

☒ Persons at Risk of Homelessness

☐ Other (Specify:)

f. National Objective - Low-Income Area (LMA)
Infrastructure and Public Facility Improvements generally benefit residents within the defined service area. The service area must be primarily residential, and the participants receiving benefit from the improvement must primarily reside within the service area. If a portion of the participants receiving benefit from the improvement reside outside the service area, additional information about these participants may be required to qualify under Option 3: Low-Income Area.

☒ LMA map determination included as Exhibit B

g. Continuation of Use

Pursuant to 24 CFR 570.505, recipients receiving CDBG funds may not change the use or planned use of any property for which CDBG-funded improvements were made unless the recipient provides affected citizens with reasonable notice of, and opportunity to comment on, any proposed change, and the new use of such property qualifies as meeting one of the national objectives in §570.208 (formerly §570.901) and is not a building for the general conduct of government.

☒ The applicant agrees to comply with 24 CFR 570.505 and to consult with the Housing & Community Development Division prior to implementing any change of use for facilities improved with CDBG funds.

Please describe your unit's capacity to maintain the facility or improvements into the future.

Our unit has a strong operational foundation that supports the long term care, maintenance, and improvement of our facilities. While large, one time capital expenses can be challenging to absorb within our existing budget, we have well established systems and staffing that allow us to manage ongoing maintenance needs efficiently and responsibly.

We maintain an in house service team of more than twenty skilled staff members who are equipped to handle a wide range of routine and small scale maintenance tasks. This internal capacity significantly reduces response time, minimizes reliance on external contractors, and ensures that day to day upkeep remains consistent and cost effective. Because ongoing maintenance occurs at a predictable and manageable rate, our team is able to address issues proactively and preserve the overall condition of the facility.

For larger projects—such as major repairs, system upgrades, or capital improvements—we rely on supplemental funding and additional contracted manpower. These projects typically exceed the scope of our routine operational budget, but our team has a strong track record of coordinating with external partners, managing project timelines, and ensuring that improvements are completed to a high standard. With appropriate grant support, we can undertake these larger initiatives while continuing to maintain the facility's daily operations without interruption.

Overall, our combination of experienced in house staff, established maintenance processes, and the ability to scale through external partnerships positions us well to sustain the facility and protect the value of any improvements made through grant funding.

h. Detailed Narrative Description of Project
Describe the project in detail in the space below. Include any information about how the project has or will incorporate input from its anticipated beneficiaries. Limit description to the space provided on this and the next page.

The proposed project involves the installation of a 10' security fence around Station 3 to address ongoing security concerns, including unauthorized access, theft, and disruptions to emergency operations. The fence will be constructed using durable, weather-resistant materials and will fully enclose the station's perimeter, incorporating secure entry points for authorized personnel and emergency vehicles. This enhancement will protect critical fire department equipment, improve the safety of first responders, and ensure uninterrupted emergency response capabilities.

Input from key stakeholders, including emergency personnel, city officials, and community members, has been instrumental in shaping this project. First responders have reported ongoing security threats that hinder their ability to operate safely and efficiently, reinforcing the need for a physical barrier. Additionally, local residents have expressed concerns about the safety of emergency personnel and the potential impact of station disruptions on response times. By incorporating this feedback, the project will directly address these concerns and provide a long-term security solution that benefits both emergency responders and the community they serve.

i. Please attach any drawing or visual plans that have been drafted as an exhibit to this application.

☐ Drawings or visual plans are attached as exhibit

j. Collaboration
Briefly describe collaboration efforts the organization is making to ensure successful completion of the project to serve the overall needs of the beneficiaries.

Collaborating Organization	Description of Collaboration

4. Project Timeline and Budget

a. The City is interested in investments that provide benefit to residents in a timely manner (12 months) while balancing the need to maintain high standards of project delivery. Propose how the organization will address this need and describe the organization's history completing projects within established deadlines.

Our organization is committed to completing this project within 12 months while ensuring high standards of quality and efficiency. A detailed project timeline will be established, outlining key milestones for procurement, demolition, repairs, painting, and final inspections. We will engage experienced contractors with a proven track record in similar projects to ensure timely and professional completion. Strict oversight and project management protocols will be implemented to monitor progress, address any challenges promptly, and maintain compliance with industry standards and local regulations. By adhering to this structured approach, we will deliver a high-quality project that provides immediate and lasting benefits to the community.

b. Describe how existing resources are insufficient to meet the needs of the proposed project.

While our department maintains a capable service staff and a well structured maintenance program, our existing resources are not adequate to meet the needs of this project. Routine upkeep and small scale repairs can be handled in house, but the scope of the proposed improvements—replacing weather damaged hose tower siding, repainting the structure, and installing new flooring—requires materials, equipment, and specialized labor that exceed our operational budget.

Large, one time capital expenses such as these are difficult to absorb within our annual maintenance allocation, which is designed to cover predictable, ongoing needs rather than major facility upgrades. The cost of high quality exterior siding, professional installation, and durable commercial grade flooring represents a level of expenditure that cannot be met without external support. Additionally, completing these improvements safely and efficiently requires skilled contractors and

additional manpower beyond what our current staff can provide while still maintaining daily emergency response readiness.

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c. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the unit has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date

d. Activity Budget Summary

Please complete Exhibit A – Capital Budget Summary in Excel format.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notice of Funding Available' tab .

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Supplies	$ -						
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Building Acquisition	$ -						-
Improvements	$ -						-
Equipment	$ -						-
Furniture/Fixtures	$ -						-
Planning/Project Development	$ 23,000.00						23,000.00
Engineering/Design	$ 26,400.00						26,400.00
Contract Construction	$ 162,500.00						162,500.00
Relocation	$ -						-
Other: (Specify)	$ -						-
Other: (Specify)	$ -						-
Interdepartmental Charges	$ 30,800.00						
Contingencies	$ 24,400.00						
TOTAL DIRECT COSTS	$ 327,500.00	$ -	$ -	$ -	$ -	$ -	$ 211,900.00
Indirect Costs							
Approved Indirect Cost Rate							
De minimus 15% Rate	$ 49,125.00						
TOTAL INDIRECT COSTS	$ 49,125.00						
GRAND TOTAL	$ 376,625.00	$ -	$ -	$ -	$ -	$ -	$ 211,900.00

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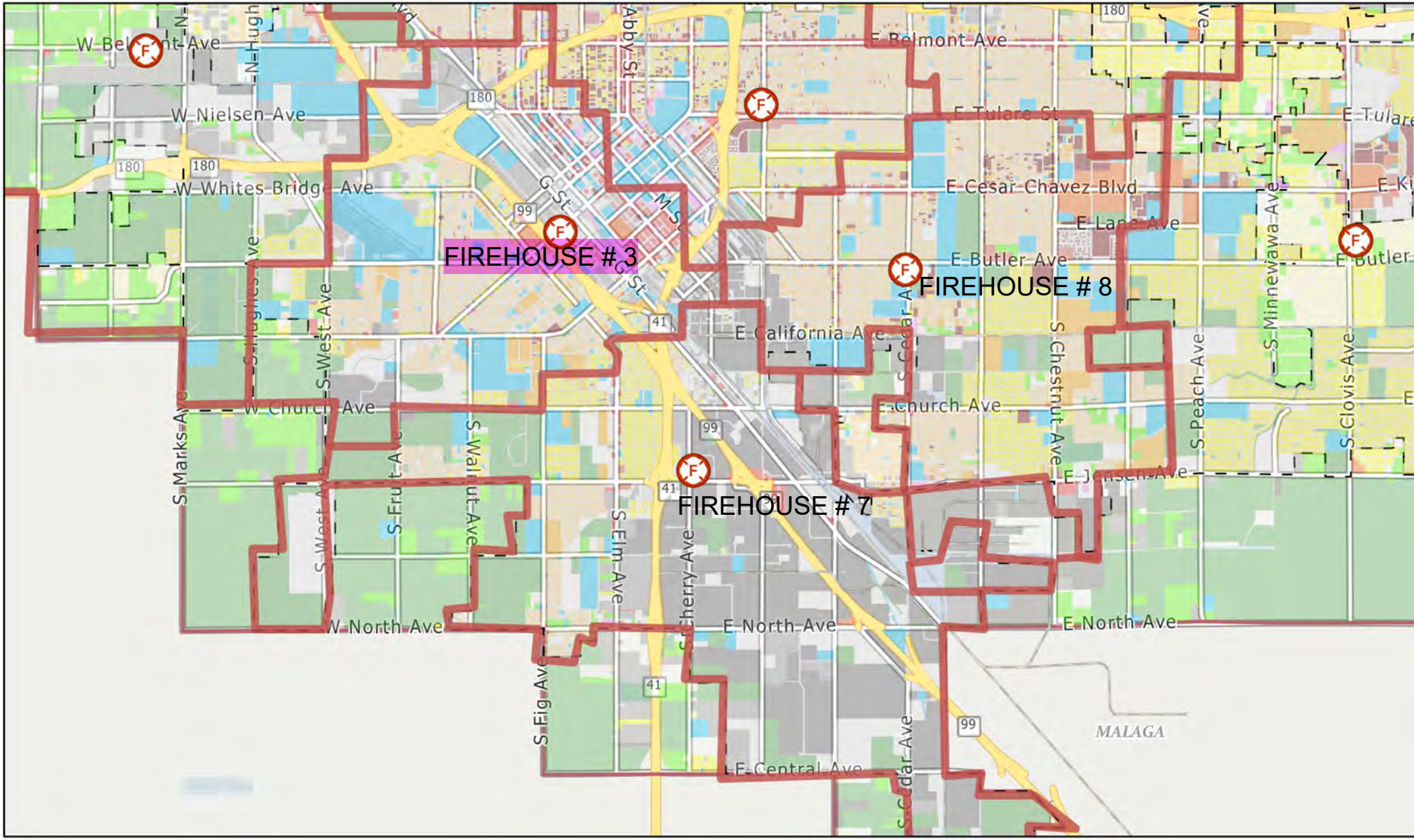
Fire House Residential Composition



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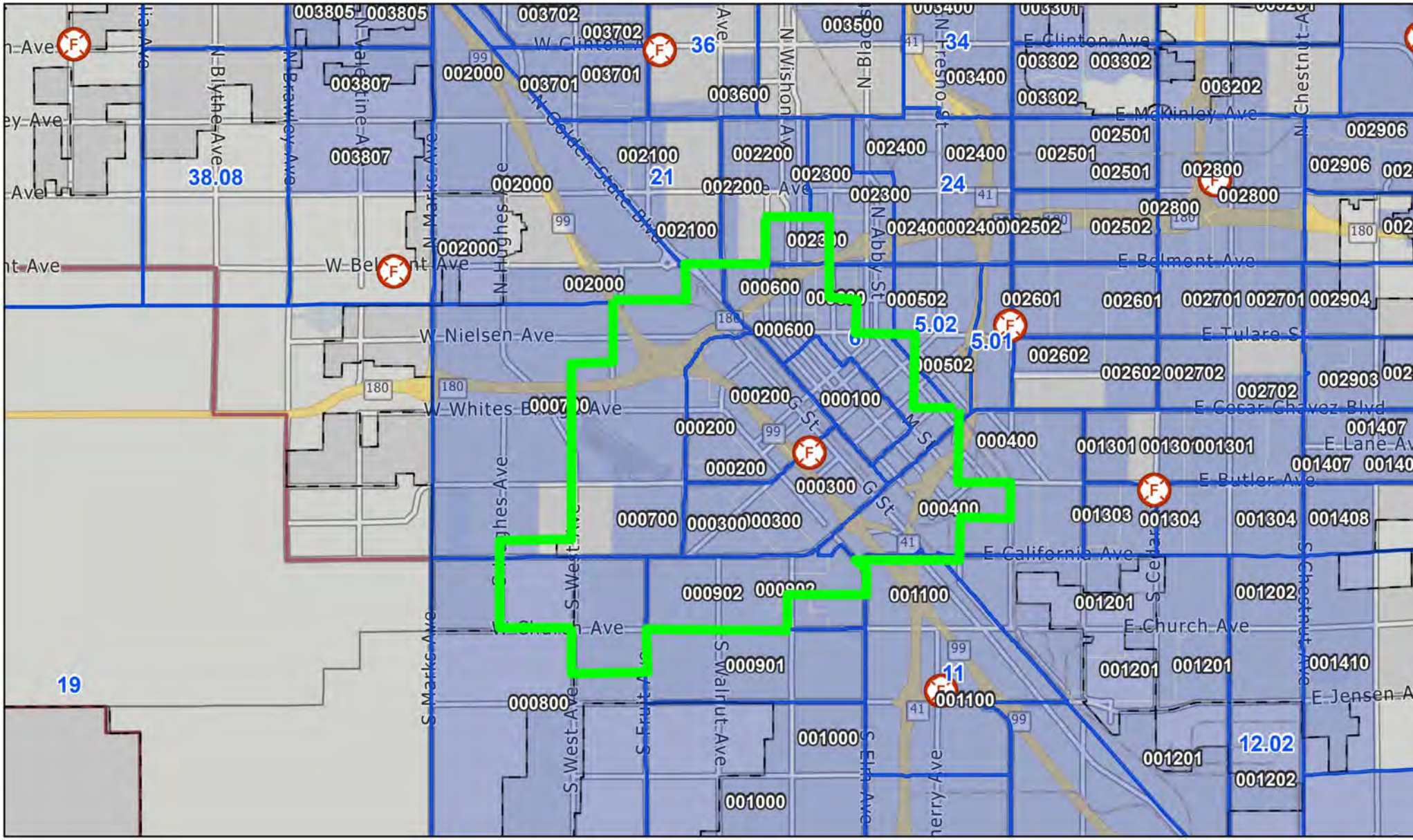
Lines
Override 1
Override 2
Fire Stations
Existing Land Use
low density residential
medium low density residential
medium density residential
medium high density residential
mobile home park
high density residential; residential urban neighborhood
high density residential; residential urban neighborhood
rural residential
corridor - center mixed use
community commercial
commercial/commercial-recreational
general heavy commercial
neighborhood center
neighborhood commercial
regional commercial
office commercial
professional services office commercial
light industrial
heavy industrial
open space
open space recreational use/clear zone
open space/ag
open space/canal
open space/community park
open space/golf course
open space/neighborhood park
open space/recreational park
open space/recreational use
open space/regional park
planned trail
ponding basin
ponding basin/park
airport
commercial/mixed use (central area)
community activity center
cemetery
church
college
convalescent hospital
convention center
elementary school
fairgounds
fire station
government offices
high school
high speed rail
hospital
medical center
middle school
military
municipal service center
pg&e substation
post office
public facility
public facility/court house
public facility

Fire House #7 primarily industrial - not eligible.

ArcGIS Web Ap

Fire Station # 3



9/30/2024, 5:17:15 PM

Census 2010 Tracts

Override 1

Fire Stations

Fire Districts

CDBG Areas 2019 - 2024

1:72,224

0 0.5 1 2 mi

0 0.75 1.5 3 km

ArcGIS Web Ap

2011-2015 Census: Low to Moderate Income Data by Block Group

TRACT	BLOCK GROUP	LOW/MOD	RESIDENTS	LMI %
0100	1	475	555	85.59%
0200	1	910	1000	91.00%
0200	2	790	900	87.78%
0200	3	1105	1280	86.33%
0300	1	560	1040	53.85%
0300	2	1050	1380	76.09%
0300	3	675	790	85.44%
0400	3	995	1265	78.66%
0400	4	675	1115	60.54%
0600	1	365	615	59.35%
0600	2	595	650	91.54%
0600	3	1840	2020	91.09%
0600	4	1515	1515	100.00%
0700	1	175	560	31.25%
0700	2	1000	1790	55.87%
0700	3	925	1405	65.84%
0800	1	825	1125	73.33%
0902	1	790	1235	63.97%
0902	2	1880	2135	88.06%
0902	3	1115	1455	76.63%
11.00	2	990	1240	79.84%
12.01	1	515	635	81.10%
23.00	3	1085	1365	79.49%
		20850	27070	77%

City of Fresno PARCS:

Investing in Central Fresno - Expanding Recreation at Lafayette Park

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
UNIT OF GOVERNMENT[1]

Part A, Section 1: General Information

Legal Name of the Unit of Government:
City of Fresno, Parks, After School, Recreation, and Community Services (PARCS) Department

UEI Number:
ELPGKCJ7DJK7

Federal Tax ID Number:
94-6000338

Office Location:
Dickey Youth Center

Organization Website Address:
https://www.fresno.gov/parks/

Director:
Aaron A. Aguirre

E-mail Address:
aaron.aguirre@fresno.gov

Manager:
N/A

E-mail Address:
N/A

Financial Officer:
Tou Fue Xiong

E-mail Address:
toufue.xiong@fresno.gov

Principal Contact Person:
Chanell West

Principal Contact's Title:
Senior Management Analyst

Principal Contact's Physical Address:
1515 E Divisadero Street
Fresno, CA 93721

Primary Phone #:
559-621-6640

Alternative Phone #:
559-232-8956

E-mail Address:
chanell.west@fresno.gov

Name of Authorized Signatory:
Aaron A. Aguirre

Title of Authorized Signatory:
Director, PARCS Deptartment

Signature of Authorized Official:
Aaron A. Aguirre

Date of Signature:
01 · 22 · 2024

Do you have an active registration with SAM.gov? ☒ Yes ☐ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

[1] This document is for Units of local government. Non-profit organizations, please complete Part A: Non-Profit Organization Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Part A, Section 2: Organizational Capacity and Management
Please provide key personnel information for HUD-funded projects:

	Staff Name	Title	Years of Experience
1)	Joseph Portale	Projects Administrator	15
2)	Erika Wright	Senior Management Analyst	15
3)	Rafael Herrera	Senior Management Analyst	10
4)	Chanell West	Senior Management Analyst	5
5)	Elizabeth Fraire	Business Manager	10

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Tou Fue Xiong
Title: Business Manager
Phone/Email: 559-621-2920, toufue.xiong@fresno.gov

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Has your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
N/A

6) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain
N/A

7) Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?
☒ Yes ☒ No
If yes, please explain
City of Fresno implemented a citywide change in 2025 requiring all new grants to be managed through a unique subfund.

Part A, Section 3: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public and Community Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Infrastructure and Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
1	$ 1,663,600

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
1	$1,663,600

Required Attachments to Part A
Select all attachments included.

☒ **Part A, Exhibit 1** – List of Directors and Officers by Corporate Title and Name (Required)

☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (Required)

☐ **Part A, Exhibit 3** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

PY 2026-2027 APPLICATION
Infrastructure and Public Facility Improvements

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less): Investing in Central Fresno: Expanding Recreation at Lafayette Park

   Amount Requested: $ 1,663,600.00

   Provide a short description of the proposed project. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

The proposed project will respond to identified community needs and address the priority objective of investing in community green space by improving the safety and usability of Lafayette Park in Central Fresno through the renovation of sports courts and installation of new lighting. Decades of use and exposure to the environment have resulted in excessive wear of the park's hard courts, resulting in large cracks throughout the foundation. The park also lacks sufficient lighting around its hard courts and turf sports fields, limiting the community's use of the park. The project will address these issues by fully resurfacing the park's three hard courts, including striping and installing netting that will allow the courts to be used for multiple sports; and by installing new lighting that will allow the courts and sports fields to be used in the dark. These improvements will equip Lafayette Park to serve as a valuable community resource, providing healthy recreation and fostering social connection for people of all ages for years to come.

2. **Organizational Capacity**

   a. Describe the organization’s experience with administering federally funded projects of this nature and staff skills necessary to deliver the proposed project.

The proposed project will be implemented and managed by the City of Fresno PARCS Department. The fiscal year (FY) 2026 PARCS budget totals over $120 million including $61 million for operating expenses and $59 million for capital projects (See Exhibit A). The PARCS Department has successfully managed dozens of sizable grant awards, both federal and non-federal, including several CDBG grants in recent years for other capital projects. Three examples of recent grant awards received and managed by the PARCS Department are listed below:

1. PARCS received a $1,337,000 Program Year (PY) 2025-2026 CDBG grant to replace the Maxie L. Parks Community Center's existing insufficient evaporative

cooler system (swamp cooler) with an HVAC system, providing reliable heating and cooling year-round and creating a climate-controlled space for low-income and unhoused community members to seek refuge.The grant project is still in the contracting phase and the grant agreement has not been executed yet.

2. PARCS was awarded a grant of $8.5 million from the State of California's Department of Parks and Recreation through the Proposition 68 grant program in 2022. PARCS is using this award to construct a new 4-acre park, Dolores Huerta, in an underserved area of Fresno. All reporting has been completed on time with regular progress updates. The City is on schedule to complete the project by the end of the grant term in June 2028.

3. PARCS was awarded $1.8 million in funding from the California Board of State and Community Corrections (BSCC) in 2022 for violence intervention programming. As part of this programming, extensive evaluation including pre- and post-surveys has been collected from over 700 program participants. The grant is scheduled to end in June 2026, and the City has retained an external evaluator to complete the technical reports at the conclusion of the grant. The grant has contributed to multiple PARCS staff positions, including grants and contracts team members to support progress toward completion on the project.

b. For how many years has the unit administered activities of the type described in this application?

   The PARCS Department has been responsible for the operation and maintenance of the City's community centers, of which there are now 20, for decades. Lafayette Park is an older park that has belonged to and been maintained by the City of Fresno for several decades. PARCS is in the process of investing Measure P funding in renovating the park's restroom and installing a new play structure, both over-due improvements. The proposed CDBG-funded project will complement these in-progress Measure-P funded projects.

c. Does the unit have the following in place (check box if 'yes')?

   ☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

   ☒ Written Financial Management Policies and Procedures

   ☒ Non-Discrimination / Equal Opportunity Policy

   ☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, how it benefits low- and moderate-income individuals, and how this need take priority among competing needs:

The Investing in Central Fresno: Expanding Recreation at Lafayette Park project will address four key needs for residents in the project area:

1. Neighborhood Safety- The installation of high-quality lighting around Lafayette Park's courts and fields will increase design features that foster safety by encouraging healthy recreation after dark and discouraging use of the park for illegal activity after dark. Lafayette Park is located in a relatively high-crime area of Fresno, as indicated by Fresno PD data. Research has demonstrated that revitalization of local parks can contribute to decreased crime rates in the neighborhood (Corburn, et. al, 2023) and that the presence of usable green space is correlated to a reduction in violent crime. (Ogletree et. al, 2022)

2. Expanded recreational opportunities- For low-income communities, free recreational opportunities like multi-use courts are a valuable form of no-cost diversion and opportunity for socialization. Lafayette Park is located in urbanized Central Fresno and serves a population of over 10,000 living with an approximately 1-mile radius of the park. Renovation of the hard courts will include new striping and netting, making the courts usable for volleyball, tennis, futsal, and basketball. This expanded court use will open up the courts for use by additional residents and community groups.

3. Investment in physical health through exercise- Sports courts and fields in local parks provide an accessible, free opportunity for physical exercise. Increased exercise helps counteract many of the negative health outcomes facing Fresno residents, including diabetes and heart disease. In addition to residents, the PARCS After-School Program also utilizes the courts and fields at Lafayette for youth programming, promoting healthy exercise for youth.

4. Expanded opportunities for social connection- The Centers for Disease Control (CDC) recognizes public parks as a valuable resource for fostering socialization. (2026) Through court resurfacing, new striping, and new netting, this project will expand the number of community members and groups that can utilize Lafayette Park for their sport of choice. Additionally, the resurfacing will remove the hardardous cracks in the foundation, making the courts safer to use for people of all ages, and especially for older adults.

b. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Please select one of the following:

☐ The investment is not located within a RECAP

☒ The investment and its service area are located within RECAPs

c. Describe the service area:
Note: Strong applications will include specifically defined services areas such as 'residents within ½ mile radius of [facility address]' or 'residents within the boundaries defined on the attached map.'

Lafayette Park (1516 E Princeton Ave, Fresno, CA 93726) is located within the City of Fresno in a RECAP in census tract 35 and within a ½ mile of census tracts 34.01, 34.02, 49.01, and 51. Notably, census tracts 34.01, 49.01, and 51 all rank in the lowest 10% of census tracts statewide for household income, accoring to the U.S. Census Bureau. (2024)

The park is open to the public and primarily serves residents living in Central Fresno within a ½ radius of the park. Lafayette Park includes a community center, baseball/softball/soccer field, 3 hard courts, playground, and wading pool. These diverse ammenties, as well as the park's suburban location, make Lafayette a popular destination for Fresno residents of all ages. In addition, Fresno City College and Manchester Mall are located within a 1/2 mile of Lafayette Park, increasing the park's exposure.

Data from the US Census Bureau, provided in Exhibit D, demonstrates that households in these census tracts have a median household income below the area average. While the median household income in the City of Fresno is $74,491 (2024 American Community Survey estimate), the median household income in census tract 35 is only $65,845, and the median household income in census tracts 34.01, 34.02, 49.01, and 51 is much less ($32,404, $53,590, $46,131, and $44,137, respectively). In addition, census tracts 35, 34.01, 34.02, and 51 are located in areas rated in the 80th-100th percentile by the CalEnviroScreen, demonstrating high levels of pollution, poverty, and other negative enviro-social factors in these tracts.

Having access to safe, quality, multi-use courts and lighted fields in this area is an important piece of addressing the environmental, health, and economic burdens faced by residents in the project service area.

☒ Service area map attached as exhibit D

d. Estimate the *annual* number of unduplicated persons expected to receive a direct benefit from the project:

1,000 unduplicated persons will receive a direct benefit from this project.

e. Select the proposed beneficiaries of the proposed project (select all that apply):

☒ Children and Youth

☐ Abused Children

☒ Older Adults (62 and older)

☐ Severely Disabled Adults

☒ Public Housing Residents

☐ Victims of Domestic Violence

☐ Illiterate Adults

☐ Migrant Farm Workers

☒ Low-Income Persons in General

☐ Homeless Individuals

☐ Persons at Risk of Homelessness

☒ Other (Specify: Low-income families)

f. National Objective - Low-Income Area (LMA)
Infrastructure and Public Facility Improvements generally benefit residents within the defined service area. The service area must be primarily residential, and the participants receiving benefit from the improvement must primarily reside within the service area. If a portion of the participants receiving benefit from the

improvement reside outside the service area, additional information about these participants may be required to qualify under Option 3: Low-Income Area.

☒ LMA map determination included as Exhibit D

g. Continuation of Use

Pursuant to 24 CFR 570.505, recipients receiving CDBG funds may not change the use or planned use of any property for which CDBG-funded improvements were made unless the recipient provides affected citizens with reasonable notice of, and opportunity to comment on, any proposed change, and the new use of such property qualifies as meeting one of the national objectives in §570.208 (formerly §570.901) and is not a building for the general conduct of government.

☒ The applicant agrees to comply with 24 CFR 570.505 and to consult with the Housing & Community Development Division prior to implementing any change of use for facilities improved with CDBG funds.

Please describe your unit's capacity to maintain the facility or improvements into the future.

The proposed project will make critical improvements to an existing park that has been serving residents of Central Fresno for decades. Lafayette Park is owned and operated by the City of Fresno and is zoned for Park and Recreation use only, ensuring the continued use of the project site for public recreation. In compliance with 24 CFR 570.505, Fresno PARCS commits to continue to use and maintain the facility, including the CDBG-funded renovations (new lighting and renovated courts), as a public recreation site open to the public for a minimum of 10 years following completion of the proposed project. The City of Fresno strongly anticipates, due to the site's zoning, community need, and City priorities, that Lafayette Park will continue to serve as a public park and recreation site for many decades to come.

Consistent with standard practice, PARCS will continue to include funds for preventative and long-term maintenance costs over this period in the PARCS Department's annual budget to ensure the Lafayette Park remains at full operational capacity and remains open and accessible to the community. The PARCS Area B Operations and Area E Operations teams will be responsible overseeing maintenance of the park, including maintaining the lighting and courts.

h. Detailed Narrative Description of Project
Describe the project in detail in the space below. Include any information about how the project has or will incorporate input from its anticipated beneficiaries. Limit description to the space provided on this and the next page.

The proposed project, "Investing in Central Fresno: Expanding Recreation at Lafayette Park," will address multiple public infrastructure needs identified during the community engagement portion of the City's 2026-2027 Annual Action Plan process, including a focus on the Measure P highest-need neighborhoods; upgraded essential public infrastructure like green spaces; and expanded beautification efforts of public spaces to improve community pride. The project also fulfills the Infrastructure and Public Facility Improvements goal listed in the City's 2025-2029 Consolidated Plan. The project will address these needs by accomplishing two critical, long-awaited improvements at Lafayette Park:

1. Full renovation of the park's three existing hard courts, to include resurfacing, painting/striping, and installation of new netting. The renovation will result in the adaption of each court for a different sport use: the first court will be striped and netted to accommodate tennis, volleyball, and pickleball; the second court will be striped and netted for futsal; and the third court will be striped and netted for basketball.

2. Installation of new lighting around the park's multi-use basketball court and adjustment of lighting around the park's baseball/softball field to allow adaption of the field for soccer. As outlined in the enclosed design documents, the project will install additional lighting on the north end of the basketball court and underground electric lines along the north and west sides of the existing baseball/softball fields to allow the relocation of existing light poles. The addition of the basketball lighting will allow the court to be used after dark, while the relocation of the turf field lighting will allow the baseball/softball field coupled with the adjacent open green space to be used as a soccer field. The enclosed design documents illustrate how the new lighting placement will fully illuminate the green space.

As stated above, the estimated timeline for project completion is 13 months for the lighting and 8 months for the court resurfacing. If different contractors are selected for each improvement, the Capital Projects Department (CPD) and PARCS Capital Team will work with each contractor to ensure coordination and continuity of all project components.

The City's 2025-2027 Highest-Need Neighborhoods Report, which determines priority PARCS facilities for Measure P investment based on the community's rankings of 11 Equity Factors defined in the Measure P ordinance, identified Lafayette Park as a highest needs location. The inclusion of Lafayette Park in the 2025-2027 Highest-Need Neighborhood list demonstrates the need for investment.

Lafayette Park has a history of community advocacy. In 2009, a group of community organizers advocated for the installation of lighting on the turf field at Lafayette Park to

improve the park's safety and usability. In response, the City installed what is now the existing lighting along the natural turf field. The proposed project will build on the efforts of this previous advocacy by continuing to improve Lafayette Park for residents. Notably, the proposed project will also build on the more recent Measure P investments in Lafayette Park to renovate the public restroom and play structure, both of which are scheduled for construction in 2026. The proposed project also responds to the community's requests for more futsal courts in Fresno by adapting one of the current tennis courts at Lafayette for use as a futsal court.

Lafayette is an active community center and park that engages community members of all ages year-around. The Lafayette community center hosts daily programming for both the PARCS After School Program (ASP) and the PARCS Senior Program. ASP serves kids and youth ages 5-17 through daily homework help, physical activity, snack, crafts, and enrichment activities. Lafayette ASP regularly includes outdoor sports activities on the natural turf field. The renovations to the hard courts will replace the cracked foundations and make it safer for ASP to utilize the hard courts for programming. During July- December 2025, the Lafayette ASP served around 75 unique youth and had an average of 144 impressions per month.

The center also serves older adults ages 55+ through the Senior Program, providing daily hot meals and recreational programming. During the July- December 2025 period, the Lafayette Senior Program served around 50 unique older adults and had an average of 210 impressions per month.

In addition, PARCS records "point in time" counts of members of the public using the park. During July- December 2025, PARCS recorded an average of 508 impressions monthly, with higher rates of use during the summer and early fall months. The additional lighting provided by the proposed project will make the park more accessible during the winter months when it gets dark earlier in the evening.

Lafayette Park also hosts special events that include alternative uses of the hard courts and natural turf field. These events have included educational events put on by the PARCS bicycle and pedestrian safety team and fun family events like the Lafayette Halloween bash. The PARCS bicycle and pedestrian safety team uses the Lafayette hard courts for bicycle safety training, though the cracks in the foundation have made this usage difficult in recent years.

Investment in this project will foster community safety, expand recreational opportunities, support community health and fitness, and increase opportunities for social connection, safeguarding Lafayette Park to serve as a valuable community resource for people of all ages for years to come.

i. Please attach any drawing or visual plans that have been drafted as an exhibit to this application.

☒ Drawings or visual plans are attached as exhibit C

j. Collaboration
Briefly describe collaboration efforts the organization is making to ensure successful completion of the project to serve the overall needs of the beneficiaries.

Collaborating Organization	Description of Collaboration
N/A	

4. Project Timeline and Budget

a. The City is interested in investments that provide benefit to residents in a timely manner (12 months) while balancing the need to maintain high standards of project delivery. Propose how the organization will address this need and describe the organization's history completing projects within established deadlines.

The improvement plans (designs) for the Lafayette Park Renovations project have already been completed (see attached Exhibit C). The design documents for the court resurfacing and the lighting portions of the project have been designed separately by different design consultants. The City's Capital Projects Department (CPD) estimates the lighting portion of the project will take 13 months to complete and the court resurfacing portion will take 8 months to complete once the full project funding has been secured. If the CDBG funds are awarded, PARCS and CPD will work together to promptly release the bid documents and enter into a contract with the selected bidder(s).

Together, PARCS and CPD manage a portfolio of around 80 parks-related capital projects at any given time. The PARCS capital projects team works in conjunction with CPD's engineers and project managers to keep projects on track and accomplished within the set timelines. For capital projects that involve grant funding (like CDBG), PARCS grants team also assists with monitoring the project milestones to ensure the grantor's timelines are met.

b. Describe how existing resources are insufficient to meet the needs of the proposed project.

PARCS has allocated $51,100 in Measure P funding to this project. Additionally, the City is in the process of investing funds in other improvements at Lafayette Park, including rehabilitating the restroom and installing a new play structure for kids. This existing investment demonstrates PARCS' commitment to improving the quality of Lafayette Park. However, previous decades of disinvestment in parks before the advent of Measure P funding have resulted in a long list of PARCS capital projects for facilities rehabilitation, deferred maintenance projects, and the need to build new parks to meet the growing needs of Fresno's residents. Additionally, the Measure P ordinance caps the percentage of Measure P funding that can be used for existing parks facilities, mandating that a certain percentage of annual revenue be used to build new parks and recreation facilities and to carry out programming. Without investment from CDBG, the timeline for completing the Lafayette Park court resurfacing and new lighting project is uncertain and the project will not be accomplished in the near future.

c. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the unit has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date
City of Fresno	Measure P Category 1	$51,100	Committed	N/A

d. Activity Budget Summary

Please complete Exhibit A – Capital Budget Summary in Excel format.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notice of Funding Available' tab .

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Please note the following costs are not allowable for CDBG: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

Attachments to Part B Application:

☒ EXHIBIT A – OPERATING BUDGET SUMMARY (NON-PROFITS or CITY DEPARTMENTS)

☒ EXHIBIT B – BUDGET NARRATIVE

Optional Additional Exhibits:

☒ EXHIBIT C – DRAWINGS OR PLANS (IF AVAILABLE)

☐ EXHIBIT – FUNDING COMMITMENT LETTERS (IF AVAILABLE)

☐ EXHIBIT – LETTERS OF SUPPORT (OPTIONAL-MAXIMUM 2)

☒ EXHIBIT D – LMA MAP WITH SERVICE AREA IDENTIFIED (REQUIRED)

CITY OF FRESNO
INFRASTRUCTURE & PUBLIC FACILITY IMPROVEMENTS BUDGET SUMMARY

Budgeted Category	City of Fresno CDBG	Other Federal Funds	State Funds	Local Funds	Private Funds (List Source)	Other (List Source)	Total Cost
Direct Costs							
Employee Services	$ 95,200.00			$ 51,100.00			$ 146,300.00
Processional Technical Services							$ -
Property Services							$ -
Supplies							$ -
Land Acquisition							$ -
Building Acquisition							$ -
Improvements							$ -
Equipment							$ -
Furniture/Fixtures							$ -
Planning/Project Development	$ 68,800.00						$ 68,800.00
Engineering/Design	$ 194,900.00						$ 194,900.00
Contract Construction	$ 1,203,600.00						$ 1,203,600.00
Relocation							$ -
Interdepartmental Charges	$ 21,900.00						$ 21,900.00
Contingencies							$ -
TOTAL DIRECT COSTS	$ 1,584,400.00	$ -	$ -	$ 51,100.00	$ -	$ -	$ 1,635,500.00
Indirect Costs							
Approved Indirect Cost Rate							
De minimus 15% Rate	$ 79,200.00						$ 79,200.00
TOTAL INDIRECT COSTS	$ 79,200.00	$ -	$ -	$ -	$ -	$ -	$ 79,200.00
GRAND TOTAL	$ 1,663,600.00	$ -	$ -	$ 51,100.00	$ -	$ -	$ 1,714,700.00

Please revise this form and annotate budget items as needed

All applicants are required to submit a copy of their organization's operating budget.

*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.
Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.68).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary.

The project budget is enclosed.

Please find below the budget narrative (Exhibit B) for the proposed Investing in Central Fresno: Expanding Recreation at Lafayette Park project.

TOTAL PROJECT COST: $1,714,700

TOTAL GRANT REQUEST: $1,663,600

TOTAL MATCHING FUNDS: $51,100

TOTAL DIRECT COSTS: $1,584,400

TOTAL INDIRECT COSTS: $79,200

Employee Services: $146,300- Permanent salary costs including fringe for City staff involved in the project. Includes project manager (PM) time, projects administrator time, PARCS capital projects team time, construction inspection (CM) time, and surveyor time.

Planning/Project Development: $68,800- includes specialized services (lab testing, disadvantaged business enterprise (DBE) compliance), permits and fees.

Engineering/Design: $194,900- includes completion of 100% design documents for the court resurfacing and lighting projects and any needed updates to the current design documents.

Contract Construction: $1,203,600- all construction costs for the project, including clearing, grubbing, concrete work, fencing, grading, painting/striping, electrical work, permanent fixtures (sports poles and netting), and any supplies/equipment needed to complete the construction project.

Interdepartmental Charges: $21,900- City staff charges for employees not in the Capital Projects Department (CPD) or PARCS Department, including City Attorney's Office (CAO), Purchasing, and Printing/Copying.

Indirect Costs- $79,200- Overhead costs, to possibly include administrative staff time, facility costs, and/or maintenance costs. The PARCS Department does not have an approved indirect cost rate with a cognizant agency, so overhead falls within the 15% de minimis rate. The indirect costs amount is calculated as 5% of the project's direct costs.

EXHIBIT D

CENSUS TRACT DATA

Investing in Central Fresno:
Expanding Recreation at Lafayette Park

The project location, Lafayette Park, is located at 1516 E Princeton Ave, Fresno, CA 93726 within census tract 35. Residents from census tracts 34.01, 34.02, 49.01, and 51 are within a ½ mile of the project location. Below are the data points for each census tract.

CENSUS TRACT 35



Total Population:
5,276



Total Households:
2,226



Median Household Income:
$65,845

CENSUS TRACTS 34.01 & 34.02



Total Population:
4,591 (34.01)
2,031 (34.02)



Total Households:
1,669



Median Household Income:
$32,404 (34.01)
$53,590 (34.02)

CENSUS TRACT 49.01



Total Population:
4,116



Total Households:
1,669



Median Household Income:
$46,131

CENSUS TRACT 51



Total Population:
6,866



Total Households:
2,256



Median Household Income:
$44,137

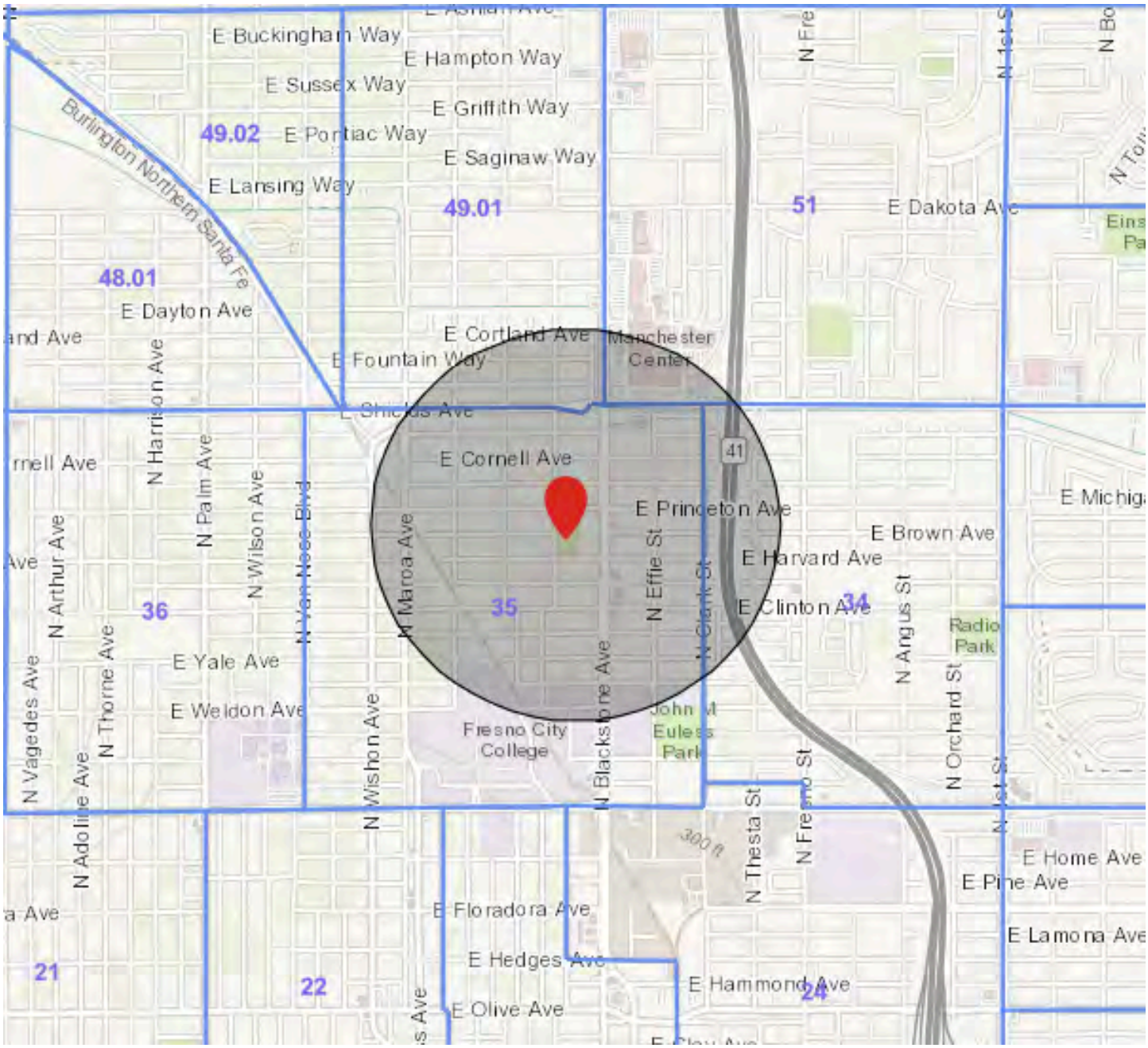
Source: United States Census Bureau

EXHIBIT D

SERVICE AREA MAP

Investing in Central Fresno:
Expanding Recreation at Lafayette Park

LAFAYETTE PARK
1516 E Princeton Ave Fresno, CA 93726
½ MILE RADIUS



City of Fresno Public Works:

Balderas Elementary School Neighborhood Street Improvements

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
UNIT OF GOVERNMENT[1]

Part A, Section 1: General Information

Legal Name of the Unit of Government:
City of Fresno

UEI Number:
ELPGKCJ7DJK7

Federal Tax ID Number:
94-6000338

Office Location:
City Hall

Organization Website Address:
www.fresno.gov/publicworks

Director:
Scott Mozier

E-mail Address:
Scott.Mozier@fresno.gov

Manager:
Bret Conner, Public Works Manager
Gustavo Rangel, Project Manager

E-mail Address:
Bret.Conner@fresno.gov
Gustavo.Rangel@fresno.gov

Financial Officer:
Yvonne Diaz

E-mail Address:
Yvonne.Diaz@fresno.gov

Principal Contact Person:
Cheryl Burns

Principal Contact's Title:
Grants Development Manager / Business Manager

Principal Contact's Physical Address:
2600 Fresno Street
Fresno, CA 93721

Primary Phone #:
(559) 621-8689

Alternative Phone #:
(559) 970-6621

E-mail Address:
Cheryl.Burns@fresno.gov

Name of Authorized Signatory:
Scott Mozier

Title of Authorized Signatory:
Public Works Director

Signature of Authorized Official:

Date of Signature:
01/23/2026

Do you have an active registration with SAM.gov? ☒ Yes ☐ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

[1] This document is for Units of local government. Non-profit organizations, please complete Part A: Non-Profit Organization Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Part A, Section 2: Organizational Capacity and Management
Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Bret Conner	Public Works Manager	15+
2) Gustavo Rangel	Project Manager	2+
3) Yvonne Diaz	Administrative Manager	20+
4)		
5)		

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Yvonne Diaz
Title: Administrative Manager
Phone/Email: (559) 621-8708 Yvonne.Diaz@fresno.gov

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Has your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
No findings or questioned costs.

6) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain

Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?

7) ☐ Yes ☒ No

If yes, please explain

Part A, Section 3: Summary of Attached Applications:

Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public and Community Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Infrastructure and Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
4	$ 6,720,588.00

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
4	$6,720,588.00

Required Attachments to Part A
Select all attachments included.

☐ **Part A, Exhibit 1** – List of Directors and Officers by Corporate Title and Name (Required)

☐ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (Required)

☒ **Part A, Exhibit 3** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

PY 2026-2027 APPLICATION
Infrastructure and Public Facility Improvements

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less): Balderas Elementary School Neighborhood Street Improvements

   Amount Requested: $ 601,561.00

   Provide a short description of the proposed project. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

Located in and serving the Balderas Elementary School neighborhood within CDBG limits, this project includes complete street surface reconstruction of E. Florence Avenue between S. Maple Avenue and S. Chestnut Avenue. The project also includes reconstruction of areas of damaged concrete including curb, gutter, and sidewalks and the installation of ADA-accessible curb ramps along the segment. The proposed improvements are expected to improve the safety, accessibility, and quality of life for residents living in this CDBG-eligible neighborhood.

2. **Organizational Capacity**

   a. Describe the organization's experience with administering federally funded projects of this nature and staff skills necessary to deliver the proposed project.

The City of Fresno Public Works Department has decades of experience administering federally funded projects, including CDBG. The Department has successfully delivered on hudreds of millions of dollars in federally-funded grant projects. Staff in the Department are experienced and equipped to deliver CDBG projects on time and on budget.

   b. For how many years has the unit administered activities of the type described in this application?

      The City of Fresno Public Works Department has administered road and sidewalk reconstruction projects since its inception and has successfully

delivered CDBG-funded neighborhood reconstruction projects for decades.

c. Does the unit have the following in place (check box if 'yes')?

☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, how it benefits low- and moderate-income individuals, and how this need take priority among competing needs:

The neighborhood streets within the project area have an average Pavement Condition Index (PCI) of 32 (poor). Numerous complaints from the community have been received through FresGO regarding the condition of the pavement and concrete within the project neighborhood. This neighborhood streets improvement project is being recommended for funding by staff based on the PCI score and the number of community reports received.

The project neighborhood is located in census tract 6019001202, which scores in the 99.9th percentile in Cal Enviro Screen 4.0, and therefore is designated as a Disadvantaged Community for placing within the top 25% of census tracts statewide. This census tract is also identified as a SB 535 Disadvantaged Community. The proposed improvements are expected to improve the safety, accessibility, and quality of life for all residents living in this CDBG-eligible neighborhood.

This proposed project aligns with the Infrastructure and Public Facility Improvement priority goal of the 2026-2027 Annual Action Plan. It also addresses the Street Repairs and Improvements priority objective that was identified through the City's community needs workshops and identified as priority objectives.

b. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Please select one of the following:

☒ The investment is not located within a RECAP

☐ The investment and its service area are located within RECAPs

c. Describe the service area:
Note: Strong applications will include specifically defined services areas such as 'residents within ½ mile radius of [facility address]' or 'residents within the boundaries defined on the attached map.'

The project is located within CDBG limits in the Balderas Elementary School neighborhood, along E. Florence Avenue between S. Maple Avenue and S. Chestnut Avenue. The capital improvements are expected to benefit all residents living in the neighborhood within the school attendance boundaries, primarily within a ½ mile radius of the school.

☒ Service area map attached as exhibit C

d. Estimate the *annual* number of unduplicated persons expected to receive a direct benefit from the project:

An estimated 4,561 unduplicated persons will receive a direct benefit from this project.

e. Select the proposed beneficiaries of the proposed project (select all that apply):

☐ Children and Youth

☐ Abused Children

☐ Older Adults (62 and older)

☐ Severely Disabled Adults

☐ Public Housing Residents

☐ Victims of Domestic Violence

☐ Illiterate Adults

☐ Migrant Farm Workers

☒ Low-Income Persons in General

☐ Homeless Individuals

☐ Persons at Risk of Homelessness

☒ Other (Specify: Persons within the ADA Community, i.e. visually impaired)

f. National Objective - Low-Income Area (LMA)
Infrastructure and Public Facility Improvements generally benefit residents within the defined service area. The service area must be primarily residential, and the participants receiving benefit from the improvement must primarily reside within the service area. If a portion of the participants receiving benefit from the improvement reside outside the service area, additional information about these participants may be required to qualify under Option 3: Low-Income Area.

☒ LMA map determination included as Exhibit C

g. Continuation of Use

Pursuant to 24 CFR 570.505, recipients receiving CDBG funds may not change the use or planned use of any property for which CDBG-funded improvements were made unless the recipient provides affected citizens with reasonable notice of, and opportunity to comment on, any proposed change, and the new use of such property qualifies as meeting one of the national objectives in §570.208 (formerly §570.901) and is not a building for the general conduct of government.

☒ The applicant agrees to comply with 24 CFR 570.505 and to consult with the Housing & Community Development Division prior to implementing any change of use for facilities improved with CDBG funds.

Please describe your unit's capacity to maintain the facility or improvements into the future.

The City of Fresno Public Works Department will maintain these facilities following local operations and maintenance procedures.

h. Detailed Narrative Description of Project
Describe the project in detail in the space below. Include any information about how the project has or will incorporate input from its anticipated beneficiaries. Limit description to the space provided on this and the next page.

This project includes complete street surface reconstruction of 0.50 center line miles of E. Florence Avenue between S. Maple Avenue and S. Chestnut Avenue in the Balderas Elementary School neighborhood. Pavement reconstruction includes the removal of existing pavement, compacting and regrading the underlying surface, and the installation of new pavement. Existing speed bumps will be reconstructed as part of the paving activities.

Damaged concrete along the street segment will be removed and reconstructed including curb, gutter, and sidewalks. Additionally, eight (8) ADA-accessible curb ramps will be installed along the segment.

The proposed improvements are expected to benefit all residents living in the neighborhood within the school attendance boundaries, primarily within a ½ mile radius of the school.

i. Please attach any drawing or visual plans that have been drafted as an exhibit to this application.

☒ Drawings or visual plans are attached as exhibit D

j. Collaboration
Briefly describe collaboration efforts the organization is making to ensure successful completion of the project to serve the overall needs of the beneficiaries.

Collaborating Organization	Description of Collaboration

4. Project Timeline and Budget

a. The City is interested in investments that provide benefit to residents in a timely manner (12 months) while balancing the need to maintain high standards of project delivery. Propose how the organization will address this need and describe the organization's history completing projects within established deadlines.

The City of Fresno Public Works Department will perform the proposed project activities in-house using City work crews. By eliminating the time-consuming procurement process to contract the work out, the project is anticipated to be completed within 12 months for timely project delivery.

With decades of history delivering high-quality and timely paving and concrete projects, staff in the Streets Maintenance Division are experienced and equipped to deliver a high-quality project on time and on budget.

b. Describe how existing resources are insufficient to meet the needs of the proposed project.

The City of Fresno Public Works Department is tasked with building and maintaining a total of 1,816 center line miles of streets citywide. The proposed project is not currently programmed for street maintenance activities, due to limited annual funding and the Department's obligation to balance many competing needs and priorities when planning annual maintenance activities.

c. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the unit has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date

d. Activity Budget Summary

Please complete Exhibit A – Capital Budget Summary in Excel format.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notice of Funding Available' tab .

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Please note the following costs are not allowable for CDBG: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

Attachments to Part B Application:

☒ EXHIBIT A – OPERATING BUDGET SUMMARY (NON-PROFITS or CITY DEPARTMENTS)

☒ EXHIBIT B – BUDGET NARRATIVE

Optional Additional Exhibits:

☒ EXHIBIT D – DRAWINGS OR PLANS (IF AVAILABLE)

☐ EXHIBIT – FUNDING COMMITMENT LETTERS (IF AVAILABLE)

☐ EXHIBIT – LETTERS OF SUPPORT (OPTIONAL-MAXIMUM 2)

☒ EXHIBIT C – LMA MAP WITH SERVICE AREA IDENTIFIED (REQUIRED)

CITY OF FRESNO
INFRASTRUCTURE & PUBLIC FACILITY IMPROVEMENTS BUDGET SUMMARY (City Departments)

Budgeted Category	City of Fresno CDBG	Other Federal Funds	State Funds	Local Funds	Private Funds (List Source)	Other (List Source)	Total Cost
Direct Costs							
Employee Services							
Professional Technical Services							
Property Services							
Other: (Specify)							
Supplies							
Land Acquisition							-
Building Acquisition							-
Improvements							-
Equipment							-
Furniture/Fixtures							-
Planning/Project Development							-
Engineering/Design							-
Contract Construction							-
Relocation							-
Other: (Specify) - Reconstruction	$ 435,000.00						435,000.00
Other: (Specify)							-
Interdepartmental Charges							-
Contingencies							-
TOTAL DIRECT COSTS	$ 435,000.00	$ -	$ -	$ -	$ -	$ -	$ 435,000.00
Indirect Costs							
Approved Indirect Cost Rate	$ 166,561.50						166,561.50
De minimus 15% Rate							-
TOTAL INDIRECT COSTS	$ 166,561.50	$ -	$ -	$ -	$ -	$ -	$ 166,561.50
GRAND TOTAL	$ 601,561.50	$ -	$ -	$ -	$ -	$ -	$ 601,561.50

Please revise this form and annotate budget items as needed

All applicants are required to submit a copy of their organization's operating budget.

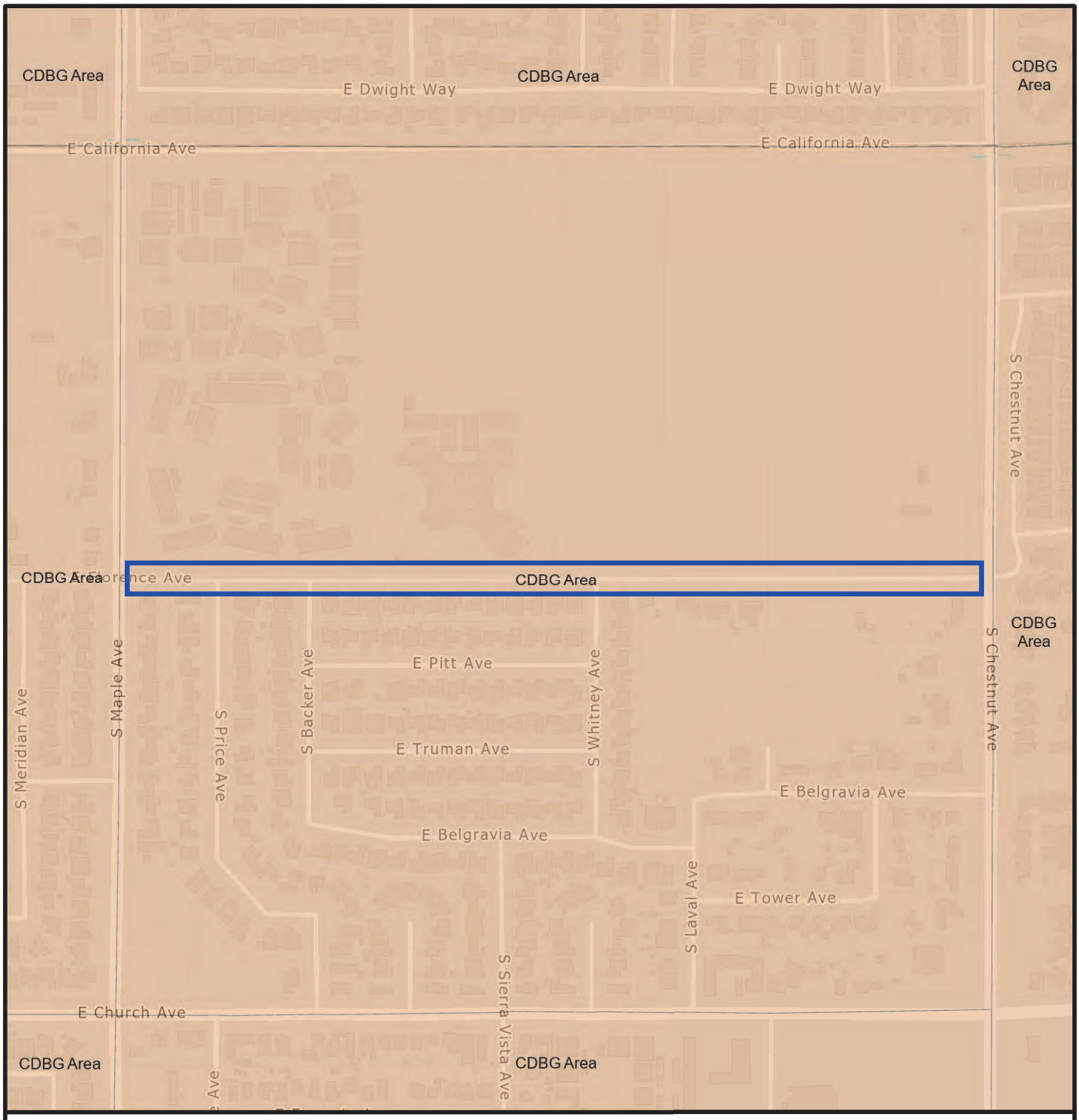
*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.
Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.68).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary.

This project includes complete street surface reconstruction of 0.50 center line miles of E. Florence Avenue between S. Maple Avenue and S. Chestnut Avenue in the Balderas Elementary School neighborhood. Pavement reconstruction includes the removal of existing pavement, compacting and regrading the underlying surface, and the installation of new pavement. Existing speed bumps will be reconstructed as part of the paving activities. Concrete reconstruction includes curb, gutter, sidewalks, and ADA-accessible curb ramps.

Service Area Map



Legend

CDBG AREA

N
W E
S

City of FRESNO

City of Fresno Public Works:

Barstow-First-Keats-Angus Neighborhood Street Improvements

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
UNIT OF GOVERNMENT[1]

Part A, Section 1: General Information

Legal Name of the Unit of Government:
City of Fresno

UEI Number:
ELPGKCJ7DJK7

Federal Tax ID Number:
94-6000338

Office Location:
City Hall

Organization Website Address:
www.fresno.gov/publicworks

Director:
Scott Mozier

E-mail Address:
Scott.Mozier@fresno.gov

Manager:
Bret Conner, Public Works Manager
Gustavo Rangel, Project Manager

E-mail Address:
Bret.Conner@fresno.gov
Gustavo.Rangel@fresno.gov

Financial Officer:
Yvonne Diaz

E-mail Address:
Yvonne.Diaz@fresno.gov

Principal Contact Person:
Cheryl Burns

Principal Contact's Title:
Grants Development Manager / Business Manager

Principal Contact's Physical Address:
2600 Fresno Street
Fresno, CA 93721

Primary Phone #:
(559) 621-8689

Alternative Phone #:
(559) 970-6621

E-mail Address:
Cheryl.Burns@fresno.gov

Name of Authorized Signatory:
Scott Mozier

Title of Authorized Signatory:
Public Works Director

Signature of Authorized Official:

Date of Signature:
01/23/2026

Do you have an active registration with SAM.gov? ☒ Yes ☐ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

[1] This document is for Units of local government. Non-profit organizations, please complete Part A: Non-Profit Organization Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Part A, Section 2: Organizational Capacity and Management
Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Bret Conner	Public Works Manager	15+
2) Gustavo Rangel	Project Manager	2+
3) Yvonne Diaz	Administrative Manager	20+
4)		
5)		

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Yvonne Diaz
Title: Administrative Manager
Phone/Email: (559) 621-8708 Yvonne.Diaz@fresno.gov

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Has your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
No findings or questioned costs.

6) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain

Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?

7) ☐ Yes ☒ No

If yes, please explain

Part A, Section 3: Summary of Attached Applications:

Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public and Community Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Infrastructure and Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
4	$ 6,720,588.00

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
4	$6,720,588.00

Required Attachments to Part A
Select all attachments included.

☐ **Part A, Exhibit 1** – List of Directors and Officers by Corporate Title and Name (Required)

☐ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (Required)

☒ **Part A, Exhibit 3** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

PY 2026-2027 APPLICATION
Infrastructure and Public Facility Improvements

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less): Barstow-First-Keats-Angus Neighborhood Street Improvements

   Amount Requested: $ 2,648.253.00

   Provide a short description of the proposed project. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

The Barstow-First-Keats-Angus Neighborhood Street Improvements project includes complete street surface reconstruction of local streets in the residential neighborhood bounded by E. Barstow Avenue, N. First Street, E. Keats Avenue, and N. Angus Street within CDBG limits. The project also includes reconstruction of areas of damaged concrete including curb, gutter, and sidewalks and the installation of ADA-accessible curb ramps within the neighborhood. The proposed improvements are expected to improve the safety, accessibility, and quality of life for residents living in this CDBG-eligible neighborhood.

2. **Organizational Capacity**

   a. Describe the organization's experience with administering federally funded projects of this nature and staff skills necessary to deliver the proposed project.

The City of Fresno Public Works Department has decades of experience administering federally funded projects, including CDBG. The Department has successfully delivered on hudreds of millions of dollars in federally-funded grant projects. Staff in the Department are experienced and equipped to deliver CDBG projects on time and on budget.

   b. For how many years has the unit administered activities of the type described in this application?

The City of Fresno Public Works Department has administered road and sidewalk reconstruction projects since its inception and has successfully delivered CDBG-funded neighborhood reconstruction projects for decades.

c. Does the unit have the following in place (check box if 'yes')?

☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, how it benefits low- and moderate-income individuals, and how this need take priority among competing needs:

The neighborhood streets within the project area have an average Pavement Condition Index (PCI) of 30 (poor). Numerous complaints from the community have been received through FresGO regarding the condition of the pavement and concrete within the project neighborhood. This neighborhood streets improvement project is being recommended for funding by staff based on the PCI score and the number of community reports received.

The project neighborhood is located in census tract 6019005410, which scores in the 79th percentile in Cal Enviro Screen 4.0, and therefore is designated as a Disadvantaged Community for placing within the top 25% of census tracts statewide. This census tract is also identified as a SB 535 Disadvantaged Community. The proposed improvements are expected to improve the safety, accessibility, and quality of life for all residents living in this CDBG-eligible neighborhood.

This proposed project aligns with the Infrastructure and Public Facility Improvement priority goal of the 2026-2027 Annual Action Plan. It also addresses the Street Repairs and Improvements priority objective that was identified through the City's community needs workshops and identified as priority objectives.

b. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Please select one of the following:

☒ The investment is not located within a RECAP

☐ The investment and its service area are located within RECAPs

c. Describe the service area:
Note: Strong applications will include specifically defined services areas such as 'residents within ½ mile radius of [facility address]' or 'residents within the boundaries defined on the attached map.'

This project is located within CDBG limits, in the residential neighborhood bounded by E. Barstow Avenue, N. First Street, E. Keats Avenue, and N. Angus Street. The proposed capital improvements are expected to benefit residents living within the boundaries identified on the service area map.

☒ Service area map attached as exhibit C

d. Estimate the *annual* number of unduplicated persons expected to receive a direct benefit from the project:

An estimated 3,536 unduplicated persons will receive a direct benefit from this project.

e. Select the proposed beneficiaries of the proposed project (select all that apply):

☐ Children and Youth

☐ Abused Children

☐ Older Adults (62 and older)

☐ Severely Disabled Adults

☐ Public Housing Residents

☐ Victims of Domestic Violence

☐ Illiterate Adults

☐ Migrant Farm Workers

☐ Low-Income Persons in General

☐ Homeless Individuals

☒ Persons at Risk of Homelessness

☒ Other (Specify: Persons within the ADA Community, i.e. visually impaired)

f. National Objective - Low-Income Area (LMA)
Infrastructure and Public Facility Improvements generally benefit residents within the defined service area. The service area must be primarily residential, and the participants receiving benefit from the improvement must primarily reside within the service area. If a portion of the participants receiving benefit from the improvement reside outside the service area, additional information about these participants may be required to qualify under Option 3: Low-Income Area.

☒ LMA map determination included as Exhibit C

g. Continuation of Use

Pursuant to 24 CFR 570.505, recipients receiving CDBG funds may not change the use or planned use of any property for which CDBG-funded improvements were made unless the recipient provides affected citizens with reasonable notice of, and opportunity to comment on, any proposed change, and the new use of such property qualifies as meeting one of the national objectives in §570.208 (formerly §570.901) and is not a building for the general conduct of government.

☒ The applicant agrees to comply with 24 CFR 570.505 and to consult with the Housing & Community Development Division prior to implementing any change of use for facilities improved with CDBG funds.

Please describe your unit's capacity to maintain the facility or improvements into the future.

The City of Fresno Public Works Department will maintain these facilities following local operations and maintenance procedures.

h. Detailed Narrative Description of Project
Describe the project in detail in the space below. Include any information about how the project has or will incorporate input from its anticipated beneficiaries. Limit description to the space provided on this and the next page.

This project includes complete street surface reconstruction of a total of 1.61 center line miles of local streets in the residential neighborhood bounded by E. Barstow Avenue, N. First Street, E. Keats Avenue, and N. Angus Street. Pavement reconstruction includes the removal of existing pavement, compacting and regrading the underlying surface, and the installation of new pavement. Existing speed bumps will be reconstructed as part of the paving activities.

Damaged concrete along the neighborhood streets will be removed and reconstructed including curb, gutter, and sidewalks. Additionally, 30 ADA-accessible curb ramps will be installed within the neighborhood.

The following street segments will be included as part of this project:

- E. Barstow Ave. (frontage road) between N. Angus St. and N. Orchard St.
- N. Orchard St. between E. Barstow Ave. and E. San Ramon Avenue
- E. San Ramon Ave. between N. Orchard St. and N. Sherman St.
- N. Sherman St. between E. San Ramon Ave. and E. Keats Ave.
- E. Keats Ave. between N. Angus St. and N. Sherman St.
- N. Callisch St. between E. Barstow Ave. and E. Scott Ave.
- E. San Carlos Ave. between N. Callisch St. and N. Sherman St.
- E. San Bruno Ave. between N. Callisch St. and N. Sherman St.
- E. Scott Ave. between N. Callisch St. and N. Sherman St.
- E. San Jose Ave. between N. Orchard St. and N. Sherman St.
- N. Orchard St. between E. San Jose Ave. and E. Scott Ave.
- E. San Jose Ave. between N. Angus St. and N. Callisch St.
- E. San Jose Ave. between N. Sherman St. and N. First St.

The proposed improvements are expected to benefit all residents living in this CDBG-eligible neighborhood.

Detailed Narrative Description of Project (Continued from previous page)

In addition to the capital budget summary in Exhibit A, an engineer's estimate is included as part of Exhibit C.

i. Please attach any drawing or visual plans that have been drafted as an exhibit to this application.

☒ Drawings or visual plans are attached as exhibit D

j. Collaboration
Briefly describe collaboration efforts the organization is making to ensure successful completion of the project to serve the overall needs of the beneficiaries.

Collaborating Organization	Description of Collaboration

4. Project Timeline and Budget

a. The City is interested in investments that provide benefit to residents in a timely manner (12 months) while balancing the need to maintain high standards of project delivery. Propose how the organization will address this need and describe the organization's history completing projects within established deadlines.

The City of Fresno Public Works Department will perform the proposed project activities in-house using City work crews. By eliminating the time-consuming procurement process to contract the work out, the project is anticipated to be completed within 12 months for timely project delivery.

With decades of history delivering high-quality and timely paving and concrete projects, staff in the Streets Maintenance Division are experienced and equipped to deliver a high-quality project on time and on budget.

b. Describe how existing resources are insufficient to meet the needs of the proposed project.

The City of Fresno Public Works Department is tasked with building and maintaining a total of 1,816 center line miles of streets citywide. The proposed project is not currently programmed for street maintenance activities, due to limited annual funding and the Department's obligation to balance many competing needs and priorities when planning annual maintenance activities.

c. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the unit has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date

d. Activity Budget Summary

Please complete Exhibit A – Capital Budget Summary in Excel format.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notice of Funding Available' tab .

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Please note the following costs are not allowable for CDBG: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

Attachments to Part B Application:

☒ EXHIBIT A – OPERATING BUDGET SUMMARY (NON-PROFITS or CITY DEPARTMENTS)

☒ EXHIBIT B – BUDGET NARRATIVE

Optional Additional Exhibits:

☒ EXHIBIT D – DRAWINGS OR PLANS (IF AVAILABLE)

☐ EXHIBIT – FUNDING COMMITMENT LETTERS (IF AVAILABLE)

☐ EXHIBIT – LETTERS OF SUPPORT (OPTIONAL-MAXIMUM 2)

☒ EXHIBIT C – LMA MAP WITH SERVICE AREA IDENTIFIED (REQUIRED)

CITY OF FRESNO
INFRASTRUCTURE & PUBLIC FACILITY IMPROVEMENTS BUDGET SUMMARY (City Departments)

Budgeted Category	City of Fresno CDBG	Other Federal Funds	State Funds	Local Funds	Private Funds (List Source)	Other (List Source)	Total Cost
Direct Costs							
Employee Services							
Professional Technical Services							
Property Services							
Other: (Specify)							
Supplies							
Land Acquisition							-
Building Acquisition							-
Improvements							-
Equipment							-
Furniture/Fixtures							-
Planning/Project Development							-
Engineering/Design							-
Contract Construction							-
Relocation							-
Other: (Specify) - Reconstruction	$ 1,915,000.00						1,915,000.00
Other: (Specify)							-
Interdepartmental Charges							-
Contingencies							-
TOTAL DIRECT COSTS	$ 1,915,000.00	$ -	$ -	$ -	$ -	$ -	$ 1,915,000.00
Indirect Costs							
Approved Indirect Cost Rate	$ 733,253.50						733,253.50
De minimus 15% Rate							-
TOTAL INDIRECT COSTS	$ 733,253.50	$ -	$ -	$ -	$ -	$ -	$ 733,253.50
GRAND TOTAL	$ 2,648,253.50	$ -	$ -	$ -	$ -	$ -	$ 2,648,253.50

Please revise this form and annotate budget items as needed

All applicants are required to submit a copy of their organization's operating budget.

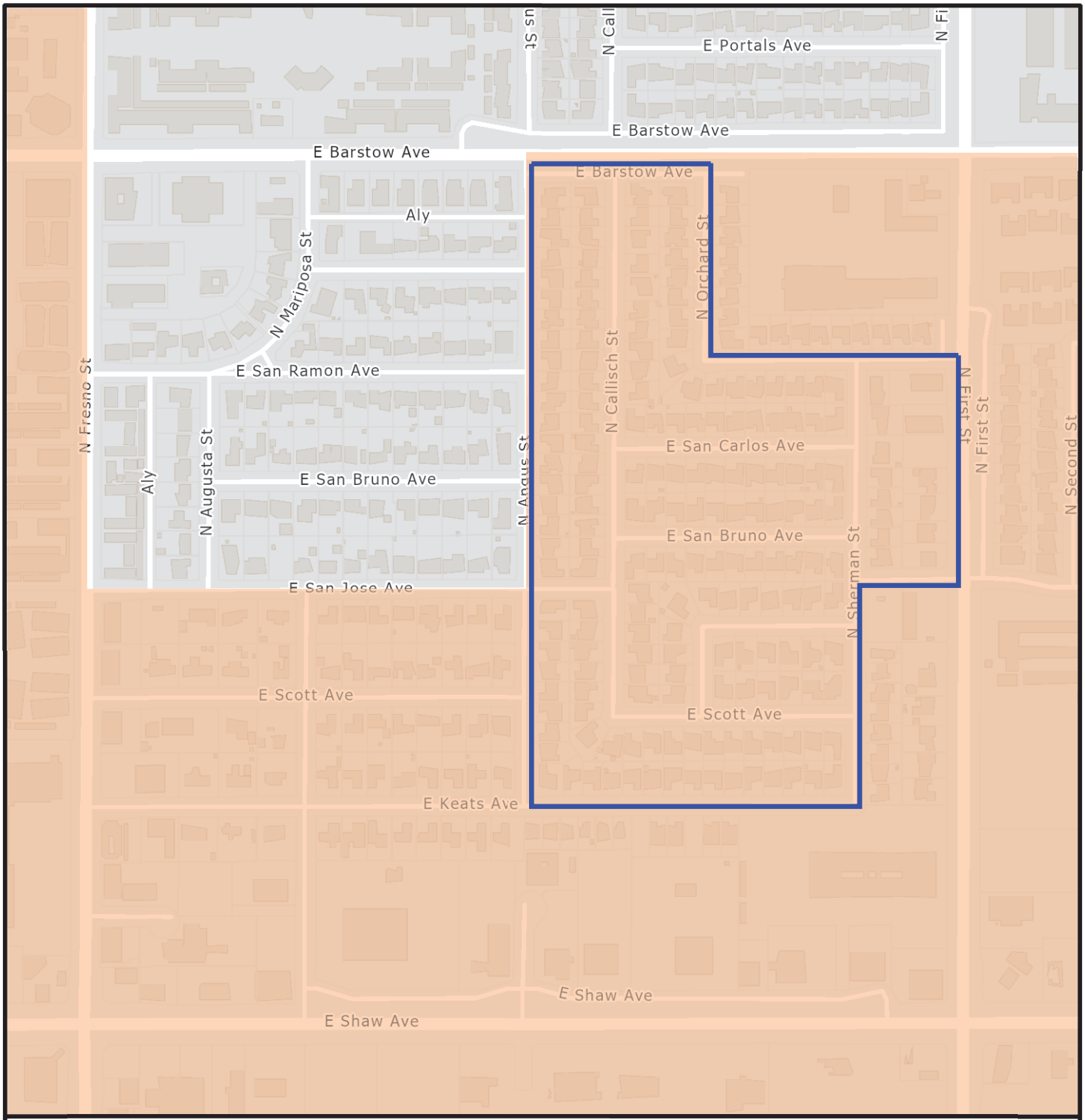
*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.
Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.68).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary.

This project includes complete street surface reconstruction of a total of 1.61 center line miles of local streets in the residential neighborhood bounded by bounded by E. Barstow Avenue, N. First Street, E. Keats Avenue, and N. Angus Street. Pavement reconstruction includes the removal of existing pavement, compacting and regrading the underlying surface, and the installation of new pavement. Existing speed bumps will be reconstructed as part of the paving activities. Concrete reconstruction includes curb, gutter, sidewalks, and ADA-accessible curb ramps.

Service Area Map



Legend

CDBG AREA

N
W E
S

City of FRESNO

City of Fresno Public Works:

Floradora-Fruit-Olive-Weber Neighborhood Street Improvements

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
UNIT OF GOVERNMENT[1]

Part A, Section 1: General Information

Legal Name of the Unit of Government:
City of Fresno

UEI Number:
ELPGKCJ7DJK7

Federal Tax ID Number:
94-6000338

Office Location:
City Hall

Organization Website Address:
www.fresno.gov/publicworks

Director:
Scott Mozier

E-mail Address:
Scott.Mozier@fresno.gov

Manager:
Bret Conner, Public Works Manager
Gustavo Rangel, Project Manager

E-mail Address:
Bret.Conner@fresno.gov
Gustavo.Rangel@fresno.gov

Financial Officer:
Yvonne Diaz

E-mail Address:
Yvonne.Diaz@fresno.gov

Principal Contact Person:
Cheryl Burns

Principal Contact's Title:
Grants Development Manager / Business Manager

Principal Contact's Physical Address:
2600 Fresno Street
Fresno, CA 93721

Primary Phone #:
(559) 621-8689

Alternative Phone #:
(559) 970-6621

E-mail Address:
Cheryl.Burns@fresno.gov

Name of Authorized Signatory:
Scott Mozier

Title of Authorized Signatory:
Public Works Director

Signature of Authorized Official:

Date of Signature:
01/23/2026

Do you have an active registration with SAM.gov? ☒ Yes ☐ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

[1] This document is for Units of local government. Non-profit organizations, please complete Part A: Non-Profit Organization Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Part A, Section 2: Organizational Capacity and Management
Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Bret Conner	Public Works Manager	15+
2) Gustavo Rangel	Project Manager	2+
3) Yvonne Diaz	Administrative Manager	20+
4)		
5)		

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Yvonne Diaz
Title: Administrative Manager
Phone/Email: (559) 621-8708 Yvonne.Diaz@fresno.gov

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Has your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
No findings or questioned costs.

6) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain

Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?

7) ☐ Yes ☒ No

If yes, please explain

Part A, Section 3: Summary of Attached Applications:

Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public and Community Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Infrastructure and Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
4	$ 6,720,588.00

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
4	$6,720,588.00

Required Attachments to Part A
Select all attachments included.

☐ **Part A, Exhibit 1** – List of Directors and Officers by Corporate Title and Name (Required)

☐ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (Required)

☒ **Part A, Exhibit 3** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

PY 2026-2027 APPLICATION
Infrastructure and Public Facility Improvements

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less): Floradora-Fruit-Olive-Weber Neighborhood Street Improvements

   Amount Requested: $ 1,277,799.00

   Provide a short description of the proposed project. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

The Floradora-Fruit-Olive-Weber Neighborhood Street Improvements project includes complete street surface reconstruction of local streets in the residential neighborhood bounded by W. Floradora Avenue, N. Fruit Avenue, W. Olive Avenue, and N. Weber Avenue within CDBG limits. The project also includes reconstruction of areas of damaged concrete including curb, gutter, and sidewalks and the installation of ADA-accessible curb ramps within the neighborhood. The proposed improvements are expected to improve the safety, accessibility, and quality of life for residents living in this CDBG-eligible neighborhood.

2. **Organizational Capacity**

   a. Describe the organization's experience with administering federally funded projects of this nature and staff skills necessary to deliver the proposed project.

The City of Fresno Public Works Department has decades of experience administering federally funded projects, including CDBG. The Department has successfully delivered on hudreds of millions of dollars in federally-funded grant projects. Staff in the Department are experienced and equipped to deliver CDBG projects on time and on budget.

   b. For how many years has the unit administered activities of the type described in this application?

The City of Fresno Public Works Department has administered road and sidewalk reconstruction projects since its inception and has successfully delivered CDBG-funded neighborhood reconstruction projects for decades.

c. Does the unit have the following in place (check box if 'yes')?

☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, how it benefits low- and moderate-income individuals, and how this need take priority among competing needs:

The neighborhood streets within the project area have an average Pavement Condition Index (PCI) of 59 (fair). Although the PCI is within the "fair" range, the streets have many large cracks that cannot be fixed with a slurry seal. Numerous complaints from the community have been received through FresGO regarding the condition of the pavement and concrete within the project neighborhood. This neighborhood streets improvement project is being recommended for funding by staff based on the PCI score, the nature of the damage, and the number of community reports received.

The project neighborhood is located in census tract 6019002100, which scores in the 92nd percentile in Cal Enviro Screen 4.0, and therefore is designated as a Disadvantaged Community for placing within the top 25% of census tracts statewide. This census tract is also identified as a SB 535 Disadvantaged Community. The proposed improvements are expected to improve the safety, accessibility, and quality of life for all residents living in this CDBG-eligible neighborhood.

This proposed project aligns with the Infrastructure and Public Facility Improvement priority goal of the 2026-2027 Annual Action Plan. It also addresses the Street Repairs and Improvements priority objective that was identified through the City's community needs workshops and identified as priority objectives.

b. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Please select one of the following:

☒ The investment is not located within a RECAP

☐ The investment and its service area are located within RECAPs

c. Describe the service area:
Note: Strong applications will include specifically defined services areas such as 'residents within ½ mile radius of [facility address]' or 'residents within the boundaries defined on the attached map.'

The project is located within CDBG limits, in the residential neighborhood bounded by W. Floradora Avenue, N. Fruit Avenue, W. Olive Avenue, and N. Weber Avenue. The proposed capital improvements are expected to benefit all residents living within the boundaries identified on the service area map.

☒ Service area map attached as exhibit C

d. Estimate the *annual* number of unduplicated persons expected to receive a direct benefit from the project:

An estimated 6,200 unduplicated persons will receive a direct benefit from this project.

e. Select the proposed beneficiaries of the proposed project (select all that apply):

☐ Children and Youth

☐ Abused Children

☐ Older Adults (62 and older)

☐ Severely Disabled Adults

☐ Public Housing Residents

☐ Victims of Domestic Violence

☐ Illiterate Adults

☐ Migrant Farm Workers

☒ Low-Income Persons in General

☐ Homeless Individuals

☐ Persons at Risk of Homelessness

☒ Other (Specify: Persons within the ADA Community, i.e. visually impaired)

f. National Objective - Low-Income Area (LMA)
Infrastructure and Public Facility Improvements generally benefit residents within the defined service area. The service area must be primarily residential, and the participants receiving benefit from the improvement must primarily reside within the service area. If a portion of the participants receiving benefit from the improvement reside outside the service area, additional information about these participants may be required to qualify under Option 3: Low-Income Area.

☒ LMA map determination included as Exhibit C

g. Continuation of Use

Pursuant to 24 CFR 570.505, recipients receiving CDBG funds may not change the use or planned use of any property for which CDBG-funded improvements were made unless the recipient provides affected citizens with reasonable notice of, and opportunity to comment on, any proposed change, and the new use of such property qualifies as meeting one of the national objectives in §570.208 (formerly §570.901) and is not a building for the general conduct of government.

☒ The applicant agrees to comply with 24 CFR 570.505 and to consult with the Housing & Community Development Division prior to implementing any change of use for facilities improved with CDBG funds.

Please describe your unit's capacity to maintain the facility or improvements into the future.

The City of Fresno Public Works Department will maintain these facilities following local operations and maintenance procedures.

h. Detailed Narrative Description of Project
Describe the project in detail in the space below. Include any information about how the project has or will incorporate input from its anticipated beneficiaries. Limit description to the space provided on this and the next page.

This project includes complete street surface reconstruction of a total of 1.81 center line miles of local streets in the residential neighborhood bounded by W. Floradora Avenue, N. Fruit Avenue, W. Olive Avenue, and N. Weber Avenue. Pavement reconstruction includes the removal of existing pavement, compacting and regrading the underlying surface, and the installation of new pavement. Existing speed bumps will be reconstructed as part of the paving activities.

Damaged concrete along the neighborhood streets will be removed and reconstructed including curb, gutter, and sidewalks. Additionally, six (6) ADA-accessible curb ramps will be installed within the neighborhood.

The following street segments will be included as part of this project:

- W. Floradora Ave. between N. Weber Ave. and N. Fruit Ave.
- N. Esther Way between W. Floradora Ave. and W. Hammond Ave.
- N. Teilman Ave. between W. Floradora Ave. and W. Hedges Ave.
- N. Delno Ave. between W. Floradora Ave. and W. Olive Ave.
- W. Tobey Ave. between N. Teilman Ave. and W. Floradora Ave.
- W. Lamona Ave. between N. Esther Way and N. Fruit Ave.
- W. Hedges Ave. between N. Teilman Ave. and N. Fruit Ave.
- W. Hammond Ave. between N. Weber Ave. and N. Fruit Ave.

The proposed improvements are expected to benefit all residents living in this CDBG-eligible neighborhood.

In addition to the capital budget summary in Exhibit A, an engineer's estimate is included as part of Exhibit C.

i. Please attach any drawing or visual plans that have been drafted as an exhibit to this application.

☒ Drawings or visual plans are attached as exhibit D

j. Collaboration
Briefly describe collaboration efforts the organization is making to ensure successful completion of the project to serve the overall needs of the beneficiaries.

Collaborating Organization	Description of Collaboration

4. Project Timeline and Budget

a. The City is interested in investments that provide benefit to residents in a timely manner (12 months) while balancing the need to maintain high standards of project delivery. Propose how the organization will address this need and describe the organization's history completing projects within established deadlines.

The City of Fresno Public Works Department will perform the proposed project activities in-house using City work crews. By eliminating the time-consuming procurement process to contract the work out, the project is anticipated to be completed within 12 months for timely project delivery.

With decades of history delivering high-quality and timely paving and concrete projects, staff in the Streets Maintenance Division are experienced and equipped to deliver a high-quality project on time and on budget.

b. Describe how existing resources are insufficient to meet the needs of the proposed project.

The City of Fresno Public Works Department is tasked with building and maintaining a total of 1,816 center line miles of streets citywide. The proposed project is not currently programmed for street maintenance activities, due to limited annual funding and the Department's obligation to balance many competing needs and priorities when planning annual maintenance activities.

c. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the unit has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date

d. Activity Budget Summary

Please complete Exhibit A – Capital Budget Summary in Excel format.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notice of Funding Available' tab .

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Please note the following costs are not allowable for CDBG: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

Attachments to Part B Application:

☒ EXHIBIT A – OPERATING BUDGET SUMMARY (NON-PROFITS or CITY DEPARTMENTS)

☒ EXHIBIT B – BUDGET NARRATIVE

Optional Additional Exhibits:

☒ EXHIBIT D – DRAWINGS OR PLANS (IF AVAILABLE)

☐ EXHIBIT – FUNDING COMMITMENT LETTERS (IF AVAILABLE)

☐ EXHIBIT – LETTERS OF SUPPORT (OPTIONAL-MAXIMUM 2)

☒ EXHIBIT C – LMA MAP WITH SERVICE AREA IDENTIFIED (REQUIRED)

CITY OF FRESNO
INFRASTRUCTURE & PUBLIC FACILITY IMPROVEMENTS BUDGET SUMMARY (City Departments)

Budgeted Category	City of Fresno CDBG	Other Federal Funds	State Funds	Local Funds	Private Funds (List Source)	Other (List Source)	Total Cost
Direct Costs							
Employee Services							
Professional Technical Services							
Property Services							
Other: (Specify)							
Supplies							
Land Acquisition							-
Building Acquisition							-
Improvements							-
Equipment							-
Furniture/Fixtures							-
Planning/Project Development							-
Engineering/Design							-
Contract Construction							-
Relocation							-
Other: (Specify) - Reconstruction	$ 924,000.00						924,000.00
Other: (Specify)							-
Interdepartmental Charges							-
Contingencies							-
TOTAL DIRECT COSTS	$ 924,000.00	$ -	$ -	$ -	$ -	$ -	$ 924,000.00
Indirect Costs							
Approved Indirect Cost Rate	$ 353,799.60						353,799.60
De minimus 15% Rate							-
TOTAL INDIRECT COSTS	$ 353,799.60	$ -	$ -	$ -	$ -	$ -	$ 353,799.60
GRAND TOTAL	$ 1,277,799.60	$ -	$ -	$ -	$ -	$ -	$ 1,277,799.60

Please revise this form and annotate budget items as needed

All applicants are required to submit a copy of their organization's operating budget.

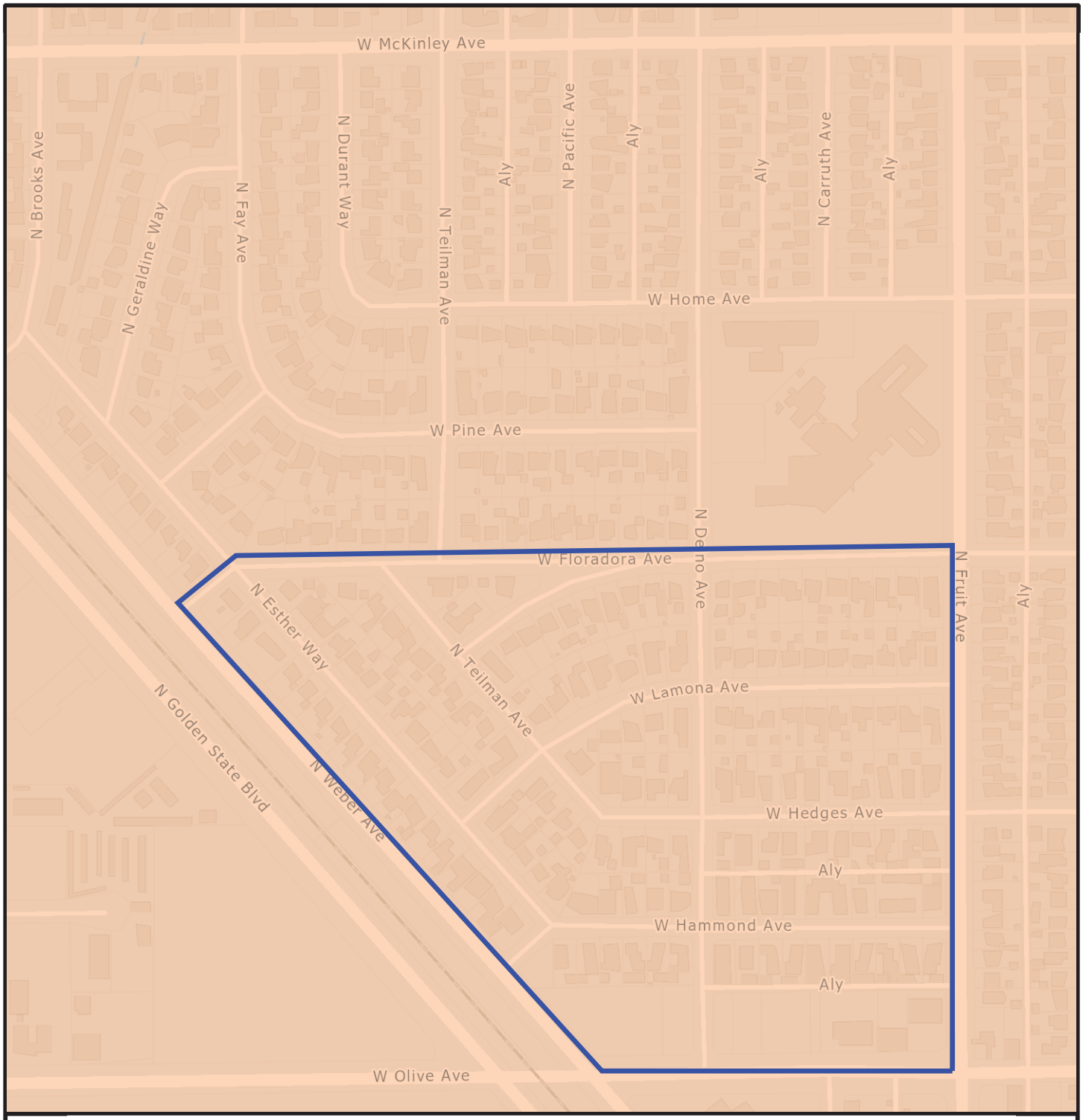
*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.
Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.68).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary.

This project includes complete street surface reconstruction of a total of 1.81 center line miles of local streets in the residential neighborhood bounded by W. Floradora Avenue, N. Fruit Avenue, W. Olive Avenue, and N. Weber Avenue. Pavement reconstruction includes the removal of existing pavement, compacting and regrading the underlying surface, and the installation of new pavement. Existing speed bumps will be reconstructed as part of the paving activities. Concrete reconstruction includes curb, gutter, sidewalks, and ADA-accessible curb ramps.

Service Area Map



Legend

CDBG AREA

N
W E
S

City of FRESNO

City of Fresno Public Works:

Highway City Neighborhood Street Reconstruction (Multi-year)

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
UNIT OF GOVERNMENT[1]

Part A, Section 1: General Information

Legal Name of the Unit of Government:
City of Fresno

UEI Number:
ELPGKCJ7DJK7

Federal Tax ID Number:
94-6000338

Office Location:
City Hall

Organization Website Address:
www.fresno.gov/publicworks

Director:
Scott Mozier

E-mail Address:
Scott.Mozier@fresno.gov

Manager:
Bret Conner, Public Works Manager
Gustavo Rangel, Project Manager

E-mail Address:
Bret.Conner@fresno.gov
Gustavo.Rangel@fresno.gov

Financial Officer:
Yvonne Diaz

E-mail Address:
Yvonne.Diaz@fresno.gov

Principal Contact Person:
Cheryl Burns

Principal Contact's Title:
Grants Development Manager / Business Manager

Principal Contact's Physical Address:
2600 Fresno Street
Fresno, CA 93721

Primary Phone #:
(559) 621-8689

Alternative Phone #:
(559) 970-6621

E-mail Address:
Cheryl.Burns@fresno.gov

Name of Authorized Signatory:
Scott Mozier

Title of Authorized Signatory:
Public Works Director

Signature of Authorized Official:

Date of Signature:
01/23/2026

Do you have an active registration with SAM.gov? ☒ Yes ☐ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

[1] This document is for Units of local government. Non-profit organizations, please complete Part A: Non-Profit Organization Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Part A, Section 2: Organizational Capacity and Management

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Bret Conner	Public Works Manager	15+
2) Gustavo Rangel	Project Manager	2+
3) Yvonne Diaz	Administrative Manager	20+
4)		
5)		

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Yvonne Diaz

Title: Administrative Manager

Phone/Email: (559) 621-8708 Yvonne.Diaz@fresno.gov

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Has your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
No findings or questioned costs.

6) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain

Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?

7) ☐ Yes ☒ No

If yes, please explain

Part A, Section 3: Summary of Attached Applications:

Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public and Community Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Infrastructure and Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
4	$ 6,720,588.00

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
4	$6,720,588.00

Required Attachments to Part A
Select all attachments included.

☐ **Part A, Exhibit 1** – List of Directors and Officers by Corporate Title and Name (Required)

☐ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (Required)

☒ **Part A, Exhibit 3** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

PY 2026-2027 APPLICATION
Infrastructure and Public Facility Improvements

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less): Highway City Neighborhood Street Reconstruction (Multi-Year)

   Amount Requested: $ $2,192,975.00

   Provide a short description of the proposed project. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

This project includes the rehabilitation and construction of road improvements in the Highway City neighborhood along N. Lola Avenue, both north and south of W. Shaw Avenue, as well as along W. Fairmont Avenue extending to its intersection with N. Polk Avenue. The project includes installation of ADA accessible curb ramps, curb and gutter, sidewalks, street lighting, and storm drain facilities. In addition, the project would pave the existing alley located behind the residential properties along N. Lola Avenue. This application is for the construction phase of the project, which is the final phase of a multi-year request

2. **Organizational Capacity**

   a. Describe the organization's experience with administering federally funded projects of this nature and staff skills necessary to deliver the proposed project.

The City of Fresno Public Works Department has decades of experience administering federally funded projects, including CDBG. The Department has successfully delivered on hudreds of millions of dollars in federally-funded grant projects. Staff in the Department are experienced and equipped to deliver CDBG projects on time and on budget.

   b. For how many years has the unit administered activities of the type described in this application?

The City of Fresno Public Works Department has administered road and sidewalk reconstruction projects since its inception and has successfully delivered CDBG-funded neighborhood reconstruction projects for decades.

c. Does the unit have the following in place (check box if 'yes')?

☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, how it benefits low- and moderate-income individuals, and how this need take priority among competing needs:

The project neighborhood is located in census tract 6019004207, which scores in the 90th percentile in Cal Enviro Screen 4.0, and therefore is designated as a Disadvantaged Community for placing within the top 25% of census tracts statewide. This census tract is also identified as a SB 535 Disadvantaged Community.

The engineering and right-of-way phases of this project were previously funded through CDBG (PY 2020) and this proposal is for the final construction phase of a multi-year request.

This application is for the construction phase of the project, which is the final phase of a multi-year request.

This proposed project aligns with the Infrastructure and Public Facility Improvement priority goal of the 2026-2027 Annual Action Plan. It also addresses the Street Repairs and Improvements priority objective that was identified through the City's community needs workshops and identified as priority objectives..

b. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Please select one of the following:

☒ The investment is not located within a RECAP

☐ The investment and its service area are located within RECAPs

c. Describe the service area:
Note: Strong applications will include specifically defined services areas such as 'residents within ½ mile radius of [facility address]' or 'residents within the boundaries defined on the attached map.'

The project is located in Highway City, along N. Lola Avenue, both north and south of W. Shaw Avenue, as well as along W. Fairmont Avenue extending to its intersection with N. Polk Avenue. The proposed capital improvements are expected to benefit all residents living within the boundaries identified on the service area map.

☒ Service area map attached as exhibit C

d. Estimate the *annual* number of unduplicated persons expected to receive a direct benefit from the project:

An estimated 3,985 unduplicated persons will receive a direct benefit from this project.

e. Select the proposed beneficiaries of the proposed project (select all that apply):

☐ Children and Youth

☐ Abused Children

☐ Older Adults (62 and older)

☐ Severely Disabled Adults

☐ Public Housing Residents

☐ Victims of Domestic Violence

☐ Illiterate Adults

☐ Migrant Farm Workers

☒ Low-Income Persons in General

☐ Homeless Individuals

☐ Persons at Risk of Homelessness

☒ Other (Specify: Persons within the ADA Community, i.e. visually impaired)

f. National Objective - Low-Income Area (LMA)
Infrastructure and Public Facility Improvements generally benefit residents within the defined service area. The service area must be primarily residential, and the participants receiving benefit from the improvement must primarily reside within the service area. If a portion of the participants receiving benefit from the improvement reside outside the service area, additional information about these participants may be required to qualify under Option 3: Low-Income Area.

☒ LMA map determination included as Exhibit C

g. Continuation of Use

Pursuant to 24 CFR 570.505, recipients receiving CDBG funds may not change the use or planned use of any property for which CDBG-funded improvements were made unless the recipient provides affected citizens with reasonable notice of, and opportunity to comment on, any proposed change, and the new use of such property qualifies as meeting one of the national objectives in §570.208 (formerly §570.901) and is not a building for the general conduct of government.

☒ The applicant agrees to comply with 24 CFR 570.505 and to consult with the Housing & Community Development Division prior to implementing any change of use for facilities improved with CDBG funds.

Please describe your unit's capacity to maintain the facility or improvements into the future.

The City of Fresno Public Works Department will maintain these facilities following local operations and maintenance procedures.

h. Detailed Narrative Description of Project
Describe the project in detail in the space below. Include any information about how the project has or will incorporate input from its anticipated beneficiaries. Limit description to the space provided on this and the next page.

The project is in an area known as Highway City in northwest Fresno, near Teague Elementary School, and will reconstruct and install road improvements including the installation of ADA-accessible curb ramps, curb and gutter, sidewalks, street lighting, and storm drain facilities along N. Lola Avenue, both north and south of W. Shaw Avenue, as well as along W. Fairmont Avenue extending to its intersection with N. Polk Avenue. In addition, the project will pave the existing alley located behind the residential properties along N. Lola Avenue.

This application is for the construction phase of the project, which is the final phase of a multi-year request. NEPA clearance for the project is expected by the end of January 2026 with right-of-way acquisition to begin immediately thereafter. Public Works Department expects the project to be construction-ready and to advertise for construction around the beginning of the Federal Fiscal Year 2026-2027, with construction completion estimated for Federal Fiscal Year 2027-2028 .

i. Please attach any drawing or visual plans that have been drafted as an exhibit to this application.

☒ Drawings or visual plans are attached as exhibit D

j. Collaboration
Briefly describe collaboration efforts the organization is making to ensure successful completion of the project to serve the overall needs of the beneficiaries.

Collaborating Organization	Description of Collaboration

4. Project Timeline and Budget

a. The City is interested in investments that provide benefit to residents in a timely manner (12 months) while balancing the need to maintain high standards of project delivery. Propose how the organization will address this need and describe the organization's history completing projects within established deadlines.

This application is for the construction phase of the project, which is the final phase of a multi-year request. NEPA clearance for the project is expected by the end of January 2026 with right-of-way acquisition to begin immediately thereafter. Public Works Department expects the project to be construction-ready and to advertise for construction around the beginning of the Federal Fiscal Year 2026-2027, with construction completion estimated for Federal Fiscal Year 2027-2028.

b. Describe how existing resources are insufficient to meet the needs of the proposed project.

The City of Fresno Public Works Department is tasked with building and maintaining a total of 1,816 center line miles of streets citywide. The proposed project is not currently programmed for street maintenance activities, due to limited annual funding and the Department's obligation to balance many competing needs and priorities when planning annual maintenance activities.

c. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the unit has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date

d. Activity Budget Summary

Please complete Exhibit A – Capital Budget Summary in Excel format.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notice of Funding Available' tab .

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Please note the following costs are not allowable for CDBG: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

Attachments to Part B Application:

☒ EXHIBIT A – OPERATING BUDGET SUMMARY (NON-PROFITS or CITY DEPARTMENTS)

☒ EXHIBIT B – BUDGET NARRATIVE

Optional Additional Exhibits:

☒ EXHIBIT D – DRAWINGS OR PLANS (IF AVAILABLE)

☐ EXHIBIT – FUNDING COMMITMENT LETTERS (IF AVAILABLE)

☐ EXHIBIT – LETTERS OF SUPPORT (OPTIONAL-MAXIMUM 2)

☒ EXHIBIT C – LMA MAP WITH SERVICE AREA IDENTIFIED (REQUIRED)

CITY OF FRESNO
INFRASTRUCTURE & PUBLIC FACILITY IMPROVEMENTS BUDGET SUMMARY (City Departments)

Budgeted Category	City of Fresno CDBG	Other Federal Funds	State Funds	Local Funds	Private Funds (List Source)	Other (List Source)	Total Cost
Direct Costs							
Employee Services							
Professional Technical Services							
Property Services							
Other: (Specify)							
Supplies							
Land Acquisition							-
Building Acquisition							-
Improvements							-
Equipment							-
Furniture/Fixtures							-
Planning/Project Development							-
Engineering/Design	$ 190,299.00						190,299.00
Contract Construction							-
Relocation							-
Other: (Specify) - Construction	$ 1,268,658.00						1,268,658.00
Other: (Specify)							-
Interdepartmental Charges							-
Contingencies	$ 126,823.00						126,823.00
TOTAL DIRECT COSTS	$ 1,585,780.00	$ -	$ -	$ -	$ -	$ -	$ 1,585,780.00
Indirect Costs							
Approved Indirect Cost Rate	$ 607,195.16						607,195.16
De minimus 15% Rate							-
TOTAL INDIRECT COSTS	$ 607,195.16	$ -	$ -	$ -	$ -	$ -	$ 607,195.16
GRAND TOTAL	$ 2,192,975.16	$ -	$ -	$ -	$ -	$ -	$ 2,192,975.16

Please revise this form and annotate budget items as needed

All applicants are required to submit a copy of their organization's operating budget.

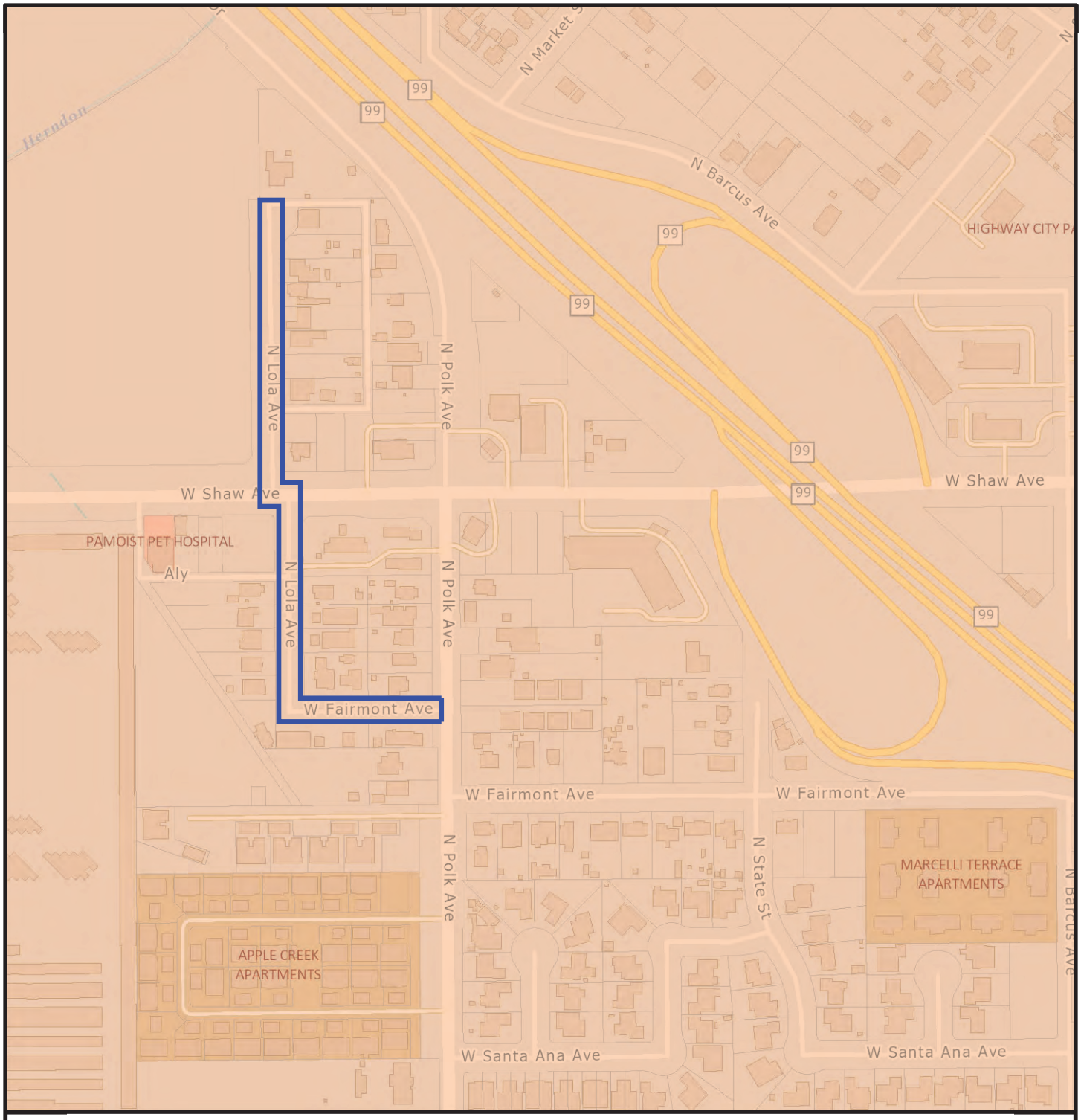
*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.
Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.68).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary.

The project is in an area known as Highway City in northwest Fresno, near Teague Elementary School. This application is for the construction phase of the project, which is the final phase of a multi-year request. Construction costs and a 10% contingency are included in the project budget.

Service Area Map



Legend

CDBG AREA

N
W E
S

City of FRESNO

Fresno Ideaworks:

New Roof at 1730 J Street (Fresno Ideaworks)

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
NON-PROFIT ORGANIZATION[1]

Part A, Section 1: General Information

Legal Name of the Organization: Fresno Ideaworks	*Fictitious Name (if applicable):* Ideaworks
UEI of Organization: U642NVU2QQD8	*Taxpayer Identification Number:* 46-1568229
Date of Incorporation: 11/14/2012	*Date of 501(c)(3) Determination:* 08/25/2014
Mailing Address of Organization: 1730 H Street Fresno CA 93721	*Organization Website Address:* https://fresnoideaworks.org
Name of President (or Chair of the Board): Ryan Madron	*E-mail Address:* rmadron@fresnoideaworks.org
Name of Chief Executive or Executive Director: *William Frame*	*E-mail Address:* *wframe@fresnoideaworks.org*
Name of the Secretary: Stacey Flora	*E-mail Address:* staceyf@fresnoideaworks.org
Name of Treasurer (or Chief Financial Officer): Vincent Nolletti	*E-mail Address:* vincen@fresnoideaworks.org
Principal Contact Person: Ryan Madron / *Principal Contact's Title:* President	*Principal Contact's Physical Address:* 6083 N Figarden Dr #154 Fresno CA 93722
Primary Phone #: 5598982667 / *Alternative Phone #:*	*E-mail Address:* rmadron@fresnoideaworks.org
Name of Authorized Signatory: *Ryan Madron*	*Title of Authorized Signatory:* *President, Fresno Resolution*
Signature of Authorized Official: Ryan Madron	*Date of Signature:* *1/21/2026*

Do you have an active registration with SAM.gov? ☒ Yes ☐ No

[1] This document is for non-profit organizations. Units of local government, please complete Part A: Unit of Government Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

Part A, Section 2: Organizational Background
Please provide the organization's mission statement within the below space:

The Corporation is a nonprofit public benefit corporation and is not organized for the private gain of any person. The purpose of this corporation is to promote and encourage technical, scientific, and artistic skills through individual projects, social collaboration, and education. Also in the context of these purposes, the corporation shall engage in scientific, charitable and educational activities within the meaning of Section 501 (c)(3) of the Internal Revenue Code, including but not limited to:
(a) Through talks, classes, workshops, collaborative projects, and other activities, to encourage research, knowledge exchange, learning, and mentoring in a safe, clean space.
(b) Provide educational spaces for teaching practical skills and theory of STEAM (Science, Teclmology, Engineering, Art, Math).
(c) Provide work space, storage, and other resources for projects related to STEAM that will benefit the individual members' personal growth in their fields of interest, encouraging the individual members to share their projects and knowledge for the betterment of society through art, science and technology.
(d) To create, learn, and teach, individually and as a group, inviting members of the community in the Fresno area and the world.
(e) To develop, support the development of, and provide resources or the development of free and open sm1rce software and hardware for the benefit of society.
(I) Collaboration across disciplines for the benefit of cultural, charitable, and scientific causes.
(g) To foster, by all legal means, the common purposes of its participants.
(h) To conduct or engage in all lawful activities in furtherance of the stated purposes or those incidental to them.

Please mark any of the following classifications that apply to your organization:

- ☐ Woman-Owned Business
- ☐ Minority Institution
- ☐ Tribal
- ☒ Other: all volunteer
- ☐ Small Business
- ☐ Minority-Owned
- ☐ Veteran-Owned

Part A, Section 3: Organizational Capacity and Management
Please provide the number of staff employed by your organization: 0

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience

1) n/a
2)
3)
4)
5)

Board of Directors

How often does your Board of Directors regularly meet?
monthly
List current Board of Directors below:

1) Ryan Madron
2) William Frame
3) Sylvia Alamano
4) Vincent Nolletti
5) Rachel Baldwyn
6) Stacey Flora
7) Oliver Stern
8) Jeramy Short
9) David Ellis
10) Amy Ellis

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Vincen Nolletti
Title: Treasurer
Phone/Email: vincen@fresnoideaworks.org

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☐ Yes ☒ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Have your agency's annual financial statements been audited by an independent audit firm? ☐ Yes ☒ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.

6) Does your financial system:
a) Provide for the control and accountability of grant funds, property, and other assets? ☒ Yes ☐ No
b) Separately track revenue and expenditures for the grant funds? ☒ Yes ☐ No

7) Does your payroll system separately track staff time by grant and/or activity? ☐ Yes ☒ No

8) Are all payments properly documented with evidence or receipt of goods or performance of services? ☒ Yes ☐ No

9) Are all bank accounts reconciled monthly? ☒ Yes ☐ No

10) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☒ Yes ☐ No
If yes, please explain
Annual non-profit Board elections and installation July 2025

11) Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?
☒ Yes ☐ No
If yes, please explain
Bookkeeping consultation, accounting review

12) Does your agency have policies that address the following?

Ethics/Professional Conduct	☒ Yes	☐ No
Pay Rates and Benefits	☒ Yes	☐ No
Discrimination	☒ Yes	☐ No
Purchasing/Procurement	☒ Yes	☐ No
Property and Equipment	☒ Yes	☐ No
Segregation of Duties	☒ Yes	☐ No
Time and Effort Reporting	☒ Yes	☐ No
Record Retention	☒ Yes	☐ No

13) Does your agency certify that they are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily

excluded from participation in this transaction by any Federal or State department or agency? ☒ Yes ☐ No

Authorized Signatories

If your organization is selected for funding, signatures from persons bearing titles from each of the two lines below will be required by your organization.

1. Board Chair, President, or Vice President
2. Treasurer, Secretary, or Assistant Secretary

If you will be unable to provide the two requested signatures or intend to otherwise deviate from the standard signature authority, please indicate the names and titles of the authorized signatories below and provide the names and titles of the person(s) authorized to execute agreements on behalf of your organization in your board-certified resolution.

Authorized Signatory Name	Authorized Signatory Title
1) Ryan Madron	President
2) Vincent Nolletti	Treasurer

☒ Board Resolution providing for the signature authority of persons to sign agreements on behalf of the entity is attached (required before a subrecipient agreement will be executed).

To view the City's policy regarding signature authority, including a sample signature page and sample certification, view Administrative Order 4-1 at: https://www.fresno.gov/personnel/human-resources-support/#administrative-order

Part A, Section 4: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0.00

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0.00

- **Owner-Occupied Home Repair**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0.00

- **Public Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0.00

- **Public Infrastructure & Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
1	$ 132,400.00

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
1	**$132,400.00**

Required Attachments to Part A
Select all attachments included.

- ☒ **Part A, Exhibit 1** – Organization's U.S. Internal Revenue Service 501(c)(3) Determination of Exemption Letter (Required)
- ☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (an IRS 990, *Return of Organization Exempt from Income Tax*, may be submitted in lieu of an audit whenever the organization lacks an audit due it not exceeding California and Federal audit thresholds)
- ☐ **Part A, Exhibit 3** – Copies of results of audits, examinations, or monitoring procedures performed during the last two fiscal years on any direct federal award received by the organization
- ☐ **Part A, Exhibit 4** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)
- ☒ **Part A, Exhibit 5** – List of all awards to the organization from City of Fresno during the past two years
- ☐ **Part A, Exhibit 6** – Statement and Designation by Foreign Corporation (when location of incorporation was outside of California) (Required of Out-of-State Corporations only)
- ☒ **Part A, Exhibit 7** – List of Directors and Officers by Corporate Title and Name (Required)
- ☒ **Part A, Exhibit 8** – Organization's Articles of Incorporation (Required)
- ☒ **Part A, Exhibit 9** – Bylaws of the Organization (Required)
- ☒ **Part A, Exhibit 10** – Resolution of the Board of the Directors Authorizing the Application and Naming the Persons Authorized to Sign the Application

PY 2026-2027 APPLICATION
Infrastructure and Public Facility Improvements

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less):

   New Roof at 1730 H Street (Fresno Ideaworks)

   Amount Requested: $ 130000.00

   Provide a short description of the proposed project. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

Fresno Ideaworks, a 501(c)3 non-profit community makerspace, located at 1730 H Street, downtown Fresno, within HUD designated LMI and R/ECAP tracts. The project will fully replace approximately 7300 sq ft of failed, end-of-life (60 years) spray foam roofing, together with removal of obsolete rooftop HVAC units, and installation of a new energy-efficient, code-compliant roof system with upgraded insulation, flashings, and drainage. The project is necessary to mitigate ongoing leaks resulting in significant water damage and pest incursion into the structure, built in 1928 as a public swimming pool known as the Crown Plunge, repurposed in 1947, and undergoing façade remodeling in 1964.

This project is aligned with the City of Fresno Action Plan Goal: Public Facilities & Infrastructure Improvements — rehabilitation of community facilities to improve health, safety, accessibility, and service continuity for low- and moderate-income residents (consistent with goals in the 2025-2029 Consolidated Plan and 2025-26 Annual Action Plan). The project also meets Public Facilities & Improvements (24 CFR 570.201(c)): rehabilitation of an existing community facility used by residents, including LMI individuals and households.

2. **Organizational Capacity**

   a. Describe the organization’s experience with administering federally funded projects of this nature and staff skills necessary to deliver the proposed project.

The organization has not previously administered a federally funded capital project of this scale; however, it has successfully managed state, county, and City of Fresno grants, including COVID-19 relief, operating support, and a façade improvement project. The Facilities and Finance teams are actively obtaining assessments and estimates from licensed local commercial roofing contractors, with a target of three to five competitive bids. The proposed budget reflects current market data and includes a 10–15% contingency to account for anticipated material cost escalation prior to construction.

Organization members with current or prior construction industry experience will support contractor coordination as needed, assist the Project Manager, and serve as liaisons to makerspace members, program participants, and other visitors. Site safety plans and access controls will be implemented throughout construction to protect facility users, staff, and the public.

b. For how many years has the unit administered activities of the type described in this application?

   12

c. Does the unit have the following in place (check box if 'yes')?

   ☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

   ☒ Written Financial Management Policies and Procedures

   ☒ Non-Discrimination / Equal Opportunity Policy

   ☒ Conflict of Interest Policies and Procedures

   ☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, how it benefits low- and moderate-income individuals, and how this need take priority among competing needs:

Fresno Ideaworks, a nonprofit makerspace, operates in a 98 year old building that serves as the primary accessible creative and technical resource for residents in a low to moderate income (LMI) neighborhood. The building's roof has reached the end of its functional life, putting the safety of participants, staff, and critical equipment at risk, and threatening the continuity of programs that provide hands on learning, workforce skills, and entrepreneurial support to the community.

CDBG National Objective & Eligibility

• Area Benefit – Low- and Moderate-Income (LMI) Neighborhood : Project serves a facility located within a census tract/block group where ≥51% of households are LMI, qualifying under CDBG Area Benefit criteria.

While the organization does not collect demographic data from all visitors, most member and class participant accounts include home zip codes. In the 3rd and 4th quarters of 2025, about 36% listed zip codes within the 12 low-income areas identified by HUD's LMI Population by Tract layer, including downtown. This excludes VA Recreational Therapy Program participants, whose addresses and personal information are protected under HIPAA.

• Public Facilities & Improvements (24 CFR 570.201(c)): Rehabilitation of an existing community facility used by residents, including LMI individuals and households.

Community Need & Impact

- The existing roof is ~60 years old, has failed performance, and regular patching is no longer effective, creating chronic water intrusion that threatens occupant health and building integrity.

- Water leaks and moisture foster conditions that compromise indoor air quality, promote pest entry, and jeopardize safety for community users.

- If left unaddressed, continued deterioration could lead to significant property damage or facility closure, reducing access, and possibly adding to additional blight in the immediate neighborhood.

Expected Outcomes:

- Remove health/safety hazards caused by leaks and moisture, and pest incursion.

- Extend useful life of the facility 20–30 years with a durable, energy-efficient roof.

- Improve energy performance and reduce long-term maintenance costs.

• Maintain uninterrupted community access—particularly for LMI individuals and underserved populations.

Census Tract / LMI Area Impact

The project is located within a designated Low- and Moderate-Income (LMI) census tract in the City of Fresno, where CDBG funds are targeted for area benefit improvements that serve the local LMI population. The facility's service area includes residents who live in adjacent LMI neighborhoods and who deserve community programming, work skills development opportunities, creative and artistic skills development opportunities, and educational resources in their neighborhood. By rehabilitating this public facility consistent with Fresno's Consolidated Plan goals, the project ensures continued access and blight mitigation, and directly benefiting residents of the surrounding neighborhood.

At this time, Fresno Ideaworks remains one of the most comprehensive public, non-profit makerspaces in the Central Valley, offering a wide array of useful and artistic skill-building resources across multiple disciplines. It is also one of the most affordable options compared to similar spaces in other California cities, keeping hands-on learning within reach for more people. The choice to remain in downtown Fresno for 13 years has been intentional, reflecting a commitment to accessibility and downtown revitalization, but that commitment may not be sustainable given the condition of the building. Funding the roof replacement will enable us to continue providing a safe, stable home where makers of all backgrounds can learn new skills, share knowledge, and build meaningful projects together in the heart of downtown.

b. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Please select one of the following:

☐ The investment is not located within a RECAP

☒ The investment and its service area are located within RECAPs

c. Describe the service area:
Note: Strong applications will include specifically defined services areas such as 'residents within ½ mile radius of [facility address]' or 'residents within the boundaries defined on the attached map.'

The neighborhood around Fresno Ideaworks at 1730 H Street is a low- to moderate-income industrial-edge district where old warehouses and light industrial buildings define the streetscape. Many of these structures are brick or concrete, showing signs of age but also strong potential for adaptive reuse as studios, small manufacturers, or live-work spaces. Ideaworks faces active freight rail lines, creating a hard physical boundary marked by, underpasses and truck routes that make walking difficult and sometimes impossible. Additionally, High Speed Rail construction projects in the area frequently interrupt traffic patterns in and around the immediate neighborhood.

Land use in the area feels patchwork and neglected. Traditional warehouses and wholesale operations sit beside a variety of automotive light industry, empty storefronts, and small ethnic restaurants, reflecting a long history of working-class and immigrant settlement. Distressed empty buildings and vacant parcels break up the urban fabric but also hint at future opportunities for community-serving redevelopment. In places where zoning has shifted, storefronts at street level with housing or offices above, signal a gradual move toward a more continuous mixed-use environment. Close to Ideaworks, building heights tend to be low to mid-rise, and newer mixed-use projects are starting to appear, such as new loft and apartment buildings with street level retail on H Street and on Broadway north-west of Amador, and renovations of historic properties, like the repurposed Peerless Building at Amador and Broadway, complementing the historic Rainbow Ballroom.

Many businesses are small, family-run, and culturally specific, serving primarily local neighbors. These enterprises frequently operate on thin margins and rely heavily on downtown residents. At the same time, older industrial structures show signs of disinvestment and underutilization, with deferred maintenance visible in facades, loading docks, and yards.

As a result, the neighborhood waivers between stability and change. Environmental concerns from legacy industrial uses, coupled with aging infrastructure, highlight the urgent need for investment that improves conditions for existing low- to moderate-income households. At the same time, the area’s rail corridors, warehouse complexes, cultural resources, and proximity to historic Chinatown create a distinctive context in which Fresno Ideaworks continues to embody its working-class roots and local production economy.

Fresno Ideaworks is located in a low- to moderate-income, industrial-edge district characterized by aging brick and concrete warehouses and light industrial buildings with strong potential for adaptive reuse as studios, small manufacturers, or live-work spaces. The site faces active freight rail lines that create a hard physical boundary, with underpasses and truck routes making walking difficult or impossible, and ongoing High Speed Rail construction frequently disrupting traffic patterns.

Land use in the surrounding neighborhood is patchwork and visibly disinvested. Traditional warehouses and wholesale operations sit alongside automotive and light industry, empty storefronts, and small ethnic restaurants that reflect a long history of working-class and immigrant settlement. Vacant parcels and distressed buildings fragment the urban fabric but also represent key opportunities for community-serving redevelopment. Where zoning has shifted, mixed-use buildings with street-level storefronts and housing or offices above signal a gradual transition toward a more continuous mixed-use environment. Near Ideaworks, building heights are primarily low- to mid-rise, and newer mixed-use infill has emerged in recent years, including loft and apartment buildings with ground-floor retail along H Street and along Broadway between Divisadero and Amador, as well as renovations of historic properties such as the repurposed Peerless Building, complementing legacy cultural assets like the Rainbow Ballroom.

Many nearby businesses are small, entrepreneurial, family-run, and culturally specific, serving primarily local residents while operating on thin margins and relying heavily on returning clients and customers. With few exceptions older structures older structures show clear signs of underinvestment and underutilization, including deferred maintenance on facades and yards.

As a result, the neighborhood sits at a tipping point between stability and uncertain change. Environmental concerns from industrial uses and aging infrastructure underscore the urgent need for targeted investment that improves conditions for existing low- to moderate-income residents. At the same time, the area's rail corridor, warehouses, cultural resources, and proximity to historic Chinatown create a distinctive context in which Fresno Ideaworks continues to embody both its working-class roots and it's entrepreneurial flare, supporting a local small-production nd retail economy and positioning it as a catalytic anchor for equitable revitalization.

☒ Service area map attached as exhibit C

d. Estimate the *annual* number of unduplicated persons expected to receive a direct benefit from the project:

   300 unduplicated persons will receive a direct benefit from this project.

e. Select the proposed beneficiaries of the proposed project (select all that apply):

☒ Children and Youth

☐ Abused Children

☒ Older Adults (62 and older)

☐ Severely Disabled Adults

☐ Public Housing Residents

☐ Victims of Domestic Violence

☐ Illiterate Adults

☐ Migrant Farm Workers

☒ Low-Income Persons in General

☐ Homeless Individuals

☐ Persons at Risk of Homelessness

☒ Other (Specify: veterans)

f. National Objective - Low-Income Area (LMA)
Infrastructure and Public Facility Improvements generally benefit residents within the defined service area. The service area must be primarily residential, and the participants receiving benefit from the improvement must primarily reside within the service area. If a portion of the participants receiving benefit from the improvement reside outside the service area, additional information about these participants may be required to qualify under Option 3: Low-Income Area.

☒ LMA map determination included as Exhibit C

g. Continuation of Use

Pursuant to 24 CFR 570.505, recipients receiving CDBG funds may not change the use or planned use of any property for which CDBG-funded improvements were made unless the recipient provides affected citizens with reasonable notice of, and opportunity to comment on, any proposed change, and the new use of such property qualifies as meeting one of the national objectives in §570.208 (formerly §570.901) and is not a building for the general conduct of government.

☒ The applicant agrees to comply with 24 CFR 570.505 and to consult with the Housing & Community Development Division prior to implementing any change of use for facilities improved with CDBG funds.

Please describe your unit's capacity to maintain the facility or improvements into the future.

• Demonstrated stewardship capacity: The non-profit has responsibly maintainined a historic structure to the best of it's ability while balancing preservation of remaining original interior architectural features with practical, long-term solutions.

• A new roof is more effective than ongoing repairs: Installing a new roof is significantly more cost-effective and manageable than continual patching, emergency fixes, and damage control caused by recurring leaks, pest incursion, and deterioration.

• Reduced long-term maintenance costs: A new roof minimizes water intrusion and structural risk, as well as pest incursion, lowering ongoing repair expenses and allowing resources to be directed toward planned maintenance rather than crisis response.

• Protection of historic remnant: By preventing further moisture damage, a new roof safeguards the few remaining original materials and architectural features that are costly or impossible to replace.

• Increased safety and usability: A sound roof creates safe, code-compliant interior spaces, eliminating hazards that currently limit access and use.

• Expanded programmatic opportunities: Newly protected and usable spaces can host programs, events, and community activities that were previously restricted due to safety concerns.

• Revenue generation potential: Opening additional safe, weather-tight space enables rentals, partnerships, and events that generate earned income dedicated to ongoing maintenance and preservation, as well as valuable programming.

• Sustainable preservation strategy: Investing in a new roof supports long-term financial and operational sustainability by reducing emergency repairs and creating opportunities for self-supported maintenance funding.

h. Detailed Narrative Description of Project

Describe the project in detail in the space below. Include any information about how the project has or will incorporate input from its anticipated beneficiaries. Limit description to the space provided on this and the next page.

The proposal is to perform a full tear off down to sound structural surface, remove obsolete rooftop HVAC equipment, and install a new low slope commercial roof system (e.g., TPO or PVC) designed to meet required standards.

Replacement of the roof will stabilize both the structure and activity in the makerspace, ideally allowing expansion of workspace to upper floors. Ideaworks members and program participants will, as with other evolutions of the organization, have input into how increased useful space will be allocated to different disciplines, and into creation of new and expanded shop areas and educational spaces.

Scope of work

1. Preparatory

• Provide site mobilization, safety barriers, and protection for interior contents and adjacent properties during roofing and HVAC removal activities.

• Set up crane or lift access as needed for removal of rooftop HVAC units and debris handling.

2. Roof and foam tear off

• Remove approximately 7300 sq ft of existing foam roofing, coatings, and all underlying deteriorated roofing materials down to sound surface, including cutting and scraping of built up foam at low areas.

• Collect, contain, and legally dispose of all roofing debris in accordance with city and state waste handling requirements.

• Removal of damaged, obselete rooftop HVAC units and associated abandoned ductwork, in coordination with a licensed contractor.

• Cap, terminate, or reconfigure remaining utilities serving removed equipment per code, and properly infill or surface over former curb openings to restore roof structural continuity.

3. Substrate repair and preparation

• Inspect exposed structural surface for damage once the foam and old roofing are removed, and repair or replace deteriorated surface as an allowance or unit price item.

• Prepare the surface for new roofing, including priming, installing new wood blocking and metal edging as needed for drainage control.

4. New roof system installation

• Install new insulation to meet requirements for commercial roofs, with tapered insulation in select areas to improve drainage and reduce ponding.

• Install and fully adhere or mechanically attach appropriate membrane roof system (e.g., TPO or PVC), including flashings at all penetrations, parapets, curbs, vents, and edges, and walk pads at anticipated service routes.

• Install new sheet metal edge terminations, scuppers, and downspout connections as needed for watertight assembly.

5. Final Actions

• Perform final inspections, water test critical details as specified.

• Secure project documentation, warranties, and maintenance guidelines.

i. Please attach any drawing or visual plans that have been drafted as an exhibit to this application.

☐ Drawings or visual plans are attached as exhibit

j. Collaboration
Briefly describe collaboration efforts the organization is making to ensure successful completion of the project to serve the overall needs of the beneficiaries.

Collaborating Organization	Description of Collaboration
n/a	n/a

4. Project Timeline and Budget

a. The City is interested in investments that provide benefit to residents in a timely manner (12 months) while balancing the need to maintain high standards of project delivery. Propose how the organization will address this need and describe the organization's history completing projects within established deadlines.

Project Timeline

Quarter 1 (Months 1–3)

• Continue to seek necessary additional funding for the project.

• Execute grant agreement with local jurisdiction

• Complete HUD environmental review and receive Release of Funds

• Finalize project scope, design details, and construction specifications

• Confirm compliance with historic preservation and local building requirements

Quarter 2 (Months 4–6)

• Conduct CDBG-compliant procurement process

• Select and contract qualified roofing contractor

• Obtain required permits and approvals

• Schedule construction activities

Quarter 3 (Months 7–9)

• Begin roof replacement construction

• Ongoing monitoring of safety, progress, and contract compliance

• Submit progress reports and reimbursement requests as milestones are met

Quarter 4 (Months 10–12)

• Complete roof installation

• Conduct final inspections and address any punch-list items

• Submit final reimbursement request

• Complete project closeout documentation

Post-Completion Outcomes

• Reopen previously restricted interior spaces for public use

• Begin expansion of programming and community access

• Track increased facility-generated revenue to support ongoing maintenance and preservation

Budget Considerations

Total Roof removal and replacement (7300 sq ft). Because of age, extensive damage, and the necessity of removing the defunct HVAC, and temporarily removing bird-netting, the current estimated total project ranges from $90,000–$160,000. This range is based on estimates from local liscenced commercial roofers.

Based on current California commercial roofing benchmarks, final cost will be dependent on choice of appropriate roof system, tear-off and disposal requirements, insulation, structural condition of existing support, and anticipated increase in materials costs by start of project.

b. Describe how existing resources are insufficient to meet the needs of the proposed project.

.Existing Resources and Funding Limitations

Existing donor support and grant funds are largely restricted to operating expenses, program delivery, and limited deferred maintenance or equipment upgrades within specific workspaces.

• A 2025–2026 City of Fresno Measure P EAAC – Established Organization Operations Expenses award covers approximately 60% of operating costs during the grant period, including mortgage, utilities, insurance, website services, and class/member management software.

• A grant from the Candlelight Guild is restricted to air quality improvements, specifically the purchase and installation of air scrubbers to improve health and safety.

• A grant from the Hilltop Foundation is restricted to woodshop equipment purchases and improvements.

• Revenue from VA Recreational Therapy programs is restricted to those specific program activities.

• Ongoing revenue from membership fees, classes, workshops, and small unrestricted donations supports remaining operating costs, instructor fees, class materials, and minor deferred maintenance.

Donations designated for mortgage reduction, roof replacement, or specific workshop areas are typically small and insufficient to fund a major capital project such as full roof replacement. New fundraising efforts are underway to increase local business and corporate investment in the makerspace.

c. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the unit has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date

d. Activity Budget Summary

Please complete Exhibit A – Capital Budget Summary in Excel format.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notice of Funding Available' tab .

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Please note the following costs are not allowable for CDBG: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

Attachments to Part B Application:

☒ EXHIBIT A – OPERATING BUDGET SUMMARY (NON-PROFITS or CITY DEPARTMENTS)

☒ EXHIBIT B – BUDGET NARRATIVE

Optional Additional Exhibits:

☐ EXHIBIT – DRAWINGS OR PLANS (IF AVAILABLE)

☐ EXHIBIT – FUNDING COMMITMENT LETTERS (IF AVAILABLE)

☐ EXHIBIT – LETTERS OF SUPPORT (OPTIONAL-MAXIMUM 2)

☒ EXHIBIT C – LMA MAP WITH SERVICE AREA IDENTIFIED (REQUIRED)

Exhibit A: Capital Project Budget Summary (Non-Profits)

Budgeted Category	City of Fresno CDBG	Other Federal Funds	State Funds	Local Funds	Private Funds (List Source)	Subrecipient Contribution	Other (List Source)	Total Cost
Property Acquisition								
Land Acquisition								
Related Acquisition Soft Costs								
Total Acquisition	**$n/a**	$	$	$	$	$	$	**$**
Construction Hard Costs								
Renovation Cost	**120000**							**120000**
New Construction Cost	**12000**							**12000**
Off-site Improvements	**0**							**0**
Renovation / Construction / Off Site Contingency	**12000**							**12000**
Environmental Mitigation	**0**							**0**
Permits	**400**							**400**
Connection / Tap Fees	**0**							**0**
Construction Period Utilities	**0**							**0**
Other: (Specify)	**0**							**0**
Total Construction Hard Cost	**$132400**	$	$	$	$	$	$	**$132400**
Professional Fees								
Architect								
Engineer								
A & E Reimburseables								
Survey								
Environmental Consultant								
Geotechnical								
Testing and Inspection								
Construction Estimator								
Project Management								
Total Professional Fees Budget	**$**	$	$	$	$	$	$	**$**

Continued from previous page

Budgeted Category	City of Fresno CDBG	Other Federal Funds	State Funds	Local Funds	Private Funds (List Source)	Subrecipient Contribution	Other (List Source)	Total Cost
Project Financing Fees and Costs								
Appraisal								
Title and Recording								
Construction Escrow								
Application Fees								
Financing Fees								
Construction Interest								
Lender Inspections								
Lender Legal								
Total Project Financing	**$**	$	$	$	$	$	$	**$**
Miscellaneous								
Real Estate taxes								
Builder's Risk Insurance								
Property Insurance								
Liability Insurance								
Pollution Insurance								
Other: (Specify)								
Other: (Specify)								
Total Miscellaneous	**$**	$	$	$	$	$	$	**$**
Furnishings & Equipment								
Program Equipment								
Data & Communications Equipment								
Security Equipment								
Furnishings								
Other: (Specify)								
Other: (Specify)								
Total Furnishings & Equipment	**$**	$	$	$	$	$	$	**$**
GRAND TOTAL	$	$	$	$	$	$	$	$

*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.
Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.68).

Exhibit A: Capital Project Budget Summary (City Departments)

CITY OF FRESNO

CAPITAL PROJECT BUDGET SUMMARY (City Departments)

Budgeted Category	City of Fresno CDBG	Other Federal Funds	State Funds	Local Funds	Private Funds (List Source)	Other (List Source)	Total Cost
Direct Costs							
Employee Services							
Professional Technical Services							
Property Services							
Other: (Specify)							
Supplies							
Land Acquisition							-
Building Acquisition							-
Improvements							-
Equipment							-
Furniture/Fixtures							-
Planning/Project Development							-
Engineering/Design							-
Contract Construction							-
Relocation							-
Other: (Specify)							-
Other: (Specify)							-
Interdepartmental Charges							
Contingencies							
TOTAL DIRECT COSTS	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Indirect Costs							
Approved Indirect Cost Rate							
De minimus 15% Rate	$ -						
TOTAL INDIRECT COSTS	$ -						
GRAND TOTAL	$ -	$ -	$ -	$ -	$ -	$ -	$ -

*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.
Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.68).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary.

Budget Narrative

The renovation cost line item reflects a preliminary, best-available estimate based on current vendor input and typical market pricing for similar projects. Because final bids—particularly for HVAC disconnect, refrigerant recovery, and removal—are still pending, amounts have been conservatively budgeted to reduce the risk of underfunding and to ensure sufficient coverage for the full scope of work.

This line item covers all work necessary to safely remove existing rooftop mechanical equipment and complete the full roof replacement. It includes engaging a licensed pest-control vendor to temporarily remove existing bird netting prior to construction and reinstall it upon completion of the work.

Renovation costs also include services from a qualified HVAC contractor to disconnect and prepare both the air-conditioning units and evaporative coolers for removal, including proper recovery and handling of any refrigerant in accordance with applicable regulations. A crane service is budgeted to lift and remove the rooftop units from the three-story building, and disposal is included for removed equipment that is non-functional or no longer suitable for continued use. Following removal, all roof openings will be capped and sealed, and all associated mechanical/electrical connections will be safely terminated. The roofing contractor will then replace the entire roof surface, including restoring all penetrations and affected areas to ensure a fully weather-tight, code-compliant roofing system.

Permits: The permit amount included in the budget reflects the roofing contractor's best estimate based on anticipated jurisdictional requirements. The HVAC contractor has indicated that permits are not expected to be required for their portion of the work.

Contingency: A 10% contingency is included to address unforeseen conditions and unexpected costs that may arise during demolition, equipment removal, roof replacement, or related site conditions.

Note: Where vendor estimates were incomplete or appeared understated, figures were intentionally rounded upward to provide a prudent planning allowance until final quotations are received.

Fresno Ideaworks **EIN 46-1568229**
Ryan Madron, President **William Frame, Chair**

Projected General Operations Budget 2026

PERSONNEL COSTS	Itemized Costs	Notes	Total
Support Staff	Support is $16.5+ an hour	Bookkeeping consult	$10,000
Class Instructors	Estimated Based on 2024	Iclass Instructors	$15,000
Accounting Services	Estimate provided by Accounting Services	Accounting review	$10,000
Subtotal Personnel Costs			$35,000
OPERATING COSTS			
	Itemized Costs		Total
Utilities	2024 averages x 12		$ 16,341.00
Mortgage	$2545 x 12 = $30540		$ 30,540.00
Maintenance	Estimated Based on 2024 expeses		$ 21,957.00
Class and Program materials	Supplies for classes and activities, mo. avg.		$ 2,518.00
website, member and class registration software, marketing materials	Estimated Based on 2024 costs		$ 2,905.00
Equipment	New equipment estimate for expanded classes and actives based on 2023-24 costs		$ 14,200.00
	Subtotal Operating Costs		**$88,461**
	Grand Total Operating Costs		**$123,461**

Budget Notes and justifications: the projected 2026 operations budget is based on expenses and average expenses from the previous calendar year; average monthly expenses for utilities and consumables (e.g. utilities, class materials, janitorial supplies); and estimated costs for new programs (class and workshop set up and new equipment) based on most recent comparable activity.

Exhibit B – Operations Budget Narrative

Budget Summary Report

This report provides an overview of Fresno Ideaworks' annual operating budget, highlighting key expense categories and notable cost drivers.

Personnel
The organization's only paid staff members are class instructors. Instruction is provided throughout the year through a mix of scheduled and on-demand classes and workshops. Instructor compensation varies depending on class type, attendance, and duration. Instructors typically receive either a class commission of 50–60%, drawing hourly pay at minimum wage during each pay period with any balance added at to the final paycheck. On average, between six and eight instructors are contracted each year, supplemented by a strong volunteer base that facilitates events and workshops.

Maintenance and Repairs
Recent and planned maintenance expenses include ceiling tile replacement, forklift tune-up and parts, lighting upgrades (both internal and external), and accessibility improvements to the facility's front entrance. The total estimated cost for these maintenance items is approximately **$5,563.69**. These projects support continued safe, energy-efficient, and accessible operations for members and visitors.

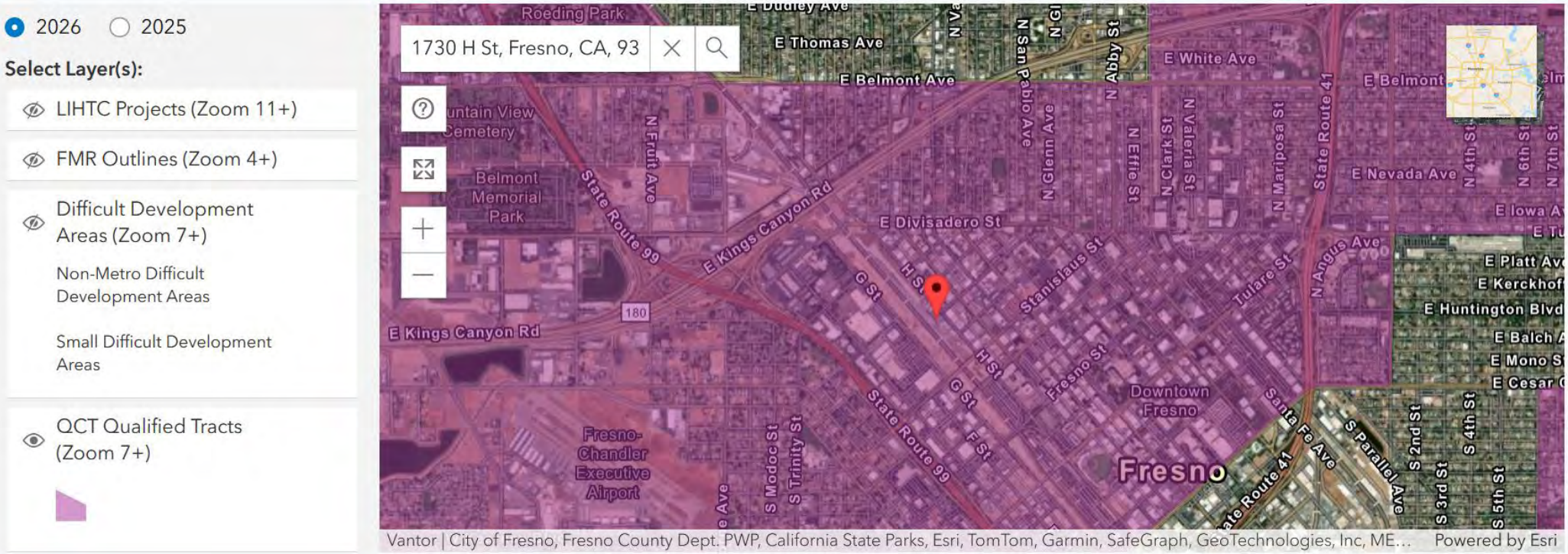
Equipment and supplies
In 2025, Fresno Ideaworks upgraded its **X-Carve CNC router** at a cost of approximately **$2,415** to expand digital fabrication capacity in the woodshop. This investment responded to increased demand for CNC access and the need to support more complex, moderately sized projects, thereby reducing equipment bottlenecks and improving member access to tools essential for program delivery. The upgrade directly supported the organization's mission-driven classes and workshops by enabling more efficient use of shared shop time and increasing the number and variety of projects that could be successfully completed during scheduled instruction.

Professional Services
The budget includes allocations for CPA and bookkeeping consultation services to ensure accurate financial reporting and compliance. Documentation such as memoranda or agreements will be maintained as needed.

Major Operating Costs
The single greatest ongoing expenses in the organization's budget are the **mortgage** and **PG&E utility costs**, which represent the largest portions of monthly operating overhead. These fixed costs, while substantial, ensure that Fresno Ideaworks maintains a safe, functional, and reliable facility for its community programs.

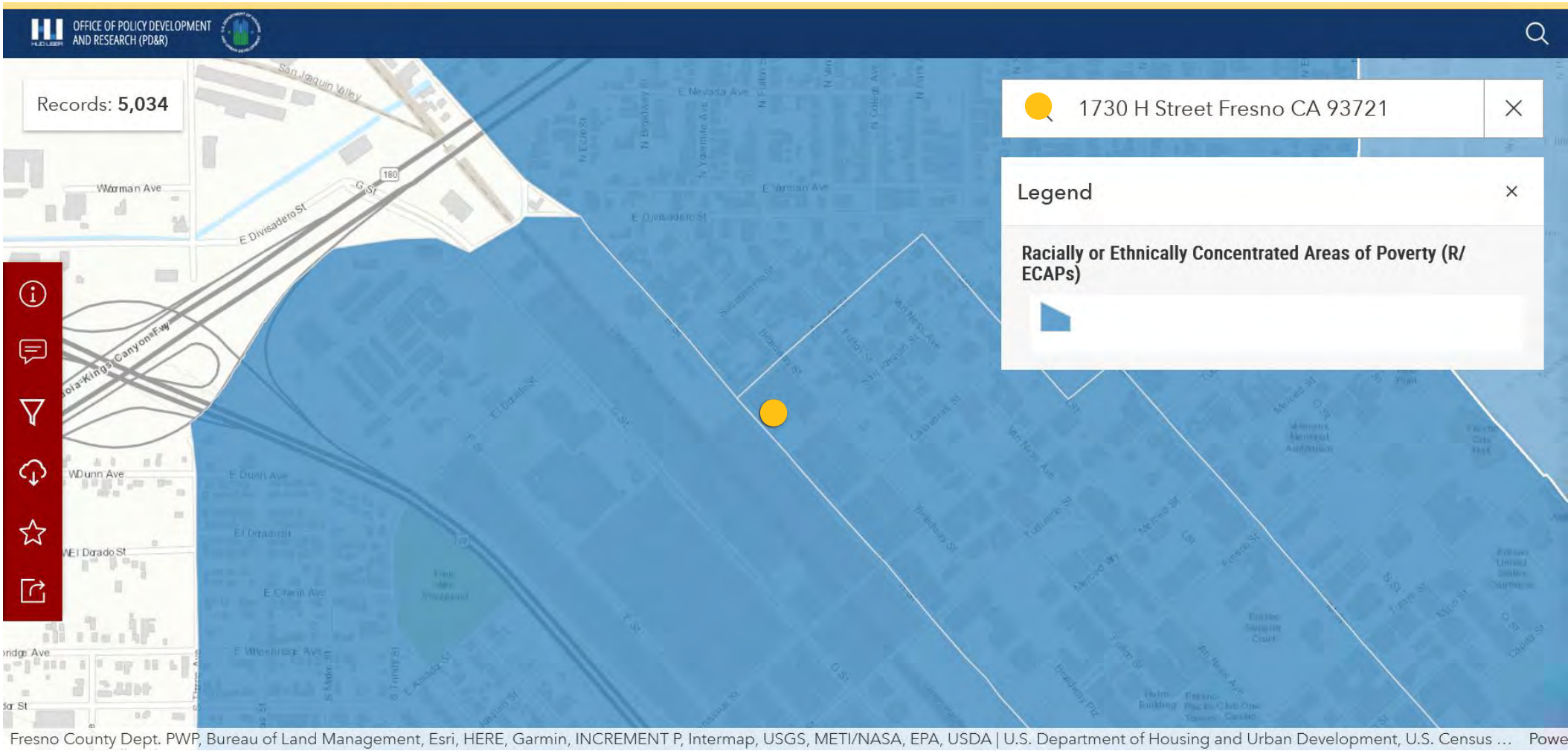
https://www.huduser.gov/portal/sadda/sadda_qct.html

Accessed 18 Jan 2026



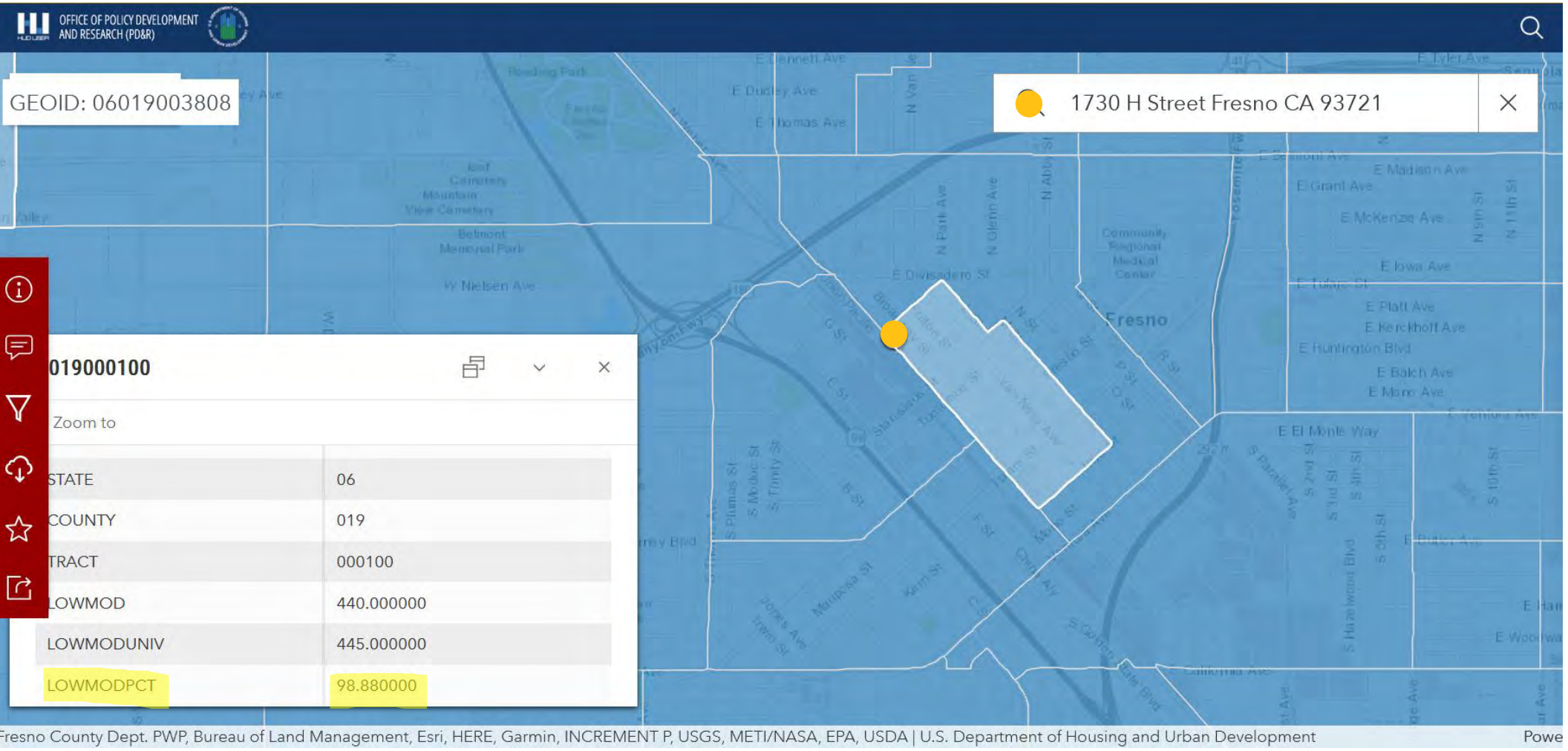
https://hudgis-hud.opendata.arcgis.com/datasets/HUD::racially-or-ethnically-concentrated-areas-of-poverty-r-ecaps/explore?location=36.740258%2C-119.798876%2C15.59

Accessed 18 January 2026



https://hudgis-hud.opendata.arcgis.com/datasets/HUD::low-to-moderate-income-population-by-tract/explore?location=36.736551%2C-119.805442%2C13.88

Accessed 18 January 2026



Self-Help Enterprises:

La Hacienda Community Center

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
NON-PROFIT ORGANIZATION[1]

Part A, Section 1: General Information

Legal Name of the Organization:	*Fictitious Name (if applicable):*
Self-Help Enterprises	
UEI of Organization:	*Taxpayer Identification Number:*
YWCPA31KBJY6	94-1592676
Date of Incorporation:	*Date of 501(c)(3) Determination:*
February 1965	April 1965
Mailing Address of Organization:	*Organization Website Address:*
8445 W. Elowin Court, Visalia, CA 93291	https://www.selfhelpenterprises.org/
Name of President (or Chair of the Board):	*E-mail Address:*
Yolanda Meraz	ymerazdiaz@gmail.com
Name of Chief Executive or Executive Director:	*E-mail Address:*
Thomas J. Collishaw	*tomc@selfhelpenterprises.org*
Name of the Secretary:	*E-mail Address:*
David Ebenezer	davide@selfhelpenterprises.org
Name of Treasurer (or Chief Financial Officer):	*E-mail Address:*
David Ebenezer	davide@selfhelpenterprises.org

Principal Contact Person:	*Principal Contact's Title:*	*Principal Contact's Physical Address:*
Vanesa Donangtavanh	Project Manager	8445 W. Elowin Court, Visalia, CA 93291

Primary Phone #:	*Alternative Phone #:*	*E-mail Address:*
559-931-2479		vanesad@selfhelpenterprises.org

Name of Authorized Signatory:	*Title of Authorized Signatory:*
Thomas J. Collishaw	*President/CEO*
Signature of Authorized Official:	*Date of Signature:*
DocuSigned by: 35086C5CB890436...	3/3/2026

Do you have an active registration with SAM.gov? ☒ Yes ☐ No

[1] This document is for non-profit organizations. Units of local government, please complete Part A: Unit of Government Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

Part A, Section 2: Organizational Background
Please provide the organization's mission statement within the below space:

Self-Help Enterprises (SHE) is a nationally recognized housing and community development organization whose mission is to work together with low-income families to build and sustain healthy homes and communities. The pioneer and leading provider of mutual self-help housing in the United States, SHE's efforts today encompass a range of endeavors to build better homes and communities for farmworkers and other hard-working families. Since 1965, SHE has helped more than 6,500 families to build their own homes, rehabilitated over 6,900 unsafe homes, developed over 2,800 units of affordable rental housing, and provided technical assistance for reliable access to safe drinking water and sanitary sewer infrastructure to over 33,900 individuals in 175 small communities. SHE's commitment to providing resources and training for individuals builds the capacity of highly effective leaders in communities that also promote collaborative solutions for improving communities. These combined efforts have touched the lives of over 70,000 families, providing security and stability for families and building more productive communities.

Please mark any of the following classifications that apply to your organization:

- ☐ Woman-Owned Business
- ☐ Minority Institution
- ☐ Tribal
- ☐ Other:
- ☐ Small Business
- ☐ Minority-Owned
- ☐ Veteran-Owned

Part A, Section 3: Organizational Capacity and Management
Please provide the number of staff employed by your organization: 220

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Tom Collishaw	President/CEO	43 Years
2) Betsy McGovern-Garcia	Vice President	20 Years
3) Melissa Valdez	Assistant Director	20 Years
4) Sheila Scheitrum	Assistant Director	8 Years
5) Vanesa Donangtavanh	Project Manager	6 Years

Board of Directors

How often does your Board of Directors regularly meet?
Once a month except for July and December.
List current Board of Directors below:

1) Mike Carnes
2) Tim Denton
3) Olivia Gomez
4) Kayode Kadara
5) Ivan Lopez
6) Steve Montes
7) Lupe Martinez
8) Yolanda Meraz
9) Gary Rodriguez
Martha Renteria
Dolores Salgado
Luis Elizondo
10) Tina Sumner
Susan Zachary-Kreps
Jennie Bautista
Dave Herb

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: David Ebenezer
Title: Chief Financial Officer
Phone/Email: 559-802-1604/davide@selfhelpenterprises.org

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Have your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
On page 11 of the Single Audit report for FYE 06.30.25, the finding identified in FYE 06.30.24 audit report is disclosed.

6) Does your financial system:

a) Provide for the control and accountability of grant funds, property, and other assets? ☒ Yes ☐ No
b) Separately track revenue and expenditures for the grant funds? ☒ Yes ☐ No

7) Does your payroll system separately track staff time by grant and/or activity? ☒ Yes ☐ No

8) Are all payments properly documented with evidence or receipt of goods or performance of services? ☒ Yes ☐ No

9) Are all bank accounts reconciled monthly? ☒ Yes ☐ No

10) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain

11) Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?
☐ Yes ☒ No
If yes, please explain

12) Does your agency have policies that address the following?

Ethics/Professional Conduct	☒ Yes	☐ No
Pay Rates and Benefits	☒ Yes	☐ No
Discrimination	☒ Yes	☐ No
Purchasing/Procurement	☒ Yes	☐ No
Property and Equipment	☒ Yes	☐ No
Segregation of Duties	☒ Yes	☐ No
Time and Effort Reporting	☒ Yes	☐ No
Record Retention	☒ Yes	☐ No

13) Does your agency certify that they are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal or State department or agency? ☒ Yes ☐ No

Authorized Signatories

If your organization is selected for funding, signatures from persons bearing titles from each of the two lines below will be required by your organization.

1. Board Chair, President, or Vice President
2. Treasurer, Secretary, or Assistant Secretary

If you will be unable to provide the two requested signatures or intend to otherwise deviate from the standard signature authority, please indicate the names and titles of the authorized signatories below and provide the names and titles of the person(s) authorized to execute agreements on behalf of your organization in your board-certified resolution.

Authorized Signatory Name	Authorized Signatory Title
1) Thomas J. Collishaw	President/CEO
2) David Ebenezer	Chief Financial Officer/Secretary

☒ Board Resolution providing for the signature authority of persons to sign agreements on behalf of the entity is attached (required before a subrecipient agreement will be executed).

To view the City's policy regarding signature authority, including a sample signature page and sample certification, view Administrative Order 4-1 at: https://www.fresno.gov/personnel/human-resources-support/#administrative-order

Part A, Section 4: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Owner-Occupied Home Repair**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Infrastructure & Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
1	$ 1,257,525

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
1	**$1,257,525**

Required Attachments to Part A
Select all attachments included.

☒ **Part A, Exhibit 1** – Organization's U.S. Internal Revenue Service 501(c)(3) Determination of Exemption Letter (Required)

☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (an IRS 990, *Return of Organization Exempt from Income Tax*, may be submitted in lieu of an audit whenever the organization lacks an audit due it not exceeding California and Federal audit thresholds)

☒ **Part A, Exhibit 3** – Copies of results of audits, examinations, or monitoring procedures performed during the last two fiscal years on any direct federal award received by the organization

☒ **Part A, Exhibit 4** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

☒ **Part A, Exhibit 5** – List of all awards to the organization from City of Fresno during the past two years

☐ **Part A, Exhibit 6** – Statement and Designation by Foreign Corporation (when location of incorporation was outside of California) (Required of Out-of-State Corporations only)

☒ **Part A, Exhibit 7** – List of Directors and Officers by Corporate Title and Name (Required)

☒ **Part A, Exhibit 8** – Organization's Articles of Incorporation (Required)

☒ **Part A, Exhibit 9** – Bylaws of the Organization (Required)

☒ **Part A, Exhibit 10** – Resolution of the Board of the Directors Authorizing the Application and Naming the Persons Authorized to Sign the Application

PY 2026-2027 APPLICATION
Infrastructure and Public Facility Improvements

1. **Project Summary Information** – please complete the below summary information for the project/program.

   Project Name (10 words or less): La Hacienda Community Center

   Amount Requested: $ 1,257,525.00

   Provide a short description of the proposed project. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

The proposed La Hacienda Community Center is a new approximately ~3,500-square-foot facility located at 158 E. Sierra Avenue in Fresno, California, designed to serve residents of La Hacienda Mobile Estates, a 60-space manufactured home community undergoing rehabilitation and expansion through the Homekey program. The project will support 26 existing households and 18 new units (17 dedicated to Veterans) by providing a centralized, on-site hub for resident services, education, and community programming. The Community Center will house property management and resident services staff and accommodate partnerships delivering supportive services, workforce and financial education, technology access, and health and nutrition programming. The facility is actively proposed for funding to strengthen housing stability, improve service access, and support long-term resident well-being within the community.

2. **Organizational Capacity**

   a. Describe the organization's experience with administering federally funded projects of this nature and staff skills necessary to deliver the proposed project.

Self-Help Enterprises (SHE) has a successful track record of managing local, state, and federal grants and contracts. Since inception, a large portion of our operating revenue and development capital has been secured from state, local and federal sources. Our federal funding partners include the U.S. Department of Treasury's CDFI Fund, the U.S. Department of Housing and Urban Development, and prominently, the U.S. Department of Agriculture. SHE has never been deemed non-compliant with any federal award nor has SHE ever experienced any significant compliance issues. For instance, SHE is the longest continuous grantee of the USDA Rural Development Section 523 Mutual Self-Help Housing program (over 50 years) and has never had a significant finding of noncompliance. During the past three fiscal years, SHE has received federal funding totaling $69.9 million, including $36.3 million

in 2022, $16.6 million in 2021, and $17 million in 2020. Funding supports multiple lines of business, including its financial assistance programs, mutual self-help homeownership program, rental communities, down payment assistance programs, rural community drinking water and wastewater initiatives, sustainable energy solutions, and emergency services programs. Federal funds received in 2022 included the California Department of Health Care Services, Department of Social Services (CDHDSDSS), $3.2 million; Fresno County HOME funds, $475,000; California Department of Housing and Community Development (multiple federal programs), $31.7 million; U.S. Department of Agriculture 514 Program, $750,000; and Rural Community Assistance Program (federal funds pass-through), $120,000. In 2021, SHE received $16.6 million in federal funding, all through the California Department of Housing and Community Development, to support rental, homeownership, and permanent supportive housing work. In 2020, SHE received $16.6 million through CA HCD, including HOME Investment Partnerships Program funding, farmworker housing support funding, and multifamily housing production financing. SHE has received multiple additional grants and loans through the U.S. Department of Agriculture, including farm labor housing loans and grants for the Bear Creek Housing Community, Casas de la Vina, Vera Cruz Village, and Sunrise Villa. SHE has also received direct USDA support for the Housing Preservation Grant, Rural Community Development Initiative, and Household Water Well System programs. 43 of 92 Because annual expenditure of federal funds regularly exceeds $750,000, SHE is subject to Single Audit Act requirements. No material weaknesses or significant deficiencies have been identified during our history, and our auditors continue to express an unmodified opinion on compliance with major programs. SHE manages more than 50 rental housing developments with over 2,300 units of rental housing, funded through programs ranging from the USDA Farm Labor Housing to federal and state low-income housing tax credits. HUD HOME Investment Partnerships Program capital is often used to more deeply target rental and homeownership projects' affordability to VLI/ELI households. For the rental portfolio, annual income re-verifications for all tenants are completed and affordability requirements at a project-level basis are tracked closely. SHE also administers a variety of CDBG, CDBG-CF, ARPA, and HOME-funded homeownership rehabilitation, homebuyer assistance, and rental housing programs for cities and counties throughout our service area. In most of our recent contracts with cities and counties to administer their federally funded programs, SHE acts in the role as a sub-recipient of the funds.

b. For how many years has the unit administered activities of the type described in this application?

   60 Years

c. Does the unit have the following in place (check box if 'yes')?

☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, how it benefits low- and moderate-income individuals, and how this need take priority among competing needs:

This proposal addresses the critical need for accessible, on-site services and community space for low- and moderate-income households living at La Hacienda Mobile Estates, including Veterans and families at risk of housing instability. Residents currently face barriers to essential services due to limited transportation, dispersed off-site resources, and the absence of a centralized location for education, supportive services, and property management. The proposed Community Center directly benefits low- and moderate-income individuals by improving access to resident services, workforce and financial education, technology, and health-related programming that supports long-term housing stability. This need takes priority among competing community needs because residents lack reliable access to comparable services nearby, and without a centralized, on-site facility, vulnerable households face heightened risks of displacement, service disengagement, and housing instability. Stable housing outcomes depend not only on physical housing improvements, but also on consistent, place-based access to supportive services that address underlying economic and social challenges. By co-locating services within the community, the project maximizes impact, reduces barriers to participation, and delivers a cost-effective, preventative investment that strengthens resident self-sufficiency and long-term community stability.

b. The City's Analysis of Impediments to Fair Housing Choice includes areas identified as Racially/Ethnically Concentrated Areas of Poverty (RECAPs – see NOFA Handbook) that include some of the City's most vulnerable communities. Please select one of the following:

☒ The investment is not located within a RECAP

☐ The investment and its service area are located within RECAPs

c. Describe the service area:
Note: Strong applications will include specifically defined services areas such as 'residents within ½ mile radius of [facility address]' or 'residents within the boundaries defined on the attached map.'

The service area for the proposed La Hacienda Community Center is defined as residents of La Hacienda Mobile Estates, located at 104 E. Sierra Avenue, Fresno, California, which directly borders the Community Center site to the north and west (see attached map). The Community Center is located at 158 E. Sierra Avenue on an approximately 0.29-acre site and is bordered by the manufactured home community to the north and west and a commercial car dealership to the east, with additional commercial uses nearby. The primary beneficiaries will be current residents of La Hacienda Mobile Estates, including low- and moderate-income households and Veterans, with outreach efforts also extended to former residents displaced by the prior owner when appropriate and relevant to housing stability goals. The centralized, on-site location ensures walkable, accessible access to resident services, education, and community programming without reliance on off-site transportation.

☒ Service area map attached as exhibit G

d. Estimate the *annual* number of unduplicated persons expected to receive a direct benefit from the project:

132 unduplicated persons will receive a direct benefit from this project.

e. Select the proposed beneficiaries of the proposed project (select all that apply):

☒ Children and Youth

☐ Abused Children

☒ Older Adults (62 and older)

☒ Severely Disabled Adults

☒ Public Housing Residents

☐ Victims of Domestic Violence

☒ Illiterate Adults

☒ Migrant Farm Workers

☒ Low-Income Persons in General

☒ Homeless Individuals

☒ Persons at Risk of Homelessness

☒ Other (Specify: Veterans)

f. National Objective - Low-Income Area (LMA)
Infrastructure and Public Facility Improvements generally benefit residents within the defined service area. The service area must be primarily residential, and the participants receiving benefit from the improvement must primarily reside within the service area. If a portion of the participants receiving benefit from the improvement reside outside the service area, additional information about these participants may be required to qualify under Option 3: Low-Income Area.

☒LMA map determination included as Exhibit F

g. Continuation of Use

Pursuant to 24 CFR 570.505, recipients receiving CDBG funds may not change the use or planned use of any property for which CDBG-funded improvements were made unless the recipient provides affected citizens with reasonable notice of, and opportunity to comment on, any proposed change, and the new use of such property qualifies as meeting one of the national objectives in §570.208 (formerly §570.901) and is not a building for the general conduct of government.

☒ The applicant agrees to comply with 24 CFR 570.505 and to consult with the Housing & Community Development Division prior to implementing any change of use for facilities improved with CDBG funds.

Please describe your unit's capacity to maintain the facility or improvements into the future.

Self-Help Enterprises (SHE) has the demonstrated capacity and long-term commitment to maintain the Community Center and all CDBG-funded improvements in compliance with 24 CFR 570.505 and Continuation of Use requirements. The Community Center will operate as an approved public facility for the duration of the required compliance period, and SHE will consult with the City of Fresno Housing & Community Development Division prior to implementing any future change of use, as required.

The Community Center will be supported through SHE's established on-site and organizational infrastructure. La Hacienda Mobile Estates has an on-site property manager who will provide day-to-day oversight of the facility, including monitoring use, coordinating routine maintenance and repairs, managing access and scheduling, and serving as a point of contact for residents and service partners. In addition, SHE utilizes a third-party property management company that conducts regular site visits and provides ongoing maintenance support, ensuring timely response to facility needs and consistent upkeep.

SHE also maintains dedicated resident services staff who are responsible for coordinating programming, community activities, and partnerships that utilize on-site community spaces. These staff will support the activation of the Community Center through ongoing programming and coordination with service providers, ensuring the facility remains well-utilized and responsive to resident needs over time.

Oversight of facility operations and compliance will be provided by SHE's Asset Management team, which monitors maintenance practices, budget performance, and adherence to local, state, and federal requirements, including CDBG regulations.

Through existing staffing, proven experience operating community facilities, and long-term stewardship of the site, SHE is well positioned to maintain the Community Center and preserve its public benefit for low- and moderate-income residents into the future.

h. Detailed Narrative Description of Project
Describe the project in detail in the space below. Include any information about how the project has or will incorporate input from its anticipated beneficiaries. Limit description to the space provided on this and the next page.

The proposed La Hacienda Community Center is an on-site public facility designed to support residents of La Hacienda Mobile Estates, a manufactured home community located at 104 E. Sierra Avenue in Fresno, California, which is currently undergoing rehabilitation and expansion through the Homekey program. The Community Center will be developed on an approximately 0.29-acre site at 158 E. Sierra Avenue and will function as a centralized hub for resident services, property management, education, and community programming. The facility will serve existing households as well as residents of 18 newly added units, 17 of which will be dedicated to Veterans, by improving access to essential services that promote housing stability, self-sufficiency, and overall resident well-being.

The Community Center will house on-site property management staff and Services Coordinators and provide flexible, multi-purpose space for education, supportive services, and community activities. Planned programming includes after-school and youth enrichment activities, adult education such as ESL and workforce readiness classes, financial literacy and homeownership education, and technology access through a computer lab. The facility will also support health and nutrition education, including programming centered around a shared community kitchen. In addition, the space will accommodate regularly scheduled outreach by partner service providers, including behavioral health, Veteran services, and Medi-Cal eligible supportive services. All services will be offered on a voluntary, tenant-centered basis to ensure accessibility and resident choice.

Input from anticipated beneficiaries has played a central role in shaping both the design and programming of the Community Center. Residents have identified the need for a safe, accessible, and walkable on-site space where they can access services, address day-to-day needs, and gather for meetings and community activities without relying on off-site transportation. The Community Center’s location adjacent to the community park, flexible interior layout, and emphasis on practical, resident-driven programming directly respond to this input. Together, these features are intended to strengthen long-term housing stability, foster community cohesion, and support sustained resident engagement as La Hacienda Mobile Estates continues to improve and expand.

i. Please attach any drawing or visual plans that have been drafted as an exhibit to this application.

☒ Drawings or visual plans are attached as exhibit C

j. Collaboration
Briefly describe collaboration efforts the organization is making to ensure successful completion of the project to serve the overall needs of the beneficiaries.

Collaborating Organization	Description of Collaboration
Fresno Madera Continuum of Care (CoC)	Coordination of supportive services and referrals, particularly for residents experiencing housing instability, Veterans, and households connected to homeless assistance and prevention resources.
Fresno County Department of Behavioral Health	Collaboration to support access to behavioral health services and outreach for eligible residents through on-site or coordinated service delivery.
U.S. Department of Veterans Affairs/HUD-VASH Partners	Coordination to support Veteran residents through case management, referrals, and service linkage for Veteran-specific housing and supportive services.
Health Plan Partners (e.g., Anthem Blue Cross, CalViva Health)	Ongoing coordination and exploration of partnerships to support health-related programming, preventive services, and wellness activities delivered through the Community Center.

4. Project Timeline and Budget

a. The City is interested in investments that provide benefit to residents in a timely manner (12 months) while balancing the need to maintain high standards of project delivery. Propose how the organization will address this need and describe the organization's history completing projects within established deadlines.

SHE will deliver the proposed Community Center within the City's required timeline by leveraging its existing ownership of the site and utilizing building design elements from similar community facilities it has already developed. This approach will streamline the design process, minimize predevelopment time, and allow the project to move efficiently from planning through construction. Given the project's relatively small scale and cost, any remaining funding gap is expected to be limited and can be addressed without delaying construction. With demonstrated experience developing and operating affordable housing communities that include on-site community spaces, SHE is well positioned to advance the project while meeting the City's standards for quality, accountability, and timely delivery.

b. Describe how existing resources are insufficient to meet the needs of the proposed project.

There is no dedicated space within the community to support ongoing resident services, education, health-related programming, or community gatherings. Reliance on off-site facilities creates barriers related to transportation, mobility, scheduling, and consistent participation, particularly for low- and moderate-income households. Without a centralized, on-site facility, existing resources cannot be delivered in a coordinated or sustainable manner that effectively supports long-term housing stability and resident well-being.

c. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the unit has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date
Local - City of Fresno	City of Fresno CDBG	$1,257,525	Pending	TBD
Anthem	Local/Private	$500,000	Committed	3/2/2026
SHE (In-Kind)	In Kind Staff Contribution	$50,000	Committed	1/22/2026

d. Activity Budget Summary

Please complete Exhibit A – Capital Budget Summary in Excel format.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under the 'Notice of Funding Available' tab .

An Exhibit B – Budget Narrative must also be completed to provide a brief explanation of the expenses included in the budget.

Please note the following costs are not allowable for CDBG: bad debts; contingencies; contributions and donations; entertainment costs (including meals for social events and awards/graduation banquets); gifts or incentive awards to individuals; fines and penalties resulting from violations of or non-compliance with Federal, State, and Local laws; interest on borrowed capital; fundraising; investment management.

Attachments to Part B Application:

☒ EXHIBIT A – OPERATING BUDGET SUMMARY (NON-PROFITS or CITY DEPARTMENTS)

☒ EXHIBIT B – BUDGET NARRATIVE

Optional Additional Exhibits:

☒ EXHIBIT C – DRAWINGS OR PLANS (IF AVAILABLE)

☒ EXHIBIT D – FUNDING COMMITMENT LETTERS (IF AVAILABLE)

☒ EXHIBIT E – LETTERS OF SUPPORT (OPTIONAL-MAXIMUM 2)

☒ EXHIBIT F – LMA MAP WITH SERVICE AREA IDENTIFIED (REQUIRED)

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary.

Construction Hard Costs include all expenses associated with the construction of the Community Center, including site preparation, building materials, labor, utility connections, and installation of building systems necessary to deliver a fully functional, code-compliant public facility. These costs are supported by City of Fresno CDBG funds and a combination of local and private funding sources, including a recently secured $500,000 grant from Anthem Blue Cross and addtional philanthropic partners.

Professional Fees consist of architectural and engineering services, preliminary and final plan preparation, construction administration, inspections, and related professional services required to design, permit, and oversee construction of the Community Center. These services ensure compliance with applicable building codes, accessibility standards, and all local, state, and federal requirements.

Permits and Fees include building permits, plan check fees, utility connection fees, and other jurisdictional fees required for construction approval and occupancy of the Community Center.

Furnishings and Equipment include furniture, fixtures, and equipment necessary to support community programming and on-site services, such as tables, seating, office furnishings, and technology equipment. These items ensure the facility is functional, accessible, and responsive to resident needs.

Project Management and Administrative Support is provided through in-kind staff contributions from Self-Help Enterprises (SHE), valued at $50,000. These contributions include staff time for project management, development oversight, coordination with the City of Fresno and service partners, compliance monitoring, reporting, and long-term operational planning. These in-kind costs are not reimbursed with CDBG funds and represent SHE’s committed organizational investment in successful project delivery.

Overall, the project budget leverages City of Fresno CDBG funds alongside secured and anticipated local and private resources, including a $500,000 grant from Anthem Blue Cross, to maximize cost effectiveness and ensure timely completion of the Community Center. All proposed costs are eligible under the CDBG program and directly support the delivery of a public facility benefiting low- and moderate-income residents.

CITY OF FRESNO
INFRASTRUCTURE & PUBLIC FACILITY IMPROVEMENT BUDGET SUMMARY (Non-Profits)

Budgeted Category	City of Fresno CDBG	Other Federal Funds	State Funds	Local Funds	Private Funds SHE In-Kind	Subrecipient Contribution	Other Anthem Grant	Total Cost
Property Acquisition								
Land Acquisition								$ -
Related Acquisition Soft Costs								$ -
Total Acquisition	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction Hard Costs								
Renovation Cost								$ -
New Construction Cost	$ 712,500.00			$ 100,000.00			$ 500,000.00	$ 1,312,500.00
Off-site Improvements	$ 87,500.00							$ 87,500.00
Renovation / Construction / Off Site Contingency								$ -
Environmental Mitigation								$ -
Permits	$ 25,000.00							$ 25,000.00
Connection / Tap Fees	$ 50,000.00							$ 50,000.00
Construction Period Utilities	$ 5,000.00							$ 5,000.00
Other: Demolition								$ -
Total Construction Hard Cost	$ 880,000.00	$ -	$ -	$ 100,000.00	$ -	$ -	$ 500,000.00	$ 1,480,000.00
Professional Fees								
Architect	$ 25,000.00			$ 75,000.00				$ 100,000.00
Engineer	$ 5,000.00			$ 25,000.00				$ 30,000.00
A & E Reimburseables								$ -
Survey	$ 5,000.00							$ 5,000.00
Environmental Consultant								$ -
Geotechnical	$ 3,500.00							$ 3,500.00
Testing and Inspection	$ 5,000.00							$ 5,000.00
Construction Estimator								$ -
Project Management					$ 50,000.00			$ 50,000.00
Total Professional Fees Budget	$ 43,500.00	$ -	$ -	$ 100,000.00	$ 50,000.00	$ -	$ -	$ 193,500.00
Project Financing Fees and Costs								
Appraisal								$ -
Title and Recording	$ 5,000.00							$ 5,000.00
Construction Escrow								$ -
Application Fees								$ -
Financing Fees								$ -
Construction Interest								$ -
Lender Inspections								$ -
Lender Legal								$ -
Total Project Financing	$ 5,000.00	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,000.00
Miscellaneous								
Real Estate taxes								$ -
Builder's Risk Insurance	$ 40,000.00							$ 40,000.00
Property Insurance								$ -
Liability Insurance	$ 25,000.00							$ 25,000.00
Pollution Insurance	$ 25,000.00							$ 25,000.00
Other: (Specify)								$ -
Other: (Specify)								$ -
Total Miscellaneous	$ 90,000.00	$ -	$ -	$ -	$ -	$ -	$ -	$ 90,000.00

Furnishings & Equipment								
Program Equipment								$ -
Data & Communications Equipment	$ 25,000.00							$ 25,000.00
Security Equipment	$ 10,000.00							$ 10,000.00
Furnishings	$ 20,000.00							$ 20,000.00
Other: (Davis Bacon Monitor	$ 20,000.00							$ 20,000.00
Other: (Specify)								$ -
Total Furnishings & Equipment	$ 75,000.00	$ -	$ -	$ -	$ -	$ -	$ -	$ 75,000.00
TOTAL DIRECT COSTS	$ 1,093,500.00	$ -	$ -	$ 200,000.00	$ 50,000.00	$ -	$ 500,000.00	$ 1,843,500.00
Indirect Costs								
Approved Indirect Cost Rate								
De minimus 15% Rate	$ 164,025.00							$ 164,025.00
TOTAL INDIRECT COSTS	$ 164,025.00							$ 164,025.00
GRAND TOTAL	$ 1,257,525.00	$	$	$ 200,000.00	$ 50,000.00	$	$ 500,000.00	$ 2,007,525.00

Please revise this form and annotate budget items as needed

All applicants are required to submit a copy of their organization's operating budget.

*An approved indirect cost rate must be applied to the based identified in the agreement with the federal cognizant agency.

Per the 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.68).

January 14, 2026

Via electronic mail

Vanesa Donangtavanh
Self Help Enterprises
8445 W. Elowin Court
Visalia, California 93291

Re: Letter of Support for La Hacienda Community Center – 2026-2027 City of Fresno Consolidated NOFA

Dear Selection Committee,

California Rural Legal Assistance, Inc. (CRLA) is pleased to submit this letter in strong support of Self-Help Enterprises' (SHE) application for funding through the City of Fresno's 2026-2027 Consolidated Notice of Funding Availability to develop a community center at La Hacienda Mobile Estates.

CRLA has worked closely with residents of La Hacienda for several years, providing legal advocacy and support as residents organized to protect their homes, assert their rights, and ultimately preserve their community as long-term affordable housing. Beginning in 2021, residents of the former Trails End Mobile Home Park engaged in sustained advocacy to address unsafe conditions, challenge unlawful rent increases, prevent mass displacement, and stop the closure of their park. These efforts culminated in a court-supervised sale of the property to Self-Help Enterprises in 2025, ensuring that La Hacienda will remain an affordable housing community for generations to come.

As La Hacienda transitions from a period of prolonged instability toward long-term stewardship and reinvestment, the proposed community center represents a critical public facility that will support the well-being and resilience of this low- and moderate-income community. A dedicated community space will provide residents with a safe and accessible place to gather, access information, participate in educational and outreach activities, and remain engaged in decisions that affect their housing and neighborhood.

CRLA strongly supports the development of this community center and believes it will play an important role in fostering resident empowerment, civic participation, and housing stability. The center will build upon years of resident organizing and advocacy by providing infrastructure that supports community connection and access to resources.

CRLA looks forward to continuing its collaboration with SHE and La Hacienda residents and respectfully urges the City of Fresno to support this application and invest in a public facility that reflects the strength, perseverance, and future of this community.

For any questions or concerns, please do not hesitate to reach out to me at the contact information provided below.

Sincerely,



Mariah C. Thompson, Esq.
Senior Litigator
California Rural Legal Assistance, Inc.
3747 E Shields Ave
Fresno, CA 93726
mthompson@crla.org

County of Fresno

Department of Behavioral Health
Susan L. Holt
Director of Behavioral Health
Public Guardian

January 20, 2026

Erica Lutterbein
Self Help Enterprises
8445 W. Elowin Court
Visalia, California 93291

RE: Letter of Support for La Hacienda Community Center – 2026-2027 Consolidated NOFA

Dear Selection Committee,

On behalf of the Fresno County Department of Behavioral Health (Department), we are pleased to express our support for Self-Help Enterprises' (SHE) application to the City of Fresno's 2026-2027 Consolidated Notice of Funding Availability for the development of a community center at La Hacienda Mobile Estates.

The Department recognizes the important role that stable housing, supportive services, and accessible community-based spaces play in promoting health, housing stability, and overall well-being for individuals and families experiencing housing instability, including veterans and individuals with behavioral health needs. La Hacienda Mobile Estates has been the focus of significant stabilization efforts in recent years, including the development of permanent supportive housing units funded through the Homekey+ program.

Access to an on-site or nearby community space for residents can support care coordination, outreach, and engagement efforts. A community center at La Hacienda would enhance opportunities for residents to connect with services, participate in educational and supportive activities, and engage with service providers in a setting that is familiar, accessible, and responsive to resident needs.

The Fresno County Department of Behavioral Health appreciates the City of Fresno's investment in infrastructure that supports low- and moderate-income communities and encourages the City of Fresno to consider this application favorably as part of its 2026-2027 funding decisions. The Department looks forward to working with SHE and other project stakeholders as they bring critical resources to our community. If you have any questions regarding this letter of support, please feel free to reach out to me directly by phone at 559-600-9058.

Sincerely,

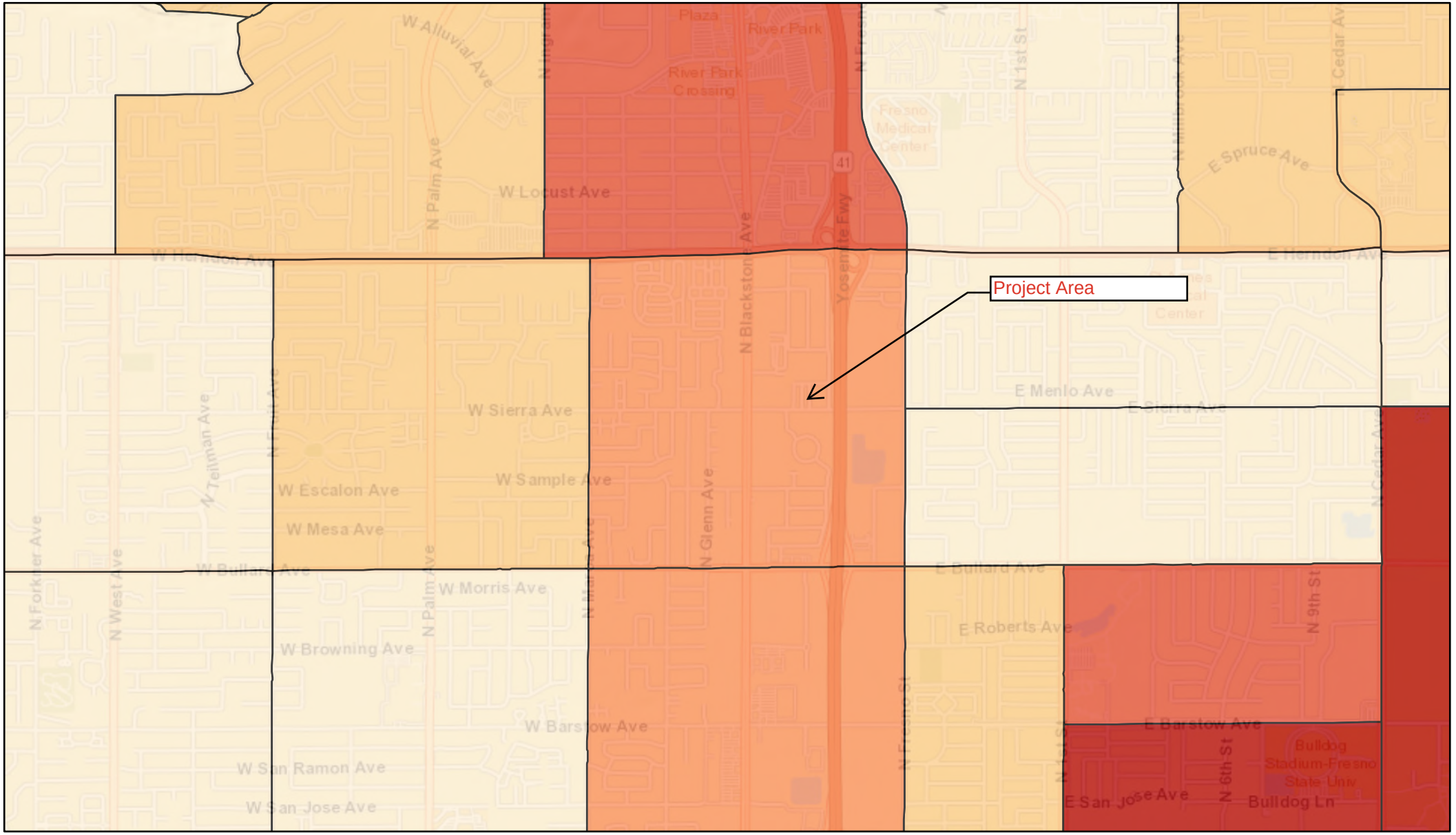
Susan Holt, LMFT
Director of Behavioral Health and Public Guardian
County of Fresno Department of Behavioral Health

LMA Map – La Hacienda

This exhibit documents compliance with the CDBG Low-Income Area (LMA) national objective for the proposed La Hacienda Community Center. The project service area, consisting of La Hacienda Mobile Estates, is entirely located within Census Tract 06019004504, which HUD designates as a Low-Income Area, meaning that more than 51 percent of households are low- and moderate-income, based on HUD's Low/Moderate Income Summary Data (LMISD).

The attached maps provide supporting context for this designation. The Low Income map illustrates the presence of households at or below 50 percent of Area Median Income (AMI) within the tract, while the Moderate Income map illustrates households between 50 and 80 percent of AMI. When considered together, these HUD-defined income categories exceed the threshold required to qualify as a Low-Income Area under CDBG regulations. The City may independently verify the LMA designation using HUD LMISD.

La Hacienda LMA Map - Low Income



January 9, 2026

LowIncomeHouseholds

- 0-15.70%
- 15.70-26.71%
- 26.71-39.09%
- 39.09-54.18%
- >54.18%

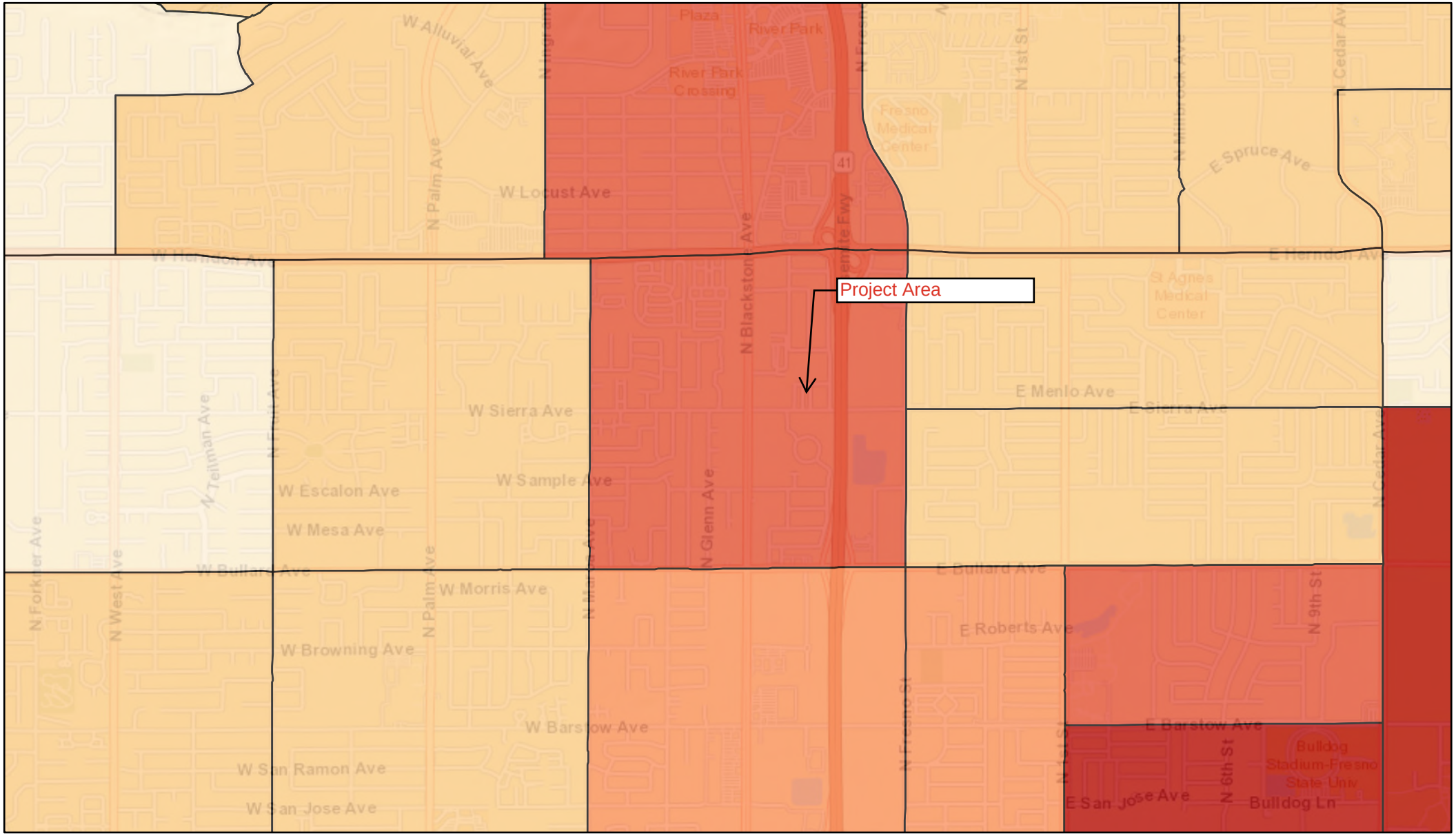
1:33,046

0 0.23 0.45 0.9 mi

0 0.35 0.7 1.4 km

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

La Hacienda LMA Map - Moderate



January 9, 2026

ModIncomeHouseholds

- 0-25.37%
- 25.37-39.40%
- 39.40-53.82%
- 53.82-70.16%
- >70.16%

1:33,046

0 0.23 0.45 0.9 mi

0 0.35 0.7 1.4 km

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community


La Hacienda Community Center
158 E. Sierra Ave, Fresno, CA 93710
Legend
La Hacienda MHP
Proposed Project Site
N Clark St
N
Google Earth
200 ft

Homeless Housing and Services (ESG)

Entity	Project Name	Amount Requested
9163 LLC	The Bridge Project	$ 4,088,000.00
Central Unified School District	Student Support Services Rapid Outreach Project	$ 97,750.00
Clinica Sierra Vista	Fresno Street Medicine Outreach and Essential Health Services Expansion	$ 100,000.00
Poverello House	The HOPE Team: Homeless Outreach Progressive Engagement	$ 222,400.00
WestCare California	Project Unite	$ 362,000.00
Total		**$4,870,150.00**

9163 LLC:

The Bridge Project

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
FOR-PROFIT ORGANIZATION
MICROENTERPRISE ASSISTANCE ONLY

Part A, Section 1: General Information

Legal Name of the Organization:
9163 LLC

Date of Incorporation:
10/10/2023

UEI of Organization:
MEX1VL9NC6Z8

Taxpayer Identification Number:
93-4076662

Mailing Address of Organization:
7177 N Ellendale Ave Fresno, CA 93722

Organization Website Address:

Name of President (or Chair of the Board):
Nick Patel

E-mail Address:
nick@holidaymanagementinc.com

Name of Chief Executive or Executive Director:
Jay Patel

E-mail Address:
jay@holidaymanagementin.com

Name of the Secretary:
Jay Patel

E-mail Address:

Name of Treasurer (or Chief Financial Officer):
Nick Patel

E-mail Address:

Principal Contact Person:
Jay Patel

Principal Contact's Title:
COO

Principal Contact's Physical Address:
7177 N Ellendale Ave Fresno,CA 93722

Primary Phone #:
559-270-5813

Alternative Phone #:

E-mail Address:
jay@holidaymanagementinc.com

Name of Authorized Signatory:
Jay Patel

Title of Authorized Signatory:
COO

Signature of Authorized Official:

Date of Signature:
1/23/2026

Do you have an active registration with SAM.gov? **Yes** No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

Part A, Section 2: Organizational Background
Please provide the organization's mission statement within the below space:

Our mission is to redefine the purpose of hospitality by bridging the gap between premium hotel management and essential community support. Through a hands-on hybrid model, we provide high-quality accommodations for travelers while ensuring a safe, dignified sanctuary for those supported by emergency services and non-profit organizations

Please mark any of the following classifications that apply to your organization:

Woman-Owned Business	**Small Business**
Minority Institution	**Minority-Owned**
Tribal	Veteran-Owned
Other:	

Part A, Section 3: Organizational Capacity and Management
Please provide the number of staff employed by your organization:

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Nick Patel	CEO	12
2) Jay Patel	COO	12
3) Graecus Zangeus	Adminstration	7
4) Alisha Patel	Accounts Payable	12
5) Atiksha Patel	Operations Manager	8

Board of Directors

How often does your Board of Directors regularly meet?
Everyday as its family owned business.

List current Board of Directors below:

1)	Nick Patel	6)	
2)	Jay Patel	7)	
3)	Prabhatbhai Patel	8)	
4)		9)	
5)		10)	

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name:Nick Patel

Title:CEO

Phone/Email:
559-213-7189
nick@holidayma
nagement.com

2) Has your agency operated with or managed federal funds within the past three years? Yes **No**

Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?

3) Yes **No**

A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

Have your agency's annual financial statements been audited by an independent audit firm? Yes **No**

4) *If yes, please provide a copy of the statements for the past two years in Exhibit 2.*

If the answer to Questions 3 or 4 were 'Yes', please explain any findings or

5) questioned costs.

Does your financial system:

a) Provide for the control and accountability of grant funds, property, and other assets? **Yes** No

b) Separately track revenue and expenditures for the grant funds?

6) **Yes** No

Does your payroll system separately track staff time by grant and/or

7) activity? **Yes** No

8) Are all payments properly documented with evidence or receipt of goods or performance of services? **Yes** No

9) Are all bank accounts reconciled monthly? **Yes** No

Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager,

10) Accounting Manager, etc.) Yes **No**

If yes, please explain

Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?

11) Yes **No**

If yes, please explain

Does your agency have policies that address the following?

Ethics/Professional Conduct	**Yes**	No
Pay Rates and Benefits	**Yes**	No
Discrimination	**Yes**	No
12) Purchasing/Procurement	**Yes**	No
Property and Equipment	**Yes**	No
Segregation of Duties	**Yes**	No
Time and Effort Reporting	**Yes**	No
Record Retention	**Yes**	No

Does your agency certify that they are not presently debarred, suspended,

13) proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal or State department or agency? Yes **No**

Authorized Signatories

If your organization is selected for funding, signatures from persons bearing titles from each of the two lines below will be required by your organization.

1. Board Chair, President, or Vice President
2. Treasurer, Secretary, or Assistant Secretary

If you will be unable to provide the two requested signatures or intend to otherwise deviate from the standard signature authority, please indicate the names and titles of the authorized signatories below and provide the names and titles of the person(s) authorized to execute agreements on behalf of your organization in your board-certified resolution.

Authorized Signatory Name	Authorized Signatory Title
1) Nick Patel	President CEO.
2) Jay Patel	Secretary

Board Resolution providing for the signature authority of persons to sign agreements on behalf of the entity is attached (required before a subrecipient agreement will be executed).

To view the City's policy regarding signature authority, including a sample signature page and sample certification, view Administrative Order 4-1 at: https://www.fresno.gov/personnel/human-resources-support/#administrative-order

Part A, Section 4: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

➢ **Public and Community Services (Microenterprise Assistance)**

	Total Dollar Amount Requested
1	$ 4,088,000

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
1	$ 4,088,000

Required Attachments to Part A
Select all attachments included.

Part A, Exhibit 1 – Organization's Certificate of Incorporation (Required)

Part A, Exhibit 2 – Most Recent Audited Financial Statement (an IRS 990, *Return of Organization Exempt from Income Tax*, may be submitted in lieu of an audit whenever the organization lacks an audit due it not exceeding California and Federal audit thresholds)

Part A, Exhibit 3 – Copies of results of audits, examinations, or monitoring procedures performed during the last two fiscal years on any direct federal award received by the organization

Part A, Exhibit 4 – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

Part A, Exhibit 5 – List of all awards to the organization from City of Fresno during the past two years

Part A, Exhibit 6 – Statement and Designation by Foreign Corporation (when location of incorporation was outside of California) (Required of Out-of-State Corporations only)

Part A, Exhibit 7 – List of Directors and Officers by Corporate Title and Name (Required)

Part A, Exhibit 8 – Organization's Articles of Incorporation (Required)

Part A, Exhibit 9 – Bylaws of the Organization (Required)

Part A, Exhibit 10 – Resolution of the Board of the Directors Authorizing the Application and Naming the Persons Authorized to Sign the Application

PY 2026-2027 APPLICATION
Homeless Housing and Services Programs (ESG)

1. Project Summary Information

Project Name **The Bridge Project**

Amount Requested: $ 4,088,000

Please provide a breakdown of amounts requested by program component:

Street Outreach:	$	.00
Emergency Shelter:	$	.00
Homelessness Prevention:	$	.00
Rapid Rehousing:	$	4,088,000
HMIS:	$	.00

Provide a short description of the proposed program/activity. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

The Bridge Project is a community-driven housing solution dedicated to preventing homelessness through efficient, high-impact care. By operating as direct owner-operators, we eliminate the overhead costs that typically plague social services, allowing us to house 280 individuals for just $40 per person, per day. The amount requested is for 1 year.

Our model proves that stability doesn't have to be expensive to be exceptional. Every resident receives a safe bed and two nutritious meals daily, delivered with the dignity and high-level service our neighbors deserve. We aren't just a shelter; we are a sustainable foundation for our community

This is a:

☐ N**ew Project/Program**

☐ Existing Project/Program

2. Organizational Capacity

a. Describe the organization's experience with administering Federally funded programs of this nature and staff skills necessary to deliver the activities proposed.

With over 10 years of experience as owner-operators in the hospitality industry, our organization brings a sophisticated level of operational excellence to homeless prevention. Because we own and manage our own facilities, we maintain total oversight of the environment, ensuring that federal funds are utilized with maximum efficiency and zero waste. Our history in high-volume residential management allows us to provide exceptional service at a scale of 280 individuals while maintaining the strict safety and quality standards required for federal oversight

b. Briefly describe how your organization's prior activities have resulted in meaningful impact:

Our organization has a documented history of turning hospitality expertise into a lifeline for the Fresno community. By partnering with the City of Fresno and local non-profit organizations, we have successfully leveraged our 10 years of owner-operator experience to provide high-quality, dignified housing and nutrition to those in urgent need.

c. For how many years has the organization administered activities of the type described in this application? **10 years**

d. Does the organization have the following in place (check box if 'yes')?

- ☐ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)
- ☐ **YES -** Written Financial Management Policies and Procedures
- ☐ **YES -** Non-Discrimination / Equal Opportunity Policy
- ☐ **YES** Conflict of Interest Policies and Procedures
- ☐ Procurement Policies and Procedures
- ☐ Facility utilization plan and policies
  Note: If not, be aware, the City will require a facility utilization plan and policies prior to the execution of a subrecipient agreement.

e. Provide addresses for each applicable location of site(s) where activity will occur, a brief description of the facilities, and a description of the service area (a map may be attached in lieu of a service area description).

The facility is located at 4080 N Blackstone Fresno, CA 93726. We have total of 140 rooms, each room will have 2 people.

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, and how existing resources are insufficient to meet this need.

To maintain our highly efficient $40-per-day service model, we require funding to cover the foundational costs of our 280-bed facility. These funds will directly support the mortgage and utilities, ensuring the long-term stability and availability of this critical community asset.

Furthermore, the requested investment will sustain our comprehensive in-house service delivery, including:

- Nutrition: Providing 560 nutritious meals daily through our internal culinary department.
- Sanitation & Maintenance: Funding professional housekeeping and facility upkeep to meet strict Housing Quality Standards (HQS).
- Administrative Oversight: Supporting our internal accounting and HMIS data teams to ensure 100% federal compliance and transparent reporting.

b. Briefly describe the target population, how they will be assessed, and how the project will meet the specific needs of the target population.

Our project is built on deep community integration; we will work in close coordination with the Fresno Madera Continuum of Care (FMCoC) and established partners like Poverello House to ensure a seamless 'warm hand-off' for those in need. To ensure we reach the most vulnerable, we will deploy a dedicated mobile outreach team to engage directly with unsheltered neighbors on the streets of Fresno, offering them an immediate path to stability. By acting as a high-capacity hub for these partners, our 280-bed facility serves as a vital 'release valve' for the city's over-burdened emergency shelter system.

c. Describe the outcomes of the proposed activities. Include how positive outcomes are defined and how successful outcomes will be measured.

By providing a stable "roof" for 280 individuals, we significantly reduce the number of people living in encampments or engaging in survival-based activities that can lead to crime. Our project acts as an economic stabilizer for local business owners by reducing "loitering" and property-related issues, creating a cleaner, more welcoming commercial environment.

d. Describe consultation efforts made with the target population in the development of the proposed activity.

In developing this scope of work, we consulted with our internal Outreach Team, who engage daily with Fresno’s unsheltered population. Their feedback was critical in determining our capacity of 280 beds. They reported that large-scale, 'ready-now' housing is the number one request from those currently living in encampments. Our outreach staff helped us design an intake process that is low-barrier and 'hospitality-focused' to reduce the intimidation many feel when entering traditional institutional shelters

e. Describe the marketing plan for the proposed activity and how the organization will affirmatively market the program to ensure the most vulnerable populations are aware of the program.

Error! Bookmark not defined.

Estimate the number of unduplicated persons expected to benefit from the project: **280 People**

unduplicated persons will receive a direct benefit from this project.

Please indicate which of these service types will be provided and the number of unduplicated persons who will benefit.

Check if Providing
Homeless Housing and Service Types
Estimated No. Persons Assisted

☐
Operating Cost of Shelters for Persons who are homeless
280

☐NO
Rental Assistance/Utility Assistance/Housing Stabilization Services

☐
Street Outreach and Essential Services
On going until 280 filled **Error! Bookmark not defined.**

Check if Providing	Homeless Housing and Service Types Estimated No. Persons Assisted	Estimated No. Persons Assisted

Homeless Housing and Service Types Estimated No. Persons Assisted ☐ Operating Cost of Shelters for Persons who are homeless 280 ☐NO Rental Assistance/Utility Assistance/Housing Stabilization Services ☐ Street Outreach and Essential Services On going until 280 filled **Error! Bookmark not defined.**	☐ Operating Cost of Shelters for Persons who are homeless 280 ☐NO Rental Assistance/Utility Assistance/Housing Stabilization Services ☐ Street Outreach and Essential Services On going until 280 filled **Error! Bookmark not defined.**	☐ Operating Cost of Shelters for Persons who are homeless 280 ☐NO Rental Assistance/Utility Assistance/Housing Stabilization Services ☐ Street Outreach and Essential Services On going until 280 filled **Error! Bookmark not defined.**
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☐NO Rental Assistance/Utility Assistance/Housing Stabilization Services ☐ Street Outreach and Essential Services On going until 280 filled **Error! Bookmark not defined.**	☐ Street Outreach and Essential Services On going until 280 filled **Error! Bookmark not defined.**	☐ Street Outreach and Essential Services On going until 280 filled **Error! Bookmark not defined.**
☐NO Rental Assistance/Utility Assistance/Housing Stabilization Services ☐ Street Outreach and Essential Services On going until 280 filled **Error! Bookmark not defined.**	Rental Assistance/Utility Assistance/Housing Stabilization Services ☐ Street Outreach and Essential Services On going until 280 filled **Error! Bookmark not defined.**	☐ Street Outreach and Essential Services On going until 280 filled **Error! Bookmark not defined.**
☐ Street Outreach and	Street Outreach and Essential Services On going until 280 filled **Error! Bookmark not defined.**	On going until 280 filled **Error!**

Essential Services On going until 280 filled **Error! Bookmark not defined.**		**Bookmark not defined.**

f. Describe the homeless housing and services program. Please include information about barriers to program participation and how the activity will address those barriers, and any information about how the activity was developed or refined in consultation with the target population. Limit description to the space provided on this and the next page.

Our program provides high-capacity, hospitality-grade housing for 280 individuals at a highly efficient cost of $40 per person, per day. As owner-operators with over 10 years of experience, we provide a stable "roof" that includes two nutritious meals daily, professional housekeeping, and 24/7 facility maintenance. By utilizing our internal departments for accounting and data management (HMIS), we ensure that every dollar is maximized to provide a safe, dignified environment that serves as a foundation for long-term community stability.

We recognize that traditional institutional settings often create barriers for the most vulnerable. Our activity addresses these through a "Low-Barrier, High-Hospitality" approach:

Safety & Trust: Our in-house maintenance and security ensure a clean, well-lit, and professionally managed facility, addressing the fear of theft or unsanitary conditions common in emergency shelters.

Accessibility: Our dedicated outreach team meets people where they are, providing a direct bridge to our facility and bypassing the complex bureaucracy that often discourages participation.

Nutritional Barriers: By providing 560 meals daily on-site, we eliminate the "food gap" that often prevents people from seeking shelter far from downtown soup kitchens.

See the next page for cost breakdown

Detailed Narrative Description of Project/Program (Continued from previous page)

g. Collaboration
Briefly describe how the proposed activity will be delivered in coordination with other community resources to address the overall needs of the clientele.

Collaborating Organization	Description of Collaboration
FMCoC	Phil Ski is an active member of the CoC and have a great relationship.
Poverello House	We maintain a strategic referral partnership to manage overflow. When their emergency services reach capacity, our facility provides a "warm hand-off" destination, ensuring that no individual is turned back to the streets due to lack of space
Fresno Police Department	We collaborate with local precincts and business owners to identify high-traffic encampment areas. Our Outreach Team works with these stakeholders to transition individuals from public spaces into our managed, hospitality-grade environment.
Healthcare & Mental Health Providers	While we provide the "roof and food," we partner with mobile medical clinics and behavioral health nonprofits to provide on-site services. By hosting these providers within our facility, we remove transportation barriers for our 280 residents.
Fresno Rescue Misson	We maintain a strategic referral partnership to manage overflow. When their emergency services reach capacity, our facility provides a "warm hand-off" destination, ensuring that no individual is turned back to the streets due to lack of space

4. Project/Program Budget

a. Activity Budget by Funding Type

Please provide a high-level summary of the total budget by federal and non-federal funds.

Proposed Activity Budget	Amount

Total Federal Funds Requested	$4,088,000
Total Other Federal Funds (do not include the above funds on this line)	$
Total Non-Federal Funds	$
Total Proposed Activity Budget	$

b. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the organization has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date

c. Activity Budget Summary and Narrative

Please complete Exhibit A – Operating Budget Summary.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under 'Notices of Funding Available.'

Please complete Exhibit B – Budget Narrative to provide a brief explanation of the expenses included in the budget.

d. Prior-Year Financial Statement

Please attach a financial statement labeled as Exhibit C for the last full operating year. Failure to provide the financial statement will result in disqualification.

Attachments to Part B Application:

☐ EXHIBIT A – Operating Budget Summary

☐ EXHIBIT B – Budget Narrative

☐ EXHIBIT C – Homeless Housing and Services ESG Sources and Amounts of Match and Match Questionnaire

☐ EXHIBIT D – Prior-year audited financial statement including statement of activities, statement of financial position and statement of cash flows (required when total Federal grant awards equaled or exceeded $1,000,000 during the annual audit period); or prior-year unaudited financial statement when total Federal grant awards for the annual audit period was less than $1,000,000

Optional Additional Exhibits:

☐ EXHIBIT – Funding Commitment Letters (if available)

☐ EXHIBIT – Letters of Support (optional – maximum 2)

☐ EXHIBIT – Service Area Map (required if not described in 2.e.)

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary. This narrative will be used to determine eligibility of proposed expenses.

Operating Budget Summary: The Bridge Project: 280-Bed Capacity

The proposed budget is structured on a fee-for-service model of $40 per person/day, totaling $11,200 daily at full occupancy. This all-inclusive rate covers the "core pillars" of residential stability: housing, nutrition, sanitation, and administration.

I. Annual Budget Breakdown

Based on 280 residents x $40/day x 365 days

Category	Annual Allocation	% of Budget	Description
Housing & Facilities	$1,839,600	45%	Mortgage, utilities, insurance, property taxes, and 24/7 maintenance.
Nutritional Services	$1,226,400	30%	Raw food costs, kitchen staff, and specialized dietary equipment.
Sanitation & Hygiene	$613,200	15%	Housekeeping staff, janitorial supplies, and waste management.
Admin & Compliance	$408,800	10%	Accounting, HMIS data management, and Outreach team.
Total Operating Budget	$4,088,000	100%	Total cost for 102,200 bed-nights per year.

II. Budget Narrative & Cost Justification

Fixed Housing Stability: As an owner-operator, our facility costs are protected against market rent hikes. The $18.00 daily housing allocation covers the physical infrastructure and utilities (water, power, heat) required to maintain a safe environment for Fresno’s most vulnerable.

Economies of Scale in Nutrition: By preparing 560 meals daily in-house, we achieve a cost-efficiency of $6.00 per meal. This includes high-protein, nutritionally balanced options that are essential for residents recovering from the trauma of life on the streets.

Professional Sanitation Standards: Our $6.00 daily sanitation allocation ensures the facility meets or exceeds Housing Quality Standards (HQS). This budget supports our in-house cleaning crews, reducing the risk of illness and maintaining the dignity of the residents.

Administrative Oversight & Outreach: The $4.00 daily allocation funds our compliance "engine." This ensures 100% accuracy in HMIS reporting for the City of Fresno and supports our Outreach Team in their efforts to transition people from street encampments into our care.

III. Resource Leverages

Our organization leverages over 10 years of private infrastructure and existing equipment. This means 100% of the requested funding goes toward active operations and service delivery rather than "startup" costs or construction.

Please review the Match statements below and indicate whether they are correct or not.

In general, Federal, State, local, or private funds, other than ESG, may be used to satisfy the requirement that the subrecipient provide matching contributions to City of Fresno ESG funding, so long as the following conditions are met:

1. The matching funds to be contributed to the activity described in the NOFA Part B Application will be exclusively expended on the subrecipient's described activity and is an allowable ESG costs.

   ☐ **Yes**

   ☐ No

2. The matching funds will not be expended before the commencement date of the applicable ESG subrecipient agreement.

   ☐ **Yes**

   ☐ No

3. The matching funds will be expended by the expenditure deadline that applies to the ESG funds being matched.

   ☐ **Yes**

   ☐ No

4. The matching funds have not been, and will not be, used to match any other Federal program's funds nor any other ESG grant.

   ☐ **Yes**

   ☐ No

5. The subrecipient does not use ESG funds to meet another program's matching requirement.

   ☐ Yes

   ☐ **No**

6. The subrecipient will keep records of the source and use of the matching funds, including the fiscal year of the ESG grant for which the matching contribution is counted.

   ☐ **Yes**

   ☐ No

Note: Because the matching funds are contributed to the ESG program and expended for the subrecipient's allowable ESG costs, the following are not allowed to be used as match:

- SNAP benefits (food stamps) because the funds are being used to cover the program participant's costs;
- Housing Choice Vouchers, because the funds are used to pay the Fresno Housing Authority's obligations under its Housing Assistance Payment contract with the owner; and
- The tenant's portion of the rent because this amount is the tenant's obligation.

Please also note the following:

- The matching funds are provided based on the total grant amount and do not have to be provided on a component-by-component basis.
- HOME-TBRA funds cannot be used as a match because the requirements for rental assistance are significantly different between the two programs. In particular, under the HOME-TBRA program (24 CFR parts 92.209 and 92.253), subrecipient(s) **may not require** a program participant to accept any services (subrecipient may offer services but cannot require them). In contrast, when providing ESG homelessness prevention or rapid re-housing assistance to a program participant, the recipient or subrecipient **must require** the program participant to meet with a case manager not less than once per month to assist the program participant in ensuring long-term housing stability and develop a plan to assist the program participant to retain permanent housing after the ESG assistance ends (24 CFR 576.401(e)). Because of these differences in the two programs, HOME-TBRA funds may not be used as Match for the ESG funds.

Central Unified School District :

Student Support Services Rapid Outreach Project

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
UNIT OF GOVERNMENT[1]

Part A, Section 1: General Information

Legal Name of the Unit of Government: Central Unified School District	
UEI Number: ZVKGKX82TLR3	*Federal Tax ID Number:* 770559747
Office Location: 5652 W GETTYSBURG AVE	*Organization Website Address:* CENTRALUNIFIED.ORG
Director: MARK E. MARSHALL Ed.D.	*E-mail Address:* markmarshall@centralunified.org
Manager: Marilyn Lopez Ed.D.	*E-mail Address:* marilynlopez@centralunified.org
Financial Officer: Amer Iqbal	*E-mail Address:* aiqbal@centralusd.k12.ca.us

Principal Contact Person:	*Principal Contact's Title:*	*Principal Contact's Physical Address:*
Marilyn Lopez Ed.D	Assistant Superintendent of Student & Family Services	5652 W. Gettysburg Ave Fresno, CA 93722
Primary Phone #: 559. 274.4700 X 10165	*Alternative Phone #:* 559.6916334	*E-mail Address:* marilynlopez@centralunified.org

Name of Authorized Signatory: *Amer Iqbal*	*Title of Authorized Signatory:* *Assistant Superintendent Executive Services*
Signature of Authorized Official:	*Date of Signature:* 1/23/26

Do you have an active registration with SAM.gov? ☒ Yes ☐ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

[1] This document is for Units of local government. Non-profit organizations, please complete Part A: Non-Profit Organization Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Part A, Section 2: Organizational Capacity and Management
Please provide key personnel information for HUD-funded projects:

	Staff Name	Title	Years of Experience
1)	Maisie Young	Supervisor, CWA	17
2)	Marilyn Lopez Ed.D.	Assistant Superintendent Students & Family Services	23
3)	Nick Diaz	Executive Secretary II	7
4)	Liliana Rodriguez	Acct Clerk III	2
5)	Nora Ceballos	Manager, Family Engagement	21

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name:	Patricia McCurley
Title:	Director of Fiscal Services
Phone/Email:	559.274.4700 X 12114 / pmccurley@centralunified.org

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Has your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
N/A

6) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☒ Yes ☐ No
If yes, please explain

As of November 2025 we have a new Director of Fiscal Services, Patricia McCurley.

Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?

7) ☐ Yes ☒ No

If yes, please explain

Part A, Section 3: Summary of Attached Applications:

Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
1	$ 97,750

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public and Community Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Infrastructure and Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
	$

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
!Undefined Bookmark, NOAPPS43,noapps4) i	**!Undefined Bookmark, REQ4)**

Required Attachments to Part A
Select all attachments included.

☒ **Part A, Exhibit 1** – List of Directors and Officers by Corporate Title and Name (Required)

☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (Required)

☐ **Part A, Exhibit 3** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

PY 2026-2027 APPLICATION
Homeless Housing and Services Programs (ESG)

1. Project Summary Information

Project Name (10 words or fewer):

Amount Requested: $ 97,750.00 (Includes 15%)

Please provide a breakdown of amounts requested by program component:

Street Outreach:	$	.00
Emergency Shelter:	$	.00
Homelessness Prevention:	$	50,000.00
Rapid Rehousing:	$	35,000.00
HMIS:	$	.00

Provide a short description of the proposed program/activity. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

The Student Support Services Rapid Outreach Project will be an extension of support and resources for unhoused families and those at risk of becoming unhoused in the City of Fresno. The Central Unified Student Support Services Department will focus on three main areas: Rapid Rehousing and Homelessness Prevention. This project will allow the District to respond quickly to the housing crisis to support residents of the City of Fresno, help reduce disruptions to K-12 student attendance, and improve academic success.

This is a:

☐ New Project/Program

X Existing Project/Program

2. Organizational Capacity

a. Describe the organization's experience with administering Federally funded programs of this nature and staff skills necessary to deliver the activities proposed.

Central Unified currently utilizes federal funds under the guidance of Title I Part A & C, Title II, and Title III. The Director of State & Federal Programs reports planned expenditures and spent monies through the Consolidated Application Program for the California Department of Education. The State & Federal Programs office routinely audits these federal funds to ensure compliance with all federal regulations and program guidelines. Additionally, we are currently managing an Emergency Solutions Grant(ESG) via City of Fresno.

b. Briefly describe how your organization's prior activities have resulted in meaningful impact:

Central Unified School District's prior housing stabilization and student support efforts have resulted in meaningful outcomes for families experiencing housing insecurity, with a strong focus on limiting disruptions to students' school experience. Through coordinated outreach, case management, and strategic partnerships, the District has provided emergency shelter, utility assistance, and rental support, helping prevent homelessness and reduce interruptions to student attendance and academic participation. These efforts have allowed students to remain enrolled, attend school consistently, and maintain academic stability during housing crises.

Staff involved in assisting with the Student Support Services Rapid Outreach Project have received and will continue to receive cultural competency training to support effective and responsive service delivery. Family Outreach Liaisons reflect the diversity of the Fresno community, including Arabic-, Punjabi-, Hmong-, and Spanish-speaking populations, enabling staff to build trust and communicate effectively with families. Ongoing monthly discussions and quarterly training through the Fresno County Superintendent of Schools and the California Department of Education ensure staff remain current on best practices, supporting timely interventions that minimize disruptions to students' education.

c. For how many years has the organization administered activities of the type described in this application? **61 Years**

d. Does the organization have the following in place (check box if 'yes')?

- x Written policies and procedures for the proposed project or program (i.e., intake, eligibility)
- x Written Financial Management Policies and Procedures
- x Non-Discrimination / Equal Opportunity Policy
- x Conflict of Interest Policies and Procedures
- x Procurement Policies and Procedures
- x Facility utilization plan and policies
  Note: If not, be aware, the City will require a facility utilization plan and policies prior to the execution of a subrecipient agreement.

e. Provide addresses for each applicable location of site(s) where activity will occur, a brief description of the facilities, and a description of the service area (a map may be attached in lieu of a service area description).

Project activities will be coordinated from the Central Unified School District Office, located at 5652 W. Gettysburg Avenue, Fresno, CA 93722, in Room 3 (RM3). This facility serves as the administrative hub for the Student Support Services Department. This is located on the West side of the 99 in the City of Fresno.



3. **Proposed Scope of Work**

   a. Briefly describe the needs this proposal addresses, and how existing resources are insufficient to meet this need.

We offer a wide range of assistance to families, including support for unhoused students and families. This assistance includes transportation to and from school through school buses, FAX city bus passes, or gas vouchers. In addition, we provide essential items such as clothing, hygiene supplies, groceries, and referrals to outside agencies for housing and medical support. However, with the recent increase in the unhoused population in the City of Fresno it is increasingly common to find no immediate solutions for emergency housing. During the 2024–2025 school year, a continued Emergency Solutions Grant(ESG) via City of Fresno allowed us to provide roughly 217 hotel stays, 35 families with utilities assistance and 11 families with rental assistance at the time of this grant application (1/23/25).

This support helped families remain in safe, temporary shelter until other housing options became available and prevented disruptions to students' academics.
It is crucial our District continues to offer these services as oftentimes, our neighbor organizations and shelters have no rooms or services available to us. Leaving us with our internal resources for necessities like food, clothing, transportation, and external referrals. This can leave residents especially those with school-aged children in limbo for several days to weeks.
With the support of the ESG grant, we can provide rapid housing, and short-term rent and utilities assistance to continue our services for our at-risk residents of the City of Fresno. Residents will not wait for a call back from local shelters, and k-12 families will not be disrupted from their academics. With this project's funding, we can assist without disruption.

   b. Briefly describe the target population, how they will be assessed, and how the project will meet the specific needs of the target population.

Each year, we learn about the ever-changing demographics of City of Fresno residents within the Central Unified school boundaries through the School Accountability Report Card (S.A.R.C.). This annual data provides us with information to improve student learning. Our current population of 15,962 students consists of 80.2% socioeconomically disadvantaged, 13.1% English Learners, 1% foster youth and 78.9% who qualify for free or reduced meals.

In response to the 80.2% percent of socioeconomically disadvantaged and 13.1% English learners, a Family Outreach Liaison (bilingual) and an Intervention Specialist are assigned to each school site. These specific positions help maintain positive relationships with parents, students, and community entities. Most importantly, they help identify at-risk students and provide vital resources and support. Intervention Specialists can perform home visits and identify problems that may reflect disruptions to a student's academics. This includes transportation, clothing, and groceries, which the school district can currently offer through our own services. Through the work of these teams, we have identified more than 764 students who are unhoused, living in transitional housing or at risk of becoming homeless. With the assistance of the ESG grant, we will be able to provide emergency shelter and homelessness prevention. Families will have one point of contact for the entirety of services, and residents with children will be able to obtain stability quickly without disrupting the academics and attendance of their children.

c. Describe the outcomes of the proposed activities. Include how positive outcomes are defined and how successful outcomes will be measured.

Positive outcomes of the proposed activities include increased housing stability for participating families, reduced risk of homelessness, and minimized disruptions to students' school experience. Successful outcomes will be defined by residents with children securing or maintaining stable housing, preventing utility shutoffs or evictions, and ensuring students can remain enrolled, attend school consistently, and participate fully in their academic programs. Program success will be measured through case management and service tracking data, housing stabilization outcomes, and school attendance records, with particular attention to reductions in housing-related absences and learning interruptions.

d. Describe consultation efforts made with the target population in the development of the proposed activity.

Thanks to the one-on-one approach we have with residents with children, transitional housing, and persons facing housing instability, our Family Outreach Liaisons and our Intervention Specialists receive direct feedback. Our Student Support Services Supervisor, Maisie Young personally interacts with our staff and families as cases with urgency arise to the next level of care. This includes finding shelters for our unhoused on nights and weekends. It is through our approach that the staff of Central Unified understands the target population for this project. From our first hand experience and data comes from the conversations our Intervention Specialists and Family Outreach Liaisons are having with families at each school site. Our growing community needs support and resources to navigate through the economy to keep their families growing and learning. It is also clear that the public school system is a trusted source for information; our families and residents trust us to help them solve issues inside and outside the classroom.

e. Describe the marketing plan for the proposed activity and how the organization will affirmatively market the program to ensure the most vulnerable populations are aware of the program.

Rather than marketing services broadly, we will focus outreach on families already identified as unhoused, at risk of becoming homeless, or living in transitional housing. We currently have over 764 students identified as unhoused, facing housing instability,, or in transitional housing. Through one-on-one meetings with families, we can identify our top-tier priority families and determine how to assist them with the extension of services available from the ESG grant. Under the direction of our Student Support Services Supervisor, Maisie Young, we are confident we will directly market the services to the most vulnerable families in the City of Fresno.

f. Estimate the number of unduplicated persons expected to benefit from the project:

310 unduplicated persons will receive a direct benefit from this project.

g. Please indicate which of these service types will be provided and the number of unduplicated persons who will benefit.

Check if Providing	Homeless Housing and Service Types	Estimated No. Persons Assisted
☐	Operating Cost of Shelters for Persons who are homeless	
X	Rental Assistance/Utility Assistance/Housing Stabilization Services	310
☐	Street Outreach and Essential Services	

h. Describe the homeless housing and services program. Please include information about barriers to program participation and how the activity will address those barriers, and any information about how the activity was developed or refined in consultation with the target population. Limit description to the space provided on this and the next page.

Currently, we have over 763 families unhoused, at risk of becoming homeless or living in transitional housing. These are West of Highway 99 most vulnerable families living in unpredictable housing. Our Intervention Specialist and Family Outreach Liaisons are challenged when families are: displaced from evictions, living in places not meant for human inhabitation, loss of job, and are unable to provide basic necessities like food, clothing, and transportation.

Food, clothing, and transportation are readily available through our existing services; however, emergency shelter and homelessness prevention support are only available for a limited period of time.
With these barriers in place, they can directly affect school attendance among school-age children. In fact, it is common for parents to share that their students are absent because they live out of a car, without access to vital necessities for survival.

Food, clothing, and transportation are readily available through our existing services; however, emergency shelter and homelessness prevention supports are only available for a limited period, and immediate resources, particularly in the West 99 area, are often unavailable. When internal resources are exhausted, the Student Support Services team works diligently to identify external resources and partnerships to support families in crisis. Through successful partnerships during the 2024–2025 ESG funding period, families were able to access immediate shelter when faced with displacement. Most importantly, these supports helped ensure students experienced minimal disruption to their academics. Continued implementation of ESG-funded services has further demonstrated the ongoing demand for rapid rehousing, homelessness prevention, and targeted outreach.

The Student Support Services Rapid Outreach Project will allow our staff to continue to provide internal resources, including emergency shelter, short-term rent assistance, and utility assistance. Similar to our 24-25 ESG Grant.

As an internal resource of Central Unified, we will work directly with the City of Fresno residents and k-12 families and provide assistance quickly. Our success will prevent classroom disruptions and achieve stability in the home lives of at-risk students and families in Central Unified.

i. Collaboration

Briefly describe how the proposed activity will be delivered in coordination with other community resources to address the overall needs of the clientele.

Collaborating Organization	Description of Collaboration
Foundation for Central Schools	The Foundation will continue to support the Student & Family services department of Central Unified by supporting the whole child and the community of Central Unified.

4. Project/Program Budget

a. Activity Budget by Funding Type

Please provide a high-level summary of the total budget by federal and non-federal funds.

Proposed Activity Budget	Amount
Total Federal Funds Requested	$ **97750**
Total Other Federal Funds (do not include the above funds on this line)	$
Total Non-Federal Funds	$
Total Proposed Activity Budget	$ 97750

b. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the organization has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date
N/A				

c. Activity Budget Summary and Narrative

Please complete Exhibit A – Operating Budget Summary.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under 'Notices of Funding Available.'

Please complete Exhibit B – Budget Narrative to provide a brief explanation of the expenses included in the budget.

d. Prior-Year Financial Statement

Please attach a financial statement labeled as Exhibit C for the last full operating year. Failure to provide the financial statement will result in disqualification.

Attachments to Part B Application:

x EXHIBIT A – Operating Budget Summary

x EXHIBIT B – Budget Narrative

x EXHIBIT C – Homeless Housing and Services ESG Sources and Amounts of Match and Match Questionnaire

x EXHIBIT D – Prior-year audited financial statement including statement of activities, statement of financial position and statement of cash flows (required when total Federal grant awards equaled or exceeded $1,000,000 during the annual audit period); or prior-year unaudited financial statement when total Federal grant awards for the annual audit period was less than $1,000,000

Optional Additional Exhibits:

x EXHIBIT – Funding Commitment Letters (if available)

x EXHIBIT – Letters of Support (optional – maximum 2)

☐ EXHIBIT – Service Area Map (required if not described in 2.e.)

Exhibit A: Operating Project Budget Summary (or submit via Excel)

Budgeted Position (Personnel) or Category (Operations)	City of Fresno HUD Funds			Other Funds for Project					Project Totals (All Funds)
	Salaries & Wages	Fringe Benefits	Totals (City of Fresno HUD Funds)	Other Federal Funds	State Funds	Local Govm't Funds	Private / Donor Funds	Other Funds (specify)	
Salaries/Wages (Specify each position; add additional rows as needed)									
Direct Service Personnel (enter position titles):									
Administrative Personnel (enter position titles):									
Independent Contractors / Consultants (enter position titles):									
TOTAL PERSONNEL BUDGET	$	$	**$**	$	$	$	$	$	**$**
Other Direct Costs (Include only costs that are direct; indirect costs are covered under the Indirect Cost Rate)									
Hotel Vouchers			**35,000**						
Utilities Assistance			**40000**						
Rental Assistance			**10,0000**						
TOTAL OTHER DIRECT COSTS			**$**	$	$	$	$	$	**$**
INDIRECT COSTS* (Select 1 Indirect Rate Only)									
Approved Indirect Cost Rate			**15%**						
De minimus 15 % Rate									
TOTAL INDIRECT COST BUDGET			**$ 12750**	$	$	$	$	$	**$**
TOTAL PROJECT BUDGET	$	$	$ 97750	$	$	$	$	$	$

*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.

Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.1).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary. This narrative will be used to determine eligibility of proposed expenses.

Our Budget will focus on providing City of Fresno residents at-risk of housing instability with:

utilities, rental assistance, and rapid re-housing assistance to achieve stability.

A. Housing Assistance

a. Short-term housing for families living in places not meant for human habitation.
    i. Holiday Inn - 1 night @$150.00
        1. 200 nights of shelter = total $35,000.00

B. Utilities Assistance

a. Short-term utilities relief with proof of late bills or final notices and rental agreement.
b. Utilities include: City of Fresno Utilities Bill, Water & Sewer Bills and Pacific Gas & Electric Bills.
    i. 35 households = Total Budget $40,000.00

C. Short-Term Rental Assistance

a. Tenant-based rental assistance for families that are struggling to make monthly payments and are at-risk of eviction and homelessness.
b. 6 households = Total budget $10,000.00

Exhibit C:
ESG Match Follow-Up Questions and Match Exclusions

Please identify ESG Matching Funds (eligible Match Funds only) by name of the funding source and dollar amount. Please also provide answers to the below questions.

Source of ESG Match Funds (Eligible Match Only. Please be specific.)	**Dollar ($) Amount of Match**
CWA, Supervisor Maisie Young	$131,375
	$
	$
	$
	$
	$
	$
	$
	$
	$
TOTAL	**$ 131375.00**

Please review the Match statements below and indicate whether they are correct or not.

In general, Federal, State, local, or private funds, other than ESG, may be used to satisfy the requirement that the subrecipient provide matching contributions to City of Fresno ESG funding, so long as the following conditions are met:

1. The matching funds to be contributed to the activity described in the NOFA Part B Application will be exclusively expended on the subrecipient's described activity and is an allowable ESG costs.

   x Yes

   ☐ No

2. The matching funds will not be expended before the commencement date of the applicable ESG subrecipient agreement.

   x Yes

   ☐ No

3. The matching funds will be expended by the expenditure deadline that applies to the ESG funds being matched.

   x Yes

   ☐ No

4. The matching funds have not been, and will not be, used to match any other Federal program's funds nor any other ESG grant.

   x Yes

   ☐ No

5. The subrecipient does not use ESG funds to meet another program's matching requirement.

   x Yes

   ☐ No

6. The subrecipient will keep records of the source and use of the matching funds, including the fiscal year of the ESG grant for which the matching contribution is counted.

   x Yes

   ☐ No

Note: Because the matching funds are contributed to the ESG program and expended for the subrecipient's allowable ESG costs, the following are not allowed to be used as match:

- SNAP benefits (food stamps) because the funds are being used to cover the program participant's costs;
- Housing Choice Vouchers, because the funds are used to pay the Fresno Housing Authority's obligations under its Housing Assistance Payment contract with the owner; and
- The tenant's portion of the rent because this amount is the tenant's obligation.

Please also note the following:

- The matching funds are provided based on the total grant amount and do not have to be provided on a component-by-component basis.
- HOME-TBRA funds cannot be used as a match because the requirements for rental assistance are significantly different between the two programs. In particular, under the HOME-TBRA program (24 CFR parts 92.209 and 92.253), subrecipient(s) **may not require** a program participant to accept any services (subrecipient may offer services but cannot require them). In contrast, when providing ESG homelessness prevention or rapid re-housing assistance to a program participant, the recipient or subrecipient **must require** the program participant to meet with a case manager not less than once per month to assist the program participant in ensuring long-term housing stability and develop a plan to assist the program participant to retain permanent housing after the ESG assistance ends (24 CFR 576.401(e)). Because of these differences in the two programs, HOME-TBRA funds may not be used as Match for the ESG funds.

Clinica Sierra Vista:

Fresno Street Medicine Outreach and Essential Health Services Expansion

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
NON-PROFIT ORGANIZATION[1]

Part A, Section 1: General Information

Legal Name of the Organization: Clinica Sierra Vista	*Fictitious Name (if applicable):* N/A
UEI of Organization: WMC4EN344RB6	*Taxpayer Identification Number:* 95-20707101
Date of Incorporation: 12/14/1971	*Date of 501(c)(3) Determination:* 02/1973
Mailing Address of Organization: P.O. Box 1559, Bakersfield, CA 93302	*Organization Website Address:* www.clinicasierravista.org
Name of President (or Chair of the Board): Ana Zarco, Board of Directors, President	*E-mail Address:* N/A
Name of Chief Executive or Executive Director: Olga Meave, MD, Chief Executive Officer	*E-mail Address:* olga.meave@clinicasierravista.org
Name of the Secretary: Mary Renner, Board of Directors, Secretary	*E-mail Address:* N/A
Name of Treasurer (or Chief Financial Officer): Harjeet Sidhu, Chief Financial Officer	*E-mail Address:* harjeet.sidhu@clinicasierravista.org

Principal Contact Person:	*Principal Contact's Title:*	*Principal Contact's Physical Address:*
Aidee Cardenas	Grant Writer	1430 Truxtun Avenue, Bakersfield, CA 93301
Primary Phone #: 661-635-3050, ext. 2911	*Alternative Phone #:* 661-520-2248	*E-mail Address:* aidee.cardenas@clinicasierravista.org

Name of Authorized Signatory: Olga Meave, MD	*Title of Authorized Signatory:* Chief Executive Officer
Signature of Authorized Official:	*Date of Signature:* 1/21/2026

[1] This document is for non-profit organizations. Units of local government, please complete Part A: Unit of Government Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Do you have an active registration with SAM.gov? ☒ Yes ☐ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

Part A, Section 2: Organizational Background
Please provide the organization's mission statement within the below space:

Improve the health status and well-being of the communities we serve through integrated, coordinated, and compassionate healthcare.

Please mark any of the following classifications that apply to your organization:

☐ Woman-Owned Business
☒ Minority Institution
☐ Tribal
☒ Other: Federally Qualified Health Center
☐ Small Business
☐ Minority-Owned
☐ Veteran-Owned

Part A, Section 3: Organizational Capacity and Management
Please provide the number of staff employed by your organization: 1,570

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Silvia Navarre	Assistant Controller	25
2) Beatrice Ruiz	Grant Accountant	8
3) Margaret Goddard	Program Supervisor	3
4) Magdalena Pruitt	Chief Administrative Officer	10
5)		

Board of Directors

How often does your Board of Directors regularly meet?

Once per month

List current Board of Directors below:

1) Ana Zarco, President
2) Ahana Sandhu, MD, Vice President
3) Socorro Gaeta, Member
4) Philipp Melendez, MD, Member
5) Enrique Sahagun, Member
6) Jose Juan Valdovinoz, Member
7) Jaberpreet Singh, Member
8) Mario Valenzuela, Treasurer
9) Mary Renner, Secretary
10) Amandeep Kaur, Member

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

   Name: Katy Christensen

   Title: Controller

   Phone/Email: Katy.Christenson@clinicasierravista.org

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Have your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
Findings included the need for detailed policies and procedures to ensure record keeping, compliance with one-year lease requirements, failure to submit an Annual Performance Report, and cash match did not meet matching requirements. There has not been any questioned costs.

6) Does your financial system:
   a) Provide for the control and accountability of grant funds, property, and other assets? ☒ Yes ☐ No

b) Separately track revenue and expenditures for the grant funds?
☒ Yes ☐ No

7) Does your payroll system separately track staff time by grant and/or activity? ☒ Yes ☐ No

8) Are all payments properly documented with evidence or receipt of goods or performance of services? ☒ Yes ☐ No

9) Are all bank accounts reconciled monthly? ☒ Yes ☐ No

10) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain

11) Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?
☐ Yes ☒ No
If yes, please explain

12) Does your agency have policies that address the following?

Ethics/Professional Conduct	☒ Yes	☐ No
Pay Rates and Benefits	☒ Yes	☐ No
Discrimination	☒ Yes	☐ No
Purchasing/Procurement	☒ Yes	☐ No
Property and Equipment	☒ Yes	☐ No
Segregation of Duties	☒ Yes	☐ No
Time and Effort Reporting	☒ Yes	☐ No
Record Retention	☒ Yes	☐ No

13) Does your agency certify that they are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal or State department or agency? ☒ Yes ☐ No

Authorized Signatories

If your organization is selected for funding, signatures from persons bearing titles from each of the two lines below will be required by your organization.

1. Board Chair, President, or Vice President
2. Treasurer, Secretary, or Assistant Secretary

If you will be unable to provide the two requested signatures or intend to otherwise deviate from the standard signature authority, please indicate the names and titles of the authorized signatories below and provide the names and titles of the person(s) authorized to execute agreements on behalf of your organization in your board-certified resolution.

Authorized Signatory Name	Authorized Signatory Title
1)	
2)	

☒ Board Resolution providing for the signature authority of persons to sign agreements on behalf of the entity is attached (required before a subrecipient agreement will be executed).

To view the City's policy regarding signature authority, including a sample signature page and sample certification, view Administrative Order 4-1 at: https://www.fresno.gov/personnel/human-resources-support/#administrative-order

Part A, Section 4: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
1	$ 100,000.00

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Owner-Occupied Home Repair**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Infrastructure & Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
	$

= $100,000

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
1	**$100,000.00**

Required Attachments to Part A
Select all attachments included.

☒ **Part A, Exhibit 1** – Organization's U.S. Internal Revenue Service 501(c)(3) Determination of Exemption Letter (Required)

☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (an IRS 990, *Return of Organization Exempt from Income Tax*, may be submitted in lieu of an audit whenever the organization lacks an audit due it not exceeding California and Federal audit thresholds)

☒ **Part A, Exhibit 3** – Copies of results of audits, examinations, or monitoring procedures performed during the last two fiscal years on any direct federal award received by the organization

☒ **Part A, Exhibit 4** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

☐ **Part A, Exhibit 5** – List of all awards to the organization from City of Fresno during the past two years

☐ **Part A, Exhibit 6** – Statement and Designation by Foreign Corporation (when location of incorporation was outside of California) (Required of Out-of-State Corporations only)

☒ **Part A, Exhibit 7** – List of Directors and Officers by Corporate Title and Name (Required)

☒ **Part A, Exhibit 8** – Organization's Articles of Incorporation (Required)

☒ **Part A, Exhibit 9** – Bylaws of the Organization (Required)

☒ **Part A, Exhibit 10** – Resolution of the Board of the Directors Authorizing the Application and Naming the Persons Authorized to Sign the Application

PY 2026-2027 APPLICATION
Homeless Housing and Services Programs (ESG)

1. Project Summary Information

Project Name (10 words or fewer): Fresno Street Medicine Outreach and Essential Health Services Expansion

Amount Requested: $ 100,000.00

Please provide a breakdown of amounts requested by program component:

Street Outreach:	$ 100,000.00
Emergency Shelter:	$ .00
Homelessness Prevention:	$ .00
Rapid Rehousing:	$ .00
HMIS:	$ .00

Provide a short description of the proposed program/activity. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

Clinica Sierra Vista's (CSV) street medicine program will engage unsheltered individuals and families experiencing homelessness who are residing in encampments, overpasses, and homeless shelters through consistent, non-facility-based street outreach. Using both a boots-on-the-ground model and a mobile unit, the street medicine team will deliver essential services designed to identify and engage persons experiencing homelessness, assess immediate needs, and connect participants to emergency shelter, housing resources, and critical supportive services. Outreach activities will include engagement, case management, transportation assistance, and coordination of health and behavioral health services necessary to stabilize participants and support pathways to permanent housing.

This is a:

☐ New Project/Program

☒ Existing Project/Program

2. Organizational Capacity

a. Describe the organization's experience with administering Federally funded programs of this nature and staff skills necessary to deliver the activities proposed.

CSV has extensive experience administering federally funded programs that provide intensive case management to individuals experiencing housing instability and homelessness. For almost 34 years, CSV has managed Ryan White HIV/AIDS Program funding, serving a population that frequently experiences homelessness or unstable housing and requires comprehensive care coordination, benefits enrollment, documentation assistance, and linkage to medical, behavioral health, and supportive services. These case management functions closely mirror the activities proposed under ESG street outreach, particularly engagement with unsheltered individuals and navigation of complex service systems. As a Federally Qualified Health Center (FQHC), CSV operates under stringent federal compliance, reporting, and financial management requirements, supported by dedicated grant management staff and an Assistant Controller with over 25 years of experience managing federal funds. While the Fresno street medicine program has operated for three years, CSV brings over seven years of street medicine experience organization-wide, beginning with the launch of its Kern County program in 2019, with centralized oversight provided by the Street Medicine Director across both Kern and Fresno programs.

b. Briefly describe how your organization's prior activities have resulted in meaningful impact:

CSV has a demonstrated history of delivering impactful services to individuals experiencing homelessness through innovative, community-based models of care. CSV was the first organization in Kern County to launch a street medicine program, establishing a successful outreach model that has since expanded to Fresno. The effectiveness of this approach is reflected in CSV's broader service reach; in 2024 alone, CSV served 13,531 individuals experiencing homelessness across its service areas, as reported through Uniform Data System (UDS) data. Additionally, CSV has successfully integrated Ryan White HIV/AIDS Program services into its street medicine model, improving engagement, continuity of care, and health outcomes for people experiencing homelessness and living with HIV/AIDS. These prior activities demonstrate CSV's capacity to scale effective outreach programs, coordinate complex case management services, and deliver meaningful, measurable impact for highly vulnerable populations.

c. For how many years has the organization administered activities of the type described in this application?

34

d. Does the organization have the following in place (check box if 'yes')?

☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

☒ Facility utilization plan and policies
Note: If not, be aware, the City will require a facility utilization plan and policies prior to the execution of a subrecipient agreement.

e. Provide addresses for each applicable location of site(s) where activity will occur, a brief description of the facilities, and a description of the service area (a map may be attached in lieu of a service area description).

1. Street Outreach/ Street Medicine Services; The service area for street outreach includes the City of Fresno, with a focus on areas where unsheltered individuals and families experiencing homelessness are most concentrated. This includes downtown Fresno, West Fresno, roadway underpasses, bridges, and known encampment locations within city limits. Services are delivered through mobile, non-facility-based outreach and are intentionally flexible to respond to encampment movement, outreach coordination efforts, and the evolving needs of individuals experiencing homelessness, consistent with HUD ESG street outreach requirements.

2. Mobile Unit Outreach at Poverello House; The service area for mobile unit outreach includes individuals and families accessing services and resources at Poverello House (412 F Street, Fresno, CA 93706). Outreach activities conducted at this location serve sheltered and unsheltered individuals engaged in shelter-based programs who are experiencing homelessness and require access to health services, case management, and coordinated referrals. This site-based outreach complements

street-based services by strengthening continuity of care and supporting engagement within Fresno’s broader homeless response system.

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, and how existing resources are insufficient to meet this need.

Individuals experiencing homelessness face complex and interconnected barriers that extend well beyond access to episodic medical care. While street medicine allows providers to meet people where they are and address immediate health needs, the absence of dedicated case management creates a critical service gap that limits continuity of care, follow-up, and successful linkage to housing and supportive services. This proposal directly addresses that gap by funding a Street Medicine Case Manager to coordinate care and ensure sustained engagement with this highly vulnerable population.

Currently, outreach encounters often occur in transient and unstable environments where individuals lack phones, transportation, identification, insurance, and trust in traditional systems. Without a dedicated case manager, follow-up after initial medical or outreach contact is inconsistent, and opportunities to connect individuals to primary care, behavioral health services, housing resources, benefits enrollment, or coordinated entry are frequently lost. Clinical staff and outreach teams must prioritize immediate health needs during brief encounters and do not have the capacity to provide ongoing navigation, documentation support, or longitudinal care coordination required to move individuals toward stability.

The Street Medicine Case Manager will play a central role in bridging this gap. They will serve as the consistent point of contact between the individual and the broader system of care, building trust over time and maintaining engagement despite frequent displacement, encampment sweeps, or changes in location. They assist with obtaining identification and legal documentation, enrolling in Medi-Cal and Enhanced Care Management, coordinating transportation, facilitating referrals to housing and social services, and tracking progress toward individualized goals. This level of coordination is especially critical for people experiencing chronic homelessness, untreated behavioral health conditions, and co-occurring substance use disorders, for whom fragmented services often result in repeated crises and emergency system use.

Existing resources are insufficient to meet this need because current staffing structures do not allow for dedicated follow-up and care coordination in the field. Without a case manager embedded in the street medicine model, outreach efforts remain limited to point-in-time interventions rather than sustained pathways to care and housing. By investing in case management, this proposal strengthens the effectiveness of existing street outreach and medical services, improves continuity of care, and ensures that individuals are not only engaged, but successfully linked to the services necessary to exit homelessness and achieve long-term stability.

b. Briefly describe the target population, how they will be assessed, and how the project will meet the specific needs of the target population.

The proposed project will serve adults and families experiencing homelessness within the City of Fresno, including individuals who are unsheltered (living in encampments, vehicles, or places not meant for human habitation) as well as those residing in emergency shelters. This population experiences significant barriers to accessing healthcare, housing, and supportive services due to instability, lack of transportation, limited documentation, and fragmented engagement with traditional systems of care. By operating entirely within the City of Fresno, the project ensures services are delivered to residents most impacted by homelessness within the city limits.

Participants will be assessed in the field by the dedicated Street Medicine Case Manager during outreach encounters and shelter-based mobile unit days. Initial assessments will verify eligibility under HUD's definition of homelessness and include a comprehensive needs evaluation focused on medical, behavioral health, housing, and social service needs. The Case Manager will complete intake and enrollment into HMIS and administer the VI-SPDAT to support coordinated entry and prioritization for housing resources. Ongoing follow-up and reassessments will be conducted to track progress and adjust care plans as needs evolve. Medical Assistants (MAs) will support clinical encounters by documenting services and patient data in the organization's electronic health record, ensuring continuity between outreach, mobile services, and clinic-based care.

The project is designed to meet the specific needs of this population through a dual service delivery model that includes both street medicine outreach and mobile medical services at shelters. Street medicine services involve proactive engagement in encampments and unsheltered settings, where the team provides wound care, medication support, basic health assessments, and immediate care coordination. This approach is critical for individuals who are unable or unwilling to leave their belongings or encampments to access care. During scheduled mobile unit days at shelters, the same team is able to provide expanded services, including immunizations, preventive care, and more comprehensive medical evaluations, while continuing all outreach-based services.

Across both settings, the Case Manager play a central role in coordinating care and addressing non-medical barriers that directly impact health and housing stability. Services include care coordination and follow-up, behavioral health referrals, housing navigation and referrals, benefits enrollment assistance (including Medi-Cal), transportation support, harm reduction education and basic needs distribution, assistance obtaining identification and documentation, and warm handoffs to partner agencies. By integrating medical services with sustained case management and follow-up, the project ensures that individuals are not only engaged at the point of

contact, but supported over time in accessing care, housing pathways, and long-term stability.

c. Describe the outcomes of the proposed activities. Include how positive outcomes are defined and how successful outcomes will be measured.

The proposed activities aim to increase engagement with individuals and families experiencing homelessness, improve continuity of care, and strengthen connections to housing and supportive services within the City of Fresno. Positive outcomes are defined by sustained engagement over time, successful enrollment in case management, and measurable progress toward housing stability and service linkage.

Project performance will be primarily tracked using the HMIS, which will document the number of unduplicated individuals and families reached through street outreach and mobile unit services, verify eligibility under HUD's definition of homelessness, and track enrollment in case management and housing navigation activities. HMIS will also be used to measure the number of participants assessed through coordinated entry and the number connected to housing resources or referrals.

In addition, the organization will utilize its electronic health record (EPIC) to track the number of clinical and outreach encounters, including repeat contacts with the same individuals over time. EPIC data will be used to measure increases in engagement, frequency of contact, and continuity of care compared to current baseline activity levels. This dual-tracking approach allows the program to capture both system-level outcomes (via HMIS) and service intensity and engagement trends (via EPIC).

Successful outcomes include increased outreach encounters, higher rates of case management enrollment, improved follow-up after initial contact, and increased linkage to housing and supportive services. Program data will be reviewed regularly

to assess progress, inform continuous quality improvement, and ensure the project is achieving meaningful impact aligned with City of Fresno ESG priorities.

d. Describe consultation efforts made with the target population in the development of the proposed activity.

The proposed activities were developed through ongoing, direct consultation with individuals experiencing homelessness during street outreach and shelter-based service delivery within the City of Fresno. While formal surveys are not currently administered due to resource constraints, the program's street medicine model is inherently relationship-based and relies on continuous verbal feedback gathered during outreach encounters to inform service design and refinement.

Street medicine providers engage individuals in repeated, trust-based interactions in encampments, shelters, and other unsheltered settings. Through these interactions, participants regularly share feedback regarding barriers to care, unmet needs, and gaps in existing services, including challenges related to follow-up, transportation, documentation, and navigating multiple systems. This real-time input has directly shaped the proposed activities, particularly the emphasis on dedicated case management, care coordination, and consistent follow-up.

To ensure accountability and continuity of care, the program has established a clear data-tracking benchmark: 90 percent of individuals engaged through outreach will either be newly entered into HMIS or have their existing information reviewed and updated. This metric supports coordinated entry participation, improves data quality across the Fresno-Madera Continuum of Care, and ensures that individuals are not lost to follow-up after initial engagement.

In prior program periods, when resources allowed, the organization also collected participant surveys during outreach and service delivery. Findings from these efforts

reinforced the importance of meeting individuals where they are, providing low-barrier services, and ensuring continuity of care beyond initial contact. These lessons continue to inform the current program design.

The organization's providers are experienced in working with individuals experiencing homelessness and are trained to listen, assess, and adapt services based on participant feedback and lived experience. By maintaining a consistent presence in the field and building long-term relationships, the program ensures that services remain responsive to the evolving needs of the target population and grounded in the voices of those served.

e. Describe the marketing plan for the proposed activity and how the organization will affirmatively market the program to ensure the most vulnerable populations are aware of the program.

CSV will utilize a targeted, field-based outreach and partnership-driven marketing approach to ensure that the most vulnerable individuals and families experiencing homelessness within the City of Fresno are aware of and able to access the proposed services. Because the target population faces significant barriers such as lack of phones, internet access, transportation, and stable contact information, the program's marketing strategy prioritizes direct, in-person engagement over traditional advertising methods.

The primary outreach method will be street medicine engagement, during which multidisciplinary teams proactively conduct outreach in encampments, underpasses, and other locations where unsheltered individuals reside. During these encounters, staff will provide immediate services and share information about available medical, case management, and supportive services using clear, trauma-informed, and culturally responsive communication. Consistent presence in the field allows the team to reach individuals who are least likely to seek services on their own and builds trust over time.

In addition, CSV will conduct scheduled mobile unit days at emergency shelters, including Poverello House, to ensure individuals residing in shelters are aware of and connected to services. Information about mobile unit schedules and available services will be shared directly with shelter staff and residents through onsite coordination and verbal announcements, ensuring

awareness among individuals with limited literacy or access to printed materials.

CSV will also leverage its existing partnerships with community-based organizations, including shelters, outreach teams, harm reduction providers, and housing partners, to promote referrals and warm handoffs. Partner organizations will be informed of program eligibility, service availability, and referral pathways, allowing them to connect clients who may not otherwise engage with medical or case management services.

All outreach and program messaging will be delivered in a low-barrier, non-stigmatizing manner and will emphasize accessibility, confidentiality, and voluntary participation. By embedding outreach directly into the environments where people experiencing homelessness already are and by coordinating closely with trusted community partners, CSV ensures that the most vulnerable populations are aware of and able to access the proposed services.

f. Estimate the number of unduplicated persons expected to benefit from the project:

   280 unduplicated persons will receive a direct benefit from this project.

g. Please indicate which of these service types will be provided and the number of unduplicated persons who will benefit.

Check if Providing	Homeless Housing and Service Types	Estimated No. Persons Assisted
☐	Operating Cost of Shelters for Persons who are homeless	
☐	Rental Assistance/Utility Assistance/Housing Stabilization Services	
☒	Street Outreach and Essential Services	280

h. Describe the homeless housing and services program. Please include information about barriers to program participation and how the activity will address those barriers, and any information about how the activity was developed or refined in consultation with the target population. Limit description to the space provided on this and the next page.

The proposed Homeless Housing and Services program delivers street outreach, mobile medical services, and intensive case management to adults and families experiencing homelessness within the City of Fresno. The program is designed to engage individuals who are unsheltered or residing in emergency shelters and who face significant barriers to accessing healthcare, housing, and supportive services. By combining street medicine with dedicated care coordination, the program moves beyond point-in-time interventions and focuses on sustained engagement, follow-up, and linkage to housing and services

One of the most significant barriers for this population is the lack of knowledge and ability to navigate complex healthcare and social service systems. Many individuals are unaware of available resources or are unable to complete required steps to access care or housing. Even when individuals are motivated to seek assistance, participation is often blocked by the lack of required documentation, such as government-issued identification, birth certificates, or insurance coverage. These documents are essential for enrollment in housing programs, Medi-Cal, and other supportive services, yet are frequently lost, stolen, or destroyed while individuals are living unsheltered.

The program directly addresses these barriers by embedding a dedicated Case Manager within the street medicine and mobile unit model. The Case Manager initiates engagement during outreach encounters, assists participants in obtaining necessary documentation, supports benefits enrollment, and provides ongoing follow-up and navigation. Without this role, individuals are often unable to access services independently, resulting in repeated missed opportunities for care and housing placement.

Additional barriers include frequent displacement due to encampment sweeps, which cause individuals to move locations with little notice. This instability makes follow-up and continuity of care extremely difficult, particularly in the absence of dedicated case management. The proposed program addresses this challenge through proactive outreach, consistent presence in the field, and systematic tracking through HMIS, allowing staff to re-engage individuals even after displacement and maintain continuity whenever possible.

Detailed Narrative Description of Project/Program (Continued from previous page)

The program model has been developed and refined through direct consultation with the target population during ongoing outreach and service delivery. Through regular, trust-based interactions, individuals experiencing homelessness have consistently identified the need for help navigating systems, obtaining documentation, and having a reliable point of contact to support follow-up. This feedback informed the program's emphasis on low-barrier engagement, care coordination, and relationship-based case management as core components of service delivery.

By addressing structural and systemic barriers that prevent participation, the proposed program ensures that individuals experiencing homelessness are not only engaged, but supported in accessing healthcare, housing pathways, and long-term stability.

i. Collaboration
Briefly describe how the proposed activity will be delivered in coordination with other community resources to address the overall needs of the clientele.

Collaborating Organization	Description of Collaboration
Poverello House	CSV partners closely with Poverello House through reciprocal referrals and by deploying its Street Medicine mobile unit to the shelter to provide preventive care, wound care, behavioral health referrals, and case management.
Westcare	CSV collaborates with WestCare by conducting joint street outreach, with WestCare staff supporting harm reduction education during outreach encounters.
RH Community Builders	CSV partners with RH Community Builders by referring individuals for housing services and providing on-site outreach and medical care to support housing engagement and stability at their shelters.
Fresno State	CSV partners with Fresno State through a formal Memorandum of Understanding that allows advanced nurse practitioner students to participate in street outreach alongside the Street Medicine team. This partnership supports workforce development while expanding outreach capacity and supervised clinical engagement in the field.
Rainbow of Light	CSV partners with Rainbow of Light and receives donations for dog food and water for our outreach events. This helps us build trust with the target popualation and helps us engage with them while doing street outreach.

4. Project/Program Budget

a. Activity Budget by Funding Type

Please provide a high-level summary of the total budget by federal and non-federal funds.

Proposed Activity Budget	Amount
Total Federal Funds Requested	$100,000
Total Other Federal Funds (do not include the above funds on this line)	$
Total Non-Federal Funds	$423,884
Total Proposed Activity Budget	$523,884

b. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the organization has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date
Clinica Sierra Vista		$423,884	Committed	

c. Activity Budget Summary and Narrative

Please complete Exhibit A – Operating Budget Summary.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under 'Notices of Funding Available.'

Please complete Exhibit B – Budget Narrative to provide a brief explanation of the expenses included in the budget.

d. Prior-Year Financial Statement

Please attach a financial statement labeled as Exhibit C for the last full operating year. Failure to provide the financial statement will result in disqualification.

Attachments to Part B Application:

☒ EXHIBIT A – Operating Budget Summary

☒ EXHIBIT B – Budget Narrative

☒ EXHIBIT C – Homeless Housing and Services ESG Sources and Amounts of Match and Match Questionnaire

☒ EXHIBIT D – Prior-year audited financial statement including statement of activities, statement of financial position and statement of cash flows (required when total Federal grant awards equaled or exceeded $1,000,000 during the annual audit period); or prior-year unaudited financial statement when total Federal grant awards for the annual audit period was less than $1,000,000

Optional Additional Exhibits:

☐ EXHIBIT – Funding Commitment Letters (if available)

☒ EXHIBIT E – Letters of Support (optional – maximum 2)

☐ EXHIBIT – Service Area Map (required if not described in 2.e.)

Exhibit A: Operating Project Budget Summary (or submit via Excel)

Budgeted Position (Personnel) or Category (Operations)	City of Fresno HUD Funds			Other Funds for Project					Project Totals (All Funds)
	Salaries & Wages	Fringe Benefits	Totals (City of Fresno HUD Funds)	Other Federal Funds	State Funds	Local Govm't Funds	Private / Donor Funds	Other Funds (specify)	
Salaries/Wages (Specify each position; add additional rows as needed)									
Direct Service Personnel (enter position titles):									
Case Manager LVN - 50%	$ 34,320.00	$ 10,296.00	$ 44,616.00					$ 44,616.00	$ 89,232.00
Medical Assistant II								$ 64,544.48	$ 64,544.48
Medical Assistant II								$ 60,840.00	$ 60,840.00
Medical Mobile Unit NP/PA - 20%								$ 51,376.00	$ 51,376.00
Physician Assistant - 20%								$ 53,980.71	$ 53,980.71
Administrative Personnel (enter position titles):									
HCH Supervisor - 10%	$ 8,240.00	$ 2,472.00	$ 10,712.00					$ 10,712.00	$ 21,424.01
Independent Contractors / Consultants (enter position titles):									
TOTAL PERSONNEL BUDGET	**$ 42,560.00**	**$ 12,768.00**	**$ 55,328.00**	$	$	$	$	**$ 286,069.19**	**$ 341,397.20**
Other Direct Costs (Include only costs that are direct; indirect costs are covered under the Indirect Cost Rate)									
Program supplies (hygiene kits, food items, water, etc.)			$ 8,442.65						
Medical supplies (wound care, PPE)			$ 5,000.00					$ 6,000.00	$ 11,000.00
Transportation Vouchers			$ 2,550.00						
Legal Document Support			$ 1,387.00						
Street Medicine Vehicle Lease								$ 23,790.96	$ 23,790.96
HMIS Licenses			$ 1,808.00						
TOTAL OTHER DIRECT COSTS			**$ 19,187.65**	$	$	$	$	**$ 29,790.96**	**$ 48,978.61**
INDIRECT COSTS* (Select 1 Indirect Rate Only)									
Approved Indirect Cost Rate			34.20%					34.20%	
De minimus 15 % Rate									
TOTAL INDIRECT COST BUDGET			**$ 25,484.35**	$	$	$	$	**$ 108,024.17**	**$ 133,508.52**
TOTAL PROJECT BUDGET	$	$	**$ 100,000.00**	$	$	$	$	**$ 423,884.32**	**$ 523,884.33**

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary. This narrative will be used to determine eligibility of proposed expenses.

Personnel Costs ($55,328)

Direct Service Personnel – Case Manager (50% FTE)

Grant funds will support a Case Manager at 50% FTE who will provide direct street outreach and essential services to individuals and families experiencing homelessness within the City of Fresno. The Case Manager will conduct outreach in encampments, shelters, and other locations not meant for human habitation; complete client assessments; develop individualized service plans; provide ongoing case management; coordinate referrals to housing, healthcare, behavioral health, and social services; assist with insurance enrollment; and facilitate linkage to housing and stabilization resources. This position is essential to achieving program outcomes related to engagement, housing placement, and service coordination and is fully allowable under ESG Street Outreach and Essential Services.

Administrative Personnel – Healthcare for the Homeless Supervisor (10% FTE)

Grant funds will support 10% FTE of the Healthcare for the Homeless Supervisor to provide program oversight and administrative support for the proposed activities. Responsibilities include staff supervision, coordination of outreach activities, ensuring compliance with ESG and HMIS requirements, quality assurance, data reporting oversight, and coordination with community partners. This limited allocation ensures appropriate program management while maximizing resources dedicated to direct services. Personnel costs are reasonable, necessary, and proportionate to the level of administrative oversight required.

The total personnel budget of $55,328 reflects only the portion of salaries and wages directly attributable to the proposed ESG-funded activities

Other Direct Costs

Program Supplies ($8,442.65)

Program supplies include hygiene kits, food items, bottled water, and over-the-counter medications distributed during street outreach and mobile services. These supplies are used as engagement tools to build trust with unsheltered individuals, address immediate basic needs, and support participation in case management and healthcare services. All supplies are directly related to eligible ESG street outreach and essential services activities.

Medical Supplies ($5,000)

Medical supplies include personal protective equipment (PPE), wound care items, basic medical equipment (such as stethoscopes), and other clinical supplies necessary to provide non-facility-based health services during outreach and mobile unit activities. These supplies support immediate health needs, prevent infection, and facilitate engagement in ongoing care, consistent with allowable ESG street outreach services.

Transportation Vouchers ($2,550)

Transportation vouchers will be provided to program participants to eliminate transportation barriers to accessing shelter, healthcare appointments, housing interviews, benefits enrollment, and other essential services. Transportation assistance is critical for unsheltered individuals who lack reliable means of travel and directly supports housing stability and service linkage outcomes.

Legal Documentation Support and HMIS Licenses ($1,387)

Funds will support legal documentation fees (such as obtaining birth certificates, state identification cards, or other required documents) to help participants overcome barriers to housing, benefits enrollment, employment, and healthcare access.

HMIS Licenses ($1,808)

This line item includes HMIS license costs necessary for data entry, reporting, and compliance with ESG and Continuum of Care requirements. Both costs are essential to effective case management and program accountability.

Exhibit C:
ESG Match Follow-Up Questions and Match Exclusions

Please identify ESG Matching Funds (eligible Match Funds only) by name of the funding source and dollar amount. Please also provide answers to the below questions.

Source of ESG Match Funds (Eligible Match Only. Please be specific.)	**Dollar ($) Amount of Match**
Clinica Sierra Vista	$100,000.00
	$
	$
	$
	$
	$
	$
	$
	$
	$
TOTAL	**$100,000.00**

Please review the Match statements below and indicate whether they are correct or not.

In general, Federal, State, local, or private funds, other than ESG, may be used to satisfy the requirement that the subrecipient provide matching contributions to City of Fresno ESG funding, so long as the following conditions are met:

1. The matching funds to be contributed to the activity described in the NOFA Part B Application will be exclusively expended on the subrecipient's described activity and is an allowable ESG costs.

   ☒ Yes

   ☐ No

2. The matching funds will not be expended before the commencement date of the applicable ESG subrecipient agreement.

   ☒ Yes

   ☐ No

3. The matching funds will be expended by the expenditure deadline that applies to the ESG funds being matched.

   ☒ Yes

   ☐ No

4. The matching funds have not been, and will not be, used to match any other Federal program's funds nor any other ESG grant.

   ☒ Yes

   ☐ No

5. The subrecipient does not use ESG funds to meet another program's matching requirement.

   ☒ Yes

   ☐ No

6. The subrecipient will keep records of the source and use of the matching funds, including the fiscal year of the ESG grant for which the matching contribution is counted.

   ☒ Yes

   ☐ No

Note: Because the matching funds are contributed to the ESG program and expended for the subrecipient's allowable ESG costs, the following are not allowed to be used as match:

- SNAP benefits (food stamps) because the funds are being used to cover the program participant's costs;
- Housing Choice Vouchers, because the funds are used to pay the Fresno Housing Authority's obligations under its Housing Assistance Payment contract with the owner; and
- The tenant's portion of the rent because this amount is the tenant's obligation.

Please also note the following:

- The matching funds are provided based on the total grant amount and do not have to be provided on a component-by-component basis.
- HOME-TBRA funds cannot be used as a match because the requirements for rental assistance are significantly different between the two programs. In particular, under the HOME-TBRA program (24 CFR parts 92.209 and 92.253), subrecipient(s) **may not require** a program participant to accept any services (subrecipient may offer services but cannot require them). In contrast, when providing ESG homelessness prevention or rapid re-housing assistance to a program participant, the recipient or subrecipient **must require** the program participant to meet with a case manager not less than once per month to assist the program participant in ensuring long-term housing stability and develop a plan to assist the program participant to retain permanent housing after the ESG assistance ends (24 CFR 576.401(e)). Because of these differences in the two programs, HOME-TBRA funds may not be used as Match for the ESG funds.

Jan 20, 2026

City of Fresno

Planning and Development Department

Community Development Division

Re: Support for Clinica Sierra Vista's ESG Street Outreach Application

Dear Review Committee,

On behalf of ROL (Rainbow Of Light), We strongly support Clinica Sierra Vista's Emergency Solutions Grant (ESG) application for street outreach services. We partner with Clinica Sierra Vista to serve individuals and families experiencing homelessness across Fresno.

Clinica Sierra Vista's street medicine program reaches unsheltered individuals in encampments and other non-facility locations, providing mobile care that improves access to services and builds trust with those who are disconnected from traditional systems. Their work enhances coordination among providers, supports timely referrals, and improves continuity of care for shared clients. Our organization has seen clients better connected to health services and supportive resources through this partnership.

We fully support their ESG Street Outreach application and value their leadership and collaboration in serving Fresno's most vulnerable residents.

Sincerely,

Ray Quenga

CEO/FOUNDER

ROL Rainbow Of Light

559-930-5598 or 714-595-6020

rainbowoflight559@gmail.com

Poverello House:

The HOPE Team: Homeless Outreach Progressive Engagement

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
NON-PROFIT ORGANIZATION[1]

Part A, Section 1: General Information

Legal Name of the Organization: Poverello House	*Fictitious Name (if applicable):*
UEI of Organization: 127482537	*Taxpayer Identification Number:* 77-0007985
Date of Incorporation: 11/25/1983	*Date of 501(c)(3) Determination:* 11/25/1983
Mailing Address of Organization: P.O. Box 12225, Fresno, CA 93777-2225	*Organization Website Address:* www.poverellohouse.org
Name of President (or Chair of the Board): Heidi Michael	*E-mail Address:* heidi@bfarm.com
Name of Chief Executive or Executive Director: Zachary Darrah	*E-mail Address:* zdarrah@poverellohouse.org
Name of the Secretary: Charles Farnsworth	*E-mail Address:* cfarnsworth@comcast.com
Name of Treasurer (or Chief Financial Officer): Linda Bowman	*E-mail Address:* lbowman@poverellohouse.org

Principal Contact Person:	*Principal Contact's Title:*	*Principal Contact's Physical Address:*
Sara Mirhadi	Chief Programs Officer	412 F Street, Fresno, CA 93706

Primary Phone #:	*Alternative Phone #:*	*E-mail Address:*
559-498-6988	559-960-4429	mirhadi@poverellohouse.org

Name of Authorized Signatory: Zachary Darrah	*Title of Authorized Signatory:* Chief Executive Officer
Signature of Authorized Official:	*Date of Signature:* 01/09/2026

Do you have an active registration with SAM.gov? ☒ Yes ☐ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

[1] This document is for non-profit organizations. Units of local government, please complete Part A: Unit of Government Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Part A, Section 2: Organizational Background
Please provide the organization's mission statement within the below space:

Believing in the dignity of every person, at Poverello House we work to enrich the lives and spirits of all who pass our way by stewarding the resources made available to us through Providential and community support.

Please mark any of the following classifications that apply to your organization:

- ☐ Woman-Owned Business
- ☐ Minority Institution
- ☐ Tribal
- ☐ Other:
- ☐ Small Business
- ☐ Minority-Owned
- ☐ Veteran-Owned

Part A, Section 3: Organizational Capacity and Management
Please provide the number of staff employed by your organization: 150

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Zachary Darrah	Chief Executive Officer	18
2) Linda Bowman	Chief Financial Officer	24
3) Paul Stack	Chief Operations Officer	15
4) Linda Bowman	Chief Programs Officer	32
5)		

Board of Directors

How often does your Board of Directors regularly meet?
Quarterly

List current Board of Directors below:

1) Heidi Michael/ Dr. Tushar Patel
2) Marc' Bady/ Charles Farnsworth
3) Linda Bowman/ Prashant Patel
4) Jim Connell/ Curtis Davies
5) Sharif Elkhaldy/Rebecca Garth-Nelson
6) Wendy Gospodnetich/ JP Sethi
7) David Olmos/ Ken Ramos
8) Andrew Slater/ Victor Thao
9)
10)

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Linda Bowman
Title: Chief Financial Officer
Phone/Email: 559-498-6988/ lbowman@poverellohouse.org

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Have your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
No findings or questioned costs were identified.

6) Does your financial system:
a) Provide for the control and accountability of grant funds, property, and other assets? ☒ Yes ☐ No
b) Separately track revenue and expenditures for the grant funds? ☒ Yes ☐ No

7) Does your payroll system separately track staff time by grant and/or activity? ☒ Yes ☐ No

8) Are all payments properly documented with evidence or receipt of goods or performance of services? ☒ Yes ☐ No

9) Are all bank accounts reconciled monthly? ☒ Yes ☐ No

10) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☐ Yes ☒ No
If yes, please explain
N/A

11) Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?
☐ Yes ☒ No
If yes, please explain
N/A

12) Does your agency have policies that address the following?

Ethics/Professional Conduct	☒ Yes	☐ No
Pay Rates and Benefits	☒ Yes	☐ No
Discrimination	☒ Yes	☐ No
Purchasing/Procurement	☒ Yes	☐ No
Property and Equipment	☒ Yes	☐ No
Segregation of Duties	☒ Yes	☐ No
Time and Effort Reporting	☒ Yes	☐ No
Record Retention	☒ Yes	☐ No

13) Does your agency certify that they are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal or State department or agency? ☒ Yes ☐ No

Authorized Signatories

If your organization is selected for funding, signatures from persons bearing titles from each of the two lines below will be required by your organization.

1. Board Chair, President, or Vice President
2. Treasurer, Secretary, or Assistant Secretary

If you will be unable to provide the two requested signatures or intend to otherwise deviate from the standard signature authority, please indicate the names and titles of the authorized signatories below and provide the names and titles of the person(s) authorized to execute agreements on behalf of your organization in your board-certified resolution.

Authorized Signatory Name	Authorized Signatory Title
1) Heidi Michael	Board Chair
2) Linda Bowman	Treasurer

☒ Board Resolution providing for the signature authority of persons to sign agreements on behalf of the entity is attached (required before a subrecipient agreement will be executed).

To view the City's policy regarding signature authority, including a sample signature page and sample certification, view Administrative Order 4-1 at: https://www.fresno.gov/personnel/human-resources-support/#administrative-order

Part A, Section 4: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
1	$ 222,400

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0

- **Owner-Occupied Home Repair**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0

- **Public Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
1	$ 500,000

- **Public Infrastructure & Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
2	**$722,400**

Required Attachments to Part A
Select all attachments included.

☒ **Part A, Exhibit 1** – Organization's U.S. Internal Revenue Service 501(c)(3) Determination of Exemption Letter (Required)

☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (an IRS 990, *Return of Organization Exempt from Income Tax*, may be submitted in lieu of an audit whenever the organization lacks an audit due it not exceeding California and Federal audit thresholds)

☒ **Part A, Exhibit 3** – Copies of results of audits, examinations, or monitoring procedures performed during the last two fiscal years on any direct federal award received by the organization

N/A ☐ **Part A, Exhibit 4** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

☒ **Part A, Exhibit 5** – List of all awards to the organization from City of Fresno during the past two years

N/A ☐ **Part A, Exhibit 6** – Statement and Designation by Foreign Corporation (when location of incorporation was outside of California) (Required of Out-of-State Corporations only)

☒ **Part A, Exhibit 7** – List of Directors and Officers by Corporate Title and Name (Required)

☒ **Part A, Exhibit 8** – Organization's Articles of Incorporation (Required)

☒ **Part A, Exhibit 9** – Bylaws of the Organization (Required)

☒ **Part A, Exhibit 10** – Resolution of the Board of the Directors Authorizing the Application and Naming the Persons Authorized to Sign the Application

PY 2026-2027 APPLICATION
Homeless Housing and Services Programs (ESG)

1. Project Summary Information

Project Name (10 words or fewer): The HOPE Team: Homeless Outreach Progressive Engagement

Amount Requested: $ 222,400.00

Please provide a breakdown of amounts requested by program component:

Street Outreach: $ 222,400.00

Emergency Shelter: $ 0.00

Homelessness Prevention: $ 0.00

Rapid Rehousing: $ 0.00

HMIS: $ 0.00

Provide a short description of the proposed program/activity. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

The Homeless Outreach Progessive Engagement (HOPE) Team provides street outreach to people experiencing homelessness who live in the City of Fresno. The team aims to link people experiencing homelessness to navigation services, emergency shelter, and other supplemental Cal-AIM services.

This is a:

☐ New Project/Program

☒ Existing Project/Program

2. Organizational Capacity

a. Describe the organization's experience with administering Federally funded programs of this nature and staff skills necessary to deliver the activities proposed.

Poverello House has extensive experience administering federally funded, reimbursement-based grants and contracts of similar size and scope to the proposed activity. The organization first received federal funding from the U.S. Department of Housing and Urban Development (HUD) in 2001 and has progressively expanded its federal grant portfolio over the past two decades. Currently, Poverello House operates 22 grant-funded programs, 18 of which are reimbursement-based federal or federally pass-through grants. The organization has consistently administered these programs in full compliance with funder requirements and has never experienced early termination of a federal grant due to non-compliance.

1. City of Fresno – Emergency Solutions Grant (ESG): Poverello House has been an annual recipient of the City of Fresno's Emergency Solutions Grant since 2015. In 2024, the organization was awarded $209,589 in ESG funds to operate a portion of the City-wide street outreach program, with a required dollar-for-dollar match resulting in a total program budget of $419,178. ESG-funded activities include street outreach, engagement of unsheltered individuals, documentation of eligibility, service coordination, and referrals to shelter, housing, and supportive services. Poverello House has consistently met or exceeded ESG performance measures, maintained full compliance with HUD and City requirements, and has been awarded additional ESG funding in subsequent years based on demonstrated performance.

2. U.S. Department of Housing and Urban Development – Coordinated Entry System: In 2024 and again in 2025, Poverello House was awarded $619,103 annually to administer the HUD-funded Coordinated Entry System for Fresno County. The organization successfully managed system-wide coordination, data tracking, reporting, and compliance activities during each 12-month performance period. Poverello House met or exceeded all grant outcomes and ended both performance periods in good standing. Based on strong performance, the contract has been renewed through 2026.

3. U.S. Department of Housing and Urban Development – Rapid Re-Housing: Poverello House was awarded $311,866 in both 2022 and 2023 to operate HUD-funded Rapid Re-Housing programs providing rental assistance and housing stabilization services to individuals with low or no income. The organization complied with all grant requirements, met or exceeded performance targets, and successfully administered the funds within the

required timelines. The Rapid Re-Housing contract has been renewed through 2026.

4. Federal Emergency Management Agency – Emergency Food and Shelter Program (EFSP): Poverello House has received FEMA EFSP funding since 2010. In 2022, the organization was awarded $606,640, followed by $135,793 in 2023, to support emergency food and shelter services, including culinary services and Naomi's House Emergency Shelter. Outcomes were tied to meals served and nights of shelter provided. Poverello House completed each performance period in full compliance and in good standing and was awarded additional funding for the 2024–2025 period.

5. Community Development Block Grant (CDBG) – Workforce Development: Poverello House has demonstrated specific experience administering CDBG-funded workforce development projects. In PY 24–25, the organization successfully administered $240,826 in CDBG funds for a pilot workforce development program. In PY 25–26, Poverello House was awarded two additional CDBG contracts totaling $513,000 for projects of similar scope and complexity. All CDBG-funded activities have been implemented in compliance with City and HUD requirements, including eligibility documentation, performance reporting, and reimbursement procedures.

Poverello House maintains strong internal controls, grant accounting systems, and reimbursement tracking processes to support federally funded programs. The organization maintains a line of credit of up to $2,500,000 to ensure adequate cash flow for reimbursement-based grants and has not needed to draw on this line since its establishment. Program implementation is supported by experienced executive leadership, program managers, fiscal staff, and workforce development personnel with expertise in federal compliance, service delivery, and performance monitoring. Collectively, staff possess the skills necessary to successfully deliver the proposed activities in alignment with HUD and City of Fresno requirements.

b. Briefly describe how your organization's prior activities have resulted in meaningful impact:

Poverello House has a demonstrated history of producing meaningful impact through federally funded homeless outreach and housing programs. During 2025, the ESG-funded HOPE Team engaged more than 1,000 unduplicated individuals experiencing homelessness, exceeding annual engagement targets. These efforts resulted in consistent linkages to emergency shelter, housing navigation, substance use rehabilitation, coordinated entry, and supportive services, particularly for individuals who were previously unconnected to services.

The organization has repeatedly met or exceeded performance outcomes in federally funded programs, which includes ESG HOPE Outreach, HUD Coordinated Entry, CDBG workforce development programs, and Rapid Re-Housing programs. These projects remain in full compliance with grant requirements.

From October 2024 to September 2025, Poverello House's ESG-funded HOPE Team succeeded in accomplishing the following outcomes as measured through HMIS:

1. Provided 5,773 collective engagements to unsheltered individuals within the City of Fresno.

2. Engaged at least 2,060 unduplicated unsheltered individuals annually.

3. Linked at least 1,753 unduplicated unsheltered individuals to shelter, navigation, or supportive services.

4. Provided 293 transports to community resources, such as emergency shelter, housing navigation appointments, and healthcare access.

5. Provide 40 individuals diversion services and prevent them from becoming chronically homeless.

6. Place 15 individuals into permanent housing options who were previously unsheltered.

This track record demonstrates Poverello House’s capacity to deliver effective outreach, reduce barriers to service access, and produce measurable, system-level impact for people experiencing homelessness.

c. For how many years has the organization administered activities of the type described in this application?

   14

d. Does the organization have the following in place (check box if ‘yes’)?

☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

☒ Facility utilization plan and policies
Note: If not, be aware, the City will require a facility utilization plan and policies prior to the execution of a subrecipient agreement.

e. Provide addresses for each applicable location of site(s) where activity will occur, a brief description of the facilities, and a description of the service area (a map may be attached in lieu of a service area description).

City of Fresno and 412 F. Street, Fresno, CA 93706. See map attached as Exhibit F.

The HOPE Team will utilize Poverello House facilities at the organization's downtown location (412 F Street, Fresno CA) as well as leased office space in the tower district, located at 10 E Olive Ave, Fresno CA. The HOPE Team will primarily provide street outreach services throughout designated areas of the City of Fresno described Exhibit F.

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, and how existing resources are insufficient to meet this need.

The Homeless Outreach Progressive Engagement (HOPE) Team will provide daily street outreach services to unhoused people in Fresno. The HOPE Team will deploy six (6) outreach team members to create linkages to services with unhoused individuals. ESG will fund two (2.0 full-time equivalent) Outreach Specialist positions along with partially funding 60% of an additional (1.0 full-time equivalent) Outreach Coordinator position. Poverello House's cash match will support an additional two (2.0 full-time equivalent) Outreach Specialist positions along with partially funding the 75% of the remaining (1.0 full-time equivalent) Outreach Specialist position. The remaining 40% of the Outreach Coordinator position will be funded through state and private funding sources. These six full-time equivalent staff will make up the ESG-funded HOPE Team and provide direct services.

There are a few outreach teams, but these teams do not have sufficient resources to canvas the entire City of Fresno daily (including weekends and evening hours). The Fresno Madera Continuum of Care (FMCoC) reported in the 2023 Point in Time Count that in the City of Fresno, 3,207 people are experiencing homelessness, with 1,819 being unsheltered. During 2024, the Hope Team participanted in a tally count with the City of Fresno and identified 1,400 unhoused individuals within the greater downtown area. There is a growing need to expand outreach services focusing on rapport building to the unhoused. The purpose of rapport building is to increase the likelihood that the person will accept emergency shelter and navigation services. The HOPE Team will create linkages to Cal-AIM (California Advancing and Innovating Medi-Cal) providers, such as Poverello House and RH Builders. The HOPE Team will seek out all individuals with needs, while prioritizing vulnerable persons unlinked to services, people who are 55 years and older, victims of human trafficking, families, and people who are considered chronically homeless. Without a community-oriented outreach team, the likelihood of people experiencing homelessness having equitable access to services decreases dramatically.

b. Briefly describe the target population, how they will be assessed, and how the project will meet the specific needs of the target population.

The target population will be people who are unhoused, and not linked to emergency shelter or navigation services. The HOPE Team focuses on developing rapport with unhoused individuals throughout Fresno, living in encampments and even those isolated from easily accessible services. Outreach services will be available for unsheltered homeless individuals and families, and vulnerable populations such as people who are 55 years and older, victims of human trafficking, and people who are considered chronically homeless. The HOPE Team will "meet people where they are at" to link unhoused individuals with community-based organizations providing emergency shelter, navigation services, and supplemental Cal-AIM services. The HOPE Team will receive referrals for engagements from the City of Fresno's Homeless Assistance Response Team (HART). Report cards will reflect daily engagement tallies, referrals, locations, followup appointments, and other key performance indicators for special projects. The HOPE Team will exercise progressive engagement to tailor linkages to help unhoused individuals with specific situations, in a culturally competent manner.

Research indicates that it takes a minimum of seven encounters with an unhoused individual before that individual participates in services. The HOPE Team is a mobile "access site" for clients to access available shelter beds and navigation services. Poverello House coordinates with community-based organizations to link clients to available services such as the Fresno County Depepartment of Behavioral Health (DBH), Fresno County Department of Social Services (DSS), and mental health treatment at Poverello House's Enrichment Center. The HOPE Team collaborates with Fresno EOC to link emerging adults transitioning out of foster care to supportive services and emergency shelter. The project will meet one of the City of Fresno's prioritized objectives by facilitating encampment outreach. The HOPE Team will also link them to mobile shower and medical services. Poverello House has an ongoing working relationship with the City of Fresno's Homeless Assistance Response Team (HART) to provide compassionate response to the unhoused living in the streets of Fresno.

c. Describe the outcomes of the proposed activities. Include how positive outcomes are defined and how successful outcomes will be measured.

The HOPE Team will achieve measurable ESG-aligned outcomes by conducting proactive street outreach to engage unsheltered individuals not currently connected to services and linking them to shelter, housing navigation, and supportive services. Positive outcomes are defined as documented progress from unsheltered homelessness to service engagement and acceptance of assistance.

Performance Targets:

1.Engage 750 unduplicated unsheltered individuals annually.

2. Link at least 675 (90%) unduplicated unsheltered individuals to shelter, navigation, or supportive services.

3. Document follow-up engagement for 450 (60%) of prioritized vulnerable participants.

4. Provide 20 individuals diversion services and prevent them from becoming chronically homeless.

5. Place 10 individuals into permanent housing options who were previously unsheltered.

Program performance will be tracked through HMIS and daily outreach logs, and supervisory reviews will monitor data accuracy and ensure continuous program improvement.

d. Describe consultation efforts made with the target population in the development of the proposed activity.

Poverello House developed the HOPE Team by incorporating feedback from conversations and surveys gathered from discussions between clients and staff. In January 2024, Poverello House received input from 152 unsheltered individuals. Data revealed that 93.4% of respondents are open to receiving housing navigation. A sizable portion (41.2%) reported never staying in an emergency shelter. 78.5% of respondents identified mental health as an important topic. More than three-quarters of respondents shared a sense of difficulty when accessing support services such as general relief, Cal Fresh, DBH, DSS, and Medi-Cal. If offered a bed that day, 79.7% of respondents suggested they would accept it. The collective findings suggest a need for the HOPE Team to make the critical introductions to local providers in the City of Fresno that offer navigation services, emergency shelters, and supplemental Cal-AIM services. This project would allow Poverello House to collect continued feedback from individuals experiencing homelessness within the City of Fresno, which would inform the delivery of future services.

e. Describe the marketing plan for the proposed activity and how the organization will affirmatively market the program to ensure the most vulnerable populations are aware of the program.

Homeless Outreach Progressive Engagement (HOPE) Team will market its services to community memebers who are unhoused. Poverello House has over 52 years of experience providing direct services to those experiencing homelessness. The HOPE Team will continue directly engaging with unhoused community members seven days a week between 7:00 am and 7:00 pm. These mobile teams will canvas the City of Fresno in clearly marked vehicles with the Poverello House logo and HOPE Outreach Team written on the sides of all vehicles. Poverello House also works with members of the Fresno-Madera Continuum of Care to link unsheltered individuals to navigation services and emergency shelter programs.

f. Estimate the number of unduplicated persons expected to benefit from the project:

750 unduplicated persons will receive a direct benefit from this project.

g. Please indicate which of these service types will be provided and the number of unduplicated persons who will benefit.

Check if Providing	Homeless Housing and Service Types	Estimated No. Persons Assisted
☐	Operating Cost of Shelters for Persons who are homeless	
☐	Rental Assistance/Utility Assistance/Housing Stabilization Services	
☒	Street Outreach and Essential Services	750

h. Describe the homeless housing and services program. Please include information about barriers to program participation and how the activity will address those barriers, and any information about how the activity was developed or refined in consultation with the target population. Limit description to the space provided on this and the next page.

Poverello House (PH) will provide outreach to unhoused individuals who are not engaged in navigation services and emergency shelters within the City of Fresno. The HOPE Team will provide services in clearly marked vehicles and will seek out unhoused people to link them to services/shelter. The Homeless Outreach Progressive Engagement (HOPE) Team will provide daily street outreach services to unhoused people in Fresno. The HOPE Team will deploy six (6) outreach team members to create linkages to services with unhoused individuals. ESG will fund two (2.0 full-time equivalent) Outreach Specialist positions along with partially funding 60% of an additional (1.0 full-time equivalent) Outreach Coordinator position. Poverello House's cash match will support an additional two (2.0 full-time equivalent) Outreach Specialist positions along with partially funding the 75% of the remaining (1.0 full-time equivalent) Outreach Specialist position. The remaining 40% of the Outreach Coordinator position will be funded through state and private funding sources. These six full-time equivalent staff will make up the ESG-funded HOPE Team and provide direct services.

The proposed positions will collaborate with PH's existing outreach and navigation teams by targeting homeless encampments in Fresno. The HOPE Team will also work with the City of Fresno's HART Team to make connections with unhoused individuals previously unlinked to services. The HOPE Team duties will include the following: 1) Outreach to unhoused individuals throughout the City of Fresno, 2) linking them to navigation services, 3) linking to shelters, temporary housing, or family, 4) connecting them to supportive services, 5) providing homeless verifications for programs such as Multi-Agency Access Point (MAP Point) Program, and 6) collaborating with the City of Fresno's HART Team. The HOPE Team will be responsible for engaging clients "where they are at", including building rapport, addressing immediate needs, and linking them to housing navigation services. The HOPE Team members will initially utilize the community's coordinated entry system (CES) to determine appropriate diversion tactics.

After diversion practices are exhausted, the client will get connected to housing navigation services. The HOPE Team will assess client's needs for emergency services, such as medical, mental health, and shelter services. The HOPE Team can link clients to PH's Enrichment Center, which provides mental health services. They will serve anyone who is unhoused, with a particular focus on individuals not receiving navigation services. They will prioritize vulnerable groups, such as people who are 55 years and older, victims of human trafficking, families, and people who

Detailed Narrative Description of Project/Program (Continued from previous page)

are considered chronically homeless. The team will help them overcome any immediate barriers, such as transportation, by providing transport services and bus tokens. The HOPE Team addresses immediate needs like emergency food and clothing.

Consolidated Plan: In the City of Fresno's consolidated action plan, outreach services to disadvantaged populations homelessness is an urgent issue in the community. This grant directly addresses the homelessness issue by connecting unhoused individuals to the services and resources in the community. Outreach Specialists will prioritize services for the following persons: elderly and frail elderly, people with disabilities, people with HIV/AIDs and their families, persons with alcohol or drug addiction, survivors of domestic violence, and individuals seeking supportive housing. This program addresses the barriers that unhoused individuals encounter by helping them access resources in the community through linkages and transportation. The team will provide linkages to physical and mental health care providers. The HOPE Team also responds to homeless situations reported through the 3-1-1 system. During 2025, the ESG funded HOPE Team had contact with 2,060 updduplicated individuals as reported in the HMIS system. The goal for the HOPE Team is to engage with 750 individuals experiencing homelessness and link 90% of them to services.

Agency Capacity and Experience: Since 1973, PH has provided services to persons experiencing homelessness and anyone who may be in need. Poverello House provides three meals-a-day, 365 days-a-year. PH also provides overnight emergency shelter for men, women, and families. PH participates in the local HMIS and CES systems. Nightly, approximately 250 people who experience homelessness access shelter services in a bed operated by the organization. Since late 2024, PH has been in contract with Cal Viva (Health Net) and Anthem to provide Community Supports Programs under Cal-AIM Medi-Cal services. PH's serperate street navigation teams will work closely with this project's HOPE Team to help those experiencing homelessness access services.

i. Collaboration
Briefly describe how the proposed activity will be delivered in coordination with other community resources to address the overall needs of the clientele.

Collaborating Organization	Description of Collaboration
City of Fresno Police Department	The HOPE Team will receive referrals from the HART Police Department and police officers who encounter people experiencing homelessness living in encampments and other areas of the City of Fresno.
City of Fresno HART Team	The HOPE Team will receive referrals from the City of Fresno's HART Team that is generated from the City of Fresno's 3-1-1 system. The HOPE Team will work with the City of Fresno's HART Code team to address people experiencing homelessness living in encampments.
Fresno Madera Continuum of Care (FMCoC)	The HOPE Team will collaborate with member organizations within the continuum of care to link those experiencing homelessness to services and shelter.
Fresno Economic Opportunities Commission (EOC)	The HOPE Team will link emerging adults transitioning out of foster care to services and shelter programs.

4. Project/Program Budget

a. Activity Budget by Funding Type

Please provide a high-level summary of the total budget by federal and non-federal funds.

Proposed Activity Budget	Amount
Total Federal Funds Requested	$222,400

Total Other Federal Funds (do not include the above funds on this line)	$0
Total Non-Federal Funds	$222,400
Total Proposed Activity Budget	$444,800

b. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the organization has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date
Poverello House	General Funds	214,894.22	Committed	
State of California	ERF	7,505.78	Committed	

c. Activity Budget Summary and Narrative

Please complete Exhibit A – Operating Budget Summary.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under 'Notices of Funding Available.'

Please complete Exhibit B – Budget Narrative to provide a brief explanation of the expenses included in the budget.

d. Prior-Year Financial Statement

Please attach a financial statement labeled as Exhibit C for the last full operating year. Failure to provide the financial statement will result in disqualification.

Attachments to Part B Application:

☒ EXHIBIT A – Operating Budget Summary

☒ EXHIBIT B – Budget Narrative

☒ EXHIBIT C – Homeless Housing and Services ESG Sources and Amounts of Match and Match Questionnaire

☒ EXHIBIT D – Prior-year audited financial statement including statement of activities, statement of financial position and statement of cash flows (required when total Federal grant awards equaled or exceeded $1,000,000 during the annual audit period); or prior-year unaudited financial statement when total Federal grant awards for the annual audit period was less than $1,000,000

Optional Additional Exhibits:

☒ EXHIBIT E – Funding Commitment Letters (if available)

☐ EXHIBIT – Letters of Support (optional – maximum 2)

☒ EXHIBIT G – Service Area Map (required if not described in 2.e.)

CITY OF FRESNO
OPERATING BUDGET SUMMARY (Public Services)

Budgeted Position (Personnel) or Category (Operations)	City of Fresno HUD Funds			Other Funds for Project					Project Totals (All Funds)
	Salaries & Wages	Fringe Benefits	Totals (City of Fresno HUD Funds)	Other Federal Funds	State Funds	Local Govm't Funds	Private / Donor Funds	Other Funds (specify)	
Salaries/Wages (Specify each position; add additional rows as needed)									
Direct Service Personnel:									
Street Outreach Coordinator (1.0 FTE)	33,696.00	11,338.70	**45,034.70**	-	7,505.78		22,517.35		**75,057.84**
Street Outreach Specialist (2.0 FTE)	91,520.00	30,796.48	**122,316.48**						**122,316.48**
Street Outreach Specialist (2.0 FTE)			-				122,316.48		**122,316.48**
Street Outreach Specialist (1.0 FTE)	11,440.00	3,849.56	**15,289.56**				45,868.68		**61,158.24**
			-						-
Administrative Personnel:									
			-						-
			-						-
			-						-
Independent Contractors / Consultants:									
			-						-
			-						-
TOTAL PERSONNEL BUDGET	$ 136,656.00	$ 45,984.74	**$ 182,640.74**	$ -	$ 7,505.78	$ -	$ 190,702.51	$ -	**$ 380,849.04**
Other Direct Costs (Include only costs that are direct; indirect costs are covered under the Indirect Cost Rate)									
Program Supplies			**150.56**				2,688.79		**2,839.35**
Fuel Costs/Vehicle Maintance/ Ins.			**7,000.00**						**7,000.00**
Informational Technology			**2,400.00**						**2,400.00**
Office Supplies			**1,200.00**						**1,200.00**
									-
									-
									-
									-
									-
									-
									-
TOTAL OTHER DIRECT COSTS			**$ 10,750.56**	$ -	$ -	$ -	$ 2,688.79	$ -	**$ 13,439.35**
INDIRECT COSTS* (Select 1 indirect rate Only)									
Approved Indirect Cost Rate									-
De minimus 15 % Rate			**29,008.70**				29,008.70		**58,017.40**
TOTAL INDIRECT COST BUDGET			**$ 29,008.70**	$ -	$ -	$ -	$ 29,008.70	$ -	$ -
TOTAL PROJECT BUDGET	$ 136,656.00	$ 45,984.74	$ 222,400.00	$ -	$ 7,505.78	$ -	$ 222,400.00	$ -	$ 444,800.00

Please revise this form and annotate budget items as needed
All applicants are required to submit a copy of their organization's operating budget.

*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.
Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.68).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary. This narrative will be used to determine eligibility of proposed expenses.

A. Employee Classifications:

Street Outreach Coordinator (1.0 FTE), $56,160 annual wage ($27/ hour), and $18,897.84 annual benefits and taxes calculated at 33.65%: Is the lead staff for supervising Street Outreach Specialists. The position will engage in outreach efforts and ensure the project implementation. The ESG grant will fund 60% of the position, while Poverello House will cover the remaining by using Encampment Resolution Funding (10%) and private funds (30%) over the 12 months.

Street Outreach Specialist (5.0 FTE), $ 228,800 annual wage ($22/ hour), and $76,991.20 annual benefits and taxes calculated at 33.65%: Is the service providing staff for conducting outreach efforts. The position will assist those experiencing homelessness navigate community resources and make linkages to appropriate services. The ESG grant will fund $137,606.04 of annual wage, benefits, and taxes of 2.25 FTE positons. Poverello House will fund $168,185.16 of annual wage, benefits, and taxes of 2.75 FTE positions using private funding over the 12 months.

B. Other Direct Costs:

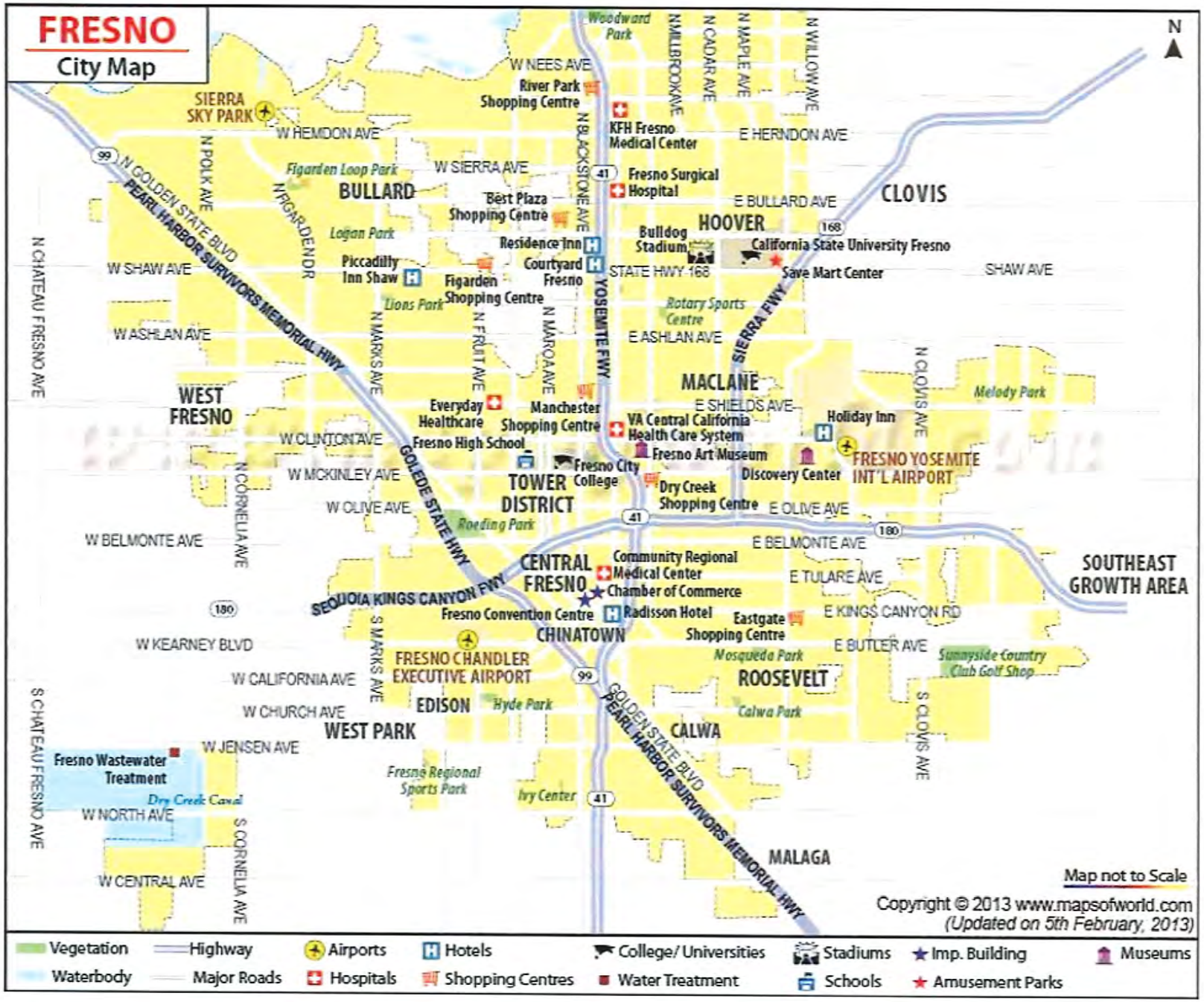
Program Supplies, $2,839.35: Is the essential items to conduct street outreach effectively to directly benefit those experiencing homelessness. These items may include, but not be limited to, hygiene supplies, food rations, clothing items, basic first aid supplies, personal protective gear, and documentation tools. These supplies will be purchased through Poverello House and ESG funding.

Vehicle Fuel/ Maintenance/ Insurance, $7,000: Poverello House funding will cover the cost of vehicle fuel, maintenance, and insurance. The ESG grant will fund 100% of these costs.

Informational Technology, $2,400: ESG funding will cover cell phones, mircrosoft office licenses, computer-related costs, and internet.

Office Supplies, $1,200: ESG funding will cover pens, paper, ink, staples, and other project-related office supplies.

Indirect Costs, $58,017.40: These costs will include such items as, facilities maintenance, finance department activities, management oversight, insurance, other utilities (water/trash/etc.), and other associated costs incurred that would be reasonable under this line item). ESG funding will support $29,008.70, Poverello House will support $29,008.70 in a $1:1 cash match.


FRESNO
City Map
N
Woodward Park
W NEES AVE
River Park Shopping Centre
SIERRA SKY PARK
W HERNDON AVE
KFH Fresno Medical Center
E HERNDON AVE
N MILLBROOK AVE
N CEDAR AVE
N MAPLE AVE
N WILLOW AVE
N POLK AVE
N GOLDEN STATE BLVD
PEARL HARBOR SURVIVORS MEMORIAL HWY
Figarden Loop Park
W SIERRA AVE
BULLARD
Best Plaza Shopping Centre
Fresno Surgical Hospital
E BULLARD AVE
CLOVIS
HOOVER
Logan Park
Residence Inn
Courtyard Fresno
Bulldog Stadium
California State University Fresno
Piccadilly Inn Shaw
Figarden Shopping Centre
STATE HWY 168
Save Mart Center
SHAW AVE
W SHAW AVE
Lions Park
Rotary Sports Centre
E ASHLAN AVE
W ASHLAN AVE
N CHATEAU FRESNO AVE
N MARKS AVE
N FRUIT AVE
N MARA AVE
YOSEMITE FWY
SIERRA FWY
MACLANE
N CLOVIS AVE
Melody Park
WEST FRESNO
Everyday Healthcare
Manchester Shopping Centre
E SHIELDS AVE
VA Central California Health Care System
Holiday Inn
W CLINTON AVE
Fresno High School
Fresno Art Museum
Discovery Center
FRESNO YOSEMITE INT'L AIRPORT
GOLDEN STATE HWY
Fresno City College
W MCKINLEY AVE
TOWER DISTRICT
Dry Creek Shopping Centre
W OLIVE AVE
E OLIVE AVE
Roeding Park
W BELMONTE AVE
E BELMONTE AVE
N CORNELIA AVE
CENTRAL FRESNO
Community Regional Medical Center
Chamber of Commerce
SOUTHEAST GROWTH AREA
E TULARE AVE
SEQUOIA KINGS CANYON FWY
Fresno Convention Centre
Radisson Hotel
Eastgate Shopping Centre
E KINGS CANYON RD
CHINATOWN
S MARKS AVE
W KEARNEY BLVD
FRESNO CHANDLER EXECUTIVE AIRPORT
Mosqueda Park
E BUTLER AVE
Sunnyside Country Club Golf Shop
ROOSEVELT
W CALIFORNIA AVE
EDISON
Hyde Park
Calwa Park
S CLOVIS AVE
W CHURCH AVE
WEST PARK
CALWA
GOLDEN STATE BLVD
PEARL HARBOR SURVIVORS MEMORIAL HWY
W JENSEN AVE
Fresno Wastewater Treatment
Fresno Regional Sports Park
Ivy Center
Dry Creek Canal
W NORTH AVE
S CHATEAU FRESNO AVE
S CORNELIA AVE
W CENTRAL AVE
MALAGA
Map not to Scale
Copyright © 2013 www.mapsofworld.com
(Updated on 5th February, 2013)
Vegetation
Waterbody
Highway
Major Roads
Airports
Hospitals
Hotels
Shopping Centres
College/ Universities
Water Treatment
Stadiums
Schools
Imp. Building
Amusement Parks
Museums

WestCare California:

Project Unite

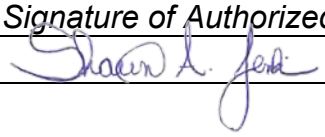
PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
NON-PROFIT ORGANIZATION[1]

Part A, Section 1: General Information

Legal Name of the Organization:	*Fictitious Name (if applicable):*
WestCare California, Inc.	N/A
UEI of Organization:	*Taxpayer Identification Number:*
CBQUXGEXW5Y7	23-7368450
Date of Incorporation:	*Date of 501(c)(3) Determination:*
October 1973	November 1974
Mailing Address of Organization:	*Organization Website Address:*
1900 N Gateway Blvd Ste 100 Fresno, CA 93727	https://westcarecalifornia.org
Name of President (or Chair of the Board):	*E-mail Address:*
Jack Scharrett (Board Chair)	JCScharrett@winnebagoind.com
Name of Chief Executive or Executive Director:	*E-mail Address:*
Ken Ortbals, CEO	*ken.ortbals@westcare.com*
Name of the Secretary:	*E-mail Address:*
Jim Hanna, Corporate Secretary	jim.hanna@westcare.com
Name of Treasurer (or Chief Financial Officer):	*E-mail Address:*
Linda Erath, CFO	linda.erath@westcare.com

Principal Contact Person:	*Principal Contact's Title:*	*Principal Contact's Physical Address:*
Maria Rodriguez	Deputy Administrator	1900 N Gateway Blvd Ste 100 Fresno, CA 93727

Primary Phone #:	*Alternative Phone #:*	*E-mail Address:*
559-360-8731	559-241-8753 ext. 21233	maria.rodriguez@westcare.com

Name of Authorized Signatory:	*Title of Authorized Signatory:*
Shawn Jenkins	*Chief Operating Officer – Western Region*
Signature of Authorized Official:	*Date of Signature:*
	*01/20/2026*

[1] This document is for non-profit organizations. Units of local government, please complete Part A: Unit of Government Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Do you have an active registration with SAM.gov? ☒ Yes ☐ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

Part A, Section 2: Organizational Background
Please provide the organization's mission statement within the below space:

WestCare empowers everyone with whom we come into contact to engage in a process of healing, growth, and change, benefitting themselves, their families, coworkers, and communities.

Please mark any of the following classifications that apply to your organization:

☐ Woman-Owned Business
☐ Minority Institution
☐ Tribal
☐ Other:
☐ Small Business
☐ Minority-Owned
☐ Veteran-Owned

Part A, Section 3: Organizational Capacity and Management
Please provide the number of staff employed by your organization: 468

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Shawn Jenkins	Chief Operating Officer – Western Region	36
2) Maryann Knoy	Senior Vice President	24
3) Maria Rodriguez	Deputy Administrator	13
4) Stephanie Perez	Program Director	10
5) Ashley Morris	Education & Prevention Director	10

Board of Directors

How often does your Board of Directors regularly meet?

Quarterly

List current Board of Directors below:

1) Jack Scharrett ~ Chair
2) James (Jim) L. Wadhams
3) Debra E. DeBerry
4) Sammuel Sanes
5) Mary A.Y. Okada
6) Thomas (Tom) J. Walsh, II
7) Richard (Dick) E. Steinberg, President
8) Ken Ortbals, CEO
9) Linda Erath, Treasurer
10) Jim Hanna, Corporate Secretary

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Linda Erath

Title: CFO

Phone/Email: 702-385-2090 / linda.erath@westcare.com

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Have your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
No findings or questioned costs.

6) Does your financial system:
a) Provide for the control and accountability of grant funds, property, and other assets? ☒ Yes ☐ No
b) Separately track revenue and expenditures for the grant funds?
☒ Yes ☐ No

7) Does your payroll system separately track staff time by grant and/or activity? ☒ Yes ☐ No

8) Are all payments properly documented with evidence or receipt of goods or performance of services? ☒ Yes ☐ No

9) Are all bank accounts reconciled monthly? ☒ Yes ☐ No

10) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☒ Yes ☐ No
If yes, please explain

11) Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?
☐ Yes ☒ No
If yes, please explain
Housing Program Director Robert Marquez resigned in October 2025, and Maria Rodriguez is the interim director. Ashley Morris, Education & Prevention Director of The Living Room (funded by HOPWA), joined the team in February 2025.

12) Does your agency have policies that address the following?

Ethics/Professional Conduct	☒ Yes	☐ No
Pay Rates and Benefits	☒ Yes	☐ No
Discrimination	☒ Yes	☐ No
Purchasing/Procurement	☒ Yes	☐ No
Property and Equipment	☒ Yes	☐ No
Segregation of Duties	☒ Yes	☐ No
Time and Effort Reporting	☒ Yes	☐ No
Record Retention	☒ Yes	☐ No

13) Does your agency certify that they are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal or State department or agency? ☒ Yes ☐ No

Authorized Signatories

If your organization is selected for funding, signatures from persons bearing titles from each of the two lines below will be required by your organization.

1. Board Chair, President, or Vice President
2. Treasurer, Secretary, or Assistant Secretary

If you will be unable to provide the two requested signatures or intend to otherwise deviate from the standard signature authority, please indicate the names and titles of the authorized signatories below and provide the names and titles of the person(s) authorized to execute agreements on behalf of your organization in your board-certified resolution.

Authorized Signatory Name	Authorized Signatory Title
1) Shawn Jenkins	Chief Operating Officer – Western Region
2)	

☒ Board Resolution providing for the signature authority of persons to sign agreements on behalf of the entity is attached (required before a subrecipient agreement will be executed).

To view the City's policy regarding signature authority, including a sample signature page and sample certification, view Administrative Order 4-1 at: https://www.fresno.gov/personnel/human-resources-support/#administrative-order

Part A, Section 4: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
1	$ 362,000.00

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
1	$ 1,042,566.00

- **Owner-Occupied Home Repair**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0.00

- **Public Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0.00

- **Public Infrastructure & Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0.00

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
2	**$1,404,566**

Required Attachments to Part A
Select all attachments included.

☒ **Part A, Exhibit 1** – Organization's U.S. Internal Revenue Service 501(c)(3) Determination of Exemption Letter (Required)

☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (an IRS 990, *Return of Organization Exempt from Income Tax*, may be submitted in lieu of an audit whenever the organization lacks an audit due it not exceeding California and Federal audit thresholds)

☒ **Part A, Exhibit 3** – Copies of results of audits, examinations, or monitoring procedures performed during the last two fiscal years on any direct federal award received by the organization

☒ **Part A, Exhibit 4** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

☒ **Part A, Exhibit 5** – List of all awards to the organization from City of Fresno during the past two years

☐ **Part A, Exhibit 6** – Statement and Designation by Foreign Corporation (when location of incorporation was outside of California) (Required of Out-of-State Corporations only)

☒ **Part A, Exhibit 7** – List of Directors and Officers by Corporate Title and Name (Required)

☒ **Part A, Exhibit 8** – Organization's Articles of Incorporation (Required)

☒ **Part A, Exhibit 9** – Bylaws of the Organization (Required)

☒ **Part A, Exhibit 10** – Resolution of the Board of the Directors Authorizing the Application and Naming the Persons Authorized to Sign the Application

PY 2026-2027 APPLICATION
Homeless Housing and Services Programs (ESG)

1. Project Summary Information

Project Name (10 words or fewer): Project Unite

Amount Requested: $ 362,000.00

Please provide a breakdown of amounts requested by program component:

Street Outreach: $ 0.00

Emergency Shelter: $ 0.00

Homelessness Prevention: $ 102,000.00

Rapid Rehousing: $ 260,000.00

HMIS: $ 0.00

Provide a short description of the proposed program/activity. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

WestCare California, Inc. seeks funding to continue providing rapid rehousing and homelessness prevention services through Project Unite. During the grant period, Project Unite will provide at least 1) eight (8) households with homelessness prevention services, 2) ten (10) households with rapid rehousing assistance, and 3) eighteen (18) households with case management services. The program will engage homeless and chronically homeless individuals and families with extremely low incomes (less than 30% of the area median income), including Veterans who are not eligible for housing assistance through SSVF or HUD-VASH.

This is a:

☐ New Project/Program

☒ Existing Project/Program

2. Organizational Capacity

a. Describe the organization's experience with administering Federally funded programs of this nature and staff skills necessary to deliver the activities proposed.

WestCare California has provided behavioral health and human services in Fresno County since 1974. Today, WestCare's services fall into six primary domains: Mental Health & Wellness, Treatment & Rehabilitation, Veteran Services, Criminal Justice, Housing Opportunities, and Education & Prevention. WestCare has extensive experience working with a variety of special populations, including people experiencing homelessness, people struggling with substance use and mental health disorders, people living with HIV, criminal justice populations, Veterans, and the LGBTQ community.

With ongoing funding from multiple federal, state, and local agencies, including HUD, SAMHSA, Veterans Administration, California Department of Corrections and Rehabilitation, Board of State and Community Corrections, City of Fresno, County of Fresno, and others, WestCare California administers 60 separate contracts throughout the State of California with a budget of approximately $74 million and more than 400 staff. WestCare's leadership team has decades of experience administering homelessness prevention and housing programs.

WestCare has operated Project Unite with ESG funding from the City of Fresno since 2013. In PY24, the City awarded Project Unite a new HOME-ARP grant, which has allowed WestCare to expand this program significantly. WestCare is also a recipient of the HOPWA formula grant from the City of Fresno, which supports The Living Room. In 2024, WestCare was awarded a new HOPWA HINT grant directly from HUD, which enabled The Living Room to significantly enhance and expand its housing services for people living with HIV.

b. Briefly describe how your organization's prior activities have resulted in meaningful impact:

Meaningful Impact. WestCare has operated Project Unite with ESG grant funding since 2013. Over that time, the program has helped hundreds of households in Fresno regain stable housing with comprehensive homelessness prevention and rapid rehousing services. During the most recently completed grant term (February 1, 2024 – January 31, 2025), Project Unite successfully provided Rapid Rehousing services to 23 individuals and Homeless Prevention services to 14 individuals. These services allowed families to safely avoid or quickly recover from a traumatic and stressful homeless episode.

c. For how many years has the organization administered activities of the type described in this application?

   13

d. Does the organization have the following in place (check box if 'yes')?

   ☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

   ☒ Written Financial Management Policies and Procedures

   ☒ Non-Discrimination / Equal Opportunity Policy

   ☒ Conflict of Interest Policies and Procedures

   ☒ Procurement Policies and Procedures

   ☒ Facility utilization plan and policies
   Note: If not, be aware, the City will require a facility utilization plan and policies prior to the execution of a subrecipient agreement.

e. Provide addresses for each applicable location of site(s) where activity will occur, a brief description of the facilities, and a description of the service area (a map may be attached in lieu of a service area description).

WestCare's Housing Department offices are at 1900 N. Gateway Blvd., Fresno, CA 93727-1625. This facility houses senior leadership, Housing Department staff, and administrative support staff. It also provides dedicated office space for private client meetings, conference rooms, and a complete training facility. A map of the service area is attached in lieu of a service area description.

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, and how existing resources are insufficient to meet this need.

There is a great need in the City of Fresno for housing and supportive services. According to HUD 2024 Continuum of Care Homeless Assistance Programs Homeless Populations and Subpopulations data, 4,305 people were experiencing homelessness in Fresno and Madera Counties on the night of the 2024 Point-In-Time survey (01/30/2024). This included 2,758 (64%) people who were experiencing unsheltered homelessness, 1,376 (32%) people who were staying in emergency shelters, and 171 (4%) people who were living in transitional housing. The 2024 PIT Count identified 34 (1%) people who had an HIV/AIDS-related illness. However, this is likely a significant underrepresentation considering that The Living Room serves hundreds of people living with HIV experiencing homelessness every year in Fresno. As evidenced by the large number of people experiencing unsheltered homelessness, this data indicates that existing resources are insufficient to meet the need for housing assistance in this service area.

b. Briefly describe the target population, how they will be assessed, and how the project will meet the specific needs of the target population.

Target Population. The target population for Project Unite includes individuals and families residing in the City of Fresno with extremely low incomes (less than 30% of the area median income) experiencing homelessness and those at risk of experiencing homelessness, including Veterans who are not eligible for housing assistance through SSVF or HUD-VASH. Potential program participants are identified through the Fresno-Madera Continuum of Care's Coordinated Entry system. These individuals require intensive case management services and often need linkages to multiple supportive services in addition to housing, including medical care, treatment for substance use and mental health disorders, adult basic education, life skills training, employment assistance, and help to enroll in public benefits, which clients are often not aware that they are eligible for.

Assessment. Upon enrollment to the program, the Case Manager will collaborate with the client to comprehensively assess their strengths, needs, and preferences. Clients will complete a VI-SPDAT housing assessment along with an individualized service plan (ISP), which covers all life areas needed to achieve wellness, not just for housing but also for life areas that will support future housing stability, including SUD treatment, mental health therapy, medical care, financial, educational, vocational,

legal, social, and recreation/leisure needs. The assessment results will form the basis for creating the client's ISP.

Meeting Client Needs. Based on the assessment results, the Case Manager and client will work collaboratively to develop an individualized service plan for housing and supportive services that outlines the specific housing assistance and supportive services the client will participate in to achieve their identified goals. Once the goals for the plan are established, the Case Manager will assist the client in obtaining all services identified in their plan, including housing assistance and any supportive services they may need to achieve housing stability. The Case Manager will provide a warm handoff to all service linkages rather than a mere referral to ensure the client receives all services identified in their plan. The Case Manager will also assist the client with making appointments while following up with community service providers to ensure that the client attends their scheduled appointments. If the client is experiencing barriers to accessing services, the Case Manager will help address those barriers, including providing transportation to service providers' offices. Initially, clients will meet with their Case Manager on at least a weekly basis, or more often as necessary, to monitor progress on their plan and make updates as needed. Once a client's living situation becomes more stable, meetings may taper off to once monthly.

c. Describe the outcomes of the proposed activities. Include how positive outcomes are defined and how successful outcomes will be measured.

The primary goals of the proposed program are to help participants achieve permanent housing. The following outcomes will be measured and reported through HMIS, CDS, and an exit follow-up tracker.

Objective 1.1: 80% of Households will exit to permanent housing

Objective 1.2: 85% of Rapid Rehousing Households will retain housing at least 6 months following assistance.

Objective 1.3: 90% of Homeless Prevention Households facing eviction will retain housing and avoid entry into homelessness for at least 6 months following assistance.

During the grant period, Project Unite will provide at least 1) eight (8) households with homelessness prevention services, 2) ten (10) households with rapid rehousing assistance, and 3) eighteen (18) households with case management services. The program will engage homeless and chronically homeless individuals and families with extremely low incomes (less than 30% of the area median income), including Veterans who are not eligible for housing assistance through SSVF or HUD-VASH.

d. Describe consultation efforts made with the target population in the development of the proposed activity.

At WestCare, we believe that getting participant feedback is the best way to improve the effectiveness and efficiency of our programs. To this end, Project Unite Case Managers document the challenges that program participants face throughout their housing journey. This valuable feedback has allowed us to identify the specific needs and challenges of individuals and families recommended for rapid rehousing and homelessness prevention services. This information allows the Case Manager to focus on areas of need and work collaboratively with community partners to provide well-rounded services that help participants achieve housing stability and sustainability. Participant feedback is critical to WestCare's program design process because the information they provide can help program leadership identify any shortcomings the program may have, discover any unmet needs that participants may have, and determine areas for improvement.

e. Describe the marketing plan for the proposed activity and how the organization will affirmatively market the program to ensure the most vulnerable populations are aware of the program.

Project Unite will market its services to the target population through regular outreach activities to engage people in need and educate them about available housing assistance and other resources offered in the community by WestCare and other partners in the Fresno-Madera Continuum of Care. The program also produces brochures describing available services and distributes these marketing materials at community events to notify the community about available services. Additionally, Project Unite's Case Manager will continue actively participating in weekly Coordinated Entry case conferencing meetings where potential clients are discussed and decisions about referrals are made.

f. Estimate the number of unduplicated persons expected to benefit from the project:

48 unduplicated persons will receive a direct benefit from this project.

g. Please indicate which of these service types will be provided and the number of unduplicated persons who will benefit.

Check if Providing	Homeless Housing and Service Types	Estimated No. Persons Assisted
☐	Operating Cost of Shelters for Persons who are homeless	
☒	Rental Assistance/Utility Assistance/Housing Stabilization Services	48
☐	Street Outreach and Essential Services	

h. Describe the homeless housing and services program. Please include information about barriers to program participation and how the activity will address those barriers, and any information about how the activity was developed or refined in consultation with the target population. Limit description to the space provided on this and the next page.

Alignment with the Consolidated Plan. WestCare's proposed activities are consistent with the priorities outlined in the City of Fresno 2025-2029 Consolidated Plan. The specific priority addressed under this application is to "Provide Housing and Services for People Experiencing or At-Risk of Homelessness" with goals to "Improve quality of life by providing housing and supportive services for residents experiencing or at-risk of homelessness, including homelessness prevention, case management, wrap-around services, emergency shelter, transitional housing, and permanent supportive housing."

WestCare's proposed services are 1) consistent with the plan's priorities regarding homelessness, 2) will help participants regain housing stability, and 3) are grounded in the Housing First approach. Project Unite aligns with the Consolidated Plan's goals to provide all aspects of housing and supportive services, including homelessness prevention, case management, wrap-around services, emergency shelter, transitional housing, and permanent supportive housing. Project Unite focuses on homelessness prevention, rapid rehousing, case management, and wrap-around services. Clients who are in need of emergency shelter, transitional housing, or permanent supportive housing will be referred to other WestCare programs providing these services or other partners in the FMCoC, depending on their needs and preferences.

The Program. WestCare seeks continued funding for rapid rehousing and homelessness prevention for Project Unite. This Housing First program prioritizes the housing, health, and well-being of extremely low-income individuals experiencing chronic homelessness and those at risk of homelessness. The project's goals are to 1) Establish supportive relationships with the street homeless population in the City of Fresno, providing linkages and support to decrease the number of persons experiencing unsheltered and chronic homelessness; 2) Increase participants' income and ability to obtain and maintain permanent housing; and 3) Assist participants in establishing and maintaining a healthy lifestyle.

Detailed Narrative Description of Project/Program (Continued from previous page)

WestCare applies the Housing First approach to meet people experiencing homelessness where they're at. WestCare works with a broad network of community partners in the Fresno-Madera Continuum of Care and its Coordinated Entry system. Potential participants are identified through FMCoC outreach efforts, other WestCare programs like San Joaquin Valley Veterans, and WestCare's navigation team. Project Unite also accepts walk-ins and referrals from city and county agencies and the Veterans Administration Medical Center. Intake is done through Coordinated Entry. Participants are immediately assessed and prioritized for available housing using the standardized Vulnerability Index-Service Prioritization and Decision Assistance Tool (VI-SPDAT). Additionally, all participants are entered into HMIS to prevent duplication and ensure efficient, expedited service delivery. Case managers begin working with participants upon enrollment to develop individualized housing and services plans with short- and long-term goals for housing stability. Initially, participants and Case Managers meet weekly, or even daily, until the participant gains more stability in their living situation. Additional services include life skills training, literacy, and job readiness programs. Permanent housing is usually obtained within 30-60 days.

Addressing Barriers. People experiencing homelessness face formidable barriers in their attempts to improve their housing stability. Lack of reliable transportation, need for childcare, lack of steady work history or inadequate preparation for employment, lack of benefits for which they may be eligible, and the inability to navigate complex systems can all impede housing stability. Project Unite mitigates these factors through comprehensive services, including providing transportation to appointments, assisting with benefits enrollment, and linking participants to medical and mental health providers, substance use disorder treatment, and education and employment services.

Consultation with Target Population. At WestCare, we prioritize participant feedback as a cornerstone for enhancing the effectiveness and efficiency of our programs. Project Unite Case Managers actively document the obstacles encountered by program participants during their housing journeys. This critical input helps us pinpoint the unique needs and challenges faced by individuals and families referred for rapid rehousing and homelessness prevention services. Feedback from participants also plays a vital role in refining WestCare's program design, offering insights that help leadership identify program gaps, uncover unmet participant needs, and highlight opportunities for improvement.

i. Collaboration
Briefly describe how the proposed activity will be delivered in coordination with other community resources to address the overall needs of the clientele.

Collaborating Organization	Description of Collaboration
Marjaree Mason Center	domestic violence counseling
Turning Point of Central California	emergency shelter, bridge housing
Wings Advocacy Fresno, a WestCare program	furniture and household goods
RH Community Builders	emergency shelter
Mental Health Systems	emergency shelter, bridge housing
Kings View	street outreach

4. Project/Program Budget

a. Activity Budget by Funding Type

Please provide a high-level summary of the total budget by federal and non-federal funds.

Proposed Activity Budget	Amount
Total Federal Funds Requested	$362,000.00
Total Other Federal Funds (do not include the above funds on this line)	$0.00
Total Non-Federal Funds	$362,000.00
Total Proposed Activity Budget	$724,000.00

b. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the organization has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date
Fresno County	HHAP - Rapid Rehousing	$685,107.89	Committed	N/A
Fresno County	HHAP - Diversion	$511,902.00	Committed	N/A

c. Activity Budget Summary and Narrative

Please complete Exhibit A – Operating Budget Summary.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under 'Notices of Funding Available.'

Please complete Exhibit B – Budget Narrative to provide a brief explanation of the expenses included in the budget.

d. Prior-Year Financial Statement

Please attach a financial statement labeled as Exhibit C for the last full operating year. Failure to provide the financial statement will result in disqualification.

Attachments to Part B Application:

☒ EXHIBIT A – Operating Budget Summary

☒ EXHIBIT B – Budget Narrative

☒ EXHIBIT C – Homeless Housing and Services ESG Sources and Amounts of Match and Match Questionnaire

☒ EXHIBIT D – Prior-year audited financial statement including statement of activities, statement of financial position and statement of cash flows (required when total Federal grant awards equaled or exceeded $1,000,000 during the annual audit period); or prior-year unaudited financial statement when total Federal grant awards for the annual audit period was less than $1,000,000

Optional Additional Exhibits:

☒ EXHIBIT E – Funding Commitment Letters (if available)

☒ EXHIBIT F – Letters of Support (optional – maximum 2)

☒ EXHIBIT G – Service Area Map (required if not described in 2.e.)

CITY OF FRESNO

OPERATING BUDGET SUMMARY (non-capital projects)

Budgeted Position (Personnel) or Category (Operations)	City of Fresno HUD Funds			Other Funds for Project					Project Totals (All Funds)	
	Salaries & Wages	Fringe Benefits	Totals (City of Fresno HUD Funds)	Other Federal Funds	State Funds	Local Govm't Funds	Private / Donor Funds	Other Funds (specify)		
Salaries/Wages (Specify each position; add additional rows as needed)										
Direct Service Personnel:										
Director of Housing 20%	15,750.00	3,308.00	**19,058.00**			19,058.00			**38,116.00**	HP line
Case Manager 100% ($26)	54,080.00	11,357.00	**65,437.00**			65,437.00			**130,874.00**	
			-							
Administrative Personnel:										
			-							
			-							
			-							
Independent Contractors / Consultants:										
			-							
			-							
TOTAL PERSONNEL BUDGET	$ 69,830.00	$ 14,665.00	**$ 84,495.00**	$ -	$ -	$ 84,495.00	$ -	$ -	**$ 168,990.00**	
Occupancy, Supplies, and Other Operating										
Office Rent	$ -		-			-			-	
Utilities	2,750.00		**2,750.00**			2,750.00			**5,500.00**	
Computers/Copier/Equipment	1,330.00		**1,330.00**			1,330.00			**2,660.00**	
Telecommunications	1,100.00		**1,100.00**			1,100.00			**2,200.00**	
Office Supplies	1,500.00		**1,500.00**			1,500.00			**3,000.00**	
Project Supplies (Specify)			-			-			-	
Staff Recruitment	300.00		**300.00**			300.00			**600.00**	
Training/HMIS	-		-			-			-	
Travel/Mileage	-		-			-			-	
Vehicle Lease/Fuel	18,120.00		**18,120.00**			18,120.00			**36,240.00**	HP line
Other (Auto,Property,Liability,Umbrella Ins)	15,935.00		**15,935.00**			15,935.00			**31,870.00**	HP line
TOTAL OCCUPANCY, SUPPLIES AND OTHER OPERATING BUDGET	**$ 41,035.00**		**$ 41,035.00**	$ -	$ -	$ 41,035.00	$ -	$ -	**$ 82,070.00**	
INDIRECT COSTS (Select 1 indirect rate Only)										
Approved Cost Allocation Plan Rate - 22.5%	66,490.00		**66,490.00**			66,490.00			**132,980.00**	
De minimus 10 % Rate									-	
TOTAL INDIRECTCOST BUDGET	66,490.00		**$ 66,490.00**	$ -	$ -	$ 66,490.00	$ -	$ -	**$ 132,980.00**	
Program Expense Budget										
RAPID REHOUSING - Grant Assistance to Beneficiaries			-			-			-	
Rental Assistance	99,840.00		**99,840.00**			99,840.00			**199,680.00**	
Security & Utility Deposits	16,640.00		**16,640.00**			16,640.00			**33,280.00**	
Utility Payments	3,500.00		**3,500.00**			3,500.00			**7,000.00**	
Applications	1,000.00		**1,000.00**			1,000.00			**2,000.00**	
HOMELESS PREVENTION - Grant Assistance to Beneficiaries									-	
Rental Assistance	39,936.00		**39,936.00**			39,936.00			**79,872.00**	
Security & Utility Deposits	1,664.00		**1,664.00**			1,664.00			**3,328.00**	
Utility Payments	6,600.00		**6,600.00**			6,600.00			**13,200.00**	
Applications	800.00		**800.00**			800.00			**1,600.00**	
STREET OUTREACH - Grant Assistance to Beneficiaries			-						-	
WestCare Street Outreach		-	-			-			-	
Loans to Beneficiaries			-						-	
Other (Specify)									-	
TOTAL PROGRAM EXPENSE BUDGET	169,980.00		**$ 169,980.00**	$ -	$ -	$ 169,980.00	$ -	$ -	**$ 339,960.00**	
TOTAL PROJECT BUDGET	$ 347,335.00	$ 14,665.00	$ 362,000.00	$ -	$ -	$ 362,000.00	$ -	$ -	$ 724,000.00	

* Please revise this form and annotate budget items as needed

All applicants are required to submit a copy of their organization's operating budget.

No

WestCare California, Inc.
City of Fresno ESG (Project Unite)

Rapid Re-Housing

WestCare California	
Case Manager	Case Manager will provide individuals and their families with case management to ensure they transition to independence. This will include arrangement, coordination, monitoring, and delivery of services related to meeting the housing needs of clients and helping them obtain housing stability. The Case Manager will meet with each client at least once weekly to provide support and assistance towards achieving each Individualized Service Plan. The position cost is $26/hour x 2080 hours = $54,080.00.
Program Director-Housing	The Director of Housing Svcs will be responsible for the oversight of the program and scope of work. This position will approve all purchases to ensure costs are within budget, monitor data for contract compliance, submit performance reports, and will provide supervision through direct observation and follow up training. This will be calculated at 20% of the WestCare salary paid to this position.(Approx $15,750)
Fringe Benefits	Calculated at 21% of total salaries = $14,665
Communications	For the connectivity fees associated with the program cell phones to be used by WestCare ESG program staff, office phone, and internet connectivity. Calculated at $91.67/month per month x 12 months. ($1,100)
Office Supplies	This line item represents the cost of consumables such as paper, pens, clipboards, toner, etc.; for the program facility. Calculated at an estimated $125 per month x 12 months. (1,500)
Computer/Copier-Scanner-Fax	Monthly maintenance/lease fees on one printer/fax/scanner of $500 annually, plus copy charges 12 months ($110.83 /month x 12 = $1330)
Repairs/Maintenance/Lease/Utilities	This line item represents the cost of electricity, natural gas, Garbage, Sewer, Alarm and other utility and matenience costs allocated per the rented space to be used by the program; and for the day-to-day facility repairs of the program facility. Calculated at an estimated $233.33 per month x 12 months.
Staff Recruitment	This line item represents the recruiting of staff and testing over a 12 month period. ($300)
Fuel/Vehicle Maintenance/Mileage	Leased vehicle @$1,260 per month x 12 mo $15,120 fuel $3,000 annually-($18,120)
Veh,Liability,Property,Umbrella Ins	Annual costs for insurance for Auto $8,604, Liability, Propery, Umbrella Estimated @$7,331 =$15,935

Rapid Re-Housing

WestCare Rapid Rehousing Financial Assistance	
Rental Assistance	Funds to provide assistance to clients for short-term, medium-term, or one-time payment for rent in arrears. WestCare California, Inv (WCAA) will assit 10 Families for 6 months @ $1664 each month estimated at $99,840 for the grant year.
Utility Payments	Funds to assist clients with security and/or utility deposit assistance. Estimated at 5 families @ $350 each for 2 months $3,500
Security Deposits	Funds to assist 10 families with securing housing. Estimated at $1664@ 6mo per family $16,640
Applications	Funds to assist clients with applications to be housed. Estimated at 10 families @ $50 for 2 persons per housing ($1,000)

Homelessness Prevention

HP Financial Assistance	
Rental Assistance	Funds to provide assistance to 8 HP Client/ Families for payment of arrears which will assist in client's ability to remain housed. Estimated at $1,664 per Family over 3 months ea .(8 x 1664 x 3 = $39,936)
Security & Utility Deposits	Funds to assist 1 Client/Family with security deposit assistance. Estimated at $1,664
Utility Payments	Funds to assist clients with utility payments. Estimated at 8 families @ $412.50 for 2 months. ($6,600)
Applications	Funds to assist clients with applications to be housed. Estimated at 8 families @ $50 for 2 persons per housing ($800)

Administration

Administrative costs	Administrative costs are comprised of administrative personnel and other such costs that support the program and are not covered in the line item budget. These costs include, but are not limited to, management, accounting, payroll, human resources, and technical support. Calculated at 22.5% of direct costs. $66,490.00

Exhibit C:
ESG Match Follow-Up Questions and Match Exclusions

Please identify ESG Matching Funds (eligible Match Funds only) by name of the funding source and dollar amount. Please also provide answers to the below questions.

Source of ESG Match Funds (Eligible Match Only. Please be specific.)	**Dollar ($) Amount of Match**
State of California BSCC Cohort 4 "Bridges to Success"	$362,000.00
	$0.00
	$0.00
	$0.00
	$0.00
	$0.00
	$0.00
	$0.00
	$0.00
	$0.00
TOTAL	**$ 0.00**

Please review the Match statements below and indicate whether they are correct or not.

In general, Federal, State, local, or private funds, other than ESG, may be used to satisfy the requirement that the subrecipient provide matching contributions to City of Fresno ESG funding, so long as the following conditions are met:

1. The matching funds to be contributed to the activity described in the NOFA Part B Application will be exclusively expended on the subrecipient's described activity and is an allowable ESG costs.

   ☒ Yes

   ☐ No

2. The matching funds will not be expended before the commencement date of the applicable ESG subrecipient agreement.

   ☒ Yes

   ☐ No

3. The matching funds will be expended by the expenditure deadline that applies to the ESG funds being matched.

   ☒ Yes

   ☐ No

4. The matching funds have not been, and will not be, used to match any other Federal program's funds nor any other ESG grant.

   ☒ Yes

   ☐ No

5. The subrecipient does not use ESG funds to meet another program's matching requirement.

   ☒ Yes

   ☐ No

6. The subrecipient will keep records of the source and use of the matching funds, including the fiscal year of the ESG grant for which the matching contribution is counted.

   ☒ Yes

   ☐ No

Note: Because the matching funds are contributed to the ESG program and expended for the subrecipient's allowable ESG costs, the following are not allowed to be used as match:

- SNAP benefits (food stamps) because the funds are being used to cover the program participant's costs;
- Housing Choice Vouchers, because the funds are used to pay the Fresno Housing Authority's obligations under its Housing Assistance Payment contract with the owner; and
- The tenant's portion of the rent because this amount is the tenant's obligation.

Please also note the following:

- The matching funds are provided based on the total grant amount and do not have to be provided on a component-by-component basis.
- HOME-TBRA funds cannot be used as a match because the requirements for rental assistance are significantly different between the two programs. In particular, under the HOME-TBRA program (24 CFR parts 92.209 and 92.253), subrecipient(s) **may not require** a program participant to accept any services (subrecipient may offer services but cannot require them). In contrast, when providing ESG homelessness prevention or rapid re-housing assistance to a program participant, the recipient or subrecipient **must require** the program participant to meet with a case manager not less than once per month to assist the program participant in ensuring long-term housing stability and develop a plan to assist the program participant to retain permanent housing after the ESG assistance ends (24 CFR 576.401(e)). Because of these differences in the two programs, HOME-TBRA funds may not be used as Match for the ESG funds.

FRESNO MADERA
CONTINUUM OF CARE

January 14, 2026

WestCare California
1900 N Gateway Blvd
Fresno, CA 93727

Re: Letter of Support from Fresno Madera Continuum of Care for WestCare California City of Fresno Emergency Solutions Grant (ESG)

To Whom It May Concern:

On behalf of the Fresno Madera Continuum of Care (FMCoC), this letter confirms support for WestCare California in applying for the City of Fresno's Emergency Solutions Grant (ESG) to provide rapid rehousing and homelessness prevention services in the City of Fresno. Since its founding in 1974, WestCare California has provided a wide range of behavioral health and human services in response to community needs. Through many collaborations, WestCare California and its partners serve hundreds of people experiencing homelessness in Fresno City each year, including low-income people experiencing chronic homelessness, Veterans, and families. WestCare California is instrumental in providing housing and other supportive services for the most vulnerable members of our community.

The Fresno Madera Continuum of Care seeks to end homelessness within Fresno and Madera Counties by facilitating a coordinated, unduplicated and seamless service provision for the community's homeless population and by developing, promoting, and implementing strategies to end homelessness.

As an active participant in the Fresno Madera Continuum of Care (FMCoC), WestCare contributes to regional community planning efforts. WestCare has been a member of the FMCoC for over a decade and participates in Continuum of Care activities, including federal initiatives aimed at addressing homelessness and the annual Point-in-Time Count.

FMCoC is committed to supporting City of Fresno's Emergency Solutions Grant efforts in assisting individuals and families with Homeless Prevention and Rapid Rehousing resources with the goal of mitigating homelessness throughout the City of Fresno.

We believe that our support and commitment are necessary to the functionality and success of the program, and we look forward to continued collaboration with Westcare.

Sincerely,

Kathryn Wilbur

Katie Wilbur, Vice-Chair
FMCoC Vice-Chair
Fresno Madera Continuum of Care

1/14/2026
Date

FRESNO HOUSING 85 YEARS

EQUAL HOUSING OPPORTUNITY

www.fresnohousing.org
1331 Fulton Street, Fresno, California 93721 (559) 443-8400 TTY (800) 735-2929

January 14, 2026

City of Fresno
Planning and Development Department
Community Development Division (HCDD)
2600 Fresno Street
Fresno, CA 93721

RE: Letter of Support for WestCare California, Inc.

Dear Grant Review Committee:

I am writing to express Fresno Housing's support of WestCare California's (WCCA) grant application in response to the City of Fresno's Emergency Solutions Grant (ESG) to provide rapid rehousing and homelessness prevention services in the City of Fresno. WestCare is an important partner, and its work to support and house people experiencing homelessness continues to be greatly needed and highly valued.

Fresno Housing has collaborated with WCCA for several years on various housing programs to assist the unhoused and vulnerable populations. Since its founding in 1974, WestCare California has provided a wide range of behavioral health and human services in response to community needs. Through many collaborations, WestCare California and its partners serve hundreds of people experiencing homelessness in Fresno City each year, including low-income people experiencing chronic homelessness, Veterans, and families. WestCare California is instrumental in providing housing and other supportive services for the most vulnerable members of our community.

WestCare California is an important leader in enabling Fresno City to reach its goals of ending homelessness and preventing its return for individuals and families in need. Fresno Housing would like to voice their support for the funding of WCCA's proposal. We look forward to continuing our critical work with WestCare California and improving the quality of life for our entire community. If you require any additional information, please do not hesitate to contact me at or via telephone (559) 443-8420.

Respectfully,

Brandy Woodard

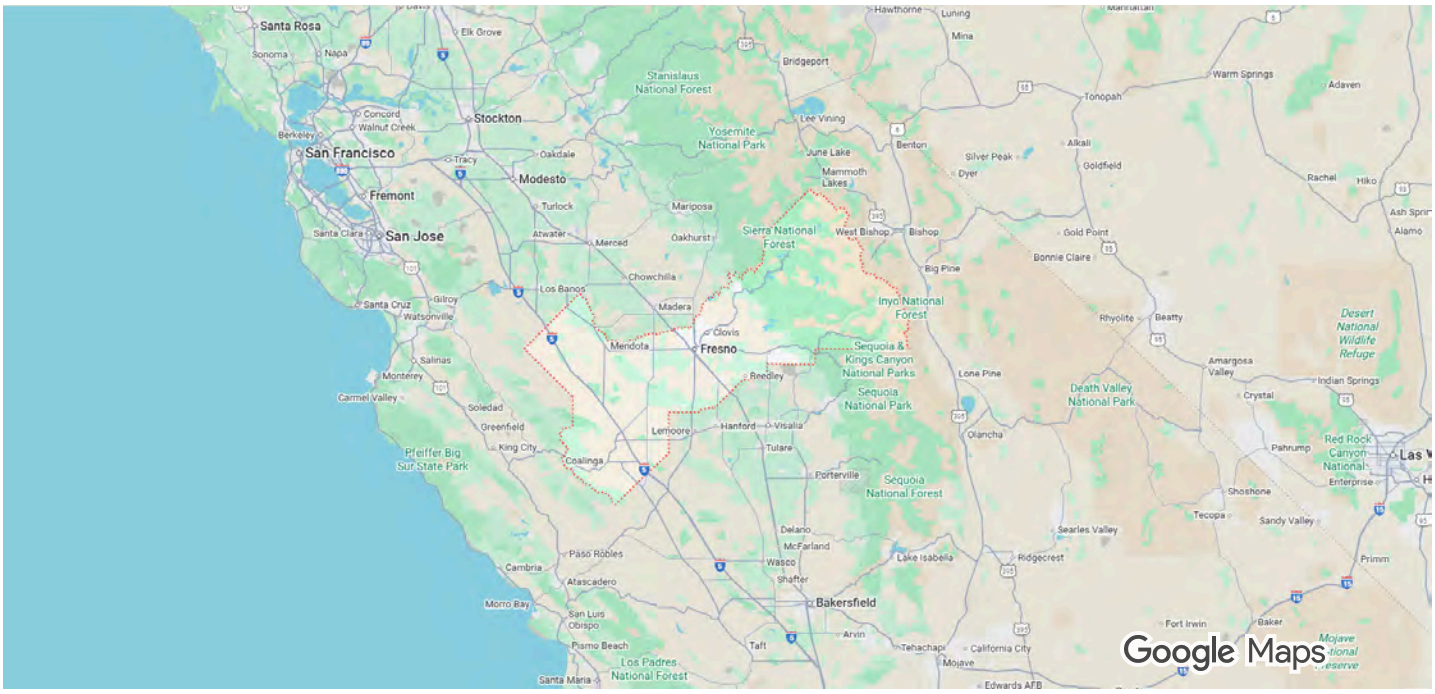
Brandy Woodard
Chief of Housing Programs

Part B, Exhibit G

Google Maps

Fresno County

Project Unite serves all of Fresno County. County map depicted below.



Imagery ©2025 , Map data ©2025 Google 20 mi



Fresno County

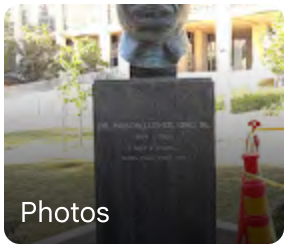
California

Directions Save Nearby Send to phone Share

Quick facts

Fresno County, officially the County of Fresno, is a county located in the central portion of the U.S. state of California. As of the 2020 United Stat... More

Photos





Get the most out of Google Maps Sign in

Homeless Housing and Servies (HOPWA)

Entity	Project Name	Amount Requested
Community Medical Centers	Housing Stabilization Program	$ 1,042,566.00
Southtower Community Land Trust	Casa y Cuidado Collaborative: Housing Stability and Health Support	$ 299,943.00
WestCare California	The Living Room	$ 1,042,566.00
Total		**$2,385,075.00**

Community Medical Centers:

Housing Stabilization Program

PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
NON-PROFIT ORGANIZATION[1]

Part A, Section 1: General Information

Legal Name of the Organization: Community Medical Centers	*Fictitious Name (if applicable):*
UEI of Organization: JCMQZ3ZK54L7	*Taxpayer Identification Number:* 94-1156276
Date of Incorporation: 1945	*Date of 501(c)(3) Determination:* 1947
Mailing Address of Organization: 2823 Fresno Street Fresno, CA 93721	*Organization Website Address:* https://www.communitymedical.org/
Name of President (or Chair of the Board): Roger Sturdevant, Chair of the Board	*E-mail Address:* Upon Request (Confidential)
Name of Chief Executive or Executive Director: *Craig Wagoner, CEO*	*E-mail Address:* *Upon Request (Confidential)*
Name of the Secretary: Karen McCaffrey, Secretary1042566	*E-mail Address:* Upon Request (Confidential)
Name of Treasurer (or Chief Financial Officer): Christopher Neuman,, CFO	*E-mail Address:* Upon Request (Confidential)
Principal Contact Person: Lydia Vang	*Principal Contact's Title:* Clinic Manager, Grant Manager
Principal Contact's Physical Address: 2315 E Illinois Ave., Fresno, CA. 93701	
Primary Phone #: 559-459-4435	*Alternative Phone #:* 559-459-1963
E-mail Address: lvang7@communitymedical.org	
Name of Authorized Signatory: *Cory Belliston*	*Title of Authorized Signatory:* *Chief Operating Officer, Post Acute Services*
Signature of Authorized Official:	*Date of Signature:* 1/23/2026

[1] This document is for non-profit organizations. Units of local government, please complete Part A: Unit of Government Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Do you have an active registration with SAM.gov? ☒ Yes ☐ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

Part A, Section 2: Organizational Background
Please provide the organization's mission statement within the below space:

Community Medical Center's mission is to "better the lives of all those we serve."

Please mark any of the following classifications that apply to your organization:

- ☐ Woman-Owned Business
- ☐ Minority Institution
- ☐ Tribal
- ☐ Other:
- ☐ Small Business
- ☐ Minority-Owned
- ☐ Veteran-Owned

Part A, Section 3: Organizational Capacity and Management
Please provide the number of staff employed by your organization: 8500

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Lydia Vang	Clinic Manager	13
2) Vanessa Aguilar	Social Worker	8
3) Marian Aranda	Social Worker	13
4)		
5)		

Board of Directors

How often does your Board of Directors regularly meet?
Quarterly
List current Board of Directors below:

1) Roger Sturdevant
2) Greg Estep
3) Karen McCaffrey
4) Susan Abundis
5) Lori Bennet
6) Keith Boone, M.D.
7) Mark Coelho
8) Gerardo Hernandez
9) Wagih Ibrahim, M.D.
10) Leland Parnagian

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Tasha Tucci
Title: Accounting Manager
Phone/Email: TTucci@communitymedical.org

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Have your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
None.

6) Does your financial system:
a) Provide for the control and accountability of grant funds, property, and other assets? ☒ Yes ☐ No
b) Separately track revenue and expenditures for the grant funds? ☒ Yes ☐ No

7) Does your payroll system separately track staff time by grant and/or activity? ☒ Yes ☐ No

8) Are all payments properly documented with evidence or receipt of goods or performance of services? ☒ Yes ☐ No

9) Are all bank accounts reconciled monthly? ☒ Yes ☐ No

10) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☒ Yes ☐ No
If yes, please explain
Our previous Clinic Manager is now a director and our previous Social Worker Supervisor is not the Clinic Manager.

11) Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?
☐ Yes ☒ No
If yes, please explain

12) Does your agency have policies that address the following?

Ethics/Professional Conduct	☒ Yes	☐ No
Pay Rates and Benefits	☒ Yes	☐ No
Discrimination	☒ Yes	☐ No
Purchasing/Procurement	☒ Yes	☐ No
Property and Equipment	☒ Yes	☐ No
Segregation of Duties	☒ Yes	☐ No
Time and Effort Reporting	☒ Yes	☐ No
Record Retention	☒ Yes	☐ No

13) Does your agency certify that they are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal or State department or agency? ☒ Yes ☐ No

Authorized Signatories
If your organization is selected for funding, signatures from persons bearing titles from each of the two lines below will be required by your organization.

1. Board Chair, President, or Vice President
2. Treasurer, Secretary, or Assistant Secretary

If you will be unable to provide the two requested signatures or intend to otherwise deviate from the standard signature authority, please indicate the names and titles of the authorized signatories below and provide the names and titles of the person(s) authorized to execute agreements on behalf of your organization in your board-certified resolution.

Authorized Signatory Name	Authorized Signatory Title
1) Roger Sturdevant	Board Chair
2) Karen McCaffrey	Board Secretary

☒ Board Resolution providing for the signature authority of persons to sign agreements on behalf of the entity is attached (required before a subrecipient agreement will be executed).

To view the City's policy regarding signature authority, including a sample signature page and sample certification, view Administrative Order 4-1 at:
https://www.fresno.gov/personnel/human-resources-support/#administrative-order

Part A, Section 4: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
1	$ 1,042,566.00

- **Owner-Occupied Home Repair**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
	$

- **Public Infrastructure & Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
	$

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
!Undefined Bookmark, NOAPPS43,noapps4)	**!Undefined Bookmark, REQ4)**

Required Attachments to Part A
Select all attachments included.

☒ **Part A, Exhibit 1** – Organization's U.S. Internal Revenue Service 501(c)(3) Determination of Exemption Letter (Required)

☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (an IRS 990, *Return of Organization Exempt from Income Tax*, may be submitted in lieu of an audit whenever the organization lacks an audit due it not exceeding California and Federal audit thresholds)

☒ **Part A, Exhibit 3** – Copies of results of audits, examinations, or monitoring procedures performed during the last two fiscal years on any direct federal award received by the organization

☒ **Part A, Exhibit 4** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

☒ **Part A, Exhibit 5** – List of all awards to the organization from City of Fresno during the past two years

☒ **Part A, Exhibit 6** – Statement and Designation by Foreign Corporation (when location of incorporation was outside of California) (Required of Out-of-State Corporations only)

☒ **Part A, Exhibit 7** – List of Directors and Officers by Corporate Title and Name (Required)

☒ **Part A, Exhibit 8** – Organization's Articles of Incorporation (Required)

☒ **Part A, Exhibit 9** – Bylaws of the Organization (Required)

☒ **Part A, Exhibit 10** – Resolution of the Board of the Directors Authorizing the Application and Naming the Persons Authorized to Sign the Application

PY 2026-2027 APPLICATION
Homeless Housing and Services Programs (HOPWA)

1. Project Summary Information

Project Name (10 words or fewer): HOPWA

Amount Requested: $ 1042566.00

HOPWA Applicants Only – please provide a breakdown of amounts requested by program component:

Tenant-Based Rental Assistance (TBRA):	$ .00
Short-Term Rent, Mortgage and Utility (STRMU):	$ 624089.00
Supportive Services:	$ 104089.00
Housing Information Services:	$ 150701.00
Permanent Housing Placement:	$ .00
Facility Based Housing:	$ .00

Provide a short description of the proposed program/activity. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

Community Health System (CHS) proposes a HOPWA-funded housing stabilization program delivered through its Special Services Clinic to serve individuals and families living with HIV/AIDS who are homeless or at imminent risk of homelessness within the City of Fresno. The program will provide eligible HOPWA housing assistance, including Short-Term Rent, Mortgage, and Utility (STRMU) assistance and Supportive Services, and Housing Information Services to support rapid stabilization. These housing services will be integrated with HOPWA-eligible supportive services delivered by a Licensed Clinical Social Worker and experienced case managers and coordinated with the Clinic's Ryan White program to improve housing stability, health outcomes, and long-term self-sufficiency, consistent with the City's 2025–2029 Consolidated Plan priorities.

This is a:

☐ New Project/Program

☒ Existing Project/Program

2. Organizational Capacity

a. Describe the organization's experience with administering Federally funded programs of this nature and staff skills necessary to deliver the activities proposed.

The Special Services Clinic, part of the Community Health System at Fresno Community Regional Medical Center, has over 20 years of experience administering federally funded programs, including the Ryan White HIV/AIDS Program. This experience demonstrates the Clinic's capacity to manage complex, multi-component federal grants in compliance with HUD regulations, including 24 CFR Part 574 (HOPWA) and the Uniform Administrative Requirements, Cost Principles, and Audit Requirements at 2 CFR Part 200. The Clinic maintains robust internal controls, written fiscal and programmatic policies, and established monitoring and reporting systems to ensure allowable costs, accurate documentation, timely performance reporting, and audit readiness. The Clinic has successfully completed prior federal monitoring reviews with no unresolved findings.

Program implementation is supported by qualified clinical and case management staff and coordinated across experienced departments within the Community Health System to ensure efficient service delivery and minimize barriers to care. Fresno Community Health System (CHS) is a nonprofit 501(c)(3) organization in good standing with extensive experience administering federal funds to provide comprehensive medical, behavioral health, and supportive services to low-income populations. These systems and practices align with the City of Fresno's threshold eligibility requirements and HOPWA capacity review criteria, demonstrating the organization's readiness to effectively manage HOPWA-funded housing assistance and supportive services and achieve measurable outcomes in housing stability and health. hese systems demonstrate the organization's capacity to administer federally funded housing assistance programs, meet HUD compliance standards, and manage public funds with appropriate fiscal oversight.

b. Briefly describe how your organization's prior activities have resulted in meaningful impact:

Since 1998, Special Services Clinic (SCC) has been a steady source of care, advocacy, and hope for individuals living with HIV/AIDS in our community. For more than 25 years, we have responsibly stewarded federal resources through the Ryan White HIV/AIDS Program and the Health Resources & Services Administration (HRSA) to ensure that people who are uninsured or underinsured receive high-quality medical care and comprehensive case management. This long-standing work reflects both our clinical expertise and our deep commitment to walking alongside individuals facing complex medical and social challenges.

The Ryan White Program has been foundational to how we deliver care. Our approach has always gone beyond medical treatment alone, integrating mental health services, medication access, case management, and essential supports that allow people to stabilize and move forward with dignity. Through a multidisciplinary team of medical providers, social workers, nurses, dietitians, and psychologists, we have built a model of care that recognizes the whole person and responds to the layered realities of living with HIV.

Housing stability has long been recognized by our Clinic as essential to health. For more than 15 years, we have actively supported patients' housing-related needs through referrals to trusted partners, consistently providing eligibility verification, proof of diagnosis, disability documentation, and confirmation of medical compliance to support access to housing and utility assistance. In more recent years, we also directly administered Short-Term Rent, Mortgage, and Utility Assistance (STRMU), ensuring that patients remained housed during periods of acute vulnerability. At every step, our focus has been on stability, confirming that patients are safely housed and supported with the tools they need to thrive.

These efforts are strengthened by strong, long-standing partnerships throughout the community. We maintain working relationships with multiple local hotels, including the Dream Inn Fresno on Merced Street, whose ownership has committed to continued collaboration to support short-term housing needs pending availability. In addition, our partnerships with 13 Room and Board facilities, five Skilled Nursing Facilities, and six Board and Care facilities provide a range of housing and supportive living options tailored to the diverse needs of our patients.

Every day, our work reflects the resilience of the individuals we serve and the power of community-centered care. With each life stabilized and every barrier reduced, we honor Ryan White's enduring legacy and reaffirm our commitment to supporting people living with HIV/AIDS across all ethnicities, ages, genders, sexual orientations, and socioeconomic backgrounds. We are not only providing care—we are helping to reshape stories of survival, stability, and hope.

c. For how many years has the organization administered activities of the type described in this application?

   27

d. Does the organization have the following in place (check box if 'yes')?

   ☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

   ☒ Written Financial Management Policies and Procedures

   ☒ Non-Discrimination / Equal Opportunity Policy

   ☒ Conflict of Interest Policies and Procedures

   ☒ Procurement Policies and Procedures

   ☒ Facility utilization plan and policies
   Note: If not, be aware, the City will require a facility utilization plan and policies prior to the execution of a subrecipient agreement.

e. Provide addresses for each applicable location of site(s) where activity will occur, a brief description of the facilities, and a description of the service area (a map may be attached in lieu of a service area description).

The Fresno, CA 93701 zip code is a diverse and vibrant community, blending residential, commercial, and industrial areas. There is a high concentration of marginalized individuals facing health inequities, poverty, and limited healthcare access. In serving this population, Special Services clinic and the hospital provide essential medical care across the expansive 27,000-square-mile Central San Joaquin Valley, including both rural and urban regions. The clinic's predominant and highly accessible, central location in Fresno offers convenient access via freeways and bus lines, ensuring that services are available to a broad range of individuals. This is particularly important to those in Fresno who often face barriers to receiving timely and comprehensive care. While Community Health System serves a multi-county region, HOPWA-funded services under this proposal will prioritize eligible individuals residing within the City of Fresno, consistent with entitlement requirements.

Community Regional Medical Center (CRMC) , 2823 Fresno St., Fresno, CA 93721

Community Health System (CHS) serves a diverse region encompassing Fresno, Madera, Merced, Kings, and Tulare counties. This primary service area is home to over 2 million people. As the largest healthcare provider in the region, CHS operates four hospitals: Community Regional Medical Center, Clovis Community Medical Center, Fresno Heart & Surgical Hospital, and Community Behavioral Health Center. Together, these facilities provide approximately 60% of Fresno County's inpatient hospital care.

In addition to its hospital services, CHS has expanded its reach through the Community Provider Network, which is rapidly growing to enhance healthcare access across the region. This network brings new physicians, education, and research opportunities to the Central Valley. CHS also operates Community Care Health, which provides local businesses with affordable medical insurance options for employees, granting access to a network of over 2,500 providers.

Through this integrated approach, CHS ensures comprehensive and accessible care for families throughout the Central Valley. By addressing the diverse healthcare needs of its catchment area, CHS strives to improve health outcomes and deliver quality care to the communities it serves.

Special Services Clinic, 2315 E. Illinois Ave., Fresno, CA 93701

Located in central Fresno, on the campus of Fresno Community Regional Medical Center, the Special Services Clinic is a vital resource for individuals living with HIV/AIDS. Situated near a marginalized community, the Special Services Clinic offers comprehensive care including medical, mental health, and support services where 85% of the population served is under the federal poverty level. Its central location provides easy access for clients from

surrounding neighborhoods and the greater Fresno area, and the facility is well-known and trusted within the community.

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, and how existing resources are insufficient to meet this need.

Special Services Clinic seeks to address the critical needs of individuals living with HIV/AIDS in the Central San Joaquin Valley, where stable housing and accessible medical care are urgent priorities. According to the California Housing Partnership, Fresno County has roughly 63% renter households that are cost-burdened, spending more than 30% of their income on housing, and nearly 19% that spend more than half of their income on housing costs, creating profound instability for extremely low-income individuals and families. Housing instability, homelessness, and cost burden are closely linked to poorer health outcomes for people living with HIV, underscoring the need for interventions that address both housing and care access.

HOPWA funds will be used to deliver eligible housing assistance activities, including Short-Term Rent, Mortgage, and Utility (STRMU) assistance, Tenant-Based Rental Assistance (TBRA), and Supportive Services, directly mitigating homelessness risk while supporting participants in maintaining stable housing. Complementary supportive services such as intensive case management, health and mental health

assessment, substance use referrals, benefits navigation, and outreach will be integrated with these housing supports, enabling clients to connect with and sustain medical care and social supports essential for long-term stability. Additionally, HOPWA-eligible housing information and referral services will help clients identify, secure, and maintain appropriate housing options in an extremely tight rental market.

Accessible medical care remains a pressing need in the region, compounded by transportation barriers and fragmented services that often prevent individuals from obtaining critical care. The Special Services Clinic addresses this gap by co-locating case management, housing assistance, medical care, and referrals at one trusted location, minimizing logistical and financial burdens so clients can focus on health and stability. HOPWA funding will enable Special Services Clinic to expand equitable, personalized case management delivered by staff with deep local knowledge and trusted relationships, bridging the gap between current resources and the overwhelming need for stable housing and comprehensive support for individuals living with HIV/AIDS in the Central Valley. Over the past year, the Clinic assisted more than 200 individuals in maintaining housing stability through coordinated referrals and STRMU support.

b. Briefly describe the target population, how they will be assessed, and how the project will meet the specific needs of the target population.

Fresno County continues to see an increase in the incidence of homelessness and HIV infected individuals. The target population are individuals living with HIV/AIDS and their families who are experiencing homelessness or housing insecurities. This includes families residing in emergency or transitional shelters or on the street who need temporary assistance to obtain and retain housing. Special Services specifically provides comprehensive medical care to the target population. Case management is an integral part of patient psychosocial assessments including housing status and housing insecurities. Patients identified with housing needs will be internally referred to HOPWA within the same clinic allowing access in one centralized location ensuring HUD guidelines and criteria are met.

Case managers utilize the Ryan White Psychosocial Assessment tool during initial intakes to identify psychosocial needs, address barriers, and create individualized care plans. For ongoing monitoring, walk-in needs are available.The Ryan White Six-Month Assessment tool is utilized to evaluate progress in addressing identified needs and barriers and to update care plans as necessary. Both assessment tools are developed in accordance with the guidelines and standards established by the Health Resources and Services Administration (HRSA) and the Ryan White HIV/AIDS Program (RWHAP).

By combining the Ryan White program's emphasis on medical care and treatment with rental assistance, utility assistance, deposits, mortgage support, application fee

coverage, transportation, food services, and referrals to additional resources offered through HOPWA, clients are expected to experience improved overall well-being and greater stability.

c. Describe the outcomes of the proposed activities. Include how positive outcomes are defined and how successful outcomes will be measured.

The primary outcomes of the proposed HOPWA activities are increased housing stability, reduced risk of homelessness, and improved access to medical and supportive services for individuals and families living with HIV/AIDS. Positive outcomes are defined as participants obtaining or maintaining safe, stable housing, avoiding eviction or utility shutoff, and remaining engaged in medical care and case management services. These outcomes directly align with HOPWA objectives to prevent homelessness, promote housing stability, and support improved health outcomes for low-income persons living with HIV/AIDS.

Housing stability outcomes will be measured by tracking the number and percentage of participants who successfully retain housing after receiving Short-Term Rent, Mortgage, and Utility (STRMU) assistance, Tenant-Based Rental Assistance (TBRA), or Supportive Services and Housing Information. Success will be demonstrated through documented prevention of eviction or utility disconnection, successful lease execution, and continued housing occupancy at 3-, 6-, and 12-month follow-up intervals, consistent with HOPWA performance expectations.

Supportive service outcomes will be measured by participant engagement in case management, completion of housing plans, successful referrals to medical, mental health, substance use treatment, and benefits programs, and increased connection to ongoing care. Positive outcomes include completion of psychosocial assessments,

regular participation in case management appointments, and documented linkage to Ryan White medical services and other essential supports.

Data will be collected and monitored using existing Ryan White Program assessment tools, including the initial Psychosocial Assessment and the Six-Month Reassessment, which evaluate housing status, service needs, barriers, and progress toward stability. Program staff will also maintain detailed case notes, financial assistance records, and housing verification documentation to ensure compliance with HUD HOPWA requirements and to support ongoing monitoring and reporting. These measures will allow the Special Services Clinic to evaluate program effectiveness, ensure accountability, and continuously improve service delivery to achieve meaningful, measurable outcomes in housing stability and health for the target population. Outcomes will be reported to the City of Fresno in accordance with HOPWA performance reporting requirements and local monitoring standards.

d. Describe consultation efforts made with the target population in the development of the proposed activity.

The development of this project was guided by direct input from the target population through our Consumer Advisory Board Committee, a vital forum that meets quarterly and includes clients, staff, and clinic leadership. This diverse committee structure ensures that the voices of those most impacted by the challenges of living with HIV/AIDS are heard and incorporated into program planning and decision-making.

During each meeting, we set aside dedicated time to solicit clients' feedback, creating a safe space for them to share their experiences, concerns, and recommendations. A recurring theme identified during these discussions is the significant barrier that housing insecurity poses to medication adherence, access to care, and overall wellness. Clients frequently highlight how unstable living conditions exacerbate stress, limit access to medical appointments, and make it challenging to maintain treatment regimens—factors that are critical to managing their health effectively.

The input gathered through these consultations directly informed the design of the project. Recognizing the critical need for stable housing, the project incorporates temporary rent, mortgage, and utility assistance as foundational services, alongside comprehensive case management and referral systems. Additionally, clients emphasized the importance of culturally sensitive, accessible support, which shaped the inclusion of trauma-informed care and ongoing client assessments by experienced case managers.

By grounding the program in the lived experiences of the target population, we can directly address challenges, empowering individuals to overcome housing barriers and achieve improved health outcomes. This collaborative approach strengthens the project's relevance and impact while fostering a sense of ownership and trust among the clients it is designed to serve.

e. Describe the marketing plan for the proposed activity and how the organization will affirmatively market the program to ensure the most vulnerable populations are aware of the program.

The project will be affirmatively marketed to ensure that individuals living with HIV/AIDS who are homeless or at risk of homelessness are aware of and able to access available housing and supportive services. Outreach strategies are designed to reduce common barriers to participation, including lack of information, limited transportation, stigma, and fragmented service systems.

As the largest medical provider serving the target population, the Community Health Systems (CHS) will leverage its systemwide infrastructure to conduct internal outreach across clinical and support departments. Healthcare providers and staff will receive program notifications and referral guidance, enabling them to identify housing insecurity during routine medical encounters and connect eligible clients directly to services. Case managers will conduct ongoing housing stability assessments as part of regular client engagement, ensuring timely referrals and continuity of care.

The Special Services Clinic website will be updated to include clear, accessible information about the housing assistance program, eligibility criteria, and steps for enrollment. This ensures individuals who rely on digital resources can easily locate program information and understand how to access services without unnecessary barriers.

The program will also be marketed through established partnerships with community-based organizations that serve individuals experiencing homelessness, poverty, and health disparities. These organizations will act as trusted referral sources, extending outreach to individuals who may not be actively engaged in the healthcare system.

To reach individuals with limited digital access, printed outreach materials will be distributed in high-visibility locations, including intake and exam rooms, reception areas, and emergency department bulletin boards. In coordination with partner outreach teams we will participate in community events and gatherings in areas of greatest need, including Fresno Downtown Art Hop, Fresno Pride Parade, Clovis and River Park Farmers Markets, Economic Opportunities Commission events, AIDS Walk, and outreach activities at the Mission. These efforts ensure direct engagement with the most vulnerable populations and support equitable access to housing stabilization services.

f. Estimate the number of unduplicated persons expected to benefit from the project:

200 unduplicated persons will receive a direct benefit from this project.

g. Please indicate which of these service types will be provided and the number of unduplicated persons who will benefit.

Check if Providing	HOPWA Homeless Housing and Service Types	Estimated No. Persons Assisted
☐	Facility Based Housing	
☒	STRMU	150
☒	Supportive Services	200
☒	Housing information services	200
☒	Tenant-Based Rental Assistance	200
☐	Permanent Housing Placement	

h. Describe the homeless housing and services program. Please include information about barriers to program participation and how the activity will address those barriers, and any information about how the activity was developed or refined in consultation with the target population. Limit description to the space provided on this and the next page.

The Special Services Clinic brings critical housing services into a centralized, trusted setting where patients already receive medical care, pharmacy services, laboratory services, and case management. By co-locating housing assistance with healthcare, Special Services Clinic reduces fragmentation and ensures individuals living with HIV/AIDS can access housing resources without navigating multiple systems. Special Services provides referrals to housing programs, including the federal Housing Opportunities for Persons with AIDS (HOPWA) program, to help individuals secure safe and stable housing. Through this approach, individuals who are homeless are connected to housing services, while those at risk of homelessness receive rental and utility assistance to maintain their housing.

The Clinic also provides referrals to both medical and nonmedical resources to ensure individuals and families living with HIV/AIDS receive comprehensive, coordinated support. While the program addresses a critical need, we recognize there are barriers that may limit participation if not intentionally addressed. These barriers include lack of awareness, stigma and discrimination associated with HIV status, complex application processes, and limited mobility or transportation.

To address these challenges, information about housing services is provided directly within the Clinic, where individuals already receive care, and outreach is conducted within local homeless communities. Street outreach and community-based engagement ensure that individuals experiencing homelessness receive information about available resources in ways that are accessible and respectful. Staff receive ongoing training in cultural competency and HIV-related sensitivity to ensure interactions are supportive and affirming. Health education is also provided to help reduce stigma and misinformation surrounding HIV/AIDS, and mental health referrals are available to support individuals coping with the emotional impacts of living with HIV.

Detailed Narrative Description of Project/Program (Continued from previous page)

Dedicated case managers play a central role in reducing barriers to care and housing. They assist patients with timely scheduling of medical appointments, address insurance concerns, and connect individuals to housing assistance, partner services, and additional medical referrals. Case managers also support clients in navigating complex public assistance and housing application processes, making these systems more understandable and attainable.

The project was developed with direct input from the target population through a Consumer Advisory Board, ensuring that the voices and lived experiences of individuals living with HIV/AIDS guided program design. Feedback consistently identified housing instability as a major barrier to medication adherence, healthcare access, and overall wellness, which informed the inclusion of temporary housing assistance, trauma-informed approaches, and culturally responsive support services. Grounding the program in client experience strengthens trust, promotes engagement, and supports improved health and housing outcomes.

Transportation assistance is also available for individuals with mobility challenges or limited access to transportation. Through referrals and coordination with transportation providers, the Clinic ensures clients can attend essential medical, housing, and supportive service appointments, further reducing barriers to participation and continuity of care.

i. Collaboration
Briefly describe how the proposed activity will be delivered in coordination with other community resources to address the overall needs of the clientele.

Collaborating Organization	Description of Collaboration
West Care -The Living Room	Referrals for housing assistance, and other psychosocial needs such as support groups, food pantry, and transportation to medical appointments.
The Salvation Army	Referral for housing, food, mental health services and substance use.
Fresno Housing Authority	Collaboration with Fresno Housing Authority includes verification of voucher status and housing inspections.
Fresno Mission and Poverello House	Referrals for housing, food, mental health services and substance use treatment.
EOC, Masten Towers, The Californian, RH Community Builders, Local Room & Boards, and the Dream Inn	Additional referral options for housing assistance and placement.
The Fresno Center	Referrals for housing, food, mental health services and substance use treatment.
Catholic Charities	Referral of client for food & housing (rent/deposit) & utility assistance.

4. Project/Program Budget

a. Activity Budget by Funding Type

Please provide a high-level summary of the total budget by federal and non-federal funds.

Proposed Activity Budget	Amount
Total Federal Funds Requested	$1,042,566
Total Other Federal Funds (do not include the above funds on this line)	$

Total Non-Federal Funds	$
Total Proposed Activity Budget	$

b. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the organization has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date
N/A	N/A	N/A	N/A	N/A

c. Activity Budget Summary and Narrative

Please complete Exhibit A – Operating Budget Summary.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under 'Notices of Funding Available.'

Please complete Exhibit B – Budget Narrative to provide a brief explanation of the expenses included in the budget.

d. Prior-Year Financial Statement

Please attach a financial statement labeled as Exhibit C for the last full operating year. Failure to provide the financial statement will result in disqualification.

Attachments to Part B Application:

☒ EXHIBIT A – Operating Budget Summary

☒ EXHIBIT B – Budget Narrative

☒ EXHIBIT C – Prior-year audited financial statement including statement of activities, statement of financial position and statement of cash flows (required when total Federal grant awards equaled or exceeded $1,000,000 during the annual audit period); or prior-year unaudited financial statement when total Federal grant awards for the annual audit period was less than $1,000,000

Optional Additional Exhibits:

☐ EXHIBIT – Funding Commitment Letters (if available)

☒ EXHIBIT – Letters of Support (optional – maximum 2)

☐ EXHIBIT – Service Area Map (required if not described in 2.e.)

CITY OF FRESNO

OPERATING BUDGET SUMMARY (Public Services)

Budgeted Position (Personnel) or Category (Operations)	City of Fresno HUD Funds			Other Funds for Project					Project Totals (All Funds)
	Salaries & Wages	Fringe Benefits	Totals (City of Fresno HUD Funds)	Other Federal Funds	State Funds	Local Govm't Funds	Private / Donor Funds	Other Funds (specify)	
Salaries/Wages (Specify each position; add additional rows as needed)									
Direct Service Personnel:									
STRMU (Short-Term Rental, Mortgage, and Utility) -Case Manager (0.25 FTE)	19,271.00	4,818.00	**24,089.00**						**24,089.00**
Supportive Services - Case Manager (.25 FTE)	19,271.00	4,818.00	**24,089.00**						**24,089.00**
Housing Information Services - Case Manager (0.50 FTE)	41,121.00	10,280.00	**51,401.00**						**51,401.00**
[enter position title]			-						-
[enter position title]			-						-
Administrative Personnel:									
Staff Accountant (Benjamin Rivera) 0.10 FTE (59160)	5,916.00	1,479.00	**7,395.00**						**7,395.00**
Sup Social Worker (Lydia Vang) .25 FTE (Annual $116126)	31,330.00	7,833.00	**39,163.00**						**39,163.00**
[enter position title]			-						-
Independent Contractors / Consultants:									
[enter position title]			-						-
[enter position title]			-						-
TOTAL PERSONNEL BUDGET	$ 116,909.00	$ 29,228.00	**$ 146,137.00**	$ -	$ -	$ -	$ -	$ -	**$ 146,137.00**
Other Direct Costs (Include only costs that are direct; indirect costs are covered under the Indirect Cost Rate)									
STRMU (Short-Term Rental, Mortgage, and Utility) - 65 Families/individ receive max $5000 STRMU funds	$ 325,000.00		**325,000.00**						**325,000.00**
Short term Facility-Based Housing - Motel Vouchers (Max $1000 per	275,000.00		**275,000.00**						**275,000.00**
Supportive Services - Transportation	30,500.00		**30,500.00**						**30,500.00**
Supportive Services - Meals/Nutiional Services	30,500.00		**30,500.00**						**30,500.00**
Housing Info Services - HMIS Subscription ($50/month X 3 accounts)	1,800.00		**1,800.00**						**1,800.00**
Permanent Supportive Housing - Direct Services	97,500.00		**97,500.00**						**97,500.00**
[enter cost category]									-
[enter cost category]									-
[enter cost category]									-
[enter cost category]									-
[enter cost category]									-
TOTAL OTHER DIRECT COSTS			**$ 760,300.00**	$ -	$ -	$ -	$ -	$ -	**$ 760,300.00**
INDIRECT COSTS* (Select 1 indirect rate Only)									
Approved Indirect Cost Rate									-
De minimus 15 % Rate			**135,965.55**						**135,965.55**
TOTAL INDIRECT COST BUDGET			**$ 135,965.55**	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL PROJECT BUDGET	$ 116,909.00	$ 29,228.00	$ 1,042,402.55	$ -	$ -	$ -	$ -	$ -	$ 906,437.00

Please revise this form and annotate budget items as needed

All applicants are required to submit a copy of their organization's operating budget.

*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.
Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.68).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary. This narrative will be used to determine eligibility of proposed expenses.

The proposed budget supports the delivery of HOPWA-eligible housing assistance and supportive services to individuals and families living with HIV/AIDS who are homeless or at imminent risk of homelessness within the City of Fresno. All costs are reasonable, necessary, and allocable to the proposed activities and comply with HUD HOPWA regulations under 24 CFR Part 574 and the Uniform Administrative Requirements at 2 CFR Part 200.

Personnel – Salaries and Wages

Personnel costs support direct program implementation and include licensed clinical and case management staff responsible for eligibility determination, housing assessments, coordination of Short-Term Rent, Mortgage, and Utility (STRMU) assistance, housing information and referral services, and ongoing case management. Staff also ensure compliance with HUD documentation, reporting, and performance requirements. Personnel costs are proportionate to time dedicated to HOPWA-eligible activities and are tracked through established internal controls and time allocation systems.

Fringe Benefits

Fringe benefits are calculated in accordance with Community Health System's established policies and include payroll taxes, health insurance, retirement contributions, and workers' compensation. Fringe costs are allocated proportionally based on staff time charged to HOPWA activities.

Housing Assistance – STRMU

STRMU assistance is the primary cost component of the budget and provides short-term rental, mortgage, and utility assistance to eligible households experiencing a housing crisis. Assistance is provided in accordance with HUD HOPWA requirements and is intended to prevent homelessness and stabilize housing. All payments are supported by eligibility verification, documentation of housing status, and confirmation of financial need.

Supportive Services

Supportive service costs include intensive case management, housing counseling, mental health assessment and referrals, substance use referrals, benefits navigation, and coordination with Ryan White medical services. These services address barriers to housing stability and are delivered by qualified staff as allowable HOPWA supportive services.

Housing Information Services

Housing Information Services support counseling, referrals, landlord engagement, housing search assistance, and fair housing guidance. These services assist participants in locating, securing, and maintaining housing in a constrained rental market and are integrated with case management activities.

Other Direct Costs

Other direct costs include program-related operating expenses necessary for service delivery, such as allowable client assistance costs, outreach materials, transportation support related to housing and medical appointments, and other direct administrative costs attributable to the program. All costs are documented and directly tied to HOPWA-eligible activities.

Indirect Costs

Indirect costs are charged using approximately 11%, below the federally allowable 15% de minimis rateof Modified Total Direct Costs in accordance with 2 CFR 200.414. Indirect costs are approximately 11% and support shared administrative functions, including fiscal management, human resources, information technology, and organizational oversight.

Cost Effectiveness

The proposed budget is cost-effective and aligned with the scope of work, serving approximately 200 unduplicated individuals through housing assistance and supportive services. The cost per participant is reasonable given local housing costs and the demonstrated relationship between housing stability and improved health outcomes for individuals living with HIV/AIDS.

South Tower Community Land Trust :

Casa y Cuidado - Housing Stability and Health Support

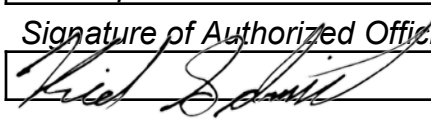
PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
NON-PROFIT ORGANIZATION[1]

Part A, Section 1: General Information

Legal Name of the Organization:	*Fictitious Name (if applicable):*
South Tower Community Land Trust	
UEI of Organization:	*Taxpayer Identification Number:*
5131805	88-3488608
Date of Incorporation:	*Date of 501(c)(3) Determination:*
07/26/2022	03/17/2023
Mailing Address of Organization:	*Organization Website Address:*
115 N. Calaveras St. Fresno, CA 93701	southtowerclt.org
Name of President (or Chair of the Board):	*E-mail Address:*
Stanley Johnson	stan.johnson559@gmail.com
Name of Chief Executive or Executive Director:	*E-mail Address:*
Kiel Lopez-Schmidt	*kiel@southtowerclt.org*
Name of the Secretary:	*E-mail Address:*
Alex Desiga	desiga.alex1221@gmail.com
Name of Treasurer (or Chief Financial Officer):	*E-mail Address:*
Mirna Garcia	mirna@envisionfresno.com

Principal Contact Person:	*Principal Contact's Title:*	*Principal Contact's Physical Address:*
Kiel Lopez-Schmidt	Executive Director	115 N. Calaveras St. Fresno, CA 93701

Primary Phone #:	*Alternative Phone #:*	*E-mail Address:*
(559)492-7249		kiel@southtowerclt.org

Name of Authorized Signatory:	*Title of Authorized Signatory:*
Kiel Lopez-Schmidt	*Executive Director*
Signature of Authorized Official:	*Date of Signature:*
	1/23/2026

Do you have an active registration with SAM.gov? ☒ Yes ☐ No

[1] This document is for non-profit organizations. Units of local government, please complete Part A: Unit of Government Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

Part A, Section 2: Organizational Background
Please provide the organization's mission statement within the below space:

Mission: The mission of South Tower Community Land Trust is to build community control of land, housing, and civic resources centered in the South Tower neighborhood.

Vision: We envision a barrier-free South Tower creatively building shared prosperity and health.

Values: Dignity, Creativity, Collaboration, Trust

Please mark any of the following classifications that apply to your organization:

☐ Woman-Owned Business
☒ Minority Institution
☐ Tribal
☒ Other: LGBTQ+ lead
☐ Small Business
☐ Minority-Owned
☐ Veteran-Owned

Part A, Section 3: Organizational Capacity and Management
Please provide the number of staff employed by your organization: 5

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Kiel Lopez-Schmidt	Executive Director	21
2) German Quinonez	Community Development Manager	10
3) Elliot Bailey	Community Construction Manager	9
4) Soledad Freeman	Executive Assistant	6
5) Allyson Glascock	Administrative & Creative Consultant	4

Board of Directors

How often does your Board of Directors regularly meet?

Monthly

List current Board of Directors below:

1) Stanley Johnson, president
2) Vishinna Turner, vice president
3) Mirna Garcia, treasurer
4) Alex Desiga, secretary
5) Jess Fitzpatrick
6) Brooke Payton
7) Jacob Bailey
8) Ashley Mireles-Guerrero
9) Carlos Mireles-Guerrero
10) Logan Clark
11) Marcos Osorio
12) Paulina Reyes

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Kiel Lopez-Schmidt

Title: Executive Director

Phone/Email: (559)492-7249 kiel@southtowerclt.org

2) Has your agency operated with or managed federal funds within the past three years? ☐ Yes ☒ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☐ Yes ☒ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Have your agency's annual financial statements been audited by an independent audit firm? ☐ Yes ☒ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.

6) Does your financial system:
   a) Provide for the control and accountability of grant funds, property, and other assets? ☒ Yes ☐ No
   b) Separately track revenue and expenditures for the grant funds?

☒ Yes ☐ No

7) Does your payroll system separately track staff time by grant and/or activity? ☒ Yes ☐ No

8) Are all payments properly documented with evidence or receipt of goods or performance of services? ☒ Yes ☐ No

9) Are all bank accounts reconciled monthly? ☒ Yes ☐ No

10) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☒ Yes ☐ No
If yes, please explain
In June 2025, South Tower CLT created a new full-time Executive Assistant position and hired Soledad Freeman to fill the role.

11) Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?
☐ Yes ☒ No
If yes, please explain

12) Does your agency have policies that address the following?

Ethics/Professional Conduct	☒ Yes	☐ No
Pay Rates and Benefits	☒ Yes	☐ No
Discrimination	☒ Yes	☐ No
Purchasing/Procurement	☒ Yes	☐ No
Property and Equipment	☒ Yes	☐ No
Segregation of Duties	☒ Yes	☐ No
Time and Effort Reporting	☒ Yes	☐ No
Record Retention	☒ Yes	☐ No

13) Does your agency certify that they are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal or State department or agency? ☒ Yes ☐ No

Authorized Signatories

If your organization is selected for funding, signatures from persons bearing titles from each of the two lines below will be required by your organization.

1. Board Chair, President, or Vice President
2. Treasurer, Secretary, or Assistant Secretary

If you will be unable to provide the two requested signatures or intend to otherwise deviate from the standard signature authority, please indicate the names and titles of the authorized signatories below and provide the names and titles of the person(s) authorized to execute agreements on behalf of your organization in your board-certified resolution.

Authorized Signatory Name	Authorized Signatory Title
1) Stanley Johnson	Board President
2) Alex Desiga	Board Secretary

☐ Board Resolution providing for the signature authority of persons to sign agreements on behalf of the entity is attached (required before a subrecipient agreement will be executed).

To view the City's policy regarding signature authority, including a sample signature page and sample certification, view Administrative Order 4-1 at: https://www.fresno.gov/personnel/human-resources-support/#administrative-order

Part A, Section 4: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

☐ **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications		*Total Dollar Amount Requested*
0		$ 0

☐ **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications		*Total Dollar Amount Requested*
1		$ 299,943

. **Owner-Occupied Home Repair**

Number of Applications		*Total Dollar Amount Requested*
0		$ 0

☐ **Public Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications		*Total Dollar Amount Requested*
0		$ 0

☐ **Public Infrastructure & Facility Improvements**

Number of Applications		*Total Dollar Amount Requested*
0		$ 0

=

GRAND TOTAL

Number of Applications		*Total Dollar Amount Requested*
1		$ 299,943

Required Attachments to Part A
Select all attachments included.

☒ **Part A, Exhibit 1** – Organization's U.S. Internal Revenue Service 501(c)(3) Determination of Exemption Letter (Required)

☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (an IRS 990, *Return of Organization Exempt from Income Tax*, may be submitted in lieu of an audit whenever the organization lacks an audit due it not exceeding California and Federal audit thresholds)

☐ **Part A, Exhibit 3** – Copies of results of audits, examinations, or monitoring procedures performed during the last two fiscal years on any direct federal award received by the organization

☐ **Part A, Exhibit 4** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

☒ **Part A, Exhibit 5** – List of all awards to the organization from City of Fresno during the past two years

☐ **Part A, Exhibit 6** – Statement and Designation by Foreign Corporation (when location of incorporation was outside of California) (Required of Out-of-State Corporations only)

☒ **Part A, Exhibit 7** – List of Directors and Officers by Corporate Title and Name (Required)

☒ **Part A, Exhibit 8** – Organization's Articles of Incorporation (Required)

☒ **Part A, Exhibit 9** – Bylaws of the Organization (Required)

☐ **Part A, Exhibit 10** – Resolution of the Board of the Directors Authorizing the Application and Naming the Persons Authorized to Sign the Application

PY 2026-2027 APPLICATION
Homeless Housing and Services Programs (HOPWA)

1. Project Summary Information

Project Name (10 words or fewer): Casa y Cuidado Collaborative: Housing Stability and Health Support

Amount Requested: $299,943.00

HOPWA Applicants Only – please provide a breakdown of amounts requested by program component:

Tenant-Based Rental Assistance (TBRA):	$ 0.00
Short-Term Rent, Mortgage and Utility (STRMU):	$ 180,943.00
Supportive Services:	$ 90,000.00
Housing Information Services:	$ 29,000.00
Permanent Housing Placement:	$ 0.00
Facility Based Housing:	$ 0.00

Provide a short description of the proposed program/activity. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

South Tower Community Land Trust (STCLT), in partnership with two community-based service providers, will deliver rental and utility assistance, housing navigation, and supportive services for people living with HIV/AIDS and their families. The program provides Short-Term Rent, Mortgage, and Utility (STRMU) assistance, Housing Information Services, and referrals through a low-barrier, culturally responsive, and gender-affirming model. Integrated health education, mental health support, and access to co-located clinical and harm-reduction services support housing stability and improved outcomes aligned with HOPWA goals.

This is a:

- ☑ New Project/Program
- ☐ Existing Project/Program

2. Organizational Capacity

a. Describe the organization's experience with administering Federally funded programs of this nature and staff skills necessary to deliver the activities proposed.

South Tower Community Land Trust is led by Executive Director Kiel Lopez-Schmidt, who brings 21 years of experience in community development and community development finance, including the administration of significant federal resources. In previous roles, Kiel managed federal funds from the Small Business Administration, Department of Treasury, and Economic Development Administration as Senior Manager of Administration at Access Plus Capital, and oversaw HUD-funded programs - including CDBG, HOME, and voucher programs - as Project Manager at UPHolding, demonstrating strong expertise in federal compliance, reporting, and financial management.

South Tower CLT has not previously administered federal funding directly, however, the organization maintains a policy of holding a six-month operational cash reserve, positioning it to effectively manage a reimbursable grant of this scale without encountering cash flow challenges. While the payment distribution and administration of federal funding proposed in this application is a new activity for the organization, South Tower CLT is project-ready: the organization now operates from a dedicated office space and is co-located with a partner provider offering clinical support and navigation referrals, ensuring the capacity to responsibly administer funds and coordinate services effectively.

The collaborative partners bring complementary and established experience that strengthens overall project capacity. Casita Feliz is a trusted, community-based organization serving Latine LGBTQ+ and underserved communities in Fresno, providing culturally responsive support, education, and referrals, including HIV/AIDS prevention and housing navigation, under leadership with decades of advocacy and community service experience. The San Joaquin Valley Free Medical Clinic & Needle Exchange has operated for more than 29 years, delivering free medical care, syringe exchange, overdose prevention, and linkage to social services for highly vulnerable populations, demonstrating sustained frontline service delivery and deep expertise in harm-reduction and health access models. Together, this partnership combines federal compliance capacity, financial readiness, and long-standing community trust necessary to successfully deliver the activities proposed in this application.

b. Briefly describe how your organization's prior activities have resulted in meaningful impact:

Founded in 2017, South Tower Community Land Trust began as a neighborhood-based LGBTQ+ advocacy group providing housing referrals and connections to supportive services. Through its early work, STCLT led land-use advocacy efforts that resulted in the creation of Broadway Parque, a tangible community improvement that expanded access to safe, inclusive public space. After receiving its 501(c)(3) designation in 2023, the organization expanded its programming to include the Queer Housing Summit, now in its fourth year, which convenes community members, service providers, and advocates to address housing instability and advance housing equity.

South Tower Community Land Trust has also advanced an affordable housing development pipeline that includes two single-family home acquisitions; a half-acre property zoned for mixed-use (NMX) development projected to deliver 18 affordable apartment units, three ADUs, and an urban garden; and the recent acquisition of the Canal Market site to support community food access and a nonprofit community building. In addition, the organization has demonstrated its ability to translate community vision into tangible, lasting impact through leadership in placemaking and public art projects that enhance neighborhood vitality, foster community connection, and strengthen partnerships with housing and supportive service providers.

c. For how many years has the organization administered activities of the type described in this application?

0 years

d. Does the organization have the following in place (check box if 'yes')?

- ☐ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)
- ☑ Written Financial Management Policies and Procedures
- ☑ Non-Discrimination / Equal Opportunity Policy
- ☑ Conflict of Interest Policies and Procedures
- ☑ Procurement Policies and Procedures
- ☑ Facility utilization plan and policies
  Note: If not, be aware, the City will require a facility utilization plan and policies prior to the execution of a subrecipient agreement.

e. Provide addresses for each applicable location of site(s) where activity will occur, a brief description of the facilities, and a description of the service area (a map may be attached in lieu of a service area description).

Site Address and Description:
2,300 sq. ft. commercial building at 617–621 N. Fulton St., Fresno, CA 93728 (APN: 452-27-404). The building serves as a community resiliency center, centering the culture, safety, and prosperity of the LGBTQ+ community. Currently under renovation, the building is scheduled to open in April. It includes 4 offices (60–80 sq. ft. each), a community room (791 sq. ft.), a conference room (183 sq. ft.), a breakroom (110 sq. ft.), a retail space (383 sq. ft.), and a front plaza and back patio/garden for additional community use.

The renovated building will support the development of affordable housing and delivery of community services. Tenants include The San Joaquin Valley Free Medical Clinic and Needle Exchange, which occupies office space and a 40 ft. storage container (320 sq. ft.) for supplies. Services provided at this location include outreach and direct support for individuals living with HIV/AIDS, as well as prevention services for those at risk of or experiencing homelessness. This location is easily accessible by foot for Tower District residents or by FAX bus lines 22, 26, 28, 33, 35 or Q. Also easily accessible by CA-180 Fulton/Van Ness freeway exit.

Additional Service Locations:
Casita Feliz Latine LGBTQ+ Center at 1567 N. Van Ness Ave., Fresno, CA 93728. Clients may also access services such as community education, supportive services, and housing assistance for people living with HIV/AIDS and their families. Referrals from our Fulton St. office and direct intake occur at the Casita Feliz location. This location is easily accessible by foot for Tower District residents or by FAX bus lines 22, 26, 28, 35 or Q. Also easily accessible by CA-41 McKinley freeway exit.

Canal Market - 815 E. Thomas Ave, Fresno, CA 93728: A newly created outdoor farmers market where clients will be able to pick up fresh produce and food/nutrition distributions.

3. **Proposed Scope of Work**

   a. Briefly describe the needs this proposal addresses, and how existing resources are insufficient to meet this need.

This proposal addresses critical gaps in housing stability and supportive services for people living with HIV/AIDS in Fresno County, where an estimated 2,324 individuals were living with HIV as of the most recent county-level data, and new diagnoses continue to rise, particularly among Hispanic/Latino populations and younger adults. Stable housing is a well-documented determinant of positive HIV treatment outcomes; however, people with HIV who experience homelessness or housing instability face significant barriers to care, including unmet housing needs and limited access to shelter and housing services. In Fresno County, existing resources are insufficient, as services are not consistently co-located, culturally responsive, or integrated with harm-reduction and behavioral health supports, and stigma further limits access to stable housing.

The proposed program will deliver rental and utility assistance, STRMU, outreach, intake, fund administration, and compliance for people living with HIV/AIDS and their families, paired with housing navigation, culturally responsive supportive services, and partnerships for harm-reduction medical care. By reducing barriers to care and strengthening housing stability, the program fills a critical gap in local and regional HIV support infrastructure.

   b. Briefly describe the target population, how they will be assessed, and how the project will meet the specific needs of the target population.

The target population includes individuals living with HIV/AIDS and their families, as well as those at risk of or experiencing homelessness, with priority outreach to underrepresented communities, particularly LGBTQ+ individuals facing barriers related to healthcare access, stigma, housing instability, and social support.

Assessment will occur through coordinated strategies. Initial screening and referral will take place at free HIV testing sites operated by partner providers, including UCSF, the Fresno County Health Department, WestCare/The Living Room, and Community Specialty Services. Following a positive diagnosis, Casita Feliz will conduct case management to assess needs, determine eligibility for housing assistance and supportive services, and connect individuals to resources while promoting regular testing and early engagement in care.

Once eligible individuals are identified, confidential interviews and intake surveys will capture housing needs, healthcare behaviors, and barriers to stability. The program will respond with tailored housing assistance, culturally responsive education, supportive services, and referrals that reflect lived experiences and specific needs, supporting measurable improvements in health outcomes and long-term stability.

c. Describe the outcomes of the proposed activities. Include how positive outcomes are defined and how successful outcomes will be measured.

The proposed program's outcomes align with HUD HOPWA and GPRA performance measures focused on housing stability, homelessness prevention, and access to supportive services for people living with HIV/AIDS and their families. Positive outcomes are defined as participants maintaining or securing stable housing, avoiding homelessness, and successfully engaging in coordinated housing and supportive services.

Housing Stability Outcomes:
The program will serve HOPWA-eligible households through Short-Term Rent, Mortgage, and Utility (STRMU) assistance and Housing Information Services. At least 85% of households receiving STRMU assistance will remain stably housed at program exit, as measured by housing status at entry and exit and verified through landlord or utility documentation. The program will prevent homelessness for at least 90% of assisted households, with housing retention tracked through case management records and required HUD reporting.

Supportive Services and Care Coordination Outcomes:
At least 90% of enrolled participants will complete intake and eligibility determination, and 85% will receive an individualized housing stability plan. A minimum of 80% of participants will be successfully linked to at least one supportive service, such as healthcare, mental health services, or harm-reduction services, as documented through referral and service utilization logs.

Program Administration and Compliance Outcomes:
The program will achieve 100% compliance with HUD HOPWA eligibility, confidentiality, and nondiscrimination requirements, with all financial assistance disbursed in a timely and compliant manner. Required HOPWA performance reports will be submitted on time, and program data will be reviewed quarterly to ensure continuous quality improvement and alignment with HUD GPRA performance standards.

d. Describe consultation efforts made with the target population in the development of the proposed activity.

The Casa y Cuidado Collaborative is unique in being led by individuals personally impacted by HIV/AIDS, either through their own diagnosis or that of a close family member. This lived experience ensures our team is deeply connected to and trusted by the target population of the HOPWA program.

The development of our housing assistance and supportive services was guided by the voices of the community, gathered through informative conversations and focus groups with those most affected by HIV. These discussions provided critical insights into service gaps, needs, and preferences, particularly for BIPOC adults and youth, which directly informed the design of our program. Key findings included the loss of accessible community space when the Living Room moved out of the Tower District, and the urgent need for trusted, high-level support for individuals navigating a positive HIV diagnosis.

As the program is implemented, we are committed to actively involving the target population in ongoing evaluation and service adaptation, ensuring that our activities remain relevant, responsive, and positioned to achieve meaningful impact.

e. Describe the marketing plan for the proposed activity and how the organization will affirmatively market the program to ensure the most vulnerable populations are aware of the program.

The proposed collaborative will leverage long-standing, trusted relationships with the target population and with organizations and healthcare providers across the HIV/AIDS service continuum. These relationships will serve as the foundation of our marketing and outreach strategy, enabling a strong peer-to-peer referral network that reaches individuals who may be disconnected from traditional systems.

The program will be affirmatively marketed through partnerships with organizations already serving people living with HIV/AIDS, allowing outreach to occur within trusted and culturally responsive spaces. Marketing efforts will include community events, informational workshops, and targeted digital outreach to raise awareness of available housing assistance and supportive services. Materials and messaging will be designed to be accessible, stigma-free, and responsive to the needs of the most vulnerable populations.

As a new and community-driven collaborative, our program offers a fresh approach in a service landscape where many programs have become stagnant and less effective at reaching priority populations. The introduction of new services, combined with visible community presence, is expected to generate organic outreach through peer referrals and earned media, further expanding awareness and engagement among those most in need.

f. Estimate the number of unduplicated persons expected to benefit from the project:

54 unduplicated persons will receive a direct benefit from this project.

g. Please indicate which of these service types will be provided and the number of unduplicated persons who will benefit.

Check if Providing	HOPWA Homeless Housing and Service Types	Estimated No. Persons Assisted
☐	Facility Based Housing	
☑	STRMU	25
☑	Supportive Services	54
☑	Housing information services	54
☐	Tenant-Based Rental Assistance	
☐	Permanent Housing Placement	

h. Describe the homeless housing and services program. Please include information about barriers to program participation and how the activity will address those barriers, and any information about how the activity was developed or refined in consultation with the target population. Limit description to the space provided on this and the next page.

This homeless housing and services program supports people living with HIV/AIDS and individuals at risk of or experiencing homelessness in the City of Fresno through a Housing First, low-barrier, harm-reduction, and client-centered approach consistent with HOPWA and City of Fresno priorities. Led by South Tower Community Land Trust in collaboration with Casita Feliz and the San Joaquin Valley Free Medical Clinic & Needle Exchange, the program is rooted in lived experience, cultural responsiveness, and trusted community relationships that reduce barriers to participation and improve housing stability outcomes.

Program leadership and partners bring deep personal and community connections to the HIV/AIDS community that inform program design and delivery. Executive Director Kiel Lopez-Schmidt's leadership is shaped by losing their father to AIDS at age eight - an experience that continues to guide a commitment to dignity, care, and accountability. Together with collaborative partners who have lived experience with family and community members living with HIV/AIDS, this proposal reflects a model that differs from traditional institutional systems by centering trust, proximity, and community voice - an approach aligned with Fresno's equity-focused and community-based service delivery goals.

Services include housing navigation and referrals, case management, Short-Term Rent, Mortgage, and Utility (STRMU) assistance, Housing Information Services, and linkage to healthcare, behavioral health, and social services. Participation is voluntary, and services are delivered without preconditions related to sobriety, income, treatment participation, or housing readiness, supporting Fresno's emphasis on homelessness prevention and housing stabilization for medically underserved populations.Key barriers to participation - such as stigma related to HIV status, substance use, sexual orientation, or gender identity; distrust of traditional service systems; transportation challenges; and complex eligibility requirements - are addressed through co-located, community-based service delivery. Through partnerships with Casita Feliz and the San Joaquin Valley Free Medical Clinic & Needle Exchange, participants can access housing assistance alongside free medical care, syringe exchange, naloxone, overdose prevention, HIV and hepatitis C prevention, sexual health education, and mental health support. This integrated

model advances Fresno's goals of coordinated care, reduced service fragmentation, and improved engagement for high-need populations.

The program operates in full compliance with HOPWA nondiscrimination, fair housing, and confidentiality requirements, ensuring equitable access regardless of race, ethnicity, gender identity, sexual orientation, disability, family status, or immigration status. Client confidentiality, including HIV status, is protected through secure intake processes and staff training. Program development was informed by direct consultation with the target population through community conversations and focus groups, which emphasized the need for confidentiality, culturally responsive care, and co-located housing and health services: feedback that directly shaped program design.

This proposal advances the City of Fresno's housing and homelessness priorities by pairing federal compliance readiness with trusted, community-based delivery. To effectively address gaps in service access and reach populations historically underserved by traditional systems, local governments must invest in community-based organizations and collaborative models that are grounded in lived experience and trust. By supporting this program, the City of Fresno strengthens its homelessness response system, builds local provider capacity, and ensures HOPWA resources are delivered in ways that are equitable, effective, and responsive to community-identified needs in both current and future funding cycles.

i. Collaboration
Briefly describe how the proposed activity will be delivered in coordination with other community resources to address the overall needs of the clientele.

Collaborating Organization	Description of Collaboration
Casita Feliz	The proposed activity will be delivered through close coordination with Casita Feliz, a nonprofit Latine LGBTQ+ community center in Fresno dedicated to advancing health equity, well-being, and social justice for underserved communities. Casita Feliz will serve as a key referral, intake, and service delivery partner, providing culturally responsive sexual health education, mental health support, social services, and community engagement opportunities that complement housing assistance and supportive services. By integrating services within a trusted, community-based setting, the collaborative will reduce barriers to care, strengthen continuity of services, and ensure clients receive holistic support that addresses health, housing stability, and social connection.
The San Joaquin Valley Free Medical Clinic and Needle Exchange,	The proposed activity will be delivered in coordination with the San Joaquin Valley Free Medical Clinic and Needle Exchange, a Fresno-based harm-reduction provider offering free medical care, syringe exchange, and overdose prevention services. Through this partnership, clients will receive referrals to housing assistance and supportive services while accessing clean injection supplies, naloxone, HIV and hepatitis C prevention, and primary healthcare. This integrated approach ensures that medically underserved individuals - particularly those at risk of or experiencing homelessness - receive coordinated care that addresses health, safety, and housing stability while reducing barriers to ongoing engagement in services.

4. Project/Program Budget

a. Activity Budget by Funding Type
Please provide a high-level summary of the total budget by federal and non-federal funds.

Proposed Activity Budget	Amount
Total Federal Funds Requested	$ 299,943
Total Other Federal Funds (do not include the above funds on this line)	$ 0
Total Non-Federal Funds	$ 35,000
Total Proposed Activity Budget	$ 334,943

b. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the organization has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date
The California Endowment		$10,000	Committed	
Keith Campbell Foundation	Office Beautification Program	$25,000	Committed	

c. Activity Budget Summary and Narrative

Please complete Exhibit A – Operating Budget Summary.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under 'Notices of Funding Available.'

Please complete Exhibit B – Budget Narrative to provide a brief explanation of the expenses included in the budget.

d. Prior-Year Financial Statement

Please attach a financial statement labeled as Exhibit C for the last full operating year. Failure to provide the financial statement will result in disqualification.

Attachments to Part B Application:

- ☑ EXHIBIT A – Operating Budget Summary
- ☑ EXHIBIT B – Budget Narrative
- ☑ EXHIBIT C – Prior-year audited financial statement including statement of activities, statement of financial position and statement of cash flows (required when total Federal grant awards equaled or exceeded $1,000,000 during the annual audit period); or prior-year unaudited financial statement when total Federal grant awards for the annual audit period was less than $1,000,000

Optional Additional Exhibits:

- ☑ EXHIBIT D – Funding Commitment Letters (if available)
- ☑ EXHIBIT E & F – Letters of Support (optional – maximum 2)
- ☑ EXHIBIT G – Service Area Map (required if not described in 2.e.)

CITY OF FRESNO
OPERATING BUDGET SUMMARY (non-capital projects) - South Tower CLT - HOPWA

Budgeted Position (Personnel) or Category (Operations)	City of Fresno HUD Funds			Other Funds for Project					Project Totals (All Funds)
	Salaries & Wages	Fringe Benefits	Totals (City of Fresno HUD Funds)	Other Federal Funds	State Funds	Local Govm't Funds	Private / Donor Funds	Other Funds (specify)	
Salaries/Wages (Specify each position; add additional rows as needed)									
Direct Service Personnel:									
Housing Coordinator	42,000.00	12,600.00	**54,600.00**						**54,600.00**
Community Development			-						-
[enter position title]			-						-
[enter position title]			-						-
[enter position title]			-						-
Administrative Personnel:									
Executive Director	7,000.00	2,100.00	**9,100.00**						**9,100.00**
Administrative Assistant	2,400.00	720.00	**3,120.00**						**3,120.00**
[enter position title]			-						-
Independent Contractors / Consultants:									
Casita Feliz	40,000.00	12,000.00	**52,000.00**						**52,000.00**
SJV Free Clinic & Needle	40,000.00	12,000.00	**52,000.00**						**52,000.00**
TOTAL PERSONNEL	$ 131,400.00	$ 39,420.00	**$ 170,820.00**	$ -	$ -	$ -	$ -	$ -	**$ 170,820.00**
Other Direct Costs (Include only costs that are direct; indirect costs are covered under the Indirect Cost Rate)									
Short-Term Rent,			**90,000.00**						**90,000.00**
Facility Costs							35,000.00		**35,000.00**
[enter cost category]									-
[enter cost category]									-
[enter cost category]									-
[enter cost category]									-
[enter cost category]									-
[enter cost category]									-
[enter cost category]									-
[enter cost category]									-
TOTAL OTHER DIRECT			**$ 90,000.00**	$ -	$ -	$ -	$ 35,000.00	$ -	**$ 125,000.00**
INDIRECT COSTS* (Select 1 indirect rate Only)									
Approved Indirect Cost									-
De minimus 15% Rate			**39,123.00**						**39,123.00**
TOTAL INDIRECT COST			**$ 39,123.00**						**$ 39,123.00**
TOTAL PROJECT BUDGET	$ 131,400.00	$ 39,420.00	$ 299,943.00	$ -	$ -	$ -	$ 35,000.00	$ -	$ 334,943.00

Please revise this form and annotate budget items as needed

All applicants are required to submit a copy of their organization's operating budget.

*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.
Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.1).

Exhibit B: Budget Narrative

Please provide a brief narrative describing the expenses included in each category of the budget summary. This narrative will be used to determine eligibility of proposed expenses.

Outreach & Services: The core to success of this new collaboration is the success of the outreach as well as relevance and consistency of services offered. To ensure this success we have budgeted $52,000 to each Casita Feliz and Central Valley Free Clinic & Needle Exchange for their staffing, coordination and service costs. These numbers were reached by modeling some service bundles and pathways through case management.

For Central Valley Free Clinic & Needle Exchange services we anticipate providing services eligible for HOPWA funding to 18 individuals including intravenous drug users. The average cost of service was estimated at $3,000 per individual.

For Casita Feliz since they are offering less clinical services we anticipate them to serve more individuals than CV Needle Exchange but with lower cost service offerings. Casita Feliz cost of service will be less per individual resulting in the same total. Those numbers were calculated at 36 individuals with an average service cost of $1,500 per individual served.

If funded, South Tower Community Land Trust will be adding a new staff member with a primary focus on this proposal. The new staff role will be a Housing Coordinator with experience administering federal sources rental subsidies. The position salary plus benefits is anticipated to be $84,600 with 65% of the position funded by HOPWA. The Housing Coordinator will receive support from an Administrative Assistant that is budgeted for in South Tower CLT's 2025 budget regardless of receiving HOPWA funding.

Overall leadership and coordination of this proposed collaborative will be provided by the Executive Director of South Tower CLT. 6% of their role with 2.5 hours per week dedicated to HOPWA eligible activity.

Together the South Tower CLT anticipates providing Short-Term Rent, Mortgage and Utility payments to 25 unique individuals or households. The average payment was estimated at two months of median rent and utility payments. This totals anticipated STRMU payments totalling $90,000 in the grant period. While a match is not required, South Tower CLT has identified $35,000 of secured funding in their 2026 budget to renovate our facility at 617-621 N. Fulton St. that directly contributes to the success of the proposed scope of work. That full amount is from private foundation sources.

1/14/2026

City of Fresno
Planning and Development Department
Housing and Community Development Division

To whom it may concern,

I am writing to support the collaborative proposal led by South Tower Community Land Trust to provide housing assistance and housing-related supportive services for people living with AIDS/HIV and their families. Together, our collaborative brings lived experience with HIV/AIDS and trusted experience working with communities that are most impacted by HIV/AIDS.

Casita Feliz Latine LGBTQ+ Center was founded in 2023 and is committed to enhancing the health and well-being of the Latine LGBTQ+ Fresno community and other underserved communities through holistic programs, community education, supportive services and fostering health equity and social justice.

We are prepared to extend our services to people living with HIV/AIDS and their families who are at risk of or experiencing homelessness. Those services eligible for HOPWA include case management, personal assistance, substance use services, transportation, education, training & employment assistance, life skills management, mental health services, meals/nutrition services, community outreach, legal services, and housing information services. Additionally, we will work closely with SJV Free Clinic & Needle Exchange and South Tower CLT to refer individuals for the services and housing subsidies they will offer. We will focus our services on the populations we already serve including Latine LGBTQ+ individuals, BIPOC communities, and our allies.

We believe if funded by the City of Fresno with HOPWA, we will be able to deliver trusted, quality and culturally relevant care to serve high risk populations that are not currently receiving the care and support they deserve.

Sincerely,

Lady Diana Oliva, MSW
Founder and CEO
Casita Feliz Latine LGBTQ+ Center

SAN JOAQUIN VALLEY
Free Medical Clinic & Needle Exchange

City of Fresno
Planning and Development Department
Housing and Community Development Division

To whom it may concern,

I am writing to support the collaborative proposal led by South Tower Community Land Trust to AIDS/HIV and their families. Together, our collaborative brings lived experience with HIV/AIDS and trusted experience working with communities that are most impacted by HIV/AIDS.

Our organization, the San Joaquin Valley Free Medical Clinic and Needle Exchange, has been providing life-saving infectious disease and overdose prevention to highly marginalized people for over 31 years. We do all of this in a non judgmental – non stigmatizing manner in order to insure successful outcomes with our participants.

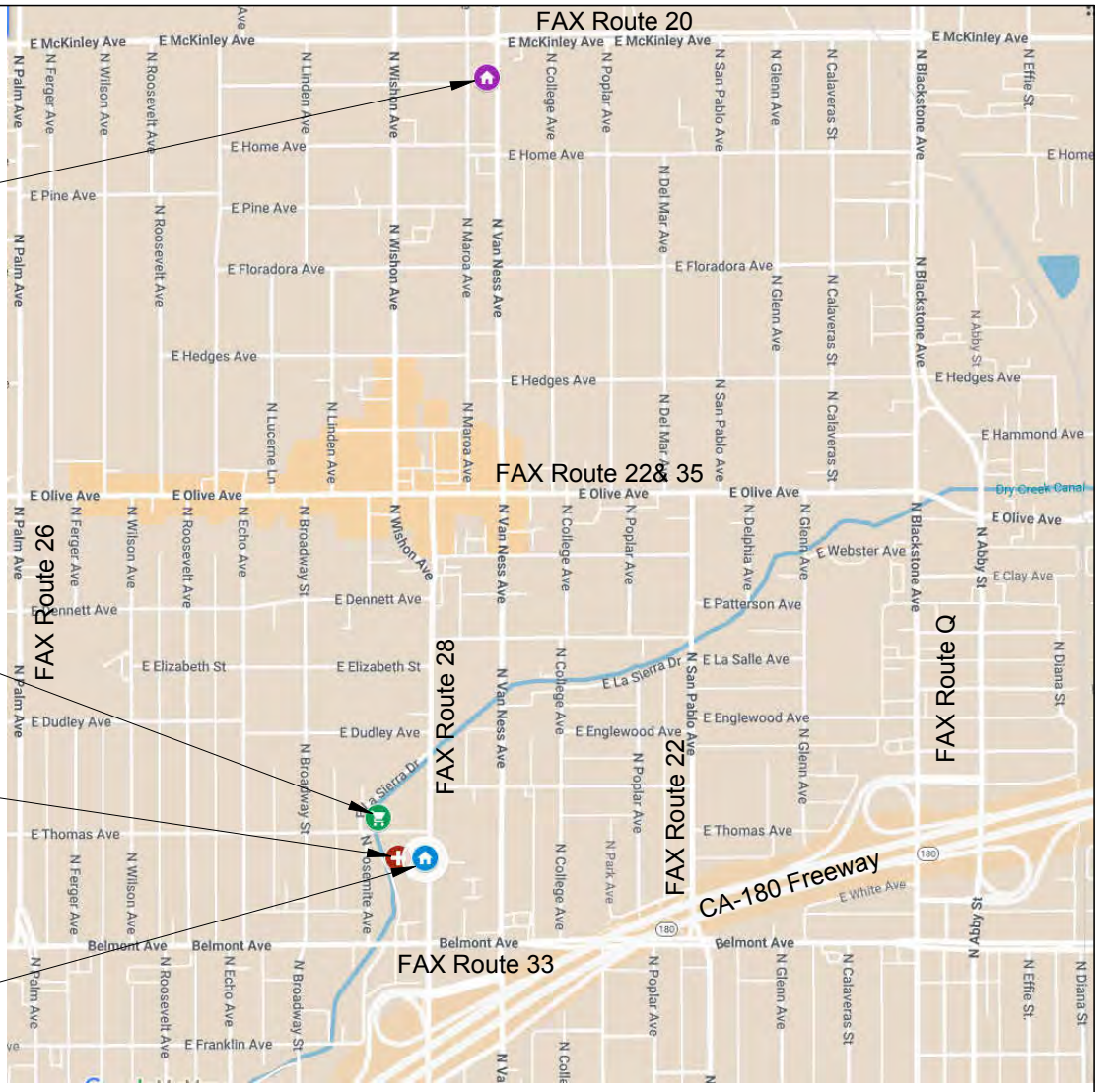
We are prepared to extend our services to people living with HIV/AIDS and their families who are at risk of or experiencing homelessness. Those services eligible for HOPWA include: case management, personal assistance, transportation, mental health services, meals/nutrition services, outreach, and housing information services. Additionally we will work closely with Casita Feliz and South Tower CLT to refer individuals for the services and housing subsidies they will offer. We will focus our services on the populations we already serve including 60 percent of our current participants are homeless and 40 percent are BIPOC both of which are disproportionately affected by HIV/AIDS.

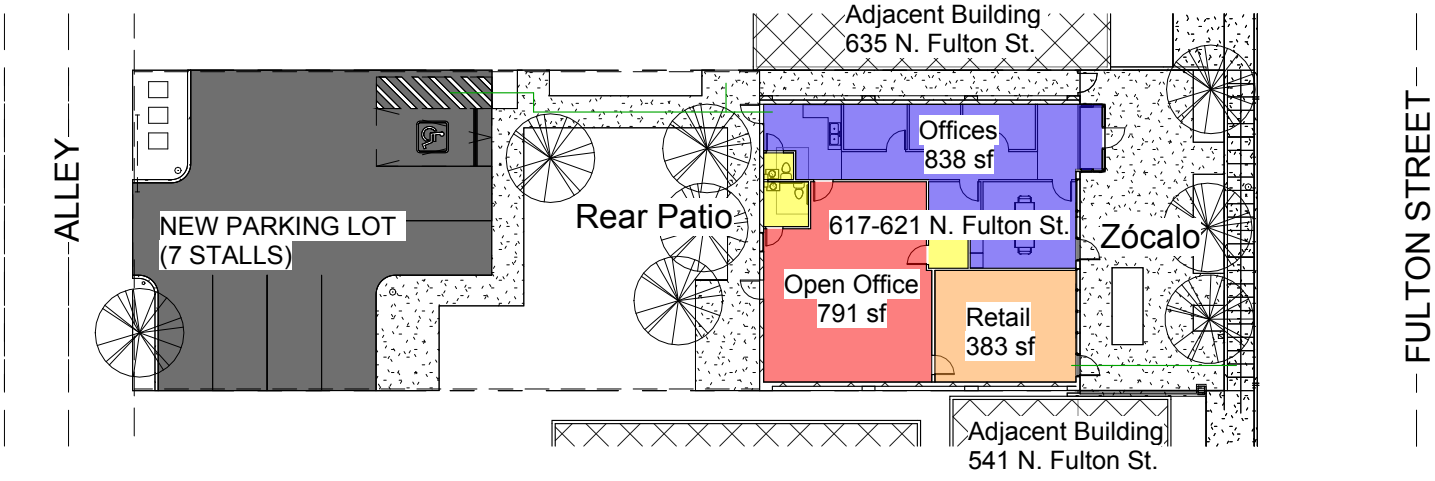
We believe if funded by the City of Fresno with HOPWA, we will be able to deliver trusted, quality and culturally relevant care to serve high risk populations that are not currently receiving the care and support they deserve.

Sincerely,

Dallas Blanchard

Dallas Blanchard
Program Manager / CFO
San Joaquin Valley Free Medical Clinic & Needle Exchange





1 Site Plan - Proposed HOPWA
1" = 30'-0"

SOUTH TOWER community land trust

South Tower Community Office

South Tower Community Office

HOPWA SERVICE MAP

Project number	617 Fulton
Date	1/21/2026
Drawn by	KTLS
Checked by	

HOPWA 1

Scale 1" = 30'-0"

1/21/2026 3:26:37 PM

WestCare California, Inc.:

The Living Room

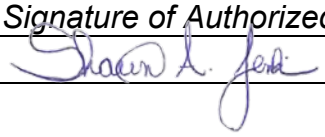
PY 2026-2027 CONSOLIDATED NOFA
PART A – COVER PAGE:
NON-PROFIT ORGANIZATION[1]

Part A, Section 1: General Information

Legal Name of the Organization:	*Fictitious Name (if applicable):*
WestCare California, Inc.	N/A
UEI of Organization:	*Taxpayer Identification Number:*
CBQUXGEXW5Y7	23-7368450
Date of Incorporation:	*Date of 501(c)(3) Determination:*
October 1973	November 1974
Mailing Address of Organization:	*Organization Website Address:*
1900 N Gateway Blvd Ste 100 Fresno, CA 93727	https://westcarecalifornia.org
Name of President (or Chair of the Board):	*E-mail Address:*
Jack Scharrett (Board Chair)	JCScharrett@winnebagoind.com
Name of Chief Executive or Executive Director:	*E-mail Address:*
Ken Ortbals, CEO	*ken.ortbals@westcare.com*
Name of the Secretary:	*E-mail Address:*
Jim Hanna, Corporate Secretary	jim.hanna@westcare.com
Name of Treasurer (or Chief Financial Officer):	*E-mail Address:*
Linda Erath, CFO	linda.erath@westcare.com

Principal Contact Person:	*Principal Contact's Title:*	*Principal Contact's Physical Address:*
Maria Rodriguez	Deputy Administrator	1900 N Gateway Blvd Ste 100 Fresno, CA 93727

Primary Phone #:	*Alternative Phone #:*	*E-mail Address:*
559-360-8731	559-241-8753 ext. 21233	maria.rodriguez@westcare.com

Name of Authorized Signatory:	*Title of Authorized Signatory:*
Shawn Jenkins	*Chief Operating Officer – Western Region*
Signature of Authorized Official:	*Date of Signature:*
	*01/20/2026*

[1] This document is for non-profit organizations. Units of local government, please complete Part A: Unit of Government Information. For-profit organizations applying for microenterprise assistance, please complete Part A: For-Profit Organizations (Microenterprise Assistance Only).

Do you have an active registration with SAM.gov? ☒ Yes ☐ No
Note: Active registration with SAM.gov is required. Organizations without an active registration, or those with exclusions, will be deemed ineligible.

Part A, Section 2: Organizational Background
Please provide the organization's mission statement within the below space:

WestCare empowers everyone with whom we come into contact to engage in a process of healing, growth, and change, benefitting themselves, their families, coworkers, and communities.

Please mark any of the following classifications that apply to your organization:

☐ Woman-Owned Business
☐ Minority Institution
☐ Tribal
☐ Other:
☐ Small Business
☐ Minority-Owned
☐ Veteran-Owned

Part A, Section 3: Organizational Capacity and Management
Please provide the number of staff employed by your organization: 468

Please provide key personnel information for HUD-funded projects:

Staff Name	Title	Years of Experience
1) Shawn Jenkins	Chief Operating Officer – Western Region	36
2) Maryann Knoy	Senior Vice President	24
3) Maria Rodriguez	Deputy Administrator	13
4) Stephanie Perez	Program Director	10
5) Ashley Morris	Education & Prevention Director	10

Board of Directors

How often does your Board of Directors regularly meet?

Quarterly

List current Board of Directors below:

1) Jack Scharrett ~ Chair
2) James (Jim) L. Wadhams
3) Debra E. DeBerry
4) Sammuel Sanes
5) Mary A.Y. Okada
6) Thomas (Tom) J. Walsh, II
7) Richard (Dick) E. Steinberg, President
8) Ken Ortbals, CEO
9) Linda Erath, Treasurer
10) Jim Hanna, Corporate Secretary

Financial Management

1) Provide the name of staff responsible for your agency's accounting system

Name: Linda Erath

Title: CFO

Phone/Email: 702-385-2090 / linda.erath@westcare.com

2) Has your agency operated with or managed federal funds within the past three years? ☒ Yes ☐ No

3) Has your agency been required to comply with the Single Audit requirements of the Uniform Guidance in the past two fiscal years?
☒ Yes ☐ No
A Single Audit is required when $1,000,000 or more in federal funds is expended in a fiscal year.

4) Have your agency's annual financial statements been audited by an independent audit firm? ☒ Yes ☐ No
If yes, please provide a copy of the statements for the past two years in Exhibit 2.

5) If the answer to Questions 3 or 4 were 'Yes', please explain any findings or questioned costs.
No findings or questioned costs.

6) Does your financial system:
a) Provide for the control and accountability of grant funds, property, and other assets? ☒ Yes ☐ No
b) Separately track revenue and expenditures for the grant funds?
☒ Yes ☐ No

7) Does your payroll system separately track staff time by grant and/or activity? ☒ Yes ☐ No

8) Are all payments properly documented with evidence or receipt of goods or performance of services? ☒ Yes ☐ No

9) Are all bank accounts reconciled monthly? ☒ Yes ☐ No

10) Has your agency had any significant changes in key personnel within the past 12 months? (e.g. Controller, Exec. Director, Program Manager, Accounting Manager, etc.) ☒ Yes ☐ No
If yes, please explain

11) Has your agency implemented new or substantially changed systems related to grant management or accounting systems in the past 12 months?
☐ Yes ☒ No
If yes, please explain
Housing Program Director Robert Marquez resigned in October 2025, and Maria Rodriguez is the interim director. Ashley Morris, Education & Prevention Director of The Living Room (funded by HOPWA), joined the team in February 2025.

12) Does your agency have policies that address the following?

Ethics/Professional Conduct	☒ Yes	☐ No
Pay Rates and Benefits	☒ Yes	☐ No
Discrimination	☒ Yes	☐ No
Purchasing/Procurement	☒ Yes	☐ No
Property and Equipment	☒ Yes	☐ No
Segregation of Duties	☒ Yes	☐ No
Time and Effort Reporting	☒ Yes	☐ No
Record Retention	☒ Yes	☐ No

13) Does your agency certify that they are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal or State department or agency? ☒ Yes ☐ No

Authorized Signatories

If your organization is selected for funding, signatures from persons bearing titles from each of the two lines below will be required by your organization.

1. Board Chair, President, or Vice President
2. Treasurer, Secretary, or Assistant Secretary

If you will be unable to provide the two requested signatures or intend to otherwise deviate from the standard signature authority, please indicate the names and titles of the authorized signatories below and provide the names and titles of the person(s) authorized to execute agreements on behalf of your organization in your board-certified resolution.

Authorized Signatory Name	Authorized Signatory Title
1) Shawn Jenkins	Chief Operating Officer – Western Region
2)	

☒ Board Resolution providing for the signature authority of persons to sign agreements on behalf of the entity is attached (required before a subrecipient agreement will be executed).

To view the City's policy regarding signature authority, including a sample signature page and sample certification, view Administrative Order 4-1 at: https://www.fresno.gov/personnel/human-resources-support/#administrative-order

Part A, Section 4: Summary of Attached Applications:
Provide number and total dollar amount of applications by Application Type

- **Homeless and Homelessness Prevention Programs (ESG)**

Number of Applications	*Total Dollar Amount Requested*
1	$ 362,000.00

- **Homeless and Homelessness Prevention Programs (HOPWA)**

Number of Applications	*Total Dollar Amount Requested*
1	$ 1,042,566.00

- **Owner-Occupied Home Repair**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0.00

- **Public Services (including Microenterprise Assistance and Fair Housing)**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0.00

- **Public Infrastructure & Facility Improvements**

Number of Applications	*Total Dollar Amount Requested*
0	$ 0.00

=

GRAND TOTAL

Number of Applications	*Total Dollar Amount Requested*
2	**$1,404,566**

Required Attachments to Part A
Select all attachments included.

☒ **Part A, Exhibit 1** – Organization's U.S. Internal Revenue Service 501(c)(3) Determination of Exemption Letter (Required)

☒ **Part A, Exhibit 2** – Most Recent Audited Financial Statement (an IRS 990, *Return of Organization Exempt from Income Tax*, may be submitted in lieu of an audit whenever the organization lacks an audit due it not exceeding California and Federal audit thresholds)

☒ **Part A, Exhibit 3** – Copies of results of audits, examinations, or monitoring procedures performed during the last two fiscal years on any direct federal award received by the organization

☒ **Part A, Exhibit 4** – Indirect Cost Rate Agreement with Federal Cognizant Agency (Required if applicant seeks to charge an indirect cost rate greater than 15 percent of modified total direct costs)

☒ **Part A, Exhibit 5** – List of all awards to the organization from City of Fresno during the past two years

☐ **Part A, Exhibit 6** – Statement and Designation by Foreign Corporation (when location of incorporation was outside of California) (Required of Out-of-State Corporations only)

☒ **Part A, Exhibit 7** – List of Directors and Officers by Corporate Title and Name (Required)

☒ **Part A, Exhibit 8** – Organization's Articles of Incorporation (Required)

☒ **Part A, Exhibit 9** – Bylaws of the Organization (Required)

☒ **Part A, Exhibit 10** – Resolution of the Board of the Directors Authorizing the Application and Naming the Persons Authorized to Sign the Application

PY 2026-2027 APPLICATION
Homeless Housing and Services Programs (HOPWA)

1. Project Summary Information

Project Name (10 words or fewer): The Living Room

Amount Requested: $ 1,042,566.00

HOPWA Applicants Only – please provide a breakdown of amounts requested by program component:

Tenant-Based Rental Assistance (TBRA):	$ 192,501.50
Short-Term Rent, Mortgage and Utility (STRMU):	$ 47,775.00
Supportive Services:	$ 604,970.02
Housing Information Services:	$ 87,559.48
Permanent Housing Placement:	$ 18,375.00
Facility Based Housing:	$ 91,385.00

Provide a short description of the proposed program/activity. This description will be used in summaries and/or reports and should, therefore, clearly describe the activity proposed for funding while remaining concise. (3 to 5 sentences and must fit in the provided space).

WestCare California, Inc. is the lead agency partnering with Fresno Housing to continue providing housing assistance and related support for people living with HIV and their families in Fresno County. In PY26, The Living Room will endeavor to provide Tenant-Based Rental Assistance (TBRA) for thirteen (17) households; Permanent Housing Placement for six (6) households; Short-Term Facility Based Housing (ST-FBH) for twenty-four (24) households; Short-Term Rent, Mortgage, and Utility assistance (STRMU) for thirteen to fifteen (13-15) households; Supportive Services for two hundred and thirty (230) households; and Housing Information services for one hundred and eighty (180) households. The primary goals of the proposed program are to help participants achieve permanent housing and health stability.

This is a:

☐ New Project/Program

☒ Existing Project/Program

2. Organizational Capacity

a. Describe the organization’s experience with administering Federally funded programs of this nature and staff skills necessary to deliver the activities proposed.

WestCare California has provided behavioral health and human services in Fresno County since 1974. Today, WestCare's services fall into six primary domains: Mental Health & Wellness, Treatment & Rehabilitation, Veteran Services, Criminal Justice, Housing Opportunities, and HIV Education & Prevention. WestCare has extensive experience working with a variety of special populations, including people experiencing homelessness, people with substance use and mental health disorders, people living with HIV, criminal justice populations, Veterans, and the LGBTQ community.

WestCare has administered the short-term rental assistance, outreach, and case management components of HOPWA since 2007 and has systems in place for connecting with and helping the high-priority HOPWA subpopulations, including people experiencing unsheltered homelessness, people experiencing chronic homelessness, Veterans experiencing homelessness, and other highly vulnerable persons, such as victims of domestic violence, households with children, and youth aging out of the foster care system. Since 1996, WestCare has operated The Living Room, one of the only community centers for people living with HIV in the Central Valley.

With ongoing funding from multiple federal, state, and local agencies, including HUD, SAMHSA, Veterans Administration, California Department of Corrections and Rehabilitation, Board of State and Community Corrections, County of Fresno, City of Fresno, and others, WestCare administers more than 50 separate contracts throughout California with a budget of approximately $74 million and more than 400 staff. WestCare's leadership team has decades of experience administering federally-funded homelessness prevention and housing programs in Fresno.

WestCare is a longstanding recipient of the HOPWA formula grant from the City of Fresno, which supports The Living Room. In 2024, WestCare was awarded a new HOPWA HINT grant directly from HUD, which enabled The Living Room to significantly enhance and expand its housing services for people living with HIV. WestCare is also a grantee of the City of Fresno’s ESG and HOME-ARP programs. These federal passthrough grants support WestCare’s Project Unite program, which provides homelessness prevention and rapid rehousing services for extremely low-income individuals and families, including Veterans who are not eligible for HUD-VASH benefits.

b. Briefly describe how your organization's prior activities have resulted in meaningful impact:

Meaningful Impact. For the current program year to date (February 1, 2025 – January 9, 2026), The Living Room continues to demonstrate strong progress toward meeting its HOPWA performance targets. To date, 24 households have received Tenant-Based Rental Assistance (TBRA), 30 households have received Short-Term Rent, Mortgage, and Utility (STRMU) assistance, 23 households have been served through Short-Term Facility-Based Housing (ST-FBH), and 12 households have received Permanent Housing Placement (PHP) services. In addition, 1,114 hot meals have been served, and 190 individuals have accessed food through the food pantry. Per our APR-CAPER report, 228 individuals were served for the reporting period 07/1/2024-06/30/2025.

Access to stable housing and nutritious food remains a critical foundation for low-income people living with HIV. This stability supports improved health outcomes, including increased engagement in care and progress toward achieving undetectable and untransmittable viral loads. By addressing both housing and basic needs, The Living Room helps reduce the risk of HIV transmission and contributes to improved health and well-being across the broader community.

c. For how many years has the organization administered activities of the type described in this application?

19

d. Does the organization have the following in place (check box if 'yes')?

☒ Written policies and procedures for the proposed project or program (i.e., intake, eligibility)

☒ Written Financial Management Policies and Procedures

☒ Non-Discrimination / Equal Opportunity Policy

☒ Conflict of Interest Policies and Procedures

☒ Procurement Policies and Procedures

☒ Facility utilization plan and policies
Note: If not, be aware, the City will require a facility utilization plan and policies prior to the execution of a subrecipient agreement.

e. Provide addresses for each applicable location of site(s) where activity will occur, a brief description of the facilities, and a description of the service area (a map may be attached in lieu of a service area description).

The Living Room is located at 1850 N Gateway Blvd, Ste 100, Fresno, CA 93727-1626. This facility has private offices for staff that can be used for counseling or testing. The facility also has a kitchen, drop-in center, bathrooms, and a reception area. The Living Room's office is located on multiple bus lines and is ADA-accessible. A map of the service area is attached in lieu of a service area description.

3. Proposed Scope of Work

a. Briefly describe the needs this proposal addresses, and how existing resources are insufficient to meet this need.

There is a great need in the City of Fresno for housing and supportive services. According to HUD 2024 Continuum of Care Homeless Assistance Programs Homeless Populations and Subpopulations data, 4,305 people were experiencing homelessness in Fresno and Madera Counties on the night of the 2024 Point-In-Time survey (01/30/2024). This included 2,758 (64%) people who were experiencing unsheltered homelessness, 1,376 (32%) people who were staying in emergency shelters, and 171 (4%) people who were living in transitional housing. The 2024 PIT Count identified 34 (1%) people who had an HIV/AIDS-related illness. However, this is likely a significant underrepresentation considering that The Living Room serves hundreds of people living with HIV experiencing homelessness every year in Fresno.

The most recent HIV Surveillance Report published by the California Department of Public Health, Office of AIDS, shows that in 2023 there were 2,461 persons living with diagnosed HIV infection in Fresno County. 178 people received new HIV diagnoses in 2023, and this number has increased each year since 2019, the earliest year documented by this report. Only 82.1% of people living with HIV in Fresno were in care, and only 70.6% were virally suppressed, falling well below the 2025 Ending the HIV Epidemic (EHE) national goals of 95% in care and 95% virally suppressed.

Currently, available resources are not enough to meet the needs of low-income people living with HIV in this community. Many more HOPWA-eligible people need these services than the program can currently serve with its existing resources.

In 2024, demand for HOPWA services continued to exceed available resources, with seventy-five (75) households placed on the Tenant-Based Rental Assistance (TBRA) waitlist and thirteen (13) households placed on the Short-Term, Transitional, Facility-Based Housing (ST-TFBH) waitlist. These waitlists reflected ongoing gaps in housing access for low-income people living with HIV in Fresno County and demonstrated that existing funding levels were insufficient to meet community need. As of the most recent reporting period, there are currently twenty-four (24) households on the TBRA waitlist, zero (0) households on the ST-FBH waitlist, five (5) households awaiting Permanent Housing Placement (PHP), and eleven (11) households on the Short-Term Rent, Mortgage, and Utility (STRMU) waitlist, further underscoring the sustained demand for housing assistance.

In response, the program implemented targeted improvements in 2025 to streamline referral and waitlist management processes. Weekly Case Review meetings were established to systematically track all HOPWA referrals and waitlisted households, strengthen coordination among staff, and improve document readiness for program enrollment. While these improvements have increased efficiency and strengthened equitable service delivery.

In Program Year 2026, continued funding will be critical to sustaining and expanding these efforts to address the housing and supportive service needs of people living with HIV in Fresno County. Maintaining and increasing resources will allow the program to reduce wait times, expand housing assistance capacity, and continue

targeted strategies that improve housing stability and health outcomes for the individuals and households served.

b. Briefly describe the target population, how they will be assessed, and how the project will meet the specific needs of the target population.

Target Population. The priority populations for the Living Room include those individuals who are currently at the highest risk for contracting HIV in Fresno County, but any individual at risk of HIV is eligible to receive services. The Living Room's participants are representative of Fresno County's most high-risk populations, including people who inject drugs, people experiencing unsheltered and chronic homelessness, MSM, young MSM (YMSM), sex industry workers, people with criminal records, and people with SUD, mental health disorders, and co-occurring disorders (COD). Although housing is the most immediate need for most of The Living Room's participants, most clients also have significant needs in other areas as well, including linkage to appropriate medical care, SUD and mental health treatment, food, clothing, adult basic education, employment, and assistance securing public benefits, which they often are not aware that they are eligible for.

Assessment. Upon enrollment to the program, the program team will collaborate with the client to comprehensively assess their strengths, needs, and preferences. Clients will complete a comprehensive biopsychosocial assessment, which covers all life areas needed to achieve wellness, not just for housing but also for life areas that will support future housing stability, including SUD treatment, mental health therapy, medical care, financial, educational, vocational, legal, social, and recreation/leisure needs. The assessment results will form the basis for creating the client's individualized service plan (ISP).

Meeting Client Needs. Based on the assessment results, the Case Management team will collaborate with clients to develop an individualized housing and services plan that outlines the specific housing assistance and supportive services they will participate in to achieve their identified goals. Once the goals for the plan are

established, the caseworker will assist the client in obtaining all services identified in their plan, including housing assistance, medical care, and any supportive services they may need to achieve housing stability. The caseworker will provide a warm handoff to all service linkages rather than a mere referral to ensure the client receives all services identified in their plan. Program staff will also assist the client with making appointments while following up with community service providers to ensure that the client attends their scheduled appointments. If the client is experiencing barriers to accessing services, program staff will help address those barriers, including providing transportation to service providers' offices. Initially, clients will meet with their assigned caseworker on at least a weekly basis, or more often as necessary, to monitor progress on their plan and make updates as needed. Once a client's living situation becomes more stable, meetings may taper off to biweekly.

c. Describe the outcomes of the proposed activities. Include how positive outcomes are defined and how successful outcomes will be measured.

The primary goals of the proposed program are to help participants achieve permanent housing and health stability. The following outcomes will be measured through a discharge survey provided to all participants.

OUTCOME 1.1: 80% of program participants will report improved access to appropriate supportive services.

OUTCOME 1.2: 100% of those receiving case management and navigation services will have increased access to healthcare by being connected or reconnected to an HIV medical case manager.

OUTCOME 1.3: 85% of those receiving case management and navigation services will have improved individual health by being prescribed ART and showing improvement in their viral load or viral suppression.

OUTCOME 1.4: 50% of those receiving case management and navigation services will have employment and income growth by being linked to General Relief, SSI/SDI, or aided with job searches, resume writing, and job application services.

OUTCOME 1.5: 75% of those receiving service linkages will have increased utilization and leverage of available community resources by enrolling in the supportive service they were linked to.

In PY26, The Living Room will endeavor to provide Tenant-Based Rental Assistance (TBRA) for thirteen (17) households; Permanent Housing Placement for six (6) households; Short-Term Facility Based Housing (ST-FBH) for twenty-four (24) households; Short-Term Rent, Mortgage, and Utility assistance (STRMU) for thirteen to fifteen (13-15) households; Supportive Services for two hundred and thirty (230) households; and Housing Information services for one hundred and eighty (180) households. The primary goals of the proposed program are to help participants achieve permanent housing and health stability.

Note: Program metrics and service numbers in Question 3g were developed using historical program data and realistic service delivery assumptions. STRMU projections reflect a programmatic shift from providing an average of one month of assistance (more households served in prior years) to accounting for households that may require one to three months of support in order to stabilize housing while working toward individualized service plan (ISP) goals and self-sufficiency. Similarly, Permanent Housing Placement (PHP) metrics reflect a shift from providing deposit-only assistance to covering both security deposits and first month's rent. This approach supports a smoother transition into permanent housing and allows case managers adequate time to provide intensive services as clients establish housing stability and work toward ISP goals, ultimately reducing recidivism and promoting long term self-sufficiency.

d. Describe consultation efforts made with the target population in the development of the proposed activity.

At WestCare, we believe that participant feedback is essential for improving the effectiveness and efficiency of our programs. For The Living Room program, staff regularly engage clients in small, informal group discussions to identify the services they value most and explore how these can be delivered more effectively to meet their needs. These candid conversations offer insights into client satisfaction and provide a deeper understanding of the program's impact from the participant's perspective. Additionally, organized focus groups create a structured environment for participants to share their experiences, express opinions, and offer suggestions. In PY26, we will begin holding annual focus groups for HOPWA benefit recipients. A suggestion box is also available to encourage ongoing input from clients. Feedback gathered through these methods is analyzed during monthly review meetings, allowing the team to identify program shortcomings, address unmet needs, and implement improvements that enhance service delivery.

e. Describe the marketing plan for the proposed activity and how the organization will affirmatively market the program to ensure the most vulnerable populations are aware of the program.

The Living Room has a well-established presence in Fresno County, having conducted outreach and engagement activities here since its founding in 1996. Outreach conducted for the proposed program will focus on the populations who have the highest prevalence and incidence rates, respectively, for HIV in Fresno County. To reach this priority population, The Living Room will apply a multi-pronged approach for outreach encompassing the strategies listed below.

Leverage relationships with other CBOs serving the priority population. As a long-term HIV housing and service provider in Fresno County, The Living Room has extensive relationships with local LGBTQ+ centers, housing agencies, and health clinics serving the priority population. Although The Living Room receives referrals from (and provides linkages to) many agencies, our primary referral partners include HIV clinics (CRMC, Kaiser Permanente, Clinica Sierra Vista, and United Health Centers), housing providers (through the FMCoC's Coordinated Entry System), SUD treatment programs (WestCare, Touchstone Recovery Center), and LGBTQ+ agencies (Spectrum Center, Trans-E-Motion, and Fresno EOC's LGBTQ+ Resource Center).

Host a safe drop-in space. The Living Room was founded in 1996 as "a place to belong," giving people living with HIV/AIDS a safe, secure environment to access needed services to improve their physical, mental, and emotional well-being. Today, The Living Room continues to offer a safe drop-in space where HIV+ individuals can feel comfortable discussing sexual health, accessing information about available resources, and participating in welcoming support groups.

Attend and host local LGBTQ+ events. The Living Room is a regular presence at Fresno's LGBTQ events, including the annual Pride Parade, Reel Pride Film Festival, Fresno Rainbow Pride Pageant, and Imperial Dove Court. At many of these events, The Living Room will host a table providing free HIV testing and informational brochures with HIV resources. The Living Room also hosts regular Drag Queen Bingo Nights at local bars and clubs.

Attend and host HIV-specific events. Two of the biggest HIV-specific events in Fresno each year are World AIDS Day and the annual Fresno AIDS Walk and 5K Run. Each event aims to create community, fight stigma, and provide a safe space to remember the lives of those who have been lost to the virus. The Living Room is the lead organizer of the Fresno AIDS Walk and has hosted this event every year since 2012. This highly anticipated event brings out hundreds of residents to support the cause each year.

Social media. The Living Room is active across several social media channels, including separate Facebook pages for The Living Room and the Fresno AIDS Walk. WestCare's Facebook, Twitter/X, and Instagram channels also provide information on the services available to HOPWA-eligible

individuals. Regular posts across social media channels promote HOPWA services and HIV testing events.

In addition to the outreach and marketing strategies outlined above, The Living Room will leverage two significant milestones in 2026 - the organization's 30th Anniversary and the 15th Anniversary of the Fresno AIDS Walk - as strategic opportunities to affirmatively market services, expand awareness, and increase impact across Fresno County. These milestones will serve as high-visibility platforms to engage community members, partner agencies, and individuals most impacted by HIV and housing instability, while also expanding the organization's capacity to conduct HIV testing and linkage to care throughout the community.

Lastly, in 2025, WestCare was awarded a California Department of Public Health (CDPH) PrEP/PEP Navigation grant, which will expand HIV testing and provide incentives for individuals who test and are successfully linked to PrEP/PEP services. In addition, WestCare received a City of Fresno LGBTQ+ Grant that will enhance the organization's weekly LGBTQ+ Support Group and further increase access to incentivized HIV testing. Together, these complementary funding sources will strengthen outreach, testing, and linkage to care efforts for priority populations in Fresno County.

f. Estimate the number of unduplicated persons expected to benefit from the project:

230 unduplicated persons will receive a direct benefit from this project.

g. Please indicate which of these service types will be provided and the number of unduplicated persons who will benefit.

Check if Providing	HOPWA Homeless Housing and Service Types	Estimated No. Persons Assisted
☒	Facility Based Housing	24 Households
☒	STRMU	13-15 Households
☒	Supportive Services	230
☒	Housing information services	180
☒	Tenant-Based Rental Assistance	17
☒	Permanent Housing Placement	6 Households

h. Describe the homeless housing and services program. Please include information about barriers to program participation and how the activity will address those barriers, and any information about how the activity was developed or refined in consultation with the target population. Limit description to the space provided on this and the next page.

Alignment with the Consolidated Plan. WestCare's proposed activities are consistent with the priorities outlined in the City of Fresno 2025-2029 Consolidated Plan. The specific priority addressed under this application is to "Provide Housing and Services for People Experiencing or At-Risk of Homelessness" with goals to "Improve quality of life by providing housing and supportive services for residents experiencing or at-risk of homelessness, including homelessness prevention, case management, wrap-around services, emergency shelter, transitional housing, and permanent supportive housing.

WestCare's proposed services are 1) consistent with the plan's priorities regarding homelessness and 2) will help participants regain housing stability, and 3) are grounded in the Housing First approach. The Living Room aligns with the Consolidated Plan's goals to provide all aspects of housing and supportive services, including homelessness prevention, case management, wrap-around services, emergency shelter, transitional housing, and permanent supportive housing.

The Program. The Living Room's operations plan reflects a client-driven, holistic, and culturally affirming approach to promoting long-term housing stability and well-being for low-income people living with HIV. The program is centered around a Housing First approach, ensuring accessible and equitable housing assistance for HOPWA-eligible clients without mandatory participation in treatment services.

The program's outreach strategies will focus on populations that are at the highest risk fior contracting HIV in Fresno County. To reach this audience, specific outreach strategies will include leveraging community partnerships, hosting safe drop-in spaces, attending and hosting LGBTQ+ and HIV-specific events, and utilizing social media.

At intake, the Case Manager will verify eligibility for services based on a positive HIV diagnosis, proof of homelessness, and documented low-income status. Each client will complete a comprehensive assessment and collaborate with their Case Manager to develop an individualized housing plan incorporating supportive services to address underlying issues contributing to housing instability. Clients will receive various housing assistance services based on their unique needs and preferences, including Rapid Rehousing, TBRA, STRMU assistance, Supportive Services, and Housing Information.

Detailed Narrative Description of Project/Program (Continued from previous page)

Once clients have established stable housing and demonstrate the ability to maintain it successfully, they will be eligible for discharge. The caseworker will provide six months of post-discharge follow-ups to ensure the client's sustained stability, and cases will be closed after clients demonstrate six months of ongoing stability.

Partnership with Fresno Housing. The Living Room has a longstanding collaboration with Fresno's public housing agency, Fresno Housing, to administer TBRA for low-income people living with HIV and their families in Fresno County. Under this agreement, WestCare will continue to provide Fresno Housing with a subcontract for its services, which include 1) Conducting a Housing Quality Standard inspection and verifying rent reasonableness for each prospective leased unit; 2) Completing income eligibility and rent calculation to determine each participant's rent responsibility; 3) Ensuring timely rental assistance payments are made to property owners/landlords; 4) Conducting annual re-certifications, interims, and transfers using HACF-approved tracking software; 5) Assisting WestCare staff in providing support as needed for housing retention; and 6) Making rent payments on behalf of program participants and billing these payments to WestCare.

Addressing Barriers. People experiencing homelessness face formidable barriers, including lack of reliable transportation, need for childcare, lack of steady work history and/or inadequate preparation for employment, little or no income, food scarcity, and the inability to navigate complex systems. WestCare mitigates these factors through comprehensive services, including providing transportation to appointments, linking participants to medical and mental health providers, substance use disorder treatment, vocational and educational services, assistance enrolling in public benefits, and providing hot meals and an emergency food pantry.

Consultation with the Target Population. At WestCare, gathering participant feedback is a key strategy for enhancing the quality and efficiency of our programs. Within The Living Room program, staff frequently host informal group discussions with clients to understand their priorities and determine how services can be tailored to better address their needs. These open dialogues provide valuable perspectives on client satisfaction and shed light on the program's overall effectiveness. In addition to these discussions, structured focus groups offer participants a platform to share their experiences, voice opinions, and propose ideas. A suggestion box is also available, ensuring clients have an ongoing opportunity to contribute feedback. This input is reviewed during monthly team meetings, where it informs decisions to address gaps, resolve unmet needs, and implement improvements that strengthen the program's delivery.

i. Collaboration
Briefly describe how the proposed activity will be delivered in coordination with other community resources to address the overall needs of the clientele.

Collaborating Organization	Description of Collaboration
Fresno Housing	TBRA administration
Community Special Services clinic at Community Regional Medical Center	HIV treatment
Kaiser Permanente	HIV treatment
Clinica Sierra Vista	HIV treatment
Trans-E-Motion	Support groups, community education
Spectrum Center	LGBTQ programming, social and community events
Avita Pharmacy	PrEP

4. Project/Program Budget

a. Activity Budget by Funding Type

Please provide a high-level summary of the total budget by federal and non-federal funds.

Proposed Activity Budget	Amount
Total Federal Funds Requested	$1,042,566.00
Total Other Federal Funds (do not include the above funds on this line)	$0.00
Total Non-Federal Funds	$0.00
Total Proposed Activity Budget	$1,042,566.00

b. List of Funding Sources

Provide all planned funding anticipated/ committed for this activity for PY 2026-2027. If the organization has received funding commitment letters, please attach as an exhibit to this application.

Funding Source (Name of Funder)	Name of Funding Program (if applicable)	Dollar Amount	Commitment Status (Committed or Pending)	If Pending, Expected Commitment Date
Broadway Cares/Equity Fights AIDS	National Grants Program – Direct Services	$5,000	Committed	N/A
Fresno County	EFSP Phase 42	$9,780	Committed	N/A
HUD	HOPWA HINT	$2,500,000	Committed	N/A
CDPH	HIV PrEP and PEP Navigator Projects	$290,000	Committed	N/A
City of Fresno	LGBTQ+ Services	$10,000	Committed	N/A

c. Activity Budget Summary and Narrative

Please complete Exhibit A – Operating Budget Summary.

The above referenced Budget worksheet is available in Excel format at www.fresno.gov/housing under 'Notices of Funding Available.'

Please complete Exhibit B – Budget Narrative to provide a brief explanation of the expenses included in the budget.

d. Prior-Year Financial Statement

Please attach a financial statement labeled as Exhibit C for the last full operating year. Failure to provide the financial statement will result in disqualification.

Attachments to Part B Application:

☒ EXHIBIT A – Operating Budget Summary

☒ EXHIBIT B – Budget Narrative

☒ EXHIBIT C – Prior-year audited financial statement including statement of activities, statement of financial position and statement of cash flows (required when total Federal grant awards equaled or exceeded $1,000,000 during the annual audit period); or prior-year unaudited financial statement when total Federal grant awards for the annual audit period was less than $1,000,000

Optional Additional Exhibits:

☒ EXHIBIT D – Funding Commitment Letters (if available)

☒ EXHIBIT E – Letters of Support (optional – maximum 2)

☒ EXHIBIT F – Service Area Map (required if not described in 2.e.)

CITY OF FRESNO
OPERATING BUDGET SUMMARY (non-capital projects)

Budgeted Position (Personnel) or Category (Operations)	City of Fresno HUD Funds			Other Funds for Project					Project Totals (All Funds)
	Salaries & Wages	Fringe Benefits	Totals (City of Fresno HUD Funds)	Other Federal Funds	State Funds	Local Govm't Funds	Private / Donor Funds	Other Funds (specify)	
Salaries/Wages (Specify each position; add additional rows as needed)									
Direct Service Personnel:									
Administrative Assistant	32,032.00	6,726.72	**38,758.72**						**38,758.72**
Lead Case Manager	58,240.00	12,230.40	**70,470.40**						**70,470.40**
Case Manger/ Outreach Specialist	54,080.00	11,356.80	**65,436.80**						**65,436.80**
Case Manger/ Client Service Navigator	54,080.00	11,356.80	**65,436.80**						**65,436.80**
Outreach Specialist	53,040.00	11,138.40	**64,178.40**						**64,178.40**
Kitchen Assistant	26,208.00	5,503.68	**31,711.68**						**31,711.68**
Administrative Personnel:									
Program Director	31,500.00	6,615.00	**38,115.00**						**38,115.00**
Independent Contractors / Consultants:									
TBRA - Fresno Housing Authority	192,501.50		**192,501.50**						**192,501.50**
TOTAL PERSONNEL BUDGET	$ 501,681.50	$ 64,927.80	$ 566,609.30						$ 566,609.30
Other Direct Costs (Include only costs that are direct; indirect costs are covered under the Indirect Cost Rate)									
Program Operational Expense									
Facility Lease/Rent	$ 33,566.40		**33,566.40**						**33,566.40**
Leased Equipment	$ 3,600.00		**3,600.00**						**3,600.00**
Minor Equipment/ Office Furniture/Desk Setup	$ 11,000.00		**11,000.00**						**11,000.00**
Utilities	$ 22,000.00		**22,000.00**						**22,000.00**
Repairs/Maintenance	$ 3,000.00		**3,000.00**						**3,000.00**
Supplies/ Expendable Equip	$ 6,000.00		**6,000.00**						**6,000.00**
Auto Lease	$ 33,156.00		**33,156.00**						**33,156.00**
Commercial Insurance Pkg.	$ 18,000.00		**18,000.00**						**18,000.00**
Staff Travel & Training/ Fuel	$ 4,500.00		**4,500.00**						**4,500.00**
HMIS Licensing	$ 3,300.00		**3,300.00**						**3,300.00**
Employee Recruitment	$ 500.00		**500.00**						**500.00**
Communications	$ 5,600.00		**5,600.00**						**5,600.00**
TOTAL OCCUPANCY, SUPPLIES AND OTHER OPERATING BUDGET	**$ 144,222.40**	**$ -**	**$ 144,222.40**						**$ 144,222.40**
Direct Serivces to Participants									
Facility Based Housing									
Short-term facility based housing-Leasing	$ 33,600.00		**33,600.00**						**33,600.00**
Short-term facility based housing-Operational Expenses	11,000.00		**11,000.00**						**11,000.00**
Leasing Hotel/Motel	$ 30,000.00		**30,000.00**						**30,000.00**
Permanent Housing Placement									
Permanent Housing Placement	$ 15,000.00		**15,000.00**						**15,000.00**
Supportive Services									
Transportation	$ 17,000.00		**17,000.00**						**17,000.00**
Client Needs	$ 30,000.00		**30,000.00**						**30,000.00**
STRMU									
STRMU	$ 39,000.00		**39,000.00**						**39,000.00**
TOTAL OTHER DIRECT COSTS	**$ 175,600.00**	**$ -**	**$ 175,600.00**						**$ 175,600.00**
INDIRECT COSTS* (Select 1 indirect rate Only)									
Approved Indirect Cost Rate			**22.50%**						**22.5%**
De minimus 10 % Rate			**-**						**-**
TOTAL INDIRECT COST BUDGET			**$ 156,134.30**						**$ 156,134.30**
TOTAL PROJECT BUDGET	**$ 821,503.90**	**$ 64,927.80**	**$ 1,042,566.00**						**$ 1,042,566.00**

Please revise this form and annotate budget items as needed

All applicants are required to submit a copy of their organization's operating budget.

*An approved indirect cost rate must be applied to the base identified in the agreement with the federal cognizant agency.

Per 2 CFR 200.414, any non-federal entity that does not have a current negotiated rate may elect to charge a de minimis rate of 15% of Modified Total Direct Costs (defined in 2 CFR 200.1).

WestCare California, Inc.
City of Fresno HOPWA
PY24 CoF - FY25-26 WCCA

Salaries/ Wages	
Direct Service Personnel	
WestCare California	
Lead Case Manager	Person in this position will be responsible for providing programmatic leadership and oversight of a caseload for the program. Responsible for the coordination of client care by collaborating with multidisciplinary healthcare professionals and other community-based programs as needed to provide and facilitate services toward housing stability and client self-efficacy. Lead Case Manager will meet with each client twice monthly, or as needed to provide support and assistance towards achieving each Individualized Housing Plan. This full time position will be paid at $28/hour.
Case Manager/Outreach Specialist	This staff member will be responsible for a caseload of PLWA, and coordinating and facilitating outreach efforts in the greater Fresno community; prioritizing efforts in the rural communities that are greatly underserved. They will meet with each client at least once weekly to provide support and assistance towards achieving each Individualized Service Plan. This 1.0 FTE will be paid at $26/hour.
Case Manager/Client Service Navigator	This position will meet with each client at least once weekly to provide support and assistance towards achieving each Individualized Service Plan.Primary responsibility is to assess and understand client needs and connect them with services. 1.0 FTE paid at $26/hour
Outreach Specialist	This staff member will be responsible for a caseload of PLWA, and coordinating and facilitating outreach efforts in the greater Fresno community; prioritizing efforts in the rural communities that are greatly underserved. This full time position will be paid at $25.50/hour.
Kitchen Assistant	The Kitchen Assistant will ensure meals are prepared on Tuesday, Wednesday and Thursday and are in accordance with safe food handling guidelines. They will also provide maintenance of the food pantry and prepare and distribute grocery bags to program participants. This full-time position will work on-site and will be paid $21/hour.
Administrative Assistant	The Administrative Assistant will provide essential support to clients at the front desk and assist in the various operational functions of the HOPWA (Housing Opportunities for Persons With AIDS) program. This role is classified as a full-time equivalent (1.0 FTE) and is compensated at a rate of $22 per hour.
Fringe Benefits	Calculated at 21% of total salaries
Administrative Personnel	
Program Director	The Program Director will be responsible for oversight of the program and scope of work. This position will approve all purchases to ensure costs are within budget, monitor data for contract compliance, submit performance reports, and will provide supervision through direct observation and follow-up training.
Fringe Benefits	Calculated at 21% of total salaries
Independent Contractors/Consultants	
Contractual TBRA-FHA	Contracted housing assistance through the Fresno Housing Authority for HOPWA clients as a part of the TBRA Voucher program. Cost include FHA staff hours and rental assistance, calculated at $192,501.50 for 12 months.
Program Operational Expense	
Facility Lease/Rent	This line item represents the cost of rented space to be used for the day-to-day operations of the program. Office space, reception area, restrooms, kitchen, food pantry, etc. Estimated costs are $2,797.20/month.
Leased Equipment/Copier	The line is will cover the cost of the leased copier for the program. Estimated cost are $300 x 12 months.
Minor Equipment/ Office Furniture/Desk Setup	This amount reflects the cost of purchasing a laptop with dual monitors for $2,000; a complete desk setup including desk, chair, file cabinet and other office necessities for $1,800.; 4 tablets with connectivity service at $7,200.
Utilities	This line item represents the cost of electricity, natural gas, water/sewer, trash removal, alarm service, and other utility costs allocated per the rented space to be used by the program. Calculated at an estimated $1,833.33 per month x 12 months.
Repairs/Maintenance	This line item represents the repairs/maintenance/remodel of office space for staff to be used for the program calculated at an estimated cost of $3,000 for the year or $250 per month for 12 months.
Supplies/Expendable Equipment	This line item represents the cost of consumables such as paper, pens, clipboards, toner, staples, etc. for the program staff/facility in addition to the cost of copier/printer/scanner lease. Calculated at an estimated $500 per month x 12 months.
Auto Lease	Line item represents the cost of two leased vehicles. The cost of one is $1,1513 /12 months and the other is expected to be $1,250/12 months.

Commercial Insurance Pkg.	This insurance covers property damage and liability claims for the facility used for project activities, as detailed in the scope of work. Included in this package is auto insurance for the leased vehicles as well as Umbrella insurance for added coverage. The total cost is $18,000 per year.
Staff Travel/Training/Fuel Costs/Vehicle Maintenance	Cost of fuel for leased vehicles, mileage reimbursements for staff who use their personal vehicle for program related travel, and vehicle maintenance. Additionally, cost allocated for possible staff training during the PY. Calculated at an estimated $4,500 for the year.
HMIS Licensing	Cost of staff to be HMIS licensed. PY cost of $3,300.
Employee Recruitment	This line item represents the recruiting of staff, Indeed, physical exams, lab work, etc. at $500/year.
Communications	For the monthly connectivity fees associated with the program cell phones to be used by HOPWA program staff, desk phone, FedEx cost , internet/cable, etc. Calculated at $466.67 per month x 12 months.
Facility Based Housing	
Short-Term Facility Based Housing-Leasing	This line represents the cost of two apartments, one at a cost of $1,450 x 12 months with the other at $1,350 x 12 months.
Short-Term Facility Based Housing-Operational Expenses	This line represents the cost food and utilities associated with maintaining the four apartments under STFBH. Expenses estimated at $916.67 per month x 12.
Leasing Hotel/Motel	This line item identify the financial requirement associated with providing emergency shelter(hotel) accommodations for clients in need. Approximately $30,000 annually is expected to be spent in this area.
Permanent Housing Placement	
Permanent Housing Placement (PHP)	Funds to provide assistance to clients for a path to permanent housing for clients Estimated at $15,000 per year.
Supportive Services	
Client Travel	This line item represents the cost of client transportation via bus passes and gas cards. Calculated at $17,000 annually.
Client Needs	This line item represents the cost of consumables. Calculated at an estimated $30,000 annually.
STRMU	
Others-STRMU	Short-Term Rent, Mortgage, Utilities assistance for HOPWA clients in need of such services. Calculated at an $39,000/ year.

Indirect Costs	Costs are comprised of administrative personnel and other such costs that support the program and are not covered in the line item budget. These costs include, but are not limited to, management, accounting, auditing, payroll, human resources, and technical support. Calculated at 22.5% of direct costs.

Part B, Exhibit E

COMMUNITY
MEDICAL CENTERS

January 9, 2026

City of Fresno
Planning and Development Department
Community Development Division (HCDD)
2600 Fresno Street
Fresno, CA 93721

Re: Letter of Support for WestCare California, Inc.

Dear Grant Review Committee:

Community Medical Centers, Community Regional Medical center (CRMC) is pleased to support WestCare California's grant application in response the City of Fresno's Housing Opportunities for People with AIDS (HOPWA) Notice of Funding Availability. WestCare is an important partner, and its work to prevent the spread of HIV in Fresno County continues to be greatly needed and highly valued.

CRMC has worked with WestCare, (The Living Room) since 2006, and we have found its staff to be highly knowledgeable in providing housing and other supportive services for low-income people living with HIV/AIDS. They provide program participants with the tools, resources, and referrals necessary to achieve their goals and thrive in their lives. WestCare is a recognized leader in providing effective services in a culturally competent, trauma-informed, and gender-responsive environment. They have devoted significant resources to understanding and successfully addressing the needs of Fresno's most vulnerable residents.

We look forward to continuing our critical work with WestCare California (The Living Room) and improving the quality of life for our entire community. We highly recommend your favorable consideration of their grant proposal.

Respectfully,

Cory Belliston, VP Chief Operating Officer
Post-Acute Services, CRMC

FRESNO HOUSING 85 YEARS

EQUAL HOUSING OPPORTUNITY

www.fresnohousing.org
1331 Fulton Street, Fresno, California 93721 (559) 443-8400 TTY (800) 735-2929

January 14, 2026

City of Fresno
Planning and Development Department
Community Development Division (HCDD)
2600 Fresno Street
Fresno, CA 93721

RE: Letter of Support for WestCare California, Inc.

Dear Grant Review Committee:

I am writing to express Fresno Housing's support of WestCare California's (WCCA) grant application in response to the City of Fresno's Housing Opportunities for Persons with AIDS (HOPWA) Notice of Funding Availability. WestCare is an important partner, and its work to prevent the spread of HIV in Fresno County continues to be greatly needed and valued.

Fresno Housing has collaborated with WCCA for several years on various housing programs to assist the unhoused and vulnerable populations. Since its founding in 1974, WestCare California has provided a wide range of behavioral health and human services in response to community needs. Its staff are highly knowledgeable in providing housing and other supportive services for low-income people living with HIV. They provide program participants with the tools, resources, and referrals necessary to achieve their goals and thrive in their lives. WestCare is a recognized leader in providing effective services in a trauma-informed environment. They have devoted significant resources to understanding and successfully addressing the needs of Fresno's most vulnerable residents.

Fresno Housing would like to voice their support for the funding of WCCA's proposal. We look forward to continuing our critical work with WestCare California and improving the quality of life for our entire community. If you require any additional information, please do not hesitate to contact me at bwoodard@fresnohousing.org or via telephone (559) 443-8420.

Respectfully,

Brandy Woodard

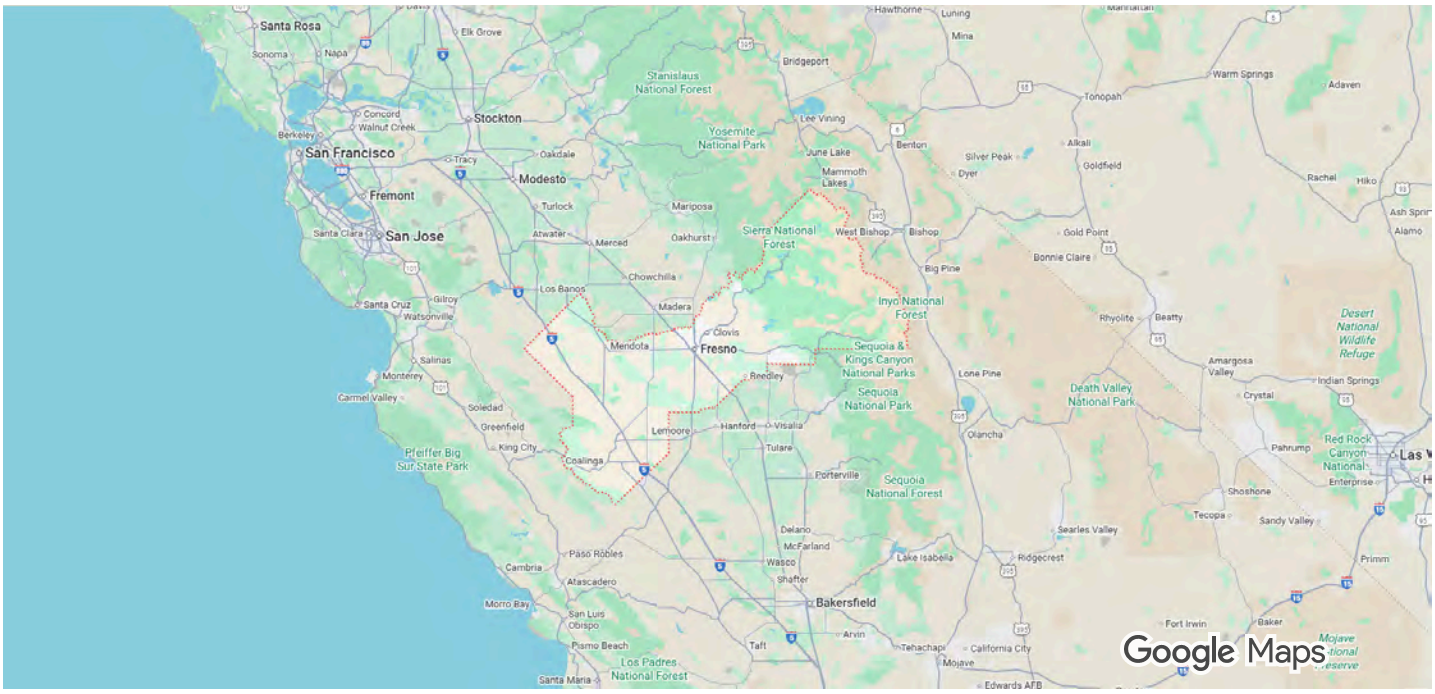
Brandy Woodard
Chief of Housing Programs

Part B, Exhibit F

Google Maps

Fresno County

The Living Room, a project of WestCare California, Inc. serves all of Fresno County. County map depicted below.



Imagery ©2025 , Map data ©2025 Google 20 mi



Fresno County

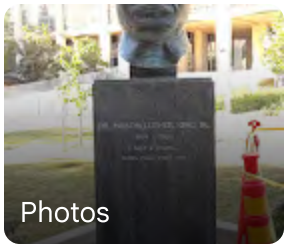
California

Directions Save Nearby Send to phone Share

Quick facts

Fresno County, officially the County of Fresno, is a county located in the central portion of the U.S. state of California. As of the 2020 United Stat... More

Photos





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CCDBG Standard
Subrecipient Agreement

CITY OF FRESNO
COMMUNITY DEVELOPMENT BLOCK SUBRECIPIENT AGREEMENT

THIS AGREEMENT, entered this [day] day of [Month], 20[year], by and between the City of Fresno, California, a municipal corporation, (RECIPIENT) and [Subrecipient name] (SUBRECIPIENT).

WHEREAS, the U.S. Department of Housing and Urban Development, hereinafter referred to as "HUD", provides funding under its Community Development Block Grant Program, hereinafter "CDBG", as authorized under Title I of the Housing and Community Development Act of 1974, as amended, and implemented under Title 24 of the Code of Federal Regulations, hereinafter collectively referred to as the "Act", incorporated herein by its reference; and

WHEREAS, RECIPIENT is a recipient of CDBG funding for fiscal year 2027 for use in funding eligible activities furthering established national objectives to benefit its low- and moderate- income residents as defined in the Act; and

WHEREAS, RECIPIENT in accordance with its 2025-2029 Consolidated Plan and Planning Year 2026-2027 Annual Action Plan, as amended, desires to provide CDBG funds to SUBRECIPIENT, for activities and services, as more fully described in Exhibit A, Scope of Services, upon the terms and conditions in this Agreement; and

WHEREAS, pursuant to City Resolution No. [RESOLUTION NUMBER], the City Manager is authorized to execute CDBG Subrecipient Agreements, on behalf of RECIPIENT, that are within available allocated CDBG funding and in a standard form approved by the City Attorney.

NOW, THEREFORE, it is agreed between the parties hereto that:

1. TERM

The term of this Agreement shall commence on [Date], and unless terminated earlier pursuant to the terms of this Agreement, shall continue until [Date]. The term of this Agreement and the provisions herein shall be extended to cover any additional time period during which SUBRECIPIENT remains in control of CDBG funds or other CDBG assets, including Program Income.

2. SCOPE OF WORK

SUBRECIPIENT will be responsible for administering services in a manner satisfactory to RECIPIENT and consistent with any standards required as a condition of providing these funds. SUBRECIPIENT will also perform the services set forth in Exhibit A entitled "Scope of Work" attached hereto and incorporated by reference herein and made a part hereof.

SUBRECIPIENT shall administer the Program for the whole of the term of the Agreement. SUBRECIPIENT shall administer the Program in compliance with the CDBG requirements and in a manner that meets the CDBG national objective(s) of 24 CFR 570.208 and consistent with 2 CFR 200.

RECIPIENT will monitor the performance of SUBRECIPIENT against goals and performance standards as stated above. Substandard performance as determined by RECIPIENT will constitute noncompliance with this Agreement. If action to correct such substandard performance is not taken by SUBRECIPIENT within a reasonable amount of time after being notified by RECIPIENT, contract suspension or termination procedures will be initiated.

3. RECORDS AND REPORTS

On a quarterly basis, SUBRECIPIENT shall submit to RECIPIENT, on the form provided by the RECIPIENT as EXHIBIT F, a completed performance report providing the requested information and data. The performance report shall be submitted within 15 days of the close of each quarter.

SUBRECIPIENT shall ensure the CDBG grant funds provided by RECIPIENT are clearly identified as a subaward and include the following information:

- SUBRECIPIENT NAME:
- Subrecipient ID (UEI#):
- Federal Award Identification Number: (CDBG Grant#)
- Federal Award Date:
- Period of Performance:
- Federal Funds Obligated by this Agreement:
- Total Federal Funds Obligated to SUBRECIPIENT:
- Total Amount of the Federal Award:
- Federal Award project description:
- Name of Federal awarding agency: Dept. of Housing Urban Development
- Name of pass-through entity: City of Fresno, California
- Award Official Contact Information: Name and Address
- CFDA Number: 14.218
- CFDA Name: Community Development Block Grant
- Identification of R&D: No
- Indirect cost rate for the Federal award:

SUBRECIPIENT shall maintain all records required by the Federal regulations specified in 24 CFR 570.506 that are pertinent to the activities funded under this Agreement. Such records shall include but not be limited to:

a) A full description of each activity undertaken;
b) Records demonstrating each activity undertaken meets one of the National Objectives of the CDBG program;
c) Records demonstrating the specific services provided;
d) Records required to determine the eligibility of activities;
e) Records required to document the acquisition, improvement, use or disposition of real property acquired or improved with CDBG assistance;
f) Records documenting compliance with the fair housing and equal opportunity components of the CDBG program;

g) Financial records as required by 2 CFR Part 200 as amended by 24 CFR 570.502, and
h) Other records necessary to document compliance with Subpart K of 24 CFR Part 570.

SUBRECIPIENT shall retain all project files, financial records, and any other documents related to the Program for a period of five years from the date of the notice of closeout of the subrecipient agreement, except in the following cases:

- If any litigation, claim, or audit is started before the expiration of the five-year period, the records must be retained until all litigation, claims, or audit findings involving the records have been resolved and final action taken.
- When the SUBRECIPIENT is notified in writing by the RECIPIENT to extend the retention period.
- Records for real property and equipment acquired with Federal funds must be retained for three years after final disposition.

RECIPIENT shall monitor and evaluate SUBRECIPIENT's performance under this Agreement to determine compliance with this Agreement and CDBG requirements. SUBRECIPIENT shall cooperate with RECIPIENT and any federal auditors authorized by RECIPIENT and shall make available all information, documents, and records reasonably requested and shall provide RECIPIENT the reasonable right of access to both records and personnel during normal business hours for the purpose of assuring compliance with this Agreement and evaluating performance hereunder. The rights of access in this section are not limited to the required retention period but last as long as the records are retained.

4. METHOD OF PAYMENT

Grant funds shall be disbursed to reimburse SUBRECIPIENT in accordance with the Proposed Budget (Budget) attached hereto as Exhibit B and incorporated herein. No request for reimbursement shall be issued for expenditures that deviate from the approved Budget without prior written approval from the RECIPIENT of the proposed Budget modification. Prior to submitting a request for reimbursement, the SUBRECIPIENT shall submit a written Budget Modification Request to RECIPIENT. The Budget Modification Request must account for all line-item adjustments, not exceed the overall award amount, and include a justification for the requested adjustment. The Budget Modification Request must be reviewed and approved in writing by the RECIPIENT before any reimbursement will be processed. SUBRECIPIENT's sole source of compensation hereunder will be in the form of a grant of CDBG funds as described herein. It is expressly agreed and understood that the total amount to be paid by RECIPIENT under this Agreement shall not exceed $[MONETARY AMOUNT] (Grant Award) for eligible expenses incurred during the period of performance. SUBRECIPIENT shall submit to RECIPIENT a request for reimbursement, in a form acceptable to RECIPIENT, on a monthly basis for the term of the Agreement. Said request shall be accompanied with all required supporting documentation, including but not limited to paid receipts, invoices and full tour of duty timesheets, to allow RECIPIENT to

determine compliance with applicable federal regulations, including cost allowability.

RECIPIENT shall pay all approved requests for reimbursement pursuant to this Agreement within the normal course of business, typically within thirty (30) days of receipt of a correctly completed and supported request for reimbursement. If RECIPIENT disallows any cost submitted by SUBRECIPIENT, typically within ten business days RECIPIENT will provide written notification to SUBRECIPIENT of the disallowance, including any corrective action necessary to process payment.

All funds are paid contingent upon SUBRECIPIENT's continuous compliance with all applicable, uniform administrative requirements, program regulations, and recapture and reversion requirements set out in the Act. Any unearned or recaptured CDBG funding shall be returned to RECIPIENT within thirty days of the earlier of termination of this Agreement or notice by RECIPIENT. Any interest earned or received by SUBRECIPIENT thereon shall be remitted to the RECIPIENT.

An authorized official for SUBRECIPIENT must provide a signed certification with each request that states the following: "By signing this report, I certify to the best of my knowledge and belief that the report is true, complete, and accurate, and the expenditures, disbursements, and cash receipts are for the purposes and objectives set forth in the terms and conditions of the Federal award. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative penalties for fraud, false statements, false claims or otherwise. (U.S. Code Title 18, Section 1001 and Title 31, Sections 3729-3730 and 3801-3812)."

RECIPIENT will not be obligated to make any payments under this Agreement if the request for reimbursement is received by the RECIPIENT more than 60 days after the date of termination of this Agreement or the date of expiration of this Agreement, whichever occurs first.

SUBRECIPIENT understands and agrees the availability of CDBG funds is subject to the control of HUD, or other federal agencies, and should the CDBG funds be encumbered, withdrawn or otherwise made unavailable to RECIPIENT, whether earned by or promised to SUBRECIPIENT, and/or should RECIPIENT in any fiscal year hereunder fail to allocate CDBG funds, RECIPIENT shall not provide said funds unless and until they are made available for payment to RECIPIENT by HUD and RECIPIENT receives and allocates said funds. No other funds owned or controlled by RECIPIENT shall be obligated under this Agreement to the Project(s).

5. PROGRESSIVE EXPENDITURE DEADLINES AND REQUEST FOR REIMBURSEMENT DEADLINES

In order to expend the HUD CDBG funding in a timely manner, the SUBRECIPIENT shall submit requests for reimbursement on a monthly basis. SUBRECIPIENT shall submit requests for reimbursement to RECIPIENT by the end of the month for eligible expenses incurred during the preceding month.

SUBRECIPIENT shall expend 25% of the Grant Award by [DATE]; 50% of the Grant Award by [DATE]; 75% of the Grant Award by [DATE]; and 100% of the Grant Award by [DATE]. SUBRECIPIENT shall demonstrate it has met Progressive Expenditure Deadlines of eligible CDBG expenditures within 30 days of the respective Progressive Expenditure Deadlines as follows: requests for reimbursement of an amount not less than 25% of the Grant Award's allowed cost must be made by [DATE]; requests for reimbursement of an amount not less than 50% of the Grant Award's allowed cost must be made by [DATE]; requests for reimbursement of an amount not less than 75% of the Grant Award's allowed cost must be made by [DATE]; and requests for reimbursement of an amount not less than 100% of the Grant Award's allowed cost must be made by [DATE]. Failure to meet the expenditure deadlines outlined in Exhibit G may result in the recapture of an amount equal to the difference between the required expenditure by the applicable deadline and the actual expenditures included in reimbursement requests received by the deadline.

6. PROGRAM INCOME

Any income generated by SUBRECIPIENT from the use of CDBG funds governed by this Agreement shall be considered CDBG program income. All CDBG program income (as defined at 24 CFR 570.500(a)) shall be retained by SUBRECIPIENT for the term of this Agreement. The use of all CDBG program income is reserved specifically for services outlined in the Scope of Work and is subject to the terms of this Agreement.

7. OMB GUIDANCE FOR FEDERAL FINANCIAL ASSISTANCE

SUBRECIPIENT shall adhere to and follow the OMB Guidance for Federal Financial Assistance found in the U.S. federal regulations at 2 CFR Part 200.

SUBRECIPIENT shall establish and maintain effective internal control over CDBG funds made available through this Agreement to provide reasonable assurance that the Program is administered in compliance with applicable federal statutes, regulations, and the terms and conditions of this Agreement. This includes evaluation and internal monitoring of the Program and prompt, appropriate action when instances of noncompliance are identified.

SUBRECIPIENT shall follow a written procurement policy that allows for full and open competition that meets the minimum standards of the U.S. federal regulations at 2 CFR 200.317 through 200.326.

SUBRECIPIENT shall take reasonable measures to safeguard protected personally identifiable information and other information RECIPIENT designates as sensitive consistent with applicable Federal, state and local laws regarding privacy and obligations of confidentiality.

SUBRECIPIENT will use its best efforts to afford small businesses, minority business enterprises, women's business enterprises, veteran-owned businesses, and labor surplus area firms the maximum practicable opportunity to participate in the performance of this Agreement. As used in this Agreement, the terms "small business" means a business that meets the criteria set forth in section 3(a) of the

Small Business Act, as amended (15 U.S.C. 632), and "minority and women's business enterprise" means a business at least 51% owned and controlled by minority group members or women. SUBRECIPIENT may rely on written representations by businesses regarding their status as minority, female, and veteran-owned business enterprises in lieu of an independent investigation.

SUBRECIPIENT is prohibited from using CDBG funds or personnel employed in the administration of the program for: political activities; inherently religious activities; lobbying; political patronage; and nepotism activities.

SUBRECIPIENT shall comply with the requirements of the Secretary of Labor in accordance with the Davis-Bacon Act as amended, the provisions of Contract Work Hours and Safety Standards Act (40 U.S.C. 327 et seq.) and all other applicable Federal, state and local laws and regulations pertaining to labor standards insofar as those acts apply to the performance of this Agreement.

SUBRECIPIENT shall comply with the Copeland Anti-Kick Back Act (18 U.S.C. 874 et seq.) and its implementing regulations of the U.S. Department of Labor at 29 CFR Part 5. SUBRECIPIENT shall maintain documentation that demonstrates compliance with hour and wage requirements of this part.

SUBRECIPIENT agrees that no funds provided, nor personnel employed under this Agreement, shall be in any way or to any extent engaged in the conduct of political activities.

SUBRECIPIENT shall maintain a financial management system that identifies all federal awards received and expended and the federal programs under which they were received, including:

- The CFDA title and number,
- Federal award identification number and year,
- Name of the Federal agency, and
- Name of the pass-through entity, if any.

SUBRECIPIENT shall follow written financial management policies and procedures that, at a minimum, provide for:

- Determination of allowable costs in accordance with the terms and conditions of this Agreement and the federal cost principles published in the U.S. federal regulations at 2 CFR 200 Subpart E;
- Effective control over, and accountability for, all funds, property, and other assets to ensure all assets are safeguarded and they are used solely for authorized purposes; and
- Accurate financial reporting on federal awards, authorizations, obligations, unobligated balances, assets, expenditures, income and interest and be supported by source documentation.

SUBRECIPIENT shall comply with the Whistleblower protections of the U.S. federal regulations at 2 CFR 200.217.

8. AUDIT REQUIREMENTS

Within thirty days of the close of SUBRECIPIENT's fiscal year, SUBRECIPIENT shall provide to RECIPIENT a certification stating the total amount of federal awards expended in the fiscal year. The certification shall be signed by an authorized official.

SUBRECIPIENT agrees to have a single or program-specific audit conducted in accordance with the provisions of 2 CFR 200 Subpart F if SUBRECIPIENT expends $1,000,000 or more in federal awards during any fiscal year that overlaps with the term of this Agreement. SUBRECIPIENT shall submit a copy of the audit to RECIPIENT and the Federal Audit Clearinghouse (FAC) within thirty calendar days after receipt of the auditor's report(s). SUBRECIPIENT shall make copies of the audit available for public inspection for three years from the date of submission to the FAC.

RECIPIENT shall issue a management decision for audit findings that relate to this Agreement within six months of acceptance of the audit report by the FAC.

9. USE AND REVERSION OF ASSETS

SUBRECIPIENT shall transfer to RECIPIENT any CDBG funds on hand and any accounts receivable attributable to the use of funds under this Agreement at the time of expiration, cancellation, or termination. The use and disposition of real property and equipment under this Agreement shall be in compliance with the requirements of 24 CFR 570.502-504, as applicable.

10. CONFLICT OF INTEREST

SUBRECIPIENT shall maintain written standards of conduct covering conflicts of interest and governing the performance of its employees engaged in the selection, award, and administration of contracts. The standards of conduct must provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents of SUBRECIPIENT. If SUBRECIPIENT has a parent, affiliate, or subsidiary organization, the standards of conduct must cover organizational conflicts of interest to ensure SUBRECIPIENT is able to be impartial in conducting a procurement action involving a related organization.

At a minimum, the standards of conduct shall include any person who is an employee, agent, consultant, officer, or elected official or appointed official of SUBRECIPIENT. No covered persons who exercise or have exercised any functions or responsibilities with respect to CDBG activities assisted under this part, or who are in a position to participate in a decision making process or gain inside information with regard to such activities, may obtain a financial interest or benefit from a CDBG-assisted activity, or have a financial interest in any contract, subcontract, or agreement with respect to a CDBG-assisted activity, or with respect to the proceeds of the CDBG-assisted activity, either for themselves or those with whom they have business or immediate family ties, during their tenure or for one year thereafter.

Both SUBRECIPIENT and any subcontractors shall complete a Disclosure of Conflict of Interest From included as Exhibit D. Upon written request, RECIPIENT

may grant an exception to the conflict of interest provisions on a case-by-case basis.

11. OTHER PROGRAM REQUIREMENTS

SUBRECIPIENT agrees to administer the services in compliance with all applicable City, State, and Federal guidelines including, but not limited to the following federal program requirements as now in effect and as may be amended from time to time:

Section 109 of the Housing and Community Development Act of 1974 requires that no person in the United States shall on the grounds of race, color, national origin, religion, or sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance made available pursuant to the Act. Section 109 also directs that the prohibitions against discrimination on the basis of age under the Age Discrimination Act and the prohibitions against discrimination on the basis of disability under Section 504 shall apply to programs or activities receiving Federal financial assistance under Title I programs.

Equal Opportunity requirements as described in Executive Order 11246, as amended by Executive Orders 11375, 11478, 12086, and 12107.

Equal Protection of the Laws for Faith-Based and Community Organizations as described in Executive Order 13279 and the implementing regulations at 41 CFR chapter 60.

Section 3 of the Housing and Urban Development Act of 1968 (12 U.S.C. 1701u) and implementing regulations at 24 CFR part 135.

The Lead-Based Paint Poisoning Prevention Act (42 U.S.C. 4821-4846), the Residential Lead-Based Paint Hazard Reduction Act of 1992 (42 U.S.C. 4851-4856), and implementing regulations at part 35, subparts A, B, J, K, and R of this part apply.

Exclusion of Debarred and Suspended Contractor requirements as described in 2 CFR Part 180.

Certain newly legalized aliens, as described in 24 CFR part 49, are not eligible to apply for CDBG benefits, including financial assistance, public services, jobs and access to new or rehabilitated housing and other facilities made available with CDBG. Benefits do not include relocation services and payments to which persons displaced are entitled by law (24 CFR §570.613).

A building or facility designed, constructed, or altered with CDBG funds governed by this Agreement that meets the definition of “residential structure” as defined in 24 CFR 40.2 or the definition of “building” as defined in 41 CFR 101-19.602(a) is subject to the requirements of the Architectural Barriers Act of 1968 (42 U.S.C. 4151-4157) and shall comply with the Uniform Federal Accessibility Standards (appendix A to 24 CFR part 40 for residential structures, and appendix A to 41 CFR part 101-19, subpart 101-19.6, for general type buildings).

The Americans with Disabilities Act (42 U.S.C. 12131; 47 U.S.C. 155, 201, 218 and 225) (ADA) provides comprehensive civil rights to individuals with disabilities in the areas of employment, public accommodations, State and local government services, and telecommunications.

The contract provisions for non-federal entity contract under federal awards as set forth in Exhibit E.

12. CLOSEOUT AND REVERSION OF ASSETS

RECIPIENT will close out this Agreement when it determines that all applicable administrative actions and all required work of the Agreement have been completed by SUBRECIPIENT.

Unless provided an extension through written notification by RECIPIENT, SUBRECIPIENT shall complete the following actions no later than thirty calendar days after the end date of the term of this Agreement:

- Submit all financial, performance, and other reports as required by the terms of this Agreement;
- Liquidate all obligations incurred under the Agreement; and
- Transfer to RECIPIENT any accounts receivable attributable to the use of CDBG funds, including CDBG program income.

Notwithstanding the expiration or earlier termination of this Agreement, SUBRECIPIENT's obligations to RECIPIENT shall not terminate until all closeout requirements are completed. The following obligations of SUBRECIPIENT shall survive the termination of this Agreement:

- SUBRECIPIENT'S indemnity obligations;
- the obligation to cause audits to be performed relating to SUBRECIPIENT'S activities and costs under this Agreement;
- the obligation to repay to RECIPIENT any CDBG proceeds improperly disbursed to SUBRECIPIENT or disbursed for ineligible expenditures;
- any other obligations which cannot by their nature be performed until after the expiration of the Agreement such as the submittal of final payment request and performance reports.

Any real or personal property purchased in whole or in part with CDBG funds provided under this Agreement are subject to the following requirements that shall survive the termination of this Agreement:

- Insurance and reporting requirements regarding real and personal property acquired with federal funds in accordance with the requirements contained in the U.S. federal regulations published at 2 CFR Part 200; and
- For real property under SUBRECIPIENT's control that was acquired

or improved in whole or in part with CDBG funds in excess of $25,000, said property shall be used to meet one of the national objectives in 24 CFR 570.208 for five years after close out of this Agreement. If the property is disposed of within five years of the close out of this Agreement, SUBRECIPIENT shall reimburse RECIPIENT the percentage of the current fair market value of the property equal to the percentage of CDBG funds expended to the overall acquisition and improvement cost of the property.

13. SUSPENSION AND TERMINATION

Termination for Convenience. This Agreement may be terminated by either party if SUBRECIPIENT and RECIPIENT mutually agree in writing to its termination and upon the termination conditions, including the effective date and in the case of partial termination, the portion to be terminated.

Furthermore, RECIPIENT may suspend or terminate this Agreement if SUBRECIPIENT materially fails to comply with any terms of this Agreement.

If, through any cause, the SUBRECIPIENT fails to fulfill in timely and proper manner its obligations under this Agreement, ineffectively or improperly use funds provided under this Agreement, or if SUBRECIPIENT shall violate any of the covenants, agreements, or stipulations of this Agreement, RECIPIENT shall thereupon have the right to terminate this Agreement by giving written notice to SUBRECIPIENT of such termination and specifying the effective date thereof, at least five days before the effective date of such termination. In such event, all finished or unfinished documents and reports prepared by SUBRECIPIENT under this Agreement shall, at the option of RECIPIENT, become its property and SUBRECIPIENT shall be entitled to receive just and equitable payment for any satisfactory work completed subject to the limitations of this Agreement.

14. MANDATORY DISCLOSURES

SUBRECIPIENT shall provide written notice to the RECIPIENT within five days of all potential conflicts of interest and violations of criminal law involving fraud, bribery, or gratuity violations potentially affecting this Agreement. Failure to make required disclosures can result in termination of the Agreement and suspension or debarment from future federal awards.

15. FINDINGS CONFIDENTIAL

Any reports, information or data given to or prepared by SUBRECIPIENT concerning RECIPIENT under this Agreement shall not be made available to any individual or organization by SUBRECIPIENT without first submitting them to RECIPIENT.

16. GENERAL CONDITIONS

SUBRECIPIENT shall implement this Agreement in accordance with applicable Federal, State, and City laws, ordinances and codes. Should a Project receive additional funding after the commencement of this Agreement, SUBRECIPIENT shall notify RECIPIENT in writing within thirty days of receiving notification from

the funding source and submit a cost allocation plan for approval by RECIPIENT within forty-five days of said official notification.

SUBRECIPIENT agrees to comply with the requirements of Title 24 of the Code of Federal Regulations, Part 570 (the U.S. Housing and Urban Development regulations concerning Community Development Block Grants (CDBG)) including subpart K of these regulations, except that (1) SUBRECIPIENT does not assume the recipient's environmental responsibilities described in 24 CFR 570.604 and (2) SUBRECIPIENT does not assume the recipient's responsibility for initiating the review process under the provisions of 24 CFR Part 52. SUBRECIPIENT further agrees to utilize funds available under this Agreement to supplement rather than supplant funds otherwise available.

SUBRECIPIENT shall provide Workers' Compensation Insurance coverage for all of its employees involved in the performance of this Agreement.

SUBRECIPIENT shall comply with the bonding and insurance requirements set forth in 2 CFR Part 200. The SUBRECIPIENT shall additionally carry sufficient insurance and bond coverage as set forth in Exhibit C.

SUBRECIPIENT shall subcontract all work or services through written contract or agreement subject to each provision of this Agreement and applicable City, State and Federal guidelines and regulations. Prior to execution of any subcontract hereunder, such subcontracts must be submitted by SUBRECIPIENT to RECIPIENT for its review and approval, which will specifically include a determination of compliance. None of the work or services covered by this Agreement, including but not limited to consultant work or services, shall be subcontracted by SUBRECIPIENT or reimbursed by RECIPIENT without prior written approval.

17. INDEPENDENT CONTRACTOR

In furnishing the services provided for herein, SUBRECIPIENT is acting solely as an independent contractor. Neither SUBRECIPIENT, nor any of its officers, agents or employees shall be deemed an officer, agent, employee, joint venturer, partner or associate of RECIPIENT for any purpose. RECIPIENT shall have no right to control or supervise or direct the manner or method by which SUBRECIPIENT shall perform its work and functions. However, RECIPIENT shall retain the right to administer this Agreement so as to verify that SUBRECIPIENT is performing its obligations in accordance with the terms and conditions thereof.

This Agreement does not evidence a partnership or joint venture between SUBRECIPIENT and RECIPIENT. SUBRECIPIENT shall have no authority to bind RECIPIENT absent RECIPIENT's express written consent. Except to the extent otherwise provided in this Agreement, SUBRECIPIENT shall bear its own costs and expenses in pursuit thereof.

Because of its status as an independent contractor, SUBRECIPIENT and its officers, agents and employees shall have absolutely no right to employment rights and benefits available to RECIPIENT's employees. SUBRECIPIENT shall be solely liable and responsible for all payroll and tax withholding and for providing to,

or on behalf of, its employees all employee benefits including, without limitation, health, welfare and retirement benefits. In addition, together with its other obligations under this Agreement, SUBRECIPIENT shall be solely responsible, indemnify, defend and save RECIPIENT harmless from all matters relating to employment and tax withholding for and payment of SUBRECIPIENT's employees, including, without limitation, (i) compliance with Social Security and unemployment insurance withholding, payment of workers compensation benefits, and all other laws and regulations governing matters of employee withholding, taxes and payment; and (ii) any claim of right or interest in RECIPIENT employment benefits, entitlements, programs and/or funds offered employees of RECIPIENT whether arising by reason of any common law, de facto, leased, or co- employee rights or other theory. It is acknowledged that during the term of this Agreement, SUBRECIPIENT may be providing services to others unrelated to RECIPIENT or to this Agreement.

18. INDEMNIFICATION

To the furthest extent allowed by law, SUBRECIPIENT shall indemnify, hold harmless and defend RECIPIENT and each of its officers, officials, employees, agents and volunteers from any and all loss, liability, fines, penalties, forfeitures, costs and damages (whether in Contract, tort or strict liability, including, but not limited to personal injury, death at any time and property damage) incurred by RECIPIENT, SUBRECIPIENT or any other person, and from any and all claims, demands and actions in law or equity (including attorney's fees and litigation expenses), arising or alleged to have arisen directly or indirectly out of performance of this Agreement. SUBRECIPIENT's obligations under the preceding sentence shall apply regardless of whether RECIPIENT or any of its officers, officials, employees, agents or volunteers are passively negligent, but shall not apply to any loss, liability, fines, penalties, forfeitures, costs or damages caused by the active or sole negligence, or willful misconduct, of RECIPIENT or any of its officers, officials, employees, agents or volunteers.

If SUBRECIPIENT should contract or subcontract all or any portion of the work to be performed under this Agreement, SUBRECIPIENT shall require each SUBRECIPIENT and/or subcontractor to indemnify, hold harmless and defend RECIPIENT and each of its officers, officials, employees, agents, and volunteers in accordance with the terms of the preceding paragraph.

This section shall survive termination or expiration of this Agreement.

19. INSURANCE

Throughout the life of this Agreement, SUBRECIPIENT shall pay for and maintain in full force and effect all insurance as required in **Exhibit C** or as may be authorized in writing by RECIPIENT'S Risk Manager or his or her designee at any time and in his or her sole discretion.

If at any time during the life of the Agreement or any extension, SUBRECIPIENT or any of its subcontractors fail to maintain any required insurance in full force and effect, all services and work under this Agreement shall be discontinued

immediately, and all payments due or that become due to SUBRECIPIENT shall be withheld until notice is received by RECIPIENT that the required insurance has been restored to full force and effect and that the premiums therefore have been paid for a period satisfactory to RECIPIENT. Any failure to maintain the required insurance shall be sufficient cause for RECIPIENT to terminate this Agreement. No action taken by RECIPIENT pursuant to this section shall in any way relieve SUBRECIPIENT of its responsibilities under this Agreement. The phrase "fail to maintain any required insurance" shall include, without limitation, notification received by RECIPIENT that an insurer has commenced proceedings, or has had proceedings commenced against it, indicating that the insurer is insolvent.

The fact that insurance is obtained by SUBRECIPIENT shall not be deemed to release or diminish the liability of SUBRECIPIENT, including, without limitation, liability under the indemnity provisions of this Agreement. The duty to indemnify RECIPIENT shall apply to all claims and liability regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by SUBRECIPIENT. Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of SUBRECIPIENT, its principals, officers, agents, employees, persons under the supervision of SUBRECIPIENT, vendors, suppliers, invitees, consultants, sub-consultants, subcontractors, or anyone employed directly or indirectly by any of them.

20. NOTICES

Notices required by this Agreement shall be in writing and delivered via mail (postage prepaid), commercial courier, or personal delivery or sent by facsimile or other electronic means. Any notice delivered or sent as aforesaid shall be effective on the date of delivery or sending. All notices and other written communications under this Agreement shall be addressed to the individuals in the capacities indicated below, unless otherwise modified by subsequent written notice.

Communication and details concerning this Agreement shall be directed to the following contract representatives:

RECIPIENT
City of Fresno
Planning and Development
Department, Community
Development Division
2600 Fresno Street Room 3065
Fresno, CA 93721

SUBRECIPIENT
[Subrecipient Name]
[Attention]
[Subrecipient Address]
[Subrecipient Address]

21. AMENDMENTS

RECIPIENT or SUBRECIPIENT may amend this Agreement at any time provided that such amendments make specific reference to this Agreement, and are executed in writing, signed by a duly authorized representative of each organization, and approved by the RECIPIENT's governing body. Such

amendments shall not invalidate this Agreement, nor relieve or release the RECIPIENT or SUBRECIPIENT from its obligations under this Agreement. Notwithstanding the foregoing, approval of the City Council is not required for (i) insubstantial adjustments in line items within the total approved budget; not affecting the total approved budget amount, approved by the manager of the Community Development Division of the Planning and Development Department of the City (Administrator) or his or her designee; (ii) insubstantial changes in the nature or scope of services specified in this Agreement approved by the Administrator in his/her sole discretion, (iii) changes to the insurance requirements specified in Exhibit C approved by the City's Risk Manager in his/her sole discretion and (iv) an extension to the term of the Agreement, not to exceed six months, in Administrator's sole discretion.

RECIPIENT may, in its discretion, amend this Agreement to conform with Federal, state or local governmental guidelines, policies and available funding amounts, or for other reasons. If such amendments result in a change in the funding, the scope of services, or schedule of the activities to be undertaken as part of this Agreement, such modifications will be incorporated only by written amendment signed by both RECIPIENT and SUBRECIPIENT.

22. ASSIGNMENT

SUBRECIPIENT shall not assign or transfer any interest in this Agreement without the prior written consent of the RECIPIENT.

23. SEVERABILITY

If any term, provision, covenant, or condition of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of this Agreement shall not be affected thereby to the extent such remaining provisions are not rendered impractical to perform taking into consideration the purposes of this Agreement.

24. ATTORNEY FEES

If either party is required to commence any proceeding or legal action to enforce or interpret any term, covenant or condition of this Agreement, the prevailing party will be entitled to recover from the other party its reasonable attorney's fees and legal expenses.

25. BINDING ON ALL SUCCESSORS AND ASSIGNS

Unless otherwise expressly provided in this Agreement, all the terms and provisions of this Agreement shall be binding on and inure to the benefit of the parties hereto, and their respective nominees, heirs, successors, assigns, and legal representatives.

26. COUNTERPARTS

This Agreement may be executed in counterparts, each of which when executed and delivered will be deemed an original, and all of which together will constitute one instrument. The execution of this Agreement by any party hereto will not become effective until counterparts hereof have been executed by all parties

hereto.

27. CUMULATIVE REMEDIES

No remedy or election hereunder shall be deemed exclusive but shall, wherever possible, be cumulative with all other remedies at law or in equity. All powers and remedies given by this Agreement shall be cumulative and in addition to those otherwise provided by law.

28. EFFECTIVE DATE

This Agreement shall be effective upon the Parties' complete execution following City Council approval.

29. ENTIRE AGREEMENT

This Agreement represents the entire and integrated agreement of the parties with respect to the subject matter hereof. This Agreement supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be modified or amended only by written instrument duly authorized and executed by both RECIPIENT and SUBRECIPIENT.

30. EXHIBITS

Each exhibit and attachment referenced in this Agreement is, by the reference, incorporated into and made a part of this Agreement.

31. EXPENSES INCURRED UPON EVENT OF DEFAULT

SUBRECIPIENT shall reimburse RECIPIENT for all reasonable expenses and costs of collection and enforcement, including reasonable attorney's fees, incurred by RECIPIENT as a result of one or more Events of Default by SUBRECIPIENT under this Agreement.

32. GOVERNING LAW AND VENUE

Except to the extent preempted by applicable federal law, the laws of the State of California shall govern all aspects of this Agreement, including execution, interpretation, performance, and enforcement. Venue for filing any action to enforce or interpret this Agreement will be Fresno County, California.

33. HEADINGS

The section headings and subheadings contained in this Agreement are included for convenience only and shall not limit or otherwise affect the terms of this Agreement.

34. INTERPRETATION

This Agreement in its final form is the result of the combined efforts of the parties. Any ambiguity will not be construed in favor or against any party, but rather by construing the terms in accordance with their generally accepted meaning.

35. NO THIRD-PARTY BENEFICIARY

The rights, interests, duties and obligations defined within this Agreement are intended for the specific parties hereto as identified in the preamble of this

Agreement. Notwithstanding anything stated to the contrary in this Agreement, it is not intended that any rights or interests in this Agreement benefit or flow to the interest of any third parties other than expressly identified herein. No subcontractor, mechanic, materialman, laborer, vendor, or other person hired or retained by SUBRECIPIENT shall have any rights hereunder and shall look to SUBRECIPIENT as their sole source of recovery if not paid. No third party may enter any claim or bring any such action against RECIPIENT under any circumstances. Except as provided by law, or as otherwise agreed to in writing between RECIPIENT and such person, each such person shall be deemed to have waived in writing all right to seek redress from RECIPIENT under any circumstances whatsoever. SUBRECIPIENT shall include this paragraph in all contracts/subcontracts.

36. NO WAIVER

Neither failure nor delay on the part of the RECIPIENT in exercising any right under this Agreement shall operate as a waiver of such right, nor shall any single or partial exercise of any such right preclude any further exercise thereof or the exercise of any other right. No waiver of any provision of this Agreement or consent to any departure by the SUBRECIPIENT therefrom shall be effective unless the same shall be in writing, signed on behalf of the RECIPIENT by a duly authorized officer thereof, and the same shall be effective only in the specific instance for which it is given. No notice to or demand on the SUBRECIPIENT in any case shall entitle the SUBRECIPIENT to any other or further notices or demands in similar or other circumstances, or constitute a waiver of any of the RECIPIENT's right to take other or further action in any circumstances without notice or demand.

37. NON-RELIANCE

SUBRECIPIENT hereby acknowledges having obtained such independent legal or other advice as it has deemed necessary and declares that in no manner has it relied on RECIPIENT, its agents, employees or attorneys in entering into this Agreement.

38. PRECEDENCE OF DOCUMENTS

In the event of any conflict between the body of this Agreement and any exhibit or attachment hereto, the terms and conditions of the body of this Agreement will control.

39. SEVERABILITY

If any provision of this Agreement is held invalid, the remainder of the Agreement shall not be affected thereby and all other parts of this Agreement shall nevertheless be in full force and effect.

[SIGNATURE PAGE TO FOLLOW]

IN WITNESS WHEREOF, the parties have executed this Agreement at Fresno, California, the day and year first above written.

RECIPIENT
CITY OF FRESNO,
A California municipal corporation

By:_____
Georgeanne A. White,
City Manager

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Date
Deputy City Attorney

ATTEST:
AMY K. ALLER
Interim City Clerk

By: _____
Deputy

SUBRECIPIENT
[SUBRECIPIENT NAME]
[LEGAL IDENTITY]

By: _____

Name:_____

Title:_____
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

By: _____

Name: _____

Title: _____
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

Addresses:
CITY:
City of Fresno
Attention: [Name]
[Title]
[Street Address]
Fresno, CA [Zip]
Phone: (559) [#]
FAX: (559) [#]

SUBRECIPIENT:
[Suprecipient Name]
Attention: [Name]
[Title]
[Street Address]
[City, State Zip]
Phone: [area code and #]
FAX: [area code and #]

Attachments:
EXHIBIT A: SCOPE OF WORK
EXHIBIT B: PROPOSED BUDGET
EXHIBIT C: INSURANCE REQUIREMENTS
EXHIBIT D: CONFLICT OF INTEREST
EXHIBIT E: CONTRACT PROVISIONS FOR NON-FEDERAL ENTITY CONTRACTS UNDER FEDERAL AWARDS
EXHIBIT F: QUARTERLY REPORT
EXHIBIT G: SPENDING PLAN

EXHIBIT A
SCOPE OF WORK

EXHIBIT B
PROPOSED BUDGET

EXHIBIT C
INSURANCE REQUIREMENTS

RISK TO INSERT INSURANCE REQUIREMENTS FOLLOWING RECEIPT OF SCOPE OF WORK

EXHIBIT D
CONFLICT OF INTEREST

City of FRESNO

Housing and Community Development
Division Planning and Development
Department

No Conflict of Interest Certification – HUD CDBG, HOME, ESG and HOPWA

Conflict of Interest Regulations may be found at: 24 CFR 92.356, 24 CFR 570.611, 24 CFR 574.625, 24 CFR 576.404, 2 CFR 112 and 2 CFR 318 (C)(1)

_____
Name of Subrecipient or Applicant

Subrecipient or Applicant acknowledges and understands that, under HUD conflict of interest rules under 24 CFR 92.356, 24 CFR 570.611, 24 CFR 574.625, 24 CFR 576.404, 2 CFR 112 and 2 CFR 318 (C)(1), an employee, agent, consultant, officer, or elected or appointed official of the subrecipient, applicant or City of Fresno who exercises or has exercised any functions or responsibilities with respect to activities assisted with CDBG, HOME, ESG or HOPWA funds or who is in a position to participate in a decision making process or gain inside information with regard to these activities (each "Covered Person"), may not obtain a financial interest or benefit from a CDBG, HOME, ESG or HOPWA-assisted activity, or have an interest in any contract, subcontract or agreement with respect thereto, or the proceeds thereunder, either for themselves or those with whom they have family or business ties, during their tenure or for one year thereafter.

(SELECT ONLY THE CERTIFICATION THAT APPLIES TO THIS AGREEMENT OR APPLICATION. DO NOT SIGN BOTH.)

☐ Subrecipient or Applicant hereby certifies that no "covered person" in its agency or corporation is currently a Covered Person and has not been a Covered Person for a period of at least one (1) calendar year prior to the date of this agreement or application.

_____ _____ _____
Name Signature Date

OR

☐ Subrecipient or Applicant hereby certifies that subrecipient/applicant organization includes a Covered Person as defined above, or because subrecipient/applicant has a family or business relationship with a Covered Person.

_____ _____ _____
Name Signature Date

Please provide a separate certification for each "covered person" and select the type of covered person.
☐ Employee ☐ Agent ☐ Consultant ☐ Officer ☐ Elected Official ☐ Appointed Official

The Covered Person is:

☐ Subrecipient/Applicant "covered person"
☐ Family member-name:_____(please print clearly)
☐ Business associate-name:_____(please print clearly)

A Covered Person does not automatically disqualify an entity from participating in a HUD assisted program. If a covered person is identified, the Senior Management Analyst or Project Manager will assist you with the additional steps that must be taken before the organization's agreement or application can be funded.

A person may become a "covered person" at any time during the implementation process and this will include beneficiaries receiving assistance provided through this agreement or application who are or have a relationship with a covered person of the applicant or of City of Fresno. A new certification is required each time a covered person is identified.

EXHIBIT E

CONTRACT PROVISIONS FOR NON-FEDERAL ENTITY CONTRACTS UNDER FEDERAL AWARDS

In addition to other provisions required by the Federal agency or non-Federal entity, all contracts made by the non-Federal entity under the Federal award must contain provisions covering the following, as applicable.

(A) Contracts for more than the simplified acquisition threshold currently set at $250,000, which is the inflation adjusted amount determined by the Civilian Agency Acquisition Council and the Defense Acquisition Regulations Council (Councils) as authorized by 41 U.S.C. 1908, must address administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as appropriate.

(B) All contracts in excess of $10,000 must address termination for cause and for convenience by the non-Federal entity including the manner by which it will be effected and the basis for settlement.

(C) Equal Employment Opportunity. Except as otherwise provided under 41 CFR Part 60, all contracts that meet the definition of "federally assisted construction contract" in 41 CFR Part 60-1.3 must include the equal opportunity clause provided under 41 CFR 60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 CFR Part, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing regulations at 41 CFR part 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor."

(D) Davis-Bacon Act, as amended (40 U.S.C. 3141-3148). When required by Federal program legislation, all prime construction contracts in excess of $2,000 awarded by non-Federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 CFR Part 5, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-Federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency. The contracts must also include a provision for compliance with the Copeland "Anti-Kickback" Act (40 U.S.C. 3145), as supplemented by Department of Labor regulations (29 CFR Part 3, "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person

employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency.

(E) Contract Work Hours and Safety Standards Act (40 U.S.C. 3701-3708). Where applicable, all contracts awarded by the non-Federal entity in excess of $100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. 3702 and 3704, as supplemented by Department of Labor regulations (29 CFR Part 5). Under 40 U.S.C. 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.

(F) Rights to Inventions Made Under a Contract or Agreement. If the Federal award meets the definition of “funding agreement” under 37 CFR §401.2 (a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that “funding agreement,” the recipient or subrecipient must comply with the requirements of 37 CFR Part 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency.

(G) Clean Air Act (42 U.S.C. 7401-7671q.) and the Federal Water Pollution Control Act (33 U.S.C. 1251-1387), as amended—Contracts and subgrants of amounts in excess of $150,000 must contain a provision that requires the non-Federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).

(H) Mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. 6201).

(I) Debarment and Suspension (Executive Orders 12549 and 12689)—A contract award (see 2 CFR 180.220) must not be made to parties listed on the government-wide Excluded Parties List System in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR Part 1986 Comp., p. 189) and 12689 (3 CFR Part 1989

Comp., p. 235), “Debarment and Suspension.” The Excluded Parties List System in SAM contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549.

(J) Byrd Anti-Lobbying Amendment (31 U.S.C. 1352)—Contractors that apply or bid for an award of $100,000 or more must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

(K) See §200.323 Procurement of recovered materials.

(L) See §200.216 Prohibition on certain telecommunications and video surveillance equipment or services.

(M) See §200.322 Domestic preferences for procurements.

EXHIBIT F
QUARTERLY REPORT

EXHIBIT G
SPENDING PLAN

Grant	Use	Award		Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Sum of Invoice Submissions for Meeting 25% Deadline
				MM/DD/YY	MM/DD/YY	MM/DD/YY	
ESG	Program						-
	TOTAL	$ -		$ -	$ -	$ -	$ -
			Cumulative Expenditure	$ -	$ -	$ -	-
			Cumulative % Expended	0.0%	0.0%	0.0%	0.0%
			25 % of Grant				
				Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Sum of Invoice Submissions for Meeting 50% Deadline
				MM/DD/YY	MM/DD/YY	MM/DD/YY	
							-
				$ -	$ -	$ -	$ -
			Cumulative Expenditure	$ -	$ -	$ -	-
			Cumulative % Expended	0.0%	0.0%	0.0%	0.0%
			50 % of Grant				
				Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Sum of Invoice Submissions for Meeting 75% Deadline
				MM/DD/YY	MM/DD/YY	MM/DD/YY	
							-
				$ -	$ -	$ -	$ -
			Cumulative Expenditure	$ -	$ -	$ -	-
			Cumulative % Expended	0.0%	0.0%	0.0%	0.0%
			75 % of Grant				
				Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Sum of Invoice Submissions for Meeting 100% Deadline
				MM/DD/YY	MM/DD/YY	MM/DD/YY	
							-
				$ -	$ -	$ -	$ -
			Cumulative Expenditure	$ -	$ -	$ -	-
			Cumulative % Expended	0.0%	0.0%	0.0%	0.0%
			100 % of Grant				

Emergency Solutions Grant
Subrecipient Agreement

AGREEMENT
Emergency Solutions Grant

THIS AGREEMENT is made and entered into the [day] day of [Month], 20[year], by and between the CITY OF FRESNO, a California municipal corporation (RECIPIENT), and [Subrecipient name] a California 501(c)(3) not-for-profit Corporation (SUBRECIPIENT). RECIPIENT and SUBRECIPIENT are sometimes hereinafter referred to individually as a Party and collectively as Parties.

RECIPIENT has received a grant commitment from the United States Department of Housing and Urban Development (HUD) to administer and implement the Emergency Solutions Grant (ESG) in the City of Fresno (City) in accordance with the provisions of 24 CFR Part 576 et seq. and California law.

The purpose of the ESG grant is to provide assistance to the homeless and those at risk of becoming homeless to quickly regain stability in permanent housing after experiencing a housing crisis and/or homelessness within the City.

RECIPIENT issued a Notice of Funding Available (NOFA) on December 15, 2025 to solicit for proposals with specific plans to provide eligible ESG services in the areas of outreach, emergency shelter, homeless prevention assistance to households who would otherwise become homeless, assistance to rapidly re-house persons who are homeless and related indirect costs (either a negotiated indirect cost rate or up to a di minimus indirect rate of 15% of modified total direct costs eligible under the ESG award). The contract award is contingent upon the following conditions:

- The SUBRECIPIENT is a member of the Fresno- Madera Continuum of Care.
- The SUBRECIPIENT shall submit a quarterly ESG report to the RECIPIENT utilizing the attached Quarterly Report template. The SUBRECIPIENT shall select clients through the Coordinated Entry System.
- The SUBRECIPIENT must have a signed “Letter of Commitment” for matching funds and a ledger at the time of the execution of the contract and be able to demonstrate that they have access to matching funds for eligible activities prior to contract execution.
- The SUBRECIPIENT shall provide client evaluations to determine eligibility of other applicable programs and permanent housing solutions.

In response to the NOFA, SUBRECIPIENT submitted a Proposal which included a Scope of Work and cost proposal (Budget) as described in **Exhibits A** and **B** respectively and represents it is capable and qualified to meet all the requirements of the NOFA and this Agreement.

Pursuant to City Resolution No. [RESOLUTION NUMBER] the City Manager is authorized to execute ESG Agreements, on behalf of the RECIPIENT, that are within available allocations of ESG funding and in a standard form approved by the City Attorney.

NOW, THEREFORE, in consideration of the foregoing and of the covenants, conditions, and premises hereinafter combined to be kept and performed by the

respective Parties, it is mutually agreed as follows:

ARTICLE 1

DEFINITIONS. Wherever used in this Agreement or any of the contract documents, the following words shall have the meaning herein given, unless the context requires a different meaning.

A. "ACT" – 24 CFR Part 576 et seq. as revised by the Emergency Solutions Grant and Consolidated Plan Conforming Amendments Interim Rule, published in the Federal Register on December 5, 2011 (76 Fed. Reg. 75954).

B. "Administrator" and "Contract Administrator" shall mean the Manager of the Community Development Division of the Planning and Development Department of the City or his or her designee.

C. "Bid Proposal" and "Proposal" shall mean SUBRECIPIENT's response to the NOFA including but not limited to the Budget, Scope of Work, certifications and all attachments and addenda.

D. "Budget" shall mean SUBRECIPIENT's Cost Proposal submitted with the NOFA application.

E. "City Manager" shall mean the City Manager of the City of Fresno.

F. "Comparable Database" shall mean a required database for providers of services for victims of domestic which is compliant with HUD HMIS Data Standards.

G. "Contract" or "Contract Documents" shall mean and refer to this Agreement including its exhibits and the NOFA and Bid Proposal with all attachments and addenda thereto.

H. "ESG" shall mean the Emergency Solutions Grant as set forth in the ACT.

I. "General Conditions" or "General Requirements" shall mean the General Requirements contained in the NOFA.

J. "Di Minimus Indirect Rate" shall mean 15% of modified total direct cost (MTDC) and is further described at 2 CFR 200.68 and CFR 200.414(f) including referenced appendices.

K. "HMIS" means the Homeless Management Information System. HMIS is the information system designated by the local Continuum of Care (CoC) to comply with the requirements of CoC Program interim rule 24 CFR 578. It is a locally-administered data system used to record and analyze client, service, and housing data for individuals and families who are homeless or at risk of homelessness.

L. "HMIS Data Standards" serve as the foundation for data base software construction, data entry, analysis and reporting.

M. "HMIS System Administrator" shall mean the individual(s) whose job it is to manage the HMIS implementation at the local level: enrolling programs and managing appropriate use, supporting users through connection to, or direct provision of, user training, and overseeing system setup.

N. “Modified Total Direct Cost” (MTDC) shall mean all ESG eligible direct salaries and wages, applicable fringe benefits, materials and supplies, services, travel, and subawards and subcontracts up to the first $50,000 of each subaward or subcontract regardless of the period of performance of the subawards and subcontracts under the award. MTDC excludes equipment, capital expenditures, charges for patient care, rental costs, tuition remission, scholarships and fellowships, participant support costs and the portion of the subaward and subcontract in excess of $50,000. (2 CFR 200.68).

O. “Program” shall mean services provided under the Federal funding source.

P. “Program Component” shall mean the five program components of: Street Outreach, Emergency Shelter, Rapid Rehousing, Homelessness Prevention, and HMIS as more fully described at 24 CFR 576.101 through 576.107. Administration of the program is an activity and not a Program Component.

Q. “Program income” for the specific purpose of this Agreement shall be as defined in the ACT. Unless otherwise provided for in the ACT, program income shall include any and all gross income earned by or accruing to SUBRECIPIENT in its pursuit hereof provided that the term program income does not include rebates, credits, discounts or refunds realized by SUBRECIPIENT in its pursuit hereof.

R. “Project” shall mean the SUBRECIPIENT’S operating name for distinct ESG Program Component.

S. “NOFA” shall mean the 2026-2027 Consolidated Notice of Funding Availability for the City of Fresno Emergency Solutions Grant dated December 15, 2025 including without limitation the general requirements, bidding requirements, all its attachments, appendices and addenda.

T. “Scope of Services or Services” shall mean those services submitted with SUBRECIPIENT’s NOFA application to be offered in fulfillment of the Program and included in **Exhibit A**.

U. “Subaward” shall mean an award of RECIPIENT funds provided by the SUBRECIPIENT to a Third-Party Subrecipient in order to carry out a part of SUBRECIPIENT’s program, program component and/or Project.

V. “Subcontract” shall mean a SUBRECIPIENT’s agreement, with a vendor or subcontractor, which is selected in accordance with the SUBRECIPIENT’s board-approved procurement policy and Federal procurement and contracting requirements at 2 CFR 200.318 through 200.326.

W. “Third-Party Subrecipient” shall mean an entity that receives a Subaward from the SUBRECIPIENT to carry out a part of the program, program component and/or project, but shall not include an individual that is a beneficiary of such program. A Third-Party Subrecipient may also receive other grant awards directly from the RECIPIENT.

1. Contract Administration. This Agreement including all the Contract Documents shall be administered according to the order of precedence set forth herein for RECIPIENT by Administrator who shall be SUBRECIPIENT’s point of contact and to whom SUBRECIPIENT shall report.

2. Scope of Services. SUBRECIPIENT shall provide the Program in

conformance with the Contract Documents and perform to the satisfaction of RECIPIENT those services set forth in **Exhibit A** and services necessarily related or incidental thereto even though not expressly set forth therein.

3. Effective Date and Term of Agreement. It is the intent of the Parties that this Agreement be effective as of the date first set forth above as to all terms and conditions of the Agreement. Services of SUBRECIPIENT shall commence on [Date] and shall end [Date], which shall be the term of this Agreement, unless terminated earlier as provided herein.

4. Compensation and Method of Payment. RECIPIENT shall pay SUBRECIPIENT the aggregate sum of not to exceed $[MONETARY AMOUNT] (Grant Award) for satisfactory performance of the services rendered therefore and as set forth in **Exhibit A** attached hereto and incorporated herein. Compensation is based on actual expenditures, supported by properly executed payrolls, time records, invoices, contracts, vouchers, orders, or any other accounting documents pertaining in whole or in part to this Agreement and shall be clearly identified and submitted by the SUBRECIPIENT to the RECIPIENT with each request for reimbursement. The SUBRECIPIENT's request for reimbursement shall also be in accordance with the Budget set forth in **Exhibit B**. No reimbursement shall be issued for expenditures that deviate from the approved budget without prior written approval from the RECIPIENT for the proposed budget modification. Prior to submitting a request for reimbursement, the SUBRECIPIENT shall submit a written Budget Modification Request to RECIPIENT. The Budget Modification Request must account for all line-item adjustments, not exceed the Grant Award and include a justification for the requested adjustment. The Budget Modification Request must be reviewed and approved in writing by the RECIPIENT before any reimbursement may be processed. It is understood that all expenses incidental to SUBRECIPIENT's performance of services under this Agreement shall be borne by the SUBRECIPIENT. If SUBRECIPIENT should fail to comply with any provisions of this Agreement, RECIPIENT shall be relieved of its obligation for further compensation. Notwithstanding any payment provisions herein, SUBRECIPIENT's failure to timely and properly submit required records and reports set forth in this Agreement may be cause for RECIPIENT to suspend or delay reimbursement payments to SUBRECIPIENT.

a. Payments shall be made by the RECIPIENT to SUBRECIPIENT in arrears for services provided during the preceding month. Such payment by RECIPIENT shall be made in the normal course of business, typically within 30 days after the date of receipt by RECIPIENT of a correctly completed and supported request for reimbursement in accordance with the provisions of this paragraph and shall be for the actual expenditures incurred by SUBRECIPIENT in accordance with **Exhibit B**. Payments shall be made after receipt and verification of actual expenditures. All requests for reimbursement are to be submitted to RECIPIENT on a monthly basis for the term of the Agreement at the address given for notices on the signature page hereof or at such address the RECIPIENT may from time to time designate by written notice.

b. The Administrator may, in his or her sole discretion, agree in writing to revise the payment schedule in subsection (a), above, upon SUBRECIPIENT's showing that such will facilitate delivery of the services; provided, however, that total payments under this Agreement shall not exceed the Grant Award.

c. Any funds paid by RECIPIENT hereunder which remain unearned at the expiration or earlier termination of the Agreement shall be, and remain in trust, the property of RECIPIENT and shall be remitted to RECIPIENT within 10 days of expiration or earlier termination of this Agreement. Any interest thereon must be credited to or returned to RECIPIENT.

d. RECIPIENT will not be obligated to make any payments under this Agreement if the request for reimbursement is received by the RECIPIENT more than 60 days after the date of termination of this Agreement or the date of expiration of this Agreement, whichever occurs first.

e. SUBRECIPIENT understands and agrees that the availability of ESG Funding hereunder is subject to the control of HUD and should the ESG Funding be encumbered, withdrawn, or otherwise made unavailable to RECIPIENT whether earned or promised to SUBRECIPIENT and/or should RECIPIENT in any fiscal year hereunder fail to appropriate said funds, RECIPIENT shall not provide said funds to SUBRECIPIENT unless and until they are made available for payment to RECIPIENT by HUD and RECIPIENT receives and appropriates said funds. No other funds owned or controlled by RECIPIENT shall be obligated under this Agreement to the project(s). Should sufficient funds not be appropriated, the Services provided may be modified, or this Agreement terminated, at any time by the RECIPIENT as provided in section 10 below.

f. SUBRECIPIENT shall use the funds provided by RECIPIENT solely for the purpose of providing the services required under subsection 2 of this Agreement.

5. Progressive Expenditure and Request for Reimbursement Deadlines. In order to expend the HUD ESG funding in a timely manner, the SUBRECIPIENT shall submit requests for reimbursement on a monthly basis. SUBRECIPIENT shall submit requests for reimbursement to RECIPIENT by the end of the month for eligible expenses incurred during the preceding month. SUBRECIPIENT shall expend 25% of the Grant Award by [DATE]; 50% of the Grant Award by [DATE]; 75% of the Grant Award by [DATE]; and 100% of the Grant Award by [DATE]. SUBRECIPIENT shall demonstrate it has met Progressive Reimbursement Request Deadlines of eligible ESG expenditures within 30 days of the respective Progressive Expenditure Deadlines as follows: requests for reimbursement of an amount not less than 25% of the Grant Award's allowed cost must be made by [DATE]; requests for reimbursement of an amount not less than 50% of the Grant Award's allowed cost must be made by [DATE]; requests for reimbursement of an amount not less than 75% of the Grant Award's allowed cost must be made by [DATE]; and requests for reimbursement of an amount not less than 100% of the Grant Award's allowed cost must be made by [DATE]. Failure to meet the expenditure deadlines as outlined in **Exhibit D** may result in the recapture of an amount equal to the difference between the required expenditure by the applicable deadline and the actual expenditures included in reimbursement requests received by the deadline.

6. Matching Funds Requirements of SUBRECIPIENT. SUBRECIPIENT agrees to match all ESG funding disbursed to it by RECIPIENT on a dollar-for-dollar basis. Donated funds, material, and labor may be used as matching funds. Time contributed by volunteers shall be calculated pursuant to 42 CFR section 576.01 (e)(2)

and any subsequent amendments. SUBRECIPIENT shall determine the value of donated material or building space using a method based on fair market value. Other federal funds may be used as matching funds unless expressly prohibited by law or contract. Unless otherwise provided by applicable law or contract, matching funds shall be applied in furtherance of the Scope of Work hereunder. Matching funds must be applied in furtherance of the services hereunder to qualify.

7. Loss of Third-Party Funding. In the event any funding provided by a party other than RECIPIENT for the Program or services being performed by SUBRECIPIENT is suspended, reduced, or withdrawn, then Administrator may suspend this Agreement immediately upon its receipt of notice thereof, or terminate this Agreement as provided in Section 10 below. SUBRECIPIENT shall notify RECIPIENT in writing within seven days if any of the following events occur:

a. Suspension, reduction, or withdrawal of SUBRECIPIENT'S funding by other funding source(s).

b. Addition or resignation of any of SUBRECIPIENT'S Board of Director members.

c. Resignation or termination of any of SUBRECIPIENT'S staff, including those staff not funded by this Agreement but essential to the delivery of the services listed in **Exhibit A**.

d. The Administrator may, in his or her sole discretion, stay such suspension of the Agreement for a period not to exceed 30 days to allow SUBRECIPIENT to either (i) submit a new service or funding plan for evaluation by Administrator who may accept or reject in his or her sole discretion, or (ii) complete an orderly phase out of services. If the Administrator accepts such new service or funding plan, then such plan will be subject to the requirements in Section 14 below.

8. Disposition of Program Income. Absent the RECIPIENT's written consent, any program income generated hereunder shall be used to reduce the RECIPIENT's reimbursement obligations hereunder, or in the absence thereof promptly remitted entirely to the RECIPIENT.

9. Events of Default. When in the opinion of RECIPIENT, there is an occurrence of any one or more of the following provisions it will represent an *Event of Default* for purposes of this Agreement.

a. An illegal or improper use of funds.

b. A failure to comply with any term, covenant, or condition of this Agreement.

c. Report(s) are submitted to RECIPIENT which are incorrect or incomplete in any material respect.

d. A failure to submit required reports by SUBRECIPIENT.

e. The services required hereunder are incapable of or are improperly being performed by SUBRECIPIENT.

f. Refusal of SUBRECIPIENT to accept change under Section 20.

g. SUBRECIPIENT fails to maintain any required insurance.

h. There is a loss of third-party funding (see Section 7 above).

i. SUBRECIPIENT files, or has filed against it, a petition of bankruptcy, insolvency, or similar law, state or federal, of filing any petition or answer seeking, consenting to, or acquiescing in any reorganization, arrangement, composition, readjustment, liquidation, dissolution, or similar relief, where such petition shall not have been vacated within 14 days; or if adjudicated bankrupt or insolvent, under any present or future statute, law, regulation under state or federal law, and judgment or decree is not vacated or set aside within 14 days.

j. SUBRECIPIENT's failure, inability, or admission in writing of its inability to pay its debts as they become due or SUBRECIPIENT's assignment for the benefit of creditors.

k. A receiver, trustee, or liquidator being appointed for SUBRECIPIENT or any substantial part of SUBRECIPIENT's assets or properties, and not removed within ten days.

l. SUBRECIPIENT's breach of any other material condition, covenant, warranty, promise, or representation contained in this Agreement not otherwise identified within this Section.

10. Termination and Remedies. Upon the occurrence of an Event of Default, RECIPIENT shall give written notice to SUBRECIPIENT of the Event of Default by specifying (1) the nature of the event or deficiency giving rise to the default, (2) the action required to cure the deficiency, if, in the sole discretion of RECIPIENT, any action to cure is possible, and (3) if the Event of Default is curable, a date, which shall not be less than 30 calendar days from the date of the notice, by which such deficiency must be cured, provided, however that if such failure cannot be remedied in such time, SUBRECIPIENT shall have an additional 30 days to remedy such failure so long as SUBRECIPIENT is diligently and in good faith pursuing such remedy.

a. This Agreement shall terminate without any liability of RECIPIENT to SUBRECIPIENT upon the earlier of: (i) the happening of an Event of Default by SUBRECIPIENT and a failure to cure said Event of Default within the time specified in the notice of Event of Default; (ii) seven calendar days prior written notice without cause by RECIPIENT to SUBRECIPIENT; (iii) RECIPIENT'S non-appropriation of funds sufficient to meet its obligations hereunder during any City fiscal year of this Agreement, or insufficient funding for the services provided by SUBRECIPIENT; or (iv) expiration of this Agreement.

b. Immediately upon any termination or expiration of this Agreement, SUBRECIPIENT shall (i) immediately stop all work hereunder; (ii) immediately cause any and all of its subcontractors to cease work; and (iii) return to RECIPIENT any and all unearned payments and all properties and materials in the possession of SUBRECIPIENT that are owned by RECIPIENT. Subject to the terms of this Agreement, SUBRECIPIENT shall be paid compensation for services satisfactorily performed prior to the effective date of termination. SUBRECIPIENT shall not be paid for any work or services performed or costs incurred which reasonably could have been avoided.

c. Upon any breach of this Agreement by SUBRECIPIENT, RECIPIENT may

i. exercise any right, remedy (in contract, law or equity), or privilege which may be available to it under applicable laws of the State of California or any other applicable law;

ii. proceed by appropriate court action to enforce the terms of the Agreement; and/or

iii. recover all direct, indirect, consequential, economic and incidental damages for the breach of the Agreement. If it is determined that RECIPIENT improperly terminated this Agreement for default, such termination shall be deemed a termination for convenience.

d. In no event shall any payment by RECIPIENT pursuant to this Agreement constitute a waiver by RECIPIENT of any breach of this Agreement or any default which may then exist on the part of SUBRECIPIENT, nor shall such payment impair or prejudice any remedy available to RECIPIENT with respect to the breach or default.

e. RECIPIENT expressly reserves the right to demand of SUBRECIPIENT the repayment to RECIPIENT of any funds disbursed to SUBRECIPIENT under this Agreement which, in the judgment of RECIPIENT, were not expended in accordance with the terms of this Agreement, and SUBRECIPIENT agrees to promptly refund any such funds within 10 days of RECIPIENT'S written demand.

11. Indemnification. To the furthest extent allowed by law, SUBRECIPIENT shall indemnify, hold harmless and defend RECIPIENT and each of its officers, officials, employees, agents and volunteers from any and all loss, liability, fines, penalties, forfeitures, costs and damages (whether in contract, tort or strict liability, including but not limited to personal injury, death at any time and property damage) incurred by RECIPIENT, SUBRECEPIENT or any other person, and from any and all claims, demands and actions in law or equity (including reasonable attorney's fees, litigation expenses and cost to enforce this agreement), arising or alleged to have arisen directly or indirectly out of performance of this Agreement. SUBRECIPIENT'S obligations under the preceding sentence shall apply regardless of whether RECIPIENT or any of its officers, officials, employees, agents or volunteers are negligent, but shall not apply to any loss, liability, fines, penalties, forfeitures, costs or damages caused solely by the gross negligence, or caused by the willful misconduct, of RECIPIENT or any of its officers, officials, employees, agents or volunteers.

If SUBRECIPIENT should subcontract all or any portion of the work to be performed under this Agreement, SUBRECIPIENT shall require each subcontractor to indemnify, hold harmless and defend RECIPIENT and each of its officers, officials, employees, agents and volunteers in accordance with the terms of the preceding paragraph.

This section shall survive termination or expiration of this Agreement.

12. Insurance.

a. Throughout the life of this Agreement, SUBRECIPIENT shall pay for and maintain in full force and effect all insurance as required in **Exhibit E** or as may be authorized in writing by RECIPIENT'S Risk Manager or his or her designee at any time and in his or her sole discretion.

b. If at any time during the life of the Agreement or any extension, SUBRECIPIENT or any of its subcontractors fail to maintain any required insurance in full force and effect, all services and work under this Agreement shall be discontinued immediately, and all payments due or that become due to SUBRECIPIENT shall be withheld until notice is received by RECIPIENT that the required insurance has been restored to full force and effect and that the premiums therefore have been paid for a period satisfactory to RECIPIENT. Any failure to maintain the required insurance shall be sufficient cause for RECIPIENT to terminate this Agreement. No action taken by RECIPIENT pursuant to this section shall in any way relieve SUBRECIPIENT of its responsibilities under this Agreement. The phrase "fail to maintain any required insurance" shall include, without limitation, notification received by RECIPIENT that an insurer has commenced proceedings, or has had proceedings commenced against it, indicating that the insurer is insolvent.

c. The fact that insurance is obtained by SUBRECIPIENT shall not be deemed to release or diminish the liability of SUBRECIPIENT, including, without limitation, liability under the indemnity provisions of this Agreement. The duty to indemnify RECIPIENT shall apply to all claims and liability regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by SUBRECIPIENT. Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of SUBRECIPIENT, its principals, officers, agents, employees, persons under the supervision of SUBRECIPIENT, vendors, suppliers, invitees, consultants, sub-consultants, subcontractors, or anyone employed directly or indirectly by any of them.

13. On-Site Monitoring. Authorized representatives of HUD and/or the RECIPIENT shall have the right to monitor the SUBRECIPIENT's performance under this Agreement. Such monitoring may include inspection activities, review of records, and attendance at meetings. SUBRECIPIENT shall reasonably make its facilities, books, records, reports, and accounts available for RECIPIENT's inspection in pursuit hereof.

This section 13 shall survive termination or expiration of this Agreement.

14. Records, Reports and Inspection.

a. SUBRECIPIENT shall establish and maintain records in accordance with all requirements prescribed by RECIPIENT, HUD, and generally accepted accounting principles, with respect to all matters covered by this Agreement. As applicable, SUBRECIPIENT shall comply with all applicable requirements of CFR Part 200 - Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, including the provision of a single audit (generally applicable where funding from all federal sources in any fiscal year exceeds $1,000,000), and to such extent shall submit to the RECIPIENT any applicable auditor's reports and audited financial statements no later than three months after the SUBRECIPIENT's fiscal year end.

SUBRECIPIENT shall be responsible for determining the applicability of the foregoing:

i. On a quarterly basis, SUBRECIPIENT shall submit to RECIPIENT, a report utilizing and completing the form attached as **EXHIBIT C** – ESG Quarterly Report. The report shall be submitted within thirty days of the close of each quarter of the fiscal year for the duration of the Agreement. SUBRECIPIENT shall ensure the ESG grant funds provided by RECIPIENT are clearly identified as a subaward and include the following information:

- SUBRECIPIENT NAME:
- SUBRECIPIENT ID (UEI #):
- Federal Award Identification Number:
- Federal Award Date:
- Period of Performance:
- Federal Funds Obligated by this Agreement:
- Total Federal Funds Obligated to SUBRECIPIENT:
- Total Amount of the Federal Award:
- Federal Award project description:
- Name of Federal awarding agency: Dept. of Housing Urban Development
- Name of pass-through entity: City of Fresno, California
- Award Official Contact Information: Name and Address
- CFDA Number: 14.231
- CFDA Name: Emergency Solutions Grant
- Identification of R&D: No
- Indirect cost rate for the Federal award:

ii. Annually, SUBRECIPIENT shall submit a report on clients served and activities assisted with ESG funds by uploading HMIS data within 10 days of receipt of the HUD Sage hyperlink into the Sage HMIS Reporting Repository.

iii. SUBRECIPIENT shall maintain all records required by the Federal regulations specified in 24 CFR 576.500.

iv. SUBRECIPIENT shall retain all project files, financial records, and any other documents related to the Program for a period of five years from the date of the notice of closeout of the subrecipient agreement. The records retention period may be extended whenever:

a) any litigation, claim, or audit is started before the expiration of the five-year period, the records must be retained until all litigation, claims, or audit findings involving the records have been resolved and final action taken.

b) the SUBRECIPIENT is notified in writing by the RECIPIENT to extend the retention period.

v. SUBRECIPIENT is to prepare written financial statements,

and completed ESG Quarterly Report, each in the form attached hereto as **Exhibit C** incorporated herein, each covering matters pertaining to the Scope of Services contained in **Exhibit A**, to be submitted to RECIPIENT no later than the 30th of the month following the end of each quarter hereunder for the duration hereof, absent RECIPIENT's prior written consent in cases of unusual circumstances as determined in the sole discretion of the RECIPIENT.

b. During the life of this Agreement and for a period of five years from the date of the notice of closeout of the subrecipient agreement, SUBRECIPIENT shall, at any time during normal business hours and as often as RECIPIENT and/or HUD or the authorized representative of either RECIPIENT or HUD may deem necessary, make available to them or any one of them, within the City of Fresno, such statements, records, reports, data and information as they may request pertaining to matters covered by this Agreement and permit them or any one of them to audit and inspect all records, invoices, materials, payrolls, records of personnel, conditions of employment, and other data relating to all matters covered by this Agreement. SUBRECIPIENT shall also permit and cooperate with on-site monitoring and personal interviews of participants, SUBRECIPIENT'S staff, and employees by Administrator and other RECIPIENT and/or HUD representatives.

c. The SUBRECIPIENT is required to participate in the Fresno Madera Continuum of Care (FMCoC). Participation is defined as attendance of the Member or the Alternate Member at a minimum of 75% of all FMCoC Director's meetings. SUBRECIPIENT's attendance shall be confirmed through the Board-approved minutes of the FMCoC Board of Directors' meeting. SUBRECIPIENT shall attach the most currently available monthly minutes of the FMCoC are to be attached to the ESG Quarterly Report.

d. The SUBRECIPIENT is required to collect and report client-level data in accordance with HUD Office of Special Needs Assistance Programs (SNAPS) HMIS Data Standards, to the local HMIS operated by the Housing Authorities of the City and County of Fresno through a Memorandum of Understanding with the FMCoC or comparable databases are required for use by providers of services for victims of domestic violence, as described in the Violence Against Women Act (VAWA). Reporting into the HMIS database or allowed comparable database is a requirement of ESG funding. SUBRECIPIENT reporting must be consistent in format and data element structure with the Fresno Housing Authority HMIS Program Policies and Procedures Manual and the HUD HMIS Data Standards and Data Dictionary current at the execution of this Agreement. The comparable database will be maintained by the SUBRECIPIENT and used to collect data and report on outputs and outcomes as required by HUD.

e. If SUBRECIPIENT is a legal services or domestic violence victim services SUBRECIPIENT, requiring client-level information to remain confidential, they will be required to establish a comparable client-level database internal to its organization (e.g. no identifying data shared with the HMIS or the RECIPIENT and will provide only aggregate data to the RECIPIENT as required). SUBRECIPIENT will work with the HMIS System Administrator to determine that the alternative database meets the standards for comparable client-level databases, including compliance with the HMIS Data Standards which are acceptable to HUD and the RECIPIENT.

f. All data elements specified above in 14(e) must be recorded for each ESG project in HMIS and the fields needed to correctly generate the performance reports are required to be collected in the comparable database.

g. The SUBRECIPIENT is required to provide housing unit and client data to the City of Fresno, or designee, to include in the Point in Time survey as administered by the Fresno-Madera Continuum of Care and as required by the HEARTH Act of 2009.

This Section 14 shall survive expiration or termination of this Agreement.

15. Subawards. The SUBRECIPIENT shall not enter into an Agreement making a Subaward to a Third-Party Subrecipient for any work contemplated under the Agreement without first obtaining the RECIPIENT's written approval of the Subaward Agreement.

a. An executed copy of every such subcontract approved by the Administrator shall be provided to RECIPIENT prior to implementation for retention in RECIPIENT's files.

b. SUBRECIPIENT is responsible to RECIPIENT for the proper performance of any subcontract. No such subcontract shall relieve SUBRECIPIENT of its obligations under this Agreement.

c. Any subcontract shall be subject to all the terms and conditions of this Agreement.

d. No officer or director of SUBRECIPIENT shall have any direct or indirect financial interest in any subcontract made by SUBRECIPIENT or in any loan, purchase of property, or any other arrangement made by SUBRECIPIENT, by whatever name known.

16. Conflict of Interest and Non-Solicitation.

a. Prior to RECIPIENT'S execution of this Agreement, SUBRECIPIENT shall complete a City of Fresno conflict of interest disclosure statement in the form as set forth in **Exhibit F**. During the term of this Agreement, SUBRECIPIENT shall have the obligation and duty to immediately notify RECIPIENT in writing of any change to the information provided by SUBRECIPIENT in such statement.

b. SUBRECIPIENT shall comply, and require its subcontractors to comply, with all applicable federal, state and local conflict of interest laws and regulations including, without limitation, California Government Code Section 1090 et seq., the California Political Reform Act (California Government Code Section 87100 et seq.) and the regulations of the Fair Political Practices Commission concerning disclosure and disqualification (2 California Code of Regulations Section 18700 et seq.). At any time, upon written request of RECIPIENT, SUBRECIPIENT shall provide a written opinion of its legal counsel and that of any subcontractor that, after a due diligent inquiry, SUBRECIPIENT and the respective subcontractor(s) are in full compliance with all laws and regulations. SUBRECIPIENT shall take, and require its subcontractors to take, reasonable steps to avoid any appearance of a conflict of interest. Upon discovery of any facts giving rise to the appearance of a conflict of interest, SUBRECIPIENT shall

immediately notify RECIPIENT of these facts in writing.

c. In performing the work or services to be provided hereunder, SUBRECIPIENT shall not employ or retain the services of any person while such person either is employed by RECIPIENT or is a member of any RECIPIENT council, commission, board, committee, or similar RECIPIENT body or within one year of their termination therefrom. This requirement may be waived in writing by the City Manager, if no actual or potential conflict is involved.

d. SUBRECIPIENT represents and warrants that it has not paid or agreed to pay any compensation, contingent or otherwise, direct or indirect, to solicit or procure this Agreement or any rights/benefits hereunder.

ARTICLE 2 FEDERAL REQUIREMENTS

17. SUBRECIPIENT shall adhere to and follow the OMB Guidance for Federal Financial Assistance found in the U.S. federal regulations at 2 CFR Part 200.

a. SUBRECIPIENT shall establish and maintain effective internal control over ESG funds made available through this Agreement to provide reasonable assurance that the Program is administered in compliance with applicable federal statutes, regulations, and the terms and conditions of this Agreement. This includes evaluation and internal monitoring of the Program and prompt, appropriate action when instances of noncompliance are identified.

b. SUBRECIPIENT shall follow a written procurement policy that allows for full and open competition that meets the minimum standards of the U.S. federal regulations at 2 CFR 200.317 through 200.326.

c. SUBRECIPIENT shall take reasonable measures to safeguard protected personally identifiable information and other information RECIPIENT designates as sensitive consistent with applicable Federal, state and local laws regarding privacy and obligations of confidentiality.

d. SUBRECIPIENT will use its best efforts to afford small businesses, minority business enterprises, women's business enterprises, veteran-owned businesses, and labor surplus area firms the maximum practicable opportunity to participate in the performance of this Agreement. As used in this Agreement, the terms "small business" means a business that meets the criteria set forth in section 3(a) of the Small Business Act, as amended (15 U.S.C. 632), and "minority and women's business enterprise" means a business at least 51% owned and controlled by minority group members or women. SUBRECIPIENT may rely on written representations by businesses regarding their status as minority, female, and veteran-owned business enterprises in lieu of an independent investigation.

e. SUBRECIPIENT is prohibited from using ESG funds or personnel employed in the administration of the program for: political activities; inherently religious activities; lobbying; political patronage; and nepotism activities.

f. SUBRECIPIENT shall comply with the requirements of the Secretary of Labor in accordance with the Davis-Bacon Act as amended, the provisions of Contract Work Hours and Safety Standards Act (40 U.S.C. 327 et seq.) and all other

applicable Federal, state and local laws and regulations pertaining to labor standards insofar as those acts apply to the performance of this Agreement.

g. SUBRECIPIENT shall comply with the Copeland Anti-Kick Back Act (18 U.S.C. 874 et seq.) and its implementing regulations of the U.S. Department of Labor at 29 CFR Part 5. SUBRECIPIENT shall maintain documentation that demonstrates compliance with hour and wage requirements of this part.

h. SUBRECIPIENT agrees that no funds provided, nor personnel employed under this Agreement, shall be in any way or to any extent engaged in the conduct of political activities.

i. SUBRECIPIENT shall maintain a financial management system that identifies all federal awards received and expended and the federal programs under which they were received, including:

- The CFDA title and number,
- Federal award identification number and year,
- Name of the Federal agency, and
- Name of the pass-through entity, if any.

j. SUBRECIPIENT shall follow written financial management policies and procedures that, at a minimum, provide for:

- Determination of allowable costs in accordance with the terms and conditions of this Agreement and the federal cost principles published in the U.S. federal regulations at 2 CFR 200 Subpart E;
- Effective control over, and accountability for, all funds, property, and other assets to ensure all assets are safeguarded and they are used solely for authorized purposes; and
- Accurate financial reporting on federal awards, authorizations, obligations, unobligated balances, assets, expenditures, income and interest and be supported by source documentation

k. SUBRECIPIENT shall comply with the Whistleblower protections of the U.S. federal regulations at 2 CFR 200.217.

l. SUBRECIPIENT warrants, covenants, and agrees, for itself and its contractors and subcontractors of all tiers, that it shall comply with all applicable requirements of the Lead-Based Paint Poisoning Prevention Act of 42 U.S.C. 4821 et seq., 24 CFR Part 35 and 24 CFR 982.401(j). In this regard SUBRECIPIENT shall be responsible for all inspection, testing and abatement activities.

m. The requirements, as applicable, of the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. 4821-4846), the Residential Lead-Based Paint Hazard Reduction Act of 1992 (42 U.S.C. 4851-4856) and implementing regulations at 24 CFR Part 35. In addition, the following requirements relating to inspection and abatement of defective lead-based paint surfaces must be satisfied: (1) Treatment of defective paint surfaces must be performed before final inspection and approval of the

renovation, rehabilitation or conversion activity under this part; and (2) Appropriate action must be taken to protect shelter occupants from the hazards associated with lead-based paint abatement procedures.

n. The SUBRECIPIENT agrees to comply with all applicable requirements of Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) as amended and HUD implementing regulation 24 CFR Part 8.

o. SUBRECIPIENT agrees to comply with the federal requirements set forth in 24 CFR Part 5, except as explicitly modified below, and use of emergency shelter grant amounts must comply with Nondiscrimination and equal opportunity requirements. The nondiscrimination and equal opportunity requirements at 24 CFR Part 5 are modified as follows:

i. Rehabilitation Act requirements. HUD's regulations at 24 CFR Part 8 implement section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) as amended. For purposes of the emergency shelter grants program, the term *dwelling units* in 24 CFR Part 8 shall include sleeping accommodations.

ii. SUBRECIPIENT shall make known that use of the facilities and Services are available to all on a nondiscriminatory basis. If the procedures that the SUBRECIPIENT intends to use to make known the availability of the facilities and Services are unlikely to reach persons of any particular race, color, religion, sex, age, national origin, familial status, or disability who may qualify for such facilities and Services, the SUBRECIPIENT must establish additional procedures that will ensure that such persons are made aware of the facilities and Services. The SUBRECIPIENT must also adopt procedures which will make available to interested persons information concerning the location of Services and facilities that are accessible to persons with disabilities.

iii. The SUBRECIPIENT shall be responsible for complying with the policies, guidelines, and requirements of 24 CFR Part 85 (codified pursuant to OMB Circular No. A-102) and OMB Circular No. A-87, as they relate to the acceptance and use of ESG funding by RECIPIENT, and Nos. A-110 and A-122 as they relate to the acceptance and use of emergency shelter grant amounts by private nonprofit organizations.

p. The SUBRECIPIENT will be responsible for all aspects of the project contract award and management including the advertising for bids and shall award the contract to the lowest responsible bidder. The SUBRECIPIENT shall verify with the Labor Relations and Equal Opportunity Division of the HUD Area Office that the low bidder has not been debarred or suspended from participating in federal projects.

q. SUBRECIPIENT warrants, covenants, and agrees that it shall perform the Services in a manner that does not engage in inherently religious activities and that does not engage in any prohibited activities described in 24 CFR 576.23. Without limitation, SUBRECIPIENT shall not unlawfully discriminate on the basis of religion and shall not provide religious instruction or counseling, conduct religious services or worship, engage in religious proselytizing, or exert other religious influence in pursuit hereof. Subject to the foregoing, SUBRECIPIENT does not intend to utilize

ESG funding to construct, rehabilitate, or convert facilities owned primarily by religious organizations or to assist primarily religious organizations in acquiring or leasing facilities to the extent prohibited in 24 CFR 576.23.

r. SUBRECIPIENT shall perform the Services in compliance with, and not to cause or permit the Services to be in violation of, any existing or future environmental law, rule, regulation, ordinance, or statute. SUBRECIPIENT agrees that, if RECIPIENT has reasonable grounds to suspect any such violation, SUBRECIPIENT shall be entitled to thirty (30) days' notice and opportunity to cure such violation. If the suspected violation is not cured, RECIPIENT shall have the right to retain an independent consultant to inspect and test the subject facilities for such violation. If a violation is discovered, SUBRECIPIENT shall pay for the cost of the independent consultant.

s. The 2 CFR 200 Uniform Administrative Requirements, Cost Principals, and Audit Requirements for Federal Awards referenced in this Agreement are available at https://www.ecfr.gov/current/title-2/subtitle-A/chapter-II/part-200

18. Relocation.

a. SUBRECIPIENT shall assure that it has taken all reasonable steps to minimize the displacement of persons (families, individuals, businesses, nonprofit organizations, and farms) as a result of this project and the Services rendered in pursuit thereof.

b. A displaced person must be provided relocation assistance at the levels described in, and in accordance with, 49 CFR Part 24, which contains the government-wide regulations implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA) (42 U.S.C. 4601-4655).

19. Further Assurances.

a. This Agreement, when executed and delivered, shall constitute the legal, valid, and binding obligations of SUBRECIPIENT enforceable against SUBRECIPIENT in accordance with its respective terms, except as such enforceability may be limited by (a) bankruptcy, insolvency, fraudulent conveyance, reorganization, moratorium, or other similar laws of general applicability affecting the enforcement of creditors' rights generally and (b) the application of general principles of equity without the joiner of any other party.

b. SUBRECIPIENT represents and warrants as of the date hereof that SUBRECIPIENT has obtained and, to the best of SUBRECIPIENT's knowledge, is in compliance with all federal, state, and local governmental reviews, consents, authorizations, approvals, and licenses presently required by law to be obtained by SUBRECIPIENT for the Services as of the date hereof.

c. In the performance of this Agreement, SUBRECIPIENT shall promptly and faithfully comply with, conform to, and obey the ACT and all amendments thereto, and shall maintain all facilities hereunder in compliance with building, health, and safety codes.

d. SUBRECIPIENT shall be solely responsible and liable for any

recapture or repayment obligation imposed by HUD due to any act or omission of SUBRECIPIENT in pursuit hereof.

e. SUBRECIPIENT acknowledges that SUBRECIPIENT, not the RECIPIENT, is responsible for determining applicability of and compliance with the ACT and all other applicable local, state, and federal laws including, but not limited to, any applicable provisions of the California Labor Code, Public Contract Code, and Government Code. The RECIPIENT makes no express or implied representation as to the applicability or inapplicability of any such laws to this Agreement or to the Parties' respective rights or obligations hereunder including, but not limited to, competitive bidding, prevailing wage subcontractor listing, or similar or different matters. SUBRECIPIENT further acknowledges that the RECIPIENT shall not be liable or responsible at law or in equity for any failure by SUBRECIPIENT to comply with any such laws, regardless of whether the RECIPIENT knew or should have known of the need for such compliance, or whether the RECIPIENT failed to notify SUBRECIPIENT of the need for such compliance.

f. SUBRECIPIENT agrees to comply with the RECIPIENT's Fair Employment Practices and shall not employ discriminatory practices in the provision of the Services, employment of personnel, or in any other respect on the basis of race, color, creed, religion, sex, sexual preference, national origin, ancestry, ethnicity, age, marital status, status as a veteran with disabilities or veteran of the Vietnam era, medical condition, or physical or mental disability.

ARTICLE 3 GENERAL PROVISIONS

20. Amendment. This Agreement shall not be modified except by written amendment approved by the City Council and signed by the parties. Where it is determined by the Administrator that there is a need to make any change in the Program, services to be performed, fiscal procedures and system, or the terms and conditions of this Agreement (including, without limitation, any changes necessary to comply with changes in federal, state, or local laws or regulations), refusal by SUBRECIPIENT to accept the change is grounds for termination of this Agreement. Notwithstanding the foregoing, approval of the City Council is not required for (i) insubstantial adjustments in line items within the total approved budget, not affecting the total approved budget amount, approved by the Administrator in his/her sole discretion; (ii) insubstantial changes in the nature or scope of services specified in this Agreement approved by the Administrator in his/her sole discretion; (iii) changes to the insurance requirements specified in **Exhibit E** approved by RECIPIENT's Risk Manager in his or her sole discretion, and (iv) an extension to the term of the Agreement, not to exceed six months, in Administrator's sole discretion.

21. Public Information. SUBRECIPIENT shall disclose all of its funding sources to RECIPIENT which, thereafter, will be public information.

22. Copyrights/Patents.

a. If this Agreement results in a book or other copyrightable material, the author may seek any available copyright protection for the work unless a work for hire. RECIPIENT reserves a royalty-free, nonexclusive, irrevocable and assignable

license to reproduce, publish, or otherwise use, and to authorize others to use, all copyrighted material and all material which can be copyrighted.

b. Any discovery or invention arising out of or developed in the course of work aided by this Agreement, shall promptly and fully be reported to RECIPIENT for determination by RECIPIENT as to whether patent protection on such invention or discovery, including rights thereto under any patent issued thereon (reserved henceforth onto RECIPIENT), shall be imposed and administered, in order to protect the public interest.

23. Political Activity Prohibited. None of the funds, materials, property, or services provided directly or indirectly under this Agreement shall be used for any political activity, or to further the election or defeat of any ballot measure or candidate for public office.

24. Lobbying Prohibited. None of the funds provided under this Agreement shall be used for publicity, lobbying, or propaganda purposes designed to support or defeat legislation pending before any legislative body.

25. Third Party Beneficiaries. The rights, interests, duties, and obligations defined within this Agreement are intended for the specific parties hereto as identified in the preamble of this Agreement. It is not intended that any rights or interests in this Agreement benefit or flow to the interest of any third parties.

26. Nondiscrimination. To the extent required by controlling federal, state, and local law, SUBRECIPIENT shall not employ discriminatory practices in the provision of services, employment of personnel, or in any other respect on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran, or veteran of the Vietnam era. Subject to the foregoing and during the performance of this Agreement, SUBRECIPIENT agrees as follows:

a. SUBRECIPIENT will comply with all applicable laws and regulations providing that no person shall, on the grounds of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran, or veteran of the Vietnam era be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity made possible by or resulting from this Agreement.

b. SUBRECIPIENT will not discriminate against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran, or veteran of the Vietnam era. SUBRECIPIENT shall ensure that applicants are employed, and the employees are treated during employment, without regard to their race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran, or veteran of the Vietnam era. Such requirement shall apply to SUBRECIPIENT'S employment practices including, but not be limited to, the following: employment, upgrading, demotion, or

transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. SUBRECIPIENT agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provision of this nondiscrimination clause.

c. SUBRECIPIENT will, in all solicitations or advertisements for employees placed by or on behalf of SUBRECIPIENT in pursuit hereof, state that all qualified applicants will receive consideration for employment without regard to race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran, or veteran of the Vietnam era.

d. SUBRECIPIENT will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice advising such labor union or workers' representatives of SUBRECIPIENT'S commitment under this section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

27. Independent Contractor.

a. In the furnishing of the services provided for herein, SUBRECIPIENT is acting as an independent contractor. Neither SUBRECIPIENT, nor any of its officers, agents, or employees shall be deemed an officer, agent, employee, joint venture, partner, or associate of RECIPIENT for any purpose. RECIPIENT shall have no right to control or supervise or direct the manner or method by which SUBRECIPIENT shall perform its work and functions. However, RECIPIENT shall retain the right to administer this Agreement so as to verify that SUBRECIPIENT is performing its obligations in accordance with the terms and conditions thereof.

b. This Agreement does not evidence a partnership or joint venture between SUBRECIPIENT and RECIPIENT. SUBRECIPIENT shall have no authority to bind RECIPIENT absent RECIPIENT'S express written consent. Except to the extent otherwise provided in this Agreement, SUBRECIPIENT shall bear its own costs and expenses in pursuit thereof.

c. Because of its status as an independent contractor, SUBRECIPIENT and its officers, agents, and employees shall have absolutely no right to employment rights and benefits available to RECIPIENT employees. SUBRECIPIENT shall be solely liable and responsible for providing to, or on behalf of, its employees all legally required employee benefits. In addition, SUBRECIPIENT shall be solely responsible and save RECIPIENT harmless from all matters relating to payment of SUBRECIPIENT'S employees, including, without limitation, compliance with Social Security withholding, and all other regulations governing such matters. It is acknowledged that during the term of this Agreement, SUBRECIPIENT may be providing services to others unrelated to RECIPIENT or to this Agreement.

28. Notices. Any notice required or intended to be given to either party under the terms of this Agreement shall be in writing and shall be deemed to be duly given if delivered personally, transmitted by facsimile followed by telephone confirmation

of receipt, or sent by United States registered or certified mail, with postage prepaid, return receipt requested, addressed to the party to which notice is to be given at the party's address set forth on the signature page of this Agreement or at such other address as the parties may from time to time designate by written notice. Notices served by United States mail in the manner above described shall be deemed sufficiently served or given at the time of the mailing thereof.

29. Binding. Once this Agreement is signed by all parties, it shall be binding upon, and shall inure to the benefit of, all Parties, and each Parties' respective heirs, successors, assigns, transferees, agents, servants, employees, and representatives.

30. Assignment.

a. This Agreement is personal to SUBRECIPIENT and there shall be no assignment by SUBRECIPIENT of its rights or obligations under this Agreement without the prior written approval of the Administrator. Any attempted assignment by SUBRECIPIENT, its successors or assigns, shall be null and void unless approved in writing by the Administrator.

b. SUBRECIPIENT hereby agrees not to assign the payment of any monies due SUBRECIPIENT from RECIPIENT under the terms of this Agreement to any other individual(s), corporation(s) or entity(ies). RECIPIENT retains the right to pay any and all monies due SUBRECIPIENT directly to SUBRECIPIENT.

31. Compliance with Law. In providing the services required under this Agreement, SUBRECIPIENT shall at all times comply with all applicable laws of the United States, the State of California, and City, and with all applicable regulations promulgated by federal, state, regional, or local administrative and regulatory agencies, now in force and as they may be enacted, issued, or amended during the life of this Agreement.

32. Waiver. The waiver by either Party of a breach by the other of any provision of this Agreement shall not constitute a continuing waiver or a waiver of any subsequent breach of either the same or a different provision of this Agreement. No provisions of this Agreement may be waived unless in writing and signed by all Parties to this Agreement. Waiver of any one provision herein shall not be deemed to be a waiver of any other provision herein.

33. Governing Law and Venue. This Agreement shall be governed by, and construed and enforced in accordance with, the laws of the State of California, excluding, however, any conflict of laws rule which would apply the law of another jurisdiction. Venue for purposes of the filing of any action regarding the enforcement or interpretation of this Agreement and any rights and duties hereunder shall be Fresno County, California.

34. Headings. The Section headings in this Agreement are for convenience and reference only and shall not be construed or held in any way to explain, modify, or add to the interpretation or meaning of the provisions of this Agreement.

35. Severability. The provisions of this Agreement are severable. The invalidity or unenforceability of any one provision in this Agreement shall not affect the other provisions.

36. Interpretation. The Parties acknowledge that this Agreement in its final form is the result of the combined efforts of the parties and that, should any provision of this Agreement be found to be ambiguous in any way, such ambiguity shall not be resolved by construing this Agreement in favor of or against any Party, but rather by construing the terms in accordance with their generally accepted meaning.

37. Attorney's Fees. If either Party is required to commence any proceeding or legal action to enforce or interpret any term, covenant, or condition of this Agreement, the prevailing party in such proceeding or action shall be entitled to recover from the other Party its reasonable attorney's fees and legal expenses.

38. Exhibits. Each exhibit and attachment referenced in this Agreement is, by the reference, incorporated into and made a part of this Agreement.

39. Precedence of Documents. The order of precedence of documents shall be: (1) Rules and Regulations of Federal Agencies relating to the source of funds for this project; (2) Permits from other agencies as may be required by law; (3) Supplemental Agreements or this Agreement the one dated later having precedence over another dated earlier; (4) ESG Policies and Procedures (5) General Conditions.

Whenever any conflict appears in any portion of the Contract, it shall be resolved by application of the order of precedence.

In the event of any conflict between the body of this Agreement and any Exhibit or Attachment hereto, the terms and conditions of the body of this Agreement shall control and take precedence over the terms and conditions expressed within the Exhibit or Attachment. Furthermore, any terms or conditions contained within any Exhibit or Attachment hereto which purport to modify the allocation of risk between the Parties, provided for within the body of this Agreement, are null and void.

40. Cumulative Remedies. No remedy or election hereunder shall be deemed exclusive but shall, wherever possible, be cumulative with all other remedies at law or in equity.

41. Extent of Agreement. Each party acknowledges that they have read and fully understand the contents of this Agreement. This Agreement represents the entire and integrated agreement between the parties with respect to the subject matter hereof and supersedes all prior negotiations, representations or agreements, either written or oral.

[SIGNATURE APPEAR ON NEXT PAGE]

IN WITNESS WHEREOF, the parties have executed this Agreement at Fresno, California, on the day and year first above written.

RECIPIENT:
CITY OF FRESNO,
A California municipal corporation

By:

_____
Georgeanne A. White,
City Manager

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By:

_____ Date
Deputy City Attorney

ATTEST:
AMY K. ALLER
Interim City Clerk

By:

_____
Deputy

SUBRECIPIENT:
[SUBRECIPIENT NAME]
[LEGAL IDENTITY]

By: _____

Name: _____

Title: _____
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

By: _____

Name: _____

Title: _____
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

REVIEWED BY:

_____

Addresses:

RECIPIENT:
City of Fresno
Attention: Karen Jenks
Housing & Neighborhood Revitalization Manager
2600 Fresno Street, Room 3065
Fresno, CA 93721
Phone: 559-621-8507

SUBRECIPIENT:
[Suprecipient Name]
Attention: [Name]
[Title]
[Street Address]
[City, State Zip]
Phone: [area code and #]
FAX: [area code and #]

Attachments:

1. Exhibit A – Scope of Services
2. Exhibit B – Budget Summary
3. Exhibit C – ESG Quarterly Report
4. Exhibit D – Spending Plan
5. Exhibit E – Insurance Requirements
6. Exhibit F – Conflict of Interest Disclosure Form

EXHIBIT A

SCOPE OF SERVICES
Agreement "Between" City of Fresno and
[Suprecipient Name]
Emergency Solutions Grant
[Project Title]

EXHIBIT B
BUDGET SUMMARY
Agreement "Between" City of Fresno and
[Suprecipient Name]
Emergency Solutions Grant
[Project Title]

EXHIBIT C

ESG QUARTERLY REPORT

[Suprecipient Name]
[Project Title]

Instructions:	
All blue background cells are to be locked on the base report template	All gray background cells are to be locked on the base report template
All green cells are to be locked after being filled in by P&D-HCD Staff	
All yellow background cells are to be left unlocked so that SUBRECIPIENT can make entries	

Project Sponsor:		**Activity(s):**	**RR**
Date of Contract Execution (mm/dd/xxxx)	**01/00/00**	**Accomplishment Year (HUD Program Year)**	**2024**
Period of Performance Start Date (mm/dd/xxxx)	**01/00/00**	**Period of Performance End Date (mm/dd/xxxx)**	**01/00/00**

Accomplishment Narrative: (Maximum 500 characters)

Number of Persons Engaged	
Number of Persons Contacted Once	0
Number of Persons 2- 5 Contacts	0
Number of Persons 6-9 Contacts	0
Number of Persons 10 + Contacts	0
Total Persons Engaged	**0**
Number of Persons Served	
Total Number of Persons Served	0
Number of Adults (Age 18 or Over)	0
Number of Children (Under Age 18)	0
Number of Persons with Unknown Age	0

		Total Persons Served	0
Persons Fleeing Domestic Violence Upon Entry			
Yes, Fleeing Domestic Violence			0
Not Fleeing Domestic Violence			0
Number of Veterans Served	**Without Children**	**With Children and Adults**	**Total**
Chronically Homeless Veteran	0	0	**0**
Non-Chronically Homeless Veteran	0	0	**0**
		Total Veterans Served	**0**
Number of Stayovers from Prior Reporting Period			
Number of Stayovers from Prior Report Period			**0**
Number of Leavers			
Number of Leavers			0
Number of Adult Leavers			0
Number of Adult and Head of Household Leavers			0
		Total Number of Leavers	**0**
Number of Stayers at End of Reporting Period			
Number of Stayers			0
Number of Adult Stayers			0
		Total Number of Stayers	**0**

Length of Participation	Leavers	Stayers
0 to 7 days	0	0
8 to 14 days	0	0
15 to 21 days	0	0
22 to 30 days	0	0
31 to 60 days	0	0
61 to 90 days	0	0
91 to 180 days	0	0
181 to 365 days	0	0
366 to 730 days (1-2 Yrs)	0	0
731 to 1,095 days (2-3 Yrs)	0	0
1,096 to 1,460 days (3-4 Yrs)	0	0
1,461 to 1,825 days (4-5 Yrs)	0	0
More than 1,825 days (> 5 Yrs)	0	0
Data Not Collected	0	0
Total	**0**	**0**

Other Characteristics of Persons Served	
Number of Chronically Homeless Persons	0
Number of Youth Under Age 25	0
Number of Parenting Youth Under Age 25 with Children	0
Number of Adult Heads of Household	0
Number of Child and Unknown-Age Heads of Household	0
Expenditures	

Total ESG Expended (PYTD)	$ -		
Street Outreach Expenditures	$ -	**Rapid Rehousing Expend.**	$ -
Emergency Shelter Expend.	$ -	**Homeless Prevention Expend.**	$ -
Report Prepared by:	0	**Date Prepared**	
For City Used Only:	**IDIS Activity ID #:**	**Reviewed by:**	**Date of review:**

EXHIBIT D
SPENDING PLAN
[Suprecipient Name]
[Project Title]

Grant	Use	Award		Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Sum of Invoice Submissions for Meeting 25% Deadline
ESG	Program			MM/DD/YY	MM/DD/YY	MM/DD/YY	
	TOTAL	$ -		$ -	$ -	$ -	$ -
			Cumulative Expenditure	$ -	$ -	$ -	-
			Cumulative % Expended	0.0%	0.0%	0.0%	0.0%
			25 % of Grant				
				Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Sum of Invoice Submissions for Meeting 50% Deadline
				MM/DD/YY	MM/DD/YY	MM/DD/YY	
				$ -	$ -	$ -	$ -
			Cumulative Expenditure	$ -	$ -	$ -	-
			Cumulative % Expended	0.0%	0.0%	0.0%	0.0%
			50 % of Grant				
				Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Sum of Invoice Submissions for Meeting 75% Deadline
				MM/DD/YY	MM/DD/YY	MM/DD/YY	
				$ -	$ -	$ -	$ -
			Cumulative Expenditure	$ -	$ -	$ -	-
			Cumulative % Expended	0.0%	0.0%	0.0%	0.0%
			75 % of Grant				
				Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Sum of Invoice Submissions for Meeting 100% Deadline
				MM/DD/YY	MM/DD/YY	MM/DD/YY	
				$ -	$ -	$ -	$ -
			Cumulative Expenditure	$ -	$ -	$ -	-
			Cumulative % Expended	0.0%	0.0%	0.0%	0.0%
			100 % of Grant				

EXHIBIT E
INSURANCE REQUIREMENTS

RISK TO INSERT INSURANCE REQUIREMENTS FOLLOWING RECEIPT OF SCOPE OF WORK

EXHIBIT F
DISCLOSURE OF CONFLICT OF INTEREST
[Suprecipient Name]
Emergency Solutions Grant
[Project Title]

City of FRESNO

Housing and Community Development Division
Planning and Development Department

No Conflict of Interest Certification – HUD CDBG, HOME, ESG and HOPWA Programs

Conflict of Interest Regulations may be found at: 24 CFR 92.356, 24 CFR 570.611, 24 CFR 574.625, 24 CFR 576.404, 2 CFR 112 and 2 CFR 318 (C)(1)]

_____
Name of Subrecipient or Applicant

Subrecipient or Applicant acknowledges and understands that, under HUD conflict of interest rules under 24 CFR 92.356, 24 CFR 570.611, 24 CFR 574.625, 24 CFR 576.404, 2 CFR 112 and 2 CFR 318 (C)(1)], an employee, agent, consultant, officer, or elected or appointed official of the subrecipient, applicant or City of Fresno who exercises or has exercised any functions or responsibilities with respect to activities assisted with CDBG, HOME, ESG or HOPWA funds or who is in a position to participate in a decision making process or gain inside information with regard to these activities (each "Covered Person"), may not obtain a financial interest or benefit from a CDBG, HOME, ESG or HOPWA-assisted activity, or have an interest in any contract, subcontract or agreement with respect thereto, or the proceeds thereunder, either for themselves or those with whom they have family or business ties, during their tenure or for one yearthereafter.

(SELECT ONLY THE CERTIFICATION THAT APPLIES TO THIS AGREEMENT OR AGREEMENT OR APPLICATION. DO NOT SIGN BOTH.)

☐ Subrecipient or Applicant hereby certifies that no "covered person" in its agency or corporation is currently a Covered Person and has not been a Covered Person for a period of at least one (1) calendar year prior to the date of this agreement or application.

Name	Signature	Date

OR

☐ Subrecipient or Applicant hereby certifies that subrecipient/applicant organization includes a Covered Person as defined above, or because subrecipient/applicant has a family or business relationship with a Covered Person.

Name	Signature	Date

Please provide a separate certification for each "covered person" and select the type of covered person.

☐ Employee ☐ Agent ☐ Consultant ☐ Officer ☐ Elected Official ☐ Appointed Official

The Covered Person is:

☐ Subrecipient/Applicant "covered person"
☐ Family member-name:_____(please print clearly)
☐ Business associate-name:_____(please print clearly)

A Covered Person does not automatically disqualify an entity from participating in a HUD assisted program. If a covered person is identified, the Senior Management Analyst or Project Manager will assist you with the additional steps that must be taken before the organization's agreement or application can be funded.

A person may become a "covered person" at any time during the implementation process and this will include beneficiaries receiving assistance provided through this agreement or application who are or have a relationship with a covered person of the applicant or of City of Fresno. A new certification is required each time a covered person is identified.

Housing Opportunities for Persons with AIDS/HIV Subrecipient Agreement

AGREEMENT BETWEEN [SUBRECIPIENT NAME]
AND THE CITY OF FRESNO TO PROVIDE HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS GRANT SERVICES TO THE HOMELESS AND THOSE AT RISK OF BECOMING HOMELESS

THIS AGREEMENT is made and entered into the [day] day of [Month], 20[year], by and between the CITY OF FRESNO, a California municipal corporation (RECIPIENT), as a Recipient of the Housing Opportunities for Persons with AIDS (HOPWA) Grant and [Subrecipient name] a California 501(c)(3) not-for-profit Corporation (SUBRECIPIENT). RECIPIENT and SUBRECIPIENT are sometimes hereinafter referred to individually as a Party and collectively as Parties.

RECIPIENT has received a grant commitment from the United States Department of Housing and Urban Development (HUD) to administer and implement the HOPWA program in the City of Fresno (City) in accordance with the provisions of 24 CFR Part 574 et seq. and California law.

The purpose of the HOPWA grant is to provide assistance for persons with HIV/AIDS who are homeless and those at risk of becoming homeless to quickly regain stability in permanent housing after experiencing a housing crisis and/or homelessness within the City.

RECIPIENT issued a Notice of Funding Availability (NOFA) on December 15, 2025, to solicit proposals with specific plans to provide eligible HOPWA services in the areas of outreach, emergency shelter, homeless prevention assistance to households who would otherwise become homeless, assistance to rapidly re-house persons who are homeless, and related grant administration (up to 7.0% of award). The contract award is contingent upon the SUBRECIPIENT meeting the requirements of 24 CFR Part 574 and other conditions herein.

In response to the NOFA, SUBRECIPIENT submitted an application (NOFA Application) which included a Scope of Work and cost proposal (Budget) as described in **Exhibits A** and **B** respectively and represents it is capable and qualified to meet all the requirements of the NOFA and this Agreement.

RECIPIENT, in accordance with its 2025-2029 Consolidated Plan and Program Year (PY) 2026-2027 Annual Action Plan, desires to provide HOPWA funds to SUBRECIPIENT for activities and services, as more fully described in Exhibit A, Scope of Services, upon terms and conditions in this Agreement.

Pursuant to City Resolution No. [RESOLUTION NUMBER], the City Manager is authorized to execute HOPWA Agreements on behalf of the City that are within available allocated HOPWA funding, a standard for approved by the City Attorney.

NOW, THEREFORE, in consideration of the foregoing and of the covenants, conditions, and premises hereinafter combined to be kept and performed by the respective Parties, it is mutually agreed as follows:

ARTICLE 1

DEFINITIONS. Wherever used in this Agreement or any of the contract documents, the following words shall have the meaning herein given, unless the context requires a different meaning.

"ACT" – 24 CFR Part 574 et seq. as revised by the Housing Opportunities for Persons with AIDS and Consolidated Plan Conforming Amendments Interim Rule, published in the Federal Register on December 5, 2011 (76 Fed. Reg. 75954).

"Administrator" and "Contract Administrator" shall mean the Manager of the Community Development Division of the Planning and Development Department of RECIPIENT or his or her designee.

"Budget" shall mean SUBRECIPIENT's Cost Proposal submitted with the NOFA Application.

"City Manager" shall mean the City Manager of the City of Fresno.

"Contract" or "Contract Documents" shall mean and refer to this Agreement including its exhibits and the NOFA and Application with all attachments and addenda thereto.

"HOPWA" shall mean Housing Opportunities for Persons with AIDS as set forth in the ACT.

"General Conditions" or "General Requirements" shall mean the General Requirements contained in the NOFA.

"Program" shall mean services designed to identify sheltered and unsheltered homeless persons, as well as those at risk of homelessness, and provide necessary help to those persons to quickly regain stability in permanent housing after experiencing a housing crisis and/or homelessness within the parameters and requirements of the ACT and the HOPWA Policies and Procedures.

"Program income" for the specific purpose of this Agreement shall be as defined in the ACT. Unless otherwise provided for in the ACT, program income shall include any and all gross income earned by or accruing to SUBRECIPIENT in its pursuit hereof provided that the term program income does not include rebates, credits, discounts, or refunds realized by SUBRECIPIENT in its pursuit hereof.

"Scope of Services or Services" shall mean those services submitted with SUBRECIPIENT's NOFA Application to be offered in fulfillment of the Program and included in **Exhibit A**.

1. Contract Administration. This Agreement including all the Contract Documents shall be administered according to the order of precedence set forth herein for RECIPIENT by Administrator who shall be SUBRECIPIENT's point of contact and to whom SUBRECIPIENT shall report.

2. Scope of Services. SUBRECIPIENT shall provide the Program in conformity with the Contract Documents and perform to the satisfaction of RECIPIENT those services set forth in **Exhibit A** and services necessarily related or incidental thereto even though not expressly set forth therein.

3. Effective Date and Term of Agreement. It is the intent of the Parties that this Agreement be effective as of the date first set forth above as to all terms and conditions of the Agreement. Services of SUBRECIPIENT shall commence as of [Date], and shall end [Date], which shall be the term of this Agreement, unless terminated earlier as provided herein.

4. Compensation and Method of Payment. RECIPIENT shall pay SUBRECIPIENT the aggregate sum of not to exceed $[MONETARY AMOUNT] (Grant Award) for satisfactory performance of the services rendered therefore and as set forth in **Exhibit A** attached hereto and incorporated herein. Compensation is based on actual expenditures, supported by properly executed payrolls, time records, invoices, contracts, vouchers, orders, or any other accounting documents pertaining in whole or in part to this Agreement and shall be clearly identified and submitted by the SUBRECIPIENT to the RECIPIENT with each request for reimbursement. The SUBRECIPIENT's request for reimbursement shall be in accordance with the Budget set forth in **Exhibit B**. No reimbursement shall be issued for expenditures that deviate from the approved budget without prior written approval from the RECIPIENT for the proposed budget modification. Prior to submitting a request for reimbursement, the SUBRECIPIENT shall submit a written Budget Modification Request to RECIPIENT. The Budget Modification Request must account for all line-item adjustments, not exceed the overall Grant Award, and include a justification for the requested adjustment. The Budget Modification Request must be reviewed and approved in writing by the RECIPIENT before any reimbursement may be processed. It is understood that all expenses incidental to SUBRECIPIENT's performance of services under this Agreement shall be borne by the SUBRECIPIENT. If SUBRECIPIENT should fail to comply with any provisions of this Agreement, RECIPIENT shall be relieved of its obligation for further compensation. Notwithstanding any payment provisions herein, SUBRECIPIENT's failure to timely and properly submit required records and reports set forth in this Agreement may be cause for the RECIPIENT to suspend or delay reimbursement payments to SUBRECIPIENT.

(a) Payments shall be made by the RECIPIENT to SUBRECIPIENT in arrears, for services provided during the preceding month. Such payment by RECIPIENT shall be made in the normal course of business, within 30 days after the date of receipt by RECIPIENT of a correctly completed request for reimbursement in accordance with the provisions of this paragraph and shall be for the actual expenditures incurred by SUBRECIPIENT in accordance with **Exhibit B**. Payments shall be made after receipt and verification of actual expenditures. All requests for reimbursements are to be submitted to the RECIPIENT on a monthly basis for the term of the Agreement at the address given for notices on the signature page hereof or at such address the RECIPIENT may from time to time designate by written notice.

(b) The Administrator may, in his or her sole discretion, agree in writing to revise the payment schedule in subsection (a), above, upon SUBRECIPIENT's showing that such will facilitate delivery of the services; provided, however, that total payments under this Agreement shall not exceed the total Grant Award.

(c) Any funds paid by RECIPIENT hereunder which remain unearned at the expiration or earlier termination of the Agreement shall be, and remain in trust, the property of RECIPIENT and shall be remitted to RECIPIENT within ten days of expiration or earlier termination of this Agreement. Any interest thereon must be credited to or returned to RECIPIENT.

(d) RECIPIENT will not be obligated to make any payments under this Agreement if the request for reimbursement is received by the RECIPIENT more than sixty days after the date of termination of this Agreement or the date of expiration of this Agreement, whichever occurs first.

(e) SUBRECIPIENT understands and agrees that the availability of HOPWA Funding hereunder is subject to the control of HUD and should the HOPWA Funding be encumbered, withdrawn, or otherwise made unavailable to RECIPIENT whether earned or promised to SUBRECIPIENT and/or should RECIPIENT in any fiscal year hereunder fail to appropriate said funds, RECIPIENT shall not provide said funds to SUBRECIPIENT unless and until they are made available for payment to RECIPIENT by HUD and RECIPIENT receives and appropriates said Funds. No other funds owned or controlled by RECIPIENT shall be obligated under this Agreement to the project(s). Should sufficient funds not be appropriated, the Services provided may be modified, or this Agreement terminated, at any time by the RECIPIENT as provided in section 10 below.

(f) SUBRECIPIENT shall use the funds provided by RECIPIENT solely for the purpose of providing the services required under subsection 2 (a) of this Agreement.

5. Progressive Expenditure and Request for Reimbursement Deadlines. In order to expend the HUD HOPWA funding in a timely manner, the SUBRECIPIENT shall submit requests for reimbursement on a monthly basis. SUBRECIPIENT shall submit requests for reimbursement to RECIPIENT by the end of the month for eligible expenses incurred during the preceding month. SUBRECIPIENT shall expend 25% of the Grant Award by [DATE]; 50% of the Grant Award by [DATE]; 75% of the Grant Award by [DATE]; and 100% of the Grant Award by [DATE]. SUBRECIPIENT shall demonstrate it has met Progressive Reimbursement Request Deadlines of eligible HOPWA expenditures within 30 days of the respective Progressive Expenditure Deadlines as follows: requests for reimbursement of an amount not less than 25% of the Grant Award's allowed cost must be made by [DATE]; requests for reimbursement of an amount not less than 50% of the Grant Award's allowed cost must be made by [DATE]; requests for reimbursement of an amount not less than 75% of the Grant Award's allowed cost must be made by [DATE]; and requests for reimbursement of an amount not less than 100% of the Grant Award's allowed cost must be made [DATE]. Failure to meet the expenditure deadlines as outlined in **Exhibit F** may result in the recapture of an amount equal to the difference between the required expenditure by the applicable deadline and the actual expenditures included in reimbursement requests received by the deadline.

6. Matching Funds Not a Requirements of SUBRECIPIENT. The HOPWA program does not require SUBRECIPIENT to agree to match all HOPWA funding disbursed to it by RECIPIENT on a dollar-for-dollar basis.

7. Loss of Third-Party Funding. In the event any funding provided by a party other than RECIPIENT for the Program or services being performed by SUBRECIPIENT is suspended, reduced, or withdrawn, then Administrator may suspend this Agreement immediately upon its receipt of notice thereof, or terminate this Agreement as provided in Section 10 below. SUBRECIPIENT shall notify RECIPIENT in writing within seven days if any of the following events occur:

(a) Suspension, reduction, or withdrawal of SUBRECIPIENT'S funding by other funding source(s).

(b) Addition or resignation of any of SUBRECIPIENT'S Board of Director members.

(c) Resignation or termination of any of SUBRECIPIENT'S staff, including those staff not funded by this Agreement but essential to the delivery of the services listed in **Exhibit A**.

(d) The Administrator may, in his or her sole discretion, stay such suspension of the Agreement for a period not to exceed thirty days to allow SUBRECIPIENT to either (i) submit a new service or funding plan for evaluation by Administrator who may accept or reject in his or her sole discretion, or (ii) complete an orderly phase out of services. If the Administrator accepts such new service or funding plan, then such plan will be subject to the requirements in Section 15 below.

8. Disposition of Program Income. Absent the RECIPIENT's written consent, any program income generated hereunder shall be used to reduce the RECIPIENT's reimbursement obligations hereunder, or in the absence thereof promptly remitted entirely to the RECIPIENT.

9. Events of Default. When in the opinion of RECIPIENT, there is an occurrence of any one or more of the following provisions it will represent an *Event of Default* for purposes of this Agreement.

(a) An illegal or improper use of funds.

(b) A failure to comply with any term, covenant or condition of this Agreement.

(c) Report(s) are submitted to RECIPIENT which are incorrect or incomplete in any material respect.

(d) A failure to submit required reports by Subrecipient.

(e) The services required hereunder are incapable of or are improperly being performed by SUBRECIPIENT.

(f) Refusal of SUBRECIPIENT to accept change under Section 20.

(g) SUBRECIPIENT fails to maintain any required insurance.

(h) There is a loss of third-party funding (see Section 7 above).

(i) SUBRECIPIENT files, or has filed against it, a petition of bankruptcy, insolvency, or similar law, state or federal, of filing any petition or answer seeking, consenting to, or acquiescing in any reorganization, arrangement, composition, readjustment, liquidation, dissolution, or similar relief, where such petition shall not have been vacated within fourteen days; or if adjudicated bankrupt or insolvent, under any present or future statute, law, regulation under state or federal law, and judgment or decree is not vacated or set aside within fourteen days.

(j) SUBRECIPIENT's failure, inability, or admission in writing of its inability to pay its debts as they become due or SUBRECIPIENT's assignment for the benefit of creditors.

(k) A receiver, trustee, or liquidator being appointed for SUBRECIPIENT or any substantial part of SUBRECIPIENT's assets or properties, and not removed within ten days.

(l) SUBRECIPIENT's breach of any other material condition, covenant, warranty, promise, or representation contained in this Agreement not otherwise identified within this Section.

10. Termination and Remedies. Upon the occurrence of an Event of Default, RECIPIENT shall give written notice to SUBRECIPIENT of the Event of Default by specifying (1) the nature of the event or deficiency giving rise to the default, (2) the action required to cure the deficiency, if, in the sole discretion of RECIPIENT, any action to cure is possible, and (3) if the Event of Default is curable, a date, which shall not be less than thirty calendar days from the date of the notice, by which such deficiency must be cured, provided, however that if such failure cannot be remedied in such time, SUBRECIPIENT shall have an additional thirty days to remedy such failure so long as SUBRECIPIENT is diligently and in good faith pursuing such remedy.

(a) This Agreement shall terminate without any liability of RECIPIENT to SUBRECIPIENT upon the earlier of: (i) the happening of an Event of Default by SUBRECIPIENT and a failure to cure said Event of Default within the time specified in the notice of Event of Default; (ii) seven calendar days prior written notice without cause by RECIPIENT to SUBRECIPIENT; (iii) RECIPIENT'S non-appropriation of funds sufficient to meet its obligations hereunder during any RECIPIENT fiscal year of this Agreement, or insufficient funding for the services provided by SUBRECIPIENT; or (iv) expiration of this Agreement.

(b) Immediately upon any termination or expiration of this Agreement, SUBRECIPIENT shall (i) immediately stop all work hereunder; (ii) immediately cause any and all of its subcontractors to cease work; and (iii) return to RECIPIENT any and all unearned payments and all properties and materials in the possession of SUBRECIPIENT that are owned by RECIPIENT. Subject to the terms of this Agreement, SUBRECIPIENT shall be paid compensation for services satisfactorily performed prior to the effective date of termination. SUBRECIPIENT shall not be paid for any work or services performed or costs incurred which reasonably could have been avoided.

(c) Upon any breach of this Agreement by SUBRECIPIENT, RECIPIENT may (i) exercise any right, remedy (in contract, law or equity), or privilege which may be available to it under applicable laws of the State of California or any other applicable law; (ii) proceed by appropriate court action to enforce the terms of the Agreement; and/or (iii) recover all direct, indirect, consequential, economic and incidental damages for the breach of the Agreement. If it is determined that RECIPIENT improperly terminated this Agreement for default, such termination shall be deemed a termination for convenience.

(d) In no event shall any payment by RECIPIENT pursuant to this Agreement constitute a waiver by RECIPIENT of any breach of this Agreement or any default which may then exist on the part of SUBRECIPIENT, nor shall such payment impair or prejudice any remedy available to RECIPIENT with respect to the breach or default.

(e) RECIPIENT expressly reserves the right to demand of SUBRECIPIENT the repayment to RECIPIENT of any funds disbursed to SUBRECIPIENT under this Agreement which, in the judgment of RECIPIENT, were not expended in accordance with the terms of this Agreement, and SUBRECIPIENT

agrees to promptly refund any such funds within 10 days of RECIPIENT'S written demand.

11. Indemnification. To the furthest extent allowed by law, SUBRECIPIENT shall indemnify, hold harmless and defend RECIPIENT and each of its officers, officials, employees, agents and volunteers from any and all loss, liability, fines, penalties, forfeitures, costs and damages (whether in contract, tort or strict liability, including but not limited to personal injury, death at any time and property damage) incurred by RECIPIENT, SUBRECEPIENT or any other person, and from any and all claims, demands and actions in law or equity (including reasonable attorney's fees, litigation expenses and cost to enforce this agreement), arising or alleged to have arisen directly or indirectly out of performance of this Agreement. SUBRECIPIENT'S obligations under the preceding sentence shall apply regardless of whether RECIPIENT or any of its officers, officials, employees, agents or volunteers are negligent, but shall not apply to any loss, liability, fines, penalties, forfeitures, costs or damages caused solely by the gross negligence, or caused by the willful misconduct, of RECIPIENT or any of its officers, officials, employees, agents or volunteers.

If SUBRECIPIENT should subcontract all or any portion of the work to be performed under this Agreement, SUBRECIPIENT shall require each subcontractor to indemnify, hold harmless and defend RECIPIENT and each of its officers, officials, employees, agents and volunteers in accordance with the terms of the preceding paragraph.

This section shall survive termination or expiration of this Agreement.

12. Insurance.

(a) Throughout the life of this Agreement, SUBRECIPIENT shall pay for and maintain in full force and effect all insurance as required in **Exhibit C** or as may be authorized in writing by RECIPIENT'S Risk Manager or his or her designee at any time and in his or her sole discretion.

(b) If at any time during the life of the Agreement or any extension, SUBRECIPIENT or any of its subcontractors fail to maintain any required insurance in full force and effect, all services and work under this Agreement shall be discontinued immediately, and all payments due or that become due to SUBRECIPIENT shall be withheld until notice is received by RECIPIENT that the required insurance has been restored to full force and effect and that the premiums therefore have been paid for a period satisfactory to RECIPIENT. Any failure to maintain the required insurance shall be sufficient cause for RECIPIENT to terminate this Agreement. No action taken by RECIPIENT pursuant to this section shall in any way relieve SUBRECIPIENT of its responsibilities under this Agreement. The phrase "fail to maintain any required insurance" shall include, without limitation, notification received by RECIPIENT that an insurer has commenced proceedings, or has had proceedings commenced against it, indicating that the insurer is insolvent.

(c) The fact that insurance is obtained by SUBRECIPIENT shall not be deemed to release or diminish the liability of SUBRECIPIENT, including, without limitation, liability under the indemnity provisions of this Agreement. The duty to indemnify RECIPIENT shall apply to all claims and liability regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by SUBRECIPIENT. Approval

or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of SUBRECIPIENT, its principals, officers, agents, employees, persons under the supervision of SUBRECIPIENT, vendors, suppliers, invitees, consultants, sub-consultants, subcontractors, or anyone employed directly or indirectly by any of them.

13. On-Site Monitoring. Authorized representatives of HUD and/or the RECIPIENT shall have the right to monitor the SUBRECIPIENT's performance under this Agreement. Such monitoring may include inspection activities, review of records, and attendance at meetings: SUBRECIPIENT shall reasonably make its facilities, books, records, reports, and accounts available for RECIPIENT's inspection in pursuit hereof.

This section 13 shall survive termination or expiration of this Agreement.

14. Records, Reports and Inspection.

(a) SUBRECIPIENT shall establish and maintain records in accordance with all requirements prescribed by RECIPIENT, HUD, and generally accepted accounting principles, with respect to all matters covered by this Agreement.

As applicable, SUBRECIPIENT shall comply with all applicable requirements of 2 CFR PART 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, including the provision of a single audit (generally applicable where funding from all federal sources in any fiscal year exceeds $1,000,000), and to such extent shall submit to the RECIPIENT any applicable auditor's reports and audited financial statements no later than three months after the SUBRECIPIENT's fiscal year end.

SUBRECIPIENT shall comply with applicable portions of 24 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. SUBRECIPIENT shall be responsible for determining the applicability of the foregoing:

(i) On a quarterly basis, SUBRECIPIENT shall submit to RECIPIENT, on a form attached as **Exhibit E** – Quarterly HOPWA Report, a performance report submitted within thirty days of the close of each quarter of the fiscal year for the duration hereof, absent RECIPIENT's prior written consent in cases of unusual circumstances as determined in the sole discretion of the RECIPIENT. SUBRECIPIENT shall ensure the HOPWA grant funds provided by RECIPIENT are clearly identified as a subaward and include the following information:

- SUBRECIPIENT NAME:
- SUBRECIPIENT ID (UEI #):
- Federal Award Identification Number (HOPWA Grant #):
- Federal Award Date:
- Period of Performance:
- Federal Funds Obligated by this Agreement:
- Total Federal Funds Obligated to SUBRECIPIENT:
- Total Amount of the Federal Award:
- Federal Award project description: HOPWA Services
- Name of Federal awarding agency: Dept. of Housing Urban Development

- Name of pass-through entity: City of Fresno, California
- Award Official Contact Information: Name and Address
- CFDA Number: 14.241
- CFDA Name: Housing Opportunities for Persons with AIDS
- Identification of R&D: No
- Indirect cost rate for the Federal award:

(ii) SUBRECIPIENT shall maintain all records required by the Federal regulations specified in 24 CFR 574.530.

(iii) SUBRECIPIENT shall retain all project files, financial records, and any other documents related to the Program for a period of five years from the date of the notice of closeout of the subrecipient agreement. The records retention period may be extended whenever:

a. Any litigation, claim, or audit is started before the expiration of the five-year period, the records must be retained until all litigation, claims, or audit findings involving the records have been resolved and final action taken.

b. The SUBRECIPIENT is notified in writing by the RECIPIENT to extend the retention period.

(b) All costs shall be supported by properly executed payrolls, time records, invoices, contracts, vouchers, orders, or any other accounting documents pertaining in whole or in part to this Agreement and they shall be clearly identified and readily accessible to RECIPIENT.

(c) During the life of this Agreement and for a period of five years from the date of the notice of closeout of the subrecipient agreement, SUBRECIPIENT shall, at any time during normal business hours and as often as RECIPIENT and/or HUD or the authorized representative of either RECIPIENT or HUD may deem necessary, make available to them or any one of them, within the RECIPIENT of Fresno, such statements, records, reports, data and information as they may request pertaining to matters covered by this Agreement and permit them or any one of them to audit and inspect all records, invoices, materials, payrolls, records of personnel, conditions of employment, and other data relating to all matters covered by this Agreement. SUBRECIPIENT shall also permit and cooperate with on-site monitoring and personal interviews of participants, SUBRECIPIENT'S staff, and employees by Administrator and other RECIPIENT and/or HUD representatives.

(d) The SUBRECIPIENT is required to submit the HOPWA Consolidated Annual Performance and Evaluation Report (CAPER) on Form HUD-40110-D attached hereto as **Exhibit G.**

(e) SUBRECIPIENT shall provide reports consistent with HUD reporting requirements at 24 CFR 91.520, including the number of individuals assisted and the types of assistance provided, as well as data on emergency transfers requested under 24 CFR 5.2005(e), pertaining to victims of domestic violence, dating violence, sexual assault, or stalking, including data on the outcomes of such requests.

This Section 14 shall survive expiration or termination of this Agreement.

15. Subawards. The SUBRECIPIENT shall not enter into subawards for any work contemplated under the Agreement without first obtaining the RECIPIENT's written approval of any subaward and the form of subaward agreement.

(a) An executed copy of every such subcontract approved by the Administrator shall be provided to RECIPIENT prior to implementation for retention in RECIPIENT's files.

(b) SUBRECIPIENT is responsible to RECIPIENT for the proper performance of any subcontract. No such subcontract shall relieve SUBRECIPIENT of its obligations under this Agreement.

(c) Any subcontract shall be subject to all the terms and conditions of this Agreement.

(d) No officer or director of SUBRECIPIENT shall have any direct or indirect financial interest in any subcontract made by SUBRECIPIENT or in any loan, purchase of property, or any other arrangement made by SUBRECIPIENT, by whatever name known.

16. Conflict of Interest and Non-Solicitation.

(a) Prior to RECIPIENT'S execution of this Agreement, SUBRECIPIENT shall complete a City of Fresno conflict of interest disclosure statement in the form as set forth in **Exhibit D**. During the term of this Agreement, SUBRECIPIENT shall have the obligation and duty to immediately notify RECIPIENT in writing of any change to the information provided by SUBRECIPIENT in such statement.

(b) SUBRECIPIENT shall comply, and require its subcontractors to comply, with all applicable federal, state and local conflict of interest laws and regulations including, without limitation, California Government Code Section 1090 et seq., the California Political Reform Act (California Government Code Section 87100 et seq.) and the regulations of the Fair Political Practices Commission concerning disclosure and disqualification (2 California Code of Regulations Section 18700 et seq.). At any time, upon written request of RECIPIENT, SUBRECIPIENT shall provide a written opinion of its legal counsel and that of any subcontractor that, after a due diligent inquiry, SUBRECIPIENT and the respective subcontractor(s) are in full compliance with all laws and regulations. SUBRECIPIENT shall take, and require its subcontractors to take, reasonable steps to avoid any appearance of a conflict of interest. Upon discovery of any facts giving rise to the appearance of a conflict of interest, SUBRECIPIENT shall immediately notify RECIPIENT of these facts in writing.

(c) In performing the work or services to be provided hereunder, SUBRECIPIENT shall not employ or retain the services of any person while such person either is employed by RECIPIENT or is a member of any City council, commission, board, committee, or similar City body or within one year of their termination therefrom. This requirement may be waived in writing by the City Manager, if no actual or potential conflict is involved.

(d) SUBRECIPIENT represents and warrants that it has not paid or agreed to pay any compensation, contingent or otherwise, direct or indirect, to solicit or procure this Agreement or any rights/benefits hereunder.

ARTICLE 2
FEDERAL REQUIREMENTS

17. SUBRECIPIENT shall adhere to and follow the OMB Guidance for Federal Financial Assistance found in the U.S. federal regulations at 2 CFR Part 200.

(a) SUBRECIPIENT shall establish and maintain effective internal control over HOPWA funds made available through this Agreement to provide reasonable assurance that the Program is administered in compliance with applicable federal statutes, regulations, and the terms and conditions of this Agreement. This includes evaluation and internal monitoring of the Program and prompt, appropriate action when instances of noncompliance are identified.

(b) SUBRECIPIENT shall follow a written procurement policy that allows for full and open competition that meets the minimum standards of the U.S. federal regulations at 2 CFR 200.317 through 200.326.

(c) SUBRECIPIENT shall take reasonable measures to safeguard protected personally identifiable information and other information RECIPIENT designates as sensitive consistent with applicable Federal, state and local laws regarding privacy and obligations of confidentiality.

(d) SUBRECIPIENT will use its best efforts to afford small businesses, minority business enterprises, women's business enterprises, veteran-owned businesses, and labor surplus area firms the maximum practicable opportunity to participate in the performance of this Agreement. As used in this Agreement, the terms "small business" means a business that meets the criteria set forth in section 3(a) of the Small Business Act, as amended (15 U.S.C. 632), and "minority and women's business enterprise" means a business at least 51% owned and controlled by minority group members or women. SUBRECIPIENT may rely on written representations by businesses regarding their status as minority, female, and veteran-owned business enterprises in lieu of an independent investigation.

(e) SUBRECIPIENT is prohibited from using HOPWA funds or personnel employed in the administration of the program for: political activities; inherently religious activities; lobbying; political patronage; and nepotism activities.

(f) SUBRECIPIENT shall comply with the requirements of the Secretary of Labor in accordance with the Davis-Bacon Act as amended, the provisions of Contract Work Hours and Safety Standards Act (40 U.S.C. 327 et seq.) and all other applicable Federal, state and local laws and regulations pertaining to labor standards insofar as those acts apply to the performance of this Agreement.

(g) SUBRECIPIENT shall comply with the Copeland Anti-Kick Back Act (18 U.S.C. 874 et seq.) and its implementing regulations of the U.S. Department of Labor at 29 CFR Part 5. SUBRECIPIENT shall maintain documentation that demonstrates compliance with hour and wage requirements of this part.

(h) SUBRECIPIENT agrees that no funds provided, nor personnel employed under this Agreement, shall be in any way or to any extent engaged in the conduct of political activities.

(i) SUBRECIPIENT shall maintain a financial management system that identifies all federal awards received and expended and the federal programs under which they were received, including:

- The CFDA title and number,
- Federal award identification number and year,
- Name of the Federal agency, and
- Name of the pass-through entity, if any

(j) SUBRECIPIENT shall follow written financial management policies and procedures that, at a minimum, provide for:

- Determination of allowable costs in accordance with the terms and conditions of this Agreement and the federal cost principles published in the U.S. federal regulations at 2 CFR 200 Subpart E;
- Effective control over, and accountability for, all funds, property, and other assets to ensure all assets are safeguarded and they are used solely for authorized purposes; and
- Accurate financial reporting on federal awards, authorizations, obligations, unobligated balances, assets, expenditures, income and interest and be supported by source documentation

(k) SUBRECIPIENT shall comply with the Whistleblower protections of the U.S. federal regulations at 2 CFR 200.217.

(l) SUBRECIPIENT warrants, covenants, and agrees, for itself and its contractors and subcontractors of all tiers, that it shall comply with all applicable requirements of the Lead-Based Paint Poisoning Prevention Act of 42 U.S.C. 4821 et seq., 24 CFR Part 35 and 24 CFR 982.401(j). In this regard SUBRECIPIENT shall be responsible for all inspection, testing and abatement activities.

(m) SUBRECIPIENT warrants, covenants and agrees, for itself and its contractors and subcontractors of all tiers, that it shall comply with all applicable requirements of the Lead-Based Paint Poisoning Prevention Act of 42 U.S.C. 4821 et seq., 24 CFR Part 35 and 24 CFR 982.401(j). In this regard SUBRECIPIENT shall be responsible for all inspection, testing and abatement activities.

(n) The requirements, as applicable, of the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. 4821-4846), the Residential Lead-Based Paint Hazard Reduction Act of 1992 (42 U.S.C. 4851-4856) and implementing regulations at 24 CFR Part 35. In addition, the following requirements relating to inspection and abatement of defective lead-based paint surfaces must be satisfied: (1) Treatment of defective paint surfaces must be performed before final inspection and approval of the renovation, rehabilitation or conversion activity under this part; and (2) Appropriate action must be taken to protect shelter occupants from the hazards associated with lead-based paint abatement procedures.

(o) The SUBRECIPIENT agrees to comply with all applicable requirements of Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) as amended and HUD implementing regulation 24 CFR Part 8.

(p) SUBRECIPIENT agrees to comply with the federal requirements set forth in 24 CFR Part 5, except as explicitly modified below, and use of HOPWA grant amounts must comply with : Nondiscrimination and equal opportunity requirements. The nondiscrimination and equal opportunity requirements at 24 CFR Part 5 are modified as follows:

(i) Rehabilitation Act requirements. HUD's regulations at 24 CFR Part 8 implement section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) as amended. For purposes of the emergency shelter grants program, the term *dwelling units* in 24 CFR Part 8 shall include sleeping accommodations.

(ii) SUBRECIPIENT shall make known that use of the facilities and Services are available to all on a nondiscriminatory basis. If the procedures that the SUBRECIPIENT intends to use to make known the availability of the facilities and Services are unlikely to reach persons of any particular race, color, religion, sex, age, national origin, familial status, or disability who may qualify for such facilities and Services, the SUBRECIPIENT must establish additional procedures that will ensure that such persons are made aware of the facilities and Services. The SUBRECIPIENT must also adopt procedures which will make available to interested persons information concerning the location of Services and facilities that are accessible to persons with disabilities.

(iii) The SUBRECIPIENT shall be responsible for complying with requirements of 200 PART 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards as they relate to the acceptance and use of HOPWA grant amounts by private nonprofit organizations.

(q) The SUBRECIPIENT will be responsible for all aspects project contract award and management including the advertising for bids and shall award the contract to the lowest responsible and responsible bidder. The SUBRECIPIENT shall verify with the Labor Relations and Equal Opportunity Division of the HUD Area Office that the low bidder has not been debarred or suspended from participating in federal projects.

(r) SUBRECIPIENT warrants, covenants and agrees that it shall perform the Services in a manner that does not engage in inherently religious activities and that does not engage in any prohibited activities described in 24 CFR 574. Without limitation, SUBRECIPIENT shall not unlawfully discriminate on the basis of religion and shall not provide religious instruction or counseling, conduct religious services or worship, engage in religious proselytizing, or exert other religious influence in pursuit hereof. Subject to the foregoing, SUBRECIPIENT does not intend to utilize HOPWA funding to construct, rehabilitate or convert facilities owned primarily by religious organizations or to assist primarily religious organizations in acquiring or leasing facilities to the extent prohibited in 24 CFR 574.

(s) SUBRECIPIENT shall perform the Services in compliance with, and not to cause or permit the Services to be in violation of, any existing or future environmental law, rule, regulation, ordinance, or statute. SUBRECIPIENT agrees that, if RECIPIENT has reasonable grounds to suspect any such violation, SUBRECIPIENT shall be entitled to thirty days' notice and opportunity to cure such

violation. If the suspected violation is not cured, RECIPIENT shall have the right to retain an independent consultant to inspect and test the subject facilities for such violation. If a violation is discovered, SUBRECIPIENT shall pay for the cost of the independent consultant.

(t) Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, 2 CFR 200, is available at https://www.ecfr.gov/current/title-2/part-200

18. Relocation.

(a) SUBRECIPIENT shall assure that it has taken all reasonable steps to minimize the displacement of persons (families, individuals, businesses, nonprofit organizations, and farms) as a result of this project and the Services rendered in pursuit thereof.

(b) A displaced person must be provided relocation assistance at the levels described in, and in accordance with, 49 CFR Part 24, which contains the government-wide regulations implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA) (42 U.S.C. 4601-4655).

19. Further Assurances.

(a) This Agreement, when executed and delivered, shall constitute the legal, valid, and binding obligations of SUBRECIPIENT enforceable against SUBRECIPIENT in accordance with its respective terms, except as such enforceability may be limited by (a) bankruptcy, insolvency, fraudulent conveyance, reorganization, moratorium, or other similar laws of general applicability affecting the enforcement of creditors' rights generally and (b) the application of general principles of equity without the joiner of any other party.

(b) SUBRECIPIENT represents and warrants as of the date hereof that SUBRECIPIENT has obtained and, to the best of SUBRECIPIENT's knowledge, is in compliance with all federal, state, and local governmental reviews, consents, authorizations, approvals, and licenses presently required by law to be obtained by SUBRECIPIENT for the Services as of the date hereof.

(c) In the performance of this Agreement, SUBRECIPIENT shall promptly and faithfully comply with, conform to and obey the ACT and all amendments thereto, and shall maintain all facilities hereunder in compliance with building, health and safety codes.

(d) SUBRECIPIENT shall be solely responsible and liable for any recapture or repayment obligation imposed by HUD due to any act or omission of SUBRECIPIENT in pursuit hereof.

(e) SUBRECIPIENT acknowledges that SUBRECIPIENT, not the RECIPIENT, is responsible for determining applicability of and compliance with the ACT and all other applicable local, state, and federal laws including, but not limited to, any applicable provisions of the California Labor Code, Public Contract Code, and Government Code. The RECIPIENT makes no express or implied representation as to the applicability or inapplicability of any such laws to this Agreement or to the Parties' respective rights or obligations hereunder including, but not limited to, competitive bidding, prevailing wage subcontractor listing, or

similar or different matters. SUBRECIPIENT further acknowledges that the RECIPIENT shall not be liable or responsible at law or in equity for any failure by SUBRECIPIENT to comply with any such laws, regardless of whether the RECIPIENT knew or should have known of the need for such compliance, or whether the RECIPIENT failed to notify SUBRECIPIENT of the need for such compliance.

(f) SUBRECIPIENT agrees to comply with the RECIPIENT's Fair Employment Practices and shall not employ discriminatory practices in the provision of the Services, employment of personnel, or in any other respect on the basis of race, color, creed, religion, sex, sexual preference, national origin, ancestry, ethnicity, age, marital status, status as a veteran with disabilities or veteran of the Vietnam era, medical condition, or physical or mental disability. During the performance of this Agreement, SUBRECIPIENT agrees as follows:

(i) SUBRECIPIENT will comply with all laws and regulations, as applicable. No person in the United States shall, on the grounds of race, color, creed, religion, sex, sexual preference, national origin, ancestry, ethnicity, age, marital status, status as a disabled veteran or veteran of the Vietnam era, medical condition, or physical or mental disability be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity made possible by or resulting from this Agreement.

(ii) SUBRECIPIENT will not discriminate against any employee or applicant for employment because of race, color, creed, religion, sex, sexual preference, national origin, ancestry, ethnicity, age, marital status, and status as a disabled veteran or veteran of the Vietnam era, medical condition, or physical or mental disability. SUBRECIPIENT shall take affirmative action to ensure that applicants are employed, and the employees are treated during employment, without regard to their race, color, creed, religion, sex, sexual preference, national origin, ancestry, ethnicity, age, marital status, status as a disabled veteran or veteran of the Vietnam era, medical condition, or physical or mental disability. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. SUBRECIPIENT agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provision of this nondiscrimination clause.

(iii) SUBRECIPIENT will, in all solicitations or advertisements for employees placed by or on behalf of SUBRECIPIENT, state that all qualified applicants will receive consideration for employment without regard to race, color, creed, religion, sex, sexual preference, national origin, ancestry, ethnicity, age, marital status, status as a disabled veteran or veteran of the Vietnam era, medical condition, or physical or mental disability.

(iv) SUBRECIPIENT will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice advising such labor union or workers' representatives of SUBRECIPIENT's commitment under this

Section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

ARTICLE 3
GENERAL PROVISIONS

20. Amendment. This Agreement shall not be modified except by written amendment approved by the City Council and signed by the parties. Where it is determined by the Administrator that there is a need to make any change in the Program, services to be performed, fiscal procedures and system, or the terms and conditions of this Agreement (including, without limitation, any changes necessary to comply with changes in federal, state, or local laws or regulations), refusal by SUBRECIPIENT to accept the change is grounds for termination of this Agreement. Notwithstanding the foregoing, approval of the City Council is not required for (i) insubstantial adjustments in line items within the total approved budget, not affecting the total approved budget amount, approved by the Administrator in his/her sole discretion; (ii) insubstantial changes in the nature or scope of services specified in this Agreement approved by the Administrator in his/her sole discretion; (iii) changes to the insurance requirements specified in **Exhibit C** approved by RECIPIENT's Risk Manager in his or her sole discretion, and (iv) an extension to the term of the Agreement, not to exceed six months, in Administrator's sole discretion.

21. Public Information. SUBRECIPIENT shall disclose all of its funding sources to RECIPIENT which, thereafter, will be public information.

22. Copyrights/Patents.

(a) If this Agreement results in a book or other copyrightable material, the author may seek any available copyright protection for the work unless a work for hire. RECIPIENT reserves a royalty-free, nonexclusive, irrevocable and assignable license to reproduce, publish, or otherwise use, and to authorize others to use, all copyrighted material and all material which can be copyrighted.

(b) Any discovery or invention arising out of or developed in the course of work aided by this Agreement, shall promptly and fully be reported to RECIPIENT for determination by RECIPIENT as to whether patent protection on such invention or discovery, including rights thereto under any patent issued thereon (reserved henceforth onto RECIPIENT), shall be imposed and administered, in order to protect the public interest.

23. Political Activity Prohibited. None of the funds, materials, property or services provided directly or indirectly under this Agreement shall be used for any political activity, or to further the election or defeat of any ballot measure or candidate for public office.

24. Lobbying Prohibited. None of the funds provided under this Agreement shall be used for publicity, lobbying, or propaganda purposes designed to support or defeat legislation pending before any legislative body.

25. Third Party Beneficiaries. The rights, interests, duties and obligations defined within this Agreement are intended for the specific parties hereto as identified in the preamble of this Agreement. It is not intended that any rights or interests in this Agreement benefit or flow to the interest of any third parties.

26. Independent Contractor

(a) In the furnishing of the services provided for herein, SUBRECIPIENT is acting as an independent contractor. Neither SUBRECIPIENT, nor any of its officers, agents, or employees shall be deemed an office, agent, employee, joint venture, partner or associate of RECIPIENT for any purpose. RECIPIENT shall have no right to control or supervise or direct the manner or method by which SUBRECIPIENT shall perform its work and functions. However, RECIPIENT shall retain the right to administer this Agreement so as to verify that SUBRECIPIENT is performing its obligations in accordance with the terms and conditions thereof.

(b) This Agreement does not evidence a partnership or joint venture between SUBRECIPIENT and RECIPIENT. SUBRECIPIENT shall have no authority to bind RECIPIENT absent RECIPIENT'S express written consent. Except to the extent otherwise provided in this Agreement, SUBRECIPIENT shall bear its own costs and expenses in pursuit thereof.

(c) Because of its status as an independent contractor, SUBRECIPIENT and its officers, agents and employees shall have absolutely no right to employment rights and benefits available to RECIPIENT employees. SUBRECIPIENT shall be solely liable and responsible for providing to, or on behalf of, its employees all legally required employee benefits. In addition, SUBRECIPIENT shall be solely responsible and save RECIPIENT harmless from all matters relating to payment of SUBRECIPIENT'S employees, including, without limitation, compliance with Social Security withholding, and all other regulations governing such matters. It is acknowledged that during the term of this Agreement, SUBRECIPIENT may be providing services to others unrelated to RECIPIENT or to this Agreement.

27. Notices. Any notice required or intended to be given to either party under the terms of this Agreement shall be in writing and shall be deemed to be duly given if delivered personally, transmitted by facsimile followed by telephone confirmation of receipt, or sent by United States registered or certified mail, with postage prepaid, return receipt requested, addressed to the party to which notice is to be given at the party's address set forth on the signature page of this Agreement or at such other address as the parties may from time to time designate by written notice. Notices served by United States mail in the manner above described shall be deemed sufficiently served or given at the time of the mailing thereof.

28. Binding. Once this Agreement is signed by all parties, it shall be binding upon, and shall inure to the benefit of, all Parties, and each Parties' respective heirs, successors, assigns, transferees, agents, servants, employees and representatives.

29. Assignment.

(a) This Agreement is personal to SUBRECIPIENT and there shall be no assignment by SUBRECIPIENT of its rights or obligations under this Agreement without the prior written approval of the Administrator. Any attempted assignment by SUBRECIPIENT, its successors or assigns, shall be null and void unless approved in writing by the Administrator.

(b) SUBRECIPIENT hereby agrees not to assign the payment of any monies due SUBRECIPIENT from RECIPIENT under the terms of this Agreement to any other individual(s), corporation(s) or entity(ies). RECIPIENT retains the right to pay any and all monies due SUBRECIPIENT directly to SUBRECIPIENT.

30. Compliance with Law. In providing the services required under this Agreement, SUBRECIPIENT shall at all times comply with all applicable laws of the United States, the State of California, and City, and with all applicable regulations promulgated by federal, state, regional, or local administrative and regulatory agencies, now in force and as they may be enacted, issued, or amended during the life of this Agreement.

31. Waiver. The waiver by either Party of a breach by the other of any provision of this Agreement shall not constitute a continuing waiver or a waiver of any subsequent breach of either the same or a different provision of this Agreement. No provisions of this Agreement may be waived unless in writing and signed by all Parties to this Agreement. Waiver of any one provision herein shall not be deemed to be a waiver of any other provision herein.

32. Governing Law and Venue. This Agreement shall be governed by, and construed and enforced in accordance with, the laws of the State of California, excluding, however, any conflict of laws rule which would apply the law of another jurisdiction. Venue for purposes of the filing of any action regarding the enforcement or interpretation of this Agreement and any rights and duties hereunder shall be Fresno County, California.

33. Headings. The Section headings in this Agreement are for convenience and reference only and shall not be construed or held in any way to explain, modify or add to the interpretation or meaning of the provisions of this Agreement.

34. Severability. The provisions of this Agreement are severable. The invalidity or unenforceability of any one provision in this Agreement shall not affect the other provisions.

35. Interpretation. The Parties acknowledge that this Agreement in its final form is the result of the combined efforts of the parties and that, should any provision of this Agreement be found to be ambiguous in any way, such ambiguity shall not be resolved by construing this Agreement in favor of or against any Party, but rather by construing the terms in accordance with their generally accepted meaning.

36. Attorney's Fees. If either Party is required to commence any proceeding or legal action to enforce or interpret any term, covenant or condition of this Agreement, the prevailing party in such proceeding or action shall be entitled to recover from the other Party its reasonable attorney's fees and legal expenses.

37. Exhibits. Each exhibit and attachment referenced in this Agreement is, by the reference, incorporated into and made a part of this Agreement.

38. Precedence of Documents. The order of precedence of documents shall be: (1) Rules and Regulations of Federal Agencies relating to the source of funds for this project; (2) Permits from other agencies as may be required by law; (3) Supplemental Agreements or this Agreement the one dated later having precedence over another dated earlier; (4) HOPWA Policies and Procedures (5) General Conditions.

Whenever any conflict appears in any portion of the Contract, it shall be resolved by application of the order of precedence.

In the event of any conflict between the body of this Agreement and any Exhibit or Attachment hereto, the terms and conditions of the body of this Agreement shall control and take precedence over the terms and conditions expressed within the Exhibit or Attachment. Furthermore, any terms or conditions contained within any Exhibit or

Attachment hereto which purport to modify the allocation of risk between the Parties, provided for within the body of this Agreement, are null and void.

39. Cumulative Remedies. No remedy or election hereunder shall be deemed exclusive but shall, wherever possible, be cumulative with all other remedies at law or in equity.

40. Extent of Agreement. Each party acknowledges that they have read and fully understand the contents of this Agreement. This Agreement represents the entire and integrated agreement between the parties with respect to the subject matter hereof and supersedes all prior negotiations, representations or agreements, either written or oral.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties have executed this Agreement at Fresno, California, the day and year first above written.

RECIPIENT
CITY OF FRESNO,
a municipal corporation

By: _____
Georgeanne A. White,
City Manager

Date: _____

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Date
Deputy City Attorney

ATTEST:
AMY K. ALLER
Interim City Clerk

By: _____
Deputy

SUBRECIPIENT
[SUBRECIPIENT NAME]
[LEGAL IDENTITY]

By: _____

Name: _____

Title: _____
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

By: _____

Name: _____

Title: _____
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

Addresses:
RECIPIENT:
City of Fresno
Attention: Karen Jenks
Community Development Manager
2600 Fresno Street, CH3N 3065
Fresno, CA 93721
Phone: (559) 621-8003

SUBRECIPIENT:
[Suprecipient Name]
Attention: [Name]
[Title]
[Street Address]
[City, State Zip]
Phone: [area code and #]
FAX: [area code and #]

Attachments:
1. Exhibit A – Scope of Services
2. Exhibit B – Budget Summary
3. Exhibit C – Insurance Requirements
4. Exhibit D – Conflict of Interest Disclosure Form
5. Exhibit E – Quarterly HOPWA Report
6. Exhibit F – Spending Plan
7. Exhibit G – Annual HOPWA CAPER, Form HUD-40110-D

EXHIBIT A

SCOPE OF SERVICES
Agreement Between the City of Fresno
and [Suprecipient Name]
HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS
(HOPWA)

EXHIBIT B

BUDGET SUMMARY
Agreement Between City of Fresno
and [Suprecipient Name]
HOUSING OPPORTUNITIES for PERSONS WITH AIDS
(HOPWA)

EXHIBIT C
INSURANCE REQUIREMENTS

RISK TO INSERT INSURANCE REQUIREMENTS FOLLOWING RECEIPT OF SCOPE OF WORK

EXHIBIT D
DISCLOSURE OF CONFLICT OF INTEREST
[Suprecipient Name]
HOUSING OPPORTUNITIES for PERSONS WITH AIDS
(HOPWA)

City of FRESNO

Housing and Community Development Division
Planning and Development Department

No Conflict of Interest Certification – HUD CDBG, HOME, ESG and HOPWA Programs

Conflict of Interest Regulations may be found at: 24 CFR 92.356, 24 CFR 570.611, 24 CFR 574.625, 24 CFR 576.404, 2 CFR 112 and 2 CFR 318 (C)(1)]

_____
Name of Subrecipient or Applicant

Subrecipient or Applicant acknowledges and understands that, under HUD conflict of interest rules under 24 CFR 92.356, 24 CFR 570.611, 24 CFR 574.625, 24 CFR 576.404, 2 CFR 112 and 2 CFR 318 (C)(1)], an employee, agent, consultant, officer, or elected or appointed official of the subrecipient, applicant or City of Fresno who exercises or has exercised any functions or responsibilities with respect to activities assisted with CDBG, HOME, ESG or HOPWA funds or who is in a position to participate in a decision making process or gain inside information with regard to these activities (each "Covered Person"), may not obtain a financial interest or benefit from a CDBG, HOME, ESG or HOPWA-assisted activity, or have an interest in any contract, subcontract or agreement with respect thereto, or the proceeds thereunder, either for themselves or those with whom they have family or business ties, during their tenure or for one yearthereafter.

(SELECT ONLY THE CERTIFICATION THAT APPLIES TO THIS AGREEMENT OR AGREEMENT OR APPLICATION. DO NOT SIGN BOTH.)

☐ Subrecipient or Applicant hereby certifies that no "covered person" in its agency or corporation is currently a Covered Person and has not been a Covered Person for a period of at least one (1) calendar year prior to the date of this agreement or application.

Name	Signature	Date

OR

☐ Subrecipient or Applicant hereby certifies that subrecipient/applicant organization includes a Covered Person as defined above, or because subrecipient/applicant has a family or business relationship with a Covered Person.

Name	Signature	Date

Please provide a separate certification for each "covered person" and select the type of covered person.

☐ Employee ☐ Agent ☐ Consultant ☐ Officer ☐ Elected Official ☐ Appointed Official

The Covered Person is:

☐ Subrecipient/Applicant "covered person"
☐ Family member-name:_____(please print clearly)
☐ Business associate-name:_____(please print clearly)

A Covered Person does not automatically disqualify an entity from participating in a HUD assisted program. If a covered person is identified, the Senior Management Analyst or Project Manager will assist you with the additional steps that must be taken before the organization's agreement or application can be funded.

A person may become a "covered person" at any time during the implementation process and this will include beneficiaries receiving assistance provided through this agreement or application who are or have a relationship with a covered person of the applicant or of City of Fresno. A new certification is required each time a covered person is identified.

EXHIBIT E
QUARTERLY HOPWA REPORT
[Suprecipient Name]

***Report will be added once agreement is converted to a PDF

EXHIBIT F
SPENDING PLAN
[Suprecipient Name]

Grant	Use	Award		Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Sum of Invoice Submissions for Meeting 25% Deadline
ESG	Program			MM/DD/YY	MM/DD/YY	MM/DD/YY	
	TOTAL	$ -		$ -	$ -	$ -	$ -
			Cumulative Expenditure	$ -	$ -	$ -	-
			Cumulative % Expended	0.0%	0.0%	0.0%	0.0%
			25 % of Grant				
				Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Sum of Invoice Submissions for Meeting 50% Deadline
				MM/DD/YY	MM/DD/YY	MM/DD/YY	
				$ -	$ -	$ -	$ -
			Cumulative Expenditure	$ -	$ -	$ -	-
			Cumulative % Expended	0.0%	0.0%	0.0%	0.0%
			50 % of Grant				
				Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Sum of Invoice Submissions for Meeting 75% Deadline
				MM/DD/YY	MM/DD/YY	MM/DD/YY	
				$ -	$ -	$ -	$ -
			Cumulative Expenditure	$ -	$ -	$ -	-
			Cumulative % Expended	0.0%	0.0%	0.0%	0.0%
			75 % of Grant				
				Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Expected Invoice Submission by MM/DD/YY for Month Ending:	Sum of Invoice Submissions for Meeting 100% Deadline
				MM/DD/YY	MM/DD/YY	MM/DD/YY	
				$ -	$ -	$ -	$ -
			Cumulative Expenditure	$ -	$ -	$ -	-
			Cumulative % Expended	0.0%	0.0%	0.0%	0.0%
			100 % of Grant				

EXHIBIT G
Annual HOPWA CAPER, Form HUD-4155
[Suprecipient Name]

Performance Report Cover Tab

Housing Opportunities for Persons With AIDS (HOPWA) Program

Revised: 11/14/2022

Consolidated APR/CAPER– HOPWA Provider

OMB Number 2506-0133 (Expiration Date: 12/31/2024)

Overview

The public reporting burden for this collection of information is estimated to average 40.0 hours, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

Performance Reports for HOPWA formula grantees and competitive grantees provide HUD with annual information to support program evaluation and measure program beneficiary outcomes related to maintaining housing stability; preventing homelessness; and improving access to care and support. This collection of information consolidates the information in the APR and CAPER reports and clarifies reporting requirements, which will allow HUD's Office of HIV/AIDS Housing to better respond to data calls from Congress and make better program decisions based on more relevant grantee annual data. Reporting is required for all HOPWA grantees pursuant to 42 U.S.C. § 12911; 24 CFR §§ 574.520(a) and (b); 24 CFR § 91.520(f). The information collected regarding grantees, their respective project sponsors, and the identities of HOPWA program participants will remain confidential pursuant to 42 U.S.C. § 12905(e) and 24 § CFR 574.440.

Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions to reduce this burden, to Colette Pollard, Reports Management Officer, Department of Housing and Urban Development, 451 7th Street SW, Room 4176, Washington, DC 20410-5000. When providing comments, please refer to OMB Control No. 2506-0133. HUD may not conduct and sponsor, and a person is not required to respond to, a collection of information unless the collection displays a valid OMB Control Number.

HOPWA formula grantees are required to submit a Performance Report demonstrating coordination with other Consolidated Plan resources. HUD uses the Performance Report data to obtain essential information on grant activities, project sponsors, housing sites, units and households, and beneficiaries (which includes racial and ethnic data on program participants). The Consolidated Plan Management Process tool (CPMP) provides an optional tool to integrate the reporting of HOPWA specific activities with other planning and reporting on Consolidated Plan activities.

In addition, grantees must comply with the Federal Funding Accountability and Transparency Act 2006 (Public Law 109-282), which requires grant recipients to provide general information for all entities (including contractors and sub-contractors) receiving $25,000+ in federal funding.

HOPWA competitive grantees are required to submit a Performance Report for each operating year in which HOPWA grant funds were expended. Information on each competitive grant is to be reported in a separate Performance Report. Grantees approved for "Other Activities," as detailed in their grant agreement, are requested to report on their unique program accomplishments.

In addition, grantees must comply with the Federal Funding Accountability and Transparency Act 2006 (Public Law 109-282), which requires grant recipients to provide general information for all entities (including contractors and sub-

Continued-use Periods. Grantees that used HOPWA funding for new construction, acquisition, or substantial rehabilitation of a building or structure are required to operate the building or structure for HOPWA-eligible beneficiaries for a ten (10) years period. If no further HOPWA funds are used to support the facility, in place of completing the "CAP DEV" tab in the Performance Report Worksheet, the grantee must complete an Annual Report of Continued Project Operation throughout the required use periods. This report is found on the "STEWARD" tab of this workbook. The required use period is three (3) years if the rehabilitation is non-substantial.

Record Keeping. Names and other individual information must be kept confidential, as required by 24 CFR 574.440. However, HUD reserves the right to review the information used to complete this report for grants management oversight purposes, except for recording any names and other identifying information. In the case that HUD must review client-level data, no client names or identifying information will be retained or recorded. Information is reported in aggregate to HUD without personal identification. Do not submit client or personal information in data systems to HUD.

HMIS. In connection with the development of the Department's standards for Homeless Management Information Systems (HMIS), universal data elements are being collected for clients of HOPWA-funded homeless assistance projects. These project sponsor records would include: Name, Social Security Number, Date of Birth, Ethnicity and Race, Gender, Veteran Status, Disabling Conditions, Residence Prior to Program Entry, Zip Code of Last Permanent Address, Housing Status, Program Entry Date, Program Exit Date, Personal Identification Number, and Household Identification Number. These are intended to match the elements under HMIS. The HOPWA program-level data elements include: Income and Sources, Non-Cash Benefits, HIV/AIDS Status, Services Provided, Housing Status or Destination at the end of the operating year, Physical Disability, Developmental Disability, Chronic Health Condition, Mental Health, Substance Abuse, Domestic Violence, Medical Assistance, and T-cell Count. Other HOPWA projects sponsors may also benefit from collecting these data elements. HMIS local data systems must maintain client confidentiality by using a closed system in which medical information and HIV status are only shared with providers that have a direct involvement in the client's case management, treatment and care, in line with the signed release of information from the client.

Formula Operating Year. HOPWA formula grants are annually awarded for a three-year period of performance with three operating years. The information contained in this Performance Report must represent a one-year period of HOPWA program operation that coincides with the grantee's program year; this is the operating year. More than one HOPWA formula grant awarded to the same grantee may be used during an operating year and the Performance Report must capture all formula grant funding used during the operating year. Project sponsor accomplishment information must also coincide with the operating year this Performance Report covers. Any change to the period of performance requires the approval of HUD by amendment, such as an extension for an additional operating year.

Competitive Operating Year. HOPWA competitive grants are awarded for a three-year period of performance with Performance Reports submitted for each of the three operating years. The information contained in this Performance Report should reflect the grantee's operating year with the beginning date determined at the time the grant agreement is signed. Project sponsor accomplishment information must coincide with the operating year this Performance Report covers. Any change to the period of performance requires the approval of HUD by amendment, such as an extension for one additional operating year. A PSH renewal/replacement grant start date would be coordinated with the close out of the existing grant.

Grantees with an approved extension period of less than 6-months must submit the Performance Report for the third year of the grant term at the end of the approved extension period and incorporate data from the additional months. Grantees with an approved extension period of 6-months or more must turn in a Performance Report at the end of the operating year and submit a separate extension Performance Report at the end of the extension period.

Filing Requirements. Within 90 days of the completion of each operating year, grantees must submit their completed Performance Report to the CPD Director in the grantee's State or Local HUD Field Office, and to the HOPWA Program Office: at HOPWAReports@hud.gov. Electronic submission to HOPWA Program office is preferred. If electronic submission is not possible, please send an email to the HOPWA@hud.gov email inbox.

Definitions

Achieved Viral Suppression: When the load or volume of HIV virus present in a person's blood is measured at less than 200 copies per milliliter of blood.

Adjustment for Duplication: Enables the calculation of unduplicated output totals by accounting for the total number of households or units that received more than one type of HOPWA assistance in a given service category such as HOPWA Subsidy Assistance or Supportive Services.

Administrative Costs: Costs for general management, oversight, coordination, evaluation, and reporting. By statute, grantee administrative costs are limited to 3% of the total grant award, to be expended over the life of the grant. Project sponsor administrative costs are limited to 7% of the portion of the grant amount they receive.

Anti-Retroviral Therapy: The combination of drugs used to treat HIV.

Area Median Income: The Department of Housing and Urban Development (HUD) sets income limits that determine eligibility for assisted housing programs including the HOPWA program. HUD develops income limits based on Median Family Income estimates and Fair Market Rent area definitions for each metropolitan area, parts of some metropolitan areas, and each non-metropolitan county. AMI values vary by location and are published at: https://www.huduser.gov/portal/datasets/il.html

Beneficiary(ies): All members of a household (with or without HIV) who benefitted from HOPWA assistance during the operating year, NOT including the HOPWA eligible individual (see definition).

Chronically Homeless Person: An individual or family who is homeless and lives or resides as an individual or family who a) lives or resides in a place not meant for human habitation, a safe haven, or in an emergency shelter; b) has been homeless and living or residing in a place not meant for human habitation, a safe haven, or in an emergency shelter continuously for at least one year or on at least four separate occasions in the last three years; and c) has an adult head of household (or a minor head of household if no adult is present in the household) with a diagnosable substance use disorder, serious mental illness, developmental disability (as defined in section 102 of the Developmental Disabilities Assistance and Bill of Rights Act of 2000 (42 U.S.C. 15002), post-traumatic stress disorder, cognitive impairments resulting from a brain injury, or chronic physical illness or disability, including the co-occurrence of two or more of those conditions. Additionally, the statutory definition includes as chronically homeless a person who currently lives or resides in an institutional care facility, including a jail, substance abuse or mental health treatment facility, hospital or other similar facility, and has resided there for fewer than 90 days if such person met the other criteria for homeless prior to entering that facility. (See 42 U.S.C. 11360(2)) This does not include doubled-up or overcrowding situations.

Disabling Condition: Evidencing a diagnosable substance use disorder, serious mental illness, developmental disability, chronic physical illness, or disability, including the co-occurrence of two or more of these conditions. In addition, a disabling condition may limit an individual's ability to work or perform one or more activities of daily living. An HIV/AIDS diagnosis is considered a disabling condition.

Facility-Based Housing Assistance: All eligible HOPWA Housing expenditures for or associated with supporting facilities including community residences, SRO dwellings, short-term facilities, project-based rental units, master leased units, and other housing facilities approved by HUD.
Faith-Based Organization: Religious organizations of three types: (1) congregations; (2) national networks, which include national denominations, their social service arms (for example, Catholic Charities, Lutheran Social Services), and networks of related organizations (such as YMCA and YWCA); and (3) freestanding religious organizations, which are incorporated separately from congregations and national networks.
Grassroots Organization: An organization headquartered in the local community where it provides services; has a social services budget of $300,000 or less annually, and six or fewer full-time equivalent employees. Local affiliates of national organizations are not considered "grassroots."
HOPWA Eligible Individual: The one (1) low-income person with HIV/AIDS who qualifies a household for HOPWA assistance. This person may be considered "Head of Household." When the Performance Report asks for information on eligible individuals, report on this individual person only. Where there is more than one person with HIV/AIDS in the household, the additional PWH/A(s), would be considered a beneficiary(s).
HOPWA Housing Information Services: Services dedicated to helping persons living with HIV/AIDS and their families to identify, locate, and acquire housing. This may also include fair housing counseling for eligible persons who may encounter discrimination based on race, color, religion, sex, age, national origin, familial status, or handicap/disability.
HOPWA Housing Subsidy Assistance Total: The unduplicated number of households receiving housing subsidies (TBRA, STRMU, Permanent Housing Placement services and Master Leasing) and/or residing in units of facilities dedicated to persons living with HIV/AIDS and their families and supported with HOPWA funds during the operating year.
Household: A single individual or a family composed of two or more persons for which household incomes are used to determine eligibility and for calculation of the resident rent payment. The term is used for collecting data on changes in income, changes in access to services, receipt of housing information services, and outcomes on achieving housing stability. Live-In Aides (see definition for Live-In Aide) and non-beneficiaries (e.g., a shared housing arrangement with a roommate) who resided in the unit are not reported in the Performance Report.
Housing Stability: The degree to which the HOPWA project assisted beneficiaries to remain in stable housing during the operating year.
Improved HIV Viral Load: A reduction in the load or volume of HIV present in the HOPWA eligible individual's blood at the end of the reporting period compared to the beginning of the reporting period. Most PLWHA who are engaged in medical care have routine laboratory tests. The HOPWA eligible individual's latest laboratory report can be used to determine viral load.
In-kind Leveraged Resources: These are additional types of support provided to assist HOPWA beneficiaries such as volunteer services, materials, use of equipment and building space. The actual value of the support can be the contribution of professional services, based on customary rates for this specialized support, or actual costs contributed from other leveraged resources. In determining a rate for the contribution of volunteer time and services, use the criteria described in 2 CFR 200. The value of any donated material, equipment, building, or lease should be based on the fair market value at time of donation. Related documentation can be from recent bills of sales, advertised prices, appraisals, or other information for comparable property similarly situated.
Leveraged Funds: The amount of funds expended during the operating year from non-HOPWA federal, state, local, and private sources by grantees or sponsors in dedicating assistance to this client population. Leveraged funds or other assistance are used directly in or in support of HOPWA program delivery.
Live-In Aide: A person who resides with the HOPWA Eligible Individual and who meets the following criteria: (1) is essential to the care and well-being of the person; (2) is not obligated for the support of the person; and (3) would not be living in the unit except to provide the necessary supportive services. See Code of Federal Regulations Title 24 Part 5.403 and the HOPWA Grantee Oversight Resource Guide for additional reference.
Master Leasing: Applies to a nonprofit or public agency that leases units of housing (scattered-sites or entire buildings) from a landlord and subleases the units to homeless or low-income tenants. By assuming the tenancy burden, the agency facilitates housing of clients who may not be able to maintain a lease on their own due to poor credit, evictions, or lack of sufficient income.
Medically Assisted Living Facilities: HOPWA facility-based housing that assists residents with most or all activities of daily living, such as meals, bathing, dressing, and toileting. Regular medical care, supervision, and rehabilitation are also often available.
Nonbinary: A gender other than singularly female or male.
Operating Costs: Applies to facility-based housing only, for facilities that are currently open. Operating costs can include day-to-day housing function and operation costs like utilities, maintenance, equipment, insurance, security, furnishings, supplies and salary for staff costs directly related to the housing project but not staff costs for delivering services.

Outcome: The degree to which the HOPWA assisted household has been enabled to establish or maintain a stable living environment in housing that is safe, decent, and sanitary, (per the regulations at 24 CFR 574.310(b)) and to reduce the risks of homelessness and improve access to HIV treatment and other health care and support.
Output: The number of units of housing or households that receive HOPWA assistance during the operating year.
Permanent Housing Placement: A supportive housing service that helps establish the household in the housing unit, including but not limited to reasonable costs for security deposits not to exceed two months of rent costs.
Program Income: Gross income directly generated from the use of HOPWA funds, including repayments. See grant administration requirements on program income at 2 CFR 200.307.
Project-Based Rental Assistance (PBRA): A rental subsidy program that is tied to specific facilities or units owned or controlled by a project sponsor. Assistance is tied directly to the properties and is not portable or transferable.
Project Sponsor Organizations: Per HOPWA regulations at 24 CFR 574.3, any nonprofit organization or governmental housing agency that receives funds under a contract with the grantee to provide eligible housing and other support services or administrative services as defined in 24 CFR 574.300. Project Sponsor organizations are required to provide performance data on households served and funds expended.
SAM: All organizations applying for a Federal award must have a valid registration active at sam.gov. SAM (System for Award Management) registration includes maintaining current information and providing a valid DUNS number.
Short-Term Rent, Mortgage, and Utility (STRMU) Assistance: A time-limited, housing subsidy assistance designed to prevent homelessness and increase housing stability. Grantees may provide assistance for up to 21 weeks in any 52-week period. The amount of assistance varies per client depending on funds available, tenant need and program guidelines.
Stewardship Units: Units developed with HOPWA, where HOPWA funds were used for acquisition, new construction and rehabilitation that no longer receive operating subsidies from HOPWA. Report information for the units is subject to the three-year use agreement if rehabilitation is non-substantial and to the ten-year use agreement if rehabilitation is substantial.
Tenant-Based Rental Assistance (TBRA): TBRA is a rental subsidy program similar to the Housing Choice Voucher program that grantees can provide to help low-income households access affordable housing. The TBRA voucher is not tied to a specific unit, so tenants may move to a different unit without losing their assistance, subject to individual program rules. The subsidy amount is determined in part based on household income and rental costs associated with the tenant's lease.
Transgender: Transgender is defined as a person who identifies with, or presents as, a gender that is different from his/her gender assigned at birth
VAWA Internal Emergency Transfers: Per 24 CFR 5.2005e, an emergency transfer under the VAWA protections refers to an emergency relocation of a tenant to another unit where the tenant would not be categorized as a new applicant; that is, the tenant may reside in the new unit without having to undergo an application process.
VAWA External Emergency Transfers: Per 24 CFR 5.2005e, an emergency transfer under the VAWA protections refers to an emergency relocation of a tenant to another unit where the tenant would be categorized as a new applicant; that is, the tenant must undergo an application process in order to reside in the new unit.
Veteran: A veteran is someone who has served on active duty in the Armed Forces of the United States. This does not include inactive military reserves or the National Guard unless the person was called up to active duty.

Instructions Tab

Instructions for Completing the HOPWA Performance Report Workbo

What is the HOPWA Performance Report Workbook?

This workbook provides annual performance data for HOPWA activities. This includes outputs (e.g., households served and demographic information), outcomes (e.g., access to care and support outcomes) and expenditures (for HOPWA-eligible costs).

This data will be compiled by the HOPWA Formula or Competitive Grantee, as part of providing annual performance reporting to HUD.

Who completes this form?

This workbook will be completed by **any organization** that conducts any HOPWA activities other than administrative activities. This includes HOPWA Formula or Competitive Grantees that conduct other HOPWA activities besides administrative activities, and the **Project Sponsor** organizations that Grantees contract to provide HOPWA services (as defined in 24 CFR 574.3).

There should be one organization's HOPWA activities reported in each workbook. Each organization should complete a separate performance report workbook that only includes the HOPWA activities conducted by that

What tabs should be completed for this report?

The Performance Report Workbook requires the completion of the following tabs:

- ***DEM (Demographics) & Prior Living (see Note)***
- ***Leveraging***
- ***ATC (Access to Care) & Totals***

ONLY PROJECT SPONSORS* should complete these tabs:

- ***HOPWA Provider***
- ***CONTACT***

*** For ***Grantees*** *that are approved to conduct Resource Identification or Technical Assistance activities*, please report your expenditure amounts for those budget line items in the ***HOPWA Provider tab***. These are the only cells that you will need to complete in the ***HOPWA Provider*** tab.

Note: Complete Prior Living information only for individuals served by TBRA, P-FBH, ST-TFBH or PHP.

The remaining tabs should **ONLY** be completed **based on HOPWA services provided by the organization completing this workbook.** *Leave tabs untouched* if the activity is not provided by the organization.

- ***TBRA (Tenant-Based Rental Assistance)***
- ***P-FBH (Permanent Facility-Based Housing)***
- ***ST-TFBH (Short-Term or Transitional Facility-Based Housing)***
- ***STRMU (Short-Term Rent, Mortgage and Utilities Assistance)***
- ***PHP (Permanent Housing Placement Assistance)***
- ***Housing Info (Housing Information Services)***
- ***Supp Svcs (HOPWA Supportive Services)***
- ***Other Competitive Activity***
- ***CAP DEV (Capital Development)***
- ***VAWA (Housing Transfers for Households Covered by the Violence Against Women Act)***

Important Information

To ensure the integrity of this reporting form, please do not DELETE or ALTER any rows, columns, tabs, or the NAME of the report.

This form requires the entry of data only where applicable, with no other actions required.

1. Enter text in empty cells next to questions.
2. Enter numbers where the entry reads "0" and the answer is an amount greater than zero.

SUBMISSION INSTRUCTIONS

- Once complete, the Project Sponsor should return the entire workbook *to the Grantee* in the manner and timeline prescribed by the Grantee.
- The report MUST be submitted in this Excel format.
- DO NOT alter the name of this file; return it to the Grantee with the file name as provided.
- The Grantee is responsible for reviewing this report and submitting it to HUD. Project Sponsors ***should not*** submit this report to HUD; only to the Grantee.
- The Grantee may be contacted by HUD or a HUD contractor regarding the accuracy of this report.
- Please contact the Grantee if you require support submitting this form.

HOPWA Provider Tab

Please complete for organizations designated to serve as project sponsor, i.e., organizations involved in the direct delivery of services for client households, as defined by 24 CFR	
Project Sponsor Questions	**Responses**
What is the organization's name?	
What is the organization's Unique Entity Identifier (UEI)?	
What is the organization's Employer ID Number (EIN) or Tax ID Number (TIN)?	
What is the HOPWA contract amount for this organization?	0
What is the organization's business street address?	
In what city is the organization's business address?	
In what county is the organization's business address?	
In what state is the organization's business address?	
What is the organization's business address zip code?	
What is the organization's parent company, if applicable?	
What department administers the organization's grant?	
What is the organization's phone number (including extension)?	
What is the organization's fax number?	
What is the organization's website?	
What is the organization's Facebook page?	
What is the organization's Twitter handle?	
Is this a faith-based organization? **Yes or No.**	
Is this a nonprofit organization? **Yes or No.**	
Is this a grassroots organization? **Yes or No.**	
What are the cities of the organization's primary service area?	
What are the counties of the organization's primary service area?	
In what congressional district is the organization located?	
In what congressional district is the primary service area?	
Is there a waiting list for HOPWA housing subsidy assistance services in the organization's service area? **Yes or No.**	
Project Sponsor Non-Direct Service Expenditures	
What were the total HOPWA funds expended for Administration costs?	0
How much was expended on Technical Assistance?	0
How much was expended on Resource Identification?	0

Contact Tab

Contact Information for your Organization **Only organizations designated as project sponsors (see definition of "Project Sponsor Organization" in Performance Report Cover tab) should complete this tab.**	
Question	**Responses**
Contact Information for Primary Program Contact	
What is the Primary Program contact name?	
What is the Primary Program contact title?	
In what department does the Primary Program contact work?	
What is the Primary Program contact email?	
What is the Primary Program contact phone number (including extension)?	
What is the Primary Program contact fax number?	
Contact Information for Secondary Program Contact	
What is the Secondary Program contact name?	
What is the Secondary Program contact title?	
In what department does the Secondary Program contact work?	
What is the Secondary Program contact email?	
What is the Secondary Program contact phone number (including extension)?	
What is the Secondary Program contact fax number?	
Contact Information for Individuals Seeking Services	
What is the Services contact name?	
What is the Services contact title?	
In what department does the Services contact work?	
What is the Services contact email?	
What is the Services contact phone number (including extension)?	
What is the Services contact fax number?	

Dem & Prior Living Tab

Complete the age, gender, race, and ethnicity information for all individuals served with all types of HOPWA assistance.
See totals in rows 27 and 28.

A. For each racial category, how many HOPWA-eligible Individuals identified as such?	Male				Female				Gender Nonbinary				Transgender Female				Transgender Male				Gender not Disclosed				Of the total number of individuals reported for each racial category, how many also identify as Hispanic or
	Younger Than 18	18-30	31-50	51 or Older	Younger Than 18	18-30	31-50	51 or Older	Younger Than 18	18-30	31-50	51 or Older	Younger Than 18	18-30	31-50	51 or Older	Younger Than 18	18-30	31-50	51 or Older	Younger Than 18	18-30	31-50	51 or Older	Total Hispanic or Latinx
Asian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asian & White	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Black/African American	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Black/African American & White	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
American Indian/Alaskan Native	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Multi-Racial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B. For each racial category, how many other household members (beneficiaries) identified as such?	Male				Female				Gender Nonbinary				Transgender Female				Transgender Male				Gender not Disclosed				Of the total number of individuals reported for each racial category, how many also identify as Hispanic or
	Younger Than 18	18-30	31-50	51 or Older	Younger Than 18	18-30	31-50	51 or Older	Younger Than 18	18-30	31-50	51 or Older	Younger Than 18	18-30	31-50	51 or Older	Younger Than 18	18-30	31-50	51 or Older	Younger Than 18	18-30	31-50	51 or Older	Total Hispanic or Latinx
b. Asian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
b. Asian & White	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
b. Black/African American	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
b. Black/African American & White	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
b. American Indian/Alaskan Native	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
b. American Indian/Alaskan Native & Black/African American	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
b. American Indian/Alaskan Native & White	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
b. Native Hawaiian/Other Pacific Islander	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
b. Other Multi-Racial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
b. White	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total number of other household members (beneficiaries) served with HOPWA assistance (rows 16-25):	**0**
How many other household members (beneficiaries) are HIV+?	0
How many other household members (beneficiaries) are HIV negative or have an unknown HIV status?	0
Complete Prior Living Situations for HOPWA-eligible Individuals served by TBRA, P-FBH, ST-TFBH, or PHP	
How many HOPWA-eligible individuals continued receiving HOPWA assistance from the previous year?	0
How many individuals newly receiving HOPWA assistance came from:	
A place not meant for human habitation?	0
An emergency shelter?	0
A transitional housing facility for formerly homeless persons?	0
A permanent housing situation for formerly homeless persons?	0
A psychiatric hospital or other psychiatric facility?	0
A substance abuse facility?	0
A non-psychiatric hospital?	0
A foster care home?	0
Jail, prison, or a juvenile detention facility?	0
A rented room, apartment or house?	0
A house the individual owned?	0
Staying at someone else's house?	0
A hotel or motel paid for by the individual?	0
Any other prior living situation?	0
How many individuals newly receiving HOPWA assistance didn't report or refused to report their prior living situation?	0
How many individuals newly receiving HOPWA assistance during this program year reported a prior living situation of homelessness [place not for human habitation, emergency shelter, transitional housing]:	**0**
Also meet the definition of experiencing chronic homelessness?	0
Also were veterans?	0

Leveraging Tab

Report the source(s) of cash or in-kind leveraged federal, state, local or private resources identified in either the Consolidated or Annual Plan (for formula grantees) or the grant proposal/application (for competitive grantees) and used in the delivery of the HOPWA program and the amount of leveraged dollars.

What is the amount and type of leveraged funding that was provided by any of these sources?	Funding for this Report	Was this a Housing Subsidy Assistance? Yes or No.
ESG	0	
HOME	0	
Ryan White	0	
Continuum of Care (CoC)	0	
Low-Income Housing Tax Credit	0	
Housing Choice Voucher Program	0	
Private grants	0	
In-kind resources	0	
Grantee cash	0	
Other types of private or public funding:		
Other FUNDING_1	0	
Other FUNDING_2	0	
Other FUNDING_3	0	
Other FUNDING_4	0	
Other FUNDING_5	0	
Other FUNDING_6	0	
Other FUNDING_7	0	
Other FUNDING_8	0	
Other FUNDING_9	0	
Other FUNDING_10	0	
Other FUNDING_11	0	
Other FUNDING_12	0	
Other FUNDING_13	0	
Other FUNDING_14	0	
Other FUNDING_15	0	
Program Income	**0**	
What was the amount of program income collected from resident rent payments in the program year?	0	
What was the amount of program income collected from other sources (non-resident payments) in the program year?	0	
Uses of Program Income	**0**	
What was the amount of total program income that was spent on housing assistance in the program year?	0	
What was the amount of total program income that was spent on supportive services or other non-housing costs in the program year?	0	
Rent Payments Made by HOPWA Housing Subsidy Assistance Recipients Directly to Private Landlords		
What was the amount of resident rent payment that residents paid directly to private landlords?	0	

TBRA Tab

Complete this section for all Households served with HOPWA Tenant-Based Rental Assistance (TBRA) by your organization in the reporting year.	
Question	**This Report**
TBRA Households Served and Expenditures	
How many households were served with HOPWA TBRA assistance?	0
What were the total HOPWA funds expended for TBRA rental assistance?	0
Other (Non-TBRA) Rental Assistance Households Served and Expenditures (Other Non-TBRA Rental Assistance activities must be approved in the grant agreement).	
How many total households were served with Other (non-TBRA) Rental Assistance?	0
What were the total HOPWA funds expended for Other (non-TBRA) Rental Assistance, as approved in the grant agreement?	0
Describe the Other (non-TBRA) Rental Assistance provided. (150 characters).	
TBRA Household Total (TBRA + Other)	**0**
Income Levels for Households Served by this Activity	**0**
What is the number of households with income below 30% of Area Median Income?	0
What is the number of households with income between 31% and 50% of Area Median Income?	0
What is the number of households with income between 51% and 80% of Area Median Income?	0
Sources of Income for Households Served by this	
How many households accessed or maintained access to the following sources of income in the past year?	**0**
Earned Income from Employment	0
Retirement	0
SSI	0
SSDI	0
Other Welfare Assistance (Supplemental Nutrition Assistance Program, WIC, TANF, etc.)	0
Private Disability Insurance	0
Veteran's Disability Payment (service or non-service connected payment)	0
Regular contributions or gifts from organizations or persons not residing in the residence	0
Worker's Compensation	0
General Assistance (GA), or local program	0
Unemployment Insurance	0
Other Sources of Income	0
How many households maintained **no** sources of income?	0
Medical Insurance for Households Served by this Activity	
How many households accessed or maintained access to the following sources of medical insurance in the past year?	
MEDICAID Health Program or local program equivalent	0
MEDICARE Health Insurance or local program equivalent	0
Veterans Affairs Medical Services	0
AIDS Drug Assistance Program	0
State Children's Health Insurance Program (SCHIP)	0
Ryan White-funded Medical or Dental Assistance	0

Health Outcomes for Households Served by this	
How many HOPWA-eligible individuals served with TBRA this year have *ever* been prescribed Anti-Retroviral Therapy?	0
How many HOPWA-eligible persons served with TBRA have shown an improved viral load or achieved viral suppression?	0
Longevity for Households Served by this Activity	**0**
How many households have been served with TBRA for less than one year?	0
How many households have been served with TBRA for more than one year, but less than five years?	0
How many households have been served with TBRA for more than five years, but less than 10 years?	0
How many households have been served with TBRA for more than 10 years, but less than 15 years?	0
How many households have been served with TBRA for more than 15 years?	0
Housing Outcomes for Households Served by this Activity	**0**
How many households continued receiving HOPWA TBRA assistance into the next year?	0
How many households exited to other HOPWA housing programs?	0
How many households exited to other housing subsidy programs?	0
How many households exited to an emergency shelter?	0
How many households exited to private housing?	0
How many households exited to transitional housing (time limited - up to 24 months)?	0
How many households exited to an institutional arrangement expected to last less than six months?	0
How many households exited to institutional arrangement expected to last more than six months?	0
How many households exited to a jail/prison term expected to last less than six months?	0
How many households exited to a jail/prison term expected to last more than six months?	0
How many households exited to a situation that isn't transitional, but is not expected to last more than 90 days and their housing situation after those 90 days is uncertain?	0
How many households exited to a place not meant for human habitation?	0
How many households were disconnected from care?	0
How many of the HOPWA eligible individuals died?	0

Short Term Facility Based Housing

Complete this section for Facilities, Households served with HOPWA Short-Term or Transitional Facility-Based Housing assistance by your organization in the reporting year. *Examples include Short-Term and Transitional Housing Types, Facility Based Housing with a tenure of fewer than 24 months, short-term treatment or health facilities, hotel-motel vouchers.*		***There are sixty columns for facilities. If more columns are needed, please contact the HOP***			
Question	**Facility 1**	**Facility 2**	**Facility 3**	**Facility 4**	**Facility 5**
Facility Information					
What is the **name** of the housing facility?					
Is the facility a medically assisted living facility? **Yes or No**.					
Was the housing facility placed into service during this program year? **Yes or No**.					
For housing facilities placed into service *during this program year,* how many units were placed into service? **[Do not complete if facility placed in service in prior years.]**	0	0	0	0	0
Leasing -- Households and Expenditures Served by this Activity					
How many households received Transitional/Short-Term Facility-Based Housing Leasing support for each facility?	0	0	0	0	0
What were the HOPWA funds expended for Transitional/Short-Term Facility-Based Housing Leasing Costs for each facility?	0	0	0	0	0
Operating -- Households and Expenditures Served by this Activity					
How many households received Transitional/Short-Term Facility-Based Housing Operating support for each facility?	0	0	0	0	0
What were the HOPWA funds expended for Transitional/Short-Term Facility-Based Housing Operating Costs for each facility?	0	0	0	0	0
Hotel-Motel -- Households and Expenditures Served by this Activity					
How many households received Hotel-Motel cost support for each	0	0	0	0	0
What were the HOPWA funds expended for Hotel-Motel Costs for each facility?	0	0	0	0	0
Other Housing Support -- Households and Expenditures Served by this Activity					
How many households received Other types of Transitional/Short-Term Facility-Based Housing support for each facility?	0	0	0	0	0
What were the HOPWA funds expended for Other types of Transitional/Short-Term Facility-Based Housing for each facility?	0	0	0	0	0
For households served with Other Transitional/Short-Term Facility-Based Housing, what type of service were they provided? (150 characters)					
ST-TFBH Deduplication					
How many households received more than one type of ST-TFBH **for each facility**? (Leasing, Operating, Hotel-Motel, Other)	0	0	0	0	0
Total Deduplicated Household Count	**0**	**0**	**0**	**0**	**0**
Income Levels for Households Served by this Activity	**0**	**0**	**0**	**0**	**0**
What is the number of households with income below 30% of Area Median Income?	0	0	0	0	0
What is the number of households with income between 31% and 50% of Area Median Income?	0	0	0	0	0
What is the number of households with income between 51% and 80% of Area Median Income?	0	0	0	0	0
Sources of Income for Households Served by this Activity					
How many households accessed or maintained access to the following sources of income in the past year?	**0**	**0**	**0**	**0**	**0**
Earned Income from Employment	0	0	0	0	0
Retirement	0	0	0	0	0
SSI	0	0	0	0	0
SSDI	0	0	0	0	0
Other Welfare Assistance (Supplemental Nutrition Assistance Program, WIC, TANF, etc.)	0	0	0	0	0
Private Disability Insurance	0	0	0	0	0
Veteran's Disability Payment (service or non-service connected	0	0	0	0	0
Regular contributions or gifts from organizations or persons not residing in the residence	0	0	0	0	0
Worker's Compensation	0	0	0	0	0
General Assistance (GA), or local program	0	0	0	0	0
Unemployment Insurance	0	0	0	0	0
Other Sources of Income	0	0	0	0	0
How many households maintained **no** sources of income?	0	0	0	0	0

Medical Insurance for Households Served by this Activity					
How many households accessed or maintained access to the following sources of medical insurance in the past year?					
MEDICAID Health Program or local program equivalent	0	0	0	0	0
MEDICARE Health Insurance or local program equivalent	0	0	0	0	0
Veterans Affairs Medical Services	0	0	0	0	0
AIDS Drug Assistance Program	0	0	0	0	0
State Children's Health Insurance Program (SCHIP) or local program equivalent	0	0	0	0	0
Ryan White-funded Medical or Dental Assistance	0	0	0	0	0
Longevity for Households Served by this Activity	**0**	**0**	**0**	**0**	**0**
How many households have been served by short-term/transitional facility-based housing for less than one year?	0	0	0	0	0
How many households have been served by short-term/transitional facility-based housing for more than one year,	0	0	0	0	0
How many households have been served by short-term/transitional facility-based housing for more than five years,	0	0	0	0	0
How many households have been served by short-term/transitional facility-based housing for more than 10 years, but less than 15 years?	0	0	0	0	0
How many households have been served by short-term/transitional facility-based housing for more than 15 years?	0	0	0	0	0
Housing Outcomes for Households Served by this Activity	**0**	**0**	**0**	**0**	**0**
How many households continued receiving this type of HOPWA assistance into the next year?	0	0	0	0	0
How many households exited to other HOPWA housing programs?	0	0	0	0	0
How many households exited to other housing subsidy programs?	0	0	0	0	0
How many households exited to an emergency shelter?	0	0	0	0	0
How many households exited to private housing?	0	0	0	0	0
How many households exited to transitional housing (time limited - up to 24 months)?	0	0	0	0	0
How many households exited to institutional arrangement expected to last less than six months?	0	0	0	0	0
How many households exited to institutional arrangement expected to last more than six months?	0	0	0	0	0
How many households exited to a jail/prison term expected to last less than six months?	0	0	0	0	0
How many households exited to a jail/prison term expected to last more than six months?	0	0	0	0	0
How many households exited to a situation that isn't transitional, but is not expected to last more than 90 days and their housing situation after those 90 days is uncertain?	0	0	0	0	0
How many households exited to a place not meant for human	0	0	0	0	0
How many households were disconnected from care?	0	0	0	0	0
How many of the HOPWA eligible individuals died?	0	0	0	0	0

STRMU Tab

Complete this section for all Households served with HOPWA Short-Term Rent, Mortgage, and Utilities Assistance (STRMU) by your organization in the reporting year.	
Question	**This Report**
Households Served by this Activity - STRMU Breakdown	
a. How many households were served with STRMU mortgage assistance **only**?	0
b. How many households were served with STRMU rental assistance **only**?	0
c. How many households were served with STRMU utilities assistance **only**?	0
d. How many households received more than one type of STRMU assistance?	0
STRMU Households Total	**0**
STRMU Expenditures	
What were the HOPWA funds expended for the following budget line items?	
STRMU mortgage assistance	0
STRMU rental assistance	0
STRMU utility assistance	0
Total STRMU Expenditures	**0**
Income Levels for Households Served by this Activity	**0**
What is the number of households with income below 30% of Area Median Income?	0
What is the number of households with income between 31% and 50% of Area Median Income?	0
What is the number of households with income between 51% and 80% of Area Median Income?	0
Sources of Income for Households Served by this Activity	
How many households accessed or maintained access to the following sources of income in the past year?	**0**
Earned Income from Employment	0
Retirement	0
SSI	0
SSDI	0
Other Welfare Assistance (Supplemental	0
Private Disability Insurance	0
Veteran's Disability Payment (service or non-	0
Regular contributions or gifts from organizations	0
Worker's Compensation	0
General Assistance (GA), or local program	0
Unemployment Insurance	0
Other Sources of Income	0
How many households maintained **no** sources of income?	0

Medical Insurance for Households Served by this Activity	
How many households accessed or maintained access to the following sources of medical insurance in the past year?	
MEDICAID Health Program or local program equivalent	0
MEDICARE Health Insurance or local program equivalent	0
Veterans Affairs Medical Services	0
AIDS Drug Assistance Program	0
State Children's Health Insurance Program (SCHIP) or local program equivalent	0
Ryan White-funded Medical or Dental Assistance	0
Longevity for Households Served by this Activity	**0**
How many households have been served by STRMU for the first time this year?	0
How many households also received STRMU assistance during the previous STRMU eligibility period?	0
How many households received STRMU assistance **more than twice** during the previous five eligibility periods?	0
How many households received STRMU assistance during the last five **consecutive** eligibility periods?	0
Housing Outcomes for Households Served by this Activity	**0**
How many households continued receiving this type of HOPWA assistance into the next year?	0
How many households exited to other HOPWA housing programs?	0
How many households exited to other housing subsidy programs?	0
How many households exited to an emergency shelter?	0
How many households served with STRMU were able to maintain a private housing situation without subsidy?	0
How many households exited to transitional housing (time limited - up to 24 months)?	0
How many households exited to institutional arrangement expected to last less than six	0
How many households exited to institutional arrangement expected to last more than six months?	0
How many households exited to a jail/prison term expected to last less than six months?	0
How many households exited to a jail/prison term expected to last more than six months?	0
How many households exited to a situation that isn't transitional, but is not expected to last more than 90 days and their housing situation after those 90 days is uncertain?	0
How many households exited to a place not meant for human habitation?	0
How many households were disconnected from care?	0
How many of the HOPWA eligible individuals died?	0
How many households are likely to need additional Short-Term Rent, Mortgage and Utilities assistance to maintain the current housing	0

Permanent Housing Placement

Complete this section for all Households served with HOPWA Permanent Housing Placement (PHP) assistance by your organization in the reporting year.	
Question	**This Report**
Households Served by this Activity	
How many households were served with PHP assistance?	0
PHP Expenditures for Households Served by this Activity	
What were the HOPWA funds expended for PHP?	0
Sources of Income for Households Served by this Activity	
How many households accessed or maintained access to the following sources of income in the	**0**
Earned Income from Employment	0
Retirement	0
SSI	0
SSDI	0
Other Welfare Assistance (Supplemental Nutrition Assistance Program, WIC, TANF, etc.)	0
Private Disability Insurance	0
Veteran's Disability Payment (service or non-service connected payment)	0
Regular contributions or gifts from organizations or persons not residing in the residence	0
Worker's Compensation	0
General Assistance (GA), or local program	0
Unemployment Insurance	0
Other Sources of Income	0
How many households maintained **no** sources of income?	0
Medical Insurance for Households Served by this Activity	
How many households accessed or maintained access to the following sources of medical insurance in the past year?	
MEDICAID Health Program or local program equivalent	0
MEDICARE Health Insurance or local program equivalent	0
Veterans Affairs Medical Services	0
AIDS Drug Assistance Program	0
State Children's Health Insurance Program (SCHIP) or local program equivalent	0
Ryan White-funded Medical or Dental Assistance	0
Housing Outcomes for Households Served by this Activity	**0**
In the context of PHP, "exited" means the housing situation into which the household was placed using the PHP assistance.	
How many households exited to other HOPWA housing programs?	0
How many households exited to other housing subsidy programs?	0
How many households exited to private housing?	0

Housing Information Services Tab

Complete for all households served with HOPWA-funded Housing Information Services by your organization in the reporting year.	
Question	**This Report**
Households Served by this Activity	
How many households were served with housing information services?	0
Housing Information Services Expenditures	
What were the HOPWA funds expended for Housing Information Services?	0

Supportive Services Tab

Complete for all households served with HOPWA funded Supportive Services by your organization in the reporting year. ***Note that this table also collects HOPWA Supportive Service expenditures.***		
Questions	**This Report**	
Households and Expenditures for Supportive Service Types	**Number of Households**	**Expenditures**
What were the expenditures and number of households for each of the following types of supportive services in the program year?		
Adult Day Care and Personal Assistance	0	0
Alcohol-Drug Abuse	0	0
Child Care	0	0
Case Management	0	0
Education	0	0
Employment Assistance and Training	0	0
Health/Medical Services	0	0
Legal Services	0	0
Life Skills Management	0	0
Meals/Nutritional Services	0	0
Mental Health Services	0	0
Outreach	0	0
Transportation	0	0
Any other type of HOPWA funded, HUD approved supportive service?	0	0
What were the other type(s) of supportive services provided? (150 characters)		
Deduplication of Supportive Services		
How many households received more than one of any type of Supportive Services?	0	

Other Competitive Activity Tab

Only Competitive Grantees with an "Other Housing Activity" approved in their grant agreement should	
"Other" Housing Activities -- Households and Expenditures Served by this Activity	**This Report**
How many households were served with "Other Housing Activity" assistance?	0
What were the HOPWA funds expended for "Other Housing Activity" assistance?	0
What is the "Other" HOPWA budget line item approved in the grant agreement? (150 characters)	

ATC & Totals Tab

Activity Review	TBRA	P-FBH	ST-TFBH	STRMU	PHP	Housing Info	SUPP SVC	Other Competitive Activity
Total Households Served in ALL Activities from this report *for each Activity* .	0	0	0	0	0	0	0	0
Housing Subsidy Assistance Household Count Deduplication								
Total Housing Subsidy Assistance (from the TBRA, P-FBH, ST-TFBH, STRMU, PHP, Other Competitive Activity counts above)	**0**							
How many households received more than one type of HOPWA Housing Subsidy Assistance for TBRA, P-FBH, ST-TFBH, STRMU, PHP, Other Competitive Activity?	0							
Total Unduplicated Housing Subsidy Assistance Household Count	**0**							
Access to Care (ATC)								
Complete HOPWA Outcomes for Access to Care and Support for <u>all households</u> served with HOPWA housing assistance and "other competitive activities" in the reporting year.								
Questions	**This Report**							
How many households had contact with a case manager?	0							
How many households developed a housing plan for maintaining or establishing stable housing?	0							
How many households accessed and maintained medical insurance and/or assistance?	0							
How many households had contact with a primary health care provider?	0							
How many households accessed or maintained qualification for sources of income?	0							
How many households obtained/maintained an income-producing job during the program year (with or without any HOPWA-related assistance)?	0							
Subsidy Assistance with Supportive Service, Funded Case Management								
Questions	**This Report**							
How many households received any type of HOPWA Housing Subsidy Assistance **and** HOPWA Funded Case	0							
How many households received any type of HOPWA Housing Subsidy Assistance **and** HOPWA Supportive	0							

Capital Development Tab

Complete for all HOPWA Facility-based Capital Development Projects that received Capital Development funds in this reporting year. This includes projects that received HOPWA Capital Development funds and opened to residents in this reporting year. ***Note: Scattered site facilities may be reported as one facility.***			***Capital Development*** **means the use of HOPWA funds to construct, acquire, or rehabilitate a housing facility.**	
Question	**Facility 1**	**Facility 2**	**Facility 3**	**Facility 4**
Facility Information				
What is the **name** of the facility using HOPWA for capital development (acquisition or rehabilitation)?				
For facilities being rehabilitated, what was the total amount of funding spent on rehabilitation?	0	0	0	0
What type of development was funded (new construction, rehabilitation, acquisition)?				
For facilities being rehabilitated only, what is the final value of the building after rehabilitation is complete?	0	0	0	0
What type of housing (Permanent or Short-term/Transitional) was developed?				
For Capital Development facilities, what is the purchase or lease date of the property?				
For Capital Development facilities, what is the date the construction or rehabilitation started (if applicable)?				
Capital Development Expenditures				
How much was expended in this year on acquisition, for each facility?	0	0	0	0
How much was expended on rehabilitation, for each facility?	0	0	0	0
How much was expended on new construction, for each facility?	0	0	0	0
Was the development facility placed into service **during this program year**? **Yes or No**.				
Complete for Capital Development Facilities Opened This Year ONLY. If the facility was not opened this year, skip this section.				
How many total units were placed into service this year?	0	0	0	0
What date did the supportive services begin?				
What date was the construction or rehabilitation completed?				
What date did residents begin to occupy the facility?				
Is there a waiting list maintained for the facility? **Yes or No.**				
If there is a waiting list, how many households are on the waiting list?	0	0	0	0
How many total units (HOPWA and non-HOPWA units) were developed in this facility?	0	0	0	0
How many units in this facility were developed with HOPWA funds?	0	0	0	0

For all Facilities	**Total Units Designated for the Chronically Homeless**	**Total Units Designated to Assist the Homeless**	**Total Units Energy-Star Compliant**	**Total Units 504 Accessible – Mobility Units – Sensory Units**
For units constructed (new) and/or acquired with or without rehab:	0	0	0	0
For rental units rehabbed:	0	0	0	0
For homeownership units constructed (if approved):	0	0	0	0

VAWA Tab

Complete for all households who requested Violence Against Women Act (VAWA) protections per 24 CFR 5.2005 with your organization in the reporting year.	
Question	**This Report**
How many **internal** emergency transfers were requested?	0
How many **internal** emergency transfers were granted?	0
How many **external** emergency transfers were requested?	0
How many **external** emergency transfers were granted?	0
How many emergency transfers were denied?	0

HOME Repair Program
Subrecipient Agreement

CITY OF FRESNO
COMMUNITY DEVELOPMENT BLOCK SUBRECIPIENT AGREEMENT

THIS AGREEMENT, entered this [day] day of [Month], 20[year], by and between the City of Fresno, California, a municipal corporation, (RECIPIENT) and [Subrecipient name], a non-profit corporation (SUBRECIPIENT).

WHEREAS, the U.S. Department of Housing and Urban Development, hereinafter referred to as "HUD", provides funding under its Community Development Block Grant Program, hereinafter "CDBG", as authorized under Title I of the Housing and Community Development Act of 1974, as amended, and implemented under Title 24 of the Code of Federal Regulations, hereinafter collectively referred to as the "Act", incorporated herein by its reference; and

WHEREAS, RECIPIENT is a recipient of CDBG funding for fiscal year 2027 for use in funding eligible activities furthering established national objectives to benefit its low- and moderate- income residents as defined in the Act; and

WHEREAS, RECIPIENT in accordance with its 2025-2029 Consolidated Plan and Planning Year 2026-2027 Annual Action Plan, as amended, desires to provide CDBG funds to SUBRECIPIENT, for activities and services, as more fully described in **Exhibit A**, Scope of Services, upon the terms and conditions in this Agreement; and

WHEREAS, pursuant to City Resolution No. [RESOLUTION NUMBER], the City Manager is authorized to execute CDBG Subrecipient Agreements, on behalf of RECIPIENT, that are within available allocated CDBG funding and in a standard form approved by the City Attorney.

NOW, THEREFORE, it is agreed between the parties hereto that:

1. TERM

The term of this Agreement shall commence on [Date], and unless terminated earlier pursuant to the terms of this Agreement, shall continue until [Date]. The term of this Agreement and the provisions herein shall be extended to cover any additional time period during which SUBRECIPIENT remains in control of CDBG funds or other CDBG assets, including Program Income.

2. SCOPE OF WORK

SUBRECIPIENT will be responsible for administering services in a manner satisfactory to RECIPIENT and consistent with any standards required as a condition of providing these funds. SUBRECIPIENT will also perform the services set forth in **Exhibit A** entitled "Scope of Work" attached hereto and incorporated by reference herein and made a part hereof.

SUBRECIPIENT shall administer the Program for the whole of the term of the Agreement. SUBRECIPIENT shall administer the Program in compliance with the CDBG requirements and in a manner that meets the CDBG national objective(s) of 24 CFR 570.208 and consistent with 2 CFR 200.

RECIPIENT will monitor the performance of SUBRECIPIENT against goals and performance standards as stated above. Substandard performance as determined by

RECIPIENT will constitute noncompliance with this Agreement. If action to correct such substandard performance is not taken by SUBRECIPIENT within a reasonable amount of time after being notified by RECIPIENT, contract suspension or termination procedures will be initiated.

3. RECORDS AND REPORTS

On a quarterly basis, SUBRECIPIENT shall submit to RECIPIENT, on the form provided by the RECIPIENT as **EXHIBIT F**, a completed performance report providing the requested information and data. The performance report shall be submitted within 15 days of the close of each quarter.

SUBRECIPIENT shall ensure the CDBG grant funds provided by RECIPIENT are clearly identified as a subaward and include the following information:

- SUBRECIPIENT NAME:
- Subrecipient ID (UEI#):
- Federal Award Identification Number: B-26-MC-06-0001
- Federal Award Date:
- Period of Performance:
- Federal Funds Obligated by this Agreement: CDBG
- Total Federal Funds Obligated to SUBRECIPIENT:
- Total Amount of the Federal Award:
- Federal Award project description: See **Exhibit A**-Scope of Work
- Name of Federal awarding agency: Dept. of Housing Urban Development
- Name of pass-through entity: City of Fresno, California
- Award Official Contact Information: See Section 20 - Notices
- CFDA Number: 14.218
- CFDA Name: Community Development Block Grant
- Identification of R&D: No
- Indirect cost rate for the Federal award: % or current federally negotiated rate.

SUBRECIPIENT shall maintain all records required by the Federal regulations specified in 24 CFR 570.506 that are pertinent to the activities funded under this Agreement. Such records shall include but not be limited to:

a) A full description of each activity undertaken;
b) Records demonstrating each activity undertaken meets one of the National Objectives of the CDBG program;
c) Records demonstrating the specific services provided;
d) Records required to determine the eligibility of activities;
e) Records required to document the acquisition, improvement, use or disposition of real property acquired or improved with CDBG assistance;
f) Records documenting compliance with the fair housing and equal opportunity components of the CDBG program;
g) Financial records as required by 2 CFR Part 200 as amended by 24 CFR 570.502, and
h) Other records necessary to document compliance with Subpart K of 24 CFR

Part 570.

SUBRECIPIENT shall retain all project files, financial records, and any other documents related to the Program for a period of five years from the date of the notice of closeout of the subrecipient agreement, except in the following cases:

- If any litigation, claim, or audit is started before the expiration of the five-year period, the records must be retained until all litigation, claims, or audit findings involving the records have been resolved and final action taken.
- When the SUBRECIPIENT is notified in writing by the RECIPIENT to extend the retention period.
- Records for real property and equipment acquired with Federal funds must be retained for three years after final disposition.

RECIPIENT shall monitor and evaluate SUBRECIPIENT's performance under this Agreement to determine compliance with this Agreement and CDBG requirements. SUBRECIPIENT shall cooperate with RECIPIENT and any federal auditors authorized by RECIPIENT and shall make available all information, documents, and records reasonably requested and shall provide RECIPIENT the reasonable right of access to both records and personnel during normal business hours for the purpose of assuring compliance with this Agreement and evaluating performance hereunder. The rights of access in this section are not limited to the required retention period but last as long as the records are retained.

4. METHOD OF PAYMENT

Grant funds shall be disbursed to reimburse SUBRECIPIENT in accordance with the Proposed Budget (Budget) attached hereto as **Exhibit B** and incorporated herein. No request for reimbursement shall be issued for expenditures that deviate from the approved Budget without prior written approval from the RECIPIENT of the proposed Budget modification. Prior to submitting a request for reimbursement, the SUBRECIPIENT shall submit a written Budget Modification Request to RECIPIENT. The Budget Modification Request must account for all line-item adjustments, not exceed the overall award amount, and include a justification for the requested adjustment. The Budget Modification Request must be reviewed and approved in writing by the RECIPIENT before any reimbursement will be processed. SUBRECIPIENT’s sole source of compensation hereunder will be in the form of a grant of CDBG funds as described herein. It is expressly agreed and understood that the total amount to be paid by RECIPIENT under this Agreement shall not exceed $[MONETARY AMOUNT] (Grant Award) for eligible expenses incurred during the period of performance. SUBRECIPIENT shall submit to RECIPIENT a request for reimbursement, in a form acceptable to RECIPIENT, on a monthly basis for the term of the Agreement. Said request shall be accompanied with all required supporting documentation, including but not limited to paid receipts, invoices and full tour of duty timesheets, to allow RECIPIENT to determine compliance with applicable federal regulations, including cost allowability.

RECIPIENT shall pay all approved requests for reimbursement pursuant to this Agreement within the normal course of business, typically within thirty (30) days of receipt of a correctly completed and supported request for reimbursement. If RECIPIENT disallows any cost submitted by SUBRECIPIENT, typically within ten business days

RECIPIENT will provide written notification to SUBRECIPIENT of the disallowance, including any corrective action necessary to process payment.

All funds are paid contingent upon SUBRECIPIENT's continuous compliance with all applicable, uniform administrative requirements, program regulations, and recapture and reversion requirements set out in the Act. Any unearned or recaptured CDBG funding shall be returned to RECIPIENT within thirty days of the earlier of termination of this Agreement or notice by RECIPIENT. Any interest earned or received by SUBRECIPIENT thereon shall be remitted to the RECIPIENT.

An authorized official for SUBRECIPIENT must provide a signed certification with each request that states the following: "By signing this report, I certify to the best of my knowledge and belief that the report is true, complete, and accurate, and the expenditures, disbursements, and cash receipts are for the purposes and objectives set forth in the terms and conditions of the Federal award. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative penalties for fraud, false statements, false claims or otherwise. (U.S. Code Title 18, Section 1001 and Title 31, Sections 3729-3730 and 3801-3812)."

RECIPIENT will not be obligated to make any payments under this Agreement if the request for reimbursement is received by the RECIPIENT more than 60 days after the date of termination of this Agreement or the date of expiration of this Agreement, whichever occurs first.

SUBRECIPIENT understands and agrees the availability of CDBG funds is subject to the control of HUD, or other federal agencies, and should the CDBG funds be encumbered, withdrawn or otherwise made unavailable to RECIPIENT, whether earned by or promised to SUBRECIPIENT, and/or should RECIPIENT in any fiscal year hereunder fail to allocate CDBG funds, RECIPIENT shall not provide said funds unless and until they are made available for payment to RECIPIENT by HUD and RECIPIENT receives and allocates said funds. No other funds owned or controlled by RECIPIENT shall be obligated under this Agreement to the Project(s). Should sufficient funds not be appropriated, the services provided may be modified, or this Agreement terminated at any time by the RECIPIENT as provided in section 13 below.

5. PROGRESSIVE EXPENDITURE DEADLINES AND REQUEST FOR REIMBURSEMENT DEADLINES

In order to expend the HUD CDBG funding in a timely manner, the SUBRECIPIENT shall submit requests for reimbursement on a monthly basis. SUBRECIPIENT shall submit requests for reimbursement to RECIPIENT by the end of the month for eligible expenses incurred during the preceding month. SUBRECIPIENT shall expend 25% of the Grant Award by [DATE]; 50% of the Grant Award by [DATE]; 75% of the Grant Award by [DATE]; and 100% of the Grant Award by [DATE]. SUBRECIPIENT shall demonstrate it has met Progressive Expenditure Deadlines of eligible CDBG expenditures within 30 days of the respective Progressive Expenditure Deadlines as follows: requests for reimbursement of an amount not less than 25% of the Grant Award's allowed cost must be made by [DATE]; requests for reimbursement of an amount not less than 50% of the Grant Award's allowed cost must be made by [DATE]; requests for reimbursement of an amount not less than 75% of the Grant Award's allowed cost must be made by [DATE]; and requests for

reimbursement of an amount not less than 100% of the Grant Award's allowed cost must be made by [DATE]. Failure to meet the expenditure deadlines outlined in **Exhibit G** may result in the recapture of an amount equal to the difference between the required expenditure by the applicable deadline and the actual expenditures included in reimbursement requests received by the deadline.

6. PROGRAM INCOME

Any income generated by SUBRECIPIENT from the use of CDBG funds governed by this Agreement shall be considered CDBG program income. All CDBG program income (as defined at 24 CFR 570.500(a)) shall be retained by SUBRECIPIENT for the term of this Agreement. The use of all CDBG program income is reserved specifically for services outlined in the Scope of Work and is subject to the terms of this Agreement.

7. OMB GUIDANCE FOR FEDERAL FINANCIAL ASSISTANCE

SUBRECIPIENT shall adhere to and follow the OMB Guidance for Federal Financial Assistance found in the U.S. federal regulations at 2 CFR Part 200.

SUBRECIPIENT shall establish and maintain effective internal control over CDBG funds made available through this Agreement to provide reasonable assurance that the Program is administered in compliance with applicable federal statutes, regulations, and the terms and conditions of this Agreement. This includes evaluation and internal monitoring of the Program and prompt, appropriate action when instances of noncompliance are identified.

SUBRECIPIENT shall follow a written procurement policy that allows for full and open competition that meets the minimum standards of the U.S. federal regulations at 2 CFR 200.317 through 200.326.

SUBRECIPIENT shall take reasonable measures to safeguard protected personally identifiable information and other information RECIPIENT designates as sensitive consistent with applicable Federal, state and local laws regarding privacy and obligations of confidentiality.

SUBRECIPIENT will use its best efforts to afford small businesses, minority business enterprises, women's business enterprises, veteran-owned businesses, and labor surplus area firms the maximum practicable opportunity to participate in the performance of this Agreement. As used in this Agreement, the terms "small business" means a business that meets the criteria set forth in section 3(a) of the Small Business Act, as amended (15 U.S.C. 632), and "minority and women's business enterprise" means a business at least 51% owned and controlled by minority group members or women. SUBRECIPIENT may rely on written representations by businesses regarding their status as minority, female, and veteran-owned business enterprises in lieu of an independent investigation.

SUBRECIPIENT is prohibited from using CDBG funds or personnel employed in the administration of the program for: political activities; inherently religious activities; lobbying; political patronage; and nepotism activities.

SUBRECIPIENT shall comply with the requirements of the Secretary of Labor in accordance with the Davis-Bacon Act as amended, the provisions of Contract Work Hours

and Safety Standards Act (40 U.S.C. 327 et seq.) and all other applicable Federal, state and local laws and regulations pertaining to labor standards insofar as those acts apply to the performance of this Agreement.

SUBRECIPIENT shall comply with the Copeland Anti-Kick Back Act (18 U.S.C. 874 et seq.) and its implementing regulations of the U.S. Department of Labor at 29 CFR Part 5. SUBRECIPIENT shall maintain documentation that demonstrates compliance with hour and wage requirements of this part.

SUBRECIPIENT agrees that no funds provided, nor personnel employed under this Agreement, shall be in any way or to any extent engaged in the conduct of political activities.

SUBRECIPIENT shall maintain a financial management system that identifies all federal awards received and expended and the federal programs under which they were received, including:

- The CFDA title and number,
- Federal award identification number and year,
- Name of the Federal agency, and
- Name of the pass-through entity, if any.

SUBRECIPIENT shall follow written financial management policies and procedures that, at a minimum, provide for:

- Determination of allowable costs in accordance with the terms and conditions of this Agreement and the federal cost principles published in the U.S. federal regulations at 2 CFR 200 Subpart E;
- Effective control over, and accountability for, all funds, property, and other assets to ensure all assets are safeguarded and they are used solely for authorized purposes; and
- Accurate financial reporting on federal awards, authorizations, obligations, unobligated balances, assets, expenditures, income and interest and be supported by source documentation.

SUBRECIPIENT shall comply with the Whistleblower protections of the U.S. federal regulations at 2 CFR 200.217.

8. AUDIT REQUIREMENTS

Within thirty days of the close of SUBRECIPIENT's fiscal year, SUBRECIPIENT shall provide to RECIPIENT a certification stating the total amount of federal awards expended in the fiscal year. The certification shall be signed by an authorized official.

SUBRECIPIENT agrees to have a single or program-specific audit conducted in accordance with the provisions of 2 CFR 200 Subpart F if SUBRECIPIENT expends $1,000,000 or more in federal awards during any fiscal year that overlaps with the term of this Agreement. SUBRECIPIENT shall submit a copy of the audit to RECIPIENT and the Federal Audit Clearinghouse (FAC) within thirty calendar days after receipt of the

auditor's report(s). SUBRECIPIENT shall make copies of the audit available for public inspection for three years from the date of submission to the FAC.

RECIPIENT shall issue a management decision for audit findings that relate to this Agreement within six months of acceptance of the audit report by the FAC.

9. USE AND REVERSION OF ASSETS

SUBRECIPIENT shall transfer to RECIPIENT any CDBG funds on hand and any accounts receivable attributable to the use of funds under this Agreement at the time of expiration, cancellation, or termination. The use and disposition of real property and equipment under this Agreement shall be in compliance with the requirements of 24 CFR 570.502-504, as applicable.

10. CONFLICT OF INTEREST

SUBRECIPIENT shall maintain written standards of conduct covering conflicts of interest and governing the performance of its employees engaged in the selection, award, and administration of contracts. The standards of conduct must provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents of SUBRECIPIENT. If SUBRECIPIENT has a parent, affiliate, or subsidiary organization, the standards of conduct must cover organizational conflicts of interest to ensure SUBRECIPIENT is able to be impartial in conducting a procurement action involving a related organization.

At a minimum, the standards of conduct shall include any person who is an employee, agent, consultant, officer, or elected official or appointed official of SUBRECIPIENT. No covered persons who exercise or have exercised any functions or responsibilities with respect to CDBG activities assisted under this part, or who are in a position to participate in a decision making process or gain inside information with regard to such activities, may obtain a financial interest or benefit from a CDBG-assisted activity, or have a financial interest in any contract, subcontract, or agreement with respect to a CDBG-assisted activity, or with respect to the proceeds of the CDBG-assisted activity, either for themselves or those with whom they have business or immediate family ties, during their tenure or for one year thereafter.

Both SUBRECIPIENT and any subcontractors shall complete a Disclosure of Conflict of Interest From included as **Exhibit D**. Upon written request, RECIPIENT may grant an exception to the conflict of interest provisions on a case-by-case basis.

11. OTHER PROGRAM REQUIREMENTS

SUBRECIPIENT agrees to administer the services in compliance with all applicable City, State, and Federal guidelines including, but not limited to the following federal program requirements as now in effect and as may be amended from time to time:

Section 109 of the Housing and Community Development Act of 1974 requires that no person in the United States shall on the grounds of race, color, national origin, religion, or sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance made available pursuant to the Act. Section 109 also directs that the prohibitions against discrimination on the basis of age under the Age Discrimination Act and the prohibitions

against discrimination on the basis of disability under Section 504 shall apply to programs or activities receiving Federal financial assistance under Title I programs.

Equal Opportunity requirements as described in Executive Order 11246, as amended by Executive Orders 11375, 11478, 12086, and 12107.

Equal Protection of the Laws for Faith-Based and Community Organizations as described in Executive Order 13279 and the implementing regulations at 41 CFR chapter 60.

Section 3 of the Housing and Urban Development Act of 1968 (12 U.S.C. 1701u) and implementing regulations at 24 CFR part 135.

The Lead-Based Paint Poisoning Prevention Act (42 U.S.C. 4821-4846), the Residential Lead-Based Paint Hazard Reduction Act of 1992 (42 U.S.C. 4851-4856), and implementing regulations at part 35, subparts A, B, J, K, and R of this part apply.

Exclusion of Debarred and Suspended Contractor requirements as described in 2 CFR Part 180.

Certain newly legalized aliens, as described in 24 CFR part 49, are not eligible to apply for CDBG benefits, including financial assistance, public services, jobs and access to new or rehabilitated housing and other facilities made available with CDBG. Benefits do not include relocation services and payments to which persons displaced are entitled by law (24 CFR §570.613).

A building or facility designed, constructed, or altered with CDBG funds governed by this Agreement that meets the definition of “residential structure” as defined in 24 CFR 40.2 or the definition of “building” as defined in 41 CFR 101-19.602(a) is subject to the requirements of the Architectural Barriers Act of 1968 (42 U.S.C. 4151-4157) and shall comply with the Uniform Federal Accessibility Standards (appendix A to 24 CFR part 40 for residential structures, and appendix A to 41 CFR part 101-19, subpart 101-19.6, for general type buildings).

The Americans with Disabilities Act (42 U.S.C. 12131; 47 U.S.C. 155, 201, 218 and 225) (ADA) provides comprehensive civil rights to individuals with disabilities in the areas of employment, public accommodations, State and local government services, and telecommunications.

The contract provisions for non-federal entity contract under federal awards as set forth in **Exhibit E**.

12. CLOSEOUT AND REVERSION OF ASSETS

RECIPIENT will close out this Agreement when it determines that all applicable administrative actions and all required work of the Agreement have been completed by SUBRECIPIENT.

Unless provided an extension through written notification by RECIPIENT, SUBRECIPIENT shall complete the following actions no later than thirty calendar days after the end date of the term of this Agreement:

- Submit all financial, performance, and other reports as required by the terms of this Agreement;

- Liquidate all obligations incurred under the Agreement; and
- Transfer to RECIPIENT any accounts receivable attributable to the use of CDBG funds, including CDBG program income.

Notwithstanding the expiration or earlier termination of this Agreement, SUBRECIPIENT's obligations to RECIPIENT shall not terminate until all closeout requirements are completed. The following obligations of SUBRECIPIENT shall survive the termination of this Agreement:

- SUBRECIPIENT'S indemnity obligations;
- the obligation to cause audits to be performed relating to SUBRECIPIENT'S activities and costs under this Agreement;
- the obligation to repay to RECIPIENT any CDBG proceeds improperly disbursed to SUBRECIPIENT or disbursed for ineligible expenditures;
- any other obligations which cannot by their nature be performed until after the expiration of the Agreement such as the submittal of final payment request and performance reports.

Any real or personal property purchased in whole or in part with CDBG funds provided under this Agreement are subject to the following requirements that shall survive the termination of this Agreement:

- Insurance and reporting requirements regarding real and personal property acquired with federal funds in accordance with the requirements contained in the U.S. federal regulations published at 2 CFR Part 200; and
- For real property under SUBRECIPIENT's control that was acquired or improved in whole or in part with CDBG funds in excess of $25,000, said property shall be used to meet one of the national objectives in 24 CFR 570.208 for five years after close out of this Agreement. If the property is disposed of within five years of the close out of this Agreement, SUBRECIPIENT shall reimburse RECIPIENT the percentage of the current fair market value of the property equal to the percentage of CDBG funds expended to the overall acquisition and improvement cost of the property.

13. SUSPENSION AND TERMINATION

This Agreement shall terminate without any liability of RECIPIENT to SUBRECIPIENT upon the earlier of: (i) the happening of an Event of Default by SUBRECIPIENT and a failure to cure said Event of Default within the time specified in the notice of Event of Default; (ii) seven calendar days prior written notice without cause by RECIPIENT to SUBRECIPIENT; (iii) RECIPIENT'S non-appropriation of funds sufficient to meet its obligations hereunder during any City fiscal year of this Agreement, or insufficient funding for the services provided by SUBRECIPIENT; or (iv) expiration of this Agreement.

Termination for Convenience. In addition, to the above methods of termination, this Agreement may be terminated by either party if SUBRECIPIENT and RECIPIENT

mutually agree in writing to its termination and upon the termination conditions, including the effective date and in the case of partial termination, the portion to be terminated.

Furthermore, RECIPIENT may suspend or terminate this Agreement if SUBRECIPIENT materially fails to comply with any terms of this Agreement.

If, through any cause, the SUBRECIPIENT fails to fulfill in timely and proper manner its obligations under this Agreement, ineffectively or improperly use funds provided under this Agreement, or if SUBRECIPIENT shall violate any of the covenants, agreements, or stipulations of this Agreement, RECIPIENT shall thereupon have the right to terminate this Agreement by giving written notice to SUBRECIPIENT of such termination and specifying the effective date thereof, at least five days before the effective date of such termination. In such event, all finished or unfinished documents and reports prepared by SUBRECIPIENT under this Agreement shall, at the option of RECIPIENT, become its property and SUBRECIPIENT shall be entitled to receive just and equitable payment for any satisfactory work completed subject to the limitations of this Agreement.

14. MANDATORY DISCLOSURES

SUBRECIPIENT shall provide written notice to the RECIPIENT within five days of all potential conflicts of interest and violations of criminal law involving fraud, bribery, or gratuity violations potentially affecting this Agreement. Failure to make required disclosures can result in termination of the Agreement and suspension or debarment from future federal awards.

15. FINDINGS CONFIDENTIAL

Any reports, information or data given to or prepared by SUBRECIPIENT concerning RECIPIENT under this Agreement shall not be made available to any individual or organization by SUBRECIPIENT without first submitting them to RECIPIENT.

16. GENERAL CONDITIONS

SUBRECIPIENT shall implement this Agreement in accordance with applicable Federal, State, and City laws, ordinances and codes. Should a Project receive additional funding after the commencement of this Agreement, SUBRECIPIENT shall notify RECIPIENT in writing within thirty days of receiving notification from the funding source and submit a cost allocation plan for approval by RECIPIENT within forty-five days of said official notification.

SUBRECIPIENT agrees to comply with the requirements of Title 24 of the Code of Federal Regulations, Part 570 (the U.S. Housing and Urban Development regulations concerning Community Development Block Grants (CDBG)) including subpart K of these regulations, except that (1) SUBRECIPIENT does not assume the recipient's environmental responsibilities described in 24 CFR 570.604 and (2) SUBRECIPIENT does not assume the recipient's responsibility for initiating the review process under the provisions of 24 CFR Part 52. SUBRECIPIENT further agrees to utilize funds available under this Agreement to supplement rather than supplant funds otherwise available.

SUBRECIPIENT shall provide Workers' Compensation Insurance coverage for all of its employees involved in the performance of this Agreement.

SUBRECIPIENT shall comply with the bonding and insurance requirements set forth in 2 CFR Part 200. The SUBRECIPIENT shall additionally carry sufficient insurance and bond coverage as set forth in **Exhibit C**.

SUBRECIPIENT shall subcontract all work or services through written contract or agreement subject to each provision of this Agreement and applicable City, State and Federal guidelines and regulations. Prior to execution of any subcontract hereunder, such subcontracts must be submitted by SUBRECIPIENT to RECIPIENT for its review and approval, which will specifically include a determination of compliance. None of the work or services covered by this Agreement, including but not limited to consultant work or services, shall be subcontracted by SUBRECIPIENT or reimbursed by RECIPIENT without prior written approval.

17. INDEPENDENT CONTRACTOR

In furnishing the services provided for herein, SUBRECIPIENT is acting solely as an independent contractor. Neither SUBRECIPIENT, nor any of its officers, agents or employees shall be deemed an officer, agent, employee, joint venturer, partner or associate of RECIPIENT for any purpose. RECIPIENT shall have no right to control or supervise or direct the manner or method by which SUBRECIPIENT shall perform its work and functions. However, RECIPIENT shall retain the right to administer this Agreement so as to verify that SUBRECIPIENT is performing its obligations in accordance with the terms and conditions thereof.

This Agreement does not evidence a partnership or joint venture between SUBRECIPIENT and RECIPIENT. SUBRECIPIENT shall have no authority to bind RECIPIENT absent RECIPIENT's express written consent. Except to the extent otherwise provided in this Agreement, SUBRECIPIENT shall bear its own costs and expenses in pursuit thereof.

Because of its status as an independent contractor, SUBRECIPIENT and its officers, agents and employees shall have absolutely no right to employment rights and benefits available to RECIPIENT's employees. SUBRECIPIENT shall be solely liable and responsible for all payroll and tax withholding and for providing to, or on behalf of, its employees all employee benefits including, without limitation, health, welfare and retirement benefits. In addition, together with its other obligations under this Agreement, SUBRECIPIENT shall be solely responsible, indemnify, defend and save RECIPIENT harmless from all matters relating to employment and tax withholding for and payment of SUBRECIPIENT's employees, including, without limitation, (i) compliance with Social Security and unemployment insurance withholding, payment of workers compensation benefits, and all other laws and regulations governing matters of employee withholding, taxes and payment; and (ii) any claim of right or interest in RECIPIENT employment benefits, entitlements, programs and/or funds offered employees of RECIPIENT whether arising by reason of any common law, de facto, leased, or co- employee rights or other theory. It is acknowledged that during the term of this Agreement, SUBRECIPIENT may be providing services to others unrelated to RECIPIENT or to this Agreement.

18. INDEMNIFICATION

To the furthest extent allowed by law, SUBRECIPIENT shall indemnify, hold harmless and defend CITY and each of its officers, officials, employees, agents and volunteers from any and all loss, liability, fines, penalties, forfeitures, costs and damages (whether in contract, tort or strict liability, including but not limited to personal injury, death at any time and property damage) incurred by CITY, SUBRECEPIENT or any other person, and from any and all claims, demands and actions in law or equity (including reasonable attorney's fees, litigation expenses and cost to enforce this agreement), arising or alleged to have arisen directly or indirectly out of performance of this Agreement. SUBRECIPIENT'S obligations under the preceding sentence shall apply regardless of whether CITY or any of its officers, officials, employees, agents or volunteers are negligent, but shall not apply to any loss, liability, fines, penalties, forfeitures, costs or damages caused solely by the gross negligence, or caused by the willful misconduct, of CITY or any of its officers, officials, employees, agents or volunteers.

If SUBRECIPIENT should subcontract all or any portion of the work to be performed under this Agreement, SUBRECIPIENT shall require each subcontractor to indemnify, hold harmless and defend CITY and each of its officers, officials, employees, agents and volunteers in accordance with the terms of the preceding paragraph.

This section shall survive termination or expiration of this Agreement.

19. INSURANCE

Throughout the life of this Agreement, SUBRECIPIENT shall pay for and maintain in full force and effect all insurance as required in **Exhibit C** or as may be authorized in writing by RECIPIENT'S Risk Manager or his or her designee at any time and in his or her sole discretion.

If at any time during the life of the Agreement or any extension, SUBRECIPIENT or any of its subcontractors fail to maintain any required insurance in full force and effect, all services and work under this Agreement shall be discontinued immediately, and all payments due or that become due to SUBRECIPIENT shall be withheld until notice is received by RECIPIENT that the required insurance has been restored to full force and effect and that the premiums therefore have been paid for a period satisfactory to RECIPIENT. Any failure to maintain the required insurance shall be sufficient cause for RECIPIENT to terminate this Agreement. No action taken by RECIPIENT pursuant to this section shall in any way relieve SUBRECIPIENT of its responsibilities under this Agreement. The phrase “fail to maintain any required insurance” shall include, without limitation, notification received by RECIPIENT that an insurer has commenced proceedings, or has had proceedings commenced against it, indicating that the insurer is insolvent.

The fact that insurance is obtained by SUBRECIPIENT shall not be deemed to release or diminish the liability of SUBRECIPIENT, including, without limitation, liability under the indemnity provisions of this Agreement. The duty to indemnify RECIPIENT shall apply to all claims and liability regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by SUBRECIPIENT. Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of SUBRECIPIENT, its principals, officers, agents, employees, persons under the supervision of

SUBRECIPIENT, vendors, suppliers, invitees, consultants, sub-consultants, subcontractors, or anyone employed directly or indirectly by any of them.

20. NOTICES

Notices required by this Agreement shall be in writing and delivered via mail (postage prepaid), commercial courier, or personal delivery or sent by facsimile or other electronic means. Any notice delivered or sent as aforesaid shall be effective on the date of delivery or sending. All notices and other written communications under this Agreement shall be addressed to the individuals in the capacities indicated below, unless otherwise modified by subsequent written notice.

Communication and details concerning this Agreement shall be directed to the following contract representatives:

RECIPIENT
City of Fresno
Planning and Development
Department, Community
Development Division
2600 Fresno Street Room 3065
Fresno, CA 93721

SUBRECIPIENT
[Subrecipient Name]
[Attention]
[Subrecipient Address]
[Subrecipient Address]

21. AMENDMENTS

RECIPIENT or SUBRECIPIENT may amend this Agreement at any time provided that such amendments make specific reference to this Agreement, and are executed in writing, signed by a duly authorized representative of each organization, and approved by the RECIPIENT's governing body. Such amendments shall not invalidate this Agreement, nor relieve or release the RECIPIENT or SUBRECIPIENT from its obligations under this Agreement. Notwithstanding the foregoing, approval of the City Council is not required for (i) insubstantial adjustments in line items within the total approved budget; not affecting the total approved budget amount, approved by the manager of the Community Development Division of the Planning and Development Department of the City (Administrator) or his or her designee; (ii) insubstantial changes in the nature or scope of services specified in this Agreement approved by the Administrator in his/her sole discretion, (iii) changes to the insurance requirements specified in **Exhibit C** approved by the City's Risk Manager in his/her sole discretion and (iv) an extension to the term of the Agreement, not to exceed six months, in Administrator's sole discretion.

RECIPIENT may, in its discretion, amend this Agreement to conform with Federal, state or local governmental guidelines, policies and available funding amounts, or for other reasons. If such amendments result in a change in the funding, the scope of services, or schedule of the activities to be undertaken as part of this Agreement, such modifications will be incorporated only by written amendment signed by both RECIPIENT and SUBRECIPIENT.

22. ASSIGNMENT

SUBRECIPIENT shall not assign or transfer any interest in this Agreement without the prior written consent of the RECIPIENT.

23. SEVERABILITY

If any term, provision, covenant, or condition of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of this Agreement shall not be affected thereby to the extent such remaining provisions are not rendered impractical to perform taking into consideration the purposes of this Agreement.

24. ATTORNEY FEES

If either party is required to commence any proceeding or legal action to enforce or interpret any term, covenant or condition of this Agreement, the prevailing party will be entitled to recover from the other party its reasonable attorney's fees and legal expenses.

25. BINDING ON ALL SUCCESSORS AND ASSIGNS

Unless otherwise expressly provided in this Agreement, all the terms and provisions of this Agreement shall be binding on and inure to the benefit of the parties hereto, and their respective nominees, heirs, successors, assigns, and legal representatives.

26. COUNTERPARTS

This Agreement may be executed in counterparts, each of which when executed and delivered will be deemed an original, and all of which together will constitute one instrument. The execution of this Agreement by any party hereto will not become effective until counterparts hereof have been executed by all parties hereto.

27. CUMULATIVE REMEDIES

No remedy or election hereunder shall be deemed exclusive but shall, wherever possible, be cumulative with all other remedies at law or in equity. All powers and remedies given by this Agreement shall be cumulative and in addition to those otherwise provided by law.

28. EFFECTIVE DATE

This Agreement shall be effective upon the Parties' complete execution following City Council approval.

29. ENTIRE AGREEMENT

This Agreement represents the entire and integrated agreement of the parties with respect to the subject matter hereof. This Agreement supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be modified or amended only by written instrument duly authorized and executed by both RECIPIENT and SUBRECIPIENT.

30. EXHIBITS

Each exhibit and attachment referenced in this Agreement is, by the reference, incorporated into and made a part of this Agreement.

31. EXPENSES INCURRED UPON EVENT OF DEFAULT

SUBRECIPIENT shall reimburse RECIPIENT for all reasonable expenses and costs of collection and enforcement, including reasonable attorney's fees, incurred by RECIPIENT as a result of one or more Events of Default by SUBRECIPIENT under this Agreement.

32. GOVERNING LAW AND VENUE

Except to the extent preempted by applicable federal law, the laws of the State of California shall govern all aspects of this Agreement, including execution, interpretation, performance, and enforcement. Venue for filing any action to enforce or interpret this Agreement will be Fresno County, California.

33. HEADINGS

The section headings and subheadings contained in this Agreement are included for convenience only and shall not limit or otherwise affect the terms of this Agreement.

34. INTERPRETATION

This Agreement in its final form is the result of the combined efforts of the parties. Any ambiguity will not be construed in favor or against any party, but rather by construing the terms in accordance with their generally accepted meaning.

35. NO THIRD-PARTY BENEFICIARY

The rights, interests, duties and obligations defined within this Agreement are intended for the specific parties hereto as identified in the preamble of this Agreement. Notwithstanding anything stated to the contrary in this Agreement, it is not intended that any rights or interests in this Agreement benefit or flow to the interest of any third parties other than expressly identified herein. No subcontractor, mechanic, materialman, laborer, vendor, or other person hired or retained by SUBRECIPIENT shall have any rights hereunder and shall look to SUBRECIPIENT as their sole source of recovery if not paid. No third party may enter any claim or bring any such action against RECIPIENT under any circumstances. Except as provided by law, or as otherwise agreed to in writing between RECIPIENT and such person, each such person shall be deemed to have waived in writing all right to seek redress from RECIPIENT under any circumstances whatsoever. SUBRECIPIENT shall include this paragraph in all contracts/subcontracts.

36. NO WAIVER

Neither failure nor delay on the part of the RECIPIENT in exercising any right under this Agreement shall operate as a waiver of such right, nor shall any single or partial exercise of any such right preclude any further exercise thereof or the exercise of any other right. No waiver of any provision of this Agreement or consent to any departure by the SUBRECIPIENT therefrom shall be effective unless the same shall be in writing, signed on behalf of the RECIPIENT by a duly authorized officer thereof, and the same shall be effective only in the specific instance for which it is given. No notice to or demand on the SUBRECIPIENT in any case shall entitle the SUBRECIPIENT to any other or further notices or demands in similar or other circumstances, or constitute a waiver of any of the RECIPIENT's right to take other or further action in any circumstances without notice or demand.

37. NON-RELIANCE

SUBRECIPIENT hereby acknowledges having obtained such independent legal or other advice as it has deemed necessary and declares that in no manner has it relied on RECIPIENT, its agents, employees or attorneys in entering into this Agreement.

38. PRECEDENCE OF DOCUMENTS

In the event of any conflict between the body of this Agreement and any exhibit or attachment hereto, the terms and conditions of the body of this Agreement will control.

39. SEVERABILITY

If any provision of this Agreement is held invalid, the remainder of the Agreement shall not be affected thereby and all other parts of this Agreement shall nevertheless be in full force and effect.

[SIGNATURE PAGE TO FOLLOW]

IN WITNESS WHEREOF, the parties have executed this Agreement at Fresno, California, the day and year first above written.

RECIPIENT

CITY OF FRESNO,
A California municipal corporation

By:_____
Georgeanne A. White,
City Manager

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Date
Deputy City Attorney

ATTEST:
AMY K. ALLER,
Interim City Clerk

By: _____

Deputy

SUBRECIPIENT

[SUBRECIPIENT NAME]
[LEGAL IDENTITY]

By: _____

Name:_____

Title:_____
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

By: _____

Name: _____

Title: _____
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

Addresses:

CITY:
City of Fresno
Attention: Karen Jenks,
Housing & Neighborhood
Revitalization Manager
2600 Fresno Street, room 3065
Fresno, CA 93721
Phone: (559) 621-8300

SUBRECIPIENT:
[Suprecipient Name]
Attention: [Name]
[Title]
[Street Address]
[City, State Zip]
Phone: [area code and #]
FAX: [area code and #]

Attachments:

EXHIBIT A: SCOPE OF WORK
EXHIBIT B: PROPOSED BUDGET
EXHIBIT C: INSURANCE REQUIREMENTS
EXHIBIT D: CONFLICT OF INTEREST
EXHIBIT E: CONTRACT PROVISIONS FOR NON-FEDERAL ENTITY CONTRACTS UNDER FEDERAL AWARDS
EXHIBIT F: QUARTERLY REPORT
EXHIBIT G: SPENDING PLAN

EXHIBIT A
SCOPE OF WORK

Matrix Code: 14A Rehab: Single-Unit Residential (1 Unit)
National Objective: LMH
CDBG Eligibility: 24 CFR 570.202
Goal:

Records to Be Maintained
The subrecipient shall maintain records including, but not limited to:

Basic Activity Information
The SUBRECIPIENT shall maintain a project file that contains a full description of each activity assisted with CDBG funds, including its location, the amount of CDBG funds budgeted, obligated and expended for the activity, and the eligibility and national objective under which it is eligible.

Data on the extent to which each racial and ethnic group and have applied for, participated in, or benefited from, any program or activity funded in whole or in part with CDBG funds. Such information shall be used only as a basis for further investigation as to compliance with nondiscrimination requirements. No recipient is required to attain or maintain any particular statistical measure by race, ethnicity, or gender in covered programs.

Financial Management Records
The SUBRECIPIENT shall maintain financial records in accordance with the applicable requirements listed in Sec. 570.502, including source documentation.

The project file must document how the CDBG funds are expended. Such documentation must include, to the extent applicable:

- Invoices with supporting documentation
- Evidence that adequate procurement practices were in place and followed
- Schedules containing comparisons of budgeted amounts and actual expenditures,
- Construction progress schedules signed by appropriate parties (e.g., general contractor and/or a project architect), if applicable
- Other documentation appropriate to the nature of the activity

National Objective Compliance - Low Mod Housing Activities (LMH) – Owner
The SUBRECIPIENT shall maintain records for each owner-occupied unit, including:

- The total cost of the activity, including both CDBG and non-CDBG funds.
- A determination of beneficiary's household size and estimated annual income (as defined under the 24 CFR 5.609) completed and signed by the SUBRECIPIENT supported by documentation such as pay stubs and other accepted forms of income verification.

SUBRECIPIENT shall ensure the CDBG grant funds provided by GRANTEE are clearly identified as a subaward and include the following information:

- SUBRECIPIENT NAME:
- Subrecipient ID (DUNS):
- Federal Award Identification Number:
- Federal Award Date:
- Period of Performance:
- Federal Funds Obligated by this Agreement: CDBG
- Total Federal Funds Obligated to SUBRECIPIENT:
- Total Amount of the Federal Award:
- Federal Award project description: See **Exhibit A** – Scope of Work
- Name of Federal awarding agency: Dept. of Housing Urban Development
- Name of pass-through entity: City of Fresno, California
- Award Official Contact Information: See Section 20 – Notices
- CFDA Number: 14.218
- CFDA Name: Community Development Block Grant
- Identification of R&D: No
- Indirect cost rate for the Federal award: % or current federally negotiated rate.

EXHIBIT B
PROPOSED BUDGET

EXHIBIT C
INSURANCE REQUIREMENTS

RISK TO INSERT INSURANCE REQUIREMENTS FOLLOWING RECEIPT OF SCOPE OF WORK

EXHIBIT D
CONFLICT OF INTEREST

City of FRESNO

Housing and Community Development
Division Planning and Development
Department

No Conflict of Interest Certification – HUD CDBG, HOME, ESG and HOPWA

Conflict of Interest Regulations may be found at: 24 CFR 92.356, 24 CFR 570.611, 24 CFR 574.625, 24 CFR 576.404, 2 CFR 112 and 2 CFR 318 (C)(1)

_____
Name of Subrecipient or Applicant

Subrecipient or Applicant acknowledges and understands that, under HUD conflict of interest rules under 24 CFR 92.356, 24 CFR 570.611, 24 CFR 574.625, 24 CFR 576.404, 2 CFR 112 and 2 CFR 318 (C)(1), an employee, agent, consultant, officer, or elected or appointed official of the subrecipient, applicant or City of Fresno who exercises or has exercised any functions or responsibilities with respect to activities assisted with CDBG, HOME, ESG or HOPWA funds or who is in a position to participate in a decision making process or gain inside information with regard to these activities (each "Covered Person"), may not obtain a financial interest or benefit from a CDBG, HOME, ESG or HOPWA-assisted activity, or have an interest in any contract, subcontract or agreement with respect thereto, or the proceeds thereunder, either for themselves or those with whom they have family or business ties, during their tenure or for one year thereafter.

(SELECT ONLY THE CERTIFICATION THAT APPLIES TO THIS AGREEMENT OR APPLICATION. DO NOT SIGN BOTH.)

☐ Subrecipient or Applicant hereby certifies that no "covered person" in its agency or corporation is currently a Covered Person and has not been a Covered Person for a period of at least one (1) calendar year prior to the date of this agreement or application.

_____ _____ _____
Name Signature Date

OR

☐ Subrecipient or Applicant hereby certifies that subrecipient/applicant organization includes a Covered Person as defined above, or because subrecipient/applicant has a family or business relationship with a Covered Person.

_____ _____ _____
Name Signature Date

Please provide a separate certification for each "covered person" and select the type of covered person.
☐ Employee ☐ Agent ☐ Consultant ☐ Officer ☐ Elected Official ☐ Appointed Official

The Covered Person is:

☐ Subrecipient/Applicant "covered person"
☐ Family member-name:_____(please print clearly)
☐ Business associate-name:_____(please print clearly)

A Covered Person does not automatically disqualify an entity from participating in a HUD assisted program. If a covered person is identified, the Senior Management Analyst or Project Manager will assist you with the additional steps that must be taken before the organization's agreement or application can be funded.

A person may become a "covered person" at any time during the implementation process and this will include beneficiaries receiving assistance provided through this agreement or application who are or have a relationship with a covered person of the applicant or of City of Fresno. A new certification is required each time a covered person is identified.

EXHIBIT E

CONTRACT PROVISIONS FOR NON-FEDERAL ENTITY CONTRACTS UNDER FEDERAL AWARDS

In addition to other provisions required by the Federal agency or non-Federal entity, all contracts made by the non-Federal entity under the Federal award must contain provisions covering the following, as applicable.

(A) Contracts for more than the simplified acquisition threshold currently set at $250,000, which is the inflation adjusted amount determined by the Civilian Agency Acquisition Council and the Defense Acquisition Regulations Council (Councils) as authorized by 41 U.S.C. 1908, must address administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as appropriate.

(B) All contracts in excess of $10,000 must address termination for cause and for convenience by the non-Federal entity including the manner by which it will be effected and the basis for settlement.

(C) Equal Employment Opportunity. Except as otherwise provided under 41 CFR Part 60, all contracts that meet the definition of “federally assisted construction contract” in 41 CFR Part 60-1.3 must include the equal opportunity clause provided under 41 CFR 60-1.4(b), in accordance with Executive Order 11246, “Equal Employment Opportunity” (30 FR 12319, 12935, 3 CFR Part, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, “Amending Executive Order 11246 Relating to Equal Employment Opportunity,” and implementing regulations at 41 CFR part 60, “Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor.”

(D) Davis-Bacon Act, as amended (40 U.S.C. 3141-3148). When required by Federal program legislation, all prime construction contracts in excess of $2,000 awarded by non-Federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 CFR Part 5, “Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction”). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-Federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency. The contracts must also include a provision for compliance with the Copeland “Anti-Kickback” Act (40 U.S.C. 3145), as supplemented by Department of Labor regulations (29 CFR Part 3, “Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States”). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which

he or she is otherwise entitled. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency.

(E) Contract Work Hours and Safety Standards Act (40 U.S.C. 3701-3708). Where applicable, all contracts awarded by the non-Federal entity in excess of $100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. 3702 and 3704, as supplemented by Department of Labor regulations (29 CFR Part 5). Under 40 U.S.C. 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.

(F) Rights to Inventions Made Under a Contract or Agreement. If the Federal award meets the definition of “funding agreement” under 37 CFR §401.2 (a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that “funding agreement,” the recipient or subrecipient must comply with the requirements of 37 CFR Part 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency.

(G) Clean Air Act (42 U.S.C. 7401-7671q.) and the Federal Water Pollution Control Act (33 U.S.C. 1251-1387), as amended—Contracts and subgrants of amounts in excess of $150,000 must contain a provision that requires the non-Federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).

(H) Mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. 6201).

(I) Debarment and Suspension (Executive Orders 12549 and 12689)—A contract award (see 2 CFR 180.220) must not be made to parties listed on the government-wide Excluded Parties List System in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR Part 1986 Comp., p. 189) and 12689 (3 CFR Part 1989 Comp., p. 235), “Debarment and Suspension.” The Excluded Parties List System in SAM contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549.

(J) Byrd Anti-Lobbying Amendment (31 U.S.C. 1352)—Contractors that apply or bid for an award of $100,000 or more must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

(K) See §200.323 Procurement of recovered materials.

(L) See §200.216 Prohibition on certain telecommunications and video surveillance equipment or services.

(M) See §200.322 Domestic preferences for procurements.

EXHIBIT F
QUARTERLY REPORT

City of FRESNO

QUARTERLY PERFORMANCE REPORT
CDBG SUBRECIPIENT HOME REPAIR PROGRAM

Name of Agency: _____

Project:

Submittal Date: _____ Project Completed: _____ %

Reporting Period:

☐ January 1, 20__ to March 31, 20__ ☐ April 1, 20__ to June 30, 20__
☐ July 1, 20__ to September 30, 20__ ☐ October 1, 20__ to December 31, 20__

I. PROGRESS NARRATIVE

A. Provide the status of the activity during the reporting period (include units completed, applications reviewed, projects pending construction completion):

B. Describe problems/delays encountered and course of action taken:

C. Describe activities to be completed in the next reporting period:

D. What actions have been taken to achieve program completion:

II. CDBG FUNDS EXPENDITURES (PAYMENT REQUESTS DURING QUARTER)

Request Number	Date of Request	Amount Requested

III. Beneficiary Information:
SUBMIT ACCOMPLISHMENT SPREADSHEET FOR COMPLETED PROJECTS ONLY WITH EACH QUARTERLY REPORT

IV. ADDITIONAL COMMENTS:

Print Name and Title

Signature Date

Reviewed by City Staff (Signature) Date

EXHIBIT G
SPENDING PLAN

File #: ID 26-472 **Agenda Date:** 5/21/2026 **Agenda #:**

REPORT TO THE CITY COUNCIL

FROM: DENIX D. ANBIAH, PE, Director
Capital Projects Department

SCOTT L. MOZIER, PE, Director
Public Works Department

BY: SCOTT P. SEHM, PE, Assistant Director
Capital Projects Department, Design Services & Transportation Project Management

GUSTAVO RANGEL, Project Manager
Capital Projects Department, Transportation Project Management Division

NANCY BRUNO, Right of Way Manager
Capital Projects Department, Capital Administration Division

SUBJECT

Actions pertaining to the dedication of portions of City-owned property for public street easements, and acquisition of a permanent easement and right-of-way from private property to support the construction of the Senior Activity Center TOD Housing Street Improvements Project (Council District 4):

1. Adopt an Addendum to the Senior Center and Affordable Housing Project Mitigated Negative Declaration (SCH No. 2024101319), pursuant to Sections 15162 and 15164 of the California Environmental Quality Act (CEQA) Guidelines
2. RESOLUTION - Dedicating those portions of City-owned property for public street purposes to accommodate construction of the Senior Activity Center Transit Oriented Development (TOD) Housing Street Improvements Project
3. HEARING to consider a Resolution of Necessity for acquisition of a permanent easement and right-of-way for public street purposes on a portion of Assessor's Parcel Number 428-090-33, owned by Mike Saadeldin, Mohammad T. Saadeldin, and Masad Inc., a California corporation, for the construction of the Senior Activity Center TOD Housing Street Improvements Project
4. ***RESOLUTION - Determining that public interest and necessity require acquisition of a permanent easement and right-of-way for public street purposes through and across a portion of Assessor's Parcel Number 428-090-33, owned by Mike Saadeldin, Mohammad T. Saadeldin, and Masad Inc., a California corporation, for the construction of the Senior Activity Center TOD Housing Street Improvements Project, and authorizing eminent domain proceedings for public use and purpose (Requires Five Affirmative Votes) (Subject to Mayor's Veto).

RECOMMENDATIONS

Staff recommends the City Council: 1) adopt an Addendum to the Senior Center and Affordable Housing Project Mitigated Negative Declaration (SCH No. 2024101319) (MND), pursuant to Sections 15162 and 15164 of the CEQA Guidelines, 2) adopt the Resolution dedicating those portions of City-owned property for public street purposes to accommodate construction of the Senior Activity Transit Oriented Development (TOD) Housing Street Improvements Project (Project), 3) conduct a public hearing to consider the adoption of a Resolution of Necessity for the acquisition of a 0.0035-acre (151.24 square feet) permanent easement from the property identified as Assessor's Parcel Number (APN) 428-090-33, owned by Mike Saadeldin, Mohammad T. Saadeldin, and Masad Inc., a California corporation, for the construction of the Project; and 4) adopt the Resolution of Necessity, which states that public interest and necessity require acquisition of a permanent easement and right-of-way for public street purposes through and across a portion of Assessor's Parcel Number (APN) 428-090-33, owned by Mike Saadeldin, Mohammad T. Saadeldin, and Masad Inc., a California corporation, for the construction of the Project, and authorizing eminent domain proceedings for public use and purpose, pursuant to California Code of Civil Procedure §1245.230.

EXECUTIVE SUMMARY

The City of Fresno proposes streetscape improvements along the Blackstone and Holland Avenues frontages of the Senior Activity Center and planned Senior Housing Development located at the southwest corner of the intersection. The improvements include ADA-compliant curb ramps, a widened 12-foot sidewalk with tree wells and street trees, a new traffic signal with pedestrian countdown heads and push buttons, crosswalks, streetlights, partial removal of the Blackstone Avenue median at Holland Avenue, and additional pedestrian lighting. To support construction of these improvements, staff recommends dedicating portions of City-owned property (APNs 426-253-17 and 426-253-19) as easements for public street purposes. The proposed public street easement dedication areas are described in Exhibit A and depicted in Exhibit B of the associated Resolution.

Additionally, the Project requires the acquisition of a permanent easement and right-of-way over a 0.0035-acre (151.24 square feet) portion of APN 428-090-33, located at 4414 North Blackstone Avenue and owned by Mike Saadeldin, Mohammad T. Saadeldin, and Masad Inc., a California corporation (collectively, the Owner). This easement is necessary to accommodate the Project, and any existing improvements will be addressed and compensated as part of the acquisition process. A Resolution of Necessity (RON) is required to authorize the City Attorney to initiate eminent domain proceedings and obtain an order of possession for the needed easement interests. Adoption of the RON requires five affirmative Council votes and is subject to mayoral veto.

BACKGROUND

The Senior Activity Center TOD Housing Street Improvements Project, funded by Measure C TOD funds, will construct a full traffic signal and crosswalks at the intersection of North Blackstone and East Holland Avenues, as well as streetscape improvements along the frontages of Blackstone and Holland Avenues. Traffic signal improvements include American with Disabilities Act (ADA)-compliant curb ramps, curb and gutter, pedestrian push buttons, crosswalks, and traffic signal loops. Streetscape improvements include replacing the existing sidewalk with a new twelve-foot sidewalk, tree wells, street trees, pedestrian lighting, and street lighting.

On December 5, 2024, Council adopted the Mitigated Negative Declaration for the Senior Activity Center and Planned Senior Housing Development Project pursuant to Sections 15070 and 15074 of the California Environmental Quality Act (CEQA) guidelines.

The proposed public street easement dedication as described in Exhibit A and shown on Exhibit B of the attached resolution would change the public use of that area and allow the construction of proposed street improvements related to the Senior Activity Center and Planned Senior Housing Development and allow the public utilities to be placed in the franchise area.
To accommodate construction of the Project, the acquisition of certain property rights and right-of-way areas is required. One of the affected properties is APN 428-090-33, located at 4414 North Blackstone Avenue. The overall parcel is approximately 0.601-acres (26,200 square feet) and a 0.0035-acre (151.24 square feet) portion is needed to install a full traffic signal and pedestrian crosswalk at the intersection of North Blackstone and East Holland Avenues as part of the Project.

The City retained the Doré Group (TDG) to appraise and determine the value of the acquisition area on the Subject Property. The appraisal report, with a date of value of February 2, 2026, concluded that the fair market value (FMV) of the easement is $4,400, as defined by Section 1263.320 of the Code of Civil Procedure. Pursuant to Section 7267.2 of the Government Code, an offer of just compensation in the full amount of the appraisal was sent via FedEx to the Owner by City Staff (Staff) on February 9, 2026.

On February 18, 2026, Staff received an email from the Owner stating that the acquisition of the easement area would cause their business damages by reducing the useable vehicle display area and the dealership's visibility. The Owner submitted a counteroffer of $65,000 for the easement. Staff confirmed with the City's Planning Department that the use of this area for vehicle display is not permitted. The entitlement allowing auto sales at the Subject Property does not authorize vehicle display within required landscaped areas, and such use is not in compliance with either the entitlement or the applicable development code. Staff requested the owner provide justification for the counteroffer amount and reminded them that they may exercise their right to obtain an independent appraisal pursuant to California Code of Civil Procedure Section § 1263.025. No response was received from the Owner.

Staff recommends initiating the eminent domain process to acquire the Easements and right-of-way on the Subject Property. Starting the eminent domain process now allows the City to obtain an order of possession from the court while giving the Owner a forum in which to make their claim for compensation. For each property interest to be acquired, a Resolution of Necessity must be adopted prior to the commencement of eminent domain proceedings (see Attachment, Resolution of Necessity Requirements).

The Project is funded through the Measure C TOD Program, which fully covers both the Preliminary Engineering and Construction phases of the Project. The City Attorney's Office has reviewed and approved the Resolution of Necessity.

ENVIRONMENTAL FINDINGS

An environmental assessment was prepared for the project in accordance with the requirements of Sections 15162 and 15164 of the CEQA Guidelines.

Preparation of the environmental assessment necessitated a thorough review of the proposed project and relevant environmental issues and considered previously prepared environmental and technical studies.

Pursuant to CEQA Guidelines Section 15164(a), a Lead Agency shall prepare an addendum to a previously adopted MND if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR or negative declaration have occurred. An analysis has been performed pursuant to CEQA Guidelines Section 15162 to determine whether a subsequent environmental review is required for this project. Based upon this analysis, the following findings are made to support the determination that an Addendum is the appropriate level of environmental review for this action:

1. No substantial changes are proposed in the project which will require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The only minor addition here is to dedicate a small portion of City-owned property for a public street easement to facilitate pedestrian access to the Senior Activity Center and Affordable Housing Development.

2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

3. There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the MND was adopted showing that:

    a. The project will have one or more significant effects not discussed in the MND;

    b. Significant effects previously examined will be substantially more severe than shown in the MND;

    c. Mitigation measures or alternatives previously found to be not feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based upon these findings, it has been determined that a subsequent MND is not required for this approval, and therefore staff has prepared an Addendum to the MND. Please see the attached environmental assessment.

LOCAL PREFERENCE

Local preference was not considered because this agreement does not include a bid for or an award of a construction or services contract.

FISCAL IMPACT

This $2.3 million project is located in Council District 4 and will have no impact on the General Fund. The Project is funded by a $1,382,945 grant from the Measure C TOD Program, plus an estimated local match of $966,200 in Measure C Flexible Subprogram funds, which fully funds the Preliminary Engineering and Construction Phases of the Project.

Attachments:
Addendum to MND SCH No. 2024101319
Dedication Resolution
Resolution of Necessity (RON)
Resolution of Necessity Requirements
Vicinity Map
Project Location Map
Dedication Location Map
Resolution of Necessity Location Map
Staff Presentation

CITY OF FRESNO
ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION PREPARED FOR ENVIRONMENTAL ASSESSMENT OF THE CITY OF FRESNO SENIOR CENTER (P24-00678) AND AFFORDABLE HOUSING (P24-00214) PROJECT

(As adopted by the Fresno City Council on December 5, 2024, and filed with the Fresno County Clerk on December 19, 2024)

Addendum prepared in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines

The full Initial Study and Mitigated Negative Declaration SCH No. 2024101319 are on file in the Planning and Development Department,
Fresno City Hall, 3rd Floor, 2600 Fresno Street, Fresno, California 93721
(559) 621-8277

ENVIRONMENTAL ASSESSMENT NUMBER: PW01067

This addendum was not circulated for public review pursuant to Section 15164(c) of the CEQA Guidelines.

APPLICANT:

City of Fresno
Capital Projects Department
Attn. Gustavo Rangel
2600 Fresno Street, Room 4016
Fresno, CA 93721-3623

PROJECT LOCATION:

The Project site is located on the west side of North Blackstone Avenue between East Holland Avenue and East Swift Avenue at 4343 North Blackstone Avenue, Fresno, CA 93726, and 4323-4333 North Blackstone Avenue, Fresno, CA 93726, approximately 0.29 miles west of State Route (SR)-41. The site consists of two (2) parcels identified as Fresno County Assessor Parcel Numbers (APNs) 426-253-17 (4.25 acres) and 426-253-19 (1.26 acres), totaling approximately 5.51 acres. The site is a portion of Section 16, Township 13 South, Range 20 East, Mount Diablo Base and Meridian. See Vicinity Map.

PROJECT DESCRIPTION (ORIGINAL):

The City of Fresno (Applicant) proposes the development of a Senior Center and Affordable Housing Project ("Project" or "proposed Project") on two (2) parcels located on the west side of North Blackstone Avenue between East Holland Avenue and East Swift Avenue at 4343 North Blackstone Avenue and 4233-4333 North Blackstone Avenue (APNs 426-253-17 and 426-253-19) totaling approximately 5.51 acres. The Senior Center would be located on the parcel identified as APN 426-253-17 and the Senior Affordable Housing would be located on the parcel identified as APN 426-253-19. The proposed Project consists of an approximately 35,000 square foot, two (2) story Senior Center and approximately 100 affordable housing units for seniors, which will be prefabricated, modular construction. Additional on-site improvements include parking, open space, recreational amenities (e.g., swimming pool, pickle ball courts, bocci ball courts), landscape and garden areas, pedestrian walkways, trash enclosures, drive aisles, and driveways. The Project would also construct 12 ft. sidewalks and reconstruct existing driveway approaches to City Standards. The Senior Center would provide programs and services for senior residents including, but not limited to, meal and nutrition programs, information and assistance, health and

fitness programs, wellness programs, recreation activities, educational and arts programs, etc. to serve approximately 1,162 to 2,323 seniors a year. The Senior Center would operate from 9 am to 6 pm daily.

PROJECT DESCRIPTION (REVISED):

For the environmental analysis, this addendum analyzes the change contemplated from the original Project. The original Mitigated Negative Declaration (Original MND), State Clearinghouse Number 2024101319, adopted by the Fresno City Council on December 5, 2024, considered streetscape improvements at the intersection of Blackstone Avenue and Holland Avenue, adjacent to the Project site, subject to future approval. Since the Original MND was approved, the City of Fresno's Public Works Department has secured a grant to implement streetscape improvements at this intersection and is proceeding with improvement drawings and right-of-way acquisition. Specifically, the City will install a traffic signal and crosswalk at the Blackstone Avenue and Holland Avenue intersection as well as streetscape improvements along 500 feet of the frontage of Blackstone Avenue adjoining the Senior Center site and along 450 feet of Holland Avenue. Traffic signal improvements include the construction of ADA compliant curb ramps, pedestrian push buttons, crosswalks, traffic loops, asphalt, removal of the median island along Blackstone Avenue, and relocation of utilities and signs. Streetscape improvements include replacement of the existing sidewalks and construction of a 12-foot commercial concrete sidewalk with tree wells and irrigation, planting street trees, and construction of an underground street lighting system with pedestrian scale. Two portions of City-owned property will be dedicated as public street easement by Resolution to accommodate the construction of the project.

The purpose of the traffic improvements is to improve accessibility and safety for individuals accessing the new City of Fresno Senior Activity Center and Planned Senior housing development. It will help transform the Blackstone Avenue and Holland Avenue intersection and the property street frontages into a safer, more accessible, and multimodal space, while also creating a public space that is comfortable for seniors and individuals with varied modes of transportation and mobility as they access and utilize the planned Senior Center.

The revised Project would not have a significant impact. It may be determined that: (1) No substantial changes are proposed in the revised Project which require major revisions to the Original MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) No substantial changes will occur with respect to the circumstances under which the Project is undertaken which will require major revisions of the Original MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and, (3) No new information, which was not known and could not have been known with the exercise of reasonable diligence at the time the Original MND was adopted has become available. Analysis for this determination is detailed in the section below.

Therefore, the City of Fresno has determined that an addendum to the Original MND is appropriate given that none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent negative declaration have occurred; and, new information added is only for the purposes of providing minor changes or additions, in accordance with Section 15164 of the CEQA Guidelines.

Section 15162 provides that when a mitigated negative declaration has been adopted for a project, no subsequent mitigated negative declaration shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

FINDINGS PURSUANT TO SECTION 15162 OF THE CEQA GUIDELINES.

(1) Substantial changes are proposed in the project which would require major revisions of the previous mitigated negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

Finding (1):

The revised project proposes the installation of a new traffic signal, crosswalks, and related infrastructure at the Blackstone and Holland intersection. This will involve the construction of ADA-compliant curb ramps, pedestrian push-buttons, traffic loops, and asphalt work. The median on Blackstone Avenue will be removed, and existing utilities and signs will be relocated. The revised project also proposes streetscape upgrades. The project will replace existing sidewalks and construct new 12-foot commercial concrete sidewalks along the frontage of Blackstone Avenue (500 feet) and Holland Avenue (450 feet). These improvements will also include the planting of new street trees with irrigation and the installation of an underground street lighting system with pedestrian-scale lighting.

This is not a substantial change and would not create new significant environmental effects since the original environmental document considered roadway improvements, subject to future approval. It is also assessed that the revised project would not cause a substantial increase in the severity of previously identified significant effects, as demonstrated below.

Table: Assessment of New Significant Effects

CEQA Impact Area	New Significant Effects (compared with the original project)
Aesthetics	*Less than Significant Impact.* The Project site is not adjacent to scenic highways, rivers, or historical buildings. There are also no scenic resources within or adjacent to the Project site. The Project, as revised, would still be required to comply with Fresno Municipal Code requirements and California Building Code requirements related to light and glare which would reduce potential light and glare impact to a less than significant level. Thus, there are no new significant impacts.
Agriculture/ Forestry Resources	*No Impact.* The Project site and immediate vicinity are developed, are not located within areas zoned for agricultural or forestry uses, and do not contain agricultural or forestry resources. Since these conditions remain the same, the revised Project would not result in additional or new impacts.
Air Quality	*Less than Significant Impact.* The revised Project does not result in increased density or intensity of the Project site. The Project, as revised, would still be required to comply with all rules and regulations administered by the San Joaquin Valley Air Pollution Control District which would reduce potential impacts to a less than significant level. Construction related emissions for the revised Project were estimated using CalEEMod. AS shown in Table 2 below, the estimated total construction emissions are below the thresholds of significance. Based on the SJVAPCD's guidance, the construction emissions would not cause an ambient air quality standard violation. Since the use and intensity of the site remain the same, and construction emissions would continue to be below all significance thresholds, the revised Project would not result in additional or new impacts.

Table 1: Construction Emissions of Criteria Air Pollutants – Unmitigated

Emissions Source (Tons Per Year)	CO	NO_x	ROG	PM_{10}	$PM_{2.5}$
Original Environmental Assessment[1]					

Construction Year 2024	0.23	0.26	0.03	0.02	0.01
Construction Year 2025	2.16	1.59	0.20	0.29	0.16
Construction Year 2026	0.13	0.08	0.42	0.01	<0.005
Maximum Year of Emissions	**2.16**	**1.59**	**0.42**	**0.29**	**0.16**
Significance Threshold	100	10	10	15	15
Exceed Threshold?[3]	**No**	**No**	**No**	**No**	**No**
Revised Project[2]					
Construction Year 2026	0.7	0.6	0.1	0.1	< 0.1
Maximum Year of Emissions	**0.7**	**0.6**	**0.1**	**0.1**	**<0.1**
Significance Threshold	100	10	10	15	15
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**
Original Environmental Assessment plus Revised Project					
Construction Year 2024	0.23	0.26	0.03	0.02	0.01
Construction Year 2025	2.16	1.59	0.20	0.29	0.16
Construction Year 2026	0.83	0.68	0.52	0.01	<0.005
Maximum Year of Emissions	**2.16**	**1.59**	**0.42**	**0.11**	**<0.1**
Significance Threshold	100	10	10	15	15
Exceed Threshold?[3]	**No**	**No**	**No**	**No**	**No**

Source:
[1]CalEEMod, Version 2022.1.1.26, ran on October 7, 2024. See Appendix A of Original ISMND.
[2]CalEEMod, Version 2022.1.1.26, ran on October 8, 2025. See Appendix A
[3]SJVAPCD. 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed October 8, 2025.

Biological Resources	*No Impact.* The Project site and adjacent roadways were previously developed and improved. Since all site conditions remain the same and the only changes to the Project proposed here are to reconstruct and improve existing traffic infrastructure, the revised Project would not result in additional or new impacts.
Cultural Resources	*No Impact.* A CHRIS record search for the Project site was conducted on June 20, 2022, with no evidence that historical resources exist on the site. The Project, as revised, would implement the MND's mitigation measure to mitigate hidden or buried resources that may exist on site, including the locations of the proposed traffic improvements. Since all site conditions remain the same, the revised Project would not result in additional or new impacts.

	Energy	*Less than Significant Impact.* The revised Project does not result in increased density or intensity of the Project site. The new traffic signal with pedestrian buttons would run on a typical average wattage of approximately 120/240 voltage, which would run off a 60 Watt with a lumen of 6100. The traffic signal would be a modern, LED model and is not expected to be a significant energy source due to LED related energy and operational cost savings. Since the use and intensity of the site remain the same, the revised Project would not result in additional or new impacts.
	Geology/ Soils	*No Impact.* There are no active faults in the City of Fresno and because the site is relatively flat with stable, native soils, and in an area that is not susceptible to seismic activities, geologic instability, or landslides, there is low potential for ground failure, landslides, etc. In addition, the site is an infill site that has been previously developed and is surrounded by urbanized uses and the amount of impervious surface area will remain substantially the same as existing conditions. Since all site conditions remain the same, the revised Project would not result in additional or new impacts.
	Greenhouse Gas Emissions	*Less than Significant Impact.* The revised Project does not result in increased density or intensity of the Project site. The Project, as revised, would still be required to comply with applicable measures of the 2022 Climate Change Scoping Plan, Fresno COG Regional Transportation Plan/Sustainable Communities Strategy, and the Fresno General Plan. Further, based on the CalEEMod run for the revised Project, the overall construction GHG emissions associated with buildout would be 149 MT CO2e (Appendix A), which would not constitute a significant increase; the original project plus the revised Project would result in 578.3 MT CO2e (429.3 MT CO2e plus 149 MT CO2e equals 578.3 MT CO2e). These construction GHG emissions are a one-time release. As such, it can be anticipated that these construction emissions would not generate a significant contribution to global climate change over the lifetime of the Project. Since the use and intensity of the site remain the same, the revised Project would not result in additional or new impacts.
	Hazards/ Hazardous Materials	*Less than Significant Impact.* Since the revised Project proposes the same use and operations as the original Project, it is anticipated that the use, transport, and disposal of hazardous materials would be similar, and thus would not be the type or quantity that would pose a significant hazard to the public. The Project, as revised, would still be required to comply with all rules and regulations administered by the County, State, and Federal government related to hazards and hazardous materials, which would reduce potential impacts to a less than significant level. Since all site conditions and proposed operations remain the same, the revised Project would not result in additional or new impacts.
	Hydrology/ Water Quality	*Less than Significant Impact.* The revised Project does not result in increased density or intensity of the Project site, nor does it result in increased water demand. The Project, as revised, would still be required to comply with water quality standards and waste discharge requirements to ensure runoff is managed in compliance with the Storm Drainage and Flood Control Master Plan and grading and drainage plans. Since the revised Project would not result in increased density or intensity, the revised Project would not result in significant or new impacts.
	Land Use/ Planning	*No Impact.* The Project site is considered "infill" since it is in an urban neighborhood surrounded by existing developments, roadways, and utility

		lines. The revised Project does not result in physical division. Since site conditions and the proposed use and operations remain the same, the revised Project would not result in additional or new impacts.
	Mineral Resources	*No Impact.* The Project site is not located in an area designated for mineral resource preservation or recovery. Since site conditions remain the same, the revised Project would not result in additional or new impacts.
	Noise	*Less than Significant Impact.* The Project, as revised, would continue to implement the MND's mitigation measure to mitigate construction noise. Since site conditions and the proposed operations remain the same, the revised Project would not result in additional or new impacts.
	Population and Housing	*Less than Significant Impact.* The revised Project does not result in increased density or intensity of the Project site, as no additional housing units will be added. Since the use and intensity of the site remain the same, the revised Project would not result in additional or new impacts.
	Public Services	*Less than Significant Impact.* The revised Project does not result in increased density or intensity of the Project site and would not increase the demand for public services beyond that which was analyzed in the Original MND. Since the use and intensity of the site remain the same, the revised Project would not result in additional or new impacts.
	Recreation	*Less than Significant Impact.* The revised Project does not result in increased density or intensity of the Project site and would not increase the demand for park and recreation facilities beyond that which was analyzed in the Original MND. Since the use and intensity of the site remain the same, the revised Project would not result in additional or new impacts.
	Transportation	*Less than Significant Impact.* The revised Project would not conflict with any existing circulation plans, policies, or ordinances. It is required to comply with all City Standards and through submittal of improvement plans to the City Engineer for review and approval to ensure consistency. The Project's impact on vehicle miles traveled (VMT) is considered less than significant under Senate Bill (SB) 743. The Project qualifies for a VMT analysis exemption under the City of Fresno's CEQA Guidelines for Vehicle Miles Traveled Thresholds due to its location within 0.5 miles of a Transit Priority Area and a High-Quality Transit Area, consistency with Fresno COG's Regional Transportation Plan and Sustainable Communities Strategy, a floor area ratio greater than 0.75 and standard parking that does not exceed City standards, and the creation of new affordable housing units. Since the site location, design, and the transit conditions remain the same, the revised Project would not result in additional or new impacts.
	Tribal Cultural Resources	*Less than Significant Impact.* A CHRIS record search was conducted on June 20, 2022, with no evidence found that historical resources exist on the Project site. Further, the Table Mountain Rancheria Tribe and Dumna Wo Wah Tribe were notified pursuant to Assembly Bill 52 on June 7, 2022. The 30-Day comment period ended on July 7, 2022. No consultation was requested. The Project, as revised, would continue to implement the MND's mitigation measure to mitigate hidden or buried resources that may exist. The revised Project would not result in additional or new impacts.
	Utilities and Service Systems	*Less than Significant Impact.* The revised Project does not result in increased density or intensity of the Project site and would not increase the demand for utilities and service systems. As a result, it can be presumed that the existing and planned utilities and service systems would be

		adequate to serve the Project. The revised Project would not result in significant or new impacts.
	Wildfire	*Less than Significant Impact.* The Project would not hinder access for vehicles or pedestrians, including emergency responders. The Project has been reviewed and approved by the Fresno Police and Fire Departments, ensuring it meets all applicable codes and will not impair the city's emergency response or evacuation plans. Further, the Project site is not in a high-risk wildfire area. It is located adjacent to a flat, urban infill lot, not in a wildland, and is not designated as a Very High Fire Hazard Severity Zone (VHFHSZ) by Cal Fire. Improvements will be reviewed by the City of Fresno, ensuring they do not increase fire risk or cause environmental harm. Lastly, the Project site is relatively flat and is not at risk from landslides or flooding. The revised Project would not result in additional or new impacts.
	Mandatory Findings of Significance	*Less than Significant Impact.* The Project, as revised, does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory. Further, the Project, as revised, does not have impacts that are individually limited, but cumulatively considerable. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. Lastly, the Project, as revised, would not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly. Standard requirements and conditions imposed on the original project have been incorporated in the Project as revised to reduce all potentially significant impacts to less than significant. The revised Project would not result in significant or new impacts.

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous Mitigated Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or,

Finding (2):	The Initial Study (IS) and Mitigated Negative Declaration (MND) that was prepared for the original project was adopted in 2024. Since then, there have been no substantial changes to the circumstances under which the Project is undertaken. The development on the Project site and within the vicinity of the project is generally the same as it was in 2024.

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous Mitigated Negative Declaration was adopted, shows any of the following: (A) The project will have one or more significant effects not discussed in the previous mitigated negative declaration; (B) Significant effects previously examined will be substantially more severe than shown in the previous mitigated negative declaration; (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; and, (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous mitigated negative declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.	
Finding (3):	All significant effects were discussed in the Original MND and the impacts that were identified as a result of the changes proposed under the revised Project are not anticipated to be more significant than those identified in the Original MND. In addition, mitigation measures of the Original MND remain feasible and effective. As such, there is no new information of substantial information that show a significant effect beyond those previously identified and mitigated in the Original MND.

ADDENDUM PREPARED BY: Bonique Emerson, AICP, VP of Planning	SUBMITTED BY: Gustavo Rangel Gustavo Rangel CITY OF FRESNO CAPITAL PROJECTS DEPARTMENT
DATE: October 8, 2025	

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, DEDICATING THOSE PORTIONS OF CITY-OWNED PROPERTY FOR PUBLIC STREET PURPOSES TO ACCOMMODATE THE CONSTRUCTION OF SENIOR ACTIVITY CENTER TRANSIT ORIENTED DEVELOPMENT (TOD) HOUSING STREET IMPROVEMENTS

WHEREAS, the City of Fresno is the owner of the subject property; and

WHEREAS, the purpose of this dedication is to accommodate the construction of Senior Activity Center TOD Housing Street Improvements; and

WHEREAS, the proposed areas to be dedicated as described in Exhibit A and as shown on Exhibit B, said exhibits are incorporated herein by reference and on file in the Office of the City Clerk of the City at Fresno City Hall, 2600 Fresno Street, Fresno, California, 93721; and

WHEREAS, the Capital Projects Department and Public Works Department have determined that the proposed easement dedications as described in Exhibit A and as shown on Exhibit B attached herein is adequate for the proposed public street improvements.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. That those portions of a City-owned property described in Exhibit A and as shown on Exhibit B are hereby dedicated for the purpose of a public street easement.

2. Nothing contained in this resolution shall be deemed or interpreted by any party to cause any interest created in the public pursuant to this resolution to ripen into

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: _____

623442v1

any title, interest, or right of the public against or adverse to the rights of the City of Fresno nor shall this resolution limit, restrict, or modify the exemption of public property to title by prescription as defined within California Civil Code Section 1007.

3. The City Clerk of the City of Fresno shall certify to the passage of this resolution and attest thereto under the seal of the City of Fresno.

4. The City Engineer shall cause a City deed number to be assigned to the resolution and shall cause the resolution to be recorded in the Office of the Recorder of the County of Fresno, California. The original resolution shall be returned to the City Clerk after recordation and a certified copy thereof shall be filed in the Public Works deed file.

5. This resolution shall become effective upon final approval.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

AMY K. ALLER
Interim City Clerk

By: _____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Tricia Herrera Date
Deputy City Attorney

Attachments:
Exhibit A Legal Description
Exhibit B Map

623442v1

EXHIBIT "A"
LEGAL DESCRIPTION

APN: 426-253-17 and -19 (portion)
Public Street Easement

A PORTION OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 13 SOUTH, RANGE 20 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF FRESNO, COUNTY OF FRESNO, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE LAND DESCRIBED BY GRANT DEED RECORDED OCTOBER 21, 2022, AS DOCUMENT NUMBER 2022-0131111, OFFICIAL RECORDS FRESNO COUNTY; THENCE, SOUTH, ON THE WEST LINE OF SAID LAND, A DISTANCE OF 30.00 FEET TO THE **POINT OF BEGINNING**, SAID POINT ALSO BEING THE NORTHEAST CORNER OF LOT 6 OF DEL MAR HOMESITES NO. 2, ACCORDING TO THE MAP THEREOF RECORDED IN VOLUME 22 OF PLATS AT PAGE 15, FRESNO COUNTY RECORDS; THENCE NORTH 89°47'27" EAST, ON A LINE THAT IS PARALELL WITH AND 30.00 FEET SOUTH OF THE NORTH LINE OF SAID GRANT DEED, A DISTANCE OF 450.10 FEET TO A POINT ON THE EAST LINE OF SAID GRANT DEED; THENCE SOUTH 00°41'57" WEST, ON THE EAST LINE OF SAID GRANT DEED, A DISTANCE OF 497.00 FEET TO THE MOST NORTHERLY SOUTHEAST CORNER OF THAT PARCEL DESCRIBED IN GRANT DEED RECORDED OCTOBER 21, 2022, AS DOCUMENT NUMBER 2022-0131057, FRESNO COUNTY RECORDS; THENCE SOUTH 89°47'27" WEST, ON THE SOUTH LINE OF SAID GRANT DEED, A DISTANCE OF 6.00 FEET; THENCE NORTH 00°41'57" EAST, ON A LINE THAT IS PARALLEL WITH AND 6.00 FEET EAST OF THE WEST LINE OF SAID GRANT DEED, A DISTANCE OF 489.19 FEET; THENCE NORTH 44°45'18" WEST, A DISTANCE OF 9.91 FEET TO A POINT ON A LINE THAT IS PARALLEL WITH AND 30.75 FEET SOUTH OF THE NORTH LINE OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF AFORESAID SECTION; THENCE SOUTH 89°47'27" WEST, ON SAID PARALLEL LINE, A DISTANCE OF 437.03 FEET TO A POINT ON THE EAST LINE OF LOT 6 OF DEL MAR HOMESITES NO.2; THENCE NORTH 00°21'46" EAST, ON SAID EAST LINE, A DISTANCE OF 0.75 FEET TO THE **POINT OF BEGINNING.**

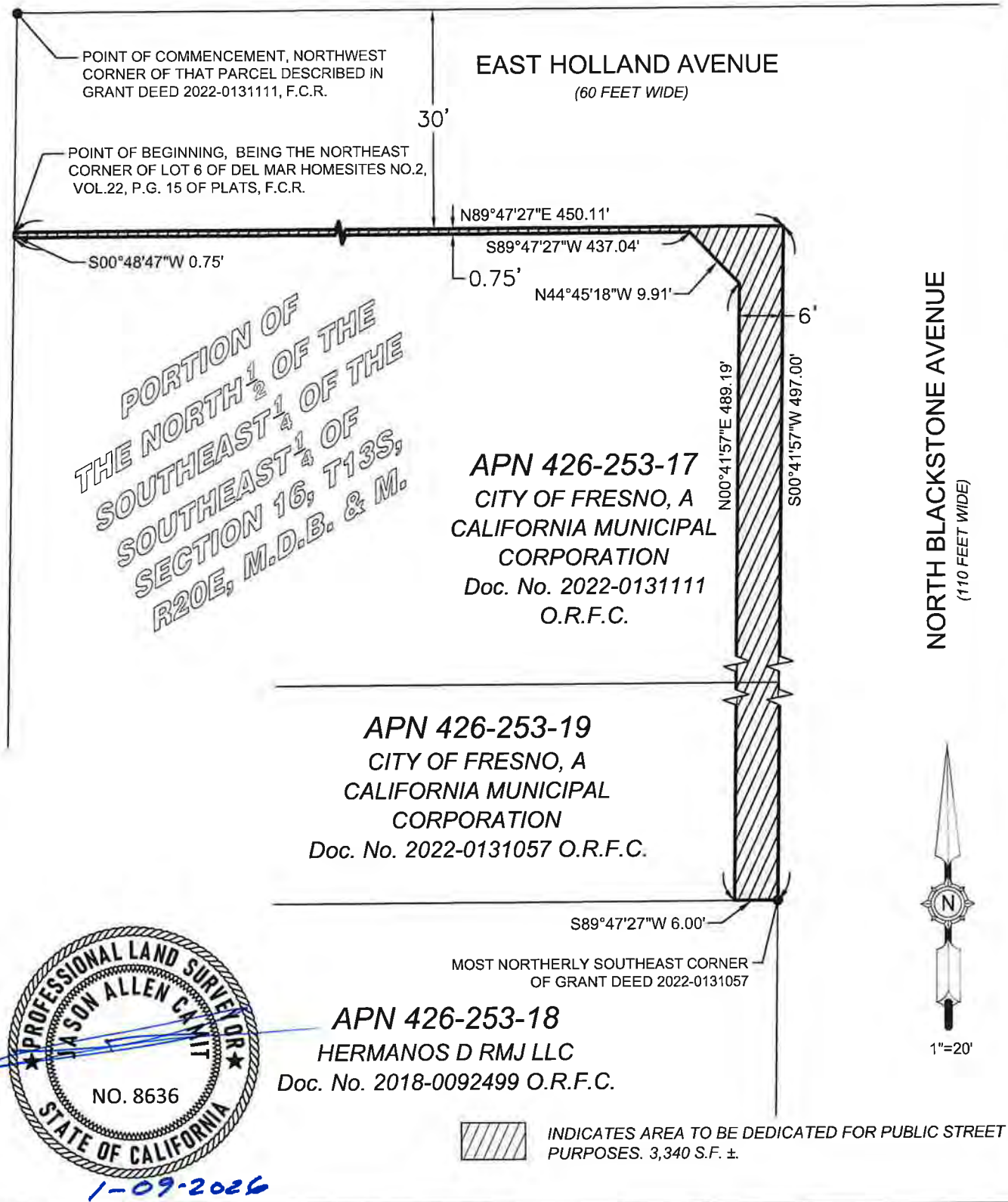
Containing an area of 3,340 square feet, more or less.



1-09-2026

2025-136
15-A-10835
PLAT: *1855*
PW01067
PWF#:13624

EXHIBIT "B"



PROFESSIONAL LAND SURVEYOR
JASON ALLEN CAMIT
NO. 8636
STATE OF CALIFORNIA

1-09-2026

REF.& REV. 2025-136 PLAT 1855 PWF# 13624	CITY OF FRESNO DEPARTMENT OF PUBLIC WORKS (PORTION OF THE NORTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 16, T13S, R20E, M.D.B. & M.) TO BE DEEDED FOR PUBLIC STREET EASEMENT PURPOSES	PROJ. ID. PW01067 RES TYPE FUND NO. 22512 ORG. NO. 189901 DR. BY S.L.C. CH. BY J.A.C. DATE January 8, 2026 SCALE 1" = 20'	SHEET NO. 1 OF 1 SHEETS 15-A-10835

RESOLUTION NO. 2026- _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, DETERMINING THAT PUBLIC INTEREST AND NECESSITY REQUIRE ACQUISITION OF A PERMANENT EASEMENT AND RIGHT-OF-WAY FOR PUBLIC STREET PURPOSES THROUGH AND ACROSS A PORTION OF ASSESSOR'S PARCEL NUMBER 428-090-33, OWNED BY MIKE SAADELDIN, MOHAMMAD T. SAADELDIN, AND MASAD INC., A CALIFORNIA CORPORATION, FOR THE CONSTRUCTION OF THE SENIOR ACTIVITY CENTER TOD HOUSING STREET IMPROVEMENTS PROJECT, AND AUTHORIZING EMINENT DOMAIN PROCEEDINGS FOR PUBLIC USE AND PURPOSE

WHEREAS, the City of Fresno plans to construct the Senior Center TOD Housing Street Improvements Project which will include the installation of a full traffic signal and pedestrian crosswalk at the intersection of North Blackstone and East Holland Avenues to enhance traffic flow and pedestrian safety (the "Project"); and

WHEREAS, it is necessary for the Project to acquire a permanent easement and right-of-way over, under, through, and across the real property located at 4414 North Blackstone Avenue, Fresno, California, more particularly described as Assessor's Parcel Number (APN) 428-090-33, hereinafter called the "Subject Property," for construction of the Project and related purposes; and

WHEREAS, the Traffic and Engineering Services Division of the City's Public Works Department has reviewed and approved the plans to construct the street improvements at the intersection of North Blackstone and East Holland Avenues in a manner that will be compatible with the greatest public good and the least private injury; and

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: TH

WHEREAS, the design of the Project has been reviewed and it has been determined that the path of the Project cannot be constructed without acquiring the permanent easement and right-of-way over, under, through, and across the Subject Property; and

WHEREAS, the current ownership of the Subject Property is as follows:

> Assessor's Parcel Number 428-090-33, address of 4414 North Blackstone Avenue, Fresno, California and currently owned by Mike Saadeldin, Mohammad T. Saadeldin, and Masad Inc., a California corporation.

WHEREAS, the permanent easement and right-of-way to be acquired over, under, through, and across the Subject Property, and its general location and extent, are described in the attached Exhibits "A" and "B," and

WHEREAS, the acquisition of a permanent easement and right-of-way upon the Subject Property is necessary for the construction of the Project because the Subject Property is in the area designated to facilitate the improvements on the east side of North Blackstone Avenue, north of the alignment of East Holland Avenue; and

WHEREAS, the City of Fresno has the power and authority to exercise eminent domain and acquire easements and right-of-way for the public use set forth herein in accordance with the Constitution of the State of California, California Eminent Domain Law, California Code of Civil Procedure section 1230.010 et seq., and pursuant to Government Code sections 37350.5 and 40404, Streets and Highway Code section 10102, and section 200 of the Charter of the City of Fresno; and

WHEREAS, in accordance with Section 7267.2 of the Government Code, an offer to purchase has been made to the owner of record of the Subject Property; and

WHEREAS, the City and the owner of the Subject Property have not been successful in negotiating the acquisition of the permanent easement and right-of-way over, under, through, and across the Subject Property; and

WHEREAS, in accordance with Section 1245.235 of the California Code of Civil Procedure, notice and reasonable opportunity to appear and be heard on this matter have been provided to the persons whose property is to be acquired by eminent domain and whose name and address appear on the last equalized county assessment roll; and

WHEREAS, at such time and place, or as soon thereafter as the matter could be heard, the Council has received, heard, and considered information pertinent to the matters required by Section 1245.230 of the California Code of Civil Procedure to be determined herein; and

WHEREAS, the permanent easement and right-of-way will be appropriated to a public use, and in accordance with California Code of Civil Procedure section 1240.510, the proposed use will not unreasonably interfere with or impair the continuance of the public use as it now exists or may reasonably be expected to exist in the future.

NOW, THEREFORE, BE IT RESOLVED the Council of the City of Fresno finds, declares, determines, and orders as follows:

1. The public interest and necessity require the proposed Project.

2. The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

3. The permanent easement and right-of-way that are sought over, under, through, and across the Subject Property are necessary for the proposed Project.

4. The offer to purchase required by Section 7267.2 of the Government Code has been made to the owner of record.

5. The permanent easement and right-of-way which are sought are situated in the City and County of Fresno, State of California, and are more particularly described in Exhibits “A” and “B.”

6. The City Attorney of the City of Fresno is authorized and directed to institute and conduct to conclusion, in the name of the City of Fresno, a proceeding in eminent domain, including arbitration of compensation, in accordance with the provisions of the Constitution of the State of California and the California Eminent Domain Law, to acquire the Subject Property in the name of the City for public purposes.

7. Project ID PW01067, Fund 22512, Org 189901, has been established to disburse the necessary funds for the acquisition of the permanent easement and right-of-way upon the Subject Property and to pay for litigation expenses, including staff time. There will be no General Fund dollars required to construct the Project.

8. The Controller of the City of Fresno is authorized to disburse out of the above account, as approved by the City Attorney, such amounts as may be required including costs, witness fees and attorneys’ fees, to acquire possession of and title to the permanent easement and right-of-way upon the Subject Property.

9. This resolution shall be effective upon final approval.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

By: _____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Tricia Herrera Date
Deputy City Attorney

Attachments:
Exhibits A, B

EXHIBIT "A"

APN: 428-090-33 (portion)
Public Street Easement

A PORTION OF THAT PARCEL OF LAND AS DESCRIBED BY GRANT DEED RECORDED NOVEMBER 20, 2019, AS DOCUMENT NUMBER 2019-0140323, OFFICIAL RECORDS FRESNO COUNTY, LYING IN THE SOUTH HALF OF THE NORTH HALF OF LOT 8 IN BLOCK 'A' OF WOLTERS COLONY, ACCORDING TO THE MAP THEREOF RECORDED IN VOLUME 2 OF PLATS, AT PAGE 10, FRESNO COUNTY RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING ON THE SOUTHWEST CORNER OF SECTION 15 OF TOWNSHIP 13 SOUTH, RANGE 20 EAST, MOUNT DIABLO BASE AND MERIDIAN; THENCE NORTH 89°47'27" EAST, A DISTANCE OF 55.01 FEET TO A POINT ON THE WEST BOUNDARY OF SAID GRANT DEED, SAID POINT ALSO BEING THE **POINT OF BEGINNING**; THENCE SOUTH 00°41'57" WEST, ON SAID WEST LINE, A DISTANCE OF 0.41 FEET TO A POINT ON A LINE THAT IS PARALLEL WITH AND 0.80 FEET NORTH OF THE SOUTH LINE OF SAID GRANT DEED; THENCE SOUTH 89°18'03" EAST, ON SAID PARALLEL LINE, A DISTANCE OF 5.00 FEET TO A POINT ON A LINE THAT IS PARALLEL WITH AND 5.00 FEET EAST OF THE WEST LINE OF SAID DEED; THENCE NORTH 00°41'57" EAST, ON SAID PARALLEL LINE, A DISTANCE OF 13.99 FEET; THENCE NORTH 89°18'03" WEST, A DISTANCE OF 2.50 FEET; THENCE NORTH 00°41'57" EAST, A DISTANCE OF 12.51 FEET; THENCE SOUTH 89°18'03" EAST, A DISTANCE OF 2.50 FEET; THENCE NORTH 00°41'57" EAST, A DISTANCE 10.00 FEET; THENCE NORTH 89°18'03" WEST, A DISTANCE OF 5.00 FEET TO A POINT ON THE WEST LINE OF SAID GRANT DEED; THENCE SOUTH 00°41'57" WEST, ON SAID WEST LINE, A DISTANCE OF 36.09 FEET TO THE **POINT OF BEGINNING.**

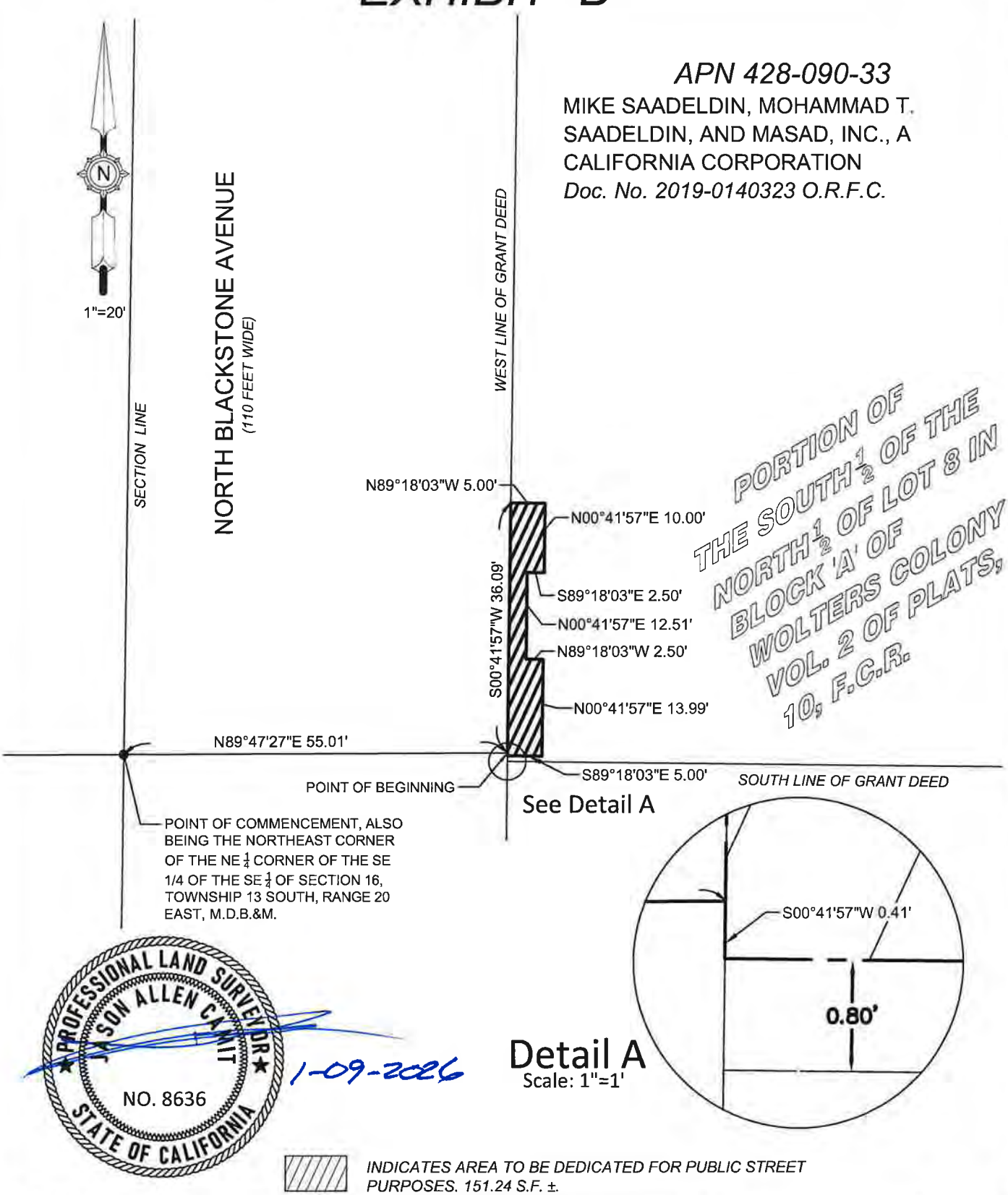
Containing an area of 151.24 square feet, more or less.



1-09-2026

2025-131
15-A-10830
PLAT: 1856
PWF# 13624
PW01067

EXHIBIT "B"



PROFESSIONAL LAND SURVEYOR
JASON ALLEN CAMIT
NO. 8636
STATE OF CALIFORNIA

1-09-2026

Detail A
Scale: 1"=1'

INDICATES AREA TO BE DEDICATED FOR PUBLIC STREET PURPOSES. 151.24 S.F. ±.

REF.& REV. 2025-131 PLAT 1856 PWF# 13624	**CITY OF FRESNO** DEPARTMENT OF PUBLIC WORKS (PORTION OF THE SOUTH 1/2 OF THE NORTH 1/2 OF LOT 8 IN BLOCK 'A' OF WOLTERS COLONY RECORDED IN VOLUME 2 OF PLATS, PAGE 10, F.C.R.) TO BE DEEDED TO THE CITY OF FRESNO FOR PUBLIC STREET EASEMENT PURPOSES	PROJ. ID PW01067 RES TYPE FUND NO 22512 ORG. NO 189901 DR. BY S.L.C. CH. BY J.A.C. DATE June 10, 2025 SCALE 1" = 20' SHEET NO. 1 OF 1 SHEETS 15-A-10830

RESOLUTION OF NECESSITY REQUIREMENTS

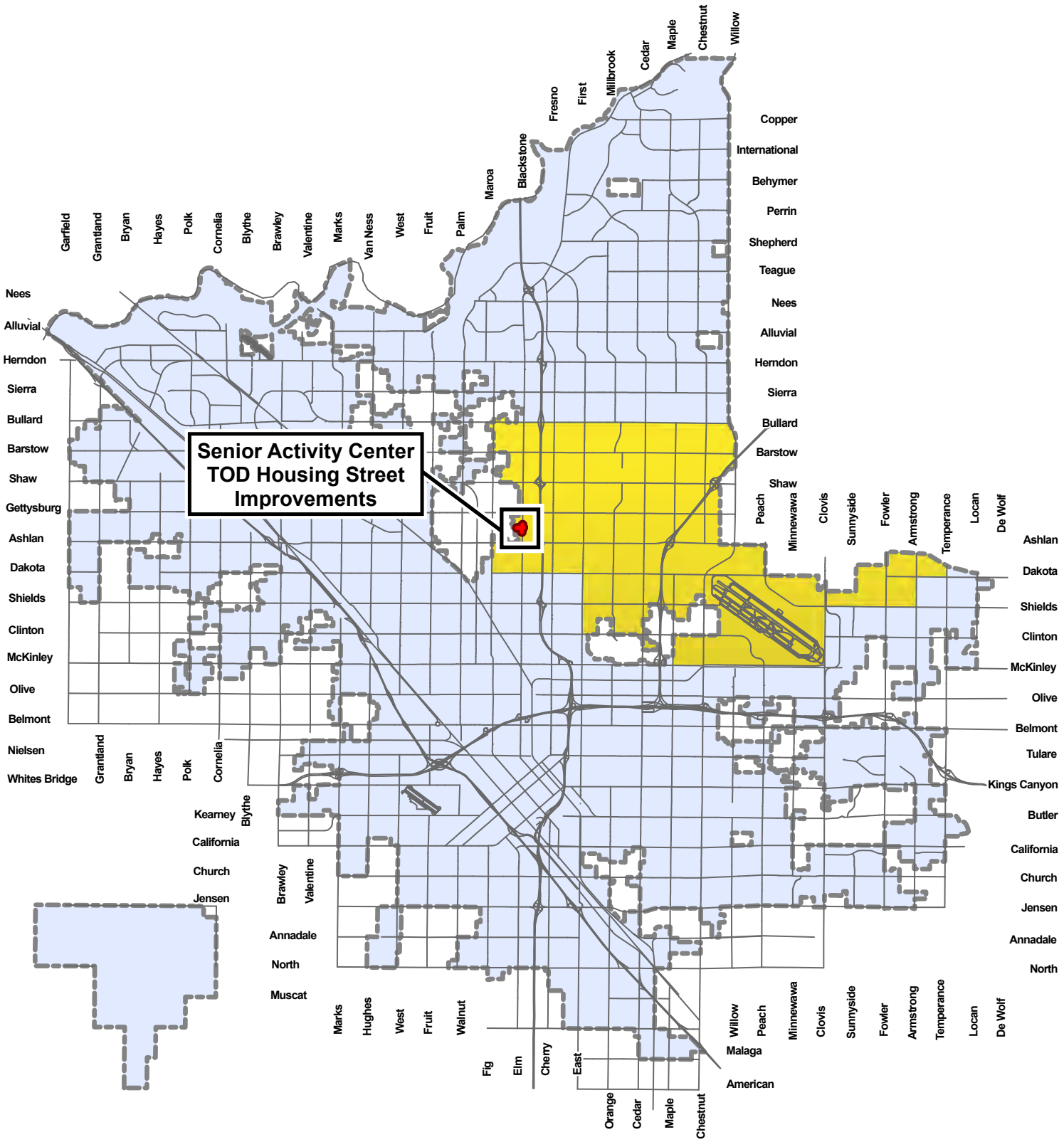
For each property interest to be acquired, a Resolution of Necessity must be adopted prior to initiating eminent domain proceedings, pursuant to Code of Civil Procedure Section 1245.220. The statutory requirement that a public entity adopt a Resolution of Necessity before commencing a condemnation action "is designed to ensure that public entities will verify and confirm the validity of their intended use of the power of eminent domain prior to the application of that power in any one particular instance" (San. Bernadino. County.Flood.Control.Dist¡.v¡.Grabowski.(1988) 205 Cal.App.3d 885, 897).

A Resolution of Necessity must include a general statement of the public use for which the property is to be taken, a reference to the statutes authorizing the exercise of eminent domain, a description of the property, and a declaration that each of the following findings has been made by the City Council (Code of Civil Procedure §1245.230):

1. The public interest and necessity require the project.
2. The project is planned or located in the manner that will be most compatible with the greatest public good and least private harm.
3. The property sought to be acquired is necessary for the project.
4. The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record, or the offer has not been made because the owner cannot be located with reasonable diligence.

   Issues relating to the amount or adequacy of compensation are not pertinent to the findings the City Council must make when adopting Resolutions of Necessity.

In addition, before adopting a Resolution of Necessity, each person whose property is to be acquired by eminent domain must be provided notice and a reasonable opportunity to appear and be heard on the matters described above. (Code of Civil Procedure §1245.230). The owner was sent a written Notice of the Hearing on April 16, 2026.



City of FRESNO

CAPITAL PROJECTS DEPARTMENT

NORTH

Miles

0 1 2 4

VICINITY MAP

Senior Activity Center TOD Housing Street Improvements

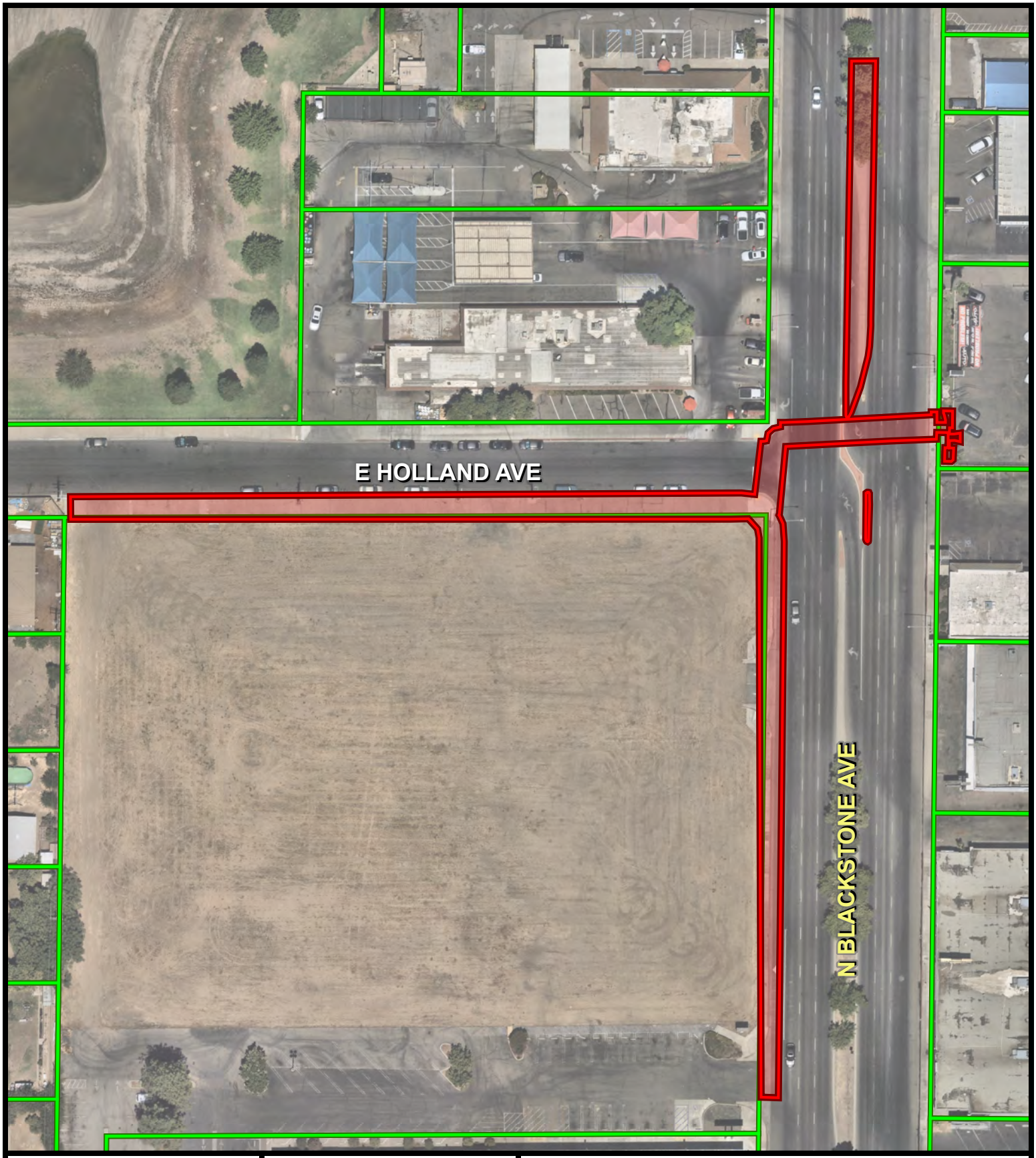
EXHIBIT "B"

Project ID: PW01067

Council District: 4

Legend

- Project Area
- Project Limits
- District 4
- City Limits



City of FRESNO

CAPITAL PROJECTS DEPARTMENT

NORTH

Feet

0 35 70 140

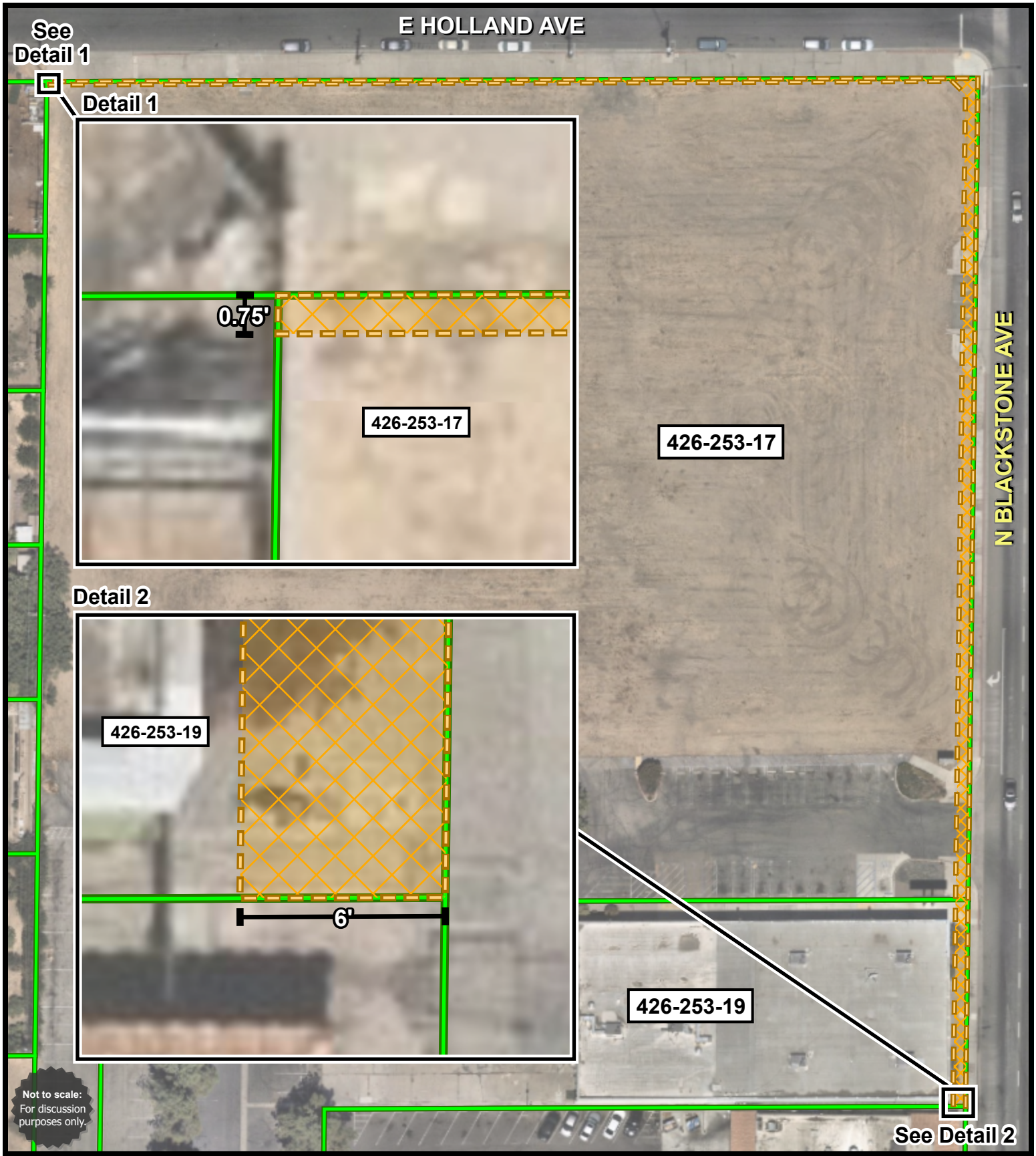
LOCATION MAP

Senior Activity Center TOD Housing Street Improvements

Project ID: PW01067
Council District: 4

Legend

- Project Limits
- Parcel Boundary



City of FRESNO

CAPITAL PROJECTS DEPARTMENT

NORTH

Feet

0 25 50 100

DEDICATION LOCATION MAP

Senior Activity Center
TOD Housing Street Improvements

Project ID: PW01067
Council District: 4

Legend

- Public Street Easement
- Parcel Boundary



City of FRESNO

CAPITAL PROJECTS DEPARTMENT

NORTH

Feet

0 3 6 12

RON LOCATION MAP

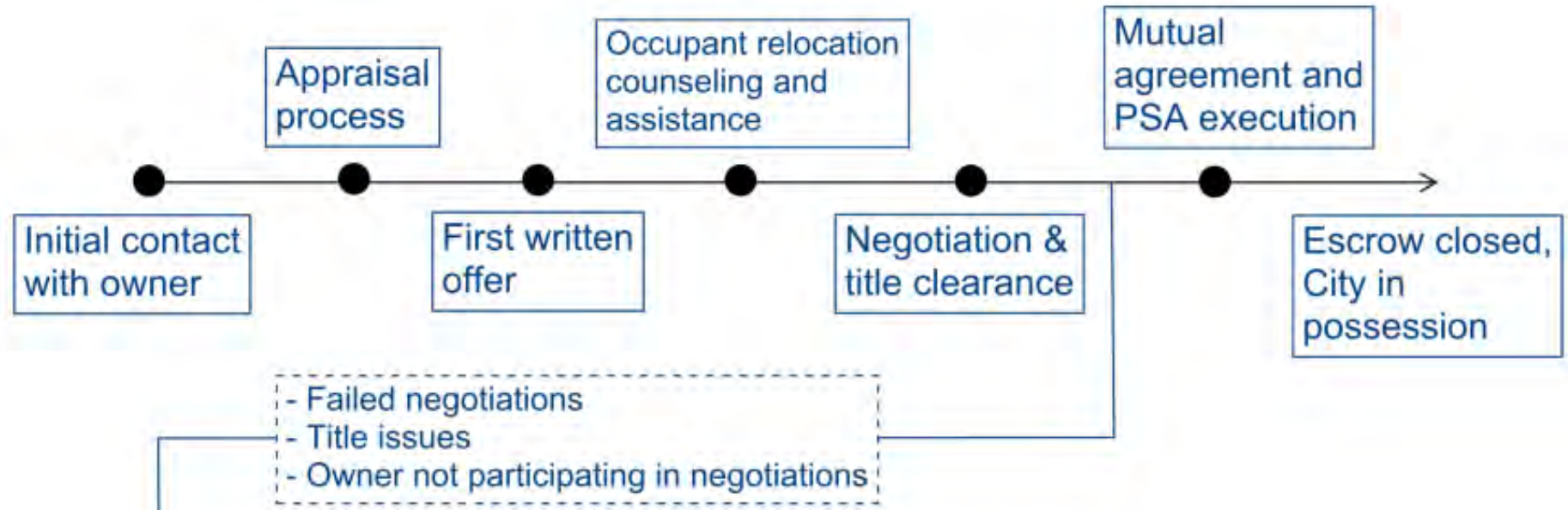
Senior Activity Center TOD Housing Street Improvements

Project ID: PW01067
Council District: 4

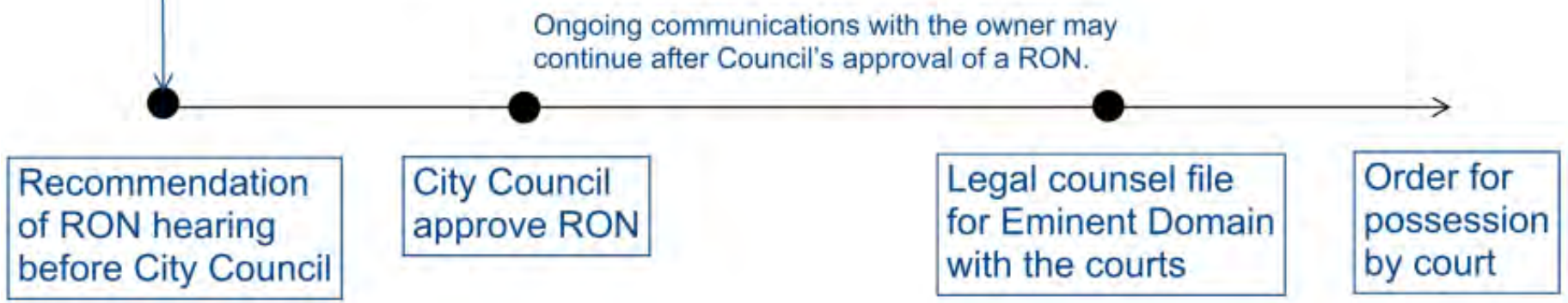
Legend

- Public Street Easement
- Parcel Boundary

RIGHT-OF-WAY ACQUISITION



RESOLUTION OF NECESSITY



Senior Activity Center TOD Housing Street Improvements Project

Existing Conditions

- No crosswalk or traffic signal currently exists at this location.

Benefits

- Improvements will enhance safety and traffic operations

Funding

- Measure C Transit Oriented Development (TOD) Program and a local match from Measure C Flexible Subprogram funds



City of FRESNO

Senior Activity Center TOD Housing Street Improvements Project

Anticipated Project Schedule

- Complete Design – Fall 2026
- Start Construction – Spring 2027
- Complete Construction – Winter 2027



City of FRESNO

APN: 428-090-33

- The property is located at 4414 North Blackstone Avenue, at the eastern alignment of Blackstone and Holland Avenues
- Permanent Easement required for the Project:
  - 0.0035-acre (151.24 SF)



City of FRESNO

File #: ID 26-446 **Agenda Date:** 5/21/2026 **Agenda #:**

REPORT TO THE CITY COUNCIL

FROM: JENNIFER CLARK, Director
Planning and Development Department

BY: ASHLEY ATKINSON, Assistant Director
Planning and Development Department

SUBJECT

HEARING to consider adoption of a Resolution rescinding the Heritage Property Designation of the Haruji Ego Family Building (HR #008) Located at 956 China Alley Due to Loss of Applicability.

1. RESOLUTION - Rescinding the Heritage Property Designation of the Haruji Ego Family Building (HR #008) Located at 956 China Alley Due to Loss of Applicability (Council District 3)

RECOMMENDATION

Staff recommends that the City Council adopt the attached Resolution rescinding the Heritage Property Designation of the Haruji Ego Family Building located at 956 China Alley due to Loss of Applicability.

EXECUTIVE SUMMARY

The property located at 956 China Alley, known as the Haruji Ego Family Building (Ego Building), was placed on the City's Heritage Property List by the Historic Preservation Commission on February 26, 2007, based on the criteria and process in effect at that time. Following a fire that destroyed the adjacent building, the Ego Building was considered an imminent danger to public safety and was demolished. The demolition resulted in a complete loss of the building and all architectural merit; as such, the property is recommended for removal from the Heritage Property List.

BACKGROUND

Fresno Municipal Code Section 12-1612 provides for designation of Heritage Properties, defined as resources worthy of preservation but which are not proposed and not designated as Historic Resources. Any building, structure, object or site may be designated as a Heritage Property if it is found by the Historic Preservation Commission to be worthy of preservation because of its historical, architectural or aesthetic merit.

The Ego Building was determined to be worthy of preservation because of its embodiment of the distinctive characteristics of a type; in this case, the very narrow, long buildings typically built in the core of Chinatown in the late nineteenth century. The Historic Preservation Commission placed the

Ego Building on the City's Heritage Property List on February 26, 2007.

On December 7, 2025, the Ego Building was affected by a devastating fire in an adjacent building, which shared an adjoining wall. On December 8, 2025, the City's Chief Building Official inspected the Ego Building and found severe structural fatigue, compromised foundation, and compromised structural components throughout, leading to a high risk of collapse. It was determined the conditions posed an imminent danger to the public and recommended that an immediate emergency demolition be carried out. The demolition resulted in a complete loss of the building and all architectural or aesthetic merit.

Fresno Municipal Code Section 12-1612(f) provides that a Heritage Property designation may be rescinded if City Council finds that the resource does not satisfy the requirements or that circumstances exist to make the Heritage Property designation no longer applicable. Due to its demolition, the Ego Building has lost integrity of design, setting, materials, workmanship, feeling and association, and can longer convey significance as exemplifying the architectural typology of Chinatown.

FRESNO MUNICIPAL CODE FINDINGS

Based on the criteria for Heritage Designation, as set forth in the Fresno Municipal Code, Chapter 12, Article 1612(a)(4), staff recommends City Council make the following finding:

> That the Haruji Ego Family Building has been demolished and the property located 956 China Alley is no longer is eligible for designation as a City of Fresno Heritage Property as set forth in the Fresno Municipal Code, Chapter 12, Article 1612 (a)(4).

ENVIRONMENTAL FINDINGS

This action is not a project for the purposes of the California Environmental Quality Act (CEQA), as it will not result in a direct or indirect change in the environment.

LOCAL PREFERENCE

N/A

FISCAL IMPACT

There is no fiscal impact associated with this action.

CONCLUSION

Staff recommends that the City Council adopt the attached Resolution rescinding the designation of the Haruji Ego Family Building located at 956 China Alley as a Heritage Property pursuant to Fresno Municipal Code Section 12-1612.

Attachment:
Resolution rescinding the Heritage Property Designation of the Haruji Ego Family Building

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, RESCINDING THE HERITAGE PROPERTY DESIGNATION OF THE HARUJI EGO FAMILY BUILDING (HR #008) LOCATED AT 956 CHINA ALLEY DUE TO A LOSS OF APPLICABILITY

WHEREAS, the Haruji Ego Family Building located at 956 China Alley was built prior to 1906 in an early twentieth century style; and

WHEREAS, the City of Fresno maintains a List of Designated Heritage Properties for the purpose of recognizing, preserving, and protecting sites with historical, architectural, or aesthetic merit but which are not proposed for and are not designated as Historic Resources; and

WHEREAS, the Haruji Ego Family Building was determined to meet the level of significance necessary for designating as a Heritage Property list under Criterion iii, embodiment of the distinctive characteristics of a type; in this case, one of the few surviving examples of the very narrow, long buildings typically built in the core of Chinatown in the late nineteenth century; and

WHEREAS, the Haruji Ego Family Building located at 956 China Alley was placed on the City's Heritage Property List by the Historic Preservation Commission on February 26, 2007, based on the criteria and process in effect at that time; and

WHEREAS, on December 7, 2025, the Haruji Ego Family Building was affected by a devastating fire in an adjacent building which resulted in the need to demolish the building as an immediate threat to public safety; and

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: OB

WHEREAS, on December 7, 2025, a fire occurred in the adjacent structure at 1528 Tulare, resulting in extensive fire damage to and collapse of that structure; and

WHEREAS, on December 8, 2025, the City's Chief Building Official inspected the Haruji Ego Family Building and found severe structural fatigue, compromised foundation, and compromised structural components throughout, leading to high risk of collapse; and

WHEREAS, the Chief Building Official determined the conditions pose an imminent danger to the public and recommended that an immediate emergency demolition be performed; and

WHEREAS, the demolition resulted in a complete loss of the building and of all architectural or aesthetic merit; and

WHEREAS, Fresno Municipal Code Section 12-1612(f) provides that a Heritage Property designation may be rescinded if City Council finds that the resource does not satisfy the requirements or that circumstances exist to make the Heritage Property designation no longer applicable; and

WHEREAS, due to the fire, the Haruji Ego Family Building has lost integrity of design, setting, materials, workmanship, feeling and association, and can no longer convey significance as exemplifying the architectural typology of Chinatown; and

WHEREAS, based on that testimony, and the presentation of facts relating to the criteria for Heritage designation, as set forth in the Fresno Municipal Code, Chapter 12, Article 1612(a)(4), City Council makes the following findings:

> That the Haruji Ego Family Building no longer is eligible for designation as a City of Fresno Heritage Property due to a loss of integrity from fire and subsequent demolition; and whereas in accordance with Fresno Municipal Code, Article 16, Section 12-16 et seq. this hearing has been duly noticed

for Council action upon the recommendation of the Secretary of the Historic Preservation Commission;

and

WHEREAS, on May 21, 2026, Council held a hearing where it considered the recommendation of the Secretary, and considered substantial evidence, finding that the property no longer meets the requirements for designation as a Heritage Property pursuant to FMC Section 12-1612.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. Council finds that the above recitals are true and correct.

2. Council finds that the Haruji Ego Family Building is no longer eligible for designation as a Heritage Property based upon the evidence presented to the Council.

3. Council rescinds the designation of the Haruji Ego Family Building located at 956 China Alley as a Heritage Property.

4. This resolution shall be effective upon final approval

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____, 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

AMY K. ALLER
Interim City Clerk

By:_____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By:_____
Darcy Brown Date
Deputy City Attorney

File #: ID 26-536 **Agenda Date:** 5/21/2026 **Agenda #:**

REPORT TO THE CITY COUNCIL

FROM: GEORGEANNE A. WHITE, City Manager
Office of Mayor & City Manager

BY: NICHOLAS D. MASCIA, PE, Assistant City Manager
Office of Mayor & City Manager

SUBJECT

Actions pertaining to the California Municipal Finance Authority ("CMFA") Bond Opportunities for Land Development (BOLD) Program (Citywide)

1. HEARING to consider the City of Fresno's (City) participation in the BOLD Program and to receive public comment regarding the proposed financing of public capital improvements and/or development impact fees for new development within the City's jurisdiction
2. ***RESOLUTION - Authorizing use of the bond opportunities for land development program and authorizing the California Municipal Finance Authority to accept applications from property owners, conduct proceedings and levy special taxes within the City of Fresno pursuant to the Mello-Roos Community Facilities Act of 1982, as amended; and authorizing related actions (Subject to Mayor's Veto)

RECOMMENDATION

Staff recommends that the City Council consider the City of Fresno's (City) participation in the BOLD Program and to receive public comment regarding the proposed financing of public capital improvements and/or development impact fees for new development within the City's jurisdiction and adopt the Resolution authorizing use of the bond opportunities for land development program and authorizing the California Municipal Finance Authority (CMFA) to accept applications from property owners, conduct proceedings and levy special taxes within the City of Fresno pursuant to the Mello-Roos Community Facilities Act of 1982, as amended; and authorizing related actions.

EXECUTIVE SUMMARY

The requested action seeks City Council consideration of the California Municipal Finance Authority's (CMFA) Bond Opportunities for Land Development (BOLD) Program as a tool to support the financing of public infrastructure required for new development within the City. The BOLD Program, administered by CMFA under the Mello-Roos Community Facilities Act of 1982, enables property owners and developers to access cost-effective, land-secured bond financing for eligible public improvements and development impact fees, with minimal administrative burden on City staff and no financial liability to the City.

By authorizing participation in the BOLD Program, the City would provide the development community with greater flexibility in meeting infrastructure obligations, while ensuring that all projects remain subject to City standards and policies. This approach is intended to facilitate continued economic growth and efficient delivery of public facilities, while maintaining the City's fiscal integrity and compliance with applicable state law.

BACKGROUND

The California Municipal Finance Authority (CMFA) Bond Opportunities for Land Development (BOLD) Program was established under the Joint Exercise of Powers Act (California Government Code Section 6500 et seq.), and is a statewide joint powers authority with the capacity to issue bonds and implement financing programs on behalf of its member agencies, including the City. The City's membership in CMFA was previously authorized by Council action in 2007 via resolution 2007-70, enabling participation in a range of economic development and public infrastructure initiatives.

The BOLD Program was developed to address the recognized challenge that new residential and commercial development places significant demands on local infrastructure and public facilities-such as roads, utilities, and schools. Traditional financing methods, including direct municipal bond issuance or developer-funded construction, can be administratively burdensome and may not align with the timing or scale of development activity. The BOLD Program offers an alternative by allowing CMFA to form community facilities districts (CFDs) under the Mello-Roos Community Facilities Act of 1982 (California Government Code Section 53311 et seq.), levy special taxes, and issue bonds to fund eligible public improvements and development impact fees.

Under the BOLD Program, the City's role is limited to initial authorization and project-level oversight, while CMFA and its professional financing team manage CFD formation, bond issuance, and ongoing administration. All program costs are borne by participating developers or CMFA, with no fiscal liability to the City-consistent with the structure used in other CMFA-administered programs in which the City participates. Any agreements executed in connection with the BOLD Program-such as joint community facilities agreements or acquisition agreements-must be reviewed and approved by designated City officials to ensure compliance with City standards and the protection of municipal interests.

Following City Council approval, the City can expect the following to occur. During the entitlement process with the City, a Developer who wishes to participate in the BOLD program submits an application to CMFA for their project. The BOLD team reviews the application and reaches out to the Developer and the City to determine which facilities (public infrastructure) and impact fees that will be financed with CFD bond proceeds. The BOLD team then approves the Developers participation in BOLD, requests an initial deposit from the Developer, and any associated JCFA or acquisition agreements are drawn up and circulated with the Developer and City. Once they are agreed upon, the CMFA will then proceed with the formation of the CFD and authorization of the special tax levy. Once the CFD is formed and special tax is authorized to be levied, bonds can be issued.

A notice stating the date and time of the hearing has been published on the City Clerk's website and in the Fresno Business Journal with a minimum of five days prior to this scheduled hearing.

ENVIRONMENTAL FINDINGS

By the definition provided in the California Environmental Quality Act (CEQA) Guidelines Section 15378, this action does not qualify as a “project”.

LOCAL PREFERENCE

Local preference was not considered because this resolution does not include a bid or award of a construction or service contract.

FISCAL IMPACT

There is no impact to the General Fund. All costs associated with the formation of Community Facilities Districts, issuance of bonds, and ongoing administration under the BOLD Program are the responsibility of the CMFA and/or participating developers, as stipulated in the governing resolution and supporting agreements.

Attachment:
Resolution

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, AUTHORIZING USE OF THE BOND OPPORTUNITIES FOR LAND DEVELOPMENT (BOLD) PROGRAM AND AUTHORIZING THE CALIFORNIA MUNICIPAL FINANCE AUTHORITY TO ACCEPT APPLICATIONS FROM PROPERTY OWNERS, CONDUCT PROCEEDINGS AND LEVY SPECIAL TAXES WITHIN THE CITY OF FRESNO PURSUANT TO THE MELLO-ROOS COMMUNITY FACILITIES ACT OF 1982, AS AMENDED; AND AUTHORIZING RELATED ACTIONS

WHEREAS, the California Municipal Finance Authority (CMFA) is a joint exercise of powers authority, the members of which include numerous cities, counties and other local agencies in the State of California (the "State"); and

WHEREAS, City of Fresno (the "City") is currently a member of CMFA in good standing; and

WHEREAS, the CMFA has established the Bond Opportunities for Land Development Program (BOLD Program) to allow the financing of certain public facilities and/or certain development impact fees that finance public facilities (collectively, the Improvements) levied by local agencies in the State through the levy of special taxes under the Mello-Roos Community Facilities Act of 1982, as amended (Act); and

WHEREAS, the CMFA from time to time may be requested by owners of land within the City to utilize the BOLD Program for the financing of Improvements related to new development within the City, which Improvements will be financed for acquisition by the City or to finance impact fees payable to the City in connection with new development; and

WHEREAS, the City desires to allow the owners of property within the City to participate in the BOLD Program (Participating Developers) and to allow the CMFA to conduct proceedings under the Act to form community facilities districts (CFDs) from time to time under the Act, to levy special taxes within such CFDs, and to issue bonds secured by such special taxes under the Act

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: _____
675334v3

to finance the Improvements, provided that such Participating Developers vote in favor of the levy of such special taxes and bonded indebtedness; and

WHEREAS, property owners within the jurisdiction of the City may in the future elect to be Participating Developers upon obtaining approval of the CMFA, and the CMFA may conduct proceedings under the Act to form CFDs, levy special taxes within such CFDs and issue bonds secured by such special taxes to finance Improvements; and

WHEREAS, the City will not be responsible for the conduct of any proceedings under the Act for the formation of any CFD by CMFA, the levy or collection of special taxes for any such CFD or any required remedial action in the case of delinquencies in any special tax payments, or the issuance, sale or administration of any bonds issued in connection with the BOLD Program; and

WHEREAS, the City administers its own community facilities districts for public safety (police & fire); maintenance of public streets, parks and other infrastructure; lighting and landscaping; and other authorized services under the Act, including CFD Nos. 9, 11, 12, 15, 17 and 18, and formation of a BOLD program CFD within the City shall in no way effect the City's administration, levy and collection of special taxes for its own community facilities districts; and

WHEREAS, the City finds that the BOLD program offered by the CMFA can provide significant public benefits, and in conformance with Government Code Section 6586.5 relating to the issuance of bonds by a joint powers authority of which the City is a member, notice was published, as well as provided to the Attorney General and the California Debt and Investment Advisory Commission, at least five days prior to the adoption of this resolution at a public hearing, which was duly conducted by this Council concerning the significant public benefits of the BOLD Program and the bond financing of the Improvements from time to time; and

WHEREAS, bonds of BOLD Program CFDs are issued through CMFA, with no involvement of the City needed other than approving the use of the program and, prior to actual

issuance of bonds, entering into an agreement to acquire the public facilities or fees to be paid for with the bond proceeds, and CMFA authorizes and issues the bonds in their name and awards their sale to the bond underwriter per the underwriter's credit requirements; and

WHEREAS, CMFA's financing team provides the bond documentation and the Official Statement for the bonds through its bond counsel; and

WHEREAS, by authorizing use of the BOLD Program in the City, the City will not be liable to repay the bonds issued by CMFA or the special taxes imposed on the participating properties and would have no contractual relationship with bond owners or the bond trustee; and

WHEREAS, upon issuance of the bonds, proceeds are a funding source for direct payment of impact fees or to otherwise reimburse developer costs for public facilities associated with new development; once the bond issuance occurs, bond proceeds are available to be disbursed pursuant to a joint community facilities agreement and/or acquisition agreement between CMFA and the City for each project, the form of which is subject to approval by City staff, and the bond proceeds are held by a bond trustee or fiscal agent and become available to a Participating Developer as directed by the City for use on public capital improvements benefitting the City; and

WHEREAS, City staff shall work with CMFA and consultants to the BOLD Program to ensure the use of bond proceeds complies in all respects with the City's policies governing funding impact fees and public facilities through land-secured financing districts such as the CFDs.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

Section 1. The use of the BOLD Program in connection with the financing of Improvements is hereby authorized and approved. The appropriate officials and staff are hereby authorized and directed to allow BOLD Program participation to be available to property owners who are subject to the payment of fees for new development and/or who are conditioned to install public improvements in connection with new development.

Section 2. The City hereby finds and declares that the issuance of bonds by the CMFA in connection with the BOLD Program will provide significant public benefits, including without limitation, savings in effective interest rate, bond preparation, bond underwriting and bond issuance costs and the more efficient delivery of local agency services to residential and commercial development within the City.

Section 3. In connection with the issuance of bonds from time to time by the CMFA for the BOLD Program, a form of acquisition agreement, joint community facilities agreement or similar agreement will be required to be entered into, and the form of such agreement will be subject to approval by the City Manager and the City Attorney or their respective designees. The Council finds and declares that entrance into each such agreement will constitute a "joint community facilities agreement" for purposes of the Act and shall be beneficial to residents of the City. Any such agreement may include, directly or by reference, City standards, policies and procedures applicable to the financing of public facilities constructed by developers for acquisition by the City.

Section 4. The appropriate officials and staff of the City are hereby authorized and directed to allow and approve BOLD Program participation by requesting property owners that are required to install public improvements and/or the payment of fees in connection with new development in the City, including signing developer applications or other documents evidencing the official intent of the City to reimburse itself in connection with each project from the proceeds of tax-exempt obligations issued by CMFA as part of the BOLD Program, and to advise such owners requesting participation in BOLD that the City has approved the BOLD Program; provided, that the CMFA shall be responsible for providing applications and processing of documentation and related materials at its own expense.

Section 5. This resolution shall be effective upon final approval. The City Clerk of the City is hereby authorized and directed to transmit a certified copy of this resolution to the Secretary of CMFA.

* * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____, 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

BY: _____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

BY: _____
Brent Richardson Date
Deputy City Attorney

File #: ID 26-656 **Agenda Date:** 5/21/2026 **Agenda #:**

REPORT TO THE CITY COUNCIL

FROM: AMY K. ALLER, Interim City Clerk
Office of the City Clerk

SUBJECT
Appearance by Mary Padilla regarding “Who is the King of the Nation” (District 2 Resident)

Attachment: Request to speak before Fresno City Council

Name: *

Mary Padilla

Address *

[redacted]

Apt 101

Fresno

City

California

State

93711

Zip/Postal

RECEIVED
2026 MAY -4 P 4:10
CITY OF FRESNO
CITY CLERK'S OFFICE

District *

District 2

District Locator

Phone *

[redacted]

Email *

[redacted]

Date You Wish to Speak Before the City Council *

05/21/2026

Topic/Subject *

Who is the King of the Nation

2600 Fresno Street
Fresno, CA 93721
www.fresno.gov

City of Fresno

Staff Report

File #: ID 26-652 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-A.

REPORT TO THE CITY COUNCIL

FROM: AMY K. ALLER, Interim City Clerk
Office of the City Clerk

SUBJECT
Approval of the Minutes for May 7, 2026, Regular Meeting, May 12, 2026, Special Meeting, and May 14, 2026, Mayor's Budget Presentation and Special Meetings

Attachment:
Draft Minutes May 7, 2026, Regular Meeting
Draft Minutes May 12, 2026, Special Meeting
Draft Minutes May 14, 2026, Mayor's Budget Presentation
Draft Minutes May 14, 2026, Special Meeting

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City of Fresno

2600 Fresno Street
Fresno, CA 93721
www.fresno.gov

Meeting Minutes
City Council

Council President - Nelson Esparza
Vice President - Tyler Maxwell
Councilmembers:
Annalisa Perea, Mike Karbassi, Miguel Angel Arias,
Brandon Vang,
Nick Richardson
City Manager - Georgeanne A. White
City Attorney - Andrew Janz
Interim City Clerk - Amy K. Aller

Thursday, May 7, 2026 **9:00 AM** **Council Chambers**

Regular Meeting

The City Council met in regular session in the Council Chamber, City Hall, on the date and time above written.

9:05 A.M. ROLL CALL

Councilmember Karbassi joined the meeting at 10:10 A.M.

Present: 6 - Council President Nelson Esparza
Vice President Tyler Maxwell
Councilmember Annalisa Perea
Councilmember Mike Karbassi
Councilmember Miguel Angel Arias
Councilmember Brandon Vang

Absent: 1 - Councilmember Nick Richardson

Invocation by the Voices United Chorus

Voices United Chorus gave the invocation.

Pledge of Allegiance to the Flag

Vice President Maxwell led the Pledge of Allegiance.

APPROVE AGENDA

THE AGENDA WAS APPROVED WITH THE FOLLOWING CHANGES

Today's meeting will be adjourned in memory of Phillip Larson.

2-P (ID 26-363) regarding annexation application no. P26-00103, relating to approximately 2.40 acres of the North Lanes Road right-of-way - Section Number 2. RESOLUTION - Authorizing the City Manager or his/her designee to initiate the Annexation of the "Copper-Friant No. 3 Reorganization" with the Fresno Local Agency Formation Commission ("LAFCO") The resolution is Subject to Mayoral veto and should have three asterisks before the title and (Subject Mayor's Veto) should be listed at the end of the title.

THE FOLLOWING ITEMS WERE REMOVED FROM THE AGENDA

2-M (ID 26-413) regarding amending section 2-603 of the Fresno Municipal Code relating to the Publication of Legal Notices (Citywide) – was tabled to June 4, 2026, by Councilmember Arias.

THE FOLLOWING CONSENT CALENDAR ITEMS WERE MOVED TO THE CONTESTED CONSENT CALENDAR FOR FURTHER DISCUSSION

2-H (ID 26-502) regarding establishing procedures for appeals in the competitive bidding process and rescinding Resolutions 2001-52 and 2003-129 – was moved to Contested Consent by Vice President Maxwell and Councilmember Arias.

On motion of Vice President Maxwell, seconded by Councilmember Arias, the AGENDA was APPROVED AS AMENDED. The motion carried by the following vote:

Aye: 5 - Esparza, Maxwell, Perea, Arias and Vang

Absent: 2 - Karbassi and Richardson

CEREMONIAL PRESENTATIONS

ID 26-516 Proclamation of "World Asthma Day"

PRESENTED

ID 26-364 Proclamation of "Darrell Fifield Day"

PRESENTED

ID 26-471 Proclamation of "Mental Health Awareness Month"

PRESENTED

ID 26-410 Proclamation of "Tennis Month"

PRESENTED

ID 26-307 Proclamation Honoring "National Police Week and Peace Officers Memorial Day"

PRESENTED

ID 26-577 Proclamation of "AAPI Heritage Month"

PRESENTED

ID 26-147 Proclamation for "Fresno Preservation Month"

PRESENTED

ID 26-461 Proclamation of "Fresno Christian High School's The Feather Online"

PRESENTED

COUNCILMEMBER REPORTS AND COMMENTS

Councilmember Perea Reports and Comments. Thanked City staff, directors, the City Attorney's Office, Code Enforcement, Public Works, HART, and PARCS for assisting with District 1's recently concluded Town Hall series. Thanked residents for attending. Thanked the Fresno Animal Center for conducting a successful drive through vaccination event that helped hundreds of families with microchips and vaccinations. Expressed gratitude to all volunteers who participated in painting the crosswalk in the Van Ness Village area of the Tower District, including Root Access, Tower Rotary, Fresno State's Community Inclusion Program, and District 1 staff. Announced the Movies in the Park series would begin on Friday, May 8, 2026 at Trolley Park, with a barbecue hosted by local ironworkers. Families were encouraged to bring chairs or blankets.

Councilmember Arias Reports and Comments. Thanked City staff for their work on Porchfest and for facilitating the neighborhood meeting regarding

California Tupman Park, the Muro project, and the California Avenue Complete Street Project. Noted that staff attended a third community meeting to gather input on California Avenue improvements. Extended condolences to the Mayor for the loss of his parents.

Councilmember Vang Reports and Comments. Thanked staff for organizing the Asian American and Pacific Islander Heritage Month (AAPI) reception associated with the A.A.P.I. proclamation ceremony at City Hall. Reported completing a series of District 5 Town Halls and thanked residents for attending, sharing ideas, and participating in discussions about the district's future. Attended the Hmong Heritage Student Showcase, where students presented their cultural work. Held a second community meeting with the PARCS Department on the Southeast Fresno Sports Complex and appreciated residents' input. Noted that the community finalized plans for a recreational gymnasium and expressed hope for funding. Offered condolences to the Mayor.

Vice President Maxwell Reports and Comments. Reported numerous activities in District 4. Thanked over 50 vendors who participated in the Spring Fest event, where hundreds of children signed up for afterschool and summer programming. Fresno State and the Fire Union participated, and PARCS staff registered families for recreation programs. Thanked the Black Chamber of Commerce for a tour and review of their upcoming programs to support black and minority owned small businesses. Visited the Valley Caregiver Resource Center, toured the expanded OASIS Adult Day Program, and reflected on the importance of services for families caring for elders with memory related illnesses. Noted the City contributed $50,000 last year to support program expansion. Described attending Del Mar Elementary School to distribute books as part of the book club and thanked the principal and staff. Toured The Center for Advanced Research and Technology (CART) with CEO Dr. Watson to learn about educational programming in robotics, science, business, and graphic design. Announced District 4 staff would be volunteering with the Healthy Room Project to build a bedroom for five children who recently lost their parents. Appreciated the organization's invitation to participate.

Council President Esparza Reports and Comments. Reported introducing

the Mayor at the State of the City event and thanked the Fresno Chamber of Commerce and staff for coordinating the event. Reflected on the City's progress and ongoing work. Described speaking with eighth grade students from Computech Middle School as part of a civic engagement program hosted by the Office of Community Affairs and thanked the students for their thoughtful questions. Participated in Career Day at Hidalgo Elementary School and spoke to students about careers in public service. Congratulated De Young Properties on the groundbreaking of the Blossom View Development, a 119 lot single family housing project in the eastern part of the city. Recognized U.A. Local 246 for their 125th anniversary and attended their celebration.

MAYOR/MANAGER REPORTS AND COMMENTS

Mayor Dyer Reports and Comments. Thanked the Council Vice President Maxwell for supporting the affected family in the Healthy Room Project. Thanked Councilmembers, staff, and the community for their condolences following the death of his parents. Confirmed he would take time off after presenting the budget. Thanked those who attended the State of the City address and credited the City Manager, Chief of Staff, Kelly Fertado, the Chamber of Commerce, and the communications team, including Sontaya, Fabiola, and Carmen, for producing a high quality event. Announced the balanced budget would be presented to the media on May 13, 2026, and to the Council the following morning. Thanked Councilmembers for meeting with him individually to provide feedback. Announced the return of the Fresno Falcons hockey team to Selland Arena after 17 years. Thanked VenueWorks for securing the deal. The team will host 28 home games beginning in early October under a five year contract, renewable twice. He encouraged the community to support the team.

City Manager White Reports and Comments. Referenced a tray memo regarding E.A.A.C. funding cycles. Described ongoing work with grantees and announced meetings for Cycle 2 recipients who received zero dollars, including upcoming in person and virtual sessions. Noted that Cycle 3 recipients awaiting their remaining 10% of funding would be notified of meeting details soon.

Interim City Clerk Aller Reports and Comments. Reported it was Municipal

Clerks Week and thanked staff for their service. Updated the Council on the Transparency Portal project, noting that the Clerk's Office and ISD had developed a functional prototype. Announced that a formal workshop presentation would be held at the May 21, 2026, meeting and stated that the portal was ready for rollout when appropriate.

1. SCHEDULED COUNCIL HEARINGS AND MATTERS

9:10 A.M

ID 26-522 HEARING to Adopt Resolutions and Ordinance to Annex Territory and Levy a Special Tax Regarding City of Fresno Community Facilities District No. 9, Annexation No. 71 (Final Tract Map No. 6312 and the Territory Known as Assessor's Parcel No. 579-390-71S) (Northwest corner of East Copper Avenue and North Portofino Drive): (Council District 6)

1. ***RESOLUTION - to Annex Territory to Community Facilities District No. 9 and Authorizing the Levy of a Special Tax for Annexation No. 71 (Subject to Mayor's Veto);
2. ***RESOLUTION - Calling Special Mailed-Ballot Election (Subject to Mayor's Veto);
3. ***RESOLUTION - Declaring Election Results (Subject to Mayor's Veto);
4. ***BILL - (For introduction and adoption) - Levying a Special Tax for the Property Tax Year 2026-2027 and Future Tax Years Within and Relating to Community Facilities District No. 9, Annexation No. 71 (Subject to Mayor's Veto).

The above item was called to order at 10:12 A.M. and there was no presentation to Council. Upon call, no members of the public addressed Council. Public comment closed at 10:13 A.M.

There was no Council Discussion.

RESOLUTION 2026-82 ADOPTED
RESOLUTION 2026-83 ADOPTED
RESOLUTION 2026-84 ADOPTED
BILL B-14 INTRODUCED / ORDINANCE 2026-15 ADOPTED

On motion of Councilmember Arias, seconded by Vice President Maxwell, that the above Action Item be ADOPTED. The motion carried by the following vote:

Aye: 6 - Esparza, Maxwell, Perea, Karbassi, Arias and Vang

Absent: 1 - Richardson

9:15 A.M.

ID 26-394 HEARING to vacate two portions of City-owned right of way located at the eastern intersection of Tuolumne Street and Fulton Street, and the southern intersection of Tuolumne Street and Van Ness Avenue (Council District 3):

1. ***RESOLUTION - To vacate two portions of City-owned right of way located at the eastern intersection of Tuolumne Street and Fulton Street, and the southern intersection of Tuolumne Street and Van Ness Avenue. (Subject to Mayor's Veto)

The above item was called to order at 10:13 A.M. and was presented to Council by Chief Surveyor Camit. Upon call, no members of the public addressed Council. Public comment closed at 10:16 A.M.

There was no Council Discussion.

RESOLUTION 2026-85 ADOPTED

On motion of Councilmember Arias, seconded by Councilmember Perea, that the above Action Item be ADOPTED. The motion carried by the following vote:

Aye: 6 - Esparza, Maxwell, Perea, Karbassi, Arias and Vang

Absent: 1 - Richardson

9:20 A.M. JOINT MEETING OF THE CITY COUNCIL, THE CITY IN ITS CAPACITY AS HOUSING SUCCESSOR TO THE REDEVELOPMENT AGENCY OF THE CITY OF FRESNO AND THE FRESNO REVITALIZATION CORPORATION

ID 26-591 Actions pertaining to the City-owned property located at 815 Fulton Street (APN: 468-28-23T) and Housing Successor Agency to the Redevelopment Agency-owned properties located at 829 & 835 Fulton Street (APN(s): 468-282-05T & 468-282-22T), near the West corner of Fulton and Inyo (Council District 3):

1. ***RESOLUTION - Finding good cause and clear and convincing benefit to the public pursuant to Fresno Municipal Code Section 4-204 relating the disposition of real property identified as Assessor's Parcel Number 468-28-23T, 468-282-05T & 468-282-22T (815, 829 & 835 Fulton Street) (Requires 5 Affirmative Votes) (Subject to Mayor's Veto)
2. Approve a First Amendment to the Amended and Restated Disposition

and Development Agreement between the City of Fresno, the City of Fresno in its capacity as Housing Successor, and The Park Partners, LLC

The above item was called to order at 10:16 A.M. and was presented to Council by Assistant Director Skei. Upon call, no members of the public addressed Council. Public comment closed at 10:21 A.M.

Council Discussion was held.

RESOLUTION 2026-81 ADOPTED
RESOLUTION SA-60 ADOPTED (Successor Agency)
RESOLUTION FRC-28 ADOPTED (Fresno Revitalization Corporation)

FRESNO REVITALIZATION CORPORATION VOTE: On motion of Member Arias, seconded by Member Esparza, the above item was adopted. The motion carried by the following vote:

Aye: 7 - Perea, Karbassi, Arias, Maxwell, Vang, Esparza, Dyer
Absent: 1 - Richardson

On motion of Councilmember Arias, seconded by Councilmember Perea, that the above Action Item be ADOPTED. The motion carried by the following vote:

Aye: 6 - Esparza, Maxwell, Perea, Karbassi, Arias and Vang

Absent: 1 - Richardson

2. CONSENT CALENDAR

Upon call, for public comment on all Consent, Contested Consent and Closed Session items, the following members of the public addressed Council: Nikki Real.

APPROVAL OF THE CONSENT CALENDAR

On motion of Councilmember Arias, seconded by Council President Esparza, the CONSENT CALENDAR was hereby adopted by the following vote:

Aye: 6 - Esparza, Maxwell, Perea, Karbassi, Arias and Vang

Absent: 1 - Richardson

2.-A. ID 26-558 Approval of the Minutes for April 23, 2026, Regular Meeting

APPROVED ON CONSENT CALENDAR

2.-B. ID 26-518 Approve the final relocation reimbursement claim submitted by Genuine Parts Company, doing business as NAPA Auto Parts, for expenses resulting from the Blackstone McKinley BNSF Grade Separation Project (Council Districts 1 and 7)

APPROVED ON CONSENT CALENDAR

2.-C. ID 26-524 Approve the Agreement for Purchase and Sale of a Permanent Easement and Temporary Construction Easement to acquire portions of a parcel as easements on Assessor's Parcel Number 511-012-05S, required for the Ashlan Avenue Widening - Polk to Cornelia Project. (Council District 1)

APPROVED ON CONSENT CALENDAR

2.-D. ID 26-567 Actions pertaining to the Trolley Park Lighting and Shade Structure Rebid Project, Bid File 12601981: (Council District 1)

1. Adopt a finding of a Categorical Exemption per staff's determination, pursuant to Section 15301/Class 1 of the California Environmental Quality Act (CEQA) Guidelines, Environmental Assessment No. PC00222;
2. Award a Construction Contract in the amount of $206,226.87 to Geometric Construction, Inc. of Fresno, California, as the lowest responsive and responsible bidder for the Trolley Park Lighting and Shade Structure Rebid Project.

APPROVED ON CONSENT CALENDAR

2.-E. ID 26-514 Actions pertaining to the sale of an approximate 14.58± acre property located at the southwest corner of West Herndon and North Brawley Avenues (Council District 2)

1. ***RESOLUTION - Finding good cause and clear and convincing benefit to the public pursuant to Fresno Municipal Code Section 4-204 relating to the disposition of real property identified as Assessor's Parcel Number 507-030-48ST (Herndon & Brawley Avenue) (Property) (Subject to Mayor's Veto)
2. Approve the First Amendment of the Purchase and Sale Agreement with Lakhjit S. Sandhu, MD, increasing the purchase price to $2,100,000, (a $250,000 increase over the initial agreement), with applicable title and escrow costs to be split 50/50 with the buyer, not to exceed $6,000, resulting in net proceeds of $247,000

RESOLUTION 2026-86 ADOPTED

APPROVED ON CONSENT CALENDAR

2.-F. ID 26-535 Actions related to Amending Agreement A231012261 with the California Office of Emergency Services (Cal OES):

1. Approve acceptance of Cal OES Amendment Two for an additional $77,250 for a total of $324,450 for Regional Urban Search and Rescue (USAR) Response and Regional Task Force Five (RTF 5) training agreement A231012261 and authorize the Fire Chief, or designee, to compensate Fire personnel in order to staff the vacancies caused by training attendance.
2. ***RESOLUTION - Adopting the 49th Amendment to the Annual Appropriation Resolution No. 2025-179 appropriating $77,300 for amendment two to the 2024 Regional Urban Search and Rescue (USAR) and Regional Task Force Five (RTF5) training agreement A231012261 (Requires Five Affirmative Votes) (Subject to Mayor's Veto)

RESOLUTION 2026-87 ADOPTED

APPROVED ON CONSENT CALENDAR

2.-G. ID 26-543 Actions pertaining to the service agreement with the County of Fresno to receive emergency dispatch services

1. Affirm the City Manager's determination that County of Fresno is Uniquely Qualified to provide the emergency dispatch services; and
2. Approve a Service Agreement between the City of Fresno and the County of Fresno to receive Emergency Dispatch services for both fire suppression and emergency medical calls for the period of July 1, 2026, through December 31, 2027, in the amount of $1,713,360.

APPROVED ON CONSENT CALENDAR

2.-I. ID 26-542 ***RESOLUTION - Authorizing the City Manager or Designee to Apply for and Accept a Grant of up to $180,000 from the Fresno-Madera Area Agency on Aging to Fund Fiscal Year 2027 Senior Hot Meals Programming (Citywide) (Subject to Mayor's Veto)

RESOLUTION 2026-89 ADOPTED

APPROVED ON CONSENT CALENDAR

2.-J. ID 26-517 Actions pertaining to the Non-Supervisory Groups and Crafts, IBEW for Unit 7:

1. ***Adopt a successor Memorandum of Understanding between the City of Fresno and the International Brotherhood of Electrical Workers (Non-Supervisory Groups and Crafts - Unit 7) (Subject to Mayor's Veto)
2. ***RESOLUTION - Adopt the Nineteenth Amendment to FY 2026

Salary Resolution No. 2025-177, amending Exhibit 7, Unit 7 - Non-Supervisory Groups and Crafts (IBEW), to provide a salary increase for respective classes as required by the Memorandum of Understanding between the City of Fresno and the International Brotherhood of Electrical Workers (Non-Supervisory Groups and Crafts - Unit 7) (Subject to Mayor's Veto)

RESOLUTION 2026-90 ADOPTED

APPROVED ON CONSENT CALENDAR

2.-K. ID 26-398 Approve a Brownfields Cleanup Revolving Loan Fund discounted loan agreement between the City of Fresno and the Fresno Area Hispanic Foundation in the amount of $1,194,000 for asbestos, lead-based paint, and mold abatement at the Former Berkeley Building, 887 Fulton Street, Fresno, CA 93721 parcel number 468-282-21T. (District 3)

APPROVED ON CONSENT CALENDAR

2.-L. ID 26-401 Approve the First Amendment to the Service Agreement with RH Community Builders, LP for the continued operation of Youth Rapid Rehousing services located at 1309 W. Shaw Ave (APN 425-041-39), by providing 25 units for Transitional Age Youth (TAY ages 18-24) individuals and families experiencing homelessness in the City of Fresno. The amended agreement term is July 1, 2026, through June 30, 2027, for an amount not to exceed $500,000 under the Homeless Housing, Assistance, and Prevention (HHAP) Program (City Council District 2) (Bid File No. 12402933).

APPROVED ON CONSENT CALENDAR

2.-M. ID 26-413 BILL - (For Introduction) Amending Section 2-603 of the Fresno Municipal Code relating to the Publication of Legal Notices (Citywide)

During approval of the agenda, Interim City Clerk Aller announced this item was tabled to June 4, 2026.

TABLED

2.-N. ID 26-440 Approve a Revolving Loan Fund Agreement in an amount not to exceed $8,000,000 with The Park Partners LLC for the development of The Park at South Stadium, a multifamily rental housing project located at 815, 829, and 835 Fulton Street (City Council District 3)

APPROVED ON CONSENT CALENDAR

2.-O. ID 26-550 Actions pertaining to Stantec Consulting Services Inc., a corporation based in Albany, New York, to provide professional consulting services for a

historic survey of Fresno's Chinatown:

1. Affirm the City Manager's determination that Stantec Consulting Services Inc. is Uniquely Qualified;
2. Approve a Consultant Service Agreement between the City of Fresno and Stantec Consulting Services Inc., in an amount not to exceed $144,580 to provide professional consultant services for a historic survey of Fresno's Chinatown through July 31, 2028; and
3. Authorize the City Manager or designee to sign the agreement on behalf of the City.

APPROVED ON CONSENT CALENDAR

2.-P. ID 26-363 Actions pertaining to Annexation Application No. P26-00103, relating to approximately 2.40 acres of the North Lanes Road right-of-way, west of North Rice Road (Council District 6)

1. ADOPT Environmental Assessment No. P26-00103 dated May 7, 2026, finding that the proposed Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15061(b)(3)
2. RESOLUTION - Authorizing the City Manager or his/her designee to initiate the Annexation of the "Copper-Friant No. 3 Reorganization" with the Fresno Local Agency Formation Commission ("LAFCO")

During approval of the agenda, Interim City Clerk Aller announced Section Number 2. RESOLUTION - Authorizing the City Manager or his/her designee to initiate the Annexation of the "Copper-Friant No. 3 Reorganization" with the Fresno Local Agency Formation Commission ("LAFCO") The resolution is Subject to Mayoral veto and should have three asterisks before the title and (Subject Mayor's Veto) should be listed at the end of the title.

RESOLUTION 2026-91 ADOPTED

APPROVED ON CONSENT CALENDAR

2.-Q. ID 26-533 ***RESOLUTION - Adopting the 50th Amendment to the Annual Appropriation Resolution (AAR) No. 2025-179 to appropriate $37,700 for the Police Department's 2023 State Homeland Security Grant Program (Requires Five Affirmative Votes) (Subject to Mayor's Veto)

RESOLUTION 2026-92 ADOPTED

APPROVED ON CONSENT CALENDAR

2.-R. ID 26-521 Actions pertaining to a Requirements Contract with Kemira Water Solutions, Inc., a Delaware corporation, for the purchase of ferric chloride

(Bid File 12600814) (Council District 3):

1. Approve the award of a Requirements Contract with Kemira Water Solutions, Inc., a Delaware corporation, for a three-year term with two optional single-year extensions for the purchase of ferric chloride at an annual cost of $1,874,361.71 plus annual Producer Price Index increases, with a total not-to-exceed amount of $9,951,240.88 for the entire term, including optional extensions;
2. Authorize the Purchasing Manager, or designee, to execute the Requirements Contract with Kemira Water Solutions, Inc., on behalf of the City of Fresno.

APPROVED ON CONSENT CALENDAR

2.-S. ID 26-538 Approve a Consultant Services Agreement with Carollo Engineers, Inc., a Delaware Corporation, for the North Fresno Wastewater Reclamation Facility Process Improvements Project with a term of December 31, 2027, for a total not-to-exceed amount of $408,122.00 (Bid File No. 120601291). (Council District 6)

APPROVED ON CONSENT CALENDAR

2.-T. ID 26-269 Actions pertaining to the River West Fresno Eaton Trail Extension Project: (Council District 2)

1. RESOLUTION - Adopting Addendum No. 2 to the River West Fresno, Eaton Trail Extension Project Final Environmental Impact Report SCH No. 2014061017 pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164 and adopting findings pursuant to CEQA Guidelines Sections 15091 and 15093 as required by CEQA Guidelines Section 15096 for the River West Eaton Fresno, Trail Extension Project;
2. Approve the Joint Project Agreement with San Joaquin River Conservancy and authorize the Public Works Director or Designee to execute the Joint Project Agreement subject to modifications which shall be approved as to form by the City Attorney's Office;
3. ***RESOLUTION - Authorizing the Submission of a Proposition 4 Grant Application for $5,115,000.00 in Grant Funds to the San Joaquin River Conservancy and Authorizing the Public Works Director or Designee to Accept and Execute All Application and Grant Agreement Documents on Behalf of the City of Fresno for construction of the River West Fresno Eaton Trail Extension Project (Subject to Mayor's Veto).

RESOLUTION 2026-93 ADOPTED
RESOLUTION 2026-94 ADOPTED

APPROVED ON CONSENT CALENDAR

2.-U. ID 26-479 Actions pertaining to the summary vacation of a portion of the public utility easement on the north side of Lot 38 of T-6325: (Council District 7)

1. Adopt an addendum to Mitigated Negative Declaration (MND) for Environmental Assessment Number T-6325/P21-02804, pursuant to Section 15164, of the California Environmental Quality Act (CEQA) Guidelines;
2. RESOLUTION - Approving the summary vacation of a portion of the public utility easement on the North side of Lot 38 of T-6325.

RESOLUTION 2026-95 ADOPTED

APPROVED ON CONSENT CALENDAR

2.-V. ID 26-520 RESOLUTION - Approve the Final Map of Tract No. 6475, accepting dedicated public uses offered therein except for dedications offered subject to City acceptance of developer installed required improvements - located on McKinley Avenue just west of Armstrong Avenue. (Council District 7)

RESOLUTION 2026-96 ADOPTED

APPROVED ON CONSENT CALENDAR

2.-W. ID 26-532 Approve a Professional Consultant Services Agreement with Alta Planning + Design, Inc., in the amount not to exceed two hundred and ninety-eight thousand dollars ($298,000) with a contingency amount not to exceed fifteen thousand dollars ($15,000) for any additional work, for the development of the Mobility Design Guide. (Citywide)

APPROVED ON CONSENT CALENDAR

2.-X. ID 26-478 Actions pertaining to the Department of Transportation Fresno Area Express (FAX) Bus Stop Americans with Disabilities Act (ADA) Upgrades Phase B Project:

1. Adopt Environment Assessment No. P26-20261, dated February 25, 2026, a determination that the proposed project qualifies for categorical exemption as set forth in the California Environmental Quality Act (CEQA) Guidelines Section 15301/Class 1 and Section 15302/Class 2, of the State of California CEQA Guidelines.
2. Award a Construction Contract to American Paving Co, of Fresno, California, in the amount of $487,566 for the Department of Transportation Fresno Area Express (FAX) Bus Stop ADA Upgrades Phase B project, within the City of Fresno, and authorize the City Manager or designee to execute all related documents (Bid File #12600141) (Council District 2, Council District 4, Council District 5, Council District 6, Council District 7)

APPROVED ON CONSENT CALENDAR

CONTESTED CONSENT CALENDAR

2.-H. ID 26-502

***RESOLUTION - Establishing procedures for appeals in the competitive bidding process and rescinding Resolution 2003-129 (Subject to Mayor's Veto)

Vice President Maxwell and Councilmember Arias moved the above item to Contested Consent to discuss the changes to the competitive bidding process.

Council discussion was held.

RESOLUTION 2026-88 ADOPTED

On motion of Councilmember Arias, seconded by Vice President Maxwell, that the above Action Item be ADOPTED. The motion carried by the following vote:

Aye: 5 - Esparza, Maxwell, Perea, Arias and Vang

Absent: 2 - Karbassi and Richardson

3. GENERAL ADMINISTRATION

3.-A. ID 26-519 WORKSHOP - BOLD (Bond Opportunities for Land Development) Program Presentation

The above item was presented to Council by Assistant City Manager Mascia, and Travis Cooper, Financial Advisor California Municipal Financing Authority (CMFA).

Council discussion was held.

PRESENTED

UNSCHEDULED COMMUNICATION

Upon call, the following members of the public addressed the Council with unscheduled communication: Matthew Gillian.

4. CITY COUNCIL

5. CLOSED SESSION

During open session, City Attorney Janz announced each of the items that would be discussed in closed session.

Council withdrew to closed session at 11:16 A.M.

5.-A. ID 26-559

CONFERENCE WITH LABOR NEGOTIATORS - Government Code Section 54957.6
City Negotiators: Sumeet Malhi
Employee Organization(s): 1. International Union of Operating Engineers, Stationary Engineers, Local 39 (Local 39); 2. Fresno City Employees Association (FCEA); 3. Fresno Police Officers Association (FPOA Basic), Unit 4; 4. International Association of Firefighters, Local 202, Unit 5 (Fire Basic); 5. Amalgamated Transit Union, Local 1027 (ATU); 6. International Brotherhood of Electrical Workers, Local 100 (IBEW); 7. Fresno Police Officers Association (FPOA Management); 8. International Association of Firefighters, Local 202, Unit 10 (Fire Management); 9. City of Fresno Professional Employees Association (CFPEA); 10. City of Fresno Management Employees Association (CFMEA). 11. Employee Organization(s): Unrepresented Employees in Unit 2 (Non-Represented Management and Confidential Classes): Airport Public Safety Manager, Airports Public Safety Assistant Manager, Assistant City Attorney, Assistant City Manager, Assistant Controller, Assistant Director, Assistant Director of Personnel Services, Assistant Director of Public Utilities, Assistant Director of Public Works, Assistant Police Chief, Assistant Retirement Administrator, Background Investigator, Budget Analyst, Budget Manager, Chief Assistant City Attorney, Chief Information Officer, Chief Labor Negotiator, Chief of Staff to Councilmember, Chief of Staff to the Mayor, City Attorney (City Negotiator, Council President Esparza), City Attorney Investigator, City Clerk (City Negotiator, Council President Esparza), City Engineer, City Manager (City Negotiator, Mayor Dyer), Community Coordinator, Community Outreach Specialist, Controller, Council Assistant, Deputy City Attorney II, Deputy City Attorney III, Deputy City Manager, Director, Director of Aviation, Director of Development, Director of Personnel Services, Director of Public Utilities, Director of Transportation, Economic Development Coordinator, Economic Development Director, Executive Assistant to Department Director, Executive Assistant to the City Attorney, Executive Assistant to the City Council, Executive Assistant to the City Manager, Executive Assistant to the Mayor, Fire Chief, Governmental Affairs Manager, Human Resources Manager, Independent Reviewer, Internal Auditor, Investment Officer, Management Analyst II, Payroll Accountant, Payroll Manager, Police Chief, Principal Budget Analyst, Principal Internal Auditor, Principal Labor Relations Analyst, Project Liaison/Program Administrator, Public Affairs Officer, Public Works Director, Retirement Administrator, Retirement

Benefits Manager, Retirement Office Manager, Senior Budget Analyst, Senior City Attorney Investigator, Senior Deputy City Attorney I, Senior Deputy City Attorney II, Senior Deputy City Attorney III, Senior Human Resources/Risk Analyst, Senior Law Clerk, Special Assistant City Attorney, Supervising Deputy City Attorney, Veterinarian

The above item was discussed in closed session. There were no open session announcements for this item.

DISCUSSED

5.-B. ID 26-562

CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Government Code Section 54956.9, subdivision (d)(4)
Case Name: *City of Fresno v. Brawley 7 LLC, Matthew Dolph, Robert Manos*
(4381 N. Brawley Ave #106; Code Enforcement Case Number E25-14375)

The above item was discussed in closed session. There were no open session announcements for this item.

DISCUSSED

5.-C. ID 26-570

CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Government Code Section 54956.9, subdivision (d)(4)
Case Name: *City of Fresno v. Wu Junjie*
6311 E Robinson Ave.; Code Enforcement Case Number E25-01927

The above item was discussed in closed session. There were no open session announcements for this item.

DISCUSSED

5.-D. ID 26-563

CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Government Code Section 54956.9 (d)(4)
1 potential case

The above item was discussed in closed session. There were no open session announcements for this item.

DISCUSSED

5.-E. ID 26-580 CONFERENCE WITH LEGAL COUNSEL-POTENTIAL LITIGATION
Government Code Section 54956.9, subdivision (d)(2)
1 potential case

The above item was discussed in closed session. There were no open session announcements for this item.

DISCUSSED

5.-F. ID 26-586 CONFERENCE WITH LEGAL COUNSEL-POTENTIAL LITIGATION
Government Code Section 54956.9, subdivision (d)(2)
1 potential case

The above item was discussed in closed session. There were no open session announcements for this item.

DISCUSSED

5.-G. ID 26-588 CONFERENCE WITH LEGAL COUNSEL-POTENTIAL LITIGATION
Government Code Section 54956.9, subdivision (d)(2)
1 potential case

The above item was discussed in closed session. City Attorney Janz reported: by a 6–0 vote, the Council authorized the initiation of a lawsuit. The defendants and specific details will be disclosed once the action is formally filed, in accordance with Government Code section 54957.1(a)(2). For the record, all six members present voted in favor, with Councilmember Richardson absent.

DISCUSSED

5.-H. ID 26-564
CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION
Government Code Section 54956.9, subdivision (d)(1)
City of Fresno v. County of Fresno; Fresno Superior Court Case No.: 24CECG01199

The above item was discussed in closed session. There were no open session announcements for this item.

DISCUSSED

5.-I. ID 26-528

CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION
Government Code Section 54956.9, subdivision (d)(1)
South Fresno Community Alliance v. City of Fresno, et al.
Fresno Superior Court Case No.: 21CECG03237

The above item was discussed in closed session. There were no open session announcements for this item.

DISCUSSED

5.-J. ID 26-581

PUBLIC EMPLOYEE PERFORMANCE EVALUATION
1. Government Code Section 54957(b): consider the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee.
Title: City Clerk
2. Government Code Section 54957.6: conference with labor negotiator.
City Negotiator: Council President Nelson Esparza.
Unrepresented Employee: City Clerk

The above item was discussed in closed session. There were no open session announcements for this item.

DISCUSSED

5.-K. ID 26-585

PUBLIC EMPLOYEE PERFORMANCE EVALUATION
1. Government Code Section 54957(b): consider the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee.
Title: City Attorney
2. Government Code Section 54957.6: conference with labor negotiator. City Negotiator: Council President Nelson Esparza.
Unrepresented Employee: City Attorney

The above item was discussed in closed session. There were no open session announcements for this item.

DISCUSSED

ADJOURNMENT

The Council meeting adjourned from Closed session at 4:03 P.M. in memory of Phillip Larson.

City of Fresno

2600 Fresno Street
Fresno, CA 93721
www.fresno.gov

Meeting Minutes
City Council

Council President - Nelson Esparza
Vice President - Tyler Maxwell
Councilmembers:
Annalisa Perea, Mike Karbassi, Miguel Angel Arias,
Brandon Vang,
Nick Richardson
City Manager - Georgeanne A. White
City Attorney - Andrew Janz
Interim City Clerk - Amy K. Aller

Tuesday, May 12, 2026 **9:00 AM** **Council Chambers**

Special Meeting

The City Council met in special session in the Council Chamber, City Hall, on the date and time above written.

9:03 A.M. ROLL CALL

Present: 4 - Council President Nelson Esparza
Vice President Tyler Maxwell
Councilmember Mike Karbassi
Councilmember Brandon Vang

Absent: 3 - Councilmember Annalisa Perea
Councilmember Miguel Angel Arias
Councilmember Nick Richardson

APPROVE AGENDA

On motion of Vice President Maxwell, seconded by Councilmember Vang, the AGENDA was APPROVED. The motion carried by the following vote:

Aye: 4 - Esparza, Maxwell, Karbassi and Vang

Absent: 3 - Perea, Arias and Richardson

ID 26-507 Notice of Special Meeting - Signed

APPROVED

CLOSED SESSION

Upon call, no members of the public addressed Council.

During open session, City Attorney Janz announced each of the items that would be discussed in closed session.

Council withdrew to closed session at 9:05 A.M.

ID 26-508

CONSIDER PUBLIC EMPLOYEE APPOINTMENT - Government Code Section 54957(b):
Consider the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee.
Title: City Clerk

The above item was discussed in closed session. There were no open session announcements for this item.

DISCUSSED

ADJOURNMENT

The Council meeting adjourned from closed session at 1:21 P.M.

City of Fresno

2600 Fresno Street
Fresno, CA 93721
www.fresno.gov

Meeting Minutes

City Council

Council President - Nelson Esparza
Vice President - Tyler Maxwell
Councilmembers:
Annalisa Perea, Mike Karbassi, Miguel Angel Arias,
Brandon Vang,
Nick Richardson
City Manager - Georgeanne A. White
City Attorney - Andrew Janz
Interim City Clerk - Amy K. Aller

Thursday, May 14, 2026 **9:00 AM** **Council Chambers**

Mayor's Budget Presentation

The City Council met in regular session in the Council Chamber, City Hall, on the date and time above written.

9:09 A.M. ROLL CALL

Present: 6 - Council President Nelson Esparza
Vice President Tyler Maxwell
Councilmember Annalisa Perea
Councilmember Mike Karbassi
Councilmember Brandon Vang
Councilmember Nick Richardson

Absent: 1 - Councilmember Miguel Angel Arias

Pledge of Allegiance to the Flag

Councilmember Richardson led the Pledge of Allegiance.

APPROVE AGENDA

On motion of Vice President Maxwell, seconded by Councilmember Vang, the AGENDA was APPROVED. The motion carried by the following vote:

Aye: 6 - Esparza, Maxwell, Perea, Karbassi, Vang and Richardson

Absent: 1 - Arias

BUDGET PRESENTATION

ID 26-621 WORKSHOP - Presentation of Mayor's Proposed Fiscal Year 2027 Budget

The above item was presented to Council by Mayor Dyer.

Council discussion was held.

PRESENTED

UNSCHEDULED COMMUNICATION

Upon call, the following members of the public addressed the Council with unscheduled communication: Brandi N., Arieana, Bob McCloskey, Alfred Aldrete, Enrique Little, Dez Martinez, David Borchard.

ADJOURNMENT

The Council meeting adjourned from open session at 11:00 A.M.

City of Fresno

2600 Fresno Street
Fresno, CA 93721
www.fresno.gov

Meeting Minutes
City Council

Council President - Nelson Esparza
Vice President - Tyler Maxwell
Councilmembers:
Annalisa Perea, Mike Karbassi, Miguel Angel Arias,
Brandon Vang,
Nick Richardson
City Manager - Georgeanne A. White
City Attorney - Andrew Janz
Interim City Clerk - Amy K. Aller

Thursday, May 14, 2026 **9:00 AM** **Council Chambers**

Special Meeting

The City Council met in closed session in the Council Chamber, City Hall, on the date and time above written.

9:09 A.M. ROLL CALL

Present: 6 - Council President Nelson Esparza
Vice President Tyler Maxwell
Councilmember Annalisa Perea
Councilmember Mike Karbassi
Councilmember Brandon Vang
Councilmember Nick Richardson

Absent: 1 - Councilmember Miguel Angel Arias

Pledge of Allegiance to the Flag

Councilmember Richardson led the Pledge of Allegiance.

APPROVE AGENDA

On motion of Vice President Maxwell, seconded by Councilmember Vang, the AGENDA was APPROVED. The motion carried by the following vote:

Aye: 6 - Esparza, Maxwell, Perea, Karbassi, Vang and Richardson

Absent: 1 - Arias

ID 26-660 Notice of Special Meeting - Signed

APPROVED

CLOSED SESSION

Upon call, no members of the public addressed the Council.

During open session, Assistant City Clerk Canez announced the item that would be discussed in closed session.

Council withdrew to closed session at 11:02 A.M.

ID 26-661 CONSIDER PUBLIC EMPLOYEE APPOINTMENT - Government Code Section 54957(b): Consider the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee. Title: City Clerk

The above item was discussed in closed session. There were no open session announcements for this item.

DISCUSSED

ADJOURNMENT

The Council meeting adjourned from closed session at 11:37 A.M.

File #: ID 26-679 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-B.

REPORT TO THE CITY COUNCIL

FROM: GEORGEANNE A. WHITE, City Manager
Office of Mayor & City Manager

MINDY CASTO, Chief of Police
Police Department

SUBJECT

***RESOLUTION - Authorize the Police Department to accept an in-kind donation of retrofit at the Fresno Police Department's gymnasium from the Fresno Police Officers Association in excess of $25,000 pursuant to Fresno Municipal Code (FMC) section 7-105, and authorize the City Manager, or designee, to execute all documents on behalf of the City (Council District 3) (Subject to Mayor's Veto)

RECOMMENDATION

Attachment: Resolution
Memo

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, TO AUTHORIZE THE POLICE DEPARTMENT TO ACCEPT AN IN-KIND DONATION OF RETROFIT AT THE FRESNO POLICE DEPARTMENT'S GYMNASIUM FROM THE FRESNO POLICE OFFICERS ASSOCIATION IN EXCESS OF $25,000 PURSUANT TO FRESNO MUNICIPAL CODE (FMC) SECTION 7-105, AND AUTHORIZE THE CITY MANAGER, OR DESIGNEE, TO EXECUTE ALL DOCUMENTS ON BEHALF OF THE CITY

WHEREAS, the City of Fresno has prioritized physical fitness and health as absolute top priorities for its sworn peace officers and staff; and

WHEREAS, the Fresno Police Officers' Association (FPOA) is a non-City of Fresno entity representing the nearly 1,000 officers and staff who serve the Fresno community at the Fresno Police Department (FPD);

WHEREAS, for more than 100 years, the FPOA members have served and protected the City of Fresno and its residents; and

WHEREAS, the National Institutes of Health, a part of the United States Department of Health and Human Services and the nation's medical research agency, has found that regular, vigorous law enforcement gym training is crucial for mitigating health risks, reducing job-related injury rates, and managing job-related stress; and

WHEREAS, the FPOA has generously indicated a desire to donate funds in excess of $25,000 to the City of Fresno to upgrade and refit the FPD gym and training room.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: AJ

Resolution No.

682009v1

1. The City Manager or her designee, is authorized to accept this in-kind contribution from the FPOA to retrofit the FPD gym and training room.

2. The City Manager or her designee shall be empowered to take all actions, and sign all documents, necessary to effectuate this resolution.

3. This Resolution shall become effective immediately upon final Council approval.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY ALLER
Interim City Clerk

By: _____
Deputy Date

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Andrew Janz Date

City of
FRESNO
POLICE DEPARTMENT

MEMORANDUM

May 15, 2026

TO: GEORGEANNE A. WHITE, City Manager
City Manager's Office

FROM: MINDY CASTO, Chief of Police
Office of the Chief

SUBJECT: DONATION OF SERVICES – CITY HALL ANNEX GYM

The Fresno Police Department respectfully requests authorization to accept a donation from the Fresno Police Officers Association for the refurbishment of the City Hall Annex Gym utilized by Fresno Police Department personnel.

This project is being funded through the Ron Passmore Endowment, which was established specifically to support and improve the Headquarters gym for the benefit of Fresno Police Department employees.

The donation consists of carpet materials and installation services for the gym facility, with a total estimated value of $36,686.19.

The Fresno Police Officers Association has committed to financially support and maintain this gym for use by all department personnel. This refurbishment project is intended to improve the condition, appearance, and overall usability of the facility for officers and professional staff.

Due to the flooring company's current scheduling availability, the targeted installation timeframe is the first week of June 2026.

File #: ID 26-590 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-C.

REPORT TO THE CITY COUNCIL

FROM: FRANCISCO PARTIDA, Interim Director
Airports Department

BY: CRISTAL DE LA TORRE, Projects Administrator
Airports Department

SUBJECT

Approve the First Amendment to Consultant Services Agreement with Hill International, Inc., to provide additional professional construction management services for capital improvement projects at Fresno Yosemite International Airport (FAT) and Fresno Chandler Executive Airport (FCH) in an amount not to exceed $1,434,050.00, for a total contract value not to exceed $4,745,566.00. (Council Districts 3 and 4)

RECOMMENDATION

Staff recommends Council approve the First Amendment to Consultant Services Agreement with Hill International, Inc., in the amount not to exceed $1,434,050.00 for additional construction inspection and administration for projects at Fresno Yosemite International Airport (FAT) and Fresno Chandler Executive Airport (FCH), and authorize the Director of Aviation or designee to execute the agreement on behalf of the City.

EXECUTIVE SUMMARY

City of Fresno Airports Department utilizes construction management consulting services to support the delivery of Airport Improvement Program (AIP) and non-AIP funded capital projects at Fresno Yosemite International Airport (FAT) and Fresno Chandler Executive Airport (FCH), consistent with the Department's adopted program approach and prior procurement of construction management services.

This item authorizes an amendment to the on-call Consultant Services Agreement with Hill International to provide continued construction management, inspection, and project controls support across active and closeout phase projects. Services include construction administration, inspections, stakeholder coordination, documentation, federal compliance support, and project closeout activities in accordance with FAA and City requirements.

The amendment ensures continuity of services across multiple projects and project phases, including

ongoing capital improvements and final closeout activities, and supports the Department's ability to deliver projects efficiently while maintaining regulatory compliance and documentation standards.

Approval of this amendment in an amount not to exceed $1,434,050 through December 31, 2028, will allow the Airports Department to maintain consistent construction management support aligned with its capital improvement program needs.

BACKGROUND

The City of Fresno Airports Department delivers an ongoing program of capital improvement projects at Fresno Yosemite International Airport (FAT) and Fresno Chandler Executive Airport (FCH), funded through a combination of Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grants, Passenger Facility Charges, and airport revenues. These projects require construction management services to support inspection, contract administration, project controls, documentation, and coordination in accordance with federal, state, and local requirements.

Hill International currently provides both on-call and project-specific construction management services for multiple active and closeout-phase projects at FAT and FCH, consistent with the Department's procurement of construction management consulting support. Amending this agreement will ensure continuity in managing ongoing capital improvement projects and completing closeout activities, while also maintaining compliance with all applicable regulatory requirements.

Through the original competitive Request for Qualifications (RFQ) process in 2023, the Airports Department (Department) invited construction management firms that could provide construction management services for construction inspection and administration to submit Statements of Qualifications. The contract currently expires in 2028 and these funds will allow work on this contract to continue. The Department published a public notice in The Business Journal, posted information on the Airport's website for qualified firms and direct emailed the RFQ to all interested firms. Three professional consulting firms responded to the RFQ and their qualifications were evaluated by a selection committee in accordance with the provisions of the RFQ and FAA regulations. It has been determined by the Department that Hill International is qualified to perform the construction management services.

ENVIRONMENTAL FINDINGS

This is not a "project" for the purpose of CEQA pursuant to CEQA Guidelines Section 15378.

LOCAL PREFERENCE

Local preference is not applicable because this amendment is federally funded.

FISCAL IMPACT

This contract will be funded with existing appropriations in the Airport's capital sub fund.

Attachments:

First Amendment - Hill International
Original Agreement - Hill International

FIRST AMENDMENT TO AGREEMENT

THIS FIRST AMENDMENT TO AGREEMENT (Amendment) made and entered into as of _____, 2026, amends the Agreement entered into between the CITY OF FRESNO, a municipal corporation (City), and HILL INTERNATIONAL, INC., a Delaware Corporation, authorized to do business in the State of California (Consultant). The City and the Consultant are collectively referred as the "Parties" in this Amendment.

RECITALS

WHEREAS, City and Consultant entered into an Agreement dated March 8, 2024, for professional construction management services for The Terminal Expansion Project, and

WHEREAS, City desires to amend the original scope of work to include additional on-call professional construction management services to support the delivery of Airport Improvement Program (AIP) and non-AIP funded capital projects at Fresno Yosemite International Airport (FAT) and Fresno Chandler Executive Airport (FCH).

AMENDMENT

NOW, THEREFORE, the Parties agree that the Agreement is amended as follows:

1. Consultant shall provide additional construction management services as described in Exhibit A, attached hereto and incorporated herein by reference.

2. Consultant's compensation for performance of all services required or rendered pursuant to this Change Order Amendment shall be an amount not to exceed One million four hundred seventy-three thousand two hundred fifty dollars and zero cents ($1,473,250.00), for a total contract value not to exceed Four million seven hundred eighty-four thousand seven hundred sixty-six and zero cents ($4,784,766.00).

3. This Amendment shall become part of and subject to the terms and conditions of the Agreement, which except as modified herein, remains unchanged and in full force and effect. However, to the extent that the terms and conditions expressly set forth in this Amendment conflict with the terms and conditions of the Agreement, the terms and conditions expressly set forth in this Amendment will prevail. Unless otherwise defined in this Amendment, capitalized terms used herein shall have the meanings assigned to such terms in the Agreement.

By signing below, the undersigned certify that they have read and understand and agree to be legally bound by this Amendment.

[Signatures follow on the next page.]

IN WITNESS WHEREOF, the Parties have executed this First Amendment to Agreement at Fresno, California, on the day and year first above written.

CITY OF FRESNO,
a California municipal corporation

By: _____
Georgeanne A. White
City Manager

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: Signed by: Christine Charitar 66086C14193B4F5... % ' #!#& Date
Christine C. Charitar
Deputy City Attorney

ATTEST:
AMY K. ALLER
City Clerk

By: _____

Deputy

HILL INTERNATIONAL, INC.,
a Delaware Corporation

By: _____

Name: Jeff Hurley

Title: First Vice President
(If corporation or LLC, Board Chair, Pres. or Vice Pres.)

By: _____

Name: Gregory C. Heinz

Title: President, Americas
(If corporation or LLC, CFO, Treasurer, Secretary or Assistant Secretary)

Addresses:
CITY:
City of Fresno
Attention: Francisco Partida,
Interim Director of Aviation
4995 East Clinton Way
Fresno, CA 93727-1525
Phone: (559) 621-4500
E-mail: Francisco.Partida@fresno.gov

CONSULTANT:
Hill International, Inc.
Attention: Jeff Hurley, First Vice President
2890 Zanker Rd., Suite 209
San Jose, CA 95134
Phone: (415) 317-9385
E-mail: JeffHurley@hillintl.com

Attachments:
Exhibit A: Updated Services and Fees

Exhibit A

Hill International – Construction Management Services
Fresno Yosemite International Airport Terminal Expansion Project
12-Month T&M Extension (May 1, 2026 – April 30, 2027)

A. Fee Schedule and Other Direct Costs

Fee Estimate			
	Service Total		
Description	Fully Burden Rate/Hr.	Hours	Fee
Terminal Expansion - Regular Time - CM, Ruben Gonzalez (Hill)	250.00	1960	490,000.00
Terminal Expansion - Regular Time - Inspector, Kevin Foster (Hill)	210.00	1960	411,600.00
Terminal Expansion - Regular Time - Document Management Specialist, Jay Joaquin (Hill)	105.00	1960	205,800.00
	Sub Total	5880	1,107,400.00

Other Direct Costs			
Description	Unit Cost	Qty	Fee
Vehicle Cost (2 Vehicles)	$1,100 / Vehicle	2 ea	26,400.00
ODC Travel (3 FTEs)	$6,500 / Month	12 months	78,000.00
Lodging (3 FTEs)	$150 / Day Ea	52 weeks	164,250.00
MySmartPlans Maintenance	$8,100 / Month	12 months	97,200.00
		Sub Total	365,850.00
		Grand Total	1,473,250.00

B. Cost Qualifications / Notes

- This extension is structured as a Time-and-Materials (T&M) agreement with compensation based on actual hours worked and reimbursable costs incurred.
- Inspection personnel are compensated in accordance with State of California Prevailing Wage requirements.
- Services are anticipated to be performed during normal working hours, generally Monday through Friday, 7:00 a.m. to 5:00 p.m., unless otherwise directed by the Airport.
- The estimate does not include overtime premiums or shift differentials; compensation, if required, will be in accordance with applicable labor laws.
- Fully burdened Hill International labor rates are used based on Hill International's audited field office overhead.
- Monthly invoices will include actual labor charges and reimbursable Other Direct Costs, including the Airport-requested MySmartPlans monthly maintenance charge.
- The proposed extension is contingent upon funding appropriation and authorization by the City of Fresno.

,608/325Ã-5914671Ã.,(Ã+#)& '%"Ä)*'",Ä"-,%Ä',$#Ä%') !&!$%$)

AGREEMENT
CITY OF FRESNO, CALIFORNIA
CONSULTANT SERVICES

THIS AGREEMENT (Agreement) is made and entered into, effective 3/8/2024, by and between the CITY OF FRESNO, a California municipal corporation (City), and HILL INTERNATIONAL, A California Limited Liability Company (Consultant).

RECITALS

WHEREAS, the City desires to obtain professional construction management services for The Terminal Expansion Project (Project); and

WHEREAS, the Consultant is engaged in the business of furnishing services as a construction manager and hereby represents that it desires to and is professionally and legally capable of performing the services called for by this Agreement; and

WHEREAS, this Agreement sets forth the terms and conditions under which the Consultant shall provide professional services, to be paid with Airport funds and reimbursed with pledged Federal Aviation Administration Entitlement Funds as they are made available; and

WHEREAS, the Consultant acknowledges that this Agreement is subject to the requirements of Fresno Municipal Code Section 4-107 and Administrative Order No. 6-19; and

WHEREAS, this Agreement will be administered for City by its Director of Aviation (Director) or designee.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing and of the covenants, conditions, and promises hereinafter contained to be kept and performed by the respective parties, it is mutually agreed as follows:

1. Scope of Services. The Consultant shall perform to the satisfaction of the City the services described in **Exhibit A**, including all work incidental to, or necessary to perform, such services even though not specifically described in **Exhibit A**.

2. Term of Agreement and Time for Performance. This Agreement shall be effective from the date first set forth above and shall continue in full force and effect through the earlier of complete rendition of the services hereunder or December 31, 2028, subject to any earlier termination in accordance with this Agreement. The services of the Consultant as described in **Exhibit A** are to commence upon the City's issuance of a written "Notice to Proceed." Work shall be undertaken and completed in a sequence assuring expeditious completion, but in any event, all such services shall be completed within 1,000 consecutive calendar days from such authorization to proceed.

3. Compensation.

(a) The Consultant's sole compensation for satisfactory performance of all services required or rendered pursuant to this Agreement shall be a total fee of $3,311,516.00. Such fee includes all expenses incurred by the Consultant in performance of the services.

(b) Detailed statements shall be rendered monthly and will be payable in the normal course of City business.

(c) The parties may modify this Agreement to increase or decrease the scope of services or provide for the rendition of services not required by this Agreement, which modification shall include an adjustment to the Consultant's compensation. Any change in the scope of services must be made by written amendment to the Agreement signed by an authorized representative for each party. The Consultant shall not be entitled to any additional compensation if services are performed prior to a signed written amendment.

4. Termination, Remedies, and Force Majeure.

(a) This Agreement shall terminate without any liability of the City to the Consultant upon the earlier of: (i) the Consultant's filing for protection under the federal bankruptcy laws, or any bankruptcy petition or petition for receiver commenced by a third party against the Consultant; (ii) seven calendar days prior written notice with or without cause by the City to the Consultant; (iii) the City's non-appropriation of funds sufficient to meet its obligations hereunder during any City fiscal year of this Agreement, or insufficient funding for the Project; or (iv) expiration of this Agreement.

(b) Immediately upon any termination or expiration of this Agreement, the Consultant shall (i) immediately stop all work hereunder; (ii) immediately cause any and all of its subcontractors to cease work; and (iii) return to the City any and all unearned payments and all properties and materials in the possession of the Consultant that are owned by the City. Subject to the terms of this Agreement, the Consultant shall be paid compensation for services satisfactorily performed prior to the effective date of termination. The Consultant shall not be paid for any work or services performed or costs incurred which reasonably could have been avoided.

(c) In the event of termination due to failure of the Consultant to satisfactorily perform in accordance with the terms of this Agreement, the City may withhold an amount that would otherwise be payable as an offset to, but not in excess of, the City's damages caused by such failure. In no event shall any payment by the City pursuant to this Agreement constitute a waiver by the City of any breach of this Agreement which may then exist on the part of the Consultant, nor shall such payment impair or prejudice any remedy available to the City with respect to the breach.

(d) Upon any breach of this Agreement by the Consultant, the City may (i) exercise any right, remedy (in contract, law or equity), or privilege which

may be available to it under applicable laws of the State of California or any other applicable law; (ii) proceed by appropriate court action to enforce the terms of the Agreement; and/or (iii) recover all direct, indirect, consequential, economic and incidental damages for the breach of the Agreement. If it is determined that the City improperly terminated this Agreement for default, such termination shall be deemed a termination for convenience.

(e) The Consultant shall provide the City with adequate written assurances of future performance, upon Director's request, in the event the Consultant fails to comply with any terms or conditions of this Agreement.

(f) The Consultant shall be liable for default unless nonperformance is caused by an occurrence beyond the reasonable control of the Consultant and without its fault or negligence such as, acts of God or the public enemy, acts of the City in its contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, unusually severe weather, and delays of common carriers. The Consultant shall notify Director in writing as soon as it is reasonably possible after the commencement of any excusable delay, setting forth the full particulars in connection therewith, and shall remedy such occurrence with all reasonable dispatch, and shall promptly give written notice to Director of the cessation of such occurrence.

5. Confidential Information, Ownership of Documents, and Copyright License.

(a) Any reports, information, or other data prepared or assembled by the Consultant pursuant to this Agreement shall not be made available to any individual or organization by the Consultant without the prior written approval of the City. During the term of this Agreement, and thereafter, the Consultant shall not, without the prior written consent of the City, disclose to anyone any Confidential Information. The term Confidential Information for the purposes of this Agreement shall include all proprietary and confidential information of the City, including but not limited to business plans, marketing plans, financial information, designs, drawings, specifications, materials, compilations, documents, instruments, models, source or object codes and other information disclosed or submitted, orally, in writing, or by any other medium or media. All Confidential Information shall be and remain confidential and proprietary in the City.

(b) Any and all original sketches, pencil tracings of working drawings, plans, computations, specifications, computer disk files, writings and other documents prepared or provided by the Consultant pursuant to this Agreement are the property of the City at the time of preparation and shall be turned over to the City upon expiration or termination of the Agreement or default by the Consultant. The Consultant grants the City a copyright license to use such drawings and writings. The Consultant shall not permit the reproduction or use thereof by any other person except as otherwise expressly provided herein. The City may modify the design including any drawings or writings. Any use by the City of the aforesaid sketches,

tracings, plans, computations, specifications, computer disk files, writings and other documents in completed form as to other projects or extensions of this Project, or in uncompleted form, without specific written verification by the Consultant will be at the City's sole risk and without liability or legal exposure to the Consultant. The Consultant may keep a copy of all drawings and specifications for its sole and exclusive use.

(c) If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall cause each subcontractor to also comply with the requirements of this Section 5.

(d) This Section 5 shall survive expiration or termination of this Agreement.

6. Professional Skill. It is further mutually understood and agreed by and between the parties hereto that inasmuch as the Consultant represents to the City that the Consultant and its subcontractors, if any, are skilled in the profession and shall perform in accordance with the standards of said profession necessary to perform the services agreed to be done by it under this Agreement, the City relies upon the skill of the Consultant and any subcontractors to do and perform such services in a skillful manner and the Consultant agrees to thus perform the services and require the same of any subcontractors. Therefore, any acceptance of such services by the City shall not operate as a release of the Consultant or any subcontractors from said professional standards.

7. Indemnification. To the furthest extent allowed by law, including California Civil Code section 2782.8, the Consultant shall indemnify, hold harmless and defend the City and each of its officers, officials, employees, agents, and volunteers from any and all loss, liability, fines, penalties, forfeitures, costs and damages (whether in contract, tort or strict liability, including but not limited to personal injury, death at any time and property damage), and from any and all claims, demands and actions in law or equity (including reasonable attorney's fees, and litigation expenses and cost to enforce this Agreement) that arise out of, pertain to, or relate to the negligence, recklessness or willful misconduct of the Consultant, its principals, officers, employees, agents, or volunteers in the performance of this Agreement.

If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall require each subcontractor to indemnify, hold harmless and defend the City and each of its officers, officials, employees, agents, and volunteers in accordance with the terms of the preceding paragraph.

This section shall survive termination or expiration of this Agreement.

8. Insurance.

(a) Throughout the life of this Agreement, the Consultant shall pay for and maintain in full force and effect all insurance as required in **Exhibit B**, which is incorporated into and part of this Agreement, with an insurance company(ies) either (i) admitted by the California Insurance Commissioner to do business in the State of California and rated no less than "A-VII" in the

Best's Insurance Rating Guide, or (ii) as may be authorized in writing by the City's Risk Manager or designee at any time and in its sole discretion. The required policies of insurance as stated in Exhibit B shall maintain limits of liability of not less than those amounts stated therein. However, the insurance limits available to the City, its officers, officials, employees, agents, and volunteers as additional insureds, shall be the greater of the minimum limits specified therein or the full limit of any insurance proceeds to the named insured.

(b) If at any time during the life of the Agreement or any extension, the Consultant or any of its subcontractors/sub-consultants fail to maintain any required insurance in full force and effect, all services and work under this Agreement shall be discontinued immediately, and all payments due or that become due to the Consultant shall be withheld until notice is received by the City that the required insurance has been restored to full force and effect and that the premiums therefore have been paid for a period satisfactory to the City. Any failure to maintain the required insurance shall be sufficient cause for the City to terminate this Agreement. No action taken by the City pursuant to this section shall in any way relieve the Consultant of its responsibilities under this Agreement. The phrase "fail to maintain any required insurance" shall include, without limitation, notification received by the City that an insurer has commenced proceedings, or has had proceedings commenced against it, indicating that the insurer is insolvent.

(c) The fact that insurance is obtained by the Consultant shall not be deemed to release or diminish the liability of the Consultant, including, without limitation, liability under the indemnity provisions of this Agreement. The duty to indemnify the City shall apply to all claims and liability regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by the Consultant. Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of the Consultant, its principals, officers, agents, employees, persons under the supervision of the Consultant, vendors, suppliers, invitees, consultants, sub-consultants, subcontractors, or anyone employed directly or indirectly by any of them.

(d) If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall require each subcontractor/sub-consultant to provide insurance protection, as an additional insured, to the City and each of its officers, officials, employees, agents, and volunteers in accordance with the terms of this section, except that any required certificates and applicable endorsements shall be on file with the Consultant and the City prior to the commencement of any services by the subcontractor. the Consultant and any subcontractor/sub-consultant shall establish additional insured status for the City, its officers, officials, employees, agents, and volunteers by using Insurance Service Office (ISO) Form CG 20 10 04 13 or both CG 20 10 04 13 and CG 20 37 10 01 or by an executed manuscript company endorsement providing additional

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insured status as broad as that contained in ISO Form CG 20 10 11 85.

9. Conflict of Interest and Non-Solicitation.

(a) Prior to the City's execution of this Agreement, the Consultant shall complete a City of Fresno conflict of interest disclosure statement in the form as set forth in **Exhibit C**. During the term of this Agreement, the Consultant shall have the obligation and duty to immediately notify the City in writing of any change to the information provided by the Consultant in such statement.

(b) The Consultant shall comply, and require its subcontractors to comply, with all applicable (i) professional canons and requirements governing avoidance of impermissible client conflicts; and (ii) federal, state, and local conflict of interest laws and regulations including, without limitation, California Government Code Section 1090 et. seq., the California Political Reform Act (California Government Code Section 87100 et. seq.), the regulations of the Fair Political Practices Commission concerning disclosure and disqualification (2 California Code of Regulations Section 18700 et. seq.) and Section 4-112 of the Fresno Municipal Code (Ineligibility to Compete). At any time, upon written request of the City, the Consultant shall provide a written opinion of its legal counsel and that of any subcontractor that, after a due diligent inquiry, the Consultant and the respective subcontractor(s) are in full compliance with all laws and regulations. The Consultant shall take, and require its subcontractors to take, reasonable steps to avoid any appearance of a conflict of interest. Upon discovery of any facts giving rise to the appearance of a conflict of interest, the Consultant shall immediately notify the City of these facts in writing.

(c) In performing the work or services to be provided hereunder, the Consultant shall not employ or retain the services of any person while such person either is employed by the City or is a member of any the City council, commission, board, committee, or similar City body. This requirement may be waived in writing by the City Manager, if no actual or potential conflict is involved.

(d) The Consultant represents and warrants that it has not paid or agreed to pay any compensation, contingent or otherwise, direct or indirect, to solicit, or procure this Agreement or any rights/benefits hereunder.

(e) Neither the Consultant, nor any of the Consultant's subcontractors performing any services on this Project, shall bid for, assist anyone in the preparation of a bid for, or perform any services pursuant to, any other contract in connection with this Project. the Consultant and any of its subcontractors shall have no interest, direct or indirect, in any other contract with a third party in connection with this Project unless such interest is in accordance with all applicable law and fully disclosed to and approved by the City Manager, in advance and in writing.

(f) If the Consultant should subcontract all or any portion of the work to be performed or services to be provided under this Agreement, the Consultant shall include the provisions of this Section 9 in each subcontract and require its subcontractors to comply therewith.

(g) This Section 9 shall survive expiration or termination of this Agreement.

10. Recycling Program. In the event the Consultant maintains an office or operates a facility(ies), or is required herein to maintain or operate same, within the incorporated limits of the City of Fresno, the Consultant at its sole cost and expense shall:

(a) Immediately establish and maintain a viable and ongoing recycling program, approved by the City's Solid Waste Management Division, for each office and facility. Literature describing the City recycling programs is available from the City's Solid Waste Management Division and by calling City of Fresno Recycling Hotline at (559) 621-1111.

(b) Immediately contact the City's Solid Waste Management Division at (559) 621-1452 and schedule a free waste audit, and cooperate with such Division in their conduct of the audit for each office and facility.

(c) Cooperate with and demonstrate to the satisfaction of the City's Solid Waste Management Division the establishment of the recycling program in paragraph (i) above and the ongoing maintenance thereof.

11. General Terms and Federal Assurances.

(a) Except as otherwise provided by law, all notices expressly required of the City within the body of this Agreement, and not otherwise specifically provided for, shall be effective only if signed by the Director or designee.

(b) Records of the Consultant's expenses pertaining to the Project shall be kept on a generally recognized accounting basis and shall be available to the City or its authorized representatives upon request during regular business hours throughout the life of this Agreement and for a period of three years after final payment or, if longer, for any period required by law. In addition, all books, documents, papers, and records of the Consultant pertaining to the Project shall be available for the purpose of making audits, examinations, excerpts, and transcriptions for the same period of time. If any litigation, claim, negotiations, audit or other action is commenced before the expiration of said time period, all records shall be retained and made available to the City until such action is resolved, or until the end of said time period whichever shall later occur. If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall cause each subcontractor to also comply with the requirements of this paragraph. This Section 11(b) shall survive expiration or termination of this Agreement.

(c) Prior to execution of this Agreement by the City, the Consultant shall have provided evidence to the City that the Consultant is licensed to perform the services called for by this Agreement (or that no license is required). If the

Consultant should subcontract all or any portion of the work or services to be performed under this Agreement, the Consultant shall require each subcontractor to provide evidence to the City that subcontractor is licensed to perform the services called for by this Agreement (or that no license is required) before beginning work.

(d) The City will carry out applicable federal requirements in the administration of this Agreement. Notwithstanding Section 25 herein, the Consultant agrees to comply with all applicable federal assurances identified in Exhibit D and require that each subcontract include the same assurances by each of its subcontractors.

12. Nondiscrimination. To the extent required by controlling federal, state and local law, the Consultant shall not employ discriminatory practices in the provision of services, employment of personnel, or in any other respect on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era. Subject to the foregoing and during the performance of this Agreement, the Consultant agrees as follows:

(a) the Consultant will comply with all applicable laws and regulations providing that no person shall, on the grounds of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity made possible by or resulting from this Agreement.

(b) The Consultant will not discriminate against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era. The Consultant shall ensure that applicants are employed, and the employees are treated during employment, without regard to their race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era. Such requirement shall apply to the Consultant's employment practices including, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Consultant agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provision of this nondiscrimination clause.

(c) the Consultant will, in all solicitations or advertisements for employees placed by or on behalf of the Consultant in pursuit hereof, state that all qualified applicants will receive consideration for employment without

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regard to race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era.

(d) The Consultant will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice advising such labor union or workers' representatives of the Consultant's commitment under this section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(e) If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall cause each subcontractor to also comply with the requirements of this Section 12.

13. Independent Contractor.

(a) In the furnishing of the services provided for herein, the Consultant is acting solely as an independent contractor. Neither the Consultant, nor any of its officers, agents, or employees shall be deemed an officer, agent, employee, joint venturer, partner, or associate of the City for any purpose. The City shall have no right to control or supervise or direct the manner or method by which the Consultant shall perform its work and functions. However, the City shall retain the right to administer this Agreement so as to verify that the Consultant is performing its obligations in accordance with the terms and conditions thereof.

(b) This Agreement does not evidence a partnership or joint venture between the Consultant and the City. The Consultant shall have no authority to bind the City absent the City's express written consent. Except to the extent otherwise provided in this Agreement, the Consultant shall bear its own costs and expenses in pursuit thereof.

(c) Because of its status as an independent contractor, the Consultant and its officers, agents, and employees shall have absolutely no right to employment rights and benefits available to the City employees. The Consultant shall be solely liable and responsible for all payroll and tax withholding and for providing to, or on behalf of, its employees all employee benefits including, without limitation, health, welfare and retirement benefits. In addition, together with its other obligations under this Agreement, the Consultant shall be solely responsible, indemnify, defend and save the City harmless from all matters relating to employment and tax withholding for and payment of the Consultant's employees, including, without limitation, (i) compliance with Social Security and unemployment insurance withholding, payment of workers' compensation benefits, and all other laws and regulations governing matters of employee withholding, taxes and payment; and (ii) any claim of right or interest in the City employment benefits, entitlements, programs and/or funds offered employees of the City whether arising by reason of any common law, de facto, leased, or co-

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employee rights or other theory. It is acknowledged that during the term of this Agreement, the Consultant may be providing services to others unrelated to the City or to this Agreement.

14. Notices. Any notice required or intended to be given to either party under the terms of this Agreement shall be in writing and shall be deemed to be duly given if delivered personally, transmitted by facsimile followed by telephone confirmation of receipt, or sent by United States registered or certified mail, with postage prepaid, return receipt requested, addressed to the party to which notice is to be given at the party's address set forth on the signature page of this Agreement or at such other address as the parties may from time to time designate by written notice. Notices served by United States mail in the manner above described shall be deemed sufficiently served or given at the time of the mailing thereof.

15. Binding. Subject to Section 16, below, once this Agreement is signed by all parties, it shall be binding upon, and shall inure to the benefit of, all parties, and each parties' respective heirs, successors, assigns, transferees, agents, servants, employees, and representatives.

16. Assignment.

(a) This Agreement is personal to the Consultant and there shall be no assignment by the Consultant of its rights or obligations under this Agreement without the prior written approval of the City Manager or designee. Any attempted assignment by the Consultant, its successors or assigns, shall be null and void unless approved in writing by the City Manager or designee.

(b) The Consultant hereby agrees not to assign the payment of any monies due the Consultant from the City under the terms of this Agreement to any other individual(s), corporation(s) or entity(ies). The City retains the right to pay any and all monies due the Consultant directly to the Consultant.

17. Compliance With Law. In providing the services required under this Agreement, the Consultant shall at all times comply with all applicable laws of the United States, the State of California and the City, and with all applicable regulations promulgated by federal, state, regional, or local administrative and regulatory agencies, now in force and as they may be enacted, issued, or amended during the term of this Agreement.

18. Waiver. The waiver by either party of a breach by the other of any provision of this Agreement shall not constitute a continuing waiver or a waiver of any subsequent breach of either the same or a different provision of this Agreement. No provisions of this Agreement may be waived unless in writing and signed by all parties to this Agreement. Waiver of any one provision herein shall not be deemed to be a waiver of any other provision herein.

19. Governing Law and Venue. This Agreement shall be governed by, and construed and enforced in accordance with, the laws of the State of California, excluding, however, any conflict of laws rule which would apply the law of another jurisdiction. Venue for purposes of the filing of any action regarding the enforcement or

interpretation of this Agreement and any rights and duties hereunder shall be Fresno County, California.

20. Headings. The section headings in this Agreement are for convenience and reference only and shall not be construed or held in any way to explain, modify or add to the interpretation or meaning of the provisions of this Agreement.

21. Severability. The provisions of this Agreement are severable. The invalidity, or unenforceability of any one provision in this Agreement shall not affect the other provisions.

22. Interpretation. The parties acknowledge that this Agreement in its final form is the result of the combined efforts of the parties and that, should any provision of this Agreement be found to be ambiguous in any way, such ambiguity shall not be resolved by construing this Agreement in favor of or against either party, but rather by construing the terms in accordance with their generally accepted meaning.

23. Attorney's Fees. If either party is required to commence any proceeding or legal action to enforce or interpret any term, covenant or condition of this Agreement, the prevailing party in such proceeding or action shall be entitled to recover from the other party its reasonable attorney's fees and legal expenses.

24. Exhibits. Each exhibit and attachment referenced in this Agreement is, by the reference, incorporated into and made a part of this Agreement.

25. Precedence of Documents. In the event of any conflict between the body of this Agreement and any exhibit or attachment hereto, the terms and conditions of the body of this Agreement shall control and take precedence over the terms and conditions expressed within the exhibit or attachment. Furthermore, any terms or conditions contained within any exhibit or attachment hereto which purport to modify the allocation of risk between the parties, provided for within the body of this Agreement, shall be null and void.

26. Cumulative Remedies. No remedy or election hereunder shall be deemed exclusive but shall, wherever possible, be cumulative with all other remedies at law or in equity.

27. No Third Party Beneficiaries. The rights, interests, duties and obligations defined within this Agreement are intended for the specific parties hereto as identified in the preamble of this Agreement. Notwithstanding anything stated to the contrary in this Agreement, it is not intended that any rights or interests in this Agreement benefit or flow to the interest of any third parties.

28. Extent of Agreement. Each party acknowledges that they have read and fully understand the contents of this Agreement. This Agreement represents the entire and integrated agreement between the parties with respect to the subject matter hereof and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be modified only by written instrument duly authorized and executed by both the City and the Consultant.

29. The City Manager, or designee, is hereby authorized and directed to execute and implement this Agreement. The previous sentence is not intended to delegate any

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authority to the City Manager to administer the Agreement, any delegation of authority must be expressly included in the Agreement.

[Signatures follow on the next page].

IN WITNESS WHEREOF, the parties have executed this Agreement at Fresno, California, the day and year first above written.

CITY OF FRESNO,
a California municipal corporation

By: _____
DocuSigned by:
4B59C02BA274430...
Georgeanne A. White
City Manager

By: _____
DocuSigned by:
B0806E6EB460488...
Henry Thompson, A.A.E., C.A.E., IAP
Director of Aviation
Airports Department

No signature of City Attorney required. Standard Document **#FedFund Eng. CSA, Short Form, Total Fee -CMO(11-2022)** has been used without modification, as certified by the undersigned.

By: _____
DocuSigned by:
11A595D4AFBB4F2...
Jon Bartel
Project Manager
Airports Department

REVIEWED BY: _____
DocuSigned by:
11A595D4AFBB4F2...
Jon Bartel, Project Manager
Airports Department

ATTEST:
TODD STERMER, CMC
City Clerk

By: _____ 3/8/2024
DocuSigned by:
6CA1388820964E3...
Deputy

HILL INTERNATIONAL,
A California Limited Liability Company

By: _____
DocuSigned by:
B703A2A92A2F4ED...

Name: Andrew Kreck

Title: First Vice President-Principal
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

By: _____
DocuSigned by:
B23D129EF4954AD...

Name: Juan-Pablo Villamizar

Title: Senior Vice President
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

Any Applicable Professional License:
Number: _____
Name: _____
Date of Issuance: _____

Addresses:
CITY:
City of Fresno
Attention: Jon Bartel,
Project Manager
Fresno, CA 93727
Phone: (559) 621-4545
E-mail: jon.bartel@fresno.gov

CONSULTANT:
Hill International Attention: Andrew Kreck,
First Vice President
2880 Zanker Rd. Suite 207
San Jose, CA 95134
Phone: 669-263-8331
E-mail: AndrewKreck@hillintl.com

Attachments:

1. Exhibit A - Scope of Services
2. Exhibit B - Insurance Requirements
3. Exhibit C - Conflict of Interest Disclosure Form
4. Exhibit D - Assurances

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EXHIBIT A

Terminal Expansion Construction Management Team

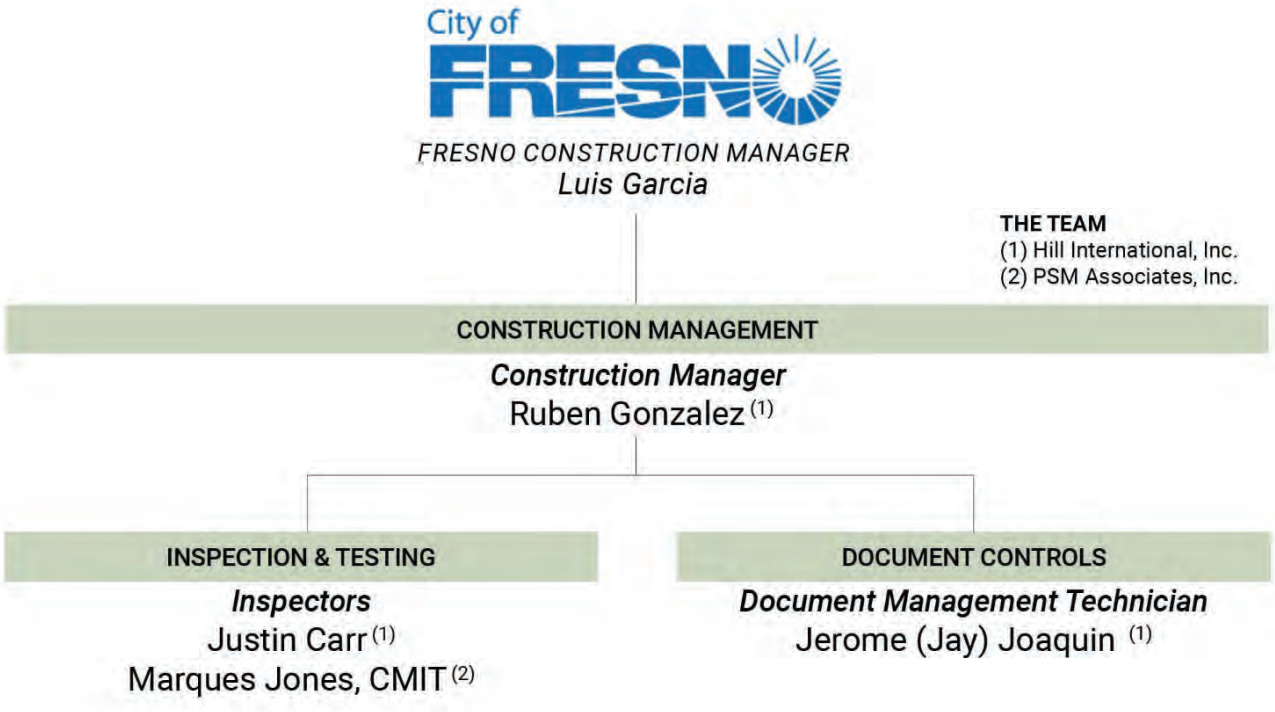
City of FRESNO FOCUS

Hill Construction Management Staffing Plan

Boots-on-the-Ground:

- 1 - Construction Manager
- 2 - Construction Inspectors
- 1 - Document Management Technician

Hill Construction Management Organization



HILL

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Construction Management Tasks

Phase 1

Enabling and Underground Utilities and Initial 30 – 60

- Initiate partnering and protocols with Airport and stakeholders
- Expedite Hill Team mobilization and security credentials for on-site work
- Incorporate City procedures to manage Hill contract
- Assess full project to understand:
  - City and contractor relationship
  - Contractor performance to date
  - Program, schedule, budget status
  - Current project document and information flow
  - All contract documents
- Make recommendations based on 30-days assessment
- Implement approved recommendations presented during 60-Days report
- Establish, monitor Quality Assurance Plan
- Assess constructability and value engineering requirements
- Resolve any issues with federal funding requirements

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Construction Management Tasks

Phases 1.1, 1.2, 1.3, 1.4

Passenger Screening Checkpoint Addition and Remodel

- Conduct or participate in project meetings
- Resolve or assist in resolving issues
- Ensure documentation completed for invoicing
- Continue to meet regularly with Airport Staff
- Monitor Contract performance and feedback
- Contract performance monitoring and feedback
- Airport Staff and Stakeholder engagement as required
- Resolve Construction issues
- Assess Constructability and Value Engineering requirements
- On-site Staffing reviews
- Review Project Status with Airport for Quarterly Assessment
- Resolve any issues with federal funding requirements

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Construction Management Tasks

Phase 2

New CBIS, FIS and Concourse B with Exterior Paving

- Conduct or participate in project meetings
- Resolve or assist in resolving issues
- Ensure documentation completed for invoicing
- Continue to meet regularly with Airport Staff
- Monitor Contract performance and feedback
- Finalize staff on-site – Boots-on-the-Ground
- Resolve any issues with federal funding requirements
- Assess Constructability and Value Engineering requirements
- On site staffing reviews

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Construction Management Tasks

Phases 3.1, 3.2

Temporary Bag Makeup Operations and Offices, New Conveyor Bridge and Portion of New Offices

- Contract performance monitoring and feedback
- Airport Staff and Stakeholder engagement as required
- Resolve Construction issues
- On-site Staffing reviews
- Review Project Status with Airport for Quarterly Assessment
- Resolve any issues with federal funding requirements

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Construction Management Tasks

Phases 4.1, 4.2, 4.3

Demolition of FIS, Finish SIDA Paving, SIDA Fence and Manager's Parking Lot

- Contract performance monitoring and feedback
- Manager Airport staff and stakeholder engagement as required
- Resolve construction issues.
- On-site staffing reviews
- Review Project Status with Airport for Quarterly Assessment
- Resolve any issues with federal funding requirements.
- Finalize preparations for project close out

City of Fresno Airports Department Administration Office
Hill International - Task Service Order 1
Terminal Expansion Project at the
Fresno Yosemite International Airport (FAT)

Fee Estimate			
	Service Total		
	Fully Burden Rate/Hr.	Fee	Hours
Terminal Expansion - Regular Time - CM, Ruben Gonzalez (Hill)	$223.06	$936,834	4200
Terminal Expansion - Regular Time - Inspector, Justin Carr (Hill)	$190.40	$799,675	4200
Terminal Expansion - Regular Time - Inspector, Marques Jones (PSM)	$169.56	$712,152	4200
Terminal Expansion - Regular Time - Document Management Specialist, Jerome Joaquin (Hill)	$91.60	$384,737	4200
	Sub Total =	**$2,833,398**	**16,800**

Other Direct Costs:		
Charges		**Fee**
Vehicles Cost	$1,100/vehicle	**$39,600**
Travel: Six trips 60 miles IRS rate ($0.67/mile) = $241.2 * two staff =	$482.4/month	**$11,578**
Lodging: 14 hotel nights per month @ $170/stay * two staff =	$4,760/month	**$114,240**
MySmartPlans - Mobilization, System Set Up, Training (One time fee; due 15 days after contract signing)		**$118,300**
MySmartPlans - Monthly Maintenance (24 months); Net 30 days	$8,100/month	**$194,400**
	Subtotal =	**$478,118**
	TOTAL	**$3,311,516**

Notes

1) Cost estimate is a time and material proposal.

2) Estimate covers performing construction management based on information provided by client under the direction of the Airport Construction Manager.

3) Inspectors are compensated in accordance with the State of CA Prevailing Wage provisions.

4) Task Order effort estimated for one CM, two Civil Inspectors, and one Document Management Technician for full time deployment for the designated duration of the project, 24 months. Anticipated start date March 1, 2024, ending February 28, 2026.

5) Task Order effort is estimated for scheduling services as part-time for each month of the designated duration of the project, 24 months. Anticipated start date March 1, 2024, ending February 28, 2026.

6) Estimate does not include effort of overtime or shift differentials. Actual compensation per applicable labor laws and hours worked.

7) Services will occur during normal working hours, i.e. Monday - Friday 7:00 am to 5:00 pm, on standard workdays. Standard week can be designated by Client in writing.

8) Hill's 2022 Audited Field Office overhead rate was utilized. A 10 % Fee is included in fully burdened rates.

9) Hill International will hold the Contract with MySmartPlans. Hill's first monthly invoices will include the cost of services for Hill resources and ODC's to include a line item for MySmartPlans Mobilization Cost of $118,300. Thereafter, each invoice will include cost of services for Hill personnel and ODCS's to include the monthly MySmartPlans maintenance charge of $8,100.

10) City of Fresno Airports Department will assign an individual to develop work-flows, forms and templates and administer the actual MySmartPlans program. (Hill International is open to provide a resource for this effort).

11) MySmartPlans will host all data on their server; Unlimited licenses.

Version: February 7, 2024

EXHIBIT B

INSURANCE REQUIREMENTS

Consultant Service Agreement between City of Fresno (City) and Hill International, Inc. (Consultant)

Costruction Management Services for the Terminal Expansion Project

MINIMUM SCOPE OF INSURANCE

Coverage shall be at least as broad as:

1. The most current version of Insurance Services Office (ISO) Commercial General Liability Coverage Form CG 00 01, providing liability coverage arising out of your business operations. The Commercial General Liability policy shall be written on an occurrence form and shall provide coverage for "bodily injury," "property damage" and "personal and advertising injury" with coverage for premises and operations (including the use of owned and non-owned equipment), products and completed operations, and contractual liability (including, without limitation, indemnity obligations under the Agreement) with limits of liability not less than those set forth under "Minimum Limits of Insurance."
2. The most current version of Commercial Auto Coverage Form CA 00 01, providing liability coverage arising out of the ownership, maintenance or use of automobiles in the course of your business operations. The Automobile Policy shall be written on an occurrence form and shall provide coverage for all owned, hired, and non-owned automobiles or other licensed vehicles (Code 1- Any Auto).
3. Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.
4. Professional Liability (Errors and Omissions) insurance appropriate to the Consultant's profession.

MINIMUM LIMITS OF INSURANCE

The Consultant, or any party the Consultant subcontracts with, shall maintain limits of liability of not less than those set forth below. However, insurance limits available to the City, its officers, officials, employees, agents, and volunteers as additional insureds, shall be the greater of the minimum limits specified herein or the full limit of any insurance proceeds available to the named insured:

1. **COMMERCIAL GENERAL LIABILITY**:
   - (i) $1,000,000 per occurrence for bodily injury and property damage;
   - (ii) $1,000,000 per occurrence for personal and advertising injury;
   - (iii) $2,000,000 aggregate for products and completed operations; and,
   - (iv) $2,000,000 general aggregate applying separately to the work performed under the Agreement.

2. **COMMERCIAL AUTOMOBILE LIABILITY**:

   $1,000,000 per accident for bodily injury and property damage.

3. **WORKERS' COMPENSATION INSURANCE** as required by the State of California with statutory limits.

4. **EMPLOYER'S LIABILITY**:

   (i) $1,000,000 each accident for bodily injury;
   (ii) $1,000,000 disease each employee; and,
   (iii) $1,000,000 disease policy limit.

5. **PROFESSIONAL LIABILITY** (Errors and Omissions):

   (i) $1,000,000 per claim/occurrence; and,
   (ii) $2,000,000 policy aggregate.

UMBRELLA OR EXCESS INSURANCE

In the event the Consultant purchases an Umbrella or Excess insurance policy(ies) to meet the "Minimum Limits of Insurance," this insurance policy(ies) shall "follow form" and afford no less coverage than the primary insurance policy(ies). In addition, such Umbrella or Excess insurance policy(ies) shall also apply on a primary and non-contributory basis for the benefit of the City, its officers, officials, employees, agents and volunteers.

DEDUCTIBLES AND SELF-INSURED RETENTIONS

The Consultant shall be responsible for payment of any deductibles contained in any insurance policy(ies) required herein and the Consultant shall also be responsible for payment of any self-insured retentions. Any deductibles or self-insured retentions must be declared on the Certificate of Insurance, and approved by, the City's Risk Manager or designee. At the option of the City's Risk Manager or designee, either:

(i) The insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees, agents, and volunteers; or

(ii) The Consultant shall provide a financial guarantee, satisfactory to the City's Risk Manager or designee, guaranteeing payment of losses and related investigations, claim administration and defense expenses. At no time shall the City be responsible for the payment of any deductibles or self-insured retentions.

OTHER INSURANCE PROVISIONS

The *General Liability and Automobile Liability insurance policies* are to contain, or be endorsed to contain, the following provisions:

1. The City, its officers, officials, employees, agents, and volunteers are to be covered as additional insureds. the Consultant shall establish additional insured status for the City and for all ongoing and completed operations by use of ISO Form CG 20 10 11 85 or both CG 20 10 10 01 and CG 20 37 10 01 or by an executed manuscript insurance company endorsement providing additional insured status as broad as that contained

in ISO Form CG 20 10 11 85.

2. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees, agents, and volunteers. Any available insurance proceeds in excess of the specified minimum limits and coverage shall be available to the Additional Insured.

3. For any claims relating to this Agreement, the Consultant's insurance coverage shall be primary insurance with respect to the City, its officers, officials, employees, agents, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, agents, and volunteers shall be excess of the Consultant's insurance and shall not contribute with it. The Consultant shall establish primary and non-contributory status by using ISO Form CG 20 01 04 13 or by an executed manuscript insurance company endorsement that provides primary and non-contributory status as broad as that contained in ISO Form CG 20 01 04 13.

The *Workers' Compensation insurance policy* is to contain, or be endorsed to contain, the following provision: the Consultant and its insurer shall waive any right of subrogation against the City, its officers, officials, employees, agents, and volunteers.

If the *Professional Liability (Errors and Omissions) insurance policy* is written on a claims-made form:

1. The retroactive date must be shown, and must be before the effective date of the Agreement or the commencement of work by the Consultant.

2. Insurance must be maintained and evidence of insurance must be provided for at least five years after completion of the Agreement work or termination of the Agreement, whichever occurs first, or, in the alternative, the policy shall be endorsed to provide not less than a five-year discovery period.

3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a retroactive date prior to the effective date of the Agreement or the commencement of work by the Consultant, the Consultant must purchase "extended reporting" coverage for a minimum of five Years after completion of the Agreement work or termination of the Agreement, whichever occurs first.

4. A copy of the claims reporting requirements must be submitted to the City for review.

5. These requirements shall survive expiration or termination of the Agreement.

All policies of insurance required herein shall be endorsed to provide that the coverage shall not be cancelled, non-renewed, reduced in coverage or in limits except after thirty calendar days' written notice by certified mail, return receipt requested, has been given to the City. The Consultant is also responsible for providing written notice to the City under the same terms and conditions. Upon issuance by the insurer, broker, or agent of a notice of cancellation, non-renewal, or reduction in coverage or in limits, the Consultant

shall furnish the City with a new certificate and applicable endorsements for such policy(ies). In the event any policy is due to expire during the work to be performed for the City, the Consultant shall provide a new certificate, and applicable endorsements, evidencing renewal of such policy not less than fifteen calendar days prior to the expiration date of the expiring policy.

VERIFICATION OF COVERAGE

The Consultant shall furnish the City with all certificate(s) and **applicable endorsements** effecting coverage required hereunder. All certificates and **applicable endorsements** are to be received and approved by the City's Risk Manager or designee prior to the City's execution of the Agreement and before work commences. All non-ISO endorsements amending policy coverage shall be executed by a licensed and authorized agent or broker. Upon request of the City, the Consultant shall immediately furnish City with a complete copy of any insurance policy required under this Agreement, including all endorsements, with said copy certified by the underwriter to be a true and correct copy of the original policy. This requirement shall survive expiration or termination of this Agreement.

EXHIBIT C

DISCLOSURE OF CONFLICT OF INTEREST

Costruction Management Services for the Terminal Expansion Project

		YES*	NO
1	Are you currently in litigation with the City of Fresno or any of its agents?	☐	☒
2	Do you represent any firm, organization, or person who is in litigation with the City of Fresno?	☐	☒
3	Do you currently represent or perform work for any clients who do business with the City of Fresno?	☐	☒
4	Are you or any of your principals, managers, or professionals, owners or investors in a business which does business with the City of Fresno, or in a business which is in litigation with the City of Fresno?	☐	☒
5	Are you or any of your principals, managers, or professionals, related by blood or marriage to any City of Fresno employee who has any significant role in the subject matter of this service?	☐	☒
6	Do you or any of your subcontractors have, or expect to have, any interest, direct or indirect, in any other contract in connection with this Project?	☐	☒
* If the answer to any question is yes, please explain in full below.			

Explanation: Non applicable.

☐ Additional page(s) attached.

DocuSigned by:
Andrew Kreck
B703A2A92A2F4ED...
Signature

2/23/2024
Date

Andrew Kreck
(Name)

Hill International
(Company)

2880 Zanker Road, Suite 207
(Address)

San Jose, CA 95134
(City, State Zip)

EXHIBIT D

ASSURANCES

Consultant Service Agreement between City of Fresno (City) and [Consultant Name] (Consultant)

A. I. P. PROJECT NO. [AIP number(s)]

[Project Title]

During the performance of this Agreement ("contract" or "contract documents"), the Consultant, for itself, its assignees and successors in interest (collectively as "the contractor" or "the Consultant") agrees as follows (hereafter, the 'City" is referred to as "Sponsor"):

I. PROVISIONS APPLICABLE TO ALL PROFESSIONAL SERVICES CONTRACTS

A. ACCESS TO RECORDS AND REPORTS

The contractor must maintain an acceptable cost accounting system. The contractor agrees to provide the sponsor, the Federal Aviation Administration, and the Comptroller General of the United States or any of their duly authorized representatives' access to any books, documents, papers, and records of the contractor which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The contractor agrees to maintain all books, records and reports required under this contract for a period of not less than three years after final payment is made and all pending matters are closed.

B. BUY AMERICAN CERTIFICATION

The contractor agrees to comply with 49 USC § 50101, which provides that Federal funds may not be obligated unless all steel and manufactured goods used in AIP-funded projects are produced in the United States, unless the FAA has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

A bidder or offeror must submit the appropriate Buy America Certification (below) with all bids or offers on Airport Improvement Program ("AIP")-funded projects. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive.

Type of Certification is based on Type of Project:

There are two types of Buy American certifications.

- For projects for a facility, the Certificate of Compliance Based on Total Facility (Terminal or Building Project) must be submitted.
- For all other projects, the Certificate of Compliance Based on Equipment and Materials Used on the Project (Non-building construction projects such as runway or roadway construction; or equipment acquisition projects) must be

submitted.

See Attachments A and B: Buy American Certifications

C. GENERAL CIVIL RIGHTS PROVISIONS

The contractor agrees that it will comply with pertinent statutes, Executive Orders and such rules as are promulgated to ensure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or benefiting from Federal assistance.

This provision binds the contractor from the bid solicitation period through the completion of the contract. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964.

This provision also obligates the tenant/concessionaire/lessee or its transferee for the period during which Federal assistance is extended to the airport through the Airport Improvement Program, except where Federal assistance is to provide, or is in the form of personal property; real property or interest therein; structures or improvements thereon.

In these cases the provision obligates the party or any transferee for the longer of the following periods:

a. The period during which the property is used by the airport sponsor or any transferee for a purpose for which Federal assistance is extended, or for another purpose involving the provision of similar services or benefits; or
b. The period during which the airport sponsor or any transferee retains ownership or possession of the property.

D. CIVIL RIGHTS ACT OF 1964, TITLE VI

Compliance with Nondiscrimination Requirements - During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the **Title VI List of Pertinent Nondiscrimination Statutes and Authorities**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor’s

obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:

   a. Withholding payments to the contractor under the contract until the contractor complies; and/or

   b. Cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the sponsor to enter into any litigation to protect the interests of the sponsor. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

E. DISADVANTAGED BUSINESS ENTERPRISES

Contract Assurance (§ 26.13) – The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.

Prompt Payment (§26.29) - The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than {specify number} days from the receipt of each payment the prime contractor receives from {Name of recipient}. The prime contractor agrees further to return retainage payments to each

subcontractor within {specify the same number as above} days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the {Name of Recipient}. This clause applies to both DBE and non-DBE subcontractors.

F. FEDERAL FAIR LABOR STANDARDS ACT (MINIMUM WAGE)

All contracts and subcontracts that result from this solicitation incorporate the following provisions by reference, with the same force and effect as if given in full text. The contractor has full responsibility to monitor compliance to the referenced statute or regulation. The contractor must address any claims or disputes that pertain to a referenced requirement directly with the Federal Agency with enforcement responsibilities.

Requirement	Federal Agency with Enforcement Responsibilities
Federal Fair Labor Standards Act (29 USC 201)	U.S. Department of Labor – Wage and Hour Division

G. OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970

All contracts and subcontracts that result from this solicitation incorporate the following provisions by reference, with the same force and effect as if given in full text. The contractor has full responsibility to monitor compliance to the referenced statute or regulation. The contractor must address any claims or disputes that pertain to a referenced requirement directly with the Federal Agency with enforcement responsibilities.

Requirement	Federal Agency with Enforcement Responsibilities
Occupational Safety and Health Act of 1970 (20 CFR Part 1910)	U.S. Department of Labor – Occupational Safety and Health Administration

H. RIGHTS TO INVENTIONS

All rights to inventions and materials generated under this contract are subject to regulations issued by the FAA and the Sponsor of the Federal grant under which this contract is executed.

I. TRADE RESTRICTION CLAUSE

The contractor or subcontractor, by submission of an offer and/or execution of a contract, certifies that it:

a. Is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms published by the Office of the United States Trade Representative (USTR);

b. Has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country on said list, or is owned or controlled directly or indirectly by one or more citizens or nationals of a foreign country on said list;
c. Has not procured any product nor subcontracted for the supply of any product for use on the project that is produced in a foreign country on said list.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to a contractor or subcontractor who is unable to certify to the above. If the contractor knowingly procures or subcontracts for the supply of any product or service of a foreign country on said list for use on the project, the Federal Aviation Administration may direct through the Sponsor cancellation of the contract at no cost to the Government.

Further, the contractor agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in each contract and in all lower tier subcontracts. The contractor may rely on the certification of a prospective subcontractor unless it has knowledge that the certification is erroneous.

The contractor shall provide immediate written notice to the sponsor if the contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The subcontractor agrees to provide written notice to the contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

This certification is a material representation of fact upon which reliance was placed when making the award. If it is later determined that the contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the Sponsor cancellation of the contract or subcontract for default at no cost to the Government.

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001.

J. BAN ON TEXTING AND DRIVING

The contractor shall adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government. The contractor further agrees to conduct workplace safety initiatives commensurate with the size of its business, such as establishing rules or programs that prohibit text messaging while driving and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

K. COPELAND "ANTI-KICKBACK" ACT

Contractor must comply with the requirements of the Copeland "Anti-Kickback" Act (18 USC 874 and 40 USC 3145), as supplemented by Department of Labor regulation 29 CFR part 3. Contractor and subcontractors are prohibited from inducing, by any means, any person employed on the project to give up any part of the compensation to which the employee is entitled. The Contractor and each Subcontractor must submit to the Owner, a weekly statement on the wages paid to each employee performing on covered work during the prior week. Owner must report any violations of the Act to the Federal Aviation Administration.

L. DAVIS-BACON REQUIREMENTS

1. Minimum Wages.

(i) All laborers and mechanics employed or working upon the site of the work will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by the Secretary of Labor under the Copeland Act (29 CFR Part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalent thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the Contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph (1)(iv) of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR Part 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: *Provided* that the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under (1)(ii) of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the Contractor and its subcontractors at the site of the work in a prominent and accessible place where it can easily be seen by the workers.

(ii)(A) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(1) The work to be performed by the classification requested is not performed by a classification in the wage determination;

(2) The classification is utilized in the area by the construction industry; and

(3) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(B) If the Contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(C) In the event the Contractor, the laborers, or mechanics to be employed in the classification, or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt, and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(D) The wage rate (including fringe benefits where appropriate) determined pursuant to subparagraphs (1)(ii) (B) or (C) of this paragraph, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

(E) Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

(F) If the Contractor does not make payments to a trustee or other third person, the Contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program: *Provided* that the Secretary of Labor has found, upon the written request of the Contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the Contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding.

The Federal Aviation Administration or the sponsor shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld from the Contractor under this contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the Contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or

helper, employed or working on the site of work, all or part of the wages required by the contract, the Federal Aviation Administration may, after written notice to the Contractor, Sponsor, Applicant, or Owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and Basic Records.

(i) Payrolls and basic records relating thereto shall be maintained by the Contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker; his or her correct classification; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in 1(b)(2)(B) of the Davis-Bacon Act); daily and weekly number of hours worked; deductions made; and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the Contractor shall maintain records that show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and that show the costs anticipated or the actual costs incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

(ii)(A) The Contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the Federal Aviation Administration if the agency is a party to the contract, but if the agency is not such a party, the Contractor will submit the payrolls to the applicant, Sponsor, or Owner, as the case may be, for transmission to the Federal Aviation Administration. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (*e.g.* the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division Web site at *www.dol.gov/whd/forms/wh347instr.htm* or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker and shall provide them upon request to the Federal Aviation Administration if the agency is a party to the contract, but if the agency is not such a party, the Contractor will submit them to the applicant, sponsor, or Owner, as the case may be, for transmission to the Federal Aviation Administration, the Contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and

social security numbers to the prime contractor for its own records, without weekly submission to the sponsoring government agency (or the applicant, Sponsor, or Owner).
(B) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the Contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:
(1) The payroll for the payroll period contains the information required to be provided under 29 CFR § 5.5(a)(3)(ii), the appropriate information is being maintained under 29 CFR § 5.5 (a)(3)(i), and that such information is correct and complete;
(2) Each laborer and mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations 29 CFR Part 3;
(3) Each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.
(C) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the “Statement of Compliance” required by paragraph (3)(ii)(B) of this section.
(D) The falsification of any of the above certifications may subject the Contractor or subcontractor to civil or criminal prosecution under Section 1001 of Title 18 and Section 231 of Title 31 of the United States Code.
(iii) The Contractor or subcontractor shall make the records required under paragraph (3)(i) of this section available for inspection, copying, or transcription by authorized representatives of the sponsor, the Federal Aviation Administration, or the Department of Labor and shall permit such representatives to interview employees during working hours on the job. If the Contractor or subcontractor fails to submit the required records or to make them available, the Federal agency may, after written notice to the Contractor, Sponsor, applicant, or Owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.
4. Apprentices and Trainees.
(i) Apprentices. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Bureau of Apprenticeship and Training, or with a State Apprenticeship Agency recognized by the Bureau, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than

the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the Contractor's or subcontractor's registered program shall be observed. Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination. In the event the Bureau of Apprenticeship and Training, or a State Apprenticeship Agency recognized by the Bureau, withdraws approval of an apprenticeship program, the Contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(ii) Trainees. Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration. The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination that provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate that is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. In the event the Employment and Training Administration withdraws approval of a training program, the Contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(iii) Equal Employment Opportunity. The utilization of apprentices, trainees, and journeymen under this part shall be in conformity with the equal employment opportunity

requirements of Executive Order 11246, as amended, and 29 CFR Part 30.

5. Compliance with Copeland Act Requirements.

The Contractor shall comply with the requirements of 29 CFR Part 3, which are incorporated by reference in this contract.

6. Subcontracts.

The Contractor or subcontractor shall insert in any subcontracts the clauses contained in 29 CFR Part 5.5(a)(1) through (10) and such other clauses as the Federal Aviation Administration may by appropriate instructions require, and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR Part 5.5.

7. Contract Termination: Debarment.

A breach of the contract clauses in paragraph 1 through 10 of this section may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act Requirements.

All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR Parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes Concerning Labor Standards.

Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR Parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the Contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of Eligibility.

(i) By entering into this contract, the Contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the Contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

(ii) No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

(iii) The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 USC 1001.

M. ENERGY CONSERVATION REQUIREMENTS

Contractor and Subcontractor agree to comply with mandatory standards and policies relating to energy efficiency as contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 USC 6201*et seq.*).

N. FAIR LABOR STANDARDS ACT

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part-time workers.

The contractor has full responsibility to monitor compliance to the referenced statute or regulation. The contractor must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

II. PROVISION APPLICABLE TO PROFESSIONAL SERVICES CONTRACTS $10,000 AND GREATER

A. TERMINATION OF CONTRACT

1. The Sponsor may, by written notice, terminate this contract in whole or in part at any time, either for the Sponsor's convenience or because of failure to fulfill the contract obligations. Upon receipt of such notice services must be immediately discontinued (unless the notice directs otherwise) and all materials as may have been accumulated in performing this contract, whether completed or in progress, delivered to the Sponsor.
2. If the termination is for the convenience of the Sponsor, an equitable adjustment in the contract price will be made, but no amount will be allowed for anticipated profit on unperformed services.
3. If the termination is due to failure to fulfill the contractor's obligations, the Sponsor may take over the work and prosecute the same to completion by contract or otherwise. In such case, the contractor is liable to the Sponsor for any additional cost occasioned to the Sponsor thereby.
4. If, after notice of termination for failure to fulfill contract obligations, it is determined that the contractor had not so failed, the termination will be deemed to have been effected for the convenience of the Sponsor. In such event, adjustment in the contract price will be made as provided in paragraph 2 of this clause.
5. The rights and remedies of the sponsor provided in this clause are in addition to any other rights and remedies provided by law or under this contract.

B. AFFIRMATIVE ACTION

Minority Participation. Sponsors are required to set goals for minority participation in AIP funded projects exceeding $10,000. The goals for minority participation derive from Economic Area (EA) and Standard Metropolitan Statistical Area (SMSA) as established in Volume 45 of the Federal Register dated 10/3/80. Page 65984 contains a table of all EAs and SMSAs and the associated minority participation goals.

To find the goals for minority participation, a sponsor must either refer to the Federal Register Notice or to the Department of Labor online document, “Participation Goals for Minorities and Females”. EAs and SMSAs span state boundaries. A sponsor may have to refer to entries for adjacent states in order to locate the goal for the project location.

Female Participation. Executive Order 11246 has set a goal of 6.9% nationally for female participation for all construction projects. This value remains constant for all counties and states.

C. EQUAL OPPORTUNITY CLAUSE

During the performance of this contract, the Contractor agrees as follows:

(1) The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The

Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, sexual orientation, gender identify, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff, or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor, state that all qualified applicants will receive considerations for employment without regard to race, color, religion, sex, or national origin.

(3) The Contractor will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the Contractor's commitments under this section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The Contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(5) The Contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(6) In the event of the Contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the Contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(7) The Contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event a contractor becomes involved in, or is

threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

D. STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION CONTRACT SPECIFICATIONS

1. As used in these specifications:
   a. "Covered area" means the geographical area described in the solicitation from which this contract resulted;
   b. "Director" means Director, Office of Federal Contract Compliance Programs (OFCCP), U.S. Department of Labor, or any person to whom the Director delegates authority;
   c. "Employer identification number" means the Federal social security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941;
   d. "Minority" includes:
      (1) Black (all persons having origins in any of the Black African racial groups not of Hispanic origin);
      (2) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin regardless of race);
      (3) Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and
      (4) American Indian or Alaskan native (all persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification).
2. Whenever the Contractor, or any subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of $10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.
3. If the Contractor is participating (pursuant to 41 CFR part 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors shall be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each contractor or subcontractor participating in an approved plan is individually required to comply with its obligations under the EEO clause and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other contractors or subcontractors toward a goal in an approved Plan does not excuse any covered contractor's or subcontractor's failure to take good faith efforts to achieve the Plan goals and timetables.
4. The Contractor shall implement the specific affirmative action standards provided in paragraphs 7a through 7p of these specifications. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of

employment and training of minority and female utilization the Contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered construction contractors performing construction work in a geographical area where they do not have a Federal or federally assisted construction contract shall apply the minority and female goals established for the geographical area where the work is being performed. Goals are published periodically in the Federal Register in notice form, and such notices may be obtained from any Office of Federal Contract Compliance Programs office or from Federal procurement contracting officers. The Contractor is expected to make substantially uniform progress in meeting its goals in each craft during the period specified.

5. Neither the provisions of any collective bargaining agreement nor the failure by a union with whom the Contractor has a collective bargaining agreement to refer either minorities or women shall excuse the Contractor's obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.

6. In order for the non-working training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees shall be employed by the Contractor during the training period and the Contractor shall have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees shall be trained pursuant to training programs approved by the U.S. Department of Labor.

7. The Contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The Contractor shall document these efforts fully and shall implement affirmative action steps at least as extensive as the following:

   a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the Contractor's employees are assigned to work. The Contractor, where possible, will assign two or more women to each construction project. The Contractor shall specifically ensure that all foremen, superintendents, and other onsite supervisory personnel are aware of and carry out the Contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.

   b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses.

   c. Maintain a current file of the names, addresses, and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source, or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the union or, if referred, not employed by the Contractor, this shall be documented in the file with the reason therefore along with whatever additional actions the Contractor may have taken.

   d. Provide immediate written notification to the Director when the union or unions

with which the Contractor has a collective bargaining agreement has not referred to the Contractor a minority person or female sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Contractor's efforts to meet its obligations.

e. Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the Contractor's employment needs, especially those programs funded or approved by the Department of Labor. The Contractor shall provide notice of these programs to the sources compiled under 7b above.

f. Disseminate the Contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.

g. Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination, or other employment decisions, including specific review of these items, with onsite supervisory personnel such superintendents, general foremen, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.

h. Disseminate the Contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Contractor's EEO policy with other contractors and subcontractors with whom the Contractor does or anticipates doing business.

i. Direct its recruitment efforts, both oral and written, to minority, female, and community organizations, to schools with minority and female students; and to minority and female recruitment and training organizations serving the Contractor's recruitment area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the Contractor shall send written notification to organizations, such as the above, describing the openings, screening procedures, and tests to be used in the selection process.

j. Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer, and vacation employment to minority and female youth both on the site and in other areas of a contractor's workforce.

k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR part 60-3.

l. Conduct, at least annually, an inventory and evaluation at least of all minority and

female personnel, for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.

m. Ensure that seniority practices, job classifications, work assignments, and other personnel practices do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Contractor's obligations under these specifications are being carried out.

n. Ensure that all facilities and company activities are non-segregated except that separate or single user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.

o. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.

p. Conduct a review, at least annually, of all supervisor's adherence to and performance under the Contractor's EEO policies and affirmative action obligations.

8. Contractors are encouraged to participate in voluntary associations, which assist in fulfilling one or more of their affirmative action obligations (7a through 7p). The efforts of a contractor association, joint contractor union, contractor community, or other similar groups of which the Contractor is a member and participant may be asserted as fulfilling any one or more of its obligations under 7a through 7p of these specifications provided that the Contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program are reflected in the Contractor's minority and female workforce participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates the effectiveness of actions taken on behalf of the Contractor. The obligation to comply, however, is the Contractor's and failure of such a group to fulfill an obligation shall not be a defense for the Contractor's noncompliance.

9. A single goal for minorities and a separate single goal for women have been established. The Contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, if the particular group is employed in a substantially disparate manner (for example, even though the Contractor has achieved its goals for women generally), the Contractor may be in violation of the Executive Order if a specific minority group of women is underutilized.

10. The Contractor shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex, or national origin.

11. The Contractor shall not enter into any subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.

12. The Contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination, and cancellation of existing.

E. PROHIBITION OF SEGREGATED FACILITIES

(a) The Contractor agrees that it does not and will not maintain or provide for its employees any segregated facilities at any of its establishments, and that it does not

and will not permit its employees to perform their services at any location under its control where segregated facilities are maintained. The Contractor agrees that a breach of this clause is a violation of the Equal Employment Opportunity clause in this contract.
(b) "Segregated facilities," as used in this clause, means any waiting rooms, work areas, rest rooms and wash rooms, restaurants and other eating areas, time clocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees that are segregated by explicit directive or are in fact segregated on the basis of race, color, religion, sex, or national origin because of written or oral policies or employee custom. The term does not include separate or single-user rest rooms or necessary dressing or sleeping areas provided to assure privacy between the sexes.
(c) The Contractor shall include this clause in every subcontract and purchase order that is subject to the Equal Employment Opportunity clause of this contract.

F. PROCUREMENT OF RECOVERED MATERIALS

Contractor and subcontractor agree to comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act, and the regulatory provisions of 40 CFR Part 247. In the performance of this contract and to the extent practicable, the Contractor and subcontractors are to use products containing the highest percentage of recovered materials for items designated by the Environmental Protection Agency (EPA) under 40 CFR Part 247 whenever:

1) The contract requires procurement of $10,000 or more of a designated item during the fiscal year; or
2) The contractor has procured $10,000 or more of a designated item using Federal funding during the previous fiscal year.

The list of EPA-designated items is available at www.epa.gov/smm/comprehensive- procurement-guidelines-construction-products.
Section 6002(c) establishes exceptions to the preference for recovery of EPA-designated products if the contractor can demonstrate the item is:

a) Not reasonably available within a timeframe providing for compliance with the contract performance schedule;
b) Fails to meet reasonable contract performance requirements; or
c) Is only available at an unreasonable price.

III. PROVISION APPLICABLE TO PROFESSIONAL SERVICES CONTRACTS $25,000 AND GREATER

A. CERTIFICATIONS REGARDING DEBARMENT AND SUSPENSION

1. CERTIFICATE REGARDING DEBARMENT AND SUSPENSION (BIDDER OR OFFEROR)

By submitting a bid/proposal under this solicitation, the bidder or offeror certifies that at the time the bidder or offeror submits its proposal that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

2. CERTIFICATION REGARDING DEBARMENT AND SUSPENSION (SUCCESSFUL BIDDER REGARDING LOWER TIER PARTICIPANTS)

The successful bidder, by administering each lower tier subcontract that exceeds $25,000 as a "covered transaction", must verify each lower tier participant of a "covered transaction" under the project is not presently debarred or otherwise disqualified from participation in this federally assisted project. The successful bidder will accomplish this by:

1. Checking the System for Award Management at website: http://www.sam.gov
2. Collecting a certification statement similar to the Certificate Regarding Debarment and Suspension (Bidder or Offeror), above.
3. Inserting a clause or condition in the covered transaction with the lower tier contract

If the FAA later determines that a lower tier participant failed to tell a higher tier that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedy, including suspension and debarment.

IV. PROVISIONS APPLICABLE TO PROFESSIONAL SERVICES CONTRACTS *$100,000 AND GREATER*

A. LOBBYING AND INFLUENCING FEDERAL EMPLOYEES

The bidder or offeror certifies by signing and submitting this contract, to the best of his or her knowledge and belief, that:

1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the bidder or offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

B. BREACH OF CONTRACT TERMS

Any violation or breach of terms of this contract on the part of the contractor or their

subcontractors may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this contract. The duties and obligations imposed by the contract documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law.

City will provide contractor written notice that describes the nature of the breach and corrective actions the contractor must undertake in order to avoid termination of the contract. City reserves the right to withhold payments to contractor until such time the Contractor corrects the breach or the City elects to terminate the contract. The City's notice will identify a specific date by which the contractor must correct the breach. Owner may proceed with termination of the contract if the contractor fails to correct the breach by the deadline indicated in the City's notice.

The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder are in addition to, and not a limitation of, any duties, obligations, rights and remedies otherwise imposed or available by law.

C. CLEAN AIR AND WATER POLLUTION CONTROL

Contractors and subcontractors agree:

1. That any facility to be used in the performance of the contract or subcontract or to benefit from the contract is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities;

2. To comply with all the requirements of Section 114 of the Clean Air Act, as amended, 42 U.S.C. 1857 et seq. and Section 308 of the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. relating to inspection, monitoring, entry, reports, and information, as well as all other requirements specified in Section 114 and Section 308 of the Acts, respectively, and all other regulations and guidelines issued thereunder;

3. That, as a condition for the award of this contract, the contractor or subcontractor will notify the awarding official of the receipt of any communication from the EPA indicating that a facility to be used for the performance of or benefit from the contract is under consideration to be listed on the EPA List of Violating Facilities;

4. To include or cause to be included in any construction contract or subcontract which exceeds $150,000 the aforementioned criteria and requirements.

D. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT REQUIREMENTS

1. Overtime Requirements.

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic, including watchmen and guards, in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; Liability for Unpaid Wages; Liquidated Damages.

In the event of any violation of the clause set forth in paragraph (1) above, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph 1 above, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1 above.

3. Withholding for Unpaid Wages and Liquidated Damages.

The Federal Aviation Administration or the Sponsor shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 2 above.

4. Subcontractors.

The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs 1 through 4 and also a clause requiring the subcontractor to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1 through 4 of this section.

Attachment A: CERTIFICATE OF BUY AMERICAN COMPLIANCE FOR TOTAL FACILITY

(Buildings such as Terminal, SRE, ARFF, etc.)

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 USC § 50101 by selecting one of the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (i.e. not both) by inserting a checkmark (✓) or the letter "X".

☐ Bidder or offeror hereby certifies that it will comply with 49 USC. 50101 by:

a) Only installing steel and manufactured products produced in the United States; or
b) Installing manufactured products for which the FAA has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

1. To provide to the Owner evidence that documents the source and origin of the steel and manufactured product.
2. To faithfully comply with providing US domestic products
3. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

☐ The bidder or offeror hereby certifies it cannot comply with the 100% Buy American Preferences of 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

1. To the submit to the Owner within 15 calendar days of the bid opening, a formal waiver request and required documentation that support the type of waiver being requested.
2. That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination may results in rejection of the proposal.
3. To faithfully comply with providing US domestic products at or above the approved US domestic content percentage as approved by the FAA.
4. To furnish US domestic product for any waiver request that the FAA rejects.
5. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 3 Waiver - The cost of components and subcomponents produced in the United States is more that 60% of the cost of all components and subcomponents of the "facility".

The required documentation for a type 3 waiver is:

a) Listing of all manufactured products that are not comprised of 100% US domestic content (Excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety)
b) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.
c) Percentage of non-domestic component and subcomponent cost as compared to total "facility" component and subcomponent costs, excluding labor costs associated with final assembly and installation at project location.

Type 4 Waiver – Total cost of project using US domestic source product exceeds the total project cost using non-domestic product by 25%. The required documentation for a type 4 of waiver is:

a) Detailed cost information for total project using US domestic product
b) Detailed cost information for total project using non-domestic product

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

2/23/2024	DocuSigned by: Andrew Krick B703A2A92A2F4ED...
Date	Signature
Hill International	First Vice President-Principal
Company Name	Title

Attachment B: CERTIFICATE OF BUY AMERICAN COMPLIANCE FOR MANUFACTURED PRODUCTS

(Non-building construction projects, equipment acquisition projects)

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 USC § 50101 by selecting one on the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (not both) by inserting a checkmark (✓) or the letter "X".

☐ Bidder or offeror hereby certifies that it will comply with 49 USC § 50101 by:

a) Only installing steel and manufactured products produced in the United States, or;
b) Installing manufactured products for which the FAA has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing, or;
c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

1. To provide to the Owner evidence that documents the source and origin of the steel and manufactured product.
2. To faithfully comply with providing US domestic product
3. To furnish US domestic product for any waiver request that the FAA rejects
4. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

☐ The bidder or offeror hereby certifies it cannot comply with the 100% Buy American Preferences of 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

To the submit to the Owner within 15 calendar days of the bid opening, a formal waiver request and required documentation that support the type of waiver being requested.

1. That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination may result in rejection of the proposal.
2. To faithfully comply with providing US domestic products at or above the approved US domestic content percentage as approved by the FAA.
3. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 3 Waiver - The cost of the item components and subcomponents produced in the United States is more that 60% of the cost of all components and subcomponents of the "item". The required documentation for a type 3 waiver is:

a) Listing of all product components and subcomponents that are not comprised of 100% US domestic content (Excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety)
b) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly at place of manufacture.
c) Percentage of non-domestic component and subcomponent cost as compared to total "item" component and subcomponent costs, excluding labor costs associated with final assembly at place of manufacture.

Type 4 Waiver – Total cost of project using US domestic source product exceeds the total project cost using non-domestic product by 25%. The required documentation for a type 4 of waiver is:

a) Detailed cost information for total project using US domestic product
b) Detailed cost information for total project using non-domestic product

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

2/23/2024	DocuSigned by: Andrew Krick B703A2A92A2F4ED...
Date	Signature
Hill International	First Vice President-Principal
Company Name	Title

File #: ID 26-606 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-D.

REPORT TO THE CITY COUNCIL

FROM: FRANCISCO PARTIDA, Interim Director of Aviation
Airports Department

BY: ELODIA CAVAZOS, Acoustical Program Coordinator
Airports Department

SUBJECT

Approve a Consultant Services Agreement with Harris, Miller, Miller, & Hanson, Inc. (HMMH) to provide professional noise abatement related consultant services for the Development of a 14 CFR Part 150 Airport Noise Compatibility Planning Noise Exposure Map (NEM) Update at Fresno Yosemite International Airport (FAT) in an amount not to exceed $768,200.00 (Council District 4), and authorize the Director of Aviation to execute the agreement.

RECOMMENDATION

Staff recommend Council authorize the Director of Aviation to enter into and execute a consulting agreement with Harris, Miller, Miller & Hanson, Inc. (HMMH) for consulting services to perform a NEM update for Fresno Yosemite International Airport (FAT) in an amount not to exceed $768,200.00

EXECUTIVE SUMMARY

The NEM is a Federal Aviation Administration (FAA) approved document that is used as part of the eligibility process for the acoustic treatment of homes in the vicinity of FAT. The NEM was last updated in 2017. NEM updates are triggered when significant changes in aircraft type and/or frequencies occur. Due to the California Air National Guard's (CANG) fighter jets, the FAA is requiring that FAT update its NEM.

The acoustic treatment of homes in the vicinity of FAT has been ongoing since 1994 with funding from the FAA as part of its Residential Sound Insulation Program, locally known as the Sound Mitigation Acoustical Remedy Treatment (SMART) Program. This agreement will provide professional consulting services to study and update the FAT NEM per FAA requirements. The study will review Airport operations, assess noise and flight patterns, solicit community input, and develop a new NEM. The results of the study and an updated NEM will be presented to the FAA for review and approval. It is anticipated that this process will take between 12 and 18 months, subject to FAA review times.

BACKGROUND

The Program provides acoustic treatment of residences located within a 65 Community Noise Equivalent Level (CNEL) and 65 Day-Night Average Sound Level (DNL) boundaries, around FAT as determined by an FAA approved NEM.
The SMART Program is one element of the FAA approved Part 150 Noise Compatibility Program (NCP) for FAT that provides Federal funding to reduce interior noise levels in homes located within a designated noise-impacted area around the airport. The Airports Department has acoustically treated 1,325 homes since inception of the SMART Program in 1994. The Program is made available to property owners of residences located within a 65 CNEL & 65 DNL boundaries as identified on the NEM. The 65 CNEL & 65 DNL are established through a FAA noise modeling program that takes into account a number of factors, including: (i) noise monitoring around the airport, (ii) types of aircraft using FAT, and (iii) frequency and time of flights.
Through a competitive Request for Qualifications (RFQ) process, the Airports Department solicited Statements of Qualification from qualified firms to provide professional consulting services related to FAA FAR Part 150 NCP, preparation of Noise Exposure Maps, and other airport noise related services. The Airports Department advertised the RFQ in The Business Journal and on the airport's website along with a direct mailing to known interested firms. Four professional consulting firms responded to the RFQ. Their qualifications were evaluated and rated by a selection committee in accordance with the provisions of the RFQ and FAA regulations. HMMH was determined to be most qualified to meet the needs of the Department.

The scope of work and fee contained in the agreement represent extensive review and negotiation with the consultant and the FAA including an independent third-party fee evaluation. The FAA has approved the agreement as negotiated.

The agreement utilizes Standard Document #FYI-S-Fed Fund CSA Total Fee, pre-approved as to form by the City Attorney’s Office and used without modification as certified by Airports staff.

ENVIRONMENTAL FINDINGS

Not applicable because the agreement does not constitute a project.

LOCAL PREFERENCE

The City’s Local Preference Ordinance (FMC 4-108) does not apply since Federal funding is being used.

FISCAL IMPACT

Once the NEM is updated the FAA will be able to reestablish funding for the SMART Program, which provides an enhanced quality of life for homeowners, improves neighborhoods, and creates construction-related jobs. Funding for this project is provided by FAA Airport Improvement Program grants (90.66%) and Airport Transportation local revenue match (9.34%). The project is included in the City's FY 2026 budget. There is no impact to the General Fund from this action.

Attachments:
Agreement
Site Map

Docusign Envelope ID: D5295C0C-A118-8CD7-83B0-9FE158CC2E8A

AGREEMENT
CITY OF FRESNO, CALIFORNIA
CONSULTANT SERVICES

THIS AGREEMENT (Agreement) is made and entered into, effective _____, by and between the CITY OF FRESNO, a California municipal corporation (City), and HARRIS MILLER MILLER & HANSON Inc. (Consultant).

RECITALS

WHEREAS, the City desires to obtain professional Noise Consulting services for the Development of a 14 CFR Part 150 Airport Noise Compatibility Planning Noise Exposure Map (NEM) Update at Fresno Yosemite International Airport (FAT) (Project); and

WHEREAS, the Consultant is engaged in the business of furnishing services as Environmental Noise Acoustics Consultant and hereby represents that it desires to and is professionally and legally capable of performing the services called for by this Agreement; and

WHEREAS, this Agreement sets forth the terms and conditions under which the Consultant shall provide professional services, to be paid with Airport funds which may be reimbursed with Federal Aviation Administration funds as they are made available; and

WHEREAS, the Federal Aviation Administration (FAA) is in the process of updating the required contractual provisions required for agreements funded in whole or in part with FAA funding; and

WHEREAS, the FAA shall provide updated required contractual provisions at some point in the future which shall be incorporated into this Agreement; and

WHEREAS, the Consultant acknowledges that this Agreement is subject to the requirements of Fresno Municipal Code Section 4-107 and Administrative Order No. 6-19; and

WHEREAS, this Agreement will be administered for the City by its Director of Aviation (Director) or designee.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing and of the covenants, conditions, and promises hereinafter contained to be kept and performed by the respective parties, it is mutually agreed as follows:

1. Scope of Services. The Consultant shall perform to the satisfaction of the City the services described in **Exhibit A**, including all work incidental to, or necessary to perform, such services even though not specifically described in **Exhibit A**.

2. Term of Agreement and Time for Performance. This Agreement shall be effective from the date first set forth above and shall continue in full force and effect through

the earlier of complete rendition of the services hereunder or January 31, 2028, subject to any earlier termination in accordance with this Agreement. The services of the Consultant, described in **Exhibit A,** are to commence upon the City's issuance of a written "Notice to Proceed." Work shall be undertaken and completed in a sequence assuring expeditious completion, but in any event, all such services shall be completed within 617 consecutive calendar days from such authorization to proceed.

3. Compensation.

(a) The Consultant's sole compensation for satisfactory performance of all services required or rendered pursuant to this Agreement shall be a total fix fee of $698,364.00. Any additional work as required, if authorized in advance by the City , may be compensated up to an amount not to exceed ten percent (10%) $69, 836. which equals to a total amount not to exceed SEVEN HUNDRED SIXTY-EIGHT THOUSAND TWO HUNDRED DOLLARS AND ZERO CENTS ($768, 200.) Such fee includes all expenses incurred by the Consultant in performance of the services.

(b) Detailed statements shall be rendered monthly and will be payable in the normal course of City business.

(c) The parties may modify this Agreement to increase or decrease the scope of services or provide for the rendition of services not required by this Agreement, which modification shall include an adjustment to the Consultant's compensation. Any change in the scope of services must be made by written amendment to the Agreement signed by an authorized representative for each party. The Consultant shall not be entitled to any additional compensation if services are performed prior to a signed written amendment.

4. Termination, Remedies, and Force Majeure.

(a) This Agreement shall terminate without any liability of the City to the Consultant upon the earlier of: (i) the Consultant's filing for protection under the federal bankruptcy laws, or any bankruptcy petition or petition for receiver commenced by a third party against the Consultant; (ii) 7 calendar days prior written notice with or without cause by the City to the Consultant; (iii) the City's non-appropriation of funds sufficient to meet its obligations hereunder during any City fiscal year of this Agreement, or insufficient funding for the Project; (iv) termination of any applicable grant agreement as set forth in Section 11(f) of this Agreement, or (v) expiration of this Agreement.

(b) Immediately upon any termination or expiration of this Agreement, the Consultant shall (i) immediately stop all work hereunder; (ii) immediately cause any and all of its subcontractors to cease work; and (iii) return to the City any and all unearned payments and all properties and materials in the possession of the Consultant that are owned by the City. Subject to the terms of this Agreement, the Consultant shall be paid compensation for services satisfactorily performed prior to the effective date of termination.

The Consultant shall not be paid for any work or services performed or costs incurred which reasonably could have been avoided.

(c) In the event of termination due to failure of the Consultant to satisfactorily perform in accordance with the terms of this Agreement, the City may withhold an amount that would otherwise be payable as an offset to, but not in excess of, the City's damages caused by such failure. In no event shall any payment by the City pursuant to this Agreement constitute a waiver by the City of any breach of this Agreement which may then exist on the part of the Consultant, nor shall such payment impair or prejudice any remedy available to the City with respect to the breach.

(d) Upon any breach of this Agreement by the Consultant, the City may (i) exercise any right, remedy (in contract, law or equity), or privilege which may be available to it under applicable laws of the State of California or any other applicable law; (ii) proceed by appropriate court action to enforce the terms of the Agreement; and/or (iii) recover all direct, indirect, consequential, economic and incidental damages for the breach of the Agreement. If it is determined that the City improperly terminated this Agreement for default, such termination shall be deemed a termination for convenience.

(e) The Consultant shall provide the City with adequate written assurances of future performance, upon Director's request, in the event the Consultant fails to comply with any terms or conditions of this Agreement.

(f) The Consultant shall be liable for default unless nonperformance is caused by an occurrence beyond the reasonable control of the Consultant and without its fault or negligence such as, acts of God or the public enemy, acts of the City in its contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, unusually severe weather, and delays of common carriers. The Consultant shall notify Director in writing as soon as it is reasonably possible after the commencement of any excusable delay, setting forth the full particulars in connection therewith, and shall remedy such occurrence with all reasonable dispatch, and shall promptly give written notice to Director of the cessation of such occurrence.

5. Confidential Information, Ownership of Documents, and Copyright License.

(a) Any reports, information, or other data prepared or assembled by the Consultant pursuant to this Agreement shall not be made available to any individual or organization by the Consultant without the prior written approval of the City. During the term of this Agreement, and thereafter, the Consultant shall not, without the prior written consent of the City, disclose to anyone any Confidential Information. The term "Confidential Information" for the purposes of this Agreement shall include all proprietary and confidential information of the City, including but not limited to business plans, marketing plans, financial information, designs, drawings, specifications, materials, compilations, documents, instruments, models, source or object codes and other information disclosed or submitted, orally, in writing, or by any other medium or media. All Confidential Information

shall be and remain confidential and proprietary in the City.

(b) Any and all original sketches, pencil tracings of working drawings, plans, computations, specifications, computer disk files, writings and other documents prepared or provided by the Consultant pursuant to this Agreement are the property of the City at the time of preparation and shall be turned over to the City upon expiration or termination of the Agreement or default by the Consultant. The Consultant grants the City a copyright license to use such drawings and writings. The Consultant shall not permit the reproduction or use thereof by any other person except as otherwise expressly provided herein. The City may modify the design including any drawings or writings. Any use by the City of the aforesaid sketches, tracings, plans, computations, specifications, computer disk files, writings and other documents in completed form as to other projects or extensions of this Project, or in uncompleted form, without specific written verification by the Consultant will be at the City's sole risk and without liability or legal exposure to the Consultant. The Consultant may keep a copy of all drawings and specifications for its sole and exclusive use.

(c) If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall cause each subcontractor to also comply with the requirements of this Section 5.

(d) This Section 5 shall survive expiration or termination of this Agreement.

6. Professional Skill. It is further mutually understood and agreed by and between the parties hereto that inasmuch as the Consultant represents to the City that the Consultant and its subcontractors, if any, are skilled in the profession and shall perform in accordance with the standards of said profession necessary to perform the services agreed to be done by it under this Agreement, the City relies upon the skill of the Consultant and any subcontractors to do and perform such services in a skillful manner and the Consultant agrees to thus perform the services and require the same of any subcontractors. Therefore, any acceptance of such services by the City shall not operate as a release of the Consultant or any subcontractors from said professional standards.

7. Indemnification. To the furthest extent allowed by law, the Consultant shall indemnify, hold harmless and defend the City and each of its officers, officials, employees, agents, and volunteers from any and all loss, liability, fines, penalties, forfeitures, costs and damages (whether in contract, tort or strict liability, including but not limited to personal injury, death at any time and property damage), and from any and all claims, demands and actions in law or equity (including reasonable attorney's fees and litigation expenses and cost to enforce this Agreement) that arise out of, pertain to, or relate to the negligence, recklessness or willful misconduct of the Consultant, its principals, officers, employees, agents, or volunteers in the performance of this Agreement.

If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall require each subcontractor

to indemnify, hold harmless and defend the City and each of its officers, officials, employees, agents, ,and volunteers in accordance with the terms of the preceding paragraph.

This section shall survive termination or expiration of this Agreement.

8. Insurance.

(a) Throughout the life of this Agreement, the Consultant shall pay for and maintain in full force and effect all insurance as required in **Exhibit B**, which is incorporated into and part of this Agreement, with an insurance company(ies) either (i) admitted by the California Insurance Commissioner to do business in the State of California and rated no less than "A-VII" in the Best's Insurance Rating Guide, or (ii) as may be authorized in writing by s Risk Manager or designee at any time and in its sole discretion. The required policies of insurance as stated in **Exhibit B** shall maintain limits of liability of not less than those amounts stated therein. However, the insurance limits available to the City, its officers, officials, employees, agents, and volunteers as additional insureds, shall be the greater of the minimum limits specified therein or the full limit of any insurance proceeds to the named insured.

(b) If at any time during the life of the Agreement or any extension, the Consultant or any of its subcontractors/sub-consultants fail to maintain any required insurance in full force and effect, all services and work under this Agreement shall be discontinued immediately, and all payments due or that become due to the Consultant shall be withheld until notice is received by the City that the required insurance has been restored to full force and effect and that the premiums therefore have been paid for a period satisfactory to the City. Any failure to maintain the required insurance shall be sufficient cause for the City to terminate this Agreement. No action taken by the City pursuant to this section shall in any way relieve the Consultant of its responsibilities under this Agreement. The phrase "fail to maintain any required insurance" shall include, without limitation, notification received by the City that an insurer has commenced proceedings, or has had proceedings commenced against it, indicating that the insurer is insolvent.

(c) The fact that insurance is obtained by the Consultant shall not be deemed to release or diminish the liability of the Consultant, including, without limitation, liability under the indemnity provisions of this Agreement. The duty to indemnify the City shall apply to all claims and liability regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by the Consultant. Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of the Consultant, its principals, officers, agents, employees, persons under the supervision of the Consultant, vendors, suppliers, invitees, consultants, sub-consultants, subcontractors, or anyone employed directly or indirectly by any of them.

9. Conflict of Interest and Non-Solicitation.

(a) Prior to the City's execution of this Agreement, the Consultant shall complete a City of Fresno conflict of interest disclosure statement in the form as set forth in Exhibit C. During the term of this Agreement, the Consultant shall have the obligation and duty to immediately notify the City in writing of any change to the information provided by the Consultant in such statement.

(b) The Consultant shall comply, and require its subcontractors to comply, with all applicable (i) professional canons and requirements governing avoidance of impermissible client conflicts; and (ii) federal, state and local conflict of interest laws and regulations including, without limitation, California Government Code Section 1090 et. seq., the California Political Reform Act (California Government Code Section 87100 et. seq.), the regulations of the Fair Political Practices Commission concerning disclosure and disqualification (2 California Code of Regulations Section 18700 et. seq.) and Section 4-112 of the Fresno Municipal Code (Ineligibility to Compete). At any time, upon written request of the City, the Consultant shall provide a written opinion of its legal counsel and that of any subcontractor that, after a due diligent inquiry, the Consultant and the respective subcontractor(s) are in full compliance with all laws and regulations. The Consultant shall take, and require its subcontractors to take, reasonable steps to avoid any appearance of a conflict of interest. Upon discovery of any facts giving rise to the appearance of a conflict of interest, the Consultant shall immediately notify the City of these facts in writing.

(c) In performing the work or services to be provided hereunder, the Consultant shall not employ or retain the services of any person while such person either is employed by the City or is a member of any City council, commission, board, committee, or similar City body. This requirement may be waived in writing by the City Manager, if no actual or potential conflict is involved.

(d) The Consultant represents and warrants that it has not paid or agreed to pay any compensation, contingent or otherwise, direct or indirect, to solicit or procure this Agreement or any rights/benefits hereunder.

(e) Neither the Consultant, nor any of the Consultant's subcontractors performing any services on this Project, shall bid for, assist anyone in the preparation of a bid for, or perform any services pursuant to, any other contract in connection with this Project. The Consultant and any of its subcontractors shall have no interest, direct or indirect, in any other contract with a third party in connection with this Project unless such interest is in accordance with all applicable law and fully disclosed to and approved by the City Manager, in advance and in writing.

(f) If the Consultant should subcontract all or any portion of the work to be

performed or services to be provided under this Agreement, the Consultant shall include the provisions of this Section 9 in each subcontract and require its subcontractors to comply therewith.

(g) This Section 9 shall survive expiration or termination of this Agreement.

10. Recycling Program. In the event the Consultant maintains an office or operates a facility(ies), or is required herein to maintain or operate same, within the incorporated limits of the City of Fresno, the Consultant at its sole cost and expense shall:

(a) Immediately establish and maintain a viable and ongoing recycling program, approved by the City's Solid Waste Management Division, for each office and facility. Literature describing the City recycling programs is available from the City's Solid Waste Management Division and by calling City of Fresno Recycling Hotline at (559) 621-1111.

(b) Immediately contact the City's Solid Waste Management Division at (559) 621-1452 and schedule a free waste audit, and cooperate with such Division in their conduct of the audit for each office and facility.

(c) Cooperate with and demonstrate to the satisfaction of the City's Solid Waste Management Division the establishment of the recycling program in paragraph (a) above and the ongoing maintenance thereof.

11. General Terms and Federal Assurances.

(a) Except as otherwise provided by law, all notices expressly required of the City within the body of this Agreement, and not otherwise specifically provided for, shall be effective only if signed by the Director or designee.

(b) Records of the Consultant's expenses pertaining to the Project shall be kept on a generally recognized accounting basis and shall be available to the City or its authorized representatives upon request during regular business hours throughout the life of this Agreement and for a period of three years after final payment or, if longer, for any period required by law. In addition, all books, documents, papers, and records of the Consultant pertaining to the Project shall be available for the purpose of making audits, examinations, excerpts, and transcriptions for the same period of time. If any litigation, claim, negotiations, audit or other action is commenced before the expiration of said time period, all records shall be retained and made available to the City until such action is resolved, or until the end of said time period whichever shall later occur. If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall cause each subcontractor to also comply with the requirements of this paragraph. This Section 11(b) shall survive expiration or termination of this Agreement.

(c) Prior to execution of this Agreement by the City, the Consultant shall have provided evidence to the City that the Consultant is licensed to perform the services called for by this Agreement (or that no license is required). If the

Consultant should subcontract all or any portion of the work or services to be performed under this Agreement, the Consultant shall require each subcontractor to provide evidence to the City that subcontractor is licensed to perform the services called for by this Agreement (or that no license is required) before beginning work.

(d) The City will carry out applicable federal requirements in the administration of this Agreement. Notwithstanding Section 25 herein, the Consultant agrees to comply with all applicable federal assurances identified in Exhibit D and require that each subcontract include the same assurances by each of its subcontractors. The City shall have the authority to unilaterally update and incorporate the federal assurances identified in Exhibit D should the federal government update the federal assurances during the term of this Agreement. The City Manager or designee shall have the authority to approve an amendment to this Agreement adding the federal assurances identified in Exhibit D.

(e) ***City of Fresno v. Turner.*** The City is a party to *City of Fresno v. Turner*, 3:25-cv-07070-RS (N.D. Calif.). Pursuant to the court's preliminary injunction (PI) in that action, issued on September 23, 2025, and the Amended Preliminary Injunction issued on April 28, 2026, the U.S Department of Transportation, including the Federal Transit Administration, Federal Highway Administration, and Federal Aviation Administration (collectively "DOT"), will not impose or enforce the challenged conditions included in the PI (challenged conditions listed below), or any materially similar terms and conditions, to any grant funds awarded, directly or indirectly, to the Plaintiffs and subrecipients, including the City. Further, DOT will not require the Plaintiffs or their subrecipients to make any certification or other representation related to compliance with such terms and conditions nor will DOT refuse to issue, process, or sign grant agreements based on the Plaintiffs' participation in this litigation. Should DOT prevail in the District Court or on appeal, then DOT will require that the City agree to the original terms and conditions if the City wishes to continue with the grant in place but will not retroactively impose any such terms and conditions on funds that have already been disbursed to the City.

The challenged conditions include any grant condition that requires or obligates a plaintiff recipient to certify or otherwise agree that it does not operate any Diversity, Equity, and Inclusion (DEI) programs; that it does not promote gender ideology or elective abortion; that it is required to cooperate with federal immigration enforcement; or that otherwise requires compliance with the following Executive Orders: Executive Order (EO) 14151 (Ending Radical and Wasteful Government DEI Programs and Preferencing); EO 14168 (Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government); EO 14173 (Ending Illegal Discrimination and Restoring Merit-Based Opportunity); EO 14182 (Enforcing the Hyde Amendment); and EO 14332

(Improving Oversight of Federal Grantmaking).

As stated in Section 4(a) of this Agreement, should DOT prevail in the District Court or on appeal, and the City chooses, as a result, to terminate any applicable grant, the City may terminate this Agreement.

12. Nondiscrimination. To the extent required by controlling federal, state and local law, the Consultant shall not employ discriminatory practices in the provision of services, employment of personnel, or in any other respect on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era. Subject to the foregoing and during the performance of this Agreement, the Consultant agrees as follows:

(a) The Consultant will comply with all applicable laws and regulations providing that no person shall, on the grounds of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity made possible by or resulting from this Agreement.

(b) The Consultant will not discriminate against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era. The Consultant shall ensure that applicants are employed, and the employees are treated during employment, without regard to their race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era. Such requirement shall apply to the Consultant's employment practices including, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Consultant agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provision of this nondiscrimination clause.

(c) The Consultant will, in all solicitations or advertisements for employees placed by or on behalf of The Consultant in pursuit hereof, state that all qualified applicants will receive consideration for employment without regard to race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era.

(d) The Consultant will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice advising such labor union or workers' representatives of the Consultant's commitment under this section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(e) If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall cause each subcontractor to also comply with the requirements of this Section 12.

13. Independent Contractor.

(a) In the furnishing of the services provided for herein, the Consultant is acting solely as an independent contractor. Neither the Consultant, nor any of its officers, agents, or employees shall be deemed an officer, agent, employee, joint venturer, partner, or associate of the City for any purpose. The City shall have no right to control or supervise or direct the manner or method by which the Consultant shall perform its work and functions. However, the City shall retain the right to administer this Agreement so as to verify that the Consultant is performing its obligations in accordance with the terms and conditions thereof.

(b) This Agreement does not evidence a partnership or joint venture between the Consultant and the City. The Consultant shall have no authority to bind the City absent the City's express written consent. Except to the extent otherwise provided in this Agreement, the Consultant shall bear its own costs and expenses in pursuit thereof.

(c) Because of its status as an independent contractor, the Consultant and its officers, agents, and employees shall have absolutely no right to employment rights and benefits available to City employees. The Consultant shall be solely liable and responsible for all payroll and tax withholding and for providing to, or on behalf of, its employees all employee benefits including, without limitation, health, welfare and retirement benefits. In addition, together with its other obligations under this Agreement, the Consultant shall be solely responsible, indemnify, defend and save the City harmless from all matters relating to employment and tax withholding for and payment of the Consultant's employees, including, without limitation, (i) compliance with Social Security and unemployment insurance withholding, payment of workers' compensation benefits, and all other laws and regulations governing matters of employee withholding, taxes and payment; and (ii) any claim of right or interest in City employment benefits, entitlements, programs and/or funds offered employees of the City whether arising by reason of any common law, de facto, leased, or co-employee rights or other theory. It is acknowledged that during the term of this Agreement, the Consultant may be providing services to others unrelated to the City or to this Agreement.

14. Notices. Any notice required or intended to be given to either party under the terms of this Agreement shall be in writing and shall be deemed to be duly given if delivered personally, transmitted by facsimile followed by telephone confirmation of receipt, or sent by United States registered or certified mail, with postage prepaid, return receipt requested, addressed to the party to which notice is to be given at the party's address set forth on the signature page of this Agreement or at such other address as the parties may from time to time designate by written notice. Notices served by United States mail in the manner above described shall be deemed sufficiently served or given at the time of the mailing thereof.

15. Binding. Subject to Section 16, below, once this Agreement is signed by all parties, it shall be binding upon, and shall inure to the benefit of, all parties, and each parties' respective heirs, successors, assigns, transferees, agents, servants, employees, and representatives.

16. Assignment.

(a) This Agreement is personal to the Consultant and there shall be no assignment by the Consultant of its rights or obligations under this Agreement without the prior written approval of the City Manager or designee. Any attempted assignment by the Consultant, its successors or assigns, shall be null and void unless approved in writing by the City Manager or designee.

(b) The Consultant hereby agrees not to assign the payment of any monies due the Consultant from the City under the terms of this Agreement to any other individual(s), corporation(s) or entity(ies). The City retains the right to pay any and all monies due the Consultant directly to the Consultant.

17. Compliance With Law. In providing the services required under this Agreement, the Consultant shall at all times comply with all applicable laws of the United States, including, but not limited to, the Americans with Disabilities Act (42 U.S.C. §§ 12101 et seq.), the State of California and the City, and with all applicable regulations promulgated by federal, state, regional, or local administrative and regulatory agencies, now in force and as they may be enacted, issued, or amended during the term of this Agreement.

18. Waiver. The waiver by either party of a breach by the other of any provision of this Agreement shall not constitute a continuing waiver or a waiver of any subsequent breach of either the same or a different provision of this Agreement. No provisions of this Agreement may be waived unless in writing and signed by all parties to this Agreement. Waiver of any one provision herein shall not be deemed to be a waiver of any other provision herein.

19. Governing Law and Venue. This Agreement shall be governed by, and construed and enforced in accordance with, the laws of the State of California, excluding, however, any conflict of laws rule which would apply the law of another jurisdiction. Venue for purposes of the filing of any action regarding the enforcement or interpretation of this Agreement and any rights and duties hereunder shall be Fresno County, California.

20. Headings. The section headings in this Agreement are for convenience and reference only and shall not be construed or held in any way to explain, modify or add to the interpretation or meaning of the provisions of this Agreement.

21. Severability. The provisions of this Agreement are severable. The invalidity, or unenforceability of any one provision in this Agreement shall not affect the other provisions.

22. Interpretation. The parties acknowledge that this Agreement in its final form is the result of the combined efforts of the parties and that, should any provision of this Agreement be found to be ambiguous in any way, such ambiguity shall not be resolved by construing this Agreement in favor of or against either party, but rather by construing the terms in accordance with their generally accepted meaning.

23. Attorney's Fees. If either party is required to commence any proceeding or legal action to enforce or interpret any term, covenant or condition of this Agreement, the prevailing party in such proceeding or action shall be entitled to recover from the other party its reasonable attorney's fees and legal expenses.

24. Exhibits. Each exhibit and attachment referenced in this Agreement is, by the reference, incorporated into and made a part of this Agreement.

25. Precedence of Documents. In the event of any conflict between the body of this Agreement and any exhibit or attachment hereto, the terms and conditions of the body of this Agreement shall control and take precedence over the terms and conditions expressed within the exhibit or attachment. Furthermore, any terms or conditions contained within any exhibit or attachment hereto which purport to modify the allocation of risk between the parties provided for within the body of this Agreement, shall be null and void.

26. Cumulative Remedies. No remedy or election hereunder shall be deemed exclusive but shall, wherever possible, be cumulative with all other remedies at law or in equity.

27. No Third Party Beneficiaries. The rights, interests, duties and obligations defined within this Agreement are intended for the specific parties hereto as identified in the preamble of this Agreement. Notwithstanding anything stated to the contrary in this Agreement, it is not intended that any rights or interests in this Agreement benefit or flow to the interest of any third parties.

28. Extent of Agreement. Each party acknowledges that they have read and fully understand the contents of this Agreement. This Agreement represents the entire and integrated agreement between the parties with respect to the subject matter hereof and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be modified only by written instrument duly authorized and executed by both the City and the Consultant.

[Signatures follow on the next page.]

IN WITNESS WHEREOF, the parties have executed this Agreement at Fresno, California, on the day and year first above written.

CITY OF FRESNO,
A California municipal corporation

By: _____
Georgeanne A. White
City Manager

By: _____
Francisco Partida
Interim Director of Aviation
Airports Department

No signature of City Attorney required. Standard Document **#FYI-S Fed Fund CSA, Total Fee –CMO (04-2026)** has been used without modification, as certified by the undersigned.

By: _____ 5-7-26
[City Certifier Name]
[City Certifier Title]
CRISTAL DELATORRE
PROJECTS ADMINISTRATOR

ATTEST:
AMY K. ALLER
Interim City Clerk

By: _____
Date
Deputy

Harris Miller Miller and Hanson Inc.

By: DocuSigned by: Diana Wasiuk
SF3D258EC450480...

Name: Diana Wasiuk

Title: President/CEO
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

By: _____

Name: _____

Title: _____
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

Any Applicable Professional License:
Number: _____
Name: _____
Date of Issuance: _____

Addresses:
CITY:
City of Fresno
Attention: Elodia Cavazos,
Acoustical Program Coordinator
Fresno, CA 93727
Phone: (559) 621-4506
E-mail: elodia.cavazos@fresno.gov

CONSULTANT:
Harris Miller Miller and Hanson Inc
Attention: Eugene M. Reindel, Vice President
700 District Avenue, Suite 800
Burlington, MA 01803
Phone: 339-234-2035
E-mail:ereindel@hmmh.com

Attachments:
1. Exhibit A - Scope of Services
2. Exhibit B - Insurance Requirements
3. Exhibit C - Conflict of Interest Disclosure Form

4. Exhibit D - Assurances

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ATTACHMENT A
SCOPE OF SERVICES

DEVELOPMENT OF A 14 CFR PART 150 AIRPORT NOISE COMPATIBILITY PLANNING NOISE EXPOSURE MAP (NEM) UPDATE FOR FRESNO YOSEMITE INTERNATIONAL AIRPORT (FAT)

This scope of work outlines the professional consulting services for an update to the City of Fresno (CITY) Fresno Yosemite International Airport (FAT) Sound Mitigation Acoustical Remedy Treatment Program (SMART) Noise Exposure Map (NEM). The CONSULTANT shall complete all tasks as required under Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150). With the CITY'S concurrence, CONSULTANT shall also regularly confer with the Federal Aviation Agency (FAA) to assure compliance with FAA interpretations of regulatory requirements. The remainder of this document provides relevant background information, the major elements, and tasks of the scope of work including the estimated schedule for deliverables and the communication protocol. The final deliverables will include a complete NEM Update that meets all specifications, timelines, and regulatory requirements set forth by the City and FAA.

Project Background

The CITY completed its first 14 CFR Part 150 Study for FAT, previously named Fresno Air Terminal, in 1988. The FAA found it in compliance with Part 150 requirements on February 7,1990 and published a "Record of Approval" on September 14, 1990. Subsequent NEM updates were accepted by FAA in 2005 and 2018. This NEM update serves to accurately document current and future aircraft noise exposure levels around the airport in compliance with 14 CFR Part 150. This update will reflect changes in airport operations, air traffic patterns, aircraft fleet mix, and surrounding land use that have occurred since the previous NEM was prepared. It provides a technical basis for public understanding of aircraft noise exposure, supports land use compatibility planning efforts, and ensures the airport maintains eligibility for federal funding of noise mitigation programs under the FAA's environmental set aside within the Airport Improvement Program (AIP).

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Scope of Work

CONSULTANT is to provide the following services, which are organized by major elements and tasks:

ELEMENT 1. AGENCY AND PUBLIC PARTICIPATION PROGRAM

TASK 1.1 Advisory groups

TASK 1.2 Project management

TASK 1.3 Informational open houses for the affected public

TASK 1.4 Provide study website

TASK 1.5 Respond to inquiries from members of the public

TASK 1.6 Document the public participation process

ELEMENT 2 – DEVELOP OPERATIONAL, NOISE, AND LAND USE DATA BASES

TASK 2.1 Review and compile existing planning, land use, and environmental documents

TASK 2.2 Identify gaps or inadequacies

TASK 2.3 Develop additional operational, noise, and land use data.

TASK 2.4 Update the Aviation Activity Forecast

TASK 2.5 Conduct Aircraft Noise Measurement Program and Obtain Aircraft Flight Tracks

Task 2.6 Evaluate status of Noise Compatibility Program (NCP) implementation

ELEMENT 3 – PREPARE FINAL PART 150 NEM UPDATE

TASK 3.1 Draft NEM Update- support document

TASK 3.2 Prepare final NEM submittal

ELEMENT 4 – EVALUATE EXISTING AND POTENTIAL AIRPORT NOISE MITIGATION

TASK 4.1 Compare the updated NEMs with the previous NEMs

TASK 4.2 Review effectiveness of noise mitigation implementation

TASK 4.3 Determine potential need for updating the NCP

The following table outlines all major deliverables for the project, along with every associated task, and its targeted delivery date. The CITY may, at its sole discretion, modify the delivery target dates as required for the successful completion of the project.

Milestone	Element	Months From Notice to Proceed
1. First public open house and advisory group meetings	1	3
2. Develop draft of operational, noise, and land use database	2	4
3. Draft noise contours for review and second advisory group meetings	1 and 3	5
4. Draft documentation for initial review	3	6
5. Third advisory group meetings, second public open house, and public review of draft NEM	1	7
6. Prepare final NEM for submittal to FAA	3	12

ELEMENT 1. AGENCY AND PUBLIC PARTICIPATION PROGRAM

Successful Part 150 projects include high-quality project management and exceptional communication between the CONSULTANT, CITY, FAA, various internal and external stakeholders, and other interested parties. Successful Part 150 projects also include an extensive public outreach program. The CONSULTANT, upon the CITY'S request, will facilitate communication between the CITY, FAA, various internal and external stakeholders, and interested parties including the General Public.

At every stage of the Part 150 study process, from identifying local noise issues to developing and implementing the program, the CONSULTANT will keep airport neighbors, user groups, and local officials informed about project alternatives. The CONSULTANT will actively seek their comments, criticism, and support to ensure the project meets community expectations and regulatory requirements. CONSULTANT will ensure public participation and consider it essential to maintain as broad a base of public involvement as possible and beyond the essential regulatory requirements.

TASK 1.1 Advisory Groups

The CONSULTANT will work with the CITY to establish and support the following advisory groups: Technical Advisory Committee (TAC) and Public Advisory Committee (PAC), to ensure engagement and gather valuable input. The TAC provides input and insight into technical issues and comprises

individuals with relevant technical backgrounds; the PAC serves as a sounding board and an information exchange group for stakeholders. CONSULTANT will schedule and conduct up to three (3) meetings per advisory group (up to six total): (1) Introduction to Part 150 and FAT NEM Update, (2) Review of noise modeling input and land use data and resulting noise exposure contours and land use compatibility , and (3) Review draft NEM update document. These meetings will serve as key opportunities to discuss project progress, present relevant data, and receive feedback from committee members. This approach ensures that advisory groups are well-informed, engaged, and able to provide meaningful input throughout the process.

Responsibilities:

The CONSULTANT will establish Advisory Groups and facilitate all aspects of meetings. The CONSULTANT will provide essential technical support, help manage the advisory process, and ensure that the advisory groups have the information and resources necessary to make informed decisions. The CONSULTANT will coordinate logistics, prepare agendas and background materials, and distribute public invitations to meetings. During meetings, the CONSULTANT will facilitate discussion, encourage participation, and manage time effectively. After the meeting, the CONSULTANT will prepare meeting minutes, share action items, track progress, and gather feedback for future improvement. The CONSULTANT role is to ensure productive, organized meetings that achieve the desired outcomes.

Assumptions:

- The CITY will assist with the identification of advisory group members
- The CITY will arrange for meeting locations
- The CITY will review draft and final deliverables in accordance with project schedule.
- Advisory committee meetings are anticipated to occur on the same day as open house (e.g., morning TAC, afternoon PAC, evening open house).

Deliverables:

- Development of advisory groups
- Informational outreach and direct consultations
- On-site support by a sufficient number of consultant staff, but no less than four (4), to provide proper support and ensure the in-person meetings and presentations are effective and efficient
- Meeting schedule with confirmed dates, locations and participant lists
- Structured agendas and supporting documents distributed in advance
- An electronic copy of the NEM Update draft shall be provided to advisory committee members for review and three hard copies available at meetings
- Detailed meeting summaries that include the input and feedback from the advisory groups, as well as any strategic planning or decision-making recommendations based on the groups' contributions
- Progress reports outlining key outcomes and next steps
- Final report at the conclusion of the project summarizing all advisory group meetings, key takeaways, resolutions, and recommendations for future actions

- The final deliverables may also include a comprehensive plan to support and sustain the effectiveness of the advisory groups involvement throughout the project's lifecycle, as requested by CITY

All products are assumed to be electronic, unless otherwise specified.

TASK 1.2 Project Management

The CONSULTANT will coordinate and manage the project with the CITY and FAA.

Responsibilities:

The CONSULTANT will coordinate project management efforts between the CITY and the FAA by facilitating a formal kickoff meeting to discuss the scope of work, the CONSULTANT work plan, and project schedule. This includes ensuring the project scope aligns with the CITY and FAA expectations, developing a realistic project schedule, managing communication between all stakeholders, and ensuring compliance with regulations. The consultant must also monitor progress, track milestones, and address any issues or risks that arise throughout the project, and update the CITY at regular progress meetings.

Assumptions:

- The kick-off meeting will be held virtually
- The CITY will assist with the identification of meeting attendees

The CITY willreview draft and final Deliverables in accordance with the project schedule.

Deliverables:

- Formal kickoff meeting agenda and minutes
- Comprehensive project schedule and updates
- Detailed work plan and updates
- Meeting agenda and notes summarizing discussions and decisions
- Monthly progress reports

TASK 1.3 Informational Open Houses with Affected Public

The CONSULTANT will organize and facilitate two (2) community open houses: (1) Introduction to Part 150 and the FAT NEM update and (2) Present the updated FAT NEM including aircraft noise exposure and the resulting land use compatibility . These open houses will be informal and provide an opportunity for interested parties to ask questions of the project team and comment on the 14 CFR Part 150 NEM update project. The CONSULTANT will also distribute informational newsletters tailored for the public prior to each open house.

Responsibilities:

At the first public open house, the CONSULTANT will prepare and conduct a presentation of background information on aircraft noise, the study process and scope, and schedule for the completion of the NEM update. The open house will be used to help choose possible locations in residential areas for placing noise measurement equipment and to collect public feedback about the Part 150 Study. At the second public open house, the CONSULTANT will prepare and conduct a presentation of the draft NEM update document including the noise exposure and land use compatibility results.

The CONSULTANT will provide sufficient staffing, with a minimum of four staff members, to support the open houses and present information to the public. The CONSULTANT will design the format for the open houses, prepare a presentation and coordinate with CITY on supporting materials. The CONSULTANT will maintain records of all communications, copies of outreach informational material, and attendance sign-in sheets.

The CONSULTANT will develop a newsletter to distribute prior to each open house, and distribute it to an agreed mailing list of up to 800 recipients. The mailing list should include:

- Individuals and/or organizations represented in the advisory committees of the last NEM and NCP update.
- Homes within the current CNEL and DNL 65 dB contours
- Homes within the updated CNEL and DNL 65 dB contours (for the second open house only)

Assumptions:

- The CITY will assist with identification of mailing list
- The CITY will arrange and pay for meeting locations, arrange and pay for placement of ads in local newspapers
- The CITY will review draft and final deliverables in accordance with project schedule.

Deliverables:

- Develop open house materials including presentations, agendas, handouts/fact sheets, comment sheets, and sign-in sheets
- Interpreting for meetings and/or translation services for materials into Spanish, upon request
- Design two (2) press releases/newspaper advertisements (one for each open house) regarding the public open houses that includes a link to the study website
- Collect comments received during these open houses and develop draft responses
- Develop detailed draft and final summary reports documenting discussions and public engagement
- Develop two (2) newsletters (one for each public workshop) in accessible pdf format to post on the project website; provide hard copies to pass out at each public workshop

- Develop two (2) rounds of notification efforts including paid and organic social media posts, working invitations, and extended outreach digital toolkits
- First Workshop- Provide up to eight (8) large-scale boards displaying airport noise and the study process and provide up to two (2) single-page, double-sided letter size handouts.
- Second Workshop- up to fifteen (15) large-scale boards displaying graphics, tables, and other pertinent information from the NEM.

TASK 1.4 Provide Study Website

CONSULTANT will set up and maintain a study website at the beginning of the project and keep it active for 12 months following project completion or until all information has been uploaded to the CITY website, whichever is less. This website will provide information about the project including upcoming open house information and results from the study and open houses while ensuring transparency and community engagement with the ability for the public to submit written comments throughout the project. The CITY website will include a link to the study website. The study website and documents posted online must be accessible in conformance with City of Fresno AO 8-20, City of Fresno AO 8-16, the Web Content Accessibility Guidelines (WCAG) 2.1 and Section 508 of the Rehabilitation Act.

CONSULTANT will also develop branded collateral materials for this study. Options may include a Fact Sheet, FAQ, and flyer.

Responsibilities:

The CONSULTANT will set up and maintain a project-specific website that provides a way to submit comments electronically no later than the date the first informational meeting is publicly advertised. CONSULTANT will keep electronic comments, and any other form of communication from the public and provide them to the CITY monthly. All inquiries related to the SMART program will be referred to the CITY. CONSULTANT will meet with the CITY to determine the information to be provided on the website and update the website before and after each public open house or as needed with updates for the duration of the project.

The CITY will provide a link from the CITY website to the study website. The CITY will review draft and final deliverables in accordance with the project schedule.

Deliverables:

- Study website with updated project information and materials, produced in accessible formats
- log of communications received
- The CONSULTANT will develop up to four (4) sets of document templates for project facts sheets or other collateral.

TASK 1.5 Respond to Inquiries from Members of the Public

The CONSULTANT will respond promptly and courteously to inquiries from members of the public, airport neighbors, and airport users. All media contacts will be referred to the CITY for response,

as warranted. The CONSULTANT Project Manager and other CONSULTANT staff will be as accessible as possible throughout the study. All telephone calls, emails, web-based correspondence, letters, and requests for information will be documented and handled in a professional and responsive manner. All inquiries from the public related to the SMART Program will be referred to the CITY.

Responsibilities:

The CONSULTANT will prepare responses to public inquiries and media inquiries. The CONSULTANT will maintain records of all communications and letters received by the CONSULTANT team. Full documentation of the tasks under Element 1 will be provided in the Part 150 NEM Update. These materials will be incorporated as an appendix to the final document as an indication of the extent of public participation and outreach achieved by the study.

TASK 1.6 Document the public participation process

The CONSULTANT shall document all public participation activities including dates, locations, types of outreach, attendance, and feedback received. The CONSULTANT will collect and organize all related materials such as sign-in sheets, meeting notes, and public comments. The CONSULTANT will develop public outreach plan and stakeholder database.

Responsibilities:

The CONSULTANT will develop an outreach plan that describes the specific methods for engaging with the community about the NEM update. The plan will identify outreach schedule and notification tactics, approach to community open houses, and advisory group engagement strategies. The CONSULTANT will also build and maintain a stakeholder database by utilizing existing city contact lists. The CONSULTANT will organize the database by stakeholder type and will maintain the database throughout the duration of the project and add contacts as stakeholders join the project mailing list.

Assumptions:

- The CITY will provide existing stakeholder lists
- The CITY will review all correspondence before inquiries are responded to

Deliverables:

- Outreach Plan
- Stakeholder Database
- A public participation report summarizing the public engagement efforts and including all supporting material.
- Responses to public inquiries to be included in the 14 CFR PART 150 summary reports submitted by email and, or hard copy

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- Documentation of public and agency outreach for inclusion with the FAA submissions as required by 14 CFR Part 150

ELEMENT 2. DEVELOP OPERATIONAL, NOISE, AND LAND USE DATA

The success of the Part 150 NEM update depends on the development of accurate and reliable data about the airport, the community, and the noise exposure of the airport's operations on the community.

TASK 2.1 Review and Compile Existing Planning, Future Land Use, and Environmental Documents

Existing airport and local land use studies contain a great deal of relevant information about the current and future operations of the airport, and the land uses. The CONSULTANT will identify and collect relevant planning and environmental documents related to the airport and surrounding land uses. Among others, likely sources of information may include:

- 2017 Noise Exposure Map Update
- 2012 Environmental Assessment for Proposed Runway Safety Area Improvements
- 2024 California Air National Guard Environmental Impact Statement and Record of Decision
- GIS Land use maps
- Site visits
- Easements
- Windshield Survey
- Interviews

Responsibilities:

The CONSULTANT will identify, collect and review planning and environmental documents that relate to the airport, aircraft operations, and surrounding land uses.

The CITY shall assist in identifying and collecting the required information and review the list of documents collected for applicability and completeness.

Deliverables:

- Document inventory report
- Existing conditions summary
- Regulatory and policy review
- Operational noise assessment report

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TASK 2.2 Identify Gaps and Inadequacies

Based on the review of documentation in Task 2.1, the CONSULTANT will evaluate the available data and prepare a technical memorandum identifying areas in which the Team will need to supplement or update that data.

Responsibilities:

The CONSULTANT will evaluate available data and prepare a technical memorandum that identifies areas in which supplemental information is required.

The CITY shall review the technical memorandum and provide timely feedback.

Deliverables:

- A technical memorandum identifying areas in which it will be necessary to supplement or update the available data.

TASK 2.3 Develop Updated Operational, Noise, and Land Use Data (Noise Analysis)

The CONSULTANT will develop updated operational noise analyses to assess the impact of increased flight activities, new aircraft types and infrastructure changes.

Responsibilities:

CONSULTANT will acquire 12 months of flight track and aircraft identification data representing a recent 12-month period of normal activity at FAT for use in noise analysis. CONSULTANT will develop all noise modeling inputs based on collected data, interviews and discussions. As appropriate under Part 150 requirements and FAA guidelines, CONSULTANT will determine any non-standard modeling requirements and develop a request to the FAA for review and approval (e.g., user-defined profiles and aircraft substitutions).

The update will adhere to all relevant FAA guidelines and industry standards for noise modeling, ensuring accurate and reliable results for planning and development purposes.

The CONSULTANT will develop a digital map of the area including noise exposure contours and associated demographic and land use information for a base year and for a five-year projection of operations, as required by 14 CFR Part 150. CONSULTANT will provide minor updating of recent land use development along with a projection of future development trends. The CONSULTANT will develop land use mapping using a Geographic Information System (GIS) allowing transfer of data by shape files. The CONSULTANT will coordinate with local planning agencies to ensure that the land uses shown for existing and future conditions are accepted by these agencies.

The CITY will review and approve:

1. Noise modeling input memorandum
2. Non-standard noise modeling request (if needed)

The CITY will submit the non-standard modeling request (if needed) to the FAA for approval.

Deliverables:

- Digital mapDraft and final memorandum of all noise modeling inputs
- Non-standard modeling request provided to the CITY for submittal to the FAA for review and approval

TASK 2.4 Update the Aviation Activity Forecast

The CONSULTANT will update the aviation activity forecasts for input into the latest version of Aviation Environmental Design Tool (AEDT). Forecasts will be developed for the years 2027 and 2032, assuming the NEM will be submitted to the FAA in 2027. In accordance with the FAA-recommended guidance for aviation forecasts, "Forecasting Aviation Activity by Airport, as well as any information FAA requires in accordance with "Forecast Review and Approval Instructions (8/2024)", the CONSULTANT will adhere to the following process:

Step 1:

Identify Aviation Activity Parameters and Measures to Forecast. The operational forecast will involve an evaluation of the following operations: based aircraft, transient aircraft, commercial aircraft, and military operations. The forecast will contain necessary information for input into the Aviation Environmental Design Tool (AEDT) and will be broken down by aircraft category, by specific aircraft type (if the necessary information is made readily available by FAT) and by time of day (day, evening and night as defined by the Community Noise Equivalent Level or CNEL 65 dB .

Step 2:

Collect and Review Previous Airport Forecasts. Review previously approved aviation demand forecasts to determine their applicability to the existing 2027 and future 2032 conditions. This includes a review of forecasts prepared for any previous NEM Update, the NGB Environmental Impact Statement (EIS), the Environmental Assessment (EA) for the Proposed Runway 11L- 29R Runway, 2018 Master Plan Update, and FAT Terminal Expansion Program Commercial Passenger Traffic Forecasts (2021 – 2026): Preliminary Forecast Update with New Southwest Airlines Service, dated December 31, 2020, and any updates/revisions thereto. These documents will provide the basis for information contained in the updated aviation activity forecasts.

Step 3:

Gather Data. Once the CONSULTANT has determined the data requirements and identified sources for historical aviation data, the CONSULTANT will prepare an existing condition of aircraft operations using a recent 12 months of flight track and aircraft identification data obtained from a third-party vendor, and tower counts as provided in the FAA's Operations Network (OPSNET); and

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will prepare a five-year forecast condition from the existing condition that is in line with the FAA's Terminal Area Forecast (TAF). The CONSULTANT will also work with the airport sponsor to obtain any additional data that may not be currently available to the public.

Step 4:

Select Forecast Methodology. Step 4 involves the updating of aviation forecasts using several methodologies to select a preferred forecast that most accurately reflects anticipated activity. The CONSULTANT will utilize and compare the following methods and, with input and approval from the airport sponsor, determine which applies best to FAT:

1. **Regression and Trend Analysis** - This analysis assumes that operational activity is dependent upon external factors. For the FAT Forecast, the CONSULTANT will complete regression analyses involving socioeconomic factors such as per capita income and population to determine the variable(s) that has(have) the greatest correlation to aviation activity at FAT.
2. **Share Analysis** - This methodology evaluates the "historical share" of national operations that the Airport has experienced and uses this share to project its future operations based on established national forecasts.
3. **Comparison with Other Airports** - This method looks at other U.S. airports of similar size and characteristics to develop a forecast for FAT.

Step 5:

Apply Forecast Methods and Evaluate Results. Using the approved forecast methodology, the CONSULTANT will complete the forecast for each of the parameters identified in Step 1. These results will be summarized in table and narrative format, as appropriate.

Step 6:

Compare Airport Planning Forecast Results with TAF and Submit to the FAA for Review and Approval. The results of the forecast will be compared with the FAA's most recent TAF at the time when the CITY provides approval of the forecast methodology. The forecasts developed under this task will then be forwarded to the CITY to provide to the FAA, San Francisco Airports District Office (SF-ADO) for review and approval.

Responsibilities:

The CONSULTANT will prepare a preliminary draft memorandum of the aviation forecast for noise modeling purposes for the CITY to review, followed by FAA, as deemed necessary. CONSULTANT will revise the proposed forecast to address specific comments.. The CONSULTANT will recommend the aviation forecast methodology for CITY approval and provide a complete aviation forecast for noise modeling purposes for CITY and FAA review and approval.

The CITY will review and approve:

3. The aviation forecast methodology
4. The FAT aviation forecast

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The CITY will submit the aviation forecast to the FAA for approval.

Deliverables:

- Memorandum recommending the aviation forecast methodology
- Draft and final aviation forecast

TASK 2.5 Conduct Aircraft Noise Measurement Program and Obtain Aircraft Flight Track Data

The CONSULTANT will conduct noise measurements at selected locations in the airport environs to provide information on the noise levels of individual aircraft operations. Measurements will also be used to determine significant non-aircraft noise sources and background noise levels in the study area and will be used to check computer predictions of aircraft noise exposure. CONSULTANT will recommend up to eight (8) potential measurement areas with final selection coming from discussions and approval from the CITY. The measurements will be conducted by CONSULTANT over an approximately one-week period of normal to high activity, based on historical traffic data. CONSULTANT will measure noise levels at up to eight (8) sites, four (4) of which will be primary sites with measurements lasting approximately seven (7) complete 24-hour days at each location. Measurements at secondary sites will be conducted for shorter periods. During the measurement period CONSULTANT observers will note flight paths and aircraft operations. Flight track and the associated aircraft identification data for up to 14 days will be requested from the FAA or third-party provider and analyzed.

Responsibilities:

The CONSULTANT will conduct an aircraft noise measurement program to compare the measured levels to the noise modeling results and observe flight paths and aircraft operations at FAT. The CONSULTANT will obtain and analyze up to seven (7) days of FAT flight track and aircraft identification data in conjunction with the noise measurement period to facilitate matching aircraft to measured noise events.

Deliverables:

The noise measurement methodology, locations and results; observations; and nise measurement results memorandum.

TASK 2.6 Evaluate Status of Noise Compatibility Program (NCP) Implementation

The CONSULTANT will summarize the status of the measures and elements in the 2008 Record of Approval for the NCP. This information will be acquired during the interviews discussed in Task 2.3 and additional conference calls with the CITY, as necessary, will be limited to qualitative discussion of their implementation status.

Responsibilities:

The CONSULTANT will review each approved NCP element and assess the status for conclusion in the NEM Update. Develop an executive summary handout, or brochure for final report.

The CITY will review the summary memorandum and provide concurrence with the documented status of each NCP measure.

Deliverables:

- Draft and final memorandum describing the status of each NCP element contained in the preceding NCP
- CONSULTANT will provide an executive summary handout, or brochure for final report

TASK 2.7 Prepare Aircraft Noise Exposure Contours

CONSULTANT will develop both CNEL (Community Noise Equivalent Level) and DNL (Day-Night Average Sound Level) contours. The contours will be generated using the FAA-approved Aviation Environmental Design Tool (AEDT) and presented in increments of 5 dB, ranging from CNEL 60 dB to CNEL 75 dB. The CNEL and DNL 60 dB contours will be clearly identified with the label "for informational purposes only," in accordance with FAA requirements. The CONSULTANT will include the specification of land use compatibility up to the CNEL 65 dB contour and the DNL 65 dB contour .

The CONSULTANT will develop base year (assumed 2027) and forecast year (assumed 2032) aircraft noise exposure contour sets based on a planned 2027 NEM submission. In addition, the CONSULTANT will develop a land use base map with up-to-date information, conduct interviews of various airport stakeholders and users, and analyze noise complaints.

Deliverables:

- Updated CNEL and DNL contour maps
- Aircraft noise exposure contour sets for 2027 and 2032
- Updated Base map

Note:

The CNEL 60 dB contour is intended for disclosure purposes only. The CNEL and DNL 60 dB will be displayed in the contour sets using dashed lines (or other distinguishing line types) and labeled as '(Disclosure Purposes Only)' to differentiate them from the primary contour levels.

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ELEMENT 3. PART 150 NEM UPDATE

The CONSULTANT will prepare the draft document for review, incorporating any feedback received, and submitting the final version upon completion of review process.

TASK 3.1 Draft NEM Update- Support Document

The CONSULTANT will provide a draft document in support of the NEM update which includes draft materials and analysis prepared under Elements 1-2. This will also include the preparation of the FAA's Part 150 NEM checklist. The CONSULTANT will meet with the CITY via virtual meeting or conference call to discuss comments. The CONSULTANT will prepare a revised draft and, with CITY approval, submit it to the FAA for review and comment. The CONSULTANT and the CITY will meet with the FAA via virtual meeting or conference call to discuss FAA comments prior to release of the document to the public for review. The CONSULTANT will arrange for distribution using a list developed in consultation with the CITY.

Responsibilities:

The CONSULTANT will prepare an electronic version of the preliminary and secondary draft document. The CONSULTANT shall include an executive summary at the beginning of the report, before the table of contents, to provide a clear overview of the key points and findings. Following resolution of any FAA comments, the CONSULTANT will prepare (5) hard copies of the document for public review. The CONSULTANT will prepare an accessible electronic version of the document for posting on the project's website. Full documentation of the tasks under Element 1 will be provided in the Part 150 NEM Update. These materials will be incorporated as an appendix to the final document as an indication of the extent of public participation and outreach achieved by the study.

The CITY shall review the preliminary and secondary draft documents.

The FAA shall review the secondary draft document.

Deliverables:

- The first preliminary draft of the supporting document submitted as an electronic file in Word Document format
- The second preliminary draft submitted as an electronic file Word document format for FAA review
- The final document in accessible PDF format and up to (5) hard copies for public review

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TASK 3.2 Prepare Final NEM Update

Following resolution of any comments received on the Draft NEM Update, the CONSULTANT will prepare a final NEM Update.

Responsibilities:

The CONSULTANT will prepare a complete NEM update packet

The CITY shall review and approve the NEM Update. A certification by the CITY validating the contours is required prior to submitting the NEM Update to the FAA.

The FAA shall review the NEM Update and accept the document if it meets FAA requirements as provided in 14 CFR Part 150. The FAA will provide a letter to the CITY once they find the NEM Update is acceptable.

Deliverable:

- Final NEM Update in both accessible electronic and (5) hard-copy formats

ELEMENT 4. EVALUATE EXISTING AND POTENTIAL AIRPORT NOISE MITIGATION

The CITY currently administers a Residential Sound Insulation Program (RSIP) at FAT, known locally as the SMART Program. As a result of the possible changes to the NEMs the CONSULTANT will complete the following tasks to ensure the CITY appropriately continues noise mitigation.

TASK 4.1 Compare the updated NEM with the previous NEM Responsibilities

The CONSULTANT will compare the results of the noncompatible land uses within the updated NEM with the prior results from the previous NEM.

Deliverable:

- A written summary of the differences between the current and previous NEM along with up to two graphics showing the differences in the noncompatible land uses

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TASK 4.2 Review effectiveness of noise mitigation Implementation

Responsibilities:

The CONSULTANT will review all NCP noise mitigation measures. The review shall evaluate the current status and implementation of each measure and whether or not it was an FAA-approved noise mitigation measure of the preceding NCP update.

Deliverables:

- Summary of review incorporated in the memorandum provided in Task 4.2.

TASK 4.3 Determine potential need for updating the NCP

Responsibilities:

The CONSULTANT will determine whether, according to FAA guidelines in 14 CFR Part 150, the CITY should update the FAT NCP. Three possible outcomes from this task are:

1. A recommendation that the CITY complete a full update to the NCP
2. A recommendation that the CITY complete a strategic update to NCP measures
3. A recommendation that no changes are required to the NCP currently

Assumptions:

- If the CITY elects to pursue an NCP update, an additional scope of work and contract will be required.
- The CITY will review the memorandum, provide suggested edits, and determine whether to pursue an update to the FAT NCP.

Deliverables:

- Draft memorandum with recommendations
- Final memorandum presenting the results and recommendations from Tasks 4.1 and 4.2

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Exhibit B

INSURANCE REQUIREMENTS

MINIMUM SCOPE OF INSURANCE

Coverage shall be at least as broad as:

1. The most current version of Insurance Services Office (ISO) Commercial General Liability Coverage Form CG 00 01, providing liability coverage arising out of your business operations. The Commercial General Liability policy shall be written on an occurrence form and shall provide coverage for "bodily injury," "property damage" and "personal and advertising injury" with coverage for premises and operations (including the use of owned and non-owned equipment), products and completed operations, and contractual liability (including, without limitation, indemnity obligations under the Agreement) with limits of liability not less than those set forth under "Minimum Limits of Insurance."

2. The most current version of Commercial Auto Coverage Form CA 00 01, providing liability coverage arising out of the ownership, maintenance or use of automobiles in the course of your business operations. The Automobile Policy shall be written on an occurrence form and shall provide coverage for all owned, hired, and non-owned automobiles or other licensed vehicles (Code 1- Any Auto).

3. Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

4. Professional Liability (Errors and Omissions) insurance appropriate to CONSULTANT'S profession.

MINIMUM LIMITS OF INSURANCE

CONSULTANT, or any party the CONSULTANT subcontracts with, shall maintain limits of liability of not less than those set forth below. However, insurance limits available to CITY, its officers, officials, employees, agents and volunteers as additional insureds, shall be the greater of the minimum limits specified herein or the full limit of any insurance proceeds available to the named insured:

1. COMMERCIAL GENERAL LIABILITY:

(i) $1,000,000 per occurrence for bodily injury and property damage;

(ii) $1,000,000 per occurrence for personal and advertising injury;

(iii) $2,000,000 aggregate for products and completed operations; and,

(iv) $2,000,000 general aggregate applying separately to the work performed under the Agreement.

2. COMMERCIAL AUTOMOBILE LIABILITY:

$1,000,000 per accident for bodily injury and property damage.

3. WORKERS' COMPENSATION INSURANCE as required by the State of California with statutory limits.

4. EMPLOYER'S LIABILITY:

(i) $1,000,000 each accident for bodily injury;

(ii) $1,000,000 disease each employee; and,

(iii) $1,000,000 disease policy limit.

5. PROFESSIONAL LIABILITY (Errors and Omissions):

(i) $1,000,000 per claim/occurrence; and,

(ii) $2,000,000 policy aggregate.

UMBRELLA OR EXCESS INSURANCE

In the event CONSULTANT purchases an Umbrella or Excess insurance policy(ies) to meet the "Minimum Limits of Insurance," this insurance policy(ies) shall "follow form" and afford no less coverage than the primary insurance policy(ies). In addition, such Umbrella or Excess insurance policy(ies) shall also apply on a primary and non-contributory basis for the benefit of the CITY, its officers, officials, employees, agents and volunteers.

DEDUCTIBLES AND SELF-INSURED RETENTIONS

CONSULTANT shall be responsible for payment of any deductibles contained in any insurance policy(ies) required herein and CONSULTANT shall also be responsible for payment of any self-insured retentions.

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OTHER INSURANCE PROVISIONS/ENDORSEMENTS

The General Liability and Automobile Liability insurance policies are to contain, or be endorsed to contain, the following provisions:

1. CITY, its officers, officials, employees, agents and volunteers are to be covered as additional insureds. CONSULTANT shall establish additional insured status for the City under the General Liability policy for all ongoing and completed operations by use of endorsements providing additional insured status as broad as that contained in ISO Form CG 20 10 11 85 or CG 20 10 04 13.

2. The coverage shall contain no special limitations on the scope of protection afforded to CITY, its officers, officials, employees, agents and volunteers. Any available insurance proceeds in excess of the specified minimum limits and coverage shall be available to the Additional Insured.

3. CONSULTANT'S insurance coverage shall be primary insurance with respect to the CITY, its officers, officials, employees, agents and volunteers. Any insurance or self-insurance maintained by the CITY, its officers, officials, employees, agents and volunteers shall be excess of CONSULTANT'S insurance and shall not contribute with it. CONSULTANT shall establish primary and non-contributory status on the General Liability policy by use of ISO Form CG 20 01 04 13, or by an executed endorsement that provides primary and non contributory status as broad as that contained in ISO Form CG 20 01 04 13.

4. All policies of insurance shall contain, or be endorsed to contain, the following provision: CONSULTANT and its insurer shall waive any right of subrogation against CITY, its officers, officials, employees, agents and volunteers.

5. All policies of insurance required herein shall be endorsed to provide that the coverage shall not be cancelled, non-renewed, reduced in coverage or in limits except after thirty (30) calendar days written notice by certified mail, return receipt requested, has been given to CITY. CONSULTANT is also responsible for providing written notice to the CITY under the same terms and conditions. Upon issuance by the insurer, broker, or agent of a notice of cancellation, non-renewal, or reduction in coverage or in limits, CONSULTANT shall furnish CITY with a new certificate and applicable endorsements for such policy(ies). In the event any policy is due to expire during the work to be performed for CITY, CONSULTANT shall provide a new certificate, and applicable endorsements, evidencing renewal of such policy not less than fifteen (15) calendar days prior to the expiration date of the expiring policy.

6. Should any of the required policies provide that the defense costs are paid within the Limits of Liability, thereby reducing the available limits by any defense costs, then the requirement for the Limits of Liability of these polices will be twice the above stated limits.

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7. The fact that insurance is obtained by CONSULTANT shall not be deemed to release or diminish the liability of CONSULTANT, including, without limitation, liability under the indemnity provisions of this Agreement. The policy limits do not act as a limitation upon the amount of indemnification to be provided by CONSULTANT. Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of CONSULTANT, its principals, officers, agents, employees, persons under the supervision of CONSULTANT, vendors, suppliers, invitees, consultants, sub-consultants, subcontractors, or anyone employed directly or indirectly by any of them.

CLAIMS-MADE POLICIES

If the Professional Liability (Errors and Omissions) insurance policy is written on a claims-made form:

1. The retroactive date must be shown, and must be before the effective date of the Agreement or the commencement of work by CONSULTANT.

2. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the Agreement work or termination of the Agreement, whichever occurs first, or, in the alternative, the policy shall be endorsed to provide not less than a five (5) year discovery period.

3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a retroactive date prior to the effective date of the Agreement or the commencement of work by CONSULTANT, CONSULTANT must purchase "extended reporting" coverage for a minimum of five (5) years completion of the Agreement work or termination of the Agreement, whichever occurs first.

4. A copy of the claims reporting requirements must be submitted to CITY for review.

5. These requirements shall survive expiration or termination of the Agreement.

VERIFICATION OF COVERAGE

CONSULTANT shall furnish CITY with all certificate(s) and applicable endorsements effecting coverage required hereunder. All certificates and applicable endorsements are to be received and approved by the CITY'S Risk Manager or his/her designee prior to CITY'S execution of the Agreement and before work commences. All non-ISO endorsements amending policy coverage shall be executed by a licensed and authorized agent or broker. Upon request of CITY, CONSULTANT shall immediately furnish City with a complete copy of any insurance policy required under this

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Agreement, including all endorsements, with said copy certified by the underwriter to be a true and correct copy of the original policy. This requirement shall survive expiration or termination of this Agreement.

SUBCONTRACTORS

If CONSULTANT subcontracts any or all of the services to be performed under this Agreement, CONSULTANT shall require, at the discretion of the CITY Risk Manager or designee, subcontractor(s) to enter into a separate side agreement with the City to provide required indemnification and insurance protection. Any required side agreement(s) and associated insurance documents for the subcontractor must be reviewed and preapproved by CITY Risk Manager or designee. If no side agreement is required, CONSULTANT shall require and verify that subcontractors maintain insurance meeting all the requirements stated herein and CONSULTANT shall ensure that CITY, its officers, officials, employees, agents, and volunteers are additional insureds. The subcontractors' certificates and endorsements shall be on file with CONSULTANT, and CITY, prior to commencement of any work by the subcontractor.

EXHIBIT C
DISCLOSURE OF CONFLICT OF INTEREST
Consultant Service Agreement between City of Fresno (City)
and Harris Miller Miller and Hanson, INC (Consultant)

Developement of a 14 CFR Part 150 Airport Noise Compatibility Planning Noise Exposure Map (NEM) Update at Fresno Yosemite International Airport (FAT)

		YES*	NO
1	Are you currently in litigation with the City of Fresno or any of its agents?	☐	☒
2	Do you represent any firm, organization, or person who is in litigation with the City of Fresno?	☐	☒
3	Do you currently represent or perform work for any clients who do business with the City of Fresno?	☐	☒
4	Are you or any of your principals, managers, or professionals, owners or investors in a business which does business with the City of Fresno, or in a business which is in litigation with the City of Fresno?	☐	☒
5	Are you or any of your principals, managers, or professionals, related by blood or marriage to any City of Fresno employee who has any significant role in the subject matter of this service?	☐	☒
6	Do you or any of your subcontractors have, or expect to have, any interest, direct or indirect, in any other contract in connection with this Project?	☐	☒
* If the answer to any question is yes, please explain in full below.			

Explanation: _____

_____

_____

_____

_____

_____

_____

_____

☐ Additional page(s) attached.

Diana B. Wasiuk
Signature

5/4/2026
Date

Diana B. Wasiuk
(Name)

Harris Miller Miller & Hanson Inc.
(Company)

700 District Avenue, Suite 800
(Address)

Burlington, MA 01803
(City, State Zip)

EXHIBIT D

ASSURANCES

Consultant Service Agreement between City of Fresno (City) and [Consultant Name] (Consultant)

[Project Name]

During the performance of this Agreement (hereinafter referred to as "contract" or "contract documents"), the Consultant, for itself, its assignees and successors in interest (hereinafter referred to collectively as "the contractor" or "the Consultant") agrees as follows (hereinafter, "the City" is referred to as "Sponsor"):

I. PROVISIONS APPLICABLE TO ALL PROFESSIONAL SERVICES CONTRACTS

A. *ACCESS TO RECORDS AND REPORTS*

The contractor must maintain an acceptable cost accounting system. The contractor agrees to provide the sponsor, the Federal Aviation Administration, and the Comptroller General of the United States or any of their duly authorized representatives' access to any books, documents, papers, and records of the contractor which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The contractor agrees to maintain all books, records and reports required under this contract for a period of not less than three years after final payment is made and all pending matters are closed.

B. *BUY AMERICAN CERTIFICATION*

The contractor agrees to comply with 49 USC § 50101, which provides that Federal funds may not be obligated unless all steel and manufactured goods used in AIP-funded projects are produced in the United States, unless the FAA has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

A bidder or offeror must submit the appropriate Buy America Certification (below) with all bids or offers on Airport Improvement Program ("AIP")-funded projects. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive.

Type of Certification is based on Type of Project:

There are two types of Buy American certifications.

- For projects for a facility, the Certificate of Compliance Based on Total Facility (Terminal or Building Project) must be submitted.
- For all other projects, the Certificate of Compliance Based on Equipment and Materials Used on the Project (Non-building construction projects such as runway or roadway construction; or equipment acquisition projects) must be

submitted.

See Attachments A and B: Buy American Certifications

C. *GENERAL CIVIL RIGHTS PROVISIONS*

The contractor agrees that it will comply with pertinent statutes, Executive Orders and such rules as are promulgated to ensure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or benefiting from Federal assistance.

This provision binds the contractor from the bid solicitation period through the completion of the contract. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964.

This provision also obligates the tenant/concessionaire/lessee or its transferee for the period during which Federal assistance is extended to the airport through the Airport Improvement Program, except where Federal assistance is to provide, or is in the form of personal property; real property or interest therein; structures or improvements thereon.

In these cases the provision obligates the party or any transferee for the longer of the following periods:

a. the period during which the property is used by the airport sponsor or any transferee for a purpose for which Federal assistance is extended, or for another purpose involving the provision of similar services or benefits; or

b. the period during which the airport sponsor or any transferee retains ownership or possession of the property.

D. *CIVIL RIGHTS ACT OF 1964, TITLE VI*

Compliance with Nondiscrimination Requirements - During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the **Title VI List of Pertinent Nondiscrimination Statutes and Authorities**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including

procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:

   a. Withholding payments to the contractor under the contract until the contractor complies; and/or

   b. Cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the sponsor to enter into any litigation to protect the interests of the sponsor. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

E. *DISADVANTAGED BUSINESS ENTERPRISES*

Contract Assurance (§ 26.13) – The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.

Prompt Payment (§26.29) - The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than {specify number} days from the receipt of each payment the prime contractor receives from {Name of recipient}. The prime contractor agrees further to return retainage payments to each subcontractor within {specify the same number as above} days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the

{Name of Recipient}. This clause applies to both DBE and non-DBE subcontractors.

F. *FEDERAL FAIR LABOR STANDARDS ACT (MINIMUM WAGE)*

All contracts and subcontracts that result from this solicitation incorporate the following provisions by reference, with the same force and effect as if given in full text. The contractor has full responsibility to monitor compliance to the referenced statute or regulation. The contractor must address any claims or disputes that pertain to a referenced requirement directly with the Federal Agency with enforcement responsibilities.

Requirement	**Federal Agency with Enforcement Responsibilities**
Federal Fair Labor Standards Act (29 USC 201)	U.S. Department of Labor – Wage and Hour Division

G. *OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970*

All contracts and subcontracts that result from this solicitation incorporate the following provisions by reference, with the same force and effect as if given in full text. The contractor has full responsibility to monitor compliance to the referenced statute or regulation. The contractor must address any claims or disputes that pertain to a referenced requirement directly with the Federal Agency with enforcement responsibilities.

Requirement	**Federal Agency with Enforcement Responsibilities**
Occupational Safety and Health Act of 1970 (20 CFR Part 1910)	U.S. Department of Labor – Occupational Safety and Health Administration

H. *RIGHTS TO INVENTIONS*

All rights to inventions and materials generated under this contract are subject to regulations issued by the FAA and the Sponsor of the Federal grant under which this contract is executed.

I. *TRADE RESTRICTION CLAUSE*

The contractor or subcontractor, by submission of an offer and/or execution of a contract, certifies that it:

a. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms published by the Office of the United States Trade Representative ("USTR");
b. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country on said list, or is owned or controlled directly or indirectly by one or more citizens or nationals of a foreign country on said list;
c. has not procured any product nor subcontracted for the supply of any product for use on the project that is produced in a foreign country on said list.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to a contractor or subcontractor who is unable to certify to the above. If the contractor knowingly procures or subcontracts for the supply of any product or service of a foreign country on said list for use on the project, the Federal Aviation Administration may direct through the Sponsor cancellation of the contract at no cost to the Government.

Further, the contractor agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in each contract and in all lower tier subcontracts. The contractor may rely on the certification of a prospective subcontractor unless it has knowledge that the certification is erroneous.

The contractor shall provide immediate written notice to the sponsor if the contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The subcontractor agrees to provide written notice to the contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

This certification is a material representation of fact upon which reliance was placed when making the award. If it is later determined that the contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the Sponsor cancellation of the contract or subcontract for default at no cost to the Government.

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001.

J. *BAN ON TEXTING AND DRIVING*

The contractor shall adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government. The contractor further agrees to conduct workplace safety initiatives commensurate with the size of its business, such as establishing rules or programs that prohibit text messaging while driving and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

K. *COPELAND "ANTI-KICKBACK" ACT*

Contractor must comply with the requirements of the Copeland "Anti-Kickback" Act (18 USC 874 and 40 USC 3145), as supplemented by Department of Labor regulation 29 CFR part 3. Contractor and subcontractors are prohibited from inducing, by any means, any person employed on the project to give up any part of the compensation to which the employee is entitled. The Contractor and each Subcontractor must submit to the Owner, a weekly statement on the wages paid to each employee performing on covered work during the prior week. Owner must report any violations of the Act to the Federal Aviation Administration.

L. *DAVIS-BACON REQUIREMENTS*

1. Minimum Wages.

(i) All laborers and mechanics employed or working upon the site of the work will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by the Secretary of Labor under the Copeland Act (29 CFR Part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalent thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the Contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph (1)(iv) of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR Part 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: *Provided* that the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under (1)(ii) of this section) and the Davis-Bacon poster (WH-

1321) shall be posted at all times by the Contractor and its subcontractors at the site of the work in a prominent and accessible place where it can easily be seen by the workers.
(ii)(A) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(1) The work to be performed by the classification requested is not performed by a classification in the wage determination;
(2) The classification is utilized in the area by the construction industry; and
(3) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(B) If the Contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.
(C) In the event the Contractor, the laborers, or mechanics to be employed in the classification, or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.
(D) The wage rate (including fringe benefits where appropriate) determined pursuant to subparagraphs (1)(ii) (B) or (C) of this paragraph, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.
(iii) Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.
(iv) If the Contractor does not make payments to a trustee or other third person, the Contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program: *Provided* that the Secretary of Labor has found, upon the written request of the Contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the Contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding.

The Federal Aviation Administration or the sponsor shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld from the Contractor under this contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the Contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of work, all or part of the wages required by the contract, the Federal Aviation Administration may, after written notice to the Contractor, Sponsor, Applicant, or Owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and Basic Records.

(i) Payrolls and basic records relating thereto shall be maintained by the Contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker; his or her correct classification; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in 1(b)(2)(B) of the Davis-Bacon Act); daily and weekly number of hours worked; deductions made; and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the Contractor shall maintain records that show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and that show the costs anticipated or the actual costs incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

(ii)(A) The Contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the Federal Aviation Administration if the agency is a party to the contract, but if the agency is not such a party, the Contractor will submit the payrolls to the applicant, Sponsor, or Owner, as the case may be, for transmission to the Federal Aviation Administration. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (*e.g.* the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division Web site at *www.dol.gov/whd/forms/wh347instr.htm* or its successor site. The

prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker and shall provide them upon request to the Federal Aviation Administration if the agency is a party to the contract, but if the agency is not such a party, the Contractor will submit them to the applicant, sponsor, or Owner, as the case may be, for transmission to the Federal Aviation Administration, the Contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the sponsoring government agency (or the applicant, Sponsor, or Owner).

(B) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the Contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) The payroll for the payroll period contains the information required to be provided under 29 CFR § 5.5(a)(3)(ii), the appropriate information is being maintained under 29 CFR § 5.5 (a)(3)(i), and that such information is correct and complete; Each laborer and mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations 29 CFR Part 3;

(2) Each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(C) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph (3)(ii)(B) of this section.

(D) The falsification of any of the above certifications may subject the Contractor or subcontractor to civil or criminal prosecution under Section 1001 of Title 18 and Section 231 of Title 31 of the United States Code.

(iii) The Contractor or subcontractor shall make the records required under paragraph (3)(i) of this section available for inspection, copying, or transcription by authorized representatives of the sponsor, the Federal Aviation Administration, or the Department of Labor and shall permit such representatives to interview employees during working hours on the job. If the Contractor or subcontractor fails to submit the required records or to make them available, the Federal agency may, after written notice to the Contractor, Sponsor, applicant, or Owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and Trainees.

(i) Apprentices. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually

registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Bureau of Apprenticeship and Training, or with a State Apprenticeship Agency recognized by the Bureau, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the Contractor's or subcontractor's registered program shall be observed. Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination. In the event the Bureau of Apprenticeship and Training, or a State Apprenticeship Agency recognized by the Bureau, withdraws approval of an apprenticeship program, the Contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(ii) Trainees. Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration. The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination that provides for less

than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate that is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. In the event the Employment and Training Administration withdraws approval of a training program, the Contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(iii) Equal Employment Opportunity. The utilization of apprentices, trainees, and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR Part 30.

5. Compliance with Copeland Act Requirements.

The Contractor shall comply with the requirements of 29 CFR Part 3, which are incorporated by reference in this contract.

6. Subcontracts.

The Contractor or subcontractor shall insert in any subcontracts the clauses contained in 29 CFR Part 5.5(a)(1) through (10) and such other clauses as the Federal Aviation Administration may by appropriate instructions require, and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR Part 5.5.

7. Contract Termination: Debarment.

A breach of the contract clauses in paragraph 1 through 10 of this section may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act Requirements.

All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR Parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes Concerning Labor Standards.

Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR Parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the Contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of Eligibility.

(i) By entering into this contract, the Contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the Contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

(ii) No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

(iii) The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 USC 1001.

M. *ENERGY CONSERVATION REQUIREMENTS*

Contractor and Subcontractor agree to comply with mandatory standards and policies relating to energy efficiency as contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 USC 6201*et seq*).

N. *FAIR LABOR STANDARDS ACT*

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part-time workers.

The contractor has full responsibility to monitor compliance to the referenced statute or regulation. The contractor must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

II. PROVISION APPLICABLE TO PROFESSIONAL SERVICES CONTRACTS $10,000 AND GREATER

A. *TERMINATION OF CONTRACT*

1. The Sponsor may, by written notice, terminate this contract in whole or in part at any time, either for the Sponsor's convenience or because of failure to fulfill the contract obligations. Upon receipt of such notice services must be immediately discontinued (unless the notice directs otherwise) and all materials as may have been accumulated in performing this contract, whether completed or in progress, delivered to the Sponsor.
2. If the termination is for the convenience of the Sponsor, an equitable adjustment in the contract price will be made, but no amount will be allowed for anticipated profit on unperformed services.
3. If the termination is due to failure to fulfill the contractor's obligations, the Sponsor may take over the work and prosecute the same to completion by contract or otherwise. In such case, the contractor is liable to the Sponsor for any additional cost occasioned to the Sponsor thereby.
4. If, after notice of termination for failure to fulfill contract obligations, it is determined that the contractor had not so failed, the termination will be deemed to have been effected for the convenience of the Sponsor. In such event, adjustment in the contract price will be made as provided in paragraph 2 of this clause.
5. The rights and remedies of the sponsor provided in this clause are in addition to any other rights and remedies provided by law or under this contract.

B. *AFFIRMATIVE ACTION*

Minority Participation. Sponsors are required to set goals for minority participation in AIP funded projects exceeding $10,000. The goals for minority participation derive from Economic Area (EA) and Standard Metropolitan Statistical Area (SMSA) as established

in Volume 45 of the Federal Register dated 10/3/80. Page 65984 contains a table of all EAs and SMSAs and the associated minority participation goals.

To find the goals for minority participation, a sponsor must either refer to the Federal Register Notice or to the Department of Labor online document, "Participation Goals for Minorities and Females". EAs and SMSAs span state boundaries. A sponsor may have to refer to entries for adjacent states in order to locate the goal for the project location.

Female Participation. Executive Order 11246 has set a goal of 6.9% nationally for female participation for all construction projects. This value remains constant for all counties and states.

C. *EQUAL OPPORTUNITY CLAUSE*

During the performance of this contract, the Contractor agrees as follows:

(1) The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, sexual orientation, gender identify, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff, or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.
(2) The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor, state that all qualified applicants will receive considerations for employment without regard to race, color, religion, sex, or national origin.
(3) The Contractor will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the Contractor's commitments under this section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
(4) The Contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
(5) The Contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
(6) In the event of the Contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the Contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or

order of the Secretary of Labor, or as otherwise provided by law.

(7) The Contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

D. *STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION CONTRACT SPECIFICATIONS*

1. As used in these specifications:

a. "Covered area" means the geographical area described in the solicitation from which this contract resulted;

b. "Director" means Director, Office of Federal Contract Compliance Programs (OFCCP), U.S. Department of Labor, or any person to whom the Director delegates authority; "Employer identification number" means the Federal social security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941;

c. "Minority" includes:

(1) Black (all persons having origins in any of the Black African racial groups not of Hispanic origin);

(2) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin regardless of race);

(3) Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and

(4) American Indian or Alaskan native (all persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification).

2. Whenever the Contractor, or any subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of $10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.

3. If the Contractor is participating (pursuant to 41 CFR part 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors shall be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each contractor or subcontractor participating in an approved plan is individually required to comply with its obligations under the EEO clause and to make a good faith effort to

achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other contractors or subcontractors toward a goal in an approved Plan does not excuse any covered contractor's or subcontractor's failure to take good faith efforts to achieve the Plan goals and timetables.

4. The Contractor shall implement the specific affirmative action standards provided in paragraphs 7a through 7p of these specifications. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the Contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered construction contractors performing construction work in a geographical area where they do not have a Federal or federally assisted construction contract shall apply the minority and female goals established for the geographical area where the work is being performed. Goals are published periodically in the Federal Register in notice form, and such notices may be obtained from any Office of Federal Contract Compliance Programs office or from Federal procurement contracting officers. The Contractor is expected to make substantially uniform progress in meeting its goals in each craft during the period specified.

5. Neither the provisions of any collective bargaining agreement nor the failure by a union with whom the Contractor has a collective bargaining agreement to refer either minorities or women shall excuse the Contractor's obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.

6. In order for the non-working training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees shall be employed by the Contractor during the training period and the Contractor shall have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees shall be trained pursuant to training programs approved by the U.S. Department of Labor.

7. The Contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The Contractor shall document these efforts fully and shall implement affirmative action steps at least as extensive as the following:

a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the Contractor's employees are assigned to work. The Contractor, where possible, will assign two or more women to each construction project. The Contractor shall specifically ensure that all foremen, superintendents, and other onsite supervisory personnel are aware of and carry out the Contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.

b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses.

c. Maintain a current file of the names, addresses, and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union,

a recruitment source, or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the union or, if referred, not employed by the Contractor, this shall be documented in the file with the reason therefore along with whatever additional actions the Contractor may have taken.

d. Provide immediate written notification to the Director when the union or unions with which the Contractor has a collective bargaining agreement has not referred to the Contractor a minority person or female sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Contractor's efforts to meet its obligations.

e. Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the Contractor's employment needs, especially those programs funded or approved by the Department of Labor. The Contractor shall provide notice of these programs to the sources compiled under 7b above.

f. Disseminate the Contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.

g. Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination, or other employment decisions, including specific review of these items, with onsite supervisory personnel such superintendents, general foremen, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.

h. Disseminate the Contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Contractor's EEO policy with other contractors and subcontractors with whom the Contractor does or anticipates doing business.

i. Direct its recruitment efforts, both oral and written, to minority, female, and community organizations, to schools with minority and female students; and to minority and female recruitment and training organizations serving the Contractor's recruitment area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the Contractor shall send written notification to organizations, such as the above, describing the openings, screening procedures, and tests to be used in the selection process.

j. Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer, and vacation employment to minority and female youth both on the site and in other areas of a

contractor's workforce.
k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR part 60-3.
l. Conduct, at least annually, an inventory and evaluation at least of all minority and female personnel, for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.
m. Ensure that seniority practices, job classifications, work assignments, and other personnel practices do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Contractor's obligations under these specifications are being carried out.
n. Ensure that all facilities and company activities are non-segregated except that separate or single user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.
o. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.
p. Conduct a review, at least annually, of all supervisor's adherence to and performance under the Contractor's EEO policies and affirmative action obligations.
8. Contractors are encouraged to participate in voluntary associations, which assist in fulfilling one or more of their affirmative action obligations (7a through 7p). The efforts of a contractor association, joint contractor union, contractor community, or other similar groups of which the Contractor is a member and participant may be asserted as fulfilling any one or more of its obligations under 7a through 7p of these specifications provided that the Contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program are reflected in the Contractor's minority and female workforce participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates the effectiveness of actions taken on behalf of the Contractor. The obligation to comply, however, is the Contractor's and failure of such a group to fulfill an obligation shall not be a defense for the Contractor's noncompliance.
9. A single goal for minorities and a separate single goal for women have been established. The Contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, if the particular group is employed in a substantially disparate manner (for example, even though the Contractor has achieved its goals for women generally), the Contractor may be in violation of the Executive Order if a specific minority group of women is underutilized.
10. The Contractor shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex, or national origin.
11. The Contractor shall not enter into any subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.
12. The Contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination, and cancellation of existing.

E. *PROHIBITION OF SEGREGATED FACILITIES*

(a) The Contractor agrees that it does not and will not maintain or provide for its employees any segregated facilities at any of its establishments, and that it does not and will not permit its employees to perform their services at any location under its control where segregated facilities are maintained. The Contractor agrees that a breach of this clause is a violation of the Equal Employment Opportunity clause in this contract.
(b) "Segregated facilities," as used in this clause, means any waiting rooms, work areas, rest rooms and wash rooms, restaurants and other eating areas, time clocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees that are segregated by explicit directive or are in fact segregated on the basis of race, color, religion, sex, or national origin because of written or oral policies or employee custom. The term does not include separate or single-user rest rooms or necessary dressing or sleeping areas provided to assure privacy between the sexes.
(c) The Contractor shall include this clause in every subcontract and purchase order that is subject to the Equal Employment Opportunity clause of this contract.

F. *PROCUREMENT OF RECOVERED MATERIALS*

Contractor and subcontractor agree to comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act, and the regulatory provisions of 40 CFR Part 247. In the performance of this contract and to the extent practicable, the Contractor and subcontractors are to use products containing the highest percentage of recovered materials for items designated by the Environmental Protection Agency (EPA) under 40 CFR Part 247 whenever:

1) The contract requires procurement of $10,000 or more of a designated item during the fiscal year; or
2) The contractor has procured $10,000 or more of a designated item using Federal funding during the previous fiscal year.

The list of EPA-designated items is available at www.epa.gov/smm/comprehensive-procurement-guidelines-construction-products.

Section 6002(c) establishes exceptions to the preference for recovery of EPA- designated products if the contractor can demonstrate the item is:

a) Not reasonably available within a timeframe providing for compliance with the contract performance schedule;
b) Fails to meet reasonable contract performance requirements; or
c) Is only available at an unreasonable price.

III. PROVISION APPLICABLE TO PROFESSIONAL SERVICES CONTRACTS $25,000 AND GREATER

A. *CERTIFICATIONS REGARDING DEBARMENT AND SUSPENSION*

1. CERTIFICATE REGARDING DEBARMENT AND SUSPENSION (BIDDER OR OFFEROR)

By submitting a bid/proposal under this solicitation, the bidder or offeror certifies that at the time the bidder or offeror submits its proposal that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

2. CERTIFICATION REGARDING DEBARMENT AND SUSPENSION (SUCCESSFUL BIDDER REGARDING LOWER TIER PARTICIPANTS)

The successful bidder, by administering each lower tier subcontract that exceeds $25,000 as a "covered transaction", must verify each lower tier participant of a "covered transaction" under the project is not presently debarred or otherwise disqualified from participation in this federally assisted project. The successful bidder will accomplish this by:

1. Checking the System for Award Management at website: http://www.sam.gov
2. Collecting a certification statement similar to the Certificate Regarding Debarment and Suspension (Bidder or Offeror), above.
3. Inserting a clause or condition in the covered transaction with the lower tier contract

If the FAA later determines that a lower tier participant failed to tell a higher tier that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedy, including suspension and debarment.

IV. PROVISIONS APPLICABLE TO PROFESSIONAL SERVICES CONTRACTS $100,000 AND GREATER

A. *BREACH OF CONTRACT TERMS*

Any violation or breach of terms of this contract on the part of the contractor or their subcontractors may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this contract. The duties and obligations imposed by the contract documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law.

City will provide contractor written notice that describes the nature of the breach and corrective actions the contractor must undertake in order to avoid termination of the contract. City reserves the right to withhold payments to contractor until such time the Contractor corrects the breach or the City elects to terminate the contract. The City's notice will identify a specific date by which the contractor must correct the breach. Owner may proceed with termination of the contract if the contractor fails to correct the breach by the deadline indicated in the City's notice.

The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder are in addition to, and not a limitation of, any duties, obligations, rights and remedies otherwise imposed or available by law.

B. *CLEAN AIR AND WATER POLLUTION CONTROL*

Contractors and subcontractors agree:

1. That any facility to be used in the performance of the contract or subcontract or to benefit from the contract is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities;

2. To comply with all the requirements of Section 114 of the Clean Air Act, as amended, 42 U.S.C. 1857 et seq. and Section 308 of the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. relating to inspection, monitoring, entry, reports, and information, as well as all other requirements specified in Section 114 and Section 308 of the Acts, respectively, and all other regulations and guidelines issued thereunder;

3. That, as a condition for the award of this contract, the contractor or subcontractor will notify the awarding official of the receipt of any communication from the EPA indicating that a facility to be used for the performance of or benefit from the contract is under consideration to be listed on the EPA List of Violating Facilities;

4. To include or cause to be included in any construction contract or subcontract which exceeds $150,000 the aforementioned criteria and requirements.

C. *CONTRACT WORK HOURS AND SAFETY STANDARDS ACT REQUIREMENTS*

1. Overtime Requirements.

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic, including watchmen and guards, in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; Liability for Unpaid Wages; Liquidated Damages.

In the event of any violation of the clause set forth in paragraph (1) above, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph 1 above, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1 above.

3. Withholding for Unpaid Wages and Liquidated Damages.

The Federal Aviation Administration or the Sponsor shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the

Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 2 above.

4. Subcontractors.

The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs 1 through 4 and also a clause requiring the subcontractor to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1 through 4 of this section.

Attachment A: CERTIFICATE OF BUY AMERICAN COMPLIANCE FOR TOTAL FACILITY

(Buildings such as Terminal, SRE, ARFF, etc.)

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 USC § 50101 by selecting one of the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (i.e. not both) by inserting a checkmark (□) or the letter "X".

☒ Bidder or offeror hereby certifies that it will comply with 49 USC. 50101 by:

a) Only installing steel and manufactured products produced in the United States; or
b) Installing manufactured products for which the FAA has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

1. To provide to the Owner evidence that documents the source and origin of the steel and manufactured product.
2. To faithfully comply with providing US domestic products
3. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

☐ The bidder or offeror hereby certifies it cannot comply with the 100% Buy American Preferences of 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

1. To the submit to the Owner within 15 calendar days of the bid opening, a formal waiver request and required documentation that support the type of waiver being requested.
2. That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination may results in rejection of the proposal.
3. To faithfully comply with providing US domestic products at or above the approved US domestic content percentage as approved by the FAA.
4. To furnish US domestic product for any waiver request that the FAA rejects.
5. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 3 Waiver - The cost of components and subcomponents produced in the United States is more that 60% of the cost of all components and subcomponents of the "facility".

The required documentation for a type 3 waiver is:

a) Listing of all manufactured products that are not comprised of 100% US domestic content (Excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety)
b) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.
c) Percentage of non-domestic component and subcomponent cost as compared to total "facility" component and subcomponent costs, excluding labor costs associated with final assembly and installation at project location.

Type 4 Waiver – Total cost of project using US domestic source product exceeds the total project cost using non-domestic product by 25%. The required documentation for a type 4 of waiver is:

a) Detailed cost information for total project using US domestic product
b) Detailed cost information for total project using non-domestic product

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

5/4/2026	A Wasiuk
Date	Signature
Harris Miller Miller & Hanson Inc.	President and CEO
Company Name	Title

Docusign Envelope ID: D5295C0C-A118-8CD7-83B0-9FE158CC2E8A

Attachment B: CERTIFICATE OF BUY AMERICAN COMPLIANCE FOR MANUFACTURED PRODUCTS

(Non-building construction projects, equipment acquisition projects)

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 USC § 50101 by selecting one on the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (not both) by inserting a checkmark (□) or the letter "X".

☒ Bidder or offeror hereby certifies that it will comply with 49 USC § 50101 by:

a) Only installing steel and manufactured products produced in the United States, or;
b) Installing manufactured products for which the FAA has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing, or;
c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

1. To provide to the Owner evidence that documents the source and origin of the steel and manufactured product.
2. To faithfully comply with providing US domestic product
3. To furnish US domestic product for any waiver request that the FAA rejects
4. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

☐ The bidder or offeror hereby certifies it cannot comply with the 100% Buy American Preferences of 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

To the submit to the Owner within 15 calendar days of the bid opening, a formal waiver request and required documentation that support the type of waiver being requested.

1. That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination may result in rejection of the proposal.
2. To faithfully comply with providing US domestic products at or above the approved US domestic content percentage as approved by the FAA.
3. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 3 Waiver - The cost of the item components and subcomponents produced in the United States is more that 60% of the cost of all components and subcomponents of the "item". The required documentation for a type 3 waiver is:

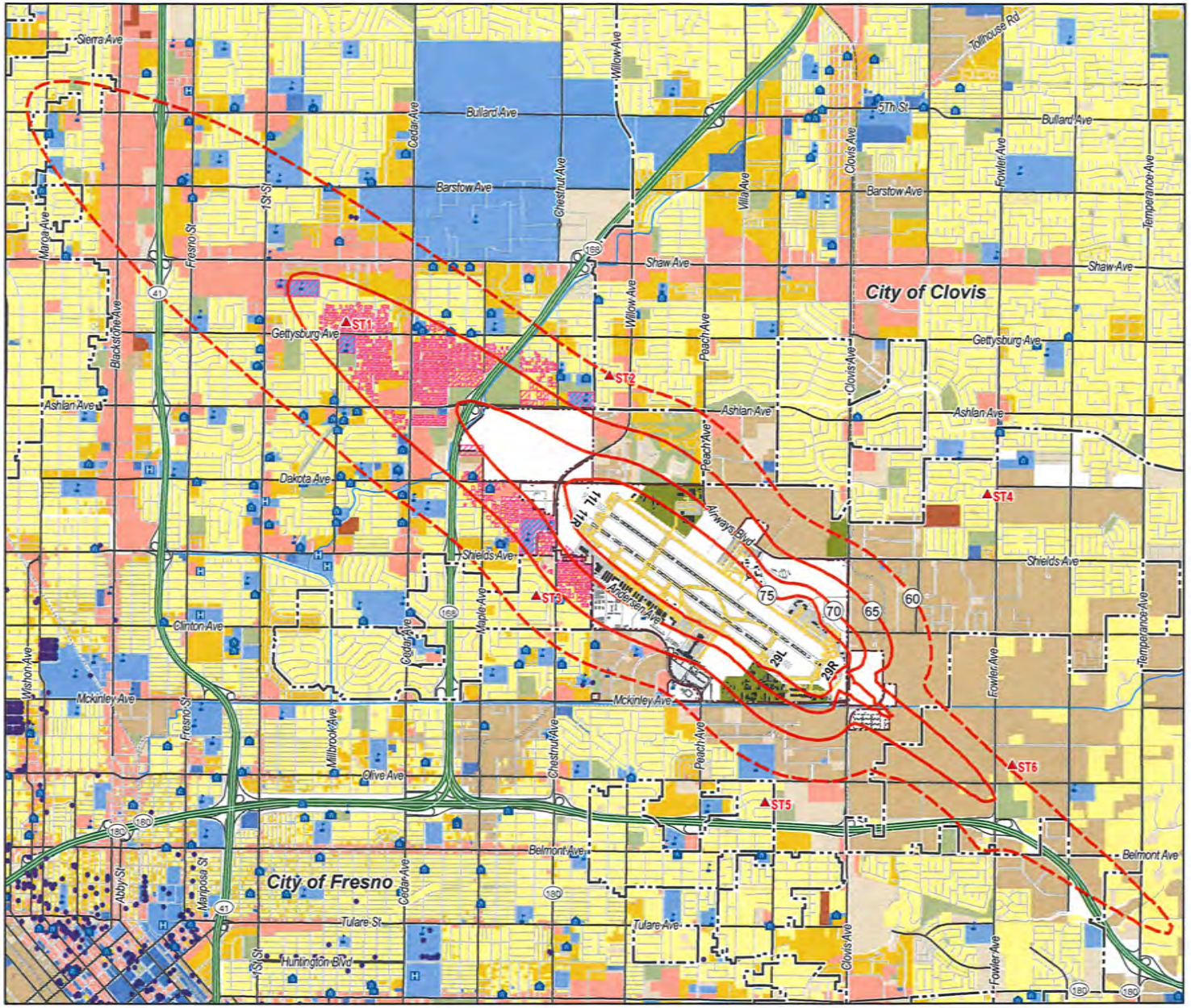
a) Listing of all product components and subcomponents that are not comprised of 100% US domestic content (Excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety)
b) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly at place of manufacture.
c) Percentage of non-domestic component and subcomponent cost as compared to total "item" component and subcomponent costs, excluding labor costs associated with final assembly at place of manufacture.

Type 4 Waiver – Total cost of project using US domestic source product exceeds the total project cost using non-domestic product by 25%. The required documentation for a type 4 of waiver is:

a) Detailed cost information for total project using US domestic product
b) Detailed cost information for total project using non-domestic product

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

5/4/2026	
Date	Signature
Harris Miller Miller & Hanson Inc.	President and CEO
Company Name	Title



FRESNO YOSEMITE
INTERNATIONAL AIRPORT

Figure: Q-2
Forecast Conditions (2022) Noise Exposure Map

- Forecast (2022) NEM Contour (65-75 dB CNEL)
- Forecast (2022) NEM Contour (60 dB CNEL)
- ST# Noise Monitor Location
- Airport Boundary
- Runway
- Taxiway / Apron
- Airport Buildings
- Municipal Boundary
- Highways
- Major Roads
- Local Roads
- Railroad
- Residential Use
- Multi-Family Residential
- Mobile Homes
- Public Use 1 (School, Place of Worship, Hospitals)
- Public Use 2 (Government, Transportation, Parking)
- Military Use
- Recreational / Open Space
- Commercial Use
- Industrial Use
- Vacant / Undefined
- Water
- Sound Insulated Property
- School
- Library
- Place of Worship
- Hospital
- Historic Site

Service Layer Credits: Fresno County GIS; City of Fresno, CA; City of Clovis, CA; California Department of Water Resources (DWR); Environmental Systems Research Institute (ESRI);

0 1" 2" 3"
0 2,000 4,000 8,000 Feet

N

hmmh

File #: ID 26-592 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-E.

REPORT TO THE CITY COUNCIL

FROM: DENIX D. ANBIAH, PE, Director
Capital Projects Department

BY: FRANCISCO V. MAGOS II, PE, Assistant Director
Capital Projects Department, On-Site Project Management Division

KIMBERLY ALVARADO VEGA, Engineer II
Capital Projects Department, On-Site Project Management Division

SUBJECT

Actions pertaining to the H Street Parking Structure Project (Council District 3)

1. Adopt a finding that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Class 32/Section 15332 of the CEQA Guidelines, and that none of the exceptions to exemptions set forth in Section 15300.2 apply
2. Approve Design-Build Contract Amendment No. 2 for Phase Two of a Progressive Design-Build Agreement with Bomel Construction Company Inc. of Irvine, California, to provide design and construction services related to the H Street Parking Structure Project in an amount not to exceed $45,123,776.00, bringing the total contract amount to $47,516,755.00

RECOMMENDATION

Staff recommends the City Council (1) adopt a finding that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Class 32/Section 15332 of the CEQA Guidelines, and that none of the exceptions to exemptions set forth in Section 15300.2 apply; and (2) approve Design-Build Contract Amendment No. 2 for Phase Two of a Progressive Design-Build Agreement with Bomel Construction Company Inc. to provide design and construction services related to the H Street Parking Structure Project (Project) for an amount not to exceed $45,123,776.00, bringing the total contract amount to $47,516,755.00, and authorize the Capital Projects Director or designee to sign a final Contract on behalf of the City of Fresno.

EXECUTIVE SUMMARY

The Capital Projects Department (CPD) and Mayor's Office have initiated and completed Phase One of the Project, which included schematic design, cost estimation, schedule development, and other preconstruction services of a 900 or more stall parking structure, located on an existing City-owned surface lot bounded by H Street, Mono Street, Union Pacific Railroad (UPRR), and the extension of Inyo Street.

CPD and the Mayor's Office now seek to amend the Progressive Design-Build Agreement with Bomel Construction Company Inc. to initiate the Phase Two Construction Services necessary to finalize design and construct the Project. Approval of this Amendment will increase the Contract by an amount not to exceed $45,123,776.00 for a total revised contract value not to exceed $47,516,755.00. Design-Build Contract Amendment No. 2 for Phase Two of the Progressive Design-Build Agreement is funded by the Governor's Office of Business and Economic Development (GO-Biz) Fiscal Year (FY) 26 appropriations.

BACKGROUND

On May 23 2024, Council approved the use of Fresno Municipal Code Section 4-502(d), Design-Build Qualification Method of Procurement for the Project. Through a competitive, qualifications-based procurement process, CPD advertised a Request for Qualifications (RFQ) and Bomel Construction Company Inc. was selected as the Design-Builder for the Project. On April 24, 2025, Council awarded the Phase One Preconstruction Services portion of the Progressive Design-Build Agreement to Bomel Construction Company Inc. in the amount of $2,216,649.00 and a contingency amount not to exceed $220,000.00. This approval was for the design of an approximately 900-stall parking structure intended to provide parking opportunities for area events, attractions and future housing developments in the project area.

On March 24, 2026, Design-Build Contract Amendment No. 1 to the Progressive Design-Build Agreement was executed with Bomel Construction Company Inc., increasing the design fee by $176,330.00 for a revised total contract value not to exceed $2,392,979.00. The Amendment was covered by design contingency, bringing the total contingency to an amount not to exceed $43,670.00. This design change increased the scope of work to extend to off-site improvements, design of landmark and parking signage, and conduct additional environmental studies for further investigation of the project site.

Phase One Preconstruction Services included site and area assessments, conceptual and design plan development, and cost assessment of a 900 or more stall parking structure. Phase Two Construction Services of the Progressive Design-Build Agreement includes the completion of design services, procurement of all materials and equipment, performance of construction services, start-up, testing, commissioning, and the provision of warranty services for the Project. The Phase Two portion of the contract includes a guaranteed maximum price (GMP) for construction of $45,123,776.00. Council approval of the Phase Two Construction Services portion of the Progressive Design-Build Agreement is recommended for the construction of the H Street Parking Structure Project to commence. The total contract cost, including Phase One and Phase Two of the Progressive Design-Build Agreement is not to exceed $47,516,755.00.

This contract is covered by the Community Workforce Agreement (PLA), adopted by Council in September 2021. The Contractor shall become signatory to the PLA by executing the Agreement To Be Bound.

Staff recommends the City Council (1) adopt a finding that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Class 32/Section 15332 of the CEQA Guidelines, and that none of the exceptions to exemptions set forth in Section

15300.2 apply, (2) approve Design-Build Contract Amendment No. 2 for Phase Two of a Progressive Design-Build Agreement with Bomel Construction Company Inc. to provide design and construction services related to the Project for an amount not to exceed $45,123,776.00, bringing the total contract amount to $47,516,755.00, and authorize the Capital Projects Director or designee to sign a final Contract on behalf of the City of Fresno. The H Street Parking Structure Project funded by the Governor's Office of Business and Economic Development (GO-Biz) FY 26 appropriations.

The contract utilizes a modified Design-Build Institute of America (DBIA) standard Progressive Design-Build Agreement which has been reviewed and approved as to form by the City Attorney's Office.

ENVIRONMENTAL FINDINGS

This project is categorically exempt from the requirements of CEQA pursuant to CEQA Guidelines Section 15332/Class 32 pertaining to infill developments because it is located on a 2.26 acre site, which is less than 5 acres, and which is substantially surrounded by urban uses; is consistent with the applicable general plan designation and zoning and does not require a plan amendment or rezone; has been determined to have no value as habitat for endangered, rare, or threatened species, as set forth in a supporting technical study; would not result in significant effects as demonstrated by a supporting technical study, and can be adequately served by all required utilities and public services.

Moreover, none of the exceptions to categorical exemptions set forth in CEQA Guidelines Section 15300.2 apply to this project.

Therefore, a finding of Class 32 Categorial Exemption is appropriate. Further details are included in the Categorical Exemption with Technical Studies, attached to the Report to Council.

LOCAL PREFERENCE

Local preference does not apply as this is an amendment to the existing contract.

FISCAL IMPACT

The H Street Parking Structure Project is in Council District 3 and will have no impact on the General Fund. The amendment is fully funded by the Governor's Office of Business and Economic Development (GO-Biz) FY 26 appropriations.

Attachments:
Categorical Exemption with Technical Studies
Design-Build Contract Amendment No. 2
Design-Build Contract Amendment No. 1
Original Design-Build Contract
Location Map
Vicinity Map

powered by Legistar™

CARLSBAD
CLOVIS
EMERYVILLE
IRVINE
LOS ANGELES
PALM SPRINGS
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: May 6, 2026

TO: Kimberly Alvarado Vega
Utilities and On Site Project Management, Capital Projects Department
City of Fresno

FROM: Kyle Simpson, Principal

SUBJECT: Class 32 Categorical Exemption for the H-Street Parking Building Project [Task Order No. 2301-021; Project No. CP00008 (formerly PW01075)] LSA Project No. CFO2202.10

Pursuant to Section 15367 of the State of California Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the City of Fresno (City) is the Lead Agency under the California Environmental Quality Act (CEQA) for consideration of the H-Street Parking Building Project (project, also proposed project).

Pursuant to *State CEQA Guidelines* Section 15332(a-e) (Class 32: In-Fill Development Projects), the City finds the proposed project categorically exempt from CEQA. The project includes development of a site less than five acres in size in accordance with the City's General Plan land use and zoning designations; is substantially surrounded by urban uses; is not on a site containing habitat for endangered, rare, or threatened species; would not result in significant effects to traffic, noise, air quality, or water quality; and would be adequately served by all required utilities and public services.

Pursuant to *State CEQA Guidelines* Section 15300.2, the proposed project does not trigger any exceptions to the Class 32 (Section 15332) Categorical Exemption. The project is not located along a State scenic highway or on a hazardous waste site as defined in Section 65962.5 of the Government Code; would not result in any significant effect to the environment as a result of unusual circumstances or cumulatively considerable effects; and would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the *State CEQA Guidelines*.

The following provides an overview of the proposed project and existing site conditions and an analysis which demonstrates the proposed project's compliance with the conditions set forth in *State CEQA Guidelines* Sections 15332 and 15300.2.

PROJECT DESCRIPTION AND EXISTING SETTING

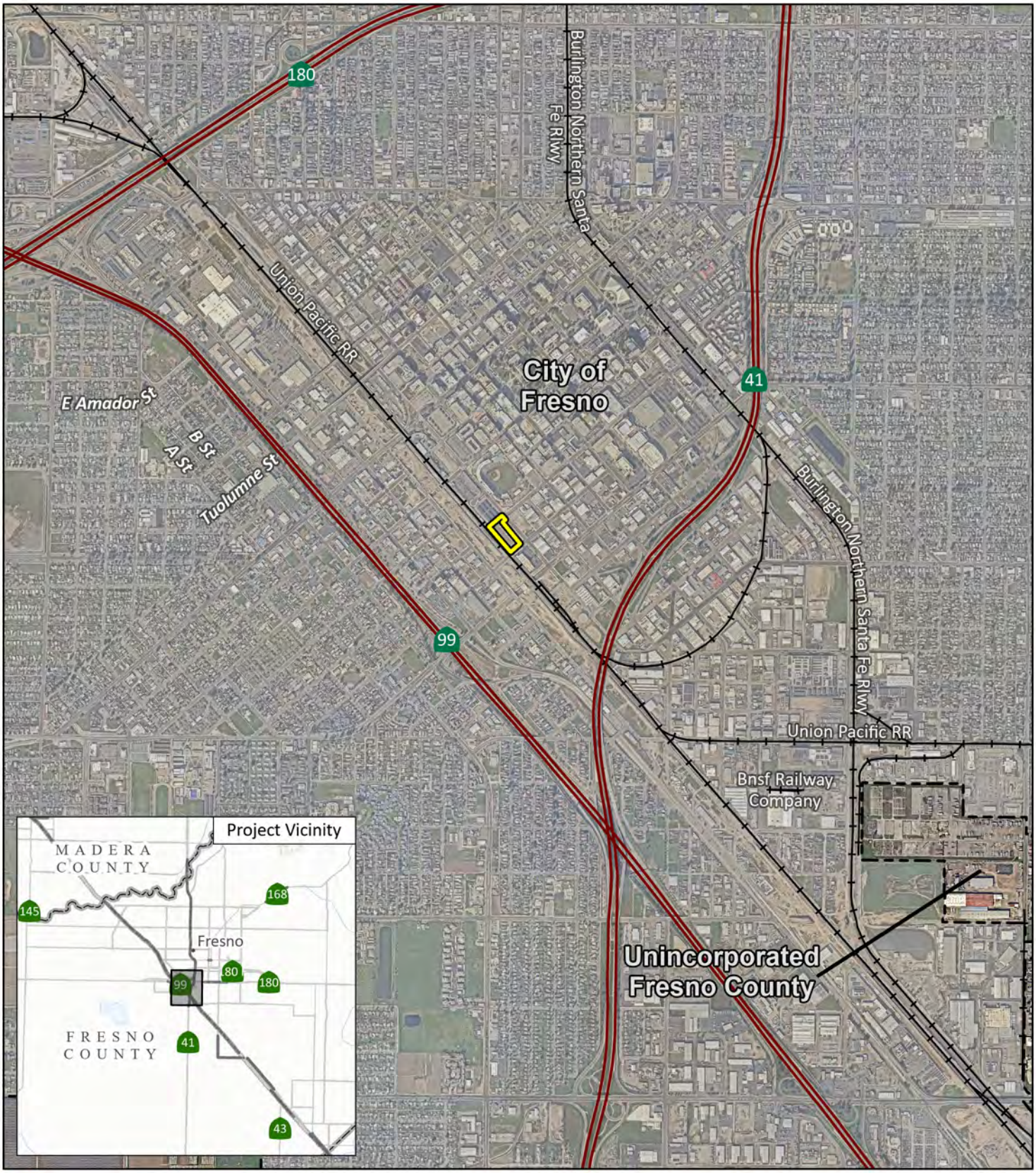
The project includes development of a 294,118-square-foot, seven-level open air parking structure with 904 total parking spaces on a 2.26-acre site (project site). The project site is located within the Downtown Core (DTC) base zoning district and has a land use designation of Downtown Core (DTC). The project site is located within the Downtown Community Plan Area and the Fulton Corridor Specific Plan. The project site is comprised of one parcel (Assessor's Parcel Numbers [APNs] 467-040-43ST, formerly 467-040-20S and 467-040-22S) and is located southwest of the intersection of H Street and Mono Street. In addition, the project includes vacation of a small portion of Mono Street to facilitate the construction of the proposed parking building.

The project site is slightly rotated relative to the cardinal directions. For clarity and consistency throughout this document, the project site boundaries are referenced according to adjacent features rather than true cardinal orientation, to align with the project's site plans. The northeastern boundary runs parallel to H Street and is referred to as the northern edge. The southeastern boundary runs parallel to Mono Street and is referred to as the eastern edge. The southwestern boundary runs parallel to the Union Pacific railroad tracks and is referred to as the southern edge. The northwestern boundary runs parallel to the internal driveway extending from Inyo Street and is referred to as the western edge. Surrounding land uses include Chukchansi Park to the north; surface parking with solar carports to the northwest; a dirt lot to the northeast; railroad tracks to the south, southwest, and southeast; and commercial uses to southeast. Additionally, the project site is adjacent to aboveground electrical power lines that run along Mono Street. Figure 1 depicts the location of the project site on a regional and local scale, and Figure 2 depicts the existing conditions of the project site and surrounding land uses.

The project site is currently developed as a surface parking lot and primarily consists of hardscape (e.g., asphalt, concrete, pavement), solar carport foundations, light poles, and a chain-link fence that encloses the southern and eastern edges of the property. Trees and associated landscaping also line the eastern edge of the parking lot, and minimal landscaping also lines the southern edge of the parking lot.

Construction of the project would include the demolition of the existing development on-site, with the exception of a portion of an existing drive aisle on-site (extending from Inyo Street) and two existing street trees, one located at the southwestern corner of the H Street and Mono Street intersection and the other located at the southwestern corner of the H Street and Inyo Street intersection.

The project would include construction and operation of a 294,118-square-foot, seven-level open air parking building with associated paving, landscaping, screening, and lighting. The parking building would be rectangular-shaped, sloping in height from its western edge to its eastern edge, ranging in height from approximately 80 feet to 65 feet. The parking structure would provide a total of 904 parking spaces delineated into 15 parking areas. The parking structure would include standard parking spaces, electric vehicle (EV) capable spaces, EV equipped charging stations, accessible parking spaces, and motorcycle parking spaces. Additionally, the parking building would provide 47 bicycle parking spaces.



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Project Location

FIGURE 1

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SOURCE: Nearmap (2/08/2026)

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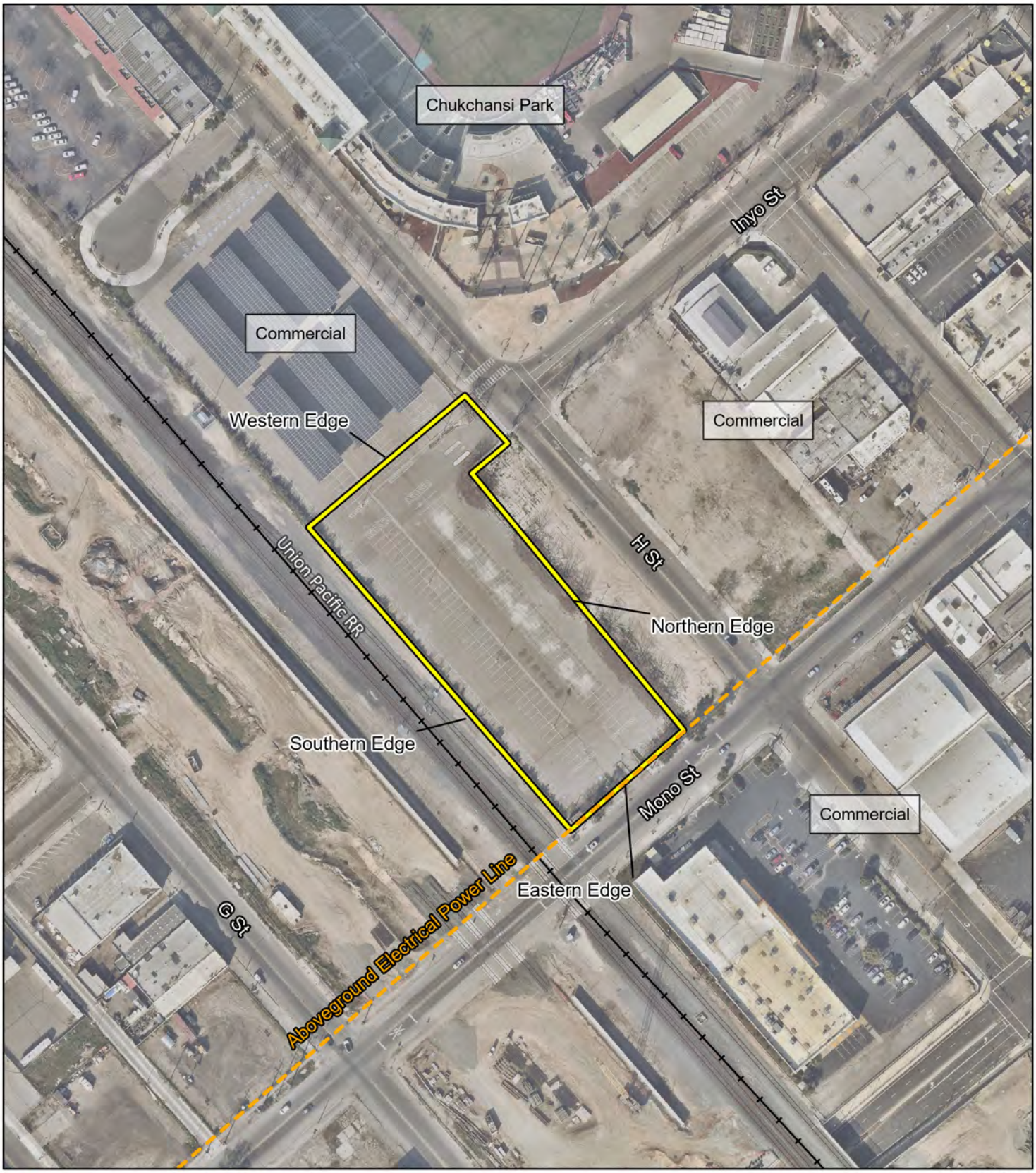
Class 32 Categorical Exemption for the H-Street Parking Building Project

Project Location



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Project Location

FIGURE 2

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SOURCE: Nearmap (2/08/2026)

Class 32 Categorical Exemption for the H-Street Parking Building Project

Existing Setting

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The project would include off-site improvements within the Mono Street and Inyo Street rights-of-way. Along Mono Street, improvements would extend from the existing right-of-way and include construction of new sidewalks, curbs, and gutters along the project frontage, as well as undergrounding of the existing aboveground electrical power lines that run along the western side of Mono Street. These improvements would consist of a rolled curb adjacent to the fire access lane, a standard 6-inch curb and gutter along the western sidewalk segment between the fire access lane and the site entrance, and along the southern side of the entrance to tie into the existing sidewalk. Valley gutters would be installed along the street frontage to facilitate drainage. Landscaping improvements would include planting areas along the southern curb of Mono Street, between the project's entry and exit driveways, along the sidewalk frontage between the entrance and fire access lane, and tree wells integrated within the sidewalk. Along Inyo Street and the associated internal driveway connection, existing sidewalk and curb infrastructure at the driveway entrance would be retained. New sidewalk and 6-inch curb would extend the existing improvements to connect to the proposed fire access lane, which would be bordered by rolled curbs. Additional improvements along the western edge of the internal driveway would include curb, gutter, and asphalt paving to delineate the boundary between the existing parking lot and the proposed project. Landscaping areas along the project frontage on the internal driveway would be defined by 6-inch curbs, and a valley gutter would be installed across the site access point to manage surface drainage.

Off-site improvements associated with the proposed project would include improvements along H Street, at the intersection of H Street and Inyo Street, and at the intersection of Mono Street and H Street. Along the project frontage on H Street, improvements would include construction of new curb and gutter between the Inyo Street and Mono Street intersections. The project would also include removal of existing asphalt concrete pavement to approximately 6 feet beyond the roadway centerline, followed by reconstruction to accommodate updated roadway configurations, including left-turn lanes, bicycle lanes, and parallel parking along the southern side of the street. A 6-foot-wide temporary asphalt/concrete sidewalk would be constructed behind the curb. At the intersection of H Street and Inyo Street, improvements would include construction of a new traffic signal with downtown decorative poles, incorporating protected left-turn phasing. Additionally, the proposed project would include reconstruction of curb ramps on the northeast corner of the intersection with truncated domes, and construction of new bulb-out curb returns with associated curb ramps on the southwest corner. Improvements would also include reconstruction of the Fresno Metropolitan Flood Control District (FMFCD) drainage inlet and lateral between the new curb ramps. All existing traffic signal infrastructure would be removed and replaced with new infrastructure at all four approaches, including installation of new ornamental poles, mast arms, and a signal controller, as well as incorporation of a pedestrian scramble phase. Inyo Street, northeast of the intersection, and H Street, northwest of the intersection, would be sealed and restriped to accommodate revised lane geometry. At the intersection of Mono Street and H Street, improvements would include reconstruction of curb ramps on the southeast corner with truncated domes, installation of new bulb-out curb returns with associated curb ramps on the northwest corner, and removal of existing ornamental and cobrahead streetlights currently served by overhead utilities. Four new pedestrian safety lights would be installed, one at each corner of the intersection. In addition, Mono Street, northeast of the intersection, and H Street, southeast of the intersection, would be resealed and restriped to accommodate revised lane geometry, and new stop signs would be installed at each approach.

Primary vehicular access to and from the parking building would be provided by one east entry and exit driveway (three lanes) connecting to Mono Street, located on the ground floor (refer to Figure 3). Emergency and potential residential access would be provided by one west entry and exit driveway (two lanes) connecting to the existing internal driveway providing access to Inyo Street/H-Street . Directional arrows would be painted on the surface of access lanes. Visibility triangles at entrance points would be constructed per Fresno Municipal Code (FMC) requirements. The proposed project includes a fire access lane parallel to H Street, located between the adjacent property and the parking structure. Access would be provided via a driveway from the existing internal driveway connecting to Inyo Street leading to a 26-foot-wide concrete lane with rolled curbs designated as fire lanes. Egress is provided by a driveway on Mono Street, approximately 100 feet west of the H Street intersection. The project includes an 8-foot-tall metal chain-link fence that would be installed along the southern edge (parallel to the railroad) and along the northern edge of the parking structure between the parking structure and the fire access lane. The northern edge and southern edge of the project site would be bound by planting areas. The project includes planting of approximately 29trees, consisting of Armstrong red maple (*Acer rubrum 'armstrong'*), valley oak (*Quercus lobata*), coast live oak (*Quercus agrifolia*), and prospector elm (*Ulmus wilsoniana*). Additional landscaping would be incorporated through a combination of accent plantings, groundcovers, shrubs, and vines along the western edge, southern edge, both sides of the fire access lane, and surrounding ingress/egress driveways (refer to Figure 4). All planting areas would include up to 3 inches of mulch groundcover. Proposed landscaping and irrigation would conform to Article 23 of the FMC and other City standards.

The project would install two storm drain inlets on-site to manage stormwater runoff from the 2.26-acre site. Proposed permeable surfaces such as landscaped areas would infiltrate stormwater naturally. Runoff would be conveyed via a 12-inch polyvinyl chloride (PVC) sewer pipe and tie into an existing 36-inch storm drain main located within the internal driveway connecting to Inyo Street at the western edge of the project site.

The project would include installation of curb, gutter, and concrete sidewalk along the internal driveway connecting to Inyo Street, and along the project frontage on Mono Street. The project includes interconnection to utilities such as water, stormwater, electrical, sewer, and telecommunications within H Street, Inyo Street, the internal driveway connecting to Inyo Street, and Mono Street rights-of-way for service to the project site. Existing water facilities along Mono Street would be relocated behind the fire access lane curb.

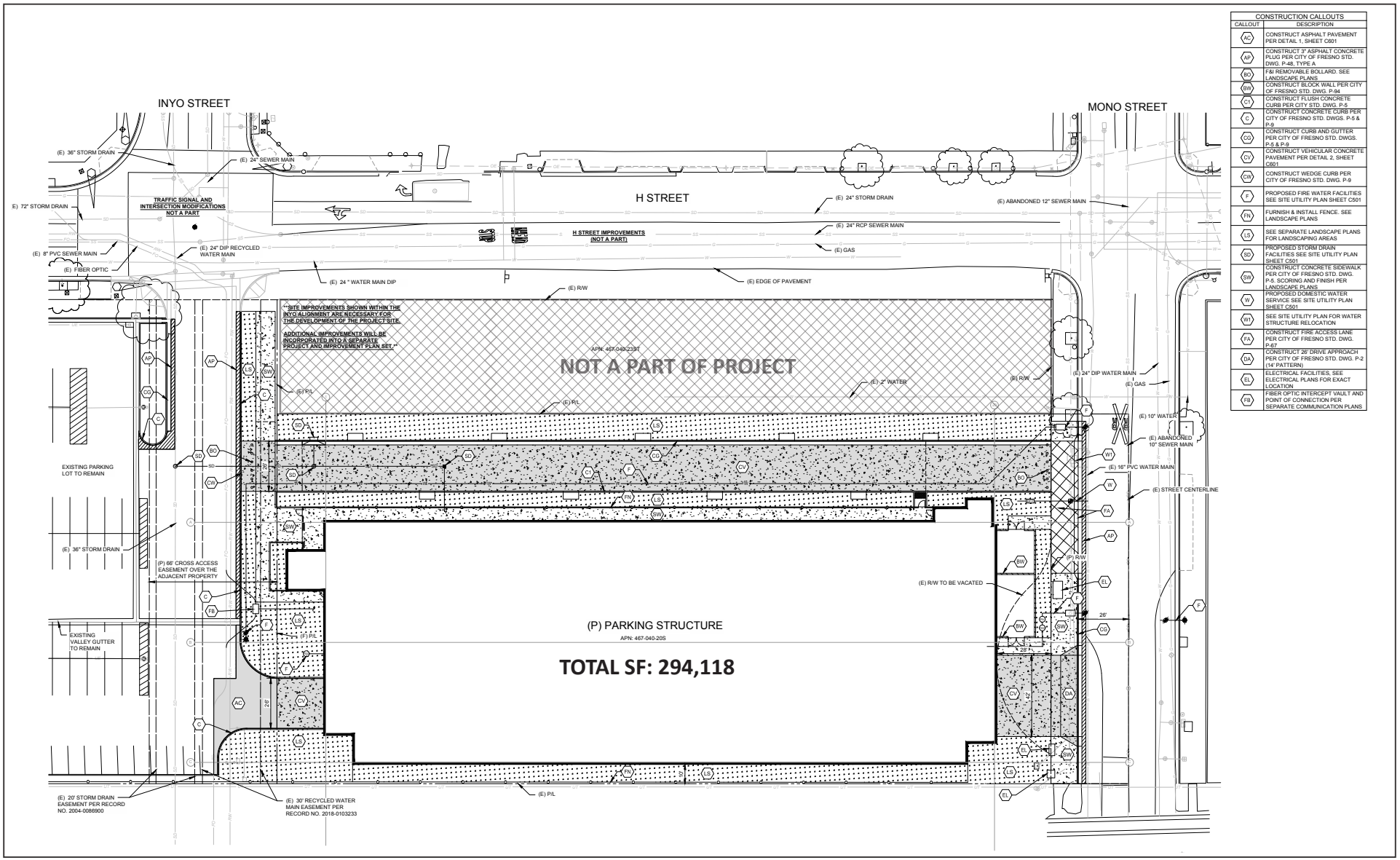

FIGURE 3

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SOURCE: CPC

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Class 32 Categorical Exemption for the H-Street Parking Building Project

Conceptual Site Plan

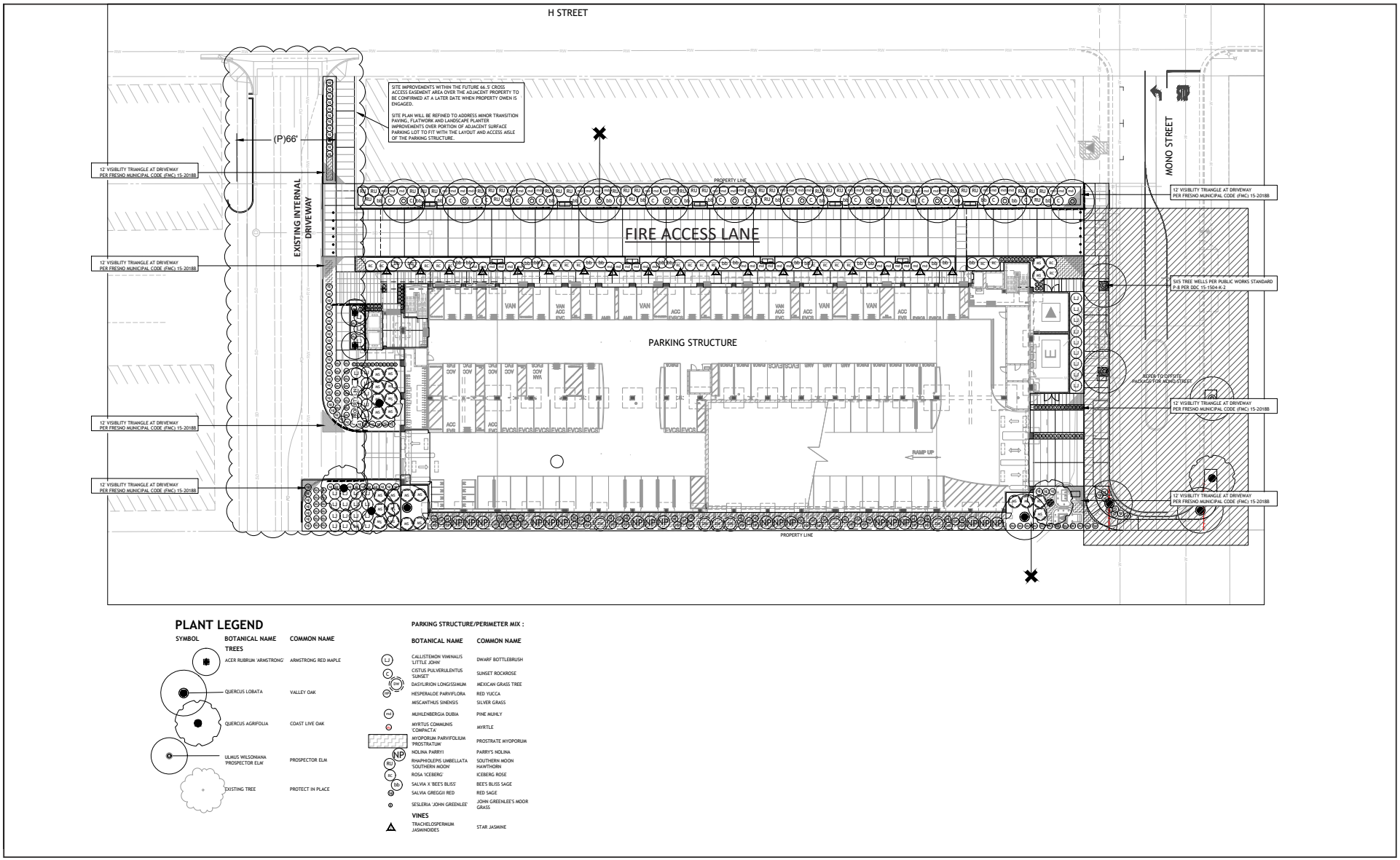

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FIGURE 4

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SOURCE: CPC

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Class 32 Categorical Exemption for the H-Street Parking Building Project

Proposed Planting Plan

EVALUATION OF CLASS 32 (IN-FILL) EXEMPTION CRITERIA

Section 21084 of the Public Resources Code requires the *State CEQA Guidelines* to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from environmental review pursuant to CEQA. In response to that mandate, the Secretary for Natural Resources identified various classes of projects in the *State CEQA Guidelines* that do not have a significant effect on the environment to be categorically exempt. Class 32 (Section 15332 of the *State CEQA Guidelines*) consists of projects characterized as in-fill development meeting the conditions described in this section. The analysis below concludes, based on substantial evidence, that the project qualifies for a categorical exemption under *State CEQA Guidelines* Section 15332 and, as a result, would not have a significant effect on the environment. In addition, the analysis shows that none of the exceptions identified in *State CEQA Guidelines* Section 15300.2 apply; therefore, the proposed project is categorically exempt from CEQA review.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The proposed project is located within the City of Fresno and is subject to the City's long-range planning framework, which guides land use, development patterns, and regulatory standards. The project site is governed by the Fulton Corridor Specific Plan (FCSP), the Citywide Development Code, the Downtown Neighborhoods Community Plan (DNCP), and the City of Fresno General Plan.

Fulton Corridor Specific Plan (FCSP). When reviewing development projects within the FCSP area, the City evaluates consistency with the FCSP's policies and compliance with applicable development standards in the Citywide Development Code. Within the FCSP area, the FCSP's policies and standards take precedence over more general City policies and standards pursuant to FMC Section 12-604.

The project site is located within the South Stadium subarea of the FCSP, a predominantly industrial district defined by one- and two-story buildings occupied by warehousing, manufacturing, auto repair, and automotive-related uses, along with social service organizations.[1] The area has experienced substantial demolition over time, resulting in numerous vacant parcels, surface parking lots, and service yards, which contribute to its underutilized character despite a well-connected, pedestrian-scaled block pattern.[2] The planned vision emphasizes infill development to transform South Stadium into a mixed-use district that introduces housing, creative offices, specialty retail, and restaurants while retaining its industrial character and allowing existing industrial and auto-related uses to continue.[3] The FCSP contains goals and policies across key topic areas, including building and development, historic preservation, public realm, transportation, and infrastructure, which collectively serve as the basis for assessing project-level consistency.

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1 City of Fresno. 2016. *Fulton Corridor Specific Plan. Chapter 3: Plan Framework and Goals.* Page 3:14. October 2016. Website: https://www.fresno.gov/wp-content/uploads/2023/04/161020FCSPFinallowres1-1.pdf (accessed on March 20, 2026).

2 *Ibid.* Page 3:14.

3 *Ibid*. Page 3:14.

Infill is intended to occur through new buildings up to six stories located at or near the street, with parking accommodated in shared lots or on-site, alongside streetscape improvements and adaptive reuse of older buildings.[4] Collectively, these strategies highlight the transition from dispersed surface parking toward more efficient, integrated parking solutions that support higher-intensity mixed-use development.

The proposed project consists of the construction of a 294,118-square-foot, seven-level open-air parking structure with 904 parking spaces on a currently developed surface parking lot site. The proposed project is consistent with the FCSP as it implements the plan's core objective of infill development by replacing an existing surface parking lot with a structured parking facility that intensifies land use on an underutilized site and supports the broader transition away from dispersed surface parking. The project provides a consolidated parking resource serving both residential and commercial uses, consistent with FCSP policies that promote shared parking and a "park once" strategy to support Downtown activity and reduce the need for a parcel-by-parcel parking provision.[5] While the project does not include ground-floor active uses or mixed-use components and exceeds the illustrative six-story height referenced in the South Stadium subarea, it remains consistent with the overall intent of the FCSP by facilitating higher-intensity development, supporting surrounding land uses including Chukchansi Park and adjacent commercial areas, and enabling future mixed-use infill by providing centralized parking infrastructure. The project also incorporates streetscape improvements, landscaping, and pedestrian-oriented elements along its frontages, consistent with public realm policies, and is compatible with the subarea's existing industrial and parking-dominated character. Overall, the project is consistent with the FCSP's goals and policies related to infill development, parking management, and Downtown revitalization.

Citywide Development Code. Fresno's Citywide Development Code was designed to be harmonious with the goals and policies of the FCSP and serves as the primary mechanism for ensuring physical development within the FCSP is in adherence with the Plan's vision. The project site is zoned as Downtown Core (DTC).[6] Some development standards within the DTC zone apply based on the Activity Classification of the adjacent street, which are classifications based on pedestrian activity and potential for pedestrian use. The only street with adjacent project frontage is Mono Street, which is classified as Activity Class C, which is defined as a street that is walkable and comfortable for pedestrians but is considered the least active classification within downtown.[7]

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4 City of Fresno. 2016. *Fulton Corridor Specific Plan. Chapter 3: Plan Framework and Goals.* Page 3:14. October 2016. Website: https://www.fresno.gov/wp-content/uploads/2023/04/161020FCSPFinallowres1-1.pdf (accessed on March 20, 2026).

5 *Ibid*. Page 9:2.

6 City of Fresno. 2016. *Official Zoning Map.* Website: https://www.fresno.gov/wp-content/uploads/2023/08/OfficialZoningMap2023.pdf (accessed March 20, 2026).

7 City of Fresno. 2026. *Citywide Development Code, Including Revisions.* Article 15. Downtown Districts. Section 15-1501.C. Website: https://library.municode.com/ca/fresno/codes/code_of_ordinances?nodeId=MUCOCHFRCA_CH15CIDECOINRE_PTIIBAOVDI_ART15DODI (accessed on March 20, 2026).

Permitted uses within the DTC, Activity Class C, include parking, either public or private.[8] For parking uses, required setbacks for this zone include a minimum 0-foot front setback, a maximum 10-foot front setback, a 90 percent minimum front street frontage cover, 15 maximum levels, a maximum height of 190 feet, and a minimum height of 18 feet.[9] Section 15-1504-G, Parking Buffering, requires that all parking facilities, whether public or private, shall be buffered as shown on Table 15-1503 based on the adjacent street activity classification. For parking structures adjacent to Activity Class C streets, the ground floor of the parking structure must be located behind active, occupied building space for a depth of no less than 30 feet.[10] Section 15-1504-H**,** Parking Access and Entrance Design, requires corner lots without alley access, such as the proposed project, to be accessed from the street with the lowest Activity Classification. If all adjacent streets have the same Activity Classification, the parking and service areas should be accessed from the street with the least potential for pedestrian activity.[11]

The proposed project includes development of a seven-level open-air parking structure on a site zoned DTC, with an adjacent street Activity Classification of C. The project represents a permitted use within the zone and adheres to most applicable development standards, including height, which at an average of approximately 75.23 feet is within the allowed range, and intensity, which is below the maximum of 15 levels. The project complies with Section 15-1504-H, as site access is provided from Mono Street, the adjacent Activity Class C street with the lowest pedestrian activity. The project also incorporates frontage improvements consistent with Section 15-1504-K, including installation of curb, gutter, and sidewalk along Mono Street, and tree wells that meet dimensional and spacing requirements outlined in Table 15-1504-K-2.[12]

The project does not meet certain frontage-related design standards, including the 90 percent minimum frontage coverage requirement and the buffering requirement of Section 15-1504-G. The proposed structure consists solely of parking and does not include ground-floor tenant space. However, the project achieves approximately 86 percent frontage coverage, closely approaching the 90 percent requirement. The Mono Street frontage is the only street frontage for the site and is limited in extent, measuring approximately 126 feet. Additionally, the frontage is located directly adjacent to the Union Pacific Railroad crossing, an area with constrained pedestrian activity. In this context, the frontage functions as a minor interface rather than a primary pedestrian corridor. Additionally, the project incorporates landscaping along much of the Mono Street frontage, outside of driveway access points and the fire access lane, consistent with Citywide Development Code provisions allowing portions of parking to be screened by landscaping along Activity Class C streets.[13]

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8 City of Fresno. 2026. *Citywide Development Code, Including Revisions.* Article 15. Downtown Districts. Section 15-1501.C. Table 15-1502. Use Regulations. Website: https://library.municode.com/ca/fresno/codes/code_of_ordinances?nodeId=MUCOCHFRCA_CH15CIDECOINRE_PTIIBAOVDI_ART15DODI (accessed on March 20, 2026).

9 *Ibid.* Table 15-1502. Use Regulations.

10 *Ibid.* Section 15-1504-G. Parking Buffering.

11 *Ibid.* Section 15-1504-H. Parking Access and Entrance Design.

12 *Ibid.* Section 15-1504-K. Sidewalk and Public Frontage Standards.

13 *Ibid.* Section 15-1504-G.3. Parking Buffering. Activity Class C.

Notwithstanding these minor deviations, the project remains consistent with the overall intent of the Citywide Development Code, which is to implement the vision of the FCSP by promoting infill development, efficient land use, and consolidated parking strategies within Downtown. The project replaces an existing surface parking lot with a leveled parking structure, intensifies development on an underutilized site, and provides shared parking to support surrounding commercial and proposed residential uses. In total, the project complies with the applicable provisions of the DTC zone as a permitted use and furthers the Citywide Development Code's overarching objectives for parking within the Downtown area.

Downtown Neighborhoods Community Plan (DNCP). The project site is located within the Downtown District of the Downtown Neighborhoods Community Plan, a major employment center with approximately 30,000 jobs and the highest concentration of historic resources in Fresno.[14] Existing land uses include visitor-serving and commercial uses such as the Fresno Convention Center, Chukchansi Park, hotels, and a mix of retail, restaurant, entertainment, office, civic, and industrial uses.[15] However, according to the Community Plan, many uses are underperforming, vacancy rates are high, residential development is limited, and the area contains excess parking.[16] The plan emphasizes infill development to introduce low- to mid-rise, pedestrian-oriented buildings that activate underutilized sites, reduce excess parking, and support a more balanced mix of residential, commercial, and entertainment uses. The DNCP provides a vision for parking within the Downtown District, with a goal of managing parking as a complete system, relieving individual property owners of needing to provide parking demands on-site, and emphasizing a "park once" strategy.[17]

The DNCP prescribes goals and policies to align with the proposed vision of the Downtown District applicable to the proposed project. The following goals and policies of the DNCP apply to the proposed project:

- **Goal 3.5:** Manage parking to serve residents, businesses and visitors.[18]
    - **Policy 3.5.1:** Treat parking as a utility that is shared by many uses in the surrounding area.
    - **Policy 3.5.2:** Approach parking as an integrated system of on-street and off-street spaces.
    - **Policy 3.5.3:** Use parking restriction policies to manage traffic, improve air quality in the Downtown Neighborhoods, discourage illegal parking, and generate a revenue stream for parking infrastructure, public transit, bicycle and pedestrian facilities, and programs that attract businesses and customers Downtown.

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14 City of Fresno. 2016. *Downtown Neighborhoods Community Plan. Introduction*. *G. Introduction to Community Plan Areas.* Page 26. Website: https://www.fresno.gov/wp-content/uploads/2023/04/161020DNCPFinallowres1.pdf (accessed March 20, 2026).

15 *Ibid.* Page 26.

16 *Ibid.* Page 19.

17 *Ibid. Chapter 1: A Vision for Regenerating Downtown Fresno and its Neighborhoods. C. Planning Area by Planning Area Transformation.* Page 1:16.

18 *Ibid. Chapter 3: Transportation. E. Goals and Policies.* Page 3:9.

- **Policy 3.5.4:** As legally permitted, price parking as necessary to achieve specific availability targets at all times of day and all days of the week. To achieve this policy, implement the following:
  - Delegate to the City Manager and the Parking Services.
  - Division the authority to adjust parking prices to achieve availability targets.
  - Empower the Parking Division to operate public on-street spaces, off-street lots, and off-street garages as an integrated system.
  - Use parking payment technologies that allow motorists to pay easily with readily available payment media, including credit cards and cell phones.
- **Policy 3.5.5:** Strive for all new commercial parking to be shared, and work with private parking operators to share existing parking as part of a unified Park Once system.
- **Policy 3.6.4:** Provide bicycle parking (bike racks and bike lockers) and other necessary bicycle facilities such as wayfinding/signage at and to key destinations, including schools, retail districts, government buildings, jobs centers, and transit stations. The amount of bicycle parking should support expected future travel by bicycle transportation. (FCSP 7-7-2).[19]

The proposed project consists of the construction of a 294,118-square-foot, seven-level open-air parking structure with 904 parking spaces, including 47 bicycle parking spaces, within the Downtown District of the DNCP. The project is consistent with the DNCP as it supports the plan's overarching objective to manage parking as an integrated system serving Downtown residents, employees, and visitors. The project directly advances Goal 3.5 and Policies 3.5.1, 3.5.2, and 3.5.5 by consolidating parking supply into a shared facility that serves both residential and commercial uses, thereby reducing reliance on a parcel-by-parcel parking provision and supporting a "park once" strategy. By replacing an existing surface parking lot with a leveled parking structure, the project contributes to more efficient land use development and supports the DNCP's vision of reducing excess surface parking while enabling higher-intensity infill development elsewhere in the Downtown District. The provision of 47 bicycle parking spaces is also consistent with Policy 3.6.4, supporting multimodal access to key destinations within Downtown.

The project does not include ground-floor tenant space or active uses along the street frontage as encouraged by Policy 2.4.2. However, this policy is one of several design-oriented provisions within the DNCP and must be considered in the context of the plan as a whole. The project site is currently developed as a surface parking lot and is located along a limited frontage adjacent to the Union Pacific Railroad, where pedestrian activity is constrained. In this context, the project's primary function as a shared parking facility supports the DNCP's core parking management objectives by providing centralized parking infrastructure necessary to serve surrounding uses and facilitate future

[19] City of Fresno. 2016. *Downtown Neighborhoods Community Plan. Chapter 3: Transportation. E. Goals and Policies.* Page 3:19. Website: https://www.fresno.gov/wp-content/uploads/2023/04/161020DNCPFinallowres1.pdf (accessed March 20, 2026).

mixed-use development. Additionally, the project incorporates pedestrian improvements, landscaping, and bicycle parking consistent with the plan's broader goals for accessibility and public realm enhancement.

Overall, the project is consistent with the DNCP because it advances the plan's primary goals related to integrated parking management, shared parking supply, and support for Downtown revitalization, while addressing an existing condition of underutilized surface parking and enabling future infill development consistent with the plan's long-term vision.

City of Fresno General Plan. The City of Fresno General Plan, adopted in 2014, designates the project site as Downtown Core, which is identified as the cultural, civic, commercial, and transit center of the City and the broader region.[20] This designation is intended to accommodate a mix of commercial, retail, multi-family residential, office, civic, and lodging uses in a compact, urban form. The General Plan emphasizes infill development within the Downtown Core, with no maximum floor area ratio and building heights of up to 15 stories, to support a revitalized and active central area.[21] General Plan objectives and policies that apply to the proposed project are:

- **Policy Land Use (LU)3-c:** Encourage adoption of supportive zoning regulations for compact development along BRT corridors leading to the Downtown Core that will not diminish the long-term growth and development potential for Downtown.
    - **Objective UF-10:** Calibrate parking according to the Downtown's parking needs and make it efficient and easy to find.
- **Policy UF-12-f:** Adopt a new Development Code which includes use regulations and standards to allow for mixed-uses and shared parking facilities.
- **Policy UF-12-h:** Explore opportunities to provide shared parking within mixed-use designations to reduce the need to construct large parking lots or structures needed for peak use times only.
- **Policy Design (D)-1-g:** Consider adopting and implementing incentives to replace existing large surface parking lots in centers with parking structures, and to incorporate them into high-density mixed-use developments.
- **Policy D-1-i:** Consider requiring new development of above-grade parking structures to be wrapped with and provide direct access to active uses, such as dwelling units, offices, and shopping spaces.

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20 City of Fresno. 2014. *FRESNO General Plan. General Plan Land Use and Circulation Map*. Website: https://www.fresno.gov/wp-content/uploads/2023/03/Official-General-Plan-Land-Use_20220411-1.pdf (accessed March 19, 2026).

21 City of Fresno. 2014. *FRESNO General Plan.* Pages 3-3, 3-15, 3-17, 3-18, 3-36, 3-43, 3-50, 3-61. Website: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf (accessed March 19, 2026).

  - Commentary: If active uses are not feasible on the ground floor of parking garages, frontages should be architecturally attractive. This may be accomplished by including unique designs and materials, such as glass, articulated masonry, murals or landscaping setbacks.

- **Policy Mobility and Transportation (MT)-4-h Bicycle Parking Facilities:** Promote the installation of bicycle locking racks and bicycle parking facilities at public buildings, transit facilities, public and private parking lots, and recreational facilities. Establish standards for bicycle parking in the Development Code.

- **Policy MT-8-d:** Plan, design, and implement transportation system improvements promoting coordination and continuity of transportation modes and facilities, such as shared parking or park and ride facilities at Activity Centers.

  - **Objective MT-10:** Establish parking standards that are strategically tuned to support neighborhoods, shopping districts and employment centers that have a complete range of transportation choices.

- **Policy MT-10-a:** Update off-street parking standards to reflect the context and location within activity areas of multiple uses and reductions appropriate for mixed residential and non-residential uses and proximity to existing or planned transit service.

- **Policy MT-10-b:** Establish a strategy to promote the sharing of excess parking between uses within Activity Centers and BRT corridors, including specific provisions for this in the Development Code.

The proposed project is consistent with the General Plan as it implements key policies related to infill development, parking management, and Downtown revitalization. The project supports Policy LU-3-c by facilitating development within the Downtown Core, where growth is intended to be concentrated. The replacement of an existing surface parking lot with a structured parking facility is directly aligned with Policy D-1-g, which encourages the transition from surface parking to structured parking to support more intensive land use patterns. The project also advances Objective UF-10 and Policies UF-12-f and UF-12-h by providing a centralized, shared parking resource that serves both residential and commercial uses, thereby reducing the need for individual on-site parking and supporting a more efficient parking system. Consistent with Objective MT-10 and Policies MT-10-a and MT-10-b, the project contributes to a coordinated parking strategy within a multi-use activity center. The inclusion of 47 bicycle parking spaces is consistent with Policy MT-4-h, which promotes the installation of bicycle parking facilities to support multimodal transportation. The proposed project also supports future residential infill development in the Downtown Core as described in General Plan Objective UF-12 by providing centralized parking infrastructure necessary to accommodate higher-density development. Additionally, the project incorporates design features, including the use of unique materials along the western edge of the parking structure, as well as landscaping and streetscape improvements, which support General Plan direction to enhance the pedestrian environment and urban design quality.

The project does not fully implement Policy D-1-i, which encourages above-grade parking structures to be wrapped with active uses such as residential, office, or commercial space. The proposed

project consists solely of parking and does not include other ground-floor uses. However, the General Plan provides flexibility where active uses are not feasible and instead emphasizes the importance of architectural treatment and visual quality.[22] In this case, the project incorporates aesthetic design elements and landscaping to improve the building's interface with the surrounding environment. Overall, the project is consistent with the General Plan's broader goals and policies by supporting infill development, consolidating parking as a shared resource, reducing reliance on surface parking, and contributing to the long-term functionality and revitalization of the Downtown Core.

Summary. Since the project consists of a structured parking facility within the Downtown Core designation and DTC zoning district, where parking is a permitted use, and is located within an area planned for infill development and centralized parking management, the project is consistent with the FCSP, Citywide Development Code, the DNCP, and the City of Fresno General Plan. The project replaces an existing surface parking lot with a seven-level parking structure that supports shared parking, a "park once" strategy, and future infill development, consistent with applicable goals and policies related to efficient land use, parking consolidation, and Downtown revitalization. While the project does not include ground-floor active uses as encouraged by certain design-oriented policies and standards, it incorporates streetscape improvements, landscaping, bicycle parking (47 spaces), and architectural treatments, including the use of unique materials to enhance the public interface. Additionally, the project will be subject to applicable development standards and conditions of approval to ensure consistency with the Citywide Development Code and applicable plans. Therefore, the project is consistent with the applicable land use designations, policies, and regulations, and meets the requirements of Section 15332(a) of the *State CEQA Guidelines.*

(b) The proposed development occurs within City limits on a project site of no more than five acres substantially surrounded by urban uses.

The project is proposed on a site of approximately 2.26 acres within the City of Fresno 467-040-43ST, formerly 467-040-20S and 467-040-22S) and is bounded by an internal driveway connecting to Inyo Street, H Street, Mono Street, and the Union Pacific Railroad. Surrounding land uses include Chukchansi Park to the north; surface parking with solar carports to the northwest; a dirt lot to the northeast; the Union Pacific Railroad to the south, southwest, and southeast; and commercial uses to southeast. As shown in Figure 2, the 2.26-acre project site is substantially surrounded by urban uses and is therefore consistent with Section 15332(b) of the *State CEQA Guidelines.*

(c) The project site has no value as habitat for endangered, rare, or threatened species.

The project site is in downtown Fresno and entirely developed as a paved parking lot. Vegetation on-site is limited to landscaped trees and shrubs along the perimeter and weedy plants in unmaintained areas. A railroad corridor is present along the southern boundary of the project site. Parking lots and buildings are present to the north and south. Undeveloped lots are present to the east; these lots

[22] City of Fresno. 2014. *FRESNO General Plan.* Page 3-61. Website: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf (accessed March 19, 2026).

were previously occupied by buildings and parking lots that have been demolished in the previous five years.[23]

The Biological Resources Review (Attachment A) prepared for the project site included a literature review and field survey to determine the existence or potential occurrence of endangered, rare, or threatened plant and animal species and critical habitats on or in the vicinity of the site. A query of the California Department of Fish and Wildlife California Natural Diversity Database[24] and Biogeographic Information and Observation System,[25] California Native Plant Society Inventory of Rare and Endangered Plants,[26] and the United States Fish and Wildlife Service Information for Planning and Consultation[27] system identified several endangered, threatened, or rare plant or animal species known or with potential to occur in the project vicinity. The results of the database query are included in Table A.

The results of the database searches were field verified through a pedestrian survey focused on the project site plus a 100-foot buffer (study area) during a site visit on March 18, 2026 (refer to Attachment A). No plant or wildlife species listed as special-status, endangered, rare, or threatened were observed on the project site, and none are expected to occur due to the site's developed nature, relatively small size, and isolation from open space with suitable habitat to support these species.

Potential impacts to native nesting bird species could occur if the trees on-site are removed during the nesting season (February 1 to September 30). Impacts to active nests could occur by direct destruction of nests during construction and/or by disturbance from noise and vibration caused by construction activities which could lead to abandonment of nests and nestlings. Implementation of the following avoidance and minimization measure (Nesting Bird Surveys) would result in a less than significant impact.

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23 Google LLC. 2026. Google Earth Pro.

24 California Department of Fish and Wildlife (CDFW). 2026a. California Natural Diversity Database (CNDDB) – Commercial version dated March 3, 2026. Website: https://map.dfg.ca.gov/rarefind/view/RareFind.aspx (accessed March 2026).

25 California Department of Fish and Wildlife (CDFW). 2026b. Biogeographic Information and Observation System (BIOS). Website: www.wildlife.ca.gov/data/BIOS (accessed March 2026).

26 California Native Plant Society (CNPS). 2026. Inventory of Rare and Endangered Plants. V.7-08c-Interim 8-22-02. Website: www.rareplants.cnps.org (accessed March 2026).

27 United States Fish and Wildlife Service (USFWS). 2026. Information for Planning and Consultation online Project planning tool. Website: https://ecos.fws.gov/ipac/ (accessed March 2026).

Table A: Special-Status Species Summary

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur	Rationale
Plants				
Caulanthus californicus California jewelflower	US: E CA: E CRPR: 1B.1	Annual herb; blooms February-May; chenopod scrub, pinyon and juniper woodland, valley and foothill grassland.	No	No suitable habitat
Castilleja campestris var. *succulenta* succulent owl's clover	US: T CA: — CRPR: 1B.2	Annual herb (hemiparasitic); blooms (March) April-May; vernal pools (often acidic).	No	No suitable habitat
Imperata brevifolia California satintail	US: — CA: — CRPR: 2B.1	Perennial rhizomatous herb; blooms September-May; chaparral, coastal scrub, meadows and seeps (often alkali), Mojavean desert scrub, riparian scrub.	No	No suitable habitat
Leptosiphon serrulatus Madera leptosiphon	US: — CA: — CRPR: 1B.2	Annual herb; blooms April-May; cismontane woodland, lower montane coniferous forest.	No	No suitable habitat
Sagittaria sanfordii Sanford's arrowhead	US: — CA: — CRPR: 1B.2	Perennial rhizomatous herb (emergent); blooms May-October (November); marshes and swamps (shallow freshwater).	No	No suitable habitat
Orcuttia inaequalis San Joaquin Valley Orcutt grass	US: T CA: E CRPR: 1B.1	Annual herb; blooms April-September; vernal pools.	No	No suitable habitat
Tuctoria greenei Greene's tuctoria	US: E CA: R CRPR: 1B.1	Annual herb; blooms May-July (September); vernal pools.	No	No suitable habitat
Invertebrates				
Branchinecta lynchi vernal pool fairy shrimp	US: T CA: —	Occur in a variety of vernal pool habitats that range from small, clear pools to large, turbid, and alkaline pools.	No	No suitable habitat
Amphibians				
Ambystoma californiense pop. 1 California tiger salamander—Central California DPS	US: T CA: T	Small salamander found in vernal and seasonal pools and associated grasslands, oak savanna and woodland, and coastal scrub in the Central Valley and along the Central Coast.	No	No suitable habitat

Table A: Special-Status Species Summary

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur	Rationale
Spea hammondii western spadefoot	US: PT CA: SSC	Species relies on vernal pools for breeding where predators cannot become established and open areas with sand or gravelly soils in a variety of habitats: grasslands, coastal scrub, woodlands, chaparral, sandy washes, lowland river floodplains, alkali flats, foothills, and mountains.	No	No suitable habitat
Reptiles				
Anniella pulchra northern California legless lizard	US: — CA: SSC	Secretive fossorial lizard found in many habitats, especially valley and foothill grassland, chaparral, coastal scrub, and coastal dune; most commonly associated with moist sandy or loose organic soils with leaf litter.	No	No suitable habitat
Arizona elegans occidentalis California glossy snake	US: — CA: SSC	Scrub and grassland habitats, often with loose or sandy soils.	No	No suitable habitat
Gambelia silus [=sila] blunt-nosed leopard lizard	US: E CA: E, FP	Occurs in semiarid habitats within the southern Central Valley and Cuyama Valley; habitats typically are flat and have large open areas with scattered shrubs for refuge; uses small mammal burrows for shelter.	No	No suitable habitat
Phrynosoma blainvillii coast horned lizard	US: — CA: SSC	Prefers sandy/loose soils in grassland, forests, woodlands, and open chaparral.	No	No suitable habitat
Actinemys marmorata northwestern pond turtle	US: PT CA: SSC	Highly aquatic and diurnally active; found in ponds, lakes, rivers, streams, creeks, marshes, and irrigation ditches with vegetation and rocky/muddy bottom.	No	No suitable habitat
Birds				
Buteo swainsoni Swainson's hawk	US: — CA: T	Breeds in stands with few trees in juniper-sage flats, riparian areas, and oak savannahs, and along freeways; usually nests in scattered trees surrounded by foraging habitat; forages primarily for small mammals in grasslands and open desert scrublands or suitable grain fields or livestock pastures.	No	No suitable habitat
Mammals				
Dipodomys nitratoides exilis Fresno kangaroo rat	US: E CA: E	Occurs on alkali open grassland on bare alkaline clay-based soils; likely extirpated.	No	No suitable habitat
Antrozous pallidus pallid bat	US: — CA: SSC	Occurs in low elevations in deserts, grasslands, shrublands, woodlands, and forests; day roosts in caves, crevices, mines, and occasionally hollow trees and buildings; night roosts sometimes in more open areas.	No	No suitable habitat

Table A: Special-Status Species Summary

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur	Rationale
Eumops perotis californicus western mastiff bat	US: — CA: SSC	Found in conifer and deciduous woodlands, coastal scrub, annual and perennial grassland, desert scrub, chaparral, palm oases, and urban habitats; roosts in crevices on cliff faces, high buildings, trees, and tunnels; needs vertical faces to drop off to take flight.	No	No suitable habitat
Vulpes macrotis mutica San Joaquin kit fox	US: E CA: T	Arid to semi-arid grasslands, open shrublands, savannahs, and grazed lands with loose-textured soils; highly adaptable and documented in urban developed areas; uses burrows year-round for shelter, escape from predators, and rearing young; will use man-made structures.	No	No suitable habitat

Sources: CDFW 2026a; CDFW 2026b; CNPS 2026; LSA 2026; USFWS 2026b; Zeiner et al. 1990[28].

Notes:

Status

E Listed as endangered
T Listed as threatened
PT Proposed Threatened
FP California Fully Protected
SSC California Species of Special Concern

CRPR: California Rare Plant Rank

1A Presumed Extinct in California
1B Rare, Threatened, or Endangered in California and elsewhere
2A Plants presumed extirpated in California, but more common elsewhere
2B Plants Rare, Threatened, or Endangered in California, but more common elsewhere

CRPR Threat Code Extension

.1 Seriously endangered in California (over 80% of occurrences threatened / high degree and immediacy of threat)
.2 Fairly endangered in California (20–80% occurrences threatened)
.3 Not very endangered in California (<20% of occurrences threatened)

CA = California
CDFW = California Department of Fish and Wildlife
CNPS = California Native Plant Society
DPS = Distinct Population Segment
US = United States
USFWS = United States Fish and Wildlife Service

[28] Zeiner, D., W.F. Laudenslayer, Jr., and K.E. Mayer. 1990. California's Wildlife. California Statewide Wildlife Habitat Relationship System, Volumes I, II, & III, with online updates. California Department of Fish and Wildlife. May.

Nesting Bird Surveys. If project activities must occur during the nesting season (February 1 to September 30), pre-activity nesting bird surveys will be conducted no more than seven (7) days prior to the start of construction at the construction site plus a 100-foot buffer. If no active nests are found, no further action is required; however, note that nests may become active at any time throughout the summer, including when construction activities are occurring. If active nests are found during the survey or at any time during project construction, an avoidance buffer will be established by a qualified biologist. The avoidance buffer will remain in place until the biologist has determined that the young are no longer reliant on the nest. Work may occur within the avoidance buffer under the approval and guidance of the biologist. The biologist will have the ability to stop construction if nesting adults show signs of distress. The results of the pre-activity survey, and monitoring if necessary, will be summarized in a brief memo report submitted to the City of Fresno.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Traffic. A Trip Generation Analysis and Vehicle Miles Traveled (VMT) Screening Analysis Memorandum (Attachment B) was prepared to assess the impacts of traffic generated by the proposed project on the surrounding transportation network. The proposed project includes development of a 294,118-square-foot, seven-level open-air parking structure with 904 parking spaces (including 147 spaces for a future multifamily residential project, 757 spaces for commercial use, and 47 bicycle parking spaces) located at the southwest corner of H Street and Mono Street. Vehicular access to the site would be provided via two full-access driveways from Inyo Street/H Street and Mono Street, and the project would include installation of all-way stop control at the H Street/Mono Street intersection.

The requirement for a Traffic Impact Study (TIS) or Level of Service (LOS) analysis is established by the City of Fresno General Plan Mobility and Circulation Element, specifically Policy MT-2-I, which identifies thresholds based on Traffic Impact Zones (TIZ) and peak-hour trip generation.[29] The proposed project is located within TIZ I of the City's Mobility and Circulation Policy MT-2-I. TIZ I represents the Downtown Planning Area, and prescribes the requirement of preparation of a TIS or LOS analysis. According to the policy, a project would be required to maintain a peak hour LOS standard of F and better for intersections and roadway segments, and generate lower than 200 peak hour trips to not require the preparation of a TIS. It is acknowledged in the City's General Plan that the LOS within the Downtown Planning Area could deteriorate to LOS F.

As previously stated, the proposed project includes the development of a parking structure with 904 parking stalls. The purpose of the project would be to provide a consolidated vehicle parking facility for patrons coming to the Chukchansi Park stadium, or other downtown business and administration offices. Currently, these existing and future projects in the vicinity lack adequate parking facilities, and the proposed project would alleviate constraints on parking capacity by providing an additional parking facility dedicated to patrons travelling to downtown Fresno. As such, the project would not include any land uses that could be considered as a stand-alone trip generator, and the project

[29] City of Fresno. 2014. *FRESNO General Plan*. Website: https://www.fresno.gov/planning/general-plan-development-code/#general-plan(accessed April 2026).

would support multiple existing and planned development land uses identified in the vicinity as part of the Fulton Corridor Specific Plan. Therefore, the proposed project would consolidate the existing inbound and outbound patron trips for the land uses in the vicinity from other places, and streetside or surface parking to this dedicated parking facility.

Although the proposed project is not estimated to generate any new patron trips, as a conservative estimate it could be assumed that the project would generate two trips per day for maintenance and garbage collection purposes, which usually occur during off-peak hours. As such, it could be estimated that the project would generate four (4) new daily trips (two inbound and two outbound), and no new a.m. or p.m. peak hour trips. Therefore, the project would generate less than the 200 peak hour trip threshold requirement for the preparation of a TIS or detailed LOS analysis for a project within TIZ I, and no further LOS analysis is required.

The City of Fresno adopted CEQA Guidelines for VMT Thresholds on June 25, 2020, pursuant to Senate Bill (SB) 743, which became effective July 1, 2020.[30] The City of Fresno VMT Thresholds were developed in accordance with *State CEQA Guidelines* Sections 15064.3 and 15064.7 and informed by the December 2018 *Technical Advisory on Evaluating Transportation Impacts in CEQA* prepared by the California Governor's Office of Planning and Research (OPR).[31] However, in July of 2025, the County of Fresno updated the Fresno County SB 743 Implementation Regional Guidelines (Fresno COG Guidelines), which the City currently follows. According to the Fresno COG Guidelines, projects generating fewer than 500 daily vehicle trips may be screened out from detailed VMT analysis.[32] The proposed project is estimated to generate a nominal number of daily trips (up to four daily trips) and therefore qualifies as a small project eligible for screening. Additionally, the installation of all-way stop control at the H Street/Mono Street intersection is considered a transportation system improvement that does not add vehicle capacity and is also eligible for screening under the VMT Guidelines. As such, the project would not cause a substantial increase in VMT and can be screened out from further VMT analysis.

The proposed project would not conflict with applicable transportation policies or programs and would not generate a substantial increase in vehicle trips in accordance with the City's TIA Guidelines for VMT and Level of Service Assessment. Therefore, the project would not result in any significant effects relating to traffic pursuant to Section 15332(d) of the *State CEQA Guidelines*.

Noise. The project is located in the City of Fresno and therefore subject to compliance with the City's Noise Element of the General Plan and Municipal Code. The closest sensitive receptors to the project site are the residences to the southwest, approximately 615 feet from the project boundary.

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30 City of Fresno. 2020. *CEQA Guidelines for Vehicle Miles Traveled Thresholds.* Website: https://www.fresno.gov/wp-content/uploads/2025/11/CEQA-Guidelines-for-Vehicle-Miles-Traveled-Final-Adopted-Version-10w1106.pdf (accessed April 2026).

31 Governor's Office of Land Use and Climate Innovation (LCI) (previously the Governor's Office of Planning and Research [OPR]). 2018. *Technical Advisory on Evaluating Transportation Impacts In CEQA.* December.

32 Fresno Council of Governments (Fresno COG). 2025. *Fresno County SB 743 Implementation Regional Guidelines.* Website: https://www.fresnocog.org/wp-content/uploads/2025/10/Fresno-COG-VMT-Thresholds-June-2025_10072025.pdf (accessed April 2026).

***City of Fresno General Plan*.** The City's General Plan (2014) includes a set of policies (detailed below) and programs that form a blueprint for the physical development of the City. The following policies related to noise and applicable to the proposed project are presented in the Noise Element of the General Plan. In addition, the Noise Element sets noise standards for transportation and stationary noise sources as shown in Table B and Table C, below.

Table B: Transportation (Non-Aircraft) Noise Sources

Noise-Sensitive Land Use[1]	Outdoor Activity Areas[2]	Interior Spaces	
	L_{dn}/CNEL, dB	L_{dn}/CNEL, dB	L_{eq} dB[2]
Residential	65	45	-
Transient Lodging	65	45	-
Hospitals, Nursing Homes	65	45	-
Theaters, Auditoriums, Music Halls	-	-	35
Churches, Meeting Halls	65	-	45
Office Buildings	-	-	45
Schools, Libraries, Museums	-	-	45

Source: General Plan (City of Fresno, 2014).

[1] Where the location of outdoor activity areas is unknown or is not applicable, the exterior noise level standard shall be applied to the property line of the receiving land use.

[2] As determined for a typical worst-case hour during periods of use.

CNEL = Community Noise Equivalent Level

dB = decibels

L_{dn} = day-night average noise level

Table C: Stationary Noise Sources

	Daytime (7:00 a.m. – 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly Equivalent Sound Level (L_{eq}), dBA	50	45
Maximum Sound Level (L_{max}), dBA	70	60

Source: General Plan (City of Fresno, 2014).

[1] The Planning and Development Director, on a case-by-case basis, may designate land uses other than those shown in this table to be noise-sensitive, and may require appropriate noise mitigation measures.

[2] As determined at outdoor activity areas. Where the location of outdoor activity areas is unknown or not applicable, the noise exposure standard shall be applied at the property line of the receiving land use. When ambient noise levels exceed or equal the levels in this table, mitigation shall only be required to limit noise to the ambient plus five dB.

dB = decibels

dBA = A-weighted decibels

- **Policy NS-1-j: Significance Threshold.** Establish, as a threshold of significance for the City's environmental review process, that a significant increase in ambient noise levels is assumed if the project would increase noise levels in the immediate vicinity by 3 dB L_{dn} or CNEL or more above the ambient noise limits established in this General Plan Update.

- **Policy NS-1-m: Transportation Related Noise Impacts.** For projects subject to City approval, require that the project sponsor mitigate noise created by new transportation and transportation-related stationary noise sources, including roadway improvement projects, so

that resulting noise levels do not exceed the City's adopted standards for noise-sensitive land uses.

- **Policy NS-1-o: Sound Wall Guidelines.** Acoustical studies and noise mitigation measures for projects shall specify the heights, materials, and design for sound walls and other noise barriers. Aesthetic considerations shall also be addressed in these studies and mitigation measures such as variable noise barrier heights, a combination of a landscaped berm with wall, and reduced barrier height in combination with increased distance or elevation differences between noise source and noise receptor, with a maximum allowable height of 15 feet. The City will develop guidelines for aesthetic design measures of sound walls, and may commission area wide noise mitigation studies that can serve as templates for acoustical treatment that can be applied to similar situations in the urban area.

***City of Fresno Municipal Code*.** Chapter 10, Article 1 (Noise Regulations), of the City Municipal Code (2026) establishes excessive noise guidelines and exemptions. The following portions of the Municipal Code are applicable to the proposed project.

- Section 10-109(a) of the City's Municipal Code (2026) limits construction, repair, or remodeling work accomplished pursuant to a building, electrical, plumbing, mechanical, or other construction permit issued by the City or other governmental agency, or to site preparation and grading to between the hours of 7:00 a.m. and 10:00 p.m. on any day except Sunday.

- Section 10-101 of the City's Municipal Code[33] contains the City's Noise Ordinance, which establishes excessive noise guidelines and exemptions. Standards are set for ambient noise based on district type (residential, commercial, and industrial) and time of day. Assumed, ambient noise levels for noise sensitive residential uses during daytime, evening, and nighttime hours are 60 dBA L_{eq}, 55 dBA L_{eq}, and 55 dBA L_{eq}, respectively.

- Section 15-2507 of the City's Municipal Code (2026) states that no vibration shall be produced that is transmitted through the ground and is discernible without the aid of instruments by a reasonable person at the lot lines of the site. Vibrations from temporary construction, demolition, and vehicles that enter and leave the subject parcel (construction equipment, trains, trucks, etc.) are exempt from this standard.

***Federal Transit Administration Vibration Criteria*.** Vibration standards included in the Federal Transit Administration's (FTA) 2018 *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual)[34] are used in this analysis for ground-borne vibration impacts on human annoyance. The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. The criteria for assessing the potential for interference or

[33] City of Fresno. 2019. *Fresno, California – Code of Ordinances*. May 21.

[34] Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual.* Office of Planning and Environment. Report No. 0123. September.

annoyance from vibration levels in a residential building during daytime hours is 80 vibration velocity decibels (VdB).

Ambient Noise in the Project Vicinity. The primary existing noise sources in the project area are from traffic on H Street and Mono Street. To assess the existing noise conditions in the area, long-term noise measurements were conducted at the project site. Two long-term, 24-hour measurements were taken from March 11, 2026, to March 12, 2026. The locations of the noise measurements are shown on Figure 3 of the Noise and Vibration Impact Technical Memorandum (Attachment C), and the results are summarized in Table H of Attachment C. The results on the noise monitoring indicate that average daytime and nighttime hourly levels are higher than the City's assumed ambient levels.

Temporary (Construction) Noise. Two types of short-term construction noise would occur during project construction. The first type would be from construction crew commutes and the transport of construction equipment and materials to the project site, which would incrementally raise noise levels on roadways leading to the site. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 84 A-weighted decibels (dBA) during equipment and material delivery to and from the site for construction preparation, these intermittent high single-event noise exposures would not be significant because trucks already use the roadways leading to the site under current conditions. In addition, the effect on longer-term ambient noise levels would be insignificant because the daily construction-related vehicle trips are few when compared to existing daily traffic volume in the project vicinity.

The results of the California Emissions Estimator Model (CalEEMod), provided in the Air Quality and Greenhouse Gas Emissions Technical Memorandum (Attachment D) for the proposed project, indicate that during the building construction phase, an additional 683 acoustically equivalent trips would occur during an average day from worker and delivery activities. Because the existing traffic volume on these roads are considerably more than 683 vehicles, construction-related vehicle trips would not approach existing daily traffic volume, and traffic noise would not increase by 3 dBA day-night average noise level (L_{dn}). A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, there would not be an audible increase from construction crew commutes and the transport of construction equipment and materials to the project site and short-term, construction-related impacts would be less than significant.

The second type of short-term construction noise is related to noise generated from heavy equipment used during construction activities. The project includes demolition, grading, building construction, architectural coating, and paving phases of construction. These various sequential phases change the character of the noise generated on a project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. The project construction composite noise levels at a distance of 50 feet would range from 74 dBA L_{eq} to 88 dBA L_{eq}, with the highest noise levels occurring during the demolition phase.

The closest sensitive property line, residences to the southwest from the center of the project site may be subject to short-term construction noise reaching 63 dBA L_{eq} generated by construction activities in the project area. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, the noise impacts would no longer occur once project construction is completed. As stated above, noise impacts associated with construction activities are regulated by the City's Municipal Code. The proposed project would comply with the construction hours specified in the City's Noise Ordinance, which states that construction activities are allowed between the hours of 7:00 a.m. and 10:00 p.m. on any day other than Sundays, where no construction activities are allowed. Given that the construction-related noise levels would remain below the 80 dBA L_{eq} construction noise level criteria and construction would occur during the time periods specified in the City's Municipal Code, construction-related noise impacts would be less than significant.

Permanent (Operational) Noise. Long-term noise would be generated from vehicle traffic entering and exiting the site. Based on the project's Trip Generation Analysis and Vehicle Miles Traveled Screening Analysis Memorandum (Attachment B), the project is anticipated to generate 4 new patron trips. Therefore, the project would not be responsible for any significant trip generation, and the traffic noise increase along the roadways in the vicinity of the project would be less than significant.

Vibration. The greatest levels of vibration are anticipated to occur during the demolition and grading phases, during which large bulldozers, and other heavy-tracked construction equipment (expected to be used for this project) would generate ground-borne vibration of up to 89 vibration root-mean-square (RMS) velocity decibels (VdB) (0.089 peak particle velocity [PPV] inches per second [in/sec]) and 76 VdB (0.076 PPV [in/sec], respectively, when measured at 25 feet from the vibration construction source (Attachment C). All other construction phases are expected to result in lower vibration levels.

The distance to the nearest buildings for vibration damage impact analysis is measured between the nearest off-site buildings and the project construction boundary (assuming the construction equipment would be used at or near the project setback line). For annoyance potential due to vibration impacts, the distance from the center of construction activities to the nearest off-site buildings is utilized. Based on Table L in the Noise and Vibration Impact Technical Memorandum (Attachment C), representative vibration levels are expected to approach 0.0013 in/sec RMS at the closest receptors and would not exceed the annoyance threshold of 0.4 in/sec RMS. Additionally, as shown in Table M (Attachment C), vibration levels are expected to approach 0.018 PPV in/sec at the nearest surrounding structures and would remain below the California Department of Transportation (Caltrans) threshold of 0.5 in/sec PPV for building damage. Vibration levels at all other buildings located further from the project site would be lower. Therefore, construction would not result in any vibration damage, and impacts would be less than significant.

As detailed above, the project would not result in the generation of a substantial temporary or permanent increase in ambient noise or vibration levels in the vicinity of the project in excess of

applicable standards. Therefore, the project would not result in any significant effects related to noise pursuant to Section 15332(d) of the *State CEQA Guidelines*.

Air Quality. The project site is in the San Joaquin Valley Air Basin (SJVAB). Air quality in the SJVAB is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). This analysis was prepared using methods and assumptions recommended in the SJVAPCD's *Guidance for Assessing and Mitigating Air Quality Impacts* (GAMAQI).[35]

CalEEMod Version 2022.1. was used to calculate emissions from construction and operation of the proposed project. Please refer to the Air Quality and Greenhouse Gas Emissions Technical Memorandum for a detailed description of emissions modeling methodology and assumptions (see Attachment D).

Consistency with Applicable Air Quality Plans. An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a nonattainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of the federal and State air quality standards.

The SJVAPCD has different air quality plans to address pollutants for which the region is in non-attainment or in maintenance. The SJVAPCD adopted the *2022 Plan for the 2015 8-hour Ozone Standard* in December 2022 to satisfy Clean Air Act requirements and plan for regional attainment of the 70 parts per billion (ppb) 8-hour ozone standard.[36] To assure the SJVAB's continued attainment of the United States Environmental Protection Agency (USEPA) PM_{10} standard, the SJVAPCD adopted the *2007 PM_{10} Maintenance Plan* in September 2007. In addition, the SJVAPCD adopted the *2024 Plan for the 2012 $PM_{2.5}$ Standard,* which addresses compliance with the federal annual $PM_{2.5}$ standard of 12 micrograms per cubic meter ($\mu g/m^3$) by 2030.[37]

For a project to be consistent with SJVAPCD air quality plans, the pollutants emitted from a project should not exceed the SJVAPCD emission thresholds or cause a significant impact on air quality. As discussed below, construction of the proposed project would not result in the generation of criteria air pollutants that would exceed SJVAPCD thresholds of significance. In addition, long-term operational emissions associated with the proposed project, including area, energy, and mobile source emissions, would not exceed the thresholds that were developed to help the SJVAB achieve attainment of the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). Therefore, the proposed project would not

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35 San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. *Guidance for Assessing and Mitigating Air Quality Impacts*. March 19. Website: https://www.valleyair.org/media/g4nl3p0g/gamaqi.pdf (accessed April 2026).

36 San Joaquin Valley Air Pollution Control District (SJVAPCD). *2022 Plan for the 2015 8-Hour Ozone Standard*. December 15. Website: https://ww2.valleyair.org/media/q55posm0/0000-2022-plan-for-the-2015-8-hour-ozone-standard.pdf (accessed April 2026).

37 San Joaquin Valley Air Pollution Control District (SJVAPCD). *2024 Plan for the 2012 Annual $PM_{2.5}$ Standard*. June 20. Website: https://ww2.valleyair.org/media/gw5bacvj/2024-pm25-plan.pdf (accessed April 2026).

conflict or obstruct implementation of applicable air quality plans, and the impact would be less than significant.

Criteria Pollutant Analysis. The SJVAB is currently designated as nonattainment for the federal and State standards for O_3 and $PM_{2.5}$. In addition, the SJVAB is in nonattainment for the PM_{10} standard. In developing thresholds of significance for air pollutants, the SJVAPCD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by grading, paving, building, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, reactive organic gas (ROG), directly emitted particulate matter ($PM_{2.5}$ and PM_{10}), and TACs such as diesel exhaust particulate matter.

Construction activities associated with the proposed project would include site preparation, grading, paving, and building activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The SJVAPCD has implemented Regulation VIII measures for reducing fugitive dust emissions (PM_{10}). With the implementation of Regulation VIII measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, ROG, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using CalEEMod and are summarized in Table D below.

Table D: Project Construction Emissions

Construction Year	Pollutant Emissions (Tons per Year)					
	ROG	NO_x	CO	SO_X	PM_{10}	$PM_{2.5}$
2026	0.12	0.88	1.10	<0.01	0.13	0.06
2027	0.19	1.12	1.58	<0.01	0.13	0.05
SJVAPCD Threshold	**10.0**	**10.0**	**100.0**	**27.0**	**15.0**	**15.0**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (April 2026).
CO = carbon monoxide
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gas
SJVAPCD = San Joaquin Valley Air Pollution Control District
SO_x = sulfur oxides

As shown in Table D, construction emissions associated with the proposed project would not exceed the SJVAPCD's thresholds for ROG, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions.

In addition, if the proposed project is determined to be subject to SJVAPCD Rule 9510 (Indirect Source Review [ISR]), the City would be required to comply with applicable ISR requirements, which may include implementation of emission reduction measures or payment of applicable ISR fees to further reduce regional NO_x and PM_{10} emissions. Separately, compliance with SJVAPCD Regulation VIII fugitive dust control requirements during construction would minimize locations PM_{10} emissions. Implementation of Regulatory Compliance Measure (RCM) AIR-1 would ensure that the proposed project complies with Regulation VIII.

RCM AIR-1 Consistent with San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII (Fugitive PM_{10} Prohibitions), the following controls are required to be included as specifications for the proposed project and implemented at the construction site:

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant or covered with a tarp or other suitable cover or vegetative ground cover.
- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, and cut and fill activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- When materials are transported off site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained.

- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)

- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.

Construction emissions associated with the proposed project would remain less than significant with adherence to RCM AIR-1, and a significant impact relating to air quality would not occur.

Operational Emissions. Long-term air pollutant emissions associated with operation of the proposed project include emissions from area, energy, and mobile sources. Area-source emissions include architectural coatings, consumer products, and landscaping. Energy-source emissions result from activities in buildings that use natural gas. Mobile-source emissions are from vehicle trips associated with operation of the project. Mobile source emissions include ROG and NO_X emissions that contribute to the formation of ozone. Additionally, PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways.

Long-term operational emissions associated with the proposed project were calculated using CalEEMod. Table E provides the proposed project's estimated operational emissions.

Table E: Project Operational Emissions

Emission Type	Pollutant Emissions (Tons per Year)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Mobile Sources	0.00	0.00	0.02	0.00	0.00	0.00
Area Sources	0.24	0.01	1.42	0.00	0.00	0.00
Energy Sources	0.00	0.00	0.00	0.00	0.00	0.00
Stationary Sources	0.02	0.05	0.04	0.00	0.00	0.00
Total Project Emissions	**0.25**	**0.06**	**1.47**	**0.00**	**0.01**	**0.01**
SJVAPCD Threshold	10.0	10.0	100.0	27.0	15.0	15.0
Exceeds Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (April 2026).
Note: Some values may not appear to add correctly due to rounding.
CO = carbon monoxide
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gas
SJVAPCD = San Joaquin Valley Air Pollution Control District
SO_X = sulfur oxides

As shown in Table E, long-term operational emissions associated with the proposed project would not exceed the applicable thresholds of significance for annual ROG, NO_X, CO, SO_X,

PM_{10}, or $PM_{2.5}$ emissions. In addition, if the proposed project is determined to be subject to SJVAPCD Rule 9510, Indirect Source Review, the City would be required to comply with applicable ISR requirements, which may include implementation of emission reduction measures or payment of applicable ISR fees to address regional NO_X and PM_{10} emissions. Compliance with Rule 9510 may further reduce regional NO_X and PM_{10} emissions beyond those conservatively estimated in Table E, above. In conclusion, long-term operational criteria pollutant emissions associated with the proposed project would be less than significant, and significant impact related to air quality would not occur.

***Long Term Microscale (CO Hot Spot) Analysis*.** Localized air quality impacts can occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, thereby affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes.

SJVAPCD does not provide screening thresholds for localized CO impacts based on traffic volumes. However, the Bay Area Air District provides general screening guidance that a less than significant localized CO impact is expected if project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; or a project would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, or below-grade roadway).[38]

The proposed project is expected to generate 4 average daily trips, with 0 trips occurring during peak hours.[39] As described in the Trip Generation Analysis and Vehicle Miles Traveled Screening Analysis Memorandum (Attachment B), the proposed project meets the criteria for a Small Project, which is defined as a project generating less than 500 daily trips. Therefore, the proposed project was screened out from a detailed VMT analysis and would result in a less than significant VMT impact. The addition of project-generated trips would not result in peak-hour traffic volumes at intersections in the vicinity of the project site in excess of 44,000 vehicles per hour. In addition, the project site is not located in an area where vertical or horizontal mixing is substantially limited.

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38 Bay Area Air District (Air District). 2022 CEQA Guidelines; Screening Criteria. Website: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-4-screening_final-pdf.pdf?rev=ac551d35a52d479dad475e7d4c57afa6&sc_lang=en (accessed April 2026).

39 LSA Associates, Inc (LSA). 2026. *H-Street Parking Building Project Trip Generation Analysis and Vehicle Miles Traveled Screening Analysis Memorandum* (LSA Project No. CFO2202.10).

Therefore, given the lack of traffic impacts associated with the project, project-related vehicles are not expected to result in CO concentrations exceeding the State or federal CO standards, and a significant impact related to air quality would not occur.

Impacts to Sensitive Receptors. Construction and operations of a land use development project may result in emissions of pollutants that could adversely affect existing sensitive receptors in a project area. The closest sensitive receptors to the project site are the residences to the southwest, approximately 615 feet from the project boundary. The following discussion evaluates potential impact related to emissions of toxic air contaminants, naturally-occurring asbestos, and valley fever spores.

Toxic Air Contaminants. Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates and a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). In the *Air Quality and Land Use Handbook: A Community Health Perspective*, the California Air Resources Board (CARB) indicates that diesel particulate matter (DPM) concentrations from mobile and stationary sources decrease substantially with distance, with markedly reduced concentrations beyond approximately 500 feet.[40] Because the nearest sensitive receptors are located more than 500 feet from the project site, DPM emissions would be substantially dispersed prior to reaching receptors. Nevertheless, construction contractors would be required to implement SJVAPCD Regulation VIII, as ensured through RCM AIR-1, which would reduce emissions of fugitive dust. In addition, idling of trucks would be limited by the CARB's In-Use Off-Road Diesel Vehicles regulation, which limits idling to 5 minutes or less. Minimizing idling time reduces vehicle exhaust emissions.[41] In addition, according to CARB, DPM emissions have also been shown to be highly dispersive in the atmosphere with the DPM concentration decreasing with distance from the source.[42] Furthermore, the primary construction activities associated with the proposed project would occur over a short timeframe (less than two years) and therefore potential sensitive receptors would be exposed to emissions associated with construction activities for a limited duration. Finally, project construction pollutant emissions would be below the SJVAPCD significance thresholds, which includes thresholds for PM. Overall, construction of the project is not expected to result in the exposure of sensitive receptors to substantial pollutant concentrations.

Once operational, the proposed project would generate very few new vehicle trips and, rather, would provide parking for existing trips in the area. A diesel-fueled emergency generator would be provided on-site, but would only be run during emergency power outages or for standard maintenance and testing. The generator would be subject to permitting through SJVAPCD and would be required to comply with all applicable regulations, including New Source Review (Rule 2201) and any specific limitations on hours

40 California Air Resources Board (CARB). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April. Website: https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf (accessed April 2026).

41 *Ibid.*

42 *Ibid.*

of operations, fuel use, and monitoring and reporting. Compliance with SJVAPCD rules would further limit doses and exposures, reducing potential health risk related to equipment emissions to a level that is not significant. Therefore, operations of the proposed project would not result in new sources of TACs and would not expose sensitive receptors to substantial levels of TACs.

Naturally Occurring Asbestos. The project is located in Fresno County, which is among the counties found to have serpentine and ultramafic rock in their soils.[43] However, according to the California Geological Survey, serpentine and ultramafic rock is not known to occur in the project vicinity.[44] Therefore, the potential risk for naturally occurring asbestos during project construction is not considered significant.

Valley Fever. The closest sensitive receptors are the residences to the southwest, approximately 615 feet from the project boundary. This distance is sufficient in that particulate matter would settle prior to reaching the nearest sensitive receptor. Therefore, any Valley fever spores suspended with the dust would not be anticipated to reach the sensitive receptors. However, during project construction, it is possible that workers could be exposed to Valley fever through fugitive dust. Dust control measures, as ensured by RCM AIR-1 and consistent with SJVAPCD Regulation VIII[45], would reduce the exposure to the workers and sensitive receptors. Therefore, dust from the construction of the project is not anticipated to significantly add to the existing exposure of people to Valley fever.

Odors and Other Emissions. During construction, the various diesel-powered vehicles and equipment in use on site would create localized odors. Construction-related odors are often localized as they are concentrated at the source and dispersed by wind and distance. In addition, construction-related odors are temporary and would cease to occur after construction. Because the project's potential construction-related odor impacts are localized and temporary, they would not adversely affect a substantial number of people. Following construction, the proposed project does not include any common odor-producing land uses. In the event that odor complaints arise, the SJVAPCD has the authority to investigate and enforce compliance under its nuisance rule, Rule 4102, to ensure that any odor complaints are addressed. Therefore, other emissions, such as those leading to odors, adversely affecting a substantial number of people would not occur as a result of the project.

Conclusion. Based on the discussion above, the proposed project would not result in any significant effects related to air quality pursuant to Section 15332(d) of the *State CEQA Guidelines*.

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43 California Department of Conservation (DOC). n.d. California Geological Survey. Asbestos. Website: https://www.conservation.ca.gov/cgs/minerals/mineral-hazards (accessed April 2026).

44 California Department of Conservation (DOC). n.d. California Geological Survey. Naturally-Occurring Asbestos in California. Website: https://www.conservation.ca.gov/cgs/minerals/mineral-hazards/asbestos (accessed April 2026).

45 San Joaquin Valley Air Pollution Control District (SJVAPCD). *2024 Plan for the 2012 Annual $PM_{2.5}$ Standard*. June 20. Website: https://ww2.valleyair.org/media/gw5bacvj/2024-pm25-plan.pdf (accessed April 2026).

Water Quality. Stormwater runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the federal Clean Water Act). The NPDES program's objective is to control and reduce pollutant discharges to surface water bodies. The USEPA delegated the implementation and administration of the NPDES program to the California State Water Resources Control Board (SWRCB). The SWRCB established nine Regional Water Quality Control Boards (RWQCBs). The SWRCB enacts and enforces the federal NPDES program and all water quality programs and regulations that cross regional boundaries. The nine RWQCBs enact, administer, and enforce all programs, including NPDES permitting, within their jurisdictional boundaries. The proposed project is within Region 5 and is managed by the Central Valley RWQCB.

The SWRCB regulates stormwater discharges from construction sites. Any construction activity, including grading, that would result in a Disturbed Soil Area (DSA) of 1 acre or greater, and/or are smaller sites that are part of a larger common plan of development are subject to the SWRCB's NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002) (Construction General Permit).[46] The proposed project involves grading of a 2.26-acre site and would apply for the NPDES Construction General Permit (CGP). The CGP requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of construction best management practices (BMPs) during construction activities. Construction BMPs would include, but not be limited to, erosion and sediment control, designed to minimize erosion and retain sediment on site, and good housekeeping practices to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Additionally, Section 6-714 of the City's Municipal Code also requires the implementation of BMPs to the maximum extent technologically and economically feasible to prevent and reduce pollutants from entering stormwater during construction.[47] The construction contractor(s) would be required to operate and maintain these controls throughout the duration of construction activities and to maintain an inspection log.

The SWRCB and the RWQCBs implement and enforce California's Municipal Stormwater Program. The Municipal Stormwater Program regulates stormwater discharges from municipal separate storm sewer systems (MS4s) throughout California. The USEPA defines an MS4 as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over stormwater, which are designed or used for collecting or conveying stormwater." The City of Fresno operates under the California Regional Water Quality Control Board Central Valley Regional National Pollutant Discharge Elimination System Permit and

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46 California State Water Resources Control Board (SWRCB). 2022. *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities.* 2022. Website: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2022/wqo_2022-0057-dwq.pdf (accessed March 19, 2026).

47 City of Fresno. 2026. Code of Ordinances. Section 6-714. Requirements to Prevent, Control, and Reduce Stormwater Pollutants. Website: https://library.municode.com/ca/fresno/codes/code_of_ordinances?nodeId=MUCOFR_CH6MUSEUT_ART7URSTWAQUMADICO_S6-714REPRCORESTWAPO (accessed March 19, 20206).

Waste Discharge Requirements General Permit for Discharges from Municipal Separate Storm Sewer Systems (MS4) (Order No. R5-2016-0040-014, NPDES No. CAS0085324).

The Fresno Metropolitan Flood Control District (FMFCD) manages stormwater runoff locally. The major elements of the FMFCD's flood control system include dams, reservoirs, and detention basins. The FMFCD is responsible for reviewing development proposals to assess drainage and flood control impacts and needs, in addition to determining applicable requirements and modifications needed to implement the Storm Drainage and Flood Control Master Plan.

The City of Fresno is within the Tulare Lake Basin and is under the jurisdiction of the Central Valley RWQCB (Region 5). The Central Valley RWQCB Region is divided into three basins, the Sacramento River Basin, the San Joaquin River Basin, and the Tulare Lake Basin in which the project is located. The Central Valley RWQCB monitors surface water quality through implementation of the Water Quality Control Plan for the Tulare Lake Basin (Basin Plan) and designates beneficial uses for surface water bodies and groundwater in the basin. The Basin Plan also contains water quality criteria for groundwater.

Construction. Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked, and they have the potential to be transported via stormwater runoff into receiving waters.

Construction of the proposed project would result in grading an area of 1 acre or greater and therefore would be subject to the requirements of the CGP, including preparation of an SWPPP and implementation of construction BMPs. Construction BMPs would include, but are not limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site as well as Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. As discussed above, the proposed project must comply with Chapter 6, Article 7 (Urban Storm Water Quality Management and Discharge Control) of the City's Municipal Code, particularly Section 6-714 which requires all qualifying land development/ redevelopment projects to incorporate BMPs prescribed by the City to control the volume, rate, and to reduce or eliminate the potential pollutant load of stormwater runoff from new development and redevelopment projects as may be appropriate to minimize the generation, transport and discharge of pollutants.[48] The SWPPP shall identify all BMPs that will be incorporated into the project to control stormwater and non-stormwater pollutants during construction and shall be revised as necessary.

[48] City of Fresno. 2026. Code of Ordinances. Section 6-714. Requirements to Prevent, Control, and Reduce Stormwater Pollutants. Website: https://library.municode.com/ca/fresno/codes/code_of_ordinances?nodeId=MUCOFR_CH6MUSEUT_ART7URSTWAQUMADICO_S6-714REPRCORESTWAPO (accessed March 19, 2026).

Operations. The project site is relatively flat and does not contain streams or rivers. Under existing conditions, the project site consists of a surface parking lot and is comprised entirely of impervious surface area. The proposed project would install two storm drain inlets on-site to manage stormwater runoff from the 2.26-acre site. Proposed permeable surfaces such as landscaped areas would infiltrate stormwater naturally. Runoff would be conveyed via a 12-inch PVC sewer pipe and tie into an existing 36-inch storm drain main located within the internal driveway connecting to Inyo Street at the northern edge of the project site.

The project would not involve the storage of chemicals on site. Project operation would not involve ground disturbance, which would limit the potential for off-site migration of sediment and adsorbed pollutants in runoff. Operational activities of the project would be the same as under existing conditions for the existing water and sewer system and would not result in an increase of impervious surfaces. Consistent with the City of Fresno's MS4 Permit, the project would implement stormwater quality controls recommended in the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction Guidelines. Compliance with the City of Fresno's MS4 Permit requirements would reduce the potential for the discharge of pollutants to receiving waters during project operations.

Infiltration of stormwater could have the potential to affect groundwater quality. However, the majority of the project site would be impervious surface; and therefore, it is not expected that stormwater would infiltrate at levels that could significantly degrade groundwater quality during project operations. Because stormwater would be collected and diverted to the storm drain system, there is not a direct path for pollutants to reach groundwater.

Adherence with the CGP, the City's MS4 permit, the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction Guidelines, Chapter 6, Article 7 of the City's Municipal Code, and implementation of required BMPs, would ensure construction and operation of the proposed project would not result in any significant effects relating to water quality pursuant to Section 15332(d) of the *State CEQA Guidelines*.

(e) The site can be adequately served by all required utilities and public services.

Utilities. The project would result in the installation of curb, gutter, and concrete sidewalk, along the project site frontages on the internal driveway connecting to Inyo Street, and along the project frontage on Mono Street (refer to Figure 3). The project includes interconnection to utilities such as water, stormwater, electrical, sewer, and telecommunications within H Street, Inyo Street, and Mono Street rights-of-way for service to the project site. Existing water facilities along Mono Street would be relocated behind the fire access lane curb.

> ***Drainage.*** As discussed above, the project would install two storm drain inlets on-site to manage stormwater runoff from the 2.26-acre site. Proposed permeable surfaces such as landscaped areas would infiltrate stormwater naturally. Runoff would be conveyed via a 12-inch PVC sewer pipe and tie into an existing 36-inch storm drain main.
>
> The approval of drainage features and other utility improvements occurs through the building plan check process. As part of this process, all project-related drainage features and utility

infrastructure would be required to comply with City Municipal Code Chapter 6, Article 7, the standard plans and specifications of the FMFCD, and Central Valley RWQCB standards. On-site project-related drainage features would be designed, installed, and maintained per City MS4 standards and the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction Guidelines. Therefore, the proposed project would be adequately served by existing stormwater and drainage infrastructure.

Energy. Electricity would be the main form of energy consumed on the project site. Electricity would mainly be used for building lighting, elevators, EV charging, and security. Operations of the proposed project would not include natural gas, and no natural gas demand is anticipated during operation of the proposed project. The expected energy consumption during construction and operation of the proposed project would be consistent with typical usage rates for parking facilities; however, energy consumption is largely a function of daily usage and the physical structure and layout of the building.

Electricity is provided in the State through a complex grid of power plants and transmission lines. In 2024, California's in-State electric generation totaled 216,181 gigawatt-hours (GWh), and the State's total system electric generation, which includes imported electricity, totaled 278,338 GWh. In 2024, non-greenhouse gas and renewable sources of electricity generation made up 59.77 percent of California's in-state generation.[49]

Pacific Gas & Electric (PG&E) is the private utility that would supply the proposed project's electricity services. In 2024, a total of 98 percent of PG&E's delivered electricity came from non-greenhouse gas producing sources.[50] PG&E reached California's 2020 renewable energy goal in 2017 and is positioned to meet the State's 60 percent by 2030 renewable energy mandate set forth in Senate Bill (SB) 100. In addition, PG&E plans to continue to provide reliable service to their customers and upgrade their distribution systems as necessary to meet future demand.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR), known as the California Building Code (CBC). The CBC is updated every three years, and the current 2025 CBC went into effect in January 2026. Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The California Building Standards Commission (CBSC) adopted Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen Code) in 2010 as part of the State's efforts to reduce greenhouse gas emissions and energy consumption from residential and nonresidential

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49 California Energy Commission (CEC). 2024 Total System Electric Generation. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2024-total-system-electric-generation (accessed March 19, 2026).

50 Pacific Gas & Electric (PG&E). 2024. *Clean Energy Solutions.* Website: https://www.pge.com/en/about/corporate-responsibility-and-sustainability/taking-responsibility/clean-energy-solutions.html (accessed March 19, 2026).

buildings.[51] The CALGreen Code was updated in 2025 (effective January 2026) and covers the following five categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) indoor environmental quality.[52] The project would comply with the current 2025 CALGreen Code requirements and Title 24 efficiency standards, which would further improve energy efficiency during operation.

Increasingly stringent electricity efficiency standards combined with compliance with the CBC and CALGreen Code would ensure operation of the project would demand only the energy required. Therefore, the proposed project would be adequately served by existing electricity services.

Water. The proposed project would require connection to an existing 16-inch PVC water main within the Mono Street right-of-way. The project would install a new 2-inch domestic water meter and back flow preventer per City requirements. Existing water facilities along Mono Street would be relocated behind the fire access lane curb with a traffic-rated lid.

The project site is located within the service territory of the City of Fresno Department of Public Utilities, Water Division. The City of Fresno delivers drinking water to more than 142,200 residential, commercial, and industrial customers over a 114-square-mile area of the City.[53] The City historically relied entirely on groundwater until 2004, when the Northeast Surface Water Treatment Facility (NESWTF) became operational.[54] Subsequent additions of the T-3 Surface Water Treatment Facility in 2015 and the Southeast Surface Water Treatment Facility in 2018 have resulted in a more balanced use of groundwater and surface water.[55] The City now manages its water supply adaptively based on hydrologic conditions. During wet years, surface water use is prioritized, and excess supplies are used to recharge groundwater basins. During dry years, the City relies primarily on stored groundwater reserves. This conjunctive use strategy enhances drought resilience and ensures reliable water supply for residential and commercial demands under varying hydrologic conditions.

Based on the City's 2020 Urban Water Management Plan (UWMP), the water supplies under normal conditions for the City from 2025 (329,030 acre-feet [af] per year [afy]) to 2045 (357,330 afy) would be sufficient to cover the potable water demand (i.e., 136,504 af by 2025 and

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51 California Energy Commission (CEC). n.d. *Building Energy Efficiency Standards – Title 24, Part 6.* Website: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards (accessed March 19, 2026).

52 California Department of General Services. 2026. *2025 California Green Building Standards Code, Title 24, Part 11.* Website: https://codes.iccsafe.org/content/CAGBC2025P1 (accessed March 19, 2026).

53 City of Fresno. 2026. *Water Operations.* Website: https://www.fresno.gov/publicutilities/water-division/water-operations/ (accessed March 20, 2026).

54 City of Fresno. 2026. *Water Resource Management*. Website: https://www.fresno.gov/publicutilities/water-division/water-resource-management/#drought-resiliency (accessed March 20, 2026).

55 City of Fresno. 2026. *Water Resource Management*. Website: https://www.fresno.gov/publicutilities/water-division/water-resource-management/#drought-resiliency (accessed March 20, 2026).

167,947 af by 2045) for each normal year respectively.[56] During a single dry year, water supplies for the City from 2025 (188,852 afy) to 2045 (211,158 afy) would be sufficient to cover the potable water demand for each year (i.e., 136,504 af by 2025 and 167,947 af by 2045), respectively.[57] After a 5-year dry period, water supplies for the City from 2025 (315,000 afy) to 2045 (340,000 afy) would be sufficient to cover the potable water demand for each year (i.e., 136,504 af by 2025 and 167,947 af by 2045), respectively.[58]

The main water demand of the proposed project would be for landscape irrigation and fire suppression. The proposed project is consistent with the site's zoning and land use designation in the General Plan and constitutes a land use that would require less water than other permitted uses such as multi-unit residential projects. In addition, the proposed project would be subject to the payment of any applicable connection charges and/or fees and extension of services in a manner that is compliant with the Department of Public Utilities standards, specifications, and policies. Therefore, the proposed project would be consistent with growth under the City's General Plan and would be accounted for in the City's UWMP projections, and the City would have sufficient water supplies available to serve the project.

***Wastewater*.** The project site is within the sewer service area of the City of Fresno through the Department of Public Utilities Wastewater Management Division. The City of Fresno owns and operates two wastewater treatment facilities. They are the Fresno/Clovis Regional Wastewater Reclamation Facility and the North Fresno Wastewater Reclamation Facility. The Fresno/Clovis Regional Wastewater Reclamation Facility currently has a capacity of 87 million gallons per day (mgd). The North Fresno Wastewater Reclamation Facility has a capacity of 1.07 mgd.

Wastewater generation associated with the proposed project is not anticipated to exceed wastewater treatment requirements or exceed the available capacity to accommodate the increased wastewater flows from the proposed project. Due to the nature of the proposed parking uses, the proposed project would not generate a substantial amount of wastewater and would be adequately served by the capacity and the existing wastewater conveyance system. In addition, the proposed project would be subject to the payment of any applicable connection charges and/or fees and extension of services in a manner that is compliant with the Department of Public Utilities standards, specifications, and policies. Therefore, the proposed project would have sufficient wastewater infrastructure available to serve the project.

***Solid Waste*.** Garbage disposed of in the City of Fresno is taken to Cedar Avenue Recycling and Transfer Station. Once trash has been off-loaded at the transfer station, it is sorted, and non-recyclable solid waste is loaded onto large trucks and taken to the American Avenue Landfill located approximately 6 miles southwest of Kerman, and 20 miles west of the project site.

The American Avenue Landfill (i.e., American Avenue Disposal Site 10-AA-0009) has a maximum permitted capacity of 32,700,000 cubic yards and a remaining capacity of 29,358,535 cubic

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56 City of Fresno. 2021. *2020 Urban Water Management Plan.* Website: https://www.fresno.gov/wp-content/uploads/2023/03/Fresno-2020-UWMP_Final_2021-07-21.pdf (accessed April 7, 2026).

57 *Ibid.*

58 *Ibid.*

yards, with an estimated closure date of August 31, 2031. The maximum permitted throughput is 2,200 tons per day. [59]

The proposed use (e.g., parking structure) is not considered a use that would generate high volumes of waste as on-site solid waste disposal would be generally limited to personal consumer waste. Given the available capacity at the landfills, the solid waste generated by the proposed project is not anticipated to cause the facility to exceed its daily permitted capacity. As such, the project would be served by a landfill with sufficient capacity to accommodate the project's waste disposal needs.

Summary. All proposed improvements and interconnection to drainage, electric power, telecommunications, water, and wastewater facilities would be installed simultaneously with finished grading activities and required roadway frontage improvements for the project. The areas of potential impact from drainage and utility infrastructure improvements are included in the analytical footprint of the project and associated technical studies, and impacts are found to be less than significant. As a result, interconnection to the existing utilities in the project vicinity would not result in substantial disturbance to native habitat or soils, historical resources, or to the operation of existing roadways and utilities. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the project's construction and operational footprints, and therefore are already identified, disclosed, and subject to all applicable local, State, and federal regulations specified above. Therefore, the site can be adequately served by all required utilities pursuant to Section 15332(e) of the *State CEQA Guidelines*.

Public Services. The City would provide the following public services to the project site:

Fire. The City of Fresno Fire Department (FFD) provides full-time fire suppression, fire prevention, urban search and rescue, hazardous material response, and other related emergency services to the City of Fresno and the project site. There are 20 FFD fire stations in Fresno, with the closest fire station, FFD Headquarters, located approximately 0.15 mile northwest of the project site.[60] Average travel time between FFD Headquarters and the project site is 1 minute.

The proposed project includes a fire access lane parallel to H Street, located between the adjacent property and the parking structure. Access is provided via a new driveway from the existing internal driveway connecting to Inyo Street, leading to a 26-foot-wide concrete lane with rolled curbs designated as fire lanes. Egress is provided by a driveway on Mono Street, approximately 100 feet west of the H Street intersection. Driveways entering and exiting fire access lane are designed to accommodate FFD fire trucks, have a minimum 44-foot centerline turn radius, and allow for hammerhead turning movements. Additional fire service infrastructure

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59 California Department of Resources Recycling and Recovery (CalRecycle). n.d. SWIS Facility/Site Summary. American Avenue Disposal Site (10-AA-0009). Website: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/352 (accessed March 20, 2026).

60 City of Fresno. n.d. *Fire Department.* Website: https://www.fresno.gov/fire/ (accessed March 18, 2026).

associated with the proposed project includes installation of two fire hydrants and construction of a fire water service lateral that connects to the existing City water main.

The project could result in an incremental increase in the demand for fire protection services. However, the proposed project would be required to comply with all applicable codes for fire safety and emergency access. The proposed project would not involve any components (i.e., construction of residential units or businesses) which would directly increase population growth and the project would support planned infill within the Downtown Fresno area. The proposed project does not have any features that would create potential for increased fire services beyond what would be necessary for parking uses permitted under the City's zoning. The FFD would continue providing services to the project site and would not require additional firefighters to serve the proposed project. The project would not result in the need for the construction of new or expanded fire station facilities.

The proposed project design would be submitted to and approved by the FFD prior the issuance of building permits to ensure the project would conform to applicable building codes. Based on the information and analysis above, the addition of a 294,118-square-foot open air parking structure consistent with the General Plan and zoning and constructed on an infill site in accordance with applicable policies designed to minimize fire-related hazards (i.e., CBC and California Fire Code) would not require new or physically altered fire protection facilities. Furthermore, the City would be responsible for the Fire Facilities Fee pursuant to Chapter 12, Article 4.9 of the Fresno Code of Ordinances to account for the potential impacts to fire service facilities.[61]

Police. The City of Fresno Police Department (FPD) provides police protection to the project site. The Police Department Patrol Division is divided into five policing districts with the proposed project being within the Southwest Policing District.[62] The Southwest Police District station is located approximately 0.6 mile from the project site.

The proposed project would support planned infill within the Downtown Fresno area. Planned growth under the General Plan would increase calls for police protection service in the City. The project could result in an incremental increase in the demand for police protection services; however, the proposed project is consistent with the site's General Plan designation and does not represent unplanned growth. The proposed project would not involve any components which would directly increase population growth, nor does the project involve any features that would create the potential for increased police services beyond what would be necessary for parking uses permitted under the City's zoning. The FPD would continue to provide services to

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61 City of Fresno. 2026. *Code of Ordinances. Chapter 12- Impact Fees, Historic Resources, and other Miscellaneous Topics. Article 4.9- Fire Facilities Fee.* Website: https://library.municode.com/ca/fresno/codes/code_of_ordinances?nodeId=MUCOCHFRCA_CH12IMFEHIREOTMITO_ART4.9FIFAFE (accessed March 18, 2026).

62 City of Fresno. n.d. *Welcome to the Fresno Police Department*. Website: https://www.fresno.gov/police/#police-district-locator (accessed March 18, 2026).

the project site and would not require additional officers to serve the project site. The project would not result in the need for the construction of new or expanded police facilities.

Additionally, the City would be responsible for the Police Facilities Fee pursuant to Chapter 12, Article 4.8 of the Fresno Code of Ordinances to account for the potential impacts to police protection services.[63] The Police Facilities Fee is a one-time charge applied to new development and are imposed to raise revenue for the construction or expansion of capital facilities located outside of project boundaries of a new development that benefit the area. Payment of the Police Facilities Fee commensurate with the increased demand for services in the City would offset any increase in demand for police services. The addition of a 294,118-square-foot open air parking structure consistent with the General Plan and zoning and constructed on an infill site in accordance with applicable policies designed to minimize crime would not require new or physically altered police protection facilities.

Schools. No unplanned population growth would occur as a result of the construction or operation of the proposed project, as the proposed project is a parking garage that would support planned infill within the Downtown Fresno area. Additionally, the project does not include housing; therefore, no increase in the number of school-age students would occur. Therefore, the project would not generate student demand or otherwise impact school services and would not have an adverse effect related to schools.

Parks. The proposed project would support planned infill within the Downtown Fresno area with the construction of a 294,118-square-foot open air parking structure. The project is consistent with the City General Plan and the Citywide Development Code, and no unplanned population growth would occur as a result of the construction or operation of the proposed project. Therefore, development of the project would not create a significant increase in the use of existing neighborhood or regional parks or other recreational facilities or require construction of new or expansion of existing park facilities.

Libraries and City Administrative Services. The proposed project would not generate permanent population in the City that would require access to public facilities, including the Fresno County Central Public library, located approximately 0.55 mile northeast of the project site. The proposed project would support planned infill within the Downtown Fresno area through construction of a 294,118-square-foot open-air parking structure, which is consistent with the City General Plan and the Citywide Development Code. Therefore, development of the proposed project would not increase demand for other public services, including libraries, community centers, and public health care facilities, and the site can be adequately served by all required public facilities pursuant to Section 15332(e) of the *State CEQA Guidelines*.

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63 City of Fresno. 2026. *Code of Ordinances. Chapter 12- Impact Fees, Historic Resources, and other Miscellaneous Topics. Article 4.8- Police Facilities Fee.* Website: https://library.municode.com/ca/fresno/codes/code_of_ordinances?nodeId=MUCOCHFRCA_CH12IMFEHIREOTMITO_ART4.9FIFAFE (accessed March 18, 2026).

EVALUATION OF EXCEPTIONS TO THE CLASS 32 (IN-FILL) EXEMPTION CRITERIA

Exceptions (Section 15300.2 of the *State CEQA Guidelines*) to the CEQA Class 32 categorical exemption would apply if the project triggers any of the criteria or conditions described in this section. The following analysis compares the criteria in *State CEQA Guidelines* Section 15300.2 (Exceptions) to the project, and concludes, based on substantial evidence, that none of the exceptions are applicable to the project.

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located—a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The project is consistent with the Class 32 Categorical Exemption (Section 15332 of the *State CEQA Guidelines*) and therefore is not subject to the Location Exception (Section 15300.2(a))

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

Section 15300.2(b)) of the *State CEQA Guidelines* requires consideration of the same types of projects in the same place when determining if a project would have a significant cumulative effect.

Cumulative air quality impacts are based on projections in the regional Air Quality Management Plan (AQMP). Because the project is consistent with the General Plan land use and zoning designations for the site, the project is consistent with growth projections of the General Plan and would not conflict with or obstruct implementation of the regional AQMP.

No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions would contribute to existing cumulatively significant impacts to air quality. The SJVAPCD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the SJVAB's existing air quality conditions. Therefore, a project that exceeds the SJVAPCD operational thresholds would also have a cumulatively considerable contribution to a significant cumulative impact.

Due to the nonattainment status of the Basin, the primary air pollutants of concern would be nitrogen oxides (NO_x) and volatile organic compounds (VOC), which are ozone precursors, and particulate matter less than 10 microns in size (PM_{10}) and particulate matter less than 2.5 microns in size ($PM_{2.5}$). As detailed in Table E, above, long-term emissions were calculated for NOx, VOC, CO, sulfur oxides (SO_x), PM_{10}, and $PM_{2.5}$ expected to be generated through operation of the proposed project, and project-related emissions would not exceed the established SJVAPCD emission thresholds for any criteria pollutants. Without any exceedance in air quality emissions thresholds, the proposed project would not result in a cumulatively considerable contribution to significant air quality impacts.

A Trip Generation Analysis and Vehicle Miles Traveled Screening Analysis Memorandum (Attachment B) was prepared for the project through consultation with the City's Traffic Engineering Division, and the analysis showed that the project would conservatively generate four (4) new daily trips (two inbound and two outbound), and no new a.m. or p.m. peak hour trips. The number of trips the project would generate is well below the City's 200-peak hour trip threshold in TIZ I to prepare a TIA, which the City typically requires when there is a potential for a project to have an adverse effect on the surrounding transportation network. According to the policy, a project would be required to maintain a peak hour LOS standard of F and better for intersections and roadway segments, and generate lower than 200 peak hour trips to not require a TIS. It is acknowledged in the City's General Plan that the LOS within the Downtown Planning Area could deteriorate to LOS F. Since the number of trips the project would generate is well below the City's threshold to prepare a TIA, the addition of the proposed project traffic would not create any significant adverse impacts to nearby intersections.

Additionally, according to the Fresno COG Guidelines, projects generating fewer than 500 daily vehicle trips may be screened out from detailed VMT analysis.[64] The proposed project is estimated to generate up to 4 daily trips and therefore qualifies as a small project eligible for screening. Furthermore, the proposed installation of all-way stop control at the H Street/Mono Street intersection is considered a transportation system improvement that does not add vehicle capacity and is also eligible for screening under the VMT Guidelines. As such, the project would not cause a substantial increase in VMT and can be screened out from further VMT analysis.

The results of the California Emissions Estimator Model (CalEEMod) (Attachment D) for the proposed project indicate that during the building construction phase, an additional 683 acoustically equivalent trips would occur during an average day from worker and delivery activities. Because the existing traffic volume on these roads are considerably more than 683 vehicles, construction-related vehicle trips would not approach existing daily traffic volume, and traffic noise would not increase by 3 dBA L_{dn}. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, there would not be an audible increase from construction crew commutes and the transport of construction equipment and materials to the project site.

Long-term noise would be generated from vehicle traffic entering and exiting the site. Based on the project's Trip Generation Analysis and Vehicle Miles Traveled Screening Analysis Memorandum (Attachment B), the project is anticipated to generate 4 new patron trips. Considering that the existing traffic on H-Street and Mono Street is considerably more than 4 vehicles, project-generated vehicle trips would not approach existing daily traffic volumes and traffic noise would not increase by 3 dBA Community Noise Equivalent Level (CNEL). A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment; therefore, the traffic noise increase in the vicinity of the project site resulting from the proposed project would be less than significant.

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64 Fresno Council of Governments (Fresno COG). 2025. *Fresno County SB 743 Implementation Regional Guidelines.* Website: https://www.fresnocog.org/wp-content/uploads/2025/10/Fresno-COG-VMT-Thresholds-June-2025_10072025.pdf (accessed April 2026).

Neither the project site nor the local area is particularly sensitive in terms of biological resources. The project site is in downtown Fresno and entirely developed as a paved parking lot. Vegetation on-site is limited to landscaped trees and shrubs along the perimeter and weedy plants in unmaintained areas. No plant or wildlife species listed as special-status, endangered, rare, or threatened were observed on the project site, and none are expected to occur due to the site's developed nature, relatively small size, and isolation from open space with suitable habitat to support these species. Potential impacts to native nesting bird species could occur if the trees on-site are removed during the nesting season (February 1 to September 30). However, if project activities must occur during the nesting season, pre-activity nesting bird surveys will be conducted no more than seven (7) days prior to the start of construction at the construction site plus a 100-foot buffer. If no active nests are found, no further action is required; however, note that nests may become active at any time throughout the summer, including when construction activities are occurring. If active nests are found during the survey or at any time during project construction, an avoidance buffer will be established by a qualified biologist. The avoidance buffer will remain in place until the biologist has determined that the young are no longer reliant on the nest. Work may occur within the avoidance buffer under the approval and guidance of the biologist. The biologist will have the ability to stop construction if nesting adults show signs of distress. The results of the pre-activity survey, and monitoring, if necessary, will be summarized in a brief memo report submitted to the City of Fresno. Implementation of the described avoidance and minimization measure (Nesting Bird Survey) would result in a less than significant impact.

The project site's location in an urbanized area, relatively small size, and lack of suitable habitat renders the site unlikely to support any endangered, rare, or threatened plant and animal species with potential to occur in the project vicinity. Disturbances from prior discing of the site and vehicle use, and the resulting competitive exclusion by invasive non-native plants limit the potential for native flora to occur or to host special-status, endangered, rare, or threatened animal species on the site. For these reasons, impacts to biological resources would not be cumulatively considerable.

There are no known historical resources or archaeological resources pursuant to *State CEQA Guidelines* Section 15064.5 on the project site. The project site is not within a historic district. According to the local historic register, there are three historic resources along H Street: Hobbs Parsons Produce Company, Dale Bros. Coffee Company Sign, and Benham Ice Cream/Dale Bros. Coffee Company.[65] The project site is not included on the local historic register. The proposed project consists of the development of a parking structure on a site that is currently developed as a surface parking lot with associated paving, lighting, and minor landscaping. The project site has been subject to extensive prior disturbance, including grading and installation of utilities and infrastructure, which has substantially altered subsurface conditions. Therefore, the likelihood of archaeological resources being present within the project site is negligible. Since development of the project site is not expected to impact cultural resources, the project is not expected to result in a cumulatively considerable impact to cultural resources.

[65] City of Fresno. 2020. *A Guide to Historic Architecture in Fresno, California.* Website: https://historicfresno.org/home.htm (accessed March 20, 2026).

Finally, as detailed throughout *State CEQA Guidelines* Section 15300.2 (e), sufficient utilities and public facilities are available to serve the project in addition to existing entitlements and capacity.

The project would not have a cumulatively considerable impact on the environment when evaluated in conjunction with similar types of warehouse projects in the same place and therefore is not subject to the Cumulative Impact Exception (Section 15300.2(b)).

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The project is a parking structure on an infill site within the Fulton Corridor Specific Plan (FCSP) and Downtown Neighborhood Community Plan (DNCP) and is designated by the General Plan as Downtown Core and is within the DTC zoning district, where parking is a permitted use. Since the project consists of a structured parking facility located within an area planned for infill development and centralized parking management, the project is consistent with the FCSP, Citywide Development Code, the DNCP, and the City of Fresno General Plan.

The project site is surrounded by Chukchansi Park to the north; surface parking with solar carports to the northwest; a dirt lot to the northeast; the railroad tracks to the south, southwest, and southeast; and commercial uses to southeast. The nearest sensitive receptors in proximity to the project site are the residences to the southwest, approximately 615 feet from the project boundary. Figure 1 depicts the location of the project site on a local scale, and Figure 2 depicts the project site and surrounding land uses. Accordingly, the proposed project does not involve any unusual circumstances that could result in a significant impact.

The Biological Resources Review, Trip Generation Analysis and Vehicle Miles Traveled Screening Analysis Memorandum, the Noise and Vibration Impact Technical Memorandum, and the Air Quality and Greenhouse Gas Emissions Technical Memorandum (provided as Attachments A, B, C, and D of this Categorical Exemption) for the project concluded that the project would not result in a significant impact related to these topics. No amendments to an adopted planning document would be required for implementation of the proposed project, and the proposed project would be consistent with the City's Municipal Code requirements. Given the urban nature of the project site, compatibility of the proposed project with the character of the surrounding uses, and the conservative analysis for adverse effects to the community, the project would not have a significant effect on the environment due to unusual circumstances and therefore is not subject to the Significant Effect Exception (Section 15300.2(c)).

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

According to the Caltrans mapping of State Scenic Highways, the County of Fresno has an officially designated State Scenic Highway located along State Route 180, east of the City of Fresno, starting

approximately 19.5 miles east of the project site.[66] Three eligible State Scenic Highways are also located within the County of Fresno. The nearest one is located along State Route 168, approximately 6.1 miles northeast of the project site. Since there are no eligible or officially designated State Scenic Highways within the immediate vicinity of the project site, the project would not affect scenic resources within a State Scenic Highway and is not subject to the Scenic Highways Exception (Section 15300.2(d)).

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

Hazardous materials sites compiled pursuant to Government Code Section 65962.5 are listed on the "Cortese List" (named after the Legislator who authored the legislation that enacted it), which is maintained by the California Department of Toxic Substances Control (DTSC). The project site is not on any list of hazardous material sites compiled pursuant to Government Code Section 65962.5[67] and therefore is not subject to the Hazardous Waste Sites Exception (Section 15300.2(e)).

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

According to the City of Fresno General Plan, the City maintains a Local Register of Historic Resources that includes buildings, structures, objects, sites and districts that have sufficient integrity and are significant in Fresno's history. According to the local historic register, there are three historic resources along H Street: Hobbs Parsons Produce Company, Dale Bros. Coffee Company Sign, and Benham Ice Cream/Dale Bros. Coffee Company.[68] The proposed project site is not included on the local historic register.

In addition to individual listings, Fresno has three designated historic districts: the Porter Tract (near Fresno City College), Wilson Island (near the Tower District), and the Chandler Airfield/Fresno Municipal Airport. The proposed project site is not within any designated or proposed historic districts identified in the General Plan, FCSP, or DNCP.

The proposed project consists of the development of a parking structure on a site that is currently developed as a surface parking lot with associated paving, lighting, and minor landscaping. The project site has been subject to extensive prior disturbance, including grading and installation of utilities and infrastructure, which has substantially altered subsurface conditions. As a result, any potential cultural materials that may exist beneath the site would likely lack integrity and would not qualify as historical resources pursuant to *State CEQA Guidelines* Section 15064.5. The project does

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66 California Department of Transportation (Caltrans). 2025. *California State Scenic Highways: State Scenic Highway Map.* Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed March 18, 2026).

67 California Department of Toxic Substances Control (DTSC). 2020. *Hazardous Waste and Substances Site List (Cortese).* Website: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Fresno# (accessed March 20, 2026).

68 City of Fresno. 2020. *A Guide to Historic Architecture in Fresno, California.* Website: https://historicfresno.org/home.htm (accessed March 20, 2026).

not involve the demolition or alteration of any known historical resources, no historical structures are present on-site, and the proposed project site is not within a designated historic district. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource, and the exception set forth in *State CEQA Guidelines* Section 15300.2(f) does not apply.

CONCLUSION

On the basis of substantial evidence, as discussed above, the project is eligible for a Class 32 Categorical Exemption in accordance with *State CEQA Guidelines* Section 15332, In-Fill Development Projects. Because the proposed project meets the criteria for categorically exempt in-fill development projects in *State CEQA Guidelines* Section 15332 and none of the exceptions to the categorical exemptions in *State CEQA Guidelines* Section 15300.2 apply, and it would not have a significant effect on the environment, this analysis finds that a Notice of Exemption may be prepared for the project.

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ATTACHMENT A

BIOLOGICAL RESOURCES REVIEW

CARLSBAD
CLOVIS
EMERYVILLE
IRVINE
LOS ANGELES
PALM SPRINGS
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: April 7, 2026

TO: Kimberly Alvarado Vega
Utilities and On Site Project Management, Capital Projects Department
City of Fresno

FROM: Carie Wingert, Associate Biologist

SUBJECT: Biological Resources Review for the H Street Parking Building Project in the City of Fresno, Fresno County, California

This memorandum summarizes a review of the H Street Parking Building Project (Project) in downtown Fresno, California, for potential to impact special-status biological resources. The Project is located northwest of the intersection of H Street and Mono Street in downtown Fresno and includes redevelopment of an existing parking lot to replace it with a parking garage.

METHODS

Special-status resources evaluated for this Project include species listed or proposed to be listed as threatened or endangered or otherwise considered candidates for listing under the federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA); species designated by the State as Fully Protected or Species of Special Concern; plant species with a California Rare Plant Rank (CRPR) in Categories 1 or 2; and aquatic features. A query of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CDFW 2026b) and Biogeographic Information and Observation System (CDFW 2026a), California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (CNPS 2026), and the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (USFWS 2026) system was made on March 18, 2026, for the Project site plus a 5-mile search radius for information on endangered, threatened or rare plant or animal species known or with potential to occur in the Project vicinity. The results of the database query are included in Attachment A.

The results of the database searches were field-verified through a pedestrian survey focused on the Project site plus a 100-foot buffer (study area) during a site visit on March 18, 2026. Weather conditions during the site visit were sunny and clear with a very light breeze and a temperature around 77 degrees Fahrenheit (°F). All plants and animals encountered were documented. Representative photos are in Attachment B.

EXISTING CONDITIONS

The Project site is in downtown Fresno and entirely developed as a paved parking lot. A railroad corridor is present along the western boundary of the Project. Parking lots and buildings are present to the north and south. Undeveloped lots are present to the east; these lots were previously occupied by buildings and parking lots that have been demolished in the previous 5 years. No aquatic resources are present. Vegetation on site is limited to landscaped trees and shrubs along the perimeter and weedy plants in unmaintained areas. Plant species observed around the perimeter of the site included Chinese pistache (*Pistacia chinensis*) golden raintree (*Koelreuteria paniculata*), oleander (*Nerium oleander*), Chinaberry tree (*Melia azedarach*), cheeseweed (*Malva parviflora*), mouse barley (*Hordeum murinum*), lesser sea spurrey (*Spergularia marina*), and nettle-leaved goosefoot (*Chenopodiastrum murale*). Animal species observed include northern mockingbird (*Mimus polyglottos*), Brewer's blackbird (*Euphagus cyanocephalus*), and burrows that likely support California ground squirrels (*Otospermophilus beecheyi*).

RESULTS

As detailed in the Special-Status Species Summary in Attachment C, the developed nature of the site renders it unsuitable for any endangered, rare, or threatened plant and animal species known to occur in the Project vicinity. Trees on site may support native nesting birds, none of which are expected to be endangered, rare, or threatened. The Project site has no value as habitat for endangered, rare, or threatened species pursuant to Section 15332(c) of the *State CEQA Guidelines*.

Potential impacts to native nesting bird species could occur if the trees on site are removed during the nesting season (February 1 to September 30). Impacts to active nests could occur by direct destruction of nests during construction and/or by disturbance from noise and vibration caused by construction activities, which could lead to abandonment of nests and nestlings. Implementation of the following avoidance and minimization measure would result in a less than significant impact.

Nesting Bird Surveys

If Project activities must occur during the nesting season (February 1 to September 30), pre-activity nesting bird surveys will be conducted no more than seven (7) days prior to the start of construction at the construction site plus a 100-foot buffer. If no active nests are found, no further action is required; however, note that nests may become active at any time throughout the summer, including when construction activities are occurring. If active nests are found during the survey or at any time during Project construction, an avoidance buffer will be established by a qualified biologist. The avoidance buffer will remain in place until the biologist has determined that the young are no longer reliant on the nest. Work may occur within the avoidance buffer under the approval and guidance of the biologist. The biologist will have the ability to stop construction if nesting adults show sign of distress. The results of the pre-activity survey, and monitoring if necessary, will be summarized in a brief memorandum report submitted to the City of Fresno.

Attachments: A – Special-Status Species in the Vicinity of the Project
B – Site Photos
C – Special-Status Species Summary
D – References

ATTACHMENT A

DATABASE SEARCH RESULTS

CALIFORNIA NATIVE PLANT SOCIETY

CNPS Rare Plant Inventory

Search Results

7 matches found. Click on scientific name for details

Search Criteria: , Quad is one of [**3611967:3611977:3611976:3611966**]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED	PHOTO
Castilleja campestris var. *succulenta*	succulent owl's-clover	Orobanchaceae	annual herb (hemiparasitic)	(Mar)Apr-May	FT	CE	G4? T2T3	S2S3	1B.2	Yes	1984-01-01	No Photo Available
Caulanthus californicus	California jewelflower	Brassicaceae	annual herb	Feb-May	FE	CE	G1	S1	1B.1	Yes	1984-01-01	No Photo Available
Imperata brevifolia	California satintail	Poaceae	perennial rhizomatous herb	Sep-May	None	None	G3	S3	2B.1		2006-12-26	 © 2020 Matt C. Berger
Leptosiphon serrulatus	Madera leptosiphon	Polemoniaceae	annual herb	Apr-May	None	None	G3	S3	1B.2	Yes	1980-01-01	 © 2008 Chris Winchell
Orcuttia inaequalis	San Joaquin Valley Orcutt grass	Poaceae	annual herb	Apr-Sep	FT	CE	G1	S1	1B.1	Yes	1974-01-01	No Photo Available

Sagittaria sanfordii	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb (emergent)	May-Oct(Nov)	None	None	G3	S3	1B.2	Yes	1984-01-01
Tuctoria greenei	Greene's tuctoria	Poaceae	annual herb	May-Jul(Sep)	FE	CR	G1	S1	1B.1	Yes	1974-01-01



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Showing 1 to 7 of 7 entries

Go to top

Suggested Citation:

California Native Plant Society, Rare Plant Program. 2026. Rare Plant Inventory (online edition, v9.5.1). Website https://www.rareplants.cnps.org [accessed 25 March 2026].

}

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: BIOS selection

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Ambystoma californiense pop. 1	AAAAA01181	Threatened	Threatened	G3T3	S3	WL
California tiger salamander - central California DPS						
Anniella pulchra	ARACC01020	None	None	G3	S2S3	SSC
Northern California legless lizard						
Antrozous pallidus	AMACC10010	None	None	G4	S3	SSC
pallid bat						
Ardea alba	ABNGA04040	None	None	G5	S4	
great egret						
Arizona elegans occidentalis	ARADB01017	None	None	G5T2	S2	SSC
California glossy snake						
Bombus pensylvanicus	IIHYM24260	None	None	G3G4	S2	
American bumble bee						
Buteo swainsoni	ABNKC19070	None	Threatened	G5	S4	
Swainson's hawk						
Caulanthus californicus	PDBRA31010	Endangered	Endangered	G1	S1	1B.1
California jewelflower						
Dipodomys nitratoides exilis	AMAFD03151	Endangered	Endangered	G2TH	SH	
Fresno kangaroo rat						
Efferia antiochi	IIDIP07010	None	None	G1G2	S1S2	
Antioch efferian robberfly						
Egretta thula	ABNGA06030	None	None	G5	S4	
snowy egret						
Eumops perotis californicus	AMACD02011	None	None	G4G5T4	S3S4	SSC
western mastiff bat						
Imperata brevifolia	PMPOA3D020	None	None	G3	S3	2B.1
California satintail						
Lasiurus cinereus	AMACC05032	None	None	G3G4	S4	
hoary bat						
Leptosiphon serrulatus	PDPLM09130	None	None	G3	S3	1B.2
Madera leptosiphon						
Lytta molesta	IICOL4C030	None	None	G2	S2	
molestan blister beetle						
Metapogon hurdi	IIDIP08010	None	None	G1G2	S1S2	
Hurd's metapogon robberfly						
Nycticorax nycticorax	ABNGA11010	None	None	G5	S4	
black-crowned night heron						
Perognathus inornatus	AMAFD01060	None	None	G3	S2S3	
San Joaquin pocket mouse						
Phrynosoma blainvillii	ARACF12100	None	None	G4	S4	SSC
coast horned lizard						
Sagittaria sanfordii	PMALI040Q0	None	None	G3	S3	1B.2
Sanford's arrowhead						

Record Count: 21

IPaC U.S. Fish & Wildlife Service

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Fresno County, California



Local office

Sacramento Fish And Wildlife Office

(916) 414-6600
(916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Fresno Kangaroo Rat Dipodomys nitratoides exilis Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5150	Endangered
San Joaquin Kit Fox Vulpes macrotis mutica Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2873	Endangered

Reptiles

NAME	STATUS
Blunt-nosed Leopard Lizard Gambelia silus Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/625	Endangered
Northwestern Pond Turtle Actinemys marmorata Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

NOT FOR CONSULTATION

Amphibians

NAME	STATUS
California Tiger Salamander Ambystoma californiense There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/2076	Threatened
Western Spadefoot Spea hammondii No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/5425	Proposed Threatened

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp Branchinecta lynchi Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/498	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their nests, should follow appropriate regulations and implement required avoidance and minimization measures, as described in the various links on this page.

The data in this location indicates that no eagles have been observed in this area. This does not mean eagles are not present in your project area, especially if the area is difficult to survey. Please review the 'Steps to Take When No Results Are Returned' section of the Supplemental Information on Migratory Birds and Eagles document to determine if your project is in a poorly surveyed area. If it is, you may need to rely on other resources to determine if eagles may be present (e.g. your local FWS field office, state surveys, your own surveys).

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

NOT FOR CONSULTATION

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle (Bald and Golden Eagle Protection Act requirements may apply).

Proper interpretation and use of your eagle report
On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your “IPaC PROBABILITY OF PRESENCE SUMMARY” at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

NOT FOR CONSULTATION

Migratory birds

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

Measures for Proactively Minimizing Migratory Bird Impacts

Your IPaC Migratory Bird list showcases birds of concern, including Birds of Conservation Concern (BCC), in your project location. This is not a comprehensive list of all birds found in your project area. However, you can help proactively minimize significant impacts to all birds at your project location by implementing the measures in the Nationwide avoidance and minimization measures for birds

document, and any other project-specific avoidance and minimization measures suggested at the link Measures for avoiding and minimizing impacts to birds for the birds of concern on your list below.

Ensure Your Migratory Bird List is Accurate and Complete

If your project area is in a poorly surveyed area, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles document, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

Review the FAQs

The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Belding's Savannah Sparrow Passerculus sandwichensis beldingi This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15
Bullock's Oriole Icterus bullockii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 21 to Jul 25
California Gull Larus californicus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
Northern Harrier Circus hudsonius This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8350	Breeds Apr 1 to Sep 15
Nuttall's Woodpecker Dryobates nuttallii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Olive-sided Flycatcher Contopus cooperi This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Santa Barbara Song Sparrow Melospiza melodia graminea This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/5513	Breeds Mar 1 to Sep 5
Western Screech-owl Megascops kennicottii cardonensis This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 1 to Jun 30

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

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1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

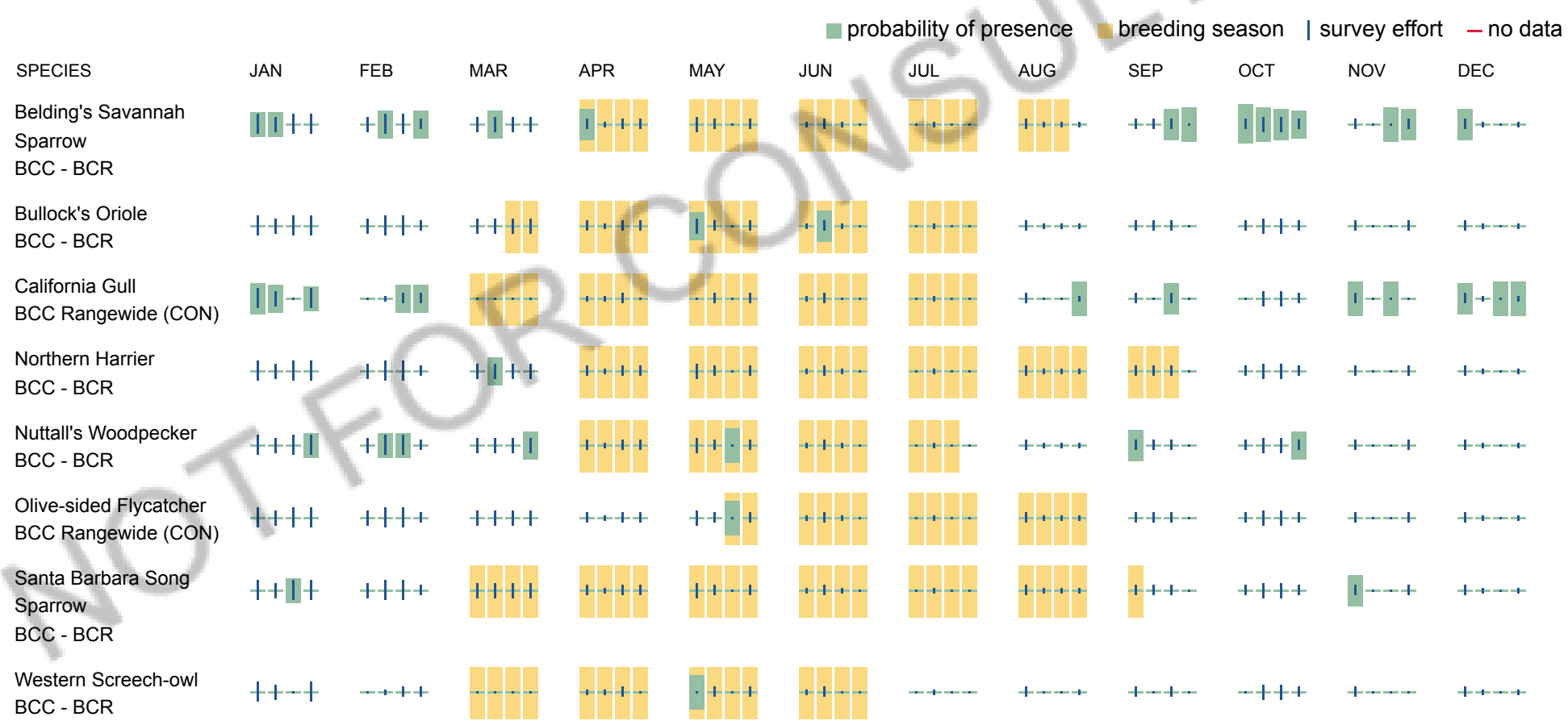
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



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Migratory Bird FAQs

Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Avoidance & Minimization Measures for Birds describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the Bald and Golden Eagle Protection Act and those species marked as “Vulnerable”. See the FAQ “What are the levels of concern for migratory birds?” for more information on the levels of concern covered in the IPaC migratory bird species list.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) with which your project intersects. These species have been identified as warranting special attention because they are BCC species in that area, an eagle (Bald and Golden Eagle Protection Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the Rapid Avian Information Locator (RAIL) Tool.

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for **the species** are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to rely on other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your “IPaC PROBABILITY OF PRESENCE SUMMARY” at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Bald and Golden Eagle Protection Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ “Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds”.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Proper interpretation and use of your migratory bird report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Interpreting the Probability of Presence Graphs
Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

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Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the NWI map to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving

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modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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ATTACHMENT B

SITE PHOTOS



Photo 1: View of H-Street project site. A line of Chinese pistache (*Pistacia chinensis*) trees is present on the north side of the lot.



Photo 2: View of H-Street project looking east. Landscaped shrubs are present along the fenceline separating the project site from the adjacent railroad corridor.

ATTACHMENT C

SPECIAL-STATUS SPECIES SUMMARY

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur	Rationale
Plants				
Caulanthus californicus California jewelflower	US: E CA: E CRPR: 1B.1	Annual herb; blooms February-May; chenopod scrub, pinyon and juniper woodland, valley and foothill grassland.	No	No suitable habitat
Castilleja campestris var. *succulenta* succulent owl's clover	US: T CA: — CRPR: 1B.2	Annual herb (hemiparasitic); blooms (March) April–May; vernal pools (often acidic).	No	No suitable habitat
Imperata brevifolia California satintail	US: — CA: — CRPR: 2B.1	Perennial rhizomatous herb; blooms September–May; chaparral, coastal scrub, meadows and seeps (often alkali), Mojavean desert scrub, riparian scrub.	No	No suitable habitat
Leptosiphon serrulatus Madera leptosiphon	US: — CA: — CRPR: 1B.2	Annual herb; blooms April–May; cismontane woodland, lower montane coniferous forest.	No	No suitable habitat
Sagittaria sanfordii Sanford's arrowhead	US: — CA: — CRPR: 1B.2	Perennial rhizomatous herb (emergent); blooms May–October (November); marshes and swamps (shallow freshwater).	No	No suitable habitat
Orcuttia inaequalis San Joaquin Valley Orcutt grass	US: T CA: E CRPR: 1B.1	Annual herb; blooms April–September; vernal pools.	No	No suitable habitat
Tuctoria greenei Greene's tuctoria	US: E CA: R CRPR: 1B.1	Annual herb; blooms May–July (September); vernal pools.	No	No suitable habitat
Invertebrates				
Branchinecta lynchi vernal pool fairy shrimp	US: T CA: —	Occur in a variety of vernal pool habitats that range from small, clear pools to large, turbid, and alkaline pools.	No	No suitable habitat

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur	Rationale
Amphibians				
Ambystoma californiense pop. 1 California tiger salamander—Central California DPS	US: T CA: T	Small salamander found in vernal and seasonal pools and associated grasslands, oak savanna and woodland, and coastal scrub in the Central Valley and along the Central Coast.	No	No suitable habitat
Spea hammondii western spadefoot	US: PT CA: SSC	Species relies on vernal pools for breeding where predators cannot become established and open areas with sand or gravelly soils in a variety of habitats: grasslands, coastal scrub, woodlands, chaparral, sandy washes, lowland river floodplains, alkali flats, foothills, and mountains.	No	No suitable habitat
Reptiles				
Anniella pulchra northern California legless lizard	US: — CA: SSC	Secretive fossorial lizard found in many habitats, especially valley and foothill grassland, chaparral, coastal scrub, and coastal dune; most commonly associated with moist sandy or loose organic soils with leaf litter.	No	No suitable habitat
Arizona elegans occidentalis California glossy snake	US: — CA: SSC	Scrub and grassland habitats, often with loose or sandy soils.	No	No suitable habitat
Gambelia silus [=sila] blunt-nosed leopard lizard	US: E CA: E, FP	Occurs in semiarid habitats within the southern Central Valley and Cuyama Valley; habitats typically are flat and have large open areas with scattered shrubs for refuge; uses small mammal burrows for shelter.	No	No suitable habitat
Phrynosoma blainvillii coast horned lizard	US: — CA: SSC	Prefers sandy/loose soils in grassland, forests, woodlands, and open chaparral.	No	No suitable habitat
Actinemys marmorata northwestern pond turtle	US: PT CA: SSC	Highly aquatic and diurnally active; found in ponds, lakes, rivers, streams, creeks, marshes, and irrigation ditches with vegetation and rocky/muddy bottom.	No	No suitable habitat
Birds				
Buteo swainsoni Swainson's hawk	US: — CA: T	Breeds in stands with few trees in juniper-sage flats, riparian areas, and oak savannahs, and along freeways; usually nests in scattered trees surrounded by foraging habitat; forages primarily for small mammals in grasslands and open desert scrublands or suitable grain fields or livestock pastures.	No	No suitable habitat

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur	Rationale
Mammals				
Dipodomys nitratoides exilis Fresno kangaroo rat	US: E CA: E	Occurs on alkali open grassland on bare alkaline clay-based soils; likely extirpated.	No	No suitable habitat
Antrozous pallidus pallid bat	US: — CA: SSC	Occurs in low elevations in deserts, grasslands, shrublands, woodlands, and forests; day roosts in caves, crevices, mines, and occasionally hollow trees and buildings; night roosts sometimes in more open areas.	No	No suitable habitat
Eumops perotis californicus western mastiff bat	US: — CA: SSC	Found in conifer and deciduous woodlands, coastal scrub, annual and perennial grassland, desert scrub, chaparral, palm oases, and urban habitats; roosts in crevices on cliff faces, high buildings, trees, and tunnels; needs vertical faces to drop off to take flight.	No	No suitable habitat
Vulpes macrotis mutica San Joaquin kit fox	US: E CA: T	Arid to semi-arid grasslands, open shrublands, savannahs, and grazed lands with loose-textured soils; highly adaptable and documented in urban developed areas; uses burrows year-round for shelter, escape from predators, and rearing young; will use man-made structures.	No	No suitable habitat

Sources: CDFW 2026a; CDFW 2026b; CNPS 2026; USFWS 2026; Zeiner et al. 1990.

Notes:

Status

E Listed as endangered
T Listed as threatened
PT Proposed Threatened
FP California Fully Protected
SSC California Species of Special Concern

CRPR: California Rare Plant Rank

1A Presumed Extinct in California
1B Rare, Threatened, or Endangered in California and elsewhere
2A Plants presumed extirpated in California, but more common elsewhere
2B Plants Rare, Threatened, or Endangered in California, but more common elsewhere

CRPR Threat Code Extension

.1 Seriously endangered in California (over 80% of occurrences threatened / high degree and immediacy of threat)
.2 Fairly endangered in California (20–80% occurrences threatened)
.3 Not very endangered in California (<20% of occurrences threatened)

CA = California
CDFW = California Department of Fish and Wildlife
CNPS = California Native Plant Society
DPS = distinct population segment
US = United States
USFWS = United States Fish and Wildlife Service

ATTACHMENT D

REFERENCES

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ATTACHMENT B

TRIP GENERATION ANALYSIS AND VEHICLE MILES TRAVELED SCREENING ANALYSIS MEMORANDUM

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: April 6, 2026

TO: Jill Gormley, Assistant Director of Public Works, City of Fresno

FROM: Ambarish Mukherjee, P.E., AICP; Principal, LSA Associates

SUBJECT: H-Street Parking Building Project Trip Generation Analysis and Vehicle Miles Traveled Screening Analysis Memorandum (LSA Project No. CFO2202.10)

LSA has prepared this Trip Generation Analysis and Vehicle Miles Traveled (VMT) Analysis Screening Memorandum (Memo) for the proposed H-Street Parking Building Project (project) in Fresno, California. The proposed project includes development of a 294,118-square-foot (sf), 7-level open air parking structure with 904 total parking spaces (147 stalls for future adjacent 293 multifamily residential project, 757 vehicular stall for commercial use, and 47 bicycle parking spaces) on an approximately 2.26-acre site located at the southwest corner of the intersection of H Street/Mono Street. The project site is located within the Downtown Community Plan Area and the Fulton Corridor Specific Plan. Vehicular access to the project would be provided via two driveways, one 2-lane full access driveway connecting to the intersection of Inyo Street/H-Street and another full-access driveway along Mono Street. The project would also install all-way stop control at the intersection of H Street/Mono Street.

Figure 1 illustrates the project site's location within the region. Figure 2 illustrates a conceptual site plan of the project. The project land uses are consistent with the City's General Plan land use and zoning designation.

The objectives of this Memo are as follows:

- To estimate the trip generation for the proposed project and determine whether a Levels of Service (LOS) based Traffic Impact Study (TIS) will be required for the project; and
- To determine whether the project will have any potential VMT impact.

TRIP GENERATION ANALYSIS

As previously stated, the project is development of a parking structure with 904 parking stalls. The purpose of the project would be to provide a consolidated vehicle parking facility for patrons coming to the Chukchansi Park stadium, or other downtown business and administration offices. In addition, this parking structure would also be a convenient location for California High Speed Rail, Fresno Station. As previously mentioned, part of the project's parking stalls would also be used for the nearby future multifamily residential project. Currently, these existing and future projects in the vicinity lack adequate parking facility, and the proposed project would alleviate this situation by providing additional parking facility, dedicated to patrons travelling to downtown Fresno.

As such, the project does not include any land uses that could be considered as a stand-alone trip generator. Rather, the project will support multiple existing and planned development land uses identified in the vicinity as part of the Fulton Corridor Specific Plan, event parking for Chukchansi Park, and High-Speed Rail Station. Therefore, this project, by itself would not be responsible for any significant trip generation. Rather, it would only consolidate the existing inbound and outbound patron trips for the land uses in the vicinity from other places, and streetside or surface parking to this dedicated parking facility.

It should be noted that individual land use projects, that are estimated to utilize this proposed project, will be required to be evaluated separately for their land use and trip generation estimate. As such, this project does not account for the trip generation for those projects but would rather facilitate those projects by developing a consolidated parking structure to be utilized by these projects.

Though the project is not estimated to generate any new patron trips, as a conservative estimate it could be assumed that the project would generate two trips per day for maintenance and garbage collection purposes. Typically, such maintenance and garbage collection trips occur during off-peak hours for such facilities. As such, it could be estimated that the project would generate four (4) new daily trips (two inbound and two outbound), and no new a.m. or p.m. peak hour trips.

The requirement of a TIS or LOS analysis is typically derived from the individual jurisdictions' general plan circulation and mobility element, which includes goals and policies related to regional transportation efficiency and LOS standards. Therefore, the City's General Plan Policy document (*City of Fresno General Plan*, adopted December 2014), was reviewed to determine the goals and policy-based recommendations.

The City's Mobility and Circulation Policy MT-2-I is the principal determinant policy for requirement of a TIS. As recommended in Policy MT-2-I, the requirement of TIS is dependent on the project's location in the types of Traffic Impact Zones (TIZ) and number of peak hour trips. As such, the following are the TIS peak hour trip and LOS standard requirements for all four types of TIZ:

- **TIZ I**: Downtown Planning Area: Maintain a peak hour LOS standard of F and better for intersections and roadway segments. Projects with 200 or more peak hour trips would require a TIS.

- **TIZ II**: Currently Developed and Encourage Infill: Maintain a peak hour LOS standard of E and better for intersections and roadway segments. Projects with 200 or more peak hour trips would require a TIS. Per Figure MT-4 of the City's General Plan Mobility and Circulation element, the TDSP is within TIZ II, and the specific plan update would be required to follow these thresholds.

- **TIZ III**: Areas adjacent to City boundaries but within Sphere of Influence: Maintain a peak hour LOS standard of D and better for intersections and roadway segments. Projects with more than 100 peak hour trips would require a TIS.

- **TIZ IV**: Southern Employment Areas within and planned by the City: Maintain a peak hour LOS standard of E and better for intersections and roadway segments. Projects with 200 or more peak hour trips would require a TIS.

As previously noted, the project is located within TIZ I. It is acknowledged in the City's General Plan that the LOS within the downtown could deteriorate to LOS F. Additionally, the proposed project is anticipated to generate nominal new trips, which is not anticipated to increase the amount of traffic within the downtown area during peak hours. As such, the project itself would not be generating any new peak hour trips, which is less than the 200 peak hour trip threshold requirement for TIS or detailed LOS analysis for a project within TIZ I. Therefore, given the nominal number of new trips the project is anticipated to generate by itself, per the City's General Plan goals and policies, no further LOS analysis will be required.

VEHICLE MILES TRAVELED ANALYSIS

Background

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted CEQA guidelines, transportation impacts are to be evaluated based on project generated VMT.

As mentioned above, the project is located within the jurisdiction of City of Fresno. Currently, the City follows the *Fresno County SB 743 Implementation Regional Guidelines* (Fresno COG Guidelines) updated July 2025. As such, the Fresno COG Guidelines were used for this analysis.

Project Screening Determination

The Fresno COG Guidelines provides multiple screening criteria for land use projects as well as transportation projects. Given the project includes construction of a parking structure as well as installing an all-way stop sign at H/Street/Mono Street, both components were evaluated separately for the project's VMT impact determination. Therefore, the project components were compared with the screening criteria established in the "Project Screening" section of the VMT Guidelines to check if the project can be screened out. Following is a brief description about the project in relation with the project screening criteria:

Parking Facility Component

The Parking facility component of the project was evaluated with the land use project screening criteria included in the VMT Guidelines as follows:

- **Project Located in a High-Quality Transit Area (HQTA):** The project is not a land use to use this criterion; therefore, this screening criteria does not apply to the project.

- **Local-Serving Retail:** The project is not a retail development. Therefore, this screening criteria does not apply to the project.

- **Other Local-Serving Uses:** The project does not include any daycare centers, student housing projects on or adjacent to a college/university and is not classified as a local park; therefore, this screening criteria does not apply to the project.

- **Provision of Affordable Housing:** The project is not an affordable housing project. Therefore, this screening criteria does not apply to the project.

- **Redevelopment Project:** The project could be classified as a redevelopment project of the existing surface parking lot. However, given the proposed project would include more parking than the existing parking lot, this screening criteria may not apply to the project.

- **Project Located in Low VMT Area:** The project is not a land use to use this criterion; therefore, this criterion does not apply to the project.

- **Small Project:** The Fresno COG Guidelines state that projects generating less than 500 daily trips could be screened out of detailed VMT analysis. As discussed in the project trip generation analysis section, the project is estimated to generate nominal daily trips (up to four daily trips). Therefore, the project does satisfy this screening criteria and is eligible to be screened out from a detailed VMT analysis.

- **Institutional/government and Public Service:** The project could not be classified as an institutional and/or public service use. As such, this screening criteria does not apply to the project.

All-Way Stop Sign Component

The All-Way Stop Sign component of the proposed project was evaluated with the transportation project screening criteria included in the Fresno COG Guidelines, and it satisfies the following screening criteria for transportation projects:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity. and

- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features

As such, both project components are eligible to be screened out for CEQA VMT evaluation purposes. Therefore, the entire project is not estimated to have any significant VMT impact, and therefore, would be eligible from any further detailed VMT analysis.

CONCLUSION

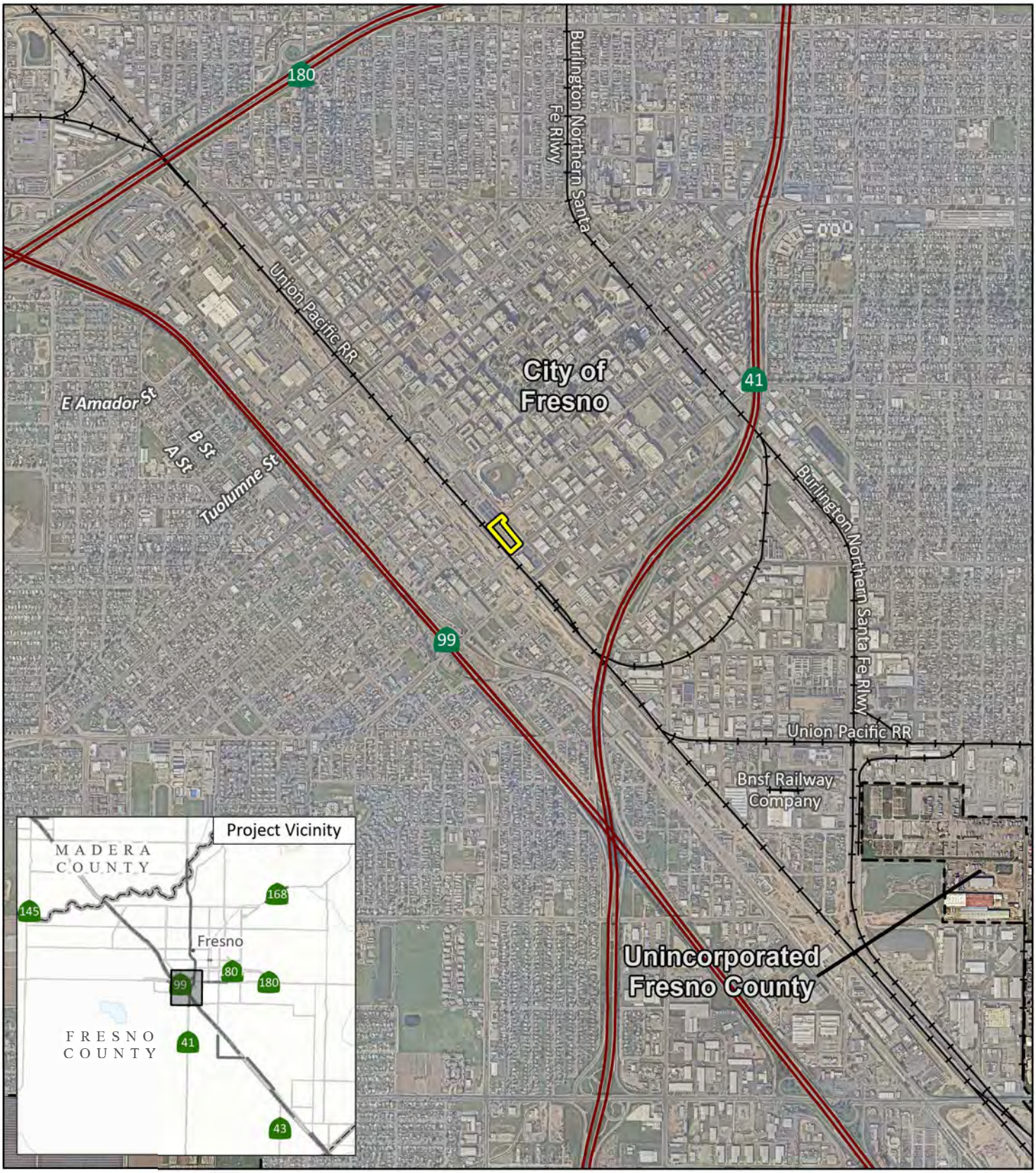
Based on the project description, the proposed project is estimated to generate nominal new trips by itself. Therefore, as per City's General Plan, the project may not require any further LOS based

analysis. Similarly, as per the City's VMT Guidelines, the proposed project's components are presumed to have a less than significant VMT impact and therefore are eligible to be screened out. As such, the entire project is anticipated to have a less than significant VMT impact and therefore is eligible to be screened out from further analysis.

Should you have any questions, please do not hesitate to contact me at (951) 781-9310 or email me at Ambarish.Mukherjee@lsa.net.

ATTACHMENTS

Figure 1: Regional and Project Location
Figure 2: Conceptual Site Plan



LSA

Project Location

FIGURE 1

N

0 1000 2000
FEET

SOURCE: Nearmap (2/08/2026)

I:\C\CFO2202.10\GIS\Pro\Class 32 Categorical Exemption for the H-Street Parking Building Project\Class 32 Categorical Exemption for the H-Street Parking Building Project.aprx (Fig 1 - Project Location)
3/19/2026 12:44 AM

H-Street Parking Building Project
Trip Generation and Vehicle Miles Travel Analysis Memorandum
Regional and Project Location

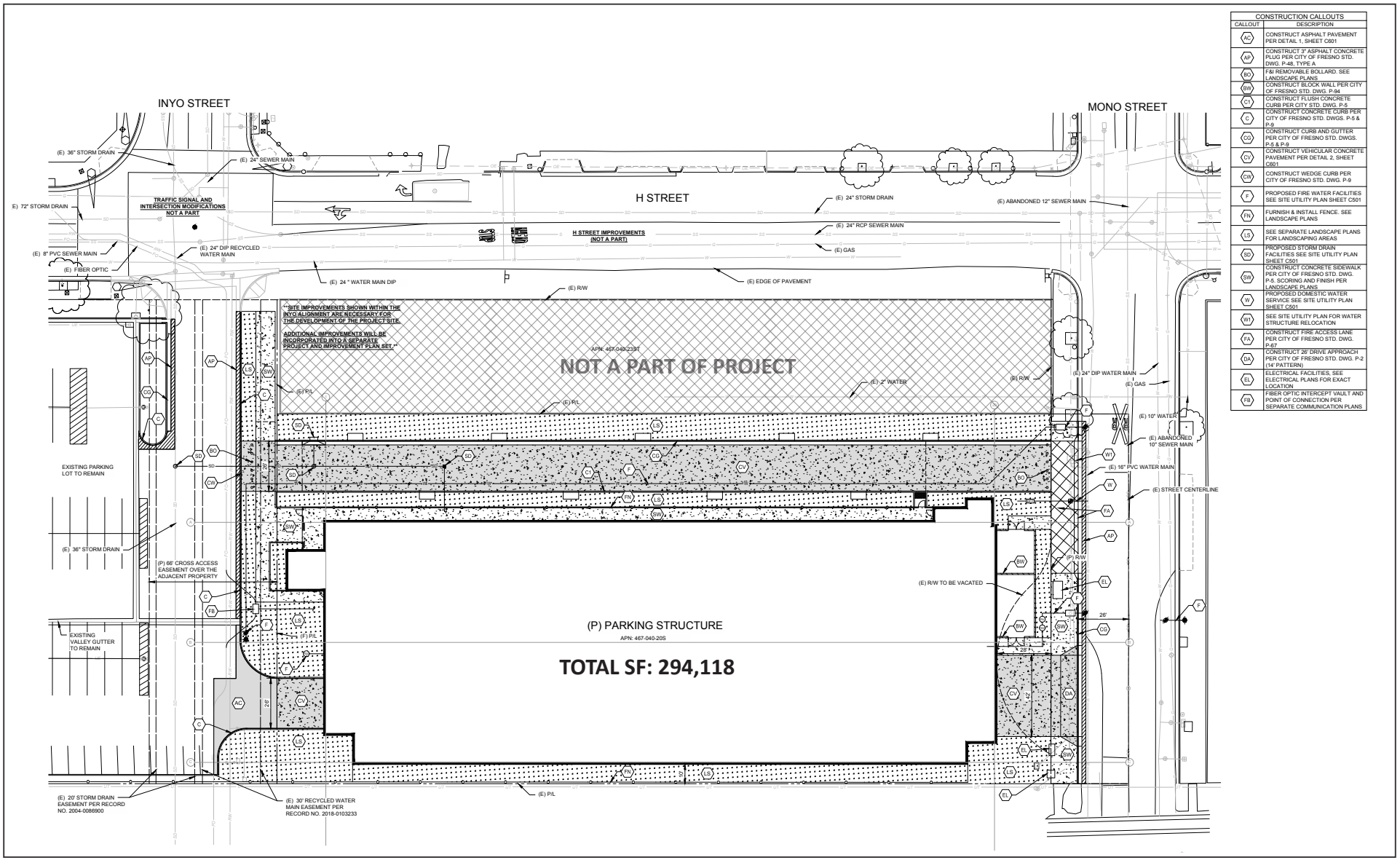


FIGURE 2

LSA

N

0 40 80

FEET

SOURCE: CPC

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H-Street Parking Building Project
Trip Generation and Vehicle Miles Traveled Analysis Memorandum

Conceptual Site Plan

ATTACHMENT C

NOISE AND VIBRATION IMPACT TECHNICAL MEMORANDUM

CARLSBAD
CLOVIS
EMERYVILLE
IRVINE
LOS ANGELES
PALM SPRINGS
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: April 29, 2026

TO: Kimberly Alvarado Vega
Utilities and On Site Project Management, Capital Projects Department
City of Fresno

FROM: J.T. Stephens, Executive Vice President
Moe Abushanab, Noise Engineer

SUBJECT: Noise and Vibration Impact Technical Memorandum for the proposed H Street Parking Building Project in Fresno, California

INTRODUCTION AND PROJECT DESCRIPTION

This Noise and Vibration Impact Technical Memorandum has been prepared to evaluate the potential impacts associated with the proposed H Street Parking Building Project in Fresno, California. This memorandum is intended to satisfy the City of Fresno (City) requirements for a project-specific noise and vibration impact analysis and examines the impacts to the surrounding noise-sensitive uses with the incorporation of, if necessary, project design features and standard conditions. Future noise level impacts are based on the noise measurement data gathered in the vicinity of the project site (from March 11, 2026, to March 12, 2026) and calculated stationary source noise levels to properly account for the impacts associated with the proposed project.

Location and Description

The project includes development of a 294,118-square-foot (sf), 7-level open air parking structure with 904 total parking spaces on a 2.26-acre site (project site). The project site is located within the Downtown Core (DTC) base zoning district and has a land use designation of Downtown Core (DTC). The project site is located within the Downtown Community Plan Area and the Fulton Corridor Specific Plan. The project site is comprised of two parcels (Assessor's Parcel Numbers [APNs] 467-040-20S and 467-040-22S) and is located southwest of the intersection of H Street and Mono Street. In addition, the project includes vacation of a small portion of Mono Street to facilitate the construction of the proposed parking building. Surrounding land uses include Chukchansi Park to the north; surface parking with solar carports to the northwest; a dirt lot to the northeast; the railroad tracks to the south, southwest, and southeast; and commercial uses to southeast. The proposed project is assumed to operate continuously throughout the week.

Construction of the project would include the demolition of the existing development on-site, with the exception of a portion of an existing drive aisle on-site (extending from Inyo Street) and two

existing street trees, one located at the southwestern corner of the H Street and Mono Street intersection and the other located at the southwestern corner of the H Street and Inyo Street intersection. Figures 1 and 2 (all figures provided in Attachment B) show the project location and site plan, respectively.

METHODOLOGY

The evaluation of noise impacts associated with the proposed project includes the following:

- A determination of the short-term construction noise and vibration levels at off-site noise-sensitive uses and comparison to the City's General Plan and Municipal Code Ordinance requirements;
- A determination of the long-term noise levels at off-site noise-sensitive uses as well as the proposed project and comparison of those levels to the City's pertinent noise standards; and
- If necessary, a determination of required noise reduction measures (e.g., noise barriers) to reduce long-term noise impacts from all sources.

CHARACTERISTICS OF SOUND

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurement of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units (e.g., inches or pounds), decibels are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 decibels (dB) is 10 times more intense than 1 dB, 20 dB is 100 times more intense than 1 dB, and 30 dB is 1,000 times more intense than 1 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about

10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single-point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations), the sound decreases 3 dB for each doubling of distance in a hard site environment. Similarly, line sources with intervening absorptive vegetation or line sources that are located at a great distance to the receptor would decrease 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on A weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours), and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The City uses the L_{dn} noise scale for long-term noise impact assessment.

Noise impacts can be described in three categories. The first category is audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160–165 dBA will result in dizziness or loss of

equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying less developed areas.

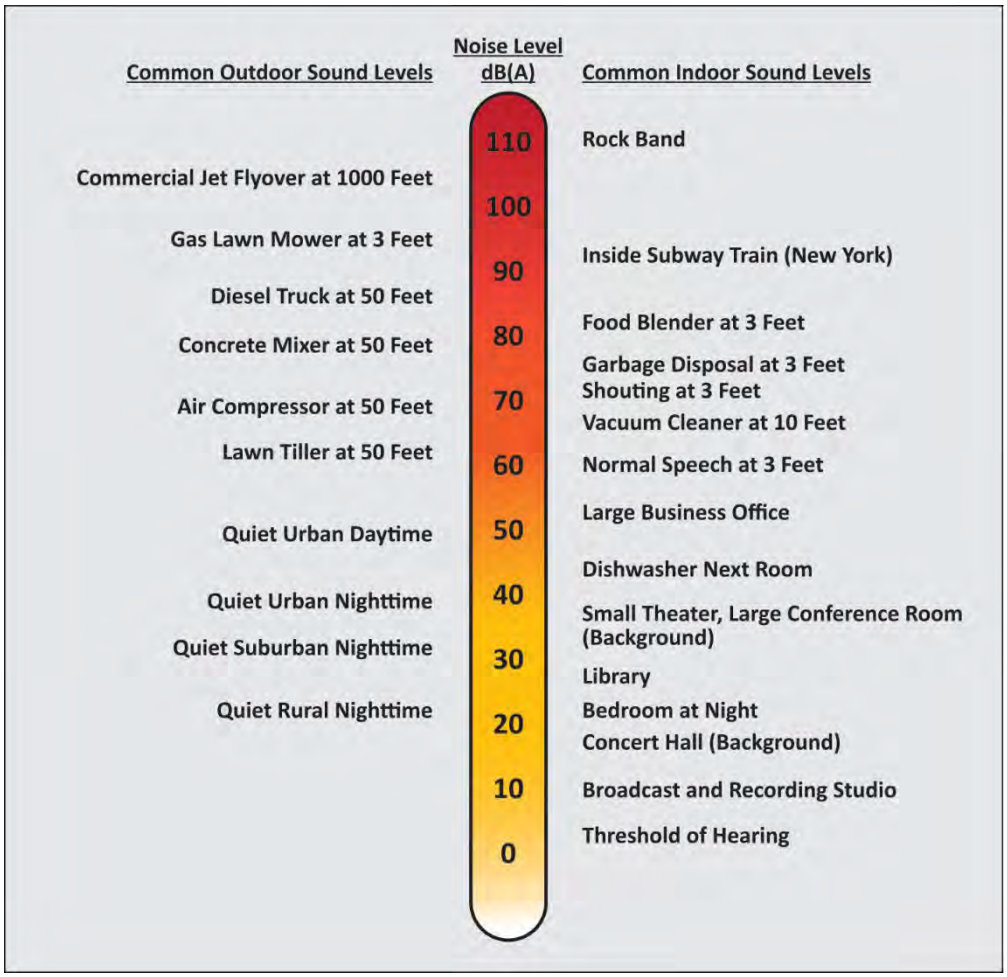
Table A lists full definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of level that denotes the ratio between two quantities proportional to power, the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this assessment are A-weighted, unless reported otherwise.
L_{01}, L_{10}, L_{50}, L_{90}	The fast A-weighted noise levels equaled or exceeded by a fluctuating sound level for 1 percent, 10 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dB to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time, usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.

Source: Caltrans *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (Caltrans 2013), Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* (2018).

Table B: Common Sound Levels and Noise Sources



Source: LSA (2016).

CHARACTERISTICS OF VIBRATION

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may not be discernible. Typically, there is more adverse reaction to effects associated with the shaking of a building. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibration of walls, floors, and ceilings that radiate sound waves.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 ft of the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 ft (FTA 2018). When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, the construction of the project could result in ground-borne vibration that may be perceptible.

Ground-borne vibration has the potential to damage buildings. Although it is very rare for typical construction activities to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile driving to cause vibration of sufficient amplitudes to damage nearby buildings (FTA 2018). Ground-borne vibration that may result in damage is usually measured in terms of peak particle velocity (PPV).

APPLICABLE NOISE STANDARDS

The applicable noise standards governing the project site include the criteria in the Safety and Noise Element of the City's General Plan (Noise Element), and the City of Fresno Municipal Code.

City of Fresno

General Plan

The City's General Plan (2014) includes a set of policies (detailed below) and programs that form a blueprint for the physical development of the city. The following policies related to noise and applicable to the proposed project are presented in the Noise Element of the General Plan. In addition, the Noise Element sets noise standards for transportation and stationary noise sources as shown in Table C and Table D, below.

Table C: Transportation (Non-Aircraft) Noise Sources

Noise-Sensitive Land Use[1]	Outdoor Activity Areas[2]	Interior Spaces	
	L_{dn}/CNEL, dB	L_{dn}/CNEL, dB	L_{eq} dB[2]
Residential	65	45	-
Transient Lodging	65	45	-
Hospitals, Nursing Homes	65	45	-
Theaters, Auditoriums, Music Halls	-	-	35
Churches, Meeting Halls	65	-	45
Office Buildings	-	-	45
Schools, Libraries, Museums	-	-	45

Source: General Plan (City of Fresno, 2014).

[1] Where the location of outdoor activity areas is unknown or is not applicable, the exterior noise level standard shall be applied to the property line of the receiving land use.

[2] As determined for a typical worst-case hour during periods of use.

CNEL = Community Noise Equivalent Level

dB = decibels

L_{dn} = day-night average noise level

Table D: Stationary Noise Sources

	Daytime (7:00 a.m. – 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly Equivalent Sound Level (L_{eq}), dBA	50	45
Maximum Sound Level (L_{max}), dBA	70	60

Source: General Plan (City of Fresno, 2014).

[1] The Planning and Development Director, on a case-by-case basis, may designate land uses other than those shown in this table to be noise-sensitive, and may require appropriate noise mitigation measures.

[2] As determined at outdoor activity areas. Where the location of outdoor activity areas is unknown or not applicable, the noise exposure standard shall be applied at the property line of the receiving land use. When ambient noise levels exceed or equal the levels in this table, mitigation shall only be required to limit noise to the ambient plus five dB.

dB = decibels

dBA = A-weighted decibels

- **Policy NS-1-j: Significance Threshold.** Establish, as a threshold of significance for the City's environmental review process, that a significant increase in ambient noise levels is assumed if the project would increase noise levels in the immediate vicinity by 3 dB L_{dn} or CNEL or more above the ambient noise limits established in this General Plan Update.

- **Policy NS-1-m: Transportation Related Noise Impacts.** For projects subject to City approval, require that the project sponsor mitigate noise created by new transportation and transportation-related stationary noise sources, including roadway improvement projects, so that resulting noise levels do not exceed the City's adopted standards for noise-sensitive land uses.

- **Policy NS-1-o: Sound Wall Guidelines.** Acoustical studies and noise mitigation measures for projects shall specify the heights, materials, and design for sound walls and other noise barriers. Aesthetic considerations shall also be addressed in these studies and mitigation measures such as variable noise barrier heights, a combination of a landscaped berm with wall, and reduced barrier height in combination with increased distance or elevation differences between noise source and noise receptor, with a maximum allowable height of 15 feet. The City will develop guidelines for aesthetic design measures of sound walls, and may commission area wide noise mitigation studies that can serve as templates for acoustical treatment that can be applied to similar situations in the urban area.

Municipal Code

Section 10-109(a) of the City Municipal Code (2026) limits construction, repair, or remodeling work accomplished pursuant to a building, electrical, plumbing, mechanical, or other construction permit issued by the City or other governmental agency, or to site preparation and grading to between the hours of 7:00 a.m. and 10:00 p.m. on any day except Sunday.

Section 10-101 of the City's Municipal Code[1] contains the City's Noise Ordinance, which establishes excessive noise guidelines and exemptions. Standards are set for ambient noise based on district type (residential, commercial, and industrial) and time of day. Assumed, ambient noise levels for noise sensitive residential uses during daytime, evening, and nighttime hours are 60 dBA L_{eq}, 55 dBA L_{eq}, and 55 dBA L_{eq}, respectively.

Section 15-2507 of the City Municipal Code (2026) states that no vibration shall be produced that is transmitted through the ground and is discernible without the aid of instruments by a reasonable person at the lot lines of the site. Vibrations from temporary construction, demolition, and vehicles that enter and leave the subject parcel (construction equipment, trains, trucks, etc.) are exempt from this standard.

Federal Transit Administration

Although the City does not have daytime construction noise level limits for activities that occur within the specified hours in Section 10-109 (a) to determine potential California Environmental Quality Act (CEQA) noise impacts, construction noise was assessed using criteria from the *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) (FTA Manual). Table E shows the Federal Transit Administration's (FTA) Detailed Assessment Construction Noise Criteria based on the composite noise levels per construction phase.

Table E: General Assessment Daytime Construction Noise Criteria

Land Use	Daytime 1-hour L_{eq} (dBA)
Residential	80
Commercial	85
Industrial	90

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

APPLICABLE VIBRATION STANDARDS

California Department of Transportation

Vibration standards included in the California Department of Transportation's (Caltrans) *Transportation and Construction Vibration Guidance Manual* (Caltrans Manual) (2020) are used in this analysis for ground-borne vibration impacts on human annoyance and building damage. The criteria for environmental impact from ground-borne vibration are based on the maximum levels for a single event and the RMS vibration level. Table F provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building.

[1] Fresno, City of, 2019. *Fresno, California – Code of Ordinances*. May 21.

Table F: Construction Vibration Annoyance Criteria

Human Response	Vibration Level (RMS in/sec)
Barely perceptible	0.01
Distinctly perceptible	0.04
Strongly perceptible	0.10
Severe	0.40

Source: *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020).
Caltrans = California Department of Transportation RMS = root-mean-square
in/sec = inch/inches per second

Table G lists the potential vibration building damage criteria associated with construction activities, as suggested in the Caltrans Manual. Caltrans guidelines show that a vibration level of up to 0.5 in/sec in PPV is considered safe for newer residential structures and modern industrial or commercial buildings and would not result in any construction vibration damage.

Table G: Construction Vibration Damage Criteria

Structure / Condition	PPV (in/sec)
Extremely fragile historic buildings, ruins, ancient monuments	0.08
Fragile buildings	0.10
Historic and some old buildings	0.25
Older residential structures	0.30
New residential structures	0.50
Modern industrial / commercial buildings	0.50

Source: *Transportation and Construction Vibration Guidance Manual,* Table 19 (Caltrans 2020).
Caltrans = California Department of Transportation PPV = peak particle velocity
in/sec = inch/inches per second

OVERVIEW OF THE EXISTING NOISE ENVIRONMENT

The primary existing noise sources in the project area are from traffic on H Street and Mono Street. To assess the existing noise conditions in the area, long-term noise measurements were conducted at the project site. Two long-term, 24-hour measurements were taken from March 11, 2026, to March 12, 2026. The locations of the noise measurements are shown on Figure 3, and the results are summarized in Table H. The results on the noise monitoring indicate that average daytime and nighttime hourly levels are higher than the City's assumed ambient levels. Noise measurement data are provided in Attachment C of this analysis.

Table H: Existing Noise Level Measurements

Location Number	Location Description	Noise Levels (dBA L_{eq})		Day-night Noise Levels (L_{dn})	Primary Noise Sources
		Daytime[1]	Nighttime[2]		
LT-1	On a light pole along the center of the project site, approximately 25 ft from the H Street centerline and approximately 270 ft from the Mono Street centerline.	61.1-67.6	57.8-68.0	70.8	Traffic on H Street
LT-2	On a utility pole along the southeastern portion of the project site, approximately 30 ft from the Mono Street centerline and 200 ft from the H Street centerline.	59.8-64.6	56.4-65.2	68.6	Traffic on Mono Street

Source: Compiled by LSA (2026).
[1] Daytime Noise Levels = noise levels during the hours of 7:00 a.m. to 10:00 p.m.
[2] Nighttime Noise Levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.
L_{dn} = day-night noise level dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

Sensitive Land Uses in the Project Vicinity

Certain land uses are considered more sensitive to noise than others are. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project site is surrounded primarily by commercial or industrial uses.

The closest sensitive receptors to the project site are the residences to the southwest, approximately 615 feet from the project boundary.

PROJECT IMPACT ANALYSIS

The proposed project would result in short-term construction noise and vibration impacts and long-term mobile source noise and vibration impacts as described below.

Short-Term Construction-Related Impact Analysis

Project construction would result in short-term noise and vibration. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of various types of construction noise and vibration would vary from one day to several weeks depending on the phase of construction. The levels and types of impacts that may occur during construction are described below.

Construction Noise Analysis

Two types of short-term noise would occur during project construction, including: (1) equipment delivery and construction worker commutes; and (2) project construction operations.

The first type of short-term construction noise would result from the transport of construction equipment and materials to the project site and construction worker commutes. These transportation activities would incrementally raise noise levels on access roads leading to the site.

Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 ft would generate up to 84 dBA L_{max}), the effect on longer-term ambient noise levels would be small when compared to the existing average daily traffic (ADT) volume on H Street or Mono Street. The results of the California Emissions Estimator Model (CalEEMod) for the proposed project indicate that during the building construction phase, an additional 683 acoustically equivalent trips would occur during an average day from worker and delivery activities. Because the existing traffic volume on these roads are considerably more than 683 vehicles, construction-related vehicle trips would not approach existing daily traffic volume, and traffic noise would not increase by 3 dBA L_{dn}. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short-term, construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant.

The second type of short-term noise impact is related to noise generated during demolition, grading, building construction, architectural coating, and paving on the project site. Construction is undertaken in discrete steps, each of which has its own mix of equipment, and consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table I lists the maximum noise levels recommended for noise impact assessments for typical construction equipment based on a distance of 50 ft between the construction equipment and a noise receptor. Typical operating cycles for these types and pieces of construction equipment may involve 1–2 minutes of full power operation followed by 3–4 minutes at lower power settings.

In addition to the reference maximum noise level, the usage factor provided in Table I is used to calculate the hourly noise level impact for each piece of equipment based on the following equation:

$$L_{eq}(equip) = E.L. + 10\log(U.F.) - 20\log\left(\frac{D}{50}\right)$$

where: $L_{eq}(equip)$ = L_{eq} at a receiver resulting from the operation of a single piece of equipment over a specified time period.

E.L. = noise emission level of the particular piece of equipment at a reference distance of 50 ft.

U.F. = usage factor that accounts for the fraction of time that the equipment is in use over the specified period of time.

D = distance from the receiver to the piece of equipment.

Each piece of construction equipment operates as an individual point source. Using the following equation, a composite noise level can be calculated when multiple sources of noise operate simultaneously:

$$Leq\ (composite) = 10 * \log_{10}\left(\sum_{1}^{n} 10^{\frac{Ln}{10}}\right)$$

Using the equations from the methodology above, the reference information in Table I, and the construction equipment list provided, the composite noise level of each construction phase was calculated. The project construction composite noise levels at a distance of 50 ft would range from 74 dBA L_{eq} to 88 dBA L_{eq}, with the highest noise levels occurring during the demolition phase.

Table I: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)[1]	Maximum Noise Level (L_{max}) at 50 Ft[2]
Auger Drill Rig	20	84
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Paver	50	77
Pickup Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Trencher	50	80
Welder	40	73

Source: *FHWA Roadway Construction Noise Model User's Guide*, Table 1 (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.

1 Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

2 Maximum noise levels were developed based on Specification 721.560 from the Central Artery/Tunnel program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.

FHWA = Federal Highway Administration
ft = foot/feet
L_{max} = maximum instantaneous sound level

Once composite noise levels are calculated, reference noise levels can then be adjusted for distance using the following equation:

$$Leq\ (at\ distance\ X) = Leq\ (at\ 50\ feet) - 20 * \log_{10}\left(\frac{X}{50}\right)$$

In general, this equation shows that doubling the distance would decrease noise levels by 6 dBA, while halving the distance would increase noise levels by 6 dBA.

Table J shows the nearest sensitive uses to the project site, their distance from the center of construction activities, and composite noise levels expected during construction. These noise level projections do not consider intervening topography or barriers. Construction equipment calculations are provided in Attachment D.

Table J: Potential Construction Noise Impacts at Nearest Receptor

Receptor (Location)	Composite Noise Level (dBA L_{eq}) at 50 ft[1]	Distance (ft)	Composite Noise Level (dBA L_{eq})
Commercial Uses (South)	88	335	71
Commercial Uses (East)		375	70
Stadium (North)		490	68
Commercial Uses (West)		550	67
Residential Uses (Southwest)		800	63

Source: Compiled by LSA (2026).

[1] The composite construction noise level represents the demolition phase, which is expected to result in the greatest noise level as compared to other phases.

dBA = A-weighted decibels

ft = foot/feet

L_{eq} = equivalent continuous sound level

While construction noise will vary, it is expected that composite noise levels during construction at the nearest off-site commercial uses to the south would reach an average noise level of 71 dBA L_{eq} and 63 dBA L_{eq} at the nearest sensitive uses to the southwest during daytime hours. These predicted noise levels would only occur when all construction equipment is operating simultaneously and, therefore, these levels are assumed to be rather conservative in nature. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, the noise impacts would no longer occur once project construction is completed.

As stated above, noise impacts associated with construction activities are regulated by the City's Municipal Code. The proposed project would comply with the construction hours specified in the City's Noise Ordinance, which states that construction activities are allowed between the hours of 7:00 a.m. and 10:00 p.m. on any day other than Sundays, where no construction activities are allowed.

As it relates to off-site uses, construction-related noise impacts would remain below the 80 dBA L_{eq} construction noise level criteria, as established by the FTA for residential land uses for the average daily condition as modeled from the center of the project site and therefore would be considered less than significant.

Construction Vibration Analysis

This construction vibration impact analysis discusses the level of human annoyance using vibration levels in RMS and assesses the potential for building damages using vibration levels in PPV (in/sec).

This is because vibration levels calculated in RMS are best for characterizing human response to building vibration, and vibration level in PPV is best for characterizing the potential for damage.

Table K shows the PPV and RMS values at 25 feet from the construction vibration source. As shown in Table K, bulldozers, and other heavy-tracked construction equipment (expected to be used for this project) generate approximately 0.089 PPV in/sec or 0.062 RMS in/sec of ground-borne vibration when measured at 25 feet, based on the Caltrans Manual. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings, and the project construction boundary (assuming the construction equipment would be used at or near the project setback line).

Table K: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 ft	
	PPV (in/sec)	RMS (in/sec)[1]
Pile Driver (Impact), Typical	0.644	0.451
Pile Driver (Sonic), Typical	0.170	0.119
Vibratory Roller	0.210	0.147
Hoe Ram	0.089	0.062
Large Bulldozer[2]	**0.089**	**0.062**
Caisson Drilling	0.089	0.062
Loaded Trucks[2]	**0.076**	**0.053**
Jackhammer	0.035	0.025
Small Bulldozer	0.003	0.002

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

[1] RMS vibration velocity is 70 percent of maximum PPV

[2] Equipment shown in **bold** is expected to be used on site.

Caltrans = California Department of Transportation
ft = foot/feet
in/sec = inch/inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square

The formula for vibration transmission is provided below, and Tables L and M, below, provide a summary of off-site construction vibration levels. The material dampening coefficient, 'n', ranges between 1.1 and 1.5 depending on soil type and distance from equipment.

$$PPV_{equip} = PPV_{ref} \times (25/D)^n$$

As previously shown in Table F, the threshold at which vibration levels would result in annoyance would be 0.04 in/sec RMS. Based on the information provided in Table L, vibration levels are expected to approach 0.0013 in/sec RMS at the closest receptors and would not exceed the annoyance thresholds.

Based on the information provided in Table M, vibration levels are expected to approach 0.018 PPV in/sec at the nearest surrounding structures and would remain below the Caltrans threshold of 0.5 in/sec PPV for building damage as shown in Table G. Vibration levels associated with smaller equipment would be substantially lower than the heavy equipment analyzed. Therefore,

construction would not result in any vibration annoyance or damage, and impacts would be less than significant.

Table L: Potential Construction Vibration Annoyance Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (RMS in/sec) at 25 ft[1]	Distance (ft)[2]	Vibration Level (RMS in/sec)
Commercial Uses (South)	0.062	335	0.0013
Commercial Uses (East)		375	0.0011
Stadium (North)		490	0.0007
Commercial Uses (West)		550	0.0006
Residential Uses (Southwest)		800	0.0003

Source: Compiled by LSA (2026).

[1] The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.

[2] The assessment distance is associated with the average condition, identified by the distance from the center of construction activities to surrounding uses.

ft = foot/feet

in/sec = inches per second

RMS = root-mean-square

Table M: Potential Construction Vibration Damage Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (PPV) at 25 ft[1]	Distance (ft)[2]	Vibration Level (PPV)
Commercial Uses (South)	0.089	105	0.018
Commercial Uses (East)		235	0.008
Stadium (North)		245	0.007
Commercial Uses (West)		425	0.004
Residential Uses (Southwest)		615	0.003

Source: Compiled by LSA (2026).

[1] The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.

[2] The assessment distance is associated with the peak condition, identified by the distance from the perimeter of construction activities and incorporating the project design features to surrounding structures.

ft = foot/feet

PPV = peak particle velocity

Long-Term Off-Site Traffic Noise Impact Analysis

Based on the project's Trip Generation Analysis and Vehicle Miles Traveled Screening Analysis Memorandum (LSA 2026), the project is anticipated to generate 4 new patron trips. Therefore, the project would not be responsible for any significant trip generation, and the traffic noise increase along the roadways in the vicinity of the project would be less than significant. No mitigation is required.

ATTACHMENT A

REFERENCES

California Department of Transportation (Caltrans). 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol.* September.

City of Fresno. 2014. *City of Fresno General Plan.*

_____. 2026. *Municipal Code*. Website: https://library.municode.com/ca/fresno/codes/code_of_ordinances (accessed April 2026).

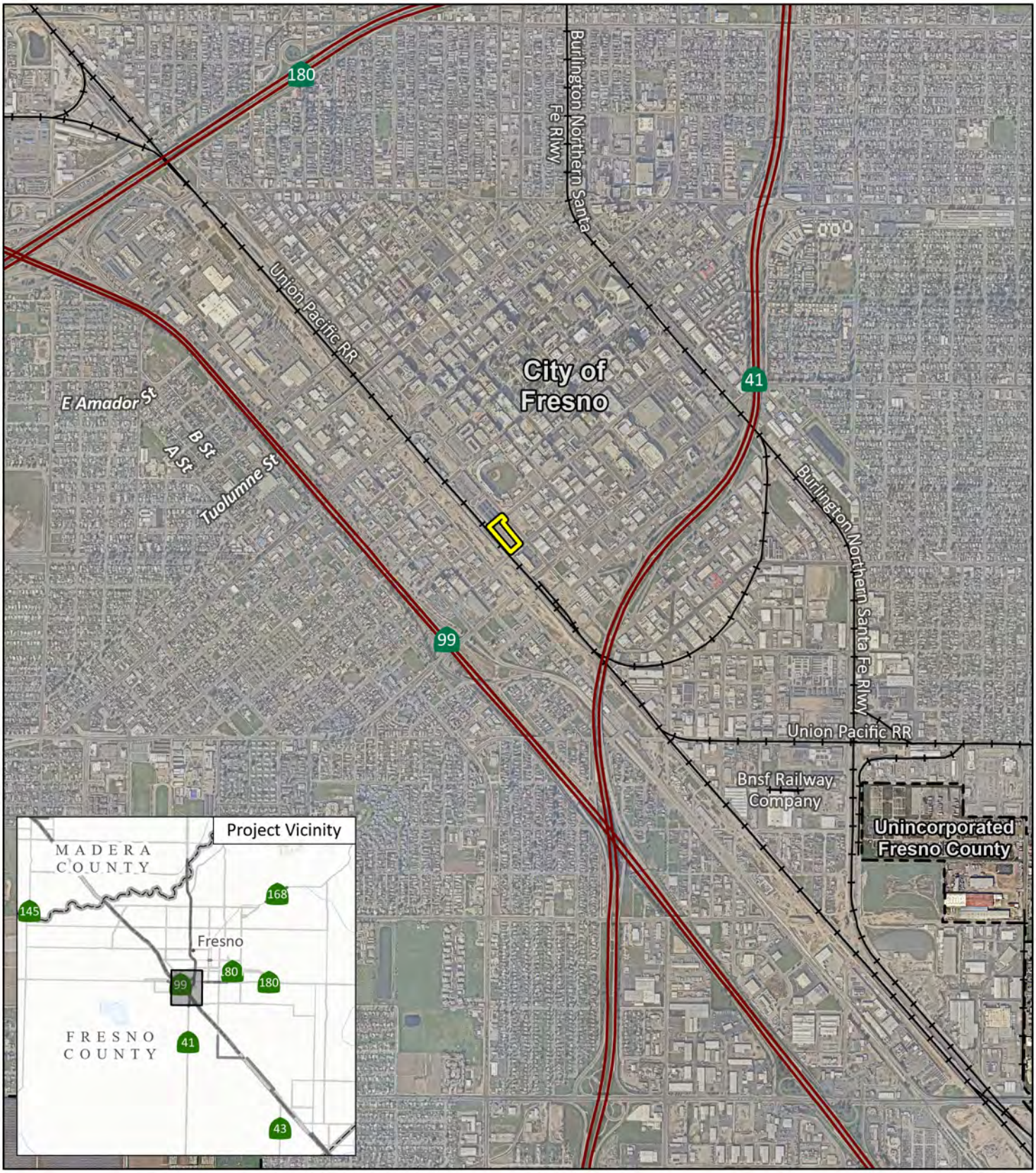
Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*. Office of Planning and Environment. Report No. 0123. September.

LSA Associates Inc. (LSA). 2026. H-*Street Parking Building Project Trip Generation Analysis and Vehicle Miles Traveled Screening Analysis Memorandum*. April 6.

ATTACHMENT B

FIGURES

Figure 1: Project Location
Figure 2: Site Plan
Figure 3: Noise Monitoring Locations



LSA

Project Location

FIGURE 1

N

0 1000 2000
FEET

SOURCE: Nearmap (2/08/2026)

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Class 32 Categorical Exemption for the H-Street Parking Building Project

Project Location

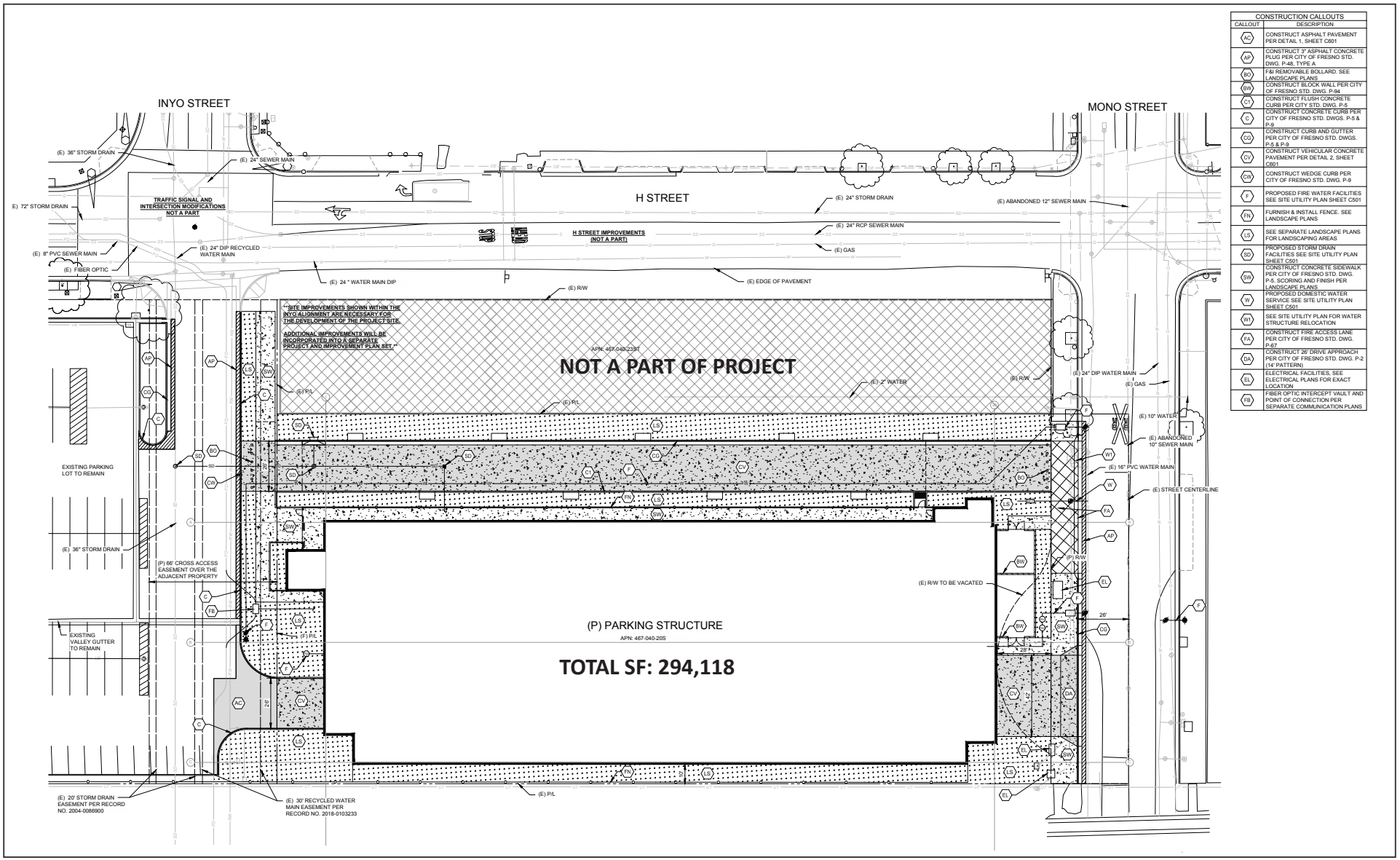

FIGURE 2

LSA

0 40 80
FEET

SOURCE: CPC

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Class 32 Categorical Exemption for the H-Street Parking Building Project

Conceptual Site Plan



LSA

Project Location

Noise Monitoring Location

FIGURE 3

N

0 75 150

FEET

Class 32 Categorical Exemption for the H-Street Parking Building Project

Noise Monitoring Locations

SOURCE: U.S. Census Bureau (USCB), Microsoft, Vantor, Nearmap (2/8/2026)

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ATTACHMENT C

NOISE MEASUREMENT DATA

Noise Measurement Survey – 24 HR

Project Number: CFO2202.10
Project Name: H Street Parking Garage

Test Personnel: Ben Gold
Equipment: LD Spark 706RC (SN: 18907)

Site Number: LT-1 Start Date: 3/11/2026

Time: From 12:00 p.m. To 11:00 a.m.

Site Location: On a light pole overlooking H Street, approximately 25 ft from the centerline.

Primary Noise Sources: Traffic noise from H Street and freight train noise from nearby tracks.

Comments:

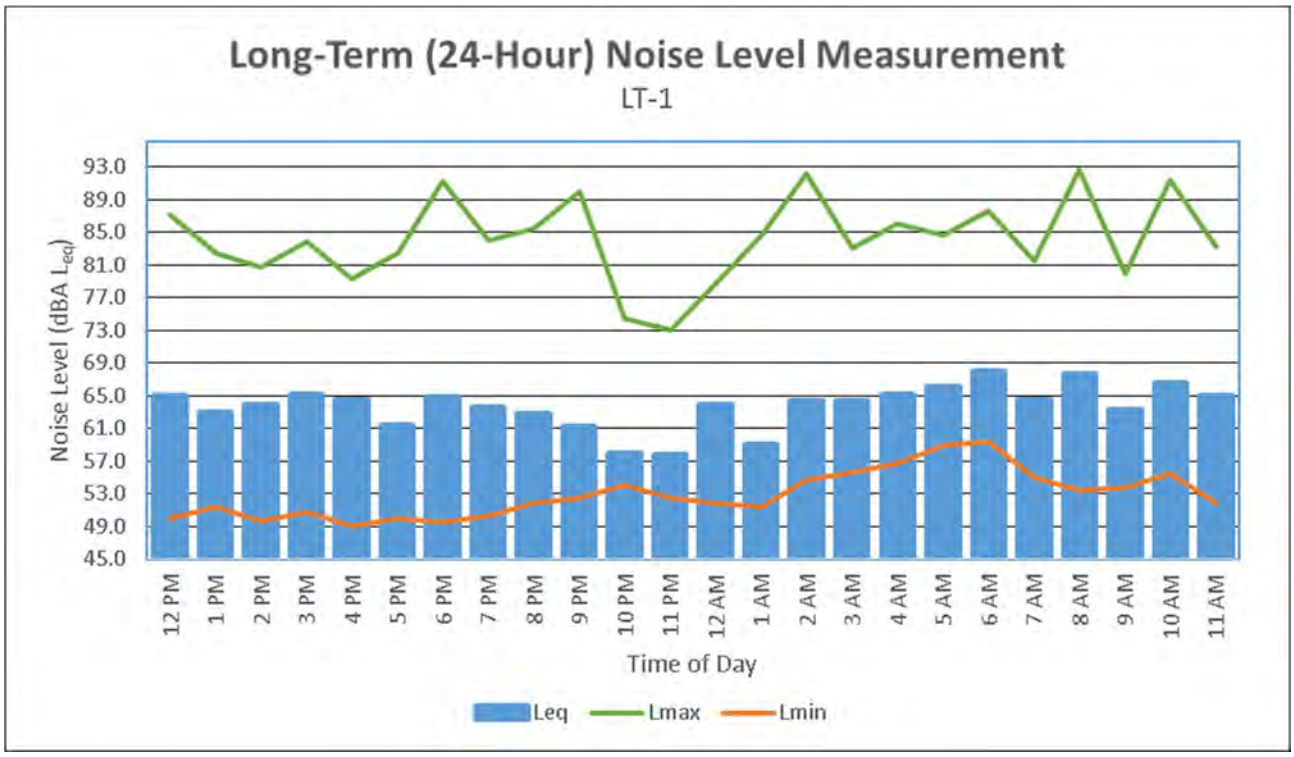
Photo:



Long-Term (24-Hour) Noise Level Measurement Results at LT-1

Start Time	Date	Noise Level (dBA)		
		L_{eq}	L_{max}	L_{min}
12:00 PM	3/11/2026	64.9	87.1	50.0
1:00 PM	3/11/2026	63.0	82.4	51.3
2:00 PM	3/11/2026	63.9	80.7	49.6
3:00 PM	3/11/2026	65.0	83.8	50.7
4:00 PM	3/11/2026	64.4	79.3	49.0
5:00 PM	3/11/2026	61.3	82.4	49.9
6:00 PM	3/11/2026	64.7	91.2	49.5
7:00 PM	3/11/2026	63.6	84.0	50.3
8:00 PM	3/11/2026	62.7	85.4	51.9
9:00 PM	3/11/2026	61.1	90.0	52.5
10:00 PM	3/11/2026	58.0	74.5	54.0
11:00 PM	3/11/2026	57.8	73.0	52.5
12:00 AM	3/12/2026	63.8	78.6	51.8
1:00 AM	3/12/2026	59.0	84.6	51.4
2:00 AM	3/12/2026	64.2	92.1	54.6
3:00 AM	3/12/2026	64.3	83.1	55.6
4:00 AM	3/12/2026	65.1	86.1	56.7
5:00 AM	3/12/2026	66.1	84.6	58.9
6:00 AM	3/12/2026	68.0	87.6	59.3
7:00 AM	3/12/2026	64.4	81.5	55.0
8:00 AM	3/12/2026	67.6	92.7	53.4
9:00 AM	3/12/2026	63.2	79.9	53.7
10:00 AM	3/12/2026	66.5	91.4	55.5
11:00 AM	3/12/2026	65.0	83.2	51.9

Source: Compiled by LSA Associates, Inc. (2026).
dBA = A-weighted decibel
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level
L_{min} = minimum measured sound level



Noise Measurement Survey – 24 HR

Project Number: CFO2202.10
Project Name: H Street Parking Garage

Test Personnel: Ben Gold
Equipment: LD Spark 706RC (SN: 17119)

Site Number: LT-2 Start Date: 3/11/2026

Time: From 12:00 p.m. To 11:00 a.m.

Site Location: On a utility pole overlooking Mono Street, approximately 30 ft from the centerline.

Primary Noise Sources: Traffic noise from Mono Street and freight train noise.

Comments:

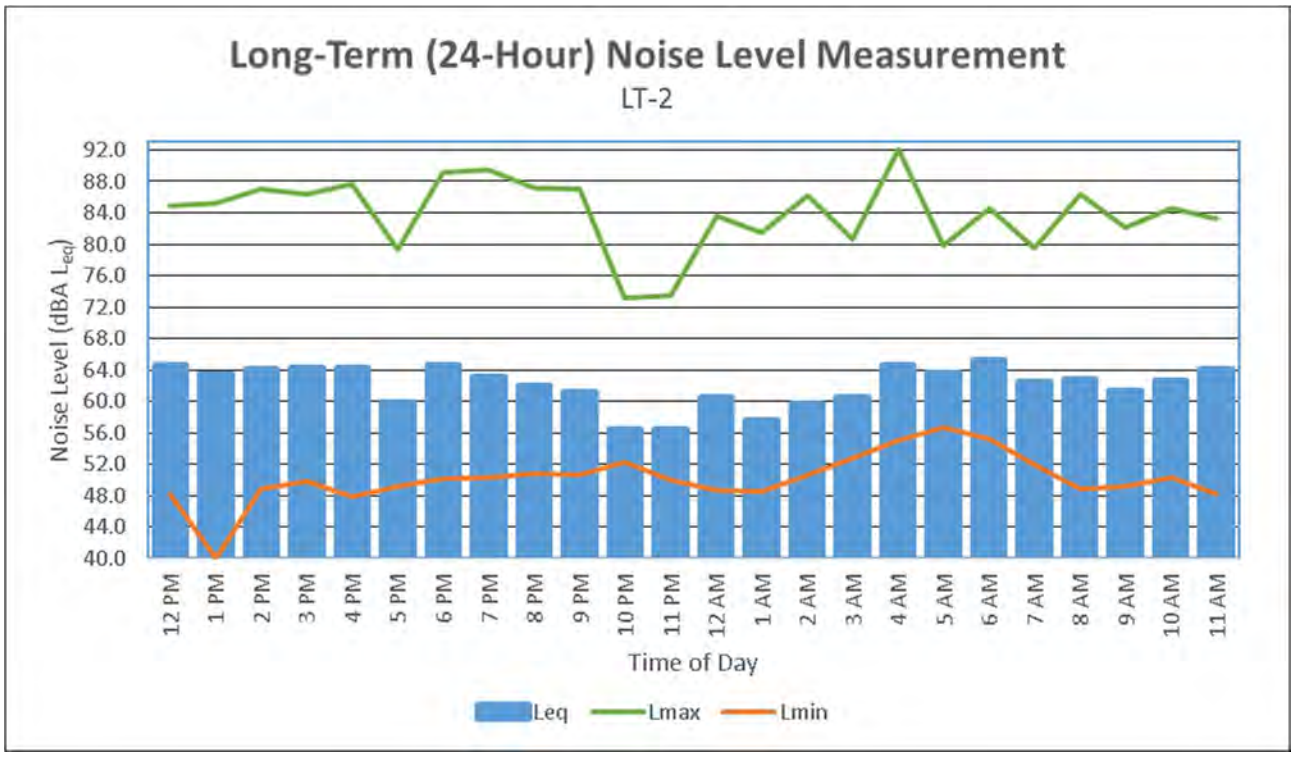
Photo:



Long-Term (24-Hour) Noise Level Measurement Results at LT-2

Start Time	Date	Noise Level (dBA)		
		L_{eq}	L_{max}	L_{min}
12:00 PM	3/11/2026	64.6	84.9	48.1
1:00 PM	3/11/2026	63.5	85.2	40.1
2:00 PM	3/11/2026	64.1	87.0	48.8
3:00 PM	3/11/2026	64.3	86.3	49.8
4:00 PM	3/11/2026	64.3	87.7	47.9
5:00 PM	3/11/2026	59.8	79.3	49.1
6:00 PM	3/11/2026	64.6	89.2	50.2
7:00 PM	3/11/2026	63.1	89.4	50.3
8:00 PM	3/11/2026	62.0	87.2	50.8
9:00 PM	3/11/2026	61.2	87.0	50.7
10:00 PM	3/11/2026	56.4	73.2	52.2
11:00 PM	3/11/2026	56.4	73.5	49.9
12:00 AM	3/12/2026	60.4	83.6	48.6
1:00 AM	3/12/2026	57.6	81.5	48.5
2:00 AM	3/12/2026	59.7	86.2	50.6
3:00 AM	3/12/2026	60.4	80.6	52.8
4:00 AM	3/12/2026	64.6	92.0	55.0
5:00 AM	3/12/2026	63.6	79.8	56.7
6:00 AM	3/12/2026	65.2	84.6	55.2
7:00 AM	3/12/2026	62.5	79.5	52.0
8:00 AM	3/12/2026	62.8	86.4	48.9
9:00 AM	3/12/2026	61.4	82.1	49.2
10:00 AM	3/12/2026	62.6	84.5	50.3
11:00 AM	3/12/2026	64.1	83.3	48.1

Source: Compiled by LSA Associates, Inc. (2026).
dBA = A-weighted decibel
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level
L_{min} = minimum measured sound level



ATTACHMENT D

CONSTRUCTION NOISE CALCULATIONS

Construction Calculations

Phase: Demolition

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Dozer	1	82	40	50	0.5	82	78
Concrete Saw	1	90	20	50	0.5	90	83
Excavator	1	81	40	50	0.5	81	77
Tractor	3	84	40	50	0.5	84	85
					Combined at 50 feet	**91**	**88**
					Combined at Receptor 335 feet	**75**	**71**
					Combined at Receptor 375 feet	**74**	**70**
					Combined at Receptor 490 feet	**72**	**68**
					Combined at Receptor 550 feet	**71**	**67**
					Combined at Receptor 800 feet	**67**	**63**

Phase: Site Preparation

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Grader	1	85	40	50	0.5	85	81
Tractor	1	84	40	50	0.5	84	80
					Combined at 50 feet	**88**	**84**
					Combined at Receptor 335 feet	**71**	**67**
					Combined at Receptor 375 feet	**70**	**66**
					Combined at Receptor 490 feet	**68**	**64**

Phase: Grading

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Grader	1	85	40	50	0.5	85	81
Dozer	1	82	40	50	0.5	82	78
Tractor	2	84	40	50	0.5	84	83
					Combined at 50 feet	**89**	**86**
					Combined at Receptor 335 feet	**72**	**69**
					Combined at Receptor 375 feet	**71**	**68**
					Combined at Receptor 490 feet	**69**	**66**

Phase:Building Construction

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Man Lift	2	75	20	50	0.5	75	71
Welder / Torch	3	74	40	50	0.5	74	75
Crane	1	81	16	50	0.5	81	73
Pumps	1	81	50	50	0.5	81	78
Drum Mixer	1	80	50	50	0.5	80	77
Generator	1	81	50	50	0.5	81	78
Tractor	1	84	40	50	0.5	84	80
					Combined at 50 feet	**89**	**85**
					Combined at Receptor 335 feet	**72**	**69**

Phase: Paving

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Paver	1	77	50	50	0.5	77	74
Drum Mixer	1	80	50	50	0.5	80	77
All Other Equipment > 5 HP	1	85	50	50	0.5	85	82
Roller	2	80	20	50	0.5	80	76
Tractor	1	84	40	50	0.5	84	80
					Combined at 50 feet	**87**	**83**
					Combined at Receptor 335 feet	**70**	**67**

Phase:Architectural Coating

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Compressor (air)	1	78	40	50	0.5	78	74
					Combined at 50 feet	**78**	**74**
					Combined at Receptor 335 feet	**61**	**57**

Sources: RCNM

[1]- Percentage of time that a piece of equipment is operating at full power.

dBA – A-weighted Decibels

Lmax- Maximum Level

Leq- Equivalent Level

ATTACHMENT D

AIR QUALITY AND GREENHOUSE GAS EMISSIONS TECHNICAL MEMORANDUM

CARLSBAD
CLOVIS
EMERYVILLE
IRVINE
LOS ANGELES
PALM SPRINGS
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: April 28, 2026

TO: Kimberly Alvarado Vega
Utilities and On-Site Project Management, Capital Projects Department
City of Fresno

FROM: Briette Shea, Senior Air Quality Specialist

SUBJECT: Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Proposed H Street Parking Building Project in Fresno, California

INTRODUCTION

LSA has prepared this Air Quality and Greenhouse Gas Emissions Technical Memorandum to evaluate the impacts associated with construction and operation of the proposed H Street Parking Building Project (proposed project) located in Fresno, California. This analysis was prepared using methods and assumptions recommended in the San Joaquin Valley Air Pollution Control District's (SJVAPCD) *Guidance for Assessing and Mitigating Air Quality Impacts* (GAMAQI).[1] This analysis includes a description of the existing regulatory framework, an assessment of project construction and operation-period air pollutant emissions, and an assessment of greenhouse gas (GHG) emissions resulting from the proposed project.

PROJECT LOCATION AND DESCRIPTION

The 2.26-acre project site, identified by Assessor's Parcel Numbers 467-040-20S and 467-040-22S, is located southwest of the intersection of H Street and Mono Street in Fresno, California. The project site is located within the Downtown Core (DTC) base zoning district and has a land use designation of DTC. The project site is located within the Downtown Community Plan Area and the Fulton Corridor Specific Plan. Surrounding land uses include Chukchansi Park to the north; surface parking with solar carports to the northwest; a dirt lot to the northeast; the railroad tracks to the south, southwest, and southeast; and commercial uses to southeast.

The proposed project includes development of the project site with a 294,118-square-foot (sf), seven-level open-air parking structure with 904 total parking spaces. In addition, the project includes vacation of a small portion of Mono Street to facilitate the construction of the proposed parking building. Of the total parking spaces, 757 spaces are intended to service nearby commercial land

[1] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. *Guidance for Assessing and Mitigating Air Quality Impacts*. March 19. Website: https://www.valleyair.org/media/g4nl3p0g/gamaqi.pdf (accessed April 2026).

uses and 147 are intended to service nearby residential land uses. A total of 47 bicycle parking spaces would be provided, as well as 210 electric vehicle (EV) charging spaces.

Construction of the project would include demolition of the existing development on site, with the exception of a portion of an existing drive aisle on site (extending from Inyo Street) and two existing street trees.

EXISTING SENSITIVE RECEPTOR LOCATIONS IN THE PROJECT AREA

For the purposes of this analysis, sensitive receptors are parts of the population who have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include residences, schools, daycare centers, hospitals, parks, and similar uses that are sensitive to air quality. Impacts on sensitive receptors are of particular concern because they are the population most vulnerable to the effects of air pollution. The closest sensitive receptors to the project site are the residences to the southwest, approximately 615 feet from the project boundary.

ENVIRONMENTAL SETTING

Air Quality

Air quality is a function of both local climate and local sources of air pollution. The amount of a given pollutant in the atmosphere is determined by the amount of the pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain, and, for photochemical pollutants, sunshine.

The project site is located within the San Joaquin Valley Air Basin (SJVAB) and is under the jurisdiction of the SJVAPCD. A region's topographic features have a direct correlation with air pollution flow and therefore are used to determine the boundaries of air basins. The SJVAB consists of approximately 25,000 square miles and covers eight counties, including Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare counties, as well as the western portion of Kern County. The SJVAB is defined by the Sierra Nevada mountains in the east (8,000 to 14,000 feet in elevation), the Coast Ranges in the west (averaging 3,000 feet in elevation), and the Tehachapi Mountains in the south (6,000 to 8,000 feet in elevation). The valley is basically flat with a slight downward gradient to the northwest. The valley opens to the sea at the Carquinez Straits, where the San Joaquin-Sacramento Delta empties into San Francisco Bay.

Local climatological effects, including wind speed and direction, temperature, inversion layers, precipitation, and fog, can exacerbate the air quality in the SJVAB. For example, in the summer, wind usually originates at the north end of the SJVAB and flows in a south-southeasterly direction through the SJVAB, through Tehachapi Pass, into the Southeast Desert Air Basin. In the winter, wind direction is reversed and flows in a north-northwesterly direction. In addition to the seasonal wind flow, a sea breeze flows into the SJVAB during the day and a land breeze flows out of the SJVAB at night. The diversified wind flow enhances the pollutant transport capability within the SJVAB.

Attainment Status

Both the State and federal governments have established health-based ambient air quality standards for six criteria air pollutants: carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur

dioxide (SO_2), lead, and suspended particulate matter. In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Two criteria pollutants, O_3 and NO_2, are considered regional pollutants because they (or their precursors) affect air quality on a regional scale. Pollutants such as CO, SO_2, and lead are considered local pollutants that tend to accumulate in the air locally.

The California Air Resources Board (CARB) is required to designate areas of the State as attainment, nonattainment, or unclassified for all State standards. An *attainment* designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A *nonattainment* designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An *unclassified* designation signifies that data do not support either an attainment or nonattainment status. The California Clean Air Act (CCAA) divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

Table A provides a summary of the attainment status for the SJVAB with respect to National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS).

Table A: San Joaquin Valley Air Basin Air Quality Attainment Status

Pollutant	State	Federal
Ozone (1-hour)	Nonattainment (Severe)	Attainment
Ozone (8-hour)	Nonattainment	Nonattainment (Extreme)
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment	Attainment/Unclassified
Sulfur Dioxide	Attainment	Attainment/Unclassified
Lead	Attainment	Unclassified
Hydrogen Sulfide	Unclassified	No Federal Standard
Sulfates	Attainment	No Federal Standard

Source: SJVAPCD. San Joaquin Valley Attainment Status. Website: https://www.valleyair.org/air-quality-information/ambient-air-quality-standards-valley-attainmnet-status/ (accessed April 2026).
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant environmental health issue in the State of California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and reduce exposure to these contaminants to protect the public health. Health and Safety Code Section 39655 defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to Subsection (b) of United States Code [USC] Title 42, Section 7412, is a TAC. Under State law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it

determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (the Tanner Air Toxics Act), AB 2588 (the Air Toxics "Hot Spot" Information and Assessment Act of 1987), and Senate Bill (SB) 25 (the Children's Environmental Health Protection Act). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. Once TACs are identified, CARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology (T-BACT) to minimize emissions.

Air toxics from stationary sources are also regulated in California under AB 2588 (the Air Toxics "Hot Spot" Information and Assessment Act of 1987). Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the designated air quality management district or air pollution control district. High-priority facilities are required to perform a Health Risk Assessment (HRA) and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

To date, CARB has designated nearly 200 compounds as TACs. Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (i.e., diesel particulate matter [DPM]).

Greenhouse Gases

GHGs are present in the atmosphere naturally, are released by natural sources, or form from secondary reactions taking place in the atmosphere. Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which is believed to be causing global warming. Although manmade GHGs include naturally occurring GHGs (e.g., carbon dioxide [CO_2], methane [CH_4], and nitrous oxide [N_2O]), some gases (e.g., hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], nitrogen trifluoride [NF_3], and sulfur hexafluoride [SF_6]) are completely new to the atmosphere.

Certain gases (e.g., water vapor) are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes (e.g., oceanic evaporation).

These gases vary considerably in terms of global warming potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. GWP is based on several factors, including the relative effectiveness of a gas in absorbing infrared radiation and the length of time that the gas remains in the atmosphere (i.e., atmospheric lifetime). The GWP of each gas is measured relative to CO_2, the most abundant GHG; the definition

of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of CO_2 equivalents (CO_2e).

Greenhouse Gas Emissions Inventory

An emissions inventory that identifies and quantifies the primary human-generated sources and sinks of GHGs is a well-recognized and useful tool for addressing climate change. This section summarizes the latest information on global, United States, and California GHG emission inventories.

United States Emissions. In 2023, the year for which the most recent data are available, the United States emitted about 5,894.0 million metric tons (MMT) of CO_2e. Overall, net emissions decreased by 2.9 percent from 2022 to 2023 and decreased by 16.9 percent from 2005 levels. The decrease in total GHG emissions was driven by a decrease in CO_2 emissions from fossil fuel combustion.

State of California Emissions. The State emitted approximately 360.4 MMT CO_2e emissions in 2023, which is 11.2 MMT CO_2e lower than 2022 levels.[2] CARB estimates that transportation was the source of approximately 38 percent of the State's GHG emissions in 2023. The next largest sources included industrial sources at approximately 22 percent and electricity generation at 16 percent. The remaining sources of GHG emissions were residential activities at 10 percent, agriculture at 8 percent, and commercial activities at 7 percent.[3]

Fresno County Emissions. A regional GHG inventory for Fresno County for a baseline year of 2019 was prepared as part of the Fresno County Comprehensive Climate Action Plan-Analysis, approved by the Fresno Council of Governments Policy Board on February 26, 2026. After accounting for carbon sequestration from natural and working lands, the Fresno County region emitted approximately 12.5 MMT CO_2e. The largest sources included transportation emissions at 54.1 percent and agriculture at 22.5 percent.[4]

REGULATORY SETTING

This section provides regulatory background information for air quality and GHGs.

Air Quality

Applicable federal, State, regional, and local air quality regulations are discussed below.

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2 California Air Resources Board (CARB). 2025. *California Greenhouse Gas Emissions for 2000 to 2023, Trends of Emissions and Other Indicators Report*. November 4. Website: https://ww2.arb.ca.gov/sites/default/files/2025-11/nc-2000_2023_ghg_inventory_trends.pdf (accessed April 2026).

3 CARB. 2025. *California Greenhouse Gas Emissions for 2000 to 2023, Trends of Emissions and Other Indicators Report*. November 4. Website: https://ww2.arb.ca.gov/sites/default/files/2025-11/nc-2000_2023_ghg_inventory_trends.pdf (accessed April 2026).

4 Fresno Council of Governments (COG). 2026. *Comprehensive Climate Action Plan Analysis.* Website: https://www.fresnocog.org/wp-content/uploads/2026/03/Final-Report-Fresno-County-CCAP-A-1-1.pdf (accessed April 2026).

Federal Regulations

The 1970 federal Clean Air Act (CAA) authorized the establishment of national health-based air quality standards and set deadlines for their attainment. The CAA Amendments of 1990 changed deadlines for attaining national standards as well as the remedial actions required for areas of the nation that exceed the standards. Under the CAA, State and local agencies in areas that exceed the national standards are required to develop State Implementation Plans to demonstrate how they will achieve the national standards by specified dates. At the federal level, passenger vehicle emissions and fuel economy are regulated through standards established by the United States Environmental Protection Agency (USEPA) and the National Highway Traffic Safety Administration.

State Regulations

In 1988, the CCAA required that all air districts in the State endeavor to achieve and maintain CAAQS for CO, O_3, SO_2, and NO_2 by the earliest practical date. The CCAA provides districts with the authority to regulate indirect sources and mandates that air quality districts focus particular attention on reducing emissions from transportation and areawide emission sources. Each nonattainment district is required to adopt a plan to achieve a 5 percent annual reduction, averaged over consecutive 3-year periods, in districtwide emissions of each nonattainment pollutant or its precursors. A Clean Air Plan shows how a district would reduce emissions to achieve air quality standards. Generally, the State standards for these pollutants are more stringent than the national standards.

CARB is the State's "clean air agency." CARB's goals are to attain and maintain healthy air quality, protect the public from exposure to TACs, and oversee compliance with air pollution rules and regulations. CARB limits heavy-duty diesel trucks to no more than 5 minutes of idling at any location under its statewide anti-idling regulation. Similarly, CARB's In-Use Off-Road Diesel Vehicles Regulation limits off-road diesel vehicles to 5 consecutive minutes of idling. Passenger vehicle emissions have historically been regulated through emissions standards adopted by CARB pursuant to a CCAA waiver; however, recent federal actions have introduced uncertainty regarding the continued implementation of certain California-specific vehicle emissions programs.

Regional Regulations

San Joaquin Valley Air Pollution Control District. The SJVAPCD has specific air quality-related planning documents, rules, and regulations. The SJVAPCD is responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the SJVAB. The main purpose of an AQMP is to bring the area into compliance with federal and State air quality standards. The SJVAPCD does not have one single AQMP for criteria pollutants; rather, the SJVAPCD addresses each criteria pollutant with its own plan. The SJVAPCD has the following AQMPs:

- *2024 Plan for the Annual $PM_{2.5}$ Standard*
- *2023 Maintenance Plan and Redesignation Request for the Revoked 1-Hour Ozone Standard*
- *2022 Plan for the 2015 8-Hour Ozone Standard*
- *2018 Plan for the 1997, 2006, and 2012 $PM_{2.5}$ Standards*
- *2016 Moderate Area Plan for the 2012 $PM_{2.5}$ standard*
- *2016 Plan for the 2008 8-Hour Ozone Standard*
- *2013 Plan for the Revoked 1-Hour Ozone Standard*

- *2007 PM_{10} Maintenance Plan*
- *2004 Revision to the California State Implementation Plan for Carbon Monoxide*

The SJVAPCD's AQMPs incorporate the latest scientific and technological information and planning assumptions, including updated emission inventory methodologies for various source categories. In addition, the AQMPs included the integrated strategies and measures needed to meet the NAAQS, implementation of new technology measures, and demonstrations of attainment of the 1-hour and 8-hour O_3 NAAQS, as well as the latest 24-hour and annual particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) standards.

The SJVAPCD rules and regulations that may apply to the proposed project include, but are not limited to, the following:

- **Regulation VIII—Fugitive PM_{10} Prohibitions.** Rules 8011–8081 are designed to reduce particulate matter less than 10 microns in diameter (PM_{10}) emissions (predominantly dust/dirt) generated by human activity, including construction activities, road construction, bulk materials storage, paved and unpaved roads, and carryout and track out. All development projects that involve soil disturbance are subject to at least one provision of the Regulation VIII series of rules.
    - **Rule 8011—General Requirements: Fugitive Dust Emission Sources.** Fugitive dust regulations are applicable to outdoor fugitive dust sources. Operations, including construction operations, must control fugitive dust emissions in accordance with SJVAPCD Regulation VIII. According to Rule 8011, the SJVAPCD requires the implementation of control measures for fugitive dust emission sources.

- **Rule 2201—New and Modified Stationary Source Review Rule.** This rule provides the review of new and modified stationary sources of air pollution to operate without interfering with the attainment or maintenance of ambient air quality standards and results in no net increase in emissions above specified thresholds.

- **Rule 4102—Nuisance.** The purpose of this rule is to protect the health and safety of the public. It applies to any source operation that emits or may emit air contaminants or other materials.

- **Rule 4601—Architectural Coatings.** The purpose of this rule is to limit volatile organic compound (VOC) emissions from architectural coatings. Emissions are reduced by limits on VOC content and providing requirements on coatings storage, cleanup, and labeling.

- **Rule 9510—Indirect Source Review.** This rule reduces the impact of nitrogen oxides (NO_X) and PM_{10} emissions from new development projects. The rule places application and emission reduction requirements on development projects meeting applicability criteria in order to reduce emissions through on-site mitigation, off-site SJVAPCD-administered projects, or a combination of the two. Compliance with SJVAPCD Rule 9510 reduces emissions impacts through incorporation of on-site measures as well as payment of an off-site fee that funds emission reduction projects in the SJVAB. The emissions analysis for Rule 9510 is detailed and is dependent on the exact project design that is expected to be constructed or installed. Compliance with Rule 9510 is separate from the California Environmental Quality Act (CEQA)

process, although the control measures used to comply with Rule 9510 may be used to mitigate significant air quality impacts.

Local Regulations

City of Fresno General Plan. Chapter 7, Resource Conservation and Resilience, of the City's General Plan contains the following objective and implementing policy related to air quality that would be applicable to the proposed project:[5]

- **Objective RC-4:** In cooperation with other jurisdictions and agencies in the San Joaquin Valley Air Basin, take necessary actions to achieve and maintain compliance with State and federal air quality standards for criteria pollutants.
    - **Policy RC-4-b: Conditions of Approval.** Develop and incorporate air quality maintenance requirements, compatible with Air Quality Attainment and Maintenance Plans, as conditions of approval for General Plan amendments, community plans, Specific Plans, neighborhood plans, Concept Plans, and development proposals.
    - **Policy RC-4-c: Evaluate Impacts with Models.** Continue to require the use of computer models used by SJVAPCD to evaluate the air quality impacts of plans and projects that require such environmental review by the City.
    - **Policy RC-4-e: Support Employer-Based Efforts.** Support and promote employer implementation of staggered work hours and employee incentives to use carpools, public transit, and other measures to reduce vehicular use and traffic congestion

City of Fresno Municipal Code. Building and construction in Fresno are subject to the regulations of the City's Municipal Code. The following provisions of the City's Municipal Code are related to air quality:

- **Article 52 – Development Permit, Section 15-5207, Conditions of Approval:** Section 15-5207 of the City's Municipal Code mandates that conditions of approval of a development permit may include "[…] the proposed design incorporates air quality measures or can demonstrate that it will not negatively impact air quality."

Greenhouse Gases

This section describes regulations related to global climate change at the federal, State, and local levels.

[5] City of Fresno. 2014. Fresno General Plan. Website: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf (accessed April 2026).

Federal Regulations

The United States has historically had a voluntary approach to reducing GHG emissions. However, on April 2, 2007, the United States Supreme Court ruled that the USEPA has the authority to regulate CO_2 emissions under the CAA.

The USEPA commenced several actions in 2009 to implement a regulatory approach to global climate change, including the 2009 USEPA final rule for mandatory reporting of GHGs from large GHG emission sources in the United States. Additionally, the USEPA Administrator signed an endangerment finding action in 2009 under the CAA, finding that seven GHGs (CO_2, CH_4, N_2O, HFCs, NF_3, PFCs, and SF_6) constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to global climate change, leading to national GHG emission standards.

The Inflation Reduction Act (IRA) of 2022 reaffirmed the USEPA's authority to regulate GHG emissions under the CAA. In January 2025, Executive Order (EO) 14153, Unleashing American Energy, agencies were directed to stop issuing funds under the IRA. A bill has been introduced to repeal the IRA, but it has not been passed through the legislative process as of April 2026.

State Regulations

CARB is the lead agency for implementing climate change regulations in the State. Since its formation, CARB has worked with the public, the business sector, and local governments to find solutions to California's air pollution problems. Key efforts by the State are described below.

Low-Emission Vehicle Program. Starting in 1990, CARB initiated the Low-Emission Vehicle (LEV) program to reduce GHG emissions from passenger vehicles. The Advanced Clean Cars project was adopted in 2012, followed by Advanced Clean Cars II in 2022. Recent federal actions have introduced uncertainty regarding the continued implementation of California-specific vehicle emissions programs.

Assembly Bill 32, California Global Warming Solutions Act. California's major initiative for reducing GHG emissions is AB 32, passed by the State Legislature on August 31, 2006. This effort set a target to reduce GHG emissions to 1990 levels by 2020. CARB has established the level of GHG emissions in 1990 at 427 MMT CO_2e. The emission target of 427 MMT CO_2e requires the reduction of 169 MMT CO_2e from the State's projected business-as-usual 2020 emissions of 596 MMT CO_2e. AB 32 requires CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. CARB approved the original Scoping Plan on December 11, 2008, which contains the main strategies California will implement to achieve the reduction goals and includes CARB-recommended GHG reductions for each emissions sector of the State's GHG inventory.

The 2022 Scoping Plan, which is the most recent Scoping Plan, was approved in December 2022 and assesses progress toward the statutory 2030 target (established by EO B-30-15, described below)

while laying out a path to achieving carbon neutrality no later than 2045.[6] The 2022 Scoping Plan Update focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California be zero-emission by 2035 and that all other fleets transition to zero-emission as fully as possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles.

Senate Bill 375 (2008). Signed into law on October 1, 2008, SB 375 supplements GHG reductions from new vehicle technology and fuel standards with reductions from more efficient land use patterns and improved transportation in an effort to reduce vehicle miles traveled (VMT). Under the law, CARB approved GHG reduction targets in February 2011 for California's 18 federally designated regional planning bodies, known as Metropolitan Planning Organizations (MPOs). CARB may update the targets every 4 years and must update them every 8 years. MPOs, in turn, must demonstrate how their plans, policies, and transportation investments meet the targets set by CARB through Sustainable Communities Strategies (SCSs). The SCSs are included with the Regional Transportation Plan (RTP), a report required by State law.

Executive Order B-30-15 (2015). Governor Jerry Brown signed EO B-30-15 on April 29, 2015, which added the immediate target that GHG emissions should be reduced to 40 percent below 1990 levels by 2030. All State agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. CARB was directed to update the AB 32 Scoping Plan to reflect the 2030 target and, therefore, is moving forward with the update process. The midterm target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue reducing emissions.

Senate Bill 350, Clean Energy and Pollution Reduction Act. SB 350, signed by Governor Jerry Brown on October 7, 2015, updates and enhances AB 32 by introducing the following set of objectives in clean energy, clean air, and pollution reduction for 2030:

- Raise California's renewable portfolio standard from 33 percent to 50 percent.
- Increase energy efficiency in buildings by 50 percent by the year 2030.

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6 CARB. 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. Website: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf (accessed April 2026).

The 50 percent renewable energy standard will be implemented by the California Public Utilities Commission (CPUC) for private utilities and by the California Energy Commission (CEC) for municipal utilities. Each utility must submit a procurement plan showing it will purchase clean energy to displace other nonrenewable resources. The 50 percent increase in energy efficiency in buildings must be achieved through the use of existing energy-efficiency retrofit funding and regulatory tools already available to State energy agencies under existing law. The addition made by this legislation requires State energy agencies to plan for and implement those programs in a manner that achieves the energy efficiency target.

Senate Bill 32, California Global Warming Solutions Act of 2016, and Assembly Bill 197. In summer 2016 the Legislature passed, and the Governor signed, SB 32, and AB 197. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's April 2015 EO B-30-15. SB 32 builds on AB 32 and provides the framework toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an Intergovernmental Panel on Climate Change (IPCC) analysis of the emissions trajectory that would stabilize atmospheric GHG concentrations at 450 parts per million (ppm) CO_2e and reduce the likelihood of catastrophic impacts from climate change. The companion bill to SB 32, AB 197, provides additional direction to CARB related to the adoption of strategies to reduce GHG emissions.

Senate Bill 100 (2018). On September 10, 2018, Governor Brown signed SB 100, which raises California's renewable portfolio standard requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the Western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Executive Order B-55-18 (2018).EO B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." EO B-55-18 directs CARB to work with relevant State agencies to ensure that future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning that not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions should be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Assembly Bill 1279 (2022). AB 1279 was signed in September 2022 and codifies the State goals of achieving net carbon neutrality by 2045 and maintaining net negative GHG emissions thereafter. This bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels by 2045 and directs CARB to work with relevant State agencies to achieve these goals.

Regional Regulations

San Joaquin Valley Air Pollution Control District. In August 2008, the SJVAPCD adopted the Climate Change Action Plan (CCAP).[7] The CCAP directed the SJVAPCD to develop guidance to assist lead agencies, project proponents, permit applicants, and interested parties in assessing and reducing the impacts of project specific GHG emissions on global climate change.

In December 2009, the SJVAPCD adopted the *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*[8] and the *District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*.[9] The guidance and policy rely on the use of performance based standards, otherwise known as Best Performance Standards (BPS),[10] to assess significance of project-specific GHG emissions on global climate change during the environmental review process, as required by CEQA. Projects implementing BPS in accordance with SJVAPCD's guidance would be determined to have a less than significant individual and cumulative impact on GHG emissions and would not require project specific quantification of GHG emissions.

Fresno Council of Governments Regional Transportation Plan/Sustainable Communities Strategy. RTPs are State-mandated plans that identify long-term transportation needs for a region's transportation network. The Fresno Council of Governments' (COG) 2022 RTP charts the long-range vision of regional transportation in Fresno County through the year 2046.[11] The RTP identifies existing and future transportation-related needs, while considering all modes of travel, analyzing alternative solutions, and identifying priorities for the anticipated available funding for more than 3,000 projects and multiple programs included within it. SB 375, which went into effect in 2009, added statutes to the California Government Code to encourage planning practices that create sustainable communities. It calls for each MPO to prepare an SCS as an integrated element of the RTP that is to be updated every 4 years. The SCS is intended to show how integrated land use and transportation planning can lead to lower GHG emissions from autos and light trucks. The Fresno COG has included the SCS in its 2022 RTP.

Local Regulations

City of Fresno General Plan. Chapter 7, Resource Conservation and Resilience, of the City's General Plan contains the following objective and implementing policy related to GHG emissions that would be applicable to the proposed project:[12]

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7 SJVAPCD. 2008. *Climate Change Action Plan.* November.

8 SJVAPCD. 2009. *Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*. December 17.

9 Ibid.

10 SJVAPCD. 2009. *Final Staff Report Appendix J: GHG Emission Reduction Measures – Development Projects.* December 17.

11 Fresno COG. 2022. *2022 Regional Transportation Plan.* Website: https://www.planfresno.com/previous-rtps/ (accessed April 2026).

12 City of Fresno. 2014. *Fresno General Plan.* Website: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf (accessed April 2026).

- **Objective RC-5:** In cooperation with other jurisdictions and agencies in the San Joaquin Valley Air Basin, take timely, necessary, and the most cost effective actions to achieve and maintain reductions in greenhouse gas emissions and all strategies that reduce the causes of climate change in order to limit and prevent the related potential detrimental effects upon public health and welfare of present and future residents of the Fresno community.

    - **Policy RC-5-a: Support State Goal to Reduce Statewide GHG Emissions.** As is consistent with State law, strive to meet AB 32 goal to reduce greenhouse gas emissions to 1990 levels by 2020 and strive to meet a reduction of 80 percent below 1990 levels by 2050 as stated in Executive Order S-03-05. As new statewide GHG reduction targets and dates are set by the State update the City's Greenhouse Gas Reduction Plan to include a comprehensive strategy to achieve consistency with those targets by the dates established.

    - **Policy RC-5-e:** Ensure Compliance. Ensure ongoing compliance with GHG emissions reduction plans and programs by requiring that air quality measures are incorporated into projects' design, conditions of approval, and mitigation measures

    - **Policy RC-5-g: Evaluate Impacts with Models.** Continue to use computer models such as those used by SJVAPCD to evaluate greenhouse gas impacts of plans and projects that require such review.

METHODOLOGY

Air Quality

Construction Emissions

Construction activities can generate a substantial amount of air pollution. Construction activities are considered temporary; however, short-term impacts can contribute to exceedances of air quality standards. Construction activities include demolition, site preparation, earthmoving, and general construction. The emissions generated from these common construction activities include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips.

The California Emissions Estimator Model (CalEEMod) Version 2022.1 computer program was used to calculate emissions from on-site construction equipment and emissions from worker and vehicle trips to the site. CalEEMod is a statewide land use emissions web model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutants associated with both construction and operation of a variety of land use projects. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use for land use developments and linear projects. Default data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions.

For this analysis, construction of the proposed project was assumed to commence in June 2026 and occur for approximately 15 months. This is a conservative assumption because, should construction commence at a later date, emissions are expected to be less due to technological improvements and

increasingly stringent regulations. Excavators would be equipped with Tier 4 engines; other construction equipment is assumed to be default. Approximately 44,000 square feet of asphalt would be removed during demolition, and approximately 1,625 cubic yards of soil would be imported to the project site. Consistent with SJVAPCD Regulation VIII for fugitive dust control, dust reduction measures, including watering exposed areas and unpaved roads twice daily and limiting vehicle speeds to 25 miles per hour on unpaved areas, were included in the modeling. Other detailed construction information is currently unavailable; therefore, this analysis utilizes CalEEMod default assumptions.

Operational Emissions

The air quality analysis includes estimating emissions associated with long-term operation of the proposed project. Consistent with the SJVAPCD guidance for estimating emissions associated with land use development projects, the CalEEMod computer program was used to calculate the long-term operational emissions associated with the project.

The project analysis was conducted using land use code *Enclosed Parking with Elevator.* Vehicle trip generation rates were updated in CalEEMod to be consistent with the project-specific traffic analysis, which determined that the proposed project would generate approximately four average daily trips for maintenance activities.[13] The modeling also included a backup generator, which was modeled as an 400-horsepower, diesel-fueled generator that would operate for up to 50 hours per year. Where project-specific data were not available, default assumptions (e.g., water usage, solid waste generation) from CalEEMod were used to estimate project emissions. CalEEMod output sheets are included in Attachment A.

Greenhouse Gas Emissions

GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term GHG emissions associated with project-related vehicular trips. Lead agencies should calculate or estimate emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, construction activities, and any other significant sources of emissions within the project area. CalEEMod was used to quantify GHG emissions generated by the project.

THRESHOLDS OF SIGNIFICANCE

Air Quality

The *State CEQA Guidelines* indicate that a project would normally have a significant adverse air quality impact if project-generated pollutant emissions would do any of the following:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project is in nonattainment under applicable NAAQS or CAAQS;

[13] LSA. 2026. *H-Street Parking Building Project Trip Generation Analysis and Vehicle Miles Traveled Screening Analysis Memorandum* (LSA Project No. CFO2202.10).

- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) affecting a substantial number of people.

Certain air districts (e.g., SJVAPCD) have created guidelines and requirements to conduct air quality analysis. The SJVAPCD's current guidelines, outlined in the GAMAQI, were followed in this assessment of air quality impacts for the proposed project.

Regional Emissions Thresholds

The SJVAPCD defines emissions thresholds in the GAMAQI, which are established based on the attainment status of the SJVAB with regard to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety, these emission thresholds are regarded as conservative and would overstate an individual project's contribution to health risks. The related impacts are discussed further in the Impact Analysis section. The SJVAPCD regional emission thresholds for construction and operation are shown in Table B.

Table B: Regional Thresholds for Construction and Operational Emissions

Emissions Source	Pollutant Emissions Threshold (tons per year)					
	CO	NO_X	ROG	SO_X	PM_{10}	$PM_{2.5}$
Construction	100	10	10	27	15	15
Operations	100	10	10	27	15	15

Source: *Guidance for Assessing and Mitigating Air Quality Impacts* (SJVAPCD 2015).
CO = carbon monoxide
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gas
SJVAPCD = San Joaquin Valley Air Pollution Control District
SO_X = sulfur oxides

Local Microscale Concentration Standards

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the project vicinity are above or below State and federal CO standards. Because ambient CO levels are below the standards throughout the SJVAB, a project would be considered to have a significant CO impact if project emissions result in an exceedance of one or more of the 1-hour or 8-hour standards. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20 ppm
- California State 8-hour CO standard of 9 ppm

Greenhouse Gas Emissions

The *State CEQA Guidelines* indicate that a project would normally have a significant adverse GHG emission impact if the project would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Section 15064.4 of the *State CEQA Guidelines* states that "A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." In performing that analysis, the lead agency has discretion to determine whether to use a model or methodology to quantify GHG emissions or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the lead agency then considers the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Neither the City nor the SJVAPCD has developed or adopted numeric GHG significance thresholds. Therefore, in the absence of any City or SJVAPCD specific guidelines or thresholds, this analysis evaluates the proposed project for consistency with the CARB 2022 Scoping Plan and the Fresno COG 2022 RTP/SCS.

IMPACT ANALYSIS

This section identifies potential air quality and GHG impacts associated with implementation of the proposed project.

Air Quality

Air pollutant emissions associated with the project would occur over the short term from construction activities and over the long term from operational activities associated with the proposed project.

Consistency with Applicable Air Quality Plans

An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a nonattainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of the federal and State air quality standards.

The SJVAPCD has different air quality plans to address pollutants for which the region is in non-attainment or in maintenance. The SJVAPCD adopted the *2022 Plan for the 2015 8-hour Ozone Standard* in December 2022 to satisfy CAA requirements and plan for regional attainment of the 70 parts per billion (ppb) 8-hour ozone standard.[14] To ensure the SJVAB's continued attainment of

[14] SJVAPCD. 2022. *2022 Plan for the 2015 8-Hour Ozone Standard*. December 15. Website: https://ww2.valleyair.org/media/q55posm0/0000-2022-plan-for-the-2015-8-hour-ozone-standard.pdf (accessed April 2026).

the USEPA PM_{10} standard, the SJVAPCD adopted the *2007 PM_{10} Maintenance Plan* in September 2007. In addition, the SJVAPCD adopted the *2024 Plan for the 2012 $PM_{2.5}$ Standard,*[15] which addresses compliance with the federal annual $PM_{2.5}$ standard of 12 micrograms per cubic meter ($\mu g/m^3$) by 2030.

For a project to be consistent with SJVAPCD air quality plans, the pollutants emitted from a project should not exceed the SJVAPCD emission thresholds or cause a significant impact on air quality. As discussed below, construction of the proposed project would not result in the generation of criteria air pollutants that would exceed SJVAPCD thresholds of significance. In addition to the construction period thresholds of significance, the SJVAPCD has implemented Regulation VIII measures for dust control during construction. These control measures are intended to reduce the amount of PM_{10} emissions during the construction period. Implementation of the fugitive dust control measures outlined in Regulatory Compliance Measure (RCM) AIR-1, would ensure that the proposed project complies with Regulation VIII, further reduces the short-term construction-period air quality impacts, and ensures compliance with air quality plans.

In addition, long-term operational emissions associated with the proposed project, including area, energy, and mobile source emissions, would not exceed the thresholds that were developed to help the SJVAB achieve attainment of the NAAQS and CAAQS. Finally, it is noted that the proposed project is generally consistent with the City's General Plan and long-range planning efforts.

Therefore, the proposed project would not conflict with or obstruct implementation of applicable air quality plans, and the impact would be less than significant.

Criteria Pollutant Analysis

The SJVAB is currently designated as nonattainment for the federal and State standards for O_3 and $PM_{2.5}$. In addition, the SJVAB is in nonattainment for the PM_{10} standard. The SJVAB's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of an ambient air quality standard. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SJVAPCD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. The following analysis assesses the potential construction- and operation-related air quality impacts.

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15 SJVAPCD. 2024. *2024 Plan for the 2012 Annual $PM_{2.5}$ Standard*. June 20. Website: https://ww2.valleyair.org/media/gw5bacvj/2024-pm25-plan.pdf (accessed April 2026).

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by grading, paving, building, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_X, reactive organic gas (ROG), directly emitted particulate matter ($PM_{2.5}$ and PM_{10}), and TACs such as DPM.

Construction activities associated with the proposed project would include site preparation, grading, paving, and building activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The SJVAPCD has implemented Regulation VIII measures for reducing fugitive dust emissions (PM_{10}). With the implementation of Regulation VIII measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_X, ROG, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using CalEEMod and are summarized in Table C. See Attachment A to this memorandum for CalEEMod output sheets.

Table C: Project Construction Emissions

Construction Year	Pollutant Emissions (Tons per Year)					
	ROG	NO_x	CO	SO_X	PM_{10}	$PM_{2.5}$
2026	0.12	0.88	1.10	<0.01	0.13	0.06
2027	0.19	1.12	1.58	<0.01	0.13	0.05
SJVAPCD Threshold	**10.0**	**10.0**	**100.0**	**27.0**	**15.0**	**15.0**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (April 2026).
CO = carbon monoxide
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gas
SJVAPCD = San Joaquin Valley Air Pollution Control District
SO_X = sulfur oxides

As shown in Table C, construction emissions associated with the proposed project would not exceed the SJVAPCD's thresholds for ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions.

In addition, if the proposed project is determined to be subject to SJVAPCD Rule 9510 (Indirect Source Review), the project applicant would be required to comply with applicable ISR requirements, which may include implementation of emission reduction measures or payment of applicable ISR fees to further reduce regional NO_x and PM_{10} emissions. Separately, compliance with SJVAPCD Regulation VIII fugitive dust control requirements during construction would minimize localized PM_{10} emissions. Implementation of RCM AIR-1 would ensure that the proposed project complies with Regulation VIII.

RCM AIR-1 Consistent with San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII (Fugitive PM_{10} Prohibitions), the following controls are required to be included as specifications for the proposed project and implemented at the construction site:

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant or covered with a tarp or other suitable cover or vegetative ground cover.
- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, and cut and fill activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- When materials are transported off site, all material shall be covered or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.

Construction emissions associated with the proposed project would be less than significant with implementation of RCM AIR-1. Therefore, construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable NAAQS or CAAQS.

Operational Emissions. Long-term air pollutant emissions that could occur with operation of the proposed project include emissions from area, energy, and mobile sources. Area-source emissions include architectural coatings and landscaping. Energy-source emissions result from activities in buildings that use natural gas. Mobile-source emissions are from vehicle trips associated with operation of the project. Mobile-source emissions include ROG and NO_X emissions that contribute to the formation of O_3. Additionally, PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways.

Long-term operational emissions associated with the proposed project were calculated using CalEEMod. Table D provides the proposed project's estimated operational emissions. See Attachment A to this memorandum for CalEEMod output sheets.

Table D: Project Operational Emissions

Emission Type	Pollutant Emissions (Tons per Year)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources	0.00	0.00	0.02	0.00	0.00	0.00
Area Sources	0.24	0.01	1.42	0.00	0.00	0.00
Energy Sources	0.00	0.00	0.00	0.00	0.00	0.00
Stationary Sources	0.02	0.05	0.04	0.00	0.00	0.00
Total Project Emissions	**0.25**	**0.06**	**1.47**	**0.00**	**0.01**	**0.01**
SJVAPCD Threshold	10.0	10.0	100.0	27.0	15.0	15.0
Exceeds Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (April 2026).
Note: Some values may not appear to add correctly due to rounding.
CO = carbon monoxide
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gas
SJVAPCD = San Joaquin Valley Air Pollution Control District
SO_X = sulfur oxides

As shown in Table D, long-term operational emissions associated with the proposed project would not exceed the applicable thresholds of significance for annual ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$ emissions. In addition, if the proposed project is determined to be subject to SJVAPCD Rule 9510, Indirect Source Review, the project applicant would be required to comply with applicable ISR requirements, which may include implementation of emission reduction measures or payment of applicable ISR fees to address regional NO_x and PM_{10} emissions. Compliance with Rule 9510 may further reduce regional NO_X and PM_{10} emissions beyond those conservatively estimated in Table D.

Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable NAAQS or CAAQS.

Long-Term Microscale (CO Hot Spot) Analysis. Localized air quality impacts can occur when emissions from vehicular traffic increase as a result of a project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO

concentrations near a congested roadway or intersection may reach unhealthful levels, thereby affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients).

Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels. SJVAPCD does not provide screening thresholds for localized CO impacts based on traffic volumes. However, the Bay Area Air District provides general screening guidance that a less than significant localized CO impact is expected if project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour, or if a project would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, or below-grade roadway).[16]

The proposed project is expected to generate four average daily trips, with zero trips occurring during peak hours.[17] As described in the Traffic Study, the proposed project meets the criteria for a Small Project, which is defined as a project generating fewer than 500 daily trips. Therefore, the proposed project was screened out from a detailed VMT analysis and would result in a less than significant VMT impact.[18] The addition of project-generated trips would not result in peak-hour traffic volumes at intersections in the vicinity of the project site in excess of 44,000 vehicles per hour. In addition, the project site is not located in an area where vertical or horizontal mixing is substantially limited.

Given the lack of traffic impacts associated with the project, project-related vehicles are not expected to result in CO concentrations exceeding the State or federal CO standards.

Impacts to Sensitive Receptors

Construction and operations of a proposed project may result in emissions of pollutants that could adversely affect existing sensitive receptors in the project area. As noted previously, the closest sensitive receptors to the project site are the residences to the southwest, approximately 615 feet from the project boundary. The following discussion evaluates potential impact related to emissions of TACs, naturally occurring asbestos, and valley fever spores.

Toxic Air Contaminants. Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates and a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). In the *Air Quality and Land Use Handbook,* CARB indicates that DPM concentrations from mobile and stationary sources decrease substantially with

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16 Bay Area Air District. 2022. *2022 CEQA Guidelines; Screening Criteria.* Website: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-4-screening_final-pdf.pdf?rev=ac551d35a52d479dad475e7d4c57afa6&sc_lang=en (accessed April 2026).

17 LSA. 2026. *H-Street Parking Building Project Trip Generation Analysis and Vehicle Miles Traveled Screening Analysis Memorandum* (LSA Project No. CFO2202.10).

18 Ibid.

distance, with markedly reduced concentrations beyond approximately 500 feet. [19] Because the nearest sensitive receptors are more than 500 feet from the project site, DPM emissions would be substantially dispersed prior to reaching receptors.

Nevertheless, construction contractors would be required to implement SJVAPCD Regulation VIII, as ensured through RCM AIR-1, which would reduce emissions of fugitive dust. In addition, idling of trucks would be limited by CARB's In-Use Off-Road Diesel Vehicles regulation, which limits idling to 5 minutes or less. Minimizing idling time reduces vehicle exhaust emissions.[20] According to CARB, DPM emissions have also been shown to be highly dispersive in the atmosphere, with the DPM concentration decreasing with distance from the source.[21] Furthermore, the primary construction activities associated with the proposed project would occur over a short time frame (less than 2 years); therefore, potential sensitive receptors would be exposed to emissions associated with construction activities for a limited duration. Finally, project construction pollutant emissions would be below the SJVAPCD significance thresholds, which includes thresholds for particulate matter. Overall, construction of the project is not expected to result in the exposure of sensitive receptors to substantial pollutant concentrations.

Once operational, the proposed project would generate very few new vehicle trips and would provide parking for existing trips in the area. A diesel-fueled emergency generator would be provided on site but would only be run during emergency power outages or for standard maintenance and testing. The generator would be subject to permitting through the SJVAPCD and would be required to comply with all applicable regulations, including New Source Review (Rule 2201) and any specific limitations on hours of operations, fuel use, and monitoring and reporting. Compliance with SJVAPCD rules would further limit doses and exposures, reducing potential health risk related to vehicle and equipment emissions to a level that is not significant. Therefore, operations of the proposed project would not result in new sources of TACs and would not expose sensitive receptors to substantial levels of TACs.

Naturally Occurring Asbestos. The project is located in Fresno County, which is among the counties found to have serpentine and ultramafic rock in their soils.[22] However, according to the California Geological Survey, serpentine and ultramafic rock is not known to occur in the project vicinity.[23]

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19 CARB. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. Website: https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf (accessed April 2026).

20 CARB. 2025. *In-use off-Road Diesel Vehicle Regulation*. Website: https://ww2.arb.ca.gov/capp-resource-center/heavy-duty-diesel-vehicle-idling-information (accessed April 2026).

21 CARB. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. Website: https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf (accessed April 2026).

22 California Department of Conservation (DOC). California Geological Survey. Asbestos. Website: https://www.conservation.ca.gov/cgs/minerals/mineral-hazards (accessed April 2026).

23 DOC. n.d. California Geological Survey. Naturally-Occurring Asbestos in California. Website: https://www.conservation.ca.gov/cgs/minerals/mineral-hazards/asbestos (accessed April 2026).

Therefore, the potential risk for naturally occurring asbestos during project construction is not considered significant.

Valley Fever. The closest sensitive receptors are the residences to the southwest, approximately 615 feet from the project boundary. This distance is sufficient that particulate matter would settle prior to reaching the nearest sensitive receptor. Therefore, any valley fever spores suspended with the dust would not be anticipated to reach the sensitive receptors. However, during project construction, it is possible that workers could be exposed to valley fever through fugitive dust. Dust control measures, as ensured by RCM AIR-1 and consistent with SJVAPCD Regulation VIII,[24] would reduce the exposure to the workers and sensitive receptors. Therefore, dust from construction of the project is not anticipated to significantly add to the existing exposure of people to valley fever.

Odors

During construction, the various diesel-powered vehicles and equipment in use on site would create localized odors. Construction-related odors are often localized as they are concentrated at the source and dispersed by wind and distance. In addition, construction-related odors are temporary and would cease to occur after construction. Because the project's potential construction-related odor impacts are localized and temporary, they would not adversely affect a substantial number of people.

The SJVAPCD has determined the common land use types that are known to produce odors in the SJVAPCD, including wastewater treatment facilities, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing, fiberglass manufacturing, painting/coating operations (e.g. auto body shops), food processing facilities, feed lots/dairies, and rendering plants. The proposed project does not include any common odor-producing land uses.

Finally, in the event that odor complaints arise, the SJVAPCD has the authority to investigate and enforce compliance under its nuisance rule, Rule 4102, to ensure that any odor complaints are addressed.

In conclusion, objectionable odors affecting a substantial number of people would not occur as a result of the project.

Greenhouse Gas Emissions

The following sections describe the proposed project's construction- and operation-related GHG impacts and consistency with applicable GHG reduction plans.

[24] SJVAPCD. 2024. *Current District Rules and Regulations*. Website: https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations (accessed April 2026).

Generation of Greenhouse Gas Emissions

This section describes the proposed project's construction- and operation-related GHG emissions and contribution to global climate change.

Construction Emissions. Construction activities associated with construction of the proposed project would cause short-term GHG emissions. Construction activities with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The SJVAPCD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. Using CalEEMod, it is estimated that the annual emissions associated with construction of the proposed project would be approximately 556.2 metric tons (MT) CO_2e. Construction GHG emissions were amortized over the life of the project (assumed to be 30 years) and added to the operational emissions. When amortized over the life of the project, construction emissions would be approximately 18.5 MT CO_2e per year.

Operational Emissions. Long-term GHG emissions are typically generated from mobile sources (e.g., vehicle trips), area sources (e.g., maintenance activities and landscaping), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste disposal), and water sources (water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions would result from project-generated vehicle trips. Area sources include activities such as on-site landscaping and maintenance, while energy-related emissions would occur off site from increased electricity demand. Waste-related emissions would be generated from the transport and disposal of project waste, including landfilling. Water-related emissions would result from water supply, conveyance, treatment, distribution, and wastewater treatment associated with the project.

Following guidance from the SJVAPCD, GHG emissions for operation of the project were calculated using CalEEMod. Based on the analysis results, summarized in Table E, the proposed project would result in emissions of approximately 160.1 MT CO_2e per year. These estimated emissions are provided for informational purposes, and the significance of the proposed project is further analyzed below. See Attachment A to this memorandum for CalEEMod output sheets.

Table E: Project Greenhouse Gas Emissions

Emission Type	Operational Emissions (MT CO_2e per Year)
Mobile Sources	3.9
Area Sources	5.3
Energy Sources	124.7
Water Sources	0.1
Waste Sources	0.0
Refrigeration	7.6
Stationary	3.9
Amortized Construction Emissions	18.5
Total Operational Emissions	**160.1**

Source: Compiled by LSA (April 2026).
CO_2e = carbon dioxide equivalent
MT = metric tons

Consistency with Greenhouse Gas Reduction Plans

As discussed above, the SJVAPCD has not established a numeric threshold of significance for GHG emissions. The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds or consistency with a regional GHG reduction plan (e.g., a Climate Action Plan). For this analysis, a less than significant GHG impact would occur if the project were determined to be consistent with the goals set forth in the relevant GHG reduction plans, which were determined to be the 2022 Scoping Plan and the Fresno COG 2022 RTP/SCS. An evaluation of the proposed project's consistency with the foregoing plans is provided below.

2022 Scoping Plan. EO B-30-15 established an interim target of reducing GHG emissions to 40 percent below 1990 levels by 2030, which was subsequently codified by SB 32, building on the earlier targets established under AB 32 and supporting the State's long-term goal of reducing emissions to 80 percent below 1990 levels by 2050. AB 197, a companion to SB 32, provides additional direction to CARB that is related to the adoption of strategies to reduce GHG emissions. AB 1279 codifies the State goals of achieving net carbon neutrality by 2045 and maintaining net negative GHG emissions thereafter.

CARB's Scoping Plans serve as the primary roadmap for achieving these statewide GHG reduction targets. The 2017 Scoping Plan was developed to align with the 2030 target established by EO B-30-15 and SB 32, while the 2022 Scoping Plan evaluates progress toward the 2030 goal and outlines a pathway to carbon neutrality by 2045.[25] The 2022 Scoping Plan emphasizes strategies across sectors, including clean energy, technology deployment, and natural and working lands, to achieve long-term climate objectives while advancing economic, environmental, public health, and environmental justice priorities. Chapter 4 of the 2022 Scoping Plan lists the key sectors and strategies for achieving carbon neutrality. The proposed project is evaluated for consistency with the key sectors in Table F.

[25] SJVAPCD. 2024. *Current District Rules and Regulations*. Website: https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations (accessed April 2026).

Table F: Project Consistency with 2022 Scoping Plan

Sector	Consistency Discussion
Transportation Sustainability: This section focuses on reducing fossil fuel consumption through widespread deployment of zero-emission vehicles, mode shift, and land use strategies that reduce VMT.	**Consistent.** The proposed parking facility would not independently generate substantial new vehicle trips; instead, it would accommodate vehicle trips associated with existing and planned surrounding land uses. As such, the project would not introduce new sources of operational GHG emissions beyond those already projected to occur in the 2022 Scoping Plan. In addition, the project would include EV chargers to support the transition to and use of zero-emission vehicles. Therefore, implementation of the project would be consistent with the transportation sustainability measures set forth in the 2022 Scoping Plan.
Clean Electricity Grid: This section emphasizes the transition to a fully decarbonized electric grid through expansion of renewable energy, energy storage, and transmission infrastructure.	**Consistent.** Electricity demand for the proposed project would be met through PG&E, which is required to comply with SB 350 and the renewable portfolio standards set forth in SB 100. Electricity delivered by PG&E in 2024 was generated by 98% zero-carbon sources.[26] Therefore, electricity use associated with implementation of the proposed project would be primarily carbon-free, and the project would be consistent with measures to transition to a fully decarbonized electric grid.
Sustainable Manufacturing and Buildings: This section targets electrification and energy efficiency in industrial processes and industrial buildings.	**Not Applicable.** Actions related to this sector are not relevant to the proposed parking structure project. Nevertheless, implementation of the proposed project would not conflict with statewide implementation of measures to electrify industrial processes and buildings.
Carbon Dioxide Removal and Capture: This section focuses on technologies and strategies to remove and store carbon, including direct air capture and carbon capture and sequestration, to ultimately achieve carbon neutrality.	**Not Applicable.** Actions related to this sector are not relevant to the proposed parking structure project. Nevertheless, implementation of the proposed project would not conflict with statewide implementation of carbon capture technologies and strategies.
Short-Lived Climate Pollutants: This section prioritizes reductions in the use of short-lived climate pollutants, which include methane, refrigerants, and other high-impact pollutants, through improved waste management, agricultural practices, and industrial controls.	**Not Applicable.** Actions related to this sector are not relevant to the proposed parking structure project. The proposed structure would not involve the use of refrigerants or other high-impact pollutants. Nevertheless, implementation of the proposed project would not conflict with statewide implementation of measures to reduce the use of short-lived climate pollutants.
Natural and Working Lands: This section promotes land management practices that reduce emissions and increase carbon sequestration, including conservation, restoration, and climate-smart agriculture.	**Not Applicable.** Actions related to this sector are not relevant to the proposed parking structure project. Nevertheless, implementation of the proposed project would not conflict with statewide implementation of land management practices related to natural and working lands.

Source: Compiled by LSA (April 2026).
EV = electric vehicle
GHG = greenhouse gas
PG&E = Pacific Gas and Electric Company
SB = Senate Bill
VMT = vehicle miles traveled

[26] California Energy Commission (CEC). Annual Power Content Labels for 2024. Website: https://www.energy.ca.gov/filebrowser/download/9145 (accessed April 2026).

Overall, based on the analysis presented in Table F, the proposed project would not conflict with implementation of measures identified in the 2022 Scoping Plan, as it would not induce additional travel demand or land use growth, and would provide charging infrastructure to support zero-emission vehicle adoption and usage. Therefore, the proposed project would not interfere with the State's ability to achieve its near-term or long-term GHG reduction targets.

2022 Regional Transportation Plan/Sustainable Communities Strategy. The Fresno COG RTP reflects transportation planning for Fresno County through 2046. The vision, goals, and policies in the 2022 RTP are intended to serve as the foundation for both short- and long-term planning and guide implementation activities. The core vision in the 2022 RTP is to create a region of diverse, safe, resilient, and accessible transportation options that improve the quality of life for all residents by fostering sustainability, equity, a vibrant economy, clean air, and healthy communities. The 2022 RTP contains transportation projects to help more efficiently distribute population, housing, and employment growth, and forecast development that is generally consistent with regional-level General Plan data. The actions in the 2022 RTP address all transportation modes (i.e., highways, local streets and roads, mass transportation, rail, bicycle, and aviation facilities and services) and consist of short- and long-term activities that address regional transportation needs. Although the actions are organized by the five key policy areas, many of them are cross-cutting and support multiple goals and policies. Some actions are intended to support the SCS and reduce GHG emissions directly, while others are focused on the RTP's broader goals. The 2022 RTP does not require that local General Plans, Specific Plans, or zoning be consistent with the 2022 RTP, but it provides incentives for consistency for governments and developers.

As noted previously, the proposed project consists of a parking facility that would not independently generate substantial new vehicle trips but would instead accommodate vehicle trips associated with existing and planned surrounding land uses. As such, the project would not introduce new trip-generating land uses beyond what is already anticipated in the RTP. In addition, the project would include EV chargers to support the use and adoption of zero-emission vehicles. Finally, it is noted that the proposed project is generally consistent with the land use designation for the project site and with the City's long-range planning efforts. Because the project supports access to nearby uses without notably increasing overall trip generation and would provide charging infrastructure to support the use of zero-emission vehicles, the proposed project would not interfere with the Fresno COG's ability to achieve regional GHG reduction targets or implement the strategies outlined in the 2022 RTP.

Summary

Based on the discussion above, the proposed project would be consistent with applicable plans and programs designed to reduce GHG emissions. Therefore, the proposed project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions.

CONCLUSION

Based on the analysis presented above, construction and operation of the proposed project would not result in the generation of criteria air pollutants that would exceed SJVAPCD thresholds of significance. Compliance with RCM AIR-1, which requires the implementation of SJVAPCD Regulation

VIII, would further reduce potential dust impacts during construction. Construction and operations of the proposed project is not expected to generate significant TAC emissions that would adversely affect nearby sensitive receptors, and the proposed project would also not result in other emissions (e.g., those leading to odors) that affect a substantial number of people. GHG emissions associated with construction and operation of the proposed project would be less than significant, and the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Attachment: A: CalEEMod Output Files

ATTACHMENT A

CALEEMOD OUTPUT FILES

H Street Parking Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	H Street Parking
Construction Start Date	6/1/2026
Operational Year	2028
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70000
Precipitation (days)	25.4000
Location	1645 Mono St, Fresno, CA 93706, USA
County	Fresno
City	Fresno
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2478
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.41

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Enclosed Parking with Elevator	904.000	Space	2.26000	361,600	20,572.0	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.88659	2.57137	16.1283	19.8767	0.03695	0.62380	3.02117	3.64497	0.57507	1.40364	1.97871	—	4,457.52	4,457.52	0.14860	0.30023	4.96273	4,555.06
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.80633	2.46018	13.2269	18.8093	0.03208	0.41235	1.19034	1.58259	0.38020	0.28734	0.64905	—	4,163.21	4,163.21	0.15876	0.17682	0.12877	4,220.00
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.18190	1.03731	6.11734	8.65041	0.01486	0.18808	0.52102	0.68829	0.17341	0.15683	0.31114	—	1,913.34	1,913.34	0.06908	0.07856	0.91812	1,939.39
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21570	0.18931	1.11641	1.57870	0.00271	0.03432	0.09509	0.12561	0.03165	0.02862	0.05678	—	316.775	316.775	0.01144	0.01301	0.15200	321.089

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.28555	1.96072	16.1283	18.2542	0.03695	0.62380	3.02117	3.64497	0.57507	1.40364	1.97871	—	4,457.52	4,457.52	0.14860	0.30023	4.91624	4,555.06
2027	2.88659	2.57137	13.0691	19.8767	0.03208	0.39225	1.19034	1.58259	0.36171	0.28734	0.64905	—	4,280.27	4,280.27	0.14671	0.17280	4.96273	4,340.40
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.19223	1.88983	12.8211	17.2856	0.03035	0.41235	1.02509	1.43744	0.38020	0.24861	0.62881	—	3,905.67	3,905.67	0.14665	0.17313	0.12744	3,961.06
2027	2.80633	2.46018	13.2269	18.8093	0.03208	0.39225	1.19034	1.58259	0.36171	0.28734	0.64905	—	4,163.21	4,163.21	0.15876	0.17682	0.12877	4,220.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.74637	0.63323	4.84503	6.03766	0.01108	0.16726	0.52102	0.68829	0.15430	0.15683	0.31114	—	1,398.08	1,398.08	0.05026	0.06655	0.67083	1,419.83
2027	1.18190	1.03731	6.11734	8.65041	0.01486	0.18808	0.49656	0.68464	0.17341	0.12002	0.29342	—	1,913.34	1,913.34	0.06908	0.07856	0.91812	1,939.39
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.13621	0.11556	0.88422	1.10187	0.00202	0.03053	0.09509	0.12561	0.02816	0.02862	0.05678	—	231.467	231.467	0.00832	0.01102	0.11106	235.070
2027	0.21570	0.18931	1.11641	1.57870	0.00271	0.03432	0.09062	0.12495	0.03165	0.02190	0.05355	—	316.775	316.775	0.01144	0.01301	0.15200	321.089

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.71745	1.44660	14.0391	15.6056	0.02523	0.61031	2.76406	3.37436	0.56158	1.33593	1.89750	—	2,635.58	2,635.58	0.10691	0.02138	0.00000	2,644.63
2027	2.12316	1.84492	11.5574	13.5788	0.02685	0.38180	0.00000	0.38180	0.35126	0.00000	0.35126	—	2,472.32	2,472.32	0.10029	0.02006	0.00000	2,480.80
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.57964	1.31489	11.1412	12.5106	0.02513	0.40190	0.00000	0.40190	0.36975	0.00000	0.36975	—	2,338.85	2,338.85	0.09487	0.01897	0.00000	2,346.87
2027	2.12316	1.84492	11.5574	13.5788	0.02685	0.38180	0.00000	0.38180	0.35126	0.00000	0.35126	—	2,472.32	2,472.32	0.10029	0.02006	0.00000	2,480.80

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.57572	0.48092	4.28104	4.76307	0.00889	0.16211	0.22858	0.39069	0.14915	0.08488	0.23403	—	863.402	863.402	0.03502	0.00700	0.00000	866.365
2027	0.89011	0.76166	5.41004	6.42283	0.01251	0.18337	0.00000	0.18337	0.16870	0.00000	0.16870	—	1,168.25	1,168.25	0.04739	0.00948	0.00000	1,172.26
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.10507	0.08777	0.78129	0.86926	0.00162	0.02959	0.04172	0.07130	0.02722	0.01549	0.04271	—	142.946	142.946	0.00580	0.00116	0.00000	143.437
2027	0.16244	0.13900	0.98733	1.17217	0.00228	0.03347	0.00000	0.03347	0.03079	0.00000	0.03079	—	193.417	193.417	0.00785	0.00157	0.00000	194.080

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.70591	0.64583	2.08912	5.74367	0.01171	0.03347	1.02509	1.03554	0.03347	0.24861	0.25906	—	1,821.93	1,821.93	0.04508	0.27885	4.91624	1,910.43
2027	0.76343	0.72645	1.51173	6.29789	0.00523	0.01045	1.19034	1.20079	0.01045	0.28734	0.29779	—	1,807.95	1,807.95	0.04642	0.15275	4.96273	1,859.60
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.61259	0.57494	1.67988	4.77509	0.00523	0.01045	1.02509	1.03554	0.01045	0.24861	0.25906	—	1,566.82	1,566.82	0.05177	0.15415	0.12744	1,614.18
2027	0.68317	0.61526	1.66947	5.23047	0.00523	0.01045	1.19034	1.20079	0.01045	0.28734	0.29779	—	1,690.89	1,690.89	0.05847	0.15676	0.12877	1,739.20
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.17064	0.15231	0.56399	1.27460	0.00219	0.00515	0.29244	0.29759	0.00515	0.07195	0.07710	—	534.674	534.674	0.01524	0.05954	0.67083	553.470
2027	0.29179	0.27565	0.70730	2.22758	0.00235	0.00470	0.49656	0.50126	0.00470	0.12002	0.12472	—	745.092	745.092	0.02169	0.06908	0.91812	767.137
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.03114	0.02780	0.10293	0.23261	0.00040	0.00094	0.05337	0.05431	0.00094	0.01313	0.01407	—	88.5214	88.5214	0.00252	0.00986	0.11106	91.6332
2027	0.05325	0.05031	0.12908	0.40653	0.00043	0.00086	0.09062	0.09148	0.00086	0.02190	0.02276	—	123.358	123.358	0.00359	0.01144	0.15200	127.008

2.3. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.27442	3.92787	3.81290	19.1708	0.00749	0.22123	0.02053	0.24176	0.21441	0.00521	0.21961	0.00000	1,507.24	1,507.24	0.15137	0.02163	0.06974	1,517.54
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.47388	1.34311	3.68212	3.43133	0.00653	0.19330	0.02053	0.21383	0.19329	0.00521	0.19850	0.00000	1,440.53	1,440.53	0.14881	0.02116	0.00181	1,450.56
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.51071	1.39447	0.32860	8.06867	0.00112	0.02718	0.02019	0.04737	0.02381	0.00512	0.02893	0.00000	847.387	847.387	0.12495	0.01649	0.03011	855.453
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.27571	0.25449	0.05997	1.47253	0.00020	0.00496	0.00368	0.00865	0.00434	0.00093	0.00528	0.00000	140.295	140.295	0.02069	0.00273	0.00499	141.630

2.4. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01443	0.01354	0.01120	0.09658	0.00024	0.00018	0.02053	0.02070	0.00017	0.00521	0.00537	—	24.5981	24.5981	0.00095	0.00118	0.06974	25.0424
Area	2.81749	2.60165	0.13232	15.7267	0.00094	0.02793	—	0.02793	0.02112	—	0.02112	—	64.6709	64.6709	0.00271	0.00055	—	64.9041
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	745.975	745.975	0.12068	0.01463	—	753.351
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.38188	0.38188	0.00006	0.00001	—	0.38566
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Stationary	1.44250	1.31268	3.66937	3.34750	0.00631	0.19312	0.00000	0.19312	0.19312	0.00000	0.19312	0.00000	671.611	671.611	0.02697	0.00526	0.00000	673.853
Total	4.27442	3.92787	3.81290	19.1708	0.00749	0.22123	0.02053	0.24176	0.21441	0.00521	0.21961	0.00000	1,507.24	1,507.24	0.15137	0.02163	0.06974	1,517.54

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01300	0.01206	0.01275	0.08383	0.00022	0.00018	0.02053	0.02070	0.00017	0.00521	0.00537	—	22.5604	22.5604	0.00110	0.00126	0.00181	22.9651
Area	0.01837	0.01837	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	745.975	745.975	0.12068	0.01463	—	753.351
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.38188	0.38188	0.00006	0.00001	—	0.38566
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Stationary	1.44250	1.31268	3.66937	3.34750	0.00631	0.19312	0.00000	0.19312	0.19312	0.00000	0.19312	0.00000	671.611	671.611	0.02697	0.00526	0.00000	673.853
Total	1.47388	1.34311	3.68212	3.43133	0.00653	0.19330	0.02053	0.21383	0.19329	0.00521	0.19850	0.00000	1,440.53	1,440.53	0.14881	0.02116	0.00181	1,450.56
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01315	0.01225	0.01202	0.08376	0.00023	0.00018	0.02019	0.02037	0.00017	0.00512	0.00529	—	23.1363	23.1363	0.00102	0.00122	0.03011	23.5544
Area	1.39876	1.29232	0.06526	7.75562	0.00046	0.01378	—	0.01378	0.01041	—	0.01041	—	31.8925	31.8925	0.00134	0.00027	—	32.0075
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	745.975	745.975	0.12068	0.01463	—	753.351
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.38188	0.38188	0.00006	0.00001	—	0.38566
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Stationary	0.09880	0.08991	0.25133	0.22928	0.00043	0.01323	0.00000	0.01323	0.01323	0.00000	0.01323	0.00000	46.0008	46.0008	0.00185	0.00036	0.00000	46.1543
Total	1.51071	1.39447	0.32860	8.06867	0.00112	0.02718	0.02019	0.04737	0.02381	0.00512	0.02893	0.00000	847.387	847.387	0.12495	0.01649	0.03011	855.453
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00240	0.00223	0.00219	0.01529	0.00004	0.00003	0.00368	0.00372	0.00003	0.00093	0.00096	—	3.83047	3.83047	0.00017	0.00020	0.00499	3.89970
Area	0.25527	0.23585	0.01191	1.41540	0.00008	0.00251	—	0.00251	0.00190	—	0.00190	—	5.28017	5.28017	0.00022	0.00005	—	5.29921
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	123.505	123.505	0.01998	0.00242	—	124.726
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.06322	0.06322	0.00001	< 0.000005	—	0.06385
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Stationary	0.01803	0.01641	0.04587	0.04184	0.00008	0.00241	0.00000	0.00241	0.00241	0.00000	0.00241	0.00000	7.61595	7.61595	0.00031	0.00006	0.00000	7.64138
Total	0.27571	0.25449	0.05997	1.47253	0.00020	0.00496	0.00368	0.00865	0.00434	0.00093	0.00528	0.00000	140.295	140.295	0.02069	0.00273	0.00499	141.630

3. Construction Emissions Details

3.1. Demolition (2026)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.68109	1.41312	14.0391	15.6056	0.02523	0.53967	—	0.53967	0.49659	—	0.49659	—	2,635.58	2,635.58	0.10691	0.02138	—	2,644.63
Demolition	—	—	—	—	—	—	1.40752	1.40752	—	0.21314	0.21314	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09211	0.07743	0.76927	0.85510	0.00138	0.02957	—	0.02957	0.02721	—	0.02721	—	144.415	144.415	0.00586	0.00117	—	144.911
Demolition	—	—	—	—	—	—	0.07712	0.07712	—	0.01168	0.01168	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.01681	0.01413	0.14039	0.15606	0.00025	0.00540	—	0.00540	0.00497	—	0.00497	—	23.9096	23.9096	0.00097	0.00019	—	23.9917
Demolition	—	—	—	—	—	—	0.01408	0.01408	—	0.00213	0.00213	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06353	0.05966	0.03095	0.51373	0.00000	0.00000	0.08161	0.08161	0.00000	0.01913	0.01913	—	89.0466	89.0466	0.00265	0.00387	0.30914	90.5749
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.07195	0.03124	2.05817	0.50813	0.01171	0.03347	0.46906	0.50253	0.03347	0.12842	0.16189	—	1,732.89	1,732.89	0.03904	0.27498	4.05186	1,819.86
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00317	0.00296	0.00187	0.02319	0.00000	0.00000	0.00440	0.00440	0.00000	0.00103	0.00103	—	4.48657	4.48657	0.00016	0.00021	0.00730	4.56112
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00388	0.00165	0.11761	0.02806	0.00064	0.00183	0.02538	0.02722	0.00183	0.00696	0.00879	—	94.9787	94.9787	0.00214	0.01507	0.09615	99.6184
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00058	0.00054	0.00034	0.00423	0.00000	0.00000	0.00080	0.00080	0.00000	0.00019	0.00019	—	0.74280	0.74280	0.00003	0.00004	0.00121	0.75515
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00071	0.00030	0.02146	0.00512	0.00012	0.00033	0.00463	0.00497	0.00033	0.00127	0.00160	—	15.7248	15.7248	0.00035	0.00249	0.01592	16.4930

3.2. Grading (2026)

3.2.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.71745	1.44660	13.9545	15.0229	0.02397	0.61031	—	0.61031	0.56158	—	0.56158	—	2,596.68	2,596.68	0.10533	0.02107	—	2,605.59
Dust From Material Movement	—	—	—	—	—	—	2.76406	2.76406	—	1.33593	1.33593	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09411	0.07927	0.76463	0.82317	0.00131	0.03344	—	0.03344	0.03077	—	0.03077	—	142.284	142.284	0.00577	0.00115	—	142.772
Dust From Material Movement	—	—	—	—	—	—	0.15146	0.15146	—	0.07320	0.07320	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01717	0.01447	0.13954	0.15023	0.00024	0.00610	—	0.00610	0.00562	—	0.00562	—	23.5567	23.5567	0.00096	0.00019	—	23.6376

Dust From Material Movement	—	—	—	—	—	—	0.02764	0.02764	—	0.01336	0.01336	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05294	0.04971	0.02579	0.42811	0.00000	0.00000	0.06800	0.06800	0.00000	0.01594	0.01594	—	74.2055	74.2055	0.00220	0.00322	0.25762	75.4791
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.02901	0.01259	0.82978	0.20486	0.00472	0.01349	0.18911	0.20260	0.01349	0.05177	0.06527	—	698.634	698.634	0.01574	0.11086	1.63356	733.698
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00264	0.00247	0.00156	0.01933	0.00000	0.00000	0.00367	0.00367	0.00000	0.00086	0.00086	—	3.73880	3.73880	0.00014	0.00018	0.00609	3.80094
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00156	0.00067	0.04741	0.01131	0.00026	0.00074	0.01023	0.01097	0.00074	0.00280	0.00354	—	38.2918	38.2918	0.00086	0.00607	0.03876	40.1624
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00048	0.00045	0.00028	0.00353	0.00000	0.00000	0.00067	0.00067	0.00000	0.00016	0.00016	—	0.61900	0.61900	0.00002	0.00003	0.00101	0.62929
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00029	0.00012	0.00865	0.00206	0.00005	0.00013	0.00187	0.00200	0.00013	0.00051	0.00065	—	6.33964	6.33964	0.00014	0.00101	0.00642	6.64934

3.3. Building Construction (2026)

3.3.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.57964	1.31489	11.1412	12.5106	0.02513	0.40190	—	0.40190	0.36975	—	0.36975	—	2,338.85	2,338.85	0.09487	0.01897	—	2,346.87
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.57964	1.31489	11.1412	12.5106	0.02513	0.40190	—	0.40190	0.36975	—	0.36975	—	2,338.85	2,338.85	0.09487	0.01897	—	2,346.87
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38950	0.32422	2.74714	3.08480	0.00620	0.09910	—	0.09910	0.09117	—	0.09117	—	576.702	576.702	0.02339	0.00468	—	578.681
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07108	0.05917	0.50135	0.56298	0.00113	0.01809	—	0.01809	0.01664	—	0.01664	—	95.4797	95.4797	0.00387	0.00077	—	95.8073
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.64319	0.60402	0.31339	5.20144	0.00000	0.00000	0.82623	0.82623	0.00000	0.19367	0.19367	—	901.579	901.579	0.02679	0.03917	3.13002	917.053
Vendor	0.06272	0.04181	1.21383	0.54224	0.00523	0.01045	0.19885	0.20931	0.01045	0.05494	0.06539	—	764.917	764.917	0.01829	0.11498	1.78622	801.425
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55379	0.53705	0.38504	4.20802	0.00000	0.00000	0.82623	0.82623	0.00000	0.19367	0.19367	—	800.426	800.426	0.03348	0.03917	0.08111	813.018
Vendor	0.05880	0.03789	1.29484	0.56706	0.00523	0.01045	0.19885	0.20931	0.01045	0.05494	0.06539	—	766.396	766.396	0.01829	0.11498	0.04634	801.164
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14456	0.13490	0.08528	1.05675	0.00000	0.00000	0.20041	0.20041	0.00000	0.04692	0.04692	—	204.415	204.415	0.00743	0.00966	0.33271	207.812
Vendor	0.01482	0.00967	0.31025	0.13596	0.00129	0.00258	0.04836	0.05094	0.00258	0.01338	0.01596	—	188.763	188.763	0.00451	0.02835	0.18981	197.515
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02638	0.02462	0.01556	0.19286	0.00000	0.00000	0.03657	0.03657	0.00000	0.00856	0.00856	—	33.8433	33.8433	0.00123	0.00160	0.05508	34.4057
Vendor	0.00270	0.00176	0.05662	0.02481	0.00024	0.00047	0.00883	0.00930	0.00047	0.00244	0.00291	—	31.2519	31.2519	0.00075	0.00469	0.03143	32.7008
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4. Building Construction (2027)

3.4.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.51859	1.26415	10.7262	12.4535	0.02513	0.36275	—	0.36275	0.33373	—	0.33373	—	2,338.80	2,338.80	0.09487	0.01897	—	2,346.83
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.51859	1.26415	10.7262	12.4535	0.02513	0.36275	—	0.36275	0.33373	—	0.33373	—	2,338.80	2,338.80	0.09487	0.01897	—	2,346.83
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.68351	0.56899	4.82785	5.60527	0.01131	0.16327	—	0.16327	0.15021	—	0.15021	—	1,052.69	1,052.69	0.04270	0.00854	—	1,056.30
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12474	0.10384	0.88108	1.02296	0.00206	0.02980	—	0.02980	0.02741	—	0.02741	—	174.285	174.285	0.00707	0.00141	—	174.883
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58393	0.57053	0.28091	4.80836	0.00000	0.00000	0.82623	0.82623	0.00000	0.19367	0.19367	—	882.782	882.782	0.02344	0.03583	2.82770	896.872
Vendor	0.06272	0.04181	1.17463	0.52787	0.00523	0.01045	0.19885	0.20931	0.01045	0.05494	0.06539	—	748.616	748.616	0.01829	0.10975	1.56948	783.350
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.52031	0.48114	0.34922	3.90032	0.00000	0.00000	0.82623	0.82623	0.00000	0.19367	0.19367	—	783.972	783.972	0.03348	0.03917	0.07337	796.556
Vendor	0.05880	0.03789	1.25041	0.55008	0.00523	0.01045	0.19885	0.20931	0.01045	0.05494	0.06539	—	750.125	750.125	0.01829	0.10975	0.04073	783.330
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23720	0.23118	0.14106	1.77934	0.00000	0.00000	0.36582	0.36582	0.00000	0.08565	0.08565	—	365.439	365.439	0.01206	0.01763	0.54925	371.544
Vendor	0.02705	0.01764	0.54987	0.24171	0.00235	0.00470	0.08827	0.09298	0.00470	0.02442	0.02913	—	337.235	337.235	0.00823	0.04940	0.30511	352.467
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04329	0.04219	0.02574	0.32473	0.00000	0.00000	0.06676	0.06676	0.00000	0.01563	0.01563	—	60.5026	60.5026	0.00200	0.00292	0.09094	61.5133
Vendor	0.00494	0.00322	0.10035	0.04411	0.00043	0.00086	0.01611	0.01697	0.00086	0.00446	0.00532	—	55.8331	55.8331	0.00136	0.00818	0.05051	58.3550
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5. Paving (2027)

3.5.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.77224	0.64798	5.74049	8.20011	0.01181	0.23023	—	0.23023	0.21181	—	0.21181	—	1,243.85	1,243.85	0.05046	0.01009	—	1,248.12
Paving	0.23685	0.23685	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.05289	0.04438	0.39318	0.56165	0.00081	0.01577	—	0.01577	0.01451	—	0.01451	—	85.1955	85.1955	0.00346	0.00069	—	85.4878
Paving	0.01622	0.01622	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.00965	0.00810	0.07176	0.10250	0.00015	0.00288	—	0.00288	0.00265	—	0.00265	—	14.1051	14.1051	0.00057	0.00011	—	14.1535
Paving	0.00296	0.00296	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05767	0.05635	0.02775	0.47491	0.00000	0.00000	0.08161	0.08161	0.00000	0.01913	0.01913	—	87.1901	87.1901	0.00231	0.00354	0.27929	88.5817
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00357	0.00347	0.00212	0.02674	0.00000	0.00000	0.00550	0.00550	0.00000	0.00129	0.00129	—	5.49248	5.49248	0.00018	0.00027	0.00826	5.58424
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00065	0.00063	0.00039	0.00488	0.00000	0.00000	0.00100	0.00100	0.00000	0.00023	0.00023	—	0.90934	0.90934	0.00003	0.00004	0.00137	0.92453
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6. Architectural Coating (2027)

3.6.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13715	0.11335	0.83116	1.12539	0.00173	0.01905	—	0.01905	0.01752	—	0.01752	—	133.513	133.513	0.00542	0.00108	—	133.971
Architectural Coatings	0.46742	0.46742	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13715	0.11335	0.83116	1.12539	0.00173	0.01905	—	0.01905	0.01752	—	0.01752	—	133.513	133.513	0.00542	0.00108	—	133.971
Architectural Coatings	0.46742	0.46742	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03119	0.02578	0.18900	0.25591	0.00039	0.00433	—	0.00433	0.00399	—	0.00399	—	30.3604	30.3604	0.00123	0.00025	—	30.4646
Architectural Coatings	0.10629	0.10629	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00569	0.00470	0.03449	0.04670	0.00007	0.00079	—	0.00079	0.00073	—	0.00073	—	5.02652	5.02652	0.00020	0.00004	—	5.04377
Architectural Coatings	0.01940	0.01940	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11679	0.11411	0.05618	0.96167	0.00000	0.00000	0.16525	0.16525	0.00000	0.03873	0.03873	—	176.556	176.556	0.00469	0.00717	0.56554	179.374
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10406	0.09623	0.06984	0.78006	0.00000	0.00000	0.16525	0.16525	0.00000	0.03873	0.03873	—	156.794	156.794	0.00670	0.00783	0.01467	159.311
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02397	0.02336	0.01425	0.17979	0.00000	0.00000	0.03696	0.03696	0.00000	0.00865	0.00865	—	36.9252	36.9252	0.00122	0.00178	0.05550	37.5421
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00437	0.00426	0.00260	0.03281	0.00000	0.00000	0.00675	0.00675	0.00000	0.00158	0.00158	—	6.11339	6.11339	0.00020	0.00029	0.00919	6.21552
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	0.01443	0.01354	0.01120	0.09658	0.00024	0.00018	0.02053	0.02070	0.00017	0.00521	0.00537	—	24.5981	24.5981	0.00095	0.00118	0.06974	25.0424
Total	0.01443	0.01354	0.01120	0.09658	0.00024	0.00018	0.02053	0.02070	0.00017	0.00521	0.00537	—	24.5981	24.5981	0.00095	0.00118	0.06974	25.0424
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	0.01300	0.01206	0.01275	0.08383	0.00022	0.00018	0.02053	0.02070	0.00017	0.00521	0.00537	—	22.5604	22.5604	0.00110	0.00126	0.00181	22.9651
Total	0.01300	0.01206	0.01275	0.08383	0.00022	0.00018	0.02053	0.02070	0.00017	0.00521	0.00537	—	22.5604	22.5604	0.00110	0.00126	0.00181	22.9651
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	0.00240	0.00223	0.00219	0.01529	0.00004	0.00003	0.00368	0.00372	0.00003	0.00093	0.00096	—	3.83047	3.83047	0.00017	0.00020	0.00499	3.89970
Total	0.00240	0.00223	0.00219	0.01529	0.00004	0.00003	0.00368	0.00372	0.00003	0.00093	0.00096	—	3.83047	3.83047	0.00017	0.00020	0.00499	3.89970

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	745.975	745.975	0.12068	0.01463	—	753.351
Total	—	—	—	—	—	—	—	—	—	—	—	—	745.975	745.975	0.12068	0.01463	—	753.351
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	745.975	745.975	0.12068	0.01463	—	753.351
Total	—	—	—	—	—	—	—	—	—	—	—	—	745.975	745.975	0.12068	0.01463	—	753.351
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	123.505	123.505	0.01998	0.00242	—	124.726
Total	—	—	—	—	—	—	—	—	—	—	—	—	123.505	123.505	0.01998	0.00242	—	124.726

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Enclosed Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.00774	0.00774	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architect Coatings	0.01063	0.01063	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.79912	2.58328	0.13232	15.7267	0.00094	0.02793	—	0.02793	0.02112	—	0.02112	—	64.6709	64.6709	0.00271	0.00055	—	64.9041
Total	2.81749	2.60165	0.13232	15.7267	0.00094	0.02793	—	0.02793	0.02112	—	0.02112	—	64.6709	64.6709	0.00271	0.00055	—	64.9041
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.00774	0.00774	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01063	0.01063	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.01837	0.01837	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.00141	0.00141	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.00194	0.00194	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.25192	0.23250	0.01191	1.41540	0.00008	0.00251	—	0.00251	0.00190	—	0.00190	—	5.28017	5.28017	0.00022	0.00005	—	5.29921
Total	0.25527	0.23585	0.01191	1.41540	0.00008	0.00251	—	0.00251	0.00190	—	0.00190	—	5.28017	5.28017	0.00022	0.00005	—	5.29921

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.38188	0.38188	0.00006	0.00001	—	0.38566
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.38188	0.38188	0.00006	0.00001	—	0.38566
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.38188	0.38188	0.00006	0.00001	—	0.38566
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.38188	0.38188	0.00006	0.00001	—	0.38566
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.06322	0.06322	0.00001	< 0.000005	—	0.06385
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.06322	0.06322	0.00001	< 0.000005	—	0.06385

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	1.44250	1.31268	3.66937	3.34750	0.00631	0.19312	0.00000	0.19312	0.19312	0.00000	0.19312	0.00000	671.611	671.611	0.02697	0.00526	0.00000	673.853
Total	1.44250	1.31268	3.66937	3.34750	0.00631	0.19312	0.00000	0.19312	0.19312	0.00000	0.19312	0.00000	671.611	671.611	0.02697	0.00526	0.00000	673.853
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	1.44250	1.31268	3.66937	3.34750	0.00631	0.19312	0.00000	0.19312	0.19312	0.00000	0.19312	0.00000	671.611	671.611	0.02697	0.00526	0.00000	673.853
Total	1.44250	1.31268	3.66937	3.34750	0.00631	0.19312	0.00000	0.19312	0.19312	0.00000	0.19312	0.00000	671.611	671.611	0.02697	0.00526	0.00000	673.853
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.01803	0.01641	0.04587	0.04184	0.00008	0.00241	0.00000	0.00241	0.00241	0.00000	0.00241	0.00000	7.61595	7.61595	0.00031	0.00006	0.00000	7.64138
Total	0.01803	0.01641	0.04587	0.04184	0.00008	0.00241	0.00000	0.00241	0.00241	0.00000	0.00241	0.00000	7.61595	7.61595	0.00031	0.00006	0.00000	7.64138

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2026	7/28/2026	5.00000	20.0000	—
Grading	Grading	7/30/2026	8/26/2026	5.00000	20.0000	—
Building Construction	Building Construction	8/28/2026	8/18/2027	5.00000	254.000	—
Paving	Paving	8/19/2027	9/22/2027	5.00000	25.0000	—
Architectural Coating	Architectural Coating	3/15/2027	7/7/2027	5.00000	83.0000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.000000	8.00000	33.0000	0.73000
Demolition	Rubber Tired Dozers	Diesel	Average	1.000000	8.00000	367.000	0.40000
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00000	8.00000	84.0000	0.37000
Demolition	Excavators	Diesel	Tier 4 Interim	1.000000	8.00000	36.0000	0.38000
Grading	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Grading	Rubber Tired Dozers	Diesel	Average	1.000000	8.00000	367.000	0.40000
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00000	7.00000	84.0000	0.37000
Grading	Excavators	Diesel	Tier 4 Interim	1.000000	8.00000	36.0000	0.38000
Building Construction	Cranes	Diesel	Average	1.000000	8.00000	367.000	0.29000
Building Construction	Forklifts	Diesel	Average	2.00000	7.00000	82.0000	0.20000
Building Construction	Generator Sets	Diesel	Average	1.000000	8.00000	14.0000	0.74000
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	6.00000	84.0000	0.37000
Building Construction	Welders	Diesel	Average	3.00000	8.00000	46.0000	0.45000
Building Construction	Cement and Mortar Mixers	Diesel	Average	1.000000	8.00000	10.00000	0.56000
Building Construction	Pumps	Diesel	Average	1.000000	8.00000	11.0000	0.74000
Paving	Cement and Mortar Mixers	Diesel	Average	1.000000	8.00000	10.00000	0.56000
Paving	Pavers	Diesel	Average	1.000000	8.00000	81.0000	0.42000
Paving	Paving Equipment	Diesel	Average	1.000000	8.00000	89.0000	0.36000
Paving	Rollers	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000
Architectural Coating	Air Compressors	Diesel	Average	1.000000	6.00000	37.0000	0.48000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	15.0000	7.70000	LDA,LDT1,LDT2
Demolition	Vendor	—	4.00000	HHDT,MHDT
Demolition	Hauling	25.3000	20.0000	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	Worker	12.5000	7.70000	LDA,LDT1,LDT2
Grading	Vendor	—	4.00000	HHDT,MHDT
Grading	Hauling	10.2000	20.0000	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	151.872	7.70000	LDA,LDT1,LDT2
Building Construction	Vendor	59.2662	4.00000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	15.0000	7.70000	LDA,LDT1,LDT2
Paving	Vendor	—	4.00000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	30.3744	7.70000	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	4.00000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00000	0.00000	4,430.05	492.228	5,906.74

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00000	0.00000	0.00000	44,000.0	0.00000
Grading	1,625.00	—	6.00000	0.00000	0.00000
Paving	0.00000	0.00000	0.00000	0.00000	2.26000

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Enclosed Parking with Elevator	2.26000	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00000	203.983	0.03300	0.00400
2027	0.00000	203.983	0.03300	0.00400

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Enclosed Parking with Elevator	3.97760	3.97760	3.97760	1,451.82	29.0341	29.0341	29.0341	10,597.4

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Enclosed Parking with Elevator	Wood Fireplaces	0	0
Enclosed Parking with Elevator	Gas Fireplaces	0	0
Enclosed Parking with Elevator	Propane Fireplaces	0	0
Enclosed Parking with Elevator	Electric Fireplaces	0	0
Enclosed Parking with Elevator	No Fireplaces	0	0
Enclosed Parking with Elevator	Conventional Wood Stoves	0	0
Enclosed Parking with Elevator	Catalytic Wood Stoves	0	0
Enclosed Parking with Elevator	Non-Catalytic Wood Stoves	0	0
Enclosed Parking with Elevator	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0.00000	0.00000	4,430.05	492.228	5,906.74

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	180.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Enclosed Parking with Elevator	1,334,822	203.983	0.0330	0.0040	0.00000

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Enclosed Parking with Elevator	0.00000	282,396

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)

Enclosed Parking with Elevator	0.00000	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
Emergency Generator	Diesel	1.000000	2.00000	50.0000	400.000	0.73000

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Acreage and landscape square footage updated per site plan
Construction: Construction Phases	Construction phasing provided
Construction: Off-Road Equipment	Per project-specific info, Tier 4 excavators used during demo and grading; and concrete/pump used during building phase
Construction: Dust From Material Movement	import required
Operations: Vehicle Data	Trip rate adjusted per project-specific traffic study
Operations: Emergency Generators and Fire Pumps	gen set

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Lot Area	acre	8.13600	2.26000
Landscape Area	sq. ft	—	20,572.0

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Demolition	Demolition	Start Date	6/1/2026	7/1/2026

Demolition	Demolition	End Date	6/29/2026	7/28/2026
Grading	Grading	Start Date	7/5/2026	7/30/2026
Grading	Grading	End Date	7/13/2026	8/26/2026
Grading	Grading	Work Days per Phase	6.00000	20.0000
Building Construction	Building Construction	Start Date	7/14/2026	8/28/2026
Building Construction	Building Construction	End Date	5/18/2027	8/18/2027
Building Construction	Building Construction	Work Days per Phase	220.000	254.000
Paving	Paving	Start Date	5/19/2027	8/19/2027
Paving	Paving	End Date	6/2/2027	9/22/2027
Paving	Paving	Work Days per Phase	10.00000	25.0000
Architectural Coating	Architectural Coating	Start Date	6/3/2027	3/15/2027
Architectural Coating	Architectural Coating	End Date	6/17/2027	7/7/2027
Architectural Coating	Architectural Coating	Work Days per Phase	10.00000	83.0000

8.4.2. Off-Road Equipment

Phase Name	Equipment Type	Model Parameter	Default Value	New Value
Demolition	Excavators	Engine Tier	Tier 4 Final	Tier 4 Interim
Grading	Excavators	Engine Tier	Tier 4 Final	Tier 4 Interim

8.4.4. Dust from Material Movement

Phase Name	Model Parameter	Units	Default Value	New Value
Grading	Material Imported	Cubic Yards	—	1,625.00
Grading	Total Acres Graded	acres	20.0000	6.00000

8.5. Operations

8.5.1. Mobile Sources

8.5.1.1. Vehicle Data

Land Use	Model Parameter	Units	Default Value	New Value
Enclosed Parking with Elevator	Weekday Trip Rate	size/day	0.00000	0.00440
Enclosed Parking with Elevator	Saturday Trip Rate	size/day	0.00000	0.00440
Enclosed Parking with Elevator	Sunday Trip Rate	size/day	0.00000	0.00440

8.5.8. Stationary Sources

8.5.8.1. Emergency Generators and Fire Pumps

Equipment Type	Model Parameter	Default Value	New Value
Emergency Generator	Hours per Year	100.0000	50.0000

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DESIGN-BUILD CONTRACT
AMENDMENT NO. 2

THIS CONTRACT AMENDMENT NO. 2 is made and entered into by and between the CITY OF FRESNO, a California municipal corporation (City), and BOMEL CONSTRUCTION COMPANY INC., a California Corporation (Design Builder), as follows:

RECITALS

WHEREAS, Council approved Phase 1 of the Design-Build Contract (Agreement) on April 24, 2025, in the amount of $2,216,649.00 with an owner contingency amount not to exceed $220,000.00 for specified Design-Build Design phase services, including all sub-consultant, subcontractor, and reimbursable costs for the H Street Parking Structure Project at the proposed parcel 46704043ST (formerly 46704020S) (Project); and

WHEREAS, City and Design Builder entered into Design-Build Contract Amendment No. 1 dated March 24, 2026, to expand the Design Builder's scope of services to enable scope to expand to off-site improvements, conduct a Limited Phase II Environmental Study Assessment and, increase monetary consideration in the amount of $176,330.00 for a total revised contract value of $2,392,979.00, with a total revised owner contingency amount not to exceed $43,670.00; and

WHEREAS, the City and Design Builder have agreed to a Guaranteed Maximum Price (GMP) of $45,123,776.00 for Phase 2 services and now desire to execute Phase 2 of the Design-Build Contract for construction of the Project; and

WHEREAS, the selected design build team is composed of Design/Builder and its sub-consultants, shall provide Phase 2 construction services and hereby represents that it desires to and is professionally and legally capable of performing the services called for by this Agreement; and

WHEREAS, this Agreement will be administered for the City by its Capital Projects Department Director (Director) or designee.

AGREEMENT

NOW THEREFORE, the parties agree that the Agreement be amended as follows:

1. Contract Documents. The Agreement in its entirety, as modified, for all services related to the Project, copies of which are annexed hereto as part **Exhibit 1**, together with all the documents specifically referred to in said annexed documents are hereby incorporated into and made a part of this Agreement and shall be known as the Contract Documents.

2. Price. For the monetary consideration of $45,123,776.00 as set forth in **Exhibit 1**, Design-Builder has substantially performed Phase 1 (design and preconstruction activities) and promises and agrees to perform or cause to be performed, in a good and workmanlike manner, and to the satisfaction of the City, and in strict accordance with the Specifications, all of the work as set forth in the Contract Documents.

3. Payment. The City accepts the Design-Builder's Proposal as stated and agrees to pay the consideration stated, at the times, in the amounts, and under the

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conditions specified in the Contract Documents. The Design-Builder agrees to accept electronic payment from the City.

4. Scope of Services. Design-Builder shall perform the services described herein and in **Exhibit 1** to complete the Project more fully described in **Exhibit 1**, and this shall include all work incidental to, or necessary to perform, such services even though not specifically described in **Exhibit 1**. By entry into this Agreement and upon City's issuance of a written "Notice to Proceed for Phase 2 work," City contracts for the services in Phase Two for construction services.

The DBIA Design Build Agreement (DBIA Agreement), as modified, contains additional terms and conditions related to this Agreement. In the event of a conflict between this Agreement and the DBIA Agreement, this Agreement shall take precedence. However, if this Agreement does not address a legal issue for this project, the parties shall be governed by the provisions of the DBIA Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year here below written, of which the date of execution by the City shall be subsequent to that of the Design-Builder's, and this Agreement shall be binding and effective upon execution by both parties.

[SIGNATURES FOLLOW ON THE NEXT PAGE]

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CITY OF FRESNO,
A California municipal corporation

By: _____
FRANCISCO V. MAGOS II, PE, MBA, QSD
Assistant Director
Capital Projects Department

Dated: _____

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: Signed by: Brandon Collet 5/11/2026
922BA9AA175B489...
Brandon M. Collet Date
Chief Assistant City Attorney

ATTEST:
AMY K. ALLER
Interim City Clerk

By: _____
Date
Deputy

Addresses:
CITY:
City of Fresno
Attention: Kimberly Alvarado Vega
Engineer II
747 R Street, 2nd Floor
Fresno, CA 93721
Phone: (559) 621-8686
E-mail:
Kimberly.AlvaradoVega@fresno.gov

BOMEL CONSTRUCTION COMPANY INC.,
a California Corporation

By: DocuSigned by: KENT MATRANGA
5D5CD8B5795E495...

Name: KENT MATRANGA

Title: President
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

By: DocuSigned by: Lisa McGinnis
7B2E5525DA94466...

Name: Lisa McGinnis

Title: CFO
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

REVIEWED BY:
Kimberly Alvarado Vega
Engineer II
Capital Projects Department
Signed by: Kimberly Alvarado Vega
0F9B3F5B05744A6...

DESIGN-BUILDER:
BOMEL CONSTRUCTION COMPANY INC. Inc.
Attention: Kent Matranga, President
96 Corporate Park,
Irvine, CA 92606
Phone: (714) 921-1660
E-mail:
KMatranga@bomelconstruction.com

Attachment:
Exhibit 1 – Contract Documents Including Scope of Services

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EXHIBIT 1
Contract Documents Including Scope of Services

Exhibit R – Contract Price Amendment
Exhibit E – Guaranteed Maximum Price (GMP) Proposal

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EXHIBIT R TO THE PROGRESSIVE DESIGN-BUILD AGREEMENT
CONTRACT PRICE AMENDMENT
DESIGN-BUILD CONTRACT AMENDMENT NO. 2
PHASE TWO – CONSTRUCTION SERVICES
H STREET PARKING STRUCTURE

This Exhibit R Contract Price Amendment incorporates the Design-Builder's Proposal (Proposal) for completion of design and construction (Phase Two Construction Services) on the H Street Parking Structure (Project) and is, by this reference, made a part of the Contract Documents to the same extent as if set forth herein in full. For purposes of this exhibit, the City of Fresno shall be referred to as "City" and Bomel Construction Company, Inc., shall be referred to as "Design Build Entity," "Design Builder" or Contractor.

Exhibit 1: Progressive Design-Build Agreement – Amendments and clarifications to the DBIA 544 (Exhibit 1) as included in the Contract executed April 30, 2025, between the Owner and Design-Builder are as follows:

Article 6 – Contract Time

6.2.1 *Delete and Replace with:*

Completion of the entire Work, as defined in the General Conditions of the Contract, shall be achieved no later than 502 consecutive calendar days after the Notice to Proceed (NTP) for Phase Two Construction Services, which will be issued following City Council Approval and completion of required PLA Meetings with Unions and Subcontractors.

6.2.2 *Delete and Replace with:*

Interim milestones and/or Substantial Completion of identified portions of the Work shall be achieved as stated in the Design-Builder's Proposal.

Furthermore, the Owner and Design-Builder shall participate in monthly site walks to inspect the work performed and ensure conformance with the approved plans and project schedule.

Owner shall designate individual(s) responsible for walk through with authority to make decisions on behalf of Owner. Owner shall provide written acknowledgement of walk through with any discrepancy to the plans noted and / or any desired changes within three business days of walk through.

6.4 *Delete and Replace with:*

Liquidated Damages: Design-Builder understands that if Substantial Completion is not attained by September 7th, 2027, Owner will suffer damages which are difficult to determine and accurately specify. Design-Builder agrees that if Substantial Completion is not attained as specified in Section 6.2.1 herein, Design-Builder shall pay the Owner the amount of $1,500 for each Calendar Day after September 7th, 2027 that Completion is not attained.

Article 7 – Contract Price

7.1.2 *Delete and Replace with:*

For Phase 2 Services, Owner shall pay Design-Builder in accordance with Article 6 of the General Conditions of Contract a contract price ("Contract Price") equal to the Guaranteed Maximum Price established in Section 7.6 herein and any adjustments made in accordance with the General Conditions of Contract.

7.1.3 *Delete:* NOT USED

7.2 *Delete:* NOT USED

7.6.1 *Delete and Replace with:*

Design-Builder guarantees that it shall not exceed the Guaranteed Maximum Price (GMP) of [FORTY-FIVE MILLION ONE HUNDRED TWENTY-THREE THOUSAND SEVEN HUNDRED SEVENTY-SIX Dollars ($45,123,776.00) for Phase 2 Services. Documents used as a basis for the GMP shall be identified in the Design-Builder's Proposal, herein. Design-Builder does not guarantee any specific line item provided as part of the GMP and has the sole discretion to apply payment due to overruns in one line item to savings due to underruns in any other line item. Design-Builder agrees, however, that it will be responsible for paying all costs of completing the Work which exceed the GMP, as may be adjusted in accordance with the Contract Documents.

7.6.2 *Delete and Replace with:*

The GMP includes a Contingency in the amount stated in the Design-Builder's Proposal which is available for Design-Builder's exclusive use for unanticipated costs it has incurred that are not the basis for a Change Order under the Contract Documents. The Design-Builder may not use the Contingency for costs relating to correction of defective, damaged, or nonconforming Work performed by the Design-Builder or its Subcontractors, or costs related to design errors or omissions performed by the Design-Builder or its Subconsultants. By way of example, the use of contingency by Design-Builder may include: (a) trade buy-out differentials; (b) overtime or acceleration; (c) escalation of materials; (d) Subcontractor defaults; or (e) those events under Section 8.2.2 of the General Conditions of Contract that result in an extension of the Contract Time but do not result in an increase in the Contract Price. The Contingency is not available to Owner for any reason, including changes in scope or any other item which would enable Design-Builder to increase the GMP under the Contract Documents. Design-Builder shall provide Owner notice of all anticipated charges against the Contingency and shall provide Owner as part of the monthly status report required by Section 2.1.2 of the General Conditions of Contract an accounting of the Contingency, including all reasonably foreseen uses or potential uses of the Contingency in the upcoming three (3) months. Design-Builder agrees that with respect to any expenditure from the Contingency relating to a Subcontractor default or an event for which insurance or bond may provide reimbursement, Design-Builder will in good faith exercise reasonable steps to obtain performance from the Subcontractor and/or recovery from any surety or insurance company. Design-Builder agrees that if Design-Builder is subsequently reimbursed for said costs, then said recovery will be credited back to the Contingency.

Article 10 – Representatives of the Parties

10.1.1 *Delete*:

Nicholas D. Mascia, PE
Interim Capital Projects Director
747 R Street
Fresno, CA 93721
559-621-8703

and Replace with:

Denix D. Anbiah, PE
Capital Projects Director
747 R Street
Fresno, CA 93721
559-621-8703

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Article 11 – Stop Work and Termination

11.2 *Delete and Replace with:*

Bonds and Other Performance Security. Design-Builder shall provide the following performance bond and labor and material payment bond or other performance security:

Performance Bond.
(Check one box only. If no box is checked, then no bond is required.)

☒ Required ☐ Not Required

Payment Bond.
[Check one box only. If no box is checked, then no bond is required.]

☒ Required ☐ Not Required

Other Performance Security.
[Check one box only. If no box is checked, then no other performance security is required. If the "Required" box is checked, identify below the specific performance security that is being required and all salient commercial terms associated with that security.]

☐ Required ☒ Not Required

Exhibit D: Standard Form of General Conditions of Contract Between Owner and Design Builder – Amendments and clarifications to the DBIA 535 (Exhibit D) as included in the Contract executed April 30, 2025, between the Owner and Design-Builder are as follows:

Article 8 – Time

8.2.2 *Delete and Replace with:*

In addition to Design-Builder's right to a time extension for those events set forth in Section 8.2.1 above, Design Builder shall also be entitled to an appropriate adjustment of the Contract Price provided, however, that the Contract Price shall not be adjusted for Force Majeure Events beyond Design-Builder's control unless otherwise provided in the Agreement.

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Add after Article 14:

Article 15

NONFEDERAL LABOR STANDARD PROVISIONS

GENERAL PROVISIONS: The following Nonfederal Labor Standards Provisions, including the following provisions concerning: maximum hours of work, minimum rates of pay, and overtime compensation, with respect to the categories and classifications of employees hereinafter mentioned are included in the Contract pursuant to the requirements of applicable State or local laws, but the inclusion of such provisions shall not be construed to relieve the Contractor or any subcontractor from the pertinent requirements of any corresponding Federal Labor-Standard Provisions of this Contract. In cases the minimum rates of pay set forth below shall be higher than the minimum rates of pay required by or set forth in the Federal Labor-Standards Provisions of this Contract for corresponding classifications, the minimum rates of pay set forth below shall be deemed, for the purpose of this Contract, to be the applicable minimum rates of pay for such classifications. The limitations, if any, in these Nonfederal Labor Standards Provisions upon the hours per day, per week or month which employees engaged on the work covered by this Contract may be required or permitted to work thereon shall not be exceeded.

SCHEDULE OF WAGES AND SALARIES: In accordance with the provisions of sections 1770 to 1781, inclusive of the Labor Code of the State of California and/or section (1)(b) of the United States Labor Code, the Director of Industrial Relations and/or the United States Secretary of Labor shall ascertain the general prevailing rate of wages applicable to the work to be done under this Contract to be included in these Specifications by reference. (For any questions regarding wage rates or specific wage rate determinations, contact the Contract Compliance Officer at City of Fresno Capital Projects Department, Capital Projects Administration Division, 747 R Street, 2nd Floor, Fresno, California 93721, (559) 621-8880.)

LABOR CODE SECTION 1775: PENALTIES FOR UNDER-PAYMENT OF WAGES: The Contractor and each subcontractor shall comply with California Labor Code section 1775 and pay not less than the wages established by the Director of the Department of Industrial Relations and/or the Federal government. In accordance with such section 1775, Contractor or such subcontractor shall, as a penalty to the City, forfeit up to $200.00, as determined by the Labor Commissioner, for each calendar day or portion thereof for each worker under this Contract paid less than the established wage rates. These penalties shall be withheld from progress payments then due. The Contractor shall contain in each subcontract the requirements hereunder.

PENALTIES FOR VIOLATION OF EIGHT HOUR DAY: Eight hours labor constitutes a regular day's work under this Contract. Contractor or any subcontractor under him/her shall forfeit as a penalty to the City $25.00 for each worker employed in the execution of this Contract by contractor or such subcontractor for each calendar day during which any such worker is required or permitted to labor more than eight hours in any one calendar day and 40 hours in any one calendar week in violation of sections 1810 to 1815, inclusive, of the California Labor Code. Notwithstanding the provisions of Sections 1810 to 1814, inclusive, of the California Labor Code, and notwithstanding the foregoing, work performed by employees of contractors and subcontractors in excess of 8 hours per day, and 40 hours during any one week, shall be permitted upon public work upon compensation for all hours in excess of 8 hours per day at not less than one and one-half (1.5) times the basic rate of pay.

LABOR CODE SECTION 1777.5; EMPLOYMENT OF APPRENTICES: If this Contract involves $30,000 or more, the Contractor and each subcontractor shall comply with California Labor Code section 1777.5, as it may be amended from time to time, the entire provisions of which are incorporated by this reference as if fully set forth herein, and Article 10, Subchapter 1, Chapter 2, Title 8 of the California Code of Regulations for all apprenticeable occupations applicable to the work as defined in such laws and regulations. Contractor shall be responsible for the compliance with such Labor Code section for all apprenticeable occupations and shall contain in each subcontract the requirements hereunder. In accordance with section 1777.5 of the California Labor Code and the rules and regulations of the California Apprenticeship Council, properly indentured apprentices shall be employed in the execution of this Contract in at least the ratio of not less than 1 hour of apprentice work for every 5 hours of journeyman work (unless the respective contractor or subcontractor has been exempted from such ratio) and paid the prevailing rate of per diem wages for apprentices in the trade to which it is registered. The employment and training of each apprentice shall be in accordance with either the apprenticeship standards and apprentice agreements under which it is training, or the rules and regulations of the California Apprenticeship Council. Prior to commencing work on the Contract, Contractor and each subcontractor shall submit contract

award information to the City, if requested, and to an applicable apprenticeship program that can supply apprentices to the job site. The information shall include an estimate of journeyman hours to be performed under the Contract, the number of apprentices proposed to be employed, and the approximate dates the apprentices would be employed. Within 60 days after concluding work on the Contract, the Contractor and each subcontractor shall submit to the City, if requested, and to the apprenticeship program a verified statement of the journeyman and apprentice hours performed on the Contract. Contractor shall employ apprentices for the number of hours computed before the end of the Contract or, in the case of the subcontractor, before the end of the subcontract and endeavor, to the greatest extent possible, to employ apprentices during the same time period that the journeymen in the same craft or trade are employed at the job site.

FRESNO MUNICIPAL CODE SECTION 4-113; LABOR CODE SECTION 1777.5; EMPLOYMENT OF APPRENTICES: If this Contract involves $500,000 or more, the Contractor shall contain in each subcontract the requirements hereunder and be responsible for providing all documentation required hereunder from subcontractor to the City. The Contractor and each subcontractor shall provide documentation to City demonstrating compliance with the requirements of California Labor Code section 1777.5 and Article 10, Subchapter 1, Chapter 2, Title 8 of the California Code of Regulations by providing City copies of each of the following:

(i) All contract award information (e.g., completed form DAS 140) sent by Contractor and by subcontractors to the State Division of Apprenticeship Standards and each applicable apprenticeship program in accordance with California Labor Code section 1777.5, as may be amended from time to time, including identification of addressee.

(ii) All requests by Contractor and by subcontractors for approval, and all responses and certificates from any applicable apprenticeship program disapproving or approving Contractor or subcontractor(s), to train apprentices; if any.

(iii) All requests by Contractor and by subcontractors for dispatch of apprentices from any applicable apprenticeship program (e.g., completed form DAS 142); and all responses thereto, if any.

(iv) All certifications, if any, of Contractor and of subcontractor(s) as an individual employer apprenticeship program by the State Division of Apprenticeship Standards or the California Apprenticeship Council.

(v) All apprenticeship agreements of apprentices employed by Contractor and by subcontractor(s) and performing work under the Contract.

(vi) A verified statement by the Contractor and by the subcontractor within 60 days after concluding the work of the respective journeyperson and apprentice hours performed on the Contract or subcontract.

(vii) All certificates of any exemption by the State Division of Apprenticeship Standards, California Apprenticeship Council or any apprenticeship program of Contractor or subcontractor from any requirements of California Labor Code section 1777.5, as may be amended from time to time.

(viii) Other documentation as may be requested by City.

LABOR CODE SECTION 6705: If this Contract involves an estimated expenditure in excess of $25,000.00 and excavation of any trench or trenches five feet or more in depth, then your attention is directed to California Labor Code section 6705 relating to a detailed plan showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection from the hazard of caving ground during the excavation of such trench or trenches, the entire provisions of which are incorporated by this reference as if fully set forth hereinafter.

Before execution of the Contract by the City, the Contractor shall submit to the City and the Engineer shall accept, if satisfactory to him/her, said detailed plan.

If, in the Engineer's opinion, there is any noncompliance with said detailed plan, then the Contractor shall stop forthwith all trench work until, either in the Engineer's or the State Division of Industrial Safety's opinion, there is

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compliance. The City shall not be liable for costs incurred by the Contractor due to the work stoppage and the Contractor will not be given nor is entitled to an extension of time to complete the work within the time set forth in this Contract due to the work stoppage.

WAGE AND PRICE CONTROL: Notwithstanding any provisions of the Contract to the contrary, the Contractor shall be bound by the orders issued and rules and regulations adopted pursuant to the Economic Stabilization Act of 1970 (Public Law 91-379, 84 Statutes 799), as amended, or any subsequent Act of Congress.

COMPLIANCE WITH OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970: This Contract is subject to all terms and conditions of the OCCUPATIONAL SAFETY AND HEALTH ACT of 1970, the California Occupational Safety and Health Act and their present and future amendments.

Contractor expressly assumes responsibility for compliance therewith and warrants that all materials, supplies, and equipment provided or installed pursuant to this Contract, whether provided by the Contractor, subcontractor, or a supplier, fully satisfy the requirements of said Acts. Contractor shall, upon insertion in each Contract with a subcontractor or supplier of a clause by which the subcontractor or supplier warrants such compliance, be relieved of responsibility by the subcontractor or supplier.

LABOR CODE SECTION 1776; PAYROLLS AND BASIC RECORDS: The Contractor and each subcontractor shall comply with California Labor Code section 1776, the entire provisions of which are incorporated by this reference as if fully set forth herein, and Contractor shall contain in each subcontract the requirements hereunder.

(a) Accurate payroll records and basic records relating thereto shall be maintained by the Contractor and each subcontractor during the course of the work and preserved for a period as required by law for all journeymen, apprentices, workers, and other employees employed in connection with the work. Such records shall contain information as on the payroll record forms provided by the Division of Labor Standards of the Department of Industrial Relations, the name, address, social security number, work classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents), daily and weekly number of hours worked, deductions made and actual per diem wages paid. The Contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to all employees affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits.

Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

(b) (1) The Contractor shall submit weekly (7 days after each week ending pay period) for each week in which any Contract work is performed a certified copy of all payrolls to the Engineer. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under paragraph (a) of this clause. The Contractor is responsible for the submission of certified copies of payrolls by all subcontractors.

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the Contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the Contract and shall certify under penalty of perjury under the laws of the State of California each of the following:

(i) That the payroll for the payroll period contains the information required to be maintained under paragraph (a) of this clause entitled "LABOR CODE SECTION 1776; PAYROLLS AND BASIC" and that such information is true, correct and complete;

(ii) That each employee employed on the Contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions;

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(iii) That each employee has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the Contract;

(iv) Contractor has complied with the requirements of California Labor Code sections 1771, 1811, and 1815 for any work performed hereunder by his or her employees.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph (b) (2) of this clause.

(4) The falsification of any of the above certifications may subject the Contractor or Subcontractor to civil or criminal prosecution.

(c) The Contractor or subcontractor shall make certified copies of all the records required under paragraph (a) of this clause available for inspection at all reasonable hours at the principal office of the Contractor by, and furnished upon request to, the Engineer, the Division of Labor Standards Enforcement of the Department of Industrial Relations, the Division of Apprenticeship Standards of the Department of Industrial Relations, and each of their authorized representatives. A certified copy of the employee's record shall likewise be made available for inspection or furnished upon request by the employee or his or her authorized representative. The Contractor shall provide hereunder the street address, city, and county of the location of the payroll records maintained by Contractor and shall provide a notice of any change of location and address within 5 working days of such change. The Contractor and subcontractors shall permit such representatives to interview employees during working hours on the job. If the Contractor or subcontractor fails to submit the required records within 10 days after each week ending pay period, or to furnish or make them available for inspection within 10 days of request, (Contractor has 10 days to comply) after written notice, the Contractor shall forfeit $100.00 for each calendar day, or portion thereof, for each worker, until strict compliance is effectuated, pursuant to California Labor Code section 1776. These penalties shall be withheld from progress payments then due.

LABOR CODE SECTION 1771.1: CONSTRUCTION REGISTRATION WITH CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS: A Contractor or Subcontractor shall not be qualified to bid on, be listed in a bid proposal, subject to the requirements of Section 4104 of the Public Contract Code or engage in the performance of any contract for public work, as defined in this chapter, unless currently registered and qualified to perform public work pursuant to Section 1725.5. It is not a violation of this section for an unregistered Contractor to submit a bid that is authorized by Section 7029.1 of the Business and Professions Code or by Section 10164 or 20103.5 of the Public Contract Code, provided the Contractor is registered to perform public work pursuant to Section 1725.5 at the time the contract is awarded.

This project is subject to compliance monitoring and enforcement by the Department of Industrial Relations.

The prime Contractor is required to post job site notices prescribed by California Code of Regulations. All Contractors and Subcontractors must furnish electronic certified payroll records directly to the Division of Labor Standards Enforcement.

FAIR EMPLOYMENT PRACTICES AND NONDISCRIMINATION

In connection with the performance of work under this Contract, the Contractor agrees as follows:

1. The Contractor shall not unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability (including HIV and AIDS), mental disability, medical condition (cancer), marital status, political affiliation, sex, age (over 40), sexual orientation, and denial of family care leave or on any other basis prohibited by law. The Contractor shall ensure that the treatment of employees and evaluation of applicants for employment are free of such discrimination and harassment. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment, or recruitment

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advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State of California setting forth the provisions of this Fair Employment Practices section.

2. Contractor and all subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code, Section 12900 et seq.), and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7285.0 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Agreement by reference and made a part hereof as if set forth in full.

3. Contractor assures City that it shall comply with the requirements of the Americans with Disabilities Act (ADA) of 1990, (42 U.S.C. 12101 et seq.), which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA; the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d (1988) et seq.; Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794 (1989) and the Age Discrimination Act of 1975, as amended, 42 U.S.C. 6102 (1994); together with all applicable regulations and guidelines adopted to implement same. Said group of laws and requirements are collectively referred to in this Contract as the “anti-discrimination laws”.

4. The Contractor will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a written notice advising the said labor union or workers' representative of the Contractor's commitments under this section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

5. The Contractor will permit access to his or her records of employment, employment advertisements, application forms, and other pertinent data and records by the City, State of California, the State Fair Employment and Housing Commission, or any other appropriate agency designated by the City or the State of California, for the purposes of investigation to ascertain compliance with the Fair Employment Practices and Nondiscrimination section of this Contract.

6. Contractor agrees to collect and maintain information to show compliance with the “anti-discrimination laws” including a list of discrimination complaints, reports of any compliance reviews conducted by other agencies descriptions of any pending discrimination-based lawsuits and data on the racial, ethnic, national origin, sex, and handicap characteristics of the population it serves.

7. Contractor agrees to cooperate with City, and any other appropriate agency designated by the City, in all manner necessary to permit City and any such agency to adequately report to the United States Environmental Protection Agency on Contractor’s compliance with the “anti- discrimination laws”.

8. A finding of willful violation of the Fair Employment Practices section of this Contract or of the California Fair Employment and Housing Act shall be regarded by the City as a basis for determining the Contractor to be not a *responsible bidder* as to future contracts for which such Contractor may submit bids, for revoking the Contractor's prequalification rating, if any, and for refusing to establish, reestablish, or renew a prequalification rating for the Contractor.

The City will deem a finding of willful violation of the California Fair Employment and Housing Act to have occurred upon receipt of written notice from the Fair Employment and Housing Commission that it has investigated and determined that the Contractor has violated the California Fair Employment and Housing Act and has issued an order under California Government Code section 12973, section 12970, or obtained an injunction under California Government Code section 12973.

Upon receipt of such written notice from the Fair Employment and Housing Commission, the City shall notify the Contractor that unless it demonstrated to the satisfaction of the City within a stated period that the violation has been corrected, that it will be reported to the City Council as not a *responsible bidder* on any future Contract.

9. The Contractor agrees, that should the City determine that the Contractor has not complied with the Fair Employment Practices section of this Contract, then pursuant to Labor Code sections 1735 and 1775, the Contractor shall forfeit, as a penalty to the City, for each calendar day, or portion thereof, for

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each person who was denied employment as a result of such noncompliance, the penalties provided in the Labor Code for violation of prevailing wage rates. Such monies may be recovered from the Contractor. The City may deduct any such damages from any monies due the Contractor from the City. Furthermore, Contractor agrees that the City shall have the right to terminate this Contract either in whole or in part, and any loss or damage sustained by City in securing the goods or services thereunder shall be borne and paid for by Contractor and by the surety under the performance bond, if any, and City may deduct from any moneys due or thereafter may become due to Contractor, the difference between the price named in the Contract and the actual cost thereof to City to cure Contractor's breach of the Contract.

10. Nothing contained in this Fair Employment Practices section shall be construed in any manner or fashion so as to prevent the City from pursuing any other remedies that may be available at law.

11. After award of the Contract, the Contractor shall certify to the City that it has or will meet the following standards for affirmative compliance, which shall be evaluated in each case by the City:

(a) The Contractor shall provide evidence, as required by the City, that it has notified all supervisors, foremen, and other personnel officers in writing of the content of the antidiscrimination clause and their responsibilities under it.

(b) The Contractor shall provide evidence, as required by the City, that it has notified all sources of employee referrals (including unions, employment agencies, advertisement, Department of Employment) of the content of the antidiscrimination clause.

(c) The Contractor shall file a Fair Employment Practices compliance report, as required by the City. Willfully false statements made in such reports shall be punishable as provided by law. The compliance report shall also spell out the sources of the work force and who has the responsibility for determining whom to hire, or whether or not to hire. The compliance report shall be kept current throughout the Contract in that the Contractor shall report any changes in or additions to the answers therein, including changes in agreements with others. After the work or supplying materials is complete, and before final payment, the Contractor shall submit a final statement of compliance.

(d) Personally, or through his or her representatives, the Contractor shall, through negotiations with the unions with whom it has agreements, attempt to develop an agreement which will:

(1) Spell out responsibilities for nondiscrimination in hiring, referral, upgrading and training.

(2) Otherwise implement an affirmative antidiscrimination program in terms of the unions; specific areas of skill and geography, to the end that qualified disadvantaged workers will be available and given an equal opportunity for employment.

12. Contractor's signature on this Contract shall constitute a certification under the penalty of perjury under the laws of the State of California that Contractor has, unless exempted, complied with the nondiscrimination program requirements of Government Code, Section 12990, and Title 2, California Code of Regulations, Section 8103.

13. The Contractor will include the provisions of the foregoing paragraphs 1 through 12 in every first-tier subcontract so that such provisions will be binding upon each such subcontractor.

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Add after Article 15:

Article 16

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Job of File No._____

Name or Title of Job._____

Department No._____

City of FRESNO

FAIR EMPLOYMENT PRACTICES COMPLIANCE REPORT

		Yes	No
1.	Name and Address of Contractor PRIME [ ] SUB [ ]		
2.	Have you established a company-wide employment policy to assure that equal employment opportunity is given to all persons without regard to race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation or on any other basis prohibited by law?		
3.	Have you notified all supervisors, foreman and other personnel officers in writing of the contents of the anti-discrimination clause and their responsibilities under it?		
4.	Have notices setting forth the provisions of the Fair Employment Practice Section used in City of Fresno Contracts been posted in conspicuous places available to employees and applicants for employment on this Project?		
5.	Have each of the Company's employee referrals including unions, employment agencies, advertisements, Department of Employment, etc., been notified of the contents of the anti-discrimination clause?		
5a.	Has this been done in writing?		
6.	Has each employee referral advised the Company that it will refer all qualified applicants for employment to the Company without regard to race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation or on any other basis prohibited by law?		
7.	Has a collective bargaining agreement or other contract or understanding been made with a labor union (or unions) which covers the performance of any work or supplying of any materials under this Contract?		
7a.	Do you operate under an Association Master Labor Agreement? If your answer is "yes", state the name of the Association. Are copies of those agreements on file with the City? [ ] Yes [ ] No With whom? _____		

7b. If you do not operate under an Association Master Labor Agreement then indicate what steps you have taken to attempt to develop an agreement which will:

(1) Spell out responsibilities for nondiscrimination in hiring, referral, upgrading and training.
(2) Otherwise implement an affirmative anti-discrimination program in terms of the unions' specific area of skill and geography, to the end that qualified minority workers will be available and given an equal opportunity for employment.

In addition, if you have reached such an agreement, attach a copy of the provisions thereof which bear on (1) and (2) above.

8.	Have you encountered any opposition to the anti-discrimination clause by individuals, firms or organizations?		

If your answer to No. 8 is "Yes", identify the individual, firm or organization and briefly describe the nature of the opposition.

9. Check principal sources for employee referrals. DEPT OF EMP. EMP. AGENCIES DIRECT HIRING UNION OTHER

15. Const. Workers_____

b. Other Workers_____

10. The following person or persons are responsible for determining whom to hire or whether or not to hire workers on this particular Project:

QUESTIONS 11 THROUGH 13 TO BE FILLED OUT BY PRIME CONTRACTOR ONLY:

11.	Have you awarded any subcontracts for work covered by your Contract?		
12.	Have the anti-discrimination provisions been included in each of said subcontracts?		
13.	Have all such Subcontractors been instructed to file compliance reports and have they been furnished with report forms?		

14. Dated this _____ day of _____, 20__,
at_____
(City and State)

15. I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct._____
(Contractor)

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FAIR EMPLOYMENT PRACTICES COMPLIANCE REPORT
(continued)

INSTRUCTIONS TO

CONTRACTORS

This Compliance Report is required by the Fair Employment Practices provisions of City of Fresno Contracts for the supplying of work, materials, or both.

This report is to be completed in its entirety for each prime Contract and all first-tier subcontracts. The reports shall be submitted to the City after award of the Contract and prior to Notice to Proceed.

Additional sheets of paper may be attached if necessary to submit explanations or further information.

If the answers to any of the questions indicate non-compliance with the anti-discrimination provision of the Contract, a brief explanation of such answer must accompany the report.

It shall be the further responsibility of the Contractor to keep the information contained in the compliance report current and should there be changes in the Contractor's agreements with employee referrals, including unions or in the individuals responsible for hiring, etc., which would change the answers submitted by the Contractor in its original questionnaire, the Contractor should file a supplementary report containing revised answers to the applicable questions. Such changes from the original report are to be submitted in duplicate.

Upon completion of the Contract the Contractor must submit a final statement of compliance including statements that the original compliance report was submitted, that any changes in the original report were reported, and that the requirements of the Fair Employment Practices section were complied with during the Contract. If such a statement cannot be submitted in its entirety, a statement along the same lines with the exceptions noted must be submitted.

The City may require submission of additional information or reports on compliance at any time.

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FINAL STATEMENT OF FAIR EMPLOYMENT PRACTICES COMPLIANCE

Name of Job or Contract

The undersigned is responsible to see that the Contractor has complied with the Fair Employment Practices section of the City of Fresno Contract indicated above. The original compliance report was submitted and no changes or additions to the original report became known to the Contractor or the undersigned except as noted below. The Contractor, in performance of the Contract, to the best of my knowledge, complied with said section of the Contract, except as noted below.

Dated this _____ day of_____, 20_ , at _____
City and State

Changes or additions to the original compliance report _____
City

_____ By _____

Deviations from compliance_____ Title _____

_____ _____
Contractor

_____ By _____

_____ Title _____

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Add after Article 16:

Article 17

BIDDER'S NAME: _____
(Submit with Bid Proposal)

15.1 LIST OF SUBCONTRACTORS

Pursuant to the provisions of California Public Contract Code **sections 4100 to 4113 inclusive**, the undersigned hereby designates below, for the Project, opposite various portions of work, the names, locations and license number of the places of business of each Subcontractor who will perform work or labor or render service to the Contractor in or about the construction of the Work or improvement, or a subcontractor licensed by the State of California who, under subcontract to the prime contractor, specially fabricates and installs a portion of the work or improvement according to detailed drawings contained in the plans and specifications, in an amount in excess of one-half of 1 percent of the prime contractor's total bid or, in the case of bids or offers for the construction of streets or highways, including bridges, in excess of one-half of 1 percent of the prime contractor's total bid or ten thousand dollars ($10,000), whichever is greater. **All work not listed below shall be performed by the undersigned Bidder**. It is understood that the Bidder, if awarded the Contract, shall not substitute any Subcontractor in place of the Subcontractors herein designated, or sublet or subcontract any of the work as to which a Subcontractor is not herein designated, without the written consent of the City. The subletting or subcontracting of any work for which there was no Subcontractor designated in the original bid may be permitted only in case of public emergency or necessity, and only after the City Council makes findings in a Resolution setting forth facts constituting the emergency or necessity.

List one firm only for each portion of work.

NAME AND LICENSE NUMBER	LOCATION	WORK TO BE SUBLET	DIR REGISTRATION #

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EXHIBIT E TO THE PROGRESSIVE DESIGN BUILD AGREEMENT

GUARANTEED MAXIMUM PRICE (GMP) PROPOSAL

DESIGN-BUILD CONTRACT AMENDMENT NO. 2

PHASE TWO – CONSTRUCTION SERVICES

H STREET PARKING STRUCTURE

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H STREET PARKING STRUCTURE - GMP CALCULATION (PER AMENDMENT NO. 2)

Phase 1 Design

		Original Contract	Amendment #1	Phase I Total
A	Direct Costs			
A.1	Site Assesment	$ 277,095		$ 277,095
A.2	Preliminary Master Site Plan	$ 114,500		$ 114,500
A.3	Plan Development	$ 1,441,680		$ 1,441,680
A.4	Proposed Design and Cost Assessment	$ 47,250		$ 47,250
A.5	Project Management	$ 189,175		$ 189,175
A.6	Request for Change Sum		$ 176,330	$ 176,330
A	**Direct Cost Subtotals**	**$ 2,069,700**	**$ 176,330**	**$ 2,246,030**

		Design Cost	15% Markup	Total Cost
B	Amendment #1 Breakdown			
B.1	Request for Change - H Street Frontage Improvements	$ 31,830	$ 4,775	$ 36,605
B.2	Request for Change - Inyo and H Street Traffic Signal Improvements	$ 60,000	$ 9,000	$ 69,000
B.3	Request for Change - Limited Phase II Environmental Assessment	$ 17,500	$ 2,625	$ 20,125
B.4	Request for Change - Illuminated Signage	$ 5,500	$ 825	$ 6,325
B.5	Request for Change - Mono and Inyo Intersection Improvements	$ 38,500	$ 5,775	$ 44,275
B	**Direct Cost Subtotals**	**$ 153,330**	**$ 23,000**	**$ 176,330**

C	Indirect Costs			
C.1	Design Builder Contingency (2%)	$ 41,394		$ 41,394
C.2	Design Builder Fee (5%)	$ 105,555		$ 105,555
C	**Indirect Cost Subtotals**	**$ 146,949**	**$ -**	**$ 146,949**
	Phase I Totals	**$ 2,216,649**	**$ 176,330**	**$ 2,392,979**

Phase 2 Construction

		Amendment #2	
D	Direct Costs		
D.1	Design and Engineering - 80% CDs to Permit and CA	$ 936,867	
D.2	Site Preparation / Exterior	$ 3,597,160	
D.3	Interior	$ 27,049,985	
D.4	Finishes	$ 2,617,962	
D	**Direct Cost Subtotal**	**$ 34,201,974**	
E	Indirect Costs		
E.1	Design-Builder Contigency (3%)	$ 1,026,059	3% x D
E.2	General Conditions and Requirements	$ 2,570,383	Lump Sum
E.3	Insurance and Builder's Risk	$ 561,980	Fixed
E.4	Bonds	$ 249,060	Fixed
E	**Indirect Cost Subtotal (No Fee)**	**$ 4,407,482**	
F	Design-Builder Fee (5%)	$ 1,930,473	5% x (D + E)
G	**Subtotal Direct and Indirect Cost (Including Fee)**	**$ 45,123,776**	**Guaranteed Maximum Price (GMP)**

Contract Summary

H	Phase 1 Design	$ 2,392,979
I	Phase 2 Construction	$ 45,123,776
	Contract Total	**$ 47,516,755** H + I

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BOMEL CONSTRUCTION COMPANY INC.

PROPOSAL

TO: City of Fresno
747 R Street, 2nd Floor
Fresno, Ca 93721
ATTN: Kimberly Alvarado Vega

DATE: May 5, 2026

This proposal is subject to change or cancellation without notice if not accepted within 30 days from above date.

Job: Fresno H Street Parking Garage
Type of Work: Design Build Parking Structure
Designers: CPC and Culp & Tanner

BOMEL CONSTRUCTION CO., INC. hereinafter called the Company; propose to perform the following work located at 1645 Mono Street, Fresno, CA 93721

GMP: **$ 45,123,776**

Above proposal includes all labor, material, tools, equipment, supervision, workers compensation, public liability and property damage insurance and all sales taxes unless otherwise stated. All work will be completed in a neat, thorough, and workmanlike manner in accordance with accepted industry standard practices.

BOMEL CONSTRUCTION CO., INC.
LICENSE: CA #265409, NV #0031451

Accepted By: _____ By: Eric Forbes, Estimator

Date: _____ Date: May 5, 2026

CC:

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May 5, 2026

JOB NAME: Fresno H Street Garage

Final GMP

Drawings Dated: 2/12/2026

BOMEL CONSTRUCTION COMPANY INC.
96 Corporate Park, Irvine, CA 92606

I. Base Pricing:

ITEM	DESCRIPTION	UNIT	QTY	UNIT COST	COST
1	**Design & Engineering - 80% to Permit and CA**				
a	Architectural	GSF	304,921	$1.54	$470,600
b	Structural	GSF	304,921	$0.50	$152,600
c	Soils & Observation	GSF	304,921	$0.13	$38,410
d	Civil	GSF	304,921	$0.47	$143,400
e	Dry Utilities	GSF	304,921	$0.18	$55,617
f	Fiber Optics	GSF	304,921		INC ABOVE
g	MEP	GSF	304,921	$0.17	$52,380
h	Landscape	SF	17,631	$1.35	$23,860
i	Fire Protection	GSF	304,921		INC BELOW
	Subtotal				**$936,867**
2	**Site Preparation / Exterior**				
a	Demo & Grading				$1,162,500
b	Asphalt Paving				$71,000
c	Site Concrete				$1,088,000
d	Survey/GPR/Pothole Investigation				$66,395
e	Site Utilities				$335,000
f	Landscape	SF	17,631	$19.81	$349,265
g	Fiber Optics				$120,000
h	Site Electrical				$300,000
i	Survey/Field Engineering				$105,000
	Subtotal				**$3,597,160**
3	**Interior**				
a	Detectable Warning Strips / Striping	CAR	904	$114.16	$103,200
b	Reinforcing	ESF	257,505	$10.72	$2,760,083
c	Barrier Cable	LF	2,397	$59.14	$141,750
d	Concrete & Formwork	ESF	257,505	$48.21	$12,415,139
e	Masonry				$1,093,236
f	Steel Miscellaneous				$1,900,000
g	Expansion Joints				$188,727
h	Carpentry, Rough & Finish				$19,000
i	Caulking & BGWP				$178,863
j	Sheet Metal				$80,000
k	Metal Doors/Frame	EA	17	$11,870.29	$201,795
l	Overhead Doors				$228,977
m	Resilient Flooring	EA	3	$10,000.00	$30,000
n	Parking Revenue Controls				$80,360
o	Elevators	EA	21	$44,863.81	$942,140
p	Man Lift				$500,000
q	Fire Sprinklers	ESF	257,505	$2.90	$747,010
r	Plumbing	GSF	304,921	$1.14	$349,000
s	HVAC	EA	13	$14,038.85	$182,505
t	Electrical / Temp Power	GSF	304,921	$16.10	$4,908,200
	Subtotal				**$27,049,985**
4	**Finishes**				
a	Illuminated "Welcome to Fresno" Sign & 2 Illuminated "Parking" Signs				$1,992,000
b	Painting	GSF	304,921	$1.16	$353,615
c	Signs & Graphics	EA	274	$611.77	$167,625
d	Bike Racks	EA	46	$470.13	$21,626
e	Crack control/final clean	GSF	304,921	$0.27	$83,096
	Subtotal				**$2,617,962**
5	**General**				
a	Contractors Contingency 3%				$1,026,059
b	General Conditions & Requirements				$2,570,383
c	Builders Risk				$561,980
d	Bond				$249,060
e	OH&P 5%				$1,930,473
	Subtotal				**$6,337,955**
	Total Price				**$40,539,929**
	Offsite Allowance				**$4,583,847**

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TARIFFS:

1. This proposal does not include protection against any potential impact due to tariffs.

The following shall be included in the Scope of Work:

DIVISION 0:

A. Architectural and structural design, drawings, calculations, and details as required securing appropriate permits. The structural drawings and calculations will be stamped by a professional engineer licensed in the State of California as required by Governing Officials. This shall further include:
    1. Project administration, management of project meetings, design, and construction consulting.

DIVISION 1 - GENERAL REQUIREMENTS:

A. Jobsite temporary office equipment, telephones, power usage costs, furnishings and consumables as required for Design/Builder's work.
B. Jobsite trailer for Bomel and our forces. A separate trailer will also be provided for the CM and Special Inspector to share.
C. Offsite disposal of trash and debris for Design/Builder's work from their operations.
D. General clean-up, dust control and street sweeping, as required.
E. Full time onsite Project Superintendent to supervise Design/Builder's work, attend Owner's meetings and generally coordinate the work.
F. Temporary utilities and usage charges.
G. As-Built drawings.
H. Traffic control for Design/Builder's work.
I. Protection of all existing property and improvements.
J. Contract close out documents; warranties and maintenance manuals as normally required.
K. Survey and layout to locate the building onsite and locate all necessary column lines and elevations, survey as required for all area development work as required for completing the work.
L. Soils Report information based on BSK Amendment dated 10/17/25.

DIVISION 2 - SITEWORK:

A. All demo & grading required for the project, including all off-haul or import of clean soils to make the required grades/elevations of the project. The grading Budget is based on over excavation and re-compaction 36" below the footings. Due to the delays in the acquisition of the property the boring samples and CPTs were conducted outside of the building footprint. This budget does not include additional costs for differing site conditions that may require additional excavation and re-compaction beyond the initial 3' from bottom of footing.
B. Generator and Transformer enclosures.
C. Landscape and irrigation.
D. Site concrete walkways from ADA stalls & Stair to Inyo St. public right of way and adjacent fire lane.
E. Offsite Street Improvements per Exhibit E.
F. Site Utilities, Fire Water service and Storm Drain connections as required.

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DIVISION 3 - CONCRETE:

A. Structural excavation and backfill for footings and interior walls.
B. Offsite hauling of surplus spoils.
C. Layout and rebar templates.
D. Concrete material, place, finish, cure, fine grading, and pumping.
E. The finishes on the concrete will be as follows:
   1) Floors: Swirl texture finish.
   2) Interior Columns and Inside Wall Faces: Concrete fins knocked off, form offsets over ¼" ground smooth and/or patched with a sand/cement slurry mix to give a uniform transition across joints left by form panels, patch all voids and rock pockets so that all holes and "bug holes" are filled that are larger than ¼" diameter or length.
   3) Exposed Exterior Slab Edges: Ground, patched, and smooth "sacked" finish with sand/cement slurry to create a smooth surface free from "bug holes," pin holes and offsets in the finished surface.
   4) Interior Slab Edges: Ground and patched in accordance with Item 2, above.
   5) Exterior Exposed Wall Faces, Exterior Exposed Parapet Faces and Exterior Exposed Columns. Same as Item 3, above.
   6) Slab Soffits: Grinding offsets over ¼" and filling holes greater than ¼" diameter, length, or depth, knocking off concrete fins (hard slurry left behind from form joints) greater than ¼" high. It is intended that the deck soffits generally have a formed-as-cast finish except for the patching of voids over ¼" deep or grinding offsets over ¼" deep. Insert holes will not be filled.
   7) Interior Wood Formed Beams: Will finish per Item 2, above.
   8) Exterior Exposed Wood Formed Perimeter Beams: Same as Item 3, above.
   9) Floor flatness to be +/- 5/16" in ten feet.

F. Formwork, scaffolding, and design for same in sufficient quantity to meet the schedules referenced herein.
G. All formwork shall conform to the latest edition ACI 347 (Class B).
H. Concrete work shall conform to the latest edition of ACI 301 and 318, as directed by the Structural Engineer.
I. Rebar, post-tension cables in a fully encapsulated system, anchors, sheathing, all accessories, and welded wire mesh.
J. Barrier cable railing (11-strands, galvanized, 3'-6" high) at scissor ramp interior edges.

DIVISION 4 - MASONRY WALLS:

A. Masonry occurs at elevator shaft ramp walls, generator yard walls, and rooms.
B. All CMU are precision grey smooth face-finish block.

DIVISION 5 - METALS:

A. Design/Build metal pan stairs. These stairs and associated rails will be built with metal stringers, horizontal flat bar rails (approximately 3/8" x 1 ½") with pipe or tube rail as handrail and will have concrete filled pans. This work will conform to the Building Code and any applicable A.D.A. Standards. The stairs are located per the plans. Other miscellaneous metal is included as required.
B. Perimeter Security Screens, Fencing and pedestrian gates.
C. Landscape Benches

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D. Landings to be supported by tube steel columns.
E. Expansion joints where required.
F. Canopy over elevator doors at roof level—Canopy shall be framed in tube steel covered with metal decking and tied back to the elevator tower. Canopy shall be sized to sufficiently protect the elevator doors from weather.
G. 29 – EV Charger Cages as requested by Parking Division.
H. Swing Gate at the PG&E Transformer Area.
I. Taller 6" Guard Rails on Upper floors as requested by building and safety.

DIVISION 6 - CARPENTRY

A. Fire-rated plywood in IDF rooms (2 walls per room).

DIVISION 7 - MOISTURE PROTECTION:

A. Caulking of elevated deck construction joints, man doors, elevator doors and tops of rooms to slab soffit.
B. Waterproofing of the retaining walls, and elevator pit walls (elevator pit walls to include waterproofing admixture within the concrete material). Damp proofing at interior ramp walls.
C. Elastomeric coating on the floor above rooms (if not encompassed by another room above), roof level delay strips and elevator shaft roofs.
D. Compression and Expansion Joints.

DIVISION 8 - DOORS & WINDOWS:

A. Hollow metal doors, frames, and standard hardware with Construction Cores. Excluding all access controls and re-keying of doors.
B. Five (5) Rolling Grills.

DIVISION 9 - FINISHES:

A. Stall striping, stencils, directional painted floor arrows, floor cross hatching, handicap signs per code.
B. Painting Red Bands at Fire Extinguishers.
C. Painting of Hollow Metal Doors & Frames, Safety Stripes on Stairs, Bollards, Pipe Guards & Bang Bars.
D. Anti-Graffiti Coating from finish grade to 12' above grade.

DIVISION 10 - SPECIALTIES:

A. Fire extinguishers, cabinets, and accessories.
B. Signage, as required, by code.
C. Illuminated Enter & Exit signs at center drive isle on Mono St.
D. Design Build Illuminated "Welcome to Fresno" Sign and (2) illuminated "Parking" Blade Signs.

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DIVISION 11 - EQUIPMENT:

A. The ECO Falcon Vision Parking Guidance System (PGS) / Car Count. This system is to be incorporated into the City's Parking revenue control system.
B. Revenue Controls by Park Mobile / Flow Bird. Flow Bird is to be excluded from the PLA requirement as they are a specialty contractor and scope.
C. Bike racks per code.

DIVISION 12 - FURNISHINGS (NOT INCLUDED)

DIVISION 13 - SPECIAL CONSTRUCTION (NOT INCLUDED)

DIVISION 14 - CONVEYING SYSTEMS:

A. MRL elevators are included with standard cabs, 3500# load rating, 200 fpm, stainless steel interior panels, stainless steel door frames, side opening doors. (1) Security cameras to be included in each elevator.

DIVISION 15 - MECHANICAL:

A. Floor drains and roof drains within the structure, including any required trench drains, catch basins, or other structures for the proper collection of water connected to city utilities. Emergency floor drains will be provided on non-roof levels and overflow drains will only be provided, if required, by applicable code.
B. Standpipe system at all levels. This also includes extinguishers, cabinets, and support bases connected to existing utilities.
C. Fire sprinklers at all covered levels connected to city utilities.
D. Fire protection design based on water pressure of 45 PSI. 75 HP electric water pump included in base bid.
E. Ventilation or cooling of rooms as required by code.

DIVISION 16 - ELECTRICAL:

A. Power to meet project specific requirements
B. LED lighting at covered areas to meet code required levels or Owner's specific requirements whichever is greater.
C. Roof lighting shall be at code minimum levels and includes standard LED roof pole lighting in "shoebox" style housings on painted steel un-tapered square poles.
D. The electrical service is anticipated to be from Mono. Per PG&E Design.
E. Power to elevators.
F. Emergency generator and automatic transfer switch.
G. Exterior Switch Gear will be located in the Service Yard.
H. Lighting in rooms, stairwells, elevator pits.
I. Power to parking guidance equipment with Car Count.

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J. Complete ERRCS System.
K. EV per Cal Green Requirements.
L. Security cameras per coordination meeting with CPD. See Exhibit D.
M. Design Build Low Voltage for security and fire alarm.
N. Fiber Optic Construction

CLARIFICATIONS:

1. This proposal includes Construction Schedule dated 4/6/26. Drawings will be revised to reflect the changes associated with the reduced GMP and submitted in a subsequent amendment.
2. This Agreement assumes that work will be per the provided Bomel schedule. Bomel's durations exclude all delays not within our control, i.e., weather, etc. Any cost increases incurred after this time due to delays which are not the fault of the Design/Builder will be an addition to the contract amount. We have assumed that construction will begin in late June 2026.
3. The work referenced herein is limited to that which is within the building lines except as specifically listed below:
    a) Site Utility Work
    b) Allowance for Off Site Work as shown in Exhibit "E"
    c) Grading Work
    d) Area Development within the project limits of work.
4. It is mutually agreed upon and understood that the Owner shall be responsible for identifying and paying permit fees, coordinating, and securing permission or entitlement to build adjacent to or encroaching on any easement that effects the Design/Builder's work, more particularly, but not exclusively, for storm drain, sewer, fire, electrical, water service or other utilities.
5. Current GMP is based on current soils recommendations from BSK. This does not include any impacts that result from the additional boring samples and CPT testing conducted in late March on the garage site.
6. If the Owner does not want to keep BSK as the Soils Engineer of Record and award the responsibility and liability to another Soils Engineering company, they will need to provide the following:
    a. A letter of assent stating who the new engineer of record will be along with a release of liability to Bomel & BSK, for any and all issues regarding existing soils and the associated engineering.
    b. A draft amendment from the Owner's Soils Engineer assuming the final BSK report and making any necessary adjustments. Bomel and our design team will retain the ability to review and respond to the recommendations of the new Soils Engineer.
    c. If the Amendment to the Soils Report causes any impacts to the GMP those costs will be added to the GMP via Change Order.
7. Adequate temporary construction area for staging and for our office trailer(s) shall be made available on site at no cost. This includes the dirt lot between the garage and H Street.
8. Retention shall be 5%. Retention shall be due 35 days after substantial completion of our work and acceptance by Owner.

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9. Due to the inherent nature of concrete, concrete cracking will occur. When properly designed, this cracking will be non-structural in nature.
10. Others are responsible for paying for relocation of any unknown utilities and overhead power and communication lines adjacent to or in the way of our work. Power lines as a minimum must be kept at CALOSHA minimum clearances from the perimeter of the formed surfaces for the building during construction.
11. Owner will be responsible for schedule delays due to the impact of material shortages.
12. Bomel will be entitled to payment for formwork material buildup and purchase at the time this occurs. Formwork material purchases and buildup will occur and become billable prior to breaking ground at the jobsite.
13. We have not included any cost for the repair of damage sustained during the course of construction to existing curbs, sidewalks, landscaping, or any other site improvements.
14. The price and schedule are based on all utility relocation being done and paid for by others before the start of Bomel's work.
15. Dirt material for backfill included in this scope is assumed to be provided from a stockpile onsite unless noted otherwise. We do not have import of material and will use excavated soils as backfill to the extent possible.
16. Design/Builder assumes that a source for temporary power exists or will be provided within 100' of the parking structure site.
17. The quoted price includes only taxes enacted by Law on the date this project was bid. The Owner will pay for any increase in taxes that could not have been foreseen at the time of this proposal.
18. Builders Risk is included.
19. Bond is included.
20. This pricing is in addition to the pre-construction agreement.
21. Exhibit A – Recommendation of Award will be provided to the Owner for review and approval. In order to maintain the current schedule, it is imperative that these awards be executed within 5 business days. Any delays to the award of the subcontract trades may delay critical path operations and cause delays or impacts to the project. Owner will be responsible for any delays or impacts that are incurred due to delays in award of subcontract scopes of work.

EXCLUSIONS:

1. Entitlement fees, plan check and permit fees, City or Agency fees.
2. Utility assessment and connection fees.
3. Utility cabling and fees. PG&E connection fees.
4. Work outside of our building lines (except as specifically included in Clarifications, Item 1).
5. Testing and inspection costs for both soil and materials testing and inspections. Owner to utilize BSK for Soil Inspection and Observation or follow the procedure outlined in Clarification #6.
6. Removal of ground water not indicated on soils report (except rain and incidental seepage), contaminated soil removal, removal of underground unforeseen obstructions or existing utilities.
7. Mono St work (Site Utility work for the garage is included; Storm Drain and Fire Service from Mono if these utilities can be installed prior to the new sidewalk installation).
8. Locating existing utilities or relocation or removal of same.
9. Sand and vapor barrier under the slab on grade (not required).
10. As-built survey of existing sewer or utilities or cut and cap of utilities.

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11. Employee parking (Construction parking must be provided for our crews at no cost, within 350 yards walking distance of jobsite).
12. Cost of work required by City entitlements which was not specifically included herein. Renderings, extended presentations, design change, or drawing work during the "Entitlement" process.
13. Anti-graffiti coating above 12' and interior of the garage.
14. Artist's renderings or models, including the façade elements.
15. Shoring and underpinning of site or adjacent utilities.
16. Delays in plan check and permit process out of our control.
17. Delays due to weather, acts of God, or labor disputes, material shortages.
18. Cast-in nosing's at concrete stairs (we are providing poured concrete treads in metal return nosing on riser).
19. Enclosing of stairs.
20. Concrete bollards. We will use metal bollards for normal protection.
21. Drainage of exterior perimeter surfaces and slopes that direct water onto our site.
22. Liquidated damages.
23. PLA Requirements for Parking Controls and Specialty Contractors.
24. Peer design review costs.
25. Factory Mutual Insurance requirements.
26. "Project Specific" Errors and Omissions Insurance.
27. Color coding of columns.
28. Painted graphics.
29. Brick Veneer or Plaster at Elevators
30. Engineers Stamp for formwork drawings.
31. Permanent Stormwater treatment such as Bio swales, Cisterns, Filtration wells, etc.
32. Full-time construction entrance monitoring.
33. Work required for future expansion on parking structure.
34. We only include what is currently required by Cal Green at time of proposal and do not include any future requirements.
35. Provision of Commissioning or providing commissioning agents for any systems.
36. Removal of Hazardous materials and all associated costs.
37. Aluminum Façade and Graphic Screens.
38. The use of geogrid, cement treating of soils, or any other non-mechanical method to reach the required soils compaction.

ALLOWANCE:

1. Site work on H Street, Mono & Inyo, Per Exhibit E: **$ 4,583,847.00**

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__7__ Level
Parking Structure

Total Levels:	7
Total Cars:	900+
Footprint Dimension:	347’-11” x 126’-0”
Lateral System:	Moment Frame
Number of Stairs:	2
Number of Elevator Cars:	3
Number of Stops:	21 total
Elevator Type:	MRL
Gross Square Footage:	251,471
Foundation Type:	Spread Footings
Floor to Floor Height:	11’-4” G-2nd, 10’-2” typ
Façade:	“Welcome to Fresno” & Two (2) “Parking” illuminated signs
Typical Deck Thickness:	5”
Proposed Architect:	Choate Parking Consultants
Proposed Engineer:	Culp and Tanner

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EXHIBIT "A" – Recommendation of Award

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

Exhibit A - Recommendation of Award
5/5/2026

BOMEL CONSTRUCTION COMPANY INC.

[Date]

Kimberly Alvarado
City of Fresno
Capital Projects Department
747 R Street, 2nd Floor
Fresno, CA 93721

Project: H Street Parking Structure

RE: Recommendation of Award [Subcontract scope]

Mr. Alvarado,

The purpose of this letter is to request authorization to award the [Subcontractor] Scope of Work for the North Fulton Parking Structure to [**Subcontractor Name**]. Bomel Construction Company, Inc., solicited and received competitive and responsive bids for this Scope of Work. During the evaluation process, the recommended subcontractor was found to be the qualified low bidder.

Please find attached bid leveling and bidder backup attached hereto and made a part hereof. The recommendation to award value is broken down as follows:

Base Bid	[$0.00]
Bond	[$0.00]
Recommended Allowances	[$0.00]
Total Recommended Award	**[$0.00]**
GMP Budget	[$0.00]
Variance	[$0.00]

The recommended award value above includes an estimated allowance; allowances are included to cover elements of the work that may not be specifically shown in the bid documents but will be required within the work, i.e. overtime expenditures. Allowance values will be utilized at Bomel's discretion and adjusted to actual values at the end of the project. All final reconciliation of subcontract values and allowances will be provided and the completion of the work.

Please sign this letter in the space provided below to confirm authorization to proceed for this scope of work. Upon authorization to proceed, Bomel will issue Sentinel Fire a Subcontract Agreement in the form of a Lump Sum Agreement.

Sincerely,

Robert Babcock
Project Manager

City of Fresno, Capital Projects Dept. Authorizing Signature

Date

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Exhibit A - Recommendation of Awa

5/5/2026

H Street Parking Structure

Prepared by Bomel Construction Company, Inc., 96 Corporate Park, Irvine, CA 926

01 Parking Garage [Scope of Work]	[Bidder Name] [Phone #] [Contact] [DIR #]	[Bidder Name] [Phone #] [Contact] [DIR #]	[Bidder Name] [Phone #] [Contact] [DIR #]	[Bidder Name] [Phone #] [Contact] [DIR #]
Scope Description	Price Breakdown	Price Breakdown	Price Breakdown	Price Breakdown
Subtotal:		$ -		
Alternates:				
Subtotal Alternates	$ -	$ -	$ -	$ -
Bond Rate				
Bond Value				
GRAND TOTAL (Base Bid, Alternates, Bond)	$ -	$ -	$ -	$ -
		Recommended Award		
GMP Budget Budget				
Variance Over/(Under) Budget	$ -	$ -	$ -	$ -
% over/(under)budget				
Scope Review Notes:				
Company EMR				
Does the Bidder Meet the Schedule				
Does the Bid Comply with the Project Scope & Specifications				
Are there any Substitutions				
Are there any Value Engineering Alternates				
Are there any Exclusions				
Union/Signatory to PLA				
Project Durations (Submittal's / Fabrication / Installation)				
Total Labor Hours				
Average Crew Size				
Minority Status				
Lead Time Information				
Prevailing Wage Included				
List of Documents Issued to Bidders:				

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BIDDER'S NAME: _____
(Submit with Bid Proposal)

LIST OF SUBCONTRACTORS

Pursuant to the provisions of California Public Contract Code **sections 4100 to 4113 inclusive**, the undersigned hereby designates below, for the Project, opposite various portions of work, the names, locations and license number of the places of business of each Subcontractor who will perform work or labor or render service to the Contractor in or about the construction of the Work or improvement, or a subcontractor licensed by the State of California who, under subcontract to the prime contractor, specially fabricates and installs a portion of the work or improvement according to detailed drawings contained in the plans and specifications, in an amount in excess of one-half of 1 percent of the prime contractor's total bid or, in the case of bids or offers for the construction of streets or highways, including bridges, in excess of one-half of 1 percent of the prime contractor's total bid or ten thousand dollars ($10,000), whichever is greater. **All work not listed below shall be performed by the undersigned Bidder**. It is understood that the Bidder, if awarded the Contract, shall not substitute any Subcontractor in place of the Subcontractors herein designated, or sublet or subcontract any of the work as to which a Subcontractor is not herein designated, without the written consent of the City. The subletting or subcontracting of any work for which there was no Subcontractor designated in the original bid may be permitted only in case of public emergency or necessity, and only after the City Council makes findings in a Resolution setting forth facts constituting the emergency or necessity.

List one firm only for each portion of work.

NAME AND LICENSE NUMBER	LOCATION	WORK TO BE SUBLET	DIR REGISTRATION #

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EXHIBIT "B" – Schedule of Values

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

EXHIBIT B - Schedule Of Values

Date: 5/5/2026

Job: 1850 - H Street P/S

		Cost Codes	Contract Exhibit B	Ammendment #1	Ammendment #2	Budget Transfer #1	GRAND TOTAL CONTRACT VALUES	Final Subcontract Value	Remaining Budgets	Final SCO Status	NOTES
			(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
1	DESIGN - ARCHITECTUAL	1-01-010	755,000		470,600		1,225,600		1,225,600		
2	DESIGN - STRUCTURAL	1-01-011	176,750		152,600		329,350		329,350		
3	DESIGN - SOILS & OBSERVATION	1-01-012	43,800		38,410		82,210		82,210		
4	DESIGN - UTILITY COORDINATION/PG&E RELOCATION	1-01-013	153,525		55,617		209,142		209,142		
5	DESIGN - FIBER CIVIL ENGINEERING ON & OFFSITE	1-01-014	387,000	154,549	143,400		684,949		684,949		
6	DESIGN - MECHANICAL/PLUMBING/ELECTRICAL	1-01-015	175,400		52,380		227,780		227,780		
7	DESIGN - LANDSCAPE	1-01-020	66,800		23,860		90,660		90,660		
8	DESIGN - FIRE PROTECTION	1-01-100			INCL BELOW		0		0		
9	CRACK CONTROL / FINAL CLEAN	1-01-021			83,096		83,096		83,096		
10	SURVEY/GPR/POTHOLE INVESTIGATION	1-01-050			66,395		66,395		66,395		
11	SURVEY/FIELD ENGINEERING	1-01-050			105,000		105,000		105,000		
12	SITE UTILITIES	2-02-021			335,000		335,000		335,000		
13	EXCAVATING/GRADING/DEMOLITION	2-02-200			1,162,500		1,162,500		1,162,500		
14	ASPHALT PAVING	2-02-500			71,000		71,000		71,000		
15	SITE CONCRETE	2-02-520			1,088,000		1,088,000		1,088,000		
16	PARKING LOT STRIPING & DETECTABLE WARNING STRIPS	2-02-580			103,200		103,200		103,200		
17	LANDSCAPE/IRRIG	2-02-900			349,265		349,265		349,265		
18	REINFORCING STEEL & PT	2-03-200			2,760,083		2,760,083		2,760,083		
19	BARRIER CABLE	2-03-231			141,750		141,750		141,750		
20	CONCRETE & FORMWORK (Lump Sum)	3-00-000			12,415,139		12,415,139		N/A	N/A	Lump Sum
21	MASONRY	4-04-200			1,093,236		1,093,236		1,093,236		
22	STEEL, MISCELLANEOUS	5-05-500			1,900,000		1,900,000		1,900,000		
23	EXPANSION JOINT	5-05-800			188,727		188,727		188,727		
24	CARPENTRY, ROUGH & FINISH	6-06-100			19,000		19,000		19,000		
25	CAULKING & BGWP	7-07-100			178,863		178,863		178,863		
26	SHEET METAL	7-07-600			80,000		80,000		80,000		
27	METAL DOORS/FRAME	8-08-100			201,795		201,795		201,795		
28	OVERHEAD COILING DOORS	8-08-300			228,977		228,977		228,977		
29	RESILIENT FLOORING	9-09-650			30,000		30,000		30,000		
30	PAINTING	9-09-900			353,615		353,615		353,615		
31	SIGNS & GRAPHICS	10-10-400			167,625		167,625		167,625		
32	EXTERIOR ILLUMINATED SIGNAGE (ALLOWANCE)	10-10-650		5,750	1,992,000		1,997,750		1,997,750		
33	REVENUE CONTROL	11-11-150			80,360		80,360		80,360		
34	BIKE RACKS	11-11-160			21,626		21,626		21,626		
35	ELEVATORS	14-14-200			942,140		942,140		942,140		
36	FIRE PROTECTION SYSTEM - Design Build	15-15-300			747,010		747,010		747,010		
37	PLUMBING	15-15-400			349,000		349,000		349,000		
38	HVAC	15-15-500			182,505		182,505		182,505		
39	ELECTRICAL/TEMP.POWER	16-16-050			4,908,200		4,908,200		4,908,200		
40	SITE ELECTRICAL	16-16-051			300,000		300,000		300,000		
41	FIBER OPTICS	16-16-720			120,000		120,000		120,000		
42	MAN LIFT	1-01-526			500,000		500,000		500,000		
43	CONTRACTORS CONTINGENCY	1-01-700	41,394		1,026,059		1,067,453		N/A	N/A	Lump Sum
44	GENERAL CONDITIONS & REQUIREMENTS (Lump Sum)	VARIES	311,425		2,570,383		2,881,808		N/A	N/A	Lump Sum
45	BOND	1-01-933			249,060		249,060		N/A	N/A	
46	INSURANCE & BUILDERS RISK	1-01-930			561,980		561,980		N/A	N/A	
47	SHARED SAVINGS (BOMEL & City of Fresno)	1-01-400					0		N/A	N/A	
48	SAVINGS (BOMEL 50%)	1-01-430					0		N/A	N/A	
49	SAVINGS (COF 50%)	N/A					0		N/A	N/A	
50	FEE	1-01-999	105,555	16,031	1,930,473		2,052,059		N/A	N/A	Lump Sum
51	OFFSITE ALLOWANCE				4,583,847		4,583,847		4,583,847		
	TOTALS (INCLUDING BOND COSTS)		2,216,649	176,330	45,123,776	0	**47,516,755**	**0**			
	Check numbers			2,392,979	47,516,755	47,516,755	-				
			Contract Exhibit B	**Ammendment #1**	**Ammendment #2**	**Budget Transfer #1**	**GRAND TOTAL CONTRACT VALUES**	*** Bold or Highlight Items that are changed in new update**			

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EXHIBIT "C" – Contract Schedule

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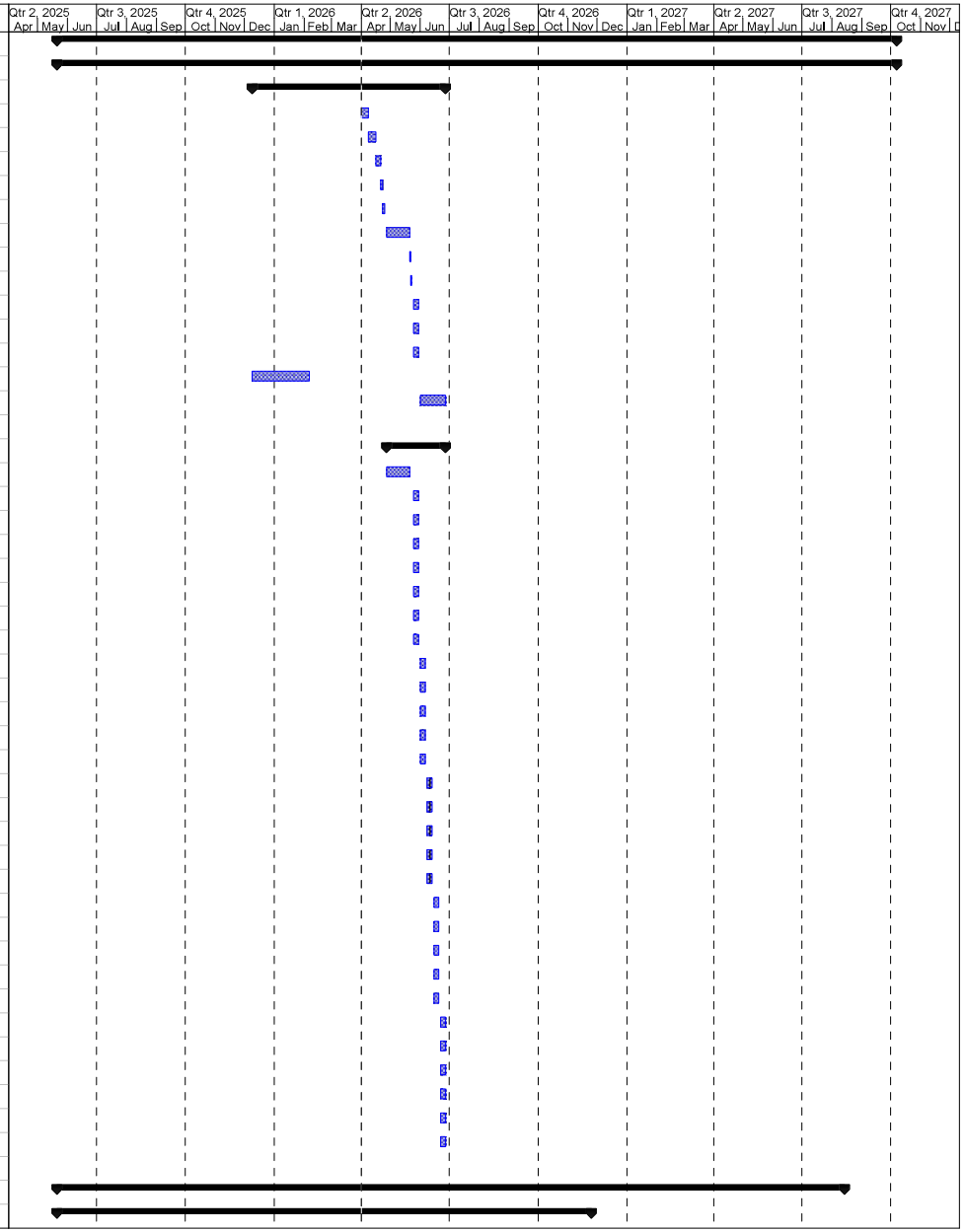
Exhibit C - Contract Schedule
5/5/2026

H Street
Contract Schedule R1

ID	Task Name	Duration	Start	Finish
1	**H Street Parking Structure - Contract Schedule R1 (W/Public Works)**	**595 days**	**Wed 5/21/25**	**Wed 10/6/27**
2	**Construction Amendment**	**595 days**	**Wed 5/21/25**	**Wed 10/6/27**
3	**Process Draft Amendment**	**139 days**	**Tue 12/9/25**	**Fri 6/26/26**
4	Bomel Review& Comment	5 days	Wed 4/1/26	Tue 4/7/26
5	City GMP Review #1	6 days	Wed 4/8/26	Wed 4/15/26
6	GMP Revisions after Comments - Bomel	3 days	Thu 4/16/26	Mon 4/20/26
7	City GMP Review #2	2 days	Tue 4/21/26	Wed 4/22/26
8	GMP Finalized	2 days	Thu 4/23/26	Fri 4/24/26
9	Council Review	18 days	Mon 4/27/26	Wed 5/20/26
10	City Council Meeting - 5/21	1 day	Thu 5/21/26	Thu 5/21/26
11	**Construction NTP - 5/22**	**1 day**	**Fri 5/22/26**	**Fri 5/22/26**
12	Agreement to be Bound	5 days	Mon 5/25/26	Fri 5/29/26
13	Insurance Certificates	5 days	Mon 5/25/26	Fri 5/29/26
14	Kick-off Meeting/Precon	5 days	Mon 5/25/26	Fri 5/29/26
15	ISR Review Air Quality - Completed	40 days	Tue 12/9/25	Thu 2/5/26
16	Subcontracting and Union Meetings	20 days	Mon 6/1/26	Fri 6/26/26
17				
18	**Notice of Award Process - City Review**	**45 days**	**Mon 4/27/26**	**Fri 6/26/26**
19	Initial NTP Processing for Submission - Bomel	18 days	Mon 4/27/26	Wed 5/20/26
20	SITE ELECTRICAL	5 days	Mon 5/25/26	Fri 5/29/26
21	ELEVATORS	5 days	Mon 5/25/26	Fri 5/29/26
22	PLUMBING	5 days	Mon 5/25/26	Fri 5/29/26
23	ELECTRICAL/TEMP.POWER	5 days	Mon 5/25/26	Fri 5/29/26
24	HVAC	5 days	Mon 5/25/26	Fri 5/29/26
25	EXCAVATING/GRADING/DEMOLITION	5 days	Mon 5/25/26	Fri 5/29/26
26	REINFORCING STEEL & PT	5 days	Mon 5/25/26	Fri 5/29/26
27	MASONRY	5 days	Mon 6/1/26	Fri 6/5/26
28	SITE UTILITIES	5 days	Mon 6/1/26	Fri 6/5/26
29	CAULKING & BGWP	5 days	Mon 6/1/26	Fri 6/5/26
30	FIRE PROTECTION SYSTEM - Design Build	5 days	Mon 6/1/26	Fri 6/5/26
31	METAL DOORS/FRAME	5 days	Mon 6/1/26	Fri 6/5/26
32	BARRIER CABLE	5 days	Mon 6/8/26	Fri 6/12/26
33	STEEL, MISCELLANEOUS	5 days	Mon 6/8/26	Fri 6/12/26
34	REVENUE CONTROL	5 days	Mon 6/8/26	Fri 6/12/26
35	SHEET METAL	5 days	Mon 6/8/26	Fri 6/12/26
36	RESILIENT FLOORING	5 days	Mon 6/8/26	Fri 6/12/26
37	PAINTING	5 days	Mon 6/15/26	Fri 6/19/26
38	SIGNS & GRAPHICS	5 days	Mon 6/15/26	Fri 6/19/26
39	CARPENTRY, ROUGH & FINISH	5 days	Mon 6/15/26	Fri 6/19/26
40	FIBER OPTICS ALLOWANCE	5 days	Mon 6/15/26	Fri 6/19/26
41	EXTERIOR SIGNAGE	5 days	Mon 6/15/26	Fri 6/19/26
42	BIKE RACKS	5 days	Mon 6/22/26	Fri 6/26/26
43	SITE CONCRETE	5 days	Mon 6/22/26	Fri 6/26/26
44	FINAL CLEAN	5 days	Mon 6/22/26	Fri 6/26/26
45	EXPANSION JOINT	5 days	Mon 6/22/26	Fri 6/26/26
46	LANDSCAPE/IRRIG	5 days	Mon 6/22/26	Fri 6/26/26
47	PARKING LOT STRIPING & DETECTABLE WARNING STRIPS	5 days	Mon 6/22/26	Fri 6/26/26
48				
49	**PG&E**	**559 days**	**Wed 5/21/25**	**Fri 8/13/27**
50	**Rule 20/Undergrounding of OH Powerlines**	**381 days**	**Wed 5/21/25**	**Tue 11/24/26**



H Street Parking Structure - Contract S
Wed 4/1/26
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Exhibit C - Contract Schedule
5/5/2026

H Street
Contract Schedule R1

ID	Task Name	Duration	Start	Finish
51	PG&E Applicant Design (Radius)	200 days	Wed 5/21/25	Wed 3/11/26
52	PG&E Preconstruction Meeting	55 days	Thu 3/12/26	Wed 5/27/26
53	Construction of Rule 20	50 days	Thu 5/28/26	Thu 8/6/26
54	PG&E Inspect/Release	1 day	Fri 8/7/26	Fri 8/7/26
55	PG&E Underground Cable/Energize	70 days	Mon 8/10/26	Tue 11/17/26
56	PG&E Remove Poles	5 days	Wed 11/18/26	Tue 11/24/26
57	**Permanent Power/New Business**	**559 days**	**Wed 5/21/25**	**Fri 8/13/27**
58	PG&E Applicant Design & PG&E Approval (Radius)	200 days	Wed 5/21/25	Wed 3/11/26
59	PG&E Preconstruction Meeting	45 days	Thu 3/12/26	Wed 5/13/26
60	Construction of Permanent Power Infastructure/Duct Bank/Transformer PMI/Junction Structure	60 days	Wed 3/24/27	Thu 6/17/27
61	PG&E Inspect/Release	1 day	Fri 6/18/27	Fri 6/18/27
62	PG&E Meter Release	1 day	Tue 5/4/27	Tue 5/4/27
63	PG&E Energize Permanent Power	70 days	Wed 5/5/27	Fri 8/13/27
64				
65	**Electrical Switchgear**	**211 days**	**Mon 6/1/26**	**Mon 4/5/27**
66	Switchgear Submittal	15 days	Mon 6/1/26	Fri 6/19/26
67	Switchgear Approval	5 days	Mon 6/22/26	Fri 6/26/26
68	Coodination Study	15 days	Mon 6/29/26	Mon 7/20/26
69	Release Switchgear	1 day	Tue 7/21/26	Tue 7/21/26
70	Swithgear Fabrication and Delivery	175 days	Wed 7/22/26	Mon 4/5/27
71				
72	**Construction**	**381 days**	**Wed 4/1/26**	**Wed 10/6/27**
73	Mobilize	5 days	Mon 6/29/26	Mon 7/6/26
74	Demo/Utility Relocation	20 days	Wed 7/1/26	Wed 7/29/26
75	Rough Grade/ Over X of Pad (8-0" Avg.)/Import 1-0"	20 days	Thu 7/30/26	Wed 8/26/26
76	Pad Certification	1 day	Thu 8/27/26	Thu 8/27/26
77	**Foundations**	**19 days**	**Fri 8/28/26**	**Fri 9/25/26**
78	**B&C/10-17 w/Headwall**	**8 days**	**Fri 8/28/26**	**Thu 9/10/26**
79	Excavate 230	3 days	Fri 8/28/26	Tue 9/1/26
80	Fab and Deliver Rebar	3 days	Fri 8/28/26	Tue 9/1/26
81	Install Rebar	3 days	Wed 9/2/26	Tue 9/8/26
82	Template	2 days	Thu 9/3/26	Tue 9/8/26
83	Pour	1 day	Wed 9/9/26	Wed 9/9/26
84	Strip	1 day	Thu 9/10/26	Thu 9/10/26
85	**1/A.4-B.7 with B/2 and Elevator Pit**	**8 days**	**Wed 9/2/26**	**Tue 9/15/26**
86	Excavate 190	3 days	Wed 9/2/26	Tue 9/8/26
87	Fab and Deliver Rebar	3 days	Wed 9/2/26	Tue 9/8/26
88	Install Rebar	3 days	Wed 9/9/26	Fri 9/11/26
89	Template	2 days	Thu 9/10/26	Fri 9/11/26
90	Pour	1 day	Mon 9/14/26	Mon 9/14/26
91	Strip	1 day	Tue 9/15/26	Tue 9/15/26
92	**C/2-9 & B/4-9**	**8 days**	**Wed 9/9/26**	**Fri 9/18/26**
93	Excavate 200	3 days	Wed 9/9/26	Fri 9/11/26
94	Fab and Deliver Rebar	3 days	Wed 9/9/26	Fri 9/11/26
95	Install Rebar	3 days	Mon 9/14/26	Wed 9/16/26
96	Template	2 days	Tue 9/15/26	Wed 9/16/26
97	Pour	1 day	Thu 9/17/26	Thu 9/17/26
98	Strip	1 day	Fri 9/18/26	Fri 9/18/26
99	**A/2-17**	**6 days**	**Mon 9/14/26**	**Mon 9/21/26**
100	Excavate 165	2 days	Mon 9/14/26	Tue 9/15/26

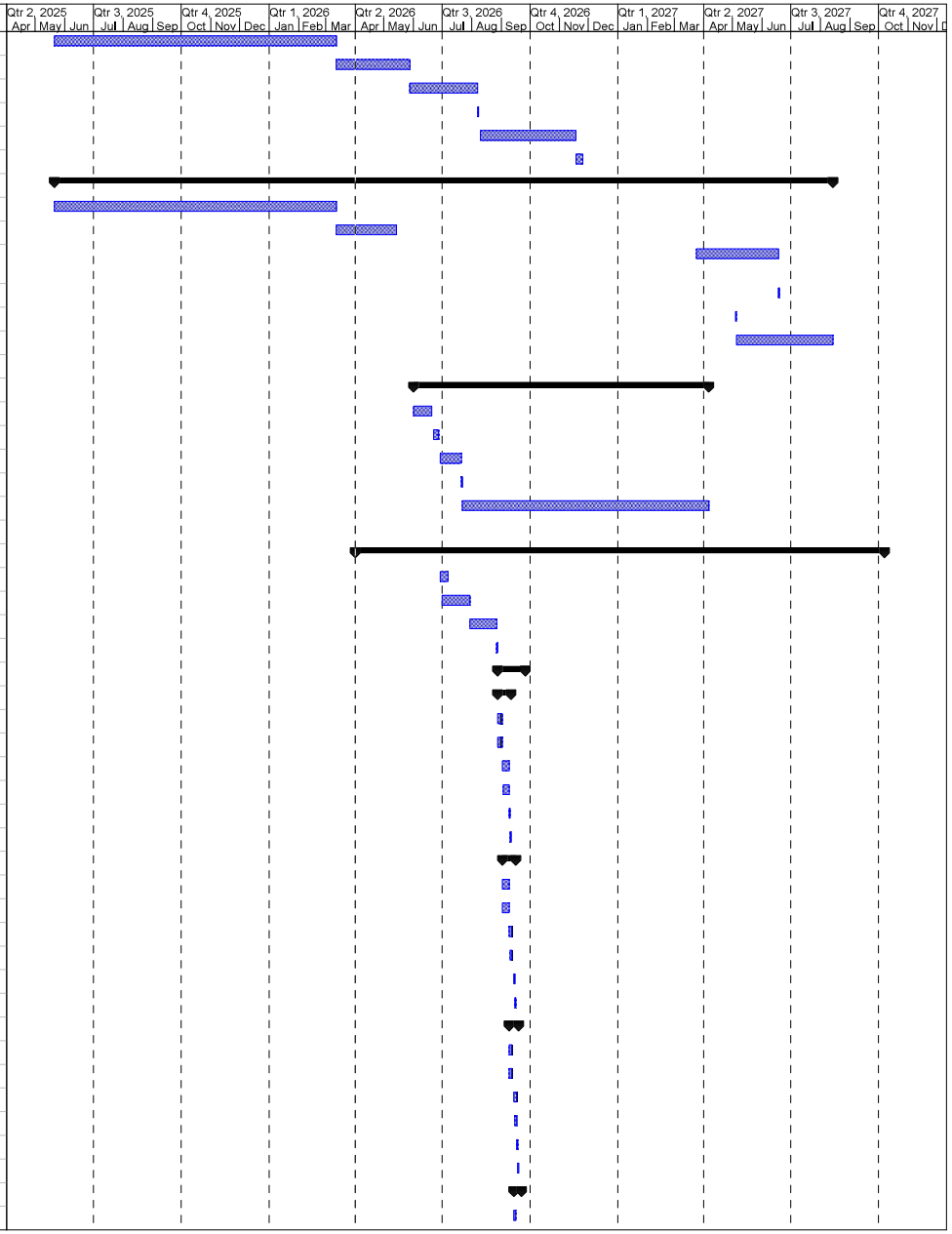

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Exhibit C - Contract Schedule
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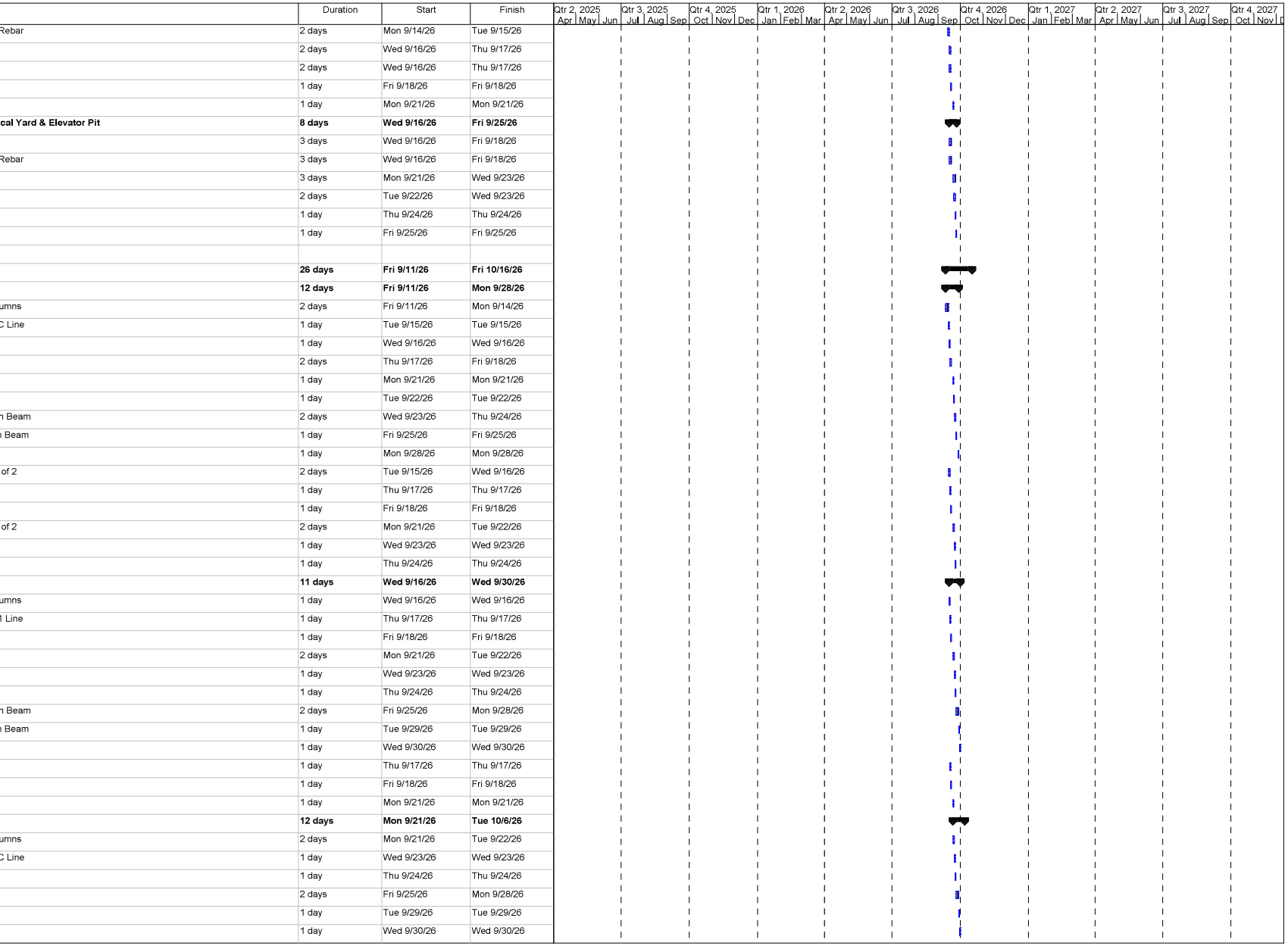
Contract Schedule R1

ID	Task Name	Duration	Start	Finish
101	Fab and Deliver Rebar	2 days	Mon 9/14/26	Tue 9/15/26
102	Install Rebar	2 days	Wed 9/16/26	Thu 9/17/26
103	Template	2 days	Wed 9/16/26	Thu 9/17/26
104	Pour	1 day	Fri 9/18/26	Fri 9/18/26
105	Strip	1 day	Mon 9/21/26	Mon 9/21/26
106	**A-C/18-20 w/Electrical Yard & Elevator Pit**	**8 days**	**Wed 9/16/26**	**Fri 9/25/26**
107	Excavate 220	3 days	Wed 9/16/26	Fri 9/18/26
108	Fab and Deliver Rebar	3 days	Wed 9/16/26	Fri 9/18/26
109	Install Rebar	3 days	Mon 9/21/26	Wed 9/23/26
110	Template	2 days	Tue 9/22/26	Wed 9/23/26
111	Pour	1 day	Thu 9/24/26	Thu 9/24/26
112	Strip	1 day	Fri 9/25/26	Fri 9/25/26
113				
114	**Vertical Concrete**	**26 days**	**Fri 9/11/26**	**Fri 10/16/26**
115	**B&C/10-17**	**12 days**	**Fri 9/11/26**	**Mon 9/28/26**
116	Stand Rebar Columns	2 days	Fri 9/11/26	Mon 9/14/26
117	Form Upturn on C Line	1 day	Tue 9/15/26	Tue 9/15/26
118	Rebar Beam	1 day	Wed 9/16/26	Wed 9/16/26
119	Close Beam	2 days	Thu 9/17/26	Fri 9/18/26
120	Pour Beam	1 day	Mon 9/21/26	Mon 9/21/26
121	Strip Beam	1 day	Tue 9/22/26	Tue 9/22/26
122	Form Columns on Beam	2 days	Wed 9/23/26	Thu 9/24/26
123	Pour Columns on Beam	1 day	Fri 9/25/26	Fri 9/25/26
124	Strip Columns	1 day	Mon 9/28/26	Mon 9/28/26
125	Form Columns 1 of 2	2 days	Tue 9/15/26	Wed 9/16/26
126	Pour Columns	1 day	Thu 9/17/26	Thu 9/17/26
127	Strip Columns	1 day	Fri 9/18/26	Fri 9/18/26
128	Form Columns 2 of 2	2 days	Mon 9/21/26	Tue 9/22/26
129	Pour Columns	1 day	Wed 9/23/26	Wed 9/23/26
130	Strip Columns	1 day	Thu 9/24/26	Thu 9/24/26
131	**1/A.4-B.7 with B/2**	**11 days**	**Wed 9/16/26**	**Wed 9/30/26**
132	Stand Rebar Columns	1 day	Wed 9/16/26	Wed 9/16/26
133	Form Upturn on 1 Line	1 day	Thu 9/17/26	Thu 9/17/26
134	Rebar Beam	1 day	Fri 9/18/26	Fri 9/18/26
135	Close Beam	2 days	Mon 9/21/26	Tue 9/22/26
136	Pour Beam	1 day	Wed 9/23/26	Wed 9/23/26
137	Strip Beam	1 day	Thu 9/24/26	Thu 9/24/26
138	Form Columns on Beam	2 days	Fri 9/25/26	Mon 9/28/26
139	Pour Columns on Beam	1 day	Tue 9/29/26	Tue 9/29/26
140	Strip Columns	1 day	Wed 9/30/26	Wed 9/30/26
141	Form Columns	1 day	Thu 9/17/26	Thu 9/17/26
142	Pour Columns	1 day	Fri 9/18/26	Fri 9/18/26
143	Strip Columns	1 day	Mon 9/21/26	Mon 9/21/26
144	**C/2-9 & B/4-9**	**12 days**	**Mon 9/21/26**	**Tue 10/6/26**
145	Stand Rebar Columns	2 days	Mon 9/21/26	Tue 9/22/26
146	Form Upturn on C Line	1 day	Wed 9/23/26	Wed 9/23/26
147	Rebar Beam	1 day	Thu 9/24/26	Thu 9/24/26
148	Close Beam	2 days	Fri 9/25/26	Mon 9/28/26
149	Pour Beam	1 day	Tue 9/29/26	Tue 9/29/26
150	Strip Beam	1 day	Wed 9/30/26	Wed 9/30/26



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H Street
Contract Schedule R1

Exhibit C - Contract Schedule
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ID	Task Name	Duration	Start	Finish
151	Form Columns on Beam	2 days	Thu 10/1/26	Fri 10/2/26
152	Pour Columns on Beam	1 day	Mon 10/5/26	Mon 10/5/26
153	Strip Columns	1 day	Tue 10/6/26	Tue 10/6/26
154	Form Columns	2 days	Wed 9/23/26	Thu 9/24/26
155	Pour Columns	1 day	Fri 9/25/26	Fri 9/25/26
156	Strip Columns	1 day	Mon 9/28/26	Mon 9/28/26
157	**A/2-17**	**12 days**	**Tue 9/22/26**	**Wed 10/7/26**
158	Stand Rebar Columns	2 days	Tue 9/22/26	Wed 9/23/26
159	Form Upturns	1 day	Thu 9/24/26	Thu 9/24/26
160	Rebar Beams	1 day	Fri 9/25/26	Fri 9/25/26
161	Close Beams	2 days	Mon 9/28/26	Tue 9/29/26
162	Pour Beams	1 day	Wed 9/30/26	Wed 9/30/26
163	Strip Beams	1 day	Thu 10/1/26	Thu 10/1/26
164	Form Columns on Beams	2 days	Fri 10/2/26	Mon 10/5/26
165	Pour Columns on Beams	1 day	Tue 10/6/26	Tue 10/6/26
166	Strip Columns	1 day	Wed 10/7/26	Wed 10/7/26
167	Form Columns	2 days	Thu 9/24/26	Fri 9/25/26
168	Pour Columns	1 day	Mon 9/28/26	Mon 9/28/26
169	Strip Columns	1 day	Tue 9/29/26	Tue 9/29/26
170	**A-C/18-20**	**5 days**	**Mon 9/28/26**	**Fri 10/2/26**
171	Stand Rebar Columns	2 days	Mon 9/28/26	Tue 9/29/26
172	Form Columns	2 days	Tue 9/29/26	Wed 9/30/26
173	Pour Columns	1 day	Thu 10/1/26	Thu 10/1/26
174	Strip Columns	1 day	Fri 10/2/26	Fri 10/2/26
175				
176	**Elevator Pits**	**18 days**	**Wed 9/16/26**	**Fri 10/9/26**
177	**Core #1**	**11 days**	**Wed 9/16/26**	**Wed 9/30/26**
178	One Side Walls	1 day	Wed 9/16/26	Wed 9/16/26
179	Rebar Walls	1 day	Thu 9/17/26	Thu 9/17/26
180	Close Walls	2 days	Fri 9/18/26	Mon 9/21/26
181	Pour Walls	1 day	Tue 9/22/26	Tue 9/22/26
182	Strip Walls	1 day	Wed 9/23/26	Wed 9/23/26
183	Patch Walls	1 day	Thu 9/24/26	Thu 9/24/26
184	Waterproof Walls	1 day	Mon 9/28/26	Mon 9/28/26
185	Backfill Walls	2 days	Tue 9/29/26	Wed 9/30/26
186	**Core #2**	**10 days**	**Mon 9/28/26**	**Fri 10/9/26**
187	One Side Walls	1 day	Mon 9/28/26	Mon 9/28/26
188	Rebar Walls	1 day	Tue 9/29/26	Tue 9/29/26
189	Close Walls	2 days	Wed 9/30/26	Thu 10/1/26
190	Pour Walls	1 day	Fri 10/2/26	Fri 10/2/26
191	Strip Walls	1 day	Mon 10/5/26	Mon 10/5/26
192	Patch Walls	1 day	Tue 10/6/26	Tue 10/6/26
193	Waterproof Walls	1 day	Wed 10/7/26	Wed 10/7/26
194	Backfill Walls	2 days	Thu 10/8/26	Fri 10/9/26
195				
196	**Masonry Ramp Walls**	**16 days**	**Fri 9/25/26**	**Fri 10/16/26**
197	Install Masonry	8 days	Fri 9/25/26	Tue 10/6/26
198	Grout Walls	1 day	Wed 10/7/26	Wed 10/7/26
199	Waterproof Walls	2 days	Mon 10/12/26	Tue 10/13/26
200	Backfill	3 days	Wed 10/14/26	Fri 10/16/26

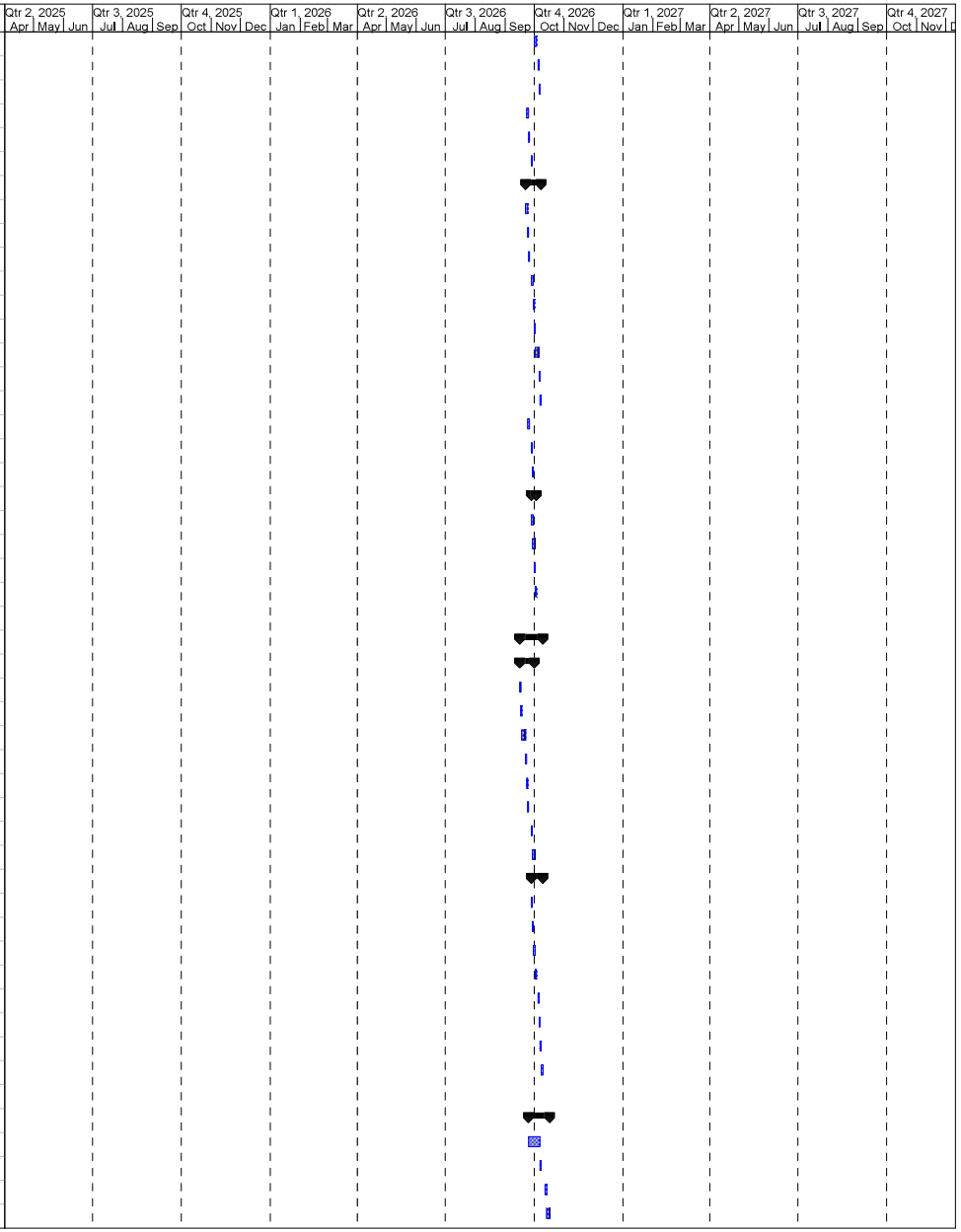

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Exhibit C - Contract Schedule
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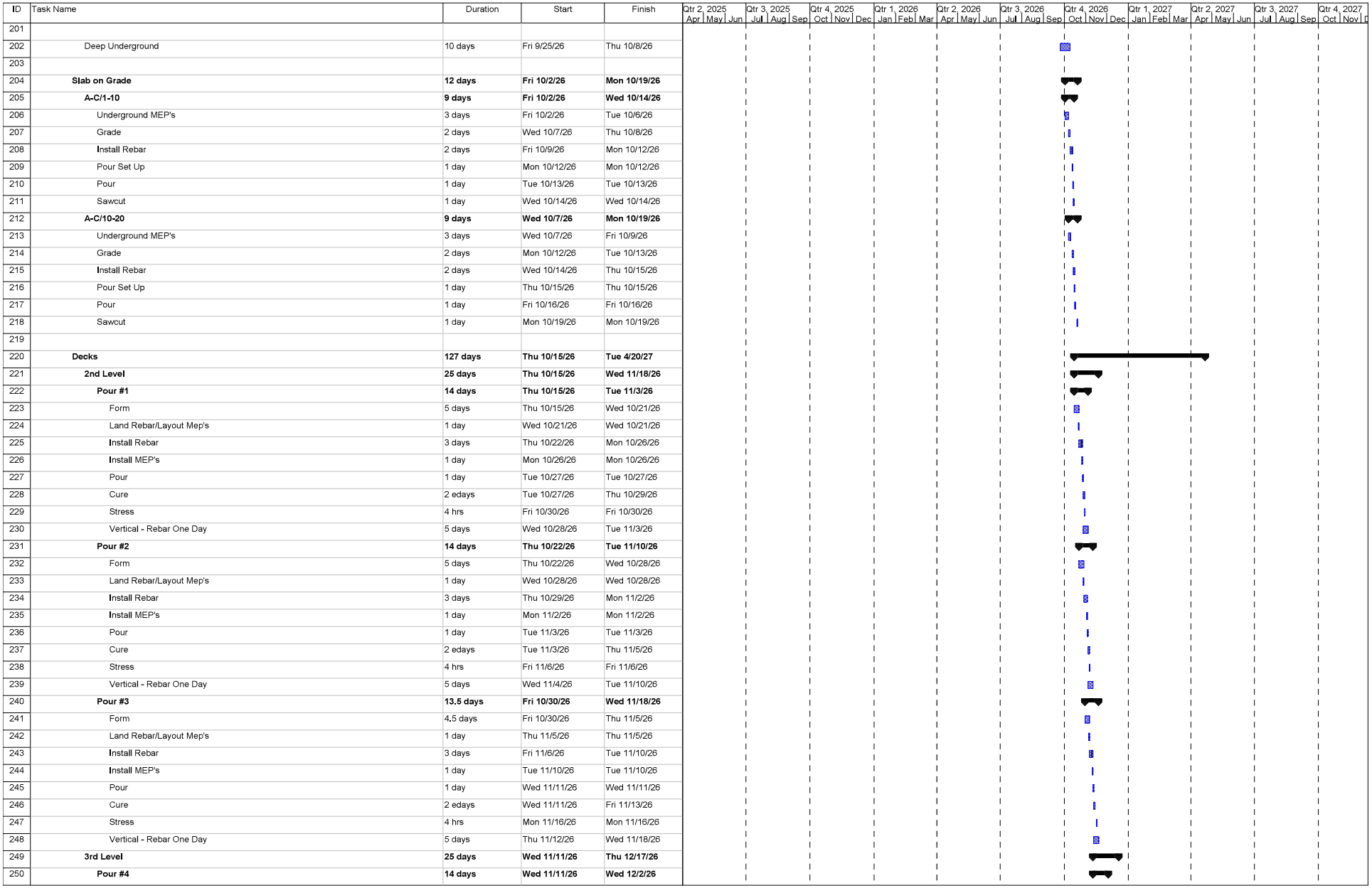
ID	Task Name	Duration	Start	Finish
201				
202	Deep Underground	10 days	Fri 9/25/26	Thu 10/8/26
203				
204	**Slab on Grade**	**12 days**	**Fri 10/2/26**	**Mon 10/19/26**
205	**A-C/1-10**	**9 days**	**Fri 10/2/26**	**Wed 10/14/26**
206	Underground MEP's	3 days	Fri 10/2/26	Tue 10/6/26
207	Grade	2 days	Wed 10/7/26	Thu 10/8/26
208	Install Rebar	2 days	Fri 10/9/26	Mon 10/12/26
209	Pour Set Up	1 day	Mon 10/12/26	Mon 10/12/26
210	Pour	1 day	Tue 10/13/26	Tue 10/13/26
211	Sawcut	1 day	Wed 10/14/26	Wed 10/14/26
212	**A-C/10-20**	**9 days**	**Wed 10/7/26**	**Mon 10/19/26**
213	Underground MEP's	3 days	Wed 10/7/26	Fri 10/9/26
214	Grade	2 days	Mon 10/12/26	Tue 10/13/26
215	Install Rebar	2 days	Wed 10/14/26	Thu 10/15/26
216	Pour Set Up	1 day	Thu 10/15/26	Thu 10/15/26
217	Pour	1 day	Fri 10/16/26	Fri 10/16/26
218	Sawcut	1 day	Mon 10/19/26	Mon 10/19/26
219				
220	**Decks**	**127 days**	**Thu 10/15/26**	**Tue 4/20/27**
221	**2nd Level**	**25 days**	**Thu 10/15/26**	**Wed 11/18/26**
222	**Pour #1**	**14 days**	**Thu 10/15/26**	**Tue 11/3/26**
223	Form	5 days	Thu 10/15/26	Wed 10/21/26
224	Land Rebar/Layout Mep's	1 day	Wed 10/21/26	Wed 10/21/26
225	Install Rebar	3 days	Thu 10/22/26	Mon 10/26/26
226	Install MEP's	1 day	Mon 10/26/26	Mon 10/26/26
227	Pour	1 day	Tue 10/27/26	Tue 10/27/26
228	Cure	2 edays	Tue 10/27/26	Thu 10/29/26
229	Stress	4 hrs	Fri 10/30/26	Fri 10/30/26
230	Vertical - Rebar One Day	5 days	Wed 10/28/26	Tue 11/3/26
231	**Pour #2**	**14 days**	**Thu 10/22/26**	**Tue 11/10/26**
232	Form	5 days	Thu 10/22/26	Wed 10/28/26
233	Land Rebar/Layout Mep's	1 day	Wed 10/28/26	Wed 10/28/26
234	Install Rebar	3 days	Thu 10/29/26	Mon 11/2/26
235	Install MEP's	1 day	Mon 11/2/26	Mon 11/2/26
236	Pour	1 day	Tue 11/3/26	Tue 11/3/26
237	Cure	2 edays	Tue 11/3/26	Thu 11/5/26
238	Stress	4 hrs	Fri 11/6/26	Fri 11/6/26
239	Vertical - Rebar One Day	5 days	Wed 11/4/26	Tue 11/10/26
240	**Pour #3**	**13.5 days**	**Fri 10/30/26**	**Wed 11/18/26**
241	Form	4.5 days	Fri 10/30/26	Thu 11/5/26
242	Land Rebar/Layout Mep's	1 day	Thu 11/5/26	Thu 11/5/26
243	Install Rebar	3 days	Fri 11/6/26	Tue 11/10/26
244	Install MEP's	1 day	Tue 11/10/26	Tue 11/10/26
245	Pour	1 day	Wed 11/11/26	Wed 11/11/26
246	Cure	2 edays	Wed 11/11/26	Fri 11/13/26
247	Stress	4 hrs	Mon 11/16/26	Mon 11/16/26
248	Vertical - Rebar One Day	5 days	Thu 11/12/26	Wed 11/18/26
249	**3rd Level**	**25 days**	**Wed 11/11/26**	**Thu 12/17/26**
250	**Pour #4**	**14 days**	**Wed 11/11/26**	**Wed 12/2/26**



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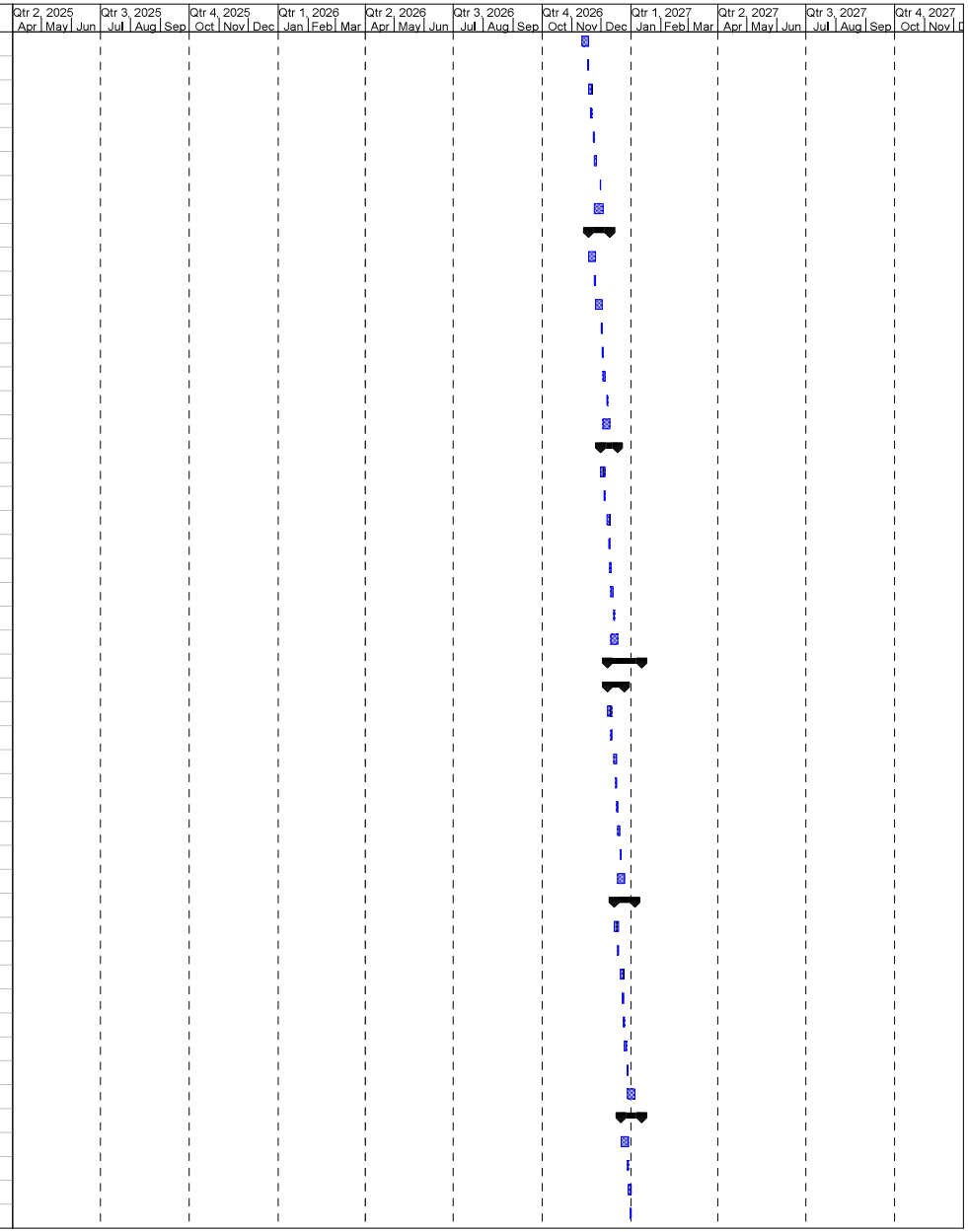
ID	Task Name	Duration	Start	Finish
251	Form	5 days	Wed 11/11/26	Tue 11/17/26
252	Land Rebar/Layout Mep's	1 day	Tue 11/17/26	Tue 11/17/26
253	Install Rebar	3 days	Wed 11/18/26	Fri 11/20/26
254	Install MEP's	1 day	Fri 11/20/26	Fri 11/20/26
255	Pour	1 day	Mon 11/23/26	Mon 11/23/26
256	Cure	2 edays	Mon 11/23/26	Wed 11/25/26
257	Stress	4 hrs	Mon 11/30/26	Mon 11/30/26
258	Vertical - Rebar One Day	5 days	Tue 11/24/26	Wed 12/2/26
259	**Pour #5**	**14 days**	**Wed 11/18/26**	**Wed 12/9/26**
260	Form	5 days	Wed 11/18/26	Tue 11/24/26
261	Land Rebar/Layout Mep's	1 day	Tue 11/24/26	Tue 11/24/26
262	Install Rebar	3 days	Wed 11/25/26	Tue 12/1/26
263	Install MEP's	1 day	Tue 12/1/26	Tue 12/1/26
264	Pour	1 day	Wed 12/2/26	Wed 12/2/26
265	Cure	2 edays	Wed 12/2/26	Fri 12/4/26
266	Stress	4 hrs	Mon 12/7/26	Mon 12/7/26
267	Vertical - Rebar One Day	5 days	Thu 12/3/26	Wed 12/9/26
268	**Pour #6**	**13.5 days**	**Mon 11/30/26**	**Thu 12/17/26**
269	Form	4.5 days	Mon 11/30/26	Fri 12/4/26
270	Land Rebar/Layout Mep's	1 day	Fri 12/4/26	Fri 12/4/26
271	Install Rebar	3 days	Mon 12/7/26	Wed 12/9/26
272	Install MEP's	1 day	Wed 12/9/26	Wed 12/9/26
273	Pour	1 day	Thu 12/10/26	Thu 12/10/26
274	Cure	2 edays	Thu 12/10/26	Sat 12/12/26
275	Stress	4 hrs	Mon 12/14/26	Mon 12/14/26
276	Vertical - Rebar One Day	5 days	Fri 12/11/26	Thu 12/17/26
277	**4th Level**	**23.5 days**	**Mon 12/7/26**	**Mon 1/11/27**
278	**Pour #7**	**13.5 days**	**Mon 12/7/26**	**Thu 12/24/26**
279	Form	4.5 days	Mon 12/7/26	Fri 12/11/26
280	Land Rebar/Layout Mep's	1 day	Fri 12/11/26	Fri 12/11/26
281	Install Rebar	3 days	Mon 12/14/26	Wed 12/16/26
282	Install MEP's	1 day	Wed 12/16/26	Wed 12/16/26
283	Pour	1 day	Thu 12/17/26	Thu 12/17/26
284	Cure	2 edays	Thu 12/17/26	Sat 12/19/26
285	Stress	4 hrs	Mon 12/21/26	Mon 12/21/26
286	Vertical - Rebar One Day	5 days	Fri 12/18/26	Thu 12/24/26
287	**Pour #8**	**13.5 days**	**Mon 12/14/26**	**Mon 1/4/27**
288	Form	4.5 days	Mon 12/14/26	Fri 12/18/26
289	Land Rebar/Layout Mep's	1 day	Fri 12/18/26	Fri 12/18/26
290	Install Rebar	3 days	Mon 12/21/26	Wed 12/23/26
291	Install MEP's	1 day	Wed 12/23/26	Wed 12/23/26
292	Pour	1 day	Thu 12/24/26	Thu 12/24/26
293	Cure	2 edays	Thu 12/24/26	Sat 12/26/26
294	Stress	4 hrs	Mon 12/28/26	Mon 12/28/26
295	Vertical - Rebar One Day	5 days	Mon 12/28/26	Mon 1/4/27
296	**Pour #9**	**13.5 days**	**Mon 12/21/26**	**Mon 1/11/27**
297	Form	4.5 days	Mon 12/21/26	Mon 12/28/26
298	Land Rebar/Layout Mep's	1 day	Mon 12/28/26	Mon 12/28/26
299	Install Rebar	3 days	Tue 12/29/26	Thu 12/31/26
300	Install MEP's	1 day	Thu 12/31/26	Thu 12/31/26



H Street Parking Structure - Contract S
Wed 4/1/26
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Task
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Summary
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Rolled Up Milestone
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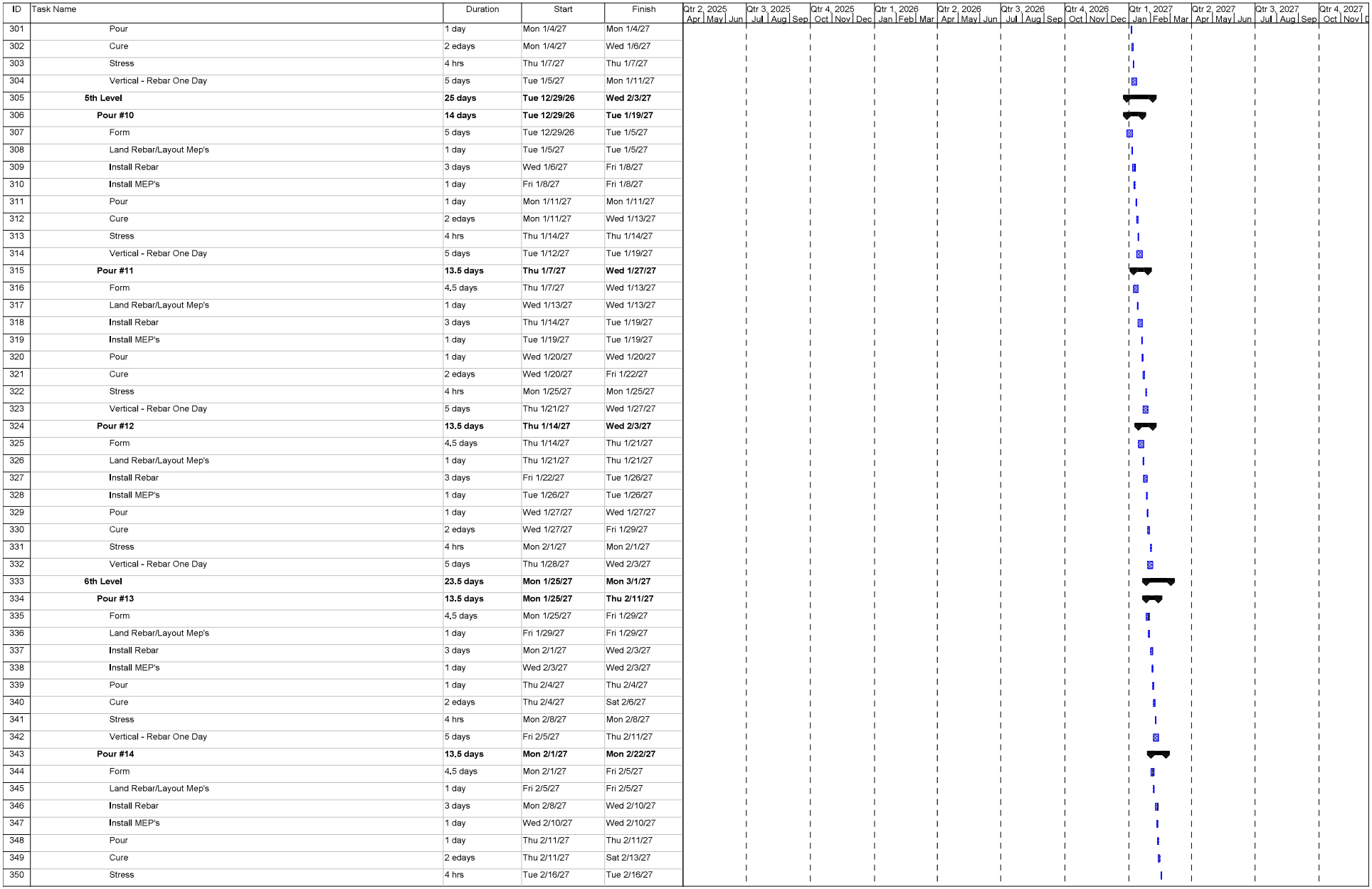
H Street
Contract Schedule R1

Exhibit C - Contract Schedule
5/5/2026

ID	Task Name	Duration	Start	Finish
301	Pour	1 day	Mon 1/4/27	Mon 1/4/27
302	Cure	2 edays	Mon 1/4/27	Wed 1/6/27
303	Stress	4 hrs	Thu 1/7/27	Thu 1/7/27
304	Vertical - Rebar One Day	5 days	Tue 1/5/27	Mon 1/11/27
305	**5th Level**	**25 days**	**Tue 12/29/26**	**Wed 2/3/27**
306	**Pour #10**	**14 days**	**Tue 12/29/26**	**Tue 1/19/27**
307	Form	5 days	Tue 12/29/26	Tue 1/5/27
308	Land Rebar/Layout Mep's	1 day	Tue 1/5/27	Tue 1/5/27
309	Install Rebar	3 days	Wed 1/6/27	Fri 1/8/27
310	Install MEP's	1 day	Fri 1/8/27	Fri 1/8/27
311	Pour	1 day	Mon 1/11/27	Mon 1/11/27
312	Cure	2 edays	Mon 1/11/27	Wed 1/13/27
313	Stress	4 hrs	Thu 1/14/27	Thu 1/14/27
314	Vertical - Rebar One Day	5 days	Tue 1/12/27	Tue 1/19/27
315	**Pour #11**	**13.5 days**	**Thu 1/7/27**	**Wed 1/27/27**
316	Form	4.5 days	Thu 1/7/27	Wed 1/13/27
317	Land Rebar/Layout Mep's	1 day	Wed 1/13/27	Wed 1/13/27
318	Install Rebar	3 days	Thu 1/14/27	Tue 1/19/27
319	Install MEP's	1 day	Tue 1/19/27	Tue 1/19/27
320	Pour	1 day	Wed 1/20/27	Wed 1/20/27
321	Cure	2 edays	Wed 1/20/27	Fri 1/22/27
322	Stress	4 hrs	Mon 1/25/27	Mon 1/25/27
323	Vertical - Rebar One Day	5 days	Thu 1/21/27	Wed 1/27/27
324	**Pour #12**	**13.5 days**	**Thu 1/14/27**	**Wed 2/3/27**
325	Form	4.5 days	Thu 1/14/27	Thu 1/21/27
326	Land Rebar/Layout Mep's	1 day	Thu 1/21/27	Thu 1/21/27
327	Install Rebar	3 days	Fri 1/22/27	Tue 1/26/27
328	Install MEP's	1 day	Tue 1/26/27	Tue 1/26/27
329	Pour	1 day	Wed 1/27/27	Wed 1/27/27
330	Cure	2 edays	Wed 1/27/27	Fri 1/29/27
331	Stress	4 hrs	Mon 2/1/27	Mon 2/1/27
332	Vertical - Rebar One Day	5 days	Thu 1/28/27	Wed 2/3/27
333	**6th Level**	**23.5 days**	**Mon 1/25/27**	**Mon 3/1/27**
334	**Pour #13**	**13.5 days**	**Mon 1/25/27**	**Thu 2/11/27**
335	Form	4.5 days	Mon 1/25/27	Fri 1/29/27
336	Land Rebar/Layout Mep's	1 day	Fri 1/29/27	Fri 1/29/27
337	Install Rebar	3 days	Mon 2/1/27	Wed 2/3/27
338	Install MEP's	1 day	Wed 2/3/27	Wed 2/3/27
339	Pour	1 day	Thu 2/4/27	Thu 2/4/27
340	Cure	2 edays	Thu 2/4/27	Sat 2/6/27
341	Stress	4 hrs	Mon 2/8/27	Mon 2/8/27
342	Vertical - Rebar One Day	5 days	Fri 2/5/27	Thu 2/11/27
343	**Pour #14**	**13.5 days**	**Mon 2/1/27**	**Mon 2/22/27**
344	Form	4.5 days	Mon 2/1/27	Fri 2/5/27
345	Land Rebar/Layout Mep's	1 day	Fri 2/5/27	Fri 2/5/27
346	Install Rebar	3 days	Mon 2/8/27	Wed 2/10/27
347	Install MEP's	1 day	Wed 2/10/27	Wed 2/10/27
348	Pour	1 day	Thu 2/11/27	Thu 2/11/27
349	Cure	2 edays	Thu 2/11/27	Sat 2/13/27
350	Stress	4 hrs	Tue 2/16/27	Tue 2/16/27



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Wed 4/1/26
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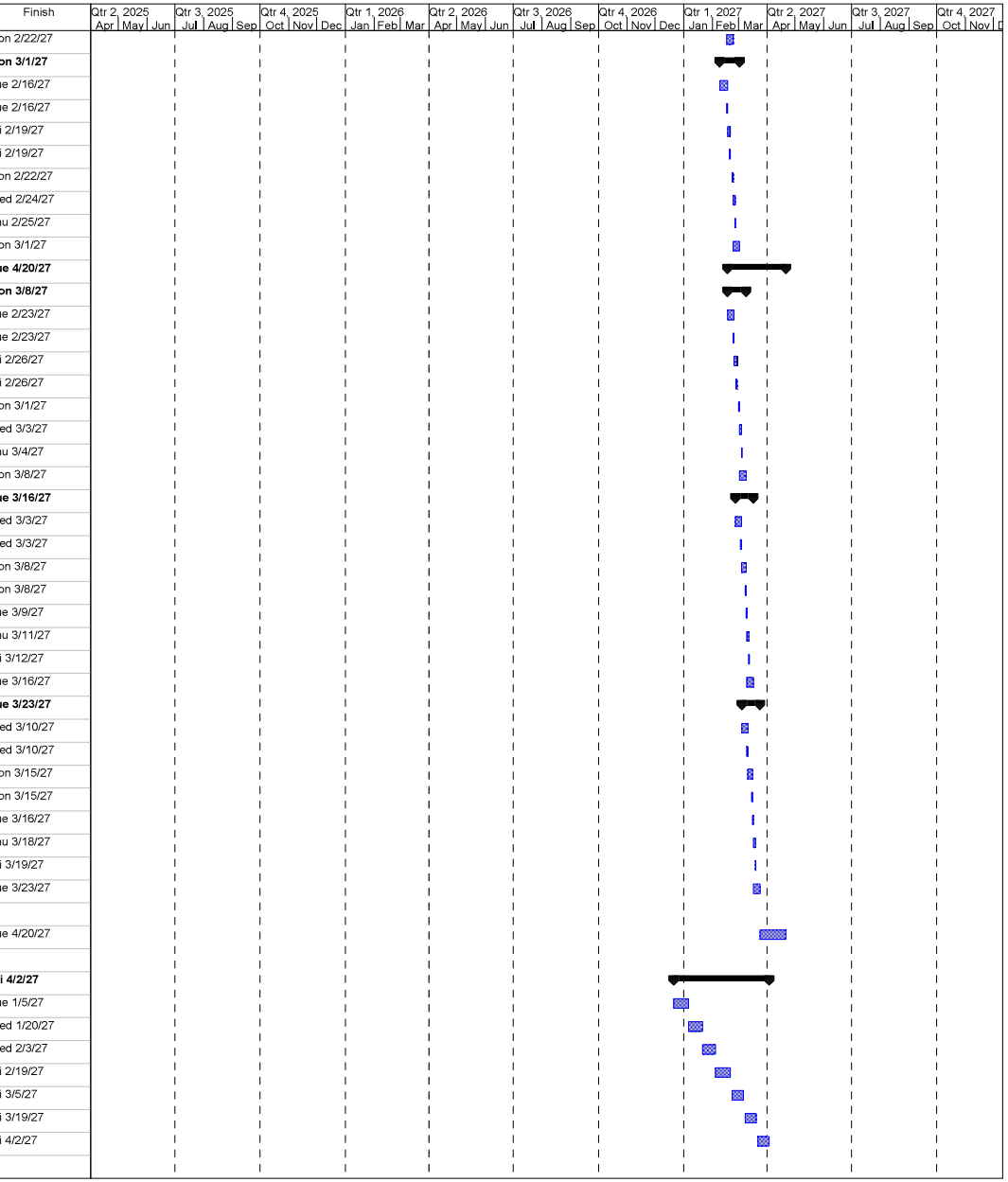
H Street
Contract Schedule R1

Exhibit C - Contract Schedule
5/5/2026

ID	Task Name	Duration	Start	Finish
351	Vertical - Rebar One Day	5 days	Tue 2/16/27	Mon 2/22/27
352	**Pour #15**	**13.5 days**	**Mon 2/8/27**	**Mon 3/1/27**
353	Form	4.5 days	Mon 2/8/27	Tue 2/16/27
354	Land Rebar/Layout Mep's	1 day	Tue 2/16/27	Tue 2/16/27
355	Install Rebar	3 days	Wed 2/17/27	Fri 2/19/27
356	Install MEP's	1 day	Fri 2/19/27	Fri 2/19/27
357	Pour	1 day	Mon 2/22/27	Mon 2/22/27
358	Cure	2 edays	Mon 2/22/27	Wed 2/24/27
359	Stress	4 hrs	Thu 2/25/27	Thu 2/25/27
360	Vertical - Rebar One Day	5 days	Tue 2/23/27	Mon 3/1/27
361	**7th Level**	**45 days**	**Wed 2/17/27**	**Tue 4/20/27**
362	**Pour #16**	**14 days**	**Wed 2/17/27**	**Mon 3/8/27**
363	Form	5 days	Wed 2/17/27	Tue 2/23/27
364	Land Rebar/Layout Mep's	1 day	Tue 2/23/27	Tue 2/23/27
365	Install Rebar	3 days	Wed 2/24/27	Fri 2/26/27
366	Install MEP's	1 day	Fri 2/26/27	Fri 2/26/27
367	Pour	1 day	Mon 3/1/27	Mon 3/1/27
368	Cure	2 edays	Mon 3/1/27	Wed 3/3/27
369	Stress	4 hrs	Thu 3/4/27	Thu 3/4/27
370	Vertical - Rebar One Day	5 days	Tue 3/2/27	Mon 3/8/27
371	**Pour #17**	**13.5 days**	**Thu 2/25/27**	**Tue 3/16/27**
372	Form	4.5 days	Thu 2/25/27	Wed 3/3/27
373	Land Rebar/Layout Mep's	1 day	Wed 3/3/27	Wed 3/3/27
374	Install Rebar	3 days	Thu 3/4/27	Mon 3/8/27
375	Install MEP's	1 day	Mon 3/8/27	Mon 3/8/27
376	Pour	1 day	Tue 3/9/27	Tue 3/9/27
377	Cure	2 edays	Tue 3/9/27	Thu 3/11/27
378	Stress	4 hrs	Fri 3/12/27	Fri 3/12/27
379	Vertical - Rebar One Day	5 days	Wed 3/10/27	Tue 3/16/27
380	**Pour #18**	**13.5 days**	**Thu 3/4/27**	**Tue 3/23/27**
381	Form	4.5 days	Thu 3/4/27	Wed 3/10/27
382	Land Rebar/Layout Mep's	1 day	Wed 3/10/27	Wed 3/10/27
383	Install Rebar	3 days	Thu 3/11/27	Mon 3/15/27
384	Install MEP's	1 day	Mon 3/15/27	Mon 3/15/27
385	Pour	1 day	Tue 3/16/27	Tue 3/16/27
386	Cure	2 edays	Tue 3/16/27	Thu 3/18/27
387	Stress	4 hrs	Fri 3/19/27	Fri 3/19/27
388	Vertical - Rebar One Day	5 days	Wed 3/17/27	Tue 3/23/27
389				
390	Formwork Move Off	20 days	Wed 3/24/27	Tue 4/20/27
391				
392	**Spandrels**	**70 days**	**Mon 12/21/26**	**Fri 4/2/27**
393	Ground	10 days	Mon 12/21/26	Tue 1/5/27
394	Level 2	10 days	Wed 1/6/27	Wed 1/20/27
395	Level 3	10 days	Thu 1/21/27	Wed 2/3/27
396	Level 4	10 days	Thu 2/4/27	Fri 2/19/27
397	Level 5	10 days	Mon 2/22/27	Fri 3/5/27
398	Level 6	10 days	Mon 3/8/27	Fri 3/19/27
399	Level 7	10 days	Mon 3/22/27	Fri 4/2/27
400				



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Wed 4/1/26
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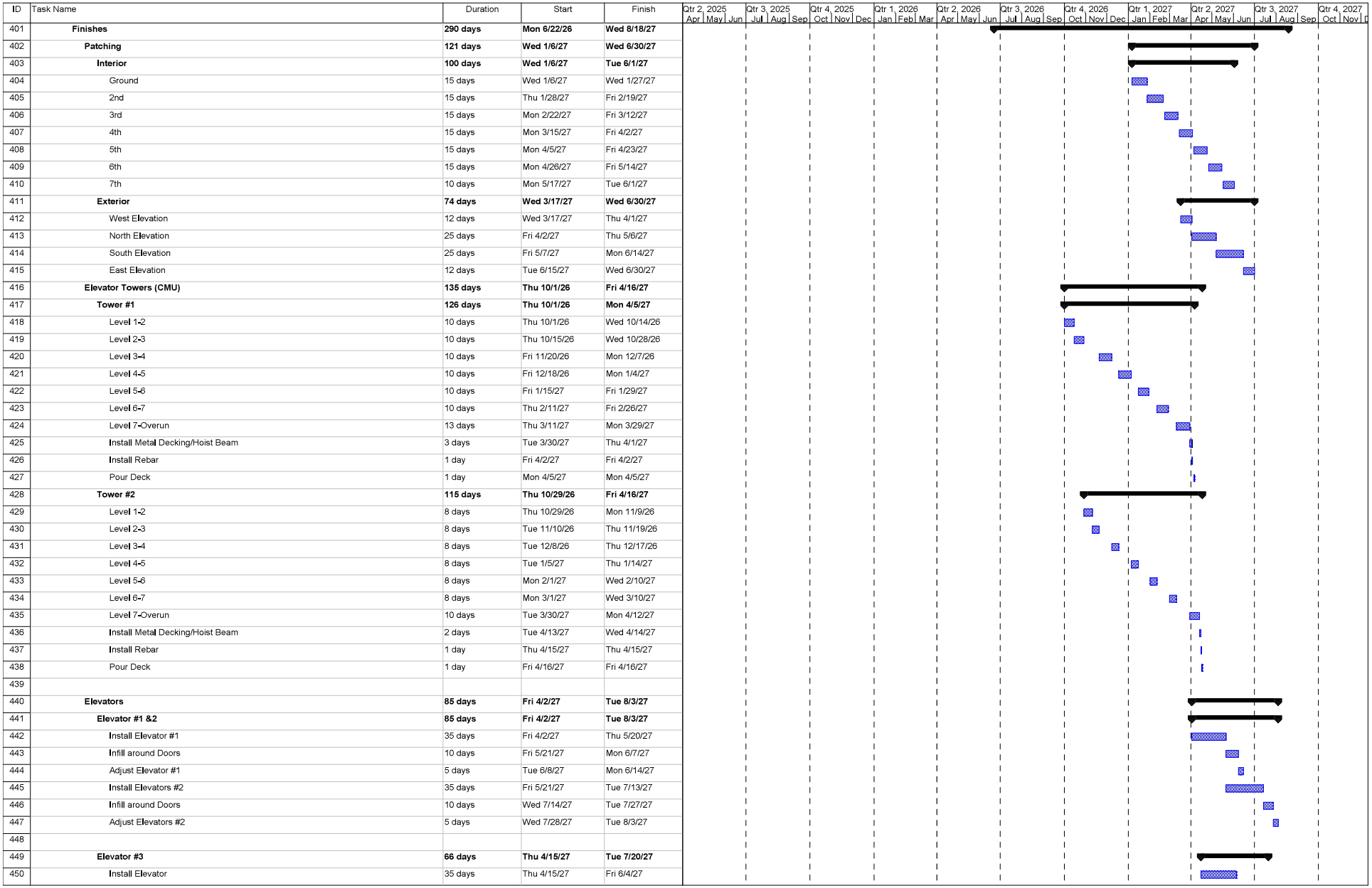
H Street
Contract Schedule R1

Exhibit C - Contract Schedule
5/5/2026

ID	Task Name	Duration	Start	Finish
401	**Finishes**	**290 days**	**Mon 6/22/26**	**Wed 8/18/27**
402	**Patching**	**121 days**	**Wed 1/6/27**	**Wed 6/30/27**
403	**Interior**	**100 days**	**Wed 1/6/27**	**Tue 6/1/27**
404	Ground	15 days	Wed 1/6/27	Wed 1/27/27
405	2nd	15 days	Thu 1/28/27	Fri 2/19/27
406	3rd	15 days	Mon 2/22/27	Fri 3/12/27
407	4th	15 days	Mon 3/15/27	Fri 4/2/27
408	5th	15 days	Mon 4/5/27	Fri 4/23/27
409	6th	15 days	Mon 4/26/27	Fri 5/14/27
410	7th	10 days	Mon 5/17/27	Tue 6/1/27
411	**Exterior**	**74 days**	**Wed 3/17/27**	**Wed 6/30/27**
412	West Elevation	12 days	Wed 3/17/27	Thu 4/1/27
413	North Elevation	25 days	Fri 4/2/27	Thu 5/6/27
414	South Elevation	25 days	Fri 5/7/27	Mon 6/14/27
415	East Elevation	12 days	Tue 6/15/27	Wed 6/30/27
416	**Elevator Towers (CMU)**	**135 days**	**Thu 10/1/26**	**Fri 4/16/27**
417	**Tower #1**	**126 days**	**Thu 10/1/26**	**Mon 4/5/27**
418	Level 1-2	10 days	Thu 10/1/26	Wed 10/14/26
419	Level 2-3	10 days	Thu 10/15/26	Wed 10/28/26
420	Level 3-4	10 days	Fri 11/20/26	Mon 12/7/26
421	Level 4-5	10 days	Fri 12/18/26	Mon 1/4/27
422	Level 5-6	10 days	Fri 1/15/27	Fri 1/29/27
423	Level 6-7	10 days	Thu 2/11/27	Fri 2/26/27
424	Level 7-Overun	13 days	Thu 3/11/27	Mon 3/29/27
425	Install Metal Decking/Hoist Beam	3 days	Tue 3/30/27	Thu 4/1/27
426	Install Rebar	1 day	Fri 4/2/27	Fri 4/2/27
427	Pour Deck	1 day	Mon 4/5/27	Mon 4/5/27
428	**Tower #2**	**115 days**	**Thu 10/29/26**	**Fri 4/16/27**
429	Level 1-2	8 days	Thu 10/29/26	Mon 11/9/26
430	Level 2-3	8 days	Tue 11/10/26	Thu 11/19/26
431	Level 3-4	8 days	Tue 12/8/26	Thu 12/17/26
432	Level 4-5	8 days	Tue 1/5/27	Thu 1/14/27
433	Level 5-6	8 days	Mon 2/1/27	Wed 2/10/27
434	Level 6-7	8 days	Mon 3/1/27	Wed 3/10/27
435	Level 7-Overun	10 days	Tue 3/30/27	Mon 4/12/27
436	Install Metal Decking/Hoist Beam	2 days	Tue 4/13/27	Wed 4/14/27
437	Install Rebar	1 day	Thu 4/15/27	Thu 4/15/27
438	Pour Deck	1 day	Fri 4/16/27	Fri 4/16/27
439				
440	**Elevators**	**85 days**	**Fri 4/2/27**	**Tue 8/3/27**
441	**Elevator #1 &2**	**85 days**	**Fri 4/2/27**	**Tue 8/3/27**
442	Install Elevator #1	35 days	Fri 4/2/27	Thu 5/20/27
443	Infill around Doors	10 days	Fri 5/21/27	Mon 6/7/27
444	Adjust Elevator #1	5 days	Tue 6/8/27	Mon 6/14/27
445	Install Elevators #2	35 days	Fri 5/21/27	Tue 7/13/27
446	Infill around Doors	10 days	Wed 7/14/27	Tue 7/27/27
447	Adjust Elevators #2	5 days	Wed 7/28/27	Tue 8/3/27
448				
449	**Elevator #3**	**66 days**	**Thu 4/15/27**	**Tue 7/20/27**
450	Install Elevator	35 days	Thu 4/15/27	Fri 6/4/27



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Contract Schedule R1

Exhibit C - Contract Schedule
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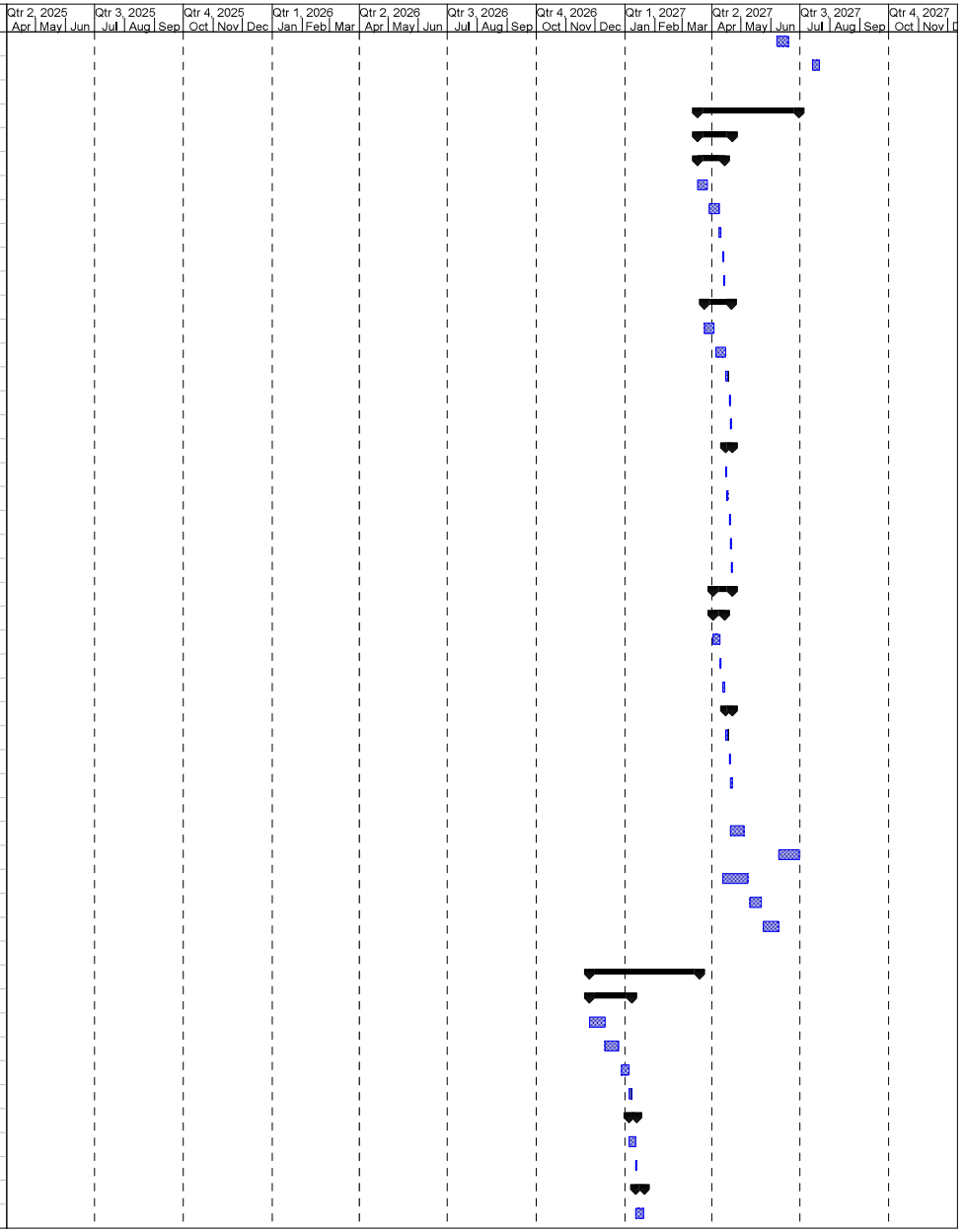
ID	Task Name	Duration	Start	Finish
451	Infill around Doors	10 days	Mon 6/7/27	Fri 6/18/27
452	Adjust	5 days	Wed 7/14/27	Tue 7/20/27
453				
454	**Miscellaneous Metals**	**73 days**	**Wed 3/17/27**	**Tue 6/29/27**
455	**Stairs**	**26 days**	**Wed 3/17/27**	**Wed 4/21/27**
456	**Stair #1**	**20 days**	**Wed 3/17/27**	**Tue 4/13/27**
457	Install Stair	8 days	Wed 3/17/27	Fri 3/26/27
458	Install Rails	8 days	Mon 3/29/27	Wed 4/7/27
459	Prep for Pour	2 days	Thu 4/8/27	Fri 4/9/27
460	Pour Stairs	1 day	Mon 4/12/27	Mon 4/12/27
461	Clean Stairs	1 day	Tue 4/13/27	Tue 4/13/27
462	**Stair #2**	**20 days**	**Wed 3/24/27**	**Tue 4/20/27**
463	Install Stair	8 days	Wed 3/24/27	Fri 4/2/27
464	Install Rails	8 days	Mon 4/5/27	Wed 4/14/27
465	Prep for Pour	2 days	Thu 4/15/27	Fri 4/16/27
466	Pour Stairs	1 day	Mon 4/19/27	Mon 4/19/27
467	Clean Stairs	1 day	Tue 4/20/27	Tue 4/20/27
468	**Top Level**	**5 days**	**Thu 4/15/27**	**Wed 4/21/27**
469	Install Stair	1 day	Thu 4/15/27	Thu 4/15/27
470	Install Rails	1 day	Fri 4/16/27	Fri 4/16/27
471	Prep for Pour	1 day	Mon 4/19/27	Mon 4/19/27
472	Pour Stairs	1 day	Tue 4/20/27	Tue 4/20/27
473	Clean Stairs	1 day	Wed 4/21/27	Wed 4/21/27
474	**Elevator Canopies**	**14 days**	**Fri 4/2/27**	**Wed 4/21/27**
475	**Elevator #1 & 2**	**8 days**	**Fri 4/2/27**	**Tue 4/13/27**
476	Install Steel	5 days	Fri 4/2/27	Thu 4/8/27
477	Decking	1 day	Fri 4/9/27	Fri 4/9/27
478	Roofing	2 days	Mon 4/12/27	Tue 4/13/27
479	**Elevator #3**	**5 days**	**Thu 4/15/27**	**Wed 4/21/27**
480	Install Steel	2 days	Thu 4/15/27	Fri 4/16/27
481	Decking	1 day	Mon 4/19/27	Mon 4/19/27
482	Roofing	2 days	Tue 4/20/27	Wed 4/21/27
483				
484	Canopies at Entries	10 days	Tue 4/20/27	Mon 5/3/27
485	Install Barrier Cables	15 days	Wed 6/9/27	Tue 6/29/27
486	Install Security Screens	20 days	Mon 4/12/27	Fri 5/7/27
487	Install Pipe Guards	10 days	Mon 5/10/27	Fri 5/21/27
488	Install Bollards	10 days	Mon 5/24/27	Tue 6/8/27
489				
490	**Masonry**	**75 days**	**Wed 11/25/26**	**Thu 3/18/27**
491	**Build Ground Level Rooms**	**28 days**	**Wed 11/25/26**	**Thu 1/7/27**
492	Main Electrical Room/Emergency Electrical Room/Fire Pump Room	10 days	Wed 11/25/26	Thu 12/10/26
493	Elevator Equip. Rooms 1&2/IDF #1/Bicycle Room	10 days	Fri 12/11/26	Thu 12/24/26
494	Utility Yard	5 days	Mon 12/28/26	Mon 1/4/27
495	Doors and Hardware	3 days	Tue 1/5/27	Thu 1/7/27
496	**2nd Level**	**6 days**	**Tue 1/5/27**	**Tue 1/12/27**
497	IDF #2	5 days	Tue 1/5/27	Mon 1/11/27
498	Door and Hardware	1 day	Tue 1/12/27	Tue 1/12/27
499	**3rd Level**	**6 days**	**Tue 1/12/27**	**Wed 1/20/27**
500	IDF #3/Electrical Room #2	5 days	Tue 1/12/27	Tue 1/19/27



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Contract Schedule R1

Exhibit C - Contract Schedule
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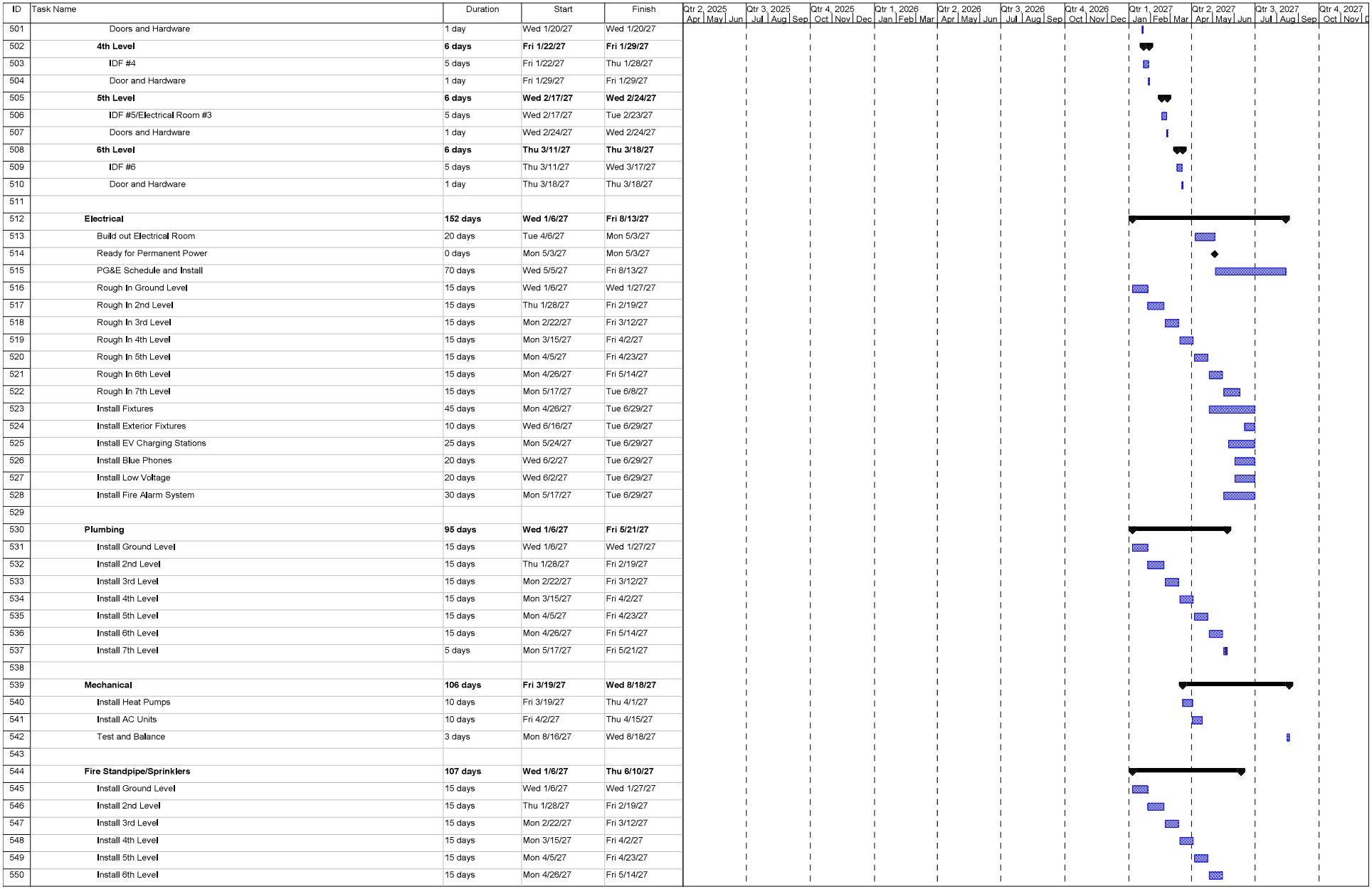
ID	Task Name	Duration	Start	Finish
501	Doors and Hardware	1 day	Wed 1/20/27	Wed 1/20/27
502	**4th Level**	**6 days**	**Fri 1/22/27**	**Fri 1/29/27**
503	IDF #4	5 days	Fri 1/22/27	Thu 1/28/27
504	Door and Hardware	1 day	Fri 1/29/27	Fri 1/29/27
505	**5th Level**	**6 days**	**Wed 2/17/27**	**Wed 2/24/27**
506	IDF #5/Electrical Room #3	5 days	Wed 2/17/27	Tue 2/23/27
507	Doors and Hardware	1 day	Wed 2/24/27	Wed 2/24/27
508	**6th Level**	**6 days**	**Thu 3/11/27**	**Thu 3/18/27**
509	IDF #6	5 days	Thu 3/11/27	Wed 3/17/27
510	Door and Hardware	1 day	Thu 3/18/27	Thu 3/18/27
511				
512	**Electrical**	**152 days**	**Wed 1/6/27**	**Fri 8/13/27**
513	Build out Electrical Room	20 days	Tue 4/6/27	Mon 5/3/27
514	Ready for Permanent Power	0 days	Mon 5/3/27	Mon 5/3/27
515	PG&E Schedule and Install	70 days	Wed 5/5/27	Fri 8/13/27
516	Rough In Ground Level	15 days	Wed 1/6/27	Wed 1/27/27
517	Rough In 2nd Level	15 days	Thu 1/28/27	Fri 2/19/27
518	Rough In 3rd Level	15 days	Mon 2/22/27	Fri 3/12/27
519	Rough In 4th Level	15 days	Mon 3/15/27	Fri 4/2/27
520	Rough In 5th Level	15 days	Mon 4/5/27	Fri 4/23/27
521	Rough In 6th Level	15 days	Mon 4/26/27	Fri 5/14/27
522	Rough In 7th Level	15 days	Mon 5/17/27	Tue 6/8/27
523	Install Fixtures	45 days	Mon 4/26/27	Tue 6/29/27
524	Install Exterior Fixtures	10 days	Wed 6/16/27	Tue 6/29/27
525	Install EV Charging Stations	25 days	Mon 5/24/27	Tue 6/29/27
526	Install Blue Phones	20 days	Wed 6/2/27	Tue 6/29/27
527	Install Low Voltage	20 days	Wed 6/2/27	Tue 6/29/27
528	Install Fire Alarm System	30 days	Mon 5/17/27	Tue 6/29/27
529				
530	**Plumbing**	**95 days**	**Wed 1/6/27**	**Fri 5/21/27**
531	Install Ground Level	15 days	Wed 1/6/27	Wed 1/27/27
532	Install 2nd Level	15 days	Thu 1/28/27	Fri 2/19/27
533	Install 3rd Level	15 days	Mon 2/22/27	Fri 3/12/27
534	Install 4th Level	15 days	Mon 3/15/27	Fri 4/2/27
535	Install 5th Level	15 days	Mon 4/5/27	Fri 4/23/27
536	Install 6th Level	15 days	Mon 4/26/27	Fri 5/14/27
537	Install 7th Level	5 days	Mon 5/17/27	Fri 5/21/27
538				
539	**Mechanical**	**106 days**	**Fri 3/19/27**	**Wed 8/18/27**
540	Install Heat Pumps	10 days	Fri 3/19/27	Thu 4/1/27
541	Install AC Units	10 days	Fri 4/2/27	Thu 4/15/27
542	Test and Balance	3 days	Mon 8/16/27	Wed 8/18/27
543				
544	**Fire Standpipe/Sprinklers**	**107 days**	**Wed 1/6/27**	**Thu 6/10/27**
545	Install Ground Level	15 days	Wed 1/6/27	Wed 1/27/27
546	Install 2nd Level	15 days	Thu 1/28/27	Fri 2/19/27
547	Install 3rd Level	15 days	Mon 2/22/27	Fri 3/12/27
548	Install 4th Level	15 days	Mon 3/15/27	Fri 4/2/27
549	Install 5th Level	15 days	Mon 4/5/27	Fri 4/23/27
550	Install 6th Level	15 days	Mon 4/26/27	Fri 5/14/27



H Street Parking Structure - Contract S
Wed 4/1/26
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Task
Milestone
Summary
Rolled Up Task
Rolled Up Milestone
Rolled Up Progress
Split
External Tasks
Project Summary
Group By Summary
Inactive Task
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Manual Task
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Manual Summary Rollup
Manual Summary
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Progress
Deadline

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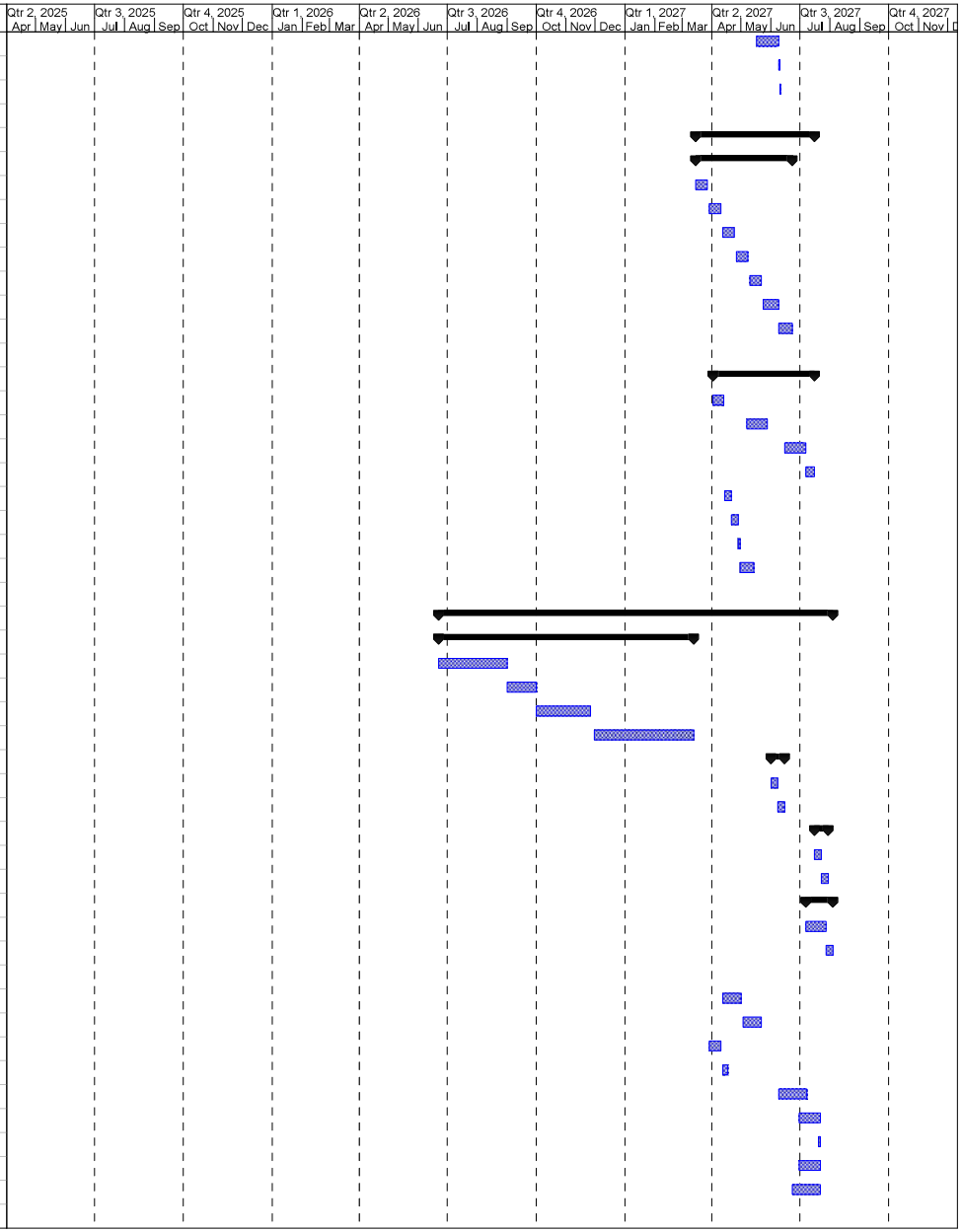
H Street
Contract Schedule R1

Exhibit C - Contract Schedule
5/5/2026

ID	Task Name	Duration	Start	Finish
551	Install 7th Level	15 days	Mon 5/17/27	Tue 6/8/27
552	Flush System	1 day	Wed 6/9/27	Wed 6/9/27
553	Hydro System	1 day	Thu 6/10/27	Thu 6/10/27
554				
555	**Painting**	**86 days**	**Mon 3/15/27**	**Thu 7/15/27**
556	**Interior**	**70 days**	**Mon 3/15/27**	**Tue 6/22/27**
557	Ground Level	10 days	Mon 3/15/27	Fri 3/26/27
558	2nd Level	10 days	Mon 3/29/27	Fri 4/9/27
559	3rd Level	10 days	Mon 4/12/27	Fri 4/23/27
560	4th Level	10 days	Mon 4/26/27	Fri 5/7/27
561	5th Level	10 days	Mon 5/10/27	Fri 5/21/27
562	6th Level	10 days	Mon 5/24/27	Tue 6/8/27
563	7th Level	10 days	Wed 6/9/27	Tue 6/22/27
564				
565	**Exterior**	**72 days**	**Fri 4/2/27**	**Thu 7/15/27**
566	West Elevation	7 days	Fri 4/2/27	Mon 4/12/27
567	North Elevation	15 days	Fri 5/7/27	Thu 5/27/27
568	South Elevation	15 days	Tue 6/15/27	Tue 7/6/27
569	East Elevation	7 days	Wed 7/7/27	Thu 7/15/27
570	Stair #1	5 days	Wed 4/14/27	Tue 4/20/27
571	Stair #2	5 days	Wed 4/21/27	Tue 4/27/27
572	Top Level Jump Stair	2 days	Wed 4/28/27	Thu 4/29/27
573	Misc. Metals	10 days	Fri 4/30/27	Thu 5/13/27
574				
575	**Exterior Signage**	**279 days**	**Mon 6/22/26**	**Tue 8/3/27**
576	**Procurement**	**180 days**	**Mon 6/22/26**	**Fri 3/12/27**
577	Shop Drawings	50 days	Mon 6/22/26	Mon 8/31/26
578	Design Team and Owner Approval	20 days	Tue 9/1/26	Wed 9/30/26
579	City Permit	40 days	Thu 10/1/26	Wed 11/25/26
580	Fabrication	70 days	Mon 11/30/26	Fri 3/12/27
581	**North**	**10 days**	**Tue 6/1/27**	**Mon 6/14/27**
582	Installation	5 days	Tue 6/1/27	Mon 6/7/27
583	Commisioning	5 days	Tue 6/8/27	Mon 6/14/27
584	**East**	**10 days**	**Fri 7/16/27**	**Thu 7/29/27**
585	Installation	5 days	Fri 7/16/27	Thu 7/22/27
586	Commisioning	5 days	Fri 7/23/27	Thu 7/29/27
587	**South**	**20 days**	**Wed 7/7/27**	**Tue 8/3/27**
588	Installation	15 days	Wed 7/7/27	Tue 7/27/27
589	Commisioning	5 days	Wed 7/28/27	Tue 8/3/27
590				
591	Caulk Deck Joints	15 days	Mon 4/12/27	Fri 4/30/27
592	Elastomeric Over Rooms	15 days	Mon 5/3/27	Fri 5/21/27
593	Install Rolling Grilles	10 days	Mon 3/29/27	Fri 4/9/27
594	Install Bang Bars	5 days	Mon 4/12/27	Fri 4/16/27
595	Clean Structure	20 days	Wed 6/9/27	Wed 7/7/27
596	Stripe Structure	15 days	Wed 6/30/27	Wed 7/21/27
597	Install Bike Racks	2 days	Tue 7/20/27	Wed 7/21/27
598	Install Truncated Domes	15 days	Wed 6/30/27	Wed 7/21/27
599	Install Signage	20 days	Wed 6/23/27	Wed 7/21/27
600				



H Street Parking Structure - Contract S
Wed 4/1/26
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Task
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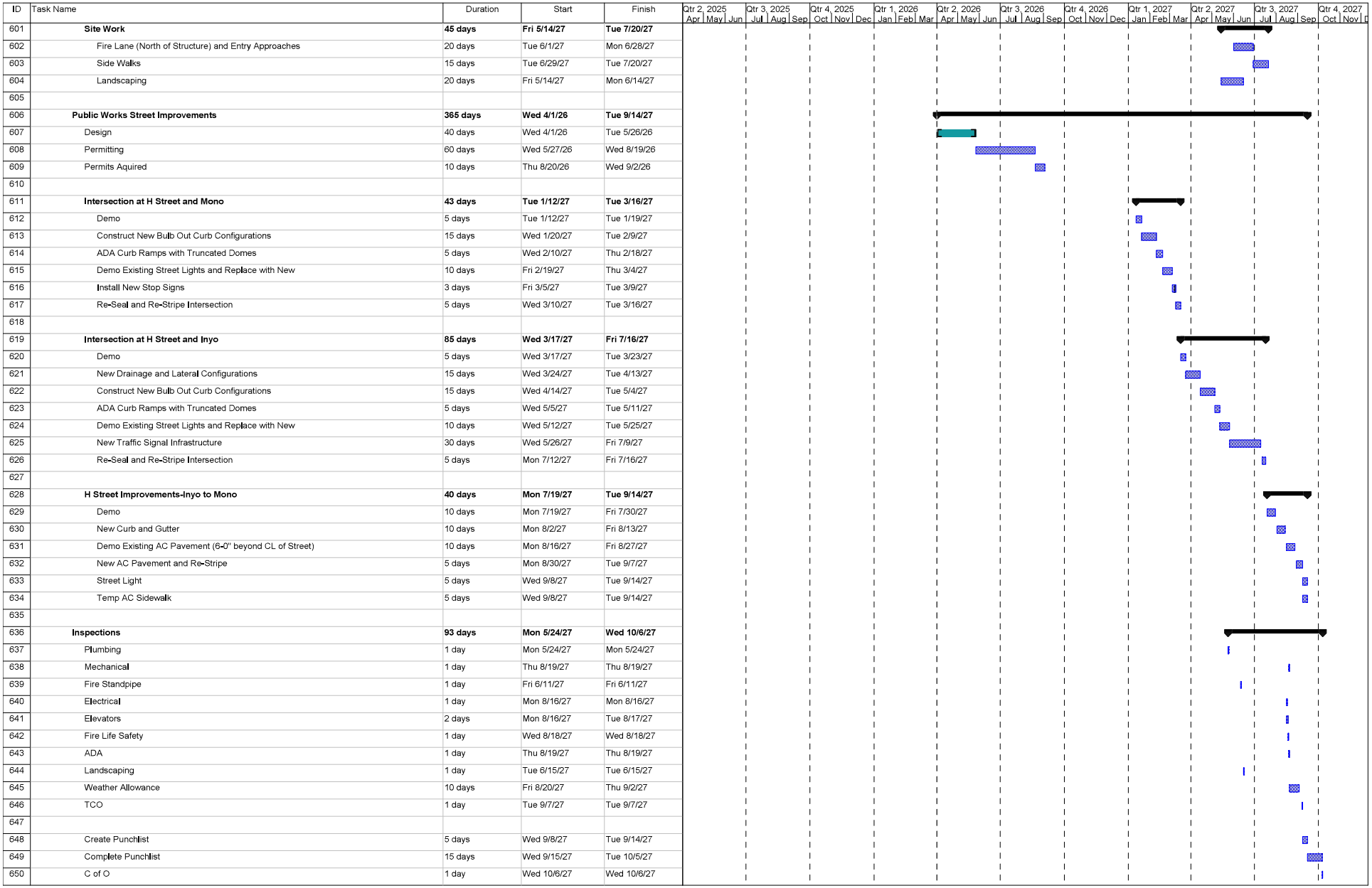
H Street
Contract Schedule R1

Exhibit C - Contract Schedule
5/5/2026

ID	Task Name	Duration	Start	Finish
601	**Site Work**	**45 days**	**Fri 5/14/27**	**Tue 7/20/27**
602	Fire Lane (North of Structure) and Entry Approaches	20 days	Tue 6/1/27	Mon 6/28/27
603	Side Walks	15 days	Tue 6/29/27	Tue 7/20/27
604	Landscaping	20 days	Fri 5/14/27	Mon 6/14/27
605				
606	**Public Works Street Improvements**	**365 days**	**Wed 4/1/26**	**Tue 9/14/27**
607	Design	40 days	Wed 4/1/26	Tue 5/26/26
608	Permitting	60 days	Wed 5/27/26	Wed 8/19/26
609	Permits Aquired	10 days	Thu 8/20/26	Wed 9/2/26
610				
611	**Intersection at H Street and Mono**	**43 days**	**Tue 1/12/27**	**Tue 3/16/27**
612	Demo	5 days	Tue 1/12/27	Tue 1/19/27
613	Construct New Bulb Out Curb Configurations	15 days	Wed 1/20/27	Tue 2/9/27
614	ADA Curb Ramps with Truncated Domes	5 days	Wed 2/10/27	Thu 2/18/27
615	Demo Existing Street Lights and Replace with New	10 days	Fri 2/19/27	Thu 3/4/27
616	Install New Stop Signs	3 days	Fri 3/5/27	Tue 3/9/27
617	Re-Seal and Re-Stripe Intersection	5 days	Wed 3/10/27	Tue 3/16/27
618				
619	**Intersection at H Street and Inyo**	**85 days**	**Wed 3/17/27**	**Fri 7/16/27**
620	Demo	5 days	Wed 3/17/27	Tue 3/23/27
621	New Drainage and Lateral Configurations	15 days	Wed 3/24/27	Tue 4/13/27
622	Construct New Bulb Out Curb Configurations	15 days	Wed 4/14/27	Tue 5/4/27
623	ADA Curb Ramps with Truncated Domes	5 days	Wed 5/5/27	Tue 5/11/27
624	Demo Existing Street Lights and Replace with New	10 days	Wed 5/12/27	Tue 5/25/27
625	New Traffic Signal Infrastructure	30 days	Wed 5/26/27	Fri 7/9/27
626	Re-Seal and Re-Stripe Intersection	5 days	Mon 7/12/27	Fri 7/16/27
627				
628	**H Street Improvements-Inyo to Mono**	**40 days**	**Mon 7/19/27**	**Tue 9/14/27**
629	Demo	10 days	Mon 7/19/27	Fri 7/30/27
630	New Curb and Gutter	10 days	Mon 8/2/27	Fri 8/13/27
631	Demo Existing AC Pavement (6-0" beyond CL of Street)	10 days	Mon 8/16/27	Fri 8/27/27
632	New AC Pavement and Re-Stripe	5 days	Mon 8/30/27	Tue 9/7/27
633	Street Light	5 days	Wed 9/8/27	Tue 9/14/27
634	Temp AC Sidewalk	5 days	Wed 9/8/27	Tue 9/14/27
635				
636	**Inspections**	**93 days**	**Mon 5/24/27**	**Wed 10/6/27**
637	Plumbing	1 day	Mon 5/24/27	Mon 5/24/27
638	Mechanical	1 day	Thu 8/19/27	Thu 8/19/27
639	Fire Standpipe	1 day	Fri 6/11/27	Fri 6/11/27
640	Electrical	1 day	Mon 8/16/27	Mon 8/16/27
641	Elevators	2 days	Mon 8/16/27	Tue 8/17/27
642	Fire Life Safety	1 day	Wed 8/18/27	Wed 8/18/27
643	ADA	1 day	Thu 8/19/27	Thu 8/19/27
644	Landscaping	1 day	Tue 6/15/27	Tue 6/15/27
645	Weather Allowance	10 days	Fri 8/20/27	Thu 9/2/27
646	TCO	1 day	Tue 9/7/27	Tue 9/7/27
647				
648	Create Punchlist	5 days	Wed 9/8/27	Tue 9/14/27
649	Complete Punchlist	15 days	Wed 9/15/27	Tue 10/5/27
650	C of O	1 day	Wed 10/6/27	Wed 10/6/27



H Street Parking Structure - Contract S
Wed 4/1/26
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EXHIBIT "D" – Security Camera Layout

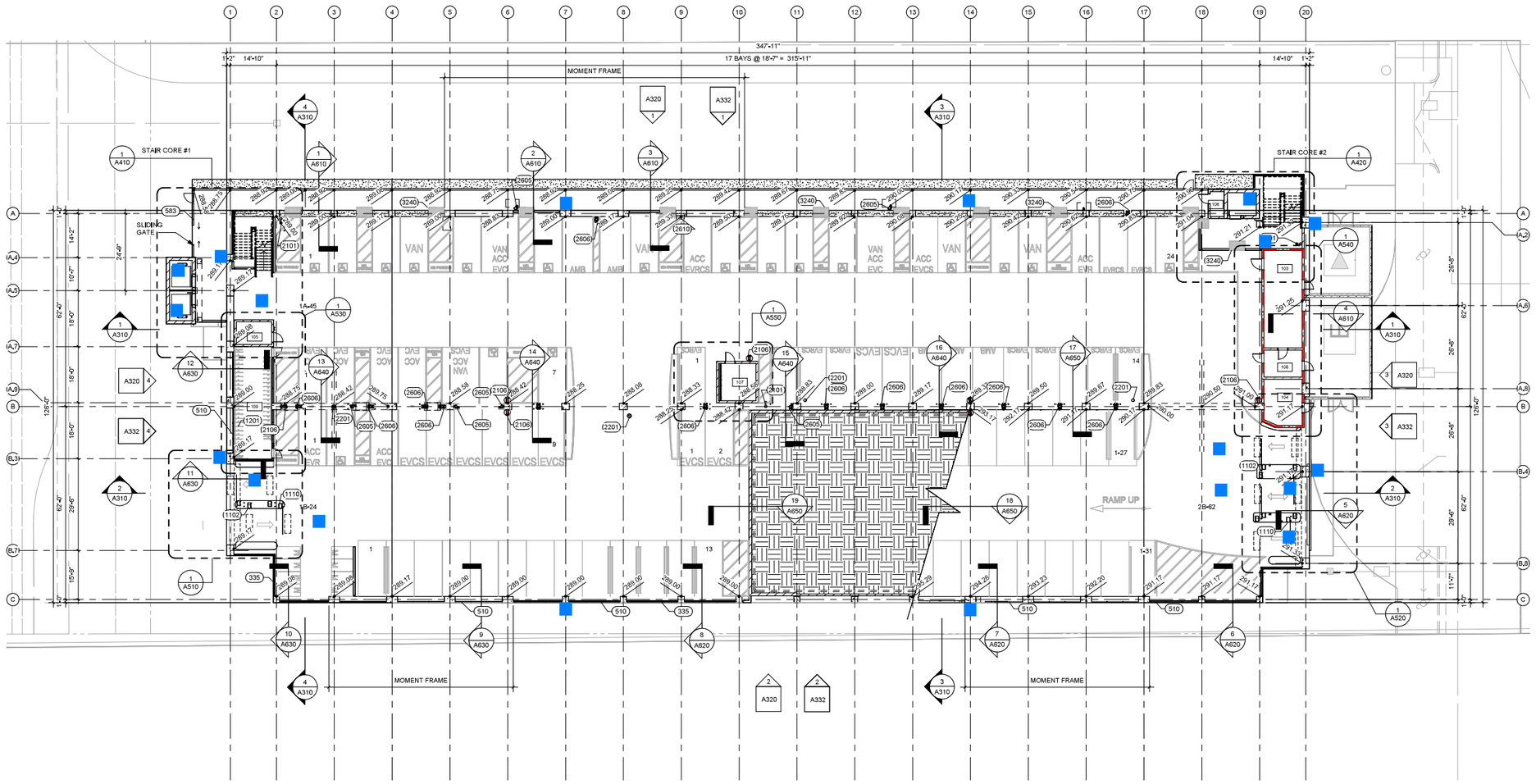
Docusign Envelope ID: 86C41D10-68E2-878B-8391-51E452BBF1C8

Exhibit D - Camera Layout Floor Plans
5/5/2026

ROOM LEGEND	
Number	Room Name
103	MAIN ELECTRICAL ROOM 01
104	FIRE PUMP ROOM
105	ELEVATOR EQUIPMENT ROOM 01
106	ELEVATOR EQUIPMENT ROOM 02
107	IDF ROOM #1
108	EMERGENCY ELECTRICAL ROOM
109	BICYCLE ROOM

KEYNOTES	
335	7" CONCRETE SPANDREL
510	SECURITY SCREEN, FRAMED 2"X2" WIRE MESH SCREEN
583	2" IRON FENCE
1102	CARD READER/TICKET DISPENSER
1110	PARKING CONTROL GATE
1201	BICYCLE RACK, WALL MOUNTED
2101	CLASS I STANDPIPE
2106	NEW FIRE EXTINGUISHER - BY OTHERS
2201	FLOOR DRAIN, SEE DETAIL 4/A840.
2605	LEVEL 2 SINGLE CHARGING STATION INSTALLED.
2606	LEVEL 2 DUAL CHARGING STATION INSTALLED.
2610	220 OUTLET FOR EV CHARGING
3240	DETECTABLE WARNING STRIP, SEE 8/A910

■ = Security Camera, Interior/exterior 39 locations, plus 3 elevator cab cameras. Total of 42 units.



1 GROUND LEVEL
1/16" = 1'-0"

0' 8' 16' 32'
SCALE : 1" = 16'-0"

CITY USE ONLY

CPC

Architect:

City of FRESNO

Owner:

Contractor:

Consultant:

H STREET PARKING BUILDING
735, 741 H STREET FRESNO, CA 93721

Issued For:

Rev	Date	Description
	04/14/2025	90% SCHEMATIC DESIGN
	07/30/2025	100% DESIGN DEVELOPMENT

Rev	Date	Description

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GROUND LEVEL

A210

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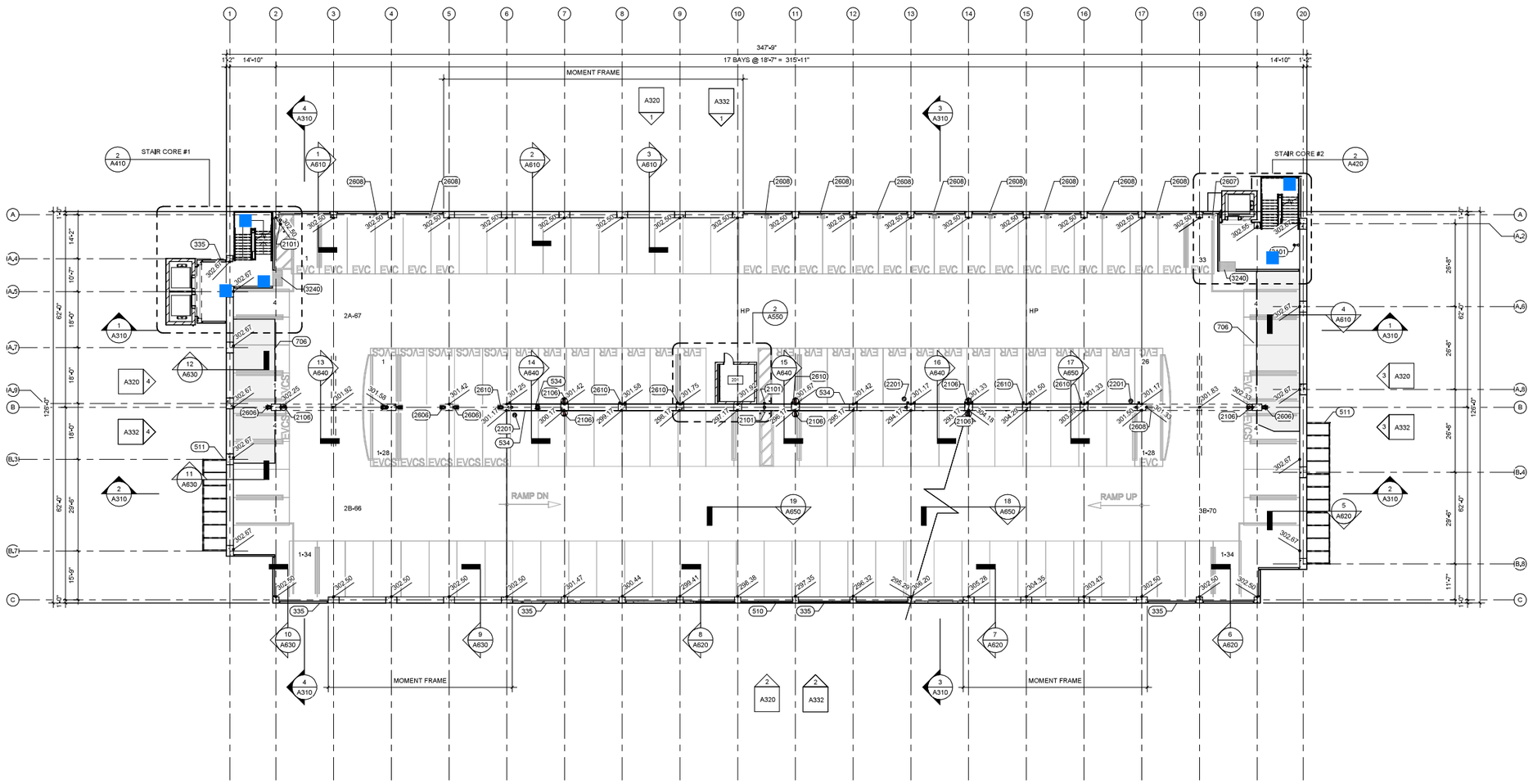
Exhibit D - Camera Layout Floor Plans
5/5/2026

ROOM LEGEND	
Number	Room Name
201	IDF ROOM #2

KEYNOTES	
335	7" CONCRETE SPANDREL
510	SECURITY SCREEN, FRAMED 2"X2" WIRE MESH SCREEN
511	METAL CANOPY, PAINTED HIGH PERFORMANCE COATING.
534	BARRIER CABLES, SEE DETAIL 3/A841
706	ELASTOMERIC COATING OVER ROOM BELOW,TO BE APPLIED 6" UP ADJACENT WALLS.
2101	CLASS I STANDPIPE
2106	NEW FIRE EXTINGUISHER - BY OTHERS
2201	FLOOR DRAIN. SEE DETAIL 4/A840.
2606	LEVEL 2 DUAL CHARGING STATION INSTALLED.
2607	FUTURE CHARGING STATION, SINGLE (PROVIDE INFRASTRUCTURE ONLY).
2608	FUTURE CHARGING STATION, DUAL LEVEL 2 (PROVIDE INFRASTRUCTURE ONLY).
2610	220 OUTLET FOR EV CHARGING
3240	DETECTABLE WARNING STRIP. SEE 8/A910



1 SECOND LEVEL
1/16" = 1'-0"

0' 8' 16' 32'
SCALE : 1" = 16'-0"

CITY USE ONLY

Architect:

Owner:

Contractor:

Consultant:

H STREET PARKING BUILDING
735, 741 H STREET FRESNO, CA 93721

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	06/13/2025	100% SCHEMATIC DESIGN
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SECOND LEVEL

A220

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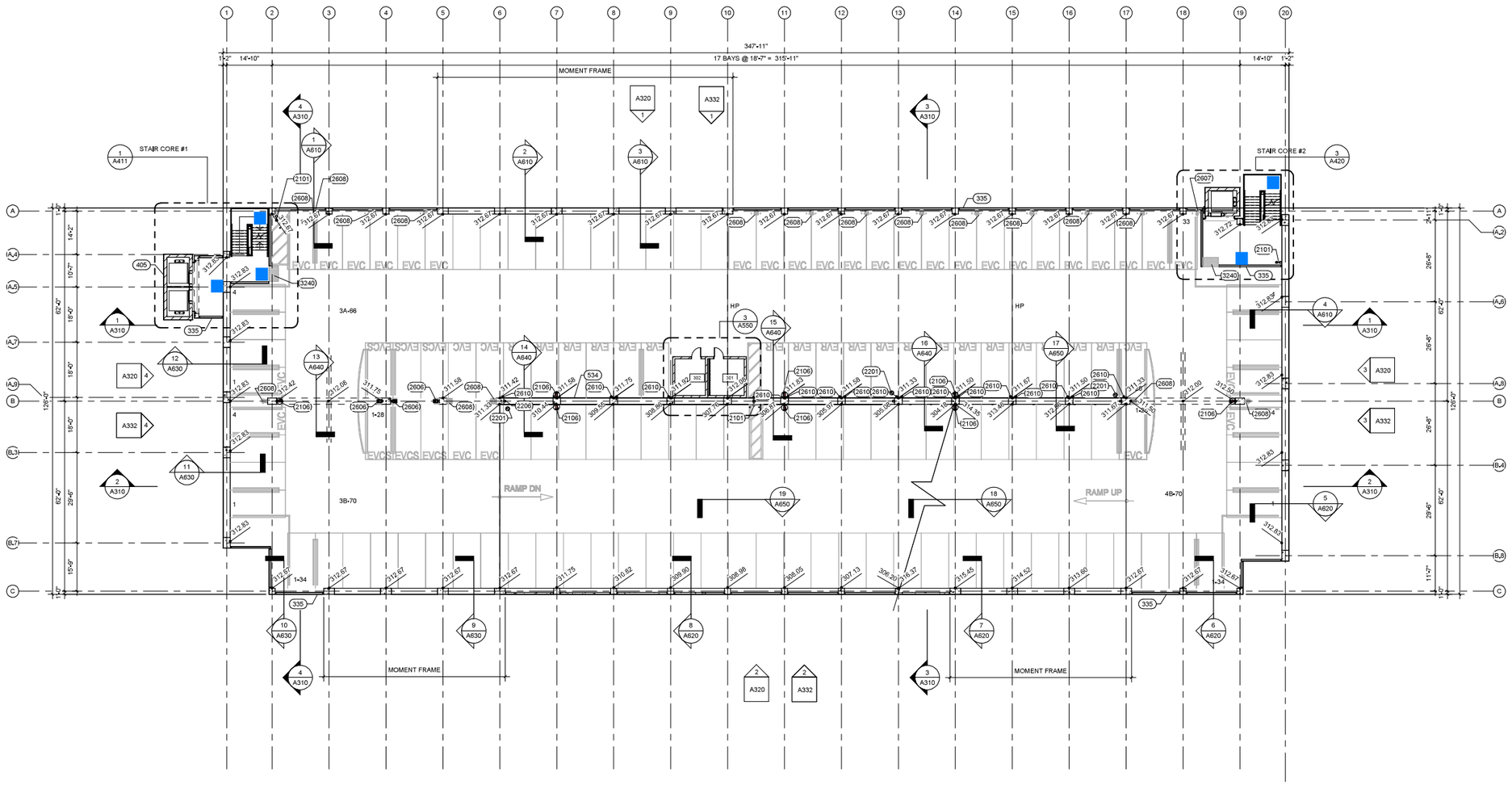
Exhibit D - Camera Layout Floor Plans
5/5/2026

ROOM LEGEND	
Number	Room Name
301	IDF ROOM #3
302	ELECTRICAL ROOM #2

KEYNOTES	
335	7" CONCRETE SPANDREL
405	12" PRECISION CMU WALL WITH 1/2" INTEGRAL COLOR PLASTER.
534	BARRIER CABLES. SEE DETAIL 3/A841
2101	CLASS I STANDPIPE
2106	NEW FIRE EXTINGUISHER - BY OTHERS
2201	FLOOR DRAIN. SEE DETAIL 4/A840.
2206	4" DRAIN RISER,SEE PLUMBING DRAWINGS. NOTE, SEE DETAIL 5/A840 FOR PIPE GUARD
2606	LEVEL 2 DUAL CHARGING STATION INSTALLED.
2607	FUTURE CHARGING STATION, SINGLE (PROVIDE INFRASTRUCTURE ONLY).
2608	FUTURE CHARGING STATION, DUAL LEVEL 2 (PROVIDE INFRASTRUCTURE ONLY).
2610	220 OUTLET FOR EV CHARGING
3240	DETECTABLE WARNING STRIP. SEE 8/A910



1 THIRD LEVEL
1/16" = 1'-0"

0' 8' 16' 32'
SCALE : 1" = 16'-0"

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Architect:

City of FRESNO

Owner:

Contractor:

Consultant:

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735, 741 H STREET FRESNO, CA 93721

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Rev	Date	Description
	05/01/2025	100% SCHEMATIC DESIGN
	11/03/2025	100% DESIGN DEVELOPMENT

Rev	Date	Description

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THIRD LEVEL

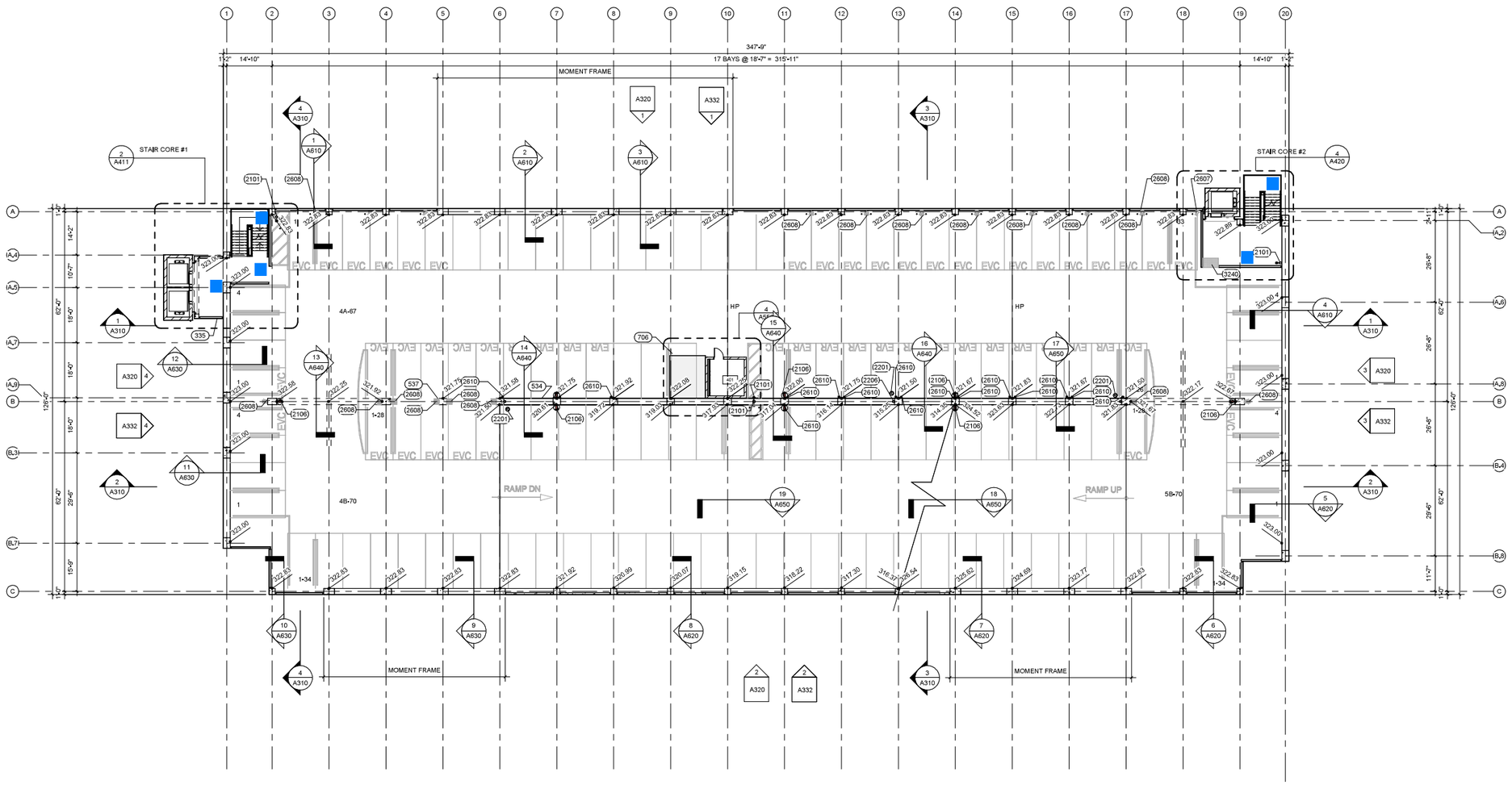
A230

Docusign Envelope ID: 86C41D10-68E2-8788-8391-51E452BBF1C8

Exhibit D - Camera Layout Floor Plans
5/5/2026

ROOM LEGEND	
Number	Room Name
401	IDF ROOM #4

KEYNOTES	
335	7" CONCRETE SPANDREL
534	BARRIER CABLES, SEE DETAIL 3/A841
537	POST INSTALLED HSS PIPE GUARD, PAINTED
706	ELASTOMERIC COATING OVER ROOM BELOW,TO BE APPLIED 6" UP ADJACENT WALLS.
2101	CLASS I STANDPIPE
2106	NEW FIRE EXTINGUISHER - BY OTHERS
2201	FLOOR DRAIN, SEE DETAIL 4/A840.
2206	4" DRAIN RISER,SEE PLUMBING DRAWINGS. NOTE, SEE DETAIL 5/A840 FOR PIPE GUARD
2607	FUTURE CHARGING STATION, SINGLE (PROVIDE INFRASTRUCTURE ONLY).
2608	FUTURE CHARGING STATION, DUAL LEVEL 2 (PROVIDE INFRASTRUCTURE ONLY).
2610	220 OUTLET FOR EV CHARGING
3240	DETECTABLE WARNING STRIP, SEE 8/A910



1 FOURTH LEVEL
1/16" = 1'-0"

0' 8' 16' 32'
SCALE : 1" = 16'-0"

CITY USE ONLY

CPC

Architect:

City of FRESNO

Owner:

Contractor:

Consultant:

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735, 741 H STREET FRESNO, CA 93721

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	07/30/2025	100% DESIGN DEVELOPMENT

Rev	Date	Description

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1/16" = 1'-0"

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FOURTH LEVEL PLAN

A240

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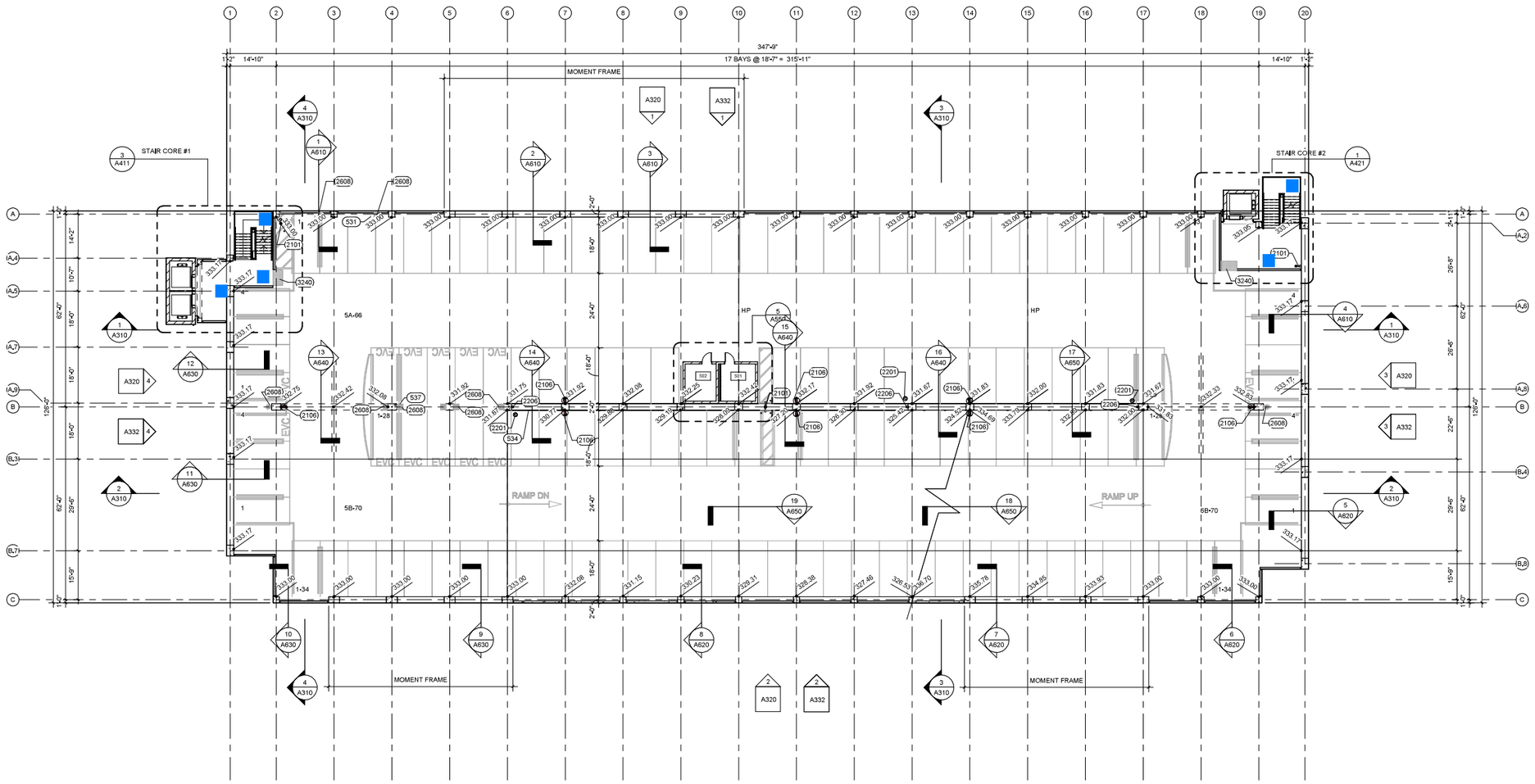
Exhibit D - Camera Layout Floor Plans
5/5/2026

ROOM LEGEND	
Number	Room Name
501	IDF ROO #5
502	ELECTRICAL ROOM #3

KEYNOTES	
531	POST INSTALLED PIPE BOLLARD, PAINTED, SEE 9/A840,
534	BARRIER CABLES, SEE DETAIL 3/A841
537	POST INSTALLED HSS PIPE GUARD, PAINTED
2101	CLASS I STANDPIPE
2106	NEW FIRE EXTINGUISHER - BY OTHERS
2201	FLOOR DRAIN, SEE DETAIL 4/A840,
2206	4" DRAIN RISER,SEE PLUMBING DRAWINGS, NOTE, SEE DETAIL 5/A840 FOR PIPE GUARD
2608	FUTURE CHARGING STATION, DUAL LEVEL 2 (PROVIDE INFRASTRUCTURE ONLY).
3240	DETECTABLE WARNING STRIP, SEE 8/A910



1 FIFTH LEVEL
1/16" = 1'-0"

0' 8' 16' 32'
SCALE : 1" = 16'-0"

CITY USE ONLY

CPC

Architect:

City of FRESNO

Owner:

Contractor:

Consultant:

H STREET PARKING BUILDING
735, 741 H STREET FRESNO, CA 93721

Issued For:

Rev.	Date	Description
	06/13/2025	100% SCHEMATIC DESIGN
	07/30/2025	100% DESIGN DEVELOPMENT

Rev.	Date	Description

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CPC Project Number:

Drawn By:
Author

Scale:
1/16" = 1'-0"

Date Published:
7/30/2025 10:50:29 AM

FIFTH LEVEL PLAN

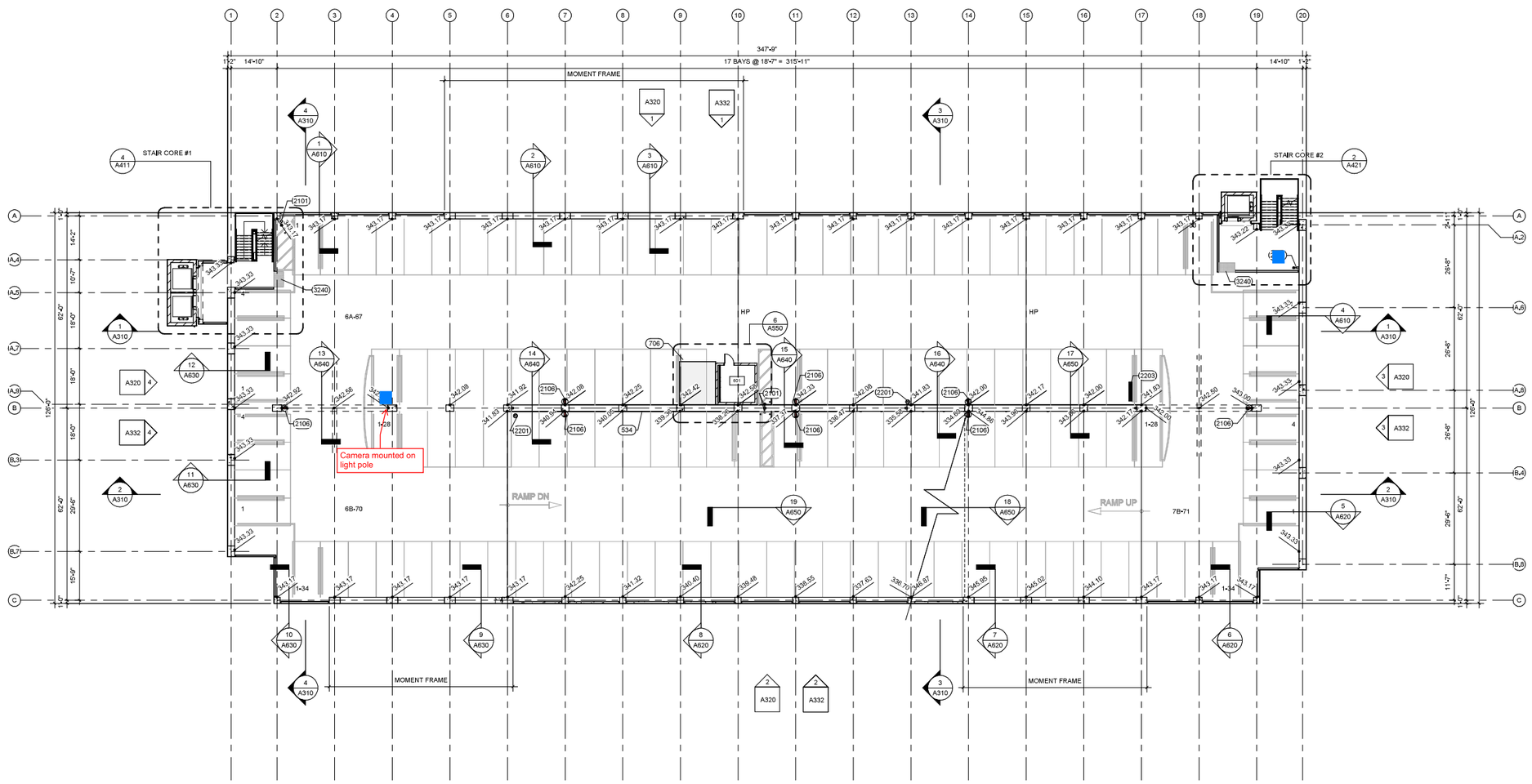
A250

Docusign Envelope ID: 86C41D10-68E2-8788-8391-51E452BBF1C8

Exhibit D - Camera Layout Floor Plans
5/5/2026

ROOM LEGEND	
Number	Room Name
601	IDF ROOM #6

KEYNOTES	
534	BARRIER CABLES, SEE DETAIL 3/A841
706	ELASTOMERIC COATING OVER ROOM BELOW,TO BE APPLIED 6" UP ADJACENT WALLS.
2101	CLASS I STANDPIPE
2106	NEW FIRE EXTINGUISHER - BY OTHERS
2201	FLOOR DRAIN. SEE DETAIL 4/A840.
2203	TRENCH DRAIN.
3240	DETECTABLE WARNING STRIP, SEE 8/A910



1 SIXTH LEVEL
1/16" = 1'-0"

0' 8' 16' 32'
SCALE : 1" = 16'-0"

CITY USE ONLY

CPC

Architect:

City of FRESNO

Owner:

Contractor:

Consultant:

H STREET PARKING BUILDING
735, 741 H STREET FRESNO, CA 93721

Issued For:

Rev	Date	Description
	05/01/2025	100% SCHEMATIC DESIGN
	11/03/2025	100% DESIGN DEVELOPMENT

Rev	Date	Description

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CPC Project Number:

Drawn By:
Author
Scale:
1/16" = 1'-0"
Date Published:
7/30/2025 10:50:35 AM

SIXTH LEVEL PLAN

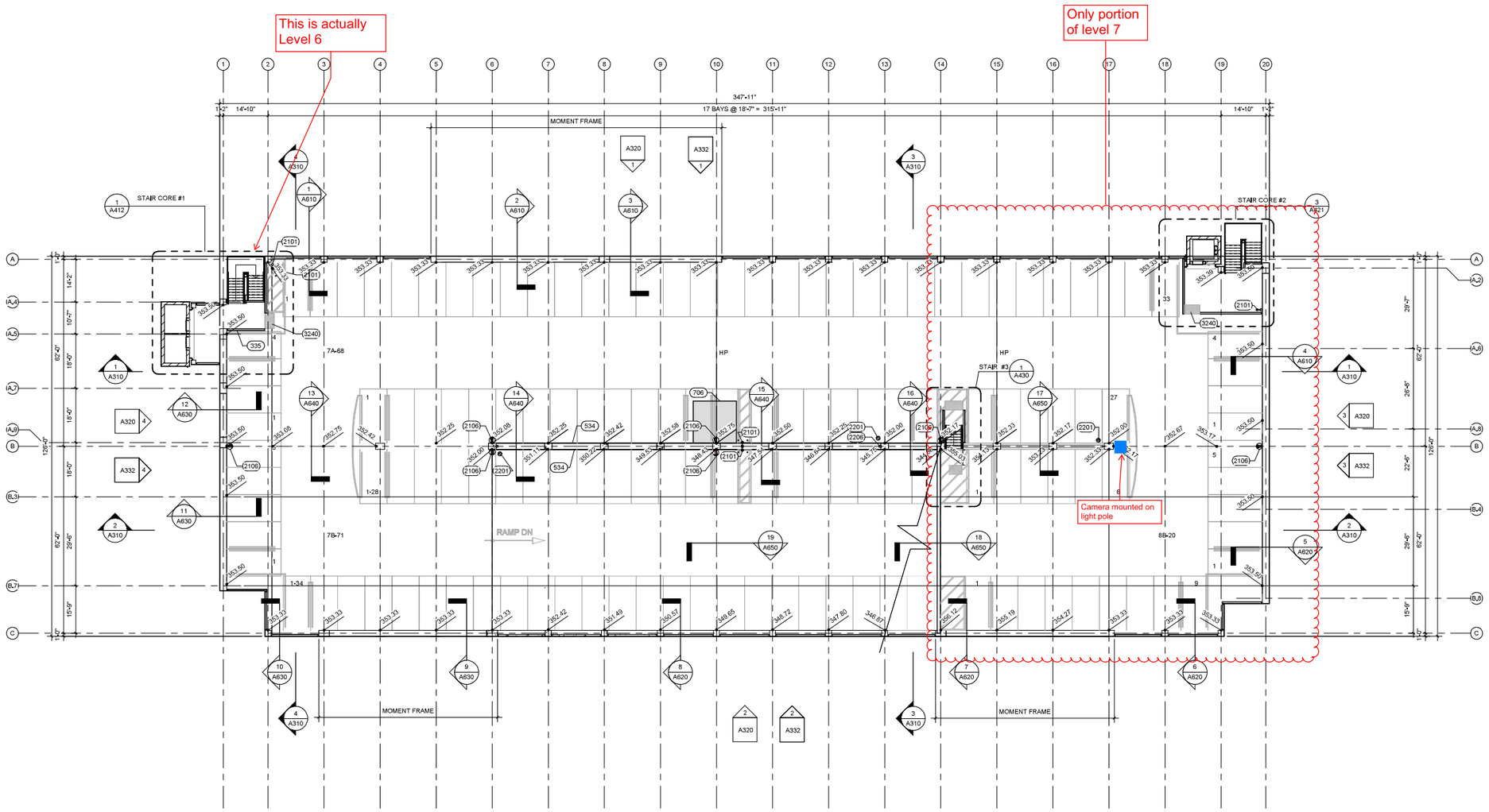
A260

Docusign Envelope ID: 86C41D10-68E2-8788-8391-51E452BBF1C8

Exhibit D - Camera Layout Floor Plans
5/5/2026

KEYNOTES

335	7" CONCRETE SPANDREL
534	BARRIER CABLES, SEE DETAIL 3/A841
706	ELASTOMERIC COATING OVER ROOM BELOW,TO BE APPLIED 6" UP ADJACENT WALLS.
2101	CLASS I STANDPIPE
2106	NEW FIRE EXTINGUISHER - BY OTHERS
2201	FLOOR DRAIN. SEE DETAIL 4/A840.
2206	4" DRAIN RISER,SEE PLUMBING DRAWINGS. NOTE. SEE DETAIL 5/A840 FOR PIPE GUARD
3240	DETECTABLE WARNING STRIP. SEE 8/A910



1 TOP LEVEL
1/16" = 1'-0"

0' 8' 16' 32'
SCALE : 1" = 16'-0"

CITY USE ONLY

Architect:

Owner:

Contractor:

Consultant:

H STREET PARKING BUILDING
735, 741 H STREET FRESNO, CA 93721

Issued For:

Rev	Date	Description
	05/01/2025	100% SCHEMATIC DESIGN
	07/30/2025	100% DESIGN DEVELOPMENT

Rev	Date	Description

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CPC Project Number:

Drawn By:
Author

Scale:
1/16" = 1'-0"

Date Published:
7/30/2025 10:50:42 AM

TOP LEVEL

A270

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

EXHIBIT "E" – Preliminary Site Work (Schematic Design)

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

Exhibit E - H Street Future Curb and Striping Options
5/5/2026

LEGEND

- CONSTRUCT 6' WIDE TEMPORARY AC PATH FOR TEMPORARY SIDEWALK
- LIMITS OF CURRENT CURB, GUTTER, AND STREET RECONSTRUCTION
- LIMITS OF RETURN CONSTRUCTION
- FUTURE RECONSTRUCTION OF CURB, GUTTER, AND SIDEWALK TO MIRROR SOUTH SIDE OF H STREET TO BE CONSTRUCTED WITH HOUSING PROJECT

INYO STREET

MONO STREET

SEE MATCH 1

SEE MATCH 2

RECOMMENDED SCOPE OF WORK: N/S H STREET FRONTAGE IMPROVEMENTS:

TO BE CONSTRUCTED IN FUTURE PHASE BY MID RISE RESIDENTIAL DEVELOPMENT:

- CONSTRUCT NEW CURB AND GUTTER FROM INYO ST. INTERSECTION TO MONO ST. INTERSECTION. RECOMMEND CURB BULB OUTS AND MID-BLOCK BULB OUT TO ACCOMMODATE HIGH ACTIVITY ACTIVATED CROSS WALK.
- CONSTRUCT MID-BLOCK SAFETY LIGHT AND PEDESTRIAN CROSSING FLASHING LIGHT PLUS CONTROLLER FOR HIGH ACTIVITY CROSSWALK.
- CONSTRUCT STREET TREES, ONE STANDARD STREETLIGHT, UNDER SIDEWALK FRANCHISE INFRASTRUCTURE AND CONCRETE SIDEWALK.
- DEMOLISH EXISTING AC PAVEMENT AND TRUCK SCALE TO MATCHLINE AND CONSTRUCT NEW AC PAVEMENT, SIGNING AND STRIPING FOR THRU LANE, BIKE LANES AND PARALLEL PARKING ON NORTH SIDE OF STREET.

FUTURE MID-RISE RESIDENTIAL HOUSING BY OTHERS

R-1 STOP SIGN, TYP.

INSTALL NEW DOWNTOWN DECORATIVE SIGNAL POLE AND SAFETY LUMINAIRE, TYP.

CONSTRUCT NEW TRAFFIC SIGNALIZATION WITH DOWNTOWN DECORATIVE POLES. INCORPORATE PROTECTED LEFT TURN PHASING TYP.

FUTURE HIGH ACTIVITY ACTIVATED CROSSWALK AMENITIES AND LANDSCAPE MEDIAN ISLAND TO BE CONSTRUCTED WITH HOUSING PROJECT

FUTURE MID-RISE RESIDENTIAL HOUSING BY OTHERS

RECOMMENDED SCOPE OF WORK: INYO AND H STREET INTERSECTION:

- RECONSTRUCT CURB RAMPS ON NORTHEAST SIDE OF INTERSECTION WITH TRUNCATED DOMES.
- CONSTRUCT NEW BULB OUT CURB RETURNS WITH NEW CURB RAMPS ON SOUTHWEST SIDE OF INTERSECTION. RECONSTRUCT FMFCD DRAINAGE INLET AND LATERAL BETWEEN THE TWO NEW CURB RAMPS.
- CONSTRUCT ALL NEW TRAFFIC SIGNAL INFRASTRUCTURE AT ALL FOUR APPROACHES. PROVIDE PROTECTED LEFT TURN PHASING. PROVIDE ALL NEW DOWNTOWN ORNAMENTAL POLES AND MAST ARMS. PROVIDE NEW CONTROLLER. REMOVE EXISTING TRAFFIC SIGNAL INFRASTRUCTURE.
- SEAL AND RESTRIPE INYO STREET NORTHEAST AND H STREET NORTHWEST OF INTERSECTION WITH NEW LANE GEOMETRY.

RECOMMENDED SCOPE OF WORK: H STREET FRONTAGE IMPROVEMENTS:

SOUTH SIDE IMPROVEMENT TO BE CONSTRUCTED WITH H STREET PARKING STRUCTURE:

- CONSTRUCT NEW CURB AND GUTTER FROM INYO ST. INTERSECTION TO MONO ST. INTERSECTION. RECOMMEND CURB BULB OUTS AND MID-BLOCK MEDIAN ISLAND TO ACCOMMODATE HIGH ACTIVITY ACTIVATED CROSSWALK. CONSTRUCT MID-BLOCK SAFETY LIGHT ADJACENT TO CURB RAMP.
- DEMOLISH EXISTING AC PAVEMENT TO 6' BEYOND CENTERLINE AND CONSTRUCT NEW AC PAVEMENT, SIGNING AND STRIPING FOR LEFT TURN LANES, BIKE LANES AND PARALLEL PARKING ON SOUTH SIDE OF STREET.
- CONSTRUCT TEMPORARY 6' WIDE AC SIDEWALK BEHIND CURB. RECOMMEND THAT FUTURE MID-RISE RESIDENTIAL PROJECT CONSTRUCT THE STREET TREES, UNDER SIDEWALK FRANCHISE INFRASTRUCTURE AND CONCRETE SIDEWALK.

FUTURE MID-RISE RESIDENTIAL HOUSING BY OTHERS

RECOMMENDED SCOPE OF WORK: MONO AND H STREET INTERSECTION:

- RECONSTRUCT CURB RAMPS ON SOUTHEAST SIDE OF INTERSECTION WITH TRUNCATED DOMES.
- CONSTRUCT NEW BULB OUT CURB RETURNS WITH NEW CURB RAMPS ON NORTHWEST SIDE OF INTERSECTION.
- REMOVE EXISTING ORNAMENTAL AND COBRAHEAD STREETLIGHTS FED BY OVERHEAD SERVICES. CONSTRUCT 4 NEW SAFETY LIGHTS, ONE AT EACH RETURN.
- RESEAL AND RESTRIPE MONO STREET NORTHEAST AND H STREET SOUTHEAST OF INTERSECTION WITH NEW LANE GEOMETRY.
- INSTALL 4 NEW STOP SIGNS, ONE AT EACH RETURN.

REMOVE EXISTING ORNAMENTAL AND STANDARD STREET LIGHT POLES

FUTURE MID-RISE RESIDENTIAL HOUSING BY OTHERS

MATCHLINE

MATCHLINE

MONO STREET

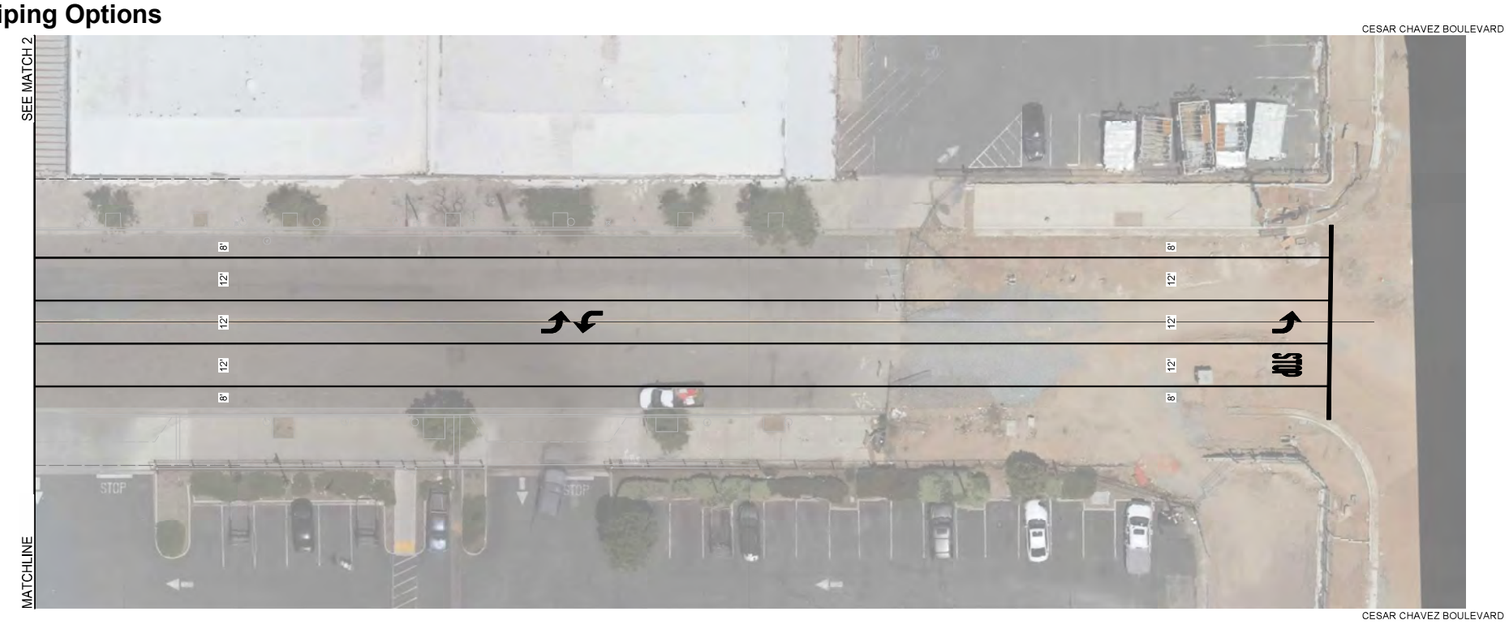
SCALE IN FEET

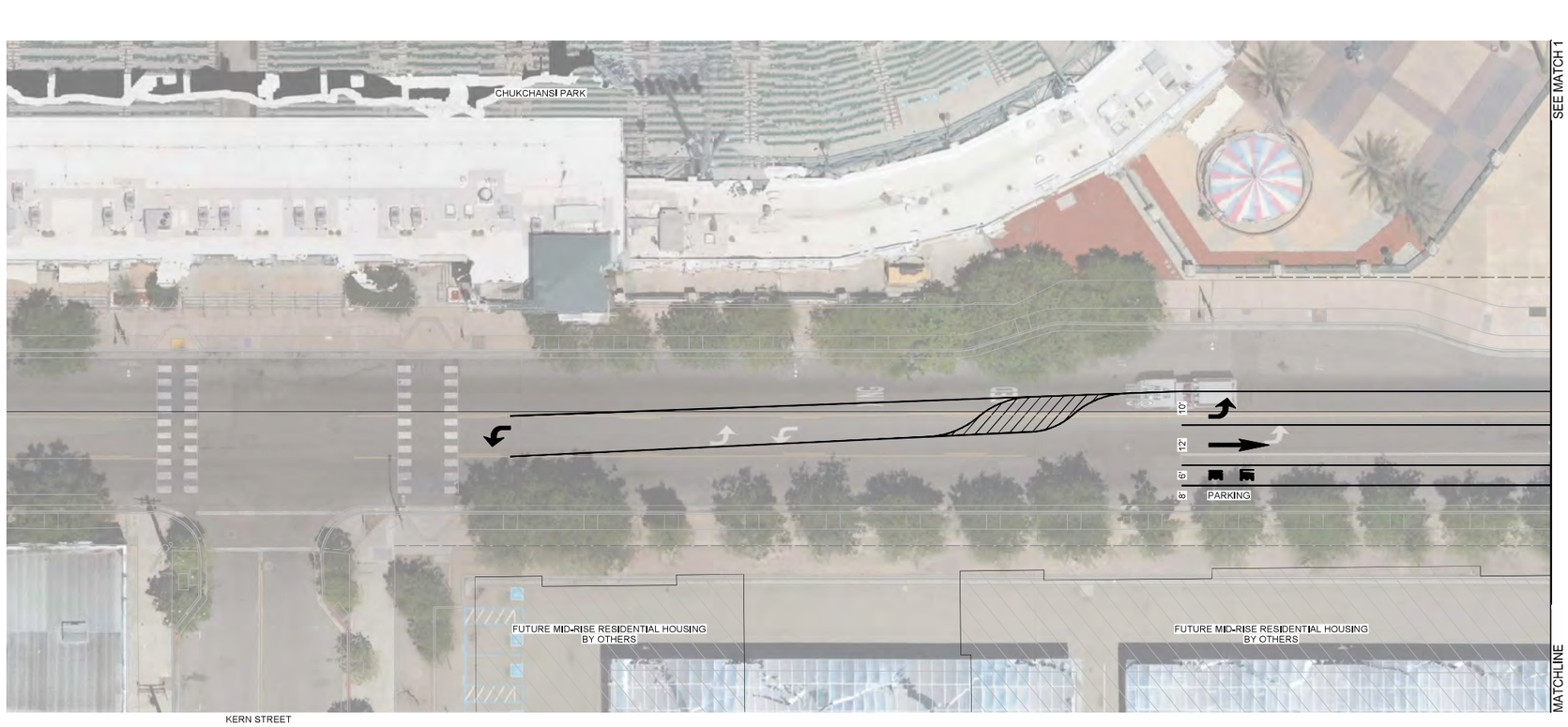
0 10 20 40

H STREET IMPROVEMENTS OPTION A

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

Exhibit E - H Street Future Curb and Striping Options
5/5/2026





LEGEND

- CONSTRUCT 6' WIDE TEMPORARY AC PATH FOR TEMPORARY SIDEWALK
- LIMITS OF CURRENT CURB, GUTTER, AND STREET RECONSTRUCTION
- LIMITS OF RETURN CONSTRUCTION
- FUTURE RECONSTRUCTION OF CURB, GUTTER, AND SIDEWALK TO MIRROR SOUTH SIDE OF H STREET TO BE CONSTRUCTED WITH HOUSING PROJECT

SCALE IN FEET
0 10 20 40

H STREET IMPROVEMENTS OPTION A

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

Exhibit E - H Street Future Curb and Striping Options
5/5/2026

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INYO STREET

MONO STREET

SEE MATCH 1

SEE MATCH 2

CONSTRUCT NEW TRAFFIC SIGNALIZATION WITH DOWNTOWN DECORATIVE POLES AND MAST ARMS AND PROTECTED LEFT TURN PHASING TYP.

RECOMMENDED SCOPE OF WORK: N/S H STREET FRONTAGE IMPROVEMENTS:

TO BE CONSTRUCTED IN FUTURE PHASE BY MID RISE RESIDENTIAL DEVELOPMENT:

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FUTURE MID-RISE RESIDENTIAL HOUSING BY OTHERS

R-1 STOP SIGN, TYP.

INSTALL NEW DOWNTOWN DECORATIVE SIGNAL POLE AND SAFETY LUMINAIRE, TYP.

FUTURE HIGH ACTIVITY ACTIVATED CROSSWALK AMENITIES AND LANDSCAPE MEDIAN ISLAND TO BE CONSTRUCTED WITH HOUSING PROJECT

FUTURE MID-RISE RESIDENTIAL HOUSING BY OTHERS

RECOMMENDED SCOPE OF WORK: INYO AND H STREET INTERSECTION:

- RECONSTRUCT CURB RAMPS ON NORTHEAST SIDE OF INTERSECTION WITH TRUNCATED DOMES.
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- SEAL AND RESTRIPE INYO STREET NORTHEAST AND H STREET NORTHWEST OF INTERSECTION WITH NEW LANE GEOMETRY.

RECOMMENDED SCOPE OF WORK: H STREET FRONTAGE IMPROVEMENTS.

SOUTH SIDE IMPROVEMENT TO BE CONSTRUCTED WITH H STREET PARKING STRUCTURE:

- CONSTRUCT NEW CURB AND GUTTER FROM INYO ST. INTERSECTION TO MONO ST. INTERSECTION. RECOMMEND CURB BULB OUTS AND MID-BLOCK MEDIAN ISLAND TO ACCOMMODATE HIGH ACTIVITY ACTIVATED CROSSWALK. CONSTRUCT MID-BLOCK SAFETY LIGHT ADJACENT TO CURB RAMP.
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FUTURE MID-RISE RESIDENTIAL HOUSING BY OTHERS

RECOMMENDED SCOPE OF WORK: MONO AND H STREET INTERSECTION.

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- INSTALL 4 NEW STOP SIGNS, ONE AT EACH RETURN.

REMOVE EXISTING ORNAMENTAL AND STANDARD STREET LIGHT POLES

FUTURE MID-RISE RESIDENTIAL HOUSING BY OTHERS

MATCHLINE

MATCHLINE

SCALE IN FEET

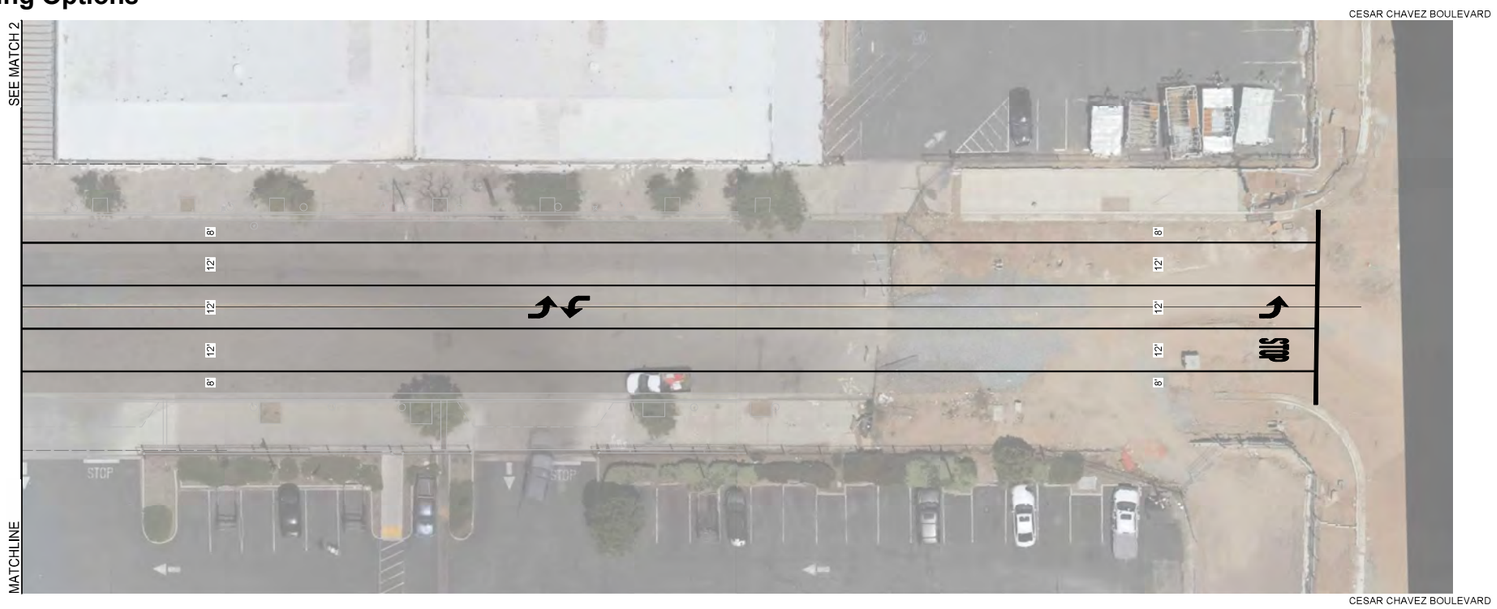
0 10 20 40

MONO STREET

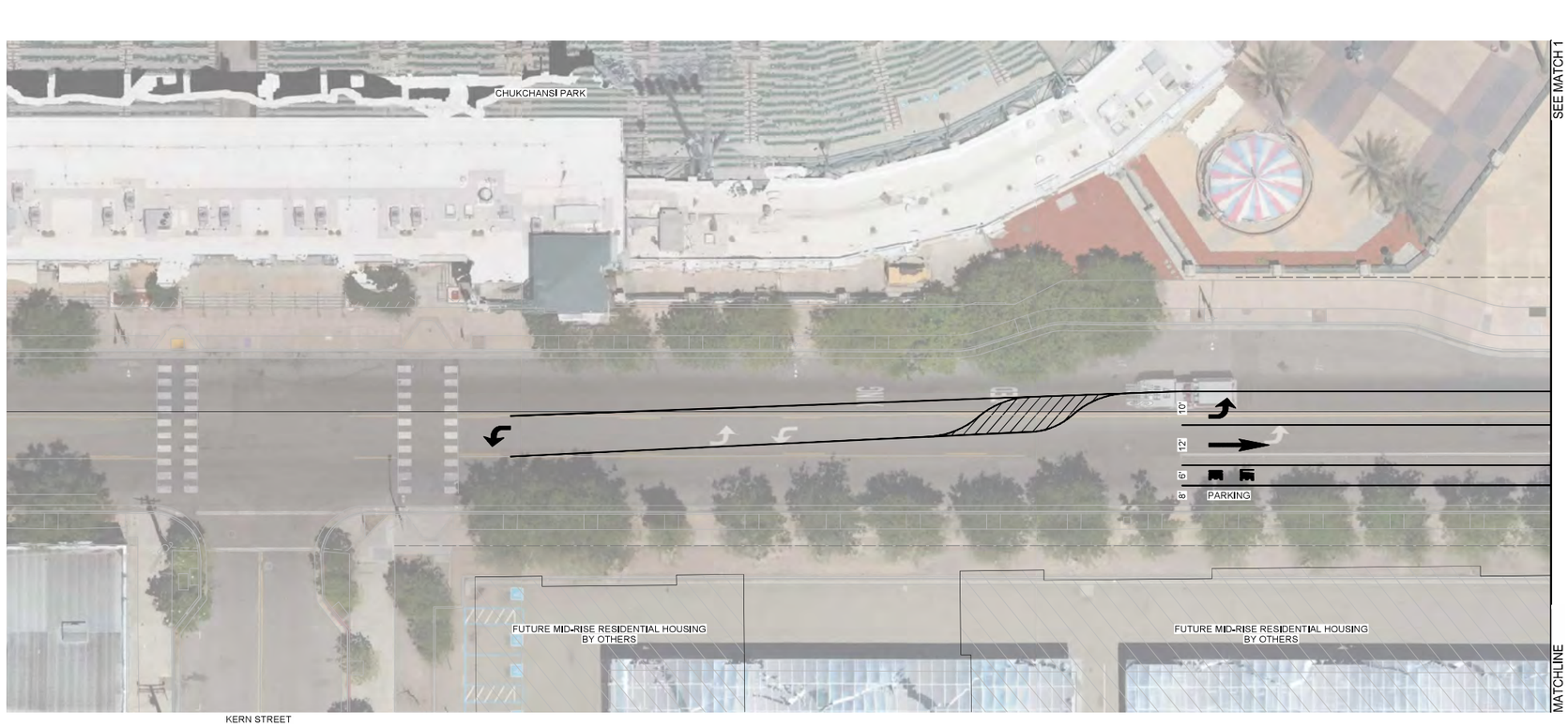
H STREET IMPROVEMENTS OPTION B

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

Exhibit E - H Street Future Curb and Striping Options
5/5/2026



H STREET



H STREET

LEGEND

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- LIMITS OF CURRENT CURB, GUTTER, AND STREET RECONSTRUCTION
- LIMITS OF RETURN CONSTRUCTION
- FUTURE RECONSTRUCTION OF CURB, GUTTER, AND SIDEWALK TO MIRROR SOUTH SIDE OF H STREET TO BE CONSTRUCTED WITH HOUSING PROJECT

SCALE IN FEET
0 10 20 40

H STREET IMPROVEMENTS OPTION B

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

EXHIBIT "F" – Illuminated Signage Designs

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

Exhibit F - Illuminated Signage Designs (Schematic Design) 5/5/2026

Bomel - Welcome to Fresno
Illuminated Sign

YESCO

YESCO
Las Vegas Division
5119 So. Cameron St.
Las Vegas, NV 89118
702.876.8080
www.yesco.com

NV Contractor Licenses:
C-2 #74289 - Unlimited Limits
C-6 #74290 - Unlimited Limits
C-14 #75739 - Unlimited Limits

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THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

Client:
Bomel
Welcome to Fresno

Address:
TBD
Fresno CA

Account Executive:
Richard Purvis

Designer:
Stephen Shortell

OPY:
76066

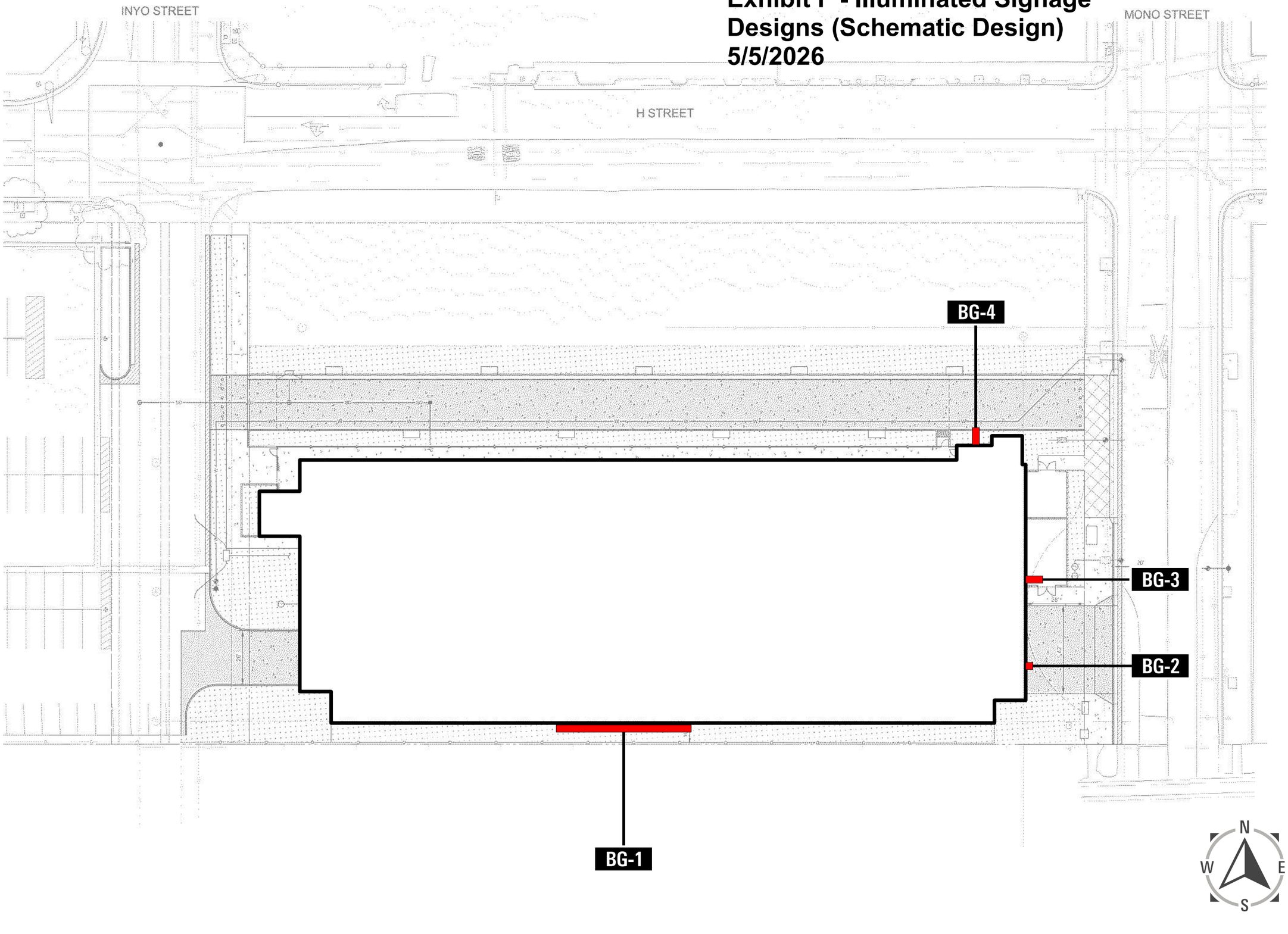
Rev.	Date / Designer
	12/22/2025 - SS
1	03/05/2026 - GE
2	03/12/2026 - GE
3	03/24/2026 - GE
4	04/10/2026 - GE

Sheet Description:
Cover

0.0

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

Exhibit F - Illuminated Signage Designs (Schematic Design) 5/5/2026



YESCO

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	12/22/2025 - SS
1	03/05/2026 - GE
2	03/12/2026 - GE
3	03/24/2026 - GE
4	04/10/2026 - GE

Sheet Description:
Site Plan

0.1

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

Exhibit F - Illuminated Signage Designs (Schematic Design)
5/5/2026



(BG-1) Day Rendering

YESCO

Las Vegas Division
5119 So. Cameron St.
Las Vegas, NV 89118
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Client:
Bomel
Welcome to Fresno

Address:
TBD
Fresno CA

Account Executive:
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Designer:
Stephen Shortell

OPY:
76066

Rev.	Date / Designer
	12/22/2025 - SS
1	03/05/2026 - GE
2	03/12/2026 - GE
3	03/24/2026 - GE
4	04/10/2026 - GE

Sheet Description:
Detail

1.0

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

Exhibit F - Illuminated Signage Designs (Schematic Design)
5/5/2026



(BG-1) Night Rendering

YESCO

Las Vegas Division
5119 So. Cameron St.
Las Vegas, NV 89118
702.876.8080
www.yesco.com

NV Contractor Licenses:
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Bomel
Welcome to Fresno

Address:
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Stephen Shortell

OPY:
76066

Rev.	Date / Designer
	12/22/2025 - SS
1	03/05/2026 - GE
2	03/12/2026 - GE
3	03/24/2026 - GE
4	04/10/2026 - GE

Sheet Description:
Detail

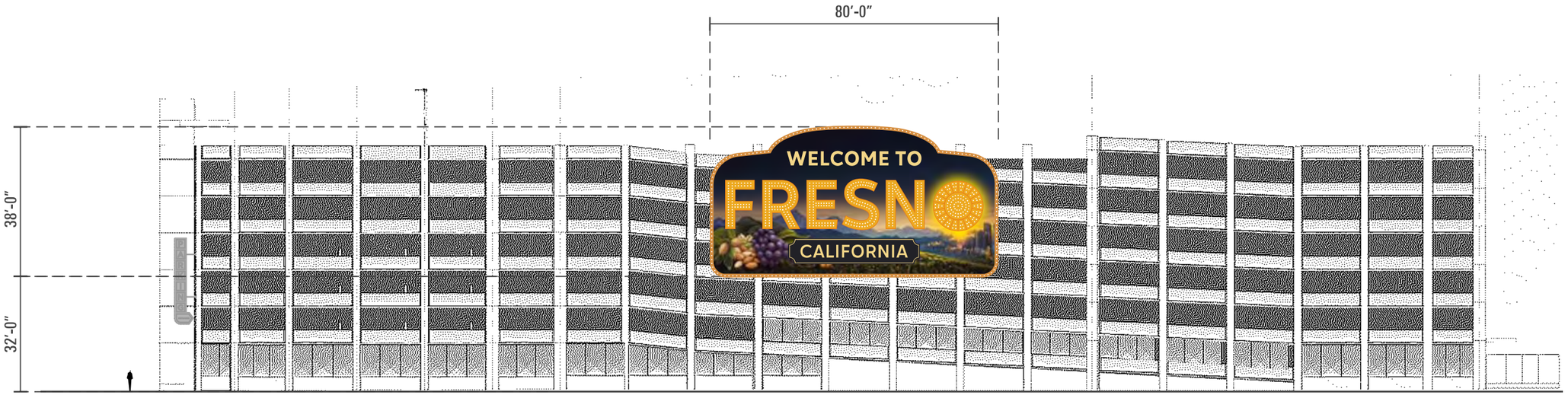
1.1

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

Exhibit F - Illuminated Signage Designs (Schematic Design)
5/5/2026



BG-1 South Parking Garage Elevation
Scale: 1/16" = 1'-0"



South Elevation
Scale: 1/32" = 1'-0"

Scope Of Work

Manufacture and install ONE (1) Internally Illuminated Cabinet Sign with Channel letters, Bulb Raceway & Printed Background.

- **A** | Bulb Filled Channel Letters
- **B** | Channel Cabinet with Printed Graphic
- **C** | Bulb Filled Channel Outline
- **D** | Pan Channel Letters
- **E** | Non-Illuminated Printed Background

Survey Required
All Measurements & Site Conditions To Be Verified Prior To Production

Color Required
Color Callout Or Color Sample Required Prior To Production

Bulb Count
4" Bulbs = 606 Total

YESCO

Las Vegas Division
5119 So. Cameron St.
Las Vegas, NV 89118
702.876.8080
www.yesco.com

NV Contractor Licenses:
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C-6 #74290 - Unlimited Limits
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Client:
Bomel
Welcome to Fresno

Address:
TBD
Fresno CA

Account Executive:
Richard Purvis

Designer:
Stephen Shortell

OPY:
76066

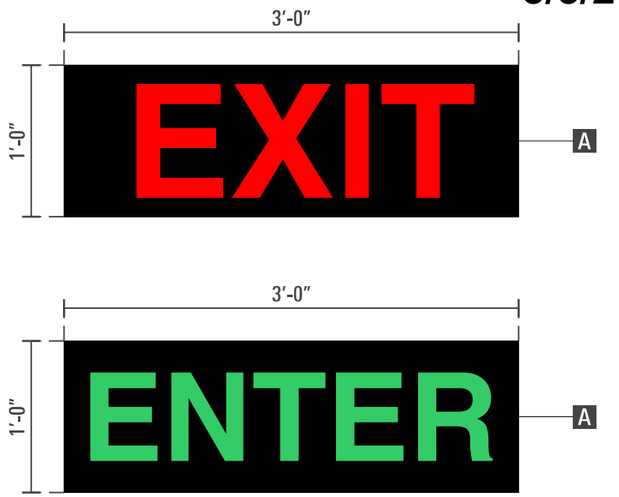
Rev.	Date / Designer
	12/22/2025 - SS
1	03/05/2026 - GE
2	03/12/2026 - GE
3	03/24/2026 - GE
4	04/10/2026 - GE

Sheet Description:
Detail

1.2

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

Exhibit F - Illuminated Signage Designs (Schematic Design)
5/5/2026

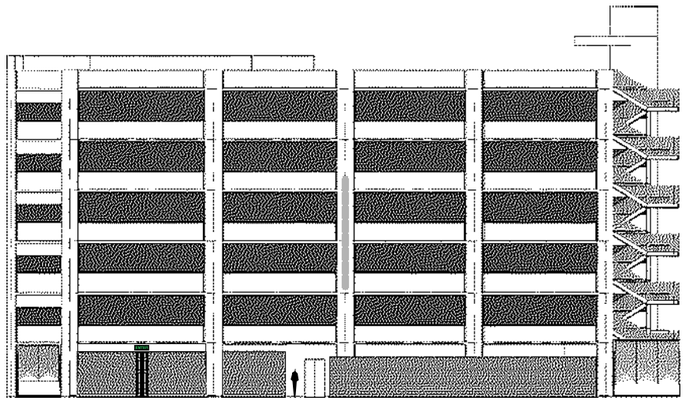


BG-2 Parking Garage Entrance
Scale: 1" = 1'-0"

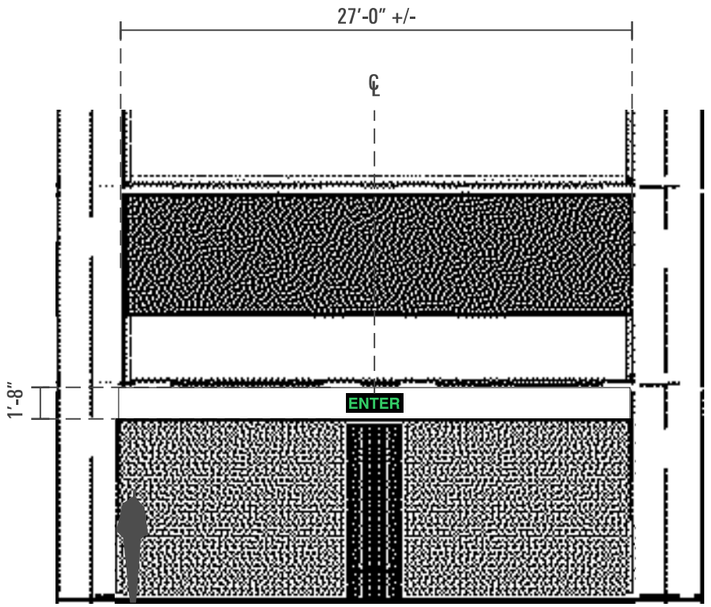
Scope Of Work

Provide and install Two (2) Digital Enter & Exit Displays. One on the Inside of the Garage & One on the Outside.
Note: Both Signs to switch from Verbiage to accommodate traffic needs.

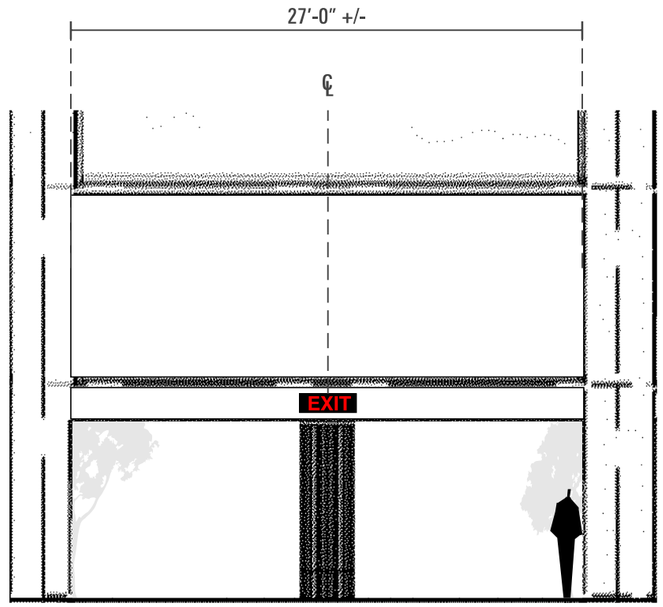
A | 1'-0" x 3'-0" Digital Display



Scale: 1/32" = 1'-0" East Elevation



Scale: 1/8" = 1'-0" Outside Elevation



Inside Elevation

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3	03/24/2026 - GE
4	04/10/2026 - GE

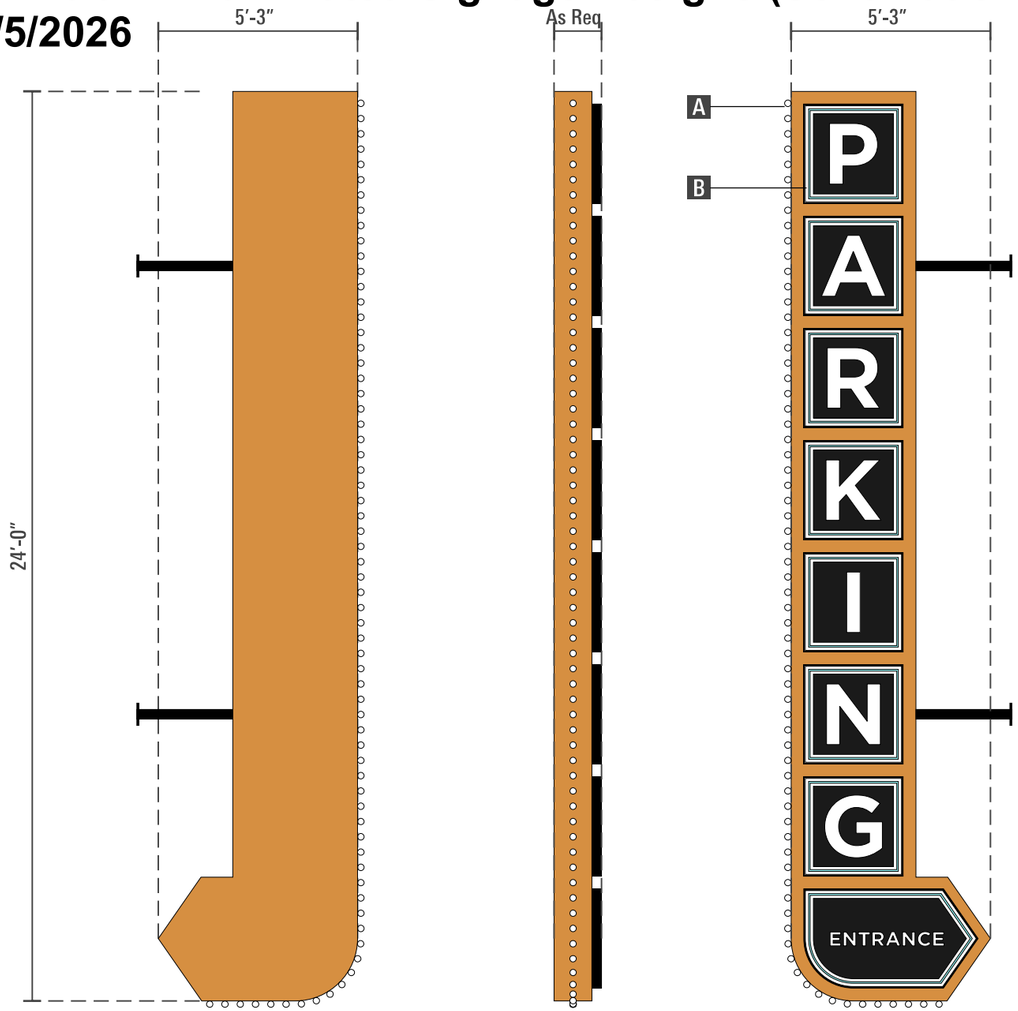
Sheet Description:
Digital Displays

2.0

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

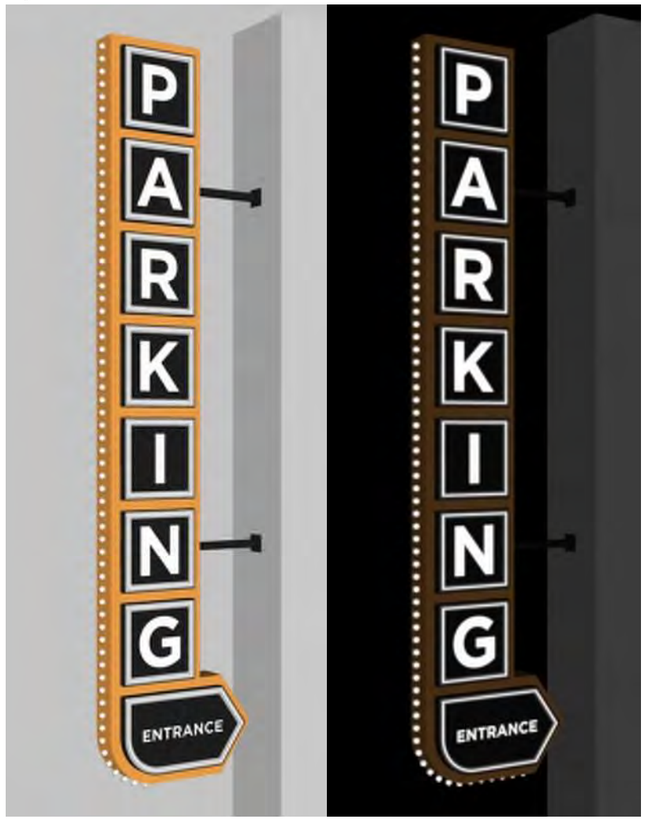
Exhibit F - Illuminated Signage Designs (Schematic Design)

5/5/2026



End View

BG-3 Parking Garage Blade Sign
Scale: ¼" = 1'-0"



Day View

Night View

Scope Of Work

Manufacture and install One (1) S/F Parking Garage Illuminated Blade Sign.

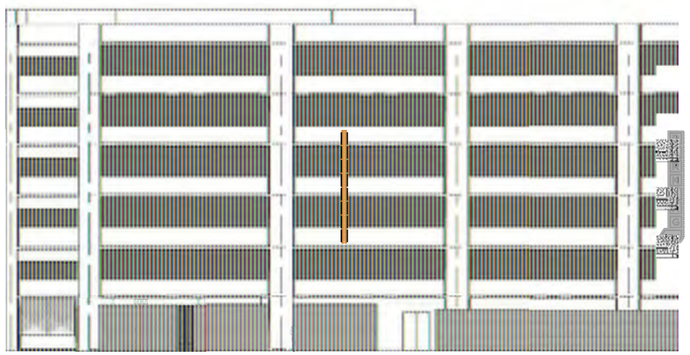
A Illuminated Arrow Cabinet with Bulb lines edge.

B Internally Illuminated Letter Cabinets with Neon Outline, Routed face with White Acrylic Backup

Bulb Count
2" Bulbs = 68 Total

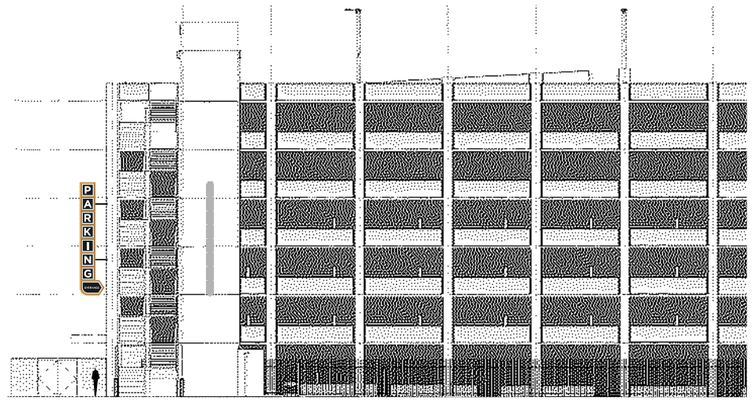


Enlarged Night View



Scale: 1/32" = 1'-0"

East Elevation



North Elevation

YESCO

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Las Vegas, NV 89118
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Welcome to Fresno

Address:
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Fresno CA

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1	03/05/2026 - GE
2	03/12/2026 - GE
3	03/24/2026 - GE
4	04/10/2026 - GE

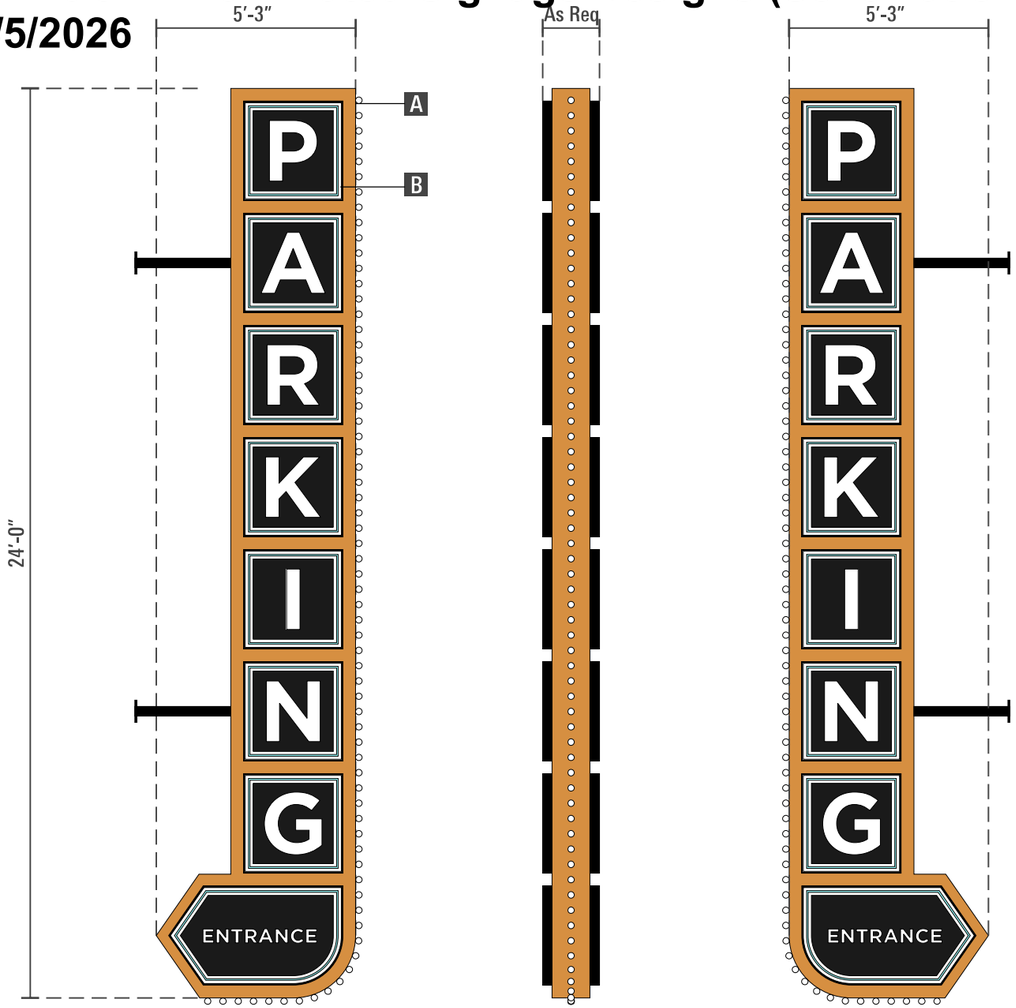
Sheet Description:
Parking

3.0

Docusign Envelope ID: 86C41D10-88E2-8788-8391-51E452BBF1C8

Exhibit F - Illuminated Signage Designs (Schematic Design)

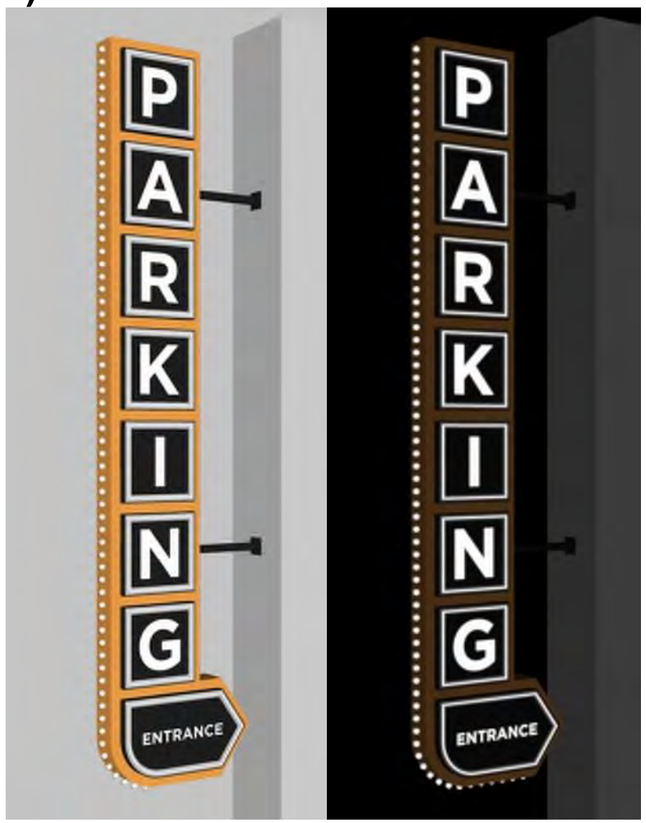
5/5/2026



End View

BG-4 Parking Garage Blade Sign

Scale: ¼" = 1'-0"



Day View

Night View

Scope Of Work

Manufacture and install One (1) D/F Parking Garage Illuminated Blade Sign.

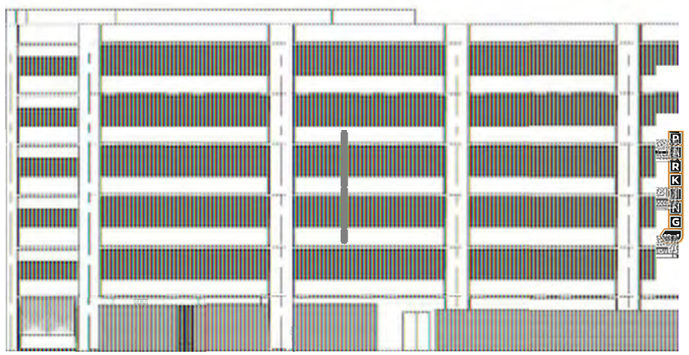
A Illuminated Arrow Cabinet with Bulb lines edge.

B Internally Illuminated Letter Cabinets with Neon Outline, Routed face with White Acrylic Backup

Bulb Count
2" Bulbs = 68 Total

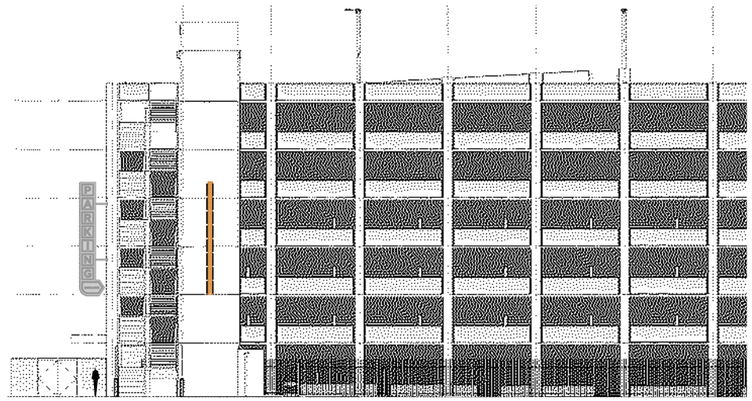


Enlarged Night View



Scale: 1/32" = 1'-0"

East Elevation



North Elevation

YESCO

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4	04/10/2026 - GE

Sheet Description:
Parking

4.0

Docusign Envelope ID: 03A4C333-A6B3-47FC-B26D-F00EBE87AB4F

DESIGN-BUILD CONTRACT
AMENDMENT NO. 1

THIS CONTRACT AMENDMENT NO. 1 (Amendment No. 1) is made and entered into by and between the CITY OF FRESNO, a California municipal corporation (City), and BOMEL CONSTRUCTION COMPANY INC., a California Corporation (Design-Build Entity), as follows:

RECITALS

WHEREAS, Council approved Phase 1 of the Design-Build Contract (Agreement) on April 24, 2025, for specified Design-Build Design phase services, including all sub-consultant, subcontractor, and reimbursable costs for the H Street Parking Structure Project at the proposed parcel 46704020S (Project); and

WHEREAS, the approved project design scope was limited to the multi-level parking structure and immediate frontage improvements; and

WHEREAS, additional grant funding has been awarded, enabling the scope to expand to off-site improvements as listed in Exhibit 1 – Scope of Services; and

WHEREAS, a Limited Phase II Environmental Study Assessment shall be conducted to further investigate the project site; and

WHEREAS, the Agreement and any amendments will be administered for the City by its Capital Projects Department Director (Director) or designee.

AGREEMENT

NOW THEREFORE, the parties agree that the Agreement be amended as follows:

1. Price. The Agreement's price will utilize the existing contingency fee in the amount of $176,330.00, for a total revised contract value not to exceed $2,392,979.00, with a remaining owner contingency amount not to exceed $43,670.00, as set forth in Exhibit 1. Design-Builder promises and agrees to perform or cause to be performed, in a good and workmanlike manner, and to the satisfaction of the City, and in strict accordance with the Specifications, all of the work as set forth in the Contract Documents.

2. The DBIA Design Build Agreement (DBIA Agreement), as modified, contains additional terms and conditions related to this Agreement. In the event of a conflict between this Amendment and the Agreement, this Amendment shall take precedence. However, in the event of conflict between the Agreement and the DBIA Agreement, the Agreement shall take precedence.

[SIGNATURES FOLLOW ON THE NEXT PAGE.]

IN WITNESS WHEREOF, the parties have executed this Contract on the day and year here below written, of which the date of execution by the City shall be subsequent to that of the Design-Builder's, and this Agreement shall be binding and effective upon execution by both parties.

CITY OF FRESNO,
A California municipal corporation

Signed by:
By: Francisco V. Magos II
FRANCISCO V. MAGOS II, PE, MBA, QSD
Assistant Director
Capital Projects Department

Dated: 3/17/2026

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

Signed by:
By: Brandon Collet 3/17/2026
Brandon M. Collet Date
Chief Assistant City Attorney

ATTEST:
AMY K. ALLER, CMC
Interim City Clerk

By: Collette Barrios 3/24/26
Date
Deputy Collette Barrios

Addresses:
CITY:
City of Fresno
Attention: Kimberly Alvarado Vega
Engineer II
747 R Street, 2nd Floor
Fresno, CA 93721
Phone: (559) 621-8686
E-mail: Kimberly.AlvaradoVega@fresno.gov

Attachment:
Exhibit 1 – Scope of Services

BOMEL CONSTRUCTION COMPANY INC.,
a California Corporation

DocuSigned by:
By: KENT MATRANGA
5D5CD8B5795F495...
Name: KENT MATRANGA

Title: President
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

Signed by:
By: Kasey Shay
D1EC9CEE454F4EB...
Name: Kasey Shay

Title: Vice President/Operations Manager
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

REVIEWED BY:
Kimberly Alvarado Vega
Engineer II
Capital Projects Department

Signed by:
Kimberly Alvarado Vega
0F9B3F5B05744A6...

DESIGN-BUILDER:
BOMEL CONSTRUCTION COMPANY INC.
Attention: Kent Matranga, President
96 Corporate Park,
Irvine, CA 92606
Phone: (714) 921-1660
E-mail: KMatranga@bomelconstruction.com

Docusign Envelope ID: 03A4C333-A6B3-47FC-B26D-F00EBE87AB4F

EXHIBIT 1
SCOPE OF SERVICES
Progressive Design-Build Amendment No. 1 Between

City of Fresno (City) and Bomel Construction Company Inc. (Design-Build Entity)

H Street Parking Structure

Deliverable 01

Additional Scope of Services for Deliverable 01 - Design for H Street improvements from Inyo Street to Mono Street includes but is not limited to:

- Prepare schematic design plan for street segment within the public right-of-way Street plans to include:
  - Cover Sheet
  - Demo sheet
  - Horizontal Control Plan
  - Street Plan and Profile
  - Street Details and Typical Sections
  - Signage and Striping Plan
  - Streetlight Plans
  - Landscape and Irrigation Plans
- Upon City approval of the schematic design documents, Design-Build Entity will prepare 90% street plans for City Public Works plan check. Comments will be addressed, and final, wet stamped plans will be submitted for City approval.
- Prepare street easement application, legal descriptions and exhibits maps to CPD for routing and processing with DPW.

Deliverable 02

Additional Scope of Services for Deliverable 02 - Design for Traffic Signal Modification for Inyo/H Street intersection includes but is not limited to:

- Project Management and coordination with Bomel, Capital Projects Department and the Department of Public Works.
- Research record street, streetlight, utility and traffic signal plans relative to this intersection.
- Prepare schematic design plan for the traffic signal reconstruction. Plans to include the following.
  - Modification of the traffic signal to include left-turn phasing on all approaches
  - Eastbound Construct the west leg of the intersection with a street type approach to include a separate left-turn lane and a shared through-right, including installation of traffic signal equipment consistent with protected left-turn phasing.
  - Northbound - Restripe the northbound approach to include a separate left-turn lane and a shared through-right lane.

- Westbound - Restripe the westbound approach to include a separate left-turn lane and a shared through-right lane.
- High visibility crosswalks shall be installed on the northbound and westbound legs
- Inclusion of a pedestrian scramble phase at this traffic signal, the traffic signal and striping plans will address this scope.
- Street Improvement plan to address either a new street type approach or a new (wider) drive approach to modify access to the current H Street surface parking lot. This work may include a relocation of the existing storm drain inlet on the south side of H Street.

Upon City approval of the schematic design documents, Design-Build Entity will prepare 90% traffic signal construction documents for City Traffic Engineering plan check. Comments will be addressed, and final, wet stamped plans will be submitted for City approval.

Deliverable 03

Additional Scope of Services for Deliverable 03 – Limited Phase II ESA Services includes but is not limited to:

- Task PGS: Passive Gas Sampling
  - Select up to 20 locations on the property where passive soil gas samplers will be installed, at approximately 1-2 feet below ground throughout the property. Install 10 under the parcel for the H Street parking structure over the southeast portion of the parking lot. Install an additional 8 over the balance of the existing surface parking lot site and 2 on the City's adjacent vacant parcel where the H Street warehouse was recently demolished. The soil gas samplers will remain in place for 14 days. Upon retrieval, the samplers will be submitted to the analytical lab for analysis of volatile organic compounds {VOC's) by Passive S.E. WMS by Mod TO-17.

- Task LSS: Limited Soil Sampling
  - Select up to 16 locations on the properties where significant historic railroad operations occurred for soil sampling. Collect 10 under the parcel for the H Street parking structure over the southeast portion of the surface parking lot. Collect 4 samples over the balance of the surface parking lot site and 2 on the City's adjacent parcel where the H Street warehouse was recently demolished. Sampling will be accomplished with the use of a jack hammer to penetrate the asphalt pavement structural section and hand auger to excavate up to 18-inches below ground surface. The soil samples will be submitted to the analytical lab for analysis of total arsenic and lead.

- Task SUM: Summary Technical Memo
  - Produce a draft Summary Technical Memo which will summarize field

sampling, laboratory results and regulatory criteria for the variety of land uses to be implemented over these properties. Review the draft memo with Bomel and CPD and incorporate one round of comments into a final report.

Deliverable 04

Additional Scope of Services for Deliverable 04 - Design of Landmark and Parking Direction Signage includes but is not limited to:

- Task: East-Facing Landmark Signage Design
  - Concept development for large-scale, exterior-facing signage
  - Exploration of typography, scale, placement, and contrast for long-distance visibility
  - Design options that align with the structure's architecture and surrounding context
  - Color and material recommendations suitable for fabrication and installation

- Task: Parking Entrance Signage Design
  - Clear, legible entrance identification for drivers approaching at speed
  - Hierarchy and layout optimized for quick comprehension
  - Coordination with traffic flow, sightlines, and safety considerations
  - Design systems that can be extended to future signage if needed

- Task: Design Deliverables
  - 2-3 refined design directions per signage element
  - Final selected concept with production-ready design files
  - Scaled mockups and placement visuals for coordination with Bomel's team
  - Basic fabrication guidance to support vendor execution

Deliverable 05

Additional Scope of Services for Deliverable 05 - Design for Modification at Mono Street and H Street Intersection includes but is not limited to:

- Project Management and coordination with Bomel, Capital Projects Department Mayor's office, and the Department of Public Works (DPW).
- Develop a basis of design site plan, commonly referred to as a General Approval Drawing (GAD) for proposed reconstruction of curb returns for the intersection, proposed striping and signage layout and a schematic design of street light removals and replacement for review by DPW.
- Upon all party's approval of the schematic design documents, Design-Build Entity will prepare 90% street improvement construction documents for City plan check. Design-Build Entity expects to provide the following seven (7) plan sheets.

  - Cover sheet
  - Legend and Abbreviations
  - Existing Conditions and Demolition Plan
  - Horizontal Control Plan
  - Street Improvement Grading Plan
  - Signage and Striping plan
  - Street Construction Details
- Develop a street light plan addressing the removal of three existing E-1 streetlights and one ornamental streetlight at this intersection and incorporating new safety lights with each curb return which can accommodate traffic signal mast arms in the future.
  - Plan will address the removal of overhead electrical fed to the three E-1 streetlights at this intersection as well as existing streetlights north and south of this intersection along H street and incorporate standard underground service, conduit and conductors to all of these streetlights.
- Incorporating draft technical specifications for the street light elements into the construction documents, as needed.
- Once comments are provided by the city, comments will be addressed, and final, wet stamped plans will be submitted for City approval.

Compensation

Compensation for all services described above. Fees will be billed monthly in accordance with the work completed.

First Amendment Compensation

Deliverable 01 – H Street Frontage Improvements	$36,605.00
Deliverable 02 - Traffic Signal Improvements at Inyo and H Street	$69,000.00
Deliverable 03 - Limited Phase II ESA Services	$20,125.00
Deliverable 04 - Design of Landmark and Parking Directional Signage	$6,325.00
Deliverable 05 – Modification at Mono and H Street Intersection	$44,275.00
TOTAL PROFESSIONAL SERVICES FEE	$176,330.00

Original Contract Amount

Phase 1: Preconstruction Design Services	$2,216,649.00
Owner Contingency for Phase 1	$220,000.00
TOTAL PROFESSIONAL SERVICES FEE	$2,216,649.00

Total Amended Contract Amount **$2,392,979.00**

With a remaining owner contingency amount not to exceed $43,670.00

Additional Service Fees

There would be no additional services without prior written authorization by the City.

Schedule

Time allotted for each deliverable is summarized below.

Deliverable 01: H Street Frontage Improvements	March 18, 2026 First Deliverable
Deliverable 02: Traffic Signal Improvements at Inyo and H Street	March 18, 2026 First Deliverable
Deliverable 03: Limited Phase II ESA Services	4-6 weeks
Deliverable 04: Design of Landmark and Parking Directional Signage	4-6 weeks
Deliverable 05: Modification at Mono and H Street Intersection	March 18, 2026 First Deliverable

DESIGN CONTRACT

THIS CONTRACT is made and entered into by and between the CITY OF FRESNO, a California municipal corporation (City), and BOMEL CONSTRUCTION COMPANY INC., a California Corporation (Design-Build Entity), as follows:

RECITALS

WHEREAS, the City desires to obtain professional design services for the design of plans and general construction contract documents for the H Street Parking Structure at the proposed parcel 46704020S (Project); and

WHEREAS, the City desires to utilize a Progressive Design Build delivery method to design and build the Project; and

WHEREAS, the selected design-build team composed of BOMEL CONSTRUCTION COMPANY INC. and it's sub-consultants, including architects and engineers from CHOATE PARKING CONSULTANTS (CPC), CULP & TANNER, and PROVOST & PRITCHARD, shall provide design services and hereby represents that it desires to and is professionally and legally capable of performing the services call for by this Agreement; and

WHEREAS, this Agreement will be administered for the City by its Department of Capital Projects Director (Director) or designee.

1. Contract Documents. The "Request for Qualifications", "Specifications", the "DBIA Progressive Design Build Agreement", as modified, and the "DBIA Standard Form of General Conditions of Contract Between Owner and Design-Builder", as modified, for design services related to the H Street Parking Structure at the proposed parcel 46704020S, copies of which are annexed hereto as part of Exhibit 1, together with all the documents specifically referred to in said annexed documents, are hereby incorporated into and made part of this Contract, and shall be known as the Contract Documents.

2. Price. For the monetary consideration of $2,216,649.00, as set forth in **Exhibit 1**, Design-Builder promises and agrees to perform or cause to be performed, in a good and workmanlike manner, and to the satisfaction of the City, and in strict accordance with the Specifications, all of the work as set forth in the Contract Documents.

3. Payment. The City accepts the Design-Builder's Proposal as stated and agrees to pay the consideration stated, at the times, in the amounts, and under the conditions specified in the Contract Documents. The Design-Builder agrees to accept electronic payment from the City.

4. Scope of Services. Design-Builder shall perform the services described herein and in **Exhibit 1** to complete the design of the Project more fully described in **Exhibit 1**, and this shall include all work incidental to, or necessary to perform, such design services even though not specifically described in **Exhibit 1**. By entry into this Agreement and upon City's issuance of a written "Notice to Proceed", City

contracts for the services in Phase One for design. Design-Builder shall not perform any other Phase of the Agreement, and this Agreement shall not be a contract for any other Phase, until further performance is authorized by City's issuance of a written "Notice to Proceed" for such additional phase(s). It shall, however, remain Design-Builder's offer to perform all remaining phases described herein. In the event Design-Builder performs without City's prior written authorization, Design-Builder will not be entitled to compensation for such services.

The DBIA Design Build Agreement (Agreement), as modified, contains additional terms and conditions related to this Contract. In the event of a conflict between this Contract and the Agreement, this Contract shall take precedence. However, if this Contract does not address a legal issue for this Project, the parties shall be governed by the provisions of the Agreement.

[SIGNATURES FOLLOW ON THE NEXT PAGE]

IN WITNESS WHEREOF, the parties have executed this Contract on the day and year here below written, of which the date of execution by the City shall be subsequent to that of the Design-Builder's, and this Contract shall be binding and effective upon execution by both parties.

CITY OF FRESNO,
A California municipal corporation

By: _____
FRANCISCO V. MAGOS II, PE, MBA, QSD
Assistant Director
Capital Projects Department

Dated: 4/29/2025

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____ Christine Charitar
for Brandon M. Collet
Assistant City Attorney

Dated: 4/17/25

ATTEST:
TODD STERMER, CMC
City Clerk

By: _____

Deputy

Dated: 4/30/25

Addresses:
CITY:
City of Fresno
Attention: Kimberly Alvarado,
Engineer I
747 R Street, 2nd Floor
Fresno, CA 93721
Phone: (559) 621-8686
E-mail:
Kimberly.AlvaradoVega@fresno.gov

BOMEL CONSTRUCTION
COMPANY INC.,
a California Corporation

By: _____

Name: Derral McGinnis

Title: Vice President - Sales
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

By: _____

Name: Lisa McGinnis

Title: CFO
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

REVIEWED BY:
Mike Mooneyham, PE
Licensed Professional Engineer
Capital Projects Department

DESIGN-BUILDER:
BOMEL CONSTRUCTION
COMPANY INC.
Attention: Kent Matranga, President
96 Corporate Park,
Irvine, CA 92606
Phone: (714) 921-1660
E-mail:
KMatranga@bomelconstruction.com

Attachments:
Exhibit 1 – Contract Documents including
Exhibit A – Owner's Project Criteria
Exhibit B – Scope of Services
Exhibit C – Disclosure of Conflict of Interest
Exhibit D – General Conditions

Progressive Design-Build Agreement

EXHIBIT 1

Document No. 544
Second Edition, 2022

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Washington, D.C.

Progressive Design-Build Agreement

This document has important legal consequences. Consultation with an attorney is recommended with respect to its completion or modification.

This **AGREEMENT** is made as of the 17 day of April in the year of 2025, by and between the following parties, for services in connection with the Project identified below:

OWNER OR CITY:
City of Fresno
2600 Fresno Street
Fresno, CA 93721

DESIGN-BUILDER:
Bomel Construction Company Inc.
96 Corporate Park,
Irvine, CA, 92606

PROJECT:
H Street Parking Structure

In consideration of the mutual covenants and obligations contained herein, Owner and Design-Builder agree as set forth herein.

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Article 1

General

1.1 Duty to Cooperate. Owner and Design-Builder commit at all times to cooperate fully with each other, and proceed on the basis of trust and good faith to permit each party to realize the benefits afforded under this Agreement

1.2 Definitions. Terms, words, and phrases used in this Agreement shall have the meanings given them in DBIA Document No. 535, Standard Form of General Conditions of Contract Between Owner and Design-Builder (2022 Edition) ("General Conditions of Contract")

1.3 Design Services. Design-Builder shall, consistent with applicable state licensing laws, provide design services, including architectural, engineering, and other design professional services required by this Agreement. Such design services shall be provided through qualified, licensed design professionals who are either (i) employed by Design-Builder, or (ii) procured by Design-Builder from independent sources. Nothing in this Agreement is intended to create any legal or contractual relationship between Owner and any independent design professional.

Article 2

Design-Builder's Services and Responsibilities

2.1 General Services.

2.1.1 Owner shall provide Design-Builder with Owner's Project Criteria describing Owner's program requirements and objectives for the Project as set forth in Exhibit A. Owner's Project Criteria shall include Owner's use, space, price, time, site, performance, and expandability requirements. Owner's Project Criteria may include conceptual documents, design specifications, design performance specifications, and other technical materials and requirements prepared by or for Owner.

2.1.2 If Owner's Project Criteria have not been developed prior to the execution of this Agreement, Design-Builder will assist Owner in developing Owner's Project Criteria, with such service deemed to be an additional service for which additional compensation shall be paid by Owner to Design-Builder. If Owner has developed Owner's Project Criteria prior to executing this Agreement, Design-Builder shall review and prepare a written evaluation of such criteria, including recommendations to Owner for different and innovative approaches to the design and construction of the Project. The parties shall meet to discuss Design-Builder's written evaluation of Owner's Project Criteria and agree upon what revisions, if any, should be made to such criteria.

2.2 Phased Services.

2.2.1 Phase 1 Services. Design-Builder shall perform the services of design, pricing, and other services for the Project based on Owner's Project Criteria, as may be revised in accordance with Section 2.1 hereof, as set forth in Exhibit B, Scope of Services. Design-Builder shall perform such services to the level of completion required for Design-Builder and Owner to establish the Contract Price for Phase 2, as set forth in Section 2.3 below. The Contract Price for Phase 2 shall be developed during Phase 1 on an "open-book" basis. Design-Builder's Compensation for Phase 1 Services is set forth in Section 7.1.1 herein. The level of completion required for Phase 1 Services is defined in Exhibit B, Scope of Services (either as a percentage of design completion or by defined deliverables).

2.2.2 Phase 2 Services. Design-Builder's Phase 2 services shall consist of the completion of design services for the Project, the procurement of all materials and equipment for the Project, the

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performance of construction services for the Project, the start-up, testing, and commissioning of the Project, and the provision of warranty services, all as further described in the Contract Price Amendment. Upon receipt of Design-Builder's proposed Contract Price for Phase 2, Owner may proceed as set forth in Section 2.3.

2.3 Proposal. Upon completion of the Phase 1 Services and any other Basis of Design Documents upon which the parties may agree, Design-Builder shall submit a proposal to Owner (the "Proposal") for the completion of the design and construction for the Project for the Contract Price, which may be based on Lump Sum or Design-Builder's Fee and Cost of the Work with an option for a Guaranteed Maximum Price (GMP).

2.3.1 The Proposal shall include the following unless the parties mutually agree otherwise:

2.3.1.1 The Contract Price shall be in accordance with Section 7.1

2.3.1.2 The Basis of Design Documents, which may include, by way of example, Owner's Project Criteria, which are set forth in detail and are attached to the Proposal;

2.3.1.3 A list of the assumptions and clarifications made by Design-Builder in the preparation of the Proposal, which list is intended to supplement the information contained in the drawings and specifications and is specifically included as part of the Basis of Design Documents;

2.3.1.4 The Scheduled Substantial Completion Date upon which the Proposal is based, to the extent said date has not already been established under Section 6.2.1 hereof, and a schedule upon which the Scheduled Substantial Completion Date is based and a Project Schedule for the Work;

2.3.1.5 If applicable, a list of Allowance Items, Allowance Values, and a statement of their basis;

2.3.1.6 If applicable, a schedule of alternate prices;

2.3.1.7 If applicable, a schedule of unit prices;

2.3.1.8 If applicable, a statement of Additional Services which may be performed but which are not included in the Proposal, and which, if performed, shall be the basis for an increase in the Contract Price and/or Contract Time(s);

2.3.1.9 If applicable, a Savings provision;

2.3.1.10 If applicable, Performance Incentives;

2.3.1.11 The time limit for acceptance of the Proposal; and

2.3.1.12 An Owner's permit list, a list detailing the permits and governmental approvals that Owner will bear responsibility to obtain.

2.3.2 Review and Adjustment to Proposal.

2.3.2.1 After submission of the Proposal, Design-Builder and Owner shall meet to discuss and review the Proposal. If Owner has any comments regarding the Proposal or finds any inconsistencies or inaccuracies in the information presented, it shall promptly give written notice to Design-Builder of such comments or findings. If appropriate, Design-Builder shall, upon receipt of Owner's notice, make appropriate adjustments to the Proposal.

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2.3.2.2 Acceptance of Proposal. If Owner accepts the Proposal, as may be amended by Design-Builder, the Contract Price and its basis shall be set forth in an amendment to this Agreement, when mutually agreed between the parties (Contract Price Amendment). Once the parties have agreed upon the Contract Price and Owner has issued a Notice to Proceed with Phase 2, Design-Builder shall perform the Phase 2 Services, all as further described in the Contract Price Amendment, as it may be revised.

2.3.2.3 Failure to Accept the Proposal. If Owner rejects the Proposal or fails to notify Design-Builder in writing on or before the date specified in the Proposal that it accepts the Proposal, the Proposal shall be deemed withdrawn and of no effect. In such event, Owner and Design-Builder shall meet and confer as to how the Project will proceed, with Owner having the following options:

i Owner may suggest modifications to the Proposal, whereupon, if such modifications are accepted in writing by Design-Builder, the Proposal shall be deemed accepted and the parties shall proceed in accordance with Section 2.3.2.2 above;

ii Owner may authorize Design-Builder to continue to proceed with the Work on the basis of reimbursement as provided in Section 7.1.2 hereof without a Contract Price, in which case all references in this Agreement to the Contract Price shall not be applicable; or

iii Owner may terminate this Agreement for convenience in accordance with Article 9 hereof; provided, however, in this event, Design-Builder shall not be entitled to the payment provided for in Section 9.2 hereof.

2.3.2.4 If Owner fails to exercise any of the above options, Design-Builder shall have the right to (a) continue with the Work as if Owner had elected to proceed in accordance with Section 2.3.2.3 ii. above, and be paid by Owner accordingly, unless and until Owner notifies it in writing to stop the Work; (b) suspend performance of Work in accordance with Section 11.3.1 of the General Conditions of Contract, provided, however, that in such event Design-Builder shall not be entitled to the payment provided for in Section 9.2 hereof; or (c) may give written notice to Owner that it considers this Agreement completed. If Owner fails to exercise any of the options under Section 2.3.2.3 within ten (10) days of receipt of Design-Builder's notice, then this Agreement shall be deemed completed. If Owner terminates the relationship with Design-Builder under Section 2.3.2.3(iii), or if this Agreement is deemed completed under this paragraph, then Design-Builder shall have no further liability or obligations to Owner under this Agreement.

Article 3

Contract Documents

3.1 The Contract Documents are comprised of the following:

3.1.1 All written modifications, amendments, minor changes, and Change Orders to this Agreement issued in accordance with DBIA Document No. 535, *Standard Form of General Conditions of Contract Agreement Between Owner and Design-Builder* (2022 Edition) ("General Conditions of Contract");

3.1.2 The Contract Price Amendment referenced in Section 2.3.2.2 herein or the Proposal accepted by Owner in accordance with Section 2.3 herein.

3.1.3 This Agreement, including all exhibits (list for example, performance standard requirements, performance incentive arrangements, markup exhibits, allowances, unit prices, or exhibit detailing offsite reimbursable personnel) but excluding, if applicable, the Contract Price Amendment;

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3.1.4 The General Conditions of Contract;

3.1.5 Construction Documents prepared and approved in accordance with Section 2.4 of the General Conditions of Contract;

3.1.6 Exhibit B, Scope of Services; and

3.1.7 The following other documents, if any:

Article 4

Interpretation and Intent

4.1 Design-Builder and Owner, at the time of acceptance of the Proposal by Owner in accordance with Section 2.3 hereof, shall carefully review all the Contract Documents, including the various documents comprising the Basis of Design Documents for any conflicts or ambiguities. Design-Builder and Owner will discuss and resolve any identified conflicts or ambiguities prior to execution of the Agreement, or if applicable, prior to Owner's acceptance of the Proposal.

4.2 The Contract Documents are intended to permit the parties to complete the Work and all obligations required by the Contract Documents within the Contract Time(s) for the Contract Price. The Contract Documents are intended to be complementary and interpreted in harmony so as to avoid conflict, with words and phrases interpreted in a manner consistent with construction and design industry standards. In the event inconsistencies, conflicts, or ambiguities between or among the Contract Documents are discovered after Owner's acceptance of the Proposal, Design-Builder and Owner shall attempt to resolve any ambiguity, conflict, or inconsistency informally, recognizing that the Contract Documents shall take precedence in the order in which they are listed in Section 3.1 hereof. *(Note, the parties are strongly encouraged to establish in the Contract Price Amendment or Proposal (as applicable) the priority of the various documents comprising such exhibit or proposal.)*

4.3 Terms, words, and phrases used in the Contract Documents, including this Agreement, shall have the meanings given them in the General Conditions of Contract.

4.4 If Owner's Project Criteria contain design specifications: (a) Design-Builder is entitled to reasonably rely on the accuracy of the information represented in the design specifications and their compatibility with other information set forth in Owner's Project Criteria, including any design performance specifications; and (b) Design-Builder shall be entitled to an adjustment in its Contract Price and/or Contract Time(s) to the extent Design-Builder's cost and/or time of performance have been adversely impacted by such inaccurate design specification.

4.5 The Contract Documents form the entire agreement between Owner and Design-Builder and by incorporation herein are as fully binding on the parties as if repeated herein. No oral representations or other agreements have been made by the parties except as specifically stated in the Contract Documents.

Article 5

Ownership of Work Product

5.1 Any reports, information, or other data prepared or assembled by the Design Builder pursuant to this Agreement shall not be made available to any individual or organization by the Design Builder without the prior written approval of the City. During the term of this Agreement, and thereafter, the Design Builder shall not, without the prior written consent of the City, disclose to anyone any Confidential Information. The term Confidential Information for the purposes of this Agreement shall include all proprietary and confidential information of the City, including but not limited to business plans, marketing plans, financial information, designs, drawings, specifications, materials, compilations, documents, instruments, models,

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source or object codes and other information disclosed or submitted, orally, in writing, or by any other medium or media. All Confidential Information shall be and remain confidential and proprietary in the City.

5.2 Any and all original sketches, pencil tracings of working drawings, plans, computations, specifications, computer disk files, writings and other documents prepared or provided by the Design Builder pursuant to this Agreement are the property of the City at the time of preparation and shall be turned over to the City upon expiration or termination of the Agreement or default by the Design Builder. The Design Builder grants the City a copyright license to use such drawings and writings. The Design Builder shall not permit the reproduction or use thereof by any other person except as otherwise expressly provided herein. The City may modify the design including any drawings or writings. Any use by the City of the aforesaid sketches, tracings, plans, computations, specifications, computer disk files, writings, and other documents in completed form as to other projects or extensions of this Project, or in uncompleted form, without specific written verification by the Design Builder will be at the City's sole risk and without liability or legal exposure to the Design Builder. The Design Builder may keep a copy of all drawings and specifications for its sole and exclusive use.

5.3 If the Design Builder should subcontract all or any portion of the services to be performed under this Agreement, the Design Builder shall cause each subcontractor to also comply with the requirements of this Section 5.

5.4 This Section 5 shall survive expiration or termination of this Agreement.

Article 6

Contract Time

6.1 Date of Commencement. The Phase 1 Services shall commence within five (5) days of Design-Builder's receipt of Owner's Notice to Proceed unless the parties mutually agree otherwise in writing. The Work shall commence within five (5) days of Design-Builder's receipt of Owner's Notice to Proceed for Phase 2 Services ("Date of Commencement") if the Proposal is accepted and the Contract Price Amendment is amended to this Agreement unless the parties mutually agree otherwise in writing.

6.2 Substantial Completion and Final Completion.

6.2.1 80% Plan Check Submittal shall be achieved no later than one hundred eighty-seven (187) calendar days after the Date of Commencement ("Scheduled Substantial Completion Date").

6.2.2 Interim milestones and/or Substantial Completion of identified portions of the Work shall be achieved as follows: (Insert any interim milestones ("Scheduled Interim Milestone Dates") for portions of the Work with different scheduled dates for Substantial Completion.)

6.2.3 Final Completion of the Work or identified portions of the Work shall be achieved as expeditiously as reasonably practicable. Final Completion is the date when all Work is complete pursuant to the definition of Final Completion set forth in Section 1.2.14 of the General Conditions of Contract.

6.2.4 All of the dates set forth in this Article 6 ("Contract Time(s)") shall be subject to adjustment in accordance with the General Conditions of Contract.

6.3 Time is of the Essence. Owner and Design-Builder mutually agree that time is of the essence with respect to the dates and times set forth in the Contract Documents.

6.4 Liquidated Damages. Design-Builder understands that if Substantial Completion is not attained by the Scheduled Substantial Completion Date, Owner will suffer damages which are difficult to determine and accurately specify. Design-Builder agrees that if Substantial Completion is not attained by _____ (_____) days after the Scheduled Substantial Completion Date (the "LD Date"), Design-Builder shall pay

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Owner _____ Dollars ($_____) as liquidated damages for each day that Substantial Completion extends beyond the LD Date. (If a GMP is not established upon execution of this Agreement, the parties should consider setting liquidated damages after GMP negotiations.)

6.5 Any liquidated damages assessed pursuant to this Agreement shall be in lieu of all liability for any and all extra costs, losses, expenses, claims, penalties, and any other damages, whether special or consequential, and of whatsoever nature, incurred by Owner which are occasioned by any delay in achieving Substantial Completion, Interim Milestone Dates (if any), or Final Completion.

Article 7

Contract Price

7.1 Contract Price.

7.1.1 Owner shall pay Design-Builder in accordance with Article 6 of the General Conditions of Contract the sum of TWO MILLION TWO HUNDRED SIXTEEN THOUSAND SIX HUNDRED FOURTY NINE ($2,216,649.00) for the Phase 1 Services, subject to adjustments made in accordance with the General Conditions of Contract. Unless otherwise provided in the Contract Documents, the Phase 1 Services compensation is deemed to include all sales, use, consumer and other taxes mandated by applicable Legal Requirements.

7.1.2 For Phase 2 Services, Owner shall pay Design-Builder in accordance with Article 6 of the General Conditions of Contract a contract price ("Contract Price") equal to the Lump Sum amount set forth in Section 7.2 hereof or in the Contract Price Amendment, or equal to the Design-Builder's Fee (as defined in Section 7.4 hereof) plus the Cost of the Work (as defined in Section 7.5 hereof), subject to any GMP established in Section 7.6 hereof or as set forth in the Contract Price Amendment and any adjustments made in accordance with the General Conditions of Contract.

7.1.3 For the specific Work set forth below, Owner agrees to pay Design-Builder, as part of the Contract Price, on the following basis: *(This is an optional section intended to provide the parties with flexibility to identify and price limited services.)*

7.2 Lump Sum. Owner shall pay Design-Builder in accordance with Article 6 of the General Conditions of Contract the sum of _____ Dollars ($_____) ("Contract Price") for the Work for Phase 2 Services, subject to adjustments made in accordance with the General Conditions of Contract. Unless otherwise provided in the Contract Documents, the Contract Price is deemed to include all sales, use, consumer and other taxes mandated by applicable Legal Requirements.

7.3 Markups for Changes. If the Contract Price requires an adjustment due to changes in the Work, and the cost of such changes is determined under Sections 9.4.1.3 or 9.4.1.4 of the General Conditions of Contract, the following markups shall be allowed on such changes:

7.3.1 For additive Change Orders, including additive Change Orders arising from both additive and deductive items, it is agreed that Design-Builder shall receive a Fee of TEN percent (10%) of the additional costs incurred for that Change Order, plus any other markups set forth at Exhibit hereto.

7.3.2 For deductive Change Orders, including deductive Change Orders arising from both additive and deductive items, the deductive amounts shall include:

[Check one box only.]

☒ No additional reduction to account for Design-Builder's Fee or any other markup.

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or

☐ An amount equal to the sum of: (a) _____ percent (_____%) applied to the direct costs of the net reduction (which amount will account for a reduction associated with Design-Builder's Fee); plus (b) any other markups set forth at Exhibit _____ hereto applied to the direct costs of the net reduction.

7.4 Design-Builder's Fee: Not used

7.5 Cost of the Work.

7.5.1 The term Cost of the Work shall mean costs reasonably incurred by Design-Builder in the proper performance of the Work. The Cost of the Work shall include only the following:

7.5.1.1 Wages of direct employees of Design-Builder performing the Work at the Site or, with Owner's agreement, at locations off the Site, provided, however, that the costs for those employees of Design-Builder performing design services shall be calculated on the basis of prevailing market rates for design professionals performing such services or, if applicable, those rates set forth in an exhibit to this Agreement.

7.5.1.2 Wages or salaries of Design-Builder's supervisory and administrative personnel engaged in the performance of the Work and who are located at the Site or working off-Site to assist in the production or transportation of material and equipment necessary for the Work.

7.5.1.3 Wages or salaries of Design-Builder's personnel stationed at Design-Builder's principal or branch offices, but only to the extent said personnel are identified in the Design-Builder's Proposal and performing the function set forth in said Proposal. The reimbursable costs of personnel stationed at Design-Builder's principal or branch offices shall include a TEN percent (10%) markup to compensate Design-Builder for the Project-related overhead associated with such personnel.

7.5.1.4 Costs incurred by Design-Builder for employee benefits, premiums, taxes, insurance, contributions and assessments required by law, collective bargaining agreements, or which are customarily paid by Design-Builder, to the extent such costs are based on wages and salaries paid to employees of Design-Builder covered under Sections 7.5.1.1 through 7.5.1.3 hereof.

7.5.1.5 The reasonable portion of the cost of travel, accommodations and meals for Design-Builder's personnel necessarily and directly incurred in connection with the performance of the Work.

7.5.1.6 Payments properly made by Design-Builder to Subcontractors and Design Consultants for performance of portions of the Work, including any insurance and bond premiums incurred by Subcontractors and Design Consultants.

7.5.1.7 Costs incurred by Design-Builder in repairing or correcting defective, damaged or nonconforming Work (including any warranty or corrective Work performed after Substantial Completion), provided that such Work was beyond the reasonable control of Design-Builder, or caused by the ordinary mistakes or inadvertence, and not the negligence, of Design-Builder or those working by or through Design-Builder. If the costs associated with such Work are recoverable from insurance, Subcontractors or Design Consultants, Design-Builder shall exercise best efforts to obtain recovery from the appropriate source and provide a credit to Owner if recovery is obtained.

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7.5.1.8 Costs, including transportation, inspection, testing, storage, and handling of materials, equipment, and supplies incorporated or reasonably used in completing the Work.

7.5.1.9 Costs less salvage value of materials, supplies, temporary facilities, machinery, equipment and hand tools not customarily owned by the workers that are not fully consumed in the performance of the Work and which remain the property of Design-Builder, including the costs of transporting, inspecting, testing, handling, installing, maintaining, dismantling, and removing such items.

7.5.1.10 Costs of removal of debris and waste from the Site.

7.5.1.11 The reasonable costs and expenses incurred in establishing, operating and demobilizing the Site office, including the cost of facsimile transmissions, long-distance telephone calls, postage and express delivery charges, telephone service, photocopying, and reasonable petty cash expenses.

7.5.1.12 Rental charges and the costs of transportation, installation, minor repairs and replacements, dismantling and removal of temporary facilities, machinery, equipment and hand tools not customarily owned by the workers, which are provided by Design-Builder at the Site, whether rented from Design-Builder or others, and incurred in the performance of the Work.

7.5.1.13 Premiums for insurance and bonds required by this Agreement or the performance of the Work.

7.5.1.14 All fuel and utility costs incurred in the performance of the Work.

7.5.1.15 Sales, use, or similar taxes, tariffs, or duties incurred in the performance of the Work.

7.5.1.16 Legal costs, court costs, and costs of mediation and arbitration reasonably arising from Design-Builder's performance of the Work, provided such costs do not arise from disputes between Owner and Design-Builder.

7.5.1.17 Costs for permits, royalties, licenses, tests and inspections incurred by Design-Builder as a requirement of the Contract Documents.

7.5.1.18 The cost of defending suits or claims for infringement of patent rights arising from the use of a particular design, process, or product required by Owner, paying legal judgments against Design-Builder resulting from such suits or claims, and paying settlements made with Owner's consent.

7.5.1.19 Deposits which are lost, except to the extent caused by Design-Builder's negligence.

7.5.1.20 Costs incurred in preventing damage, injury, or loss in case of an emergency affecting the safety of persons and property.

7.5.1.21 Accounting and data processing costs related to the Work.

7.5.1.22 Other costs reasonably and properly incurred in the performance of the Work to the extent approved in writing by Owner.

[Design-Builder and Owner may want to consider adding the following Section 7.5.1.23 to address the payment of warranty work.]

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☐ 7.5.1.23 Owner and Design-Builder agree that an escrow account in the amount of_____(fee amount)shall be established prior to Final Completion, which escrow shall be used to reimburse Design-Builder for the Costs of the Work incurred after Final Completion to perform warranty Work. The escrow agreement will provide that any sums not used at the expiration of the warranty period shall be returned to Owner, subject to any savings Design-Builder may be entitled to under this Agreement. In the event the warranty escrow account is exhausted, but funds remain under the GMP, Owner shall be obligated to pay Design-Builder the Costs of the Work incurred after Final Completion to perform warranty Work up to the GMP.

7.5.2 Non-Reimbursable Costs. The following shall be excluded from the Cost of the Work:

7.5.2.1 Compensation for Design-Builder's personnel stationed at Design-Builder's principal or branch offices, except as provided for in Sections 7.5.1.1, 7.5.1.2, and 7.5.1.3 hereof.

7.5.2.2 Overhead and general expenses, except as provided for in Section 7.5.1 hereof, or which may be recoverable for changes to the Work.

7.5.2.3 The cost of Design-Builder's capital used in the performance of the Work.

7.5.2.4 If the parties have agreed on a GMP, costs that would cause the GMP, as adjusted in accordance with the Contract Documents, to be exceeded.

7.6 The Guaranteed Maximum Price.

7.6.1 Design-Builder guarantees that it shall not exceed the GMP of _____ Dollars ($_____). Documents used as a basis for the GMP shall be identified in the Contract Price Amendment to this Agreement. Design-Builder does not guarantee any specific line item provided as part of the GMP and has the sole discretion to apply payment due to overruns in one line item to savings due to underruns in any other line item. Design-Builder agrees, however, that it will be responsible for paying all costs of completing the Work which exceed the GMP, as adjusted in accordance with the Contract Documents. *(While the Contract Price Amendment will be developed in advance or concurrently with the execution of this Agreement, it is recommended that such exhibit include the items set forth in Section 2.3 above, to ensure that the basis for the GMP is well understood).*

7.6.2 The GMP includes a Contingency in the amount of _____ Dollars ($_____) which is available for Design-Builder's exclusive use for unanticipated costs it has incurred that are not the basis for a Change Order under the Contract Documents. By way of example, and not as a limitation, such costs may include: (a) trade buy-out differentials; (b) overtime or acceleration; (c) escalation of materials; (d) correction of defective, damaged or nonconforming Work, design errors or omissions, however caused; (e) Subcontractor defaults; or (f) those events under Section 8.2.2 of the General Conditions of Contract that result in an extension of the Contract Time but do not result in an increase in the Contract Price. The Contingency is not available to Owner for any reason, including changes in scope or any other item which would enable Design-Builder to increase the GMP under the Contract Documents. Design-Builder shall provide Owner notice of all anticipated charges against the Contingency and shall provide Owner as part of the monthly status report required by Section 2.1.2 of the General Conditions of Contract an accounting of the Contingency, including all reasonably foreseen uses or potential uses of the Contingency in the upcoming three (3) months. Design-Builder agrees that with respect to any expenditure from the Contingency relating to a Subcontractor default or an event for which insurance or bond may provide reimbursement, Design-Builder will in good faith exercise reasonable steps to obtain performance from the Subcontractor and/or recovery from any surety or insurance company. Design-Builder agrees that if Design-Builder is subsequently reimbursed for said costs, then said recovery will be credited back to the Contingency.

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7.6.3 Savings.

7.6.3.1 If the sum of the actual Cost of the Work and Design-Builder's Fee (and, if applicable, any prices established under Section 7.1.3 hereof) is less than the GMP, as such GMP may have been adjusted over the course of the Project, the difference ("Savings") shall be shared as follows:

[Choose one of the following.]

☒ FIFTY percent (50%) to Design-Builder and
FIFTY percent (50%) to Owner.

or

☐ The first _____ Dollars ($ _____) of Savings shall be provided to (choose either Design-Builder or Owner) _____, with the balance of Savings, if any, shared _____ percent (_____%) to Design-Builder and _____percent (_____%) to Owner.

7.6.3.2 Savings shall be calculated and paid as part of Final Payment under Section 8.4 hereof, with the understanding that to the extent Design-Builder incurs costs after Final Completion which would have been payable to Design-Builder as a Cost of the Work, the parties shall recalculate the Savings in light of the costs so incurred, and Design-Builder shall be paid by Owner accordingly.

7.7 Allowance Items and Allowance Values.

7.7.1 Any and all Allowance Items, as well as their corresponding Allowance Values, are set forth in the Contract Price Amendment or the Proposal.

7.7.2 Design-Builder and Owner have worked together to review the Allowance Items and Allowance Values based on design information then available to determine that the Allowance Values constitute reasonable estimates for the Allowance Items. Design-Builder and Owner will continue working closely together during the preparation of the design to develop Construction Documents consistent with the Allowance Values. Nothing herein is intended in any way to constitute a guarantee by Design-Builder that the Allowance Item in question can be performed for the Allowance Value.

7.7.3 No work shall be performed on any Allowance Item without Design-Builder first obtaining in writing advanced authorization to proceed from Owner. Owner agrees that if Design-Builder is not provided written authorization to proceed by the date set forth in the Project schedule, due to no fault of Design-Builder, Design-Builder may be entitled to an adjustment of the Contract Time(s) and Contract Price.

7.7.4 The Allowance Value includes the direct cost of labor, materials, equipment, transportation, taxes, and insurance associated with the applicable Allowance Item. All other costs, including design fees, Design-Builder's overall project management and general conditions costs, overhead and Fee, are deemed to be included in the original Contract Price, and are not subject to adjustment notwithstanding the actual amount of the Allowance Item.

7.7.5 Whenever the actual costs for an Allowance Item is more than or less than the stated Allowance Value, the Contract Price shall be adjusted accordingly by Change Order, subject to Section 7.7.4. The amount of the Change Order shall reflect the difference between actual costs incurred by Design-Builder for the particular Allowance Item and the Allowance Value.

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7.8 Performance Incentives.

7.8.1 Owner and Design-Builder have agreed to the performance incentive arrangements set forth in the Design-Builder's Proposal.

Article 8

Procedure for Payment

8.1 Payment for Preliminary Services. Design-Builder and Owner agree upon the following method for partial and final payment to Design-Builder for the services hereunder: (Insert terms.)

8.2 Contract Price Progress Payments.

8.2.1 Design-Builder shall submit to Owner on the TWENTY-FIFTH (25TH) day of each month, beginning with the first month after the Date of Commencement, Design-Builder's Application for Payment in accordance with Article 6 of the General Conditions of Contract.

8.2.2 Owner shall make payment within ten (10) days after Owner's receipt of each properly submitted and accurate Application for Payment in accordance with Article 6 of the General Conditions of Contract, but in each case less the total of payments previously made, and less amounts properly withheld under Section 6.3 of the General Conditions of Contract.

8.2.3 If Design-Builder's Fee under Section 7.4 hereof is a fixed amount, the amount of Design-Builder's Fee to be included in Design-Builder's monthly Application for Payment and paid by Owner shall be proportional to the percentage of the Work completed, less payments previously made on account of Design-Builder's Fee.

8.3 Retainage on Progress Payments.

8.3.1 For Phase 2 progress payments owner will retain FIVE percent (5%) of each Application for Payment provided, however, that when fifty percent (50%) of the Work has been satisfactorily completed by Design-Builder and Design-Builder is otherwise in compliance with its contractual obligations, Owner will not retain any additional retention amounts from Design-Builder's subsequent Applications for Payment. Owner will also reasonably consider reducing retainage for Work completed early in the Project.

8.3.2 Within fifteen (15) days after Substantial Completion of the entire Work or, if applicable, any portion of the Work, pursuant to Section 6.6 of the General Conditions of Contract, Owner shall release to Design-Builder all retained amounts relating, as applicable, to the entire Work or completed portion of the Work, less an amount equal to: (a) the reasonable value of all remaining or incomplete items of Work as noted in the Certificate of Substantial Completion; and (b) all other amounts Owner is entitled to withhold pursuant to Section 6.3 of the General Conditions of Contract.

[If Owner and Design-Builder have established a warranty reserve pursuant to Section 7.5.1.23 above, the following provision should be included.]

☐ If a warranty reserve has been established pursuant to Section 7.5.1.23 above, Owner shall at the time of Substantial Completion retain the agreed-upon amounts and establish an escrow account as contemplated by Section 7.5.1.23 above.

8.4 Final Payment. Design-Builder shall submit its Final Application for Payment to Owner in accordance with Section 6.7 of the General Conditions of Contract. Owner shall make payment on Design-Builder's properly submitted and accurate Final Application for Payment (less any amount the parties may have agreed to set aside for warranty work) within ten (10) days after Owner's receipt of the Final

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Application for Payment, provided that Design-Builder has satisfied the requirements for final payment set forth in Section 6.7.2 of the General Conditions of Contract.

8.5 Interest. Payments due and unpaid by Owner to Design-Builder, whether progress payments or final payments, shall bear interest commencing five (5) days after payment is due at the rate of ONE percent (1%) per month until paid.

8.6 Record Keeping and Finance Controls. Design-Builder acknowledges that this Agreement is to be administered on an "open book" arrangement relative to Costs of the Work with the exception of self-performed work, general condition and general requirement costs which will be established as lump sum values and shall not be subject to an "open-book" arrangement. Design-Builder shall keep full and detailed accounts and exercise such controls as may be necessary for proper financial management, using accounting and control systems in accordance with generally accepted accounting principles and as may be provided in the Contract Documents. During the performance of the Work and for a period of three (3) years after Final Payment, Owner and Owner's accountants shall be afforded access to, and the right to audit from time to time, upon reasonable notice, Design-Builder's records, books, correspondence, receipts, subcontracts, purchase orders, vouchers, memoranda, and other data relating to the Work, all of which Design-Builder shall preserve for a period of three (3) years after Final Payment. Such inspection shall take place at Design-Builder's offices during normal business hours unless another location and time is agreed to by the parties. Any multipliers or markups agreed to by Owner and Design-Builder as part of this Agreement are only subject to audit to confirm that such multiplier or markup has been charged in accordance with this Agreement, but the composition of such multiplier or markup is not subject to audit. Any lump sum agreed to by Owner and Design-Builder as part of this Agreement is not subject to audit.

8.7 Prompt Progress Payment to Subcontractors.

All Contracts and Subcontracts (all tiers), shall contain the following provisions:

8.7.1 Prompt Payment To Subcontractors A Design-Builder, prime contractor or subcontractor shall pay a subcontractor not later than 10 days of receipt of each progress payment in accordance with the provision in Section 7108.5 of the California Business and Professions Code concerning prompt payment to subcontractors. The 10 days is applicable unless, a longer period is agreed to in writing. Any violation of Section 7108.5 shall subject the violating contractor or subcontractor to the penalties, sanction and other remedies of that section. Federal regulation (49 CFR 26.29) requires that any delay or postponement of payment over 30 days of receipt of each payment may take place only for good cause and with the Owner's prior written approval. These requirements shall not be construed to limit or impair any contractual, administrative, or judicial remedies otherwise, available to the prime contractor or subcontractor in the event of a dispute involving late payment, or nonpayment by the Design-Builder, deficient subcontract performance, or noncompliance by a subcontractor. This provision applies to both low-and very low-income prime contractors and subcontractors as well as those that are not.

8.7.2 Prompt Payment Of Funds Withheld To Subcontractors. The Owner shall hold retainage from the prime contractor and shall make prompt and regular incremental acceptances of portions, as determined by the Owner of the contract work and pay retainage to the Design-Builder based on these acceptances. The Design-Builder, prime contractor or subcontractor shall return all monies withheld in retention from a subcontractor within 30 days after receiving payment for work satisfactorily completed and accepted including incremental acceptances of portions of the contract work by the Owner. Federal regulations (49 CFR 26.29) require that any delay or postponement of payment over 30 days may take place only for good cause and with the agency's prior written approval. Any violation of this provision shall subject the violating prime contractor or subcontractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. These requirements shall not be construed to limit or impair any contractual, administrative, or judicial remedies otherwise, available to the prime contractor or subcontractor in the event of a dispute involving late payment, or nonpayment by the prime contractor, deficient subcontract performance, or noncompliance by a subcontractor. This provision

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applies to both low-and very low-income prime contractors and subcontractors as well as those that are not.

Article 9

Termination for Convenience

9.1 Upon ten (10 days' written notice to Design-Builder, Owner may, for its convenience and without cause, elect to terminate this Agreement. In such event, Owner shall pay Design-Builder for the following:

9.1.1 All services performed and Work executed and for proven loss, cost, or expense in connection with the services and Work;

9.1.2 The reasonable costs and expenses attributable to such termination, including demobilization costs and amounts due in settlement of terminated contracts with Subcontractors and Design Consultants; and

[Choose one of the following.]

☐ The fair and reasonable sums for overhead and profit on the sum of items 9.1.1 and 9.1.2 above.

or

☒ Overhead and profit in the amount of TEN percent (10%) on the sum of items 9.1.1 and 9.1.2 above.

9.2 In addition to the amounts set forth in Section 9.1 above, Design-Builder shall be entitled to receive one of the following if the parties agree to an additional payment:

9.2.1 If Owner terminates this Agreement prior to commencement of construction, Design-Builder shall be paid ZERO percent (0%) of the remaining balance of the Contract Price or, if a GMP has not been established, the remaining balance of the most recent estimated Contract Price.

9.2.2 If Owner terminates this Agreement after commencement of construction, Design-Builder shall be paid TEN percent (10%) of the remaining balance of the Contract Price or, if a GMP has not been established, the remaining balance of the most recent estimated Contract Price.

9.3 If Owner terminates this Agreement pursuant to Section 9.1 above and proceeds to design and construct the Project through its employees, agents or third parties, Owner's rights to use the Work Product shall be as set forth in Article 5 hereof. Such rights may not be transferred or assigned to others without Design-Builder's express written consent and such third parties' agreement to the terms of Article 5.

Article 10

Representatives of the Parties

10.1 Owner's Representatives.

10.1.1 Owner designates the individual listed below as its Senior Representative ("Owner's Senior Representative"), which individual has the authority and responsibility for avoiding and resolving disputes under Section 10.2.2 of the General Conditions of Contract: (Identify individual's name, title, address, and telephone numbers.)

Nicholas Mascia

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Capital Projects Interim Director
2600 Fresno Street
Fresno, CA 93721
559-621-8703

10.1.2 Owner designates the individual listed below as its Owner's Representative, which individual has the authority and responsibility set forth in Section 3.4 of the General Conditions of Contract: (Identify individual's name, title, address, and telephone numbers.)

Kimberly Alvarado
Engineer I
747 R Street
Fresno, CA 93721
559-621-8686

10.2 Design-Builder's Representatives.

10.2.1 Design-Builder designates the individual listed below as its Senior Representative ("Design-Builder's Senior Representative"), which individual has the authority and responsibility for avoiding and resolving disputes under Section 10.2.2 of the General Conditions of Contract: (Identify individual's name, title, address, and telephone numbers.)

Matt Prince
Vice President/Director of Construction
96 Corporate Park
Irvine, CA, 92606
714-921-1660

10.2.2 Design-Builder designates the individual listed below as its Design-Builder's Representative, which individual has the authority and responsibility set forth in Section 2.1.1 of the General Conditions of Contract: (Identify individual's name, title, address, and telephone numbers.)

Adam Perrington
Project Executive
96 Corporate Park
Irvine, CA, 92606
714-921-1660

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Article 11

Bonds and Insurance

11.1 Insurance. Design-Builder and Owner shall procure the insurance coverages set forth in the Insurance Exhibit attached hereto and in accordance with Article 5 of the General Conditions of Contract.

11.2 Bonds and Other Performance Security. Design-Builder shall provide the following performance bond and labor and material payment bond or other performance security:

Performance Bond.
(Check one box only. If no box is checked, then no bond is required.)

☐ Required ☐ Not Required

Payment Bond.
[Check one box only. If no box is checked, then no bond is required.]

☐ Required ☐ Not Required

Other Performance Security.
[Check one box only. If no box is checked, then no other performance security is required. If the "Required" box is checked, identify below the specific performance security that is being required and all salient commercial terms associated with that security.]

☐ Required ☒ Not Required

Article 12

Other Provisions

12.1 Other provisions, if any, are as follows: (Insert any additional provisions.)

12.2 Listing of Exhibits and documents incorporated herein:

Exhibit A – Owner's Project Criteria
Exhibit B – Scope of Services
Exhibit C – Disclosure of Conflict of Interest
Exhibit D – DBIA Document No. 535, Standard Form of General Conditions of Contract Between Owner and Design-Builder (2022 Edition) ("General Conditions of Contract")
Contract Price Amendment, if any.

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In executing this Agreement, Owner and Design-Builder each individually represents that it has the necessary financial resources to fulfill its obligations under this Agreement, and each has the necessary corporate approvals to execute this Agreement, and perform the services described herein.

OWNER:

Nicholas Mascia
(Name of Owner)

(Signature)

NICHOLAS D. MASCIA
(Printed Name)

Capital Projects Director
(Title)

Date: 4/30/25

DESIGN-BUILDER:

Bomel Construction Company, Inc.
(Name of Design-Builder)

(Signature)

Derral McGinnis
(Printed Name)

Vice President-Sales
(Title)

Date: 04/17/2025

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EXHIBIT A

OWNER'S PROJECT CRITERIA

Progressive Design-Build Agreement Between

City of Fresno (City) and Bomel Construction Company Inc. (Design-Build Entity)

H STREET PARKING STRUCTURE

1. PROJECT DELIVERY AND OBJECTIVES

1.1. The H Street Parking Structure Project (Project) will be designed and constructed in two phases using the progressive design-build delivery method as follows:

1.1.1. Preconstruction Phase (Phase One): Prepare design to approximately 80 percent complete and establish a Guaranteed Maximum Price (GMP) proposal

1.1.2. Construction Phase (Phase Two): Upon award of a contract for the GMP or lump-sum price by the Owner, complete design, construction, and post-construction tasks including site facilities testing, as-built recording, warranty, and support

1.1.3. Due to funding availability the project may not include all recommended technology or advanced technologies as detailed in the design. An amendment may be negotiated to mitigate any discrepancies within the scope of work.

1.2. Construction will consist of a new approximately 48,000 square foot footprint multi-level parking structure with 900+ spaces. The City intends to own, manage, and operate the H Street Parking Structure in Downtown Fresno. The structure will feature natural ventilation, optimum number of spaces, ingress, and egress access points, multiple stairways and ADA compliant elevators along with automation equipment (islands, kiosks, entry gates, etc.) and video surveillance cameras.

1.3. The site shall be designed to accommodate the H Street Parking structure along with future development of housing units, retail spaces, and green space area, optimizing use of shared spaces as much as possible.

1.4. All proposed exclusions to the requirements of the Owner's Project Criteria must be listed in detail.

1.5. The City's objectives for delivery of the Project are as follows:

1.5.1. Design a high-quality structure, while engaging the stakeholders to include needed features and amenities

1.5.2. Deliver a high-quality and sustainable parking structure in accordance with industry design and construction standards within the prescribed schedule and budget

1.5.3. Develop the two parcels in a coordinated, efficient, and complimentary manner to best serve the targeted community

1.5.4. Provide a structure on a site layout to enhance and encourage an active healthy lifestyle

1.5.5. Provide real-time data, communication, and reporting functionality from the parking facility general location for ingestion by the City of Fresno.

1.5.6. Standardize parking automation and video surveillance within the parking facility.

1.5.7. Ensure a high degree of cost and schedule certainty

1.5.8. Minimize impacts to ongoing retail, traffic, and area events

1.5.9. Ease of future development and expandability

1.5.10. Enhance the community experience through use of aesthetically pleasing elements, intuitiveness, and technology

1.5.11. Enhance opportunities to advance sustainability

1.5.12. Achieve an optimal balance of risk allocation between the Owner and the Design-Builder

2. PHASE 1 PRECONSTRUCTION SERVICES

Phase One scope of services performed by the Design-Builder will include (at a minimum) the following detailed tasks and deliverables:

2.1. Project site and existing conditions review and verification:

2.1.1. Review of existing utilities

2.1.2. Subsurface utility location survey

2.2. Basis of Design Report preparation:

2.2.1. Design criteria

2.2.2. Preliminary design including preliminary Drawings and Technical Specification outlines

2.2.3. Preliminary construction organization, work plan, and schedule

2.2.4. Regulatory requirements and permit acquisition planning

2.2.5. Project budget estimate update

2.3. 30, 60, and 80 percent design preparation

2.3.1. Bi-weekly team meetings

2.3.2. Further Drawing development

2.3.3. Technical Specification development

2.3.4. Construction work plan and schedule update

2.3.5. Subcontract and equipment procurement plan development

2.3.6. Cost estimate updates

2.4. Guaranteed Maximum Price (GMP) development

2.4.1. Phase Two contract finalization and negotiation meetings and team meetings

2.4.2. GMP proposal development

2.4.3. Final construction work plan and schedule development

2.4.4. Final regulatory and permitting plan

2.5. Project Management

2.5.1. Bi-weekly team meetings

2.5.2. Project Management Plan development and implementation

2.5.3. Quality Plan development and implementation

2.5.4. Administering biweekly team meetings and updates

2.5.5. Progress meetings and progress reports

2.5.6. Progress payment and invoicing

3. PHASE 2 CONSTRUCTION SERVICES

3.1. Phase Two scope of services performed by the Design-Builder will be further defined and negotiated during execution of Phase One services and will generally include the following:

3.1.1. Assistance in obtaining regulatory approval and permit acquisition.

3.1.2. Preparation of "issued for construction" design documents.

3.1.3. Procurement of materials, equipment, subcontractors, construction, and construction management services

3.1.4. Engineering services during construction, start-up, testing, commissioning and training

3.1.5. Preparation of record documents and O&M manuals, and warranty services

4. COMMUNICATIONS AND SUBMITTALS

4.1. Regular meetings will be held throughout the life of the project. The Owner and Design-Builder will work together to determine the appropriate frequency, duration, and format (virtual or in-person).

4.2. All document submittals must be addressed to the Project Manager for the City of Fresno. Document delivery may be via email, mail, Microsoft Teams, or file transfer protocol. A transmittal cover sheet must be utilized for all document submittals.

5. SITE OVERVIEW

5.1. The site consists of one parcel: 467-040-20S. The site is generally bounded by Mono Street, Kern Street, Union Pacific Railroad, and H Street as shown below (Figure 1). Parcel 467-040-23ST has been vacated and demolished to allow for the development of the parking structure and other facilities.



Figure 1: Site Location

5.2. H Street Parking Structure

5.2.1. Zoning Highlights

- Size: 1.95 Acres

- Address: APN 46704020S
- Zoning: CMX (Corridor/Center Mixed-Use District)
- The CMX district is intended to allow for either horizontal or vertical mixed-use development along key circulation corridors in the city where height and density can be easily accommodated. Ground-floor retail and upper-floor residential or offices are the primary uses, with residential uses, personal and business services, and public and institutional space as supportive uses. Development will facilitate the transformation of existing transportation corridors into vibrant, highly walkable areas with broad, pedestrian-friendly sidewalks, trees, landscaping, and local serving uses with new buildings that step down in relationship to the scale and character of adjacent neighborhoods.
- Features multi-levels
- 900+ parking spaces
- Two (2) gated access points
- This garage will be used as an event parking location during events

5.3. Utilities

5.3.1. The site has access to:

- Water (City of Fresno)
- Trash (City of Fresno)
- Sewer (City of Fresno)
- Storm Water (Fresno Metropolitan Flood Control)
- Gas (PG&E)
- Electric (PG&E)

6. PARKING STRUCTURE SCOPE OF WORK

6.1. The size of the facility and specific site features amenities will be determined through the stakeholders and City's preference and shall reflect a functional structure through a design which may include sustainable features.

6.2. All aspects of the design should prioritize accessibility.

6.3. The exact size of the H Street Parking Structure will be determined based on the feature selection decided upon by stakeholders, but an approximate footprint of 48,000 square foot multi-level structure with 900+ spaces is anticipated.

6.4. The Design-Builder shall include the following systems in the facility and shall work with the City to define the requirements during the design phase. These systems include, but are not limited to:

6.4.1. Building Management System Metasys (or similar system) for the purpose of integrating and controlling energy efficient lighting

6.4.2. Access control

6.4.3. Optimized number of spaces

6.4.4. Multiple stairways and ADA compliant elevator access points

6.4.5. Consideration of innovative technology

6.4.6. Parking automation and video surveillance systems

6.4.7. Provides natural ventilation. No mechanical ventilation required for this occupancy classification building of an s-2 open parking garage, as determined by the California Building Code (CBC).

6.4.8. Install conduits for future EV Charging Infrastructure

6.4.9. Fiber connectivity between buildings/future buildings

6.4.10. Two-bay single two-way traffic park-on ramp vehicle vertical circulation system with one exterior parked on ramped bay to one flat bay to the west with two-way traffic and 90-degree stalls.

6.4.11. Vehicle ingress/egress with two lanes on off H Street and on the and opposite on Mono Street.

6.4.12. Regularly shaped building approximately 130' wide (e/w) by 385' long (n/s) and is 266,722 gross square feet.

6.4.13. Roughly 900+ parking stalls with design efficiency of 309 square feet per stall.

6.4.14. Pedestrian circulation which consists of three elevators with an adjacent convenience/egress stair in the adjacent corner and a convenience/egress stair on the opposite hand.

6.4.15. Fully sprinklered as required by local ordinance.

7. ELECTRICAL SYSTEM BUILDING REQUIREMENTS

7.1. Mechanical power distribution shall be served at the voltage required by the mechanical system equipment. Most equipment shall be served at 480V, 3 phase, 3 wire or 208V, single phase.

7.2. Exceptions may occur for motor loads smaller than ¾ horsepower for some rooms where small HVAC units may be served at 208V, single phase.

7.3. All HVAC equipment if required shall have motor starting devices provided with the equipment, individual motor starters, or variable speed drives as appropriate for the equipment's function.

7.4. Building requirements shall be as follows:

7.4.1.Convenience outlets 180VA in corridors and in finished spaces shall be circuited at a maximum of eight (8) per circuit.

7.4.2. Lighting branch circuits loaded to maximum of 16 amps.

7.4.3. Voltage Drop calculations required per Title 24.

7.4.4. Each outlet in toilets, maintenance, mechanical, elevator and within six feet of a sink, faucet or other wet areas shall be individually GFCI type.

7.4.5. Lighting loads shall be calculated as described in CEC

7.4.6. All new Switchboards, Distribution Panels, Panel boards and Motor Control Centers shall be provided with aluminum or copper bus.

7.4.7. All new transformers shall be provided with aluminum or copper winding

7.4.8. All lighting loads shall be disaggregated from other loads per Title 24

7.4.9. All HVAC shall be fed in aggregate and each HVAC load rated at least 50kVA per Title 24

7.4.10. All domestic water and service pumps shall be fed in aggregate per Title 24.

7.4.11. All elevators, escalators and moving walkways shall be fed in aggregate per Title 24.

7.4.12. New feeders shall be provided with aluminum or copper conductors based on project, budget, and electrical raceway sizes.

7.4.13. Low voltage branch circuit wiring shall be MC cable where accepted by CEC/NEC.

7.4.14. Electrical Energy Metering shall be provided as shown on plans and specifications. Overall energy metering shall be controlled and collated by the Building Management System provided by the mechanical systems

7.5. The fire alarm system shall be a fully addressable, microprocessor control system. The fire alarm system is to be free air where permitted by code requirements.

7.6. The system shall utilize individual addressable smoke detectors, heat detectors, manual pull stations, signal modules and control modules.

7.7. Annunciation devices such as horns and strobes shall be installed in all common areas.

7.8. Water flow detection devices shall also be installed to report when the sprinkler system has been activated.

7.9. Emergency Voice Alarm Communications system is required based upon on current occupancy load understanding for this project.

7.10. The system will report date, time, device type, device ID, location & type of alarm that is received.

7.11. The addressable fire alarm system shall consist of the following:

7.11.1. Main fire alarm control panel located at the ground floor.

7.11.2. Code required shut down of mechanical HVAC systems.

7.11.3. Annunciation panel located in the main lobby with easy access for the Fire Department.

7.11.4. Ceiling mounted smoke and heat detectors in all required electrical and mechanical rooms, elevators machine rooms and lobbies.

7.11.5. Audiovisual alarm stations along all egress routes, in toilet areas and in lobbies. Visual alarm devices will be installed in all common areas required to comply with ADA requirements.

7.11.6. Manual Pull stations along required egress routes.

7.11.7. Minimum of one (1) visual alarm device in each public space. Visual devices shall be not more than 100 ft. apart in corridors.

7.12. Fire alarm system shall be linked with elevators for return of the elevator cab to a predetermined floor and with mechanical air supply system for shut down in the event of a fire alarm signal.

7.13. The fire alarm system shall also be linked to the sprinkler flow switches and valve monitors. The complete installation is to conform to the applicable sections of NFPA-101, NFPA-70 and CEC/NEC article 760.

8. PARKING AUTOMATION SCOPE OF WORK

8.1. The proposed equipment must minimally provide the functions and capabilities identified below:

8.1.1. Vehicle detector loops or similar means of vehicle recognition

8.1.2. Ingress/egress access control, including entry and exit gates

8.1.3. Access control in all lanes for monthly keycard users

8.1.4. Intercom system directing users via a VOIP interface capable of dialing a cellular number directly and dialing an off-site call center, potentially including City staff

8.1.5. All necessary software (onsite and offsite)

8.1.6. Anti-Vandalism and Anti-Theft features

8.1.7. Remote client workstation where applicable

8.1.8. Comprehensive vehicle counting and reporting

8.1.9. Customizable reporting, including monthly and daily statistics, and export capability (Excel, PDF, etc.)

8.1.10. Any Automated License Plate Recognition (LPR) shall conform to City of Fresno Planning and Development Parking Services Divisions Policy 453 – Automated License Plate Readers (ALRPs)

8.1.11. The parking automation solution shall include FACTA, PA-DSS, and PCI compliant credit card software and hardware at a minimum.

8.1.12. Server/PC based systems may be utilized if absolutely necessary, however cloud-based systems are preferred for these facilities.

- Server/PC and foundational software (Windows XXX, AV, etc.) shall comply with ISD computing requirements.
- Cloud-based systems shall comply with City of Fresno Cloud policy; AO 8-21 (Attachment G)
- Real-time access on-line to parking equipment must be available without use of systems such as LogMeIn or TeamViewer
- Cloud-based systems must support SSO user authentication via Microsoft Azure AD

8.2. Entry stations must include the following features and capabilities:

8.2.1. Each machine must contain an intercom/phone dialer capable of communicating to a cellular phone or a remote call center during and after business hours with a call forwarding feature and a vend output. Intercom 'roll-over' should be capable of being scheduled, for example, day times call may go to on-site security while after-hour calls are forwarded to an off-site call center

8.2.2. Capability to communicate to the City network or to a cloud platform

8.2.3. Ability to buffer transaction in the event of a communication failure. Minimum of 2,000 transactions

8.2.4. Ability to arm loop before a transaction can begin in the lane, as well as the ability to be disabled/locked out if another device is utilizing the same lane

8.3. Exit terminals must include the following features and capabilities:

8.3.1. Alert facility office in the event of malfunction

8.3.2. Each machine must contain an intercom/phone dialer communicate to the parking office during and after business hours with a call forwarding feature and a vend output

8.3.3. Capability to communicate with facility management computer located in the facility office

8.3.4. Ability to buffer transaction in the event of a communication failure. Minimum of 2,000 transactions

8.3.5. Ability to be armed before a transaction can begin in the lane, as well as the ability to be disabled/locked out if another device is utilizing the same lane.

8.4. Gates must include the following features and capabilities:

8.4.1. Ability to accommodate a straight or folding (articulated) arms

8.4.2. Straight arm gates should be used whenever possible. Vendor shall make recommendations on straight or articulated gate arms as well as length of gate arms at each lane and price based on said recommendations.

8.4.3. Low voltage operation

8.4.4. Auto rebound/safety edge

8.4.5. Ability to operate as a free gate

8.4.6. Ability to support multiple devices in one lane example: (card reader, AVI, LPR, etc.)

8.4.7. In lanes where two devices reside, the device not processing the transaction shall be disabled immediately so that the system cannot be manipulated. This shall take place within 0.05 seconds.

8.5. The parking automation system must provide access control as specified below:

8.5.1. Keycard access is the recommended credentialling method for this facility. Property intends to provide users with the same keycard for garage access as building access.

8.5.2. Monthly parkers are expected to utilize keycard access, however, other credentialling methods such as Bluetooth may be proposed

8.5.3. Visitors to the garage facilities are expected to be allowed entry and exit by means of tickets dispensed at the entries, however, other means of visitor access such as "entry by credit card" or app-based access may be proposed.

8.5.4. Time zones

8.5.5. Reader groups

8.5.6. Ability to accommodate other access technologies

8.5.7. Tenants of the facility shall be able to validate visitor parking by means of online validations and printed validations. Validation usage shall be provided to tenants via a 'bill-back' method, so equipment must be able to provide detailed reports for validation usage by tenant account.

8.6. The parking automation system shall have the ability to provide the following counts:

8.6.1. Monthly Entries and Exits by facility

8.6.2. Total Lane Travels

8.6.3. Entries by facility

8.6.4. Exits by facility

8.6.5. Differential Counts by facility

8.6.6. All gates shall have a visible mechanical counter to record total lane travels

8.6.7. All counts shall be reported to the facility office in real time

8.7. The parking automation system shall minimally provide the following reports related to revenue, access, and counts:

8.7.1. Daily lane report

8.7.2. Last usage report, showing all active keycards and their last use date and time

8.7.3. Active access card holder report

8.7.4. Card transaction report by date

8.7.5. Count statistics/occupancy report

8.7.6. Duration of stay report with ability to breakdown by 30-minute increments

8.7.7. Entry/exit report by facility and parker type

8.7.8. General Totals Report

8.7.9. Transaction Report

8.7.10. Detailed activity reports on sales inventory, and statistical data by parker type

8.7.11. The (FMS) shall have the ability to retrieve buffered transaction once communication is restored

8.8. The preferred parking automation system Vendors for these facilities are the following:

8.8.1. Skidata, Inc.
5090 North 40th Street, Suite 450

Pheonix, AZ 85018

8.8.2. TIBA Parking Systems, LLC.
2228 Citygate Drive Columbus,

Ohio 43219

8.8.3. Flash Parking, Inc.
2500 Bee Caves Rd, Bldg III STE 400

Austin, TX 78746

9. GENERAL SYSTEM REQUIREMENTS

9.1. The parking garage automation system shall be a functional access and vehicle count system, including but not limited to, control system hardware/software, concrete islands, entry gates, electrical conduit, loops and wire pulls, power and communication, bollards, etc.

9.2. Existing island and conduit placements may be modified as necessary

9.3. Design of new fiber infrastructure and backbone connections from City's existing fiber network to Project site for proposed parking automation and video surveillance systems.

9.4. The proposed parking automation and video surveillance systems shall be able to perform in and withstand the climate conditions of Fresno, CA in which temperatures can reach more than 110 degrees Fahrenheit and much higher within the non-climate-controlled enclosures within the parking facilities

9.5. The proposed parking automation and video surveillance systems shall have the ability to add hardware devices to the system in the future without a major upgrade to the core hardware or software systems within five years after the system is brought online

9.6. Software updates including PCI compliance should be provided at no additional charge for life of equipment

9.7. The garage must be capable of functioning in an 'enterprise' manner where access and validations may be set to function at all garages or at only one garage as determined by operator

9.8. All network equipment used to connect systems at each site will need to be housed in a lockable standing four post rack.

9.9. All equipment installed on this project shall be ADA compliant and UL approved

9.10. The technology shall be an online real-time system with access to system settings and control for the garage (parking automation and video surveillance)

9.11. High and low voltage surge suppression must be included in the installation, and the addition of power supply battery backup or equal

9.12. All devices within the facility shall be able to communicate, in real time, to the facility management office which may be located onsite or offsite

9.13. The remote software shall not be a PC Anywhere or a Log Me In type product. All tasks carried out on the remote PC should be seamless and not visible at the facility PC. If an on-premises solution is proposed the City of Fresno provided remote access software shall be utilized

9.14. Vendor will be responsible for running all power lines from identified junction boxes to the equipment

9.15. All additional conduit installed at the islands shall be concealed within the concrete islands

10. VIDEO SURVEILLANCE SYSTEM REQUIREMENTS

10.1. The security video camera management system recommended by the Vendor for this facility must have the following features:

10.1.1. Centralized management system and standardized access

10.1.2. If an on premise solution is selected, then a new physical host(s) shall be provided in each new communications rack to accommodate new services required to support new Video Surveillance System.

10.1.3. All network equipment deployed shall be Cisco.

10.1.4. Cisco C9300 series shall be utilized for new access layer switches and Cisco Industrial Ethernet (IE) switches shall be utilized if no MEP. All switches shall be compatible and licensed with Cisco Software Defined Access (SDA).

10.1.4.1 All Cisco switches shall need to be provided with the follow:

- Cisco DNA Advantage Licensing – 60 months
- Cisco SmartNet Total Care – 60 months

10.1.5. Able to be viewed from a computer via a web browser and from a cellular telephone

10.1.6. Show historical video while recording, hold historical data for a minimum of 30 days and download video

10.1.7. Video Management Systems shall utilize City Single Sign On services. City of Fresno Cybersecurity Standards shall be met in the deployment of the system. Guidelines and procedures must follow City of Fresno AO 8-21 Cloud Policy.

10.1.8. Record on motion, adjust to daylight and nighttime vision

10.1.9. Monitor the entire identified area at each facility

10.1.10. Allow future growth of the system to accommodate additional cameras and locations

10.1.11. High-Definition cameras capable of viewing fine details

10.1.11.1. At minimum, the following Pixels Per Foot (PPF) shall be provided by video surveillance coverage,

- Perimeter – Observation 20 PPF
- Exit / Entry Vehicle Gate Points – Recognition 40 PPF
- Garage Circulation Areas – Recognition 40 PPF
- Elevator Lobby Area – Observation 20 PPF
- EV Charing & Parking Payment Stations – Identification 80 PPF

10.1.12. Anti-Vandalism and Anti-Theft features, including, but not limited to, reinforced mounted hardware, security screws, scratch-resistant domes, and ruggedized.

10.1.13. Must be compatible with City of Fresno Police Department video surveillance technology; Pelco cameras, and Pelco VideoXpert and Avigilon Unity video management systems, Further, support the ONVIF protocol and addition of any other hardware needed to interact with the Fresno Police Department Real Time Crime Information Center.

10.1.14. The City will consider any additional features suggested by the Vendors

11. SUSTAINABILITY

11.1. All development must meet or exceed the requirements as stated in the following:

11.1.1. Fresno Municipal Code Section 4-116

11.1.2. California Building Energy Efficiency Standards – Title 24

12. STANDARD DRAWINGS AND SPECIFICATIONS

12.1. The development of the Parking Garage Automation and Video Surveillance Project must be in compliance with City of Fresno Standard Drawings and Standard Specifications

12.2. For information on City of Fresno Standard Drawings and Standard Specifications, please reference the link below:

https://www.fresno.gov/publicworks/developer-doorway/#tab-8

EXHIBIT B

SCOPE OF SERVICES

Progressive Design-Build Agreement Between

City of Fresno (City) and Bomel Construction Company Inc. (Design-Build Entity)

H Street Parking Structure

Scope of Work

The City seeks to develop a new H Street Parking Structure on a property in downtown Fresno, located within the general area bounded by Mono Street, Kern Street, Union Pacific Railroad, and H Street (APN 467-040-20S). The new development will expand services to the community by connecting pedestrians, bicyclists, drivers, and highspeed rail riders at a central location. The structure will promote users to commute through an area with housing, retail, green spaces, and ongoing activities.

The size, specific site features, and amenities of the H Street Parking Structure will be determined through a stakeholder and City preference and may include features such as automated parking, surveillance systems, natural ventilation, and stairways along with elevator access. All aspects of the design should prioritize accessibility. The exact size of the H Street Parking Structure will be determined based on the feature selection following initial meetings, but a footprint of approximately 48,000 square foot of indoor space is anticipated. The building shall be a multi-story with an optimum design of 900+ spaces. The overall site shall be designed to accommodate the H Street Parking Structure, future affordable housing units and retail locations, while optimizing use of shared spaces (e.g., parking, and other amenities) as much as possible.

Scope of Services – Preconstruction Services Phase 1

- Task 01 – Site Assessment
    - Review and verify project site and existing conditions
    - Review zoning regulations
    - Review regulatory requirements and planning and development standards
    - Review existing technical documentation, surveys, and engineering reports
    - Survey land and subsurface utility locations
        - Provide complete topographic survey for the limit of work out to the Mono and Inyo Street intersections along H Street and to the Railroad right of way.
        - Preparation and distribution in AutoCAD an existing conditions base map inclusive of the resolved property boundary, topographic features of the site and adjacent portions of the parking lot site and off-site improvements.
        - Research and review record plans and survey maps and coordination with the title company as required to appropriately document any

constraining encumbrances.
        - Review proposed legal descriptions for the portion of the property the City Proposes to purchase from the current landowner and provide any required feedback.
    - Perform additional engineering studies as required to support design and cost estimating
    - Site Ground Penetrating Radar Survey (GPRS)
        - Provide comprehensive GPRS study within the limit of work to identify any subsurface utilities or other obstructions that are unknown.
    - Provide geotechnical investigations/testing and reports
        - Site underground service alert and utility clearing/private and public
        - Test Borings
        - Cone Penetration tests (CPT's)
        - Seismic analysis
        - Laboratory testing of soil materials
        - Geotechnical Analysis and Report Preparation
        - Design support and coordination
    - Traffic Studies
        - Project scoping alignment with City of Fresno traffic engineering
        - Data collection and traffic modeling
        - Preparation of traffic signal warrant report and review draft report with City of Fresno
        - Adress City comments and submit final traffic signal warrant report for approval.
    - PG&E Coordination (undergrounding overhead lines and temporary power)
        - Assessment of existing PG&E infrastructure and encumbrances to the site development.
        - Engage PG&E and begin the application process to underground the existing overhead power and communication lines along Mono Street between H Street and the Railroad right of way. Undergrounding of existing overhead lines is known as Rule 20, this task includes the PG&E coordination as well as the applicant design fees necessary to prepare the construction documents required to execute this work. We consider this of cardinal importance for the success of the overall project and strongly suggest to begin this process as early in the project as possible.
        - Engage PG&E and begin temporary power application process for construction activities.
        - Assessment of existing traffic signal electrical infrastructure and what is needed for upgrades.

- Task 02 – Preliminary Master Site Plan
    - Develop a Master Site Plan concept to be utilized as the initial starting point for design considerations
    - Land Use Entitlements
        - Development Permit Application and Planning Department entitlement coordination.
        - Research and confirm existing site conditions, zoning regulations, local

regulatory, planning and development standards for the site and project.

- Coordinate with the City Capital Projects Department staff in scheduling a project preapplication meeting with the City of Fresno Building and planning departments to formally introduce the project.
- Prepare the land use entitlement application, assumed to be a development permit application along with all supporting documentation as required by the design team for the complete entitlement application.
- Submit and Marshall the development permit application with the City's planning department, conducting follow-up with planning staff to assist with timely processing of such applications.

- Task 03 – Plan Development
  - Develop the architectural/engineering design (including preparing and submitting intermediate design review packages) based on active engagement with the stakeholders and City
  - Provide an Opinion of Probable Construction Cost with each plan revision
  - Confirm adequacy of existing CEQA documentation as design progresses

  Three phases of this project are Schematic Concept Design, Design Development Services, and Construction Documents Development. The following services are included within the three phases:

  - Establish with the owner/client all parking program requirements for the number of stalls required.
  - Research State, County, City, zoning, planning and all other jurisdictional parking standards to be used on this project.
  - Establish vehicular egress and ingress requirements based on Client requirements.
  - Identify parking control system desired by the owner.
  - Determine building height restrictions and required setbacks from appropriate property lines, right of ways, easements and all other adjacent buildings.
  - Identify with input of the civil engineer and owner all utilities that need relocated/coordinated under the footprint of the parking structure.
  - Provide preliminary options to show possible parking layout solution, traffic flow, turning radius for user comfort, structural framing solutions and parking analysis for efficiency. These layouts will establish the overall dimensions for the parking structure.
  - Determine location and quantity of all support rooms and utility areas within the parking structure for efficiency and constructability.
  - Determine approximate number of stalls per level and square foot per stall for all options.
  - Lead design development and coordination meetings weekly or biweekly as required.
  - Create colored renderings of the parking structure and various façade alternates.
  - Collaboration with Design Team to coordinate a comprehensive entitlement package.
  - Construction documents to be provided permitting for City of Fresno.

- Development of design improvements with opportunities for refinement.
    - Fire department fire lanes and aerial access at perimeter of the parking building.
    - Façade options with regard to cost, material availability, lead times, and constructability.
    - Elevator lobby configuration and location
    - Parking Structure security cameras, Emergency phones, access controls, and parking controls inclusive of all communication connectivity for such systems to ensure fully functioning turn-key systems. This will include the direct design and coordination with the City of Fresno stakeholders to ensure the necessary infrastructure is in place for all systems to properly function.
    - Elevator location and vertical circulation patterns
    - North and South vehicle control lanes and equipment selection
    - Static advertisement signage
    - Digital signage manufacturer and constructability
    - Decorative lighting, decorative signage, and graphics
    - Coordinate the complete design with all governing bodies and authorities having jurisdiction over the project and ensure the design meets or exceeds all code requirements.

  Additional services under planned development shall include:

- PG&E Coordination (Permanent Power)
    - Coordination with the parking structure electrical engineer to develop building and site electrical loads and submit the necessary applications for permanent power.
    - Engage PG&E and process the permanent power applications and coordinate the preliminary engineering studies performed by PG&E.
    - Applicant Design services for the permanent power to the garage site.

- Task 04 – Proposed Design and Cost Assessment
    - Development of a comprehensive basis of design narrative which summarizes the various programming functions of the parking building and site improvements.
    - Development of preliminary floor plans and elevations that express the basis of design narrative.
    - Development of a preliminary regulatory permitting and construction schedule, permitting strategy to include all City of Fresno departments, railroad authorities, Flood control district, AQMD, etc.
    - Development of a preliminary budget with the basis of design, preliminary concept plans and schedule considerations.
- Task 05 - Project Management:
    - Develop and implement Project Management Plan and strategy for the design and preconstruction services is as follows:
        - Coordinate the design team and stakeholders for bi-weekly meetings.
        - Capture key design issues and decisions by way of a design resolution log

outlining specific issues, tasks, due dates and responsible individuals required to resolve each design issue.

- Implementation of design quality plan by way of monitoring and tracking each plan issuance with design review by our internal superintendents, estimating and detailing departments as well as select trade partners to ensure safety, quality, constructability and cost effectiveness.
- Cross discipline peer review of each issuance to ensure plan coordination between all design disciplines.
- Development of preliminary construction schedule and monitoring of any potential schedule impacts that may arise out of specific design decisions.
- Coordination of the design with the constructability and logistics of the site.
- Best Value Analysis and Value Engineering Alternatives, review plans to identify items where costs outweigh their value. Continuously perform value engineering throughout the preconstruction process and present potential alternatives to the City of Fresno and the consultant team for discussion/consideration.
- Provide detailed cost estimates in Excel format to compare different building components as needed during the various stages of the preconstruction process.

- Monthly progress reports
- Submit of progress payment applications and documentation
- Development of Cost modeling and design cost impact log
- Preparation, submittal and negotiation of an open-book stipulated lump sum or GMP for the completion of the construction phase of the project to include the following:
    - Open-book stipulated lump sum or GMP proposal development.
    - Final construction work plan and schedule
    - Final Regulatory permitting plan
    - Phase 2 construction services contract negotiation meetings.

Compensation

Compensation for all services described above. Fees will be billed monthly in accordance with the work completed.

PRECONSTRUCTION SERVICES PHASE 1	**$2,216,649**
Contingency Amount:	**$220,000**

Additional Service Fees

There would be no additional services without prior written authorization by the City.

Schedule

Time allotted for each phase is described in detail in Agreement Section 1 Scope of Services and is summarized below.

Part 1: Programming and Schematic Design	78 calendar days
Part 2: Design Development Phase	70 calendar days
Part 3: Construction Document Phase	68 calendar days
Part 4: Bidding Phase Assistance	No defined duration
Part 5: Construction Phase Assistance	No defined duration

EXHIBIT C

DISCLOSURE OF CONFLICT OF INTEREST

H Street Parking Structure

		YES*	NO
1	Are you currently in litigation with the City of Fresno or any of its agents?	☐	☑
2	Do you represent any firm, organization, or person who is in litigation with the City of Fresno?	☐	☑
3	Do you currently represent or perform work for any clients who do business with the City of Fresno?	☐	☑
4	Are you or any of your principals, managers, or professionals, owners or investors in a business which does business with the City of Fresno, or in a business which is in litigation with the City of Fresno?	☐	☑
5	Are you or any of your principals, managers, or professionals, related by blood or marriage to any City of Fresno employee who has any significant role in the subject matter of this service?	☐	☑
6	Do you or any of your subcontractors have, or expect to have, any interest, direct or indirect, in any other contract in connection with this Project?	☐	☑
* If the answer to any question is yes, please explain in full below.			

Explanation:

N/A

Additional page(s) attached.

Signature

January 28, 2025
Date

Derral McGinnis
Name

Bomel Construction Co., Inc.
Company

96 Corporate Park
Address

Irvine, CA 92606
City, State, Zip

Standard Form of General Conditions of Contract Between Owner and Design-Builder

Document No. 535
Third Edition, 2022

© Design-Build Institute of America
Washington, D.C.

Design-Build Institute of America - Contract Documents

LICENSE AGREEMENT

By using the DBIA Contract Documents, you agree to and are bound by the terms of this License Agreement.

1. **License.** The Design-Build Institute of America ("DBIA") provides DBIA Contract Documents and licenses their use worldwide. You acknowledge that DBIA Contract Documents are protected by the copyright laws of the United States. You have a limited nonexclusive license to: (a) Use DBIA Contract Documents on any number of machines owned, leased or rented by your company or organization; (b) Use DBIA Contract Documents in printed form for bona fide contract purposes; and (c) Copy DBIA Contract Documents into any machine-readable or printed form for backup or modification purposes in support of your permitted use.
2. **User Responsibility.** You assume sole responsibility for the selection of specific documents or portions thereof to achieve your intended results, and for the installation, use, and results obtained from the DBIA Contract Documents. You acknowledge that you understand that the text of the DBIA Contract Documents has important legal consequences and that consultation with an attorney is recommended with respect to use or modification of the text. You will not represent that any of the contract documents you generate from DBIA Contract Documents are DBIA documents unless (a) the document text is used without alteration or (b) all additions and changes to, and deletions from, the text are clearly shown.
3. **Copies.** You may not use, copy, modify, or transfer DBIA Contract Documents, or any copy, modification or merged portion, in whole or in part, except as expressly provided for in this license. Reproduction of DBIA Contract Documents in printed or machine-readable format for resale or educational purposes is expressly prohibited. You will reproduce and include DBIA's copyright notice on any printed or machine-readable copy, modification, or portion merged into another document or program.
4. **Transfers.** You may not transfer possession of any copy, modification or merged portion of DBIA Contract Documents to another party, except that a party with whom you are contracting may receive and use such transferred material solely for purposes of its contract with you. You may not sublicense, assign, or transfer this license except as expressly provided in this Agreement, and any attempt to do so is void.
5. **Term.** The license is effective for one year from the date of purchase. DBIA may elect to terminate it earlier, by written notice to you, if you fail to comply with any term or condition of this Agreement.
6. **Limited Warranty.** DBIA warrants the electronic files or other media by which DBIA Contract Documents are furnished to be free from defects in materials and workmanship under normal use during the Term. There is no other warranty of any kind, expressed or implied, including, but not limited to the implied warranties of merchantability and fitness for a particular purpose. Some states do not allow the exclusion of implied warranties, so the above exclusion may not apply to you. This warranty gives you specific legal rights and you may also have other rights which vary from state to state. DBIA does not warrant that the DBIA Contract Documents will meet your requirements or that the operation of DBIA Contract Documents will be uninterrupted or error free.
7. **Limitations of Remedies.** DBIA's entire liability and your exclusive remedy shall be: the replacement of any document not meeting DBIA's "Limited Warranty" which is returned to DBIA with a copy of your receipt, or at DBIA's election, your money will be refunded. In no event will DBIA be liable to you for any damages, including any lost profits, lost savings or other incidental or consequential damages arising out of the use or inability to use DBIA Contract Documents even if DBIA has been advised of the possibility of such damages, or for any claim by any other party. Some states do not allow the limitation or exclusion of liability for incidental or consequential damages, so the above limitation or exclusion may not apply to you.
8. **Acknowledgment.** You acknowledge that you have read this agreement, understand it and agree to be bound by its terms and conditions and that it will be governed by the laws of the State of California. You further agree that it is the complete and exclusive statement of your agreement with DBIA which supersedes any proposal or prior agreement, oral or written, and any other communications between the parties relating to the subject matter of this agreement.

INSTRUCTIONS

For DBIA Document No. 535 Standard Form of General Conditions of Contract Between Owner and Design-Builder (2022 Edition)

General Instructions

No.	Subject	Instruction
1.	Standard Forms	Standard form contracts have long served an important function in the United States and international construction markets. The common purpose of these forms is to provide an economical and convenient way for parties to contract for design and construction services. As standard forms gain acceptance and are used with increased frequency, parties are able to enter into contracts with greater certainty as to their rights and responsibilities.
2.	DBIA Standard Form Contract Documents	Since its formation in 1993, the Design-Build Institute of America (DBIA) has regularly evaluated the needs of Owners, Design-Builders, and other parties to the design-build process in preparation for developing its own contract forms. Consistent with DBIA's mission of promulgating best design-build practices, DBIA believes that the design-build contract should reflect a balanced approach to risk that considers the legitimate interests of all parties to the design-build process. DBIA's Standard Form Contract Documents reflect a modern risk allocation approach, allocating each risk to the party best equipped to manage and minimize that risk, with the goal of promoting best design-build practices.
3.	Use of Non-DBIA Documents	To avoid inconsistencies among documents used for the same project, DBIA's Standard Form Contract Documents should not be used in conjunction with non-DBIA documents unless the non-DBIA documents are appropriately modified on the advice of legal counsel. Moreover, care should also be taken when using different editions of the DBIA Standard Form Document on the same project to ensure consistency.
4.	Legal Consequences	DBIA Standard Form Contract Documents are legally binding contracts with important legal consequences. Contracting parties are advised and encouraged to seek legal counsel in completing or modifying these Documents.
5.	Reproduction	DBIA hereby grants to purchasers a limited license to reproduce its Documents consistent with the License Agreement accompanying these Documents. At least two original versions of the Agreement should be signed by the parties. Any other reproduction of DBIA Documents is strictly prohibited.
6.	Modifications	Effective contracting is accomplished when the parties give specific thought to their contracting goals and then tailor the contract to meet the unique needs of the project and the design-build team. For that reason, these Documents may require modification for various purposes including, for example, to comply with local codes and laws, or to add special terms. DBIA's latest revisions to its Documents provide the parties an opportunity to customize their contractual relationship by selecting various optional contract clauses that may better reflect the unique needs and risks associated with the project. Any modifications to these Documents should be initialed by the parties. At no time should a document be re-typed in its entirety. Re-creating the document violates copyright laws and destroys one of the advantages of standard forms – familiarity with the terms.
7.	Execution	It is good practice to execute two original copies of the Agreement. Only persons authorized to sign for the contracting parties may execute the Agreement.

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Specific Instructions

Section	Title	Instruction
General	Purpose of This Document	The General Conditions of Contract provide the terms and conditions under which the Work of the Project will be performed. This document accompanies DBIA Document No. 525 and DBIA Document No. 530 (each referred to herein generally as "Agreement"). It may also be incorporated by reference into other related agreements, as between Design-Builder and Design Consultant, and Design-Builder and Subcontractor.
General	Checklist	The following Sections reference documents that are to be attached to the Agreement: Section 3.5.1 Owner's Permit List Article 5 Insurance and Bonds Section 9.4.2 Unit Prices
2.1.3	Schedule	The parties are encouraged, if possible, to agree to a schedule for the execution of the Work upon execution of the Agreement or upon establishing the GMP.
2.2.1	Design Professional Services	The parties should be aware that in addition to requiring compliance with state licensing laws for design professionals, some states also require that the design professional have a corporate professional license.
2.3.1	Standard of Care for Design Professional's Services	Design-Builder's obligation is to deliver a design that meets prevailing industry standards. However, DBIA has provided the parties at Article 11 of the Agreement an optional provision whereby if Owner can identify specific performance standards that can be objectively measured, Design-Builder is obligated to design the Project to satisfy these standards if this optional provision is selected. To avoid any confusion and to ensure that the parties fully understand what their obligations are, the specific performance standards should be clearly identified and should be able to be objectively measured. Design-Builder should recognize that this is a heightened standard of care that has insurance ramifications that should be discussed with Design-Builder's insurance advisor.
3.5.1	Government Approvals and Permits	Design-Builder is responsible for obtaining all necessary permits, approvals, and licenses, except to the extent specific permits, approvals, and licenses are set forth in an Owner's Permit List, which must be attached as an exhibit to the Agreement. The parties, prior to execution of the Agreement, should discuss which permits, approvals and licenses need to be obtained for the Project and which party is in the best position to do so.
5.1.1	Design-Builder's Insurance Requirements	Design-Builder is obligated to provide insurance coverage from insurance carriers that meet the criteria set forth in the Insurance Exhibit attached to Section 10.1 of the Agreement.
5.1.2	Exclusions to Design-Build	Parties are advised that their standard insurance policies may contain exclusions for the design-build delivery method. This Section 5.1.2 requires that any such exclusions be deleted from the policy.
5.2	Owner's Insurance Requirements	Owner, in addition to providing the insurance set forth in this Section and Section 5.3, is also obligated to procure the insurance coverages for the amounts and consistent with the terms set forth in the Insurance Exhibit made part of the Agreement.
5.4	Bonds and Other Performance Security	Design-Builder is only obligated to provide bonds or other forms of performance security to the extent called for in Section 10.2 of the Agreement.

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Section	Title	Instruction
8.2.2	Compensability for Force Majeure Events	The parties are provided the option in the Agreement of negotiating whether Design-Builder is entitled to compensation for Force Majeure Events.
9.4.1	Contract Price Adjustments	Unit prices, if established, shall be attached pursuant to Article 2 of the Agreement.
9.4.3	Payment/ Performance of Disputed Services	When Owner disputes Design-Builder's entitlement to a change order or disagrees with Design-Builder regarding the scope of Work, and nevertheless expects Design-Builder to perform the services, Design-Builder's cash flow and ability to complete the Work will be hampered if Owner fails to pay Design-Builder for the disputed services. This Section provides a balanced approach whereby Design-Builder is required to perform the services, but Owner is required to pay fifty percent (50%) of Design-Builder's reasonable estimated direct costs of performing such services until the dispute is settled. By so doing, Owner does not forfeit its right to deny total responsibility for payment, and Design-Builder does not give up its right to demand full payment. The dispute shall be resolved according to Article 10.
Article 10	Contract Adjustments and Disputes	DBIA endorses the use of partnering, negotiation, mediation and arbitration for the prevention and resolution of disputes. The General Conditions of Contract provides for the parties' Representatives and Senior Representatives to attempt to negotiate the dispute or disagreement. If this attempt fails, the dispute shall be submitted to mandatory, non-binding mediation. Any dispute that cannot be resolved by mediation shall then be submitted to binding arbitration, unless the parties elect in the Agreement to submit their dispute to a court of competent jurisdiction.
10.3.4	Arbitration	The prevailing party in any arbitration shall receive reasonable attorneys' fees from the other party. DBIA supports this "loser pays" provision to encourage parties to negotiate or mediate their differences and to minimize the number of frivolous disputes.
10.4	Duty to Continue Performance	Pending the resolution of any dispute or disagreement, both Owner and Design-Builder shall continue to perform their respective duties under the Contract Documents, unless the parties provide otherwise in the Contract Documents.
10.5	Consequential Damages	DBIA believes that it is inappropriate for either Owner or Design-Builder to be responsible to the other for consequential damages arising from the Project. This limitation on consequential damages in no way restricts, however, the payment of liquidated damages, if any, under Article 5 of the Agreement.
11.4	Design-Builder's Right to Terminate for Cause	If Design-Builder properly terminates the Agreement for cause, it shall recover from Owner in the same way as if Owner had terminated the Agreement for convenience under Section 11.6 of the General Conditions. Owner shall pay to Design-Builder its costs, reasonable overhead and profit on the costs, and an additional payment based on a percentage of the remaining balance of the Contract Price, all as set forth in Article 8 of the Agreement.
11.6.2	Termination for Convenience: Owner's Use of Work Product	Owner should not use the Termination for Convenience clause to obtain Design-Builder's valuable design concepts and then seek lower bids from another design-builder. If Owner terminates this Agreement for its own convenience, and chooses to proceed with the Project using Design-Builder's Work Product, Owner should pay an additional sum for the use of Design-Builder's Work Product pursuant to Section 4.3 of the Agreement.
Article 12	Electronic Data	Design-Builder and Owner shall agree on the software and format for the transmission of Electronic Data. Ownership of Work Product in electronic form is governed by Article 4 of the Agreement. The transmitting party disclaims all warranties with respect to the media transmitting the Electronic Data, but nothing in this Article is intended to negate duties with respect to the standard of care in creating the Electronic Data.

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Article 1

General

1.1 Mutual Obligations.

1.1.1 *Owner and Design-Builder* commit at all times to cooperate fully with each other and proceed on the basis of trust and good faith, to permit each party to realize the benefits afforded under the Contract Documents.

1.2 Basic Definitions.

1.2.1 *Agreement* refers to the executed contract between Owner and Design-Builder under either DBIA Document No. 525, *Standard Form of Agreement Between Owner and Design-Builder – Lump Sum* (2022 Edition); DBIA Document No. 530, *Standard Form of Agreement Between Owner and Design-Builder – Cost Plus Fee With an Option for a Guaranteed Maximum Price* (2022 Edition); DBIA Document No. 544, *Standard Form of Progressive Design-Build Agreement* (2022 Edition); or DBIA Document No. 545, *Standard Form of Progressive Design-Build Agreement for Water and Wastewater Projects* (2022 Edition).

1.2.2 *Basis of Design Documents* are as follows: For DBIA Document No. 530, *Standard Form of Agreement Between Owner and Design-Builder – Cost Plus Fee With an Option for a Guaranteed Maximum Price*, the Basis of Design Documents are those documents specifically listed in, as applicable, the GMP Exhibit or GMP Proposal as being the "Basis of Design Documents." For DBIA Document No. 525, *Standard Form of Agreement Between Owner and Design-Builder – Lump Sum*, for DBIA Document No. 544, *Standard Form of Progressive Design-Build Agreement*, the Basis of Design Documents are Owner's Project Criteria, Design-Builder's Proposal, and the Deviation List, if any. For DBIA Document No. 545, *Standard Form of Progressive Design-Build Agreement for Water and Wastewater Projects,* the Basis of Design Documents are Owner's Project Criteria, Design-Builder's Proposal and the Deviation List, if any.

1.2.3 *Construction Documents* are the documents, consisting of Drawings and Specifications, to be prepared or assembled by Design-Builder consistent with the Basis of Design Documents unless a deviation from the Basis of Design Documents is specifically set forth in a Change Order executed by both Owner and Design-Builder, as part of the design review process contemplated by Section 2.4 of these General Conditions of Contract.

1.2.4 *Day* or *Days* shall mean calendar days unless otherwise specifically noted in the Contract Documents.

1.2.5 *Design-Build Team* is comprised of Design-Builder, Design Consultant, and key Subcontractors identified by Design-Builder.

1.2.6 *Design Consultant* is a qualified, licensed design professional who is not an employee of Design-Builder, but is retained by Design-Builder, or employed or retained by anyone under contract with Design-Builder, to furnish design services required under the Contract Documents. A Design Sub-Consultant is a qualified, licensed design professional who is not an employee of Design Consultant but is retained by Design Consultant or employed or retained by anyone under contract to Design Consultant, to furnish design services required under the Contract Documents.

1.2.7 *Design Submission* means any and all documents, shop drawings, electronic information, including computer programs and computer generated materials, data, plans, drawings, sketches, illustrations, specifications, descriptions, models, and other information developed, prepared, furnished, delivered or required to be delivered by, or for, Design-Builder.

1.2.8 *Final Completion* is the date on which all Work is complete in accordance with the Contract Documents, including but not limited to, any items identified in the punch list prepared under

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Section 6.6.1 and the submission of all documents set forth in Section 6.7.2.

1.2.9 *Force Majeure Events* are those events that are beyond the control of both Design-Builder and Owner, including the events of war, floods, labor disputes, earthquakes, epidemics, adverse weather conditions not reasonably anticipated, unforeseen or unanticipated tariffs, and other acts of God.

1.2.10 *General Conditions of Contract* refer to this DBIA Document No. 535, *Standard Form of General Conditions of Contract Between Owner and Design-Builder* (2022 Edition).

1.2.11 *GMP Exhibit* means that exhibit attached to DBIA Document No. 530, *Standard Form of Agreement Between Owner and Design-Builder – Cost Plus Fee With an Option for a Guaranteed Maximum Price*, which exhibit will have been agreed upon by Owner and Design-Builder prior to the execution of the Agreement.

1.2.12 *GMP Proposal* or *Proposal* means that proposal developed by Design-Builder in accordance with Section 6.6 of DBIA Document No. 530, *Standard Form of Agreement Between Owner and Design-Builder, Cost Plus Fee With an Option for a Guaranteed Maximum* Price or with Section 2.3 of DBIA Document No. 544, *Progressive Design-Build Agreement,* or DBIA Document No. 545, *Progressive Design-Build Agreement for Water and Wastewater Projects.*

1.2.13 *Hazardous Conditions* are any materials, wastes, substances and chemicals deemed to be hazardous under applicable Legal Requirements, or the handling, storage, remediation, or disposal of which are regulated by applicable Legal Requirements.

1.2.14 *Legal Requirements* are all applicable federal, state and local laws, codes, ordinances, rules, regulations, orders and decrees of any government or quasi-government entity having jurisdiction over the Project or Site, the practices involved in the Project or Site, or any Work.

1.2.15 *Owner's Project Criteria* are developed by or for Owner to describe Owner's program requirements and objectives for the Project, including use, space, price, time, site and expandability requirements, as well as submittal requirements and other requirements governing Design-Builder's performance of the Work. Owner's Project Criteria may include conceptual documents, design criteria, design performance specifications, design specifications, and LEED® or other sustainable design criteria and other Project-specific technical materials and requirements.

1.2.16 *Site* is the land or premises on which the Project is located.

1.2.17 *Subcontractor* is any person or entity retained by Design-Builder as an independent contractor to perform a portion of the Work and shall include materialmen and suppliers.

1.2.18 *Sub-Subcontractor* is any person or entity retained by a Subcontractor as an independent contractor to perform any portion of a Subcontractor's Work and shall include materialmen and suppliers.

1.2.19 *Substantial Completion* or *Substantially Complete* means the date on which the Work, or an agreed upon portion of the Work, is sufficiently complete in accordance with the Contract Documents so that Owner can occupy and use the Project or a portion thereof for its intended purposes.

1.2.20 *Work* is comprised of all Design-Builder's design, construction and other services required by the Contract Documents, including procuring and furnishing all materials, equipment, services and labor reasonably inferable from the Contract Documents.

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Article 2

Design-Builder's Services and Responsibilities

2.1 General Services.

2.1.1 Design-Builder's Representative shall be reasonably available to Owner and shall have the necessary expertise and experience required to supervise the Work. Design-Builder's Representative shall communicate regularly with Owner and shall be vested with the authority to act on behalf of Design-Builder. Design-Builder's Representative may be replaced only with the mutual agreement of Owner and Design-Builder.

2.1.2 Unless the parties agree on a different time period for submission of a status report, Design-Builder shall provide Owner with a monthly status report detailing the progress of the Work, including (i) whether the Work is proceeding according to schedule; (ii) whether discrepancies, conflicts, or ambiguities exist in the Contract Documents that require resolution; (iii) whether health and safety issues exist in connection with the Work; (iv) status of the contingency account to the extent provided for in the *Standard Form of Agreement Between Owner and Design-Builder – Cost Plus Fee With an Option for a Guaranteed Maximum Price*; and (v) other items that require resolution so as not to jeopardize Design-Builder's ability to complete the Work for the Contract Price and within the Contract Time(s). Status reports shall be submitted with Design-Builder's draft Payment Applications as a pre-requisite to payment.

2.1.3 Unless a schedule for the execution of the Work has been attached to the Agreement as an exhibit at the time the Agreement is executed, Design-Builder shall prepare and submit, at least three (3) days prior to the meeting contemplated by Section 2.1.4 hereof, a schedule for the execution of the Work for Owner's review and response. The schedule shall indicate the dates for the start and completion of the various stages of Work, including the dates when Owner information and approvals are required to enable Design-Builder to achieve the Contract Time(s). The schedule shall be revised as required by conditions and progress of the Work, but such revisions shall not relieve Design-Builder of its obligations to complete the Work within the Contract Time(s), as such dates may be adjusted in accordance with the Contract Documents. Owner's review of, and response to, the schedule shall not be construed as relieving Design-Builder of its complete and exclusive control over the means, methods, sequences and techniques for executing the Work.

2.1.4 The parties will meet within seven (7) days after execution of the Agreement to discuss issues affecting the administration of the Work and to implement the necessary procedures, including those relating to submittals and payment, to facilitate the ability of the parties to perform their obligations under the Contract Documents.

2.2 Design Professional Services.

2.2.1 Design-Builder shall, consistent with applicable state licensing laws, provide through qualified, licensed design professionals employed by Design-Builder, or procured from qualified, independent licensed Design Consultants, the necessary design services, including architectural, engineering and other design professional services, for the preparation of the required drawings, specifications and other design submittals to permit Design-Builder to complete the Work consistent with the Contract Documents. Nothing in the Contract Documents is intended or deemed to create any legal or contractual relationship between Owner and any Design Consultant.

2.2.2 Design-Builder shall employ only Design Consultants and/or Design Subconsultants who are duly licensed and qualified to perform the Work consistent with the Contract Documents. Prior to the date that Design Consultants and/or Design Subconsultants perform Work on the Project, Design-Builder shall identify in writing to Owner all Design Consultants and Design Subconsultants. To the extent that Design-Builder has not selected a Design Consultant or Design Subconsultant prior to performing the Work, Design-Builder shall provide Owner in writing a list of any subsequently added Design Consultants and/or Design Subconsultants and their scope of Work

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prior to their performing Work on the Project. Owner may reasonably object to Design-Builder's selection of any Design Consultant or Design Subconsultant, provided that the Contract Price and/or Contract Time(s) shall be adjusted to the extent that Owner's decision impacts Design-Builder's cost and/or time of performance. Design-Builder shall not substitute a listed Design Consultant or Subconsultant without obtaining Owner's prior written consent; such consent shall not be unreasonably withheld. Nothing in the Contract Documents is intended or deemed to create any legal or contractual relationship between Owner and any Design Consultant or Design Subconsultant, including but not limited to any third-party beneficiary rights.

2.3 Standard of Care for Design Professional Services.

2.3.1 The standard of care for all design professional services performed to execute the Work shall be the care and skill ordinarily used by members of the applicable profession practicing under similar conditions at the same time and locality of the Project.

2.4 Design Development Services.

2.4.1 Design-Builder and Owner shall, consistent with any applicable provision of the Contract Documents, agree upon any interim Design Submissions that Owner may wish to review, which interim Design Submissions may include design criteria, drawings, diagrams and specifications setting forth the Project requirements.

2.4.1.1 Design Submissions shall be consistent with the Owner's Project Criteria as well as the Basis of Design Documents, as the Basis of Design Documents may have been changed or supplemented through the design process set forth in this Section 2.4.1. By submitting Design Submissions, Design-Builder represents to the Owner that the Work depicted and otherwise shown, contained, or reflected in Design Submissions may be constructed in compliance with the then current Contract Price and Contract Time. Notwithstanding the above, Design-Builder may propose Design Submissions that may alter the Basis of Design Documents, the Contract Price and/or Contract Time; however, Design-Builder must provide notice thereof in accordance with Article 10 of the General Conditions and obtain a Change Order before such proposed Design Submissions are incorporated into the Construction Documents.

2.4.1.2 On or about the time of the Design Submissions, Design-Builder and Owner shall meet and confer about the Design Submissions, with Design-Builder identifying during such meetings, among other things, the evolution of the design and any changes to the Basis of Design Documents, or, if applicable, previously submitted Design Submissions. Changes to the Basis of Design Documents, including those that are deemed minor changes under Section 9.3.1, shall be processed in accordance with Article 9. Minutes of the meetings, including a full listing of all changes, will be maintained by Design-Builder and provided to all attendees for review. Following the design review meeting, Owner shall review and approve the interim Design Submissions and meeting minutes in a time that is consistent with the turnaround times set forth in Design-Builder's schedule.

2.4.1.3 Owner shall review and respond to Design Submissions, providing any comments and/or concerns about the Design Submissions. Owner shall provide all comments on the Design Submissions within the time provided by the Contract Documents. Design-Builder shall revise the Design Submissions (and any other deliverables) in response to Owner's comments and incorporate said responses into the next submission of Design Submissions.

2.4.1.4 If incorporation of Owner's comments results in a design that is inconsistent with or otherwise gives rise to a change in Owner's Project Criteria, the Basis of Design Documents, the Contract Price and/or the Contract Time, Design-Builder shall provide notice thereof in accordance with Articles 9 and 10 of the General Conditions. Changes to the Basis of Design Documents, the Contract Price and/or the Contract Time, including

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those that are deemed minor changes, shall be processed in accordance with Article 9 of the General Conditions.

2.4.2 Design-Builder shall submit to Owner Construction Documents setting forth in detail drawings and specifications describing the requirements for construction of the Work. The Construction Documents shall be consistent with the latest set of interim Design Submissions, as such submissions may have been modified in a design review meeting and recorded in the meeting minutes. The parties shall have a design review meeting to discuss, and Owner shall review and approve, the Construction Documents in accordance with the procedures set forth in Section 2.4.1 above. Design-Builder shall proceed with construction in accordance with the approved Construction Documents and shall submit one set of approved Construction Documents to Owner prior to commencement of construction.

2.4.3 Owner's review and approval of interim Design Submissions, meeting minutes, and the Construction Documents is for the purpose of mutually establishing a conformed set of Contract Documents compatible with the requirements of the Work. Neither Owner's review nor approval of any interim Design Submissions, meeting minutes, and Construction Documents shall be deemed to transfer any design liability from Design-Builder to Owner. Design-Builder shall provide Owner with sufficient time in the Project Schedule to review and approve the Design Submissions.

2.4.4 To the extent not prohibited by the Contract Documents or Legal Requirements, Design-Builder may prepare interim Design Submissions and Construction Documents for a portion of the Work to permit construction to proceed on that portion of the Work prior to completion of the Construction Documents for the entire Work.

2.5 Legal Requirements.

2.5.1 Design-Builder shall perform the Work in accordance with all Legal Requirements and shall provide all notices applicable to the Work as required by the Legal Requirements.

2.5.2 The Contract Price and/or Contract Time(s) shall be adjusted to compensate Design-Builder for the effects of any changes in the Legal Requirements enacted after the date of the Agreement affecting the performance of the Work, or if a Guaranteed Maximum Price is established after the date of the Agreement, the date the parties agree upon the Guaranteed Maximum Price. Such effects may include, without limitation, revisions Design-Builder is required to make to the Construction Documents because of changes in Legal Requirements.

2.6 Government Approvals and Permits.

2.6.1 Owner shall obtain and pay for all necessary permits, approvals, licenses, government charges and inspection fees required for the prosecution of the Work by any government or quasi-government entity having jurisdiction over the Project.

2.6.2 Design-Builder shall provide reasonable assistance to Owner in obtaining those permits, approvals and licenses that are Owner's responsibility.

2.7 Design-Builder's Construction Phase Services.

2.7.1 Unless otherwise provided in the Contract Documents to be the responsibility of Owner or a separate contractor, Design-Builder shall provide through itself or Subcontractors the necessary supervision, labor, inspection, testing, start-up, material, equipment, machinery, temporary utilities and other temporary facilities to permit Design-Builder to complete construction of the Project consistent with the Contract Documents.

2.7.2 Design-Builder shall perform all construction activities efficiently and with the requisite expertise, skill and competence to satisfy the requirements of the Contract Documents. Design-

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Builder shall at all times exercise complete and exclusive control over the means, methods, sequences and techniques of construction.

2.7.3 Design-Builder shall employ only Subcontractors who are duly licensed and qualified to perform the Work consistent with the Contract Documents. Prior to the date that Subcontractors perform Work on the Project, Design-Builder shall identify in writing to Owner all Subcontractors. To the extent that Design-Builder has not selected a Subcontractor prior to performing the Work, Design-Builder shall provide Owner in writing a list of any subsequently added Subcontractors prior to their performing Work on the Project. Owner may reasonably object to Design-Builder's selection of any Subcontractor, provided that the Contract Price and/or Contract Time(s) shall be adjusted to the extent that Owner's decision impacts Design-Builder's cost and/or time of performance. Design-Builder may not substitute listed Subcontractors without Owner's prior written consent; such consent shall not be unreasonably withheld.

2.7.4 Design-Builder assumes responsibility to Owner for the proper performance of the Work of Subcontractors and any acts and omissions in connection with such performance. Nothing in the Contract Documents is intended or deemed to create any legal or contractual relationship between Owner and any Subcontractor or Sub-Subcontractor, including but not limited to any third-party beneficiary rights.

2.7.5 Design-Builder shall coordinate the activities of all Subcontractors. If Owner performs other work on the Project or at the Site with separate contractors under Owner's control, Design-Builder agrees to reasonably cooperate and coordinate its activities with those of such separate contractors so that the Project can be completed in an orderly and coordinated manner without unreasonable disruption.

2.7.6 Design-Builder shall keep the Site reasonably free from debris, trash and construction wastes to permit Design-Builder to perform its construction services efficiently, safely and without interfering with the use of adjacent land areas. Upon Substantial Completion of the Work, or a portion of the Work, Design-Builder shall remove all debris, trash, construction wastes, materials, equipment, machinery and tools arising from the Work or applicable portions thereof to permit Owner to occupy the Project or a portion of the Project for its intended use.

2.8 Design-Builder's Responsibility for Project Safety.

2.8.1 Design-Builder recognizes the importance of performing the Work in a safe manner so as to prevent damage, injury or loss to (i) all individuals at the Site, whether working or visiting; (ii) the Work, including materials and equipment incorporated into the Work or stored on-Site or off-Site; and (iii) all other property at the Site or adjacent thereto. Design-Builder assumes responsibility for implementing and monitoring all safety precautions and programs related to the performance of the Work. Design-Builder shall, prior to commencing construction, designate a Safety Representative with the necessary qualifications and experience to supervise the implementation and monitoring of all safety precautions and programs related to the Work. Unless otherwise required by the Contract Documents, Design-Builder's Safety Representative shall be an individual stationed at the Site who may have responsibilities on the Project in addition to safety. The Safety Representative shall make routine daily inspections of the Site and shall hold weekly safety meetings with Design-Builder's personnel, Subcontractors and others as applicable.

2.8.2 Design-Builder and Subcontractors shall comply with all Legal Requirements relating to safety, as well as any Owner-specific safety requirements set forth in the Contract Documents, provided that such Owner-specific requirements do not violate any applicable Legal Requirement. Design-Builder will immediately report in writing any safety-related injury, loss, damage or accident arising from the Work to Owner's Representative and, to the extent mandated by Legal Requirements, to all government or quasi-government authorities having jurisdiction over safety-related matters involving the Project or the Work.

2.8.3 Design-Builder's responsibility for safety under this Section 2.8 is not intended in any way

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to relieve Subcontractors and Sub-Subcontractors of their own contractual and legal obligations and responsibility for (i) complying with all Legal Requirements, including those related to health and safety matters; and (ii) taking all necessary measures to implement and monitor all safety precautions and programs to guard against injuries, losses, damages or accidents resulting from their performance of the Work.

2.9 Design-Builder's Warranty.

2.9.1 Design-Builder warrants to Owner that the construction, including all materials and equipment furnished as part of the construction, shall be new unless otherwise specified in the Contract Documents, of good quality, in conformance with the Contract Documents and free of defects in materials and workmanship. The warranty period shall be one year from the date of Substantial Completion of the Work. If the parties have opted in Section___ of the Agreement to establish a limited time frame for the warranty set forth in this Section, the warranty in this section shall be limited to the time frame set forth in Section_ of the Agreement. Design-Builder's warranty obligation excludes defects caused by abuse, alterations, or failure to maintain the Work in a commercially reasonable manner. Nothing in this warranty is intended to limit any manufacturer's warranty which provides Owner with greater warranty rights than set forth in this Section 2.9 or the Contract Documents. Design-Builder will provide Owner with all manufacturers' warranties upon Substantial Completion.

2.10 Correction of Defective Work.

2.10.1 Design-Builder agrees to correct any Work that is found to not be in conformance with the Contract Documents, including that part of the Work subject to Section 2.9 hereof, within a period of one year from the date of Substantial Completion of the Work or any portion of the Work, or within such longer period to the extent required by any specific warranty included in the Contract Documents.

2.10.2 Design-Builder shall, within seven (7) days of receipt of written notice from Owner that the Work is not in conformance with the Contract Documents, take meaningful steps to commence correction of such nonconforming Work, including the correction, removal or replacement of the nonconforming Work and any damage caused to other parts of the Work affected by the nonconforming Work. If Design-Builder fails to commence the necessary steps within such seven (7) day period, Owner, in addition to any other remedies provided under the Contract Documents, may provide Design-Builder with written notice that Owner will commence correction of such nonconforming Work with its own forces. If Owner does perform such corrective Work, Design-Builder shall be responsible for all reasonable costs incurred by Owner in performing such correction. If the nonconforming Work creates an emergency requiring an immediate response, the seven (7) day period identified herein shall be deemed inapplicable.

2.10.3 The one-year period referenced in Section 2.10.1 above applies only to Design-Builder's obligation to correct nonconforming Work and is not intended to constitute a period of limitations for any other rights or remedies Owner may have regarding Design-Builder's other obligations under the Contract Documents.

Article 3

Owner's Services and Responsibilities

3.1 Duty to Cooperate.

3.1.1 Owner shall, throughout the performance of the Work, cooperate with Design-Builder and perform its responsibilities, obligations and services in a timely manner to facilitate Design-Builder's timely and efficient performance of the Work and so as not to delay or interfere with Design-

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Builder's performance of its obligations under the Contract Documents.

3.1.2 Owner shall provide timely reviews and approvals of interim Design Submissions and Construction Documents consistent with the turnaround times set forth in Design-Builder's schedule.

3.1.3 Owner shall give Design-Builder timely notice of any Work that Owner notices to be defective or not in compliance with the Contract Documents.

3.2 Furnishing of Services and Information.

3.2.1 Unless expressly stated to the contrary in the Contract Documents, Owner shall provide, at its own cost and expense, for Design-Builder's information and use the following, all of which Design-Builder is entitled to rely upon in performing the Work:

3.2.1.1 Surveys describing the property, boundaries, topography and reference points for use during construction, including existing service and utility lines;

3.2.1.2 Geotechnical studies describing subsurface conditions, and other surveys describing other latent or concealed physical conditions at the Site;

3.2.1.3 Temporary and permanent easements, zoning and other requirements and encumbrances affecting land use, or necessary to permit the proper design and construction of the Project and enable Design-Builder to perform the Work;

3.2.1.4 A legal description of the Site;

3.2.1.5 To the extent available, record drawings of any existing structures at the Site; and

3.2.1.6 To the extent available, environmental studies, reports and impact statements describing the environmental conditions, including Hazardous Conditions, in existence at the Site.

3.2.2 Owner is responsible for securing and executing all necessary agreements with adjacent land or property owners that are necessary to enable Design-Builder to perform the Work. Owner is further responsible for all costs, including attorneys' fees, incurred in securing these necessary agreements.

3.3 Financial Information.

3.3.1 At Design-Builder's written request, Owner shall promptly furnish reasonable evidence satisfactory to Design-Builder that Owner has adequate funds available and committed to fulfill all of Owner's contractual obligations under the Contract Documents. If Owner fails to furnish such financial information in a timely manner, Design-Builder may stop Work under Section 11.3 hereof or exercise any other right permitted under the Contract Documents.

3.3.2 Design-Builder shall cooperate with the reasonable requirements of Owner's lenders or other financial sources. Notwithstanding the preceding sentence, after execution of the Agreement Design-Builder shall have no obligation to execute for Owner or Owner's lenders or other financial sources any documents or agreements that require Design-Builder to assume obligations or responsibilities greater than those existing obligations Design-Builder has under the Contract Documents.

3.4 Owner's Representative.

3.4.1 Owner's Representative shall be responsible for providing Owner-supplied information and approvals in a timely manner to permit Design-Builder to fulfill its obligations under the Contract

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Documents. Owner's Representative shall also provide Design-Builder with prompt notice if it observes any failure on the part of Design-Builder to fulfill its contractual obligations, including any errors, omissions or defects in the performance of the Work. Owner's Representative shall communicate regularly with Design-Builder and shall be vested with the authority to act on behalf of Owner.

3.5 Government Approvals and Permits.

3.5.1 Owner shall obtain and pay for all necessary permits, approvals, licenses, government charges and inspection fees.

3.5.2 Owner shall provide reasonable assistance to Design-Builder in obtaining those permits, approvals and licenses that are Design-Builder's responsibility.

3.6 Owner's Separate Contractors.

3.6.1 Owner is responsible for all work performed on the Project or at the Site by separate contractors under Owner's control. Owner shall contractually require its separate contractors to cooperate with and coordinate their activities so as not to interfere with Design-Builder in order to enable Design-Builder to timely complete the Work consistent with the Contract Documents.

Article 4

Hazardous Conditions and Differing Site Conditions

4.1 Hazardous Conditions.

4.1.1 Unless otherwise expressly provided in the Contract Documents to be part of the Work, Design-Builder is not responsible for any Hazardous Conditions encountered at the Site. Upon encountering any Hazardous Conditions, Design-Builder will stop Work immediately in the affected area and duly notify Owner and, if required by Legal Requirements, all government or quasi-government entities with jurisdiction over the Project or Site.

4.1.2 Upon receiving notice of the presence of suspected Hazardous Conditions, Owner shall take the necessary measures required to ensure that the Hazardous Conditions are remediated or rendered harmless. Such necessary measures shall include Owner retaining qualified independent experts to (i) ascertain whether Hazardous Conditions have actually been encountered, and, if they have been encountered, (ii) prescribe the remedial measures that Owner must take either to remove the Hazardous Conditions or render the Hazardous Conditions harmless.

4.1.3 Design-Builder shall be obligated to resume Work at the affected area of the Project only after Owner's expert provides it with written certification that (i) the Hazardous Conditions have been removed or rendered harmless; and (ii) all necessary approvals have been obtained from all government and quasi-government entities having jurisdiction over the Project or Site.

4.1.4 Design-Builder will be entitled, in accordance with these General Conditions of Contract, to an adjustment in its Contract Price and/or Contract Time(s) to the extent Design-Builder's cost and/or time of performance have been adversely impacted by the presence of Hazardous Conditions.

4.1.5 To the fullest extent permitted by law, Owner shall indemnify, defend and hold harmless Design-Builder, Design Consultants, Subcontractors, anyone employed directly or indirectly by any of them, and their officers, directors, employees and agents, from and against any and all claims,

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losses, damages, liabilities and expenses, including reasonable attorneys' fees and expenses, arising out of or resulting from the presence, removal or remediation of Hazardous Conditions at the Site.

4.1.6 Notwithstanding the preceding provisions of this Section 4.1, Owner is not responsible for Hazardous Conditions introduced to the Site by Design-Builder, Subcontractors or anyone for whose acts they may be liable. To the fullest extent permitted by law, Design-Builder shall indemnify, defend and hold harmless Owner and Owner's officers, directors, employees and agents from and against all claims, losses, damages, liabilities and expenses, including attorneys' fees and expenses, arising out of or resulting from those Hazardous Conditions introduced to the Site by Design-Builder, Subcontractors or anyone for whose acts they may be liable.

4.2 Differing Site Conditions.

4.2.1 Concealed or latent physical conditions or subsurface conditions at the Site that (i) materially differ from the conditions indicated in the Contract Documents or (ii) are of an unusual nature, differing materially from the conditions ordinarily encountered and generally recognized as inherent in the Work, are collectively referred to herein as "Differing Site Conditions." If Design-Builder encounters a Differing Site Condition, Design-Builder will be entitled to an adjustment in the Contract Price and/or Contract Time(s) to the extent Design-Builder's cost and/or time of performance are adversely impacted by the Differing Site Condition.

4.2.2 Upon encountering a Differing Site Condition, Design-Builder shall provide prompt written notice to Owner of such condition, which notice shall not be later than fourteen (14) days after such condition has been encountered. Design-Builder shall, to the extent reasonably possible, provide such notice before the Differing Site Condition has been substantially disturbed or altered.

Article 5

Insurance and Bonds

5.1 Design-Builder's Insurance Requirements.

Owner may modify the Insurance Requirements and indemnification provisions for the Design-Builder in its sole discretion if Owner determines modifications are necessary due to third party permits required for the Project. The Risk Manager shall have the authority to modify the Insurance Requirements and indemnification provision in in this Agreement.

5.1.1 MINIMUM LIMITS DETAILED BELOW APPLY DURING DESIGN PHASE (PHASE 1) ONLY. THE HIGHER LIMITS DETAILED IN 5.1.2 MUST BE IN FORCE PRIOR TO ANY CONSTRUCTION (PHASE 2).

(a) Throughout the life of this Agreement, DESIGN-BUILDER shall pay for and maintain in full force and effect all insurance as required herein with an insurance company(ies) either (i) admitted by the California Insurance Commissioner to do business in the State of California and rated no less than "A-VII" in the Best's Insurance Rating Guide, or (ii) as may be authorized in writing by OWNER'S Risk Manager or his/her designee at any time and in his/her sole discretion. The required policies of insurance as stated herein shall maintain limits of liability of not less than those amounts stated therein. However, the insurance limits available to OWNER, its officers, officials, employees, agents and volunteers as additional insureds, shall be the greater of the minimum limits specified therein or the full limit of any insurance proceeds to the named insured.

(b) If at any time during the life of the Agreement or any extension, DESIGN-BUILDER or any of its subcontractors fail to maintain any required insurance in full force and effect, all services and work under this Agreement shall be discontinued immediately, and all payments due or that become due to DESIGN-BUILDER shall be withheld until notice is received by OWNER that the required insurance has been restored to full force and effect and that the premiums therefore have been paid for a period

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satisfactory to OWNER. Any failure to maintain the required insurance shall be sufficient cause for OWNER to terminate this Agreement. No action taken by OWNER pursuant to this section shall in any way relieve DESIGN-BUILDER of its responsibilities under this Agreement. The phrase "fail to maintain any required insurance" shall include, without limitation, notification received by OWNER that an insurer has commenced proceedings, or has had proceedings commenced against it, indicating that the insurer is insolvent.

(c) The fact that insurance is obtained by DESIGN-BUILDER shall not be deemed to release or diminish the liability of DESIGN-BUILDER, including, without limitation, liability under the indemnity provisions of this Agreement. The duty to indemnify OWNER shall apply to all claims and liability regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by DESIGN-BUILDER. Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of DESIGN-BUILDER, vendors, suppliers, invitees, contractors, sub-contractors, subcontractors, or anyone employed directly or indirectly by any of them.

Coverage shall be at least as broad as:

1. The most current version of Insurance Services Office (ISO) Commercial General Liability Coverage Form CG 00 01, providing liability coverage arising out of your business operations. The Commercial General Liability policy shall be written on an occurrence form and shall provide coverage for "bodily injury," "property damage" and "personal and advertising injury" with coverage for premises and operations (including the use of owned and non-owned equipment), products and completed operations, and contractual liability (including, without limitation, indemnity obligations under the Agreement) with limits of liability not less than those set forth under "Minimum Limits of Insurance."

2. The most current version of ISO *Commercial Auto Coverage Form CA 00 01, providing liability coverage arising out of the ownership, maintenance or use of automobiles in the course of your business operations. The Automobile Policy shall be written on an occurrence form and shall provide coverage for all owned, hired, and non-owned automobiles or other licensed vehicles (Code 1- Any Auto).

3. Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

4. Professional Liability (Errors and Omissions) insurance appropriate to DESIGN-BUILDER's profession.

MINIMUM LIMITS OF INSURANCE DESIGN/BUILD DESIGN-BUILDER

DESIGN-BUILDER shall procure and maintain for the duration of the contract, and for 5 years thereafter, insurance with limits of liability not less than those set forth below. However, insurance limits available to OWNER, its officers, officials, employees, agents and volunteers as additional insureds, shall be the greater of the minimum limits specified herein or the full limit of any insurance proceeds available to the named insured:

1. COMMERCIAL GENERAL LIABILITY

(i) $1,000,000 per occurrence for bodily injury and property damage;

(ii) $1,000,000 per occurrence for personal and advertising injury;

(iii) $2,000,000 aggregate for products and completed operations; and,

(iv) $2,000,000 general aggregate applying separately to the work performed under the Agreement.

2. COMMERCIAL AUTOMOBILE LIABILITY

$1,000,000 per accident for bodily injury and property damage.

3. Workers' Compensation Insurance as required by the State of California with statutory limits and EMPLOYER'S LIABILITY with limits of liability not less than:

(i) $1,000,000 each accident for bodily injury;

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(ii) $1,000,000 disease each employee; and,
(iii) $1,000,000 disease policy limit.

4. PROFESSIONAL LIABILITY (Errors and Omissions):

(i) $1,000,000 per claim/occurrence; and,
(ii) $2,000,000 policy aggregate.

UMBRELLA OR EXCESS INSURANCE

In the event DESIGN-BUILDER purchases an Umbrella or Excess insurance policy(ies) to meet the "Minimum Limits of Insurance," this insurance policy(ies) shall "follow form" and afford no less coverage than the primary insurance policy(ies). In addition, such Umbrella or Excess insurance policy(ies) shall also apply on a primary and non-contributory basis for the benefit of the OWNER, its officers, officials, employees, agents and volunteers.

DEDUCTIBLES AND SELF-INSURED RETENTIONS

DESIGN-BUILDER shall be responsible for payment of any deductibles contained in any insurance policy(ies) required herein and DESIGN-BUILDER shall also be responsible for payment of any self-insured retentions. Any deductibles or self-insured retentions must be declared on the Certificate of Insurance, and approved by, the OWNER'S Risk Manager or his/her designee. At the option of the OWNER'S Risk Manager or his/her designee, either:

(i) The insurer shall reduce or eliminate such deductibles or self-insured retentions as respects OWNER, its officers, officials, employees, agents and volunteers; or

(ii) DESIGN-BUILDER shall provide a financial guarantee, satisfactory to OWNER'S Risk Manager or his/her designee, guaranteeing payment of losses and related investigations, claim administration and defense expenses. At no time shall OWNER be responsible for the payment of any deductibles or self-insured retentions.

OTHER INSURANCE PROVISIONS/ENDORSEMENTS

(i) All policies of insurance required herein shall be endorsed to provide that the coverage shall not be cancelled, non-renewed, reduced in coverage or in limits except after thirty (30) calendar days written notice has been given to OWNER, except ten (10) days for nonpayment of premium. DESIGN-BUILDER is also responsible for providing written notice to the OWNER under the same terms and conditions. Upon issuance by the insurer, broker, or agent of a notice of cancellation, non-renewal, or reduction in coverage or in limits, DESIGN-BUILDER shall furnish OWNER with a new certificate and applicable endorsements for such policy(ies). In the event any policy is due to expire during the work to be performed for OWNER, DESIGN-BUILDER shall provide a new certificate, and applicable endorsements, evidencing renewal of such policy not less than fifteen (15) calendar days prior to the expiration date of the expiring policy.
(ii) The Commercial General and Automobile, Liability insurance policies shall be written on an occurrence form.
(iii) The Commercial General and Automobile Liability insurance policies shall be endorsed to name City of Fresno, its officers, officials, agents, employees and volunteers as an additional insured. DESIGN-BUILDER shall establish additional insured status for the OWNER for all ongoing and completed operations under Commercial General Liability policies by use of ISO Forms or an executed manuscript insurance company endorsement providing additional insured status. The Commercial General endorsements must be as broad as that contained in ISO Forms: GC 20 10 11 85 or both CG 20 10 & CG 20 37.
(iv) All such policies of insurance shall be endorsed so the DESIGN-BUILDERS' insurance shall be primary and no contribution shall be required of OWNER. The coverage shall contain no special limitations on the scope of protection afforded to Owner, its officers, officials, employees, agents and volunteers. If DESIGN-BUILDER maintains higher limits of liability than the minimums shown above, OWNER requires and shall be entitled to coverage for the higher limits of liability maintained by DESIGN-BUILDER.
(v) Should any of these policies provide that the defense costs are paid within the Limits of

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Liability, thereby reducing the available limits by defense costs, then the requirement for the Limits of Liability of these polices will be twice the above stated limits.

(vi) For any claims related to this Agreement, DESIGN-BUILDER'S insurance coverage shall be primary insurance with respect to the City of Fresno, its officers, officials, agents, employees and volunteers. Any insurance or self-insurance maintained by the OWNER, its officers, officials, agents, employees and volunteers shall be excess of the DESIGN-BUILDER'S insurance and shall not contribute with it.

(vii) The Workers' Compensation insurance policy shall contain, or be endorsed to contain, a waiver of subrogation as to City of Fresno, its officers, officials, agents, employees and volunteers.

If the Professional (Errors and Omissions) policy is written on a claims-made form:

1. The retroactive date must be shown, and must be before the effective date of the Agreement or the commencement of work by DESIGN-BUILDER.

2. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the Agreement work or termination of the Agreement, whichever occurs first, or, in the alternative, the policy shall be endorsed to provide not less than a five (5) year discovery period.

3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a retroactive date prior to the effective date of the Agreement or the commencement of work by DESIGN-BUILDER, DESIGN-BUILDER must purchase "extended reporting" coverage for a minimum of five (5) years completion of the Agreement work or termination of the Agreement, whichever occurs first.

4. A copy of the claims reporting requirements must be submitted to OWNER for review.

5. These requirements shall survive expiration or termination of the Agreement.

PROVIDING OF DOCUMENTS - DESIGN-BUILDER shall furnish OWNER with all certificate(s) and applicable endorsements effecting coverage required herein All certificates and applicable endorsements are to be received and approved by the OWNER'S Risk Manager or his/her designee prior to OWNER'S execution of the Agreement and before work commences. All non-ISO endorsements amending policy coverage shall be executed by a licensed and authorized agent or broker. Upon request of OWNER, DESIGN-BUILDER shall immediately furnish OWNER with a complete copy of any insurance policy required under this Agreement, including all endorsements, with said copy certified by the underwriter to be a true and correct copy of the original policy. This requirement shall survive expiration or termination of this Agreement. All subcontractors working under the direction of DESIGN-BUILDER shall also be required to provide all documents noted herein.

SUBCONTRACTORS -If DESIGN-BUILDER subcontracts any or all of the services to be performed under this Agreement, DESIGN-BUILDER shall require, at the discretion of the OWNER Risk Manager or designee, subcontractor (s) to enter into a separate Side Agreement with the Owner to provide required indemnification and insurance protection. Any required Side Agreement(s) and associated insurance documents for the subcontractors must be reviewed and preapproved by OWNER Risk Manager or designee. If no Side Agreement is required, DESIGN-BUILDER shall require and verify that subcontractors maintain insurance meeting all the requirements stated herein and DESIGN-BUILDER shall ensure that OWNER, its officers, officials, employees, agents and volunteers are additional insureds. The subcontractors' certificates and endorsements shall be on file with DESIGN-BUILDER, and OWNER, prior to commencement of any work by the subcontractors.

5.1.2 PHASE 2 BUILD Design-Builder's insurance shall specifically delete any design-build or similar exclusions that could compromise coverages because of the design-build delivery of the Project.

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(a) Throughout the life of this Agreement, DESIGN-BUILDER shall pay for and maintain in full force and effect all insurance as required herein with an insurance company(ies) either (i) admitted by the California Insurance Commissioner to do business in the State of California and rated no less than "A-VII" in the Best's Insurance Rating Guide, or (ii) as may be authorized in writing by OWNER'S Risk Manager or his/her designee at any time and in his/her sole discretion. The required policies of insurance as stated herein shall maintain limits of liability of not less than those amounts stated therein. However, the insurance limits available to OWNER, its officers, officials, employees, agents and volunteers as additional insureds, shall be the greater of the minimum limits specified therein or the full limit of any insurance proceeds to the named insured.

(b) If at any time during the life of the Agreement or any extension, DESIGN-BUILDER or any of its subcontractors fail to maintain any required insurance in full force and effect, all services and work under this Agreement shall be discontinued immediately, and all payments due or that become due to DESIGN-BUILDER shall be withheld until notice is received by OWNER that the required insurance has been restored to full force and effect and that the premiums therefore have been paid for a period satisfactory to OWNER. Any failure to maintain the required insurance shall be sufficient cause for OWNER to terminate this Agreement. No action taken by OWNER pursuant to this section shall in any way relieve DESIGN-BUILDER of its responsibilities under this Agreement. The phrase "fail to maintain any required insurance" shall include, without limitation, notification received by OWNER that an insurer has commenced proceedings, or has had proceedings commenced against it, indicating that the insurer is insolvent.

(c) The fact that insurance is obtained by DESIGN-BUILDER shall not be deemed to release or diminish the liability of DESIGN-BUILDER, including, without limitation, liability under the indemnity provisions of this Agreement. The duty to indemnify OWNER shall apply to all claims and liability regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by DESIGN-BUILDER. Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of DESIGN-BUILDER, vendors, suppliers, invitees, contractors, sub-contractors, subcontractors, or anyone employed directly or indirectly by any of them.

Coverage shall be at least as broad as:

1. The most current version of Insurance Services Office (ISO) Commercial General Liability Coverage Form CG 00 01, providing liability coverage arising out of your business operations. The Commercial General Liability policy shall be written on an occurrence form and shall provide coverage for "bodily injury," "property damage" and "personal and advertising injury" with coverage for premises and operations (including the use of owned and non-owned equipment), products and completed operations, and contractual liability (including, without limitation, indemnity obligations under the Agreement) with limits of liability not less than those set forth under "Minimum Limits of Insurance."

2. The most current version of ISO *Commercial Auto Coverage Form CA 00 01, providing liability coverage arising out of the ownership, maintenance or use of automobiles in the course of your business operations. The Automobile Policy shall be written on an occurrence form and shall provide coverage for all owned, hired, and non-owned automobiles or other licensed vehicles (Code 1- Any Auto).

3. Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

4. Professional Liability (Errors and Omissions) insurance appropriate to DESIGN-BUILDER's

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profession.

MINIMUM LIMITS OF INSURANCE DESIGN/BUILD DESIGN-BUILDER

DESIGN-BUILDER shall procure and maintain for the duration of the contract, and for 5 years thereafter, insurance with limits of liability not less than those set forth below. However, insurance limits available to OWNER, its officers, officials, employees, agents and volunteers as additional insureds, shall be the greater of the minimum limits specified herein or the full limit of any insurance proceeds available to the named insured:

1. COMMERCIAL GENERAL LIABILITY

(i) $2,000,000 per occurrence for bodily injury and property damage;

(ii) $2,000,000 per occurrence for personal and advertising injury;

(iii) $4,000,000 aggregate for products and completed operations; and,

(iv) $4,000,000 general aggregate applying separately to the work performed under the Agreement.

2. COMMERCIAL AUTOMOBILE LIABILITY

$1,000,000 per accident for bodily injury and property damage.

3. Workers' Compensation Insurance as required by the State of California with statutory limits and EMPLOYER'S LIABILITY with limits of liability not less than:

(i) $1,000,000 each accident for bodily injury;

(ii) $1,000,000 disease each employee; and,

(iii) $1,000,000 disease policy limit.

4. PROFESSIONAL LIABILITY (Errors and Omissions):

(i) $1,000,000 per claim/occurrence; and,

(ii) $2,000,000 policy aggregate.

5. BUILDERS RISK (Course of Construction) insurance in an amount equal to the completed value of the project with no coinsurance penalty provisions. Only required if the project includes new construction of a building, or renovation of, or addition to, an existing building

6. CONTRACTOR'S POLLUTION LIABILITY with coverage for bodily injury, property damage

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or pollution clean-up costs that could result from of pollution condition, both sudden and gradual. Including a discharge of pollutants brought to the work site, a release of pre-existing pollutants at the site, or other pollution conditions with limits of liability of not less than the following:

(i) $1,000,000 per occurrence or claim; and,

(ii) $2,000,000 general aggregate per annual policy period.

(a) In the event this Agreement involves the transportation of hazardous material, either the Commercial Automobile policy or other appropriate insurance policy shall be endorsed to include Transportation Pollution Liability insurance covering materials to be transported by DESIGN-BUILDER pursuant to the Agreement.

UMBRELLA OR EXCESS INSURANCE

In the event DESIGN-BUILDER purchases an Umbrella or Excess insurance policy(ies) to meet the "Minimum Limits of Insurance," this insurance policy(ies) shall "follow form" and afford no less coverage than the primary insurance policy(ies). In addition, such Umbrella or Excess insurance policy(ies) shall also apply on a primary and non-contributory basis for the benefit of the OWNER, its officers, officials, employees, agents and volunteers.

DEDUCTIBLES AND SELF-INSURED RETENTIONS

DESIGN-BUILDER shall be responsible for payment of any deductibles contained in any insurance policy(ies) required herein and DESIGN-BUILDER shall also be responsible for payment of any self-insured retentions.

OTHER INSURANCE PROVISIONS/ENDORSEMENTS

(i) All policies of insurance required herein shall be endorsed to provide that the coverage shall not be cancelled, non-renewed, reduced in coverage or in limits except after thirty (30) calendar days written notice has been given to OWNER, except ten (10) days for nonpayment of premium. DESIGN-BUILDER is also responsible for providing written notice to the OWNER under the same terms and conditions. Upon issuance by the insurer, broker, or agent of a notice of cancellation, non-renewal, or reduction in coverage or in limits, DESIGN-BUILDER shall furnish OWNER with a new certificate and applicable endorsements for such policy(ies). In the event any policy is due to expire during the work to be performed for OWNER, DESIGN-BUILDER shall provide a new certificate, and applicable endorsements, evidencing renewal of such policy not less than fifteen (15) calendar days prior to the expiration date of the expiring policy.

(ii) The Commercial General, Automobile, and Pollution Liability insurance policies shall be written on an occurrence form.

(iii) The Commercial General, Automobile and Contractors Pollution Liability insurance policies shall be endorsed to name City of Fresno, its officers, officials, agents, employees and volunteers as an additional insured. DESIGN-BUILDER shall establish additional insured status for the OWNER

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for all ongoing and completed operations under both Commercial General and Commercial Pollution Liability policies by use of ISO Forms or an executed manuscript insurance company endorsement providing additional insured status. The Commercial General endorsements must be as broad as that contained in ISO Forms: GC 20 10 11 85 or both CG 20 10 & CG 20 37.

(iv) All such policies of insurance shall be endorsed so the DESIGN-BUILDERS' insurance shall be primary and no contribution shall be required of OWNER. The coverage shall contain no special limitations on the scope of protection afforded to Owner, its officers, officials, employees, agents and volunteers. If DESIGN-BUILDER maintains higher limits of liability than the minimums shown above, OWNER requires and shall be entitled to coverage for the higher limits of liability maintained by DESIGN-BUILDER.

(v) Should any of these policies provide that the defense costs are paid within the Limits of Liability, thereby reducing the available limits by defense costs, then the requirement for the Limits of Liability of these polices will be twice the above stated limits.

(vi) For any claims related to this Agreement, DESIGN-BUILDER'S insurance coverage shall be primary insurance with respect to the City of Fresno, its officers, officials, agents, employees and volunteers. Any insurance or self-insurance maintained by the OWNER, its officers, officials, agents, employees and volunteers shall be excess of the DESIGN-BUILDER'S insurance and shall not contribute with it.

(vii) The Workers' Compensation insurance policy shall contain, or be endorsed to contain, a waiver of subrogation as to City of Fresno, its officers, officials, agents, employees and volunteers.

(viii) The Builder's Risk Insurance shall have the policy endorsed to provide the City of Fresno to be named as a Loss Payee.

If the Professional (Errors and Omissions) policy is written on a claims-made form:

1. The retroactive date must be shown, and must be before the effective date of the Agreement or the commencement of work by DESIGN-BUILDER.

2. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the Agreement work or termination of the Agreement, whichever occurs first, or, in the alternative, the policy shall be endorsed to provide not less than a five (5) year discovery period.

3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a retroactive date prior to the effective date of the Agreement or the commencement of work by DESIGN-BUILDER, DESIGN-BUILDER must purchase "extended reporting" coverage for a minimum of five (5) years completion of the Agreement work or termination of the Agreement, whichever occurs first.

4. A copy of the claims reporting requirements must be submitted to OWNER for review.

5. These requirements shall survive expiration or termination of the Agreement.

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PROVIDING OF DOCUMENTS - DESIGN-BUILDER shall furnish OWNER with all certificate(s) and applicable endorsements effecting coverage required herein All certificates and applicable endorsements are to be received and approved by the OWNER'S Risk Manager or his/her designee prior to OWNER'S execution of the Agreement and before work commences. All non-ISO endorsements amending policy coverage shall be executed by a licensed and authorized agent or broker. Upon request of OWNER, DESIGN-BUILDER shall immediately furnish OWNER with a complete copy of any insurance policy required under this Agreement, including all endorsements, with said copy certified by the underwriter to be a true and correct copy of the original policy. This requirement shall survive expiration or termination of this Agreement. All subcontractors working under the direction of DESIGN-BUILDER shall also be required to provide all documents noted herein.

SUBCONTRACTORS -If DESIGN-BUILDER subcontracts any or all of the services to be performed under this Agreement, DESIGN-BUILDER shall require, at the discretion of the OWNER Risk Manager or designee, subcontractor (s) to enter into a separate Side Agreement with the Owner to provide required indemnification and insurance protection. Any required Side Agreement(s) and associated insurance documents for the subcontractors must be reviewed and preapproved by OWNER Risk Manager or designee. If no Side Agreement is required, DESIGN-BUILDER shall require and verify that subcontractors maintain insurance meeting all the requirements stated herein and DESIGN-BUILDER shall ensure that OWNER, its officers, officials, employees, agents and volunteers are additional insureds. The subcontractors' certificates and endorsements shall be on file with DESIGN-BUILDER, and OWNER, prior to commencement of any work by the subcontractors.

5.1 Bonds and Other Performance Security.

5.1.1 If Owner requires Design-Builder to obtain performance and labor and material payment bonds, or other forms of performance security, the amount, form and other conditions of such security shall be as set forth in the Agreement.

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5.1.2 All bonds furnished by Design-Builder shall be in a form satisfactory to Owner. The surety shall be a company qualified and registered to conduct business in the state in which the Project is located.

Article 6

Payment

6.1 Schedule of Values.

6.1.1 Unless required by Owner upon execution of this Agreement, within ten (10) days of execution of the Agreement, Design-Builder shall submit for Owner's review and approval a schedule of values for all of the Work. The Schedule of Values will (i) subdivide the Work into its respective parts; (ii) include values for all items comprising the Work; and (iii) serve as the basis for monthly progress payments made to Design-Builder throughout the Work.

6.1.2 Owner will timely review and approve the schedule of values so as not to delay the submission of Design-Builder's first application for payment. Owner and Design-Builder shall timely resolve any differences so as not to delay Design-Builder's submission of its first application for payment.

6.2 Monthly Progress Payments.

6.2.1 On or before the date established in the Agreement, Design-Builder shall submit for Owner's review and approval its Application for Payment requesting payment for all Work performed as of the date of the Application for Payment. The Application for Payment shall be accompanied by all supporting documentation required by the Contract Documents and/or established at the meeting required by Section 2.1.4 hereof.

6.2.2 The Application for Payment may request payment for equipment and materials not yet incorporated into the Project, provided that (i) Owner is satisfied that the equipment and materials are suitably stored at either the Site or another acceptable location; (ii) the equipment and materials are protected by suitable insurance; and (iii) upon payment, Owner will receive the equipment and materials free and clear of all liens and encumbrances.

6.2.3 All discounts offered by Subcontractors, Sub-Subcontractors, and suppliers to Design-Builder for early payment shall accrue one hundred percent to Design-Builder to the extent Design-Builder advances payment. Unless Owner advances payment to Design-Builder specifically to receive the discount, Design-Builder may include in its Application for Payment the full undiscounted cost of the item for which payment is sought.

6.2.4 The Application for Payment shall constitute Design-Builder's representation that the Work described therein has been performed consistent with the Contract Documents, has progressed to the point indicated in the Application for Payment, and that title to all Work will pass to Owner free and clear of all claims, liens, encumbrances, and security interests upon the incorporation of the Work into the Project, or upon Design-Builder's receipt of payment, whichever occurs earlier.

6.3 Withholding of Payments.

6.3.1 On or before the date established in the Agreement, Owner shall pay Design-Builder all amounts properly due. If Owner determines that Design-Builder is not entitled to all or part of an Application for Payment as a result of Design-Builder's failure to meet its obligations hereunder, it will notify Design-Builder in writing at least five (5) days prior to the date payment is due. The notice shall indicate the specific amounts Owner intends to withhold, the reasons and contractual basis

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for the withholding, and the specific measures Design-Builder must take to rectify Owner's concerns. Design-Builder and Owner will attempt to resolve Owner's concerns prior to the date payment is due. If the parties cannot resolve such concerns, Design-Builder may pursue its rights under the Contract Documents, including those under Article 10 hereof.

6.3.2 Notwithstanding anything to the contrary in the Contract Documents, Owner shall pay Design-Builder all undisputed amounts in an Application for Payment within the times required by the Agreement.

6.4 Right to Stop Work and Interest.

6.4.1 If Owner fails to pay timely Design-Builder any undisputed amount that becomes due, Design-Builder, in addition to all other remedies provided in the Contract Documents, may stop Work pursuant to Section 11.3 hereof. All payments due and unpaid shall bear interest at the rate set forth in the Agreement.

6.5 Design-Builder's Payment Obligations.

6.5.1 Design-Builder will pay Design Consultants and Subcontractors, in accordance with its contractual obligations to such parties, all the amounts Design-Builder has received from Owner on account of their work. Design-Builder will impose similar requirements on Design Consultants and Subcontractors to pay those parties with whom they have contracted. Design-Builder will indemnify and defend Owner against any claims for payment and mechanic's liens as set forth in Section 7.3 hereof.

6.6 Substantial Completion.

6.6.1 Design-Builder shall notify Owner when it believes the Work, or to the extent permitted in the Contract Documents, a portion of the Work, is Substantially Complete. Within five (5) days of Owner's receipt of Design-Builder's notice, Owner and Design-Builder will jointly inspect such Work to verify that it is Substantially Complete in accordance with the requirements of the Contract Documents. If such Work is Substantially Complete, Owner shall prepare and issue a Certificate of Substantial Completion that will set forth (i) the date of Substantial Completion of the Work or portion thereof; (ii) the remaining items of Work that have to be completed before final payment; (iii) provisions (to the extent not already provided in the Contract Documents) establishing Owner's and Design-Builder's responsibility for the Project's security, maintenance, utilities and insurance pending final payment; and (iv) an acknowledgment that warranties commence to run on the date of Substantial Completion, except as may otherwise be noted in the Certificate of Substantial Completion.

6.6.2 Upon Substantial Completion of the entire Work or, if applicable, any portion of the Work, Owner shall release to Design-Builder all retained amounts relating, as applicable, to the entire Work or completed portion of the Work, less an amount equal to the reasonable value of all remaining or incomplete items of Work as noted in the Certificate of Substantial Completion.

6.6.3 Owner, at its option, may use a portion of the Work which has been determined to be Substantially Complete, provided, however, that (i) a Certificate of Substantial Completion has been issued for the portion of Work addressing the items set forth in Section 6.6.1 above; (ii) Design-Builder and Owner have obtained the consent of their sureties and insurers, and to the extent applicable, the appropriate government authorities having jurisdiction over the Project; and (iii) Owner and Design-Builder agree that Owner's use or occupancy will not interfere with Design-Builder's completion of the remaining Work.

6.7 Final Payment.

6.7.1 After receipt of a Final Application for Payment from Design-Builder, Owner shall make final payment by the time required in the Agreement, provided that Design-Builder has achieved

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Final Completion.

6.7.2 At the time of submission of its Final Application for Payment, Design-Builder shall provide the following information:

6.7.2.1 An affidavit that there are no claims, obligations or liens outstanding or unsatisfied for labor, services, material, equipment, taxes or other items performed, furnished or incurred for or in connection with the Work which will in any way affect Owner's interests;

6.7.2.2 A general release executed by Design-Builder waiving, upon receipt of final payment by Design-Builder, all claims, except those claims previously made in writing to Owner and remaining unsettled at the time of final payment;

6.7.2.3 Consent of Design-Builder's surety, if any, to final payment;

6.7.2.4 All operating manuals, warranties and other deliverables required by the Contract Documents; and

6.7.2.5 Certificates of insurance confirming that required coverages will remain in effect consistent with the requirements of the Contract Documents.

6.7.3 Upon making final payment, Owner waives all claims against Design-Builder except claims relating to (i) Design-Builder's failure to satisfy its payment obligations, if such failure affects Owner's interests; (ii) Design-Builder's failure to complete the Work consistent with the Contract Documents, including defects appearing after Substantial Completion; and (iii) the terms of any special warranties required by the Contract Documents.

6.7.4 Deficiencies in the Work discovered after Substantial Completion, whether or not such deficiencies would have been included on the punch list if discovered earlier, shall be deemed warranty Work. Such deficiencies shall be corrected by Design-Builder under Sections 2.9 and 2.10 herein and shall not be a reason to withhold final payment from Design-Builder, provided, however, that Owner shall be entitled to withhold from the Final Payment the reasonable value of completion of such deficient work until such work is completed.

Article 7

Indemnification

7.1 Patent and Copyright Infringement.

7.1.1 Design-Builder shall defend any action or proceeding brought against Owner based on any claim that the Work, or any part thereof, or the operation or use of the Work or any part thereof, constitutes infringement of any United States patent or copyright, now or hereafter issued. Owner shall give prompt written notice to Design-Builder of any such action or proceeding and will reasonably provide authority, information and assistance in the defense of same. Design-Builder shall indemnify and hold harmless Owner from and against all damages and costs, including but not limited to attorneys' fees and expenses awarded against Owner or Design-Builder in any such action or proceeding. Design-Builder agrees to keep Owner informed of all developments in the defense of such actions.

7.1.2 If Owner is enjoined from the operation or use of the Work, or any part thereof, as the result of any patent or copyright suit, claim, or proceeding, Design-Builder shall at its sole expense take reasonable steps to procure the right to operate or use the Work. If Design-Builder cannot so procure such right within a reasonable time, Design-Builder shall promptly, at Design-Builder's

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option and at Design-Builder's expense, (i) modify the Work so as to avoid infringement of any such patent or copyright; or (ii) replace said Work with Work that does not infringe or violate any such patent or copyright.

7.1.3 Sections 7.1.1 and 7.1.2 above shall not be applicable to any suit, claim or proceeding based on infringement or violation of a patent or copyright (i) relating solely to a particular process or product of a particular manufacturer specified by Owner and not offered or recommended by Design-Builder to Owner; or (ii) arising from modifications to the Work by Owner or its agents after acceptance of the Work. If the suit, claim or proceeding is based upon events set forth in the preceding sentence, Owner shall defend, indemnify and hold harmless Design-Builder to the same extent Design-Builder is obligated to defend, indemnify and hold harmless Owner in Section 7.1.1 above.

7.1.4 The obligations set forth in this Section 7.1 shall constitute the sole agreement between the parties relating to liability for infringement of violation of any patent or copyright.

7.2 Tax Claim Indemnification.

7.2.1 [reserved]

7.3 Payment Claim Indemnification.

7.3.1 Provided that Owner is not in breach of its contractual obligation to make payments to Design-Builder for the Work, Design-Builder shall indemnify, defend and hold harmless Owner from any claims or mechanic's liens brought against Owner or against the Project as a result of the failure of Design-Builder, or those for whose acts it is responsible, to pay for any services, materials, labor, equipment, taxes or other items or obligations furnished or incurred for or in connection with the Work. Within three (3) days of receiving written notice from Owner that such a claim or mechanic's lien has been filed, Design-Builder shall commence to take the steps necessary to discharge said claim or lien, including, if necessary, the furnishing of a mechanic's lien bond. If Design-Builder fails to do so, Owner will have the right to discharge the claim or lien and hold Design-Builder liable for costs and expenses incurred, including attorneys' fees.

7.4 Design-Builder's General Indemnification.
*****Indemnification is subject to additional indemnitees depending on the permits required during the term of the agreement.*****

7.4.1 7.3.1 To the furthest extent allowed by law, including California Civil Code section 2782, DESIGN-BUILDER shall indemnify, defend and hold harmless OWNER and each of its officers, officials, employees, agents, and volunteers from any and all claims, demands, actions in law or equity, loss, liability, fines, penalties, forfeitures, interest, costs including legal fees, and damages (whether in contract, tort, or strict liability, including but not limited to personal injury, death at any time, property damage, or loss of any type) arising or alleged to have arisen directly or indirectly out of (1) any voluntary or involuntary act or omission, (2) error, omission or negligence, or (3) the performance or non-performance of this Contract . DESIGN-BUILDER'S obligations as set forth in this section shall apply regardless of whether OWNER or any of its officers, officials, employees, agents, or volunteers are passively negligent, but shall not apply to any loss, liability, fines, penalties, forfeitures, costs or damages caused by the active or sole negligence, or the willful misconduct, of OWNER or any of its officers, officials, employees, agents or volunteers.
To the fullest extent allowed by law, and in addition to the express duty to indemnify, DESIGN-BUILDER, whenever there is any causal connection between the DESIGN-BUILDER's performance or non-performance of the work or services required under this Contract and any claim or loss, injury or damage of any type, DESIGN-BUILDER expressly agrees to undertake a duty to defend OWNER and any of its officers, officials, employees, agents, or volunteers, as a separate duty, independent of and broader that the duty to indemnify. The duty to defend as herein agreed to by DESIGN-BUILDER expressly includes all costs of litigation, attorneys fees, settlement costs and expenses in connection with

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claims or litigation, whether or not the claims are valid, false or groundless, as long as the claims could be in any manner be causally connected to DESIGN-BUILDER as reasonably determined by OWNER.

Upon the tender by OWNER to DESIGN-BUILDER, DESIGN-BUILDER shall be bound and obligated to assume the defense of OWNER and any of its officers, officials, employees, agents, or volunteers, including the a duty to settle and otherwise pursue settlement negotiations, and shall pay, liquidate, discharge and satisfy any and all settlements, judgments, awards, or expenses resulting from or arising out of the claims without reimbursement from OWNER or any of its officers, officials, employees, agents, or volunteers.

It is further understood and agreed by DESIGN-BUILDER that if OWNER tenders a defense of a claim on behalf of OWNER or any of its officers, officials, employees, agents, or volunteers and DESIGN-BUILDER fails, refuses or neglects to assume the defense thereof, OWNER and its officers, officials, employees, agents, or volunteers may agree to compromise and settle or defend any such claim or action and DESIGN-BUILDER shall be bound and obligated to reimburse OWNER and its officers, officials, employees, agents, or volunteers for the amounts expended by each in defending or settling such claim, or in the amount required to pay any judgment rendered therein.

The defense and indemnity obligations set forth above shall be direct obligations and shall be separate from and shall not be limited in any manner by any insurance procured in accordance with the insurance requirements set forth in this Contract. In addition, such obligations remain in force regardless of whether OWNER provided approval for, or did not review or object to, any insurance DESIGN-BUILDER may have procured in a accordance with the insurance requirements set forth in this Contract. The defense and indemnity obligations shall arise at such time that any claim is made, or loss, injury or damage of any type has been incurred by OWNER, and the entry of judgment, arbitration, or litigation of any claim shall not be a condition precedent to these obligations.

The defense and indemnity obligations set forth in this section shall survive termination or expiration of this Contract.

If DESIGN-BUILDER should subcontract all or any portion of the work to be performed under this Contract, DESIGN-BUILDER shall require each subcontractor to Indemnify, hold harmless and defend OWNER and each of its officers, officials, employees, agents and volunteers in accordance with the terms as set forth above.

7.5 Limited Recourse.

7.5.1 None of the obligations set forth in this Agreement (on behalf of any party) constitute personal obligations of any natural persons who are the officers, shareholders, members, partners, employees, or agents of any party unless the natural person is expressly identified as a contracting party. All Parties to this Agreement shall not seek recourse against any natural person described herein. This provision, however, shall not protect such natural persons from liability for willful misconduct, illegal acts or intentional violation of any duty of corporate loyalty.

Article 8

Time

8.1 Obligation to Achieve the Contract Times.

8.1.1 Design-Builder agrees that it will commence performance of the Work and achieve the Contract Time(s) in accordance with Article 5 of the Agreement.

8.2 Delays to the Work.

8.2.1 If Design-Builder is delayed on the critical path in the performance of the Work due to acts, omissions, conditions, events, or circumstances beyond its control and due to no fault of its own or those for whom Design-Builder is responsible, the Contract Time(s) for performance shall be reasonably extended by Change Order. By way of example, events that will entitle Design-Builder

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to an extension of the Contract Time(s) include acts or omissions of Owner or anyone under Owner's control (including separate contractors), changes in the Work, Differing Site Conditions, Hazardous Conditions, and Force Majeure Events.

8.2.2 In addition to Design-Builder's right to a time extension for those events set forth in Section 8.2.1 above, Design-Builder shall also be entitled to an appropriate adjustment of the Contract Price provided, however, that the Contract Price shall not be adjusted for Force Majeure Events unless otherwise provided in the Agreement.

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Article 9

Changes to the Contract Price and Time

9.1 Change Orders.

9.1.1 A Change Order is a written instrument issued after execution of the Agreement signed by Owner and Design-Builder, stating their agreement upon all of the following:

9.1.1.1 The scope of the change in the Work;

9.1.1.2 The amount of the adjustment to the Contract Price; and

9.1.1.3 The extent of the adjustment to the Contract Time(s).

9.1.2 All changes in the Work authorized by applicable Change Order shall be performed under the applicable conditions of the Contract Documents. Owner and Design-Builder shall negotiate in good faith and as expeditiously as possible the appropriate adjustments for such changes.

9.1.3 If Owner requests a proposal for a change in the Work from Design-Builder and subsequently elects not to proceed with the change, a Change Order shall be issued to reimburse Design-Builder for reasonable costs incurred for estimating services, design services and services involved in the preparation of proposed revisions to the Contract Documents.

9.2 Work Change Directives.

9.2.1 A Work Change Directive is a written order prepared and signed by Owner directing a change in the Work prior to agreement on an adjustment in the Contract Price and/or the Contract Time(s).

9.2.2 Owner and Design-Builder shall negotiate in good faith and as expeditiously as possible the appropriate adjustments for the Work Change Directive. Upon reaching an agreement, the parties shall prepare and execute an appropriate Change Order reflecting the terms of the agreement.

9.3 Minor Changes in the Work.

9.3.1 Minor changes in the Work do not involve an adjustment in the Contract Price and/or Contract Time(s) and do not materially and adversely affect the Work, including the design, quality, performance and workmanship required by the Contract Documents. Design-Builder may make minor changes in the Work consistent with the intent of the Contract Documents, provided, however, that Design-Builder shall promptly inform Owner, in writing, of any such changes and record such changes on the documents maintained by Design-Builder.

9.4 Contract Price Adjustments.

9.4.1 The increase or decrease in Contract Price resulting from a change in the Work shall be determined by one or more of the following methods:

9.4.1.1 Unit prices set forth in the Agreement or as subsequently agreed to between the parties;

9.4.1.2 A mutually accepted lump sum, properly itemized and supported by sufficient substantiating data to permit evaluation by Owner;

9.4.1.3 Costs, fees and any other markups set forth in the Agreement; or

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9.4.1.4 If an increase or decrease cannot be agreed to as set forth in items 9.4.1.1 through 9.4.1.3 above and Owner issues a Work Change Directive, the cost of the change of the Work shall be determined by the reasonable expense and savings in the performance of the Work resulting from the change, including a reasonable overhead and profit, as may be set forth in the Agreement.

9.4.2 If unit prices are set forth in the Contract Documents or are subsequently agreed to by the parties, but application of such unit prices will cause substantial inequity to Owner or Design-Builder because of differences in the character or quantity of such unit items as originally contemplated, such unit prices shall be equitably adjusted.

9.4.3 If Owner and Design-Builder disagree upon whether Design-Builder is entitled to be paid for any services required by Owner, or if there are any other disagreements over the scope of Work or proposed changes to the Work, Owner and Design-Builder shall resolve the disagreement pursuant to Article 10 hereof. As part of the negotiation process, Design-Builder shall furnish Owner with a good faith estimate of the costs to perform the disputed services in accordance with Owner's interpretations. If the parties are unable to agree and Owner expects Design-Builder to perform the services in accordance with Owner's interpretations, Design-Builder shall proceed to perform the disputed services, conditioned upon Owner issuing a written order to Design-Builder (i) directing Design-Builder to proceed; and (ii) specifying Owner's interpretation of the services that are to be performed. If this occurs, Design-Builder shall be entitled to submit in its Applications for Payment an amount equal to fifty percent (50%) of its reasonable estimated direct cost to perform the services, and Owner agrees to pay such amounts, with the express understanding that (i) such payment by Owner does not prejudice Owner's right to argue that it has no responsibility to pay for such services; and (ii) receipt of such payment by Design-Builder does not prejudice Design-Builder's right to seek full payment of the disputed services if Owner's order is deemed to be a change to the Work.

9.5 Emergencies.

9.5.1 In any emergency affecting the safety of persons and/or property, Design-Builder shall act, at its discretion, to prevent threatened damage, injury or loss. Any change in the Contract Price and/or Contract Time(s) on account of emergency work shall be determined as provided in this Article 9.

Article 10

Contract Adjustments and Disputes

10.1 Requests for Contract Adjustments and Relief.

10.1.1 If either Design-Builder or Owner believes that it is entitled to relief against the other for any event arising out of or related to the Work or Project, such party shall provide written notice to the other party of the basis for its claim for relief. Such notice shall, if possible, be made prior to incurring any cost or expense and in accordance with any specific notice requirements contained in applicable sections of these General Conditions of Contract. In the absence of any specific notice requirement, written notice shall be given within a reasonable time, not to exceed twenty-one (21) days, after the occurrence giving rise to the claim for relief or after the claiming party reasonably should have recognized the event or condition giving rise to the request, whichever is later. The claimant shall provide more complete information with respect to the claim within fourteen (14) days of the initial notice. The more complete information shall include sufficient information to advise the other party of the circumstances giving rise to the claim for relief, the specific contractual adjustment or relief requested and the basis of such request.

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10.2 Dispute Avoidance and Resolution.

10.2.1 The parties are fully committed to working with each other throughout the Project and agree to communicate regularly with each other at all times so as to avoid or minimize disputes or disagreements. If disputes or disagreements do arise, Design-Builder and Owner each commit to resolving such disputes or disagreements in an amicable, professional and expeditious manner so as to avoid unnecessary losses, delays and disruptions to the Work.

10.2.2 Design-Builder and Owner will first attempt to resolve disputes or disagreements at the field level through discussions between Design-Builder's Representative and Owner's Representative which shall conclude within fourteen (14) days of the written notice provided for in Section 10.1.1 unless Owner and Design-Builder mutually agree otherwise.

10.2.3 If a dispute or disagreement cannot be resolved through Design-Builder's Representative and Owner's Representative, Design-Builder's Senior Representative and Owner's Senior Representative, upon the request of either party, shall meet as soon as conveniently possible, but in no case later than thirty (30) days after such a request is made, to attempt to resolve such dispute or disagreement. Five (5) days prior to any meetings between the Senior Representatives, the parties will exchange relevant information that will assist the parties in resolving their dispute or disagreement.

10.2.4 If after meeting the Senior Representatives determine that the dispute or disagreement cannot be resolved on terms satisfactory to both parties, the parties shall submit within thirty (30) days of the conclusion of the meeting of Senior Representatives the dispute or disagreement to non-binding mediation. The mediation shall be conducted by a mutually agreeable impartial mediator, or if the parties cannot so agree, a mediator designated by the American Arbitration Association ("AAA") pursuant to its Construction Industry Mediation Rules. The mediation will be governed by and conducted pursuant to a mediation agreement negotiated by the parties or, if the parties cannot so agree, by procedures established by the mediator. Unless otherwise mutually agreed by Owner and Design-Builder and consistent with the mediator's schedule, the mediation shall commence within ninety (90) days of the submission of the dispute to mediation. Representatives of the parties with authority to resolve the dispute shall be present at any mediation.

10.3 Arbitration.

10.3.1 Any claims, disputes or controversies between the parties arising out of or relating to the Agreement, or the breach thereof, which have not been resolved in accordance with the procedures set forth in Section 10.2 above, shall be decided by arbitration in accordance with the Construction Industry Arbitration Rules of the AAA then in effect, unless the parties mutually agree otherwise.

10.3.2 The award of the arbitrator(s) shall be final and binding upon the parties without the right of appeal to the courts. Judgment may be entered upon it in accordance with applicable law by any court having jurisdiction thereof.

10.3.3 Design-Builder and Owner expressly agree that any arbitration pursuant to this Section 10.3 may be joined or consolidated with any arbitration involving any other person or entity (i) necessary to resolve the claim, dispute or controversy; or (ii) substantially involved in or affected by such claim, dispute or controversy. Both Design-Builder and Owner will include appropriate provisions in all contracts they execute with other parties in connection with the Project to require such joinder or consolidation.

10.3.4 The prevailing party in any arbitration, or any other final, binding dispute proceeding upon which the parties may agree, shall be entitled to recover from the other party reasonable attorneys' fees and expenses incurred by the prevailing party. The prevailing party, if any, shall be determined by the applicable binding dispute tribunal.

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10.4 Duty to Continue Performance.

10.4.1 Unless provided to the contrary in the Contract Documents, Design-Builder shall continue to perform the Work and Owner shall continue to satisfy its payment obligations for undisputed amounts to Design-Builder as well as any further amounts pursuant to Section 9.4.3, pending the final resolution of any dispute or disagreement between Design-Builder and Owner.

10.5 CONSEQUENTIAL DAMAGES.

10.5.1 NOTWITHSTANDING ANYTHING HEREIN TO THE CONTRARY (EXCEPT AS SET FORTH IN SECTION 10.5.2 BELOW), NEITHER DESIGN-BUILDER NOR OWNER SHALL BE LIABLE TO THE OTHER FOR ANY CONSEQUENTIAL LOSSES OR DAMAGES, WHETHER ARISING IN CONTRACT, WARRANTY, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY OR OTHERWISE, INCLUDING BUT NOT LIMITED TO LOSSES OF USE, PROFITS, BUSINESS, REPUTATION OR FINANCING.

10.5.2 The consequential damages limitation set forth in Section 10.5.1 above is not intended to affect the payment of liquidated damages or lost early completion bonus, if any, set forth in Article 5 of the Agreement, which both parties recognize has been established, in part, to reimburse Owner or reward Design-Builder for some damages that might otherwise be deemed to be consequential.

Article 11

Stop Work and Termination

11.1 Owner's Right to Stop Work.

11.1.1 Owner may, without cause and for its convenience, order Design-Builder in writing to stop and suspend the Work. Such suspension shall not exceed sixty (60) consecutive days or aggregate more than ninety (90) days during the duration of the Project.

11.1.2 Design-Builder is entitled to seek an adjustment of the Contract Price and/or Contract Time(s) if its cost or time to perform the Work has been adversely impacted by any suspension of stoppage of the Work by Owner.

11.2 Owner's Right to Perform and Terminate for Cause.

11.2.1 If Design-Builder persistently fails to (i) provide a sufficient number of skilled workers, (ii) supply the materials required by the Contract Documents, (iii) comply with applicable Legal Requirements, (iv) timely pay, without cause, Design Consultants or Subcontractors, (v) prosecute the Work with promptness and diligence to ensure that the Work is completed by the Contract Time(s), as such times may be adjusted, or (vi) perform material obligations under the Contract Documents, then Owner, in addition to any other rights and remedies provided in the Contract Documents or by law, shall have the rights set forth in Sections 11.2.2 and 11.2.3 below.

11.2.2 Upon the occurrence of an event set forth in Section 11.2.1 above, Owner may provide written notice to Design-Builder that it intends to terminate the Agreement unless the problem cited is cured, or commenced to be cured, within seven (7) days of Design-Builder's receipt of such notice. If Design-Builder fails to cure, or reasonably commence to cure, such problem, then Owner may give a second written notice to Design-Builder of its intent to terminate within an additional seven (7) day period. If Design-Builder, within such second seven (7) day period, fails to cure, or reasonably commence to cure, such problem, then Owner may declare the Agreement terminated for default by providing written notice to Design-Builder of such declaration.

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11.2.3 Upon declaring the Agreement terminated pursuant to Section 11.2.2 above, Owner may enter upon the premises and take possession, for the purpose of completing the Work, of all materials, scaffolds, tools, appliances and other items thereon, which have been purchased or provided for the performance of the Work, all of which Design-Builder hereby transfers, assigns and sets over to Owner for such purpose, and to employ any person or persons to complete the Work and provide all of the required labor, services, materials, and other items. In the event of such termination, Design-Builder shall not be entitled to receive any further payments under the Contract Documents until the Work shall be finally completed in accordance with the Contract Documents. At such time, if the unpaid balance of the Contract Price exceeds the cost and expense incurred by Owner in completing the Work, such excess shall be paid by Owner to Design-Builder. Notwithstanding the preceding sentence, if the Agreement establishes a Guaranteed Maximum Price, Design-Builder will only be entitled to be paid for Work performed prior to its default. If Owner's cost and expense of completing the Work exceeds the unpaid balance of the Contract Price, then Design-Builder shall be obligated to pay the difference to Owner. Such costs and expense shall include not only the cost of completing the Work, but also losses, damages, costs and expense, including attorneys' fees and expenses, incurred by Owner in connection with the reprocurement and defense of claims arising from Design-Builder's default, subject to the waiver of consequential damages set forth in Section 10.5 hereof.

11.2.4 If Owner improperly terminates the Agreement for cause, the termination for cause will be converted to a termination for convenience in accordance with the provisions of Section 11.6 hereof.

11.3 Design-Builder's Right to Stop Work.

11.3.1 Design-Builder may, in addition to any other rights afforded under the Contract Documents or at law, stop the Work for the following reasons:

11.3.1.1 Owner's failure to provide financial assurances as required under Section 3.3 hereof; or

11.3.1.2 Owner's failure to pay amounts properly due under Design-Builder's Application for Payment.

11.3.2 Should any of the events set forth in Section 11.3.1 above occur, Design-Builder has the right to provide Owner with written notice that Design-Builder will stop the Work unless said event is cured within seven (7) days from Owner's receipt of Design-Builder's notice. Design-Builder shall not stop work unless it provides such written notice and Owner has failed to cure the reason for default within the seven (7) day cure period. If Owner does not cure the problem within such seven (7) day period, Design-Builder may stop the Work. In such case, Design-Builder shall be entitled to make a claim for adjustment to the Contract Price and Contract Time(s) to the extent it has been adversely impacted by such stoppage.

11.4 Design-Builder's Right to Terminate for Cause.

11.4.1 Design-Builder, in addition to any other rights and remedies provided in the Contract Documents or by law, may terminate the Agreement for cause for the following reasons:

11.4.1.1 The Work has been stopped for sixty (60) consecutive days, or more than ninety (90) days during the duration of the Project, because of court order, any government authority having jurisdiction over the Work, or orders by Owner under Section 11.1.1 hereof, provided that such stoppages are not due to the acts or omissions of Design-Builder or anyone for whose acts Design-Builder may be responsible.

11.4.1.2 Owner's failure to provide Design-Builder with any information, permits or approvals that are Owner's responsibility under the Contract Documents which result in the Work being stopped for sixty (60) consecutive days, or more than ninety (90) days during

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the duration of the Project, even though Owner has not ordered Design-Builder in writing to stop and suspend the Work pursuant to Section 11.1.1 hereof.

11.4.1.3 Owner's failure to cure the problems set forth in Section 11.3.1 above after Design-Builder has stopped the Work.

11.4.2 Upon the occurrence of an event set forth in Section 11.4.1 above, Design-Builder may provide written notice to Owner that it intends to terminate the Agreement unless the problem cited is cured, or commenced to be cured, within seven (7) days of Owner's receipt of such notice. If Owner fails to cure, or reasonably commence to cure, such problem, then Design-Builder may give a second written notice to Owner of its intent to terminate within an additional seven (7) day period. If Owner, within such second seven (7) day period, fails to cure, or reasonably commence to cure, such problem, then Design-Builder may declare the Agreement terminated for default by providing written notice to Owner of such declaration. In such case, Design-Builder shall be entitled to recover in the same manner as if Owner had terminated the Agreement for its convenience under Article 8 of the Agreement.

11.5 Bankruptcy of Owner or Design-Builder.

11.5.1 If either Owner or Design-Builder institutes or has instituted against it a case under the United States Bankruptcy Code (such party being referred to as the "Bankrupt Party"), such event may impair or frustrate the Bankrupt Party's ability to perform its obligations under the Contract Documents. Accordingly, should such event occur:

11.5.1.1 The Bankrupt Party, its trustee or other successor, shall furnish, upon request of the non-Bankrupt Party, adequate assurance of the ability of the Bankrupt Party to perform all future material obligations under the Contract Documents, which assurances shall be provided within ten (10) days after receiving notice of the request; and

11.5.1.2 The Bankrupt Party shall file an appropriate action within the bankruptcy court to seek assumption or rejection of the Agreement within sixty (60) days of the institution of the bankruptcy filing and shall diligently prosecute such action.

If the Bankrupt Party fails to comply with its foregoing obligations, the non-Bankrupt Party shall be entitled to request the bankruptcy court to reject the Agreement, declare the Agreement terminated and pursue any other recourse available to the non-Bankrupt Party under this Article 11.

11.5.2 The rights and remedies under Section 11.5.1 above shall not be deemed to limit the ability of the non-Bankrupt Party to seek any other rights and remedies provided by the Contract Documents or by law, including its ability to seek relief from any automatic stays under the United States Bankruptcy Code or the right of Design-Builder to stop Work under any applicable provision of these General Conditions of Contract.

11.6 Termination for Convenience.

11.6.1 Upon ten (10) days' written notice to Design-Builder, Owner may, for its convenience and without cause, elect to terminate this Agreement. In such event, Owner shall pay Design-Builder for the following:

11.6.1.1 All Work executed and for proven loss, cost or expense in connection with the Work;

11.6.1.2 The reasonable costs and expenses attributable to such termination, including demobilization costs and amounts due in settlement of terminated contracts with Subcontractors and Design Consultants; and

11.6.1.3 The amount set forth in Article 8 of the Agreement.

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11.6.2 If Owner terminates this Agreement pursuant to Section 11.6.1 above and proceeds to design and construct the Project through its employees, agents or third parties, Owner's rights to use the Work Product shall be as set forth in Section 4.3 of the Agreement. Such rights may not be transferred or assigned to others without Design-Builder's express written consent and such third parties' agreement to the terms of Article 4 of the Agreement.

Article 12

Electronic Data

12.1 Electronic Data.

12.1.1 The parties recognize that Contract Documents, including drawings, specifications and three-dimensional modeling (such as Building Information Models) and other Work Product may be transmitted among Owner, Design-Builder and others in electronic media as an alternative to paper hard copies (collectively "Electronic Data").

12.2 Transmission of Electronic Data.

12.2.1 Owner and Design-Builder shall agree upon the software and the format for the transmission of Electronic Data. Each party shall be responsible for securing the legal rights to access the agreed-upon format, including, if necessary, obtaining appropriately licensed copies of the applicable software or electronic program to display, interpret and/or generate the Electronic Data.

12.2.2 Neither party makes any representations or warranties to the other with respect to the functionality of the software or computer program associated with the electronic transmission of Work Product. Unless specifically set forth in the Agreement, ownership of the Electronic Data does not include ownership of the software or computer program with which it is associated, transmitted, generated or interpreted.

12.2.3 By transmitting Work Product in electronic form, the transmitting party does not transfer or assign its rights in the Work Product. The rights in the Electronic Data shall be as set forth in Article 4 of the Agreement. Under no circumstances shall the transfer of ownership of Electronic Data be deemed to be a sale by the transmitting party of tangible goods.

12.3 Electronic Data Protocol.

12.3.1 The parties acknowledge that Electronic Data may be altered or corrupted, intentionally or otherwise, due to occurrences beyond their reasonable control or knowledge, including but not limited to compatibility issues with user software, manipulation by the recipient, errors in transcription or transmission, machine error, environmental factors, and operator error. Consequently, the parties understand that there is some level of increased risk in the use of Electronic Data for the communication of design and construction information and, in consideration of this, agree, and shall require their independent contractors, Subcontractors and Design Consultants to agree, to the following protocols, terms and conditions set forth in this Section 12.3.

12.3.2 Electronic Data will be transmitted in the format agreed upon in Section 12.2.1 above, including file conventions and document properties, unless prior arrangements are made in advance in writing.

12.3.3 The Electronic Data represents the information at a particular point in time and is subject to change. Therefore, the parties shall agree upon protocols for notification by the author to the recipient of any changes which may thereafter be made to the Electronic Data, which protocol shall

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also address the duty, if any, to update such information, data or other information contained in the electronic media if such information changes prior to Final Completion of the Project.

12.3.4 The transmitting party specifically disclaims all warranties, expressed or implied, including, but not limited to, implied warranties of merchantability and fitness for a particular purpose, with respect to the media transmitting the Electronic Data. However, transmission of the Electronic Data via electronic means shall not invalidate or negate any duties pursuant to the applicable standard of care with respect to the creation of the Electronic Data, unless such data is materially changed or altered after it is transmitted to the receiving party, and the transmitting party did not participate in such change or alteration.

Article 13

Miscellaneous

13.1 Confidential Information.

13.1.1 Confidential Information is defined as information which is determined by the transmitting party to be of a confidential or proprietary nature and: (i) the transmitting party identifies as either confidential or proprietary; (ii) the transmitting party takes steps to maintain the confidential or proprietary nature of the information; and (iii) the document is not otherwise available in or considered to be in the public domain. The receiving party agrees to maintain the confidentiality of the Confidential Information and agrees to use the Confidential Information solely in connection with the Project.

13.2 Assignment.

13.2.1 Neither Design-Builder nor Owner shall, without the written consent of the other assign, transfer or sublet any portion or part of the Work or the obligations required by the Contract Documents.

13.3 Successorship.

13.3.1 Design-Builder and Owner intend that the provisions of the Contract Documents are binding upon the parties, their employees, agents, heirs, successors and assigns.

13.4 Governing Law.

13.4.1 The Agreement and all Contract Documents shall be governed by the laws of the location of the Project, without giving effect to its conflict of law principles.

13.5 Severability.

13.5.1 If any provision or any part of a provision of the Contract Documents shall be finally determined to be superseded, invalid, illegal, or otherwise unenforceable pursuant to any applicable Legal Requirements, such determination shall not impair or otherwise affect the validity, legality, or enforceability of the remaining provision or parts of the provision of the Contract Documents, which shall remain in full force and effect as if the unenforceable provision or part were deleted.

13.6 No Waiver.

13.6.1 The failure of either Design-Builder or Owner to insist, in any one or more instances, on the performance of any of the obligations required by the other under the Contract Documents shall not be construed as a waiver or relinquishment of such obligation or right with respect to future

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performance.

13.7 Headings.

13.7.1 The headings used in these General Conditions of Contract, or any other Contract Document, are for ease of reference only and shall not in any way be construed to limit or alter the meaning of any provision.

13.8 Notice.

13.8.1 Whenever the Contract Documents require that notice be provided to the other party, notice will be deemed to have been validly given (i) if delivered in person to the individual intended to receive such notice; (ii) four (4) days after being sent by registered or certified mail, postage prepaid to the address indicated in the Agreement; (iii) if transmitted by facsimile, by the time stated in a machine-generated confirmation that notice was received at the facsimile number of the intended recipient; or (iv) by electronic mail, by the time frame stated in the email-generated confirmation that notice was received by the email of the intended recipient.

13.9 Amendments.

13.9.1 The Contract Documents may not be changed, altered, or amended in any way except in writing signed by a duly authorized representative of each party.

Article 14

Project Labor Agreement

CITY OF FRESNO COMMUNITY WORKFORCE AGREEMENT

This section refers to the City of Fresno's Community Workforce Agreement, dated September 29, 2021.

DEFINITIONS:

1.12 "Project" means a City awarded public works project as defined in California Labor Code Section 1720, where the engineer's estimate of the total cost of the project exceeds one million dollars ($1,000,000). All Construction Contracts required to complete an integrated Project shall be considered in determining whether this threshold is met. For the purpose of application of this threshold to Job Order Contracts, the threshold shall be applied to each job order, rather than to the job order contract aggregate maximum; any individual job order above the threshold shall require application of this Agreement to such individual job order. The City and the Trades Council may mutually agree in writing to add additional projects or components to be covered by this Agreement.

ARTICLE V, PRE-JOB CONFERENCES:

5.1 Timing: The Project Manager shall; convene and conduct, at a location and time mutually agreeable to the Trades Council, a pre-job conference with the Unions and the representatives of all involved Contractors/Employers, who shall be prepared to announce craft assignments and discuss in detail the scope of work and the other issues set forth below, at least fourteen (14) calendar days prior to:

(a) The commencement of any Project work, and

(b) The commencement of Project work on any subsequently awarded Construction Contract.

ARTICLE VII, UNION SECURITY:

7.2 The Contractors/Employers shall make and transmit all deductions for Union dues, fees, and assessments that have been authorized by employees in writing in accordance with the applicable Master Agreement. This Agreement does not require any employee of a non-Union Contractor/Employer to join a Union or to pay dues or fees to a Union as a condition of working on a Project; however, nothing in this Article is intended to supersede the independent requirements of the applicable Master Agreements as to

Contractors/Employers signatory to such Master Agreements and as to employees of those Contractors/Employers who are performing Covered Work.

ARTICLE IX, LOCAL HIRING PROGRAM:

9.4 Percentage Requirements: For each Project, each Contractor shall make best faith efforts to satisfy the following percentage requirements (the "Percentage Requirements"):

9.4.1 at least 50 percent of all journey-level Project work hours performed by City Residents;

9.4.2 at least 55 percent of all apprentice-level Project work hours performed by City Residents;

9.4.3 at least 30 percent of all apprentice-level Project work hours performed by New Local Apprentices.

RESOLUTION NO. 2021-242

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, APPROVING A PROJECT LABOR AGREEMENT FOR CITYWIDE PUBLIC WORK OF IMPROVEMENT PROJECTS (THE "RANDY L. GHAN ACT")

WHEREAS, the City of Fresno is experiencing poor economic conditions created by the COVID-19 pandemic and faces significant infrastructure needs; and

WHEREAS, the Project Labor Agreement (Agreement) provides uniform wages, benefits, overtime pay, hours, working conditions, and work rules for work on major construction projects, as well as providing reliable and uninterrupted qualified workers at predictable costs; and

WHEREAS, an Agreement will help to develop qualified workers in the construction trades and include people who are historically underrepresented in the trades; and

WHEREAS, the Agreement for citywide public work of improvement projects, requires employment of local, economically disadvantaged, apprentices, as well as veterans, women and minorities, to the extent permitted by legal and funding restrictions

WHEREAS, City staff, the Building Trades Council and the ad hoc City Council committee negotiated the Project Labor Agreement as presented to the City Council

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. Approves the Agreement in substantially the form attached hereto as

Date Adopted: 09/16/2021
Date Approved:09/16/2021
Effective Date: 09/16/2021

Exhibit A.

2. Authorizes the City Manager, or designee, to execute the Agreement.

3. Directs administrative staff to implement and carry out the provisions of the Agreement

4. This resolution shall be effective upon final approval.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, BRIANNA PARRA, Interim City Clerk of the City of Fresno, Certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the 2nd day of September, 2021.

AYES : Arias, Esparza, Karbassi, Maxwell, Soria, Chavez
NOES : Bredefeld
ABSENT : None
ABSTAIN : None

Mayor Approval: N/A, 2021
Mayor Approval/No Return: N/A, 2021
Mayor Veto: September 13th, 2021
Mayor Approval: September 16th, 2021

BRIANA PARRA, CMC
Interim City Clerk

By: [Signature on File] 9/27/2021
Deputy Date

APPROVED AS TO FORM:
DOUGLAS T. SLOAN
City Attorney

By: [Signature on File] 9/27/2021
Brandon M. Collet Date
Senior Deputy City Attorney

Attachment: Exhibit A – Community Workforce Agreement

COMMUNITY WORKFORCE AGREEMENT
FOR THE CITY OF FRESNO

INTRODUCTION/FINDINGS

This Community Workforce Agreement is entered into this 29th day of September 2021, by and between the City of Fresno (hereinafter the "City"), and the Fresno, Madera, Kings and Tulare Counties Building and Construction Trades Council (hereinafter the "Trades Council") and its affiliated Unions that have executed this Agreement (referred to collectively herein as the "Union(s)"). Contractors and subcontractors of all tiers who work on City construction projects covered by this Agreement (hereinafter the "Contractor(s)/ Employer(s)"), shall become signatory to this Agreement by signing the "**Agreement to be Bound**" attached hereto as **Addendum A.**

A central purpose of this Agreement is to provide employment and training opportunities that build pathways into high-quality, sustainable construction careers for local workers, to create a pool of skilled construction labor for future City construction projects, to develop the regional workforce and economy, and to combat unemployment and underemployment in the region. Equally important, this Agreement is designed to promote the efficiency of construction operations through the use of skilled labor resulting in quality construction outcomes, and to provide for the peaceful settlement of labor disputes and grievances without strikes or lockouts, thereby promoting the public interest in assuring the timely and economical completion of City Projects covered by this Agreement.

WHEREAS, this Agreement encourages construction employment and training opportunities in ways calculated to mitigate the harms caused by geographically concentrated poverty, unemployment and underemployment in economically disadvantaged areas and among City residents; and

WHEREAS, this Agreement reflects a commitment by all parties to diversity, workforce equity, and open opportunity in employment and training on City-funded projects; and

WHEREAS, the City places high priority upon the development of comprehensive programs for the recruitment, training and employment of local area residents and military veterans, and recognizes the ability of local pre-apprenticeship and apprenticeship programs to provide meaningful and sustainable career pathways in the construction industry; and

WHEREAS, the timely and successful completion of City Projects is an important fiduciary responsibility of the City of Fresno; and

WHEREAS, large numbers of workers of various skills will be required in the performance of construction work on City Projects and the timely and successful completion of City Projects is of the utmost importance to meet the needs of the City and avoid increased costs from delays in construction; and

WHEREAS, the use of skilled labor on construction work increases the safety of construction projects as well as the quality of completed work; and

WHEREAS, it is recognized that on City Projects with multiple contractors and bargaining units on the job site at the same time over an extended period of time, the potential for work disruption may be substantial without an overriding commitment to maintain continuity of work; and

WHEREAS, the interests of the general public, the City, the Unions, and the Contractors/Employers are best served when construction work proceeds in an orderly manner without disruption because of strikes, sympathy strikes, work stoppages, picketing, lockouts, slowdowns or other interferences with work; and

WHEREAS, the Contractors/Employers and the Unions desire to mutually establish and stabilize wages, hours and working conditions for the workers employed on City Projects and to encourage close cooperation among the Contractors/Employers and the Unions so that a satisfactory, continuous and harmonious relationship will exist; and

WHEREAS, the parties seek to avoid the tensions that would arise on City Projects if Union and non-union workers of different employers were to work side by side on City Projects, potentially leading to labor disputes that could delay completion of City Projects; and

WHEREAS, this Agreement is not intended to replace, interfere with, abrogate, diminish or modify existing local or national collective bargaining agreements in effect during the duration of City Projects, insofar as a legally binding agreement exists between the Contractors/Employers and the Unions, except to the extent that the provisions of this Agreement are inconsistent with said collective bargaining agreements, in which event the provisions of this Agreement shall prevail; and

WHEREAS, the contract(s) for construction work on City Projects will be awarded in accordance with the applicable provisions of all state, local and federal laws; and

WHEREAS, the parties to this Agreement pledge their full good faith and trust to work toward the mutually satisfactory completion of the City Projects;

NOW, THEREFORE, IT IS AGREED BETWEEN AND AMONG THE PARTIES HERETO, AS FOLLOWS:

ARTICLE I
DEFINITIONS

1.1 "Agreement" means this Community Workforce Agreement.

1.2 "Agreement to be Bound" means the agreement (attached hereto as Addendum A) that shall be executed by each and every Contractor/Employer as a condition of working on a Project.

1.3 "City" means the City of Fresno, California and its governing board, officers, agents and employees, including managerial personnel.

1.4 "City Resident" means an individual domiciled in the City. "Domiciled" has the meaning set forth in section 349(b) of the California Election Code, which cannot be a post office box.

1.5 "Completion" means that point at which there is Final Acceptance by the City of a Construction Contract and the City has filed a Notice of Completion. For purposes of this definition, "Final Acceptance" means that point in time at which the City has determined upon final inspection that the work has been completed in all respects and all required contract documents, contract drawings, warranties, certificates, manuals and data have been submitted and training completed in accordance with the contract documents and the City has executed a written acceptance of the work.

1.6 "Construction Contract" means the public works or improvement contract(s) (including design-bid, design-build, lease-leaseback or other contracts under which construction of City Projects is done) awarded by the City that are necessary to complete City Projects.

1.7 "Contractor(s)/Employer(s)" or "Contractor(s)" or "Employer(s)" means any individual, firm, partnership or corporation (including the prime contractor, general contractor, construction manager, project manager, design-build entity, lease-leaseback entity or equivalent entity), or combination thereof, including joint ventures, and their successors and assigns, that is an independent business enterprise and enters into a contract with the City with respect to the construction of any part of City Projects, and all contractors and subcontractors of any tier.

1.8 "Covered Work" means work on a Project that is described in Section 2.3, and not excluded pursuant to Section 2.4.

1.9 "Master Agreement" or "Schedule A" means the Master Collective Bargaining Agreement of each craft Union signatory hereto.

1.10 "New Local Apprentice" means a City Resident who both (i) is enrolled (or can be immediately enrolled) in a state-approved joint labor-management apprenticeship program and has progressed less than halfway toward the work hours needed to graduate from such program; and (ii) is a graduate of a Trades Council-recognized pre-apprenticeship program.

1.11 "Party" means the City, the Trades Council, and the Unions.

1.12 "Project" means a City awarded public works project as defined in California Labor Code Section 1720, where the engineer's estimate of the total cost of the project exceeds one million dollars ($1,000,000). All Construction Contracts required to complete an integrated Project shall be considered in determining whether this threshold is met. For the purpose of application of this threshold to Job Order Contracts, the threshold shall be applied to each job order, rather than to the job order contract aggregate maximum;

any individual job order above the threshold shall require application of this Agreement to such individual job order. The City and the Trades Council may mutually agree in writing to add additional projects or components to be covered by this Agreement.

1.13 "Project Manager" means the person(s) or entity(ies) designated by the City to oversee all phases of construction on a Project and the implementation of this Agreement.

1.14 "Trades Council" means the Fresno, Madera, Kings and Tulare Counties Building and Construction Trades Council.

1.15 "Transitional Housing" means housing the purpose of which is to facilitate the movement of homeless individuals and families into permanent housing within 24 months.

1.16 "Union" or "Unions" means the Trades Council and its affiliated local unions signatory to this Agreement, acting on their own behalf and on behalf of their respective affiliates and member organizations whose names are subscribed hereto and who have through their officers executed this Agreement.

ARTICLE II

SCOPE OF AGREEMENT

2.1 Parties: This Agreement applies to and is limited to all Contractors/Employers performing work under a Construction Contract on a Project (including subcontractors at any tier), and their successors and assigns, the City, the Trades Council, and its affiliated Unions signatory to this Agreement.

2.2 Applicability: This Agreement governs all Construction Contracts awarded on City Projects. For purposes of this Agreement, Construction Contracts shall be considered Completed as set forth in Section 1.5, except when the City directs a Contractor to engage in repairs, warranty work, modifications, or punch list work under a Construction Contract or when a Contractor performs work under a change order for a Construction Contract.

2.2.1 The terms of this Agreement will cover, and will fully apply to, any Contractor performing Project work, without regard to whether that Contractor performs work at other sites on either a union or non-union basis. This Agreement shall not apply to any work of any Contractor other than the Project work specifically covered by this Agreement. No Contractor shall be required to become signatory to a Union Schedule A Agreement as a result of performing Project work.

2.3 Covered Work: This Agreement covers, without limitation, all site preparation, surveying, construction, alteration, demolition, installation, improvement, remediation, retrofit, painting or repair of buildings, structures and other works, and related activities for a Project that is within the craft jurisdiction of one of the Unions and that is directly or indirectly part of a Project, including, without limitation to the following examples, landscaping and temporary fencing, temporary HVAC, geotechnical and

exploratory drilling, soils and materials testing and inspection, pipelines (including those in linear corridors built to serve a Project), pumps, pump stations, start-up, modular furniture installation, and final clean-up. This Agreement covers work done for a Project in temporary yards, dedicated sites, or areas adjacent to a Project, and at any on-site or off-site batch plant constructed to supply materials to a Project.

2.3.1 This Agreement applies to any start-up, calibration, commissioning, performance testing, repair, maintenance, and operational revisions to systems and/or subsystems for a Project performed after Completion, unless performed by City employees.

2.3.2 This Agreement covers all on-site fabrication work over which the City, Contractor(s)/Employer(s) or subcontractor(s) possess the right of control (including work done for a Project in any temporary yard or area established for a Project). This Agreement also covers any off-site work, including fabrication, that is traditionally performed by the Unions and is directly or indirectly part of a Project, provided such work is covered by a current Master Agreement or current local addenda to a national agreement of the applicable Union(s).

2.3.3 Except for the delivery of supplies, equipment or materials that are stockpiled for later use, this Agreement covers all construction trucking work, including the hauling and delivery of ready-mix, asphalt, aggregate, sand, soil or other fill or similar material that is directly incorporated into the construction process as well as the off- hauling of soil, sand, gravel, rocks, concrete, asphalt, excavation materials, construction debris and excess fill, material and/or mud. Contractor(s)/Employer(s), including brokers, of persons providing construction trucking work shall provide certified payroll records to the City within ten (10) days of written request or as required by the bid specifications.

2.3.4 Work covered by this Agreement within the following craft jurisdictions shall be performed under the terms of their National Agreements as follows: the National Transient Lodge (NTL) Articles of Agreement, the National Stack/Chimney Agreement, the National Cooling Tower Agreement, the National Agreement of Elevator Constructors, and any instrument calibration work and loop checking shall be performed under the terms of the UA/IBEW Joint National Agreement for Instrument and Control Systems Technicians, with the exception that Articles IV, XIV and XV of this Agreement shall apply to such work.

2.4 Exclusions: The following shall be excluded from the scope of this Agreement.

2.4.1 This Agreement shall not apply to work performed by the City's own employees as permitted by the Public Contract Code.

2.4.2 This Agreement shall not apply to a Contractor/Employer's non-construction craft employees, managerial employees, administrative personnel, and supervisors above the level of general foreman, unless covered by a Master Agreement.

2.4.3 This Agreement shall not apply to a contract entered into with a professional service provider for a Project, as defined in Section 1.12, unless the professional service provider performs or subcontracts Covered Work, in which event the entity self-performing the Covered Work shall execute an Agreement to be Bound. Where applicable, the City shall include this requirement in the professional services contract.

2.4.4 This Agreement shall not apply to any non-Project work performed on or near or leading to the site of work covered by this Agreement that is undertaken by state, county, city, or other governmental bodies or their contractors. Work performed by public or private utilities including all electrical utility, voice-data-video, and security installation work ahead of and up to the electrical service entry connection or the main point of entry into the building shall be excluded. All electrical utility, voice-data-video, and security installation work performed after the electrical utility service entrance or the main point of entry shall be Covered Work. Additionally, all contracted work performed ahead of the service entrance connection and main point of entry that is inside the property line and provides for access to the building via a conduit or series of conduits shall be Covered Work.

2.4.5 This Agreement shall not apply to the off-site maintenance of leased equipment and on-site supervision of such work.

2.4.6 This Agreement does not apply to work by employees of, or contractors retained by, a manufacturer or vendor necessary to maintain such manufacturer's or vendor's warranty or guaranty, provided the manufacturer or vendor provides documentation showing that the warranty or guarantee specifically requires such employees or contractors to perform the work in order to preserve the warranty or guarantee, or provided the manufacturer or vendor demonstrates by an enumeration of specific tasks that the work cannot be performed by craft workers covered by this Agreement.

2.4.7 In circumstances requiring special knowledge, work may be performed by persons not covered by this Agreement provided that the Contractor/Employer or manufacturer responsible for such work demonstrates by an enumeration of specific tasks that the work cannot be performed by craft workers covered by this Agreement. A Contractor/Employer invoking this provision shall give notice to the Trades Council and the relevant Union(s), and such work shall be identified and discussed by the Contractor/Employer at its Pre-Job Conference, or, if not known at the time of the Pre-Job Conference, shall be identified and discussed with the Trades Council and the relevant Union(s) once the work becomes known, including by holding a Pre-Job Conference if requested by the Trades Council or the relevant Union(s).

2.4.8 This Agreement shall not apply to work substantially funded by any federal, state, other local or public agency that prohibits the use of project labor agreements on projects receiving its funding, or the funding of projects on which such agreements are used. With respect to such work, the City agrees that it will make a reasonable effort to defend the application of this Agreement, including by making a written request to the funding source. Notwithstanding the foregoing, however, should

only a specific provision of the Agreement be prohibited by the funding source, the parties shall modify the requirements of this Agreement accordingly, to advance the purposes of this Agreement to the maximum extent feasible without the loss of funding.

2.4.9 This Agreement shall not apply to work that is jointly performed with another public agency, unless the work is awarded by the City, or unless otherwise agreed to by the Parties on a case by case basis. With respect to such work jointly performed with another public agency, the City will make a request to the other public agency to apply the terms of this Agreement, or in the alternative, request that the other public agency communicate with City representatives and the Trades Council to discuss application of this Agreement.

2.4.10 This Agreement shall not apply to renovation of Transitional housing buildings or units, given the time sensitivity of such work. For the avoidance of doubt, this exclusion does not apply to new construction, nor to a total remodel where residents are not occupying the building or units.

2.5 Award of Contracts: It is understood and agreed that the City has the right to select any qualified bidder for the award of a Construction Contract under this Agreement. The bidder need only be willing, ready and able to execute and comply with this Agreement. It is further agreed that this Agreement shall be included in all invitations to bid or solicitations for proposals from contractors or subcontractors for work on a Project. The City shall provide a copy of all such invitations to bid to the Trades Council at the time of issuance.

ARTICLE III

EFFECT OF AGREEMENT

3.1 By executing this Agreement, the Trades Council, the Unions and the City agree to be bound by each and all of the provisions of the Agreement.

3.2 By accepting the award of work under a Construction Contract for a Project, whether as a Contractor or subcontractor thereunder, all Contractors/Employers agree to be bound by each and every provision of this Agreement and agree to evidence their acceptance prior to the commencement of work by executing the Agreement to be Bound in the form attached hereto as Addendum A.

3.3 At the time that any Contractor/Employer enters into a subcontract with any subcontractor providing for the performance of work under a Construction Contract, the Contractor/Employer shall provide a copy of this Agreement to said subcontractor and shall require the subcontractor, as a condition of accepting the award of a construction subcontract, to agree in writing, by executing the Agreement to be Bound, to be bound by each and every provision of this Agreement prior to the commencement of work. The obligations of a Contractor may not be evaded by subcontracting. If the subcontractor refuses to execute the Agreement to be Bound, then such subcontractor shall not be awarded a Construction Contract on a Project.

3.4 This Agreement shall only be binding on the signatory parties hereto, and their successors and assigns, and shall not apply to the parents, affiliates, subsidiaries, or other ventures of any such party. Each Contractor shall alone be liable and responsible for its own individual acts and conduct and for any breach or alleged breach of this Agreement, except as otherwise provided by law or the applicable Master Agreement. Any dispute between the Union(s) and the Contractor(s) with respect to compliance with this Agreement shall not affect the rights, liabilities, obligations and duties between the Union(s) and other Contractor(s) party to this Agreement.

3.5 It is mutually agreed by the parties that any liability by a Union signatory to this Agreement shall be several and not joint. Any alleged breach of this Agreement by a Union shall not affect the rights, liabilities, obligations and duties between the Contractor(s) and the other Union(s) party to this Agreement.

3.6 The provisions of this Agreement, including the Schedule As incorporated herein by reference, shall apply to the work covered by this Agreement, notwithstanding the provisions of any other local, area and/or national agreements which may conflict with or differ from the terms of this Agreement. To the extent a provision of this Agreement conflicts with a Schedule A, the provision of this Agreement shall prevail. Where a provision of a Schedule A does not conflict with this Agreement, the provision of the Schedule A shall apply.

ARTICLE IV

WORK STOPPAGES, STRIKES. SYMPATHY STRIKES AND LOCKOUTS

4.1. The Unions, the City, and the Contractor(s)/Employer(s) covered by this Agreement agree that for the duration of a Project:

4.1.1 There shall be no strikes, sympathy strikes, work stoppages, picketing, handbilling or otherwise advising the public that a labor dispute exists, or slowdowns of any kind, for any reason, by the Unions or employees employed on a Project, at the job site of a Project or any other City facility because of a dispute on a Project. Disputes arising between the Unions and Contractor(s)/ Employer(s) on other City projects are not governed by the terms of the Agreement or this Article.

4.1.2 There shall be no lockout of any kind by a Contractor/Employer of workers employed on a Project.

4.1.3 If a Master Agreement expires before the Contractor/Employer completes the performance of work under a Construction Contract and the Union or Contractor/Employer gives notice of a demand for a new or modified Master Agreement, the Union agrees that it will not strike on work covered by this Agreement and the Union and the Contractor/Employer agree that the expired Master Agreement will continue in full force and effect for work covered under this Agreement until a new or modified Master Agreement is reached. If the new or modified Master Agreement provides that any terms of the Master Agreement shall be retroactive, the Contractor/ Employer agrees to comply with any retroactive terms of the new or modified Master Agreement that are applicable

to any employee(s) on a Project during the interim, with retroactive payment due within seven (7) calendar days of the effective date of the new or modified Master Agreement.

4.1.4 In the case of nonpayment of wages or trust fund contributions on a Project, the Union shall give the City and the Contractor/Employer three (3) business days' notice when nonpayment of trust fund contributions has occurred, and one (1) business days' notice when nonpayment of wages has occurred or when paychecks being tendered to a financial institution normally recognized to honor such paychecks will not honor such paycheck, of the intent to withhold labor from the Contractor/Employers' or their subcontractor's workforce, during which time the Contractor/Employer may correct the default. In this instance, a Union's withholding of labor (but not picketing) from a Contractor/Employer who has failed to pay its fringe benefit contributions or failed to meet its weekly payroll shall not be considered a violation of this Article.

4.1.5 Notification: If the City or any Contractor contends that any Union has violated this Article, it will so notify in writing the Senior Executive of the Trades Council and the Senior Executive of the Union, setting forth the facts alleged to violate the Article, prior to instituting the expedited arbitration procedure set forth below. The Trades Council will immediately use its best efforts to cause the cessation of any violation of this Article. The leadership of the Union will immediately inform the workers of their obligations under this Article. A Union complying with this obligation shall not be held responsible for the unauthorized acts of employees it represents.

4.2 Expedited Arbitration: Any party to this Agreement shall institute the following procedure, prior to initiating any other action at law or equity, when a breach of this Article is alleged to have occurred.

4.2.1 A party invoking this procedure shall notify Robert Hirsch, as the permanent arbitrator, or Barry Winograd, as the alternate arbitrator, under this procedure. In the event the permanent arbitrator is unavailable at any time, the alternate will be contacted. If neither is available, the parties shall select the arbitrator from the list in Section 14.4. Notice to the arbitrator shall be by the most expeditious means available, with notice by email and telephone to the City, the involved Contractor, and the party alleged to be in violation, and to the Trades Council and involved local Union if a Union is alleged to be in violation.

4.2.2 Upon receipt of said notice, the City will contact the permanent arbitrator named above, or the alternate if the permanent arbitrator is not available, who will attempt to convene a hearing within twenty-four (24) hours if it is contended that the violation still exists.

4.2.3 The arbitrator shall notify the parties by email and telephone of the place and time for the hearing. Said hearing shall be completed in one session, which, with appropriate recesses at the arbitrator's discretion, shall not exceed twenty-four (24) hours unless otherwise agreed upon by all parties. A failure of any party to attend said hearings shall not delay the hearing of evidence or the issuance of an award by the arbitrator.

4.2.4 The sole issue at the hearing shall be whether or not a violation of Section 4.1 of the Agreement has occurred. The arbitrator shall have no authority to consider any matter of justification, explanation or mitigation of such violation or to award damages, which issue is reserved for court proceedings, if any. The award shall be issued in writing within three (3) hours after the close of the hearing, and may be issued without a written opinion. If any party desires a written opinion, one shall be issued within fifteen (15) calendar days, but the parties shall not delay compliance with or enforcement of the award due to the issuance of a written opinion. The arbitrator may order cessation of the violation of this Article, and the arbitrator's award shall be served on all parties by hand or registered mail upon issuance. Should a party found in violation of this Article fail to comply with the arbitrator's award ordering the party to cease the violation, the party in violation shall pay to the affected party as liquidated damages the sum of ten thousand dollars ($10,000.00) per shift for which it failed to comply, or portion thereof, until such violation is ceased. The arbitrator shall retain jurisdiction to resolve any disputes regarding the liquidated damages claimed under this section.

4.2.5 The arbitrator's award may be enforced by any court of competent jurisdiction upon the filing of this Agreement and all other relevant documents referred to above in the following manner. The party filing such enforcement proceedings shall give written notice to the other party. In a proceeding to obtain a temporary order enforcing the arbitrator's award as issued under this Article, all parties waive the right to a hearing and agree that such proceeding may be ex parte. However, such agreement does not waive any party's right to seek or participate in a hearing for a final order of enforcement. Any court order enforcing the arbitrator's award shall be served on all parties by hand or delivered by certified mail.

4.2.6 Any rights created by statute or law governing arbitration proceedings inconsistent with the above procedure, or which interfere with compliance with the above procedure, are waived by the parties.

4.2.7 The fees and expenses of the arbitrator shall be divided equally between the party instituting the arbitration proceedings provided in this Article and the party alleged to be in breach of its obligation under this Article.

4.2.8 Should either the permanent or the alternate arbitrator identified above no longer work as a labor arbitrator, the City and the Trades Council shall mutually agree to a replacement.

ARTICLE V
PRE-JOB CONFERENCES

5.1 Timing: The Project Manager shall convene and conduct, at a location and time mutually agreeable to the Trades Council, a pre-job conference with the Unions and the representatives of all involved Contractors/Employers, who shall be prepared to announce craft assignments and discuss in detail the scope of work and the other issues set forth below, at least fourteen (14) calendar days prior to:

(a) The commencement of any Project work, and

(b) The commencement of Project work on any subsequently awarded Construction Contract.

5.2 The pre-job conference shall be attended by a representative of each participating Contractor and each affected Union, and the Trades Council and City may attend at their discretion.

5.3 The pre-job conference shall include but not be limited to the following subjects:

(a) A listing of each Contractor and subcontractor and their scope of work;

(b) The craft assignments;

(c) The estimated number of craft workers required to perform the work;

(d) Transportation arrangements;

(e) The estimated start and completion dates of the work; and

(f) Discussion of pre-fabricated materials.

5.4 Joint Administrative Committee: This Agreement is intended to provide close cooperation between management and labor. To that end, the City shall designate two representatives and the Trades Council shall designate two representatives to serve on a Joint Administrative Committee ("JAC"), each of whom may designate an alternate. JAC members may invite participation by a Contractor or Union as needed. The JAC shall meet quarterly and at the request of any member, to review progress of Projects and to discuss matters of general concern, such as safety and security. The JAC shall serve as a forum to foster communication between management and labor, and to assist the Unions and the Contactors to complete Projects in an economically efficient manner without interruption, delays or work stoppages.

5.4.1 The JAC shall participate in the drafting of reports to City Council regarding the status of targeted objectives under this Agreement, including the local hiring and apprenticeship provisions herein.

5.4.2 The JAC shall have no authority to review grievances or disputes involving this Agreement, which are subject to the applicable grievance procedure.

ARTICLE VI

NO DISCRIMINATION

6.1 The Contractors/Employers and the Unions agree to comply with all anti-discrimination provisions of federal, state, and local law, to protect employees and applicants for employment, on a Project.

ARTICLE VII
UNION SECURITY

7.1 The Contractors/Employers recognize the Unions as the sole bargaining representative of all craft employees working within the scope of this Agreement, and all such employees must be represented by a Union for the duration of their employment on a Project.

7.2 The Contractors/Employers shall make and transmit all deductions for Union dues, fees, and assessments that have been authorized by employees in writing in accordance with the applicable Master Agreement. This Agreement does not require any employee of a non-Union Contractor/Employer to join a Union or to pay dues or fees to a Union as a condition of working on a Project; however, nothing in this Article is intended to supersede the independent requirements of the applicable Master Agreements as to Contractors/Employers signatory to such Master Agreements and as to employees of those Contractors/Employers who are performing Covered Work.

7.3 Authorized representatives of the Unions shall have access to a Project whenever work covered by this Agreement is being, has been, or will be performed on a Project.

ARTICLE VIII
REFERRAL

8.1 Contractor(s)/Employer(s) performing construction work on a Project shall, in filling craft job requirements, utilize and be bound by the registration facilities and referral systems established or authorized by the Unions signatory hereto. The Contractor(s)/Employer(s) shall have the right to reject any applicant referred by the Union(s), in accordance with the applicable Master Agreement.

8.2 Contractor(s)/Employer(s) shall have the unqualified right to select and hire directly all supervisors above the level of general foreman it considers necessary and desirable, without such persons being referred by the Union(s), unless such craft construction employee is covered by a Master Agreement.

8.3 Core Workers: Contractor(s)/Employer(s) that are not signatory to a Master Agreement may request by name, and the Union will honor, referral of Core Workers as journeypersons for Project work who have been on the Contractor/Employer's active payroll for at least sixty (60) out of the one hundred (100) working days prior to the request, and who possess all licenses and certifications required to perform the work ("Core Workers").

8.3.1 The Union will refer to the Contractor one journeyperson employee from the hiring hall then one Core Worker for the affected trade or craft. This process shall be repeated, one and one, until the Contractor's workforce has a maximum of five(5) Core Workers. Thereafter, all of the Contractor's additional employees performing Covered Work shall be hired from the Union's hiring hall out-of-work list(s).

8.3.2 When the Contractor's workforce is reduced, employees shall be reduced so as to maintain the same ratio of Core Workers to hiring hall referrals as was applied in the initial hiring.

8.3.3 The Contractor shall provide the appropriate Union with the name and all necessary information for each Core Worker, and each Core Worker shall register with the Union's hiring hall and comply with Article VII before commencing work on a Project. If there is any question regarding an employee's eligibility as a Core Worker under this section, the Contractor shall provide the Union with written records demonstrating eligibility.

8.4 In the event that referral facilities maintained by the Union(s) are unable to fill the requisition of a Contractor/Employer for employees within a forty-eight (48) hour period (Saturdays, Sundays and Holidays excluded) after such requisition is made by the Contractor/Employer, the Contractor/Employer shall be free to obtain the worker(s) from any source. A Contractor/Employer who hires a worker(s) to perform Covered Work on a Project pursuant to this section shall immediately provide the appropriate Union with the name and address of such worker(s) and shall immediately refer such worker(s) to the appropriate Union to satisfy the requirements of this Agreement.

ARTICLE IX
LOCAL HIRING PROGRAM

9.1 It is in the interest of the parties to this Agreement to facilitate employment of City Residents to construct City Projects. To that end, the Unions agree to exert their utmost efforts to recruit a sufficient number of craft persons to fulfill the referral requests of Contractors/Employers for City Projects, consistent with this Article.

9.2 To the maximum extent allowed by law and consistent with the Unions' hiring hall referral provisions set forth in Master Agreements, City residents shall be requested by the Contractor(s)/Employer(s) and dispatched by the applicable Union(s).

9.3 Each Contractor shall either demonstrate satisfaction of the Percentage Requirements in Section 9.4 below, or demonstrate satisfaction of the good faith efforts set forth in Section 9.5 below.

9.4 Percentage Requirements: For each Project, each Contractor shall make best faith efforts to satisfy the following percentage requirements (the "Percentage Requirements"):

9.4.1 at least 50 percent of all journey-level Project work hours performed by City Residents;

9.4.2 at least 55 percent of all apprentice-level Project work hours performed by City Residents;

9.4.3 at least 30 percent of all apprentice-level Project work hours performed by New Local Apprentices.

9.5 Each Contractor must take the following steps in an attempt to utilize City Residents to satisfy the Percentage Requirements:

9.5.1 City Residents/Journey level Hours. Contractor may assign current crew members who are City Residents to a Project. If staffing with Contractor's current crew members does not enable satisfaction of the Percentage Requirement of Section 9.4.1, the Contractor shall request referral of needed City Residents from the appropriate Union hiring hall, using "name call," "rehire," or other available procedures to satisfy the Percentage Requirement of Section 9.4.1. All requests for referrals under this subsection shall be in writing.

9.5.2 City Residents/Apprentice Hours. Contractor may assign current crew members who are City Residents and apprentices registered in a joint labor- management apprenticeship program to a Project. If staffing with Contractor's current crew members does not enable satisfaction of the Percentage Requirement of Section 9.4.2, the Contractor shall request referral of needed City Resident apprentices from the appropriate Union hiring hall or joint labor-management apprenticeship program, using "name call," "rehire," or other available procedures to satisfy the Percentage Requirement of Section 9.4.2. All requests for referrals under this subsection shall be in writing.

9.5.3 New Local Apprentices. Contractor may assign current crew members who are New Local Apprentices to a Project. If staffing with Contractor's current crew members does not enable satisfaction of the Percentage Requirement of Section 9.4.3, the Contractor shall request referral of New Local Apprentices from the appropriate Union hiring hall or joint labor-management apprenticeship program, using "name call," "rehire," or other available procedures to satisfy the Percentage Requirement of Section

9.4.3. All requests for referrals under this subsection shall be in writing.

9.6 Union hiring halls and, where applicable, joint apprenticeship programs, will refer apprentices to non-signatory Contractors/Employers upon request provided the Contractors/Employers submit the forms required by the Department of Industrial Relations.

9.7 Oversight and Enforcement. Contractor requirements of the Local Hiring Program shall be terms of the prime contracts awarded by the City and subcontracts awarded by Contractors. Enforcement actions shall be pursuant to contract compliance procedures set forth in such contracts. Hours worked by workers who reside in states other than California shall not be considered in compliance determinations regarding the Local Hiring Program. Upon request by the City, Contractors shall submit copies of all information necessary to determine Contractor compliance with the Local Hiring Program, including dispatch requests and responses, records regarding hiring decisions of City Residents and New Local Apprentices who were referred but not hired, and any other relevant information requested by the City.

9.8 Federally-Funded Projects: The requirements of this Article IX shall not apply to Projects for which a federal funding source prohibits such application. However,

if a federal funding source requires alternative hiring goals or requirements (such as in federal Executive Order 11246), then such requirements shall apply, and all requirements and procedures set forth in this Article shall be utilized to implement the alternative hiring goals or requirements imposed by the federal funding source. The City shall notify the Trades Council in the event that federal hiring goals supplant this Article.

ARTICLE X
WAGES AND BENEFITS

10.1 The Contractors/Employers agree to pay contributions to the vacation, pension and/or other deferred compensation plan, apprenticeship, worker protection and assistance, and health benefit funds established by the applicable Master Agreement(s) for each hour worked on a Project, in the amounts designated in the applicable Master Agreement(s).

10.2 By signing this Agreement, the Contractors/Employers adopt and agree to be bound by the written terms of the legally established Trust Agreements described in Section 10.1, which may from time to time be amended, specifying the detailed basis upon which payments are to be made into, and benefits paid out of, such Trust Funds. The Contractors/Employers authorize the parties to such local Trust Agreements to appoint trustees and successor trustees to administer the Trust Funds and hereby ratify and accept the trustees so appointed as if they were appointed by the Contractors/Employers. The Contractors/Employers agree to execute a separate subscription agreement(s) when such Trust Fund(s) requires such document(s).

10.3 Wages, Hours, Terms and Conditions of Employment: The wages, hours and other terms and conditions of employment on City Projects shall be governed by the Master Agreement of the respective craft, to the extent such Master Agreement is not inconsistent with this Agreement. Where a subject is covered by the Master Agreement and not covered by this Agreement, the Master Agreement will prevail. When a subject is covered by both the Master Agreement and this Agreement, to the extent there is any inconsistency, this Agreement will prevail.

10.4 Holidays: Holidays shall be as set forth in the applicable Master Agreement.

ARTICLE XI
APPRENTICES

11.1 Recognizing the need to develop adequate numbers of competent workers in the construction industry, including on public works projects, the Contractors/Employers shall employ apprentices from a California state-approved Joint Apprenticeship Training Program in their respective crafts, to perform such work as is within their capabilities and that is customarily performed by the craft in which they are indentured.

11.2 Apprentice ratios will be in compliance with the provisions of the California Labor Code and the applicable state prevailing wage determination.

11.3 Consistent with the Master Agreements, there shall be no restriction on the utilization of apprentices in performing the work of their craft provided they are properly indentured and supervised.

ARTICLE XII
HELMETS TO HARDHATS

12.1 The Contractors/Employers and Unions recognize a desire to facilitate the entry into the building and construction trades of veterans who are interested in careers in the building and construction industry. The Contractors/Employers and Unions agree to utilize the services of the Center for Military Recruitment, Assessment and Veterans Employment (hereinafter "Center") and the Center's "Helmets to Hardhats" program to serve as a resource for preliminary orientation, assessment of construction aptitude, referral to apprenticeship programs or hiring halls, counseling and mentoring, support network, employment opportunities and other needs as identified by the parties.

12.2 The Unions and Contractors/Employers agree to coordinate with the Center to participate in an integrated database of veterans interested in working on Projects and of apprenticeship and employment opportunities for Projects. To the extent permitted by law, the Unions will give credit to such veterans for bona fide, provable past experience.

ARTICLE XIII
COMPLIANCE

13.1 It shall be the responsibility of the Contractors/Employers and Unions to investigate and monitor compliance with the provisions of Article IX of this Agreement. Nothing in this Agreement shall be construed to interfere with or supersede the usual and customary legal remedies available to the Unions and/or employee benefit Trust Funds to collect delinquent wages or Trust Fund contributions from Contractors/Employers on the Projects. Because the Projects are public works subject to the California Labor Code, the City shall monitor and enforce the Contractors/Employers' compliance with state prevailing wage requirements as well as this Agreement.

ARTICLE XIV
GRIEVANCE ARBITRATION PROCEDURE

14.1 Project Labor Disputes: All disputes involving the application or interpretation of a Master Agreement to which a Contractor/Employer and a Union are parties shall be resolved pursuant to the resolution procedures of the Master Agreement. All disputes relating to the interpretation or application of this Agreement, other than disputes under Article IV and Article XV, shall be subject to resolution by the grievance arbitration procedures set forth in this Article.

14.2 Employee Discipline: All disputes involving the discipline and/or discharge of an employee working on a Project shall be resolved through the grievance and arbitration provisions contained in the Master Agreement for the craft of the affected

employee. No employee working on a Project shall be disciplined or discharged without just cause.

14.3 No grievance shall be recognized unless the grieving party (Union or District Council on its own behalf, or on behalf of an employee whom it represents, or a Contractor/Employer on its own behalf) provides notice in writing to the party with whom it has a dispute within five (5) business days after becoming aware of the dispute but in no event more than thirty (30) business days after it reasonably should have become aware of the event giving rise to the dispute. Time limits may be extended by mutual agreement of the parties.

14.4 Grievances shall be settled according to the following procedures:

Step 1: Within five (5) business days after the receipt of the written notice of the grievance, the representative of the involved Union or District Council, or his/her designee, and the representative of the involved Contractor/Employer, shall confer and attempt to resolve the grievance.

Step 2: If the grievance is not resolved at Step 1, within five (5) business days of the Step 1 meeting or the conclusion of efforts to resolve the grievance at Step 1, the alleged grievance may be referred in writing by either involved party to the Business Manager(s) of the affected Union(s) involved and the Labor Relations Manager of the Contractor/Employer, or the Contractor/Employer's designated representative, for discussion and resolution. This time limit may be extended by mutual consent of both parties. Regardless of which party has initiated the grievance, the Union shall notify its International Union representative prior to the Step 2 meeting, and the International Union representative shall advise if it intends to participate in the Step 2 meeting. The Project Manager and the Trades Council shall have the right to participate in any efforts to resolve the dispute at Step 2.

Step 3: If the grievance is not resolved at Step 2, either party may request the dispute be submitted to arbitration within five (5) business days of the Step 2 meeting or the conclusion of efforts to resolve the grievance at Step 2. This time limit may be extended by mutual consent of both parties. Within five (5) business days after referral of a dispute to arbitration, the representatives shall notify the permanent arbitrator designated in Article IV, or if not available, the alternate arbitrator designated in Article IV, for final and binding arbitration. If the permanent arbitrator or the alternate is not available, an arbitrator shall be selected by the alternate striking method from the list of three (3) below. The order of striking names from the list of arbitrators shall be determined by a coin toss, the winner of which shall decide whether they wish to strike first or second.

1. Carol Vendrillo
2. David Weinberg
3. Mark Keppler

14.5 The decision of the arbitrator shall be final and binding on all parties. The arbitrator shall have no authority to change, amend, add to or detract from any of the provisions of the Agreement. The expense of the arbitrator shall be borne equally by both parties. The arbitrator shall arrange for a hearing on the earliest available date from the date of his/her selection. A decision shall be given to the parties within five (5) calendar days after completion of the hearing unless such time is extended by mutual agreement. A written opinion may be requested by a party from the presiding arbitrator.

14.6 The time limits specified at any step of the grievance procedure may be extended by mutual agreement of the parties. However, failure to process a grievance, or failure to respond in writing within the time limits provided above, without an agreed upon extension of time, shall be deemed a waiver of such grievance without prejudice, or without precedent to the processing and/or resolution of like or similar grievances or disputes.

14.7 In order to encourage the resolution of disputes and grievances at Steps 1 and 2 of this grievance procedure, the parties agree that such settlements shall not be precedent setting.

14.8 Should any of the arbitrators listed in this Article or Article IV no longer work as a labor arbitrator, the City and the Trades Council shall mutually agree to a replacement.

ARTICLE XV

WORK ASSIGNMENTS AND JURISDICTIONAL DISPUTES

15.1 The assignment of Covered Work will be solely the responsibility of the Employer performing the work involved; and such work assignments will be in accordance with the Plan for the Settlement of the Jurisdictional Disputes in the Construction Industry (the "Plan") or any successor Plan.

15.2 All jurisdictional disputes on this Project between or among the building and construction trades Unions and the Employers parties to this Agreement, shall be settled and adjusted according to the present Plan established by the Building and Construction Trades Department or any other plan or method of procedure that may be adopted in the future by the Building and Construction Trades Department. Decisions rendered shall be final, binding and conclusive on the Employers and Unions parties to this Agreement.

15.3 If a dispute arising under this Article involves the Northern California Carpenters Regional Council or any of its subordinate bodies, an arbitrator shall be chosen by the procedures specified in Article V, Section 5 of the Plan from a list composed of John Kagel, Thomas Angelo, Robert Hirsch and Thomas Pagan, and the arbitrator's hearing on the dispute shall be held at the offices of the California State Building and Construction Trades Council in Sacramento, California within fourteen (14) calendar days of the selection of the arbitrator. All other procedures shall be as specified in the Plan.

15.4 All jurisdictional disputes shall be resolved without the occurrence of any strike, work stoppage, or slow-down of any nature, and the Employer's assignment shall

be adhered to until the dispute is resolved. Individual employees violating this section shall be subject to immediate discharge.

15.5 Each Employer will conduct a pre-job conference with the Trades Council prior to commencing work. The City and the Project Manager will be advised in advance of all such conferences and may participate if they wish. Pre-job conferences for different Employers may be held together.

ARTICLE XVI
MANAGEMENT RIGHTS

16.1 Consistent with the Schedule A agreements, the Contractor(s)/Employer(s) shall retain full and exclusive authority for the management of their operations, including the right to direct their work force in their sole discretion. No rules, customs or practices shall be permitted or observed which limit or restrict production, or limit or restrict the working efforts of employees, except that all lawful manning provisions in the Master Agreement shall be recognized.

ARTICLE XVII
DRUG AND ALCOHOL TESTING

17.1 The use, sale, transfer, purchase and/or possession of a controlled substance, alcohol and/or firearms at any time during the work day is prohibited.

17.2 Drug and alcohol testing shall be conducted in accordance with the substance abuse prevention policies set forth in the applicable Schedule A.

ARTICLE XVIII
SAVINGS CLAUSE

18.1 If any article, provision, clause, sentence or word of this Agreement is determined to be illegal or void as being in contravention of any applicable law, by a court of competent jurisdiction, the remainder of the Agreement shall remain in full force and effect. The parties further agree that if any article, provision, clause, sentence or word of the Agreement is determined to be illegal or void, by a court of competent jurisdiction, the parties shall substitute, by mutual agreement, in its place and stead, an article, provision, clause, sentence or word that will meet the objections to its validity and will be in accordance with its original intent. If the parties are unable to agree on substitute language, then the entire Agreement shall be null and void.

18.2 If a court of competent jurisdiction determines that all or part of the Agreement is invalid and/or enjoins the City from complying with all or part of the Agreement's provisions, and the City accordingly determines that compliance with this Agreement will not be required in order to perform work under a Construction Contract, the Unions will no longer be bound by the provisions of Article IV.

ARTICLE XIX
TERM

19.1 This Agreement shall be included in all bid documents, requests for proposals, or other equivalent Project solicitations, which shall indicate that entering into this Agreement is a condition of the award of a Construction Contract(s) for each Project.

19.2 This Agreement shall apply until the Completion of each Project in accordance with Sections 1.5 and 2.2.

19.3 This Agreement shall become effective 120 days after it is executed by the City and the Trades Council and shall remain in effect until the five (5) year anniversary of the effective date. During this term, the City administration shall prepare annual reports to the City Council on Agreement implementation and results of the Local Hiring Program, which reports shall be provided to the JAC for review and comment prior to submission to the City Council. The Unions, Trades Council, and Contractors shall provide to the administration requested information relevant to such reports, including information regarding referrals from hiring halls for Covered Work on Projects. Upon the two-year anniversary of the effective date, if the Percentage Requirements set forth in the Local Hiring Program are not being met on all Projects in aggregate, the City shall provide the Trades Council with written notice. Upon receipt of such notice, the Trades Council and the City shall meet and confer regarding whether to modify the Local Hiring Program in order to improve outcomes and meet the Percentage Requirements, with any such modifications made upon mutual agreement by the Trades Council and the City. A similar process will take place on the third and fourth anniversaries of the effective date.

19.4 Approximately ninety (90) days prior to the five (5) year anniversary of the effective date of this Agreement, at the request of either party, the City and Trades Council shall meet to discuss whether to extend this Agreement, and, if so, the proposed terms of such extension including any proposed changes to the Agreement.

ARTICLE XX
MISCELLANEOUS PROVISIONS

20.1 The section headings contained in this Agreement are inserted for convenience only and shall not affect in any way the meaning or interpretation of this Agreement. All defined terms used in this Agreement shall be deemed to refer to the singular and/or plural, in each instance as the context and/or particular facts may require.

20.2 This Agreement may be executed in counterparts, such that original signatures may appear on separate pages and when bound together all necessary signatures shall constitute an original. Faxed or emailed signature pages transmitted to other parties to this Agreement shall be deemed the equivalent of original signatures.

20.3 Each of the persons signing this Agreement represents and warrants that such person has been duly authorized to sign this Agreement on behalf of the party

indicated, and each of the parties signing this Agreement warrants and represents that such party is legally authorized and entitled to enter into this Agreement.

20.4 The parties acknowledge that this is a negotiated agreement, that they have had the opportunity to have this Agreement reviewed by their respective legal counsel, and that the terms and conditions of this Agreement are not to be construed against any party on the basis of such party's draftsmanship thereof.

20.5 All defined terms used in this Agreement shall be deemed to refer to the singular and/or plural, in each instance as the context and/or particular facts may require.

[SIGNATURES TO FOLLOW]

CITY OF FRESNO

By: [Signature on File] Date: 9/21
Name: Thomas Esqueda
Title: City Manager

FRESNO, MADERA, KINGS AND TULARE COUNTIES BUILDING AND CONSTRUCTION TRADES COUNCIL

By: [Signature on File] Date: 9/29/2021

Name/Title: Chuck Riojas

APPROVED AS TO FORM
CITY ATTORNEY'S OFFICE
By: [Signature on File]
City Attorney
Sr. Dep, Brandon Collet

ATTEST
BRIANA PARRA, CMC
INTERIM CITY CLERK
By: [Signature on File]
Deputy
Bernard Canez

[Signature on File]
Insulators & Allied Workers Local 16

[Signature on File]
Boilermakers Local 549

[Signature on File]
Bricklayers, Tile Setters & Allied Crafts 3

[Signature on File]
Northern CA Carpenters Regional Council

Drywall/Lathers Local 9083

District Council 16 Local Union 294

[Signature on File]
Electricians Local 100

[Signature on File]
Elevator Constructors Local 8

[Signature on File]
Iron Workers Local 155

[Signature on File]
Laborers Local 294

[Signature on File]
IUPAT/DC 16

[Signature on File]
Plasterers & Cement Masons Local 300

[Signature on File]
Plumbers & Pipefitters Local 246

[Signature on File]
Road Sprinkler Fitters Local 669

[Signature on File]
Roofers and Waterproofers Local 27

[Signature on File]
SMART International Association 104

[Signature on File]
Teamsters Local 431

[Signature on File]
Underground Utility/Landscape 355

[Signature on File]
Operating Engineers Local 3

Addendum A
AGREEMENT TO BE BOUND

[Date]
[Addressee]
[Address]

Re: City of Fresno Community Workforce Agreement
Agreement to be Bound

Dear: :
The undersigned confirms that it agrees to be a party to and bound by the City of Fresno Community Workforce Agreement ("Agreement") as such Agreement may, from time to time, be amended by the parties or interpreted pursuant to its terms.
By executing this Agreement to be Bound, the undersigned subscribes to, adopts and agrees to be bound by the written terms of the legally established trust fund documents as set forth in Section 10.1 of the Agreement, as they may from time to time be amended, specifying the detailed basis upon which contributions are to be made into, and benefits made out of, such trust funds, and ratifies and accepts the trustees appointed by the parties to such trust funds. The undersigned agrees to execute a separate subscription agreement(s) for such trust funds when such trust fund(s) require(s) such document(s).

The obligation to be a party to and bound by the Agreement shall extend to all work covered by the Agreement undertaken by the undersigned. The undersigned shall require all of its subcontractors, of whatever tier, to become similarly bound for all their work within the scope of the Agreement by signing an identical Agreement to be Bound.

This letter shall constitute a subscription agreement, to the extent of the terms of the letter.
CONTRACTOR/SUBCONTRACTOR:

_____
California Contractor State License No. or Motor Carrier (CA) Permit No.:

_____
Name of Authorized Person (Print):

_____
Signature of Authorized Person:

_____
Title of Authorized Person:

_____
Telephone Number of Authorized Person:

_____
Address of Authorized Person

_____
State Public Works Registration Number

Addendum B
SIDE LETTER

The parties recognize that the capacity to perform slurry seal maintenance work may not exist locally. Their mutual intent is to facilitate the creation of such capacity locally over time, Accordingly, the parties agree that with respect to slurry seal maintenance work that may otherwise be covered by this agreement, in the event the City receives no responsive bids, the parties agree to meet and confer. The parties may mutually agree to exclude such projects from coverage under this Agreement, or agree to modify the terms of this Agreement for the purpose of such projects. If the parties cannot agree, the City Manager may recommend to the City Council the exclusion of such projects from PLA coverage.

The parties further recognize that significant, new federal resources may become available after the effective date of this Agreement, and that such resources may require changes to this Agreement in order to ensure that the City can take full advantage of such resources. The parties' mutual goal is to ensure that nothing in this Agreement will impair the City's ability to apply for and receive such new funding, and that they will endeavor to agree on any necessary changes to ensure compliance with any new federal regulations governing such funding.

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City of FRESNO

CITY OF FRESNO
COMMUNITY WORKFORCE AGREEMENT
PRE-APPRENTICE/APPRENTICE COMPLIANCE
This form is to be completed monthly and
submitted (electronically/hard copy) to:
City of Fresno
Attn: Contract Compliance Officer
Capital Administration Division
747 R Street, 2nd Floor
Fresno, CA 93721

Project Title: _____
Project ID: _____
Bid File Number: _____

Contractor Name: _____
Contractor Address: _____

Pre-Apprentice	Apprentice	Employee Name	Employee Address	Employee City, State, Zip

Prepared by: _____ Date: _____

Approved by _____ Date: _____

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CITY OF FRESNO
COMMUNITY WORKFORCE AGREEMENT
JOURNEY LEVEL COMPLIANCE
Submitted (electronically/hard copy) to:
City of Fresno
Attn: Contract Compliance Officer
Capital Administration Division
747 R Street, 2nd Floor
Fresno, CA 93721

Project Title: _____
Project ID: _____
Bid File Number: _____

Contractor Name: _____
Contractor Address: _____

Employee Name	Employee Address	Employee City, State, Zip

Prepared by: _____ Date: _____
Approved by: _____ Date: _____

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Contact us

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Washington, DC 20004

(202) 682-0110
dbia@dbia.org

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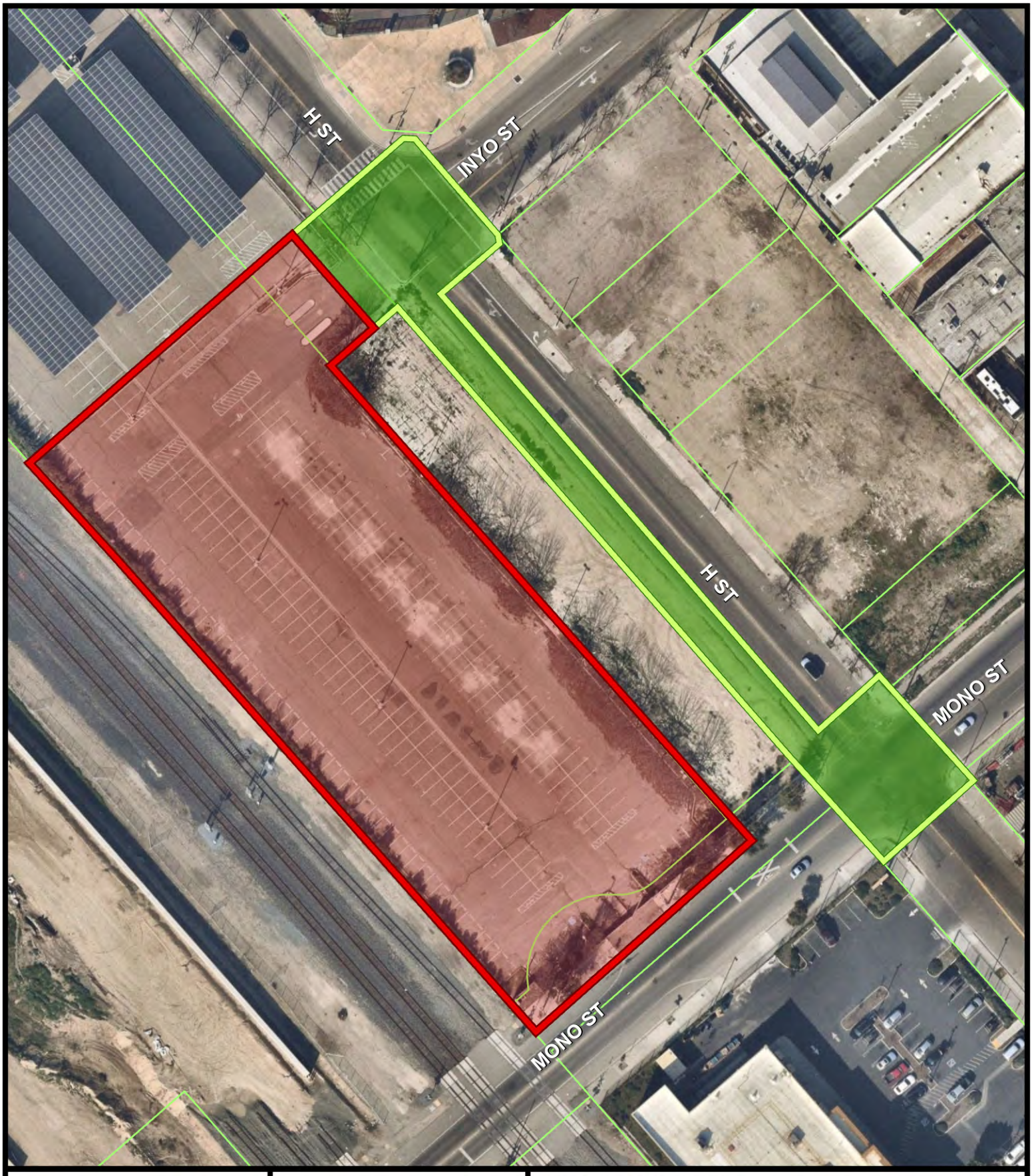


City of FRESNO

CAPITAL PROJECTS DEPARTMENT

NORTH

Feet

0 30 60 120

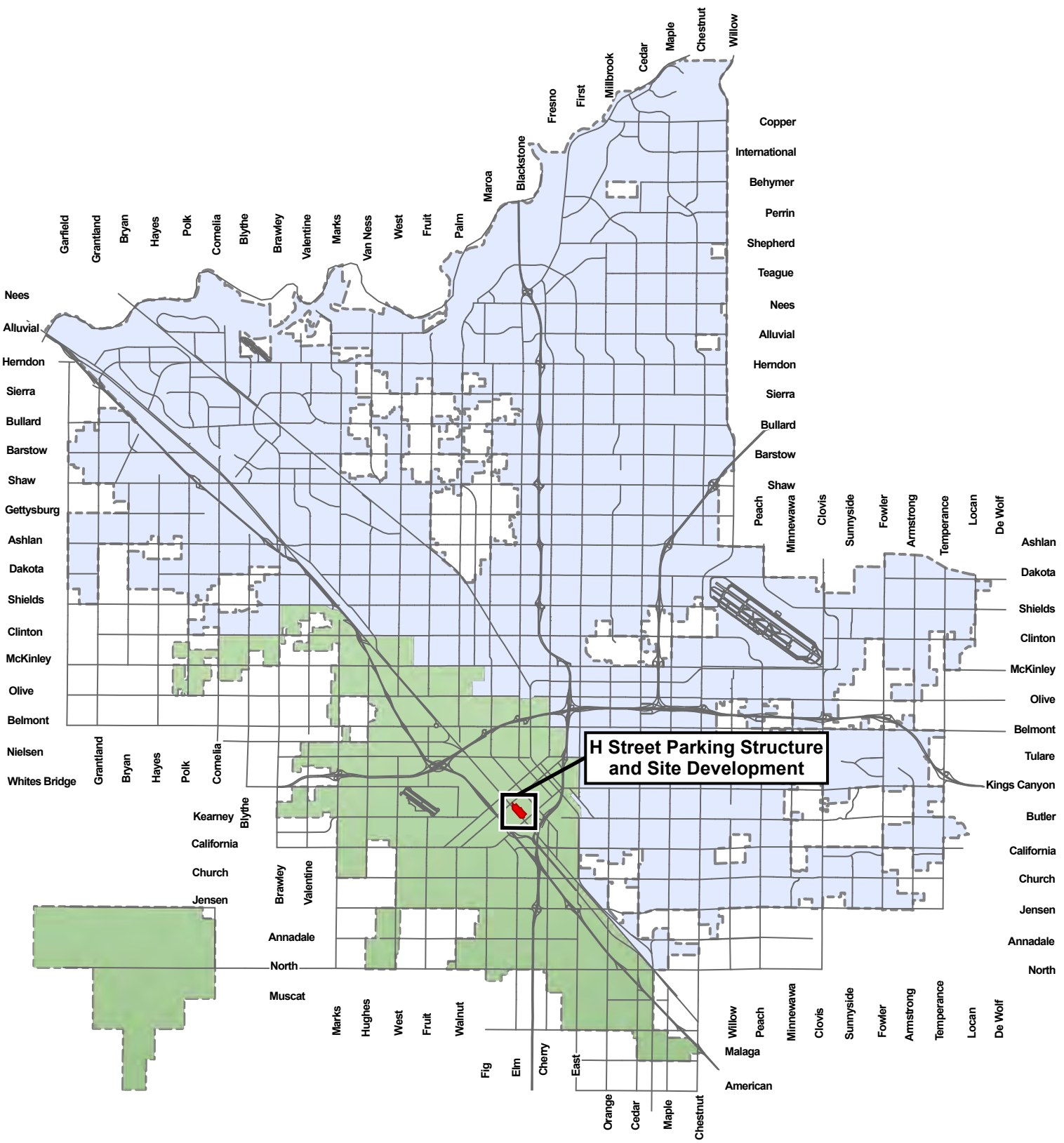
LOCATION MAP

H Street Parking Structure and Site Development

Legend

- Off-Site Improvements
- On-Site Improvements

Project ID: CP00008
Council Districts: 3



City of FRESNO

CAPITAL PROJECTS DEPARTMENT

NORTH

Miles

0 1 2 3

VICINITY MAP

H Street Parking Structure and Site Development

Project ID: CP00008
Council District: 3

Legend

- Project Limits
- Project Area
- District 3
- City Limits

File #: ID 26-527 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-F.

REPORT TO THE CITY COUNCIL

FROM: DENIX D. ANBIAH, PE, Director
Capital Projects Department

PAUL AMICO, PE, Director
Department of Public Utilities

BY: CASSIE L. SCHOLZ, PE, Assistant Director
Capital Projects Department, Utilities Project Management Division

SAMUEL C. NADORES, Licensed Professional Engineer
Capital Projects Department, Utilities Project Management Division

SUBJECT

Reject all bids for the Repairs and Rehabilitation of Structural Components at the Fresno-Clovis Regional Wastewater Reclamation Facility Headworks Building - Phase 2 (Bid File 12601031) (Council District 3)

RECOMMENDATION

Staff recommends that City Council reject all bid proposals received for the Repairs and Rehabilitation of Structural Components at the Fresno-Clovis Regional Wastewater Reclamation Facility Headworks Building - Phase 2 (Phase 2 Project).

EXECUTIVE SUMMARY

Staff recommends that the City Council reject all bid proposals received for the Phase 2 Project. Three bid proposals were received with bid amounts ranging from $4,728,134.60, to $5,687,456.90 along with a fourth bid in the amount of $3,793,850 that was returned for lack of bid deposit. The two lowest bids were determined to be non-responsive. The single responsive bidder, Davis Moreno Construction, Inc., of Fresno, California submitted a proposal with a contract price that is fifty-eight percent (58%) above the engineer's estimate for the Phase 2 Project. This exceeds the estimated cost for this project significantly, which has led to the recommendation to reject all bids. Upon rejection of the bids received, staff will work with the Department of Public Utilities (DPU) to make any modifications necessary and rebid the Phase 2 Project.

BACKGROUND

The Headworks Building houses the pumping, screening, and grit removal treatment processes at

the Fresno-Clovis Regional Wastewater Reclamation Facility (RWRF). Structural deterioration is occurring throughout the building's reinforced concrete structural components. This includes spalling on the pedestals for the tanks and pumps in the chemical storage room, cracks and concrete spalling on the outer walls of the grit chambers and within the mezzanine room floor and walls, leak stains observed along the walls of the pump room below the intake flumes, and cracking around the exterior building walls. If left unaddressed, the structural deterioration will progress, and the risk of structural failure could increase to the point that complete replacement of the structural components is needed.

In June 2021, the City approved a Consultant Services Agreement with Pcubed Associates, Inc. (Consultant), for a total contract amount of $117,300.00, and a contingency amount of $11,730. The original scope of work included a forensic investigation of structural deterioration, recommendation and prioritization of repairs in the Consultant's Assessment of Fresno RWRF Headworks Building Report (Report), and preparation of construction documents for the Repairs and Rehabilitation of Structural Components at the RWRF Headworks Building - Phase 1 Project (Phase 1 Project). The Phase 1 Project included all repairs designated as high priority in the Consultant's Report. On July 25, 2023, the First Amendment to the Agreement extended the term to December 31, 2024.

Progressive structural deterioration was observed in the medium priority areas originally identified in the Report and not addressed by the Phase 1 Project. On August 21, 2025, the Second Amendment to the Agreement expanded the scope of services to include the preparation of construction documents for the Repairs and Rehabilitation of Structural Components at the RWRF Headworks Building - Phase 2 Project, and to also perform a preliminary structural assessment of several tanks in the RWRF secondary treatment process. The Phase 2 Project included all repairs designated as medium priority in the Report. The Second Amendment increased the total contract by $184,875, for a revised total contract amount of $302,175, and a contingency amount of $11,730; and extended the term of the Agreement to June 30, 2026. On August 21, 2025, the Third Amendment to the Agreement expanded the Consultant's scope of services to include additional material testing to support the structural assessment efforts. The Third Amendment utilized contract contingency in the amount of $10,000, increasing the total contract to an amount of $312,175, with a remaining contingency amount of $1,730.

The Phase 1 Project was awarded for construction on March 30, 2023, in the amount of $1,981,400, and completed in May of 2025.

A Notice Inviting Bids for the Phase 2 Project was advertised and posted on the City's Planet Bids website on January 26, 2026. The project plans and specifications were distributed to 51 prospective bidders and posted at 3 Building Exchanges. Three electronic bid proposals were received and publicly opened on March 31, 2026, of which only one was considered responsive and responsible. The evaluated bid proposals ranged from $4,728,134.60 to $5,687,456.90, along with a fourth bid in the amount of $3,793,850 that was returned for lack of bid deposit. The Engineer's Estimate for the Phase 2 Project was $3,609,000. The single responsive and responsible bid submitted by Davis Moreno Construction, Inc., in the amount of $5,687,456.90 is fifty-eight percent (58%) above the engineer's estimate. While a range of bids were received that more closely aligned with the engineer's estimate, these bids were either returned or determined to be unresponsive. For this reason, staff recommends that City Council reject all bids. Upon rejection of the bids, staff will work with DPU to make any modifications necessary and rebid the Phase 2 Project. The bids will expire on June 3, 2026.

ENVIRONMENTAL FINDINGS

By the definition provided in the California Environmental Quality Act (CEQA) Guidelines, Section 15378, the rejection of bids does not qualify as a 'project'.

LOCAL PREFERENCE

Local preference was not considered as this is an action recommending the rejection of all bids.

FISCAL IMPACT

There is no impact to the General Fund. The Phase 2 Project is funded within the Department of Public Utilities Fiscal Year 2026 Capital Improvements Budget within the Wastewater Management Division's Sewer Enterprise Fund. These funds will not be utilized at this time, if all bids are rejected per staff recommendation. The Phase 2 Project is located in Council District 3.

Attachments:
Formal Procurement Evaluation Form
Vicinity Map
Location Map

City of FRESNO

File#: 12601031 Opening Date: March 31, 2026

Procurement Evaluation Form

Procurement Title: *Repairs and Rehabilitation of Structural Components at the Fresno-Clovis Regional Wastewater Reclamation Facility (RWRF) Headworks Building - Phase 2*

Procurement Type: Bid - Must be awarded to the lowest responsive and responsible bidder.

Advertisement Date: *1/26/2026*

Opening Date: *3/31/2026*

Bid/Proposal Expiration Date: *6/3/2026*

Number of Building Exchanges Notified: *3*

Number of prospective bidders/proposers: *51*

Format of bids received: Electronic

	Bidder	Amount
1	Angelus Waterproofing & Restoration, Inc. 17762 Metzler Ln Huntington Beach, CA 92647	$4,728,134.60 [Non-responsive]
2	Pullman SST, Inc. 6400 Goodyear Rd Benicia, CA 94510	$4,819,994.60 [Non-responsive]
3	Davis Moreno Construction, Inc. 4720 N Blythe Ave Fresno, CA 93722	$5,687,456.90

Additional Information	Applicable	Not Applicable	Comments
Project Labor Agreement (PLA)	☒	☐	*PLA applies per the project specifications)*
Local Preference	☒	☐	*Local preference is applicable but did not affect the outcome of the bid.*
Non-Responsive Findings	☒	☐	*Angelus Waterproofing was missing the Subcontractor Information – Detail page. Pullman SST took exception to warranty terms in the specifications*
Special Contract Terms (i.e., RC)	☐	☒	
Min/Max Terms	☐	☒	
DBE Requirements	☐	☒	

City of FRESNO

File#: 12601031 Opening Date: March 31, 2026

Department Recommendation

(To be completed by the Department)

Background *(Explain the need for the procurement below.)*

The Headworks Building houses the preliminary treatment processes of the Fresno-Clovis Regional Wastewater Facility. Significant structural deterioration has been noted in the chemical storage room, pump room, grit chamber walls, mezzanine rooms, and exterior building walls. If left unaddressed, there will be continued deterioration of the structural integrity of the Headworks Building that will ultimately render it unsuitable for further use. This project includes repair and rehabilitation of these structural elements to prevent further deterioration and restore structural integrity.

☐ Award a contract as follows:

Bidder/Proposer	Award Amount

The Engineer's Estimate for this expenditure is $3,609,000. The lowest responsive and responsible bid is 58% above the Engineer's Estimate. (*If the overage is greater than 10% provide an explanation below.)*

While a range of bids were received that more closely aligned with the Engineer's Estimate, the two lowest bids were determined to be unresponsive.

☒ Reject all bids/proposals. *(If electing to reject all, provide an explanation below.)*

The lowest responsive and responsible bidder, Davis Moreno Construction, Inc., submitted a contract price that was 58% above the engineer's estimate.

Anticipated Council Date: 5/21/2026

City of FRESNO

File#: 12601031 Opening Date: March 31, 2026

Approvals

The signature below constitutes approval from the department head.

Department Head — Date: 4/29/26

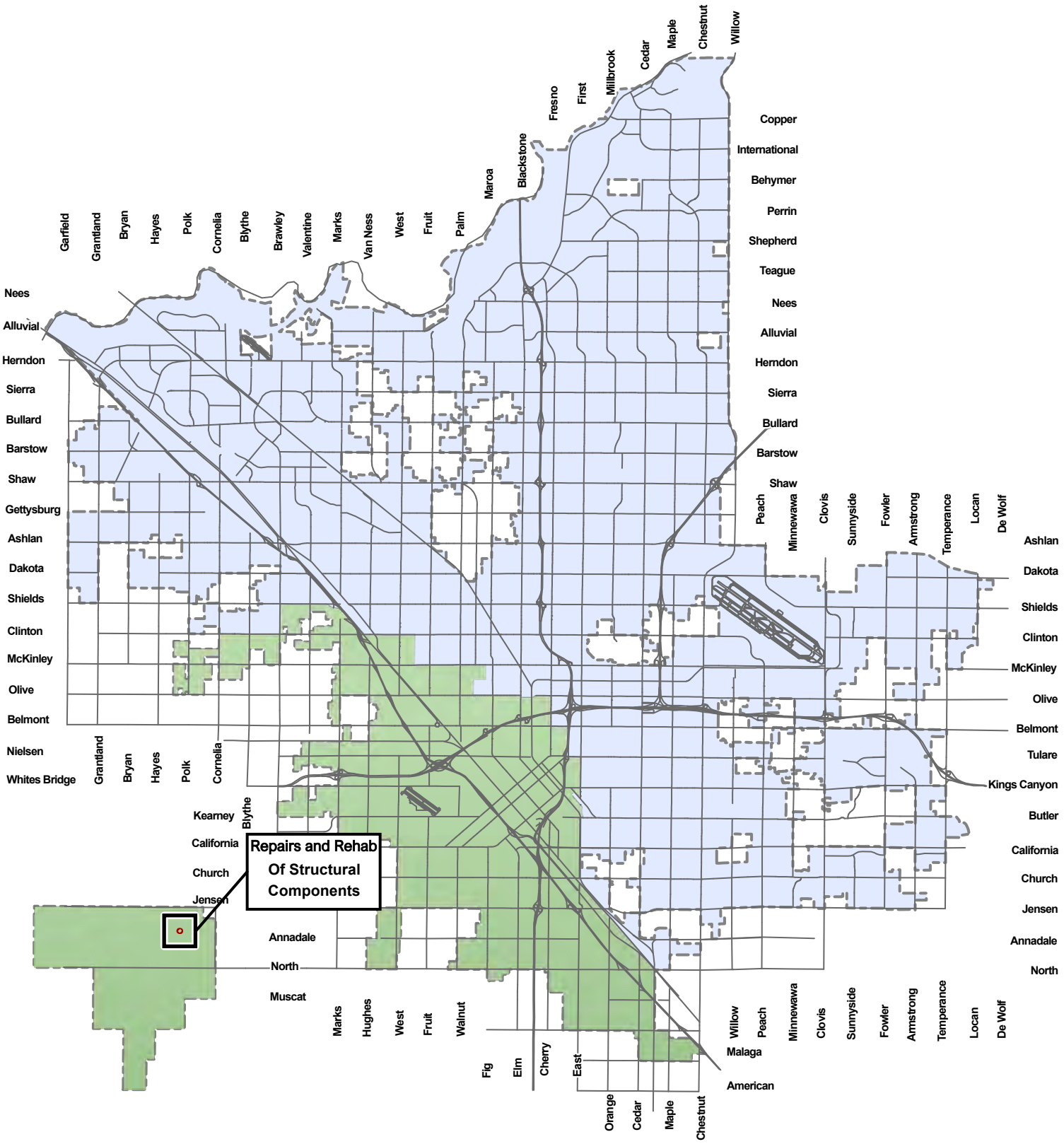
Assistant Director
Title

The signatures below constitute approval of the department recommendation.

DocuSigned by:
Melissa Perales
CE4CF55AB18D46B...
Purchasing Manager — Date: 4/30/2026

DocuSigned by:
Brian Barr
99B07275D7AD479...
General Services Department Director — Date: 4/30/2026

City Manager — Date: 5/4/26



City of FRESNO

CAPITAL PROJECTS DEPARTMENT

NORTH

Miles

0 1 2 3

VICINITY MAP

Repairs and Rehabilitation of Structural Components at the Fresno-Clovis Regional Wastewater Reclamation Facility Headworks Building Phase-2

District 3
City Limits
Project Area



City of FRESNO

CAPITAL PROJECTS DEPARTMENT

NORTH

Feet

0 105 210 420

LOCATION MAP

Repairs and Rehabilitation of Structural Components at the Fresno-Clovis Regional Wastewater Reclamation Facility Headworks Building-Phase 2

Project ID: TC00180 - BL014
Council District: 3

Legend

Project Area

File #: ID 26-589 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-G.

REPORT TO THE CITY COUNCIL

FROM: DENIX D. ANBIAH, PE, Director
Capital Projects Department

PAUL AMICO, PE, Director
Department of Public Utilities

BY: CASSIE L. SCHOLZ, PE, Assistant Director
Capital Projects Department, Utilities Project Management Division

PATRICIA DIEP, Project Manager
Capital Projects Department, Utilities Project Management Division

SUBJECT

Actions pertaining to the Dewatering Cake Pump Improvement Project (Bid File No. 12600757): (Council District 3)

1. Adopt a finding of Categorical Exemption, pursuant to Section 15301/Class 1 and Section 15302/Class 2 of the California Environmental Quality Act Guidelines
2. Approve the Second Amendment to the Consultant Services Agreement with Black & Veatch Corporation, to increase the total contract by an amount not to exceed $207,758.00, for a revised total contract amount not to exceed $834,205.00 with $11.239.00 in remaining contingency
3. Award a Construction Contract in the amount of $8,800,000.00 to W.M. Lyles Co., of Fresno, California, as the lowest responsive and responsible bidder

RECOMMENDATIONS

Staff recommends that the City Council (1) adopt a finding of Categorical Exemption, pursuant to Section 15301/Class 1 and 15302/Class 2 of the California Environmental Quality Act (CEQA) Guidelines; (2) approve the Second Amendment to the Consultant Services Agreement (Agreement) with Black & Veatch Corporation (Consultant), to increase the total contract by an amount not to exceed $207,758.00, for a revised total contract amount not to exceed $834,205.00 with $11,239.00 in remaining contingency; and (3) award a Construction Contract to W.M. Lyles Co., of Fresno, California (Contractor), in the amount of $8,800,000.00 as the lowest responsive and responsible bidder for the Project, and authorize the Capital Projects Director or designee to sign the standardized Construction Contract on behalf of the City of Fresno (City).

EXECUTIVE SUMMARY

The Project will upgrade the existing sludge dewatering system at the Fresno-Clovis Regional Water Reclamation Facility (RWRF) to improve pumping reliability, reduce reactive maintenance, and ensure consistent transfer of dewatered Class B biosolids from the sludge dewatering process to the biosolids storage silos from which biosolids are hauled offsite. The Capital Projects Department seeks to award a Construction Contract in the amount of $8,800,000.00 to the Contactor following a competitive bidding process that identified them as the lowest responsive and responsible bidder. Advancing the Project through construction necessitates a Second Amendment to the Agreement with the Consultant in the amount of $207,758.00 for Engineering Services During Construction (ESDCs). This Project will be funded utilizing appropriations included in the Fiscal Year 2026 Capital Improvement Budget within the Wastewater Management Division's Wastewater Operating Fund.

BACKGROUND

Sludge dewatering is the final step in the biosolids handling process at the Fresno-Clovis RWRF. The current sludge dewatering system consists of five belt filter presses and three centrifuges, each with a dedicated screw conveyer and progressive cavity pump. The progressive cavity pumps experience frequent operational issues that result in more intensive maintenance. There is no ability to isolate a pump for maintenance without disabling an entire centrifuge-conveyer-pump train, which reduces the overall capacity of the dewatering system. Due to the intensity of operations and maintenance and the risk this configuration has on dewatering operations, the Department of Public Utilities contracted with the Consultant to evaluate the existing sludge dewatering system, propose and evaluate improvement alternatives, and design the selected alternative.

On November 16, 2023, the City and the Consultant entered into the Agreement for an amount not to exceed $587,686.00, with a contingency amount of $50,000.00. The original scope of engineering services included a Feasibility Evaluation for directing sludge cake to a new conveyance system, a Basis of Design Report (BODR) of the selected alternative, construction drawings and specifications, and bid phase services. Based on the completed BODR, the City selected inclined screw conveyors to piston cake pumps as the preferred alternative. The screw conveyors will transfer sludge cake into the piston cake pumps, which will then be pumped into a silo for removal. This configuration will allow for treatment train isolation to accommodate necessary maintenance operations and repairs.

On May 30, 2025 the First Amendment to the Agreement increased the total contract by $38,761.00, for a revised total contract amount not to exceed $626,447.00 with a remaining contingency of $11,239.00. The First Amendment increased the original scope of work to redesign structural anchorage of the dewatering cake pump system to span an existing duct bank, develop specifications for specialized hoisting equipment, and design additional improvements to the existing odor control system. The proposed Second Amendment expands the scope to include ESDCs, including attending meetings, reviewing shop drawings and submittals, reviewing and evaluating requests for information and change orders, and equipment startup and commissioning support.

A Notice of Inviting Bids was advertised on Planet Bids and posted on the City's website on February 25, 2026. The project plans and specifications were distributed to forty-four (44) prospective bidders and posted at three (3) building exchanges. Three (3) electronic bid proposals were received and publicly opened on March 31, 2026 with the bid amounts ranging from $8,800,000.00 to $10,356,939.20. W.M. Lyles Co. was determined to be the lowest responsive and responsible bidder

in the amount of $8,800,000.00. The bids will expire on June 3, 2026.

Staff recommends the City Council adopt a finding of Categorical Exemption, pursuant to Section 15301/Class 1 and 15302/Class 2 of the CEQA Guidelines; approve the Second Amendment to the Agreement with the Consultant in the amount not to exceed $207,758.00; award a Construction Contract to W.M. Lyles Co., of Fresno, California in the amount of $8,800,000.00 as the lowest responsive and responsible bidder; and authorize the Capital Projects Director or designee to sign the standardized Construction Contract on behalf of the City.

The Construction Contract is covered by the Community Workforce Agreement (or Project Labor Amendment, PLA), adopted by Council in September 2021. The contractor shall become signatory to the PLA by executing the Agreement to Be Bound.

The City Attorney's Office has reviewed and approved Environmental Assessment, the proposed Amendment, and the Standardized Construction Contract as to form.

ENVIRONMENTAL FINDINGS

Staff performed a preliminary environmental assessment of this Project and determined that it falls within the Categorical Exemptions set forth in CEQA Guidelines Section 15301/Class 1 and Section 15302/Class 2. The Project consists of minimal modification to the sludge handling system in the existing dewatering building at the City's Wastewater Treatment Plant and will have substantially the same purpose and capacity as the facility replaced, will be located on the same site, and will involve negligible expansion of existing use. Staff has determined that the Project qualifies for exemption from CEQA under CEQA Guidelines Section 15301/Class 1 and Section 15302/Class 2.

Furthermore, staff has determined that none of the exceptions to Categorical Exemptions set forth in CEQA Guidelines, Section 15300.2 apply to this Project. Staff recommend that Council, based upon its own independent judgment, adopt a finding of a Categorical Exemption, pursuant to Sections 15301/Class 1 and 15302/Class 2 of the CEQA Guidelines for the Project.

LOCAL PREFERENCE

W.M. Lyles Co. is a local business as defined by Fresno Municipal Code Section 4-108.

FISCAL IMPACT

The Project is located in Council District 3 and will have no impact to the General Fund. Funding for this Project is included in the Fiscal Year 2026 Capital Improvement Budget within the Wastewater Management Division's Wastewater Operating Fund.

Attachments:
Environmental Assessment
Second Amendment to Agreement
First Amendment to Agreement
Original Consultant Agreement
Formal Procurement Evaluation Form

Standard Contract
Vicinity Map
Location Map

CITY OF FRESNO
CATEGORICAL EXEMPTION
ENVIRONMENTAL ASSESSMENT

THE PROJECT DESCRIBED HEREIN IS DETERMINED TO BE CATEGORICALLY EXEMPT FROM THE PREPARATION OF ENVIRONMENTAL DOCUMENTS PURSUANT TO ARTICLE 19 OF THE STATE CEQA GUIDELINES.

APPLICANT: Patricia Diep, Project Manager
City of Fresno Capital Projects Department
747 R Street, 2nd Floor
Fresno, CA 93721

PROJECT LOCATION: Fresno-Clovis Regional Wastewater Reclamation Facility
(City of Fresno Council District 3)

PROJECT DESCRIPTION: The City of Fresno, Capital Projects Department is proposing to improve the existing dewatering cake (sludge) pump by replacing three existing cavity pumps with two piston cake pumps, installing three shaftless screw conveyors, one new sludge cake hopper, and modifying the cake piping at the Fresno-Clovis Regional Wastewater Reclamation Facility's (RWRF) Dewatering Building.

This project is exempt under Sections 15301/Class 1 and 15302/Class 2 of the California Environmental Quality Act (CEQA) Guidelines. None of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2 apply to this project.

EXPLANATION:

Class 1 exemptions, for projects pertaining to Existing Facilities, consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The key consideration is whether the project involves negligible or no expansion of use. Examples include but are not limited to: Existing facilities of publicly owned utilities used to provide electric power, natural gas, sewerage, or other public utility services; and restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood.

Class 2 exemptions, for projects involving Replacement or Reconstruction, consist of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. Examples include but are not limited to: Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of

capacity

The proposed project is consistent with the Class 1 and Class 2 exemptions because it will make minimal modifications to the sludge handling system in the existing dewatering building at the City's Wastewater Treatment Plant. The existing system has been experiencing operation and maintenance issues which require some improvements to be made to ensure reliability of the system by replacing three existing cavity pumps with two piston cake pumps, installing three shaftless screw conveyors, one new sludge cake hopper, and replacing the cake piping which will tie into the existing piping. These facilities will be located on the same site as the structures being replaced and will have substantially the same purpose and capacity as the structure replaced and will involve negligible expansion of existing use

None of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2 apply to this project.
CEQA Guidelines, Section 15300.2, Exceptions, identifies the following exceptions to using a categorical exemption. Based on an examination of the project and supporting information, the project would not result in any impacts to the environment that would cause an exception to applying the Class 1, Existing Facilities and Class 2, Replacement or Reconstruction, Categorical Exemptions, to the project, as described below.

(a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

Exception (a) does not apply because the project falls within the Class 1, Existing Facilities, and Class 2, Replacement or Reconstruction Categorical Exemptions.

(b) *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

Exception (b) does not apply. This project involves replacement of existing pumps, modifications of existing process piping and installation of cake dewatering appurtenances. All works are to be performed and completed inside the existing Dewatering Building at RWRF and will not cause cumulative impact to the environment because no similar projects in the same place are planned in the future. This is a discrete, one-time project to repair the existing infrastructure.

(c) *Significant Effects. A categorical exemption shall not be used for any activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

Exception (c) does not apply. The project involves the removal of the existing cavity pumps, installation of three shaftless cake conveyors, installation of piston pumps, modification of

existing cake piping and installation of screw feeder. The project is entirely located within the existing Regional Wastewater Reclamation Facility and is a standard type of repair and maintenance for these types of facilities. The project site is not in an unusual location that would result in significant effect on the environment.

(d) *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources within a highway officially designated as a state scenic highway.*

Exception (d) does not apply. The project is not located on or near any scenic highways. The nearest officially designated State scenic highway is a portion of Route 180 east of Sanger, CA, approximately 21 miles away from the Project site. The nearest eligible State scenic highway is a portion of State Route 168 in northeast Fresno, approximately 8.5 miles away from the Project site.

(e) *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

Exception (e) does not apply. There are no known hazardous waste sites located at the project location per the most recently published list on the Envirostor database compiled and published by the California Department of Toxic Substances Control.

(f) *Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

Exception (f) does not apply. There are no known historical resources located at this project location.

None of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines Section 15300.2 apply to this project. Furthermore, the proposed project is not expected to have a significant effect on the environment. Accordingly, a categorical exemption, as noted above, has been prepared for the project.

Date: May 21, 2026

Prepared By: Patricia Diep, PM
Project Manager

Submitted by:

Patricia Diep
Project Manager
City of Fresno
Capital Projects Department
(559) 621-8836

Docusign Envelope ID: A90AA381-4F34-44A8-97FB-747271B3F8F3

SECOND AMENDMENT TO AGREEMENT

THIS SECOND AMENDMENT TO CONSULTANT AGREEMENT (Amendment) effective as of _____ amends the Consultant Agreement (Agreement) between the CITY OF FRESNO a California municipal corporation (City), and Black & Veatch Corporation, a Delaware corporation (Consultant) entered into on November 16, 2023, to provide compensation for professional engineering services for Fresno-Clovis Regional Wastewater Reclamation Facility (RWRF) – Dewatering Cake Pump Improvements (Project).

RECITALS

WHEREAS, City and Consultant entered into an agreement, dated November 16, 2023 (Agreement), to provide professional engineering services for the design of the Dewatering Cake Pump Improvements at the Fresno-Clovis Regional Wastewater Reclamation Facility (Project) for a total fee not to exceed $587,686 paid on a time and materials basis, and a contingency amount not to exceed $50,000; and

WHEREAS, on May 30, 2025, the City and Consultant entered into a First Amendment to the Agreement to provide professional engineering services to change the structural anchorage of the Cake Pump System from the finished floor to a location requiring additional structural support, provide specifications for specialized hoisting equipment, and design additional improvements to the existing odor control system for an amount not to exceed $38,761, for a revised total contract value not to exceed $626,447 paid on a time and materials basis, with a remaining contingency amount not to exceed $11,239; and

WHEREAS, additional engineering services have become necessary to provide Engineering Services During Construction (ESDC) associated with modifications to the sludge handling system in the existing dewatering building at City's Wastewater Treatment Plant; and

WHEREAS, the City and the Consultant now desire to enter into this Second Amendment to the Agreement to increase the Scope of Work as set forth in Exhibit A, attached hereto, and increase monetary consideration in an amount not to exceed $207,758, paid on a time and materials basis in accordance with the schedule of fees contained in Exhibit B, attached hereto, increasing the total contract to an amount not to exceed $834,205 with a remaining contingency of $11,239.

WHEREAS, with entry into this Amendment, the CONSULTANT agrees it has no claim, demand, or dispute against the CITY.

Docusign Envelope ID: A90AA381-4F34-44A8-97FB-747271B3F8F3

AGREEMENT

NOW, THEREFORE, in consideration of the above recitals, which are contractual in nature, the mutual promises herein contained, and for other good and valuable consideration hereby acknowledged, the parties agree that the Agreement be amended as follows:

1. Consultant shall provide additional services as described in **Exhibit A**, attached hereto and incorporated herein by reference.

2. Consultant's sole compensation for satisfactory performance of all services required or rendered pursuant to this Amendment shall be increased by an amount not to exceed $207,758, paid on a time and materials basis in accordance with the schedule of fees contained in **Exhibit B** attached hereto and incorporated herein by reference, increasing the total contract to $834,205, with a remaining contingency of $11,239.

3. In the event of any conflict between the body of this Amendment and any exhibit or attachment hereto, the terms and conditions of the body of this Amendment shall control and take precedence over the terms and conditions expressed within the exhibit or attachment. Furthermore, any terms or conditions contained within any Exhibit or attachment hereto which purport to modify the allocation of risk between the two Parties, provided for within the body of this Amendment, shall be null and void.

4. Except as otherwise provided herein, the Agreement entered into by City and Consultant, dated November 16, 2023, remains in full force and effect.

[Signatures follow on the next page.]

Docusign Envelope ID: A90AA381-4F34-44A8-97FB-747271B3F8F3

IN WITNESS WHEREOF, the CITY and the CONSULTANT have executed this Amendment at Fresno, California, the day and year first above written.

CITY OF FRESNO,
A California municipal corporation

By: _____
FRANCISCO V. MAGOS II, PE, MBA, QSD
Assistant Director
Capital Projects Department

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: Signed by: Tricia Herrera 12/1/2025
6D03E4AD28E0466... Date
Tricia Herrera
Deputy City Attorney

ATTEST:
TODD STERMER, MMC
City Clerk

By: _____
Date
Deputy

Addresses:
CITY:
City of Fresno
Attention: Patricia Diep
Project Manger
747 R Street, Second Floor
Fresno, CA 93721

Black & Veatch Corporation, a Delaware Corporation

By: DocuSigned by: Andrea Bernica
5E519C2EA087441...

Name: Andrea Bernica

Title: Secretary
(If corporation or LLC., Board Chair, Pres, or Vice Pres.)

By: Signed by: Craig Lichty
3B7E7F8EB41D40E...

Name: Craig Lichty

Title: Vice President
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

REVIEWED BY:
Signed by: Sarah Lambeth
A27BFD22EED34AA...
Sarah J Lambeth
Senior Management Analyst
Capital Projects Department

Black & Veatch Corporation
Attention: David J. Carlson
Vice President
10995 Gold Center Dr, #100
Rancho Cordova, CA 95670

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Exhibit A

ADDITIONAL SCOPE OF SERVICES
Consultant Service Agreement between City of Fresno ("City") and Black & Veatch Corporation ("Consultant")

Fresno-Clovis Regional Wastewater Reclamation Facility (RWRF) – Dewatering Cake Pump Improvements

SCOPE OF WORK

The additional scope of services for ESDC will include:

1. Project Management

a. Pre-Construction Meeting
Consultant will attend the pre-construction meeting at the City's RWRF. Meeting will be attended by Consultant's Project Manager (PM) and Engineering Manager (EM). Consultant will prepare supporting documentation to discuss at the meeting.

b. Weekly Progress Meetings
The Consultant will attend a total of 36 1 hour, bi-weekly progress meetings; 1 meeting will be in person.

c. Monthly Reports / Invoicing
Monthly progress reports summarizing the status of the work will be prepared and submitted along with the monthly invoices. Progress reports will include a brief summary of each task that is completed during the reporting period, and summary of costs incurred during the period.

d. Project Administration, Document Log and File
This task includes project administration including coordination with the City and internal project team; scope, schedule and budget tracking; project documentation management, and project management activities.

2. Construction Phase Services

a. Review of Shop Drawings and Submittals
Shop drawings and other data submitted by the Contractor as required by the contract documents shall be reviewed by the Consultant. Review shall be for general conformity to the construction contract drawings and specifications for the Project. The budget for this task has been based on the review of 24 shop drawings submittals and 10 resubmittals. Submittal review comment sheets will be provided to the City in electronic format (Acrobat PDF files).

b. Review and Evaluate Requests for Information (RFIs)
The Consultant shall interpret the construction contract drawings and

Docusign Envelope ID: A90AA381-4F34-44A8-97FB-747271B3F8F3

specifications and respond to the City in writing to RFIs relating to the design. The budget for this task is based on review of 20 RFIs.

c. Prepare Design Changes
The Consultant shall prepare design changes, as required, to facilitate the project's construction. Design changes will be provided to the City in electronic format (Acrobat PDF files) for approval and transmittal to the Contractor. The budget for this task has been developed based on preparation of 1 design change.

d. Review and Evaluate Change Orders
The Consultant will participate as needed in review of time/cost of change orders, resulting from the issuance of design changes, as requested by the City. Recommendations shall be provided to the City regarding the validity and proposed cost associated with change order requests. A budget of 31 hours is included for this task.

e. Construction Site Visits
The Consultant shall conduct site visits on an as needed basis and witness testing as follows:

i. The PM and EM shall conduct periodic visits to the construction site to observe progress of the work and consult with the City and Contractor.

ii. Consultant will tour the construction site as needed. Site visits will be combined with in person meetings attended by the Consultant. Three 1-day site visits are included.

f. Coordination with City
Consultant will participate in phone call meetings with the City on an as-needed basis to discuss field progress, status of construction activities, and other miscellaneous project issues. A budget of 24 hours has been allotted for PM coordination with the City.

g. Equipment Startup and Commissioning Services
Consultant shall provide system start-up and commissioning services as follows:

i. Review startup plan for the dewatering cake pump improvements. A Budget of 8 hours has been allotted for this task.

ii. Consultant's engineer will participate in the startup discussions with the City and the Contractor as required. A Budget of 20 hours has been allotted for this task.

iii. Consultant shall be available by phone on an as needed basis to support the City through startup and commissioning. A Budget of 16 hours has been allotted for this task.

Docusign Envelope ID: A90AA381-4F34-44A8-97FB-747271B3F8F3

EXHIBIT B

SCHEDULE OF FEES	
Position	Hourly Rate
Project Director	$378
Project Manager	$378
Engineering Manager	$258
Civil Staff Engineer	$147
Senior Mechanical Engineer	$258
Staff Mechanical Engineer	$149
Senior Electrical Engineer	$268
Electrical Staff Engineer	$168
Senior I&C Engineer	$258
Staff I&C Engineer	$149
Senior Structural Engineer	$258
Staff Structural Engineer	$149
QA/QC	$300
BIM Coordinator	$211
CAD/BIM Technician	$147
Admin Staff	$105

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h. Record Drawings

Consultant will utilize the City provided red-lined set of drawings to prepare a Conformed to Construction Record Drawing set after review and acceptance by the City. One set of 24 x 36 hard copy drawings will be submitted along with AutoCAD and PDF electronic files. Record drawings will be completed by the Consultant at the end of the project upon receipt of red-line drawings from the City. The red-lines will include markups resulting from all RFIs, design changes, and field changes. Specifications will not be updated.

COMPENSATION

Second Amendment Compensation	
Task I – Project Management	$55,896.00
Task II – Construction Phase Services	$151,862.00
TOTAL PROFESSIONAL SERVICE FEE	$207,758.00
First Amendment Compensation	
Task I – Cake Pump Bin Structural Improvements	$31,047.00
Task II – Spyder Crane Specification Development	$1,529.00
Task III – Odor Control Ducting and Fan Improvements	$6,185.00
TOTAL PROFESSIONAL SERVICE FEE	$38,761.00
Original Contract Amount	
Original Contract Amount	$587,686.00
TOTAL PROFESSIONAL SERVICE FEE	$587,686.00
TOTAL AMENDED CONTRACT AMOUNT:	**$834,205.00**
	With a remaining contingency amount not to exceed **$11,239.00**

Docusign Envelope ID: DA0ECCE9-C3B2-4B6E-9500-0C525B71C01D

FIRST AMENDMENT TO AGREEMENT

THIS FIRST AMENDMENT TO AGREEMENT (Amendment) made and entered into as of this 30 day of May, 2025, amends the Agreement theretofore entered between the CITY OF FRESNO, a California municipal corporation (CITY), and Black & Veatch Corporation, a Delaware corporation, (CONSULTANT).

RECITALS

WHEREAS, City and Consultant entered into an agreement, dated November 16, 2023 (Agreement) to provide professional engineering services for the design of the Dewatering Cake Pump Improvements at the Fresno-Clovis Regional Wastewater Reclamation Facility (Project) for a total fee not to exceed $587,686, including a contingency amount of $50,000; and

WHEREAS, additional engineering services have become necessary to change the structural anchorage of the Cake Pump System from the finished floor to a location requiring additional structural support, provide specifications for specialized hoisting equipment, and design additional improvements to the existing odor control system; and

WHEREAS, the City and the Consultant now desire to enter into this First Amendment to the Agreement to modify the scope of work and increase monetary consideration for a fee not to exceed $38,761, paid on a time and materials basis in accordance with the schedule of fees contained in the Agreement, increasing the total contract to an amount not to exceed $626,447 with a remaining contingency of $11,239.

WHEREAS, with entry into this Amendment, the CONSULTANT agrees it has no claim, demand, or dispute against the CITY.

AGREEMENT

NOW, THEREFORE, in consideration of the above recitals, which are contractual in nature, the mutual promises herein contained, and for other good and valuable consideration hereby acknowledged, the parties agree that the Agreement be amended as follows:

1. Consultant shall provide additional services as described in **Attachment A**, attached hereto and incorporated herein by reference.

2. Consultant's sole compensation for satisfactory performance of all services required or rendered pursuant to this Amendment shall be an amount not to exceed Thirty-Eight Thousand Seven Hundred Sixty-One Dollars ($38,761), paid on a time and materials basis.

3. In the event of any conflict between the body of this Amendment and any exhibit or attachment hereto, the terms and conditions of the body of this Amendment shall control and take precedence over the terms and conditions expressed within the exhibit or attachment. Furthermore, any terms or conditions contained within any exhibit or attachment hereto which purport to modify the allocation of risk between the parties, provided for within the body of this Amendment, shall be null and void.

4. Except as otherwise provided herein, the Agreement entered into by City and Consultant, dated November 16, 2023, remains in full force and effect.

Docusign Envelope ID: DA0ECCE9-C3B2-4B6E-9500-0C525B71C01D

IN WITNESS WHEREOF, the CITY and the CONSULTANT have executed this Amendment at Fresno, California, the day and year first above written.

CITY OF FRESNO,
a California municipal corporation

Signed by:
By: 5/30/2025
850A51DB3DD42F...
Brock D. Buche, PE, PLS,
Director of Public Utilities

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

Signed by:
By: Daniel E. Casas 4/7/2025
8CA222CC4A66409...
Daniel E. Casas Date
Senior Deputy City Attorney

ATTEST:
TODD STERMER, MMC
City Clerk

Signed by:
By: Tina M. Your 5/30/2025
CAB3857983E04B4...
Deputy Date
Tina M. Your

Black & Veatch Corporation,
a Delaware corporation

Signed by:
By: David J. Carlson 4/4/2025
08499C99504B4C3...

Name: David J. Carlson

Title: Vice President
(If corporation or LLC., Board Chair, Pres. Or Vice Pres.)

DocuSigned by:
By: Andrea Bernica 4/7/2025
5E510C2EA087441...

Name: Andrea Bernica

Title: Assistant Secretary
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

Attachment:
Attachment A – Additional Scope of Services

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Attachment A

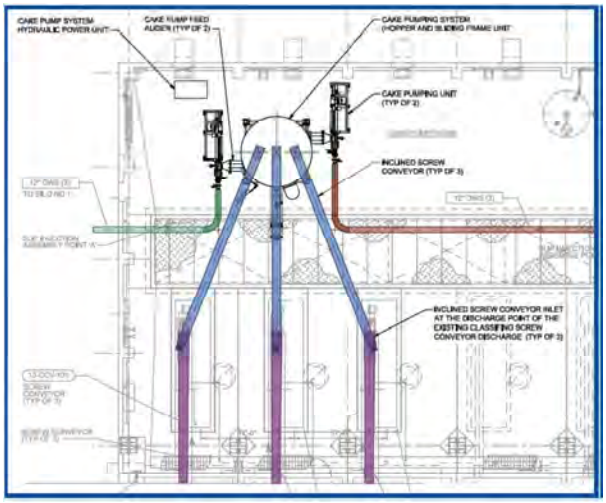
ADDITIONAL SCOPE OF SERVICES
Consultant Service Agreement between City of Fresno ("City")
and Black & Veatch Corporation ("Consultant")
Dewatering Cake Pump Improvements at the Fresno/Clovis Regional Wastewater Reclamation Facility

The following tasks were not included in the original scope of work:

(1) Cake Pump Bin Structural Design
(2) Spyder Crane Specification Development
(3) Odor Control Ducting and Fan Improvements.

1. Cake Pump Bin Structural Design

The original scope of work and estimated level of effort assumed that all equipment would be anchored to the finished floor, and that the Cake Pump Bin would be located adjacent to the east wall of the building as shown in the following figure:



During the kickoff meeting, City staff requested that the Cake Pump Bin be located closer to the centrifuge room to avoid placement in front of the rollup door.

The following tasks were performed in addition to the originally scoped work to complete the structural design:

(1) Evaluation of the structural support system over the existing pipe trench. This required that the structural support slab be modeled which involved inputting the structural systems into a structural analysis modeling system which was an iterative process of working through the design slab and reinforcing details with the analysis tool to optimize the design with the structural and seismic loading. This process

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required that the details of the design be input into a nodal analysis software tool that assists in the analysis and evaluation of the design. The output from the software required additional QC along with the input from senior structural engineers to ensure proper transfer of the loads to the existing facility.

(2) Design of the structural support system over the existing pipe trench using the data acquired from the analysis modeling system and nodal analysis software.

(3) Addition of the new structural details to the Plans, designed via computer aided design (CAD).

(4) Addition of new technical details added to the specifications

2. Spyder Crane Specification

As discussed in progress meetings the decision to include a portable Spyder Crane for maintenance of the equipment was decided to be appropriate for the project. Using a Spyder Crane to service the new equipment eliminates the need for an overhead bridge crane, and it can also be used to service equipment in other process areas at the RWRF.

The following tasks were performed in addition to the originally scoped work to complete the spyder crane specification:

(1) Research of the appropriate sized unit.

(2) Prepared specification for specified Spyder Crane unit.

3. Odor Control Ducting and Fan Improvements

Due to the larger volume of the cake bin from that of the existing systems, and the additional volume of the additional conveyors, a new fan and foul air collection system needed to be provided to pull air from the equipment and push it to the existing foul air ducting system.

The following tasks were performed in addition to the originally scoped work to complete the odor control design:

(1) Performed additional design calculations to determine the appropriate sized fan to be added to the existing odor control system.

(2) Addition of the new fan details to the Plans, designed via CAD.

(3) Addition of new technical details added to the specifications.

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COMPENSATION

First Amendment Compensation

Task I - Cake Pump Bin Structural Improvements	$31,047.00
Task II - Spyder Crane Specification Development	$1,529.00
Task III - Odor Control Ducting and Fan Improvements	$6,185.00
TOTAL PROFESSIONAL SERVICE FEE	$38,761.00

Original Contract Amount

Professional services fee per original contract	$587,686.00
TOTAL PROFESSIONAL SERVICE FEE	$587,686.00

TOTAL AMENDED CONTRACT AMOUNT: **$626,447.00**

With a remaining contingency amount not to exceed $11,239.00

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AGREEMENT
CITY OF FRESNO, CALIFORNIA
CONSULTANT SERVICES

This Agreement is made and entered into effective November 16, 2023, by and between the CITY OF FRESNO, a California municipal corporation (City), and BLACK & VEATCH CORPORATION, a Delaware Corporation (Consultant).

RECITALS

WHEREAS, the City desires to obtain professional engineering design services for Dewatering Cake Pump Improvements at the Fresno-Clovis Regional Wastewater Reclamation Facility (Project); and

WHEREAS, the Consultant is engaged in the business of furnishing services as a professional engineering design firm and hereby represents that it desires to and is professionally and legally capable of performing the services called for by this Agreement; and

WHEREAS, the Consultant acknowledges that this Agreement is subject to the requirements of Fresno Municipal Code Section 4-107 and Administrative Order No. 6-19; and

WHEREAS, this Agreement will be administered for the City by its Director of Public Utilities (Director) or designee.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing and of the covenants, conditions, and promises hereinafter contained to be kept and performed by the respective parties, it is mutually agreed as follows:

1. Scope of Services. The Consultant shall perform to the satisfaction of the City the services described in **Exhibit A**, including all work incidental to, or necessary to perform, such services even though not specifically described in **Exhibit A**.

2. Term of Agreement and Time for Performance. This Agreement shall be effective from the date first set forth above and shall continue in full force and effect through the earlier of complete rendition of the services hereunder or December 31, 2028, subject to any earlier termination in accordance with this Agreement. The services of the Consultant as described in **Exhibit A** are to commence upon the City's issuance of a written "Notice to Proceed." Work shall be undertaken and completed in a sequence assuring expeditious completion.

3. Compensation.

(a) The Consultant's sole compensation for satisfactory performance of all services required or rendered pursuant to this Agreement shall be a total fee not to exceed Five Hundred Eighty-Seven Thousand Six Hundred Eighty-Six Dollars ($587,686.00), paid on a time and materials basis in accordance with the schedule of fees contained in **Exhibit A**, and a contingency amount not to exceed Fifty Thousand Dollars ($50,000.00) for any additional work rendered pursuant to Subsection (c) below and authorized in writing by the Director.

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(b) Detailed statements shall be rendered monthly and will be payable in the normal course of City business. The City shall not be obligated to reimburse any expense for which it has not received a detailed invoice with applicable copies of representative and identifiable receipts or records substantiating such expense.

(c) The parties may modify this Agreement to increase or decrease the scope of services or provide for the rendition of services not required by this Agreement, which modification shall include an adjustment to the Consultant's compensation. Any change in the scope of services must be made by written amendment to the Agreement signed by an authorized representative for each party. The Consultant shall not be entitled to any additional compensation if services are performed prior to a signed written amendment.

4. Termination, Remedies, and Force Majeure.

(a) This Agreement shall terminate without any liability of the City to the Consultant upon the earlier of: (i) the Consultant's filing for protection under the federal bankruptcy laws, or any bankruptcy petition or petition for receiver commenced by a third party against the Consultant; (ii) seven calendar days prior written notice with or without cause by the City to the Consultant; (iii) the City's non-appropriation of funds sufficient to meet its obligations hereunder during any City fiscal year of this Agreement, or insufficient funding for the Project; or (iv) expiration of this Agreement.

(b) Immediately upon any termination or expiration of this Agreement, the Consultant shall (i) immediately stop all work hereunder; (ii) immediately cause any and all of its subcontractors to cease work; and (iii) return to the City any and all unearned payments and all properties and materials in the possession of the Consultant that are owned by the City. Subject to the terms of this Agreement, the Consultant shall be paid compensation for services satisfactorily performed prior to the effective date of termination. The Consultant shall not be paid for any work or services performed or costs incurred which reasonably could have been avoided.

(c) In the event of termination due to failure of the Consultant to satisfactorily perform in accordance with the terms of this Agreement, the City may withhold an amount that would otherwise be payable as an offset to, but not in excess of, the City's damages caused by such failure. In no event shall any payment by the City pursuant to this Agreement constitute a waiver by the City of any breach of this Agreement which may then exist on the part of the Consultant, nor shall such payment impair or prejudice any remedy available to the City with respect to the breach.

(d) Upon any breach of this Agreement by the Consultant, the City may (i) exercise any right, remedy (in contract, law or equity), or privilege which may be available to it under applicable laws of the State of California or any other applicable law; (ii) proceed by appropriate court action to enforce the terms of the Agreement; and/or (iii) recover all damages for the breach of the Agreement. If it is determined that the City improperly terminated this Agreement for default, such termination shall be deemed a termination for convenience.

(e) The Consultant shall provide the City with adequate written assurances of future performance, upon Director's request, in the event the Consultant fails to comply with any terms or conditions of this Agreement.

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(f) The Consultant shall be liable for default unless nonperformance is caused by an occurrence beyond the reasonable control of the Consultant and without its fault or negligence such as, acts of God or the public enemy, acts of the City in its contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, unusually severe weather, and delays of common carriers. The Consultant shall notify Director in writing as soon as it is reasonably possible after the commencement of any excusable delay, setting forth the full particulars in connection therewith, and shall remedy such occurrence with all reasonable dispatch, and shall promptly give written notice to Director of the cessation of such occurrence.

5. Confidential Information, Ownership of Documents and Copyright License.

(a) Any reports, information, or other data prepared or assembled by the Consultant pursuant to this Agreement shall not be made available to any individual or organization by the Consultant without the prior written approval of the City. During the term of this Agreement, and thereafter, the Consultant shall not, without the prior written consent of the City, disclose to anyone any Confidential Information. The term Confidential Information for the purposes of this Agreement shall include all proprietary and confidential information of the City, including but not limited to business plans, marketing plans, financial information, designs, drawings, specifications, materials, compilations, documents, instruments, models, source or object codes and other information disclosed or submitted, orally, in writing, or by any other medium or media. All Confidential Information shall be and remain confidential and proprietary in the City.

(b) Any and all original sketches, pencil tracings of working drawings, plans, computations, specifications, computer disk files, writings and other documents prepared or provided by the Consultant pursuant to this Agreement are the property of the City at the time of preparation and shall be turned over to the City upon expiration or termination of the Agreement or default by the Consultant. The Consultant grants the City a copyright license to use such drawings and writings. The Consultant shall not permit the reproduction or use thereof by any other person except as otherwise expressly provided herein. The City may modify the design including any drawings or writings. Any use by the City of the aforesaid sketches, tracings, plans, computations, specifications, computer disk files, writings and other documents in completed form as to other projects or extensions of this Project, or in uncompleted form, without specific written verification by the Consultant will be at the City's sole risk and without liability or legal exposure to the Consultant. The Consultant may keep a copy of all drawings and specifications for its sole and exclusive use.

(c) If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall cause each subcontractor to also comply with the requirements of this Section 5.

(d) This Section 5 shall survive expiration or termination of this Agreement.

6. Professional Skill. It is further mutually understood and agreed by and between the parties hereto that inasmuch as the Consultant represents to the City that the Consultant and its subcontractors, if any, are skilled in the profession and shall perform in accordance with the standards of said profession necessary to perform the services agreed to be done by it under this Agreement, the City relies upon the skill of the

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Consultant and any subcontractors to do and perform such services in a skillful manner and the Consultant agrees to thus perform the services and require the same of any subcontractors. Therefore, any acceptance of such services by the City shall not operate as a release of the Consultant or any subcontractors from said professional standards.

Consultant shall have no liability for defects in the services provided under this Agreement attributable to CONSULTANT'S reliance upon or use of data, design criteria, drawings, specifications, or other information furnished by City or third parties retained by City.

7. Indemnification. To the furthest extent allowed by law including California Civil Code section 2782.8, the Consultant shall indemnify, hold harmless and defend the City and each of its officers, officials, employees, agents, and volunteers from any and all loss, liability, fines, penalties, forfeitures, costs and damages (whether in contract, tort or strict liability, including but not limited to personal injury, death at any time and property damage), and from any and all claims, demands and actions in law or equity (including reasonable attorney's fees, litigation expenses, and costs to enforce this agreement) that arise out of, pertain to, or relate to the negligence, recklessness or willful misconduct of the Consultant, its principals, officers, employees, agents, or volunteers in the performance of this Agreement.

If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall require each subcontractor to indemnify, hold harmless and defend the City and each of its officers, officials, employees, agents and volunteers in accordance with the terms of the preceding paragraph.

This section shall survive termination or expiration of this Agreement.

8. Insurance.

(a) Throughout the life of this Agreement, the Consultant shall pay for and maintain in full force and effect all insurance as required in **Exhibit B**, which is incorporated into and part of this Agreement, with an insurance company(ies) either (i) admitted by the California Insurance Commissioner to do business in the State of California and rated no less than "A-VII" in the Best's Insurance Rating Guide, or (ii) as may be authorized in writing by the City's Risk Manager or designee at any time and in its sole discretion. The required policies of insurance as stated in Exhibit B shall maintain limits of liability of not less than those amounts stated therein. However, the insurance limits available to the City, its officers, officials, employees, agents and volunteers as additional insureds, shall be the greater of the limits specified therein or the full limit of any insurance proceeds to the named insured.

(b) If at any time during the life of the Agreement or any extension, the Consultant or any of its subcontractors/sub-consultants fail to maintain any required insurance in full force and effect, all services and work under this Agreement shall be discontinued immediately, and all payments due or that become due to the Consultant shall be withheld until notice is received by the City that the required insurance has been restored to full force and effect and that the premiums therefore have been paid for a period satisfactory to the City. Any failure to maintain the required insurance shall be sufficient cause for the City to terminate this Agreement. No action taken by the City pursuant to this section shall in any way relieve the Consultant of its responsibilities under this Agreement. The phrase "fail to maintain any required insurance" shall include,

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without limitation, notification received by the City that an insurer has commenced proceedings, or has had proceedings commenced against it, indicating that the insurer is insolvent.

(c) The fact that insurance is obtained by the Consultant shall not be deemed to release or diminish the liability of the Consultant, including, without limitation, liability under the indemnity provisions of this Agreement. The duty to indemnify the City shall apply to all claims and liability regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by the Consultant. Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of the Consultant, its principals, officers, agents, employees, persons under the supervision of the Consultant, vendors, suppliers, invitees, consultants, sub-consultants, subcontractors, or anyone employed directly or indirectly by any of them.

(d) If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall require each subcontractor/sub-consultant to provide insurance protection, as an additional insured, to the City and each of its officers, officials, employees, agents and volunteers in accordance with the terms of this section, except that any required certificates and applicable endorsements shall be on file with the Consultant and the City prior to the commencement of any services by the subcontractor. The Consultant and any subcontractor/sub-consultant shall establish additional insured status for the City, its officers, officials, employees, agents and volunteers by using Insurance Service Office (ISO) Form CG 20 10 11 85 or both CG 20 10 04 13 and CG 20 37 04 13 or by an executed manuscript company endorsement providing additional insured status as broad as that contained in ISO Form CG 20 10 11 85.

9. Conflict of Interest and Non-Solicitation.

(a) Prior to the City's execution of this Agreement, the Consultant shall complete a City of Fresno conflict of interest disclosure statement in the form as set forth in **Exhibit C**. During the term of this Agreement, the Consultant shall have the obligation and duty to immediately notify the City in writing of any change to the information provided by the Consultant in such statement.

(b) The Consultant shall comply, and require its subcontractors to comply, with all applicable (i) professional canons and requirements governing avoidance of impermissible client conflicts; and (ii) federal, state and local conflict of interest laws and regulations including, without limitation, California Government Code Section 1090 et. seq., the California Political Reform Act (California Government Code Section 87100 et. seq.), the regulations of the Fair Political Practices Commission concerning disclosure and disqualification (2 California Code of Regulations Section 18700 et. seq.) and Section 4-112 of the Fresno Municipal Code (Ineligibility to Compete). At any time, upon written request of the City, the Consultant shall provide a written opinion of its legal counsel and that of any subcontractor that, after a due diligent inquiry, the Consultant and the respective subcontractor(s) are in full compliance with all laws and regulations. The Consultant shall take, and require its subcontractors to take, reasonable steps to avoid any appearance of a conflict of interest. Upon discovery of any facts giving rise to the appearance of a conflict of interest, the Consultant shall immediately notify the City of

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these facts in writing.

(c) In performing the work or services to be provided hereunder, the Consultant shall not employ or retain the services of any person while such person either is employed by the City or is a member of any City council, commission, board, committee, or similar City body. This requirement may be waived in writing by the City Manager, if no actual or potential conflict is involved.

(d) The Consultant represents and warrants that it has not paid or agreed to pay any compensation, contingent or otherwise, direct or indirect, to solicit or procure this Agreement or any rights/benefits hereunder.

(e) Neither the Consultant, nor any of the Consultant's subcontractors performing any services on this Project, shall bid for, assist anyone in the preparation of a bid for, or perform any services pursuant to, any other contract in connection with this Project. The Consultant and any of its subcontractors shall have no interest, direct or indirect, in any other contract with a third party in connection with this Project unless such interest is in accordance with all applicable law and fully disclosed to and approved by the City Manager, in advance and in writing.

(f) If the Consultant should subcontract all or any portion of the work to be performed or services to be provided under this Agreement, the Consultant shall include the provisions of this Section 9 in each subcontract and require its subcontractors to comply therewith.

(g) This Section 9 shall survive expiration or termination of this Agreement.

10. Recycling Program. In the event the Consultant maintains an office or operates a facility(ies), or is required herein to maintain or operate same, within the incorporated limits of the City of Fresno, the Consultant at its sole cost and expense shall:

(a) Immediately establish and maintain a viable and ongoing recycling program, approved by the City's Solid Waste Management Division, for each office and facility. Literature describing the City recycling programs is available from the City's Solid Waste Management Division and by calling the City of Fresno Recycling Hotline at (559) 621-1111.

(b) Immediately contact the City's Solid Waste Management Division at (559) 621-1452 and schedule a free waste audit, and cooperate with such Division in their conduct of the audit for each office and facility.

(c) Cooperate with and demonstrate to the satisfaction of the City's Solid Waste Management Division the establishment of the recycling program in paragraph (a) above and the ongoing maintenance thereof.

11. General Terms.

(a) Except as otherwise provided by law, all notices expressly required of the City within the body of this Agreement, and not otherwise specifically provided for, shall be effective only if signed by the Director or designee.

(b) Records of the Consultant's expenses pertaining to the Project shall be kept on a generally recognized accounting basis and shall be available to the City or

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its authorized representatives upon request during regular business hours throughout the life of this Agreement and for a period of three years after final payment or, if longer, for any period required by law. In addition, all books, documents, papers, and records of the Consultant pertaining to the Project shall be available for the purpose of making audits, examinations, excerpts, and transcriptions for the same period of time. If any litigation, claim, negotiations, audit or other action is commenced before the expiration of said time period, all records shall be retained and made available to the City until such action is resolved, or until the end of said time period whichever shall later occur. If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall cause each subcontractor to also comply with the requirements of this paragraph. This Section 11(b) shall survive expiration or termination of this Agreement.

(c) Prior to execution of this Agreement by the City, the Consultant shall have provided evidence to the City that the Consultant is licensed to perform the services called for by this Agreement (or that no license is required). If the Consultant should subcontract all or any portion of the work or services to be performed under this Agreement, the Consultant shall require each subcontractor to provide evidence to the City that subcontractor is licensed to perform the services called for by this Agreement (or that no license is required) before beginning work.

12. Nondiscrimination. To the extent required by controlling federal, state and local law, the Consultant shall not employ discriminatory practices in the provision of services, employment of personnel, or in any other respect on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era. Subject to the foregoing and during the performance of this Agreement, the Consultant agrees as follows:

(a) The Consultant will comply with all applicable laws and regulations providing that no person shall, on the grounds of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity made possible by or resulting from this Agreement.

(b) The Consultant will not discriminate against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era. The Consultant shall ensure that applicants are employed, and the employees are treated during employment, without regard to their race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era. Such requirement shall apply to the Consultant's employment practices including, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Consultant agrees to post in conspicuous places, available to employees and applicants for employment, notices

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setting forth the provision of this nondiscrimination clause.

(c) The Consultant will, in all solicitations or advertisements for employees placed by or on behalf of the Consultant in pursuit hereof, state that all qualified applicants will receive consideration for employment without regard to race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era.

(d) The Consultant will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice advising such labor union or workers' representatives of the Consultant's commitment under this section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(e) If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall cause each subcontractor to also comply with the requirements of this Section 12.

13. Independent Contractor.

(a) In the furnishing of the services provided for herein, the Consultant is acting solely as an independent contractor. Neither the Consultant, nor any of its officers, agents or employees shall be deemed an officer, agent, employee, joint venturer, partner or associate of the City for any purpose. The City shall have no right to control or supervise or direct the manner or method by which the Consultant shall perform its work and functions. However, the City shall retain the right to administer this Agreement so as to verify that the Consultant is performing its obligations in accordance with the terms and conditions thereof.

(b) This Agreement does not evidence a partnership or joint venture between the Consultant and the City. The Consultant shall have no authority to bind the City absent the City's express written consent. Except to the extent otherwise provided in this Agreement, the Consultant shall bear its own costs and expenses in pursuit thereof.

(c) Because of its status as an independent contractor, the Consultant and its officers, agents and employees shall have absolutely no right to employment rights and benefits available to City employees. The Consultant shall be solely liable and responsible for all payroll and tax withholding and for providing to, or on behalf of, its employees all employee benefits including, without limitation, health, welfare and retirement benefits. In addition, together with its other obligations under this Agreement, the Consultant shall be solely responsible**,** indemnify, defend and save the City harmless from all matters relating to employment and tax withholding for and payment of the Consultant's employees, including, without limitation, (i) compliance with Social Security and unemployment insurance withholding, payment of workers' compensation benefits, and all other laws and regulations governing matters of employee withholding, taxes and payment; and (ii) any claim of right or interest in the City employment benefits, entitlements, programs and/or funds offered employees of the City whether arising by reason of any common law, de facto, leased, or co-employee rights or other theory**.** It is acknowledged that during the term of this Agreement, the Consultant may be providing services to others unrelated to the City or to this Agreement.

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14. Notices. Any notice required or intended to be given to either party under the terms of this Agreement shall be in writing and shall be deemed to be duly given if delivered personally, transmitted by facsimile followed by telephone confirmation of receipt, or sent by United States registered or certified mail, with postage prepaid, return receipt requested, addressed to the party to which notice is to be given at the party's address set forth on the signature page of this Agreement or at such other address as the parties may from time to time designate by written notice. Notices served by United States mail in the manner above described shall be deemed sufficiently served or given at the time of the mailing thereof.

15. Binding. Subject to Section 16, below, once this Agreement is signed by all parties, it shall be binding upon, and shall inure to the benefit of, all parties, and each parties' respective heirs, successors, assigns, transferees, agents, servants, employees, and representatives.

16. Assignment.

(a) This Agreement is personal to the Consultant and there shall be no assignment by the Consultant of its rights or obligations under this Agreement without the prior written approval of the City Manager or designee. Any attempted assignment by the Consultant, its successors or assigns, shall be null and void unless approved in writing by the City Manager or designee.

(b) The Consultant hereby agrees not to assign the payment of any monies due the Consultant from the City under the terms of this Agreement to any other individual(s), corporation(s) or entity(ies). The City retains the right to pay any and all monies due the Consultant directly to the Consultant.

17. Compliance With Law. In providing the services required under this Agreement, the Consultant shall at all times comply with all applicable laws of the United States, the State of California and the City, and with all applicable regulations promulgated by federal, state, regional, or local administrative and regulatory agencies, now in force and as they may be enacted, issued, or amended during the term of this Agreement.

18. Waiver. The waiver by either party of a breach by the other of any provision of this Agreement shall not constitute a continuing waiver or a waiver of any subsequent breach of either the same or a different provision of this Agreement. No provisions of this Agreement may be waived unless in writing and signed by all parties to this Agreement. Waiver of any one provision herein shall not be deemed to be a waiver of any other provision herein.

19. Governing Law and Venue. This Agreement shall be governed by, and construed and enforced in accordance with, the laws of the State of California, excluding, however, any conflict of laws rule which would apply the law of another jurisdiction. Venue for purposes of the filing of any action regarding the enforcement or interpretation of this Agreement and any rights and duties hereunder shall be Fresno County, California.

20. Headings. The section headings in this Agreement are for convenience and reference only and shall not be construed or held in any way to explain, modify or add to the interpretation or meaning of the provisions of this Agreement.

21. Severability. The provisions of this Agreement are severable. The

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invalidity, or unenforceability of any one provision in this Agreement shall not affect the other provisions.

22. Interpretation. The parties acknowledge that this Agreement in its final form is the result of the combined efforts of the parties and that, should any provision of this Agreement be found to be ambiguous in any way, such ambiguity shall not be resolved by construing this Agreement in favor of or against either party, but rather by construing the terms in accordance with their generally accepted meaning.

23. Attorney's Fees. If either party is required to commence any proceeding or legal action to enforce or interpret any term, covenant or condition of this Agreement, the prevailing party in such proceeding or action shall be entitled to recover from the other party its reasonable attorney's fees and legal expenses.

24. Exhibits. Each exhibit and attachment referenced in this Agreement is, by the reference, incorporated into and made a part of this Agreement.

25. Precedence of Documents. In the event of any conflict between the body of this Agreement and any exhibit or attachment hereto, the terms and conditions of the body of this Agreement shall control and take precedence over the terms and conditions expressed within the exhibit or attachment. Furthermore, any terms or conditions contained within any exhibit or attachment hereto which purport to modify the allocation of risk between the parties, provided for within the body of this Agreement, shall be null and void.

26. Cumulative Remedies. No remedy or election hereunder shall be deemed exclusive but shall, wherever possible, be cumulative with all other remedies at law or in equity.

27. No Third Party Beneficiaries. The rights, interests, duties and obligations defined within this Agreement are intended for the specific parties hereto as identified in the preamble of this Agreement. Notwithstanding anything stated to the contrary in this Agreement, it is not intended that any rights or interests in this Agreement benefit or flow to the interest of any third parties.

28. Extent of Agreement. Each party acknowledges that they have read and fully understand the contents of this Agreement. This Agreement represents the entire and integrated agreement between the parties with respect to the subject matter hereof and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be modified only by written instrument duly authorized and executed by both the City and the Consultant.

29. The City Manager, or designee, is hereby authorized and directed to execute and implement this Agreement. The previous sentence is not intended to delegate any authority to the City Manager to administer the Agreement, any delegation of authority must be expressly included in the Agreement.

30. Opinion of Cost: Since Consultant has no control over the cost of labor, materials, or equipment furnished by others not under contract to Engineer, or over the resources provided by others not under contract to Consultant to meet Project schedules, Consultant’s opinion of probable costs and of project schedules for construction shall be made on the basis of experience and qualifications as a professional engineer. Consultant does not guarantee the proposals, bids, or actual Project costs will not vary from

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Consultant's opinions of probable cost or that actual schedules will not vary from Consultant's projected schedules.

31. Construction Means and Methods: Consultant shall not be responsible for: (1) construction means, methods, techniques, sequences, procedures, or safety precautions and programs in connection with the Project; (2) the failure of any contractor, sub-contractor, vendor, or other Project participant, not under contract to Engineer, to fulfill contractual responsibilities to the City or comply with federal, state, or local laws, regulations, and codes; or (3) procuring permits, certificates, and licenses required for any construction unless such responsibilities are specifically assigned to Consultant in Exhibit A, Scope of Services.

[Signatures follow on the next page.]

IN WITNESS WHEREOF, the parties have executed this Agreement at Fresno, California, the day and year first above written.

CITY OF FRESNO,
a California municipal corporation

DocuSigned by:
By: _____ 11/17/2023
Brock D. Buche, PE, PLS,
Director
Department of Public Utilities

ATTEST:
TODD STERMER, CMC
City Clerk

DocuSigned by:
By: Tina M Your 11/17/2023
2F1BC57F778C4E1...
Tina M Your
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

DocuSigned by:
By: Brandon Collet 10/31/2023
1CFC5444CAA64DB...
Date
Senior /Deputy City Attorney

DocuSigned by:
By: Sarah Aguila 10/27/2023
72CBAB1ABE984D7...
Sarah Aguila
Supervising Engineering Technician
Department of Public Utilities

REVIEWED BY:

DocuSigned by:
_____ 10/27/2023
Peter A. Maraccini, PE, Ph.D.
Licensed Engineer Manager
Department of Public Utilities

Addresses:

CITY:
City of Fresno
Attention: Sarah Aguila,
Supervising Engineering Technician
1626 E Street
Fresno, CA 93706
Phone: (559) 621-1615
E-mail: sarah.aguila@fresno.gov

BLACK & VEATCH CORPORATION,
a Delaware Corporation

DocuSigned by:
By: David J. Carlson 10/30/2023
8C2EFBC6E9A8469...
Name: David J. Carlson

Title: Vice President
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

DocuSigned by:
By: _____ 10/31/2023
26FD646C9B904BF...
Name: Timothy W. Triplett

Title: Secretary
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

Any Applicable Professional License:
Number: _____
Name: _____
Date of Issuance: _____

CONSULTANT:
Black & Veatch Corporation
Attention: David J. Carlson,
Vice President
10995 Gold Center Drive, Suite 100
Rancho Cordova, CA 95677
Phone: (916) 858-2424
E-mail: CarlsonDJ@bv.com

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Attachments:

1. Exhibit A - Scope of Services
2. Exhibit B - Insurance Requirements
3. Exhibit C - Conflict of Interest Disclosure Form

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EXHIBIT A

SCOPE OF SERVICES
Consultant Service Agreement between City of Fresno (City) and Black & Veatch Corporation (Consultant)
Dewatering Cake Pump Improvements at the Fresno/Clovis Regional Wastewater Reclamation Facility

I. Summary

Provide professional engineering services to the City of Fresno (City) for design, bid phase, and construction phase services associated with modifications to the sludge handling system in the existing dewatering building at City's Wastewater Treatment Plant. This Scope of Work consists of preparing preliminary and detailed design, bid phase, and construction phase services including creating drawings and specifications for the project for bidding the work to a single general contractor.

II. Project Description

Background

Black & Veatch performed a sludge handling system alternatives evaluation in July 2016 for the City. City's existing dewatering system consists of a centrifuge dewatering system, which has three centrifuges that dewater solids that are conveyed to progressing cavity pumps via screw conveyors. The progressing cavity pumps convey dewatered sludge to the cake silos for truck hauling offsite. Each centrifuge has a dedicated screw conveyor and a dedicated progressing cavity pump. This existing system has been experiencing operation and maintenance issues. Malfunction of any one component in a dedicated train of centrifuge/conveyor/pump essentially would take the entire train down as there is no flexibility in the current design. The evaluation focused on determining the suitability of continued use of the existing system and identifying improvements needed to the existing system. The evaluation focused on the review of alternative sludge transport system, taking into account the existing facility configuration and planned expansion of the centrifuge dewatering system.

Selected Alternative

Four alternatives were evaluated as part of the evaluation and Alternative 1B from the Black & Veatch technical memorandum was selected.

Alternative 1B – Inclined screw conveyors to piston cake pumps.

- Demolition of the existing Moyno progressing cavity pumps. This work would need to be sequenced to allow continued use of the dewatering and transport system.
- Installation of three new screw conveyors to collect sludge conveyed by existing screw conveyors to a central sludge cake pumping system hopper. The conveyors supports will be specified to be designed by the vendor. Conveyors are assumed to be shaftless.

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- The hopper will include a hydraulically driven sliding frame bottom, two screw auger feeders and two hydraulic piston driven pumps. Each piston pump will be dedicated to conveying sludge cake to either Silo 1 or Silo 2.
- Sludge Piping modifications

Other Assumptions

- Black & Veatch will use the City provided AutoCAD or to scale PDF as-built drawings for drawings development.
- Survey work is not anticipated and is not included.
- It is assumed that the City will provide consolidated and reconciled review comments of the design review in one single table.
- No geotechnical investigations will be performed. The City will provide the previous geotechnical reports for Black & Veatch's design use.
- No security, access control, fire alarm, voice communication, or lightning protection equipment will be provided.
- It is assumed that environmental review will not be required.
- It is assumed that permitting will not be required.
- Black & Veatch standards and practices will be used.
- It is assumed that the equipment pads will be anchored into the existing slab of the Dewatering Building by adhesive dowels.
- It is assumed that no HVAC modifications are needed to the existing facility.
- The revised process equipment is assumed to require non-potable water supply piping modifications. All work will be shown on shared mechanical process drawings.
- The building water pressure available is expected to be in the range of 50-70 psig. No water booster system design is planned.

III. Scope of Work

TASK 1 – PROJECT MANAGEMENT

This task will include project setup, administration, coordination with the City, and managing scope schedule and budget. Black & Veatch PM will provide a monthly update on the project via conference call. The following meetings and calls are included:

- Kickoff meeting by PM and Engineer
- BDR and 30% Design Review Meeting by PM and Engineer
- 60% Design Review Meeting by PM and Engineer
- 90% Design Review Meeting by PM and Engineer
- Site Visits – As part of the detailed design, four site visits are included by PM and Engineer. These will be scheduled with the design review meetings and kickoff meetings
- Progress Status Conference Calls Black & Veatch will hold informal conference calls

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with the City to provide progress status and discuss project design related items.

DELIVERABLES:

- An agenda, and meeting minutes will be prepared for the kickoff and design review meetings and distributed to all attendees in PDF format.

TASK 2 – DETAILED DESIGN

Task 2.1 – Basis of Design Report and 30% Design

A basis of design report (BDR) will be prepared documenting the following:

- Project Overview
- Discipline Design Criteria
- Project Implementation Plan including project Schedule
- Opinion of Probable Construction Cost (OPCC) (AACEI Level 4 Estimate)

Construction Drawings, details and sections for the work will be prepared. Drawings will be developed using Black & Veatch standards and AutoCAD (latest version used at Black & Veatch) and prepared on 22 x 34-inch sheet. The following preliminary drawings will be included as an appendix to the BDR.

- General
    - Sheet List
    - Process schematic
    - Demolition Plan
    - Piping and Equipment Plan
    - Electric power distribution functional diagram
    - P&IDs

Technical specifications will be developed at 60% design.

Upon City review of the BDR and 30% drawings, a workshop will be held to discuss the City comments. Comments received from the City will be incorporated into the 60% design.

DELIVERABLES:

- Draft BDR as PDF and MS Word,
- 30% Design Drawings PDF and 4 hard copies
- OPCC Class 4 in PDF
- Meeting Slides, Agenda, Minutes as PDF

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Task 2.2 – 60% Design

Construction Drawings, details and sections for the work will be prepared. Drawings will be developed using Black & Veatch standards and AutoCAD (latest version used at Black & Veatch) and prepared on 22 x 34-inch sheet. Project technical specifications (Div. 2 to 50) will be prepared in MSWord using Black & Veatch standard specifications. Front-end documents (Division 0 and 1) will be prepared by the City. Black & Veatch will provide supplemental information needed for the City to develop the front-end documents including the following sections:

- Bid Schedule
- Summary of Work and Work Sequencing
- Measurement and Payment

A 60% complete design will be prepared using the basis of design established in Task 2.1. The BDR opinion of probable construction cost will be updated. Responses to client comments will be provided, but changes to design will be incorporated in the next level of design. A design review meeting will be held at the City office. This meeting will be attended by Black & Veatch PM and EM. Meeting agenda and minutes will be prepared and distributed.

DELIVERABLES:

- 60% Design Drawings PDF and 4 hard copies
- 60% Design Specifications PDF, MS Word, and 4 hard copies
- OPCC Update Class 3 in PDF
- Meeting Slides, Agenda, Minutes as PDF

Task 2.3 – 90% Design

A draft design package will be submitted for review at the 90% complete level. The 60% design opinion of probable construction cost will be updated. Responses to client comments will be provided, but changes to design will be incorporated in the next level of design. A design review meeting will be held at the City office. This meeting will be attended by Black & Veatch PM and Design Leads. Meeting agenda and minutes will be prepared and distributed.

DELIVERABLES:

- 90% Design Drawings PDF and 4 hard copies
- 90% Design Specifications PDF, MS Word, and 4 hard copies
- OPCC Update Class 2 in PDF
- Meeting Slides, Agenda, Minutes as PDF

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Task 2.4 – 100% Design

The review comments from the City and the QA/QC team will be incorporated into the design documents as appropriate. Upon completion, final drawings will be submitted to the City in electronic format, together with one set of project specifications. The final construction drawings will be signed and sealed by registered professional engineers in the State of California. The 90% design level OPCC will be updated and presented as a PDF via email.

DELIVERABLES:

- 100% Design Drawings PDF and 1 hard copy of the vellum plan for signatures
- 100% Design Specifications PDF, MS Word, and 4 hard copies
- OPCC Update Class 2 in PDF, MS Excel, and 4 hard copies

TASK 3 – BID PHASE SERVICES

The following services will be provided during bid phase:

- Attend pre-bid meeting at the City's RWRF by Project Manager.
- Respond to Bidders RFI.
- Interpret construction documents and issue addenda as required to clarify the intent of bid documents
- Support City in bid review and evaluation as requested

TASK 4 – FEASIBILITY EVALUATION OF DIRECTING BFP SLUDGE TO NEW CONVEYANCE SYSTEM

City has expressed a desire to explore directing belt filter press dewatered sludge to the new conveyance hopper and sludge pumps. Currently this sludge is conveyed only to Silo 2 via a belt conveyor. City would like the ability to divert this sludge to the new cake hopper so it could be pumped to either Silo 1 or Silo 2 when the BFP belt conveyor to Silo 2 is out of service.

Consultant will evaluate the existing arrangement and develop up to two alternatives to determine the feasibility of directing BFP sludge to the new cake hopper. The TM will include conceptual layout and planning level costs. A draft technical memorandum will be developed and submitted to the City for review. A virtual meeting will be held to review the City comments. Final TM will be submitted to the City after incorporating comments as appropriate.

Exclusions

- Value Engineering effort.

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- Supplemental engineering work required to meet the requirements of regulatory or funding agencies that become effective subsequent to the date of this agreement.
- Assistance with bid protests and rebidding.
- Scope does not include preparing Conformed to Bid Documents.
- By performance of this Scope of Work, Consultant shall not have the authority or responsibility to supervise, direct, or control the Contractor's work or the Contractor's means, methods, techniques, sequences, or procedures of construction. Consultant shall not have authority or responsibility for safety precautions and programs incident to the Contractor's work or for any failure of the Contractor to comply with laws, regulations, rules, ordinances, codes or orders applicable to the Contractor furnishing and performing the work.
- This scope of work does not include Construction Management or inspection services unless specifically noted in this Scope of Work. Consultant shall not be responsible for any materials testing or survey during construction.
- Observation by Engineer of Record is not included.
- Geotechnical inspection services are not included. It is assumed that these will be covered by City.
- Field office and office equipment will not be provided by Consultant. Consultant staff working in the field will utilize available space within the City offices at the RWRF.
- Control system programming and configuration services are not provided by the Consultant.

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SCHEDULE OF FEES

POSITION	2023 BILL RATE
Project Manager	$367
Project Administrator	$114
Project Controls	$147
Estimator (Higher Level)	$276
Design/Engineering Management (Higher Level)	267
Design/Engineering Management (Lower Level)	$143
Structural (Higher Level)	$250
Structural (Lower Level)	$169
Mechanical (Higher Level)	$276
Mechanical (Mid Level)	$211
Mechanical (Lower Level)	$159
Plumbing (Higher Level)	$254
Plumbing (Mid Level)	$195
Electrical - Sr. Engineer	$260
Electrical - Engineer	$163
Electrical - Tech	$127
I&C – Sr. Engineer	$234
I&C – Engineer	$143
I&C – Tech	$130
Mechanical/Process/Piping/Building - BIM Lead	$189
Mechanical/Process/Piping/Building - BIM	$179
Startup/Commissioning - Higher-level	$293

Notes:
1. Miscellaneous expenses including telephone, reproduction of working copies, postage, courier, fax, and personal computer usage shall be paid for a rate of $9.00 per labor hour billed to the Project. All other direct expenses shall be billed at cost.
2. The cost of subconsultants shall be paid for at invoice amount plus five (5) percent.
3. Billing rates will be reviewed/adjusted annually.

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EXHIBIT B

INSURANCE REQUIREMENTS
Consultant Service Agreement between City of Fresno (City) and Black & Veatch Corporation (Consultant)
Dewatering Cake Pump Improvements at the Fresno/Clovis Regional Wastewater Reclamation Facility

SCOPE OF INSURANCE

Coverage shall be at least as broad as:

1. The most current version of Insurance Services Office (ISO) Commercial General Liability Coverage Form CG 00 01, providing liability coverage arising out of your business operations. The Commercial General Liability policy shall be written on an occurrence form and shall provide coverage for "bodily injury," "property damage" and "personal and advertising injury" with coverage for premises and operations (including the use of owned and non-owned equipment), products and completed operations, and contractual liability (including, without limitation, indemnity obligations under the Agreement) with limits of liability not less than those set forth under "Minimum Limits of Insurance."
2. The most current version of Commercial Auto Coverage Form CA 00 01, providing liability coverage arising out of the ownership, maintenance or use of automobiles in the course of your business operations. The Automobile Policy shall be written on an occurrence form and shall provide coverage for all owned, hired, and non-owned automobiles or other licensed vehicles (Code 1- Any Auto).
3. Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.
4. Professional Liability (Errors and Omissions) insurance appropriate to the Consultant's profession.

LIMITS OF INSURANCE

The Consultant, or any party the Consultant subcontracts with, shall maintain limits of liability of not less than those set forth below. However, insurance limits available to the City, its officers, officials, employees, agents, and volunteers as additional insureds, shall be the greater of the limits specified herein or the full limit of any insurance proceeds available to the named insured:

1. COMMERCIAL GENERAL LIABILITY:

(i) $1,000,000 per occurrence for bodily injury and property damage;
(ii) $1,000,000 per occurrence for personal and advertising injury;
(iii) $2,000,000 aggregate for products and completed operations; and,
(iv) $2,000,000 general aggregate applying separately to the work performed under the Agreement.

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2. **COMMERCIAL AUTOMOBILE LIABILITY**:

   $1,000,000 per accident for bodily injury and property damage.

3. **WORKERS' COMPENSATION INSURANCE** as required by the State of California with statutory limits.

4. **EMPLOYER'S LIABILITY**:

   (i) $1,000,000 each accident for bodily injury;
   (ii) $1,000,000 disease each employee; and,
   (iii) $1,000,000 disease policy limit.

5. **PROFESSIONAL LIABILITY** (Errors and Omissions):

   (i) $1,000,000 per claim/occurrence; and,

   (ii) $2,000,000 annual aggregate.

UMBRELLA OR EXCESS INSURANCE

In the event the Consultant purchases an Umbrella or Excess insurance policy(ies) to meet the Limits of Insurance," this insurance policy(ies) shall "follow form" and afford no less coverage than the primary insurance policy(ies). In addition, such Umbrella or Excess insurance policy(ies) shall also apply on a primary and non-contributory basis for the benefit of the City, its officers, officials, employees, agents, and volunteers.

DEDUCTIBLES AND SELF-INSURED RETENTIONS

The Consultant shall be responsible for payment of any deductibles contained in any insurance policy(ies) required herein and the Consultant shall also be responsible for payment of any self-insured retentions. Any deductibles or self-insured retentions must be declared to on the Certificate of Insurance, and approved by, the City's Risk Manager or designee.

OTHER INSURANCE PROVISIONS/ENDORSEMENTS

The *General Liability and Automobile Liability insurance policies* are to contain, or be endorsed to contain, the following provisions:

1. The City, its officers, officials, employees, agents, and volunteers are to be covered as additional insureds. The Consultant shall establish additional insured status for the City and for all ongoing and completed operations under the Commercial General Liability policy by use of ISO Forms or an executed manuscript insurance company endorsement providing additional insured status. The Commercial General endorsements must be as broad as that contained in ISO Forms: GC 20 10 11 85 or both CG 20 10 & CG 20 37.

2. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees, agents, and volunteers. Any available insurance proceeds in excess of the specified minimum limits and coverage shall be available to the Additional Insured.

3. For any claims relating to this Agreement, the Consultant's insurance coverage shall be primary insurance with respect to the City, its officers,

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officials, employees, agents, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, agents, and volunteers shall be excess of the Consultant's insurance and shall not contribute with it. The Consultant shall establish primary and non-contributory status by using ISO Form CG 20 01 04 13 or by an executed manuscript insurance company endorsement that provides primary and non-contributory status as broad as that contained in ISO Form CG 20 01 04 13.

The *Workers' Compensation insurance policy* is to contain, or be endorsed to contain, the following provision: the Consultant and its insurer shall waive any right of subrogation against the City, its officers, officials, employees, agents, and volunteers.

If the *Professional Liability (Errors and Omissions) insurance policy* is written on a claims-made form:

1. The retroactive date must be shown, and must be before the effective date of the Agreement or the commencement of work by the Consultant.
2. Insurance must be maintained and evidence of insurance must be provided for at least five years after completion of the Agreement work or termination of the Agreement, whichever occurs first, or, in the alternative, the policy shall be endorsed to provide not less than a five-year discovery period.
3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a retroactive date prior to the effective date of the Agreement or the commencement of work by the Consultant, the Consultant must purchase "extended reporting" coverage for a minimum of five years completion of the Agreement work or termination of the Agreement, whichever occurs first.
4. A copy of the claims reporting requirements must be submitted to the City for review.
5. These requirements shall survive expiration or termination of the Agreement.

All policies of insurance required herein shall be endorsed to provide that the coverage shall not be cancelled, non-renewed, reduced in coverage or in limits except after thirty calendar days' written notice by certified mail, return receipt requested, has been given to the City. The Consultant is also responsible for providing written notice to the City under the same terms and conditions. Upon issuance by the insurer, broker, or agent of a notice of cancellation, non-renewal, or reduction in coverage or in limits, the Consultant shall furnish the City with a new certificate and applicable endorsements for such policy(ies). In the event any policy is due to expire during the work to be performed for the City, the Consultant shall provide a new certificate, and applicable endorsements, evidencing renewal of such policy not less than fifteen calendar days prior to the expiration date of the expiring policy.

Should any of the required policies provide that the defense costs are paid within the Limits of Liability, thereby reducing the available limits by any defense costs, then the requirement for the Limits of Liability of these polices will be twice the above stated limits.

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The fact that insurance is obtained by the Consultant shall not be deemed to release or diminish the liability of the Consultant, including, without limitation, liability under the indemnity provisions of this Agreement. The policy limits do not act as a limitation upon the amount of indemnification to be provided by the Consultant. Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of the Consultant, its principals, officers, agents, employees, persons under the supervision of the Consultant, vendors, suppliers, invitees, consultants, sub-consultants, subcontractors, or anyone employed directly or indirectly by any of them.

SUBCONTRACTORS - If the Consultant subcontracts any or all of the services to be performed under this Agreement, the Consultant shall require, at the discretion of the City's Risk Manager or designee, subcontractor(s) to enter into a separate Side Agreement with the City to provide required indemnification and insurance protection. Any required Side Agreement(s) and associated insurance documents for the subcontractor must be reviewed and preapproved by the City Risk Manager or designee. If no Side Agreement is required, the Consultant will be solely responsible for ensuring that its subcontractors maintain insurance coverage at levels no less than those required by applicable law and is customary in the relevant industry.

VERIFICATION OF COVERAGE

The Consultant shall furnish the City with all certificate(s) and **applicable endorsements** effecting coverage required hereunder. All certificates and **applicable endorsements** are to be received and approved by the City's Risk Manager or its designee prior to the City's execution of the Agreement and before work commences. All non-ISO endorsements amending policy coverage shall be executed by a licensed and authorized agent or broker. Upon request of the City, the Consultant shall make available any insurance policy required under this Agreement, including all endorsements, at Consultant's place of business during normal business hours and upon prior notice.

EXHIBIT C

DISCLOSURE OF CONFLICT OF INTEREST

Dewatering Cake Pump Improvements at the Fresno/Clovis Regional Wastewater Reclamation Facility

		YES*	NO
1	Are you currently in litigation with the City of Fresno or any of its agents?	☐	☒
2	Do you represent any firm, organization, or person who is in litigation with the City of Fresno?	☐	☒
3	Do you currently represent or perform work for any clients who do business with the City of Fresno?	☐	☒
4	Are you or any of your principals, managers, or professionals, owners or investors in a business which does business with the City of Fresno, or in a business which is in litigation with the City of Fresno?	☐	☒
5	Are you or any of your principals, managers, or professionals, related by blood or marriage to any City of Fresno employee who has any significant role in the subject matter of this service?	☐	☒
6	Do you or any of your subcontractors have, or expect to have, any interest, direct or indirect, in any other contract in connection with this Project?	☐	☒
* If the answer to any question is yes, please explain in full below.			

Explanation: _____
NA

☐ Additional page(s) attached.

DocuSigned by:
David J. Carlson
8C2EFBC6E9A8469...
Signature

10/30/2023
Date

David J. Carlson
(Name)

Black & Veatch Corporation
(Company)

10995 Gold Center Drive
(Address)

Rancho Cordova, CA 95670
(City, State Zip)

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City of FRESNO

File#: 12600757 Opening Date: March 31, 2026

Procurement Evaluation Form

Procurement Title: *RWRF Dewatering Cake Pump Improvement*

Procurement Type: Bid - Must be awarded to the lowest responsive and responsible bidder.

Advertisement Date: *2/25/2026*

Opening Date: *3/31/2026*

Bid/Proposal Expiration Date: *6/3/2026*

Number of Building Exchanges Notified: *3*

Number of prospective bidders/proposers: *44*

Format of bids received: Electronic

	Bidder	Award
1	W.M. Lyles Co. 525 W Alluvial Ave Fresno, CA 93711	$8,800,000.00
2	Clark Bros Inc. 745 Broadway St Fresno, CA 93721	$9,886,000.00 [Non-responsive]
3	Katch Environmental, Inc. 929 L St Fresno, CA 93721	10,356,939.20

Additional Information	Applicable	Not Applicable	Comments
Project Labor Agreement (PLA)	☒	☐	PLA is applicable per the bid specifications.
Local Preference	☒	☐	Local preference is applicable but did not affect the outcome of the bid. The low bidder is local as defined by the FMC.
Non-Responsive Findings	☒	☐	Clark Bros Inc submitted a Subcontractor Information – Detail page that was incomplete and unsigned.
Special Contract Terms (i.e., RC)	☐	☒	
Min/Max Terms	☐	☒	
DBE Requirements	☐	☒	

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City of FRESNO

File#: 12600757 Opening Date: March 31, 2026

Department Recommendation

(To be completed by the Department)

Background *(Explain the need for the procurement below.)*

The current dewatering system consists of three centrifuges, each with a dedicated screw conveyer and progressing cavity pump. As the current system stands, any malfunction in any one of the three process lines would incapacitate the whole system. Due to operations and maintenance issues, the City's Wastewater Management Division contracted with an outside consultant to evaluate the sludge handling system and propose alternative designs to mitigate system issues. Based on the evaluation, the City selected inclined screw conveyors to piston cake pumps as the preferred alternative. The upgrade will improve pumping reliability, reduce clogging and maintenance interventions, and ensure consistent transfer of dewatered class B biosolid from the dewatering station to the silos from which biosolids are hauled offsite.

☒ Award a contract as follows:

Bidder/Proposer	Award Amount
W.M. Lyles Co. 525 W Alluvial Ave Fresno, CA 93711	$8,800,000.00

The Engineer's Estimate for this expenditure is $9,348,604 The contract price is 5.87% below the engineer's estimate. (*If the overage is greater than 10% provide an explanation below.)*

☐ Reject all bids/proposals. *(If electing to reject all, provide an explanation below.)*

Anticipated Council Date: 5/21/2026

City of FRESNO

File#: 12600757 Opening Date: March 31, 2026

Fiscal Impact Statement

(To be completed by the Department)

Indicate the **total fiscal impact** of the action requested, including operating and capital costs. Indicate costs for the current fiscal year and continuing costs in future years. Include all related costs.

Is the contract funded in the current year budget and/or through reallocation of existing Department resources:

⊘Yes ☐ No

If no, how will this item be funded? *(Provide an explanation below.)*

Is the action funded by a grant received by the City?

☐ Yes ⊘No

If yes, provide the following:

Additional Information	Comments
Grant Name	
Grantor name, granting agency, or office name (if any)	
Fiscal year of the funding award	
Date grant agreement was approved by Council	

Fiscal Impact Table:

Type	Current Year Estimate	Annual Continuing Costs Thereafter	Number of Years
Operating	$0.00	$0.0	
Capital	$10,480,200	$10,480,200	
Total	**$10,480,200**	**$10,480,200**	

Describe all 'soft-cost' expenses:

Preliminary Engineering	$679,447
Construction Engineering	$1,291,400
Contingency	$1,320,000
Total	$3,290,847
Construction Contract	$8,800,000
Total Capital	$12,090,847

City of FRESNO

File#: 12600757 Opening Date: March 31, 2026

Approvals

The signature below constitutes approval from the department head.

Francisco V. Magos
Department Head

04/08/2026
Date

Assistant Director
Title

The signatures below constitute approval of the department recommendation.

DocuSigned by:
Melissa Perales
CE4CF5EA848D46B...
Purchasing Manager

4/10/2026
Date

DocuSigned by:
Brian Barr
99B072F5D7AD475...
General Services Department Director

4/14/2026
Date

City Manager

4-14-26
Date

SAMPLE CONTRACT
CITY OF FRESNO, CALIFORNIA
PUBLIC WORK OF IMPROVEMENT

THIS CONTRACT is made and entered into by and between CITY OF FRESNO, a California municipal corporation (City), and [Contractor Name], [Legal Identity] (Contractor) as follows:

1. Contract Documents. The "Notice Inviting Bids," "Instructions to Bidders," "Bid Proposal," and the "Specifications" including "General Conditions," "Special Conditions," and "Technical Specifications" for the following: [Title] (Bid File No. [Bid File No.]) [Alternates (if any)] copies of which are annexed hereto, together with all the drawings, plans, and documents specifically referred to in said annexed documents, including Performance and Payment Bonds, if required, and are hereby incorporated into and made a part of this Contract, and shall be known as the Contract Documents.

2. Price and Work. For the monetary consideration of [Written Dollar Amount] dollars and [Written Cents Amount] cents ($[Amount]), as set forth in the Bid Proposal, Contractor promises and agrees to perform or cause to be performed, in a good and workmanlike manner, under the direction and to the satisfaction of the City's "Engineer," and in strict accordance with the Specifications, all of the work as set forth in the Contract Documents.

3. Payment. City accepts Contractor's Bid Proposal as stated and agrees to pay the consideration stated, at the times, in the amounts, and under the conditions specified in the Contract Documents.

4. Indemnification. To the furthest extent allowed by law, including California Civil Code section 2782, CONTRACTOR shall indemnify, defend and hold harmless CITY and each of its officers, officials, employees, agents, and volunteers from any and all claims, demands, actions in law or equity, loss, liability, fines, penalties, forfeitures, interest, costs including legal fees, and damages (whether in contract, tort, or strict liability, including but not limited to personal injury, death at any time, property damage, or loss of any type) arising or alleged to have arisen directly or indirectly out of (1) any voluntary or involuntary act or omission, (2) error, omission or negligence, or (3) the performance or non-performance of this Contract . CONTRACTOR'S obligations as set forth in this section shall apply regardless of whether CITY or any of its officers, officials, employees, agents, or volunteers are passively negligent, but shall not apply to any loss, liability, fines, penalties, forfeitures, costs or damages caused by the active or sole negligence, or the willful misconduct, of CITY or any of its officers, officials, employees, agents or volunteers.

To the fullest extent allowed by law, and in addition to the express duty to indemnify, CONTRACTOR, whenever there is any causal connection between the CONTRACTOR's performance or non-performance of the work or services required under this Contract and any claim or loss, injury or damage of any type, CONTRACTOR expressly agrees to undertake a duty to defend CITY and any of its officers, officials, employees, agents, or volunteers, as a separate duty, independent of and broader that the duty to indemnify. The duty to defend as herein agreed to by CONTRACTOR expressly includes all costs of litigation, attorneys fees, settlement costs and expenses in connection with claims or litigation, whether or not the claims are valid, false or groundless, as long as the claims could be in any manner be causally connected to CONTRACTOR as reasonably determined by CITY.

Upon the tender by CITY to CONTRACTOR, CONTRACTOR shall be bound and obligated to assume the defense of CITY and any of its officers, officials, employees, agents, or volunteers, including the a duty to settle and otherwise pursue settlement negotiations, and shall pay, liquidate, discharge and satisfy any and all settlements, judgments, awards, or expenses resulting

from or arising out of the claims without reimbursement from CITY or any of its officers, officials, employees, agents, or volunteers.

It is further understood and agreed by CONTRACTOR that if CITY tenders a defense of a claim on behalf of CITY or any of its officers, officials, employees, agents, or volunteers and CONTRACTOR fails, refuses or neglects to assume the defense thereof, CITY and its officers, officials, employees, agents, or volunteers may agree to compromise and settle or defend any such claim or action and CONTRACTOR shall be bound and obligated to reimburse CITY and its officers, officials, employees, agents, or volunteers for the amounts expended by each in defending or settling such claim, or in the amount required to pay any judgment rendered therein.

The defense and indemnity obligations set forth above shall be direct obligations and shall be separate from and shall not be limited in any manner by any insurance procured in accordance with the insurance requirements set forth in this Contract. In addition, such obligations remain in force regardless of whether CITY provided approval for, or did not review or object to, any insurance CONTRACTOR may have procured in a accordance with the insurance requirements set forth in this Contract. The defense and indemnity obligations shall arise at such time that any claim is made, or loss, injury or damage of any type has been incurred by CITY, and the entry of judgment, arbitration, or litigation of any claim shall not be a condition precedent to these obligations.

The defense and indemnity obligations set forth in this section shall survive termination or expiration of this Contract.

5. Trench Shoring Detailed Plan. Contractor acknowledges the provisions of Section 6705 of the California Labor Code and, if said provisions are applicable to this Contract, agrees to comply therewith.

6. Worker's Compensation Certification. In compliance with the provisions of Section 1861 of the California Labor Code, Contractor hereby certifies as follows:
I am aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of work of this Contract and will make my subcontractors aware of this provision.

IN WITNESS WHEREOF, the parties have executed this Contract on the day and year here below written, of which the date of execution by City shall be subsequent to that of Contractor's, and this Contract shall be binding and effective upon execution by both parties.

[Contractor Name],
[Legal Identity]

By: _____

Name: _____
(Type or print written signature.)

Title: _____
(If corporation or LLC, Board Chair, Pres. or Vice Pres.)

Dated: _____

By: _____

Name: _____
(Type or print written signature.)

Title: _____
(If corporation or LLC, CFO, Treasurer, Secretary or Assistant Secretary)

Dated: _____

CITY OF FRESNO,
a California municipal corporation

By: _____
[Name], [Title]
Department of Public Works

Dated: _____

ATTEST:
AMY K ALLER,
Interim City Clerk

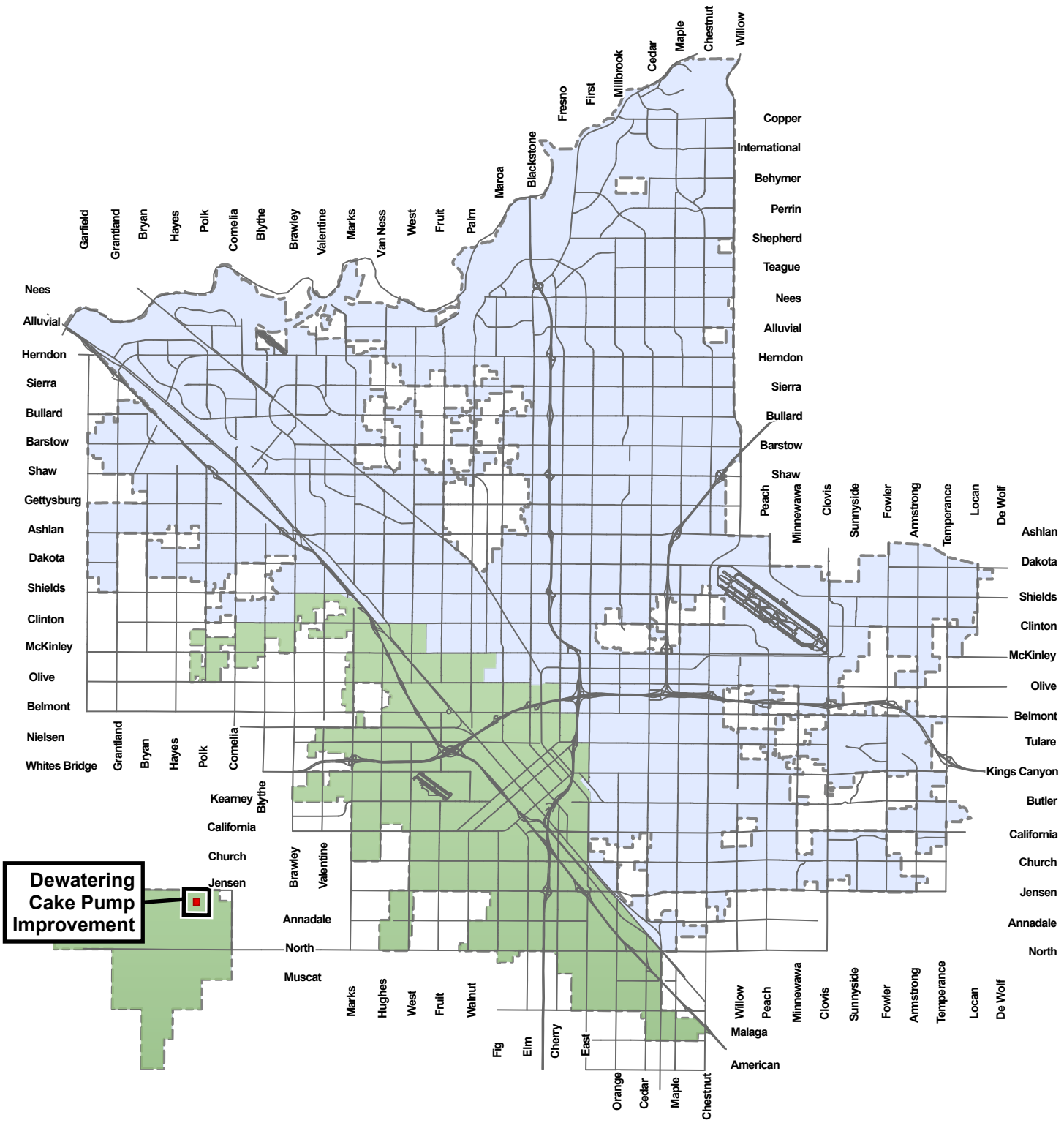
By: _____
Deputy

No signature of City Attorney required. Standard Document # 2022-11 DPW-SFormalBidContract-PublicWorkofImprovement has been used without modification as certified by the undersigned.

By: _____
[City Certifier Name]
[City Certifier Title]
Department of Public Works

City address:

City of Fresno
Attention: [Name], [Title]
[Street Address]
Fresno, CA [Zip]



City of FRESNO

CAPITAL PROJECTS DEPARTMENT

NORTH

Miles

0 1 2 3

VICINITY MAP

Dewatering Cake Pump Improvement

Project ID: TC00178 - SD004
Council District: 3

Legend

- Project Limits
- Project Area
- District 3
- City Limits



City of FRESNO

CAPITAL PROJECTS DEPARTMENT

NORTH

Feet

0 130 260 520

LOCATION MAP

Dewatering Cake Pump Improvement

Legend

Project Area

Project ID: TC00178 - SD004
Council District: 3

File #: ID 26-679 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-B.

REPORT TO THE CITY COUNCIL

FROM: GEORGEANNE A. WHITE, City Manager
Office of Mayor & City Manager

MINDY CASTO, Chief of Police
Police Department

SUBJECT

***RESOLUTION - Authorize the Police Department to accept an in-kind donation of retrofit at the Fresno Police Department's gymnasium from the Fresno Police Officers Association in excess of $25,000 pursuant to Fresno Municipal Code (FMC) section 7-105, and authorize the City Manager, or designee, to execute all documents on behalf of the City (Council District 3) (Subject to Mayor's Veto)

RECOMMENDATION

Attachment: Resolution
Memo

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, TO AUTHORIZE THE POLICE DEPARTMENT TO ACCEPT AN IN-KIND DONATION OF RETROFIT AT THE FRESNO POLICE DEPARTMENT'S GYMNASIUM FROM THE FRESNO POLICE OFFICERS ASSOCIATION IN EXCESS OF $25,000 PURSUANT TO FRESNO MUNICIPAL CODE (FMC) SECTION 7-105, AND AUTHORIZE THE CITY MANAGER, OR DESIGNEE, TO EXECUTE ALL DOCUMENTS ON BEHALF OF THE CITY

WHEREAS, the City of Fresno has prioritized physical fitness and health as absolute top priorities for its sworn peace officers and staff; and

WHEREAS, the Fresno Police Officers' Association (FPOA) is a non-City of Fresno entity representing the nearly 1,000 officers and staff who serve the Fresno community at the Fresno Police Department (FPD);

WHEREAS, for more than 100 years, the FPOA members have served and protected the City of Fresno and its residents; and

WHEREAS, the National Institutes of Health, a part of the United States Department of Health and Human Services and the nation's medical research agency, has found that regular, vigorous law enforcement gym training is crucial for mitigating health risks, reducing job-related injury rates, and managing job-related stress; and

WHEREAS, the FPOA has generously indicated a desire to donate funds in excess of $25,000 to the City of Fresno to upgrade and refit the FPD gym and training room.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: AJ

Resolution No.

682009v1

1. The City Manager or her designee, is authorized to accept this in-kind contribution from the FPOA to retrofit the FPD gym and training room.

2. The City Manager or her designee shall be empowered to take all actions, and sign all documents, necessary to effectuate this resolution.

3. This Resolution shall become effective immediately upon final Council approval.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY ALLER
Interim City Clerk

By: _____
Deputy Date

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Andrew Janz Date

City of
FRESNO
POLICE DEPARTMENT

MEMORANDUM

May 15, 2026

TO: GEORGEANNE A. WHITE, City Manager
City Manager's Office

FROM: MINDY CASTO, Chief of Police
Office of the Chief

SUBJECT: DONATION OF SERVICES – CITY HALL ANNEX GYM

The Fresno Police Department respectfully requests authorization to accept a donation from the Fresno Police Officers Association for the refurbishment of the City Hall Annex Gym utilized by Fresno Police Department personnel.

This project is being funded through the Ron Passmore Endowment, which was established specifically to support and improve the Headquarters gym for the benefit of Fresno Police Department employees.

The donation consists of carpet materials and installation services for the gym facility, with a total estimated value of $36,686.19.

The Fresno Police Officers Association has committed to financially support and maintain this gym for use by all department personnel. This refurbishment project is intended to improve the condition, appearance, and overall usability of the facility for officers and professional staff.

Due to the flooring company's current scheduling availability, the targeted installation timeframe is the first week of June 2026.

File #: ID 26-594 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-H.

REPORT TO THE CITY COUNCIL

FROM: DENIX D. ANBIAH, PE, Director
Capital Projects Department

PAUL AMICO, PE, Director
Department of Public Utilities

BY: CASSIE L. SCHOLZ, PE, Assistant Director
Capital Projects Department, Utilities Project Management Division

SHAHENAZ ALWERDANI, Engineer II
Capital Projects Department, Utilities Project Management Division

SUBJECT

Award a Construction Contract to Alpha1 Engineering, P.C. of Fresno, California, in the amount of $1,718,112.50, for construction of the Well Site Improvements at Pump Station 372 Project (Bid File 12601633). (Council District 3)

RECOMMENDATION

Staff recommends that the City Council award a Construction Contract in the amount of $1,718,112.50 to Alpha1 Engineering, P.C. of Fresno, California (Contractor), as the lowest responsive and responsible bidder for the Well Site Improvements at Pump Station 372 Project; and authorize the Capital Projects Director or designee to sign and execute all documents on behalf of the City of Fresno (City).

EXECUTIVE SUMMARY

A new drinking water well is required at Pump Station 372 to meet service demands due to local development. The well has been drilled and site improvements are now required to complete the pump station and commission it for service. The Capital Projects Department seeks to award the Well Site Improvements at Pump Station 372 Project (Project) in the amount of $1,718,112.50 to Alpha1 Engineering, P.C. of Fresno, California, following a competitive bidding process that identified them as the lowest responsive and responsible bidder. Funding for the Project is included in the Fiscal Year 2026 Capital Improvement Budget within the Water Capacity Fee Fund.

BACKGROUND

The Department of Public Utilities (DPU) operates and maintains more than 260 municipal groundwater wells and 3 surface water treatment facilities to meet the City's water customers' demands. The production wells provide between 40 and 50 percent of the water supply when surface water supplies are available, and the wells may need to provide up 100 percent of the water demands in dry years when surface water allocations are curtailed. As the community and water system grows, new wells are required to keep pace with the additional water system demands and provide reliable service.

Completion of PS 372 is necessary to serve increased demands resulting from recent development in the surrounding area. On September 18, 2019 after successful completion of groundwater monitoring investigations, the City purchased the property for PS 372. On May 26, 2022, the City entered into a Construction Contract with Zim Industries, Inc. to drill the production well, and a Professional Services Agreement with Kleinfelder, Inc. for associated hydrogeological services. On June 6, 2023 the City entered into a contract with Western Oilfields Supply Company, DBA Rain for Rent to install the pump assembly. The design for the Project was completed by City staff and includes site piping, equipment building, electrical power, instrumentation and controls, and perimeter fencing. The Project will complete the pump station and allow the City to bring the new well into operation.

A Notice Inviting Bids was advertised and published on the City's website, Planet Bids, on March 23, 2026. The Project plans and specifications were distributed to 32 prospective bidders and posted at two (2) Building Exchanges. Three (3) sealed bid proposals were received and publicly opened on April 21, 2026, with bids ranging from $1,278,663.12 to $2,487,691.07. Harris Development, Corp. of Clovis, California, was the lowest bidder in the amount of $1,278,663.12, but ultimately withdrew their bid proposal, thus establishing Alpha1 Engineering, P.C. of Fresno, California as the lowest responsive and responsible bidder in the amount of $1,718,112.50. Bids are set to expire on June 24, 2026. If the bids are rejected or allowed to expire, the Project must undergo the rebidding process, resulting in schedule delays.

Staff recommends that the City Council award a Construction Contract in the amount of $1,718,112.50 to Alpha1 Engineering, P.C. of Fresno, California, as the lowest responsive and responsible bidder for the Project, and authorize the Capital Projects Director, or designee, to sign and execute all documents on behalf of the City. The City Attorney's Office has reviewed and approved the contract documents as to form.

ENVIRONMENTAL FINDINGS

An environmental assessment was previously completed for the Project. Negative Declaration Environmental Assessment No. P19-04891 was adopted by the City Council on June 9, 2022. An analysis has been performed pursuant to CEQA Guidelines Section 15162 to determine whether a subsequent environmental review is required for this project. Based upon this analysis, the following findings are made to support the determination that no subsequent environmental review is required:

1. No substantial changes are proposed in the project which will require major revisions to the Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects because the project is being implemented as planned. Specifically, this item will implement the construction

of site piping, equipment building, electrical power, instrumentation and controls, and perimeter fencing. All of these improvements were contemplated and analyzed in the Negative Declaration adopted by Council.

2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions to the Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

3. There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous Negative Declaration was adopted showing that:

   a. The project will have one or more significant effects not discussed in the previous Negative Declaration;

   b. Significant effects previously examined will be substantially more severe than shown in the previous Negative Declaration;

   c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project;

   d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous Negative Declaration would substantially reduce one or more significant effects on the environment.

Based upon these findings, it has been determined that a subsequent environmental analysis is not required for this approval.

LOCAL PREFERENCE

Alpha1 Engineering, P.C. of Fresno, California is a local business, as defined by the Fresno Municipal Code.

FISCAL IMPACT

The Project is located in Council District 3 and will have no impact to the General Fund. Funding for this Project is included in the Fiscal Year 2026 Capital Improvement Budget within the Water Capacity Fee Fund.

Attachments:
Formal Procurement Evaluation
Standardized Construction Contract

Docusign Envelope ID: 1D788A58-6305-8CC1-82E6-A67C4AE529CD

City of FRESNO

File#:12601633 Opening Date: 4/21/2026

Procurement Evaluation Form

Procurement Title: Pump Station 372 Well Site Improvements

Procurement Type:Bid - Must be awarded to the lowest responsive and responsible bidder.

Advertisement Date: *3/23/2026*

Opening Date: *4/21/2026*

Bid/Proposal Expiration Date: *6/24/2026*

Number of Building Exchanges Notified: *2*

Number of prospective bidders/proposers: *32*

Format of bids received: Electronic

	Bidders/Proposers	Amount
1	Harris Development Corp. dba HBC Enterprises 1840 Shaw Ave. Ste. 105-08 Clovis, California 93611	$1,278,663.12 *Withdrew*
2	Alpha1 Engineering, P.C. dba Alpha1 3366 W. Sussex Way Fresno, California 93722	$1,718,112.50
3	Unified Field Services Corporation 6906 Downing Avenue Bakersfield, California 93308	$2,487,691.07

Additional Information	Applicable	Not Applicable	Comments
Project Labor Agreement (PLA)	☐	☒	
Local Preference	☒	☐	Local preference was applicable but did not affect the outcome of the bid.
Non-Responsive Findings	☐	☒	
Special Contract Terms (i.e., RC)	☐	☒	
Min/Max Terms	☐	☒	
DBE Requirements	☐	☒	

Docusign Envelope ID: 1D788A58-6305-8CC1-82E6-A67C4AE529CD

City of FRESNO

File#:12601633 Opening Date: 4/21/2026

Department Recommendation

(To be completed by the Department)

Background *(Explain the need for the procurement below.)*

The City maintains a water supply network consisting of more than 270 municipal groundwater wells, which currently provide roughly 50% of the City's potable water. System enhancements are required to sustain the overall performance, reliability, and capacity of the municipal water supply network. As the system evolves, new wells are needed to maintain adequate production, support changing operational requirements, and ensure consistent service to the community. The new Pump Station 372 is specifically necessary to serve increased demands resulting from recent development in the area.

☒ Award a contract as follows:

Bidder/Proposer	Award Amount
Alpha1 Engineering	$1,718,112.50

The Engineer's Estimate for this expenditure is $850,000.00. The contract price is 102% above. (*If the overage is greater than 10% provide an explanation below.)*

The nature of work included in this project is not frequently estimated by this division. Work on these projects has not progressed to construction in the last several years, so any data provided to the Engineer for estimating purposes pre-dated the 2020 pandemic and current volatile market conditions. Available source data was escalated for estimating purposes, but assumed escalation appears to have been inadequate. To compound this issue, Harris Development, Corp. of Clovis, California, was the lowest bidder but ultimately withdrew their bid proposal citing input error. As a result, Alpha1 Engineering, P.C. of Fresno, California, has been deemed the lowest responsive and responsible bidder with a bid approximately $440,000 higher than the lowest bid received.

☐ Reject all bids/proposals. *(If electing to reject all, provide an explanation below.)*

Anticipated Council Date: 5/21/2026

City of FRESNO

File#:12601633 Opening Date: 4/21/2026

Fiscal Impact Statement

(To be completed by the Department)

Indicate the **total fiscal impact** of the action requested, including operating and capital costs. Indicate costs for the current fiscal year and continuing costs in future years. Include all related costs.

Is the contract funded in the current year budget and/or through reallocation of existing Department resources:

☒ Yes ☐ No

If no, how will this item be funded? *(Provide an explanation below.)*

Is the action funded by a grant received by the City?

☐ Yes ☒ No

If yes, provide the following:

Additional Information	Comments
Grant Name	
Grantor name, granting agency, or office name (if any)	
Fiscal year of the funding award	
Date grant agreement was approved by Council	

Fiscal Impact Table:

Type	Current Year Estimate	Annual Continuing Costs Thereafter	Number of Years
Operating	$ 0.00	$ 0.00	
Capital	$ 1,834,413.00	$ 0.00	
Total	**$ 1,834,413.00**	**$ 0.00**	
Describe all 'soft-cost' expenses:			
Preliminary Engineering:	$ 234,600.00		
Construction Engineering:	$ 133,300.00		
Construction Materials:	$ 25,000.00		
Contingency:	$ 170,000.00		
Total:	$ 562,900.00		
Construction Contract:	$ 1,718,112.50		
Total Capital:	$ 2,281,012.50		

City of FRESNO

File#:12601633 Opening Date: 4/21/2026

Approvals

The signature below constitutes approval from the department head.

Department Head	4/29/26 Date

Assistant Director – Capital Projects Department
Title

The signatures below constitute approval of the department recommendation.

DocuSigned by: Melissa Perales CE4CE5BAB18D46B Purchasing Manager	4/30/2026 Date
DocuSigned by: Brian Barr 99B07275D7AD479 General Services Department Director	4/30/2026 Date
City Manager	5/4/26 Date

CONTRACT
CITY OF FRESNO, CALIFORNIA
PUBLIC WORK OF IMPROVEMENT

THIS CONTRACT is made and entered into by and between CITY OF FRESNO, a California municipal corporation (City), and **Alpha1 Engineering, P.C.,** a California company, (Contractor) as follows:

1. Contract Documents. The "Notice Inviting Bids," "Instructions to Bidders," "Bid Proposal," and the "Specifications" including "General Conditions," "Special Conditions," and "Technical Specifications" for the following: **WC00016 P372 Well Site Improvements at Pump Station 372 (Bid File No.12601633**) copies of which are annexed hereto, together with all the drawings, plans, and documents specifically referred to in said annexed documents, including Performance and Payment Bonds, if required, and are hereby incorporated into and made a part of this Contract, and shall be known as the Contract Documents.

2. Price and Work. For the monetary consideration of **One Million, Seven Hundred Eighteen Thousand, One Hundred Twelve Dollars and Fifty Cents. ($1,718,112.50)**, as set forth in the Bid Proposal, Contractor promises and agrees to perform or cause to be performed, in a good and workmanlike manner, under the direction and to the satisfaction of the City's "Engineer," and in strict accordance with the Specifications, all of the work as set forth in the Contract Documents.

3. Payment. City accepts Contractor's Bid Proposal as stated and agrees to pay the consideration stated, at the times, in the amounts, and under the conditions specified in the Contract Documents.

4. Indemnification. To the furthest extent allowed by law including California Civil Code Section 2782, Contractor shall indemnify, hold harmless and defend City and each of its officers, officials, employees, agents and volunteers from any and all loss, liability, fines, penalties, forfeitures, costs and damages (whether in contract, tort or strict liability, including, but not limited to personal injury, death at any time and property damage) incurred by City, Contractor or any other person, and from any and all claims, demands and actions in law or equity (including attorney's fees and litigation expenses), arising or alleged to have arisen directly or indirectly out of performance of this Contract. Contractor's obligations under the preceding sentence shall apply regardless of whether City or any of its officers, officials, employees, agents or volunteers are passively negligent, but shall not apply to any loss, liability, fines, penalties, forfeitures, costs or damages caused by the active or sole negligence, or willful misconduct, of City or any of its officers, officials, employees, agents or volunteers.

If Contractor should subcontract all or any portion of the work to be performed under this Contract, Contractor shall require each subcontractor to indemnify, hold harmless and defend City and each of its officers, officials, employees, agents and volunteers in accordance with the terms of the preceding paragraph.

This section shall survive termination or expiration of this Contract.

5. Trench Shoring Detailed Plan. Contractor acknowledges the provisions of Section 6705 of the California Labor Code and, if said provisions are applicable to this Contract, agrees to comply therewith.

6. Worker's Compensation Certification. In compliance with the provisions of Section 1861 of the California Labor Code, Contractor hereby certifies as follows:

I am aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of work of this Contract and will make my subcontractors aware of this provision.

IN WITNESS WHEREOF, the parties have executed this Contract on the day and year here below written, of which the date of execution by City shall be subsequent to that of Contractor's, and this Contract shall be binding and effective upon execution by both parties.

Alpha1 Engineering, P.C.
a California company

By: _____

Name: _____
(Type or print written signature.)

Title: _____
(If corporation or LLC, Board Chair, Pres. or Vice Pres.)

Dated: _____

By: _____

Name: _____
(Type or print written signature.)

Title: _____
(If corporation or LLC, CFO, Treasurer, Secretary or Assistant Secretary)

Dated: _____

CITY OF FRESNO,
a California municipal corporation

By: _____
Denix D. Anbiah, PE,
Director
Capital Projects Department

Dated: _____

ATTEST:
AMY K. ALLER
Interim City Clerk

By: _____
Deputy

No signature of City Attorney required. Standard Document # 2022-11 DPW-SFormalBidContract-PublicWorkofImprovement has been used without modification as certified by the undersigned.

By: _____
Debra McGary
Construction Compliance Specialist
Capital Projects Department

City address:

City of Fresno
Attention:
Debra McGary
747 R Street – 2nd Floor
Fresno, CA 93721

File #: ID 26-596 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-I.

REPORT TO THE CITY COUNCIL

FROM: DENIX D. ANBIAH, PE, Director
Capital Projects Department

PAUL AMICO, PE, Director
Department of Public Utilities

BY: CASSIE L. SCHOLZ, PE, Assistant Director
Capital Projects Department, Utilities Project Management Division

ANITA LUERA, Project Manager
Capital Projects Department, Utilities Project Management Division

SUBJECT

Actions pertaining to the Wellhead Treatment Improvements at Pump Station 177 Project (Bid File 12601613) (Council District 6):

1. Adopt a finding of Categorical Exemption pursuant to Sections 15301/Class 1 (Existing Facilities) and 15303/Class 3 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act Guidelines
2. Award a Construction Contract in the amount of $3,944,000 to W. M. Lyles Co., as the lowest responsive and responsible bidder

RECOMMENDATIONS

Staff recommends that the City Council (1) adopt a finding of Categorical Exemption pursuant to Sections 15301/Class 1 (Existing Facilities) and 15303/Class 3 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA) Guidelines; and (2) award a Construction Contract in the amount of $3,944,000 to W. M. Lyles Co., as the lowest responsive and responsible bidder for the Wellhead Treatment Improvements at Pump Station 177 Project (Project), and authorize the Capital Projects Director or designee to sign and execute all documents on behalf of the City of Fresno (City).

EXECUTIVE SUMMARY

The Capital Projects Department seeks to award a wellhead treatment system Construction Contract in the amount of $3,944,000 to W. M. Lyles Co. following a competitive bidding process that identified them as the lowest responsive and responsible bidder. The scope of work includes construction and installation of granular activated carbon (GAC) vessels, an aeration tank, a booster pump, treatment process piping, and associated electrical and instrumentation facilities at the existing Pump Station

177 groundwater production well. Funding for this project is included in the Department of Public Utilities (DPU) Fiscal Year 2026 Capital Improvement Budget.

BACKGROUND

The Department of Public Utilities (DPU) operates and maintains more than 260 municipal groundwater wells and 3 surface water treatment facilities to meet the City's water customers' demands. The production wells provide between 40 and 50 percent of the water supply when surface water supplies are available, and the wells may need to provide up 100 percent of the water demands in dry years when surface water allocations are curtailed. In 2018, the State of California established new groundwater regulations for 1,2,3-Trichloropropane (TCP), setting the allowable maximum contaminant level (MCL) at 5 parts per trillion present in drinking water. TCP is a component of agricultural soil fumigants historically used within the Central Valley. TCP does not adhere to soil after spray application, which resulted in the chemical leaching into the groundwater. Any groundwater containing elevated detections of TCP requires advanced levels of treatment prior to distribution for potable use.

Pump Station 177 was removed from service in 2018 due to groundwater TCP concentrations above the MCL, and a wellhead GAC treatment system is required to return the well to service. On April 28, 2021, the City entered into a Consultant Services Agreement with Michael K. Nunley and Associates, Inc. (Consultant) to provide engineering services for design of a wellhead treatment system at Pump Stations 177 and 185. The Consultant evaluated groundwater quality data, prepared a Basis of Design report, and prepared construction plans and specifications. The scope of work at Pump Station 177 includes construction and installation of GAC vessels, an aeration tank, a booster pump, treatment process piping, and associated electrical and instrumentation facilities.

A Notice Inviting Bids was advertised and published on the City's website, Planet Bids, on March 23, 2026. The Project plans and specifications were distributed to twelve (12) prospective bidders and posted at one (1) Building Exchange. Two (2) sealed bid proposals were received and publicly opened on April 21, 2026, with bids ranging from $3,944,000 to $4,574,008. W. M. Lyles Co. submitted a bid in the amount of $3,944,000 and was determined to be the lowest responsive and responsible bidder. Bids are set to expire on June 24, 2026. If the bids are rejected or allowed to expire, the Project must be rebid. This will result in schedule delays preventing utilization of the funding allocated to this Project for the current fiscal year.

The Construction Contract for this Project is covered by the Community Workforce Agreement (or Project Labor Agreement, PLA), adopted by Council in September 2021. W. M. Lyles Co. shall become signatory to the PLA by executing the Agreement to be Bound.

Staff recommends that the City Council (1) adopt a finding of Categorical Exemption pursuant to Sections 15301/Class 1 (Existing Facilities) and 15303/Class 3 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA) Guidelines; and (2) award a Construction Contract in the amount of $3,944,000 to W. M. Lyles Co. as the lowest responsive and responsible bidder for the Project; and authorize the Capital Projects Director or designee to sign and execute all documents on behalf of the City.

The City Attorney's Office has reviewed and approved the contract documents as to form.

ENVIRONMENTAL FINDINGS

Staff have reviewed the scope and nature of this Project and determined that it is categorically exempt from the requirements of CEQA pursuant to Sections 15301/Class 1 (Existing Facilities) and 15303/Class 3 (New Construction or Conversion of Small Structures) of the CEQA Guidelines. None of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2 apply to the Project.

LOCAL PREFERENCE

W. M. Lyles Co. is a local business, as defined by the Fresno Municipal Code.

FISCAL IMPACT

This Project is located in Council District 6. It will have no impact to the General Fund. Funding for this Project is included in the DPU Fiscal Year 2026 Capital Improvement Budget within the Water Division TCP Settlement Fund.

Attachments:
Categorical Exemption
Formal Procurement Evaluation
Standardized Construction Contract

CITY OF FRESNO
CATEGORICAL EXEMPTION
ENVIRONMENTAL ASSESSMENT NO. WC00020-P177

THE PROJECT DESCRIBED HEREIN IS DETERMINED TO BE CATEGORICALLY EXEMPT FROM THE PREPARATION OF ENVIRONMENTAL DOCUMENTS PURSUANT TO ARTICLE 19 OF THE STATE CEQA GUIDELINES

CONTACT: Anita Luera, Project Manager
City of Fresno – Capital Projects Department
747 R Street, 2nd Floor
Fresno, CA 93721
Phone: 559-621-8834
Email: Anita.Luera@Fresno.gov

PROJECT TITLE: Wellhead Treatment Improvements at Pump Station 177

PROJECT LOCATIONS: City of Fresno Council District 6

PROJECT DESCRIPTION: Wellhead treatment improvements at existing Pump Station 177 including construction of an aeration tank and installation of filtration vessels, a booster pump, interconnecting piping, and associated electrical and instrumentation lines to improve the system's performance, efficiency, and water quality.

This project is exempt under Section(s) 15301 Class 1 & 15303 Class 3 of the California Environmental Quality Act (CEQA) Guidelines. None of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2 apply to this project.

Class 1 exemptions, for projects pertaining to Existing Facilities, consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond existing at the time of the lead agency's determination. Examples include, but are not limited to, existing facilities of publicly owned utilities used to provide electric power, natural gas, sewage, or other public utility services.

Class 3 exemptions, for projects involving new construction or conversion of small structures, include the construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and utility extensions, including electric, water, and sewer, of reasonable length to serve such construction. Examples include but are not limited to water main extensions, utility service connections, and small utility buildings.

Pump Station 177 is an existing potable water facility that supplies drinking water to the City of Fresno municipal water system supporting residential, commercial, and fire

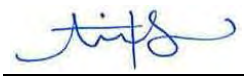
protection demands. The proposed improvements include construction of an aeration tank and installation of activated carbon vessels, booster pump, interconnecting piping, and associated electrical and instrumentation lines within the existing site. The improvements will not expand the facility's existing operational purpose or scale, and are required to improve pump station's overall performance, efficiency, and water quality.

None of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2, apply:

(a) Location	The Project is not located in a sensitive environment or an environmental resource of hazardous or critical concern as designated by federal, state, or local agencies. The work is entirely located within the existing Pump Station 177 facility with only minor impact on the right of way.
(b) Cumulative Impact	The Project will not have a cumulative negative impact over time that is significant. The Project merely entails improvement work within an existing facility.
(c) Significant Effect	The Project will not have a significant effect on the environment due to unusual circumstances. All work will be limited to an existing facility.
(d) Scenic Highways	The Project will not result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. The Project is not located near scenic highways.
(e) Hazardous Waste Sites	The Project is not located on a hazardous waste site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
(f) Historical Resources	The Project will not cause a substantial adverse change in the significance of a historical resource. The existing facilities at the Pump Station 177 site are not considered historical resources.

Furthermore, the proposed project is not expected to have a significant effect on the environment. Accordingly, a categorical exemption, as noted above, has been prepared for the project.

Prepared by: Anita Luera Date: February 27, 2026

Submitted by: 

Docusign Envelope ID: 8686BD22-07B8-893B-809D-D07F5D60034A

City of FRESNO

File#: 12601613 Opening Date: 04/21/26

Procurement Evaluation Form

Procurement Title: *Wellhead Treatment Improvements at Pump Station 177*

Procurement Type:Bid - Must be awarded to the lowest responsive and responsible bidder

Advertisement Date: *3/23/2026*

Opening Date: *4/21/2026*

Bid/Proposal Expiration Date: *6/24/2026*

Number of Building Exchanges Notified: *1*

Number of prospective bidders/proposers: *12*

Format of bids received: Electronic

	Bidders/Proposers	Amount
1	W.M. Lyles Co. 525 W. Alluvial Avenue Fresno, CA 93711	$3,944,000.00
2	Dawson Mauldin LLC 3410 McCall Ave, Suite 106 Selma, CA 93662	$4,574,008.00

Additional Information	Applicable	Not Applicable	Comments
Project Labor Agreement (PLA)	☒	☐	PLA applies per the project specifications.
Local Preference	☒	☐	Local preference is applicable but did not affect the outcome of the bid.
Non-Responsive Findings	☐	☒	*N/A*
Special Contract Terms (i.e., RC)	☐	☒	*N/A*
Min/Max Terms	☐	☒	*N/A*
DBE Requirements	☐	☒	*N/A*

Docusign Envelope ID: 8686BD22-07B8-893B-809D-D07F5D60034A

City of FRESNO

File#: 12601613 Opening Date: 04/21/26

Department Recommendation

(To be completed by the Department)

Background *(Explain the need for the procurement below.)*

Pump Station 177 was identified as a site in need of treatment facilities to improve water quality. Construction of the wellhead treatment improvements will support continued safe and reliable service in the area.

☒ Award a contract as follows:

Bidder/Proposer	Award Amount
W.M. Lyles Co. 525 W. Alluvial Avenue Fresno, CA 93711	$3,944,000.00

The Engineer's Estimate for this expenditure is $4,949,000 The contract price is 20% below. (*If the overage is greater than 10% provide an explanation below.)*

☐ Reject all bids/proposals. *(If electing to reject all, provide an explanation below.)*

Anticipated Council Date: 5/21/2026

City of FRESNO

File#: 12601613 Opening Date: 04/21/26

Fiscal Impact Statement

(To be completed by the Department)

Indicate the **total fiscal impact** of the action requested, including operating and capital costs. Indicate costs for the current fiscal year and continuing costs in future years. Include all related costs.

Is the contract funded in the current year budget and/or through reallocation of existing Department resources:

☒ Yes ☐ No

If no, how will this item be funded? *(Provide an explanation below.)*

Is the action funded by a grant received by the City?

☐ Yes ☒ No

If yes, provide the following:

Additional Information	Comments
Grant Name	
Grantor name, granting agency, or office name (if any)	
Fiscal year of the funding award	
Date grant agreement was approved by Council	

Fiscal Impact Table:

Type	Current Year Estimate	Annual Continuing Costs Thereafter	Number of Years
Operating	$ 0.00	$ 0.00	
Capital	$ 3,982,800.00	$ 0.00	
Total	**$ 3,982,800.00**	**$ 0.00**	

Describe all 'soft-cost' expenses:

Preliminary Engineering:	$ 261,910.00
Construction Engineering:	$ 108,238.00
Construction Materials:	$ 25,000.00
Contingency:	$ 213,000.00
Total:	$ 608,148.00
Construction Contract:	$ 3,944,000.00
Total Capital:	$ 4,552,148.00

City of FRESNO

File#: 12601613 Opening Date: 04/21/26

Approvals

The signature below constitutes approval from the department head.

Department Head — Date: 4/29/26

Assistant Director
Title

The signatures below constitute approval of the department recommendation.

DocuSigned by:
Melissa Perales
CE4CF5EAB18D46B...
Purchasing Manager — Date: 4/30/2026

DocuSigned by:
Brian Barr
General Services Department Director — Date: 4/30/2026

City Manager — Date: 4/30/26

SAMPLE CONTRACT
CITY OF FRESNO, CALIFORNIA
PUBLIC WORK OF IMPROVEMENT

THIS CONTRACT is made and entered into by and between CITY OF FRESNO, a California municipal corporation (City), and [Contractor Name], [Legal Identity] (Contractor) as follows:

1. Contract Documents. The "Notice Inviting Bids," "Instructions to Bidders," "Bid Proposal," and the "Specifications" including "General Conditions," "Special Conditions," and "Technical Specifications" for the following: [Title] (Bid File No. [Bid File No.]) [Alternates (if any)] copies of which are annexed hereto, together with all the drawings, plans, and documents specifically referred to in said annexed documents, including Performance and Payment Bonds, if required, and are hereby incorporated into and made a part of this Contract, and shall be known as the Contract Documents.

2. Price and Work. For the monetary consideration of [Written Dollar Amount] dollars and [Written Cents Amount] cents ($[Amount]), as set forth in the Bid Proposal, Contractor promises and agrees to perform or cause to be performed, in a good and workmanlike manner, under the direction and to the satisfaction of the City's "Engineer," and in strict accordance with the Specifications, all of the work as set forth in the Contract Documents.

3. Payment. City accepts Contractor's Bid Proposal as stated and agrees to pay the consideration stated, at the times, in the amounts, and under the conditions specified in the Contract Documents.

4. Indemnification. To the furthest extent allowed by law, including California Civil Code section 2782, CONTRACTOR shall indemnify, defend and hold harmless CITY and each of its officers, officials, employees, agents, and volunteers from any and all claims, demands, actions in law or equity, loss, liability, fines, penalties, forfeitures, interest, costs including legal fees, and damages (whether in contract, tort, or strict liability, including but not limited to personal injury, death at any time, property damage, or loss of any type) arising or alleged to have arisen directly or indirectly out of (1) any voluntary or involuntary act or omission, (2) error, omission or negligence, or (3) the performance or non-performance of this Contract . CONTRACTOR'S obligations as set forth in this section shall apply regardless of whether CITY or any of its officers, officials, employees, agents, or volunteers are passively negligent, but shall not apply to any loss, liability, fines, penalties, forfeitures, costs or damages caused by the active or sole negligence, or the willful misconduct, of CITY or any of its officers, officials, employees, agents or volunteers.

To the fullest extent allowed by law, and in addition to the express duty to indemnify, CONTRACTOR, whenever there is any causal connection between the CONTRACTOR's performance or non-performance of the work or services required under this Contract and any claim or loss, injury or damage of any type, CONTRACTOR expressly agrees to undertake a duty to defend CITY and any of its officers, officials, employees, agents, or volunteers, as a separate duty, independent of and broader that the duty to indemnify. The duty to defend as herein agreed to by CONTRACTOR expressly includes all costs of litigation, attorneys fees, settlement costs and expenses in connection with claims or litigation, whether or not the claims are valid, false or groundless, as long as the claims could be in any manner be causally connected to CONTRACTOR as reasonably determined by CITY.

Upon the tender by CITY to CONTRACTOR, CONTRACTOR shall be bound and obligated to assume the defense of CITY and any of its officers, officials, employees, agents, or volunteers, including the a duty to settle and otherwise pursue settlement negotiations, and shall pay, liquidate, discharge and satisfy any and all settlements, judgments, awards, or expenses resulting

from or arising out of the claims without reimbursement from CITY or any of its officers, officials, employees, agents, or volunteers.

It is further understood and agreed by CONTRACTOR that if CITY tenders a defense of a claim on behalf of CITY or any of its officers, officials, employees, agents, or volunteers and CONTRACTOR fails, refuses or neglects to assume the defense thereof, CITY and its officers, officials, employees, agents, or volunteers may agree to compromise and settle or defend any such claim or action and CONTRACTOR shall be bound and obligated to reimburse CITY and its officers, officials, employees, agents, or volunteers for the amounts expended by each in defending or settling such claim, or in the amount required to pay any judgment rendered therein.

The defense and indemnity obligations set forth above shall be direct obligations and shall be separate from and shall not be limited in any manner by any insurance procured in accordance with the insurance requirements set forth in this Contract. In addition, such obligations remain in force regardless of whether CITY provided approval for, or did not review or object to, any insurance CONTRACTOR may have procured in a accordance with the insurance requirements set forth in this Contract. The defense and indemnity obligations shall arise at such time that any claim is made, or loss, injury or damage of any type has been incurred by CITY, and the entry of judgment, arbitration, or litigation of any claim shall not be a condition precedent to these obligations.

The defense and indemnity obligations set forth in this section shall survive termination or expiration of this Contract.

5. Trench Shoring Detailed Plan. Contractor acknowledges the provisions of Section 6705 of the California Labor Code and, if said provisions are applicable to this Contract, agrees to comply therewith.

6. Worker's Compensation Certification. In compliance with the provisions of Section 1861 of the California Labor Code, Contractor hereby certifies as follows:

I am aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of work of this Contract and will make my subcontractors aware of this provision.

IN WITNESS WHEREOF, the parties have executed this Contract on the day and year here below written, of which the date of execution by City shall be subsequent to that of Contractor's, and this Contract shall be binding and effective upon execution by both parties.

[Contractor Name],
[Legal Identity]

By: _____

Name: _____
(Type or print written signature.)

Title: _____
(If corporation or LLC, Board Chair, Pres. or Vice Pres.)

Dated: _____

By: _____

Name: _____
(Type or print written signature.)

Title: _____
(If corporation or LLC, CFO, Treasurer, Secretary or Assistant Secretary)

Dated: _____

CITY OF FRESNO,
a California municipal corporation

By: _____
[Name], [Title]
Department of Public Works

Dated: _____

ATTEST:
AMY K. ALLER
Interim City Clerk

By: _____
Deputy

No signature of City Attorney required. Standard Document # 2022-11 DPW-SFormalBidContract-PublicWorkofImprovement has been used without modification as certified by the undersigned.

By: _____
[City Certifier Name]
[City Certifier Title]
Department of Public Works

City address:

City of Fresno
Attention: [Name], [Title]
[Street Address]
Fresno, CA [Zip]

File #: ID 26-599 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-J.

REPORT TO THE CITY COUNCIL

FROM: DENIX D. ANBIAH, PE, Director
Capital Projects Department

PAUL AMICO, PE, Director
Department of Public Utilities

BY: CASSIE L. SCHOLZ, PE, Assistant Director
Capital Projects Department, Utilities Project Management Division

ANITA LUERA, Project Manager
Capital Projects Department, Utilities Project Management Division

SUBJECT

Actions pertaining to the Wellhead Treatment Improvements at Pump Station 185 Project (Bid File 12601614) (Council District 6):

1. Adopt a finding of Categorical Exemption pursuant to Sections 15301/Class 1 (Existing Facilities) and 15303/Class 3 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act Guidelines
2. Award a Construction Contract in the amount of $2,272,653 to W. M. Lyles Co. as the lowest responsive and responsible bidder

RECOMMENDATIONS

Staff recommends that the City Council (1) adopt a finding of Categorical Exemption pursuant to Sections 15301/Class 1 (Existing Facilities) and 15303/Class 3 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA) Guidelines, and (2) award a Construction Contract in the amount of $2,272,653 to W. M. Lyles Co. as the lowest responsive and responsible bidder for the Wellhead Treatment Improvements at Pump Station 185 Project (Project), and authorize the Capital Projects Director or designee to sign and execute all documents on behalf of the City of Fresno (City).

EXECUTIVE SUMMARY

The Capital Projects Department seeks to award a wellhead treatment system Construction Contract in the amount of $2,272,653 to W. M. Lyles Co. following a competitive bidding process that identified them as the lowest responsive and responsible bidder. The scope of work includes modification to the existing granular activated carbon (GAC) system, construction and installation of an aeration tank, a booster pump, treatment process piping, and associated electrical and instrumentation

facilities at the existing Pump Station 185 groundwater production well. Funding for this project is included in the Department of Public Utilities (DPU) Fiscal Year 2026 Capital Improvement Budget.

BACKGROUND

The Department of Public Utilities (DPU) operates and maintains more than 260 municipal groundwater wells and 3 surface water treatment facilities to meet the City's water customers' demands. The production wells provide between 40 and 50 percent of the water supply when surface water supplies are available, and the wells may need to provide up 100 percent of the water demands in dry years when surface water allocations are curtailed. In 2018, the State of California established new groundwater regulations for 1,2,3-Trichloropropane (TCP), setting the allowable maximum contaminant level (MCL) at 5 parts per trillion present in drinking water. TCP is a component of agricultural soil fumigants historically used within the Central Valley. TCP does not adhere to soil after spray application, which resulted in the chemical leaching into the groundwater. Any groundwater containing elevated detections of TCP requires advanced levels of treatment prior to distribution for potable use.

Pump Station 185 was removed from service in 2021 due to groundwater TCP concentrations above the MCL, and modifications to the existing wellhead GAC treatment system is required to return the well to service. On April 28, 2021, the City entered into a Consultant Services Agreement with Michael K. Nunley and Associates, Inc. (Consultant) to provide engineering services for design of a wellhead treatment system at Pump Stations 177 and 185. The Consultant evaluated groundwater quality data, prepared a Basis of Design report, construction plans, and specifications. The scope of work at Pump Station 185 includes modification to the existing GAC system, construction and installation of an aeration tank, a booster pump, treatment process piping, and associated electrical and instrumentation facilities.

A Notice Inviting Bids was advertised and published on the City's website, Planet Bids, on March 23, 2026. The Project plans and specifications were distributed to twelve (12) prospective bidders and posted at two (2) Building Exchanges. Two (2) sealed bid proposals were received and publicly opened on April 21, 2026, with bids ranging from $2,272,653 to $2,391,050. W. M. Lyles Co. submitted a bid in the amount of $2,272,653 and was determined to be the lowest responsive and responsible bidder. Bids are set to expire on June 24, 2026. If the bids are rejected or allowed to expire, the Project must be rebid. This will result in schedule delays preventing utilization of the funding allocated to this Project for the current fiscal year.

The Construction Contract for this Project is covered by the Community Workforce Agreement (or Project Labor Agreement, PLA), adopted by Council in September 2021. W. M. Lyles Co. shall become signatory to the PLA by executing the Agreement to be Bound.

Staff recommends that the City Council (1) adopt a finding of Categorical Exemption pursuant to Sections 15301/Class 1 (Existing Facilities) and 15303/Class 3 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA) Guidelines; and (2) award a Construction Contract in the amount of $2,272,653 to W. M. Lyles Co. as the lowest responsive and responsible bidder for the Wellhead Treatment Improvements at Pump Station 185 Project; and authorize the Capital Projects Director or designee to sign and execute all documents on behalf of the City.

The City Attorney's Office has reviewed and approved the contract documents as to form.

ENVIRONMENTAL FINDINGS

Staff have reviewed the scope and nature of this Project and determined that it is categorically exempt from the requirements of CEQA pursuant to Sections 15301/Class 1 (Existing Facilities) and 15303/Class 3 (New Construction or Conversion of Small Structures) of the CEQA Guidelines. None of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2 apply to the Project.

LOCAL PREFERENCE

W. M. Lyles Co. is a local business, as defined by the Fresno Municipal Code.

FISCAL IMPACT

This Project is located in Council District 6. It will have no impact to the General Fund. Funding for this Project is included in the DPU Fiscal Year 2026 Capital Improvement Budget within the Water Division's TCP Settlement Fund.

Attachments:
Categorical Exemption
Formal Procurement Evaluation
Standardized Construction Contract

CITY OF FRESNO
CATEGORICAL EXEMPTION
ENVIRONMENTAL ASSESSMENT NO. WC00020-P185

THE PROJECT DESCRIBED HEREIN IS DETERMINED TO BE CATEGORICALLY EXEMPT FROM THE PREPARATION OF ENVIRONMENTAL DOCUMENTS PURSUANT TO ARTICLE 19 OF THE STATE CEQA GUIDELINES

CONTACT: Anita Luera, Project Manager
City of Fresno – Capital Projects Department
747 R Street, 2nd Floor
Fresno, CA 93721
Phone: 559-621-8834
Email: Anita.Luera@Fresno.gov

PROJECT TITLE: Wellhead Treatment Improvements at Pump Station 185

PROJECT LOCATIONS: City of Fresno Council District 6

PROJECT DESCRIPTION: Wellhead treatment improvements at existing Pump Station 185 including construction of an aeration tank and installation of a booster pump, interconnecting piping, and associated electrical and instrumentation lines to improve the system's performance, efficiency, and water quality.

This project is exempt under Section(s) 15301 Class 1 & 15303 Class 3 of the California Environmental Quality Act (CEQA) Guidelines. None of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2 apply to this project.

Class 1 exemptions, for projects pertaining to Existing Facilities, consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond existing at the time of the lead agency's determination. Examples include, but are not limited to, existing facilities of publicly owned utilities used to provide electric power, natural gas, sewage, or other public utility services.

Class 3 exemptions, for projects involving new construction or conversion of small structures, include the construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and utility extensions, including electric, water, and sewer, of reasonable length to serve such construction. Examples include but are not limited to water main extensions, utility service connections, and small utility buildings.

Pump Station 185 is an existing potable water facility that supplies drinking water to the City of Fresno's municipal distribution system, supporting residential, commercial, and fire-protection demands. The proposed project would construct a new aeration tank and

install a booster pump, interconnecting process piping, and associated electrical and instrumentation components within the existing pump station site. The purpose of the project is to improve water quality, system performance, and operational efficiency. The project would not increase the facility's existing capacity, footprint, or operational purpose and would remain consistent with current use of the site.

None of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2, apply:

(a) Location	The Project is not located in a sensitive environment or an environmental resource of hazardous or critical concern as designated by federal, state, or local agencies. The work is entirely located within the existing Pump Station 185 facility with only minor impact on the right of way.
(b) Cumulative Impact	The Project will not have a cumulative negative impact over time that is significant. The Project merely entails improvement work within an existing facility.
(c) Significant Effect	The Project will not have a significant effect on the environment due to unusual circumstances. All work will be limited to an existing facility.
(d) Scenic Highways	The Project will not result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. The Project is not located near scenic highways.
(e) Hazardous Waste Sites	The Project is not located on a hazardous waste site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
(f) Historical Resources	The Project will not cause a substantial adverse change in the significance of a historical resource. The existing facilities at the Pump Station 185 site are not considered historical resources.

Furthermore, the proposed project is not expected to have a significant effect on the environment. Accordingly, a categorical exemption, as noted above, has been prepared for the project.

Prepared by: Anita Luera Date: February 27, 2026

Submitted by: 

_____

Docusign Envelope ID: 045610F7-60B3-86DD-8110-691776E578B8

City of FRESNO

File#:12601614 Opening Date: 04/21/26

Procurement Evaluation Form

Procurement Title: *Wellhead Treatment Improvements at Pump Station 185*

Procurement Type: Bid - Must be awarded to the lowest responsive and responsible bidder

Advertisement Date: *3/23/2026*

Opening Date: *4/21/2026*

Bid/Proposal Expiration Date: *6/24/2026*

Number of Building Exchanges Notified: *2*

Number of prospective bidders/proposers: *12*

Format of bids received: Electronic

	Bidders/Proposers	Amount
1	W.M. Lyles Co. 525 W. Alluvial Ave Fresno, CA 93722	$2,272,653.00
2	Dawson-Mauldin LLC 1071 E. Nebraska Selma, CA 93662	$2,391,050.00

Additional Information	Applicable	Not Applicable	Comments
Project Labor Agreement (PLA)	☒	☐	PLA applies per the project specifications.
Local Preference	☒	☐	Local preference is applicable but did not affect the outcome of the bid.
Non-Responsive Findings	☐	☒	*N/A*
Special Contract Terms (i.e., RC)	☐	☒	*N/A*
Min/Max Terms	☐	☒	*N/A*
DBE Requirements	☐	☒	*N/A*

Docusign Envelope ID: 045610F7-60B3-86DD-8110-691776E578B8

City of FRESNO

File#:12601614 Opening Date: 04/21/26

Department Recommendation

(To be completed by the Department)

Background *(Explain the need for the procurement below.)*

Pump Station 185 was identified as a site in need of treatment facilities to improve water quality. Construction of the wellhead treatment improvements will support continued safe and reliable service in the area.

☒ Award a contract as follows:

Bidder/Proposer	Award Amount
W.M. Lyles Co. 525 W. Alluvial Ave Fresno, CA 93722	$2,272,653.00

The Engineer's Estimate for this expenditure is $2,496,000 The contract price is 9% below. (*If the overage is greater than 10% provide an explanation below.)*

☐ Reject all bids/proposals. *(If electing to reject all, provide an explanation below.)*

Anticipated Council Date: 5/21/2026

City of FRESNO

File#:12601614 Opening Date: 04/21/26

Fiscal Impact Statement

(To be completed by the Department)

Indicate the **total fiscal impact** of the action requested, including operating and capital costs. Indicate costs for the current fiscal year and continuing costs in future years. Include all related costs.

Is the contract funded in the current year budget and/or through reallocation of existing Department resources:

☒ Yes ☐ No

If no, how will this item be funded? *(Provide an explanation below.)*

Is the action funded by a grant received by the City?

☐ Yes ☒ No

If yes, provide the following:

Additional Information	Comments
Grant Name	
Grantor name, granting agency, or office name (if any)	
Fiscal year of the funding award	
Date grant agreement was approved by Council	

Fiscal Impact Table:

Type	Current Year Estimate	Annual Continuing Costs Thereafter	Number of Years
Operating	$ 0.00	$ 0.00	
Capital	$ 2,329,153.00	$ 0.00	
Total	**$ 2,329,153.00**	**$ 0.00**	

Describe all 'soft-cost' expenses:

Preliminary Engineering:	$ 335,013.00
Construction Engineering:	$ 93,238.00
Construction Materials:	$ 20,000.00
Contingency:	$ 129,000.00
Total:	$ 577,251.00
Construction Contract:	$ 2,272,653.00
Total Capital:	$ 2,849,904.00

City of FRESNO

File#:12601614 Opening Date: 04/21/26

Approvals

The signature below constitutes approval from the department head.

Department Head	4/29/26 Date
Assistant Director Title	

The signatures below constitute approval of the department recommendation.

DocuSigned by: Melissa Perales CE4CF5EAB18D46B... Purchasing Manager	4/30/2026 Date
DocuSigned by: Brian Barr 99B07... General Services Department Director	4/30/2026 Date
City Manager	4/30/26 Date

SAMPLE CONTRACT
CITY OF FRESNO, CALIFORNIA
PUBLIC WORK OF IMPROVEMENT

THIS CONTRACT is made and entered into by and between CITY OF FRESNO, a California municipal corporation (City), and [Contractor Name], [Legal Identity] (Contractor) as follows:

1. Contract Documents. The "Notice Inviting Bids," "Instructions to Bidders," "Bid Proposal," and the "Specifications" including "General Conditions," "Special Conditions," and "Technical Specifications" for the following: [Title] (Bid File No. [Bid File No.]) [Alternates (if any)] copies of which are annexed hereto, together with all the drawings, plans, and documents specifically referred to in said annexed documents, including Performance and Payment Bonds, if required, and are hereby incorporated into and made a part of this Contract, and shall be known as the Contract Documents.

2. Price and Work. For the monetary consideration of [Written Dollar Amount] dollars and [Written Cents Amount] cents ($[Amount]), as set forth in the Bid Proposal, Contractor promises and agrees to perform or cause to be performed, in a good and workmanlike manner, under the direction and to the satisfaction of the City's "Engineer," and in strict accordance with the Specifications, all of the work as set forth in the Contract Documents.

3. Payment. City accepts Contractor's Bid Proposal as stated and agrees to pay the consideration stated, at the times, in the amounts, and under the conditions specified in the Contract Documents.

4. Indemnification. To the furthest extent allowed by law, including California Civil Code section 2782, CONTRACTOR shall indemnify, defend and hold harmless CITY and each of its officers, officials, employees, agents, and volunteers from any and all claims, demands, actions in law or equity, loss, liability, fines, penalties, forfeitures, interest, costs including legal fees, and damages (whether in contract, tort, or strict liability, including but not limited to personal injury, death at any time, property damage, or loss of any type) arising or alleged to have arisen directly or indirectly out of (1) any voluntary or involuntary act or omission, (2) error, omission or negligence, or (3) the performance or non-performance of this Contract . CONTRACTOR'S obligations as set forth in this section shall apply regardless of whether CITY or any of its officers, officials, employees, agents, or volunteers are passively negligent, but shall not apply to any loss, liability, fines, penalties, forfeitures, costs or damages caused by the active or sole negligence, or the willful misconduct, of CITY or any of its officers, officials, employees, agents or volunteers.

To the fullest extent allowed by law, and in addition to the express duty to indemnify, CONTRACTOR, whenever there is any causal connection between the CONTRACTOR's performance or non-performance of the work or services required under this Contract and any claim or loss, injury or damage of any type, CONTRACTOR expressly agrees to undertake a duty to defend CITY and any of its officers, officials, employees, agents, or volunteers, as a separate duty, independent of and broader that the duty to indemnify. The duty to defend as herein agreed to by CONTRACTOR expressly includes all costs of litigation, attorneys fees, settlement costs and expenses in connection with claims or litigation, whether or not the claims are valid, false or groundless, as long as the claims could be in any manner be causally connected to CONTRACTOR as reasonably determined by CITY.

Upon the tender by CITY to CONTRACTOR, CONTRACTOR shall be bound and obligated to assume the defense of CITY and any of its officers, officials, employees, agents, or volunteers, including the a duty to settle and otherwise pursue settlement negotiations, and shall pay, liquidate, discharge and satisfy any and all settlements, judgments, awards, or expenses resulting

from or arising out of the claims without reimbursement from CITY or any of its officers, officials, employees, agents, or volunteers.

It is further understood and agreed by CONTRACTOR that if CITY tenders a defense of a claim on behalf of CITY or any of its officers, officials, employees, agents, or volunteers and CONTRACTOR fails, refuses or neglects to assume the defense thereof, CITY and its officers, officials, employees, agents, or volunteers may agree to compromise and settle or defend any such claim or action and CONTRACTOR shall be bound and obligated to reimburse CITY and its officers, officials, employees, agents, or volunteers for the amounts expended by each in defending or settling such claim, or in the amount required to pay any judgment rendered therein.

The defense and indemnity obligations set forth above shall be direct obligations and shall be separate from and shall not be limited in any manner by any insurance procured in accordance with the insurance requirements set forth in this Contract. In addition, such obligations remain in force regardless of whether CITY provided approval for, or did not review or object to, any insurance CONTRACTOR may have procured in a accordance with the insurance requirements set forth in this Contract. The defense and indemnity obligations shall arise at such time that any claim is made, or loss, injury or damage of any type has been incurred by CITY, and the entry of judgment, arbitration, or litigation of any claim shall not be a condition precedent to these obligations.

The defense and indemnity obligations set forth in this section shall survive termination or expiration of this Contract.

5. Trench Shoring Detailed Plan. Contractor acknowledges the provisions of Section 6705 of the California Labor Code and, if said provisions are applicable to this Contract, agrees to comply therewith.

6. Worker's Compensation Certification. In compliance with the provisions of Section 1861 of the California Labor Code, Contractor hereby certifies as follows:

I am aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of work of this Contract and will make my subcontractors aware of this provision.

IN WITNESS WHEREOF, the parties have executed this Contract on the day and year here below written, of which the date of execution by City shall be subsequent to that of Contractor's, and this Contract shall be binding and effective upon execution by both parties.

[Contractor Name],
[Legal Identity]

By: _____

Name: _____
(Type or print written signature.)

Title: _____
(If corporation or LLC, Board Chair, Pres. or Vice Pres.)

Dated: _____

By: _____

Name: _____
(Type or print written signature.)

Title: _____
(If corporation or LLC, CFO, Treasurer, Secretary or Assistant Secretary)

Dated: _____

CITY OF FRESNO,
a California municipal corporation

By: _____
[Name], [Title]
Department of Public Works

Dated: _____

ATTEST:
AMY K. ALLER
Interim City Clerk

By: _____
Deputy

No signature of City Attorney required. Standard Document # 2022-11 DPW-SFormalBidContract-PublicWorkofImprovement has been used without modification as certified by the undersigned.

By: _____
[City Certifier Name]
[City Certifier Title]
Department of Public Works

City address:

City of Fresno
Attention: [Name], [Title]
[Street Address]
Fresno, CA [Zip]

File #: ID 26-574 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-K.

REPORT TO THE CITY COUNCIL

FROM: DENIX D. ANBIAH, PE, Director
Capital Projects Department

SCOTT L. MOZIER, PE, Director
Public Works Department

BY: KELLY YOST, PE, Construction Manager
Capital Projects Department, Construction Management Division

SUBJECT

Approve Contract Change Order No. 7 in the amount not to exceed $107,830.69, with fifty (50) additional working days, for the installation of two (2) Pacific Gas and Electric Company vaults and the reimbursement of the renewal of the State Water Board Annual Permit Fee with Avison Construction Company, Inc. of Madera, CA for the Transformative Climate Communities Park at MLK Magnet Core (Les Kimber Park) Project - Project ID PW00857 (Bid File 12302905). (Council District 3)

RECOMMENDATION

Staff recommends that the City Council approve Contract Change Order No. 7 with Avison Construction Co., Inc. of Madera California which increases the contract amount not to exceed $107,830.69, for a revised contract total not to exceed $11,100,725.93, with fifty (50) additional working days to install two (2) Pacific Gas and Electric Company number seven vaults and reimbursement of the State Water Board Annual Permit Fee at the Transformative Climate Communities (TCC) Park at MLK Magnet Core Project (Les Kimber Park) and authorize the Capital Projects Department Director, or designee, to sign this Contract Change Order No. 7 on behalf of the City of Fresno.

EXECUTIVE SUMMARY

On October 19, 2023, a contract was awarded in the amount of $8,646,293.00 to Avison Construction Co., Incorporated of Madera California for the TCC Park at MLK Magnet Core, now known as Les Kimber Park.

City Council approval of Contract Change Order No. 7 in the amount of $107,830.69, with fifty (50) additional working days, will allow for work related to the installation of two (2) Pacific Gas and Electric Company number seven vaults and fifty (50) working days for the redesign, acquisition of

materials and completion of additional work and reimbursement of the State Water Board Annual Permit Fee.

Approval of this proposed Contract Change Order will allow the project to move forward and provide the necessary supplemental improvements required for project completion. This increase will result in a revised contract total of $11,100,725.93. This project is funded by TCC Grant funding, local Development Park Impact Fees and one-third developer contribution for a portion of the supporting improvements, as detailed in the West Creek Village Development Agreement.

BACKGROUND

On October 19, 2023, a contract was awarded in the amount of $8,646,293.00 to Avison Construction Incorporated, for the TCC Park at MLK Magnet Core project, now known as Les Kimber Park. The project includes the construction and development of a ten-acre park and a perimeter loop road (West Creek Village Way), which extends off Church Avenue.

The contractor's Notice to Proceed was issued with a start date of March 25, 2024, and a contract completion date of October 9, 2024. There have been six (6) prior Contract Change Orders approved totaling $2,346,602.24 resulting in a revised contract total of $10,992,895.24. There have been three hundred and sixteen (316) days added to the contract time by the previously executed Contract Change Orders, in addition to ten (10) weather days and seventy-four (74) suspension days, resulting in a revised contract completion date of May 15, 2026.

This Contract Change Order will provide the funding needed for the installation of two (2) Pacific Gas and Electric Company number seven vaults and the reimbursement of the renewal of the State Water Board Annual Permit Fee.

This Contract Change Order adds fifty (50) additional working days to the contract time due design changes made to the Pacific Gas and Electric Company Rule 16.

City Council approval of Contract Change Order No. 7 is required by Resolution 2017-158, which sets the approval thresholds for individual Contract Change Orders which exceed 1% of the total contract price or $100,000.00 and for individual Contract Time extensions which by itself or aggregated with time increases under previous Change Orders, equals up to thirty (30) days or 20 percent (20%) of the total time allowed under the Contract, whichever is greater. The amount of Contract Change Order No. 7 is $107,830.69, which is 28.4% of the original Contract amount. This increase will result in a revised contract total of $11,100,725.93. There will be fifty (50) additional working days added to the contract time by this Contract Change Order, ten (10) weather days, and seventy-four (74) suspension days, resulting in a revised contract completion date of July 27, 2026.

This project is funded by TCC Grant Funding, local Development Park Impact Fees and one-third developer contribution for a portion of the supporting improvements, as detailed in the West Creek Village Development Agreement.

This contract is covered by the Transformative Climate Communities Project Labor Agreement (TCC PLA), adopted by Council in August 2017. The Contractor for this project has become signatory to the TCC PLA by executing the Agreement To Be Bound.

Staff recommends that the City Council authorize the Capital Projects Department Director, or designee, to sign Contract Change Order No. 7 for the TCC Park at MLK Magnet Core Project on behalf of the City.

CCO #	CCO Amount	Days Added	Approved by:	Reason	Scope Change
1	$567,390	32	Council	Utilities	Utility directed PG&E Rule 16
2	$84,006.21	0	City Manager	Unforeseen conditions	Unforeseen sewer and storm drain complications
3	$22,047.16	0	City Manager	Unforeseen conditions	Bio-swale basins
4	$1,438,210	166	Council	Owner Directed	Addition of Les Kimber Park, Phase 2
5	$122,470.55	58	Council	Owner Directed	Monument sign, roadway redesign and play area changes
6	$112,478.32	60	Council	Owner Directed	Installation of transformer, solar lights, and bubbler

ENVIRONMENTAL FINDINGS

On October 19, 2023, as part of the contract award, staff analysis was presented with findings that no subsequent environmental review of the project was required as no substantial changes are proposed or had occurred that would require revisions of the previous Mitigated Negative Declaration. Based upon these findings, it has been determined that no further environmental documentation is required.

LOCAL PREFERENCE

Local preference was not implemented because of TCC Grant Funding.

FISCAL IMPACT

Les Kimber Park (TCC MLK Magnet Core Project) is within Council District 3. The project is funded by a combination of TCC grant funding, local Development Park Impact Fees and one-third developer contribution for a portion of the supporting improvements, as detailed in the West Creek

Village Development Agreement. Funding is available within the adopted budget to implement the change order. This Change Order will have no impact on the General Fund.

Attachments:
Contract Change Order No. 7
Contract Change Order No. 6
Contract Change Order No. 5
Contract Change Order No. 4
Contract Change Order No. 3
Contract Change Order No. 2
Contract Change Order No. 1
Construction Contract-Avison Construction
Vicinity Map

Docusign Envelope ID: B05C3090-0E5E-816A-8319-33771DF7BFF0

City of Fresno
CAPITAL PROJECTS DEPARTMENT
CONSTRUCTION MANAGEMENT DIVISION

747 R Street, 2nd Floor
Fresno, CA 93721

CONTRACT CHANGE ORDER NO. 7

CONTRACT AWARDED BY: ■ CITY COUNCIL ☐ REDEVELOPMENT AGENCY ☐ INFORMAL

DATE OF AWARD **Oct 19, 2023**

PROJECT: **TCC Park at MLK Magnet Core** SHEET **1 of 1**

BID FILE NO. **12302905**

CONTRACT: **32400343** PROJECT I.D. **PW00857** FEDERAL PROJ. ID. **N/A**

CONTRACTOR/ADDRESS: **Avison Construction, Inc. 40434 Brickyard Drive Madera CA 93636**

EMAIL: **cshort@avisoninc.com; rnewman@avisoninc.com**

You are hereby requested to make the herein described changes from the plans and specifications or do the following described work not included in the plans and specifications on this contract.

NOTE: THIS CHANGE IS NOT EFFECTIVE UNTIL FULLY EXECUTED. Change requested by: **CITY OF FRESNO**

Description:

I. **CHANGES TO CONTRACT PLANS AND SPECIFICATIONS**

A. Provides for all labor, equipment, materials, and incidentals to install two (2) additional No. 7 vaults and intercept the newly installed conduit along Church Avenue in accordance with the revised Rule 16 Delta 1 and Delta 2 per the City of Fresno Request for Proposal No. 19 dated February 19, 2026 and Avison Constructions, Inc. Proposed Change Order No. 31, dated February 23, 2026.

Increase in Contract Price…..... $ 106,642.80

B. Provides for all labor, equipment, materials, and incidentals for the renewal of the State Water Board Permit 5F10C403358, payment will be made per Avison Constructions, Inc. Proposed Change Order No. 29, dated January 26, 2026.

Increase in Contract Price…..... $ 1,187.89

II. **CONTRACT PRICE**

Increase to Contract Price shall include all costs for above noted work and shall be considered full compensation for all material, equipment, labor, applicable mark-up and overhead. All work noted above to be performed in accordance with the pertinent Specifications.

Increase in Contract Price…….……..... $ 107,830.69

III. **CONTRACT TIME**

Change In Contract Time…….……..... 50 Days

Cost of this Change Order	**$ 107,830.69**	Increase	
Estimated		Decrease	
Exact **X**			
Original Contract Price	**$ 8,646,293.00**		
Approved Cost Changes to Date	**$ 2,346,602.24**		
Total of all Contract Changes including this Change Order	**$ 2,454,432.93**		
Net change in Contract Price is of the original Contract Price	**28.4%**		
Revised Contract Price	**$ 11,100,725.93**		

STATEMENT OF CONTRACT TIME

	NUMBER OF DAYS	DATE
Date of Notice to Proceed		**Mar 25, 2024**
Contract **X** Working Calendar Days	**140**	
Computed Date for Completion		**Oct 9, 2024**
Time extension days this CCO	**50**	
Total time extension days all CCO's	**366**	
Weather Days through 4/4/26	**10**	
Suspended Days through 4/4/26	**74**	
Extended Date for Completion		**Jul 27, 2026**
Substantial Completion		

We, the undersigned contractor, have given careful consideration to the change proposed and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the price shown above.

Accepted Date 4/30/2026 Contractor: **Avison Construction, Inc.**

Signed By: Signed by: Curtis Short 7EF86727B2124E8... Title: President

If the contractor does not sign acceptance of this order, his attention is directed to the requirements of the specifications as to proceeding with the ordered work.

Submitted By: **Luis Aguilar** Inspector Signed by: Luis Aguilar C52536B3C7D14C6...

Approval Recommended Signed by: Kelly Yost Construction Manager

Date 4/28/2026

Authorized: ☐ Chief Administrative Officer Date

(if change orders or total of change orders exceed 5% of contract price)

Authorized: ● City Council Minutes of Meeting Dated:

(if change order or total change orders exceed 10% of contract price or if change order exceeds Fresno City Charter limit or Section 33422 Health and Safety Code for Agency contracts.)

Approved: ☐ Capital Projects Assistant Director Date

Approved: ● Capital Projects Director Date

Cc: Project Manager, Nathan Sanchez
Senior Inspector, Devin Wiley
Chief Inspector, Darden Roche

Docusign Envelope ID: 1D0B18DE-4330-4235-B1CE-CE82FB78B62E

City of Fresno
CAPITAL PROJECTS DEPARTMENT
CONSTRUCTION MANAGEMENT DIVISION

747 R Street, 2nd Floor
Fresno, CA 93721

CONTRACT CHANGE ORDER NO. 6

CONTRACT AWARDED BY: ■ CITY COUNCIL ☐ REDEVELOPMENT AGENCY ☐ INFORMAL

DATE OF AWARD **Oct 19, 2023**

PROJECT: **TCC Park at MLK Magnet Core** SHEET **1 of 1**

BID FILE NO. **12302905**

CONTRACT: **32400343** PROJECT I.D. **PW00857** FEDERAL PROJ. ID. **N/A**

CONTRACTOR/ADDRESS: **Avison Construction, Inc. 40434 Brickyard Drive Madera CA 93636**

EMAIL: **cshort@avisoninc.com; rnewman@avisoninc.com**

You are hereby requested to make the herein described changes from the plans and specifications or do the following described work not included in the plans and specifications on this contract.

NOTE: THIS CHANGE IS NOT EFFECTIVE UNTIL FULLY EXECUTED. Change requested by: **CITY OF FRESNO**

Description:

I. **CHANGES TO CONTRACT PLANS AND SPECIFICATIONS**

A. Provides for all labor, equipment, materials, and incidentals to install a step-up transformer between the existing booster pump and the master switch board per the City of Fresno Request For Proposal No. 16, dated September 23, 2025, and Avison Constructions, Inc. Proposed Change Order No. 24, dated October 21, 2025.
Increase in Contract Price…..... $ 24,292.00

B. Provides for all labor, equipment, materials, and incidentals to install temporary battery controllers for the irrigation of plants and trees site wide per Avison Construction, Inc. Proposed Change Order No. 25, dated November 13, 2025. All temporary material to be removed once Contract Work is completed.
Increase in Contract Price…..... $ 6,136.82

C. Provides for all labor, equipment, materials, and incidentals to install 6 solar lights with foundations around the play area per the City's Request For Proposal No. 17, dated October 10, 2025, and Avison Construction, Inc. Proposed Change Order No. 26, dated November 18,
Increase in Contract Price…..... $ 50,549.50

D. Provides for all labor, equipment, materials, and incidentals to backfill, regrade and compact the valley gutter and tie-in at the intersection of Church and West Creek. Work to be performed as Extra Work in accordance with Section 3-3 of the City Specifications, Section 9-1.04 of the California State Standard Specification, and as directed by the Engineer. Actual payment will be determined by the Engineer's Approved Daily Extra Work Reports.
Estimated Increase in Contract Price…..... $ 5,500.00

E. Provides for all labor, equipment, materials, and incidentals to excavate, grade and compact the new location of the monument sign. Work to be performed as Extra Work in accordance with Section 3-3 of the City Specifications, Section 9-1.04 of the California State Standard Specification, and as directed by the Engineer. Actual payment will be determined by the Engineer's Approved Daily Extra Work Reports.
Estimated Increase in Contract Price…..... $ 2,000.00

F. Provides for all labor, equipment, materials, and incidentals to demolish, regrade and compact sidewalk and relocate conduit at the new drain inlet location. Work to be performed as Extra Work in accordance with Section 3-3 of the City Specifications, Section 9-1.04 of the California State Standard Specification, and as directed by the Engineer. Actual payment will be determined by the Engineer's Approved Daily Extra Work Reports.
Estimated Increase in Contract Price…..... $ 10,000.00

G. Provides for all labor, equipment, materials, and incidentals to locate an existing 4" drain pipe and install a bubbler in a bio-swale omitted from Bulletin 2 - Bio-swale adjustments. Work to be performed as Extra Work in accordance with Section 3-3 of the City Specifications, Section 9-1.04 of the California State Standard Specification, and as directed by the Engineer. Actual payment will be determined by the Engineer's Approved Daily Extra Work Reports.
Estimated Increase in Contract Price…..... $ 14,000.00

II. **CONTRACT PRICE**

Increase to Contract Price shall include all costs for above noted work and shall be considered full compensation for all material, equipment, labor, applicable mark-up and overhead. All work noted above to be performed in accordance with the pertinent Specifications.
Estimated Increase in Contract Price…..... $ 112,478.32

III. **CONTRACT TIME**

Change In Contract Time…..... 60 Days

Cost of this Change Order	**$ 112,478.32**	Increase
Estimated **X**		Decrease
Exact		
Original Contract Price	**$ 8,646,293.00**	
Approved Cost Changes to Date	**$ 2,234,123.92**	
Total of all Contract Changes including this Change Order	**$ 2,346,602.24**	
Net change in Contract Price is of the original Contract Price	**27.1%**	
Revised Contract Price	**$ 10,992,895.24**	

STATEMENT OF CONTRACT TIME

	NUMBER OF DAYS	DATE
Date of Notice to Proceed		**Mar 25, 2024**
Contract **X** Working Calendar Days	**140**	
Computed Date for Completion		**Oct 9, 2024**
Time extension days this CCO	**60**	
Total time extension days all CCO's	**316**	
Weather Days through 12/13/25	**14**	
Suspended Days through 12/13/25	**0**	
Extended Date for Completion		**Feb 5, 2026**
Substantial Completion		

We, the undersigned contractor, have given careful consideration to the change proposed and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the price shown above.

Accepted Date 12/23/2025 Contractor: **Avison Construction, Inc.**

Signed By: Signed by: Curtis Short 7EF86727B2124E8... Title: President

If the contractor does not sign acceptance of this order, his attention is directed to the requirements of the specifications as to proceeding with the ordered work.

Submitted By: **Luis Aguilar** Signed by: Luis Aguilar C52536B3C7D14C6... Inspector

Approval Recommended: Signed by: Kelly Yost 1A0E0A... Construction Manager Date 12/23/2025

Authorized: ☐ Chief Administrative Officer Date

(if change orders or total of change orders exceed 5% of contract price)

Authorized: ☑ City Council Minutes of Meeting Dated:

(if change order or total change orders exceed 10% of contract price or if change order exceeds Fresno City Charter limit or Section 33422 Health and Safety Code for Agency contracts.)

Approved: ☑ Capital Projects Assistant Director Signed by: Antonio Barba D93017D7069E41A... Date 12/23/2025

Approved: ☑ Capital Projects Director Signed by: Francisco V. Mayes II 36E39B6C9CCE484... Date 1/21/2026

Cc: Project Manager, Nathan Sanchez
Senior Inspector, Devin Wiley
Chief Inspector, Darden Roche

City of Fresno
CAPITAL PROJECTS DEPARTMENT
CONSTRUCTION MANAGEMENT DIVISION

747 R Street, 2nd Floor
Fresno, CA 93721

CONTRACT CHANGE ORDER NO. 5

CONTRACT AWARDED BY: ■ CITY COUNCIL ___ REDEVELOPMENT AGENCY ___ INFORMAL

DATE OF AWARD: Oct 19, 2023

PROJECT: TCC Park at MLK Magnet Core — SHEET: 1 of 2

BID FILE NO.: 12302905

CONTRACT: 32400343 — PROJECT I.D.: PW00857 — FEDERAL PROJ. ID.: N/A

CONTRACTOR/ADDRESS: Avison Construction, Inc. 40434 Brickyard Drive Madera CA 93636

EMAIL: cshort@avisoninc.com; rnewman@avisoninc.com

You are hereby requested to make the herein described changes from the plans and specifications or do the following described work not included in the plans and specifications on this contract.

NOTE: THIS CHANGE IS NOT EFFECTIVE UNTIL FULLY EXECUTED. Change requested by: **CITY OF FRESNO**

Description:

I. **CHANGES TO CONTRACT PLANS AND SPECIFICATIONS**

See Sheet 2 for the description of changes.

Increase in Contract Price..... $ 122,470.55

II. **CONTRACT PRICE**

Increase to Contract Price shall include all costs for above noted work and shall be considered full compensation for all material, equipment, labor, applicable mark-up and overhead. All work noted above to be performed in accordance with the pertinent Specifications.

Estimated Increase in Contract Price..... $ 122,470.55

III. **CONTRACT TIME**

Change In Contract Time..... 58 Days

Cost of this Change Order	$ 122,470.55	Increase / Decrease
Estimated X / Exact		
Original Contract Price	$ 8,646,293.00	
Approved Cost Changes to Date	$ 2,111,653.37	
Total of all Contract Changes including this Change Order	$ 2,234,123.92	
Net change in Contract Price is of the original Contract Price	25.8%	
Revised Contract Price	$ 10,880,416.92	

STATEMENT OF CONTRACT TIME	NUMBER OF DAYS	DATE
Date of Notice to Proceed		Mar 25, 2024
Contract X Working Calendar Days	140	
Computed Date for Completion		Oct 9, 2024
Time extension days this CCO	58	
Total time extension days all CCO's	256	
Weather Days through 7/15/25	7	
Suspended Days through 7/15/25	0	
Extended Date for Completion		Oct 27, 2025
Substantial Completion		

We, the undersigned contractor, have given careful consideration to the change proposed and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the price shown above.

Accepted Date 7/28/25 — Contractor: Avison Construction, Inc.

Signed By: Robert J. Newman — Title: Project Manager

If the contractor does not sign acceptance of this order, his attention is directed to the requirements of the specifications as to proceeding with the ordered work.

Submitted By: Luis Aguilar, Inspector — Approval Recommended: Construction Manager — Date 7/28/2025

Authorized: ☐ Chief Administrative Officer — Date

(if change orders or total of change orders exceed 5% of contract price)

Authorized: ☑ City Council — Minutes of Meeting Dated: August 14, 2025

(if change order or total change orders exceed 10% of contract price or if change order exceeds Fresno City Charter limit or Section 33422 Health and Safety Code for Agency contracts.)

Approved: ☑ Capital Projects Assistant Director — Date 7/28/25

Approved: ☑ Capital Projects Director — Date 08/19/25

DEVIN GINDIAH

Cc: Project Manager, Nathan Sanchez
Senior Inspector, Devin Wiley

City of Fresno
CAPITAL PROJECTS DEPARTMENT
CONSTRUCTION MANAGEMENT DIVISION

747 R Street, 2nd Floor
Fresno, CA 93721

CONTRACT CHANGE ORDER NO. 5

PROJECT: **TCC Park at MLK Magnet Core** SHEET **2 of 2**
BID FILE NO. **12302905**
CONTRACT: **32400343** PROJECT I.D. **PW00857** FEDERAL PROJ. ID. **N/A**
CONTRACTOR/ADDRESS: **Avison Construction, Inc. 40434 Brickyard Drive Madera CA 93636**

Description:

I. **CHANGES TO CONTRACT PLANS AND SPECIFICATIONS**

A. Provides for all labor, equipment, materials, and all applicable mark ups for the addition of one (1) monument sign. The sign is to be constructed per the City of Fresno's RFP No. 10R, dated February 26, 2025, and Avison Construction, Inc.'s PCO No. 17, dated May 27, 2025.

Increase in Contract Price..... $ 32,428.00

B. Provides for all labor, equipment, materials, and all applicable mark ups for the redesign of the curb ramps, roadway and the additon of asphalt dike at the intersection of West Creek Village and Church Ave per the City of Fresno's RFP No. 12, dated June 19, 2025, and Avison Construction, Inc.'s PCO No. 19, dated June 6, 2025.

Increase in Contract Price..... $ 4,540.00

C. Provides for all labor, equipment, materials, and all applicable mark ups to remove and replace the existing curb and gutter, install additional roadway AC, install one (1) Type D drain inlet, and connect new 18" RCP to the existing manhole per the City of Fresno's RFP No. 13, dated June 19, 2025, and Avison Construction Inc.'s PCO No. 20, dated June 24, 2025.

Increase in Contract Price..... $ 32,035.55

D. Provides for all labor, equipment, materials, and all applicable mark ups to install one (1) 4 inch domestic water service per the City of Fresno's RFI No. 29 response, sent on November 13, 2024.
Work to be performed as Extra Work in accordance with Section 3-3 of the City Specifications, Section 9-1.04 of the California State Standard Specification, and as approved by the Engineer. Actual payment will be determined by the Engineer's Approved Daily Extra Work Reports.

Estimated Increase in Contract Price..... $ 12,000.00

E. Provides for all labor, equipment, materials, and all applicable mark ups to regrade the slope at the play area and install shotcrete for the slope at the play area resurfacing per the City of Fresno's RFP No. 14, date July 3, 2025, and Avison Construction Inc.'s PCO No. 22, dated July 15, 2025.

Increase in Contract Price..... $ 41,467.00

Subtotal Estimated Increase in Contract Amount..... $ 122,470.55

Total Estimated Increase in Contract Amount..... $ 122,470.55

ENTERED INTO TYLER MUNIS
FOR PAYMENT/PROCESSING ON

VERIFIED COMPLETE

City of Fresno
CAPITAL PROJECTS DEPARTMENT
CONSTRUCTION MANAGEMENT DIVISION

747 R Street, 2nd Floor
Fresno, CA 93721

CONTRACT CHANGE ORDER NO. 4

CONTRACT AWARDED BY: [redacted] CITY COUNCIL ____ REDEVELOPMENT AGENCY ____ INFORMAL

DATE OF AWARD **Oct 19, 2023**
SHEET **1 of 1**
BID FILE NO. **12302905**

PROJECT: **TCC Park at MLK Magnet Core**

CONTRACT: **32400343** PROJECT I.D. **PW00857** FEDERAL PROJ. ID. **N/A**

CONTRACTOR/ADDRESS: **Avison Construction, Inc. 40434 Brickyard Drive Madera CA 93636**

EMAIL: **cshort@avisoninc.com; rnewman@avisoninc.com**

You are hereby requested to make the herein described changes from the plans and specifications or do the following described work not included in the plans and specifications on this contract.

NOTE: THIS CHANGE IS NOT EFFECTIVE UNTIL FULLY EXECUTED. Change requested by: **CITY OF FRESNO**

Description:

I. **CHANGES TO CONTRACT PLANS AND SPECIFICATIONS**

A. Provides for all labor, equipment, materials, and all applicable mark ups for the additional work requested per RFP No. 8 Fresno Les Kimber Phase 2, dated November 18, 2024, and Avison Construction, Inc.'s PCO No. 12, dated December 12, 2024.
Increase in Contract Price..... $ 1,267,158.00

B. Provides for all labor, equipment, materials, and all applicable mark ups for the work related to the bioswale basins per RFP No. 9 Bulletin 2, dated December 31, 2024, and Avison Construction, Inc.'s PCO No. 14, dated February 4, 2025.
Increase in Contract Price..... $ 171,052.00

C. 166 working days awarded to account for any delays caused by design change or other unforeseen circumstances, up to March 1, 2025.

II. **CONTRACT PRICE**

Increase to Contract Price shall include all costs for above noted work and shall be considered full compensation for all material, equipment, labor, applicable mark-up and overhead. All work noted above to be performed in accordance with the pertinent Specifications.
Increase in Contract Price..... $ 1,438,210.00

III. **CONTRACT TIME**

Change In Contract Time..... 166 Days

Cost of this Change Order	$ 1,438,210.00	Increase	
Estimated		Decrease	
Exact X			
Original Contract Price	$ 8,646,293.00		
Approved Cost Changes to Date	$ 673,443.37		
Total of all Contract Changes including this Change Order	$ 2,111,653.37		
Net change in Contract Price is of the original Contract Price	24.4%		
Revised Contract Price	$ 10,757,946.37		

STATEMENT OF CONTRACT TIME

	NUMBER OF DAYS	DATE
Date of Notice to Proceed		Mar 25, 2024
Contract X Working Calendar Days	140	
Computed Date for Completion		Oct 9, 2024
Time extension days this CCO	166	
Total time extension days all CCO's	198	
Weather Days through 3/1/25	7	
Suspended Days through 3/1/25	0	
Extended Date for Completion		Aug 5, 2025
Substantial Completion		

We, the undersigned contractor, have given careful consideration to the change proposed and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the price shown above.

Accepted Date 3/31/25 Contractor: **Avison Construction, Inc.**

Signed By: *Robert J. Newman* Title: Project Manager

If the contractor does not sign acceptance of this order, his attention is directed to the requirements of the specifications as to proceeding with the ordered work.

Submitted By: **Luis Aguilar** Inspector

Approval Recommended: Construction Manager Date 3/31/2025

Authorized: ☐ Chief Administrative Officer Date
(if change orders or total of change orders exceed 5% of contract price)

Authorized: ■ City Council Minutes of Meeting Dated: 5/1/25
(if change order or total change orders exceed 10% of contract price or if change order exceeds Fresno City Charter limit or Section 33422 Health and Safety Code for Agency contracts)

Approved: ■ Capital Projects Assistant Director Date 4/3/25

Approved: ■ Capital Projects Director Date 5/15/2025

Cc: Project Manager, Nathan Sanchez
Senior Inspector, Devin Wiley

City of Fresno
CAPITAL PROJECTS DEPARTMENT
CONSTRUCTION MANAGEMENT DIVISION

747 R Street, 2nd Floor
Fresno, CA 93721

CONTRACT CHANGE ORDER NO. 3

CONTRACT AWARDED BY: ■ CITY COUNCIL ___ REDEVELOPMENT AGENCY ___ INFORMAL

DATE OF AWARD **Oct 19, 2023**

PROJECT: **TCC Park at MLK Magnet Core** SHEET **1 of 2**

BID FILE NO. **12302905**

CONTRACT: **32400343** PROJECT I.D. **PW00857** FEDERAL PROJ. ID. **N/A**

CONTRACTOR/ADDRESS: **Avison Construction, Inc. 40434 Brickyard Drive Madera CA 93636**

EMAIL: **cshort@avisoninc.com; rnewman@avisoninc.com**

You are hereby requested to make the herein described changes from the plans and specifications or do the following described work not included in the plans and specifications on this contract.

NOTE: THIS CHANGE IS NOT EFFECTIVE UNTIL FULLY EXECUTED. Change requested by: **CITY OF FRESNO**

Description:

I. **CHANGES TO CONTRACT PLANS AND SPECIFICATIONS**

A. See Attachment "A" for the description of changes.
Estimated Increase in Contract Price..... $ 22,047.16

II. **CONTRACT PRICE**

Increase to Contract Price shall include all costs for above noted work and shall be considered full compensation for all material, equipment, labor, applicable mark-up and overhead. All work noted above to be performed in accordance with the pertinent Specifications.
Estimated Increase in Contract Price..... $ 22,047.16

III. **CONTRACT TIME**

No change In Contract Time..... 0 Days

Cost of this Change Order	**$ 22,047.16**	Increase
Estimated X		Decrease
Exact		
Original Contract Price	**$ 8,646,293.00**	
Approved Cost Changes to Date	**$ 651,396.21**	
Total of all Contract Changes including this Change Order	**$ 673,443.37**	
Net change in Contract Price is of the original Contract Price	**7.8%**	
Revised Contract Price	**$ 9,319,736.37**	

STATEMENT OF CONTRACT TIME

	NUMBER OF DAYS	DATE
Date of Notice to Proceed		**Mar 25, 2024**
Contract X Working Calendar Days	**140**	
Computed Date for Completion		**Oct 9, 2024**
Time extension days this CCO	**0**	
Total time extension days all CCO's	**32**	
Weather Days through 3/1/25	**7**	
Suspended Days through 3/1/25	**0**	
Extended Date for Completion		**Dec 6, 2024**
Substantial Completion		

We, the undersigned contractor, have given careful consideration to the change proposed and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the price shown above.

Accepted Date 3/31/25 Contractor: **Avison Construction, Inc.**

Signed By: *Robert J. Newman* Title: Project Manager

If the contractor does not sign acceptance of this order, his attention is directed to the requirements of the specifications as to proceeding with the ordered work.

Submitted By: **Luis Aguilar** Inspector — Approval Recommended — Construction Manager — Date 3/31/2025

Authorized: ■ Chief Administrative Officer — Date 4/8/25
(if change orders or total of change orders exceed 5% of contract price)

Authorized: □ City Council Minutes of Meeting Dated: ___
(if change order or total change orders exceed 10% of contract price or if change order exceeds Fresno City Charter limit or Section 33422 Health and Safety Code for Agency contracts.)

Approved: ■ Capital Projects Assistant Director — Date 4/3/25

Approved: ■ Capital Projects Director — Date 4/7/25

Cc: Project Manager, Nathan Sanchez
Senior Inspector, Devin Wiley

City of Fresno
CAPITAL PROJECTS DEPARTMENT
CONSTRUCTION MANAGEMENT DIVISION

747 R Street, 2nd Floor
Fresno, CA 93721

CONTRACT CHANGE ORDER NO. 3
ATTACHMENT "A"

PROJECT: **TCC Park at MLK Magnet Core** SHEET **2 of 2**
BID FILE NO. **12302905**
CONTRACT: **32400343** PROJECT I.D. **PW00857** FEDERAL PROJ. ID. **N/A**
CONTRACTOR/ADDRESS: **Avison Construction, Inc. 40434 Brickyard Drive Madera CA 93636**

Description:

I. **CHANGES TO CONTRACT PLANS AND SPECIFICATIONS**

A. Provides for all labor, equipment, materials, and all applicable mark ups for the compensation of special materials for the Bio-swale basins that are non returnable. Payment to be made per Avison Construction, Inc. PCO No. 13 Dated January 17, 2025.
Increase in Contract Price..... $ 18,440.88

B. Provides for all labor, equipment, materials, and all applicable mark ups to adjust one (1) 1" water service at station 15+57.
Work to be performed as Extra Work in accordance with Section 3-3 of the City Specifications, Section 9-1.04 of the California State Standard Specification, and as approved by the Engineer. Actual payment will be determined by the Engineer's Approved Daily Extra Work Reports.
Estimated Increase in Contract Price..... $ 2,000.00

C. Provides for all labor, equipment, material, and all applicable mark ups for the change in tree variety from Chilopsis Linearis "Burgandy" to "Sweet Bubba". Payment to be made per Avison Construction, Inc. PCO No. 16 Dated February 10, 2025.
Increase in Contract Price..... $ 1,606.28

Total Estimated Increase in Contract Amount..... ***$ 22,047.16***

City of Fresno
CAPITAL PROJECTS DEPARTMENT
CONSTRUCTION MANAGEMENT DIVISION

747 R Street, 2nd Floor
Fresno, CA 93721

CONTRACT CHANGE ORDER NO. 2

CONTRACT AWARDED BY: ■ CITY COUNCIL ___| REDEVELOPMENT AGENCY ___| INFORMAL

DATE OF AWARD **Oct 19, 2023**

PROJECT: **TCC Park at MLK Magnet Core** SHEET **1 of 3**

BID FILE NO. **12302905**

CONTRACT: **32400343** PROJECT I.D. **PW00857** FEDERAL PROJ. ID. **N/A**

CONTRACTOR/ADDRESS: **Avison Construction, Inc. 40434 Brickyard Drive Madera CA 93636**

EMAIL: **cshort@avisoninc.com; rnewman@avisoninc.com**

You are hereby requested to make the herein described changes from the plans and specifications or do the following described work not included in the plans and specifications on this contract.

NOTE: THIS CHANGE IS NOT EFFECTIVE UNTIL FULLY EXECUTED. Change requested by: **CITY OF FRESNO**

Description:

I. **CHANGES TO CONTRACT PLANS AND SPECIFICATIONS**

A. See Attachment "A" for the description of changes.
Estimated Increase in Contract Price..... $ 84,006.21

II. **CONTRACT PRICE**

Increase to Contract Price shall include all costs for above noted work and shall be considered full compensation for all material, equipment, labor, applicable mark-up and overhead. All work noted above to be performed in accordance with the pertinent Specifications.
Estimated Increase in Contract Price..... $ 84,006.21

III. **CONTRACT TIME**

No change In Contract Time..... 0 Days

Cost of this Change Order	$ 84,006.21	Increase
Estimated X		Decrease
Exact		
Original Contract Price	$ 8,646,293.00	
Approved Cost Changes to Date	$ 567,390.00	
Total of all Contract Changes including this Change Order	$ 651,396.21	
Net change in Contract Price is of the original Contract Price	7.5%	
Revised Contract Price	$ 9,297,689.21	

STATEMENT OF CONTRACT TIME

	NUMBER OF DAYS	DATE
Date of Notice to Proceed		Mar 25, 2024
Contract X Working Calendar Days	140	
Computed Date for Completion		Oct 19, 2024
Time extension days this CCO	0	
Total time extension days all CCO's	32	
Weather Days through 1/25/25	7	
Suspended Days through 1/25/25	0	
Extended Date for Completion		Dec 6, 2024
Substantial Completion		

We, the undersigned contractor, have given careful consideration to the change proposed and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the price shown above.

Accepted Date 3/28/25 Contractor: **Avison Construction, Inc.**

Signed By: Robert J. Newman Title: Project Manager

If the contractor does not sign acceptance of this order, his attention is directed to the requirements of the specifications as to proceeding with the ordered work.

Submitted By: **Luis Aguilar** DW For: Inspector Approval Recommended Construction Manager Date 2/26/2025

Authorized: ■ Chief Administrative Officer Date 3/4/25
(if change orders or total of change orders exceed 5% of contract price)

Authorized: ☐ City Council Minutes of Meeting Dated:
(if change order or total change orders exceed 10% of contract price or if change order exceeds Fresno City Charter limit or Section 33422 Health and Safety Code for Agency contracts.)

Approved: ■ Capital Projects Assistant Director Date 2/27/25

Approved: ■ Capital Projects Director Date 3/3/25

Cc: Project Manager, Nathan Sanchez
Senior Inspector, Devin Wiley

City of Fresno
CAPITAL PROJECTS DEPARTMENT
CONSTRUCTION MANAGEMENT DIVISION

747 R Street, 2nd Floor
Fresno, CA 93721

CONTRACT CHANGE ORDER NO. 2
ATTACHMENT "A"

PROJECT: **TCC Park at MLK Magnet Core** SHEET **2 of 3**
BID FILE NO. **12302905**
CONTRACT: **32400343** PROJECT I.D. **PW00857** FEDERAL PROJ. ID. **N/A**
CONTRACTOR/ADDRESS: **Avison Construction, Inc. 40434 Brickyard Drive Madera CA 93636**

Description:

I. **CHANGES TO CONTRACT PLANS AND SPECIFICATIONS**

A1. Provides for all labor, equipment, materials, and all applicable mark ups to backfill the sewer main trench due to staking issues.
Work to be performed as Extra Work in accordance with Section 3-3 of the City Specifications, Section 9-1.04 of the California State Standard Specification, and as approved by the Engineer. Actual Payment will be determined by the Engineer's Approved Daily Extra Work Reports.
Estimated Increase in Contract Amount..... $ 51,970.59

A2. Provides for all labor, equipment, materials, and all applicable mark ups to lower an existing storm drain manhole per RFP No. 5, dated May 30, 2024, and Avison Construction's PCO No. 3, dated June 4, 2024. All work shall be completed per the City of Fresno specification and Fresno Metropolitan Flood Control District Specifications.
Lump Sum Increase in Contract Amount..... $ 3,368.81

A3. Provides for all labor, equipment, materials, and all applicable mark ups associated with the changes in accordance with RPF No. 3, dated May 20, 2024, and Avison Construction's PCO No. 4, dated June 12, 2024.
Lump Sum Decrease in Contract Amount..... $ (11,242.19)

A4. Provides for all labor, equipment, materials, and all applicable mark ups associated with the grade changes in accordance with RFP No. 6, dated June 5, 2024, and Avison Construction's PCO No. 5, dated June 21, 2024.
Lump Sum Increase in Contract Amount..... $ 11,661.00

A5. Provides for all labor, equipment, materials, and all applicable mark ups for the use of alternate KOMPAN products per RFP No. 7, dated June 26, 2024, and Avison Construction's PCO No. 6, dated August 12, 2024.
Lump Sum Decrease in Contract Amount..... $ (5,522.00)

A6. Provides for all labor, equipment, material, and all applicable mark ups for the electrical material discrepancy per RFI No. 24 response, dated September 16, 2024, and Avison Construction's PCO No. 7, dated October 7, 2024.
Lump Sum Increase in Contract Amount..... $ 7,770.00

A7. Provides for all labor, equipment, material, and all applicable mark ups for the installation of one (1) brick and mortar plug to divert water to the basin at 56+09.38.
Work to be performed as Extra Work in accordance with Section 3-3 of the City Specifications, Section 9-1.04 of the California State Standard Specification, and as approved by the Engineer. Actual Payment will be determined by the Engineer's Approved Daily Extra Work Reports.
Estimated Increase in Contract Amount..... $ 2,500.00

A8. Provides for all labor, equipment, material, and all applicable mark ups for the removal of saturated soil from the reclaimed water trench due to water infiltration from the adjacent property per RFI No. 36 response, dated October 18, 2024.
Work to be performed as Extra Work in accordance with Section 3-3 of the City Specifications, Section 9-1.04 of the California State Standard Specification, and as approved by the Engineer. Actual payment will be determined by the Engineer's Approved Daily Extra Work Reports.
Estimated Increase in Contract Amount..... $ 13,500.00

Subtotal Estimated Increase in Contract Amount..... $ 74,006.21

City of Fresno
CAPITAL PROJECTS DEPARTMENT
CONSTRUCTION MANAGEMENT DIVISION

747 R Street, 2nd Floor
Fresno, CA 93721

CONTRACT CHANGE ORDER NO. 2
ATTACHMENT "A"

PROJECT: **TCC Park at MLK Magnet Core** SHEET **3 of 3**
BID FILE NO. **12302905**
CONTRACT: **32400343** PROJECT I.D. **PW00857** FEDERAL PROJ. ID. **N/A**
CONTRACTOR/ADDRESS: **Avison Construction, Inc. 40434 Brickyard Drive Madera CA 93636**

Description:

I. **CHANGES TO CONTRACT PLANS AND SPECIFICATIONS**

A9. Provides for all labor, equipment, material, and all applicable mark ups for the adjustment of the water main under an existing electrical conduit per RFI No. 28 response, dated October 4, 2024. Work to be performed as Extra Work in accordance with Section 3-3 of the City Specifications, Section 9-1.04 of the California State Standard Specification, and as approved by the Engineer. Actual Payment will be determined by the Engineer's Approved Daily Extra Work Reports.
Estimated Increase in Contract Amount..... $ 5,500.00

A10. Provides for all labor, equipment, material, and all applicable mark ups for the addition of four (4) clean outs in the sewer force main required per the California Plumbing Code. Work to be performed as Extra Work in accordance with Section 3-3 of the City Specifications, Section 9-1.04 of the California State Standard Specification, and as approved by the Engineer. Actual Payment will be determined by the Engineer's Approved Daily Extra Work Reports.
Estimated Increase in Contract Amount..... $ 4,500.00

Subtotal Estimated Increase in Contract Amount..... $ 10,000.00

Total Estimated Increase in Contract Amount..... $ 84,006.21

City of Fresno
CAPITAL PROJECTS DEPARTMENT
CONSTRUCTION MANAGEMENT DIVISION

747 R Street, 2nd Floor
Fresno, CA 93721

CONTRACT CHANGE ORDER NO. 1

CONTRACT AWARDED BY: ■ CITY COUNCIL ___ REDEVELOPMENT AGENCY ___ INFORMAL

DATE OF AWARD **Oct 19, 2023**

PROJECT: **TCC Park at MLK Magnet Core** SHEET **1 of 1**

BID FILE NO. **12302905**

P.O. NO: **32400343** PROJECT I.D. **PW00857 / 32400343** FEDERAL PROJ. ID. **N/A**

CONTRACTOR/ADDRESS: **Avison Construction, Inc. 40434 Brickyard Drive Madera CA 93636**

EMAIL: **cshort@avisoninc.com**

You are hereby requested to make the herein described changes from the plans and specifications or do the following described work not included in the plans and specifications on this contract.

NOTE: THIS CHANGE IS NOT EFFECTIVE UNTIL FULLY EXECUTED. Change requested by: **CITY OF FRESNO**

Description:

I. **CHANGES TO CONTRACT PLANS AND SPECIFICATIONS**

A. Provides for all labor, equipment, materials, and all applicable mark ups to install PG&E Rule 16, per City of Fresno's RFP No. 1, dated January 11, 2024, Avison Construction Inc.'s Cost Proposal, dated January 29, 2024, and in accordance with City of Fresno Standards and Specifications.

Lump Sum Increase in Contract Price..... $ 567,390.00

II. **CONTRACT PRICE**

Increase to Contract Price shall include all costs for above noted work and shall be considered full compensation for all material, equipment, labor, applicable mark-up and overhead. All work noted above to be performed in accordance with the pertinent Specifications.

Lump Sum Increase in Contract Price..... $ 567,390.00

III. **CONTRACT TIME**

Change In Contract Time..... 32 Days

Cost of this Change Order	$ 567,390.00	Increase
Estimated		Decrease
Exact X		
Original Contract Price	$ 8,646,293.00	
Approved Cost Changes to Date	$ -	
Total of all Contract Changes including this Change Order	$ 567,390.00	
Net change in Contract Price is of the original Contract Price	6.6%	
Revised Contract Price	$ 9,213,683.00	

STATEMENT OF CONTRACT TIME

	NUMBER OF DAYS	DATE
Date of Notice to Proceed		Mar 25, 2024
Contract X Working Calendar Days	140	
Computed Date for Completion		Oct 9, 2024
Time extension days this CCO	32	
Total time extension days all CCO's	32	
Weather Days through 5/4/2024	1	
Suspended Days through 5/4/2024	0	
Extended Date for Completion		Nov 26, 2024
Substantial Completion		

We, the undersigned contractor, have given careful consideration to the change proposed and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the price shown above.

Accepted Date 5/16/24 Contractor: **Avison Construction, Inc.**

Signed By: Robert J. Newman *Robert J. Newman* Title: Project Manager

If the contractor does not sign acceptance of this order, his attention is directed to the requirements of the specifications as to proceeding with the ordered work.

Submitted By: **Mark Vargas** Inspector

Approval Recommended: Construction Manager Date 5/21/2024

Authorized: ■ Chief Administrative Officer Date 6/26/24
(if change orders or total of change orders exceed 5% of contract price)

Authorized: ■ City Council Minutes of Meeting Dated: 6/20/2024
(if change order or total change orders exceed 10% of contract price or if change order exceeds Fresno City Charter limit or Section 33422 Health and Safety Code for Agency contracts.)

Approved: ■ Capital Projects Director Date 5/23/2024

c: Project Manager, Nathan Sanchez

CONTRACT
CITY OF FRESNO, CALIFORNIA
PUBLIC WORK OF IMPROVEMENT

THIS CONTRACT is made and entered into by and between CITY OF FRESNO, a California municipal corporation (City), and Avison Construction, Inc., a California corporation, (Contractor) as follows:

1. Contract Documents. The "Notice Inviting Bids," "Instructions to Bidders," "Bid Proposal," and the "Specifications" including "General Conditions," "Special Conditions," and "Technical Specifications" for the following: **PW00857 TCC Park at MLK Magnet Core (Bid File No. 12302905) [Base bid plus add alternates 1 through 8]** copies of which are annexed hereto, together with all the drawings, plans, and documents specifically referred to in said annexed documents, including Performance and Payment Bonds, if required, and are hereby incorporated into and made a part of this Contract, and shall be known as the Contract Documents.

2. Price and Work. For the monetary consideration of **Eight Million Six Hundred Forty Six Two Hundred Ninety Three Dollars and Zero Cents ($8,646,293.00)**, as set forth in the Bid Proposal, Contractor promises and agrees to perform or cause to be performed, in a good and workmanlike manner, under the direction and to the satisfaction of the City's "Engineer," and in strict accordance with the Specifications, all of the work as set forth in the Contract Documents.

3. Payment. City accepts Contractor's Bid Proposal as stated and agrees to pay the consideration stated, at the times, in the amounts, and under the conditions specified in the Contract Documents.

4. Indemnification. To the furthest extent allowed by law including California Civil Code Section 2782, Contractor shall indemnify, hold harmless and defend City and each of its officers, officials, employees, agents and volunteers from any and all loss, liability, fines, penalties, forfeitures, costs and damages (whether in contract, tort or strict liability, including, but not limited to personal injury, death at any time and property damage) incurred by City, Contractor or any other person, and from any and all claims, demands and actions in law or equity (including attorney's fees and litigation expenses), arising or alleged to have arisen directly or indirectly out of performance of this Contract. Contractor's obligations under the preceding sentence shall apply regardless of whether City or any of its officers, officials, employees, agents, or volunteers are passively negligent, but shall not apply to any loss, liability, fines, penalties, forfeitures, costs, or damages caused by the active or sole negligence, or willful misconduct, of City or any of its officers, officials, employees, agents, or volunteers.

If Contractor should subcontract all or any portion of the work to be performed under this Contract, Contractor shall require each subcontractor to indemnify, hold harmless and defend City and each of its officers, officials, employees, agents, and volunteers in accordance with the terms of the preceding paragraph.

This section shall survive termination or expiration of this Contract.

5. Trench Shoring Detailed Plan. Contractor acknowledges the provisions of Section 6705 of the California Labor Code and, if said provisions are applicable to this Contract, agrees to comply therewith.

6. Worker's Compensation Certification. In compliance with the provisions of Section 1861 of the California Labor Code, Contractor hereby certifies as follows:

I am aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of work of this Contract and will make my subcontractors aware of this provision.

IN WITNESS WHEREOF, the parties have executed this Contract on the day and year here below written, of which the date of execution by City shall be subsequent to that of Contractor's, and this Contract shall be binding and effective upon execution by both parties.

Avison Construction, Inc.,
a California corporation

By: _____

Name: Curtis Short
(Type or print written signature.)

Title: President
(If corporation or LLC, Board Chair, Pres. or Vice Pres.)

Dated: 10/24/2023

By: _____

Name: Christopher Avila
(Type or print written signature.)

Title: Secretary/CFO
(If corporation or LLC, CFO, Treasurer, Secretary or Assistant Secretary)

Dated: 10/24/2023

CITY OF FRESNO,
a California municipal corporation

By: _____
Kelly Yost, PE
Capital Projects Department

Dated: 11/9/2023

ATTEST:
TODD STERMER, CMC
City Clerk

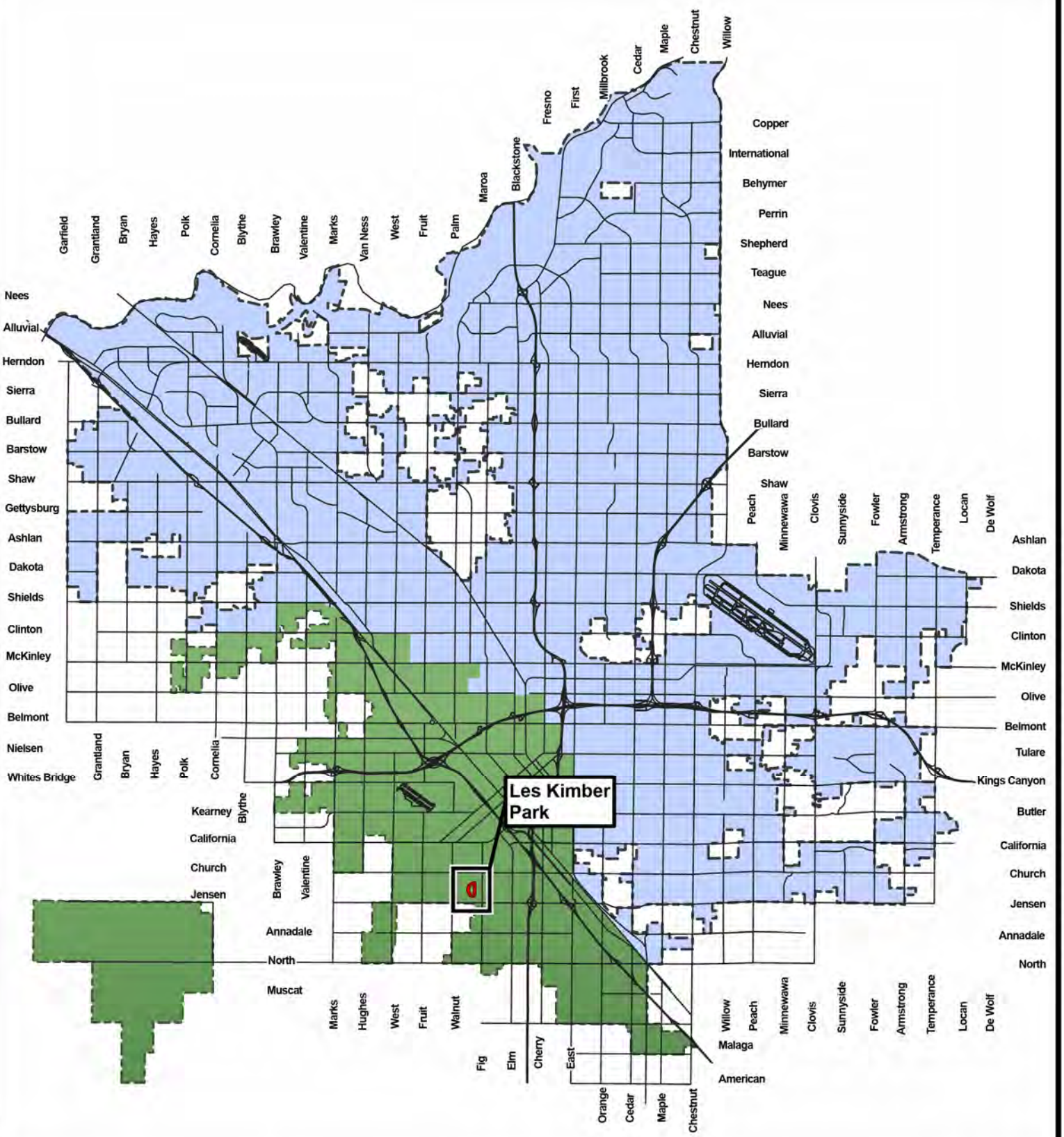
By: Collette Berrios 11/9/23 Deputy

No signature of City Attorney required. Standard Document DPW-S Formal Bid Contract – Public Work Improvement (11-2022) has been used without modification as certified by the undersigned.

By: _____
Debra McGary
Construction Compliance Specialist
Capital Projects Department

City address:

City of Fresno
1721 Van Ness Ave.
Fresno, CA 93721



City of FRESNO

CAPITAL PROJECTS DEPARTMENT

NORTH

Miles

0 1 2 3

VICINITY MAP

TCC Park at MLK Magnet Core (Les Kimber Park)

Legend

- Project Limits
- Project Area
- District 3
- City Limits

Project ID: PW00857
Council Districts: 3

File #: ID 26-583 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-L.

REPORT TO THE CITY COUNCIL

FROM: DENIX D. ANBIAH, PE, Director
Capital Projects Department

SCOTT L. MOZIER, PE, Director
Public Works Director

BY: SCOTT P. SEHM, PE, Assistant Director
Capital Projects Department, Design Services Division

GARINE KENDOYAN, Project Manager
Capital Projects Department, Design Services Division

SUBJECT

Actions pertaining to the Cedar Overlay Roadway Improvements from Herndon Avenue to Alluvial Avenue: (Council District 6)

1. Adopt a finding of Categorical Exemption, pursuant to Section 15301, Existing Facilities (Class 1) of the California Environmental Quality Act Guidelines
2. Award a Construction Contract in the amount of $1,469,234.00 to Agee Construction Corporation of Clovis, California - Bid File No. 12600669

RECOMMENDATIONS

Staff recommends the City Council (1) adopt a finding of Categorical Exemption pursuant to Section 15301, Existing Facilities (Class 1) of the California Environmental Quality Act (CEQA) Guidelines, (2) award a Construction Contract to Agee Construction Corp. of Clovis, California in the amount of $1,469,234.00 as the lowest responsive and responsible bidder and authorize the Capital Projects Director or designee to sign the Construction Contract on behalf of the City of Fresno.

EXECUTIVE SUMMARY

The City of Fresno has identified the need to restore Cedar Avenue between Herndon Avenue and Alluvial Avenue to extend the service life of this heavily traveled arterial roadway. The project will use a combination of pavement rehabilitation methods, including grind-and-overlay and targeted full-depth pavement replacement. It will also support the City's complete streets goals by adding buffered Class II bicycle lanes, installing ADA-compliant curb ramps, and modifying median noses at affected crosswalks. Additional improvements include replacing vehicle detection loops and upgrading signage and pavement striping.

Together, these upgrades will enhance safety and improve multimodal connectivity for motorists, cyclists, and pedestrians. Approval of the $1,469,234 Construction Contract awarded to Agee Construction Corp. of Clovis, California, will allow the project to proceed to the construction phase. The project is federally funded through Surface Transportation Block Grant (STBG) funds.

BACKGROUND

The City of Fresno Public Works Department has identified the need for pavement rehabilitation along a 0.6-mile segment of Cedar Avenue, between Herndon Avenue and Alluvial Avenue. In September 2021, the City applied for Surface Transportation Block Grant (STBG) funding to support the design, management, and construction of the Cedar Overlay Roadway Improvements.

The project will restore pavement along this segment of Cedar Avenue through a combination of grind-and-overlay work and targeted full-depth pavement replacement. It will also advance the City's Complete Streets goals by narrowing travel lanes to add buffered Class II bicycle lanes, reconstructing curb ramps to meet ADA standards, and adjusting median noses at affected crosswalks. Additional improvements include replacement of vehicle detection loops and updating roadway signage and striping. Together, these upgrades will enhance safety and improve multimodal connectivity for motorists, cyclists, and pedestrians.

This project is federally funded through STBG funds.

The engineering design phase commenced following the City Council's approval of a consulting services agreement with Peters Engineering Group in January 2024.

The Notice Inviting Bids for the project's Construction Contract was published in the Fresno Business Journal and posted on the City's website on March 2, 2026. Six (6) sealed bid proposals were received and opened in the public bid opening on March 31, 2026, with bids ranging from $1,469,234 to $1,667,070. Agee Construction Corp. of Clovis, California is deemed the lowest responsive and responsible bidder. The bids will expire on June 3, 2026, sixty-four (64) days after the bid opening. If the bids are rejected or expire, the project will be rebid resulting in a delay of approximately three (3) months.

The Community Workforce Agreement (PLA), adopted by City Council in September 2021, does not apply to this contract due to suspension of FHWA PLA approval in 2025.

Staff recommends the City Council (1) adopt a finding of Categorical Exemption pursuant to Section 15301, Existing Facilities (Class 1) of the California Environmental Quality Act (CEQA) Guidelines and (2) award a Construction Contract for the Cedar Overlay Roadway Improvements from Herndon Avenue to Alluvial Avenue to Agee Construction Corp. of Clovis, California in the amount of $1,469,234 as the lowest responsive and responsible bidder; and to authorize the Capital Projects Director or designee to sign and execute the contract on behalf of the City of Fresno.

The City Attorney's Office has reviewed and approved the contract as to form.

ENVIRONMENTAL FINDINGS

Staff utilized an on call environmental consultant to perform an environmental assessment of this project and determined it falls within the Categorical Exemption set forth in CEQA Guidelines, Section 15301/Class 1 (minor alteration to existing facilities), which exempts the repair and maintenance of existing facilities that involves negligible or no expansion of an existing use.

The proposed project would be consistent with the provision of a Class 1 Categorical Exemption because it would be limited to the rehabilitation of existing pavement and replacement of failing segments of pavement to optimal conditions along an existing roadway segment in a developed portion of the City. The project would not increase the number of travel lanes or otherwise increase roadway capacity.

Based on the on call environmental consultant's environmental assessment, it was determined that no adverse environmental impacts would occur because of the proposed project and none of the exceptions to the Categorical Exemptions set forth in the CEQA Guidelines Section 15300.2 apply to this project.

LOCAL PREFERENCE

Local preference was not implemented for this project because this project is federally funded, which precludes local preference.

FISCAL IMPACT

The Cedar Avenue Roadway Improvements between Herndon Avenue and Alluvial Avenue is in Council District 6. The overall cost of the project is $2,185,637 and is primarily funded by a federal grant from Surface Transportation Block Grant (STBG), with a local contribution of $282,400 through SB1 gas tax revenues. The project will not impact the General Fund. All funds necessary for the contract award are included in the current fiscal year budget as previously adopted by the Council.

Attachments:
Environmental Assessment PW01009
Standardized Contract for Construction Contract Bid File No. 12600669
Procurement Evaluation Form for Construction Contract Bid File No. 12600669
Vicinity Map

CITY OF FRESNO
CATEGORICAL EXEMPTION
ENVIRONMENTAL ASSESSMENT NO. PW01009

THE PROJECT DESCRIBED HEREIN IS DETERMINED TO BE CATEGORICALLY EXEMPT FROM THE PREPARATION OF ENVIRONMENTAL DOCUMENTS PURSUANT TO ARTICLE 19 OF THE STATE CEQA GUIDELINES.

APPLICANT: Capital Projects Department
City of Fresno
747 R Street, 2nd Floor
Fresno, CA 93721
Attn: Luis Diaz Urbano

PROJECT LOCATION: The project site consists of a 0.6-mile segment of Cedar Avenue between Herndon Avenue and Alluvial Avenue in the City of Fresno, Fresno County, California

PROJECT DESCRIPTION:

The City of Fresno Capital Projects Department proposes the Cedar Avenue Roadway Improvements from Herndon Avenue to Alluvial Avenue (project) to rehabilitate existing pavement and replace failing segments of pavement to optimal conditions along a 0.6-mile segment of Cedar Avenue between Herndon Avenue and Alluvial Avenue. Proposed rehabilitation activities would include a grind and overlay; full-depth reconstruction where needed; reconstruction of non-Americans with Disabilities Act (ADA) compliant curb ramps; installation of curbs and gutters, median nose adjustments, new signage, and striping; and concrete improvements. The project also includes reconfiguration of existing lanes to include buffered Class II bike lanes. The project would not increase the number of travel lanes or otherwise increase roadway capacity.

The project would require partial right-of-way (ROW) acquisition and temporary construction easements for the construction of ADA-compliant curb ramps from the following surrounding parcels listed by Assessor's Parcel Number (APN):

Right of Way:

- APN 404-030-27 (partial)

Temporary Construction Easements:

- APN 404-060-33 (partial)
- APN 404-050-17 (partial)
- APN 404-030-55 (partial)

Construction activities are anticipated to result in approximately 7.62 acres of ground disturbance with a maximum depth of excavation of 2 feet. Anticipated equipment for construction of the proposed project would include a milling machine, an asphalt paver,

a sweeper, a compactor/roller, and a Bobcat excavator. Construction of the proposed project is expected to occur over a period of 90 days beginning in February 2026. A temporary lane closure is expected during proposed pavement work; however, access to private properties and pedestrian facilities would be maintained during all construction activities. An exact construction staging location is currently not known but would be located within a previously disturbed and/or developed area. The project does not include the removal of any existing buildings or structures from the parcel proposed for ROW acquisition.

This project is exempt under Section 15301/Class 1 of the California Environmental Quality Act (CEQA) Guidelines.

Staff has performed a preliminary environmental assessment of this project and determined that it falls within the Categorical Exemption set forth in State CEQA Guidelines Section 15301/Class 1, which exempts existing facilities under certain conditions. Staff found that the conditions are met:

Section 15301/Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of an existing use.

Specifically included in this class of exemption are:

c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety); and

d) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood.

The proposed project would be consistent with the provisions of a Class 1 Categorical Exemption because it would be limited to the rehabilitation of existing pavement and replacement of failing segments of pavement to optimal conditions along an existing roadway segment in a developed portion of the city. The project would not increase the number of travel lanes or otherwise increase roadway capacity.

State CEQA Guidelines Section 15300.2 identifies exceptions that would disqualify a project from being exempt under the State CEQA Guidelines. According to State CEQA Guidelines Section 15300.2, a project that would be located within an environmentally sensitive area, result in significant cumulative impacts, result in a significant effect on the environment, damage scenic resources within the viewshed of a state scenic highway, be located on a hazardous waste site compiled pursuant to Government Code Section 65962.5, or cause a substantial adverse change in the significance of a historical resource would not qualify for an exemption under State CEQA Guidelines.

The project site extends along Cedar Avenue, between Herndon and Alluvial Avenues, and consists entirely of previously developed areas containing existing roadways and frontages with some areas of ruderal vegetation and/or scattered landscaped trees. The project site is located in an urbanized area and is surrounded by commercial, office, multi-family residential, undeveloped, and religious land uses. The project would be limited to work within the existing roadway prism and would not extend into previously undisturbed areas or native soils. The project would not require any alteration or removal of structures from the parcels proposed for partial ROW acquisition and would not have the potential to impact historical buildings or structures if present on surrounding properties. The project would be limited to small changes to an existing roadway and surrounding streetscape and would not result in potentially significant environmental impacts associated with its location, cumulative impacts, scenic resources, hazardous waste sites, historical resources, or energy demand, or otherwise have the potential to result in a significant effect that could constitute an exception to a Categorical Exemption pursuant to State CEQA Guidelines Section 15300.2.

Date: June 26, 2024

Prepared by:

Annika Kiemm
Assistant Project Environmental Planner
SWCA Environmental Consultants
(805) 243-9389

Submitted by: Luis Diaz

Luis Diaz Urbano
Engineer 1
City of Fresno
Capital Projects Department
(559) 621-8843

PROJECT DESCRIPTION FOR THE CEDAR AVENUE ROADWAY IMPROVEMENTS FROM HERNDON AVENUE TO ALLUVIAL AVENUE, FRESNO, FRESNO COUNTY, CALIFORNIA

Prepared for

City of Fresno Capital Projects Department
747 R Street, 2nd Floor
Fresno, CA 93721
Attn: Luis Diaz Urbano

Prepared by

SWCA Environmental Consultants
4111 Broad Street, Suite 210
San Luis Obispo, CA 93401
(805) 543-7095
www.swca.com

SWCA Project No. 73586-021

June 2024

PROJECT LOCATION

The project site consists of a 0.6-mile segment of Cedar Avenue between Herndon Avenue and Alluvial Avenue in the city of Fresno, Fresno County, California (Figure 1).

ENVIRONMENTAL SETTING

The project site is located in an urbanized area and is surrounded by commercial, office, multi-family residential, undeveloped, and religious land uses. The project site consists entirely of previously developed areas containing existing roadways and frontages with some areas of ruderal vegetation and/or scattered landscaped trees.

PROJECT DESCRIPTION

The Cedar Avenue Roadway Improvements from Herndon Avenue to Alluvial Avenue (project) includes the rehabilitation of existing pavement and replacement of failing segments of pavement to optimal conditions along a 0.6-mile segment of Cedar Avenue between Herndon Avenue and Alluvial Avenue. Proposed rehabilitation activities would include a grind and overlay; full-depth reconstruction where needed; reconstruction of non-Americans with Disabilities Act (ADA) compliant curb ramps; installation of curbs and gutters, median nose adjustments, new signage, and striping; and concrete improvements. The project also includes reconfiguration of existing lanes to include buffered Class II bike lanes. The project would not increase the number of travel lanes or otherwise increase roadway capacity.

The project would require partial right-of-way (ROW) acquisition and temporary construction easements for the construction of ADA-compliant curb ramps from the following surrounding parcels listed by Assessor's Parcel Number (APN) (Figure 2):

Right of Way:

- APN 404-030-27 (partial)

Temporary Construction Easements:

- APN 404-060-33 (partial)
- APN 404-050-17 (partial)
- APN 404-030-55 (partial)

Construction activities are anticipated to result in approximately 7.62 acres of ground disturbance with a maximum depth of excavation of 2 feet. Anticipated equipment for construction of the proposed project would include a milling machine, an asphalt paver, a sweeper, a compactor/roller, and a Bobcat excavator. Construction of the proposed project is expected to occur over a period of 90 days beginning in February 2026. A temporary lane closure is expected during proposed pavement work; however, access to private properties and pedestrian facilities would be maintained during all construction activities. An exact construction staging location is currently not known but would be located within a previously disturbed and/or developed area. The project does not include the removal of any existing buildings or structures from the parcel proposed for ROW acquisition.



Figure 1. Project Location Map

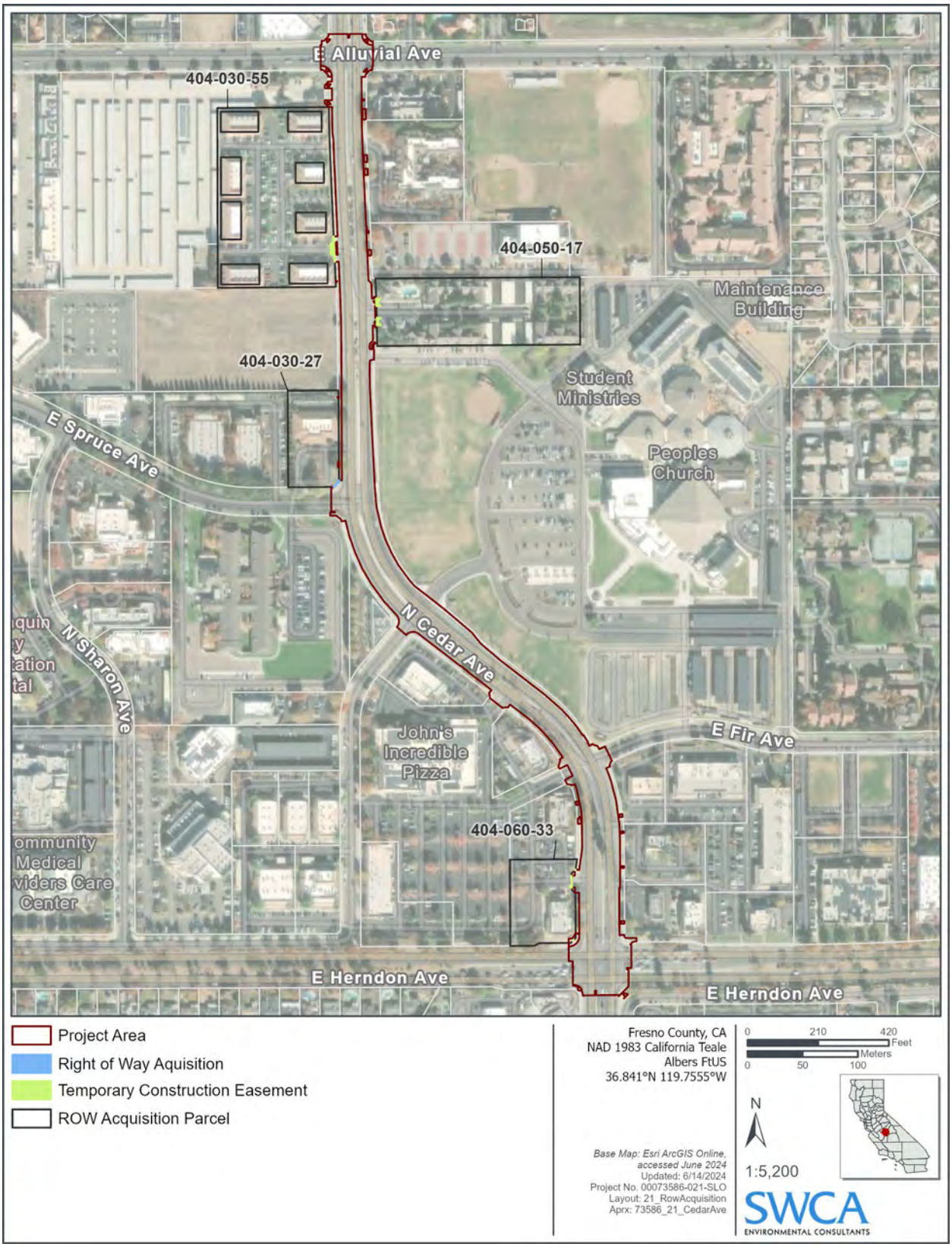


Figure 2. Proposed ROW Acquisition Map

SAMPLE

CONTRACT
CITY OF FRESNO, CALIFORNIA
PUBLIC WORK OF IMPROVEMENT

THIS CONTRACT (Contract) is made and entered into by and between CITY OF FRESNO, a California municipal corporation (City), and [Contractor Name], [Legal Identity] (Contractor) as follows:

1. Contract Documents. The "Notice Inviting Bids," "Instructions to Bidders," "Bid Proposal," and the "Specifications" including "General Conditions," "Special Conditions," and "Technical Specifications" for the following: [Title] (Bid File No. [Bid File No.]) [Alternates (if any)] copies of which are annexed hereto, together with all the drawings, plans, and documents specifically referred to in said annexed documents, including Performance and Payment Bonds, if required, and are hereby incorporated into and made a part of this Contract, and shall be known as the Contract Documents.

2. Price and Work. For the monetary consideration of [Written Dollar Amount] dollars and [Written Cents Amount] cents ($[Amount]), as set forth in the Bid Proposal, Contractor promises and agrees to perform or cause to be performed, in a good and workmanlike manner, under the direction and to the satisfaction of the City's "Engineer," and in strict accordance with the Specifications, all of the work as set forth in the Contract Documents.

3. Payment. City accepts Contractor's Bid Proposal as stated and agrees to pay the consideration stated, at the times, in the amounts, and under the conditions specified in the Contract Documents. The Contractor agrees to accept electronic payment from City.

4. Indemnification. To the furthest extent allowed by law, including California Civil Code section 2782, CONTRACTOR shall indemnify, defend and hold harmless CITY and each of its officers, officials, employees, agents, and volunteers from any and all claims, demands, actions in law or equity, loss, liability, fines, penalties, forfeitures, interest, costs including legal fees, and damages (whether in contract, tort, or strict liability, including but not limited to personal injury, death at any time, property damage, or loss of any type) arising or alleged to have arisen directly or indirectly out of (1) any voluntary or involuntary act or omission, (2) error, omission or negligence, or (3) the performance or non-performance of this Contract . CONTRACTOR'S obligations as set forth in this section shall apply regardless of whether CITY or any of its officers, officials, employees, agents, or volunteers are passively negligent, but shall not apply to any loss, liability, fines, penalties, forfeitures, costs or damages caused by the active or sole negligence, or the willful misconduct, of CITY or any of its officers, officials, employees, agents or volunteers.

To the fullest extent allowed by law, and in addition to the express duty to indemnify, CONTRACTOR, whenever there is any causal connection between the CONTRACTOR's performance or non-performance of the work or services required under this Contract and any claim or loss, injury or damage of any type, CONTRACTOR expressly agrees to undertake a duty to defend CITY and any of its officers, officials, employees, agents, or volunteers, as a separate duty, independent of and broader that the duty to indemnify. The duty to defend as herein agreed to by CONTRACTOR expressly includes all costs of litigation, attorneys fees, settlement costs and expenses in connection with claims or litigation, whether or not the claims are valid, false or groundless, as long as the claims could be in any manner be causally connected to CONTRACTOR as reasonably determined by CITY.

Upon the tender by CITY to CONTRACTOR, CONTRACTOR shall be bound and obligated to assume the defense of CITY and any of its officers, officials, employees, agents, or volunteers, including the a duty to settle and otherwise pursue settlement negotiations, and shall pay, liquidate, discharge and satisfy any and all settlements, judgments, awards, or expenses resulting from or arising out of the claims without reimbursement from CITY or any of its officers, officials, employees, agents, or volunteers.

It is further understood and agreed by CONTRACTOR that if CITY tenders a defense of a claim on behalf of CITY or any of its officers, officials, employees, agents, or volunteers and CONTRACTOR fails, refuses or neglects to assume the defense thereof, CITY and its officers, officials, employees, agents, or volunteers may agree to compromise and settle or defend any such claim or action and CONTRACTOR shall be bound and obligated to reimburse CITY and its officers, officials, employees, agents, or volunteers for the amounts expended by each in defending or settling such claim, or in the amount required to pay any judgment rendered therein.

The defense and indemnity obligations set forth above shall be direct obligations and shall be separate from and shall not be limited in any manner by any insurance procured in accordance with the insurance requirements set forth in this Contract. In addition, such obligations remain in force regardless of whether CITY provided approval for, or did not review or object to, any insurance CONTRACTOR may have procured in a accordance with the insurance requirements set forth in this Contract. The defense and indemnity obligations shall arise at such time that any claim is made, or loss, injury or damage of any type has been incurred by CITY, and the entry of judgment, arbitration, or litigation of any claim shall not be a condition precedent to these obligations.

The defense and indemnity obligations set forth in this section shall survive termination or expiration of this Contract.

If CONTRACTOR should subcontract all or any portion of the work to be performed under this Contract, CONTRACTOR shall require each subcontractor to Indemnify, hold harmless and defend CITY and each of its officers, officials, employees, agents and volunteers in accordance with the terms as set forth above.

5. Trench Shoring Detailed Plan. Contractor acknowledges the provisions of Section 6705 of the California Labor Code and, if said provisions are applicable to this Contract, agrees to comply therewith.

6. Worker's Compensation Certification. In compliance with the provisions of Section 1861 of the California Labor Code, Contractor hereby certifies as follows:

I am aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of work of this Contract and will make my subcontractors aware of this provision.

7. The City Manager, or designee, is hereby authorized and directed to execute and implement this Agreement. The previous sentence is not intended to delegate any authority to the City Manager to administer the Agreement, any delegation of authority must be expressly included in the Agreement.

[Signatures follow on the next page]

IN WITNESS WHEREOF, the parties have executed this Contract on the day and year here below written, of which the date of execution by City shall be subsequent to that of Contractor's, and this Contract shall be binding and effective upon execution by both parties.

[Contractor Name],
[Legal Identity]

By: _____

Name: _____
(Type or print written signature.)

Title: _____
(If corporation or LLC, Board Chair, Pres. or Vice Pres.)

Dated: _____

By: _____

Name: _____
(Type or print written signature.)

Title: _____
(If corporation or LLC, CFO, Treasurer, Secretary or Assistant Secretary)

Dated: _____

CITY OF FRESNO,
a California municipal corporation

By: _____
[Name], [Title]
Department of Public Works

Dated: _____

ATTEST:
Amy K. Aller
Interim City Clerk

By: _____
Deputy

No signature of City Attorney required. Standard Document **#DPW-S Formal Bid Contract – PWI (01-2023)** has been used without modification, as certified by the undersigned.

By: _____

[City Certifier Name]
[City Certifier Title]
Department of Public Works

City address:

City of Fresno
Attention: [Name], [Title]
[Street Address]
Fresno, CA [Zip]

Attachment:

City of FRESNO

File#: 12600669 Opening Date: March 31, 2026

Procurement Evaluation Form

Procurement Title: *Cedar Ave Roadway Improvements from Herndon Ave to Alluvial Ave*

Procurement Type: Bid - Must be awarded to the lowest responsive and responsible bidder

Advertisement Date: *3/2/2026*

Opening Date: *3/31/2026*

Bid/Proposal Expiration Date: *6/3/2026*

Number of Building Exchanges Notified: *3*

Number of prospective bidders/proposers: *37*

Format of bids received: Electronic

	Bidder	Amount
1	Agee Construction Corporation 1039 Hoblitt Ave Clovis, CA 93613	$1,469,234.00
2	Cal Valley Construction, Inc. 5125 N Gates Ave, #102 Fresno, CA 93722	$1,514,993.00
3	Terra West Construction, Inc. 1030 Gettysburg Ave, #107 Clovis, CA 93612	$1,617,273.00
4	Avison Construction, Inc. 40434 Brickyard Dr Madera, CA 93636	$1,632,874.00
5	Granite Construction Company 2716 Granite Ct Fresno, CA 93706	$1,634,818.80
6	Walsh Montgomery Construction, Inc. 915 Hoblitt Ave Clovis, CA 93612	$1,667,070.00

City of FRESNO

File#: 12600669 Opening Date: March 31, 2026

Additional Information	Applicable	Not Applicable	Comments
Project Labor Agreement (PLA)	☐	☒	*Project PLA exempt per Caltrans and Building Industry of America (BIA)*
Local Preference	☐	☒	*Federal requirements. Local preference is not applicable.*
Non-Responsive Findings	☐	☒	
Special Contract Terms (i.e., RC)	☐	☒	
Min/Max Terms	☐	☒	
DBE Requirements	☒	☐	

Docusign Envelope ID: 34246939-9B51-8729-83DE-EEEFA48DA3C6

City of FRESNO

File#: 12600669 Opening Date: March 31, 2026

Disadvantaged Business Enterprise Program Evaluation Analysis

The City of Fresno is committed to ensuring equal opportunity in its contracts and encourages the participation of Disadvantaged Business Enterprises (DBEs) and small businesses in all projects. Below is an evaluation of the recommended bidder/proposer's efforts to include DBEs in this contract.

A. Outreach Efforts to DBEs and Small Businesses

As of October 3, 2025, the U.S. Department of Transportation issued an Interim Final Rule that requires all existing DBE and ACDBE certifications to be re-evaluated. Certifications appearing in the directory are currently under review and ***may not be used to meet contract goals or counted for compliance purposes until recertification is complete.***

B. Items of Work Made Available to DBEs and Small Businesses

N/A

C. Responses and Consideration of DBE/Small Business Quotes

N/A

D. Collaboration with Agencies, Organizations, or Groups

N/A

E. Information Sharing

N/A

F. Subcontractor Information (if applicable)

N/A

G. Contract Goal (if applicable)

N/A

By signing below, the DBE Coordinator confirms the recommended bidder/proposer is compliant to the DBE requirements and recommends awarding the contract:

Szarina Lozano

DBE/Small Business Coordinator

4/10/2026

Date

Department Recommendation

City of FRESNO

File#: 12600669 Opening Date: March 31, 2026

(To be completed by the Department)

Background *(Explain the need for the procurement below.)*

The City of Fresno has identified the need for a roadway restoration project on Cedar Avenue, spanning from Herndon Avenue to Alluvial Avenue. The purpose of this project is to extend the lifespan of a heavily traveled arterial road through pavement rehabilitation while also achieving complete street goals. Improvements will include pavement restoration, buffered Class II bicycle lanes, curb ramp improvements, median nose adjustments, traffic loop replacement, and updated signage and striping, which will enhance safety and promote multimodal connectivity for both motorists and non-motorists. Approval of the construction contract, totaling $1,469,234 and awarded to Agee Construction Corp. of Clovis, California, will enable the project to move into the construction phase. This project is fully federally funded through the Surface Transportation Block Grant (STBG) funds.

☒ Award a contract as follows:

Bidder/Proposer	Award Amount
Agee Construction Corporation 1039 Hoblitt Ave Clovis, CA 93613	$1,469,234.00

The Engineer's Estimate for this expenditure is $1,685,821.00 The contract price is 12.85 % below. (*If the overage is greater than 10% provide an explanation below.)*

☐ Reject all bids/proposals. *(If electing to reject all, provide an explanation below.)*

Anticipated Council Date: 5/21/2026

City of FRESNO

File#: 12600669 Opening Date: March 31, 2026

Fiscal Impact Statement

(To be completed by the Department)

Indicate the **total fiscal impact** of the action requested, including operating and capital costs. Indicate costs for the current fiscal year and continuing costs in future years. Include all related costs.

Is the contract funded in the current year budget and/or through reallocation of existing Department resources:

☒ Yes ☐ No

If no, how will this item be funded? *(Provide an explanation below.)*

Is the action funded by a grant received by the City?

☒ Yes ☐ No

If yes, provide the following:

Additional Information	Comments
Grant Name	Cedar Ave Rehab/Overlay from Herndon to Alluvial Avenues
Grantor name, granting agency, or office name (if any)	State of California, Caltrans
Fiscal year of the funding award	2023
Date grant agreement was approved by Council	08/19/2021

Fiscal Impact Table:

Type	Current Year Estimate	Annual Continuing Costs Thereafter	Number of Years
Operating	$ 0	$	
Capital	$2,185,637	$ TBD	30
Total	**$2,185,637**		

Describe all 'soft-cost' expenses:

Preliminary Engineering	294,100
Right of Way	13,162
Construction Engineering	262,175
Contingency	146,966
Total	716,403
Construction Contract	1,469,234
Total Capital	2,185,637

City of FRESNO

File#: 12600669 Opening Date: March 31, 2026

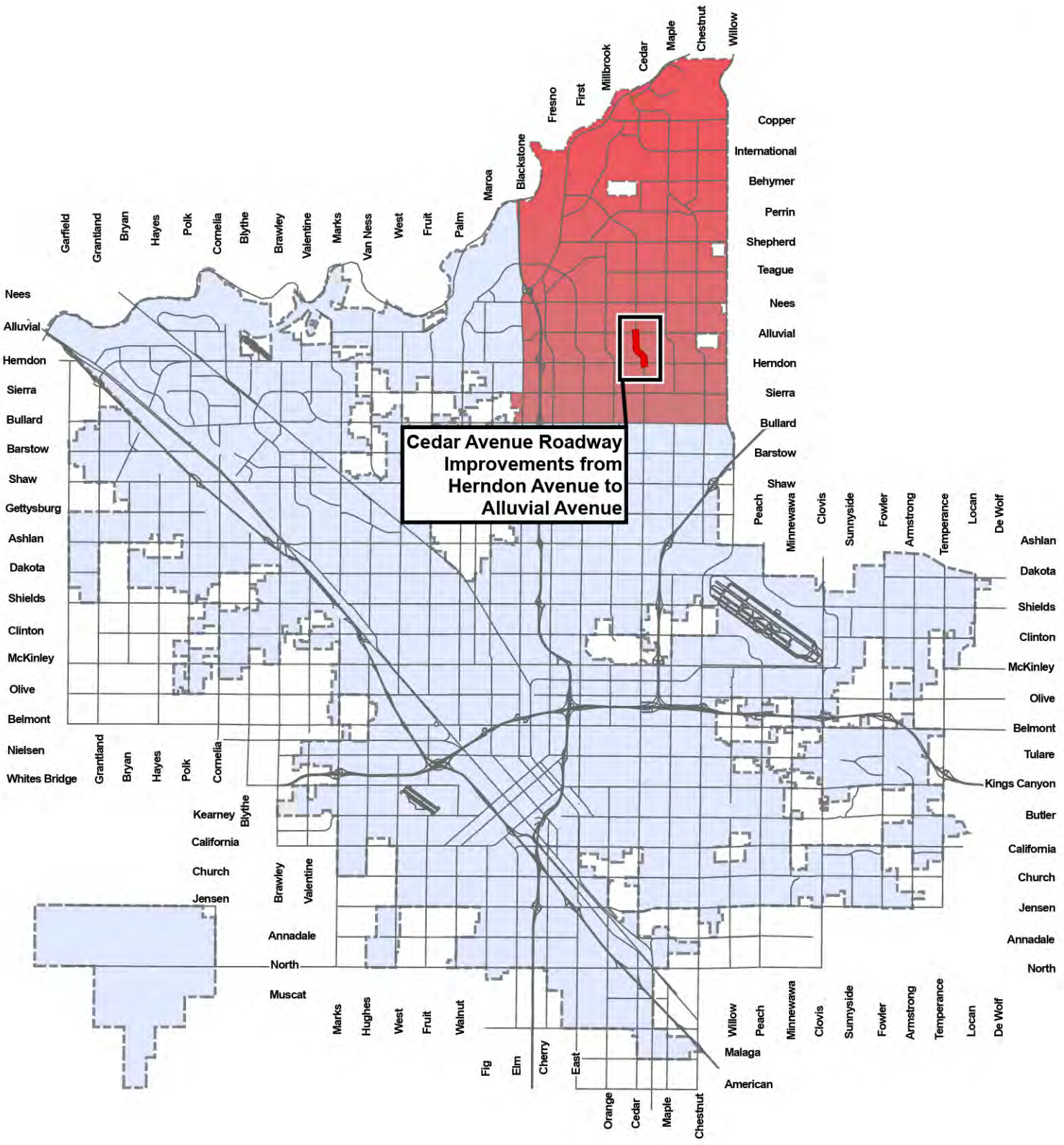
Approvals

The signature below constitutes approval from the department head.

Department Head	April 24, 2026 Date
CPD Assistant Director Title	

The signatures below constitute approval of the department recommendation.

DocuSigned by: Melissa Perales CE4CF5EAB18D46B Purchasing Manager	4/24/2026 Date
DocuSigned by: Brian Barr 99B07375D7AD479 General Services Department Director	4/27/2026 Date
City Manager	4/30/26 Date



City of FRESNO

CAPITAL PROJECTS DEPARTMENT

NORTH

Miles

0 1 2 3

VICINITY MAP

Cedar Avenue Roadway Improvements from Herndon Avenue to Alluvial Avenue

Project ID: PW01009

Council District: 6

Legend

- Project Area
- Project Limits
- District 6
- City Limits

File #: ID 26-628 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-M.

REPORT TO THE CITY COUNCIL

FROM: SANTINO DANISI, MBA, City Controller/Director
Finance Department

BY: JOCELYN FREITAS, Assistant Director
Finance Department

SUBJECT
RESOLUTION - Authorizing a Reciprocal Data Exchange Agreement with the California Franchise Tax Board for the City/County Business Tax Program to exchange of business license tax data

RECOMMENDATION

Staff recommends that City Council authorize a reciprocal agreement with the California Franchise Tax Board for the Exchange of Business License Tax Data. Recommended actions include: Adopt a Resolution authorizing a reciprocal agreement with the California Franchise Tax Board for the exchange of business license tax data; and Authorize the City Manager, Finance Director or their respective designee(s) to execute a non-financial reciprocal agreement with the California Franchise Tax Board for the exchange of business license tax data for a term beginning July 1, 2026, through December 31, 2028, subject to non-substantive changes approved by the City Manager and City Attorney.

EXECUTIVE SUMMARY

The City of Fresno (City) Municipal Code (FMC) Chapter 7, Article 10, known as the Business Licenses - General Provisions Code, is intended to provide a revenue stream for the general operation of the City by the levy of a business license tax on all business transactions or activities carried on or occurring within Fresno and is not intended for regulation.

The data exchange program with the California Franchise Tax Board (FTB) enables both Fresno and the FTB to share information and identify non-compliant businesses. By participating in the data exchange program, the City will have the ability to ensure that the City receives the revenue it is legally entitled to collect.

The Agreement with the FTB is valid for two years and seven months at a time. Under the terms of the Agreement with the FTB, the City will be required to send data to the FTB annually each June. The data required includes ownership name, address information, Employer ID number, and business start date. The FTB will send the City similar information from their database each year in

December, as well as information on taxpayers who file business-related income tax returns. Under the terms of this Agreement, the data exchange will continue through December 2028. Neither the FTB nor the City would be reimbursed for the cost of providing data and neither party will be charged for receiving data from the other agency. Should the City choose to discontinue participating in the data exchange program, the Agreement may be terminated within thirty (30) days written notice to the FTB.

Staff recommends the adoption of a Resolution authorizing a reciprocal agreement with the California Franchise Tax Board for the continued exchange of business data.

BACKGROUND

The California Revenue & Taxation Code (R&TC) provides statutory authority for the exchange of business tax and licensing data between local jurisdictions and the California Franchise Tax Board (FTB):

- R&TC Section 19551.1 authorizes cities to enter into reciprocal agreements with the FTB for the exchange of specified tax information
- R&TC Section 19551.5 requires cities to provide business license and tax information to the FTB upon request

The FTB's City Business Tax Program is designed to improve business tax compliance by allowing FTB and local jurisdictions to exchange data that helps identify businesses operating without required local licensing or with incomplete or outdated information.

The Standard Agreement, which includes Exhibits A through G, outlines the responsibilities of both parties, confidentiality and data security requirements, and specific data formatting and transmission standards. Under Exhibit A, Item 10, the FTB requires the City to provide a Council-approved resolution or other governing-body authorization before the FTB will release any data to the City.

ENVIRONMENTAL FINDING

There is no environmental impact associated with this action.

LOCAL PREFERENCE

There is no local preference consideration with this action.

FISCAL IMPACT

There is no fiscal impact associated with this Ordinance adoption. Any staff time required to prepare and transmit the City's data file or review incoming FTB data will be handled within existing departmental resources.

Attachments:
Resolution
FTB Agreement

powered by Legistar™

RESOLUTION NO. _____

RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, AUTHORIZING A RECIPROCAL DATA EXCHANGE AGREEMENT WITH THE CALIFORNIA FRANCHISE TAX BOARD FOR THE CITY/COUNTY BUSINESS TAX PROGRAM TO EXCHANGE OF BUSINESS LICENSE TAX DATA

WHEREAS, California Revenue & Taxation Code Sections 19551.1 and 19551.5 authorize a reciprocal agreement for the exchange of city or county business tax and confidential information between city or county and the California Franchise Tax Board (FTB) for the purpose of improving compliance and administration of local business tax programs; and

WHEREAS, the FTB administers a City/County Business Tax (CCBT) Program, a voluntary data sharing program under which participating local jurisdictions provide their local business license data to the FTB and, in exchange, receive data from FTB records identifying businesses conducting business activity within the city or county; and

WHEREAS, participation in the CCBT Program provides significant mutual benefits: it assists the City of Fresno (City) in identifying unlicensed or unregistered businesses operating within City limits, supports the City's enforcement efforts to promote compliance with local business tax requirements, and assists the FTB in identifying self-employed individuals or businesses that are not filing required state income tax returns, at no cost to either party when a reciprocal agreement is established; and

WHEREAS, the FTB has prepared a Data Exchange Standard Agreement, including Exhibits A through G, which outlines responsibilities, confidentiality

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: SS

669244v2

requirements, data security obligations, and record layout specifications for both parties; and

WHEREAS, the FTB requires the City to enter into a Standard Agreement (Agreement) that includes a Scope of Work, General Terms and Conditions, Special Terms and Conditions, Record Format Specifications, and a Confidentiality Agreement; and

WHEREAS, under Exhibit A, Item 10 of the Agreement, the FTB further requires the City to provide a resolution, order, or minutes reflecting passage of a motion or ordinance that authorizes the execution of this specific Agreement before the FTB may transmit any tax data to the City; and

WHEREAS, participation in the CCBT Program will improve the City's ability to identify unregistered businesses, ensure proper compliance with City business tax requirements, and increase fairness and accuracy in tax administration; and

WHEREAS, it is in the best interest of the City to enter into this Agreement for the purpose of receiving authorized FTB data and fulfilling reciprocal data-sharing obligations.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. The City Council hereby approves and authorizes the City of Fresno to enter the Data Exchange Standard Agreement between the City of Fresno and the California Franchise Tax Board for participation in the City/County Business Tax Program, pursuant to California Revenue and Taxation Code Sections 19551.1 and 19551.5

2. The City appoints and authorizes the City Manager, Finance Director or their respective designee(s), and each of them, as authorized agent(s) of the City to

conduct all negotiations, execute and submit all documents required for participation in the CCBT Program, including but not limited to the Standard Agreement and its Exhibits A through G, and any future amendments thereto, subject to approval as to form by the City Attorney's Office.

3. The City's Finance Director, or his/her designee(s), is further authorized to carry out all ongoing City obligations under the Agreement, including secure transmission of required business tax data, completion of the Security Questionnaire, administration of confidentiality statements for City employees handling FTB data, ensuring completion of annual FTB Disclosure Training by all such employees; and timely destruction of FTB data in accordance with the retention requirements.

4. A certified copy of this Resolution shall be transmitted to the California Franchise Tax Board, City/County Business Tax Program, MS A181, P.O. Box 2966, Rancho Cordova, CA 95741-2966, in conjunction with the City's application to participate in the CCBT Program.

5. This Resolution shall be effective upon final approval.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

AMY K. ALLER
Interim City Clerk

By: _____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Sukhman S. Sekhon Date
Deputy City Attorney

669244v2

SCO ID: 7730-00000000000000000000121728

STATE OF CALIFORNIA - DEPARTMENT OF GENERAL SERVICES

STANDARD AGREEMENT

STD 213 (Rev. 04/2020)

AGREEMENT NUMBER	PURCHASING AUTHORITY NUMBER (If Applicable)
00000000000000000000121728	

1. This Agreement is entered into between the Contracting Agency and the Contractor named below:

CONTRACTING AGENCY NAME

Franchise Tax Board

CONTRACTOR NAME

City of Fresno

2. The term of this Agreement is:

START DATE

January 1, 2026 or date of approval, whichever is later,

THROUGH END DATE

December 31, 2028

3. The maximum amount of this Agreement is:

$0.00 (ZERO AND 00/100 DOLLARS)

4. The parties agree to comply with the terms and conditions of the following exhibits, which are by this reference made a part of the Agreement.

Exhibits		Title	Pages
	Exhibit A	Scope of Work	3
	Exhibit B	Budget Detail and Payment Provisions	1
	Exhibit C *	General Terms and Conditions	GTC0225
+ -	Exhibit D	Non-IT FTB Special Terms and Conditions	4
+ -	Exhibit E	City and County Record Layout Specifications (FTB 909)	2
+ -	Exhibit F	Franchise Tax Board Record Layout Specifications (FTB 909A)	1
+ -	Exhibit G	Confidentiality Statement (FTB 712)	1

Items shown with an asterisk (*), are hereby incorporated by reference and made part of this agreement as if attached hereto.
These documents can be viewed at https://www.dgs.ca.gov/OLS/Resources

IN WITNESS WHEREOF, THIS AGREEMENT HAS BEEN EXECUTED BY THE PARTIES HERETO.

CONTRACTOR

CONTRACTOR NAME (if other than an individual, state whether a corporation, partnership, etc.)

City of Fresno

CONTRACTOR BUSINESS ADDRESS	CITY	STATE	ZIP
2600 Fresno St	Fresno	CA	93721

PRINTED NAME OF PERSON SIGNING	TITLE

CONTRACTOR AUTHORIZED SIGNATURE	DATE SIGNED

SCO ID: 7730-00000000000000000000121728

STATE OF CALIFORNIA - DEPARTMENT OF GENERAL SERVICES
STANDARD AGREEMENT
STD 213 (Rev. 04/2020)

AGREEMENT NUMBER	PURCHASING AUTHORITY NUMBER (If Applicable)
00000000000000000000121728	

STATE OF CALIFORNIA

CONTRACTING AGENCY NAME			
Franchise Tax Board			
CONTRACTING AGENCY ADDRESS	CITY	STATE	ZIP
P.O. Box 2086, MS A-374	Rancho Cordova	CA	95741
PRINTED NAME OF PERSON SIGNING	TITLE		
Michael A. Banuelos	Procurement and Contracting Officer or designee		
CONTRACTING AGENCY AUTHORIZED SIGNATURE	DATE SIGNED		
CALIFORNIA DEPARTMENT OF GENERAL SERVICES APPROVAL	EXEMPTION (If Applicable)		
	SCM Vol. 1, 4.04.A.2		

EXHIBIT A SCOPE OF WORK

This Agreement is entered into by and between the Franchise Tax Board, herein after referred to as (FTB), and the City of Fresno, herein after referred to as the City.

Purpose:

This Agreement provides for the reciprocal exchange between FTB and the City tax data specific to city business license information for tax administration purposes. By entering into a reciprocal agreement, each party agrees to bear its own costs of providing the data, and the City is precluded from obtaining reimbursement.

Both parties will abide by the legal and confidential provisions of this Agreement. Exhibits A, B, C, D, E, F, and G, attached hereto and incorporated by reference herein, set forth additional terms to which the parties agree to be bound.

No Federal Tax Information will be exchanged.

Legal Authority:

California Revenue and Taxation Code (R&TC) Section 19551.1 authorizes a reciprocal agreement for the exchange of specified tax information between a City/County and FTB. R&TC Section 19551.5 mandates cities/counties to provide city/county business licensing and tax information to FTB upon request.

City Responsibilities:

1. The City agrees that the information provided by FTB will be used exclusively to administer the City/County Business Tax Program.

2. The City agrees that information obtained under this Agreement will not be reproduced, published, sold, or released in original or in any other form for any purpose; and will only be accessed or used by City employees whose duties are to administer the City/County Business Tax Program.

3. The City agrees to provide FTB with tax information pursuant to Format Specifications, Exhibit E, which shall include, but not be limited to, the following:
   - Business or owner's name
   - Business address
   - Federal Employer Identification Number (FEIN) or Social Security Number (SSN)
   - Ownership type
   - North American Industry Classification Code or Standard Industry Classification Code
   - Business start and cessation dates
   - City Business Tax Number, to be assigned to the City by FTB

4. The City agrees to extract and provide city data to FTB annually between April and July for each tax year that the Agreement is in place. If the Agreement is executed after July 31, 2026, the City will have 30 days after execution to provide FTB with the first year's data.

5. The City agrees to submit the records to FTB electronically using FTB's Secure Web Internet File Transfer (SWIFT) system.

6. The City agrees to submit the records to FTB in ASCII fixed-length format, .txt, per the Format Specifications, Exhibit E.

7. The City agrees to resubmit data in the event data is initially submitted with errors. The resubmission of data must be within 30 days of notification. If data is not submitted accurately and timely, the City will forfeit its rights to FTB data for that year.

8. The City agrees that each City employee having access to FTB data shall sign a City/County Business Tax Program Confidentiality Statement, FTB 712 (Exhibit G). The signed statement is to be retained by the City and produced to FTB upon request.

9. The City agrees to submit to FTB a completed Security Questionnaire prior to receiving any FTB data. The Security Questionnaire is valid for the duration of the Agreement.

10. The City agrees to provide, prior to FTB's first transmission of data to City under this Agreement, a copy of the current resolution, order, or minutes reflecting passage of a motion, or ordinance of the local governing body authorizing the execution of this specific Agreement. Prior to receipt of such authorization, FTB is not obligated to provide data under this Agreement.

FTB Responsibilities:

1. FTB agrees that information provided by the City will be used for tax administration and non-tax programs that FTB administers and may be shared with other state or federal agencies as authorized by law.

2. FTB agrees that information obtained under this Agreement will not be reproduced, published, sold, or released in original or in any other form for any purpose, except as provided in paragraph 1 or otherwise authorized by law.

3. FTB agrees to provide the City with data extracted from its internal systems. FTB will provide the City with records for taxpayers within the City's jurisdiction who indicate a business on their personal or business entity income tax return. The Record Layout, Exhibit F, FTB 909A shall include:
   - Taxpayer name
   - Taxpayer address
   - Taxpayer SSN or FEIN
   - Principal Business Activity code

4. FTB agrees to match the data provided by the City using the SSN or FEIN against FTB's data with a "Yes" or "No" indicator on the Record Layout, Exhibit F, FTB 909A. Whether FTB will provide a data match for the first year of this Agreement is at the discretion of FTB based on when the data is received from the City and processed.

5. FTB agrees to provide the City with an annual data extract in December 2026 for tax year 2025, in December 2027 for tax year 2026, and in December 2028 for tax year 2027 via SWIFT.

6. FTB agrees to register the City for a SWIFT account allowing for the secure electronic transmission of data.

7. FTB agrees to provide the City with a unique City Business Tax Number to be used for reporting purposes only.

8. FTB agrees to allow the City to resubmit data within 30 days of notification, in the event data is initially submitted with errors.

Project Coordinators:

The project coordinators during the term of this Agreement will be:

Franchise Tax Board
Tonya Banyai
City/County Business Tax Program Analyst
Data Oversight Program
P.O. Box 1468, Mailstop A181
Sacramento, CA 95812-1468
Phone: (916) 845-4301
Email: FTBCCBT@ftb.ca.gov

City of Fresno Name
Carmen Galvez
Tax Permit Inspector
2600 Fresno St
Fresno, CA 93721
Phone: 559-621-6876
Email: Maria.Galvez@fresno.gov

Return executed agreement to:

Franchise Tax Board
Tonya Banyai
City/County Business Tax Program Analyst
Data Oversight Program
P.O. Box 1468, Mailstop A181
Sacramento, CA 95812-1468
Phone: (916) 845-4301
Email: FTBCCBT@ftb.ca.gov

EXHIBIT B
BUDGET DETAIL AND PAYMENT PROVISIONS

This data exchange is provided at no cost.

EXHIBIT D FTB NON-IT SPECIAL TERMS AND CONDITIONS

1. STATEMENT OF CONFIDENTIALITY

The Franchise Tax Board has state tax return information and other confidential information and data in its custody. Unauthorized inspection or disclosure of state returns or other confidential information or data is a misdemeanor (Revenue and Taxation Code Sections 19542, 19542.1, 19542.3 and 19552, and Government Code Section 90005).

For purposes of this exhibit, the terms “information” and “data” are used interchangeably and each, when used, encompasses the meanings of both terms. As used in this exhibit, the terms “confidential information” and “confidential data” each include “sensitive information and data”. As used for this exhibit, the term “Party” means FTB, Contractor, or Contracting Agency.

Upon the approval of this Agreement and prior to any access to the confidential data, the Party receiving the information from FTB and each of the Party’s employees, subcontractors, and subcontractors’ employees who may have access to the confidential data of the other Party, will be required to have on file annually a signed Confidentiality Statement (FTB Form 7904 or 7912), attesting to the fact that they are aware of the confidential data and the penalties for unauthorized access, inspection, acquisition, or disclosure thereof under applicable state and federal law.

The Contractor, the Contactor's subcontractors and each of the Contractor's and subcontractors' employees who may have access to the confidential data shall be required to complete Privacy, Security, and Disclosure Training (PSDT) provided by FTB. The training must be completed within two (2) State business days of commencing work with FTB, and annually thereafter. Upon completion of the PSDT, a Privacy, Security and Disclosure Training Certification (FTB Form 7819) will be provided, to be signed confirming that the training was completed, and returned to FTB.

2. USE OF INFORMATION

Each Party receiving FTB’s data agrees that the information furnished or secured pursuant to this Agreement shall be used solely for the purposes described in the Scope of Work of Exhibit A. Each Party receiving FTB’s data further agree(s) that information obtained under this Agreement will not be reproduced, published, sold, or released in original or in any other form for any purpose other than as identified in the Scope of Work of Exhibit A.

3. DATA OWNERSHIP

The confidential tax information or other confidential information provided under this Agreement remains the exclusive property of the providing Party. Confidential tax information and other confidential information are not open to the public and require special precautions to protect from loss and unauthorized access, inspection, acquisition, use, disclosure, modification, or destruction. Each Party shall have the right to use and process the disclosed information for the purposes stated in the Scope of Work of Exhibit A of this Agreement, which right shall be revoked and terminated immediately upon termination of this Agreement.

4. EMPLOYEE ACCESS TO INFORMATION

Each Party receiving data agrees that the information obtained will be kept in the strictest confidence and shall make information available to its own employees only on a "need-to-know" basis. The "need-to-know" standard is met by authorized employees who need information to perform their official duties in connection with the uses of the information authorized by this Agreement. Each Party receiving data recognizes its responsibility to protect the confidentiality of the information in its custody as provided by law and to ensure that such information is disclosed only to those individuals and for such purposes as are authorized by law and this Agreement.

5. PROTECTING CONFIDENTIAL INFORMATION/ INCIDENT REPORTING

Each Party receiving data, in recognizing the confidentiality of the information to be exchanged, agrees to take all appropriate precautions to protect the confidential information obtained pursuant to this Agreement from unauthorized access, use, or disclosure. Each Party receiving data will conduct oversight of its users with access to the confidential information provided under this Agreement, and will immediately notify FTB's Information Security Audit & Investigations Unit (SecurityAuditMail@ftb.ca.gov) of any unauthorized or suspected unauthorized accesses, uses and/or disclosures (incidents). For purposes of this section, "immediately" is defined as within 24 hours of the discovery of the breach or suspected breach. The notification must describe the incident in detail and identify responsible personnel (name, title and contact information). The Party with an incident will comply with the incident reporting requirements in accordance with Civil Code Section 1798.29, State Administrative Manual (SAM) Chapter 5300 and Section 8643, and Statewide Information Management Manual 5340-A and 5340-C to facilitate the required reporting to the taxpayer(s) or state oversight agencies.

6. INFORMATION SECURITY

Information security is defined as the preservation of the confidentiality, integrity, and availability of information. A secure environment is required to protect the confidential information obtained by each Party or entity pursuant to this Agreement. Each Party or entity receiving data will store information so that it is physically secure from unauthorized access. The records received will be securely maintained and accessible only by employees of the specified program who are committed to protect the data from unauthorized access, use or disclosure. All FTB electronic data must be encrypted when in transit using FIPS 140-3 approved encryption technology, and be password protected and secure at all times when in storage. Confidential information obtained from FTB must be secured in accordance with the SAM, including Chapters 5100 and 5300 (Information Security), and National Institute of Standards and Technology (NIST) Special Publication 800-53 (moderate); and additional security requirements provided by FTB. FTB may require that a Security Questionnaire for the entity receiving confidential data from FTB be completed or be on file with FTB's Chief Security Officer, or their designee.

7. CLOUD COMPUTING ENVIRONMENT

Each entity receiving FTB's confidential data must submit a completed FTB Cloud Computing Questionnaire before using a Cloud Computing Environment. The questionnaire will be reviewed for approval by FTB's Chief Security Officer, or their designee. A Cloud Computing Environment cannot be used to receive, transmit, store or process FTB's confidential data without prior written approval from FTB's Chief Security Officer, or their designee.

8. GENERATIVE AI DISCLOSURE OBLIGATIONS

The following terms are in addition to the defined terms and shall apply to the Agreement.

a. “Generative AI (GenAI)” means an artificial intelligence system that can generate derived synthetic content, including text, images, video, and audio that emulates the structure and characteristics of the system's training data. (Gov. Code § 11549.64.)

b. Contractor shall immediately notify the State in writing if it: (1) intends to provide GenAI as a deliverable to the State; or (2), intends to utilize GenAI, including GenAI from third parties, to complete all or a portion of any deliverable that materially impacts: (i) functionality of a State system, (ii) risk to the State, or (iii) Contract performance. For avoidance of doubt, the term “materially impacts” shall have the meaning set forth in State Administrative Manual (SAM) section 4986.2 Definitions for GenAI.

c. Notification shall be provided to the State designee identified in this Contract.

d. At the direction of the State, Contractor shall discontinue the provision to the State of any previously unreported GenAI that results in a material impact to the functionality of the System, risk to the State, or Contract performance, as determined by the State.

e. If the use of previously undisclosed GenAI is approved by the State, then Contractor will update the Deliverable description, and the Parties will amend the Contract accordingly, which may include incorporating the GenAI Special Provisions into the Contract, at no additional cost to the State.

f. The State, at its sole discretion, may consider Contractor’s failure to disclose or discontinue the provision or use of GenAI as described above, to constitute a material breach of Contract when such failure results in a material impact to the functionality of the System, risk to the State, or Contract performance. The State is entitled to seek any and all remedies available to it under law as a result of such breach, including but not limited to termination of the contract.

9. DESTRUCTION OF RECORDS

All records received by the Contractor from FTB under this Agreement, and any database(s) created, copies made, or files attributed to the records received, shall be destroyed within three years of receipt or upon termination of the agreement due to a breach of its terms, whichever occurs earlier. The records shall be destructed in a manner to be deemed unusable or unreadable, and to the extent that an individual record can no longer be reasonably ascertained. The Contractor will notify FTB Contractor Business Tax program manager annually in writing at FTBCCBT@ftb.ca.gov that proper destruction methods have been applied. FTB will destroy Contractor data in accordance with the department’s data retention policies.

10. INSPECTION

FTB retains the right to conduct on-site or remote reviews of the other Party’s use of FTB information and the security controls established. The reviews may include, but are not limited to, an examination of the adequacy of information security controls, application of the “need-to-know” standard, and use justifications established by the Party to ensure compliance with the terms and conditions of this Agreement. Unless otherwise agreed by the Parties, FTB will provide a minimum of seven (7) State business days’ notice of a review of the use of FTB information.

The Contractor will take appropriate disciplinary actions against any user determined to have violated security or confidentiality requirements.

11. SURVIVAL OF OBLIGATION TO PROTECT DATA

Each Party's obligation to protect the data and information received from the other Party shall survive the expiration or termination of this Agreement. In the event a Party continues to provide any data or information to the other Party after the expiration or termination of this Agreement, the receiving Party agrees to continue to protect all such data and information received in accordance with the provisions of this Agreement, including all Attachments and Exhibits incorporated in this Agreement or listed by reference, and all applicable state and federal laws.

12. DISPUTE RESOLUTION

The Parties agree to work cooperatively and in good faith in a timely manner to attempt to resolve any disputes resulting from their conduct under this Agreement. Problems shall be set down in writing by the Party initially identifying the problem and submitted within ten (10) calendar days of discovery of the problem to the other Party for resolution.

If the Parties are unable to resolve an issue within thirty (30) calendar days of the written notice despite their good faith efforts, the Contractor shall file a "Notice of Dispute" with FTB's Chief Financial Officer within ten (10) calendar days of determination that the Parties are unable to resolve the issue. Within ten (10) calendar days, FTB's Chief Financial Officer, or their designee, shall meet with the Contractor Designee for purposes of resolving the dispute. The decision of the Chief Financial Officer shall be final.

Upon resolution of a dispute, such resolution shall be set forth in writing and shall be maintained by the Parties.

13. EXECUTIVE ORDER N-6-22 RUSSIA SANCTIONS

On March 4, 2022, Governor Gavin Newsom issued Executive Order N-6-22 (the EO) regarding Economic Sanctions against Russia and Russian entities and individuals. "Economic Sanctions" refers to sanctions imposed by the U.S. government in response to Russia's actions in Ukraine, as well as any sanctions imposed under state law. The EO directs state agencies to terminate Agreements with, and to refrain from entering any new Agreements with, individuals or entities that are determined to be a target of Economic Sanctions. Accordingly, should the State determine Contractor is a target of Economic Sanctions or is conducting prohibited transactions with sanctioned individuals or entities, that shall be grounds for termination of this agreement. The State shall provide Contractor advance written notice of such termination, allowing Contractor at least thirty (30) calendar days to provide a written response. Termination shall be at the sole discretion of the State.

14. ORDER OF PRECEDENCE

In the event of any inconsistency between the articles, attachments, specifications or provisions which constitute this Agreement, the following order of precedence shall apply:

a. State's General Terms and Conditions (GTC 02/2025), or State's General Terms and Conditions for Interagency Agreements (GIA – 11/2022), whichever is listed on the face of the Standard Agreement (STD 213) or Purchase Order;

b. Standard Agreement (STD 213), Purchase Order, and any amendments thereto;

c. Scope of Work, including any specifications incorporated by reference herein;

d. these Special Non-IT Terms and Conditions; and

e. all other attachments or exhibits incorporated in the Agreement or listed by reference.

15. LIMITED WARRANTY

Neither party represents or warrants the accuracy or content of the material available through this Agreement, nor each expressly disclaims any express or implied warranty, including any implied warranty of fitness for a specific purpose.

16. CANCELLATION

FTB may terminate this Agreement for any reason upon thirty (30) calendar days' prior written notice. FTB may terminate this Agreement immediately, to be followed by written notice, upon material breach by Contractor of the terms of this Agreement. In the event of such termination, FTB shall pay all amounts due under this Agreement to the Contractor for services or goods accepted prior to date of termination, or notification of termination.

17. NO THIRD-PARTY LIABILITY

Nothing contained in or related to this Agreement shall create any contractual relationship between either of the Parties and any other party, except between FTB and the Contractor; and no other party shall relieve the Contractor or FTB of its responsibilities and obligations hereunder. Each of the Parties agrees to be fully responsible for the acts and omissions of its third-party contractors and agents, and of persons either directly or indirectly employed by the Party. Neither of the Parties shall have any obligation to pay, or to see to the payment of, any monies to any party or persons either directly or indirectly employed by the other.

EXHIBIT E

CITY AND COUNTY RECORD LAYOUT SPECIFICATIONS (FTB 909)

Data Element Name	Start Position	End Position	Field Size	Description
Social Security Number (SSN)	1	9	9	Must be present unless FEIN is provided. Fill unused fields with zeros.
Federal Employer ID Number (FEIN)	10	18	9	Must be present unless SSN is provided. Fill unused fields with zeros.
Ownership Type	19	19	1	Must be present. Use only acceptable values listed here: **S** = Sole Proprietorship **P**= Partnership **C** = Corporation **T** = Trust **L** = LLC
Owner Last Name	20	34	15	Must be present if Ownership Type in position 19 = S.
Owner First Name	35	45	11	Must be present if Ownership Type in position 19 = S.
Owner Middle Initial	46	46	1	May be left blank.
Business Name	47	86	40	Enter if business is operating under a fictitious name (doing business as (DBA)).
Business Address	87	126	40	Address of the business location or the residence of the owner if sole proprietorship.
City	127	166	40	Must be present.
State	167	168	2	Enter the valid U.S. Postal Service (USPS) state abbreviation. Format = CA
ZIP Code	169	177	9	Enter the five- or nine-digit ZIP Code assigned by USPS. If only the first five digits are known, left justify information and fill the unused fields with zeros.

Data Element Name	Start Position	End Position	Field Size	Description
Business Start Date	178	185	8	Enter the eight-digit date (MMDDYYYY). If unknown, fill the field with zeros.
Business Cease Date	186	193	8	Enter the eight-digit date (MMDDYYYY) if out of business. If unknown, fill the field with zeros.
City/County Business Tax Number	194	196	3	Enter three-digit number assigned by FTB.
North American Industry Classification System (NAICS)	197	202	6	Must be present unless SIC is provided. Enter the two- to six-digit NAICS code. Left Justify. Fill unused field with zeros (example, 99 will be 990000).
Standard Industrial Classification (SIC)	203	206	4	Must be present unless NAICS is provided. Enter the two- to four-digit SIC code. Left justify. Fill unused fields with zeros (example, 99 will be 9900).
Total Record Length		206		

EXHIBIT F

FRANCHISE TAX BOARD RECORD LAYOUT SPECIFICATIONS (FTB 909A)

Data Element Name	Length	Start Position	Description
ENTITY TYPE	1	1	"P" – Personal income tax record "B" – Business entity tax record
SSN or FEIN	9	2	For "P" records, primary taxpayer's social security number (SSN) For "B" records, federal employer identification number (FEIN)
LAST NAME	40	11	For "P" records, primary taxpayer's last name For "B" records, business name
FIRST NAME	11	51	For "P" records **only**
MIDDLE INITIAL	1	62	For "P" records **only**
SPOUSE SSN	9	63	For "P" records filed with a joint return
SPOUSE LAST NAME	17	72	For "P" records filed with a joint return
SPOUSE FIRST NAME	11	89	For "P" records filed with a joint return
SPOUSE MIDDLE INITIAL	1	100	For "P" records filed with a joint return
PBA CODE	6	101	For "P" records, principal business activity (PBA) code
ADDRESS NUMBER	10	107	
PRE-DIRECTIONAL DIRECTOR	2	117	Postal Service term referring to the directional word that is located before the street name and suffix (i.e., N, S, E, W, NE, NW, SE, SW)
STREET NAME	28	119	
STREET SUFFIX	4	147	e.g. ST, WAY, HWY, BLVD, etc.
POST-DIRECTIONAL INDICATOR	2	151	Postal Service term referring to the directional word that is located after the street name and suffix (i.e., N, S, E, W, NE, NW, SE, SW)
STREET SUFFIX 2	4	153	
APARTMENT/SUITE NUMBER	10	157	e.g., APT, UNIT, FL, etc.
CITY	13	167	
STATE	2	180	Standard state abbreviation
ZIP CODE	5	182	The five-digit ZIP Code assigned by the U.S. Postal Service
ZIP CODE SUFFIX	4	187	Provide if known
CCBT MATCH	1	191	"N" – No match per CCBT data. "Y" – Yes: CBT matched to state tax return filed
TOTAL RECORD LENGTH		191	

EXHIBIT G
CONFIDENTIALITY STATEMENT (FTB 712)

STATE OF CALIFORNIA
DISCLOSURE OFFICE MS A181
FRANCHISE TAX BOARD
PO BOX 1468
SACRAMENTO CA 95812-1468

City/County Business Tax Program Confidentiality Statement

Confidential tax data is protected from disclosure by law, regulation, and policy. Information security is strictly enforced; violators may be subject to disciplinary, civil, and/or criminal action. Protecting confidential tax data is in the best interest of the city, county, and state.

As a city/county employee, you are required to protect all information received from the Franchise Tax Board (FTB). To protect confidential tax data, you must:

- **Access or modify tax data solely to perform official duties.**
- **Never access or inspect tax data for curiosity or personal reasons.**
- **Never show or discuss confidential tax data with anyone who does not have a need to know.**
- **Never remove confidential tax data from your worksite without authorization.**
- **Place confidential tax data in approved locations only.**

Unauthorized inspection, access, use, or disclosure of confidential tax data is a crime under state laws including, but not limited to, California Revenue and Taxation Code Sections 19542 and 19552 and Penal Code Section 502. Unauthorized access, inspection, use, or disclosure may result in either or both of the following:

- **State criminal action**
- **Taxpayer civil action.**

I certify that I have read the confidentiality statement printed above. I further certify and understand that unauthorized access, inspection, use, or disclosure of confidential information may be punishable as a crime and may result in disciplinary and/or civil action against me.

Name (print)

Signature Date

Each city/county employee accessing FTB data must retain a signed copy of this form and provide it to FTB upon request.

File #: ID 26-607 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-N.

REPORT TO THE CITY COUNCIL

FROM: BILLY P. ALCORN, Fire Chief
Fire Department

BY: SEAN A. JOHNSON, Battalion Chief
Fire Department, Emergency Preparedness Officer

SUBJECT:
RESOLUTION - Adopting the May 2024 Fresno County Multi-Jurisdictional Hazard Mitigation Plan, and City of Fresno Local Hazard Mitigation Plan Annex

RECOMMENDATION

Staff recommends the City Council approve the Resolution adopting the 2024 Fresno County Multi-Jurisdictional Hazard Mitigation Plan, and the City of Fresno Local Hazard Mitigation Plan Annex set forth in Annex E.

EXECUTIVE SUMMARY

The purpose of the 2024 hazard mitigation plan is to reduce long-term risk to people, property, infrastructure, and public services from natural hazards. Section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, codified at 42 U.S.C. § 5165, together with FEMA's local mitigation planning regulations at 44 C.F.R. § 201.6, requires a current FEMA-approved local hazard mitigation plan for a local government to receive Hazard Mitigation Grant Program project funding and to apply for other FEMA mitigation assistance. FEMA's regulations also allow multi-jurisdictional plans, provided each participating jurisdiction takes part in the planning process and formally adopts its own plan or annex.

The 2024 Fresno County Multi-Jurisdictional Hazard Mitigation Plan includes Annex E for the City of Fresno. The annex identifies Fresno-specific hazards, vulnerabilities, capabilities, and mitigation actions, and supports continued use of hazard mitigation planning in capital improvement planning, development review, emergency operations, and future grant applications. Adoption of the 2024 Hazard Mitigation Plan will also keep the City on the current federal planning cycle, which requires local mitigation plans to be reviewed, updated, and resubmitted at least every five years to maintain program eligibility.

State law also supports this action. Government Code section 65302(g) requires the Safety Element to address hazards, including dam failure, flooding, and wildland and urban fires. Government Code section 65302.6 authorizes a city to adopt a local hazard mitigation plan with its Safety Element. The

Noise and Safety Element of the Fresno General Plan acknowledges the City's adoption of the County's Multi-Jurisdictional Hazard Mitigation Plan, and the City's Local Annex. Further, Policy NS-6 -a specifically requires adoption and implementation of the Fresno County Multi-Jurisdiction Hazard Mitigation Plan and City of Fresno Local Hazard Mitigation Plan Annex. This recommended action is an implementation of that policy, is consistent with the Fresno General Plan, and will maintain a current planning basis for long-range hazard mitigation.

BACKGROUND

The Disaster Mitigation Act of 2000 established the federal framework for local hazard mitigation planning. Fresno County's multi-jurisdictional planning effort has since moved through several planning cycles, including the original 2007-2008 plan, the 2017-2018 update, and the current 2024 update. The City of Fresno participated in the countywide planning process and provided jurisdiction-specific information for Annex E. Although Annex E is dated 2024, the City's final internal review and adoption schedule extended beyond that date due in part to turnover within the City's emergency management function.

The 2024 City of Fresno annex is intended to guide long-term risk reduction and support future City planning and operational decisions. Information in the plan will be used to inform local plans, programs, and policies, including capital improvement projects, development application review, and incorporation of the local hazard mitigation plan into the Safety Element of the General Plan. Maintaining a current plan also keeps the City aligned with FEMA's five-year update requirement for continued eligibility under federal mitigation planning rules

ENVIRONMENTAL FINDINGS

This item is not a project as defined by the *California Environmental Quality Act* Guidelines Section 15378.

LOCAL PREFERENCE

Local preference was not applied since this is an adoption of a plan that the City of Fresno has previously been involved with.

FISCAL IMPACT

This item has no fiscal impact. The City of Fresno currently provides these services in case of an emergency.

Attachment:
Resolution

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, ADOPTING THE MAY 2024 FRESNO COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN, AND CITY OF FRESNO LOCAL HAZARD MITIGATION PLAN ANNEX

WHEREAS, the City of Fresno (City) recognizes the consequences of disasters and the need to reduce impacts of natural and human caused hazards; and

WHEREAS, the efforts necessary to respond to and recover from disasters requires the support of public resources; and

WHEREAS, preparation and adoption of a hazard mitigation plan is instrumental in identifying the natural hazards, risks, and vulnerabilities in a jurisdiction as well as identifying and implementing actions to mitigate those hazards, risks and vulnerabilities; and

WHEREAS, a local government is eligible for receipt of certain disaster assistance and hazard mitigation funding under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, the Disaster Mitigation Act of 2000, and California Government Code Sections 8685.9 and 65302.6, if the local government adopts a local hazard mitigation plan in accordance with the aforementioned legislation; and

WHEREAS, on August 27, 2009, through Resolution No 2009-190, the Council of the City of Fresno adopted the Fresno County Multi-Jurisdictional Hazard Mitigation Plan and City of Fresno Local Hazard Mitigation Plan Annex (2009 Hazard Mitigation Plan), which met the requirements of Section 409 of the Robert T. Stafford Disaster Relief and

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: _____
667701v2

Emergency Assistance Act of 1988, Section 322 of the Disaster Mitigation Act of 2000, and Sections 8685.9 and 65302.6 of the California Government Code; and

WHEREAS, the adopted Hazard Mitigation Plan was incorporated into the Noise and Safety Element of the Fresno General Plan (adopted in 2014) through Section 9.3 and Policy NS-6-a; and

WHEREAS, in 2018 through Resolution No. 2020-003, the City adopted an updated Fresno County Multi-Jurisdictional Hazard Mitigation Plan, including a City of Fresno Local Hazard Mitigation Plan Annex (2018 Hazard Mitigation Plan); and

WHEREAS, in 2024 the County of Fresno, in coordination with the City of Fresno and with the City's full participation, prepared a new Fresno County Multi-Jurisdictional Hazard Mitigation Plan (attached hereto as Exhibit A), including a City of Fresno Local Hazard Mitigation Plan Annex (attached hereto as Exhibit B), collectively referred to as the 2024 Hazard Mitigation Plan; and

WHEREAS, the 2024 Hazard Mitigation Plan was prepared consistent with the requirements of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (inclusive of all amendments), the Disaster Mitigation Act of 2000 (Public Law 106-390), and California Government Code Sections 8685.9 and 65302.6; and

WHEREAS, the California Office of Emergency Services and Federal Emergency Management Agency, Region IX officials have reviewed the Fresno County Multi-Jurisdictional Hazard Mitigation Plan and approved it contingent upon this official adoption by the City of Fresno as evidenced by the April 14, 2025 letter (attached hereto as Exhibit C).

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. The City affirms that it adopted the 2009 Fresno County Multi-Jurisdictional Hazard Mitigation Plan and City of Fresno Local Hazard Mitigation Plan Annex through Resolution 2009-190 and incorporated it by reference into the Noise and Safety Element of Fresno General Plan (adopted in 2014) through Section 9.3 and Policy NS-6-a in accordance with the requirements of California Government Code Sections 8685.9 and 65302.6.

2. The City affirms that it adopted the 2018 Fresno County Multi-Jurisdictional Hazard Mitigation Plan and City of Fresno Local Hazard Mitigation Plan Annex dated May 2018 as an update to the 2009 Hazard Mitigation Plan, through Resolution 2020-003, consistent with Fresno General Plan Policy NS-6-a, and in accordance with the requirements of California Government Code Sections 8685.9 and 65302.6.

3. The City hereby adopts the 2024 Fresno County Multi-Jurisdictional Hazard Mitigation Plan and the City of Fresno Local Hazard Mitigation Plan Annex dated May 2024 as an update to the 2018 Hazard Mitigation Plan, consistent with Fresno General Plan Policy NS-6-a, and in accordance with the requirements of California Government Code Sections 8685.9 and 65302.6.

4. The City will submit this adopted resolution to the California Office of Emergency Services and FEMA Region IX officials to enable the 2024 Hazard Mitigation Plan's final approval in accordance with the requirements of the Disaster Mitigation Act of 2000 and to establish conformance with the requirements of California Government Code Sections 8685.9 and 65302.6 (Assembly Bill 2140); and

5 This resolution shall become effective and in full force upon final passage.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

AMY K. ALLER
Interim City Clerk

By: _____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Talia Kolluri Date
Assistant City Attorney

Attachments:

Exhibit A	Fresno County Multi-Jurisdictional Hazard Mitigation Plan
Exhibit B	City of Fresno Local Hazard Mitigation Plan Annex
Exhibit C	April 14, 2025 FEMA Approval Letter

Exhibit A

2024

Fresno County, California

Hazard Mitigation Plan



1. Introduction



PURPOSE

Fresno County, along with 17 participating jurisdictions, prepared this local multi-jurisdictional hazard mitigation plan to better protect the people and property of the County from the effects of hazard events. This plan underwent a comprehensive update in 2023-2024 building upon the plan that was originally developed in 2009. This plan demonstrates the community's commitment to reducing risks from hazards and serves as a tool to help decision makers direct mitigation activities and resources. This plan was also developed to make Fresno County and participating jurisdictions eligible for certain federal disaster assistance, specifically, the Federal Emergency Management Agency's (FEMA) Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM) program, and Flood Mitigation Assistance (FMA), and Building Resilient Infrastructure and Communities (BRIC). This plan also meets the planning requirements of the National Flood Insurance Program's Community Rating System (CRS).

BACKGROUND AND SCOPE

Each year in the United States, natural disasters take the lives of hundreds of people and injure thousands more. Nationwide, taxpayers pay billions of dollars annually to help communities, organizations, businesses, and individuals recover from disasters. These monies only partially reflect the true cost of disasters because additional expenses to insurance companies and nongovernmental organizations are not reimbursed by tax dollars. Many natural disasters are predictable, and much of the damage caused by these events can be alleviated or even eliminated through planned mitigation.

Hazard mitigation is defined by FEMA as "any sustained action taken to reduce or eliminate long- term risk to human life and property from a hazard event." The results of a three-year, congressionally mandated independent study to assess future savings from mitigation activities provide evidence that mitigation activities are highly cost-effective. Natural hazard mitigation saves $6 on average for every $1 spent on federal mitigation grants, according to an analysis by the National Institute of Building Sciences. An earlier (2005) study by NIBS found a benefit-cost ratio (BCR) of 4:1. \

Hazard mitigation planning is the process through which hazards that threaten communities are identified, likely impacts of those hazards are determined, mitigation goals are set, and appropriate strategies to lessen impacts are determined, prioritized, and implemented. This plan documents Fresno County's hazard mitigation planning process identifies relevant hazards and vulnerabilities and provides strategies the County and participating jurisdictions will use to decrease vulnerability and increase resiliency and sustainability in Fresno County.

The Fresno County Multi-Jurisdictional Hazard Mitigation Plan is a multi-jurisdictional plan that geographically covers everything within Fresno County's jurisdictional boundaries (hereinafter referred to as the planning area). Unincorporated Fresno County and the following communities and special districts participated in the planning process:

- City of Clovis
- City of Coalinga
- City of Firebaugh
- City of Fowler
- City of Fresno
- City of Kerman
- City of Kingsburg
- City of Mendota
- City of Reedley
- City of San Joaquin
- City of Sanger
- City of Selma
- Fresno Metropolitan Flood Control District
- Kings River Conservation District
- Lower San Joaquin Levee District
- Sierra Resource Conservation District/Highway 168 Fire Safe Council
- Westlands Water District

This plan was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 (PublicLaw 106-390) and the implementing regulations set forth by the Interim Final Rule published in the *Federal Register* on February 26, 2002, (44 CFR §201.6) and finalized on October 31, 2007. (Hereafter, these requirements, and regulations will be referred to collectively as the Disaster Mitigation Act.) While the act emphasized the need for mitigation plans and more coordinated mitigation planning and implementation efforts, the regulations established the requirements that local hazard mitigation plans must meet for a local jurisdiction to be eligible for certain federal disaster assistance and hazard mitigation funding under the Robert T. Stafford Disaster Relief and Emergency Act (Public Law 93-288). Because the Fresno County planning area is subject to many kinds of hazards, access to these programs is vital.

Information in this plan will be used to help guide and coordinate mitigation activities and decisions for local land use policy in the future. Proactive mitigation planning will help reduce thecost of disaster response and recovery to communities and their residents by protecting critical community facilities, reducing liability exposure, and minimizing overall community impacts anddisruptions. The Fresno County planning area has been affected by hazards in the past and is thuscommitted to reducing future impacts from hazard events and becoming eligible for mitigation- related federal funding.

PLAN ORGANIZATION

The Fresno County Multi-Jurisdictional Hazard Mitigation Plan is organized as follows:

- Chapter 1: Introduction
- Chapter 2: Community Profile
- Chapter 3: Planning Process
- Chapter 4: Risk Assessment
- Chapter 5: Mitigation Strategy
- Chapter 6: Plan Implementation and Maintenance
- Jurisdictional Annexes
- Appendices

JURISDICTONAL ANNEXES

Each jurisdiction participating in this plan developed its own annex, which provides a more detailed assessment of the jurisdiction's unique risks as well as their mitigation strategy to reduce long-term losses. Each jurisdictional annex contains the following:

- Community profile summarizing geography and climate, history, economy, and population.
- Hazard risk information for geographically specific hazards or unique vulnerabilities.
- Hazard map(s) at an appropriate scale for the jurisdiction, if available.
- Number and value of buildings, critical facilities, and other community assets located in hazard areas, if available.
- Vulnerability information in terms of future growth and development in hazard areas.
- A capability assessment describing existing regulatory, administrative, technical, and fiscal resources and tools as well as outreach efforts and partnerships and past mitigation projects; and
- Mitigation actions specific to the jurisdiction.

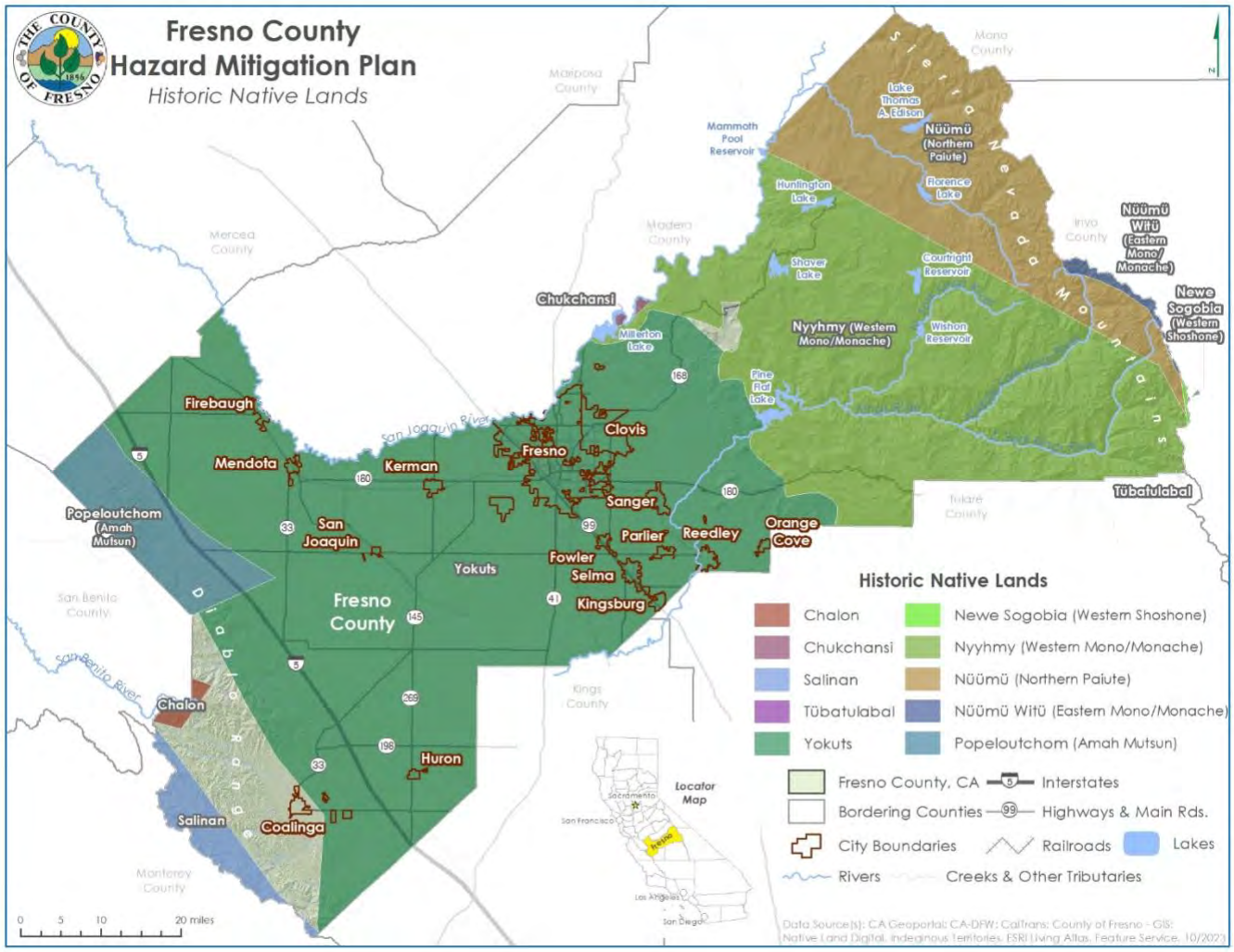
2. Community Profile



HISTORY

When the first European settlers came to the Fresno area in the early 1800s, the Yokuts tribe was living on the valley floor and in the foothills along the San Joaquin and the Kings Rivers. The Monache tribe lived further up the rivers. **Map 1. Historic Tribal Map of Fresno County** provides a map of the historic location of these tribes in Fresno County.

Map 1. Historic Tribal Map of Fresno County



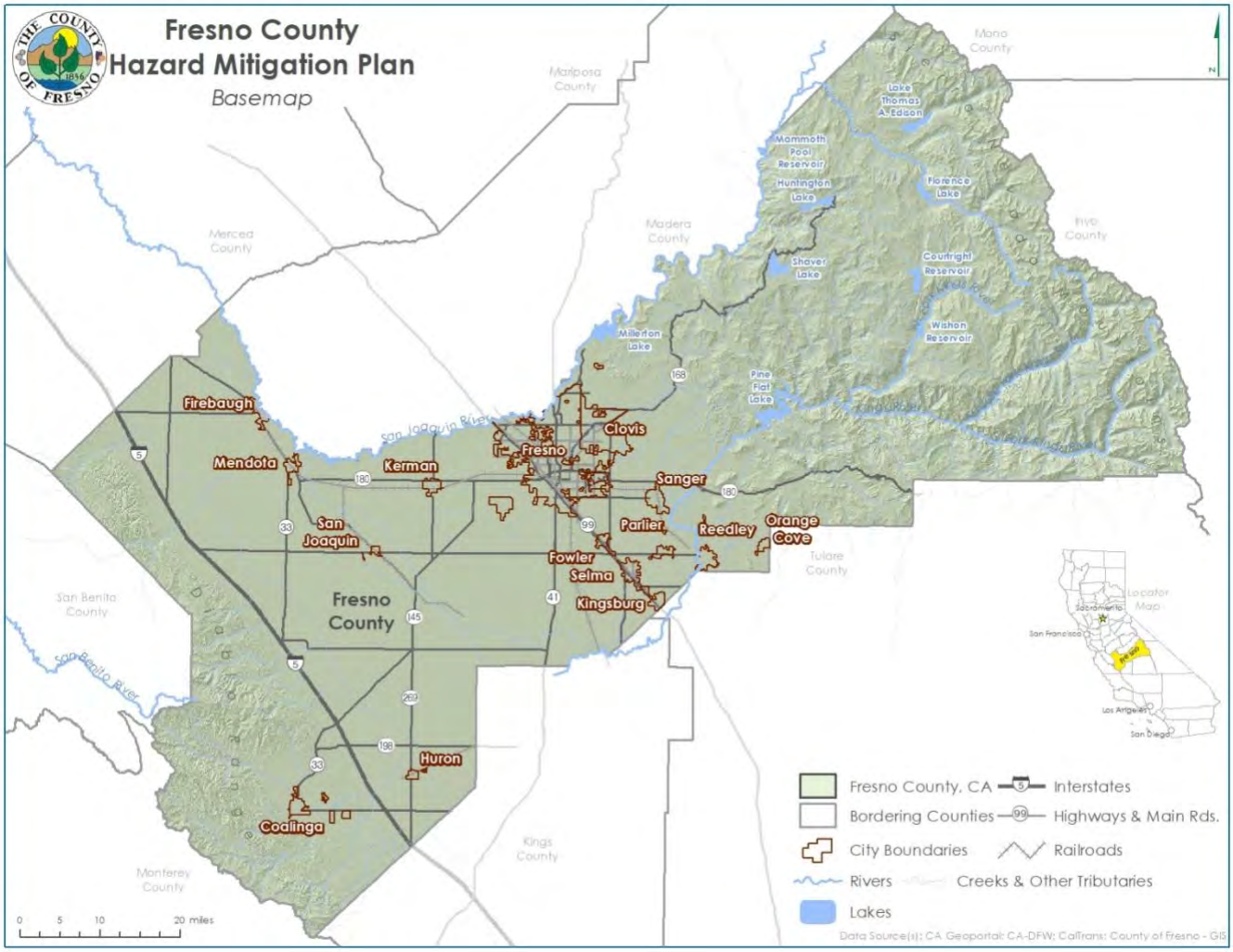
Source: Native Land Digital Indigenous Territories

After the initial Spanish explorers came, others began to arrive, including trappers, hunters, and miners. Kit Carson, the famous mountain man, explored the area during the 1840s. Named for the Spanish word for ash or ash tree, Fresno County was created in 1856, yet its present-day boundaries were not established until 1909. The County was a part of the mining boom of California from its early years until the mid-1860s. Once gold fever subsided, the County turned to livestock and general farming, which received its impetus from the arrival of the Central Pacific Railroad in 1872. As more water became available, the County shifted from general farming to orchards and vineyards.

GEOGRAPHY AND CLIMATE

One of California's largest counties, Fresno County covers an area of over 6,000 square miles in central California. A map of the county is shown in **Map 2. Fresno County Base Map**. It is approximately 200 miles north-northwest of Los Angeles and approximately 160 miles southeast of San Francisco. The county is home to 15 cities and approximately 35 unincorporated communities.

Map 2. Fresno County Base Map



Source: CA Geoportal: CA-DFW: Cal Trans; County of Fresno – GIS

Fresno County is large and geographically diverse. The County is located near the center of California's San Joaquin Valley and is part of the Great Central Valley, one of the state's distinct physical regions. The County's topography is characterized by broad, flat valley floors that generally slope from southeast to northwest; foothills and moderately high mountains (Coast Ranges) in the west; and foothills and high mountains (Sierra Nevada) in the east. Approximately 55 percent of the County is

mountainous, and 45 percent is valley land. Elevations range from 100 to 400 feet on the valley floor to 4,000 feet in the Coast Ranges and more than 14,000 feet in the Sierra Nevada. There are two major rivers in Fresno County, both which originate in the Sierra Nevada: the San Joaquin and Kings rivers. Additionally, Fresno County is home to a variety of conifer and hardwood forests and woodlands. These tree-dominated habitats can support diverse wildlife populations as well as timber production.

The climate varies among the County's three regions. Summers are long, hot, and dry in the valley; moderate to hot in the Coast Ranges; and relatively cool in the high elevations of the Sierra Nevada. There is little precipitation in the County during the summer. Winters in the valley and Coast Ranges are short and mild with light rain in the valley and moderate rainfall in the Coast Ranges. In the Sierra Nevada, winters vary from short and mild with frequent rain and some snow to moderately severe with frequent snow. Most of the seasonal precipitation occurs between October and April. More specific information about Fresno County's climate can be found in Chapter 4 Risk Assessment.

The mountainous eastern region of the county receives on average up to 70 inches of precipitation annually, mostly in snowfall. Many small mountain lakes and streams in this region are tributaries to the San Joaquin and Kings Rivers which flow into the Central Valley. The valley and western portions of the county, by contrast, are extremely arid, receiving, on average, less than 10 inches of annual rainfall.

The Southern Central Valley Region is projected to increase in temperatures, decline in precipitation along with snowpack in the mountainous area, annual heat waves are projected to increase, and wildfire risk along the eastern edge is projected to experience an increase of 4 to 6 times current conditions according to the Cal-Adapt Climate projections. Detailed information on future climate projections is described in **Table 1. Climate Change Projections for Climate-Related Hazards**.

Table 1. Climate Change Projections for Climate-Related Hazards

	Ranges
Temperature Change (1990-2100)	January increases in average temperatures of 3 to 4 degrees Fahrenheit by 2050 and 7 to 10 degrees Fahrenheit by 2100. July increases in average temperatures of 5 degrees to 6 degrees in 2050 and 9 to 11 degrees Fahrenheit by 2100, with larger temperature increases in the mountainous regions to the east. (modeled high temperatures – average of all models; high carbon emissions scenario)
Precipitation	Low areas are projected to experience declines in annual precipitation of 1 or 2 inches by 2050 and up to 2.5 inches by 2100, while more elevated areas are projected to decline up to 10 inches (CCSM3 climate model; high carbon emissions scenario)
Heat Wave	The threshold temperature that defines a heat wave is over 100 degrees Fahrenheit in most of the region. In the mountains, a heat wave is defined by lower temperatures, 70 degrees to 90 degrees Fahrenheit. By 2050, the number of annual heat waves is projected to increase by three to five. An increase of seven to 10 heat waves is expected by 2100 in most of the region, with an increase of up to 14 expected in the mountain areas.
Snowpack	Snowpack in the eastern elevated regions is projected to decrease by approximately 9 inches, resulting in snowpack that is less than 4 inches by March 2090 (CCSM3 climate model; high emissions scenario)
Wildfire Risk	The eastern edge of the region is projected to experience an increase in wildfire risk of 4 to 6 times current conditions (GFDL model, high carbon emissions scenario)

Source: Public Interest Energy Research, 2011. Cal-Adapt

ECONOMY

Since the early 1950s, Fresno County has been one of the leading agriculture counties in the United States. Therefore, the agricultural industry is critical to protect and grow as it is an economic powerhouse and major source of employment for the county. Agriculture is Fresno County's primary industry and is a driving force in the County's economy. The County's farmland accounts for nearly half of the land base at 1.88 million acres. More than 300 different crops are grown in the jurisdiction supporting 20 percent of all jobs in the Fresno area. In 2021, Fresno County was the second ranking agricultural county in the state, with a total gross production value of over $8 billion. The leading county for gross production was Tulare County at $8.6 billion. However, over the years, Fresno, Kern, and Tulare, all in the San Joaquin Valley, tend to be the leading counties for produce production. The leading commodities in Fresno County include grapes, pistachios, milk, oranges, peaches, cattle, garlic, tomatoes, tangerines, and mandarins, as well as nectarines. [1]

The 2022 Fresno County Crop and Livestock Report ranks the top 10 crops as: [2]

1. Grapes
2. Almonds
3. Pistachios
4. Milk
5. Poultry
6. Cattle and calves
7. Tomatoes
8. Peaches
9. Garlic
10. Mandarins

Agriculture accounts for the largest portion of jobs in Fresno County; However, since 1990, the percentage of agriculture-related jobs has continuously fallen. In 1990 agriculture-related jobs accounted for over 50 percent of the total jobs within the top ten raking industries. By 2000, there was a decrease, with agriculture-related jobs falling to approximately 47 percent of those total jobs. By 2013, the percentage had decreased to approximately 36 percent and has continuously decreased to date. While the agricultural economy is improving, the industry struggles with labor shortages during peak harvest periods, increased production expenses, and climate hazard-related losses such as extreme heat and warm nights, drought, and wildfires. Additionally, climate and weather-related hazards pose a

[1] California Agriculture Statistics Review 2021-2022 https://www.cdfa.ca.gov/Statistics/PDFs/2022_Ag_Stats_Review.pdf
[2] AG Crop Report_1ST HALF OF BOOK (fresnocountyca.gov) https://www.fresnocountyca.gov/files/sharedassets/county/v/1/agricultural-commissioner/ag-crop-reports/2022-ag-crop-report-optimized.pdf

risk to the health and safety outdoor and farm workers within the industry [3] Beyond agriculture and farming, construction is additional sector of employment for the county as well as the healthcare field, showing robust growth in Fresno County.

Despite the success of the booming agriculture and construction industries, the unemployment rate in the county has remained high and the average minimum wage, while above the state's, remains low. As of November 2023, the unemployment rate in Fresno County was 7.6 percent up from 6.9 percent in October 2023 and above the 2022 rate of 6.3 percent. Compared to other San Joaquin Valley Counties, Fresno County's unemployment rate is average. San Joaquin and Stanislaus has an unemployment rate of 6.4 percent, Merced 8.5 percent, Kings 8 percent, Tulare 10.2 percent, Kern 7.8 percent. Between October and November 2023, total industry employment decreased by 1,600 jobs and farm employment down 9.7 percent. In fact, farm employment recorded the largest month-over decline with a drop of 3,900 jobs. Areas with seasonal economies, such as the County's agriculture industry, tend to have higher unemployment. Annual Employment by Industry compares the distribution of employment in Fresno County to the State of California. **Table 2. Employment in Fresno County and California, 2023** describes the employment statistics for Fresno County.

Table 2. Employment in Fresno County and California, 2023

	Fresno County		California	
	Nov 23 Prelim	Percent Change Year	Nov 23 Prelim	Percent Change Year
Civilian Labor Force (1)	461,000	0.7%	19,360,500	0.2%
Civilian Employment	426,200	-.6%	18,436,6000	-0.2%
Civilian Unemployment	34,800	20.0%	946,300	21.4%
Civilian Unemployment Rate	7.6%	*Unavailable*	4.9%	*Unavailable*
Civilian Unemployment	4.9%	*Unavailable*	*Unavailable*	*Unavailable*
(CA Unemployment Rate)	4.9%	*Unavailable*	4.9%	*Unavailable*
(U.S. Unemployment Rate)	3.5%	*Unavailable*	3.5%	*Unavailable*
Total, All Industries (2)	435,100	1.5%	18,769,300	1.5%
Total Farm	36,300	-2.4%	438,200	3.2%
Total Nonfarm	398,800	1.9%	18,331,100	1.4%
Total Private	317,900	1.4%	15,705,400	1.5%
Goods Producing	50,300	1.4%	2,306,900	1.1%
Mining, Logging, and Construction	23,000	2.7%	968,400	3.9%
Mining and Logging	200	0.0%	20,100	1.0%
Construction	22,800	2.7%	948,300	4.0%
Specialty Trade Contractors	15,500	4.0%	630,400	4.7%
Manufacturing	27,300	0.4%	1,338,500	-0.8%
Durable Goods	9,500	-1.0%	869,000	-1.1%
Non-Durable Goods	17,800	1.1%	469,500	-0.3%
Food Manufacturing	13,400	3.1%	171,600	2.9%

[3] fcgpr_general-plan_prd-county_redline_2024-01-12_1.pdf (fresnocountyca.gov) https://www.fresnocountyca.gov/files/sharedassets/county/v/1/public-works-and-planning/development-services/planning-and-land-use/general-plan-review-comments/fcgpr_general-plan_prd-county_redline_2024-01-12_1.pdf

	Fresno County		California	
	Nov 23 Prelim	Percent Change Year	Nov 23 Prelim	Percent Change Year
Service-Providing	348,500	2.0%	16,024,200	1.5%
Private Service Providing	267,600	1.4%	13,398,500	1.5%
Construction – Residual	7,300	0.0%	*Unavailable*	*Unavailable*
Trade, Transportation, and Utilities	79,100	0.5%	3,221,300	0.5%
Wholesale Trade	15,900	-1.2%	654,300	-2.5%
Retail Trade	41,600	0.5%	1,675,600	1.2%
Food and Beverage Retailers	8,500	2.4%	382,800	1.8%
General Merchandise Retailers	10,400	5.1%	331,300	2.2%
Transportation, Warehousing, and Utilities	21,600	1.9%	891,400	1.4%
Transportation and Warehousing	18,500	0.5%	827,400	1.4%
Information	3,400	3.0%	580,200	-5.4%
Financial and Insurance	8,300	2.5%	532,300	-1.2%
Insurance Carriers and Related Activities	4,200	0.0%	202,600	-0.4%
Real Estate and Rental and Leasing	5,300	2.5%	313,800	-0.1%
Professional and Business Services	36,000	1.1%	2,902,200	-1.1%
Professional, Scientific, and Technical Service	11,600	-4.1%	1,473,000	1.3%
Management of Companies and Enterprises	2,900	3.6%	251,900	0.3%
Administrative and Support and Waste Management	21,500	3.9%	1,177,300	-4.2%
Administrative and Support Services	19,900	3.6%	1,121,000	-4.4%
Waste Management and Remediation Services	1,600	6.7%	56,300	-1.1%
Private Education and Health Services	4,200	-0.1%	3,169,800	4.6%
Private Educational Services	4,200	-10.6%	419,200	2.6%
Health Care and Social Assistance	78,200	0.5%	2,750,600	4.9%
Ambulatory Health Care Services	22,600	-2.2%	988,400	3.3%
Hospitals	15,500	-0.6%	414,300	2.1%
Nursing and Residential Care Facilities	8,300	1.2%	320,800	7.2%
Social Assistance	31,800	2.9%	1,027,100	7.0%
Leisure and Hospitality	39,500	5.9%	2,081,600	4.9%
Accommodation and Food Services	35,000	6.4%	1,732,200	4.5%
Food Services and Drinking Places	33,000	7.1%	1,515,200	4.5%

	Fresno County		California	
	Nov 23 Prelim	Percent Change Year	Nov 23 Prelim	Percent Change Year
Other Services	13,600	3.0%	597,300	4.0%
Government	80,900	3.9%	2,625,700	1.2%
Federal Government	9,600	-2.0%	250,500	1.0%
Total State and Local Government	71,300	4.7%	2,375,200	1.2%
State Government	13,200	2.3%	550,200	-0.4%
State Government Educational Services	4,200	2.4%	251,900	-1.4%
Local Government	58,100	5.3%	1,825,000	1.7%

Source: California Employment Development Department, Employment by Industry Data, 2023

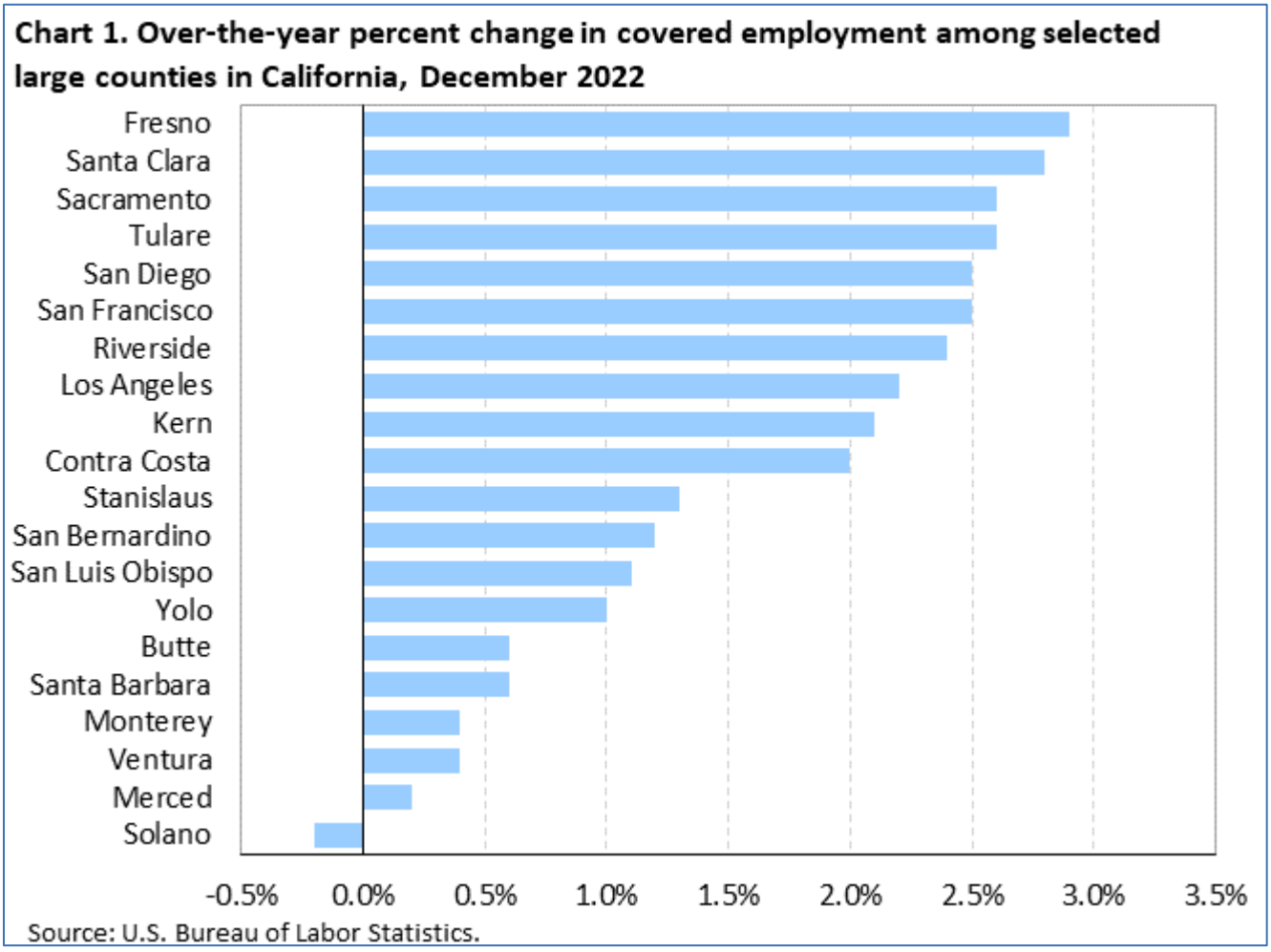
1) Civilian labor force data are by place of residence; include self-employed individuals, unpaid family workers, household domestic workers, & workers on strike.

Data may not add due to rounding. The unemployment rate is calculated using unrounded data.

(2) Industry employment is by place of work; excludes self-employed individuals, unpaid family workers, household domes

In 2022, Fresno County's employment rose and was the largest over-the-year percent change in covered employment among selected large counties in California at 2.9 percent shown in **Figure 1. Percent Change in Employment Among Large Counties in California, 2022.** Nationally, employment increased 2.6 percent over the year. [4]

Figure 1. Percent Change in Employment Among Large Counties in California, 2022



Source: U.S. Bureau of Labor Statistics

Comprehensive economic data available for Fresno County comes from the U.S. Census Bureau by way of the American Community Survey. Select estimates of economic characteristics for Fresno County are shown in **Table 3. Fresno County Economic Characteristics** and **Table 4. Fresno County Employment by Industry**.

[4] County Employment and Wages in California — Fourth Quarter 2022 : Western Information Office : U.S. Bureau of Labor Statistics (bls.gov) https://www.bls.gov/regions/west/news-release/countyemploymentandwages_california.htm

Table 3. Fresno County Economic Characteristics

Characteristic	Fresno County
In civilian labor force, total, percent of population age 16 years+	62.7
In civilian labor force, female, percent of population age 16 years+	383,402
Total accommodation and food services sales, 2017 ($1,000)	$1,783,383
Total health care and social assistance receipts/revenue, 2017 ($1,000)	$6,660,486
Total retail sales, 2017 ($1,000) (c)	11,346,970
Median household income (in 2022 dollars), 2018-2022	$67,756
Per capita income in past 12 months (in 2015 dollars), 2018-2022	$30,130
Persons in poverty, percent	18.6%
Total employer establishments, 2021	18,199
Total employment 2021	276,218
Total annual payroll ($1,000), 2021	14,367,074
Total employment, percent change 2020-2021	-2.8%

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Table 4. Fresno County Employment by Industry

Industry	# Employed	% Employed
Educational Services, and Health Care, and Social Assistance	105,214	23.5%
Retail Trade	44,105	9.9%
Agriculture, Forestry, Fishing and Hunting, and Mining	33,444	7.5%
Arts, Entertainment, and Recreation, and Accommodation, and Food Services	41,873	9.4%
Professional, Scientific, and Management, and Administrative and WasteManagement Services	41,376	9.2%
Manufacturing	29,670	6.6%
Public Administration	22,473	5%
Construction	29,222	6.5%
Other Services, Except Public Administration	22,473	5.0%
Transportation and Warehousing, and Utilities	33,307	7.4%
Finance and Insurance, and Real Estate and Rental and Leasing	20,222	4.5%
Wholesale Trade	12,255	2.7%
Information	4,844	1.1%

Industry	# Employed	% Employed
Total	440,478	100.0

Source: U.S. Census Bureau American Community Survey, 2023 Estimates, www.census.gov/

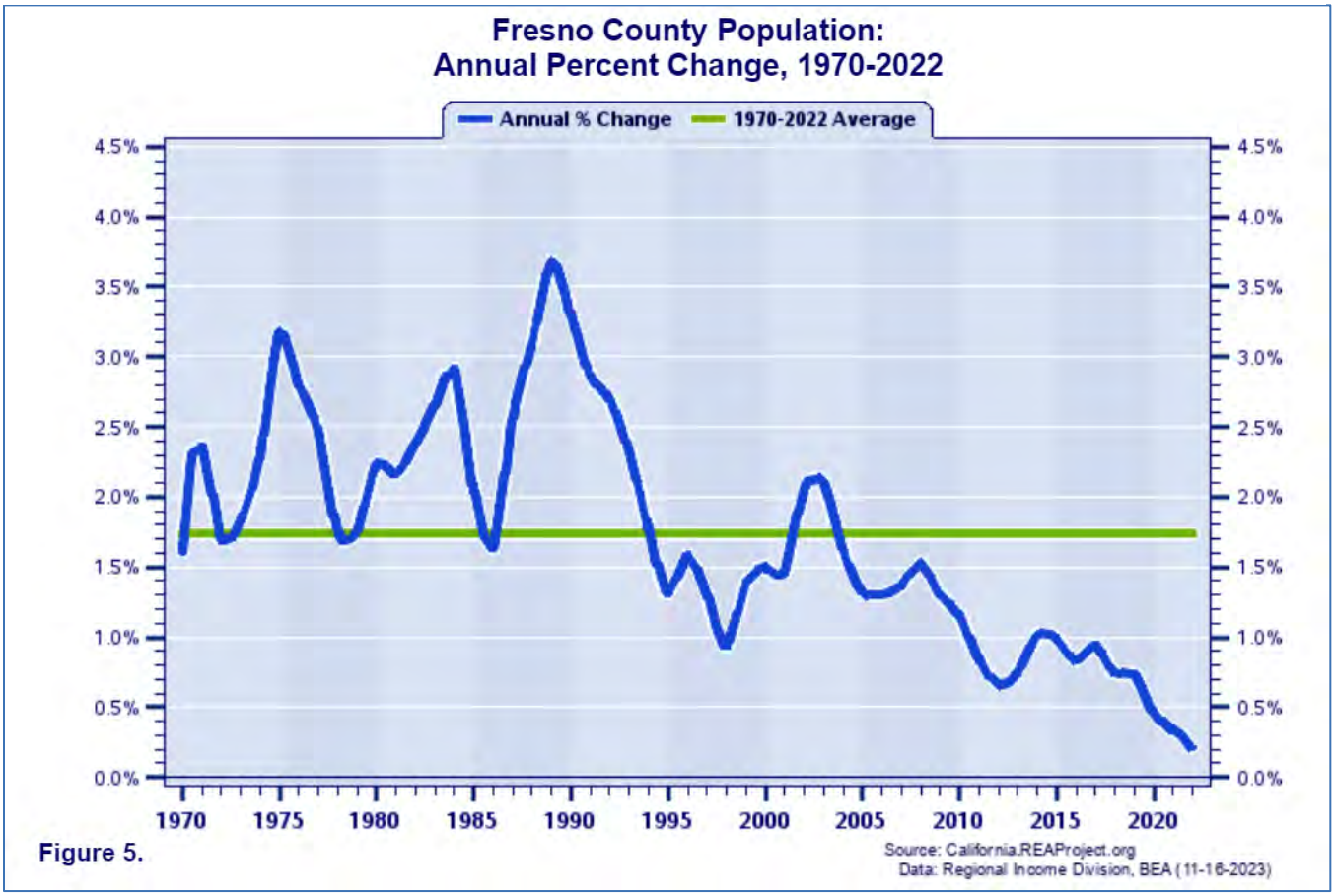
The median household income for Fresno County has increased over the past nine years, from about $41,900 in 2005 to $45,233 in 2015 and $69,571 in 2023. In comparison with other San Joaquin Valley counties, the median household income is somewhat low. The County falls significantly short of the state median household income $91,905, as well as other counties in the San Joaquin Valley $82,837 in San Joaquin County and $74,872 in Stanislaus County.

To address unemployment rates and loss of jobs, the county is working to expand, diversify, and strengthen the job base. New industrial sectors for the county include service and technology as well as light manufacturing. Business opportunities in areas such as information processing, water, energy, and health care have gained traction in the county and are projected to be pillars in the future regional economy.

POPULATION

Fresno County is one of the largest, fastest growing, and most diverse counties in California. It is the state's 10th most populous county according to the California Department of Finance. Based on the 2020 census, Fresno County has a population of 39,538,223. **Figure 2. Fresno County Population: Annual Percent Change (1970-2022)** displays the short-run pattern of Fresno County's population growth by tracking the year-to-year percent change over 1970-2022. The average annual percent change for the entire 53-year period is also traced on this chart to provide a benchmark for gauging periods of relatively high--and relatively low--growth against the backdrop of the long-term average.[5] **Table 5. Fresno County Population by Jurisdiction** displays the population among Fresno County and its municipalities. The City of Fresno encompasses most of the population while the City of San Joaquin is home is the least number of residents in the County.

Figure 2. Fresno County Population: Annual Percent Change (1970-2022)



Source: California REA Project

[5] Fresno County vs. California | Population Trends Report over 1969-2022 (reaproject.org)
https://california.reaproject.org/analysis/comparative-trends-analysis/population/reports/60019/60000/

Table 5. Fresno County Population by Jurisdiction

Jurisdiction	Population 2020
Fresno County	1,008,654
Fresno	542,107
Clovis	120,124
Coalinga	17,590
Firebaugh	8,096
Fowler	6,700
Huron	6,206
Kerman	16,016
Kingsburg	12,380
Mendota	12,595
Reedley	25,227
San Joaquin	3,700
Sanger	26,617
Selma	24,674

Source: U.S. Census Bureau, 2020

Fresno County residents have completed less formal education than residents of California as a whole, with 78.3 percent of the population in Fresno County attaining education levels beyond a high school diploma, compared with 84.4 percent of the population in California. Select demographic and social characteristics for Fresno County from the 2023 estimates American Community Survey are shown in **Table 6. Fresno County Demographics.**

Table 6. Fresno County Demographics

Fresno County	
Population	
Population, 2022 estimate	1,015,190
Population, percent change-2020 (estimates base) to 2022	0.6%
Population, Census, 2020	1,008,654
Age and Sex	
Persons under 5 years, percent	6.9%
Persons under 18 years, percent	27.6%
Persons 65 years and over, percent	12.9%
Female persons, percent	49.7%
Race and Hispanic Origin	
White alone, percent	34.7%
Black or African American alone, percent	5.4%
American Indian and Alaska Native alone, percent	0.4%
Asian alone, percent	15.1%
Native Hawaiian and Other Pacific Islander alone, percent	0.3%

Two or More Races, percent	4.1%
Hispanic or Latino, percent	39.4%
White alone, not Hispanic, or Latino percent	34.7%
Education	
High school graduate or higher, percent of persons aged 25 years+ (2018-2022)	78.3%
Bachelor's degree or higher, percent of persons aged 25 years+ (2018-2022)	23.4%

Source: U.S. Census Bureau, 2022 5-Year American Community Survey (ACS)

VISITING POPULATION

Every year, millions of people visit Fresno County, more of half of which visit for leisure activities. Fresno County is the gateway to many recreational activities including national and state parks. The Yosemite, Kings Canyon, and Sequoia National Parks and other High Sierra sights attract visitors from all over the world. The Fresno/Clovis Convention and Visitors Bureau found that in 2022 travelers to Fresno County spent a combined $1.3 billion up 31.4 percent from 2021 which is very similar to the state's average at 31.7 percent. The boom in tourism added more than 15,000 jobs to the region. [6]

FARMWORKERS

Fresno County is one of the leading counties in agricultural production and provides produce and goods to nearly 100 countries across the world. As such, the level of production would not be possible without the labor of farmworkers. Disasters, such as the recent atmospheric rivers and subsequent flooding, have devastated communities in Fresno County, especially farmworkers. Flooded roads and farms for example, significantly impact farm workers due to lack of paychecks which can lead to or exacerbate financial hardships. Lost wages brought on by inequitable extreme weather events can increase the disparity within the farmworker community. It is important that mitigation goals and actions are working towards reducing risk to protect the agricultural industry, specifically the farm workers as the county's economy and success depends on the labor or these workers.

SOCIAL VULNERABILITY

Emergencies and disasters often highlight and intensify existing societal inequities, affecting groups based on socioeconomic status, race, age, disability, and other social factors. These events disproportionately impact certain populations, creating additional challenges in the preparedness, response, recovery, and mitigation stages. For instance, the COVID-19 pandemic shed light on pre-existing disparities such as limited healthcare access, leading to higher rates of emergency department visits, hospitalizations, and mortality among vulnerable groups. It is essential to recognize and understand these community-specific limitations and barriers to ensure equitable preparedness and response strategies for future incidents.

SOCIAL VULNERABILITY INDEX

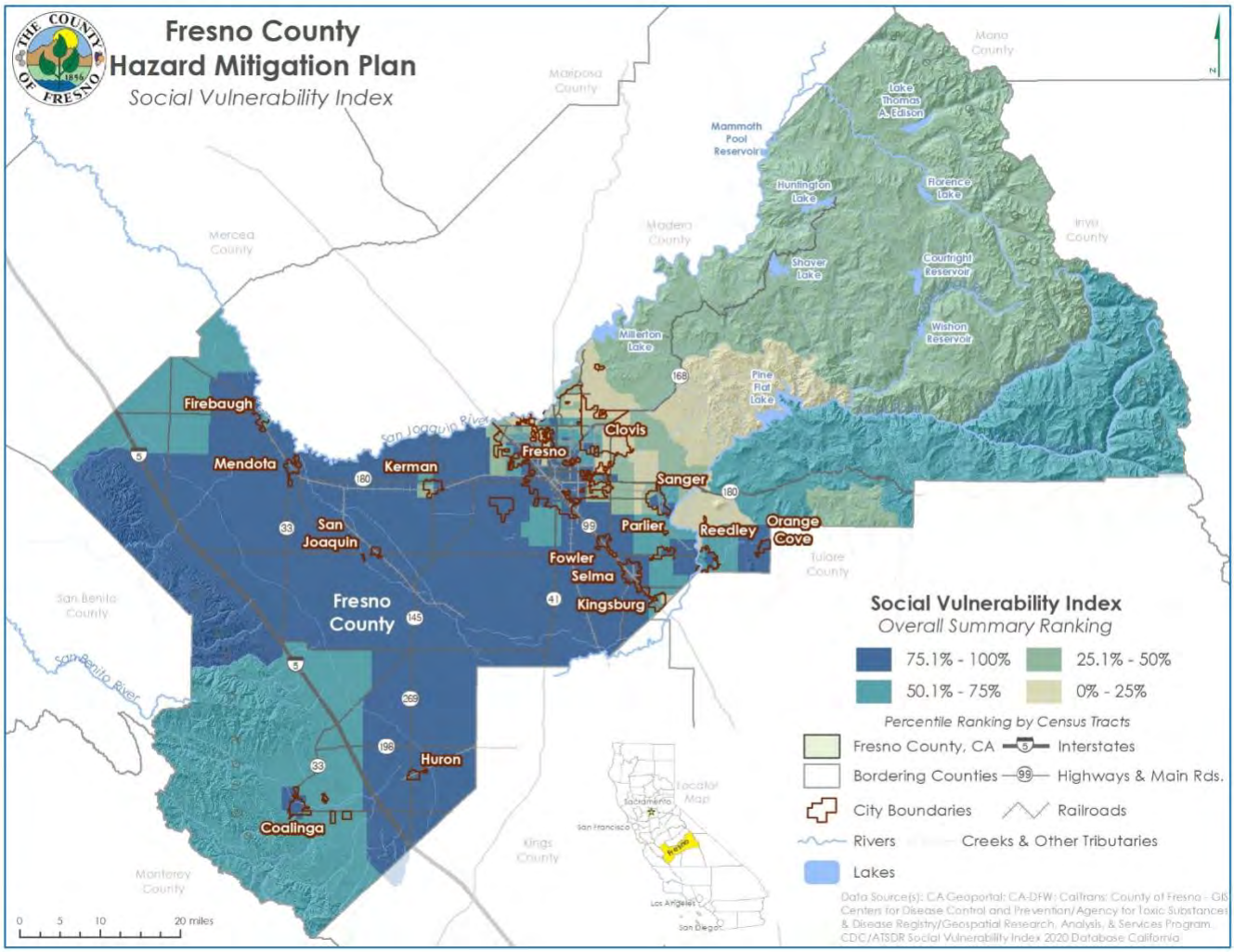
To aid in this, the Centers for Disease Control and Prevention (CDC) developed the Social Vulnerability Index (SVI), a comprehensive tool designed for emergency management planners and practitioners at

[6] Visitors to Fresno County spent big bucks last year; see how much tourism brings - The Business Journal https://thebusinessjournal.com/visitors-to-fresno-county-spent-big-bucks-last-year-see-how-much-tourism-brings/

state, local, and tribal levels. The SVI helps identify communities with high social vulnerability, potentially facing greater impacts during emergencies and disasters. This tool is instrumental in guiding targeted efforts in preparedness, response, and recovery, and in understanding the unique challenges certain communities may face, such as evacuation difficulties due to lack of transportation.

The SVI utilizes 16 variables, including factors like education level, presence of disabilities, and access to transportation, to calculate a community's vulnerability score. This score ranges from 0 to 1, where higher scores indicate increased vulnerability. The evaluation is percentile-based, with communities in the top 10 percent (above the 90th percentile) for a variable scoring a 1, denoting high vulnerability, and those in the bottom 10 percent scoring a 0. Additionally, the SVI categorizes these 16 variables into four distinct themes, providing deeper insights into specific vulnerability aspects. These themes and their constituent variables offer a nuanced understanding of a community's resilience and ability to handle disasters, both in terms of human impact and financial consequences. In Fresno County, the SVI index is .9649 which indicates a high level of social vulnerability, shown in **Map 3. Fresno County Social Vulnerability Index**.

Map 3. Fresno County Social Vulnerability Index

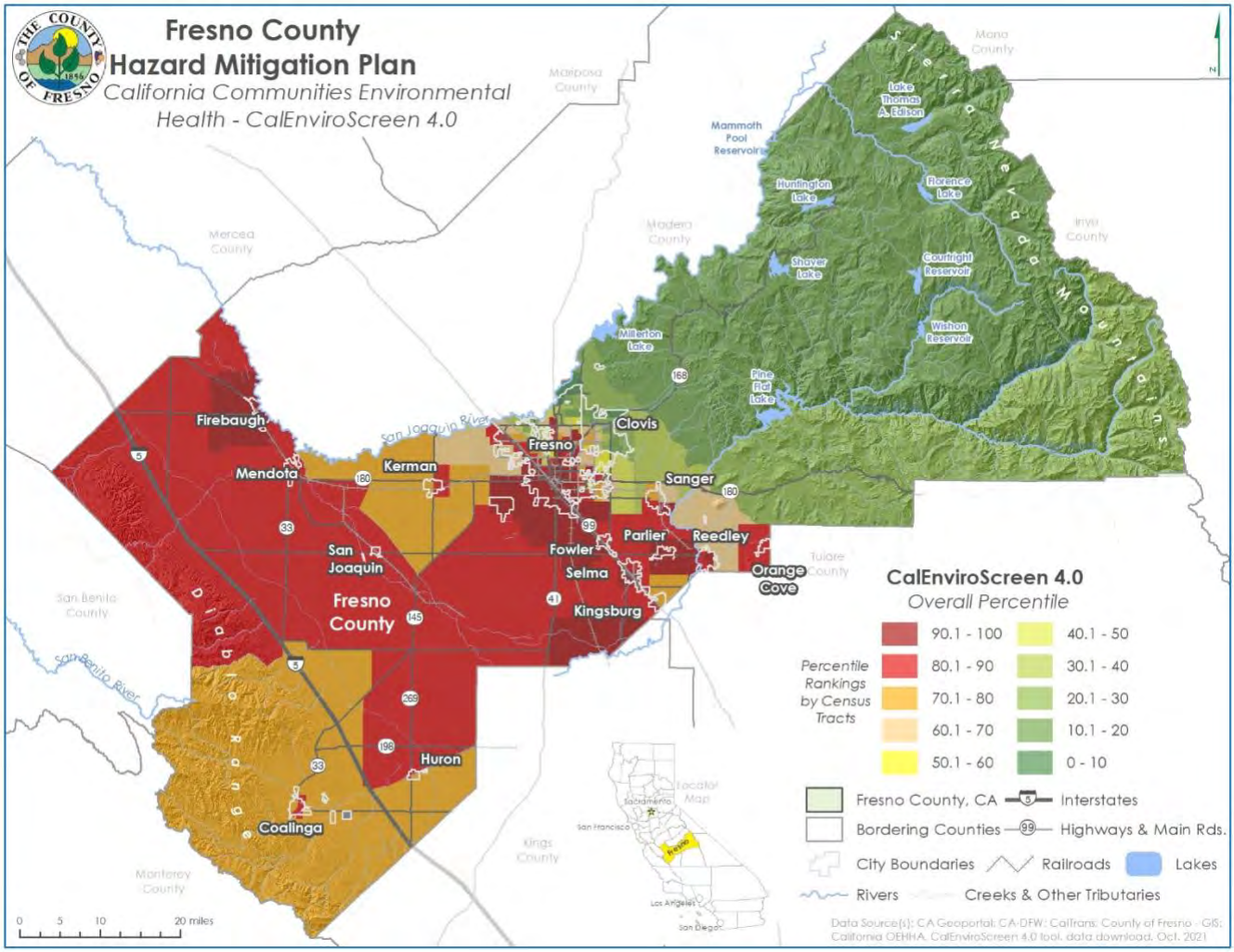


Source: CDC

DISADVANTAGED COMMUNITIES

The California Environmental Protection Agency developed a tool called CalEnviroScreen to identify communities most impacted by poverty and pollution. The Senate Bill 535 Disadvantaged Communities map identifies census tracts that have an overall CalEnviroScreen score of 75 or above, meaning they are among the top 25 percent most vulnerable and burdened by pollution in the state. In Fresno County, nearly all the census tracts in the eastern part of the county are identified as disadvantaged communities, shown in **Map 4. Fresno County Disadvantaged Communities**.

Map 4. Fresno County Disadvantaged Communities



Source: California OEHHA, CalEnviroScreen 4.0 Tool

DEVELOPMENT AND INFRASTRUCTURE

POPULATION

California has long been known for its significant population growth and has sustained its growth for a long period of time. Additionally, the state of California is home to many diverse populations and communities including immigrants from more than 60 nations. While growth rates have recently slowed, the state is still growing faster than the country. The state's growth and changing population will put pressure on infrastructure, service needs, future planning efforts should incorporate population changes to account for increased population growth. Fresno County has a projected population growth of about 88,000 people in the next 40 years. Population projections for the San Joaquin Valley counties are described in **Table 7. San Joaquin Valley Future Population Estimates**.

Table 7. San Joaquin Valley Future Population Estimates

Geography	Estimates 2020	Estimates 2030	Estimates 2040	Estimates 2050	Estimates 2060
Fresno County	1,007,344	1,047,382	1,083,901	1,098,206	1,095,205
Stanislaus County	553,706	558,565	577,523	593,396	609,615
Merced County	280,909	311,578	329,168	336,170	338,247
Madera County	156,141	161,980	163,345	161,937	159,048
Kings County	152,200	157,531	161,190	160,446	156,194
Tulare County	472,597	487,378	487,888	472,966	446,588
Kern County	905,241	940,257	966,310	969,968	954,655

Source: State of California Department of Finance

Since 1960, Fresno County's population has shifted from the county's unincorporated area to the county's cities. Fresno County's population and anticipated growth is mostly concentrated in and around the county's cities. The Fresno metropolitan area has absorbed much of the county's population growth, either through annexations or new development. On average, Fresno County's population grew at an annual rate of 1.74 percent over 1970-2022. The county posted its highest growth in 1989 (3.68 percent) and recorded its lowest growth in 2022 (0.22 percent). In 2022, Fresno County's population grew by 0.22 percent.

HOUSING

As the population increases, additional demand on infrastructure and services will follow including education, transportation corrections, water, health, welfare, and especially housing. The state of California struggles to house its growing population and as a result has a large, unhoused population. Fresno County faces similar struggles as the state and is working to address the ongoing housing crisis, which has recently been exacerbated by the COVID-19 pandemic. As of 2022, there are an estimated 4,200 individuals that are without housing in the Fresno-Madera region. Since the COVID-19

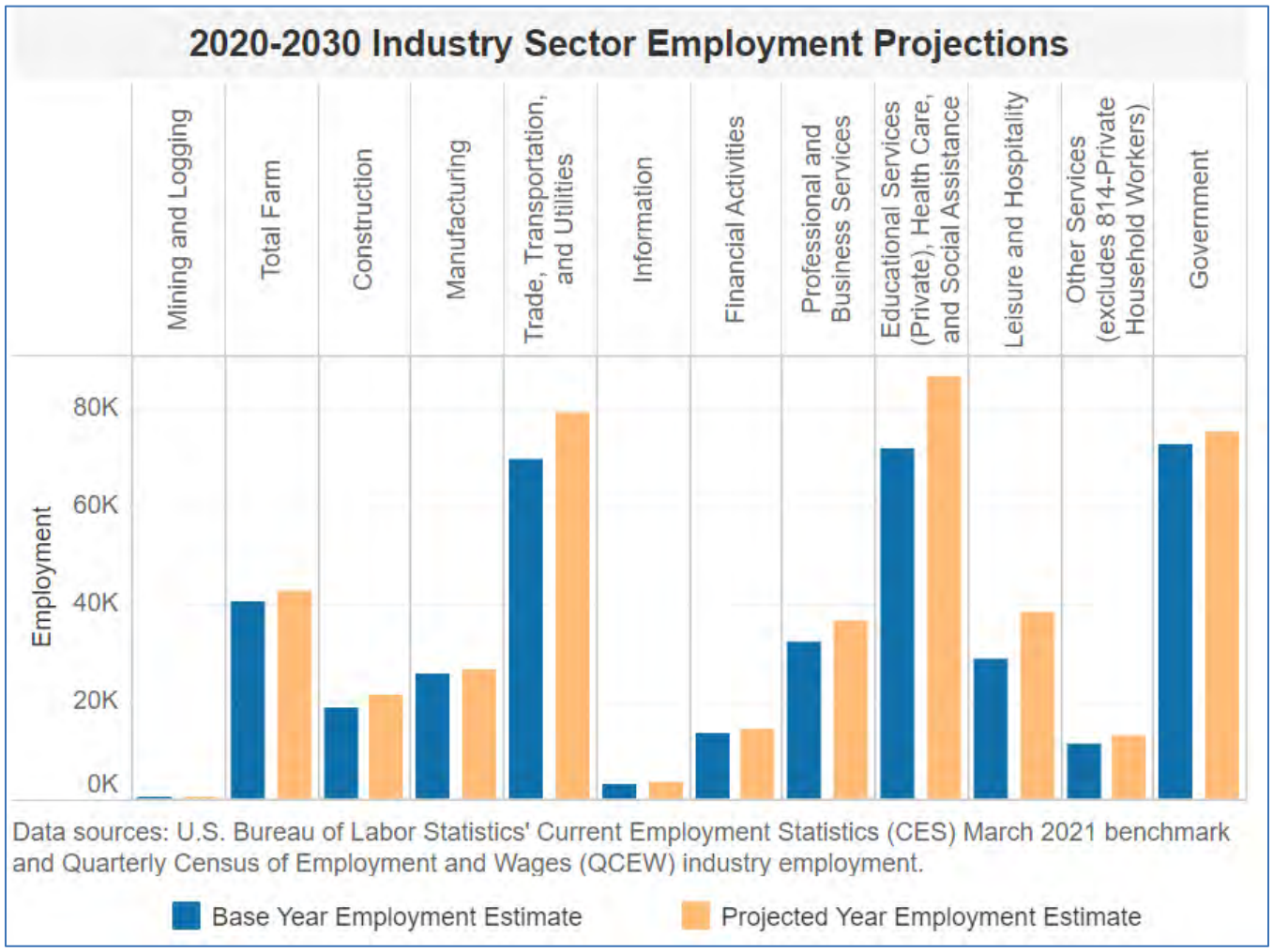
pandemic, there has been a 43 percent increase in the homeless population from the pre-pandemic estimated of 3,641 in the Fresno-Madera region. [7]

[7] Fresno leaders share plans to address homelessness - CalMatters https://calmatters.org/california-divide/2022/01/fresno-homelessness/

EMPLOYMENT

Employment projections according to the California Employment Development Department, are estimated to increase across all industries including Trade, Transportation, and Utilities, as well as Educational Services (private), Health Care, and Social Assistance, shown in **Figure 3. 2020-2030 Industry Sector Employment Projections**.

Figure 3. 2020-2030 Industry Sector Employment Projections

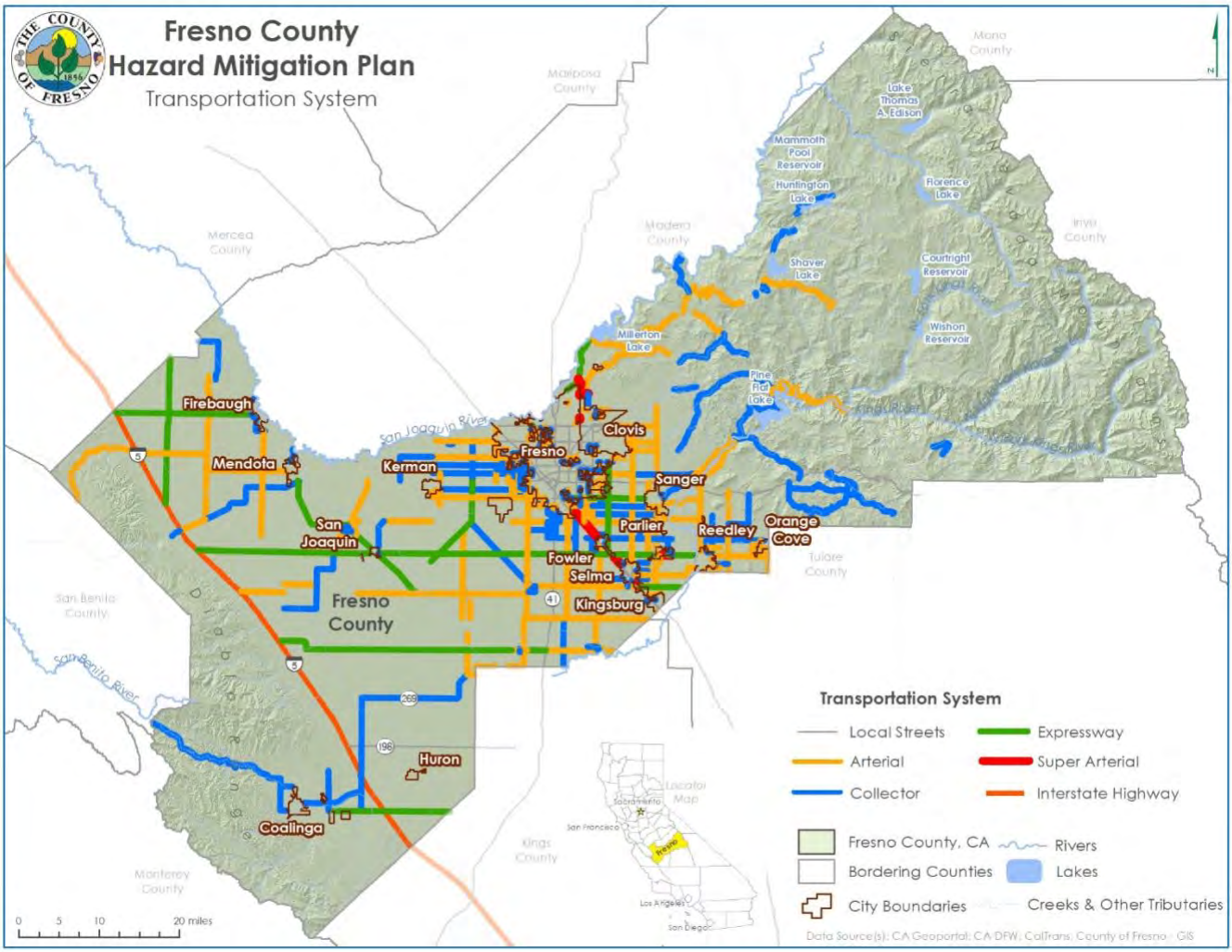


Source: U.S. Bureau of Labor Statistics' Current Employment Statistics (CES) March 2021 benchmark and Quarterly Census of Employment and Wages (QCEW) industry employment.

TRANSPORTATION

Fresno County is situated mostly west of Interstate 5, which is the major highway stretching across the West Coast from Southern California to Northern Washington State. Interstate 5 experiences heavy traffic due to local, regional, and national travel of people and goods. The map below shows the Fresno County transportation system.

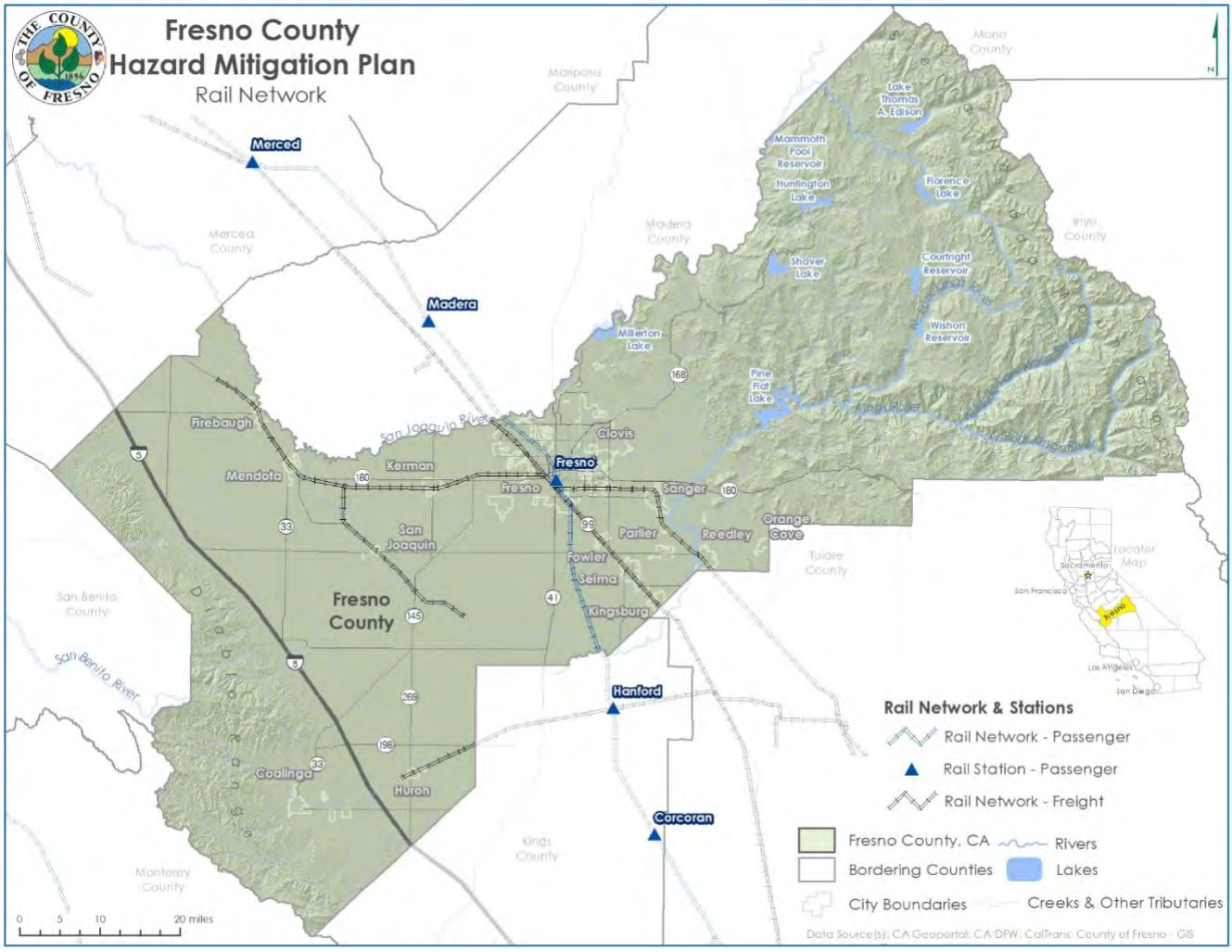
Map 5. Fresno County Transportation System



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS

The map below shows the rail network within Fresno County that includes passenger and freight rail across the region and state. New additions to the rail network are set to change by the next hazard mitigation plan update. In about five years, Fresno's core will be transformed into the first major hub on America's most ambitious active infrastructure project: a 500-mile bullet train shuttling people 200-plus mph from San Francisco to Los Angeles in under three hours. The high-speed rail will span 119 miles across Madera, Fresno, Kings, Tulare and Kern counties. The Authority plans to extend this 119-mile segment into Merced and Bakersfield. Unlike Interstate 5, the state's north-south connector, it'll run through the heart of the Central Valley. The infrastructure project could support the increase in

Map 6. Fresno County Rail Network



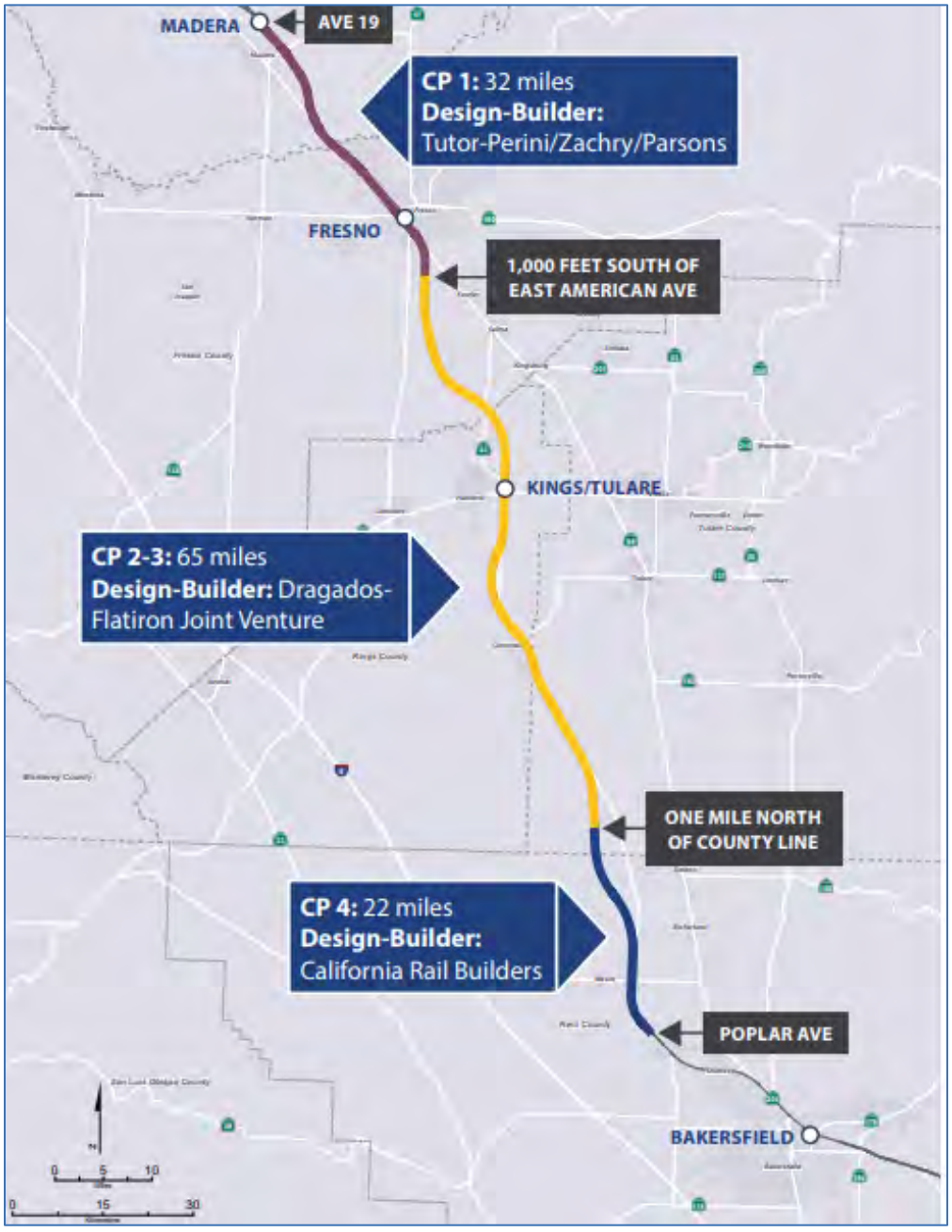
population over the next several decades as the Central Valley population is growing. [8]A map of the project in shown below. [9]

[8] From 'train to nowhere' to Fresno's dream: What high-speed rail means for the Central Valley - The Business Journal https://thebusinessjournal.com/from-train-to-nowhere-to-fresnos-dream-what-high-speed-rail-means-for-the-central-valley/

[9] High-Speed Rail: Central Valley at a Glance (ca.gov) https://www.hsr.ca.gov/wp-content/uploads/docs/communication/info_center/factsheets/Central-Valley-Factsheet.pdf

Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS

Map 7. High Speed Rail: Central Valley



Source: California High Speed Rail Authority

3.Planning Process



Requirements §201.6(b) and §201.6(c)(1): An open public involvement process is essential to the development of an effective plan. In order to develop a more comprehensive approach to reducing the effects of natural disasters, the planningprocess shall include:

An opportunity for the public to comment on the plan during the drafting stage andprior to plan approval;

An opportunity for neighboring communities, local and regional agencies involved inhazard mitigation activities, and agencies that have the authority to regulate development, as well as businesses, academia, and other private and nonprofit interests to be involved in the planning process; and

Review and incorporation, if appropriate, of existing plans, studies, reports, andtechnical information.

[The plan shall document] the planning process used to develop the plan, including howit was prepared, who was involved in the process, and how the public was involved.

BACKGROUND

Mitigation planning is critical to lessen impacts from hazards to the whole community. In order to achieve this, mitigation planning must encourage whole community involvement, assessing risk and using a range of resources to reduce risk to people, economies, and natural environments.

The primary purpose of the Fresno County Multi-Jurisdictional Hazard Mitigation Plan (LHMP) update is to reduce or eliminate long-term risk to people and property from natural hazards and their effects on the Fresno County, California planning area. Fresno County recognized the need for and importance of a Local Hazard Mitigation Plan (LHMP) and initiated its development in 2007 after receiving a grant from the Federal Emergency Management Agency (FEMA), which served as the primary funding source for this plan. The original LHMP was developed in 2007-2008 and received FEMA approval in 2009. Additional details on the original planning effort can be referenced in the 2009 Plan. The plan underwent a comprehensive update in 2017-2018 and was approved in 2018.

The most recent hazard mitigation plan update occurred in 2023-2024 and was approved in 2024. The planning process followed a similar update to that used in the last plan update, utilizing input from the Hazard Mitigation Planning Committee (HMPC). Witt O'Brien's was procured to support the update in 2023.

CHANGES SINCE PREVIOUS PLAN

Requirements §201.6(d)(3): A local jurisdiction must review and revise its plan to reflect changes in development, progress in local mitigation efforts, and changes in priorities, and resubmit it for approval within 5 years in order to continue to be eligible for mitigation project grant funding.

The updated LHMP complies with Federal Emergency Management Agency (FEMA) guidance and California Office of Emergency Services guidelines for Local Hazard Mitigation Plans. The update followed the requirements noted in the Disaster Mitigation Act (DMA) of 2000 and the 2023 Local Hazard Mitigation Planning Handbook.

This HMP update involved a comprehensive review and update of each section of the 2018 plan and includes an assessment of the progress of the participating communities in evaluating, monitoring and implementing the mitigation strategy outlined in the initial plan. Only the information and data still valid from the 2018 plan was carried forward as applicable into this HMP update.

EQUITY

Additionally, the latest Local Mitigation Planning Handbook includes guidance on ensuring equity is embedded throughout the planning process and within the hazard mitigation plan itself. While disasters themselves do not discriminate, impacts from disasters can be disproportionately experienced across different communities and populations based on existing inequities. It is critical to involve all communities or organizations that represent such unserved and socially vulnerable communities to ensure that the plan is aware and works to reduce risk to the whole community. For example, the public survey was translated into Spanish to ensure that Spanish speaking residents were able to participate in the public survey and provide input as there is a large Spanish speaking population within the county. The steps to ensure equity into the planning process described in the FEMA Local Mitigation Planning Handbook is outlined below.

Procedural Equity: is committing to equity within the planning process.

- Making clear, fair and inclusive processes. Work with partners who represent underserved groups and socially vulnerable populations to design and implement outreach and engagement methods that will reach the most marginalized and/or vulnerable members of the community.
- Giving chances for meaningful input. Underserved groups should have a true voice in planning and prioritizing mitigation. Invite nonprofit and community-based organizations that support these groups to join the local mitigation planning team. Invite other representatives as well. Welcome them to share their input throughout the planning process.

Structural Equity: builds on the need for accountability. It supports learning the history that led to privilege. It also supports working to correct past harms. Plans can address this by:

- Talking about equity early and often with the planning team. Use the principles of equity in all decision-making processes, from initial outreach to publication of the plan.
- Recognizing and dealing with the societal systems that cause inequity.
- Forming organizational infrastructure to address inequities. This should happen both at the staff and leadership levels. If inequities are raised during the planning process, make sure there are tools and paths to fix them. Think about working with consultants who have expertise in diversity, equity, and inclusion.

Distributional Equity: ensures that communities that are disproportionately at risk of hazards and their impacts are benefitted by mitigation actions that work to reduce their risk. Communities disproportionately at risk the hazard impacts include:

- High poverty

- Limited access to a vehicle
- Age (very old or very young)
- Limited English proficiency
- Disability status
- Race
- Ethnicity

The HMPC is committed to working to address and remove physical, social, temporal, language, accessibility, and historically institutional barriers through the planning process to ensure that the plan works for the whole community.

FUTURE PLANNING UPDATES

Chapter 6 (Plan Implementation) identifies key requirements for updating future plans including:

- Ensure that the plan's mitigation strategy complies with all applicable legal requirements related to civil rights.
- Consider changes in vulnerability due to action implementation;
- Document success stories where mitigation efforts have proven effective;
- Document areas where mitigation actions were not effective;
- Document any new hazards that may arise or were previously overlooked;
- Document hazard events and impacts that occurred within the five-year period;
- Incorporate new data or studies on hazards and risks;
- Incorporate new capabilities or changes in capabilities;
- Incorporate documentation of continued public involvement;
- Incorporate documentation to update the planning process that may include new or additional stakeholder involvement;
- Incorporate growth and development-related changes to building inventories;
- Incorporate new project recommendations or changes in project prioritization;
- Include a public involvement process to receive public comment on the updated plan prior to submitting the updated plan to Cal OES/FEMA; and
- Include re-adoption by all participating entities following FEMA approval.

These requirements and others as detailed throughout this plan were addressed during the plan update process.

PLAN SECTION REVIEW AND ANALYSIS – 2024 UPDATE

During the 2024 plan update, the Hazard Mitigation Planning Committee (HMPC) updated each of the sections of the previously approved plan to include new information. Witt O'Brien's developed a power point presentation during the kick-off meeting to describe each step of the planning process and

relevant updates based on the FEMA's local plan update guidance (2023) to ensure that the plan met the latest requirements. A summary of the changes in this plan update is highlighted in the table below.

Table 8. Fresno County Hazard Mitigation Plan Update Highlights

Plan Section	Summary of Plan Review, Analysis, and Updates
Introduction	Updated relevant dates and data
Community Profile	Updated with recent census data and current economy description
Planning Process	Updated relevant dates, data, and planning process pertaining the 2024 plan update
Risk Assessments	Revisited former hazards list for possible modifications. Reviewed the County and City of Fresno's CRS participation Updated list of disaster declarations to include recent data. Updated tables to include recent National Center for Environmental Information data. Updated past occurrences for each hazard to include recent data. Updated critical facilities list. Updated growth and development trends to include recent Census and local data sources. Updated historic and cultural resources using local/state/national sources. Updated property values for vulnerability and exposure analysis, using updated building information based on assessor's data. Updated estimate flood losses using the latest Fresno County Digital Flood Insurance Rate Map (DFIRM) and assessor's data. Updated National Flood Insurance Program (NFIP) data and Repetitive Loss structure data from the previous plan. Incorporated new hazard loss estimates since 2018, as applicable. Used updated GIS inventory data to assess wildfire threat to the County Updated HAZUS-MH Level I earthquake vulnerability analysis data Updated information regarding specific vulnerabilities to hazards, including maps and tables of specific assets at risk, specific critical facilities at risk, and specific populations at risk. Updated maps in plan where appropriate. Reviewed mitigation capabilities and update to reflect current capabilities
Mitigation Strategy	Indicated what projects have been implemented that may reduce previously identified vulnerabilities. Updated Chapter 5 based on the results of the updated risk assessment, completed mitigation actions, and implementation obstacles and opportunities since the completion of the 2018 plan. Reviewed and updated goals and objectives based on HMPC input. Revised to include more information on the Community Rating System (CRS) categories of mitigation measures (structural projects, natural resource protection, emergency services, etc.) and how they are reviewed when considering the options for mitigation. Included updated information on how actions are prioritized. Reviewed mitigation actions from the 2018 plan and develop a status report for each; identified if actions have been completed, deleted, or deferred/carried forward. Updated priorities on actions. Identified and detailed new mitigation actions proposed by the HMPC.
Plan Section	Summary of Plan Review, Analysis, and Updates
Plan Adoption	Plan will be re-adopted as part of the update process
Plan Maintenance	Reviewed and updated procedures for monitoring, evaluating, and updating the plan. Revised to reflect current methods. Updated the system for monitoring progress of mitigation activities by identifying additional criteria for plan monitoring and maintenance.
Jurisdictional Annexes	Updated previous participants' annexes with recent Census data. Updated past event history and hazard loss estimates. Added new maps and updated old maps as needed. Updated mitigation actions from 2018 and added new mitigation actions.
Appendices	Updated references.

Plan Section	Summary of Plan Review, Analysis, and Updates
	Updated planning process documentation. Updated mitigation alternatives analyzed in the process. Public participation plan updated Plan Adoption.

INCORPORATION OF EXISTING PLANS, STUDIES, AND DATA

The HMPC used technical data, reports, and studies from the following agencies and groups in the development and update of this plan:

- Bureau of Land Management
- California Department of Forestry and Fire Protection
- California Department of Parks and Recreation Office of Historic Preservation
- California Department of Transportation
- California Geological Survey
- Fresno County Agricultural Department
- Fresno County Health Department
- Fresno County Information Technology/Geographic Information Systems Department
- Fresno County Internal Services Department
- Fresno County Land Use Department
- Fresno County Public Works and Planning Department
- National Oceanic and Atmospheric Administration National Climatic Data Center
- National Register of Historic Places
- Natural Resource Conservation Service
- National Weather Service
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- US Sierra National Forest
- Western Regional Climate Center

PLAN PARTICIPATION

In the 2024 plan update, the following jurisdictions participated in the planning process and will be adopting the updated plan following FEMA approval.

- Fresno County
- City of Clovis
- City of Coalinga
- City of Firebaugh

- City of Fowler
- City of Fresno
- City of Kerman
- City of Kingsburg
- City of Mendota
- City of Reedley
- City of San Joaquin
- City of Sanger
- City of Selma
- Fresno Metropolitan Flood Control District
- Lower San Joaquin Levee District
- Sierra Resource Conservation District/Highway 168 Fire Safe Council
- Kings River Conservation District
- Westlands Water District

The DMA planning regulations and guidance stress that each local government seeking FEMA approval of their mitigation plan must participate in the planning effort in the following ways:

- Participate in the process as part of the HMPC
- Detail areas within the planning area where the risk differs from that facing the entire area
- Identify potential mitigation actions

  Formally adopt the plan

For the Fresno County planning area's HMPC, "participation" meant the following:

- Attending and participating in the HMPC meetings
- Completing and returning worksheets or reviewing jurisdictional annexes
- Collecting and providing other requested data (as available)
- Identifying mitigation actions for the plan
- Reviewing and providing comments on plan drafts
- Informing the public, local officials, and other interested parties about the planning process and providing opportunity for them to comment on the plan
- Coordinating, and participating in, the public input process
- Coordinating the formal adoption of the plan by the governing boards

The County and all jurisdictions with annexes to this plan and seeking FEMA approval met all of these participation requirements. In most cases one or more representatives for each jurisdiction attended the

multi-jurisdictional meetings Schedule of Planning Meetings, and also brought together a local planning team to help collect data, identify mitigation actions and implementation strategies, and review and provide data on annex drafts. In some cases, the jurisdictions had limited capacity to attend or had conflicts with HMPC meetings; in these cases, side-bar phone calls and emails were used to provide input into the process. Appendix B provides additional information and documentation of the planning process.

In addition to the jurisdictions adopting the plan, the HMPC included a wide variety of other stakeholders, including:

- American Red Cross of the Central Valley
- California State University, Fresno
- Cargill
- Central Valley Flood Protection Board
- City of Huron
- City of Orange Cove
- City of Parlier
- Clovis Community College
- Fresno Chamber of Commerce
- Fresno City College
- Fresno Madera Continuum Of Care (FMCoC)
- Inyo County Office of Emergency Services
- Kern County Fire
- Kings County Emergency Management
- Madera County Emergency Management
- Mariposa County Emergency Management
- Merced County Emergency Management
- Mono County
- Monterey County Emergency Management
- PG&E

- Pilot Power Group
- Reedley College
- San Benito County Emergency Management
- San Joaquin College of Law
- San Joaquin River Exchange Contractors Water Authority
- Southern California Edison
- Sun-Maid
- Tulare County OES
- United Way of Tular County
- West Hill College Coalinga

A complete list of the participants in the HMPC is included in Appendix B: Participation Documentation.

PLAN TIMELINE

The planning team met formally three times to discuss the planning process, share information, review draft plan components, and identify strategies and actions to include in the new plan. A timeline of the planning process is as follows:

- August 2023:
    - Fresno County contracted with Witt O'Brien's to complete this plan update
- October 2023:
    - Fresno County and Witt O'Brien's conducted a project kickoff meeting to discuss timeline, participation, and goals for the update.
    - Fresno County worked with participating jurisdictions to solicit participation and identify planning team members
    - Witt O'Brien's began conducting hazard analysis and mapping for inclusion in the HIRA
- November 2023:

- **November 17, 2023: Fresno County Multi-Jurisdictional Hazard Mitigation Plan Kickoff Meeting** – Virtual meeting, via Microsoft Teams. Discussion topics included:
  - Planning team introductions
  - Hazard mitigation overview
  - The mitigation planning process
  - Hazard identification data gathering exercises
  - Questions and next steps
- Critical facilities list was finalized

- December 2023:
  - Capability Assessment and Hazard Identification Exercise worksheets shared with planning team members
  - Participating jurisdictions provided feedback on the hazards causing the greatest challenges for their communities by completing Hazard Identification Exercise worksheets
  - Fresno County works with the planning team to identify critical facilities and assets to use in the plan update.

- January 2023:
  - Participating jurisdictions began cataloguing their capabilities and resources, as outlined in the Capability Assessment Worksheet
  - The public was given the opportunity to provide input on the plan via the "Fresno County Hazard Mitigation Plan – Public Opinion Survey", which was open from January 10, 2024, to January 30, 2024.
  - **January 16, 2024: Fresno County Multi-Jurisdictional Hazard Mitigation Plan – Public Meeting –** First of two virtual and in-person hybrid meetings open to the public. Discussion topics included:
    - Hazard mitigation and mitigation planning overview
    - Availability of public survey
    - Opportunity for input and open discussion

- **January 17, 2024: Fresno County Multi-Jurisdictional Hazard Mitigation Plan – Public Meeting –** Second of two virtual and in-person hybrid meetings open to the public. Discussion topics included:
  - Hazard mitigation and mitigation planning overview
  - Availability of public survey
  - Opportunity for input and open discussion

- February 2023:
  - Mapping and modeling for the HIRA was substantively completed

- March 2023:
  - A wide variety of stakeholders (including non-government organizations, businesses, and neighboring communities) were invited to join the planning team, participate in future meetings, and comment on the draft plan.
  - **March 6, 2024: Fresno County Multi-Jurisdictional Hazard Mitigation Plan - HIRA Meeting –** Virtual meeting, via Microsoft Teams. Discussion topics included:
    - Plan process review
    - HIRA progress
    - Hazard maps developed to date
    - Results of the public survey
    - Brainstorming hazard mitigation actions
  - Strategy worksheets were shared with plan participants
  - Plan participants provided feedback on the goals and objectives for the plan, reviewed their actions from the previous plan, determined which to keep in the new plan, and identified new actions (via the Strategy Worksheet).
  - **March 28, 2024: Fresno County Multi-Jurisdictional Hazard Mitigation Plan – Strategy Meeting –** Virtual meeting, via Microsoft Teams. Discussion topics included:
    - Plan status

- Review and discussion of the proposed goals for the plan
- Mitigation action development updates, discussion, brainstorming, and problem-solving
- Discussion of aligning mitigation actions with grant opportunities
- Timeline, Next Steps, and Questions

- April 2023:
  - The Planning Team provided all remaining input, worksheets, and data, and the plan draft was finalized.
- May 2023:
  - The Planning Team provided all remaining input, worksheets, and data, and the plan draft was finalized.
  - The draft plan was made available for public review online on **May 3, 2024,** and remained available for public comment through **May 17, 2024.** An online form allowed plan participants to provide feedback on the draft, and on risk reduction in Fresno County in general.

Documentation of the planning process (including presentations, meeting participation, surveys and results, and relevant communications) is available in Appendix B: Process and Participation Documentation.

4. Risk Assessment



Requirement §201.6(c)(2): [The plan shall include] A risk assessment that provides the factual basis for activities proposed in the strategy to reduce losses from identified hazards. Local risk assessments must provide sufficient information to enable the jurisdiction to identify and prioritize appropriate mitigation actions to reduce losses from identified hazards.

As defined by FEMA, risk is a combination of hazard, vulnerability, and exposure. Risk is the estimated impact that a hazard would have on people, services, facilities, and structures in a community. It refers to the likelihood of a hazard event resulting in an adverse condition that causes injury or damage.

The risk assessment process identifies and profiles relevant hazards and assesses the exposure of lives, property, and infrastructure to these hazards. The process allows for a better understanding of a jurisdiction's potential risk to hazards and provides a framework for developing and prioritizing mitigation actions to reduce risk from future hazard events.

This risk assessment followed the methodology described in the 2023 FEMA publication Local Mitigation Planning Handbook:

1. Describe hazards
2. Identify community assets
3. Analysis risks
4. Summarize vulnerability

Data collected through this process has been incorporated into the following sections of this chapter:

- **Hazard Identification Natural Hazards Section**: identifies the natural hazards that threaten the planning area and describes why some hazards have been omitted from further consideration.
- **Hazard Profiles Section**: discusses the threat to the planning area and describes previous occurrences of hazard events and the likelihood of future occurrences.
- **Vulnerability Assessment Section:** assesses the County's total exposure to natural hazards, considering assets at risk, critical facilities, and future development trends.
- **Human-Caused Hazards Section:** identifies the areas most susceptible to potential human-caused hazard events by evaluating the locations of hazardous materials facilities and transportation routes.
- **Capability Assessment Section**: inventories existing mitigation activities and policies, regulations, and plans that pertain to mitigation and can affect net vulnerability.

This risk assessment covers the entire geographical extent of Fresno County. Since this plan is a multi-jurisdictional plan, the HMPC was required to evaluate how the hazards and risks vary from jurisdiction to jurisdiction. While these differences are noted in this chapter, they are expanded upon in the annexes of the participating jurisdictions. If no additional data is provided in an annex, it should be assumed that the risk and potential impacts to the affected jurisdiction are similar to those described here for the entire Fresno County planning area.

HAZARD IDENTIFICATION

Requirement §201.6(c)(2)(i): [The risk assessment shall include a] description of the type of all natural hazards that can affect the jurisdiction.

The Fresno County HMPC conducted a hazard identification study to determine the hazards that threaten the planning area.

METHODOLOGY AND RESULTS

Using existing hazards data and input gained through planning meetings during the 2024 plan update, the HMPC agreed to continue to profile the same 19 identified hazards in the 2018 plan, into the 2024 plan update. In order to update the profiled hazards, data from the California Governor's Office of Emergency Services (CA-OES), FEMA, the National Oceanic and Atmospheric Administration, and many other sources were examined to assess the significance of these hazards to the planning area. Significance was measured in general terms and focused on key criteria such as frequency and resulting damage, which includes deaths and injuries and property, economic, and crop damage as the county is one of the largest agricultural producers in the state. The hazards evaluated as part of this plan include those that occurred in the past or have the potential to cause significant human and/or monetary losses in the future. The potential for loss and impacts from the hazards are analyzed further in the Vulnerability Assessment section.

In alphabetical order, the natural hazards identified and investigated for the Fresno County Multi-Jurisdictional Hazard Mitigation Plan include:

- Agricultural Hazards
- Avalanche
- Dam Failures
- Drought
    - Tree Mortality
- Earthquake
- Flood
- Wildfire
- Volcano

Human Health Hazards

- Epidemic/Pandemic
- West Nile Virus
- Landslide

Severe Weather

- Extreme Temperatures
    - Extreme Cold/Freeze
    - Extreme Heat
- Fog
- Heavy Rain/Thunderstorm/Hail/Lightning/Wind
- Winter Storm
- Tornado

Soil Hazards

- Erosion
- Expansion Soils
- Land Subsidence
- Landslide

OVERALL HAZARD SIGNIFICANT SUMMARY

Overall hazard significance was based on a combination of Geographic Extent, Probability and Potential Magnitude/Severity as defined in **Table 9. Fresno County Hazard Significance**. The individual ratings are based on or interpolated from the analysis of the hazards in the sections that follow. During the 2024 Fresno County LHMP update, the individual ratings and significance of the hazards were revisited and updated. Subsidence, as a subset of soil hazards, has become more of an issue due to heavy groundwater withdrawal during the severe multi-year drought 2012-2017 and 2020-2023. It may also be exacerbating flood hazards by lowering levee heights in some areas. This hazard's significance was changed from low to medium during the 2017 update.

Table 9. Fresno County Hazard Significance

Hazard	0.3	0.3	0.2	0.1	0.1	Overall Risk
	Probability	Impact	Spatial Extent	Warning Time	Duration	
Agricultural Hazards	Highly Likely	Negligible	Limited	More than 24 hours	Less than 24 hours	3.5
Avalanche	Likely	Limited	Limited	Less than 6 hours	Less than 6 hours	2.4
Dam Failure	Occasional	Critical	Extensive	More than 24 hours	Less than 24 hours	2.6
Drought	Likely	Limited	Significant	More than 24 hours	More than 1 week	2.5
Earthquake	Occasional	Catastrophic	Significant	Less than 6 hours	Less than 6 hours	2.5
Flood/Levee Failure	Likely	Critical	Extensive	More than 24 hours	Less than 1 week	2.6
Human Health Hazards						

Hazard	0.3	0.3	0.2	0.1	0.1	Overall Risk
	Probability	Impact	Spatial Extent	Warning Time	Duration	
Epidemic/Pandemic	Occasional	Negligible	Extensive	More than 24 hours	More than 1 week	3.1
Hazardous Materials	Highly Likely	Limited	Significant	*Unavailable*	*Unavailable*	*Unavailable*
West Nile Virus	Occasional	Negligible	Limited	More than 24 hours	Less than 1 week	2.7
Severe Weather						
Extreme temperatures	Highly Likely	Negligible	Significant	More than 24 hours	Less than 1 week	3.3
Fog	Highly Likely	Limited	Extensive	More than 24 hours	Less than 24 hours	2.4
Heavy Rain/Thunderstorm/ Hail/Lightning	Highly Likely	Limited	Extensive	More than 24 hours	Less than 24 hours	2.4
Winter Storm	Highly Likely	Negligible	Limited	More than 24 hours	Less than 24 hours	2.2
Tornado	Occasional	Negligible	Extensive	More than 24 hours	Less than 6 hours	2.2
Soil Hazards						
Erosion	Likely	No Data	No Data	No Data	No Data	1.9
Expansive Soils	Occasional	No Data	No Data	No Data	No Data	1.3
Landslide	Occasional	Limited	Limited	12 to 24 hours	Less than 6 hours	2.0
Land Subsidence	Highly Likely	No data	Extensive	No Data	No Data	2.0
Volcano	Unlikely	Negligible	Extensive	Less than 6 hours	Less than 1 week	2.0
Wildfire	Highly Likely	Critical	Extensive	12 to 24 hours	Less than 1 week	3.65

Geographic Extent

Limited: Less than 10% of planning area

Significant: 10-50% of planning area

Extensive: 50-100% of planning area

Probability of Future Occurrences

Highly Likely: Near 100% chance of occurrence in next year, or happens every year

Likely: Between 10 and 100% chance of occurrence in next year, or has a recurrence interval of 11 to 100 years

Unlikely: Less than 1% chance of occurrence in the next 100 years, or has a recurrence interval of greater than every 100 years

Magnitude/Severity

Catastrophic-More than 50 percent of property severely damage; shutdown of facilities for more than 30 days; and/or multiple deaths

Critical-25-50 percent of property severely damaged; shutdown of facilities for at least two weeks; and/or injuries/or illnesses result in permanent disability

Limited-10-25 percent of property severely damaged; shutdown of facilities for more than a week; and/or injuries/illnesses treatable do not result in permanent disability

Negligible-Less than 10 percent of property severely damaged, shutdown of facilities and services for less than 24 hours; and/or injuries/illnesses treatable with first aid

Hazard	0.3	0.3	0.2	0.1	0.1	Overall Risk
	Probability	Impact	Spatial Extent	Warning Time	Duration	
Significance Low: minimal potential impact Medium: moderate potential impact High: widespread potential impact						

DISASTER DECLARATION HISTORY

Federal and/or state disaster declarations may be granted when the severity and magnitude of an event surpasses the ability of the local government to respond and recover. Disaster assistance is supplemental and sequential. When the local government's capacity has been surpassed, a state disaster declaration may be issued, allowing for the provision of state assistance. Should the disaster be so severe that both the local and state governments' capacities are exceeded, a federal emergency or disaster declaration may be issued allowing for the provision of federal assistance.

The federal government may issue a disaster declaration through FEMA, the U.S. Department of Agriculture (USDA), and/or the Small Business Administration (SBA). FEMA also issues emergency declarations, which are more limited in scope and without the long-term federal recovery programs of major disaster declarations. The quantity and types of damage are the determining factors.

A USDA declaration will result in the implementation of the Emergency Loan Program through the Farm Services Agency. This program enables eligible farmers and ranchers in the affected county as well as contiguous counties to apply for low interest loans. A USDA declaration will automatically follow a major disaster declaration for counties designated major disaster areas and those that are contiguous to declared counties, including those that are across state lines. As part of an agreement with the USDA, the SBA offers low interest loans for eligible businesses that suffer economic losses in declared and contiguous counties that have been declared by the USDA. These loans are referred to as Economic Injury Disaster Loans.

Fresno is among the many counties in California that are susceptible to disaster. Details on federal and state disaster declarations were obtained by the FEMA, and CA-OES and compiled in chronological order in **Table 10. Fresno County Disaster Declaration: State and Federal Declarations, 1950-2024.** A review of state and federal declared disasters indicates that Fresno County received 51 state declarations between 1950 and January 2024, 33 of which also received federal disaster declarations. USDA declarations for the planning area are discussed in the Agricultural Hazards Section.

This disaster history (combined federal and state) suggests that Fresno County experiences a major event worthy of a disaster declaration every 1.5 years. The County has a 68 percent chance of receiving a disaster declaration in any given year, which is up nearly double from 39 percent in the previous plan update in 2018. Except for the declarations for earthquake, wildfire, and epidemic/pandemic due to the COVID-19 pandemic in 2019/2020, every declaration resulted directly or indirectly from severe weather. Most disaster-related injuries to people and damage to property and crops resulted from severe weather. However, the recent COVID-19 pandemic resulted in significant economic damage, hospitalizations, and loss of life compared to any other disaster related event. More information on the COVID-19 pandemic is summarized in the Pandemic/Epidemic hazard profile section.

Table 10. Fresno County Disaster Declaration: State and Federal Declarations, 1950-2024

Hazard Type	Disaster #	Year	State Declaration	Federal Declaration	Location	Damage*
Floods	CDO 50-01	1950	11/21/1950	N/A	Fresno County	9 deaths; $32,183,000
Floods	DR-47	1955	12/22/1955	12/23/55	Fresno County (statewide)	74. $200,000,000
Unseasonal and Heavy Rainfall	N/A	1957	5/20/1957	N/A	Fresno County (other cherry producing areas)	2 injuries. $6,000,000
Storm & Flood Damage	N/A	1958	4/2/1958	4/4/1958	Fresno County (statewide)	13. $24,000,000
Unseasonal and Heavy Rainfall	N/A	1959	9/17/1959	N/A	Fresno County (other Tokay grape producing areas)	2 deaths $100,000
Abnormally Heavy and Continuous Rainfall	N/A	1963	2/14/1964	N/A	Fresno County (and 50 other counties)	Unknown
1969 Storms	OEP 253-DR-CA	1969	1/25/1969	1/26/1969	Fresno County (and 39 other counties)	47 deaths 161 injuries $300,000,000
Freeze and Severe Weather Conditions	N/A	1972	4/17/1972	N/A	Fresno County (and 16 other counties)	$111,517,260
Drought	N/A	1976	2/9/1979	N/A	Fresno County (and 30 other counties)	$2,664,000,000
Rains Causing Agricultural Losses	N/A	1982	10/26/1982	N/A	Fresno County (and 10 other counties)	$345,195,974
Winter Storms	DR-682	1982/1983	3/15/1983	2/9/1983	Fresno County (and 43 other counties)	$523,617,032

Hazard Type	Disaster #	Year	State Declaration	Federal Declaration	Location	Damage*
Coalinga Earthquake	DR-682	1983	5/02/1983	5/3/1983	Fresno County	No deaths 47 injuries $31,076,300
Storms	DR-758	1986	2/26/1986	2/18/1986	Fresno County (and 38 counties)	13 deaths 67 injuries $407,538,904
Wildland Fires	N/A	1987	9/03/1987	N/A	Fresno County (and 23 other counties)	3 deaths 76 injuries $18,000,00
Freeze	DR-894	1990	1/11/1991	2/11/1991	Fresno County (and 32 counties)	$856,329,675
Late Winter Storms	DR-979	1992	1/21/1993	1/15/1993	Fresno County (and 23 other counties)	20 deaths 10 injuries $600,000,000
Severe Winter Storms	DR-1044	1995	1/17/1995	1/13/1995	Fresno County (and 44 other counties)	11 deaths $741,400,000
Late Winter Storms	DR-1046	1995	N/A	1/10/1995	Fresno County (and all other counties except Del Norte)	17 deaths $1,100,000,000
January 1997 Floods	DR-1155	1997	1/5/1997	1/4/1997	Fresno County (and 46 other counties)	8 deaths $1,800,000,000
Severe Winter Storms and Flooding	DR-1203	1998	N/A	2/9/1998	Fresno County (and 39 other counties)	17 deaths $550,000,000
Freeze	DR-1267	1998-1999	N/A	2/7/1999	Fresno County (and 7 other counties)	Unknown
Severe Freeze	DR-1689	2007	N/A	3/14/07	Fresno County (and 11 other counties)	$1,400,000,000

Hazard Type	Disaster #	Year	State Declaration	Federal Declaration	Location	Damage*
Goose Fire	FM-5140	2016	7/30/2016	8/8/2016	Fresno County	Unknown
Floods	CDO 50-01	1950	11/21/1950	N/A	Fresno County (statewide)	9 deaths $32,183,000
Floods	DR-47	1955	12/22/1955	12/23/1955	Fresno County (statewide)	74 deaths $200,000,000
Unseasonal and Heavy Rain	N/A	1957	5/20/1957	N/A	Fresno County (other cherry producing areas)	2 injuries $6,000,000
Storm & Flood Damage	N/A	1958	4/2/1958	4/4/1958	Fresno County (statewide)	13 deaths $24,000,000
Unseasonal and Heavy Rainfall	N/A	1959	4/2/1958	4/4/1958	Fresno County (statewide)	13 deaths $24,000,000
Unseasonal and Heavy Rainfall	N/A	1959	9/17/1959	N/A	Fresno County (other tokay grape producing areas)	2 deaths $100,000
Abnormally Heavy and Continuous Rainfall	N/A	1963	2/14/1964	N/A	Fresno County (and 50 other counties)	Unknown
969 Storms	OEP 253-DR-CA	1969	1/25/1969	1/26/1969	Fresno County (and 39 other counties)	47 deaths 161 injuries $300,000,000
Freeze and Severe Weather Conditions	N/A	1972	4/17/1972	N/A	Fresno County (and 16 counties)	$111,517,260
Drought	N/A	1976	2/9/1976	N/A	Fresno County (and 30 other counties)	$2,664,000,000
Rains Causing Agricultura Losses	N/A	1982	10/26/1982	N/A	Fresno County (and 10 other counties)	$345,195,974
Winter Storms	DR-682	1982-1983	3/15/1983	2/9/1983	Fresno County (and 43	$523,617,032

Hazard Type	Disaster #	Year	State Declaration	Federal Declaration	Location	Damage*
					other counties)	
Coalinga Earthquake	DR-682	1983	5/02/1983	5/3/1983	Fresno County	No deaths 47 injuries $31,076,300
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Wildland Fires	N/A	1987	9/03/1987	N/A	Fresno County (and 23 other counties)	3 deaths 76 injuries $18,000,000
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Freeze	DR-1689	2007	N/A	3/14/2007	Fresno County (and 7 other counties)	Unknown
Severe Freeze	DR-1689	2007	N/A	3/14/2007	Fresno County (and 11	$1,400,000,000

Hazard Type	Disaster #	Year	State Declaration	Federal Declaration	Location	Damage*
					other counties)	
Epidemic/Pandemic	DR-4482-CA	2020	N/A	3/22/20	Fresno County (statewide)	Unknown
Wildfires	DR-4569-CA	2020	N/A	10/16/20	Fresno County (and 7 other counties)	Unknown
Severe Winter Storms, Flooding, Landslides, Mudslides	DR-4683-CA	2023	N/A	N/A	Fresno County	Unknown
Severe Winter Storms, Straight-Line Winds, Flooding, Landslides	DR-4699-CA	2023	N/A	4/3/2023	Fresno County	Unknown

Source: California Governor's Office of Emergency Services, www.oes.ca.gov/

**Damage amount and deaths and injuries reflect totals for all impacted counties*

HAZARD PROFILES

Requirement §201.6(c)(2)(i): [The risk assessment shall include a] description of the location and extent of all natural hazards that can affect the jurisdiction. The plan shall include information on previous occurrences of hazard events and on the probability of future hazard events.

The hazards identified in the Hazard Identification section are profiled individually in this section. In general, information provided by planning team members is integrated into this section with information from other data sources. These profiles set the stage for the Vulnerability Assessment section, where the vulnerability is quantified, where possible, for each of the priority hazards.

Each hazard is profiled in the following format:

- **Hazard/Problem Description**—This section gives a description of the hazard and associated issues followed by details on the hazard specific to the Fresno County planning area. Where known, this includes information on the hazard extent, seasonal patterns, speed of onset/duration, and magnitude and/or secondary effects.
- **Extent** – This section gives a description of the potential strength or magnitude of the hazard as it pertains to Fresno County. The geographic extent or location of the hazard is also discussed.
- **Past Occurrences**—This section contains information on historical incidents, including impacts where known. The extent or location of the hazard within or near the Fresno County planning area is also included here. Historical incident worksheets were used to capture information from participating jurisdictions on past occurrences.
- **Likelihood of Future Occurrence**—The frequency of past events is used in this section to gauge the likelihood of future occurrences. Where possible, frequency was calculated based on existing data. It was determined by dividing the number of events observed by the number of years on record and multiplying by 100. This gives the percent chance of an event happening in any given year (e.g., three droughts over a 30-year period equates to a 10 percent chance of a drought in any given year). The likelihood of future occurrences is categorized into one of the following classifications:
  - **Highly Likely**—Greater than 90 percent annual probability of occurrence
  - **Likely**—Between 50 and 90 percent annual probability of occurrence
  - **Occasional**—Between 1 and 49.9 percent annual probability of occurrence
  - **Unlikely**—Less than 1 percent annual probability of occurrence
- **Climate Change Considerations** - This describes the potential for climate change to affect the frequency and intensity of the hazard in the future.

The Vulnerability Assessment section has more detail on the County's total exposure to natural hazards, considering assets at risk, critical facilities, and future development trends. Where feasible the

vulnerability of people, property, critical facilities, the natural environment, and future development are considered for each hazard.

The following sections provide profiles of the natural hazards that the HMPC identified in Identifying Hazards section. The hazards follow alphabetically.

SUMMARY OF CLIMATE CHANGE IMPACTS IN CALIFORNIA

Overall, the planet is warming faster than ever. Heat trapping gases—such as carbon dioxide and methane—are building up in our atmosphere, creating a blanket around the globe that traps heat, like a greenhouse. This is also known as global warming, even though many of its effects go far beyond temperature changes. Global warming pollution comes from the use of fossil fuels such as oil, coal, and natural gas, and from agricultural and industrial activities. We burn fossil fuels to generate energy, to power vehicles and other transportation such as planes, and to manufacture countless products. The extra trapped heat has been changing important aspects of our climate and the water cycle, which is the movement of water on our planet.

Summary of climate change trends and projections are listed below:

- Higher temperatures
- Increasing evapotranspiration (water that evaporates or is used by plants)
- Longer and more severe droughts
- Declining snowpack
- More intense rainstorms
- More frequent and extensive wildfires
- Sea level rise[1]

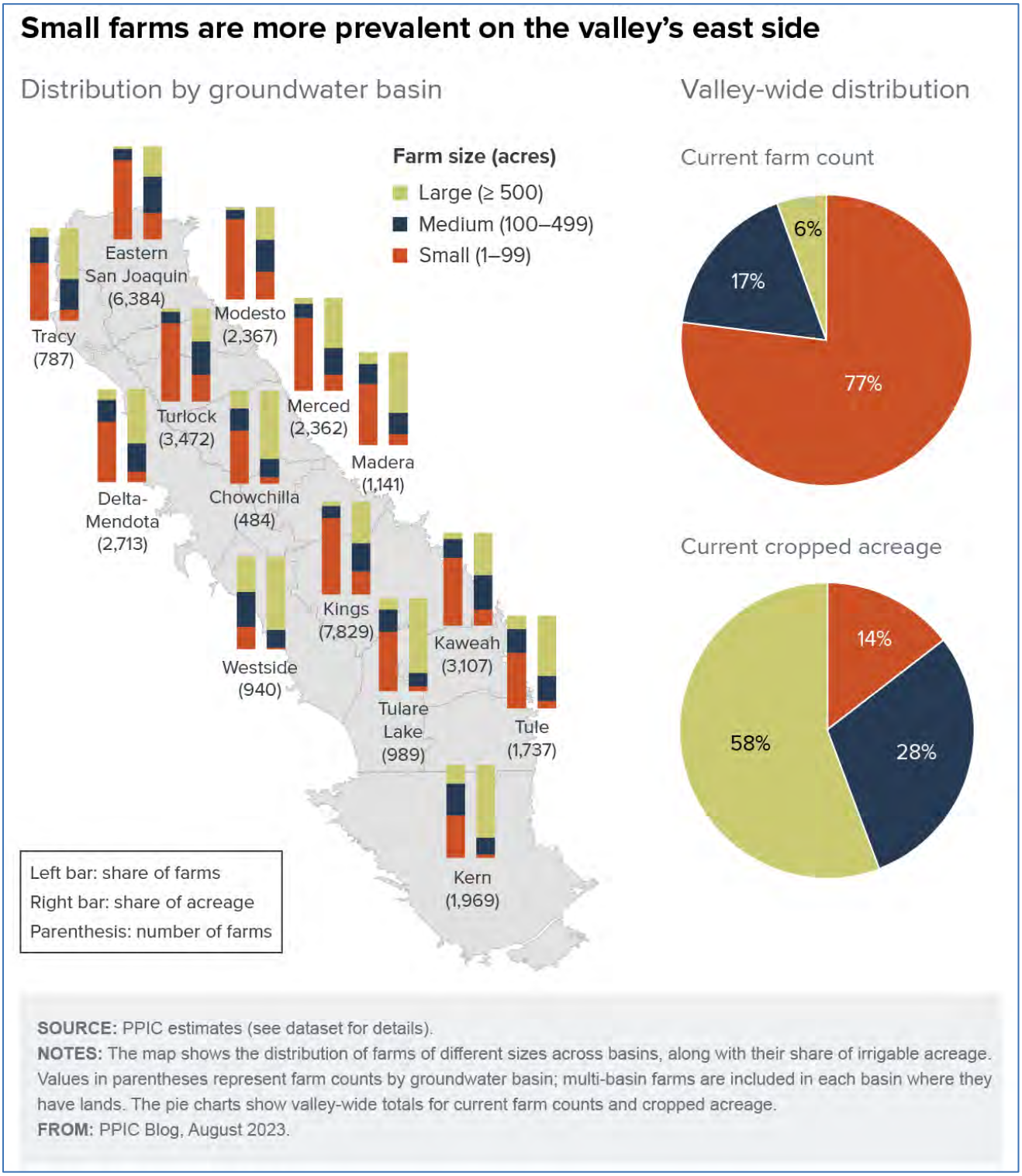
[1] https://www.ucsusa.org/sites/default/files/2020-10/climate-change-in-SJValley.pdf

AGRICULTURAL HAZARDS

HAZARD/PROBLEM DESCRIPTION

Located in the Central San Joaquin Valley, Fresno County's farming and agricultural industry is ranked as one of the top agriculture-producing counties in California and the country. Farming and agriculture-related businesses are a significant component of the local economy and are responsible for 20 percent of all jobs in the Fresno area. The following figure shows the type of farms across the San Joaquin Valley.

Figure 4. Farm Size in the San Joaquin Valley



Source: Public Policy Institute of California

In Fresno County, according to the USDA 2022 agricultural census, there were a total of 4,427 farms encompassing 1,659,451 acres of land, which brings the average size of a farm to approximately 375 acres. The market value of agricultural products sold reached a staggering $6,995,967,000, averaging $1,580,295 per farm. Out of the total farms, 3,823 were dedicated to cropland, covering 1,182,023 acres. According to the Fresno County Agricultural Commissioner the County has approximately 678,103 acres of prime agricultural land, 404,083 acres of farmland of statewide importance, and 825,276 acres of grazing land (see **Table 11. Fresno County's Farmland Inventory** below). An updated source for the information below was not available during the latest plan update.

Table 11. Fresno County's Farmland Inventory

Soil Category	Acres
Prime Farmland	678,103
Farmland of Statewide Importance	404,083
Unique Farmland	33,653
Farmland of Local Importance	131,341
Grazing Land	825,276
Urban and Built-Up Land	124,025
Water	4,915
Other Land	116,094

Source: Fresno County Agricultural Commissioner 2017

According to the 2022-2023 Fresno County Agricultural Crop and Livestock Report, the total gross value of agricultural commodities in Fresno County in 2021 was over $8 billion. The County's leading agricultural products included grapes, almonds, pistachios, milk, poultry, cattle and calves, tomatoes, peaches, garlic, and mandarins.

Fresno's top ten crops have seen a shift between 1995 and 2022. However, the crops have mostly remained constant, their ranks in the county have changed in the intervening 20 years. A list of Fresno County's top leading crops is described in **Table 12. Fresno County's Ten Leading Crops**.

Table 12. Fresno County's Ten Leading Crops

Crop	2022 Rank	2022 Dollar Value	2015 Rank	2014 Rank	2005 Rank	1995 Rank
Almonds	2	$1,141,308,000	1	1	2	7
Grapes	1	$1,241,178,000	2	2	1	2
Poultry	5	$538,305,000	3	3	7	3
Cattle and Calves	6	$488,665,000	4	5	5	8
Tomatoes	7	$429,263,000	5	6	4	4
Milk	4	$655,138,000	6	4	3	5
Peaches	8	$368,392,000	7	9	8	12

Crop	2022 Rank	2022 Dollar Value	2015 Rank	2014 Rank	2005 Rank	1995 Rank
Garlic	9	$351,875,000	8	8	14	11
Mandarins	10	$240,684,000	9	N/A	N/A	N/A
Oranges	N/A	N/A	10	11	10	10
Pistachios	3	$705,941,000	N/A	N/A	N/A	N/A

Source: State of California Department of Conservation Farmland Mapping and Monitoring Program, www.conservation.ca.gov/

According to the HMPC, agricultural losses occur on an annual basis and are usually associated with severe weather events, including heavy rains, floods, hail, freeze, drought or disease outbreaks. The State of California Hazard Mitigation Plan attributes most of the agricultural disasters statewide to drought, freeze, and insect infestations. Other agricultural hazards include fires, crops and livestock disease, noxious weeds, and contamination of animal food and water supplies.

Fresno County is threatened by several insects that, under the right circumstances, can cause severe economic and environmental harm to the agricultural industry. Insects of concern to plants and crops include the medfly, peach fruit fly, Mexican fruit fly, guava fruit fly, oriental fruit fly, melon fly, gypsy moth, Japanese beetle, glassy-winged sharpshooter, paper wasp, and Turkestan roach. Livestock disease can also cause large-scale economic losses in any area that raises large amounts of livestock.

Noxious weeds, which are any plant that is or is liable to be troublesome, aggressive, intrusive, detrimental, or destructive to agriculture, silviculture, or important native species and that is difficult to control or eradicate, are also of concern. Noxious weeds within the planning area include yellow starthistle, purple loosestrife, and Japanese dodder.

Noxious weeds have been introduced in the planning area by a variety of means, including through commercial nurseries. An absence of natural controls combined with the aggressive growth characteristics and unpalatability of many of these weeds allows these weeds to dominate and replace more desirable native vegetation. Negative effects of weeds include the following:

- Loss of wildlife habitat and reduced wildlife numbers
- Loss of native plant species
- Reduced livestock grazing capacity
- Increased soil erosion and topsoil loss
- Diminished water quality and fish habitat
- Reduced cropland and farmland production
- Reduced land value and sale potential

Another threat to the agricultural industry is the wild hogs that run free in the eastern and western foothills of the County. These wild hogs can cause extensive agricultural crops and property damage to farms and private land. Wild hogs are known to carry and transmit 30 different virulent and bacterial diseases, as well as at least 37 parasites both to humans and livestock. E. coli contamination of leafy vegetables has been linked to wild hogs foraging in vegetable fields.

In addition to issues associated with wild hogs, the proper management of other wildlife within the planning area is of significant concern to the County Department of Agriculture. Wildlife such as coyotes, ground squirrels, and others can cause extensive livestock, crop, and property damage. Such wildlife is also known to carry and transmit diseases (e.g., bubonic plague and rabies) to livestock and domestic animals as well as to humans.

According to the Fresno County Operational Area Master Emergency Services Plan, the consequences of agricultural disasters to the planning area include ruined plant crops, dead livestock, ruined feed and agricultural equipment, monetary loss, job loss, and possible multi-year effects (i.e., trees might not produce if damaged, loss of markets, food shortages, increased prices, possible spread of disease to people, and loss or contamination of animal products). When these hazards cause a mass die-off of livestock, other issues arise that include the disposal of animals, depopulation of affected herds, decontamination, and resource problems. Those disasters related to severe weather may also require the evacuation and sheltering of animal populations. Overall, any type of severe agricultural disaster can have significant economic impacts on the agricultural community as well as the entire Fresno County planning area.

EXTENT

Historically, Fresno County has received disaster declarations from the USDA for a variety of incident types, including drought, hail, rain, cold and wind. Fresno County's agriculture industry is a multi-billion-dollar enterprise; a long-term, widespread agricultural hazard could have impacts in the hundreds of millions of dollars, if not billions of dollars.

PAST OCCURRENCES

Based on information from the USDA, Fresno County received 11 USDA disaster declarations between 1991 and 2024 (see **Table 13. Fresno County's USDA Disaster Declarations**). Between January of 2018 and 2024, Fresno County received seven additional USDA Declaration for drought, frost and freeze, excessive rain, moisture, humidity, and hail. All the declarations were associated with drought or severe weather events; none were related to agricultural disease.

Table 13. Fresno County's USDA Disaster Declarations

Incident Type	Incident Date	Damage ($)
Short-term Drought	2009	$164,893,718
Severe Spring Storm: Rain, Hail, High Winds	6/4 & 5/2009	$4,533,107
Lack of Chill Hours	2014	$53,534,295
Severe Long-Term Drought	2012-2016	Not Quantified
Excessive Rain, Moisture, Humidity	2019	Not Quantified
Excessive Rain, Moisture, Humidity, Hail	2019	Not Quantified
Drought	2020	Not Quantified
Drought	2021	Not Quantified

Incident Type	Incident Date	Damage ($)
Frost, Freeze	2021	Not Quantified
Drought	2021	Not Quantified
Drought	2022	Not Quantified

Source: USDA, Farm Service Agency, Disaster Designation Information

Historical occurrences identified by the HMPC include the following:

Fresno County

- **1970s**: A local outbreak of scabies occurred.
- **1991**: There was an outbreak of bovine tuberculosis in Fresno County.
- **1997/1998**: One bird in downtown Fresno was discovered with exotic Newcastle disease, a contagious and fatal viral disease affecting all species of birds that does not affect humans. The bird and all chickens within a one-kilometer radius were destroyed.
- **1998**: Freeze resulted in almost $70 million in losses, including crop loss, broken water pipes and water damage, damaged water treatment plants, and damaged fire sprinkler systems. Other impacts included almost 18,000 applications for services and assistance and over 1,700 unemployment insurance claims filed.
- **1999**: Severe weather caused a crop loss of over $89 million.
- **2006**: Fresno County growers were impacted by adverse spring weather with $21 million in losses.
- **2006**: Twenty-one days of over 100 degrees, including three days over 113 degrees, caused crop, livestock, poultry, and milk production losses of $93 million.
- **2008**: A Fresno County dairy was quarantined after state and federal agriculture officials found bovine tuberculosis in five cows.
- **2009**: Short term drought with no or little allocation to the west side. Springtime hail brought damage to trees along the Kings River corridor.
- **2012 - 2016**: Long-term western states drought. Billions in losses.
- **2014**: Warm winter and spring brought a lack of chill hours affecting fruit set in cherry crop.
- **2019**: no description available
- **2020**: no description available
- **2021**: no description available
- **2022**: Highly Pathogenic Avian Influenza (HPAI) cases were confirmed in California commercial flock across the state including Fresno County. HPAI is a highly contagious and often datal disease in birds.
- **2023**: Highly Pathogenic Avian Influenza (HPAI) cases were detected in a commercial flock in Fresno County. Infected flocks were euthanized to prevent further spread and the location was under quarantine.

Neighboring Counties

- **2002**: Merced County had an outbreak of avian influenza H5 (which is different from the severe variety found in Asia).
- **2002/2003**: After more than 10 years without a case of bovine tuberculosis in California, two dairy herds in Tulare County and one in Kings County were infected with bovine tuberculosis. All three herds were quarantined, 152,000 cattle were tested, 8,000 cattle destroyed, and the affected premises were cleaned and disinfected.
- **2002/2003**: There was an outbreak of exotic Newcastle disease in Southern California.
- **2022**: Highly Pathogenic Avian Influenza (HPAI) cases were confirmed in California commercial flock.
- **2023**: Highly Pathogenic Avian Influenza (HPAI) cases were confirmed in California commercial flock.

According to data provided by the Farm Subsidy Database, total indemnities, and premium subsidies of the crop insurance program in the U.S., 1995-2022 include $172,457,906,536 total indemnities and $123,784,169,781 in total premium subsidies. The major cause behind crop yield or revenue that prompts an indemnity payment are largely due to natural hazard events such as drought, hail, or excessive rain. The top 10 national causes of loss with the largest indemnity payments from 1995 to 2022 are described in **Table 14. Fresno County Indemnities by Hazard (1995-2022)**.

Table 14. Fresno County Indemnities by Hazard (1995-2022)

Cause of Loss	Indemnities Paid 1995-2022	Percent of Total Indemnities
Drought	$60,391,798,966	35.0%
Excess Moisture/Precipitation	$42,820,224,318	24.8%
GRP/GRIP/ARPI/SCO/STAX/MP/HIPWI Crops Only*	$13,350,536,562	7.7%
Hail	$10,773,528,422	6.2%
Heat	$8,509,718,490	4.9%
Decline in Price	$7,797,184,357	4.6%
Freeze	$5,143,337,715	3.0%
Wind/Excess Wind	$3,546,363,004	2.1%
Cold Wet Weather	$3,284,833,480	1.9%
Hot Wind	$2,867,328,212	1.7%

Source: EWG, from USDA Risk Management Agency, Cause of Loss Historical Data Files.

** Types of insurance policies; details on the RMA website. Indemnities for GRP/GRIP crops between 1995-2013; indemnities for ARPI, SCO, STAX, MP, HIP, WI crops 2014-2022, indemnities for ECO crops 2021 and 2022.*

In Fresno County, the total amount of indemnities paid from 1995-2022 is 1,244,730,687. The breakdown of indemnities by crop and by cause are described in **Table 15. Fresno County**

Indemnities by Crops (1995-2022) and **Table 16. Fresno County Indemnities by Cause of Loss (1995-2022)**.

Table 15. Fresno County Indemnities by Crops (1995-2022)

Crops	Indemnities Percent from 1995-2022
Other Crops	37.42%
Cotton Ex Long Staple	27.02%
Almonds	17.83%
Grapes	6.59%
Pistachios	6.51%
Tomatoes	4.64%

Source: EWG Farm Subsidy Database || Fresno County, California Crop Insurance Subsidies

Table 16. Fresno County Indemnities by Cause of Loss (1995-2022)

Cause of Loss	Indemnities Percent from 1995-2022
Failure of Irrigation Supply	29.68%
Other Causes	20.37%
Heat	18.67%
Excess Moisture/Precipitation	16.49%
Freeze	8.81%
Cold Wet Weather	5.97%

Source: EWG Farm Subsidy Database || Fresno County, California Crop Insurance Subsidies

LIKELIHOOD OF FUTURE OCCURRENCES

Highly Likely—As long as the hazards discussed in this section continue to be an ongoing concern to the Fresno County planning area, the potential for agricultural losses remains.

CLIMATE CHANGE CONSIDERATIONS

As climate change has progressed, noticeable changes have occurred with the climate and weather patterns across the globe. Weather events have become more numerous and more severe. Changes in weather patterns can have dramatic impacts on the ecosystem, including agriculture systems; more severe impacts can be expected into the future.

AVALANCHE

HAZARD/PROBLEM DESCRIPTION

Avalanches occur when loading of new snow on a slope increases stress at a rate faster than strength develops, and the slope fails. Critical stresses develop more quickly on steeper slopes and where deposition of wind-transported snow is common. Most avalanches occur during and shortly after storms. This hazard generally affects a small number of people, such as snowboarders, skiers, and hikers, who venture into backcountry areas during or after winter storms. Roads and highway closures, damaged structures, and destruction of forests are also a direct result of avalanches. Avalanches typically occur above 8,000 feet and on slopes ranging between 25- and 50-degrees incline. The eastern portion of Fresno County is in the Sierra National Forest in a high alpine environment and has potential for areas above 8,000 on slopes ranging between 25- and 50-degrees incline. When avalanches occur, they can travel as fast as 200 miles per hour and can spontaneously. [2]The combination of steep slopes, abundant snow, weather, snowpack, and an impetus to cause movement creates avalanches. Areas prone to avalanche hazards include hard to access areas deep in the backcountry. Avalanche hazards exist in eastern Fresno County in the Sierras, where combinations of the above criteria occur.

EXTENT

Small - Based on this information, the geographic extent rating for avalanches in Fresno County is limited and only impacts the mountainous area within the eastern part of the county. Occasional death and injury might occur to persons in the backcountry.

PAST OCCURRENCES

Historically, avalanches occur within the County between the months of December and April, following snowstorms. According to the HMPC, there has been some historical avalanche activity involving people, but specific details are unknown.

LIKELIHOOD OF FUTURE OCCURRENCES

Likely—Injuries and loss of life from an avalanche are usually due to people recreating in remote areas during the time of the avalanche. Given the topography and amount of snow falling on an annual basis in eastern Fresno County, avalanches will continue to occur, but damage from avalanches should continue to be limited.

CLIMATE CHANGE CONSIDERATIONS

In the future, the likelihood and nature of avalanches may be affected by climate change. As winter is taking longer to descend, weaker snow accumulates at the very bottom of the snowpack. As more snow piles on top of the weak layer, and temperatures remain warm, the upper, moisture- laden layers

[2] Avalanches, facts and information (nationalgeographic.com)
https://www.nationalgeographic.com/environment/article/avalanches

become vulnerable to sliding and create a delicate situation. More extreme precipitation events that deposit large amounts of snow in a short period of time could also periodically increase the potential for large avalanches.

DAM FAILURE

Dams are manmade structures built for a variety of uses, including flood protection, power generation, agriculture, water supply, and recreation. When dams are constructed for flood protection, they usually are engineered to withstand a flood with a computed risk of occurrence. For example, a dam may be designed to contain a flood at a location on a stream that has a certain probability of occurring in any one year. If prolonged periods of rainfall and flooding occur that exceed the design requirements, that structure may be overtopped and fail. Overtopping is the primary cause of earthen dam failure in the United States.

Dam failures can also result from any one or a combination of the following causes:

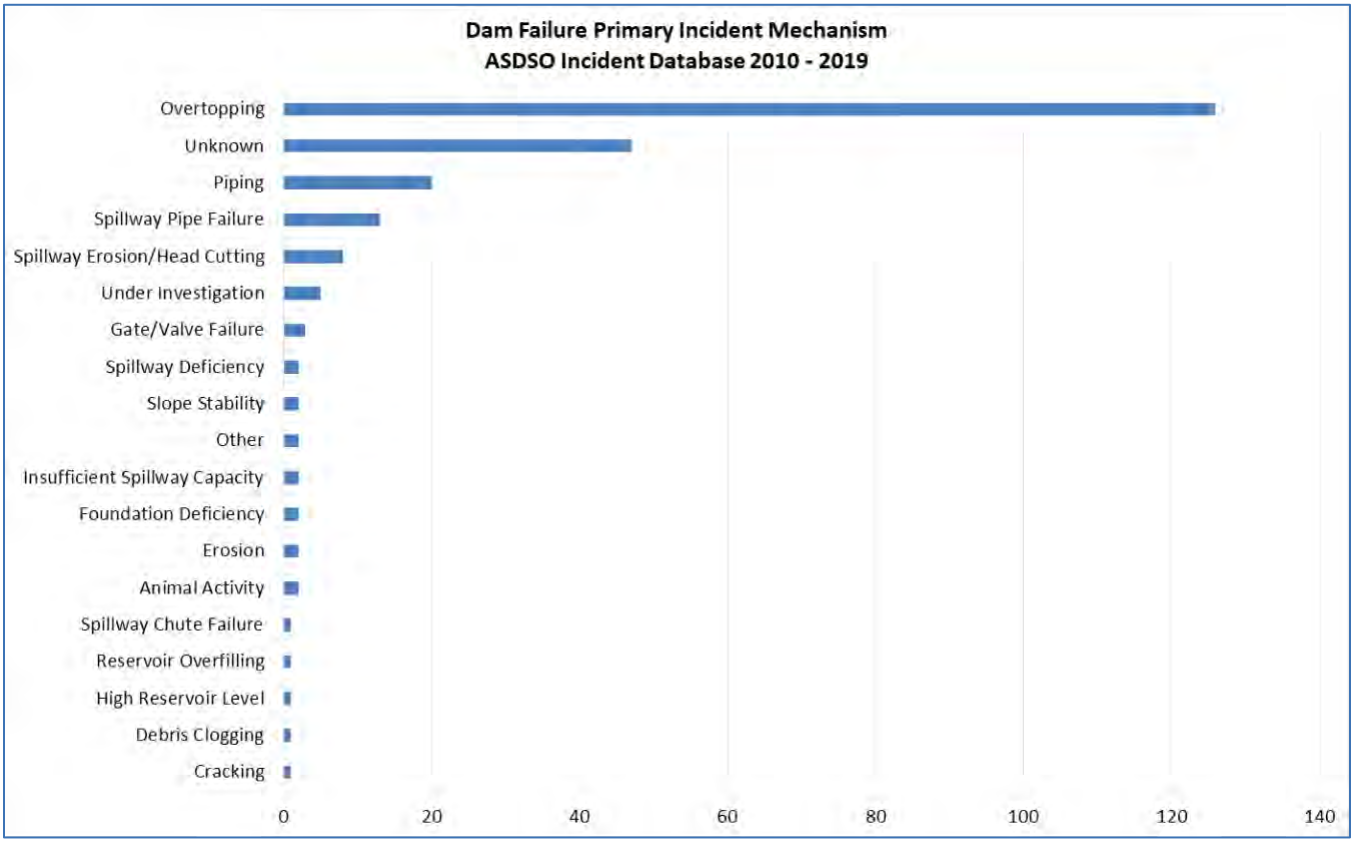
- Earthquake
- Inadequate spillway capacity resulting in excess overtopping flows
- Internal erosion caused by embankment or foundation leakage or piping or rodent activity
- Improper design
- Improper maintenance
- Negligent operation
- Failure of upstream dams on the same waterway

According to the Association of State Dam Safety Officials, the causes of dam failures are most likely due to one of five reasons:

1. **Overtopping**: caused by water spilling over the top of a dam. Overtopping of a dam is often a precursor of a dam failure. These account for approximately 34 percent of all U.S. dam failures.
2. **Foundation Defects**: including settlement and slope instability, cause about 30 percent of all dam failures.
3. **Cracking**: caused by movements like the natural settling of a dam.
4. **Inadequate** maintenance and upkeep.
5. **Piping**: when seepage through a dam is not properly filtered and soil particles continue to progress, and form sink holes in the dam. About 20 percent of U.S. dam failures have been caused by piping.

The percentage of dam failure causes is shown in **Figure 2. Dam Failure Primary Incident Mechanism, ASDSO Incident Database (2010-2019)**, with overtopping accounting for the majority of the incidents and cracking accounting for the least percentage of incidents.

Figure 5. Dam Failure Primary Incident Mechanism, ASDSO Incident Database (2010-2019)



Source: ASDSO Incident Database

Water released by a failed dam generates tremendous energy and can cause a flood that is catastrophic to life and property. A catastrophic dam failure could challenge local response capabilities and require evacuations to save lives. Impacts to life safety will depend on the warning time and the resources available to notify and evacuate the public. Major loss of life could result as well as potentially catastrophic effects to roads, bridges, and homes. Associated water quality and health concerns could also be issues. Factors that influence the potential severity of a full or partial dam failure are the amount of water impounded; the density, type, and value of development and infrastructure located downstream; and the speed of failure. In general, there are three types of dams with different failure characteristics, described below:

- **Concrete arch or hydraulic fill**: A concrete arch or hydraulic fill dam can fail almost instantaneously: the flood wave builds up rapidly to a peak then gradually declines.
- **Earth-rockfill**: earth-rockfill dam fails gradually due to erosion of the breach: a flood wave will build gradually to a peak and then decline until the reservoir is empty.
- **Concrete gravity**: concrete gravity dam can fail instantaneously or gradually with a corresponding buildup and decline of the flood wave.

EXTENT

Extensive - According to the Fresno County Operational Area Master Emergency Services Plan, there are several hundred dams in Fresno County constructed for flood control, irrigation storage, electrical generation, recreation, and stock watering purposes. The National Inventory of Dams identifies 52 dams (see **Table 17. Fresno County and Surrounding Areas Dams)** that are located in or are of significance to Fresno County. Of these dams, 32 are considered high hazard, 4 are significant hazard, and 14 are low hazard. Several are located within Madera County and Kern County; however, they pose a threat to Fresno County based on the topography and hydrological flow characteristics of the area. According to the Fresno County Flood Control District, in a worst-case scenario of a hypothetical failure of a dam or its critical structures, such as spillways or outlet gates, the areas that would be impacted by flooding would including areas eat of the Highway 168, Areas to the west of Highway 99, and any neighborhood or business touching Highway 41. [3]

Table 18. Fresno County Dams details the dams affecting Fresno County. The majority of these dams are in the San Joaquin River or Kings River watersheds in the eastern part of the county. Both incorporated and unincorporated areas are at risk of damage from flooding in the event of a dam failure, however, the City of Fresno, Clovis, Sanger and the eastern unincorporated county are at greater risk. Generally, the areas at risk are large urban and rural areas downstream and below the dams on the valley floor. There have not been any failures of major dams in Fresno County; future failures are more likely to occur with smaller dams, with minimal or no damage potential. Based on this information, the geographic extent rating for dam failure in Fresno County is extensive.

Table 17. Fresno County and Surrounding Areas Dams

Hazard	Dam Name	City	Owner Name	Dam Type	NID Storage (Acre-Feet)
High	Alluvial Drain Detention	Clovis	Fresno Metropolitan Flood Control District	Earth	832.7
High	Balsam Meadow Forebay Main	Big Creek	Southern California Edison Company	Rockfill	1,960
High	Big Creek Dam No.1	Big Creek	Southern California Edison Company	Concrete/Arch, Gravity	89,800
High	Big Creek Dam No.3	Big Creek	Southern California Edison Company	Concrete/Gravity/Rockfill	89,800
High	Big Creek Dam No.6	Big Creek	Southern California Edison Company	Concrete/Arch	1,726

[3] The areas of Fresno at risk of flooding if a dam breaks | YourCentralValley.com | KSEE24 and CBS47 Fresno CA https://www.yourcentralvalley.com/digital-exclusive/the-areas-of-fresno-at-risk-of-flooding-if-a-dam-breaks/

Hazard	Dam Name	City	Owner Name	Dam Type	NID Storage (Acre-Feet)
High	Big Creek Dam No.7	Auberry	Southern California Edison Company	Concrete/Gravity	35,000
High	Big Dry Creek	Clovis	Fresno Metropolitan Flood Control District	Earth	30,200
High	Courtright	Balch Camp	Pacific Gas and Electric Company	Rockfill	134,342
High	Crane Valley	North Fork	Pacific Gas and Electric Company		45,410
High	Fancher Creek	Clovis	Fresno Metropolitan Flood Control District	Earth	9,600
High	Fancher Creek Detention	Fresno	Fresno Metropolitan Flood Control District	Earth	1,891
High	Florence Lake	Mono Hot Springs	Southern California Edison Company	Concrete/Multi Arch	68,000
High	Fresh Water Pond**	Old River	CalMat	Earth	46
High	Friant	Fresno	U.S. Bureau of Reclamation	Concrete, Gravity	520,500
High	Friant Dike 3	Fresno	U.S. Bureau of Reclamation	Earth	555,500
High	Friant Millerton Road Embarkment A	Fresno	U.S. Bureau of Reclamation	Earth	555,500
High	Giffen Reservoir	Fresno	Harris Farms Inc	Earth	900
High	Hume Lake	Barton's Resort	USDA Forest Service	Concrete	0
High	Little Panoche Detention	Oro Loma	U.S. Bureau of Reclamation	Earth	13,240
High	Mammoth Pool*	Big Creek	Southern California	Earth	122,175

Hazard	Dam Name	City	Owner Name	Dam Type	NID Storage (Acre-Feet)
			Edison Company		
High	Manzanita Diversion	North Fork	Pacific Gas and Electric Company	Concrete/Arch	168
High	Pine Flat Dam	Sanger	USACE-Sacramento District	Gravity	1,091,700
High	Red Bank	Clovis	Fresno Metropolitan Flood Control District	Earth	1,100
High	Redbank Creek Detention Basin	Fresno	Fresno Metropolitan Flood Control District	Earth	940
High	Sand Creek	Orosi	Tulare Co Resources Management Agency	Earth	1,050
High	Sequoia Lake		YMCA Inc	Earth	1,370
High	Shaver Dike	Shaver Lake	Southern California Edison Company	Concrete/Arch/Gravity	135,568
High	Shaver Lake	Shaver Lake	Southern California Edison Company	Concrete/Earth	135,568
High	Silt Pond	Coalinga	Granite Construction	Earth	25
High	Vermillion Valley	Mono Hot Springs	Southern California Edison Company	Earth	140,000
High	Wishon Main	Wishon Village	Pacific Gas and Electric Company	Rockfill	133,600
High	Mendota Diversion*	Firebaugh	Central Calif Irrigation District	Buttress	3,000
Significant	Balch Afterbay	Balch Camp	Pacific Gas and Electric Company	Concrete/Arch	325
Significant	Blach Diversion	Balch Camp	Pacific Gas and Electric Company	Concrete/Arch	1,295
Significant	Big Creek Dam No.5	Big Creek	Southern California	Concrete/Arch	74

Hazard	Dam Name	City	Owner Name	Dam Type	NID Storage (Acre-Feet)
			Edison Company		
Significant	Wishon Auxiliary No.1	Wishon Village	Pacific Gas and Electric Company	Concrete/Gravity	133,600
Low	Balsam Meadow Forebay Dike	Big Creek	Southern California Edison Company	Earth	1,960
Low	Bear Creek Diversion	Mono Hot Springs	Southern California Edison Company	Concrete/Arch	103
Low	Big Creek Dam No.3a	Big Creek	Southern California Edison Company	Concrete/Gravity/Rockfill	89,800
Low	Big Creek Dam No.4	Big Creek	Southern California Edison Company	Concrete/Arch	100
Low	Chilkoot*	Bass Lake	Pacific Gas and Electric Company	Rockfill	308
Low	Kerckhoff	Friant	Pacific Gas and Electric Company	Concrete/Arch	4,252
Low	Lemoore Div Weir		Lemoore Canal and Irrigation Company	Buttress	50
Low	Mono Creek Diversion	Mono Hot Springs	Southern California Edison Company	Concrete/Arch	45
Low	Mud	San Joaquin	James Irrigation District	Earth	304
Low	Portal Forebay Dike	Mono Hot Springs	Southern California Edison Company	Earth	390
Low	Portal Forebay Main	Mono Hot Springs	Southern California Edison Company	Earth/Rockfill	390
Low	Reynolds Weir	None	Laguna Irrigation District	Buttress	260

Hazard	Dam Name	City	Owner Name	Dam Type	NID Storage (Acre-Feet)
Low	San Joaquin No.3 Forebay*	North Fork	Pacific Gas and Electric Company	Earth	20
Low	Stinson Weir		Stinson Canal and Irrigation Company	Buttress	50
Low	Wishon Forebay*	Friant	Pacific Gas and Electric Company	Earth	69

Source: 2024; National Inventory of Dams Note: 1 acre-foot=326,000 gallons

Hazard: H=High, S=Significant, L=Low

**Madera County*

***Kern County*

Table 18. Fresno County Dams

Dam No.[4]	Dam Number		Owner Name	Dam Height	Reservoir Capacity	Certified Status	Condition Assessment	County
National ID No.	Lat.	Long.	Owner Type	Crest Type	Dam Type	Downstream Hazard	Reservoir Restrictions	Year Built
1017-5	**Alluvial Drain Detention**		Fresno Metropolitan Flood Control District	12	833	Certified	Satisfactory	Fresno
CA01358	36.86	-119.67	Park, sanitation, utility, or water district	134	ERTH	High	No	1994
95-2	**Balch Afterbay**		Pacific Gas and Electric Company	139	1,295	Certified	Satisfactory	Fresno
CA00336	36.91	-119.09	Private company, corporation, LLC, partnership	235	CORA	High	No	1928
104-42	**Balsam Meadow**		Southern California Edison	127	2,040	Certified	Satisfactory	Fresno
CA01283	37.16	-119.25	Private company, corporation, LLC, partnership	1,325	ROCK	High	No	1986
104-0	**Bear Creek Diversion**		Southern California Edison	55	103	Certified	Satisfactory	Fresno
CA00428	37.34	-118.98	Private company, corporation, LLC, partnership	241	CORA	Low	No	1927

[4] DAMS WITHIN JURISDICTION OF THE STATE OF CALIFORNIA DAMS LISTED ALPHABETICALLY BY COUNTY SEPTEMBER 2022 https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/All-Programs/Division-of-Safety-of-Dams/Files/Publications/Dams-Within-Jurisdiction-of-the-State-of-California-Listed-Alphabetically-by-County-September-2022.pdf

Dam No.[4]	Dam Number		Owner Name	Dam Height	Reservoir Capacity	Certified Status	Condition Assessment	County
National ID No.	Lat.	Long.	Owner Type	Crest Type	Dam Type	Downstream Hazard	Reservoir Restrictions	Year Built
104-4	**Big Creek No.4**		Southern California Edison	75	100	Certified	Satisfactory	Fresno
CA00430	37.2	-119.24	Private company, corporation, LLC, partnership	220	CORA	Low	No	1913
104-5	**Big Creek No.5**		Southern California Edison	58	42	Certified	Satisfactory	Fresno
CA00431	37.2	-119.31	Private company, corporation, LLC, partnership	153	CORA	Significant	No	1921
104-6	**Big Creek No.6**		Southern California Edison	140	993	Certified	Satisfactory	Fresno
CA00432	37.21	-119.33	Private company, corporation, LLC, partnership	485	CORA	Low	No	1923
104-22	**Big Creek No.7**		Southern California Edison	223	35,000	Certified	Satisfactory	Fresno
CA00440	37.15	-119.45	Private company, corporation, LLC, partnership	893	GRAV	Extremely High	No	1951
1017-2	**Big Dry Creek**		Fresno Metropolitan Flood Control District	50	30,200	Certified	Satisfactory	Fresno
CA0175	36.89	-119.66	Park, sanitation, utility, or water district	25,300	ERTH	Extremely High	No	1948

Dam No.[4]	Dam Number		Owner Name	Dam Height	Reservoir Capacity	Certified Status	Condition Assessment	County
National ID No.	Lat.	Long.	Owner Type	Crest Type	Dam Type	Downstream Hazard	Reservoir Restrictions	Year Built
97-119	**Courtright**		Pacific Gas and Electric Company	315	123,300	Certified	Satisfactory	Fresno
CA00412	37.08	-118.97	Private company, corporation, LLC, partnership	862	ROCK	High	No	1958
1017-4	**Fancher Creek**		Fresno Metropolitan Flood Control District	46	9,600	Certified	Satisfactory	Fresno
CA01327	36.85	-119.54	Park, sanitation, utility, or water district	15,312	ERTH	Extremely High	No	1991
1017-6	**Fancher Creek Detention**		Fresno Metropolitan Flood Control District	16	1,891	Certified	Satisfactory	Fresno
CA01497	36.76	-119.61	Park, sanitation, utility, or water district	2,860	ERTH	Extremely High	No	2006
104-9	**Florence Lake**		Southern California Edison	149	64,406	Certified	Satisfactory	Fresno
CA00433	37.27	-118.97	Private company, corporation, LLC, partnership	3,106	MULA	Extremely High	No	1926
699-0	**Giffen Reservoir**		Harris Farms, Inc	29	900	Certified	Satisfactory	Fresno
CA00711	36.8	-119.44	Private company, corporation, LLC, partnership	1,250	ERTH	High	No	1971

Dam No.[4]	Dam Number		Owner Name	Dam Height	Reservoir Capacity	Certified Status	Condition Assessment	County
National ID No.	Lat.	Long.	Owner Type	Crest Type	Dam Type	Downstream Hazard	Reservoir Restrictions	Year Built
104-10	**Huntington Lake 1**		Southern California Edison	170	88,834	Certified	Satisfactory	Fresno
CA00434	37.23	-119.24	Private company, corporation, LLC, partnership	1,310	GRAV	Extremely High	No	1917
104-25	**Mammoth Pond**		Southern California Edison	406	123,000	Certified	Satisfactory	Fresno
CA00443	37.32	-119.32	Private company, corporation, LLC, partnership	820	ERTH	Extremely High	No	1960
1053-0	**Mendota Diversion**		Central California Irrigation District	23	3,000	Certified	Satisfactory	Fresno
CA00886	36.79	-120.37	Park, sanitation, utility, or water district	485	FLBT	Significant	No	1917
104-12	**Mono Creek Diversion**		Southern California Edison	50	45	Certified	Satisfactory	Fresno
CA00436	37.36	-119	Private company, corporation, LLC, partnership	112	CORA	Low	No	1927
1085-0	**Mud**		James Irrigation District	14	304	Certified	Satisfactory	Fresno
CA00913	36.56	-120.17	Park, sanitation, utility, or water district	127	ERTH	Low	No	1919
104-24	**Portal Powerhouse Forebay**		Southern California Edison	65	325	Certified	Satisfactory	Fresno

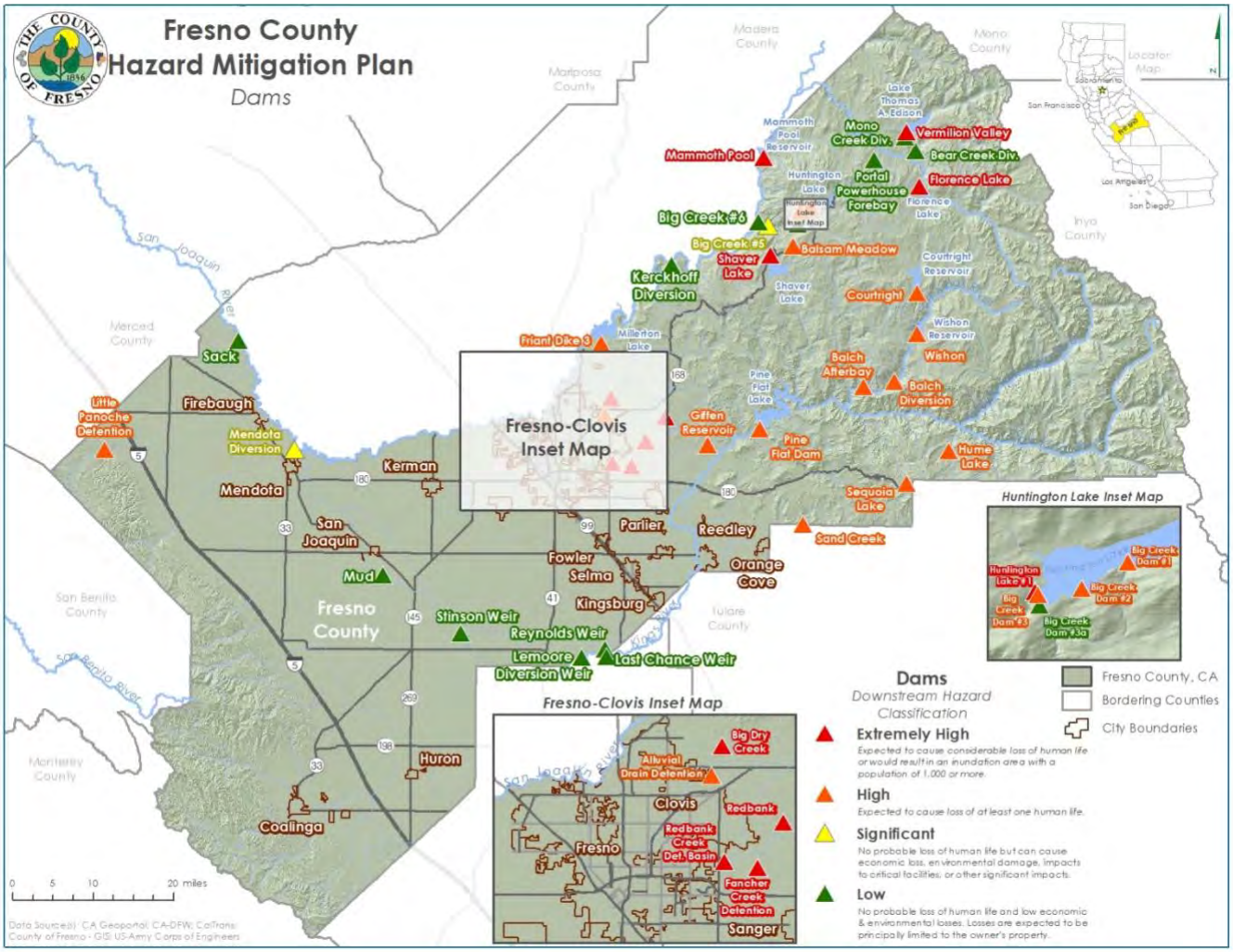
Dam No.[4]	Dam Number		Owner Name	Dam Height	Reservoir Capacity	Certified Status	Condition Assessment	County
National ID No.	Lat.	Long.	Owner Type	Crest Type	Dam Type	Downstream Hazard	Reservoir Restrictions	Year Built
CA00442	37.32	-119.07	Private company, corporation, LLC, partnership	792	ERTH	Low	No	1955
1017-0	**Redbank**		Fresno Metropolitan Flood Control District	33	1,100	Certified	Satisfactory	Fresno
CA00837	36.81	-119.58	Park, sanitation, utility, or water district	1,450	ERTH	Extremely High	No	1962
1017-3	**Redbank Creek Detention Basin**		Fresno Metropolitan Flood Control District	17	940	Certified	Satisfactory	Fresno
CA-1331	36.77	-119.66	Park, sanitation, utility, or water district	6,619	ERTH	Extremely High	No	1990
80-0	**Reynolds Weir**		Laguna Irrigation District	13	260	Certified	Satisfactory	Fresno
CA00302	36.43	-119.67	Park, sanitation, utility, or water district	130	FLBT	Low	No	1928
693-0	**Sequoia Lake**		Y.M.C.A., Inc.	51	1,370	Certified	Satisfactory	Fresno
CA00709	36.73	-119	Private company, corporation, LLC, partnership	225	ERRK	High	No	1888
104-18	**Shaver Lake**		Southern California Edison	180	135,283	Certified	Satisfactory	Fresno
CA00437	37.15	-119.3	Private company, corporati	2,169	GRAV	Extremely High	No	1927

Dam No.[4]	Dam Number		Owner Name	Dam Height	Reservoir Capacity	Certified Status	Condition Assessment	County
National ID No.	Lat.	Long.	Owner Type	Crest Type	Dam Type	Downstream Hazard	Reservoir Restrictions	Year Built
			on, LLC, partnership					
696-0	**Stinson Weir**		Stinson Canal and Irrigation Company	14	50	Certified	Satisfactory	Fresno
CA00710	36.46	-119.99	Private company, corporation, LLC, partnership	256	FLBT	Low	No	1910
104-23	**Vermillion Valley**		Southern California Edison	167	125,000	Certified	Satisfactory	Fresno
CA00441	37.37	-119	Private company, corporation, LLC< partnership	4,234	ERTH	Extremely High	No	1954
97-118	**Wishon**		Pacific Gas and Electric Company	265	118,000	Certified	Satisfactory	Fresno
CA00411	37.01	-118.97	Private company, corporation, LLC, partnership	3,328	ROCK	High	No	1958

Source: California Department of Water Sources, Division of Safety of Dams, Dams within Jurisdiction of the State of California, September 2022

Both unincorporated and incorporated areas of the County are identified on dam failure inundation maps included in the County's dam failure evacuation plan. The inundation areas for each of the dams are generally downstream and include large rural and urban areas on the valley floor below the dams. Adjacent jurisdictions could also be affected by a dam failure in Fresno County. These include, depending on the dam involved, the Counties of Tulare, Kings, Madera, and Merced. **Figure 3. Fresno County Dams by Hazard Classification** illustrates the locations of identified dams of concern within Fresno County. **Figure 4. Fresno County Dams by Capacity** shows a map of dams in Fresno County and their hazard class, while **Figure 5. Water Routes and Dams that Impact Fresno County** shows the water routes and the dams that impact Fresno County.

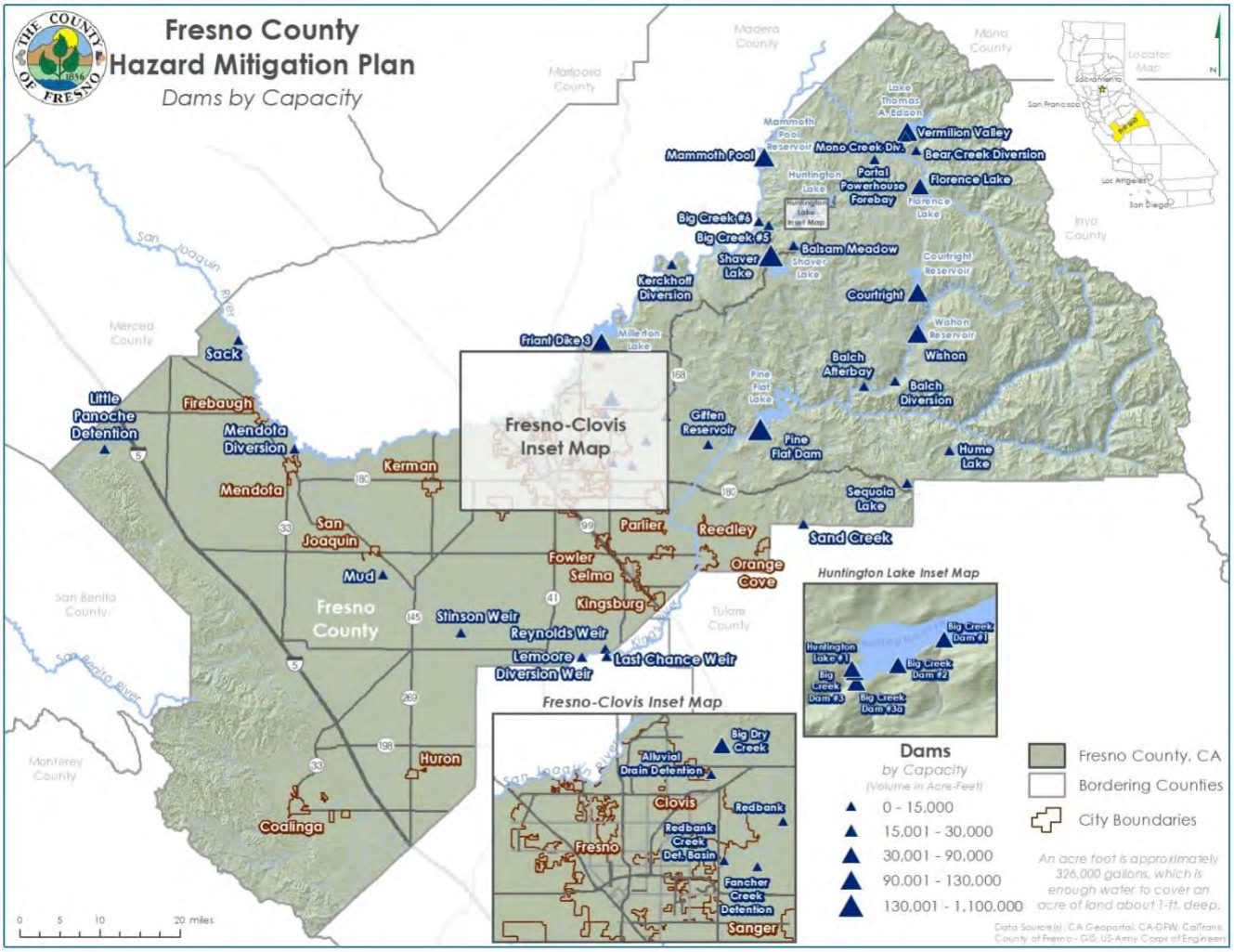
Figure 6. Fresno County Dams by Hazard Classification



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS; US Army Corps of Engineers

***Note**: California identifies 4 dam hazard classifications, while the NID identifies 3 dam hazard classifications.*

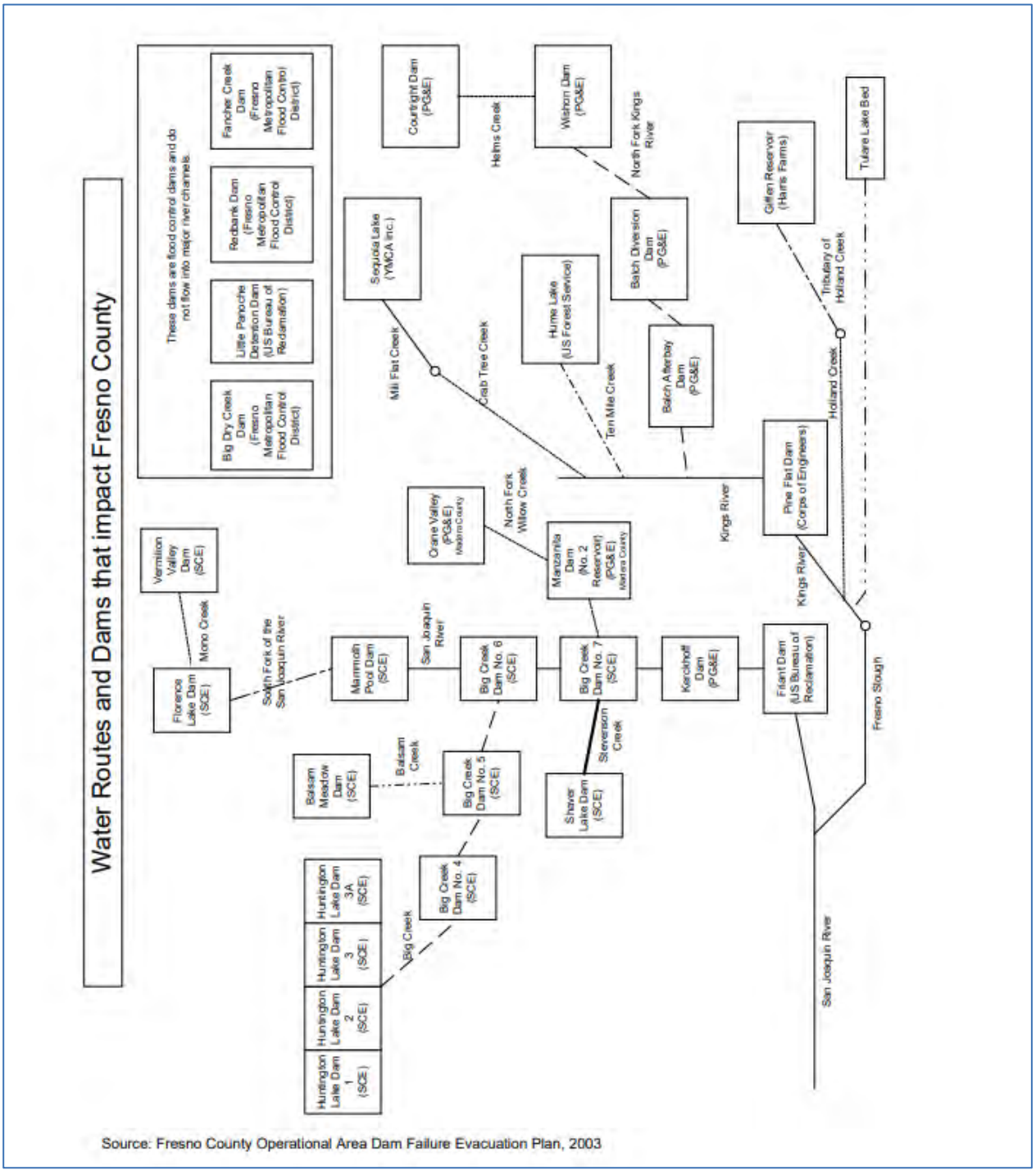
Figure 7. Fresno County Dams by Capacity



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS; US Army Corps of Engineers

Figure 8. Water Routes and Dams that Impact Fresno County

Source: Fresno County Operational Area Dam Failure Evacuation Plan, 2003



Source: Fresno County Operational Area Dam Failure Evacuation Plan, 2003

PAST OCCURRENCES

According to the National Performance of Dams Program at Stanford University, there have been 32 dam incidents based on the list of dams that impact Fresno County in **Table 19. Fresno County Previous Dam Incidents**. Two of the incidents were Uncontrolled Release of Reservoir (URR) which is an incident that involves damage to a dam and is an uncontrolled release. A few of the previous dam incidents were due to penstock leaks and ruptures, sinkholes, embarkment instability, earthquakes, inflow flooding, piping, unknown causes, or the cause was not documented. The incidents impacting Fresno County dates to January 1, 1916, to October 27, 2021. Based on past occurrences, there has been a dam incident about every 3 years. The majority of the incidents were dam types such as concrete, rockfill, and gravity. The dams with multiple incidents include Big Creek Dam 3a, 4, 5, and 6, Crane Valley, Florence Lake, Mammoth Pool, and Mud Lake. More information on dam incidents is described in the table below.

Table 19. Fresno County Previous Dam Incidents

Dam Name	Incident Date	Incident Type	Dam Type	Uncontrolled Release of Reservoir (URR)
Balch Diversion	6/8/1998	Earthquake	Arch	No
Bear Creek Diversion	8/6/2003	Penstock Rupture	Unknown	No
Big Creek Dam 5	10/27/2021	Unknown	Concrete	Unknown
Big Creek Dam No. 3a	6/8/1998	Earthquake	Gravity	No
Big Creek Dam No. 3a	6/14/1996	Penstock Rupture	Gravity	No
Big Creek Dam No. 4	6/14/1996	Unknown	Concrete	No
Big Creek Dam No. 4	1/5/2010	Unknown	Concrete; Arch	No
Big Creek Dam No. 4	6/8/1998	Earthquake	Concrete; Arch	No
Big Creek Dam No. 5	6/8/1998	Earthquake	Concrete; Arch	No
Big Creek Dam No. 5	3/10/1995	Unknown	Concrete; Arch	No
Big Creek Dam No. 6	1/3/1997	Unknown	Concrete	No
Big Creek Dam No. 6	1/2/1997	Unknown	Concrete	No
Big Creek Dam No. 6	6/8/1998	Earthquake	Concrete; Gravity	No
Big Creek Dam No. 7	6/8/1998	Earthquake	Gravity	No
Courtright	6/8/1998	Earthquake	Rockfill	No
Crane Valley	3/13/2012	Sinkhole	Rockfill	No
Crane Valley	12/17/2009	Unknown	Rockfill	No
Crane Valley	6/8/1998	Earthquake	Rockfill	No
Crane Valley	3/22/2011	Embankment Instability	Unknown	No
Florence Lake	5/12/2011	Unknown	Concrete	No
Florence Lake	5/15/1999	Not Known	Concrete	No
Florence Lake	6/8/1998	Earthquake	Concrete	No
Mammoth Pool	2/16/2016	Sinkhole	Rockfill	No

Dam Name	Incident Date	Incident Type	Dam Type	Uncontrolled Release of Reservoir (URR)
Mammoth Pool	6/8/1998	Earthquake	Rockfill	No
Mendota Diversion	1/1/1916	Piping	Unknown	Unknown
Mono Creek Diversion	6/8/1998	Earthquake	Concrete; Arch	No
Mud Lake	1/1/1982	Not Known	Rockfill	Yes
Mud Lake	1/1/1932	Inflow Flood - Hydrologic Event	Rockfill	Yes
Portal Forebay Dike	5/15/1999	Earthquake	Rockfill	No
San Joaquin No. 3 Forebay	12/17/2016	Penstock Leak	Unknown	No
Shaver Lake	6/8/1998	Earthquake	Gravity	No
Wishon Auxiliary No. 1	6/8/1998	Earthquake	Rockfill	No

Source: Stanford, NPDP Dam Incident Database

According to the Fresno County Operational Area Master Emergency Services Plan, there were 14 dam failures in Fresno County between 1976 and 1983, but all were earthen dams on private property. None of the County's 23 major dams were involved. The failures were due to inadequate rodent and vegetation control, unauthorized and inadequate construction, and failure to consult an engineer. The main impacts from these failures were silting of downstream waters, properties, and dams; flooded or undermined roadways; and eroded embankments. Main losses were flooding of a residence and construction lumber washed downstream. In 1986, Friant Dam experienced a small, uncontrolled release. The lock on the drum gate opened, releasing 3,000 cubic feet per second. No major flooding resulted. One incident that was not captured in the NPDP Dam Incident Database was the Friant Dam incident that occurred on January 3, 1997. Stormwater breached the Friant Dam sending a historic 59,000 cubic feet of water a second cascading down the San Joaquin River, laying waste to the bridge a few hundred feet downstream from the dam. [5]

- **4/02/2018**: At the Auberry Lumber Mill, the dam's spillway pipes became obstructed by overgrown vegetation, leading to water overtopping the structure. This overtopping resulted in erosion of the dam's downstream slope, a situation that had the potential to escalate to a dam failure. Fortunately, this event did not necessitate any evacuations, nor did it result in any reported damages.

Dam failures can occur very quickly depending on the severity of the event and what caused the failure to occur. Additionally, planned releases of dam can occur in order to mitigate flood risk from heavy rain events. For example, The Oroville Dam released billions of gallons of water in February 2024 to reduce flood risk from several recent atmospheric river events that produced heavy rain in California. This was

[5] In 1997, California was devastated by historic floods (sfgate.com) https://www.sfgate.com/bayarea/article/1997-historic-floods-devastated-california-17697232.php

an effort to protect downstream communities from flood risk. [6] Planned releases can occur over several hours or days depending on how much water is being released.

LIKELIHOOD OF FUTURE OCCURRENCES

Possible—The County remains at risk of dam failures from numerous dams under a variety of ownership and control and of varying ages and conditions. Given the high number of dams in the County and the history of past dam failures, the potential exists for future dam failures in the Fresno County planning area. Nonetheless, it should be noted that there have not been any failures of major dams in the County. Uncontrolled or controlled release flooding below dams due to excessive rain or runoff are more likely to occur than failures.

CLIMATE CHANGE CONSIDERATIONS

The potential for climate change to affect the likelihood of dam failure is not fully understood at this point in time. With a potential for more extreme precipitation events as a result of climate change, this could result in large inflows to reservoirs. However, this could be offset by generally lower reservoir levels if storage water resources become more limited or stretched in the future due to climate change, drought and/or population growth.

[6] California Reservoir 'Spectacular' Release of Billions of Gallons of Water (newsweek.com) https://www.newsweek.com/california-reservoir-spectacular-release-billions-gallons-water-1866518

DROUGHT

HAZARD/PROBLEM DESCRIPTION

Drought is a gradual phenomenon. Although droughts are sometimes characterized as emergencies, they differ from typical emergency events. Most natural disasters, such as floods or forest fires, occur relatively rapidly and afford little time for preparing for disaster response. Droughts occur slowly, over a multi-year period, and it is often not obvious or easy to quantify when a drought begins and ends.

Drought is a complex issue involving many factors—it occurs when a normal amount of moisture is not available to satisfy an area's usual water-consuming activities. Drought can often be defined regionally based on its effects:

- **Meteorological drought** is defined by a period of substantially diminished precipitation duration and/or intensity. The commonly used definition of meteorological drought is an interval of time, generally in the order of months or years, during which the actual moisture supply at a given place consistently falls below the climatically appropriate moisture supply.
- **Agricultural drought** occurs when there is inadequate soil moisture to meet the needs of a particular crop at a particular time. Agricultural drought usually occurs after or during meteorological drought, but before hydrological drought and can affect livestock and other dry-land agricultural operations.
- **Hydrological drought** refers to deficiencies in surface and subsurface water supplies. It is measured as stream flow, snowpack, and as lake, reservoir, and groundwater levels. There is usually a delay between lack of rain or snow and less measurable water in streams, lakes, and reservoirs. Therefore, hydrological measurements tend to lag behind other drought indicators.
- **Socio-economic drought** occurs when physical water shortages start to affect the health, well-being, and quality of life of the people, or when the drought starts to affect the supply and demand of an economic product.

One dry year does not normally constitute a drought in California. California's extensive system of water supply infrastructure—its reservoirs, groundwater basins, and inter- regional conveyance facilities—mitigates the effect of short-term dry periods for most water users. Defining when a drought begins is a function of drought impacts to water users. Hydrologic conditions constituting a drought for water users in one location may not constitute a drought for water users elsewhere, or for water users having a different water supply. Individual water suppliers may use criteria such as rainfall/runoff, amount of water in storage, or expected supply from a water wholesaler to define their water supply conditions.

The drought issue in California is further compounded by water-rights. Water is a commodity possessed under a variety of legal doctrines. The prioritization of water rights between farming and federally protected fish habitats in California is part of this issue.

Drought impacts are wide-reaching and may be economic, environmental, and/or societal. The most significant impacts associated with drought in the planning area are those related to water intensive activities such as agriculture, wildfire protection, municipal usage, commerce, tourism, recreation, and wildlife preservation. Also, during a drought, allocations go down, which results in reduced water availability. Voluntary water conservation measures are typically implemented during extended droughts. A reduction of electric power generation and water quality deterioration are also potential

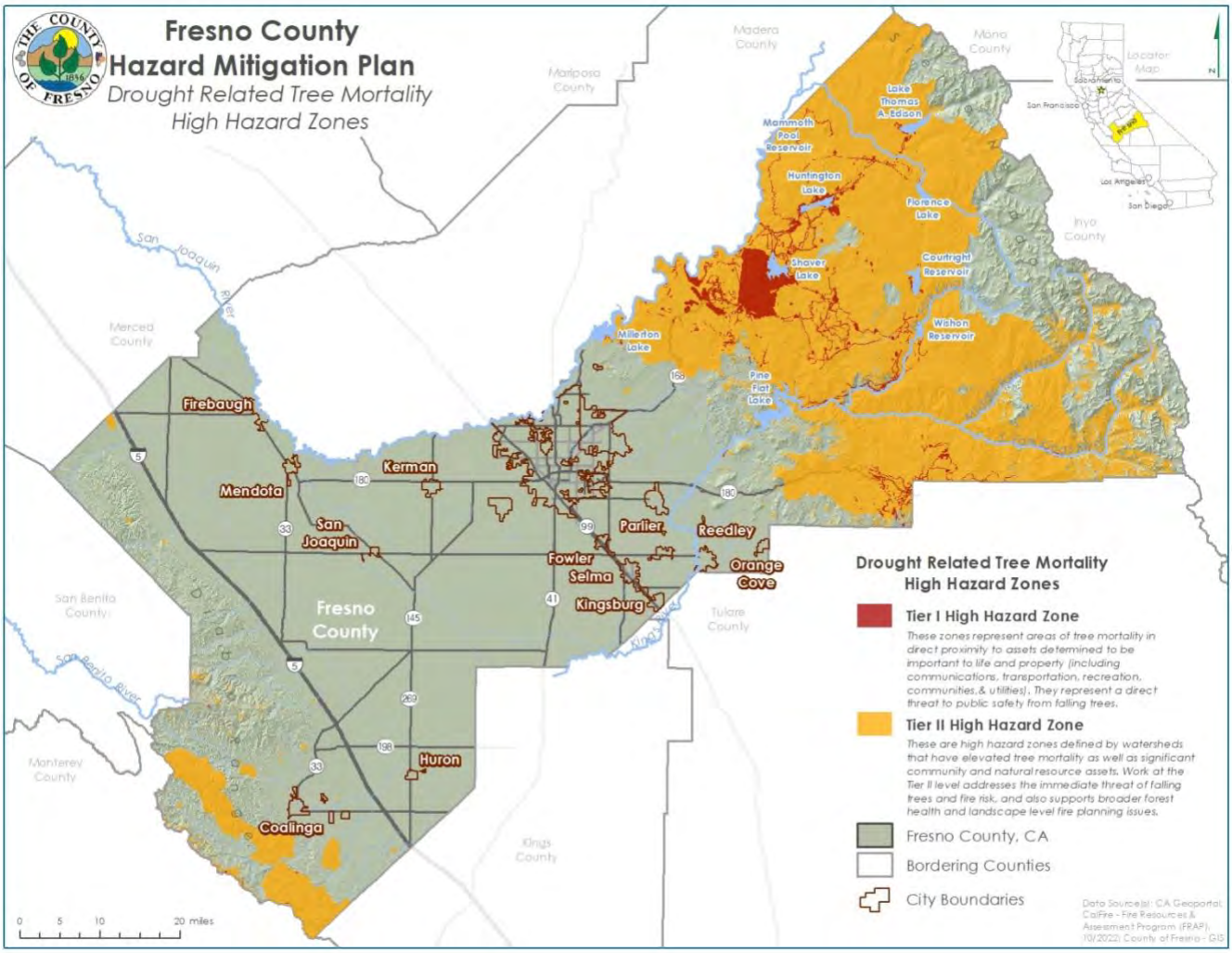
problems. Drought conditions can also cause soil to compact which reduces its ability to absorb water, potentially making an area more susceptible to flooding.

TREE MORTALITY

The HMPC identified tree mortality as an additional drought impact of significance to Fresno County during the 2018 update. In recent years, due to the multi-year drought throughout the planning area and state-wide, a vast number of trees have been (and continue to be) impacted within Fresno County foothill and mountain communities and beyond. Standing dead trees could fall and pose a risk to people, buildings, power lines, roads, and other infrastructure. In addition, drought-impacted trees become susceptible to diseases and insect infestations (bark beetle) further adding to the risk of tree mortality and related potential impacts.

The location, extent, and probability of occurrence for tree mortality can be viewed as sub-set to the drought hazard. Those areas of the natural environment susceptible to drought comprise a larger area, since tree mortality is related to other sub-factors specific to the species impacted such as tree age and soil composition**. Figure 6. Fresno County Drought Related Tree Mortality High Hazard Zones** shows the extent of the impact of drought and tree mortality in Fresno County. The Tier 1 High Hazard Zones (as indicated in red) depict areas where tree mortality directly coincides with critical infrastructure.

Figure 9. Fresno County Drought Related Tree Mortality High Hazard Zones



Source: CA Geoportal; CalFire – Fire Resources & Assessment Program (FRAP), 10/2022; County of Fresno - GIS

EXTENT

Given the historical occurrence of severe drought impacts throughout Fresno County and across the state, the HMPC understands that drought will continue to pose a high degree of risk to the entire planning area, potentially impacting crops, livestock, water resources, the natural environment at large, buildings and infrastructure (from land subsidence), and local economies. While drought affects the entire planning area equally, the potential impacts may be variable and specific to each jurisdiction, depending on contextual factors such as the degree of assets and activities historically impacted by drought within each jurisdiction, such as the agricultural and parks and tourism industries.

Figure 7. U.S. Drought Monitor: California (January 23, 2024) and **Figure 8. U.S. Drought Monitor: California (January 23, 2018)** below provide a "snapshot in time" of the drought conditions in California in January 2024 and January 2018 when the plan was last updated. The snapshots selected are instrumental in depicting both the historic and potential change in drought's geographic range and severity in Fresno County. Compared to 2018, drought conditions across California state have significantly improved due to the increased precipitation in early 2023. The majority of the state experienced no drought conditions while some small areas in northern and southern California experienced abnormally dry conditions. These two figures alone show the duality of drought conditions over the span of a couple of years.

The magnitude or intensity of drought is measured by the U.S. Drought Monitor (USDM) through maps that are updated weekly to show the location and intensity of drought across the country. The USDM identifies areas in drought and labels them by intensity using four categories of drought, D1 (the least intense) to D4 (the most intense). It also describes areas with no drought and uses the D0 category to indicate abnormally dry areas that could be entering or recovering from drought, **Table 20. U.S. Drought Monitor Drought Categories**.

Table 20. U.S. Drought Monitor Drought Categories

Category	Description
None (Gray)	Normal or wet conditions
D0 (Light Yellow)	Abnormally Dry
D1 (Light Orange)	Moderate Drought
D2 (Orange)	Severe Drought
D3 (Red)	Extreme Drought
D4 (Maroon)	Exceptional Drought

Source: U.S. Drought Monitor

Other drought indices have been developed by the National Oceanic and Atmospheric Administration (NOAA) to measure impacts and severity of meteorological and hydrological drought and to map their extent and locations.

- **The Crop Moisture Index**: measures the short-term drought weekly to assess impacts on agriculture.
- **The Palmer Z Index**: measures the short-term drought on a monthly scale.
- **The Palmer Drought Severity Index**: is based on long-term weather patterns. The intensity of drought in each month is dependent on current weather plus the cumulative patterns of previous months.
- **The Palmer Hydrological Drought Index**: quantifies hydrological effects (reservoir levels, groundwater levels, etc.) which take longer to develop and last longer. This index responds more slowly to changing conditions than the Palmer Drought Index.
- **The Standardized Precipitation Index**: only considers precipitation.

To ensure that the State of California can maintain safe, clean, and reliable water service, Cal Water follows a set of drought severity stages to determine the level of water conservation and assess potential water-use restrictions described in **Table 21. California Drought Severity Stages**.

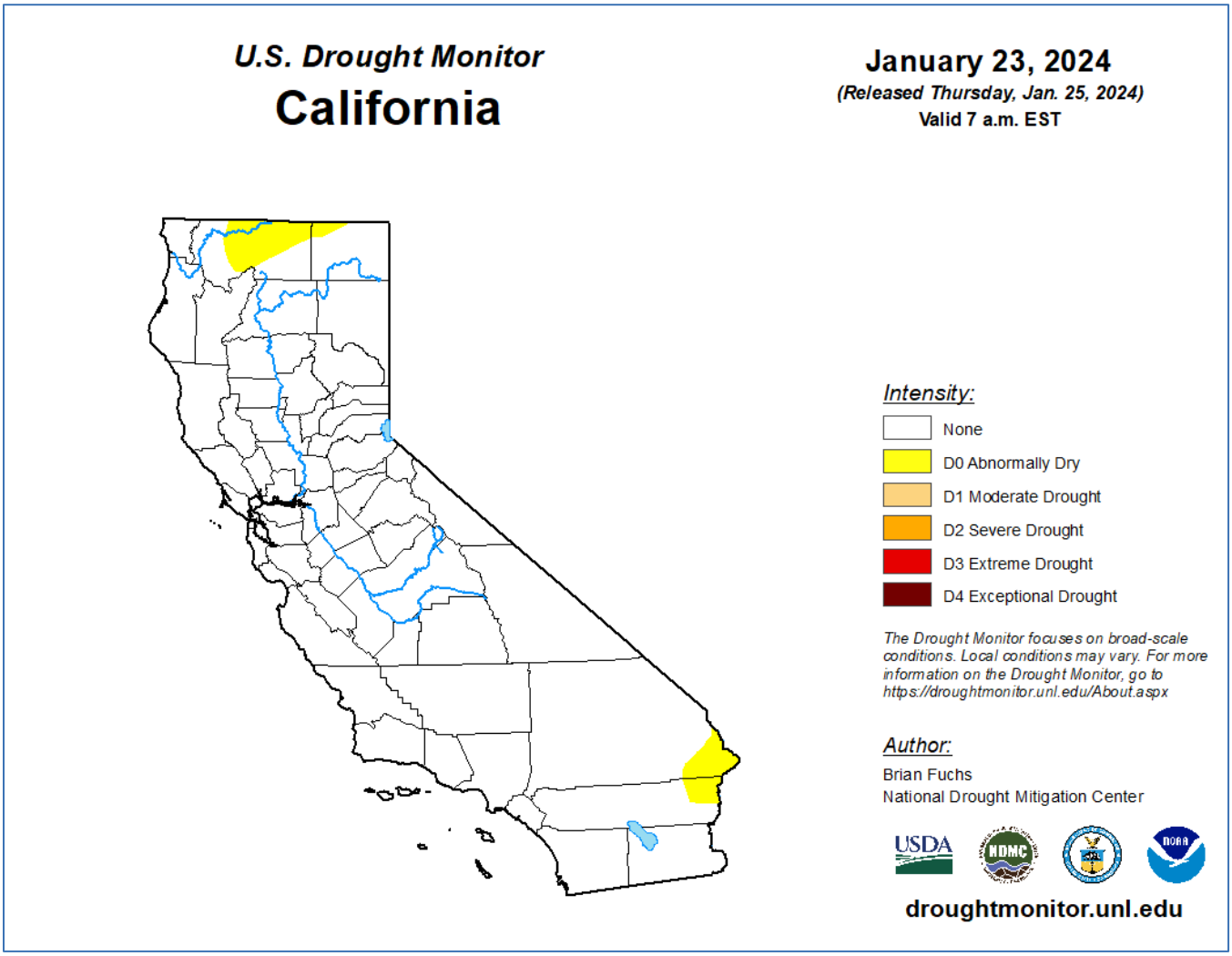
Table 21. California Drought Severity Stages

Stage	Description
1	• We implement policies and guidelines for reducing water usage by 10 percent. • Residential and business customers are subject to water-use restrictions • Outdoor irrigation is subject to limited times • Leak repairs must be made in a timely manner • Shut-off nozzles are required when using a hose to wash a car • Outdoor watering is prohibited within 48 hours of rain
2	• We implement policies and guidelines for reducing water usage by 20 percent • Residential and business customers are subject to additional water-use restrictions • Outdoor irrigation by residential and business customers is limited further to 1-3 days per week, depending on local ordinance • Use of non-recirculating systems in all new conveyer car wash and commercial laundry systems are prohibited • Use of single pass cooling systems in new connections is prohibited
3	• We implement policies and guidelines for reducing water usage by 30 percent • Residential and business customers are subject to additional water-use restrictions • Water usage for construction and dust control is prohibited • Irrigation of ornamental turf on public street medians is prohibited • Filling ornamental lakes or ponds is prohibited
4	• We implement policies and guidelines for reducing water usage by 40 percent • Residential and business customers are subject to additional water-use restrictions • Vehicle washing is prohibited, except with recirculated water or low-volume systems • Use of water for recreational purposes, such as water parks, is prohibited • Filling swimming pools is prohibited
5	• We implement policies and guidelines for reducing water usage by 50 percent • Residential and business customers are subject to additional water-use restrictions • Net zero demand increase is required on new water service connections • Single pass cooling systems are prohibited

Stage	Description
	• Swimming pool covers are required
6	• We implement policies and guidelines for reducing water usage by more than 50 percent • Residential and business customers are subject to additional water-use restrictions • All landscape irrigation is prohibited • New water service connections are prohibited

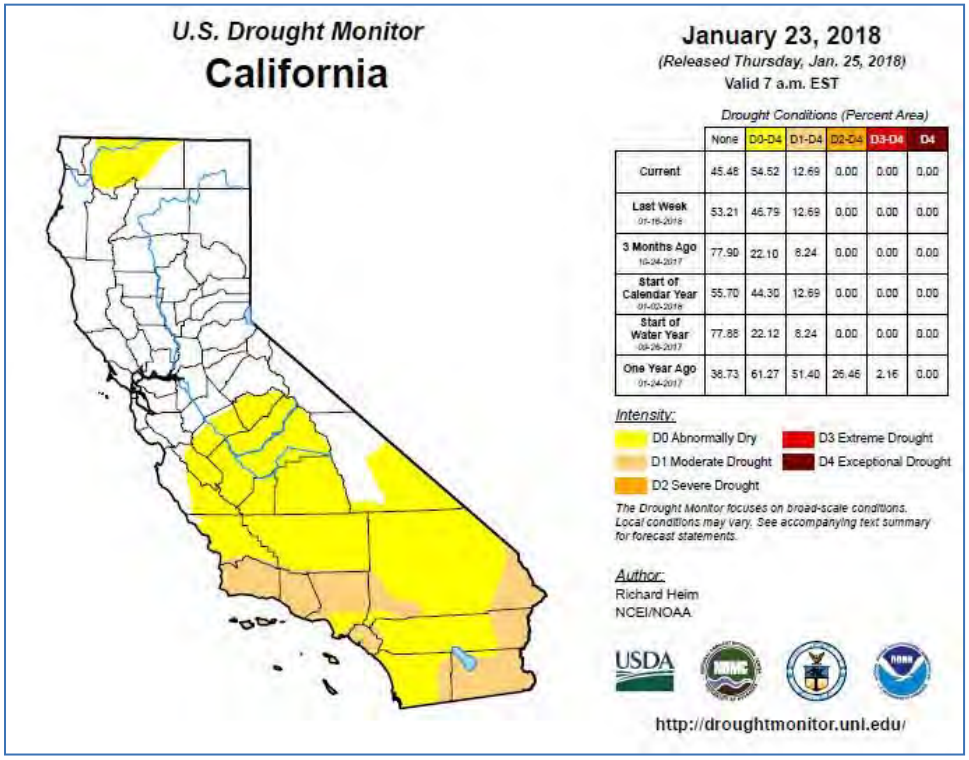
Source: California Water Service: https://www.calwater.com/help/drought-faqs/what-are-the-stages-of-drought/

Figure 10. U.S. Drought Monitor: California (January 23, 2024)



Source: U.S. Drought Monitor

Figure 11. U.S. Drought Monitor: California (January 23, 2018)



Source: U.S. Drought Monitor

TREE MORTALITY EXTENT

Extensive - The US Forest Service (USFS), Pacific Southwest Region, State and Private Forestry staff conduct annual aerial surveys throughout forested areas of California to detect tree mortality and tree damage (i.e., defoliation or branch flagging). The survey found approximately 39.6 million acres were surveyed during the 2022 flight season and 36.3 million dead trees. The majority of the trees killed were fir, followed by ponderosa pine, and Douglas fir. The elevated levels of tree mortality can be attributed to the ongoing drought period (2020-2023) and bark and engrave beetle attacks.[7]

The California/Shasta red fir, white fir, and grand fir mortality was attributed to fir engraver beetle increased in 2022. Approximately 28.1 million dead fir trees were recorded across 1.9 million acres, compared to approximately 6.1 million dead fir trees across 780,000 acres recorded in 2021. The central Sierra Nevada Region experienced the tree mortality that was most severe and widespread.

Within Fresno County, there are several national parks and forests. In fact, the Sequoia and Sierra forests have increased tree mortality in 2022 compared to 2021. **Table 22. Tree Mortality by National Forest** shows the National Forests and acres with mortality and estimated number of dead trees by Forest (2022).

[7] 2022 Aerial Survey Results: California (usda.gov) https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd1099786.pdf

- **Sequoia**: Mortality increased from an estimated 380,000 dead trees across 64,000 acres in 2021 to approximately 410,000 dead trees across 75,000 acres in 2022. Most of the mortality was light in severity except for moderate levels of mortality along southern Hume Lake District
  - California red fir mortality decreased from approximately 230,000 dead trees across 34,000 acres in 2021 to ~200,000 dead trees across 35,000 acres in 2022.
  - White fir mortality increased from approximately 100,000 dead trees across 17,000 acres in 2021 to ~110,000 dead trees across 19,000 acres in 2022.
- **Sierra**: Mortality increased from an estimated 860,000 dead across 91,000 acres in 2021 to approximately 1.7 million dead trees across 180,000 acres in 2022
  - California red fir mortality increased from approximately 790,000 dead trees across 75,000 acres in 2021 to ~1.5 million dead trees across 150,000 acres in 2022.
  - White fir mortality increased from approximately 13,000 dead trees across 5,500 acres in 2021 to ~130,000 dead trees across 26,000 acres in 2022.

Table 22. Tree Mortality by National Forest

National Forest	Acres	Dead Trees
Angeles National Forest	1,100	10,000
Cleveland National Forest	1,500	8,000
Eldorado National Forest	91,000	1,300,000
Humboldt-Toiyabe National Forest*	50,000	750,000
Inyo National Forest*	78,000	880,000
Klamath National Forest*	140,000	1,800,000
Lake Tahoe Basin Management Unit	58,000	1,400,000
Lassen National Forest	170,000	1,900,000
Los Padres National Forest	12,000	59,000
Mendocino National Forest	40,000	550,000
Modoc National Forest	180,000	2,200,000
Plumas National Forest	110,000	1,600,000
San Bernardino National Forest	3,900	13,000
Sequoia National Forest	75,000	410,000
Shasta-Trinity National Forest	290,000	4,400,000
Sierra National Forest	180,000	1,700,000
Six Rivers National Forest	24,000	150,000
Stanislaus National Forest	140,000	2,600,000
Tahoe National Forest	260,000	5,000,000

The numbers of acres and trees throughout this report have been rounded as appropriate.

**include acreage outside of California but within the National Forest Boundary.*

The Tree Mortality Task Force mapping effort (see previous map) identifies Tier 1 and Tier 2 risk zones to fully capture the extent of tree mortality risk to populations, buildings, infrastructure, and natural

resources. Tier 1 are those areas that directly coincide with critical infrastructure, and which pose a direct threat to people and assets operating in these areas. Tier 2 are areas defined by watersheds and which have a significant degree of tree mortality coinciding with significant community and natural resource assets. [8]

Based on the mapping as well as input from the LHMPC, the extent of the Tree Mortality Tier I and II Hazard Areas in Fresno County comprises over 25 percent of the planning area and therefore covers an extensive area in Fresno County.

PAST OCCURRENCES

Historically, California has experienced multiple severe droughts. According to the DWR, droughts exceeding three years are relatively rare in Northern California, and the region is the geographic source of much of the state's developed water supply. According to the "Water Year 2023: Weather Whiplash, From Drought to Deluge" from the California Department of Water Resources, California Natural Resources Agency, stated in their report that 2023 demonstrated dramatic extremes of California's climate. At the beginning of the year, California had the three driest years on record that prompted the Governor to issue a proclamation of a state of emergency for Fresno County described in the table below. The storms from 2023 have provided relief from the water shortages of the prior drought years due to atmospheric rivers, tropical storms, and hurricane events.

The 1929-1934 drought established the criteria commonly used in designing storage capacity and yield of large Northern California reservoirs. **Table 23. Severity of Extreme Droughts in the Sacramento and San Joaquin Valleys** below compares the 1929-34 drought in the Sacramento and San Joaquin Valleys to drought periods in 1976-77, and 1987-92, 2012-17, and 2020-2023. The driest single year of California's measured hydrologic record was 2022.[9]

Table 23. Severity of Extreme Droughts in the Sacramento and San Joaquin Valleys

Drought Period	Sacramento Valley Runoff		San Joaquin Valley Runoff	
	(maf*/yr)	(% Average 1901-96)	(maf*/yr)	(% Average 1906-96)
1929-34	9.8	55	3.3	57
1976-77	6.6	37	1.5	26
1987-92	10.0	56	2.8	47
2012-17	N/A	43	N/A	N/A
2020-23	N/A	N/A	N/A	N/A

Source: California Department of Water Resources, www.water.ca.gov/

**Million acre-feet*

The HMPC identified the following droughts as having significant impacts on the planning area:

[8] CAL FIRE

[9] 2022 Is California's Record Driest Year, So Far, NOAA Says | Weather.com https://weather.com/news/climate/news/2022-07-11-june-record-driest-noaa-climate-report

- **1928-1934**: This seven-year drought predated the construction of many of the water projects in California including the Federal Central Valley Project and State Water Project. Because the 1928-34 drought constituted the first major drought on record in California, it served as the basis for early reservoir operations planning and the development of shortage criteria for water supply contracts.
- **1976**: A federal disaster declaration was declared because of a drought affecting Fresno County and much of California.
- **1987-1992**: Fresno County also suffered adverse effects resulting from this statewide drought.
- **2002**: Abnormally dry to moderate drought conditions lingering from 2001 into 2002 reduced rangeland grasses and feed for cattle. Losses to rangeland and loss of feed were estimated at $2.5 million. An estimated 850,000 acres were affected in both the east and west side of the valley. A USDA disaster declaration on November 22 made low interest loans available to family-size operations.
- **2008**: Drought impacted Fresno County of most of the Central valley, resulting in significant crop damage. In addition, the drought not only impacted agriculture, but the economy of the planning area in general, where small towns were especially hard hit, including job loss and the need for food-supply assistance provided by the state.
- **2012-2017**: Drought produced severe impacts to water wells throughout the planning area, with a high number of wells running dry. Land subsidence due to increased groundwater pumping also occurred in areas of the San Joaquin Valley including Fresno County. Crop damage was widespread as well. Water allotments were drastically reduced in many towns and water agencies, with extremely high costs for procuring water. In addition, job loss occurred with many families requiring food supply assistance, and water supply assistance provided to homeowners with dry wells. According to a report released by UC Davis Center for Watershed Sciences, the 2014 California drought cost the state's agriculture industry about $1 billion in lost revenue, with a total statewide economic cost of the drought calculated to be $2.2 billion. The 2014 drought, the report says, is responsible for the greatest water loss ever seen in California agriculture - about one third less than normal. The report calls the groundwater situation in California "a slow-moving train wreck." Spring snowpack at Donner Summit reached record low levels in 2014, exceeded in 2015 by a remarkable April 1 snow- water-equivalent value of only 5 percent of average. Decreased precipitation since contributed to near-record low levels in the Shasta Reservoir. The ongoing drought has contributed to declines in Fresno County crop values, based on information from an article in the Fresno Bee. Fresno County's overall gross value fell 2.2 percent to $6.4 billion in 2013, and with the reduction lost its status as the number one agricultural county in California. The Fresno County Agricultural Commissioner noted the drought -- one of the worst in state history -- has pinched the production of several west side field crops including cotton, corn silage and barley. The field crop category fell by 42 percent [10]
- **2020-2023**: The three-year drought is the most recent drought period. The state ranked driest on record for much of 2022, including driest ever January-March, January-May, and January-October. Drought conditions started on February 11, 2020, and ended October 10, 2023. Overall, the state experienced 76 percent of its average precipitation in 2022. The beginning of 2022 was the direst January through April based on records dating back to 1895 and received only 25 percent of the average statewide precipitation. In addition to a lack of precipitation, a persistent heat dome settled over California in early September that was long-lasting and intense, setting numerous daily and

[10] California - State Climate Summaries 2022 (ncics.org) https://statesummaries.ncics.org/ca/

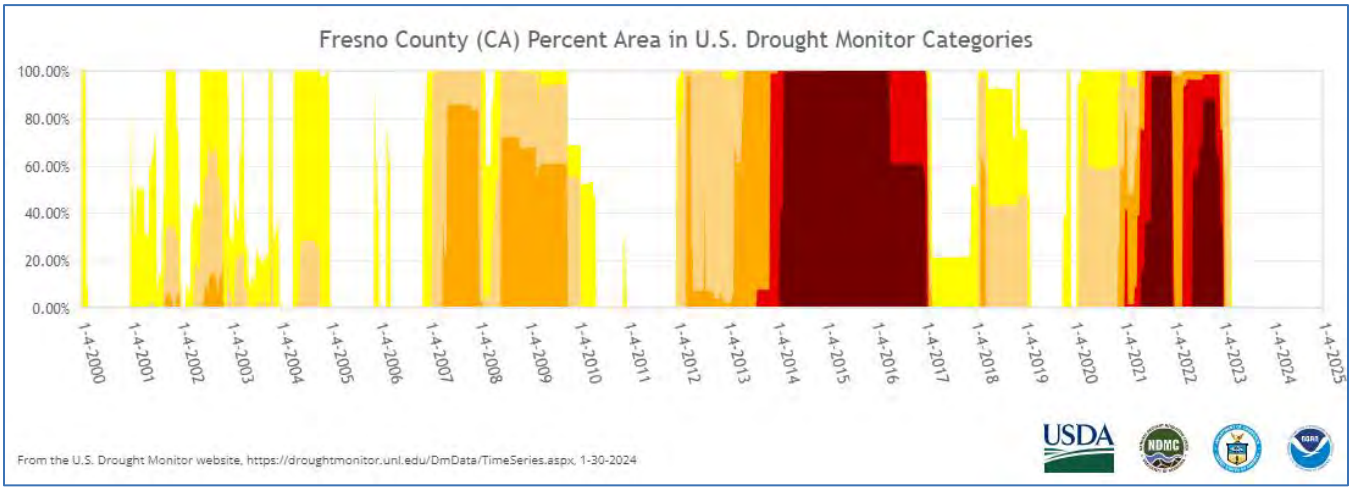
nightly high temperatures records. The majority of California did not receive any precipitation for a record-breaking 212 days. This drought period was the hottest and driest since at least 1895. [11]

LIKELIHOOD OF DROUGHT OCCURRENCES

Possible —Historical drought data for the Fresno County planning area and the Central Valley region indicate there have been six significant droughts and 26 years of were classified as a drought year in the last 96 years. This equates to a 27 percent chance of a drought in any given year. Based on this data, droughts will likely affect the planning area.

Using the data from the U.S. Drought Monitor from 2000-2024, Fresno County has experienced moderate (D1) to exceptional drought (D4) about 77 percent of the time, up from 60 percent from the last plan update. The U.S. Drought Monitor produces weekly reports and of the 1251 weekly reports that had been produced, when the data was pulled in on January 30th, 2024, 958 weekly reports indicated that Fresno County experienced some level of drought. **Figure 9. Fresno County Percent Area in U.S. Drought Monitor Categories (2000-2023)** depicts a drought time series from January 2000 to January 2024 for Fresno County.

Figure 12. Fresno County Percent Area in U.S. Drought Monitor Categories (2000-2023)



Source: U.S. Drought Monitor

LIKELIHOOD OF TREE MORTALITY OCCURRENCE

Highly Likely - Based on historical data in lack of precipitation and increased temperatures, it is a certainty that tree mortality resulting from drought and insect infestation will continue in the future, though the degree to which it occurs depends on future rainfall levels and other factors. Some of the current challenges include how to eradicate the bark beetle, dead tree removal strategies, how to utilize the wood once it is removed, and how to restore the forests to a sustainable ecosystem. [12]

[11] Statewide Rankings | Climate at a Glance | National Centers for Environmental Information (NCEI) (noaa.gov) https://www.ncei.noaa.gov/access/monitoring/climate-at-a-glance/statewide/rankings/4/pcp/202209

[12] http://frap.fire.ca.gov/projects/projects_drought

CLIMATE CHANGE CONSIDERATIONS

In California, rising temperatures are projected to increase the average lowest elevation at which snow falls, reducing water storage in the snowpack, particularly at those lower mountain elevations which are now on the margins of reliable snowpack accumulation. This is especially concerning as mountain snowpack provides as much as a third of California's water supply by accumulating snow during wet winters. Higher spring temperatures will also result in earlier melting of the snowpack. The shift in snow melt to earlier in the season is critical for California's water supply because flood control rules require that water be allowed to flow downstream, and that water cannot be stored in reservoirs for use in the dry season. It is projected that by the end of the century, California's Sierra Nevada snowpack is projected to experience a 48 to 65 percent loss from the historical April 1 average and will have a significant decrease in snowpack impacting water supply and crop production.

WATERSHED AND ECOSYSTEMS

Climate change will likely adversely impact the ability of watersheds and ecosystems to deliver important ecosystem services such as clean water, fertile soil for crop production, and flood control. There is a broad range of climate change impacts that affect water resources in California which can be seen in **Table 24. Summary of Climate Change Impacts on Water Resources.** These changes may limit the natural capacity of healthy forests to capture water and regulate stream flows.

Table 24. Summary of Climate Change Impacts on Water Resources

Resource	Type of Impact	Description
Sea Level	Direct	Sea level is rising and will likely impact coastal areas
Soil Moisture	Direct	Prolonged dry seasons can lead to decreases in soil moisture; drier vegetation
Vegetation	Indirect	Longer and more intense fire season with increased extent of area burned
Stream Conditions	Direct	Increases in water temperature; potential effects on fish
Snowpack	Indirect	Increases in temperature will lead to decreases in snowpack
Runoff	Direct	Warmer temperatures are likely to lead to a shift in peak runoff from spring to winter and a likely decrease in summer baseflow
Hydropower	Indirect	Decreased summer flows resulting from earlier snowmelt and a shift in peak runoff could affect hydropower generation during summer months
Precipitation	Direct	Warmer winter temperatures will result in a greater percentage of precipitation falling as rain rather than as snow
Groundwater	Indirect	Reduction in snowpack and extended periods of drought are likely to increase dependency on groundwater

Source : http://frap.fire.ca.gov/data/assessment2010/pdfs/3.1water.pdf p. 140

SNOWFALL AND SNOWPACK

In the southern portion of the Sierra Nevada, temperatures are generally cooler, and more precipitation falls as snow than the central and northern portions of the range due to higher elevations. However, average annual precipitation decreases gradually moving southward because of the position of the jetstream in northern California and the Pacific Northwest during winter. In general, precipitation varies greatly in the Sierra Nevada region with historical annual precipitation ranging from 50 to 200 percent of average. Weather phenomena such as the El Nino Southern Oscillation, contribute to these variabilities.

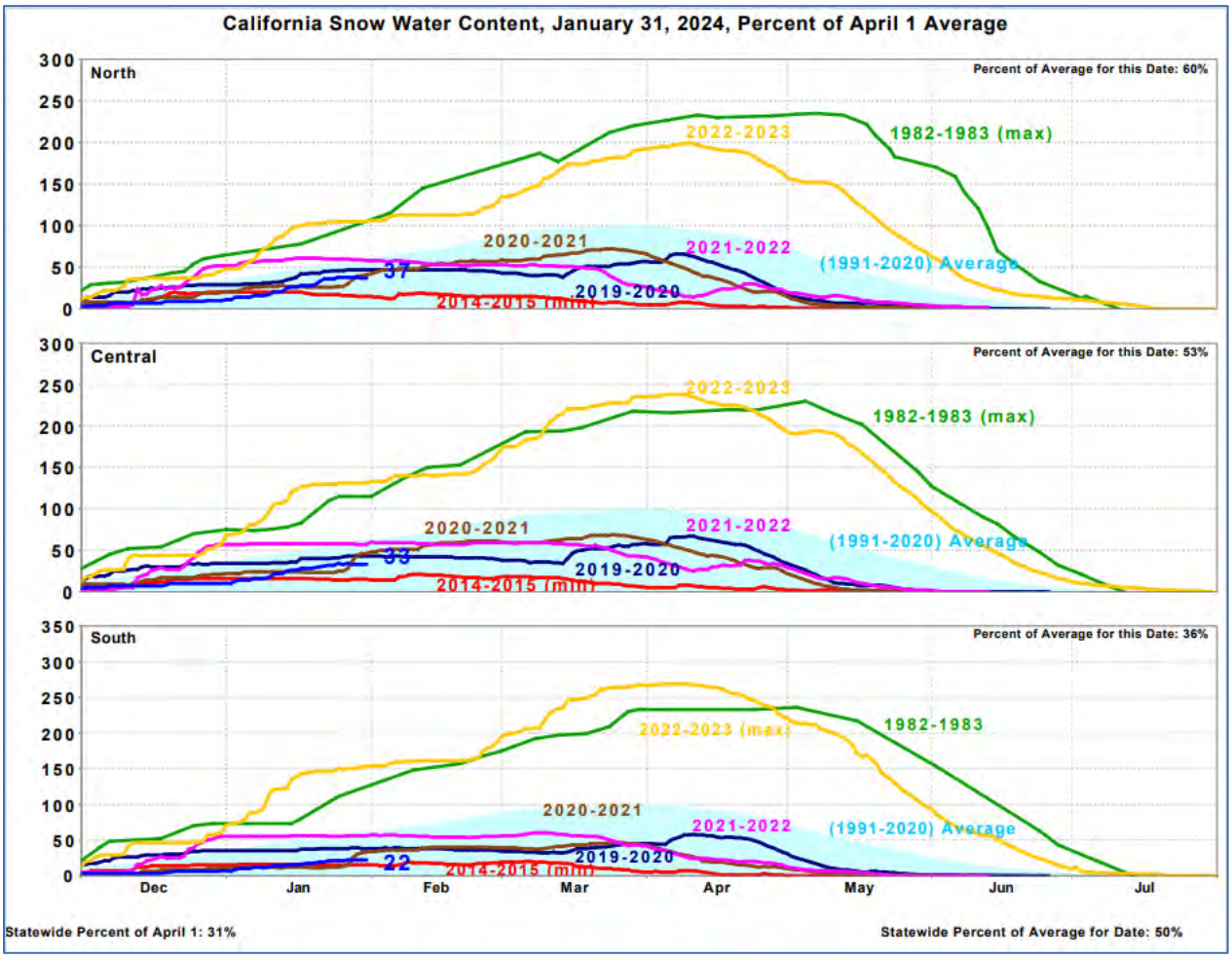
Increased winter temperatures have resulted in more precipitation falling as rain rather than snow and reduced snowpack in my parts of the Sierra Nevada. Reduce snowpack and earlier snowmelt have led to earlier timing of streamflow in the region. According to the Fourth California Climate Assessment report, by 2050 the average water supply from snowpack is projected to decline to two-thirds from historical levels. If emission reductions do not occur, water from snowpack could fall to less than one-third of historical levels by 2100 which will have significant impacts on California's water management system. However, during the 2022 water year the State of California experienced record-breaking precipitation with one of the largest snowpack years on record. The 2022 water year alleviated drought conditions however brought flooding concerns across the state, including in Fresno County. [13]

As such, Fresno County potentially has less capacity to address future drought (and wildfire) risk related to climate change due to projected temperature increases and shortages in water. About 85 percent of Californians depend on groundwater for some portion of their water supply. In fact, in some basins, groundwater withdrawal exceeds the amount is replenished long-term. [14] Groundwater overdraft in some agricultural regions averages about 2 million acre-feet annually, where the impacts of drought include decreased availability of water for agriculture and environmental uses. In forested and other vegetated areas, prolonged drought decreases the moisture content of forest fuels and increases the risk of high severity wildfires.

California is the single most productive agricultural state with Fresno County and the San Joaquin Valley being a key factor to such productivity. The agricultural industry relies heavily on reservoir water supplied by snowmelt and rainfall runoff. Yearly variations in snowpack depths have implications for water availability as snowmelt from the winter snowpack feeds a network of reservoirs. California snowpack over the past several years is described in the figure below. The 2022-2023 season was one of the highest snowpack levels since the 1982-1983 season.

[13] https://water.ca.gov/News/News-Releases/2023/April-23/Snow-Survey-April-2023
[14] https://www.ppic.org/publication/groundwater-in-california/

Figure 13. California Snow Water Content Percent of April 1 Average (January 31, 2024)



Source: California Department of Water Resources, Historical Snowpack Comparison

As such, the HMPC understands that high degree of risk posed by drought will be exacerbated by greater climate variation in the future, which, in this case, means greater variation and uncertainty regarding the availability of water supplies which are already under tremendous stress. The HMPC will continue to explore solutions for mitigating the drought hazard by accessing the best available data and resources on climate change and its relationship to drought.

EARTHQUAKE

HAZARD/PROBLEM DESCRIPTION

An earthquake occurs when two blocks of the earth suddenly slip past one another creating a vibration through the release of energy in the earth's crust. The vibrations that are generated are called "seismic waves". The surface where they slip is called the fault or fault plane. Earthquakes can result in ground shaking, soil liquefaction, landslides, fissures, avalanches, fires, and tsunamis. Additionally, earthquakes can cause buildings to collapse and cause heavy items to fall, resulting in injuries and property damage. They happen anywhere and at any time.

A fault is a fracture or zone of fractures between two blocks of rock. Faults allow blocks to move relative to each other. The movement may occur rapidly, in the form of an earthquake – may occur slowly, in the form of creep. There are major faults which include Normal, Reverse, Strike-Slip, and Oblique Slip Faults. Fresno County has major active or potentially active faults, including the Ortigalita Fault in the Panoche Valley and the Nunez Fault northwest of Coalinga. The Clovis Fault is a concealed fault near Clovis but is not considered to be active currently. Active faults zones outside of the county include the San Andreas Fault to the west and the Sierra Nevada Fault Zone to the east. Both of these faults present seismic ground shaking hazard throughout the county. [15]

SEISMIC HAZARDS

Earthquakes can cause structural damage, injury, and loss of life, as well as damage to infrastructure networks, such as water, power, gas, communication, and transportation. The degree of damage depends on many interrelated factors. Among these are the magnitude, focal depth, distance from the causative fault, source mechanism, duration of shaking, high rock accelerations, type of surface deposits or bedrock, degree of consolidation of surface deposits, presence of high groundwater, topography, and the design, type, and quality of building construction. The following analysis of seismic hazards from the Fresno County General Plan Background Report (2023) discusses some of these factors in more detail.

Ground Shaking

When movement occurs along a fault, the energy generated is released as waves, which cause ground shaking. Ground shaking intensity varies with the magnitude of the earthquake, the distance from the epicenter, and the type of rock or sediment through which the seismic waves move. The geological characteristics of an area thus can be a greater hazard than its distance to the earthquake epicenter.

Although most of Fresno County is situated within an area of relatively low seismic activity, the faults and fault systems that lie along the eastern and western boundaries of Fresno County, as well as other regional faults, have the potential to produce high-magnitude earthquakes throughout the County. A high-magnitude earthquake on one of these faults could cause moderate intensity ground shaking in Fresno County. The valley portion of Fresno County is located on alluvial deposits, which tend to experience greater ground shaking intensities than areas located on hard rock. Therefore, structures in the valley areas would tend to suffer greater damage from ground shaking than those located in the foothill and mountain areas.

Seismic Structural Safety

[15] Fresno County General Plan Background Report (2023)

Older buildings constructed before building codes were established, and even newer buildings constructed before earthquake-resistance provisions were included in the codes, are the most likely to be damaged during an earthquake. Buildings one or two stories high of wood-frame construction are considered to be the most structurally resistant to earthquake damage. Older masonry buildings without seismic reinforcement (unreinforced masonry) are the most susceptible to the type of structural failure that causes injury or death.

The susceptibility of a structure to damage from ground shaking is also related to the underlying foundation material. A foundation of rock or very firm material can intensify short-period motions, which affects low-rise buildings more than tall, flexible ones. A deep layer of water-logged soft alluvium can cushion low-rise buildings, but it can also accentuate the motion in tall buildings. The amplified motion resulting from softer alluvial soils can also severely damage older masonry buildings.

Other potentially dangerous conditions include, but are not limited to, building architectural features that are not firmly anchored, such as parapets and cornices; roadways, including column and pile bents and abutments for bridges and overcrossings; and above-ground storage tanks and their mounting devices. Such features could be damaged or destroyed during strong or sustained ground shaking.

LIQUEFACTION POTENTIAL

Liquefaction is a process whereby soil is temporarily transformed to a fluid form during intense and prolonged ground shaking. Areas most prone to liquefaction are those that are water saturated (e.g., where the water table is less than 30 feet below the surface) and consist of relatively uniform sands that are loose to medium density. In addition to necessary soil conditions, the ground acceleration and duration of the earthquake must be of sufficient energy to induce liquefaction. Scientific studies have shown that the ground acceleration must approach 0.3g before liquefaction occurs in a sandy soil with relative densities typical of the San Joaquin alluvial deposits.

Liquefaction during major earthquakes has caused severe damage to structures on level ground because of settling, titling, or floating. Such damage occurred in San Francisco on bay-filled areas during the 1989 Loma Prieta earthquake, even though the epicenter was several miles away. If liquefaction occurs in or under a sloping soil mass, the entire mass may flow toward a lower elevation. Also, of particular concern in terms of developed and newly developing areas are fill areas that have been poorly compacted.

No specific countywide assessments to identify liquefaction hazards have been performed. Areas where groundwater is less than 30 feet below the surface are primarily in the valley. However, soil types in the area are not conducive to liquefaction, because they are either too coarse or too high in clay content. Areas subject to 0.3g acceleration or greater are in a small section of the Sierra Nevada along the Fresno-Inyo border and along the Coast Range foothills in western Fresno County. However, the depth to groundwater in such areas is greater than in the valley, which would minimize liquefaction potential as well. Detailed geotechnical engineering investigations would be necessary to evaluate liquefaction potential more accurately in specific areas and to identify and map the areal extent of locations subject to liquefaction.

SETTLEMENT

Settlement can occur in poorly consolidated soils during ground shaking. During settlement, the soil materials are physically rearranged by the shaking to result in a less stable alignment of the individual minerals. Settlement of sufficient magnitude to cause significant structural damage is normally

associated with rapidly deposited alluvial soils or improperly founded or poorly compacted fill. These areas are known to undergo extensive settling with the addition of irrigation water, but evidence is not available. The only urban area directly affected by settlement is the City of Coalinga. Fluctuating groundwater levels may have changed the local soil characteristics. Sufficient subsurface data is lacking to conclude that settlement would occur during a large earthquake; however, the data is sufficient to indicate that the potential exists.

Other Hazards

Earthquakes can also cause seiches, tsunamis, landslides, and dam failures. A seiche is a periodic oscillation of a body of water resulting from seismic shaking or other causes that can cause flooding. Earthquake-induced seiches and tsunamis are not considered a risk in Fresno County. Earthquakes may cause landslides, particularly during the wet season, in areas of high water or saturated soils. The most likely areas for earthquake-induced landslides are the same areas of high landslide potential discussed in Section 4.2.9 Landslide. Finally, earthquakes can cause dams to fail (see Section 4.2.3 Dam Failure).

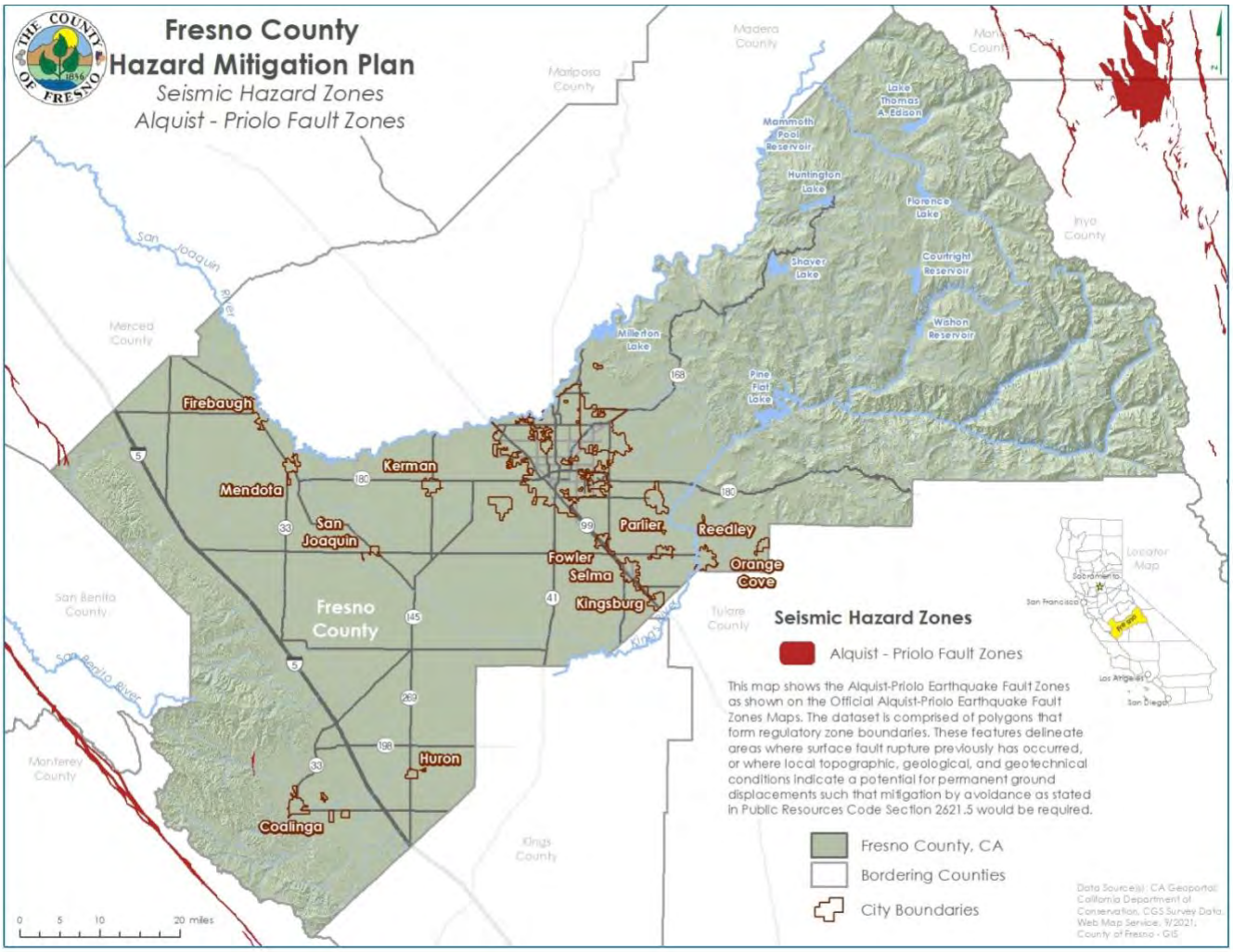
Hazardous material incidents following an earthquake represent a significant and complex challenge. Earthquakes, by their very nature, can cause extensive structural damage, leading to the disruption of systems and containers that store or transport hazardous materials. This disruption can result in leaks, spills, or even explosions of hazardous substances, such as chemicals, gases, and radioactive materials. The immediate aftermath of an earthquake often sees a chaotic environment, where the release of these materials can go undetected or unaddressed for a critical period. Earthquakes can also result in fires from ruptured gas or power lines.

FAULTS

An active fault is defined by the California Geological Survey as one that has had surface displacement within the last 11,000 years (Holocene). This does not mean, however, that faults having no evidence of surface displacement within the last 11,000 years are necessarily inactive. For example, the 1975 Oroville earthquake, the 1983 Coalinga earthquake, and the 1987 Whittier Narrows earthquake occurred on faults not previously recognized as active. Potentially active faults are those that have shown displacement within the last 1.6 million years (Quaternary). An inactive fault shows no evidence of movement in historic (last 200 years) or geologic time, suggesting that these faults are dormant. There are several active and potentially active faults within and adjacent to Fresno County.

Faults within Fresno County and major active and potentially active faults in the region are illustrated in **Figure 11. Alquist-Priolo Earthquake Fault (Hazards) Zones.**

Figure 14. Alquist-Priolo Earthquake Fault (Hazards) Zones



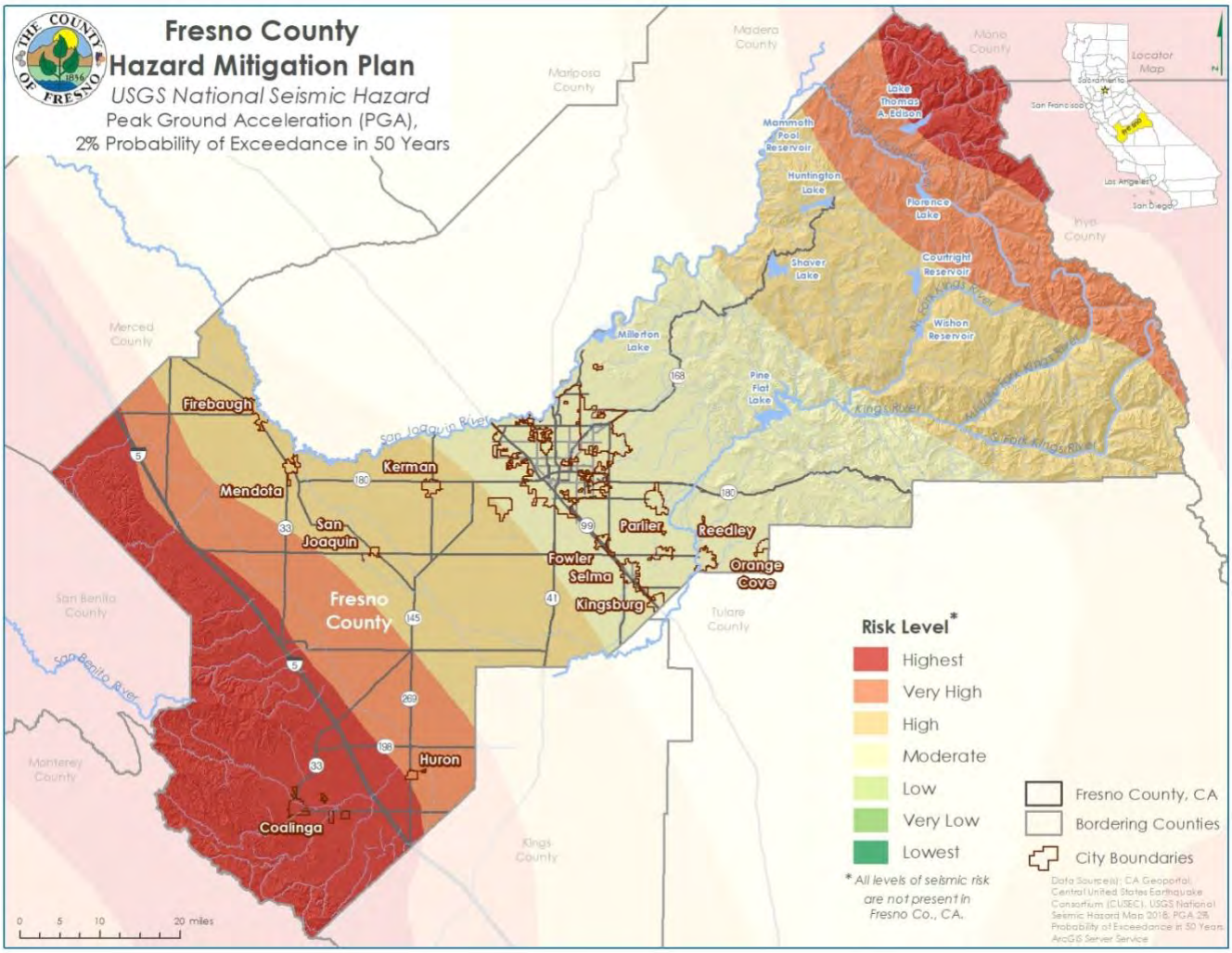
Source: California Department of Conservation

- **Clovis Fault**—The northwest-trending Clovis fault is believed to be approximately five to six miles east of the City of Clovis, extending from an area just south of the San Joaquin River to a few miles south of Fancher Creek. The Clovis fault is considered a pre-Quaternary fault or fault without recognized Quaternary displacement. This fault is not necessarily inactive.
- **Hartley Springs Fault, Silver Lake Fault (Parker Lake Fault), Unnamed Faults—** Holocene and Quaternary faults are present in the vicinity of Duck Lake in the northeastern part of Fresno County, a few miles south of Mammoth Lakes.
- **Unnamed Inferred Faults**—Relative or apparent upward and downward displacement, which are interpreted as inferred faults, occur in an area located a few miles south of Helm, extending southeast to approximately Lanare (between Fresno Slough and Crescent Ditch). As with the Clovis fault, there is no apparent Quaternary displacement; however, the possibility for fault movement in this area cannot be eliminated.
- **Nuñez Fault**—The Nuñez fault is located approximately six to seven miles northwest of Coalinga. The Nuñez fault experienced surface rupture during the 1983 Coalinga earthquake and is designated an earthquake fault zone under the Alquist-Priolo Earthquake Fault Zoning Act of 1994. No structure for human occupancy may be built within an earthquake fault zone until geologic investigations demonstrate that the site is free of fault traces that are likely to rupture with surface displacement. Special development standards associated with Alquist- Priolo requirements would be necessary for development in this area.
- **Ortigalita Fault**—The Ortigalita fault zone is approximately 50 miles long, originating near Crow Creek in western Stanislaus County and extending southeast to a few miles north of Panoche in western Fresno County. Most of the faults are considered active due to displacement during Holocene time and are designated an earthquake fault zone under the Alquist-Priolo Earthquake Fault Zoning Act of 1994. The southernmost extension of the fault lies in Fresno County.
- **The San Andreas Fault**—The San Andreas fault lies to the west and southwest of Fresno County. In the southwestern part of the County, the fault is roughly parallel to and a few miles west of the County line. This fault is considered active and is of primary concern in evaluating seismic hazards throughout western Fresno County, although effects of earthquakes along the San Andreas fault could occur farther east as well.
- **Sierra Nevada Fault Zone (Owens Valley Fault Zone)**—Approximately 12 miles east of the eastern Fresno County boundary lies the Owens Valley fault zone. This northwest-trending fault zone is a lengthy and complex system containing active and potentially active faults. Historically, this fault has been the source of seismic activity in Madera County to the north.
- **Foothills Fault System—**The southern part of the Foothills Fault System, located approximately 70-80 miles north of the City of Fresno, includes the Bear Mountains fault and the Melones fault zone, as well as numerous smaller, but related faults. According to the California Geological Survey data, these faults have not shown any activity during the last 1.6 million years; however, geologic investigations of the seismic safety of the Auburn Dam site suggest these faults are potentially active. Therefore, the possibility exists that earthquakes could occur on these faults.
- **White Wolf Fault**—The White Wolf fault is located approximately 100 miles south of western Fresno County. The fault was not considered active until 1952, when movement along it generated a series of damaging earthquakes in the Bakersfield (Kern County) area.
- **Coast Range-Sierran Block Boundary**—Recent evidence suggests that faults along the western boundary of the Central Valley may be more active than once believed. According to the California Geological Survey, asymmetrical folds have recently been identified on the eastern slopes of the

Coast Range, which includes western Fresno County. Such folds can hide faults that show no surface rupture. These faults and folds, which are part of a large system called the Coast Range-Sierran Block Boundary, are like the faults/folds identified as the cause of the 1983 Coalinga earthquake. Therefore, faults beneath the Central Valley once believed to be inactive are now believed to be active and capable of generating large magnitude earthquakes.

Figure 12. USGS National Seismic Hazard Peak Ground Acceleration (PGA), 2% Probability of Exceedance in 50 Years is an earthquake shaking map of Fresno County that is based on the 2 percent probability of occurrence in 50 years, based on analyses of these faults, soils, topography, groundwater, and the potential for earthquake shaking sufficiently strong to trigger landslide and liquefaction. It represents worst-case ground shaking and supports the conclusion that the Fresno County planning area is at risk of future damaging earthquake hazards, especially in the western and northeastern portions of the County.

Figure 15. USGS National Seismic Hazard Peak Ground Acceleration (PGA), 2% Probability of Exceedance in 50 Years



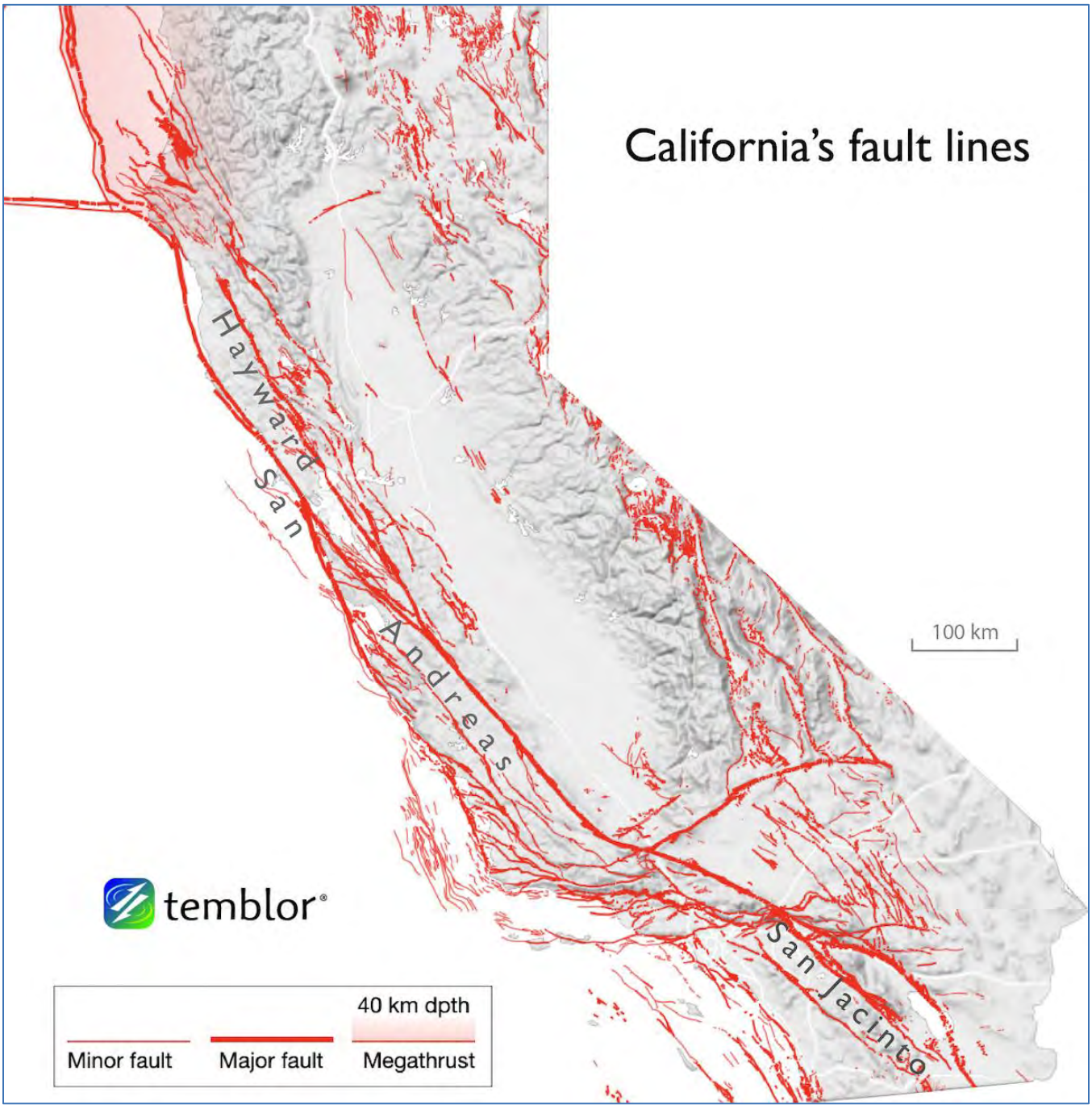
Source: Central United States Earthquake Consortium (CUSEC), USGS National Seismic Hazard Map 2018

Seismic risk is not limited to identified faults. A significant fraction of small to moderately large earthquakes occur on faults not previously recognized. Such earthquakes are characterized as “background seismicity” or “floating earthquakes,” which means that the expected sources and locations of such earthquakes are unknown.

EXTENT

Large - Figure 16. California's Fault Lines shows the location of faults and past earthquake epicenters in Southern California. Since earthquakes affect large areas the earthquake hazard extent within city limits is considered significant, potentially impacting 50-100 percent of the planned area.

Figure 16. California's Fault Lines



Source: California Institute of Technology, Southern California Earthquake Data Center, 2017

The amount of energy released during an earthquake is usually expressed as a magnitude and is measured directly from the earthquake as recorded on seismographs. Seismologists have developed several magnitude scales; one of the first was the Richter Scale, developed in 1932 by the late Dr. Charles F. Richter of the California Institute of Technology.

The Moment Magnitude Scale is used to quantify the magnitude or strength of the seismic energy released by an earthquake. Another measure of earthquake severity is Intensity. Intensity is an expression of the amount of shaking at any given location on the ground surface based on felt or observed effects. Seismic shaking is typically the greatest cause of losses to structures during earthquakes. Intensity is measured with the Modified Mercalli Intensity (MMI) scale**. Table 25. Richter Scale Measurements and Associated Characteristics** below compares Magnitude and the felt effects associated with the MMI scale. Damage typically occurs in MMI VII or above, and some areas of the County are susceptible to this level of shaking.

Table 25. Richter Scale Measurements and Associated Characteristics

Magnitude	Mercalli Intensity	Effects	Frequency
Less than 2.0	I	Microearthquakes, not felt or rarely felt; recorded by seismographs.	Continual
2.0-2.9	I to II	Felt slightly by some people; damages to buildings.	Over 1M per year
3.0-3.9	II to IV	Often felt by people; rarely causes damage; shaking of indoor objects noticeable.	Over 100,000 per year
4.0-4.9	IV to VI	Noticeable shaking of indoor objects and rattling noises; felt by most people in the affected area; slightly felt outside; generally, no to minimal damage.	10K to 15K per year
5.0-5.9	VI to VIII	Can cause damage of varying severity to poorly constructed buildings; at most, none to slight damage to all other buildings. Felt by everyone.	1K to 1,500 per year
6.0-6.9	VII to X	Damage to a moderate number of well-built structures in populated areas; earthquake-resistant structures survive with slight to moderate damage; poorly designed structures receive moderate to severe damage; felt in wider areas; up to hundreds of miles/kilometers from the epicenter; strong to violent shaking in epicentral area.	100 to 150 per year
7.0-7.9	VIII <	Causes damage to most buildings, some to partially or completely collapse or receive severe damage; well- designed structures are likely to receive damage; felt across great distances with major damage mostly limited to 250 km from epicenter.	10 to 20 per year
8.0-8.9	VIII <	Major damage to buildings, structures likely to be destroyed; will cause moderate to heavy damage to sturdy or earthquake-resistant buildings; damaging in large areas; felt in extremely large regions.	One per year
9.0 and Greater	VIII <	At or near total destruction - severe damage or collapse to all buildings; heavy damage and shaking extends to distant locations; permanent changes in ground topography.	One per 10-50 years

Source: USGS

PAST OCCURRENCES

Earthquakes have occurred in Fresno County in the past. Earthquakes can be felt in Fresno County by earthquakes that occur within jurisdictional boundaries and outside of jurisdictional boundaries. In the last 10 years, Fresno County has experienced on average 30 earthquakes per year that are within 186 miles and at least magnitude 4.0 or greater. According to the Fresno County Operational Area Master Emergency Services Plan, the California Geological Survey has identified a minimum of four magnitude 5.0 or greater earthquakes that caused damaging shaking in Fresno County between 1800 and 1999. Details on some of these events follow.

- **1983**: In Coalinga, a surface rupture occurred along the Nuñez fault. The main shock was 6.7 on the Richter scale. The surface rupture was determined not to be the cause of the main shock; instead, a blind thrust fault concealed deep within a complex fold-and-thrust belt at the western end of the San Joaquin Valley was identified as the cause. Approximately 800 buildings were destroyed, and 1,000 people were left homeless. No deaths resulted, but 47 people were injured. Private homeowner losses exceeded $25 million. Public agency losses were roughly $6 million. The commercial section of Coalinga was heavily damaged; however, most schools and the hospital received only slight damage. Local, state, and federal declarations resulted.
- **August 4, 1985**: A magnitude 6.0 earthquake occurred, centered about 10.5 kilometers east of Coalinga. It is unknown to what extent earthquakes occurring outside of the planning area were felt by Fresno County residents.

LIKELIHOOD OF FUTURE OCCURRENCES

Highly Likely - Based on the past occurrences, Fresno County is likely to experience about 2 earthquakes a month. Not every earthquake is significant, and the majority of the earthquakes do not cause damage, but earthquakes do occur and can be felt in Fresno County on an annual basis.

According to the Fresno County Operational Master Emergency Services Plan, the faults and fault systems that lie along the eastern and western boundaries of Fresno County, as well as other regional faults, have the potential to produce high magnitude earthquakes throughout the County. Based on the Alquist-Priolo Earthquake Fault Zone chart, Fresno County would be affected by earthquake activity in the Alcalde Hills and Ortigalita Peak faults. There are also several faults in the vicinity of Coalinga that could cause problems in the future. These include the Nuñez fault, about ten kilometers northwest of Coalinga, the Coalinga fault, 5 kilometers northeast of Coalinga; and the New Idria fault, approximately 21 kilometers northwest of Coalinga. In addition, there are many faults in neighboring counties that could potentially affect Fresno County. Specifically, the U.S. Geological Survey is predicting an earthquake at the community of Parkfield in Monterey County, approximately 15 miles southwest of Coalinga.

In addition, according to the California Earthquake Authority (CEA) the Central Valley South region (which includes Fresno, Kern, Kings, Madera, Mariposa, Merced, and Tulare counties), has a 75 percent likelihood or one or more M7.0 or greater quakes striking Southern California based on a 30-yar period, beginning in 2014. The nearby San Andreas Fault system is the major geologic boundary between the North American and Pacific tectonic plates and passes through much of the state with the potential to create the biggest earthquakes. A study by the U.S. Geological Survey indicates that a portion of the San Andreas Fault near Tejon Pass could be overdue for a major earthquake. [16]

CLIMATE CHANGE CONSIDERATIONS

There is some evidence to suggest that weather and climate change impacts can affect seismic activity under the Earth's surface. Geologists have identified a relationship between rainfall rates and seismic activity in certain regions across the globe. In the Himalayas for example, the frequency of earthquakes is influenced by the annual rainfall cycle of the summer monsoon season. Research reveals that 48 percent of earthquakes in the Himalayas strike during the drier pre-monsoon months of March, April, and May while just 16 percent occur in the monsoon season. [17] According to the U.S. Geological Survey, the only correlation that's been noted between earthquakes and weather is that large changes in the atmosphere pressure caused by major storms like hurricane have been shown to occasionally trigger "slow earthquakes" which release energy over a comparatively long periods of time. However, these numbers are small and are not significantly significant. [18]

While climate change may have a connection to seismic activity, it is not expected to directly affect earthquake frequency or intensity as most earthquakes occur far beneath the Earth's surface and far from the influence of weather conditions. However, climate change impacts could exacerbate indirect impacts of earthquakes (e.g., climate change will increase the frequency and intensity of extreme precipitation events, increasing the probability of landslides and liquefaction events during an earthquake).

[16] California Earthquake Authority https://www.earthquakeauthority.com/california-earthquake-risk/faults-by-county
[17] https://theconversation.com/how-climate-change-might-trigger-more-earthquakes-and-volcanic-eruptions-210841
[18] https://climate.nasa.gov/news/2926/can-climate-affect-earthquakes-or-are-the-connections-shaky/

FLOOD

HAZARD/PROBLEM DESCRIPTION

Floods are among the most frequent and costly natural disasters in terms of human hardship and economic loss and are usually caused by weather events. Floods can cause substantial damage to structures, landscapes, and utilities as well as life safety issues. Certain health hazards are also common to flood events. Standing water and wet materials in structures can become breeding grounds for microorganisms such as bacteria, mold, and viruses. This can cause disease, trigger allergic reactions, and damage materials long after the flood. When floodwaters contain sewage or decaying animal carcasses, infectious disease becomes a concern. Direct impacts, such as drowning, can be limited with adequate warning and public education about what to do during floods. Where flooding occurs in populated areas, warning and evacuation will be of critical importance to reduce life and safety impacts.

A floodplain is an area adjacent to a channel of water. Floodplains are illustrated on inundation maps, which show areas of potential flooding and water depths. In its common usage, the floodplain most often refers to the area that is inundated by the 100-year flood, the flood that has a one percent chance in any given year of being equaled or exceeded. The 100-year flood is the national minimum standard to which communities regulate their floodplains through the National Flood Insurance Program. The 500-year flood is a flood that has a 0.2 percent chance of being equaled or exceeded in any given year.

In addition to the standard 100-year and 500-year flood maps, the California Department of Water Resources (CA DWR) has initiated a program that covers areas at risk of a 200-year flood. After propositions IE and 84 were passed in 2006, funding became available to support the Central Valley Floodplain Evaluation and Delineation (CVFED) program. To assist DWR with fulfilling new California code requirements, the CVFED Program provides new maps delineating the 100-year, 200-year and 500-year floodplains for areas receiving protection from the State federal flood protection system in the Central Valley. The potential for flooding can change and increase through various land use changes and changes to land surface, which can result in a change to the floodplain. A change in environment can create localized flooding problems inside and outside of natural floodplains by altering or confining natural drainage channels. These changes are most often created by human activity.

The Fresno County planning area is susceptible primarily to three types of flooding: localized, riverine, and dam failure flooding.

- **Localized flooding**: Localized flooding problems are often caused by flash flooding, severe weather, or an unusual amount of rainfall. Flooding from these intense weather events usually occurs in areas experiencing an increase in runoff from impervious surfaces associated with development and urbanization as well as inadequate storm drainage systems. The term “flash flood” describes localized floods of great volume and short duration. This type of flood usually results from heavy rainfall on a relatively small drainage area. Precipitation of this sort usually occurs in the winter and spring. Flash floods often require immediate evacuation within the hour.
- **Riverine flooding:** Riverine flooding, defined as when a watercourse exceeds its “bank-full” capacity, generally occurs because of prolonged rainfall, or rainfall that is combined with already saturated soils from previous rain events. This type of flood occurs in river systems whose tributaries may drain large geographic areas and include one or more independent river basins. The onset and duration of riverine floods may vary from a few hours to many days. Factors that directly

affect the amount of flood runoff include precipitation amount, intensity and distribution, the amount of soil moisture, seasonal variation in vegetation, snow depth, and water-resistance of the surface due to urbanization. In the Fresno County planning area, riverine flooding is largely caused by heavy and continued rains, sometimes combined with snowmelt, increased outflows from upstream dams, and heavy flow from tributary streams. These intense storms can overwhelm the local waterways as well as the integrity of flood control structures. The warning time associated with slow rise floods assists in life and property protection.

- **Dam failure flooding:** Flooding from failure of one or more upstream dams is also a concern to the Fresno County planning area. A catastrophic dam failure could easily overwhelm local response capabilities and require mass evacuations to save lives. Impacts to life safety will depend on the warning time and the resources available to notify and evacuate the public. Major loss of life could result, and there could be associated health concerns as well as problems with the identification and burial of the deceased. Dam failure is further addressed in the Dam Failure section.

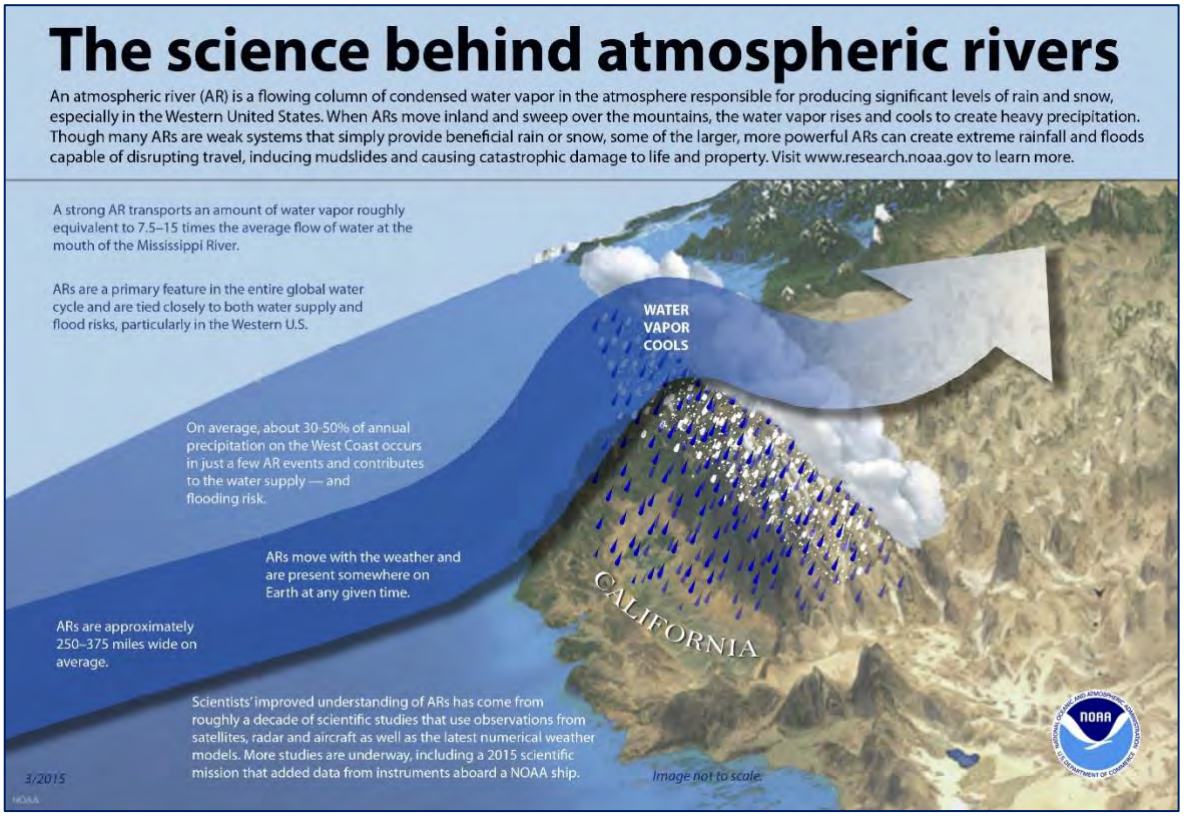
ATMOSPHERIC RIVER

California, including the location of the planning area, is subject to the effects of a phenomenon referred to as atmospheric rivers. These weather events consist of long, narrow regions in the atmosphere transporting tremendous amounts of water vapor from the tropics, shown in **Figure 14. The Science Behind Atmospheric Rivers**. These weather regions behave like rivers in the sky. They can carry heavy volumes of water vapor compared to the amount of water flowing at the mouth of the Mississippi River. As these atmospheric rivers arrive in California, they tend to generate significant rain and snow.

Atmospheric rivers can arrive in many different shapes and sizes. The larger events can generate extreme rainfall amounts resulting in flooding. They can stall over watersheds vulnerable to flooding, often saturated with heavy snow amounts. The atmospheric rivers known as a “Pineapple Express” coming from the tropics and arriving with warmer air may produce heavy rains that will melt ground snow, adding to the water volume that will be in the flood runoff.

These events can produce heavy amounts of precipitation creating extensive damage. However, these events may present as weaker systems that produce precipitation that is enough to be beneficial for the local water supply. At the higher elevations in the California mountains, these events have the potential to generate a tremendous snowpack providing a source of water during the dry summer months.

Figure 17. The Science Behind Atmospheric Rivers

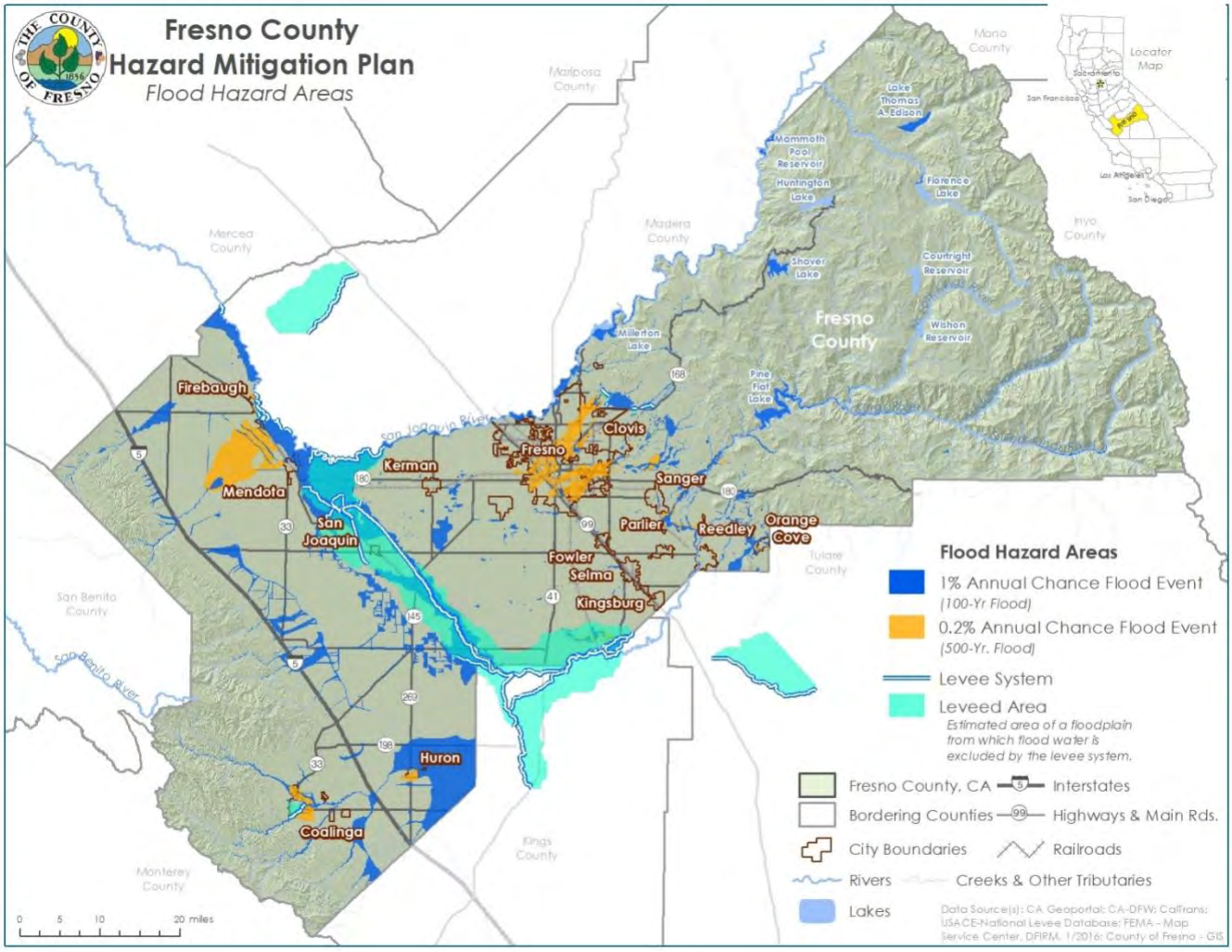


Source: NOAA

LOCATION

Flooding is a hazard which can impact virtually all of the planning area. Many communities in Fresno County have development in or near floodplains which are vulnerable to fluvial flooding. Additionally, there are several leveed areas in the County, and failures of these levees could result in extensive flooding. Flash flooding occur as result of intense rainfall, and this can occur practically anywhere in the County. **Figure 18. Fresno County Flood Hazard Areas and Leveed Areas** shows the extent of the 100-year and 500-year floodplains in the County as well as the leveed areas. Analysis of the flood hazard risk for individual communities in Fresno County is available in the community annexes.

Figure 18. Fresno County Flood Hazard Areas and Leveed Areas



Eastern and Central Fresno County

Eastern Fresno County extends from the Sierra Nevada foothills to the Great Western Divide. It is located primarily in the Sierra Nevada, where precipitation falls mainly as snow. The region is characterized by small local watersheds and draining to the reservoirs upstream of Millerton and Pine Flat reservoirs. Flows originating in the mountains and foothills contribute to the drainage and flooding problems on the valley floor.

Central Fresno County includes the area between the valley floor around Fresno Slough and eastward to the Sierra Nevada foothills, including Millerton Reservoir to Pine Flat Reservoir. The geographic area of central Fresno County runs along the Sierra Nevada foothills at elevations around 500 feet, slopes down to the Fresno Slough on the valley floor and drains gently to the north. This area is the population center of the County; thus, most storm drainage and flood control systems are largely designed to protect urban development. In central Fresno County, annual precipitation typically amounts to 6 inches in areas like Mendota, while in Fresno itself, the average is about 11.50 inches.

The western slope of the Sierra Nevada drains into central Fresno County via the San Joaquin and Kings rivers and small creeks and stream systems. The Fresno Slough, also known as the North Fork

of the Kings River, is connected to the San Joaquin River by the James Bypass, a manmade canal. It directs floodwater from the Kings River to the San Joaquin River. Three dams have been constructed to control flows on the rivers. These dams are Friant and Mendota dams on the San Joaquin River and Pine Flat Dam on the Kings River. Pine Flat Dam is operated primarily for flood control purposes. Friant Dam was constructed and is managed by the U.S. Bureau of Reclamation as part of the Central Valley Project. Although Friant Dam does serve to reduce release volumes in the main San Joaquin River channel, it was not sited, designed, or engineered for the purpose of flood control. Mendota Dam is operated primarily for irrigation.

In addition to the flood control facilities on the San Joaquin and Kings rivers, several reservoirs and detention basins have been constructed on streams east of the Fresno-Clovis area to prevent urban flooding. These facilities include Redbank Dam and the Redbank-Fancher Creeks Flood Control Project. The Redbank-Fancher Creeks Flood Control Project consists of two dams (Big Dry Creek Dam and Fancher Creek Dam), three detention basins (Redbank Creek, Pup Creek, and Alluvial Drain detention basins), and various canals to convey discharges around developed areas. The Friant-Kern Canal draws water from Millerton Reservoir at Friant Dam and flows south along the foothills toward Bakersfield.

The rivers, streams, and flood control systems of eastern and central Fresno County are described in further detail below. **Table 26. Major Flood Control Facilities and Stream Systems in Eastern and Central Fresno County** summarizes the location, capacity, and managing agency for each steam system and flood control facility in eastern and central Fresno County.

Table 26. Major Flood Control Facilities and Stream Systems in Eastern and Central Fresno County

Facility/Water Body	Location	Capacity	Managing Agency
Millerton Reservoir*	17 miles northeast of SR 99 on the San Joaquin River in the north central part of the county	520,500 acre-ft[1]	U.S. Bureau of Reclamation
Pine Flat Reservoir	16 miles northeast of Sanger on the KingsRiver in the east central part of the county	1,000,000 acre-ft[1]	U.S. Army Corps of Engineers
Mendota Pool	On the San Joaquin River at Mendota wherethe river turns north, and Fresno Slough joinsthe river in the northwestern part of the country	5,000 acre-ft[2]	U.S. Bureau of Reclamation
Big Dry CreekReservoir	West of Friant-Kern Canal and north ofTollhouse Road on Big Dry Creek	30,200 acre-ft[1]	Fresno Metropolitan Flood Control District
Redbank Reservoir	7 miles east of Clovis, 3 miles southwest of the Friant-Kern Canal between Dog Creek and Fancher Creek in the central part of the county	1,030 acre-ft	Fresno Metropolitan Flood Control District

Facility/Water Body	Location	Capacity	Managing Agency
Fancher CreekReservoir	East of the Friant-Kern Canal at the confluence of Fancher and Hog creeks	9,712 acre-ft[1]	Fresno Metropolitan Flood Control District
Redbank CreekDetention Basin	On Redbank Creek north of McKinley Avenueand west of DeWolf Avenue	940 acre-ft[1]	Fresno Metropolitan Flood Control District
Pup Creek DetentionBasin	On Pup Creek south of Herndon Avenue andeast of Temperance Avenue	559 acre-ft[1]	Fresno Metropolitan Flood Control District
Alluvial Drain Detention Basin	On Alluvial Drain west of TemperanceAvenue and north of Nees Avenue	305 acre-ft[1]	Fresno Metropolitan Flood Control District
Eastern and Central Fresno County 1997	Flows from the Sierra Nevada southwest along the northern border of the county to Mendota where it turns to flow to the northwest. Forms the border between Fresnoand Madera counties	8,000 cfs[1**] (Friant Dam to Chowchilla)2,500 cfs[1,4] (to Mendota) 4,500 cfs[1,4] (Mendota Dam to Sand Slough)	U.S. Bureau of Reclamation, U.S.Army Corps of Engineers, and Local Irrigation Districts
Kings River	Flows from the Sierra Nevada to Sanger and Reedley and into Kings County boundary to Army Weir above Hwy 41 where the normal flow is diverted to the North Fork. Excess flows are diverted to Tulare Lakebed	13,000 cfs[3**]	Kings River Conservation District
Fresno Slough &James Bypass	A seasonal waterway system which connectsthe Kings River near Laton and Lemoore NAS to the San Joaquin River at MendotaPool during flood events	4,750 cfs[1]	U.S. Army Corps of Engineers
Friant-Kern Canal	Flows southeasterly from Millerton Lake through Orange Cove continuing on to Bakersfield. Crosses five feet below Kings River via a 24.5 ft diameter 3,000 ft siphon	5,000 cfs[1]	Friant-Kern WaterUsers' Authority, U.S. Bureau of Reclamation, U.S.Army Corps of Engineers
Millerton Reservoir*	17 miles northeast of SR 99 on the San Joaquin River in the north central part of the county	520,000 acre-ft[1]	U.S. Bureau of Reclamation
Holland Creek Diversion Channel	South of the Friant-Kern Canal where itcrosses Trimmer Springs Road	Peak channel capacity is 1,044 cfs	Fresno Metropolitan Flood Control District
Fancher Creek Detention Basin	Southwest corner of McKinley Avenue andMcCall Avenue	Ultimate capacity is1,802 ac/ft.	Fresno Metropolitan Flood Control District

Facility/Water Body	Location	Capacity	Managing Agency
Pup-Enterprise Detention Basin	East side of DeWolf Avenue, just south ofHerndon Avenue	Ultimate capacity is200 ac/ft.	Fresno Metropolitan Flood Control District
Big Dry Creek Detention Basin	North of Freeway 168 and Dakota Avenue	Ultimate capacity is251 ac/ft.	Fresno Metropolitan Flood Control District
Dry Creek Extension Basin	Northwest corner of Annadale Avenue and Brawley Avenue	Ultimate capacity is854 ac/ft.	Fresno Metropolitan Flood Control District
Facility/Water Body	Location	Capacity	Managing Agency
Millerton Reservoir*	17 miles northeast of SR 99 on the San Joaquin River in the north central part of the county	520,500 acre-ft[1]	U.S. Bureau of Reclamation

Source: Fresno County General Plan, 2017; Fresno Metropolitan Flood Control District

Note: The numbers provided in this table are design capacity and actual river capacity may vary significantly

**Friant Dam/Millerton Reservoir is not sited, designed, or operated to function as a flood control facility, and any such capability is incidental to its function as a diversion facility*

[1]*U.S. Army Corps of Engineers*

[2]*Central California Irrigation District*

[3]*Kings River Conservation District*

[4]*River channel capacity is difficult to define due to significant changes in the river conditions over time, variance in channel conditions and geometry along a given river reach, and assumptions made in developing hydraulic models*

San Joaquin River

The San Joaquin River forms the boundary between Fresno and Madera counties, shown in **Figure 19. San Joaquin River**. It flows from the Great Western Divide in the Sierra Nevada southwest along the northern border of Fresno County where it is joined by flows from the North Fork of the Kings River. From there, the river flows northwest up the San Joaquin Valley toward the Delta. Friant Dam, which serves to regulate river flows, is the most significant of the dams on the San Joaquin River. Several dams are located upstream of Friant Dam.

The storage capacity of **Millerton Reservoir (formed by Friant Dam)** is 520,500 acre-feet. The Central Valley Project Friant Unit consists of Friant Dam and Millerton Reservoir; the Friant-Kern Canal, which runs south to Kern County; and the Madera Canal, which runs northwesterly to Madera County. Releases from Friant Dam to the San Joaquin River and the Friant-Kern Canal provide service to water users within Fresno County.

This storage capacity of **Millerton Reservoir** is inadequate for full flood protection during wet years, and emergency releases may result in flooding problems downstream. The U.S. Army Corps of Engineers (the Corps) has evaluated the operational plans for all the dams in the San Joaquin River system to determine the possibility of coordinated releases to reduce the likelihood of coincident peak flows downstream with some success. However, in 1997, emergency releases from Friant Dam combined with large storm events and several levee breaks contributed to flooding along the San Joaquin River. Not designed for purposes of flood control, any flood control capability of the Friant Unit

is incidental to its function as a diversion facility. The Madera Canal, also part of this unit, also serves to release runoff volumes from the San Joaquin River.

The **Friant-Kern Canal** carries irrigation water from Millerton Reservoir southeast to Kern County. The average annual delivery from the canal is about one million acre-feet with a design capacity of 5,000 cubic feet per second (cfs). There is a spillway into the Kings River just upstream of a double barrel 24 ½-foot diameter siphon under the river. Although the canal was constructed by the Bureau of Reclamation and is normally managed by the Friant-Kern Water Users Authority, floodwater in the canal is managed by the U.S. Army Corps of Engineers. During times of flooding, water from the Friant-Kern Canal may not be releasable to the Kings River since the Corps may not want additional flows on the river.

Mendota Pool is a 5,000-acre-foot reservoir created by Mendota Dam located just outside City of Mendota on the San Joaquin River. The primary function of the dam is storage of irrigation water for agriculture; however, the water level in the pool also functions to maintain water levels in the Mendota Wildlife Management Area. Mendota Pool provides little or no flood protection. Mendota Dam contains flow from the San Joaquin River as well as discharge and releases from the Kings River via the Fresno Slough and James Bypass. The Delta-Mendota Canal conveys Delta water to Mendota Pool from the north, and several irrigation channels divert flows from it. The Bureau of Reclamation, in coordination with the Central California Irrigation District, manages this system, which is part of the Central Valley Project.

Southern California Edison and Pacific Gas and Electric own and operate several dams and reservoirs on the San Joaquin River and its tributaries upstream of Friant Dam. The most notable of these are Edison Lake and Florence Lake. These upstream storage facilities are operated to produce electric energy and have a combined capacity of about 609,530 acre-feet. Their operation does affect the flow of water into Millerton Reservoir and subsequently the timing and availability of releases to Friant Unit contractors. None of these storage facilities are designed or operated for flood control, and the Corps currently has no jurisdiction over releases from these structures. Cumulative flood releases from the upper San Joaquin River dams could overwhelm Friant Dam.

From Friant to Gravelly Ford, the San Joaquin River is part of the Designated Floodway Program administered by the State Reclamation Board. Land use restrictions and river management practices allow the river to meander, flood the overbanks, and remain in a relatively natural state. Downstream of Gravelly Ford, the river is confined by levees. The design capacity of the San Joaquin River from Friant Dam to Chowchilla Bypass is in excess of 8,000 cfs, while the channel capacity downstream is reduced. The major San Joaquin River “choke point” in Fresno County is the reach near Mendota and Firebaugh, which has a channel capacity of 8,000 cfs. Beyond that point, San Joaquin River channel capacity continues to decrease for some distance due to lack of annual flooding and natural channel clearing since Friant Dam was constructed. Further downstream, the river channel has been deepened and widened by historical flows of the Merced and Tuolumne rivers and other tributaries.

In addition to releases from Friant Dam, two uncontrolled streams, Cottonwood Creek, and Little Dry Creek, add significantly to the river flows below Friant during heavy precipitation. Historically, large areas within the Central Valley were within the river’s floodplain. Development has encroached on the floodplain and the flow is now confined to a relatively narrow channel constrained by levees, which reduce the carrying capacity of the river. Most of the flow from Friant Dam is diverted to the Chowchilla Bypass, which branches off the San Joaquin River about 11 river miles upstream from Mendota Dam. Over time, encroachment of vegetation, substantial sedimentation, and land subsidence has considerably reduced channel capacity. Erosion, seepage, and prolonged high water compromise levee integrity. Downstream of the Chowchilla Bypass, the river is not confined by levees (within Fresno County) and generally carries no more than 2,500 cfs.

Flood control measures constructed along the main stem of the river have impacted riparian and wetland wildlife habitat areas. Levee construction and sediment and vegetation removal can damage streamside vegetation, divert floodwater from wetlands and riparian areas, and reclaim natural wetlands for other uses.

Figure 19. San Joaquin River



Source: American Rivers

Kings River

The Kings River originates high in the Sierra Nevada Mountains near the Inyo County line and flows southwest through the central part of Fresno County and into Tulare County at Reedley. It has a large drainage basin, which includes most of Kings Canyon National Park and most of the area between Shaver and Florence lakes in the north to the Fresno/Tulare County border in the south. North of Hanford, the river branches, and the south fork flows southward to the Tulare Lakebed. The north fork joins Fresno Slough, which conveys flows north to the San Joaquin River at Mendota Pool. Several sloughs and canals branch off the river and are used for water storage and to convey irrigation water.

The Kings River flows are regulated by Pine Flat Dam, completed in 1954 for flood control purposes. Pine Flat Reservoir has a storage capacity of approximately one million acre-feet. The flood control functions of the facility are managed by the Corps while the releases for irrigation diversion are

managed by the Kings River Water Association. There are additional reservoirs upstream of Pine Flat that are owned and operated by Pacific Gas and Electric for the purpose of hydroelectric power generation. These facilities have a combined storage capacity of about 252,000 acre-feet. Two uncontrolled creeks, Hughes Creek and Mill Creek, flow into the Kings River below Pine Flat Dam. Pine Flat Reservoir has adequate storage capacity to avoid emergency releases in most storm events, but these downstream creeks can add significant flow to the river.

Downstream of Pine Flat Dam, the Kings River is managed for flood control by the Kings River Conservation District in cooperation with the Corps, the California Department of Water Resources (DWR), and local irrigation districts. Releases from Pine Flat Dam and flows from Hughes Creek and Mill Creek provide most of the river's flow. Numerous sloughs and irrigation canals branch off the Kings River. The capacity of the river is more than 13,000 cfs. The Kings River flood control facilities include many miles of levees in central Fresno County.

There are three weirs on the river: Army Weir, Crescent Weir, and Stinson Weir. Army Weir is located where the north and south forks branch off the natural river just upstream from State Route 41. Crescent Weir is located at the Crescent Bypass southwest of 22nd and Excelsior Avenues. The Crescent Bypass flows to Fresno Slough. Stinson Weir is located near the confluence of Murphy Slough and Fresno Slough at Elkhorn Avenue. Normal flows are held by these weirs in the main channel. During storm events, as much as 4,750 cfs is diverted to the North Fork and the San Joaquin River. As much as 3,200 cfs can then be diverted to the Crescent Bypass. Any flow above approximately 10,000 cfs is divided equally between the north and south forks.

In practice, the flow of the Kings River is carefully managed using analysis of anticipated weather, upstream flows, and ability of downstream users to receive the water. Significant adjustment may be necessary, and a variety of operations options are considered, including storing or routing water through alternate sloughs or requesting users to accept additional water. Fresno Slough and the James Bypass are normally dry except for groundwater seepage and irrigation returns. Flow is diverted to the South Fork only in very wet years.

Sand and gravel extraction has occurred along both the San Joaquin River and the Kings River in Fresno County, although most of this aggregate mining has occurred outside of the main river channels. The hydrologic effect of the mining and subsequent reclamation activity has generally been to increase the overall hydraulic capacity of the rivers to accommodate major flood events.

Eastern County Streams

There are many creeks and lakes in the high Sierra Nevada within Fresno County, all of which eventually feed into either the Kings River or the San Joaquin River. In addition, several creeks drain the foothill areas and flow into developed areas in central Fresno County. Most of these streams (i.e., Redbank, Fancher, Dry, and Dog creeks) have been controlled by efforts of the Corps and the Fresno Metropolitan Flood Control District to protect the City of Fresno from damage from flooding from a 200-year storm. Other creeks, such as Wahtoke Creek, are uncontrolled. Some streams in foothill areas of southeastern Fresno County are tributaries to the Orange Cove Stream Group and to Sand Creek, which is a tributary to the Kaweah River.

Flood control efforts along some of these eastern Fresno County streams include the following:

- **Redbank Reservoir**—Redbank Reservoir, formed by Redbank Dam, is located on Redbank Creek north of Shaw Avenue. The reservoir has a gross pool capacity of 1,030 acre-feet and receives water from the Redbank Creek watershed. The reservoir is operated for flood control by the Fresno Metropolitan Flood Control District.
- **Redbank-Fancher Creeks Flood Control Project**—This project consists of a system of two dams, three detention basins, and canals to protect developed areas in and around the City of Fresno from a 200-year storm. The project was built by the Corps and is managed and operated by the Fresno Metropolitan Flood Control District. Fancher Creek Reservoir has a capacity of 9,712 acre-feet and retains water from Fancher and Hog creeks and some flows from Redbank Creek. Fancher Dam diverts flows via canals around Fresno. Redbank Creek Detention Basin (940 acre-feet) contains local flows from Redbank Creek downstream from Redbank Dam. The Alluvial Drain and Pup Creek detention basins have capacities of 305 and 559 acre-feet, respectively, and can each regulate discharges into Dry Creek at 25 cfs.
- **Big Dry Creek Reservoir**—Big Dry Creek Reservoir, with a capacity of 30,200 acre-feet, retains flows from Big Dry Creek and Dog Creek and diverts flows via Little Dry Creek to the San Joaquin River at a rate of up to 700 cfs. During a flood event, water is not typically released from Big Dry Creek Dam; however, during a severe flood event, it may be necessary to do so.

Western County Streams

Western Fresno County consists of the Coast Range within which lies the County's western boundary with San Benito and Monterey counties and the San Joaquin Valley area between the Range and the Fresno Slough. Interstate 5 and the California Aqueduct pass in a north-south direction through western Fresno County. A complex system of streams drains the eastern slope of the Coast Range into the valley and the Fresno Slough. Western Fresno County is significantly different from the rest of the County in climate and character.

Western Fresno County is largely unpopulated. The major land uses are agriculture and grazing. The region is quite dry, with an average annual rainfall of only six to eight inches, yet the stream systems are prone to high flows and flooding because they drain very large watersheds. The soil in the Coast Range is subject to erosion. As a result, stormwater runoff typically carries large volumes of sediment and naturally occurring minerals, such as selenium, arsenic, boron, and asbestos, which is undesirable to downstream users.

Western Fresno County contains five major stream systems that flow from the Coast Range as described further below.

- **Little Panoche Creek**—Little Panoche Creek, located in the northwestern corner of Fresno County, is managed for flood control purposes by the DWR. The DWR operates and maintains a detention dam and reservoir (Little Panoche Reservoir) on the creek. The facility was constructed by the Bureau of Reclamation to provide flood protection for the California Aqueduct. It was designed for a 100-year storm and has a storage capacity of 820 acre-feet. When storage levels in the reservoir exceed 820 acre-feet, the dam's uncontrolled spillway releases water. The creek flows under Interstate 5 and the California Aqueduct. Little Panoche Creek ends at a retention basin on the east side of the aqueduct. When the retention basin fills with stormwater during high flows, stormwater is pumped into the aqueduct. The reservoir also serves as a wildlife preserve.

- **Panoche Creek**—Panoche Creek is located just south of Little Panoche Creek in northwestern Fresno County. It flows under Interstate 5and across the California Aqueduct. The estimated 100-year peak flow for Panoche Creek is 22,000 cfs. On the east side of the aqueduct, the water is not channelized and flows overland. During high creek flows, stormwater floods vast tracks of agricultural land and portions of the City of Mendota.
- **Tumey Gulch and Arroyo Ciervo**—Tumey Gulch and Arroyo Ciervo are in central western Fresno County and flow easterly from Ciervo Mountain. The estimated 100-year peak flow is 3,600 cfs for Tumey Gulch and is 900 cfs Arroyo Ciervo. No flood control facilities exist on the streams; however, the California Aqueduct obstructs their eastward flow. During periods of high stream flow, sediment laden floodwater may form ponds on the west side of the aqueduct. These ponds may spill stormwater and sediment into the aqueduct during storm events.
- **Cantua Creek System**—This creek system includes Arroyo Hondo, Cantua Creek, Salt Creek, Martinez Creek, and Domegine Creek in central western Fresno County. These creeks drain the east side of Joaquin Ridge, crossing Interstate 5 between Kamm Road and Fresno-Coalinga Road. The estimated 100-year peak flow from the Cantua Creek system is 8,300 cfs. As with Tumey Gulch and Arroyo Ciervo, stormwater from the Cantua Creek system ponds on the east side of the California Aqueduct during periods of high flow, dumping large quantities of sediment and storm runoff into the aqueduct. Cantua Creek has inundated Interstate 5 during large storm events.
- **Arroyo Pasajero Stream System**—The Arroyo Pasajero stream system encompasses the largest drainage area in the western San Joaquin Valley. The major creeks in the system are Los Gatos, Warthan, Jacalitos, and Zapato-Chino creeks. They flow through the City of Coalinga and under Interstate 5 to a small ponding basin on the west side of the California Aqueduct. Arroyo Pasajero carries large quantities of sediment containing naturally occurring asbestos. During flood events, the system may damage the aqueduct and Interstate 5. Floodwater may also wash asbestos fibers into the aqueduct.

Major Sources of Flooding/Problem Areas

Flooding is a natural occurrence in the Central Valley because it is a natural drainage basin for thousands of watershed acres of Sierra Nevada and Coast Range foothills and mountains. FEMA's Flood Insurance Study for the County, effective January 20, 2016, describes several types of primary flood problems.

- **General rainfall floods** can occur in Fresno County during winter and spring months. This type of flood results from prolonged heavy rainfall over tributary areas and is characterized by high peak flows of moderate duration. Flooding is more severe when antecedent rain has resulted in saturated ground conditions; when the ground is frozen, and infiltration is minimal; or when rain on snow in the high elevations on the east side adds snowmelt to rain flood runoff.
- **Snowmelt floods** on the San Joaquin and Kings rivers and their higher elevation tributaries can be expected to occur any time from April through June. Although snowmelt flooding is of much larger volume and longer duration than rain flooding, it does not have the high peak flows characteristic of rain floods. Snowmelt flood runoff is sometimes augmented by late spring rains on the snowfields or lower elevation tributary watersheds.
- **Cloudburst storms** sometimes lasting as long as three hours can occur any time from late spring to early fall and may occur as an extremely severe sequence within a general rainstorm. Cloudbursts are high-intensity storms that can produce floods characterized by high peak flows,

short duration of flood flows, and small volume of runoff. In some areas, especially where drainage basins are small, cloudbursts can produce peak flows substantially larger than those of general rainstorms. Cloudburst storms usually cover small areas and would not generally affect flood flows or flood stages on the San Joaquin or Kings rivers. Generally, only the upper reaches of the smaller streams are affected by cloudbursts.

In urban areas, flood problems intensify because open land available to absorb rainfall and runoff is being used for new development, which increases the number of paved areas (i.e., impervious surfaces). The decrease in the amount of open land increases the volume of water that must be carried away by waterways. Urban development in some areas of Fresno County has been substantial in recent years and is expected to continue.

Eastern and Central Fresno County Flood Problem Areas

Most flood issues in eastern and central Fresno County are associated with the San Joaquin River, Kings River, and several other stream systems. In Fresno County, there are 23 dams that could cause substantial flooding in the event of a failure. The majority of these dams are in the San Joaquin and Kings River watersheds in the eastern part of the county. Generally, the areas at risk are large urban and rural areas downstream and below the dams on the valley floor.

San Joaquin River System

The San Joaquin River from Gravelly Ford to the Chowchilla Bypass outside Fresno County is confined by a levee system. The design capacity of the river is 5,000 cfs, which is considered a safe carrying capacity with three feet of allowable freeboard. Over time, encroachment of vegetation, substantial sedimentation, and land subsidence has considerably reduced channel capacity. Erosion, seepage, and prolonged high water compromise levee integrity. Levee maintenance is generally under the jurisdiction of local reclamation districts. Uncontrolled flooding from the San Joaquin River between the Chowchilla Bypass and Dos Palos tends to flow into Madera County north of Mendota.

The Mendota Pool area has shown evidence of significant subsidence, possibly affecting levee height, river invert (i.e., bottom of low-flow channel), as well as the pool depth. The flooding hazards in the region are from Panoche Creek to the west into Madera County downstream from Mendota Pool. It was reported in 1997 (Fresno County General Plan Background Report) that the Mendota Dam is of limited usefulness for flood control purposes. Construction of a new dam at Mendota has been contemplated to improve flood control capabilities of the lower reaches of the San Joaquin.

The flooding potential from creeks and streams between the San Joaquin and Kings Rivers in the east has been substantially eliminated within the last few years by the completion of the Redbank- Fancher Creeks Flood Control Project. This has resulted in a decrease in the areas designated for the 100-year floodplain. However, as noted in the Fresno County General Plan Background Report, the 100-year storm event flows have increased from 18,000 cfs to 24,500 cfs in the San Joaquin River over last few decades (due to increasing intensity of storms and statistical analysis of the meteorologic/hydrologic database for the San Joaquin River).

Kings River System

Uncontrolled creeks within the Kings River system, notably Mill Creek, continue to challenge management of Pine Flat Dam and Kings River flood control during consecutive large storm events. In 1997, water was not released from Pine Flat due to large flows in Mill Creek, which pushed the limits of the system. If another large event had occurred before Pine Flat Reservoir releases could provide adequate storage space and the Mill creek watershed was still saturated, rapid runoff in Mill Creek and an emergency spill at Pine Flat would have overwhelmed the system. In the event of a major release from Pine Flat Dam, downstream flooding would occur over agricultural lands near the riverbanks and possibly within the Cities of Reedley and Kingsburg.

Western Fresno County Flood Problem Areas

Flood issues in western Fresno County are varied in scope and unique in nature. Many creeks prone to high flows and significant erosion are found in the area, but most of the region is unpopulated, so flooding in many areas poses little threat to life or personal property. Major facilities that are subject to flooding include Interstate 5 and the California Aqueduct. Urban areas subject to flooding include the communities of Coalinga, Huron, and Mendota. Important wetland habitat in the Mendota Wildlife Management Area is also subject to flooding and may be impacted by sediments carried by flood flows from these creeks.

During large storm events, the California Aqueduct is flooded by high flows from Arroyo Pasajero. Consequently, the Bureau of Reclamation, the Corps, and the DWR are coordinating efforts to relieve the threat of flooding from this stream system. Other stream systems obstructed by the aqueduct may pose a flooding hazard during periods of high flow when ponds form on the west side of the aqueduct. The streams carry large amounts of sediment. When ponds fill with sediment, water spills into the aqueduct.

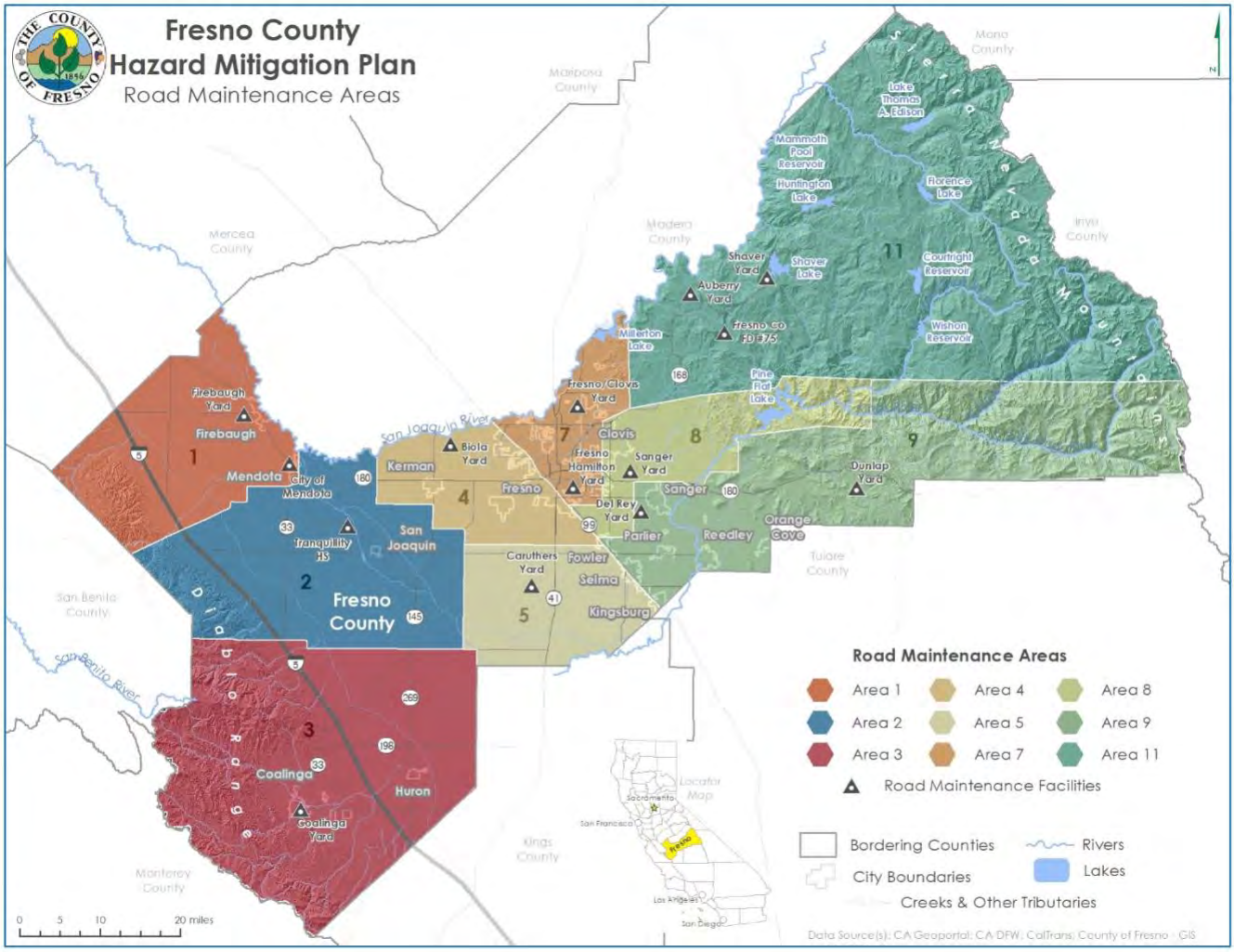
Various stream systems also flood developed areas in western Fresno County during storm events. Creeks that feed into Arroyo Pasajero flow through the City of Coalinga, creating flood hazards and preventing development in impacted areas. Downstream, Arroyo Pasajero is prone to flooding the road into the City of Huron. After crossing the California Aqueduct, Panoche Creek flows overland and floods both agricultural land and portions of the City of Mendota.

The Mendota Wildlife Management Area receives water from Panoche Creek, which drains into Mendota Pool. During storm events, the sediments carried in Panoche Creek contain high levels of selenium and arsenic, which may degrade the water quality in the Mendota Wildlife Management Area.

Localized Flooding Problem Areas

Localized flooding also occurs throughout the County with several areas of primary concern. According to the Fresno County Department of Public Works, numerous roads throughout the County are subject to flooding in heavy rains. In addition to flooding, damage to these areas during heavy storms includes pavement deterioration, washouts, landslides/mudslides, debris areas, and downed trees. The amount and type of damage or flooding that occurs varies from year to year, depending on the quantity of runoff. Flooding problems are tracked by road maintenance area (see **Figure 17. Fresno County Road Maintenance Areas**) and noted below.

Figure 20. Fresno County Road Maintenance Areas



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno - GIS

A1. Firebaugh Area

The following roads in Area #1 are subject to flooding in heavy rains and flooding signs are required.

- Washoe at Delta Mendota Canal southeast of Bridge
- Herndon at Russell
- Belmont from San Diego to Fairfax
- Shaw between Milux and Russell
- Washoe .01 miles north of California
- Shields at Fairfax southwest corner
- Russell 1.9 miles south of Shields
- Little Panoche, numerous areas 1.3 miles west of Interstate 5 to C/L
- Milux at Bullard, west side
- Bullard east of Milux numerous areas to Fairfax
- Althea 1 mile west of Russell
- Hudson at Merrill northeast corner
- Fairfax at Valeria southwest corner
- Fairfax .02 miles south of Valeria
- Oxalis .04 miles west of Ormsby

A.2 Tranquility

Areas that flood east of James Road:

- Butte, American to North
- American, Denver to El Dorado
- El Dorado, American to Colorado
- Marin, Adams South .2 miles
- Sumner, Colorado to Placer
- Yuba, Manning to Colorado
- Parilier, Placer to Yuba
- Springfield, Colorado to Plumas
- Springfield, Colusa to Sutter
- Huntsman, Colorado to El Dorado
- Floral, Colorado to Graham
- Rose, Colorado to Trinity
- Napa, at drain ditch crossing (Nebraska)?

- Kamm, Placer to Yuba

A.3 Coalinga

- Mt. Whitney

Areas that flood west of James Road:

- San Mateo north of State Route 180
- Sante Fe at San Benteo
- Jefferson Amador to Tuolumne
- Lincoln James Rd. to Calaveras
- Mt. View San Mateo to Monterey
- Clarkson San Mateo to Amador
- Amador Clarkson to Elkhorn
- Elkhorn Amador to Sonoma
- Sonoma Elkhorn to Mt. Whitney
- Kamm State Route 33 to Interstate 5
- Manning Aqua Duct to Interstate 5
- Douglas south of Manning .1 mile
- Douglas north of Manning 1 mile
- San Diego Adams to American
- Jensen San Diego to Washoe
- Coalinga-Mendota Road
- Parkfield
- Collwell east and west
- Boone
- Alcalde Road

A.3 Biola

- Dickenson Avenue, Herndon to Barstow
- Dickenson Avenue, south of North Avenue, east side
- Belmont Avenue, Grantland to Howard Avenue, various locations
- Shields Avenue, Westlawn to Bishop Avenue, various locations
- Shields Avenue west of State Route 145, various locations

- Shaw Avenue west of State Route 145, various locations
- Dower Avenue, Shields Avenue to Shaw Avenue, various locations
- Henderson north of South Avenue, east side
- Brawley south of Lincoln
- Elm Avenue between Morton and Clayton Avenue.
- Adams-Clovis Avenue to State Route 99
- Central at Blyth to Cornelia
- Grantland south of Shaw, east side
- Grantland south of Belmont to RXR tracks, east side

A.5 Caruthers

- Floral west of Temperance
- Fowler at Davis
- McCall south of Clarkson
- Fowler north of Elkhorn
- Temperance south of Conejo
- Dewolf north of Mt. View
- Clovis north of Nebraska
- Harlan between Maple and Chestnut

A.7 Fresno-Clovis

- Copper between Minnewawa and Fowler
- Copper near Armstrong
- Armstrong between Copper and International
- International between Flower and Armstrong
- Fowler between International and Shepherd
- Behymer between Willow and Minnewawa
- Behymer between Minnewawa and Fowler
- Sunnyside between Teague and Nees
- Teague between Fowler and Armstrong
- Marion between Teague and Nees
- Shaw between McCall and Leonard
- Academy between Herndon and Shaw

- Sierra between Academy and Del Rey
- Herndon between Academy and Madsen
- Madsen between Herndon and Shepherd
- Shepherd between SH 168 and Academy
- Shepherd between Fowler and Armstrong
- Gettysburg between Van Ness and Wishon
- Sierra between Forkner and Van Ness Extension
- College between Swift and Santa Ana

A.8 Fresno-Sanger

This is not a complete list as there are many locations that pool at the shoulder or just onto the road. Large or back-to-back storms can change all.

- Jensen at Sierra Vista
- Shields/Locan
- National east of Minnewawa
- Monticeto/Rogers
- Fowler at Princeton
- Butler east of Locan
- Gettysburg/Greenwood
- McKinley west of Bethel
- McKinley at Leonard
- Indianola south of Highway 180
- Dewolf/Church
- Bond/Mayfair Drive North
- Griffith east of Clovis
- Dakota east of Highland
- Fowler at Olive
- Walling north of Kings Canyon
- Olive east of Hornet
- Temperance north of Church
- Temperance north of Jensen
- Locan north of Church
- Highland north of Jensen

- Zediker south of Belmont
- Tulare west of Zediker
- Newmark north of Belmont
- Macdonough north of Belmont
- Newmark north of Highway 180
- California east of Dockery
- McCall/Tulare
- Tulare east of McCall
- Indianola at Jensen
- Olive/Zediker
- Thompson north of Dakota
- Rancho at Butler
- Illinois west of Villa
- Madison west of Clovis
- Grant west of Clovis
- Washington west of Clovis
- Easterby Drive Southwest of Minnewawa
- Easterby Drive Northwest of Minnewawa
- Brown at Jackson

A.9 Sanger-Del Rey

- American between Academy and Armstrong
- Central between McCall and Willow
- Bethel south of Adams 100-500 feet
- Bethel between Manning and Rose
- Willow between North and Jensen
- Nebraska from Academy to city limits and at intersection of Bethel

A.10 Reedley-Dunlap

- Alta at Manning
- Zediker south of Caruthers
- South at Zediker
- Reed at Floral

- Reed at South
- Adams between Zediker and Smith
- Smith at Dinuba
- Hill between Sumner and Adams
- Monson south of Parlier (this might be the City of Orange Cove)

LEVEE FAILURE

A levee is a raised area that runs along the banks of a river or canal. Levees reinforce the banks and help prevent flooding. By confining the flow, levees can also increase the speed of the water. Levees can be natural or man-made. A natural levee is formed when sediment settles on the riverbank, raising the level of the land around the river. To construct a man-made levee, workers pile dirt or concrete along the riverbanks, creating an embankment. This embankment is flat at the top, and slopes at an angle down to the water. For added strength, sandbags are sometimes placed over dirt embankments.

Levees provide strong flood protection, but they are not failsafe. Levees are designed to protect against a specific flood level and could be overtopped during severe weather events. Levees reduce, not eliminate, the risk to individuals and the structure behind them. A levee system failure or overtopping can create severe flooding and high-water velocities. It's important to remember that no levee provides protection from events for which it was not designed, and proper operation and maintenance are necessary to reduce the probability of failure.

There are three primary risks to levee integrity in Fresno County:

- Earthquake failure
- High water failure
- Dry weather failure.

EARTHQUAKE FAILURE

Seismic risk in the Fresno area is characterized as moderate-to-high because of many active faults in the area. **Figure 16. California's Fault Lines** illustrates the locations of faults in and surrounding Fresno County. Seismic risk to levees stems from the risk of liquefaction, ground settlement, and cracking.

HIGH WATER FAILURE

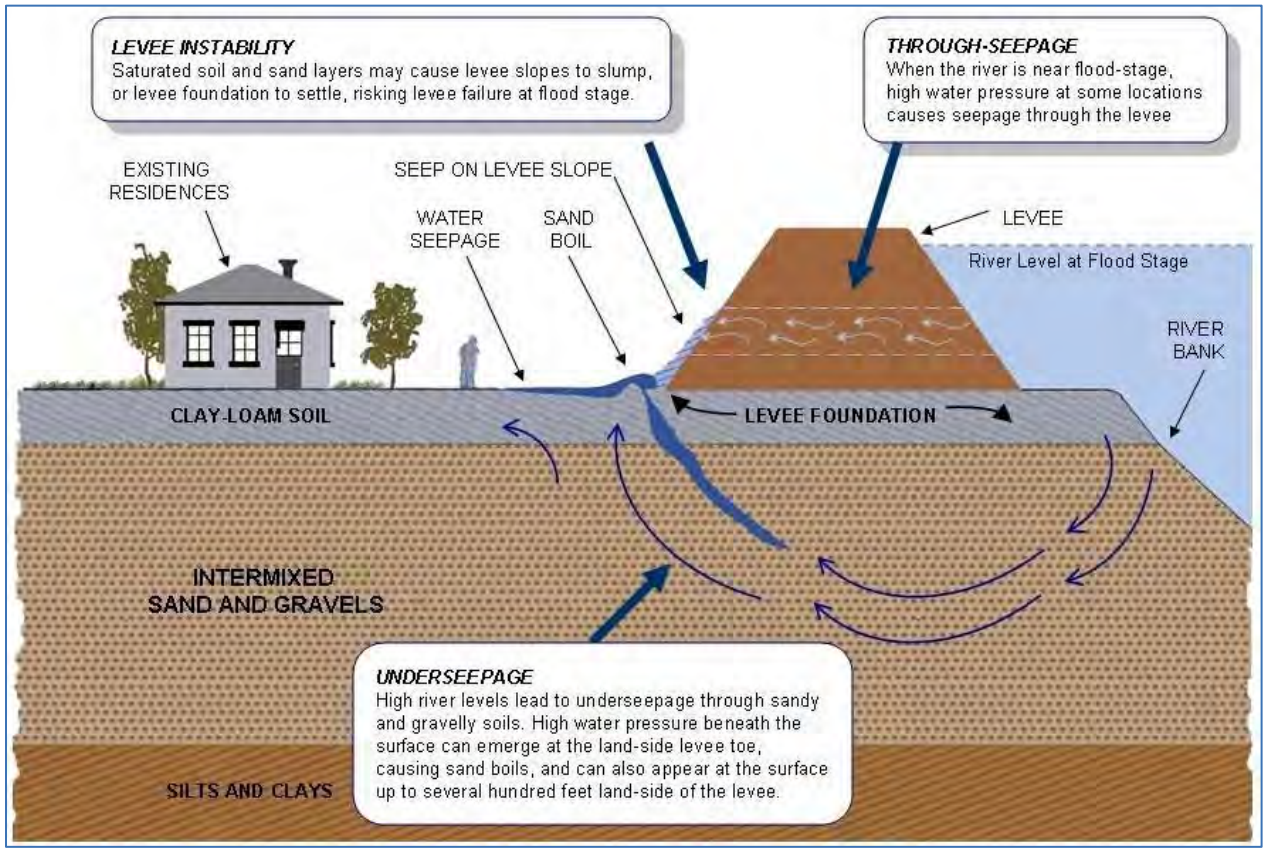
High water in the County can overtop levees. High water also increases the hydrostatic pressure on levees and their foundations, causing instability, shown in **Figure 18. Levee Failure Process**. The risk of through-levee and under-levee seepage failures increases as well.

Under-seepage refers to water flowing under the levee through the foundation materials, often emanating from the bottom of the landside slope and ground surface and extending landward from the landside toe of the levee. Through-seepage refers to water flowing through the levee prism directly,

often emanating from the landside slope of the levee. Both conditions can lead to failure by several mechanisms, including excessive water pressures causing foundation heave and slope instabilities, slow progressing internal erosion, and piping leading to levee slumping.

Overtopping failure occurs when the flood water level rises above the crest of a levee. The representation of the failure modes and the evaluation of the probability of levee failures for each mode are discussed in the remaining sections.

Figure 21. Levee Failure Process



Source: Reclamation District 1000

DRY WEATHER FAILURES

Dry weather, or sunny days, failures are levee breaches that are not flood or seismic related. These failures typically occur between the end of the late snowmelt from the Sierras, in late May, and the beginning of the rainy season, in early October. Sunny-day failures are addressed separately from flood-induced failures to differentiate between winter and summer events. Aside from seismic events, factors that can cause levee failures in the County in the summer period are different than the factors that can cause winter failures.

Burrowing animal activities and pre-existing weaknesses in the levees and foundation are the key weak links leading to levee failures. This is the case whether or not the failures occur during a high-tide condition. Burrowing animals can cause undue weaknesses by creating a maze of internal and interconnected galleries of tunnels. Tree growth on levees may cause weakness as well.

Under-seepage and through-levee seepage are slow processes that tend to work through time by removing fines from levee and foundation material during episodes of high river levels. Cumulative deterioration through the years can lead to foundations ultimately failing in dry weather by means of uncontrollable internal erosion that leads to slumping and cracking of levees.

FLOODPLAIN MAPPING

FEMA established standards for floodplain mapping studies as part of the National Flood Insurance Program (NFIP). The NFIP makes flood insurance available to property owners in participating communities adopting FEMA-approved local floodplain studies, maps, and regulations. Floodplain studies that may be approved by FEMA include federally funded studies; studies developed by state, city, and regional public agencies; and technical studies generated by private interests as part of property annexation and land development efforts. Such studies may include entire stream reaches or limited stream sections depending on the nature and scope of a study. A general overview of floodplain mapping is provided in the following paragraphs. Details on the NFIP and mapping specific to participating jurisdictions are in the jurisdictional annexes.

- **Flood Insurance Study (FIS)**: The FIS develops flood-risk data for various areas of a community that is used to establish flood insurance rates and to assist the community in its efforts to promote sound floodplain management. The current Fresno County FIS is dated January 20, 2016. This study covers both the unincorporated and incorporated areas of the County.
- **Flood Insurance Rate Map (FIRM):** The FIRM is designed for flood insurance and floodplain management applications. For flood insurance, the FIRM designates flood insurance rate zones to assign premium rates for flood insurance policies. For floodplain management, the FIRM delineates 100- and 500-year floodplains, floodways, and the locations of selected cross sections used in the hydraulic analysis and local floodplain regulation.
- **Letter of Map Revision (LOMR) and Map Amendment (LOMA):** LOMRs and LOMAs represent separate floodplain studies dealing with individual properties or limited stream segments that update the FIS and FIRM data between periodic FEMA publications of the FIS and FIRM.
- **Digital Flood Insurance Rate Maps (DFIRM):** As part of their Map Modernization program, FEMA is converting paper FIRMS to digital FIRMs (DFIRMS). These digital maps: incorporate the latest updates (LOMRs and LOMAs), utilize community supplied data, verify the currency of the floodplains and refit them to community supplied base maps, Upgrade the FIRMs to a GIS

database format to set the stage for future updates and to enable support for GIS analyses and other digital applications, and solicit community participation.

To describe the flood hazard areas for a specific area, FEMA uses flood zone designations which include Zone V, Zone VE and C 1-30, Zone A, Zone AE, Zone AH, Zone AO, Zone X (shaded), and Zone X (unshaded). The flood determinations and their descriptions used in floodplain mapping are described in the table below.

Table 27. Floodplain Zone Designations

Zone Designation	Percent Annual Chance of Flood	Description
Zone V	1%	Areas along coasts subject to inundation by th e 1% annual chance of flooding with additional hazards associated with storm-induced waves. Because hydraulic analyses have not been performed, no base flood elevations (BFEs) or flood depths are shown.
Zones VE and V1-30	1%	Areas along coasts subject to inundation by th e 1% annual chance of flooding with additional hazards associated with storm-induced waves. BFEs derived from detailed hydraulic analyses are shown within these zones. (Zone VE is us ed on new and revised maps in place of Zones V1-30.)
Zone A	1%	Areas with a 1% annual chance of flooding an d a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas, no depths or BFEs are shown within these areas.
Zone AE	1%	Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. In most instances, BFEs derived from detailed analyses are shown at selected intervals within these zones.
Zone AH	1%	Areas with a 1% annual chance of flooding Where shallow flooding (usually areas of ponding) can occur with average depths between 1 – 3 feet.
Zone AO	1%	Areas with a 1% annual chance of flooding, w here shallow flooding average depths are bet ween 1 – 3 feet.

Zone Designation	Percent Annual Chance of Flood	Description
Zone X (shaded)	0.2%	Represents areas between the limits of the 1 % annual chance of flooding and 0.2% chance of flooding.
Zone X (unshaded)	Undetermined	Areas outside of the 1% annual chance floodplain and 0.2% annual chance floodplain; areas of 1% annual chance sheet flow flooding where average depths are less than one (1) foot; areas of 1% annual chance stream flooding where the contributing drainage area is less than one (1) square mile, or areas protected from the 1% annual chance flood by levees. No BFE or depths are shown within this zone.

Source: FEMA

COMMUNITY RATING SYSTEM

As part of the NFIP, the Community Rating System (CRS) is a voluntary incentive program that recognizes and encourages community floodplain management practices that exceed the minimum requirements.

CRS communities have flood insurance premium rates discounted to reflect reduced flood risk resulting from the community's efforts that address the three goals of the program. With an updated hazard mitigation plan, lower flood insurance premiums will be provided for the jurisdictions that participate in the National Flood Insurance Program's Community Rating System.

According to the FEMA Community Status Book, accessed on March 27, 2024, Fresno County joined the CRS on May 1, 2016, and has a CRS class of 7 which provides a 15 percent SFHA discount and 0.05 percent non-SFHA discount. Additionally, the County joined the NFIP on October 1, 1991.

Table 28. Community Rating System (CRS) Credits and Discounts

CRS Class	CRS Discount	Credit Points Required
1	45%	4,500+
2	40%	4,000-4,499
3	35%	3,500-3,999
4	30%	3,000-3,499
5	25%	2,500-2,999

CRS Class	CRS Discount	Credit Points Required
6	20%	2,000-2,499
7	15%	1,500-1,999
8	10%	1,000-1,499
9	5%	500-999
10	0%	0-499

Source: FEMA

The flood mitigation activities and their points are listed below. The total number of points will equal to a CRS class and then determine the CRS discount for flood insurance for the community.

Table 29. Community Rating System (CRS) Mitigation Actions and Points

Series 300	Mitigation Actions	Maximum Points	Average Points
	This series of credits programs advise people about flood hazards, flood insurance, and ways to reduce flood damage. The activities also provide data insurance agents need for accurate flood insurance rating.		
310	**Elevation Certificates** • Have written procedures for managing floodplain-related certificates for new constructions in the floodplain. (at a minimum, a community must maintain certificates for buildings built after the date of its CRS application) • Maintain a rate of 90% accuracy	116	36
320	**Map Information Service** • Provide Flood Insurance Rate Map information to those who inquire, and publicize this service	90	78
330	**Outreach Projects** • Distribute outreach projects with messages about flood hazards, flood insurance, flood protection measures, and/or the natural and beneficial functions of floodplains	350	87
340	**Hazard Disclosure** • Real estate agents advise potential purchasers of flood-prone property about the flood hazard • Regulations require notice of the hazard	80	15
350	**Flood Protection Information** • The public library and/or community's website maintains references on flood insurance and flood protection	125	48

Series 300	Mitigation Actions	Maximum Points	Average Points
360	**Flood Protection Assistance** • Give inquiring property owners technical advice on protecting their buildings from flooding and publicize this service	110	59
370	**Flood Insurance Promotion** • Assess flood insurance coverage in the community; promote flood insurance through meetings, technical assistance, brochures, or other means • This series credits programs that limit floodplain development or provide increased protection to new and existing development	220	40
410	**Floodplain Mapping** • Develop new flood elevations, floodway delineations, wave heights, or other regulatory flood hazard data for an area not mapped in detail by the flood insurance study • Have a more restrictive mapping standard	850	78
420	**Open Space Preservation** • Guarantee that currently open public or private floodplain parcels will be kept free from development • Incentivize keeping the floodplain open with zoning restrictions, lot size requirements, or other regulations	2,870	471
430	**Higher Regulatory Standards** • Limit new buildings and/or fill in the floodplain • Require freeboard • Require soil tests or engineered foundations • Require compensatory storage • Require coastal construction standards in AE Zones • Have regulations tailored to protect critical facilities or areas subject to special flood hazards such as alluvial fans, ice jams, subsidence, coastal erosion	2,462	272
440	**Flood Data Maintenance** • Keep flood and property data on computer records • Use better base maps • Maintain elevation reference marks	222	127
450	**Stormwater Management** • Regulate new development throughout the watershed to ensure that post-development runoff is no greater than pre-development runoff. • Regulate new construction to minimize soil erosion and protect or improve water quality	755	110
510	**Floodplain Management Planning** • Using a standard process, prepare, adopt, implement, and update • A comprehensive flood hazard mitigation plan and/or	762	197

Series 300	Mitigation Actions	Maximum Points	Average Points
	• Plan to protect natural functions within the community's floodplain and/or • A plan for managing substantial flood damage to properties in the community and/or • A plan to serve and/or recover threatened and endangered species in the floodplain • Prepare an analysis of the repetitive flood loss areas within the community *** relates to hazard mitigation planning		
520	**Acquisition and Relocation** • Acquire and/or relocate flood prone buildings so that they are out of the floodplain, and the floodplain remains open	2,250	176
530	**Flood Protection** • Protect existing floodplain development by floodproofing, elevation, or minor flood control projects.	1,600	64
540	**Drainage System Maintenance** • Have a program for and conduct annual inspections of all channels and detention basins; remove debris as needed	470	203
610	**Flood Warning and Response** • Provide early flood warning to the public, and have a detailed flood response plan keyed to flood crest predictions • Incorporate substantial damage assessment into flood operations	365	266
620	**Levees** • Annually inspect and maintain existing levees; have a system for recognizing the threat of levee failure and/or overtopping, disseminating warnings, and providing emergency response; and coordinate with operators of critical facilities	235	111
630	**Dams** • Have a high-hazard potential dam that could affect the community; have a system for recognizing the threat of dam failure, disseminating warnings, planning, and practicing emergency responses; and coordinating with operators of critical facilities.	160	38

Source: FEMA

LEVEE MAPPING

As part of FEMA's Map Modernization program, FEMA is mapping levees within communities, with a primary focus on maps determined to provide a 100-year level of flood protection. Most of the levees are privately owned, maintained, and operated. Because of the ownership and lack of enforcement for

maintenance, most of the levee systems do not meet the current standards for flood protection and are mapped as such.

As part of the flood mapping process, the Federal Emergency Management Agency (FEMA), and its State and local mapping partners, review and evaluate levee system data and documentation. Any community and/or other party seeking recognition or continued recognition of a levee system on a Flood Insurance Rate Map (FIRM) must provide FEMA with data and documentation, certified by a registered professional engineer, showing that the levee system is expected to provide 1-percent-annual-chance (base) flood risk reduction. To be mapped on a FIRM as providing base flood risk reduction, levee systems must meet and continue to meet the NFIP minimum design, operation, and maintenance requirements described in Title 44, Chapter 1, Section 65.10 of the Code of Federal Regulations (44 CFR 65.10).[19]

Provisionally Accredited Levee System (PAL)

In Fresno County, similar to other locations in California, levees and flood control facilities have been built and are maintained variously by public and private entities, including water, irrigation and flood control districts, other state and local agencies, and private interests.

To best address the issue of levees in the DFIRM process, FEMA provided guidance for the issuance of PAL (provisionally accredited levee) agreements that would allow for identified levees to be provisionally accredited for purposes of mapping while communities/levee owners compile and submit data and documentation necessary for full accreditation. Communities have two years from the date of FEMA's initial coordination to submit to FEMA final accreditation data for all PALs. Levees for which such agreements were signed are shown on the final effective FIRM as providing protection from the flood that has a 1-percent-chance of being equaled or exceeded in any given year and labeled as a PAL. Following receipt of final accreditation data, FEMA will revise the FIS and FIRM as warranted.

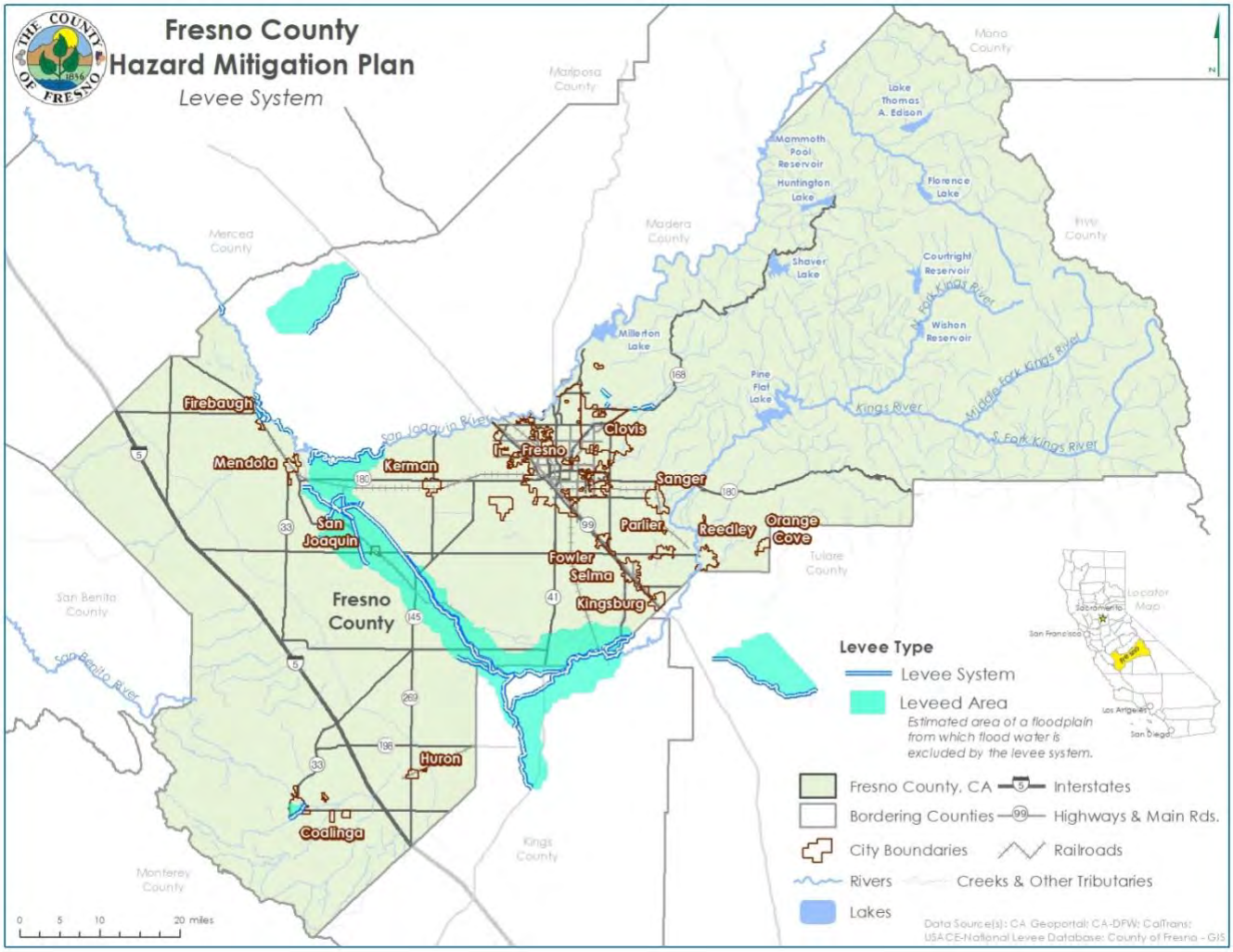
Levee Flood Protection Zone (LFPZ)

FEMA-designated 100-year and 500-year floodplains in Fresno County that were updated under the Map Modernization Program and became effective on January 20, 2016. The State of California (DWR) completed levee flood protection zone (LFPZ) maps in December 2008 of areas that may be inundated if a project levee fails (from water surface elevations at the top of the levee, which may be from a storm event even larger than the levee's design storm). The LFPZ map of the San Joaquin River shows a considerable area within Fresno County that may be inundated if the project levees fail.

A relatively broad levee flood protection zone (LFPZ) is identified along the San Joaquin River, with depths less than three feet indicated west of the river, but greater than three feet all along the east side of the river. Several areas protected by project levees in the east county would also have inundation areas that are primarily less than three feet but include some deeper areas. Fresno County's levee system can be seen in **Figure 19. Fresno County Levee System.**

[19] https://www.fema.gov/sites/default/files/documents/fema_meeting-criteria-accrediting.pdf

Figure 22. Fresno County Levee System



Source: CA Geoportal: CA-DFW; CalTrans; USACE-National Levee Database: County of Fresno - GIS

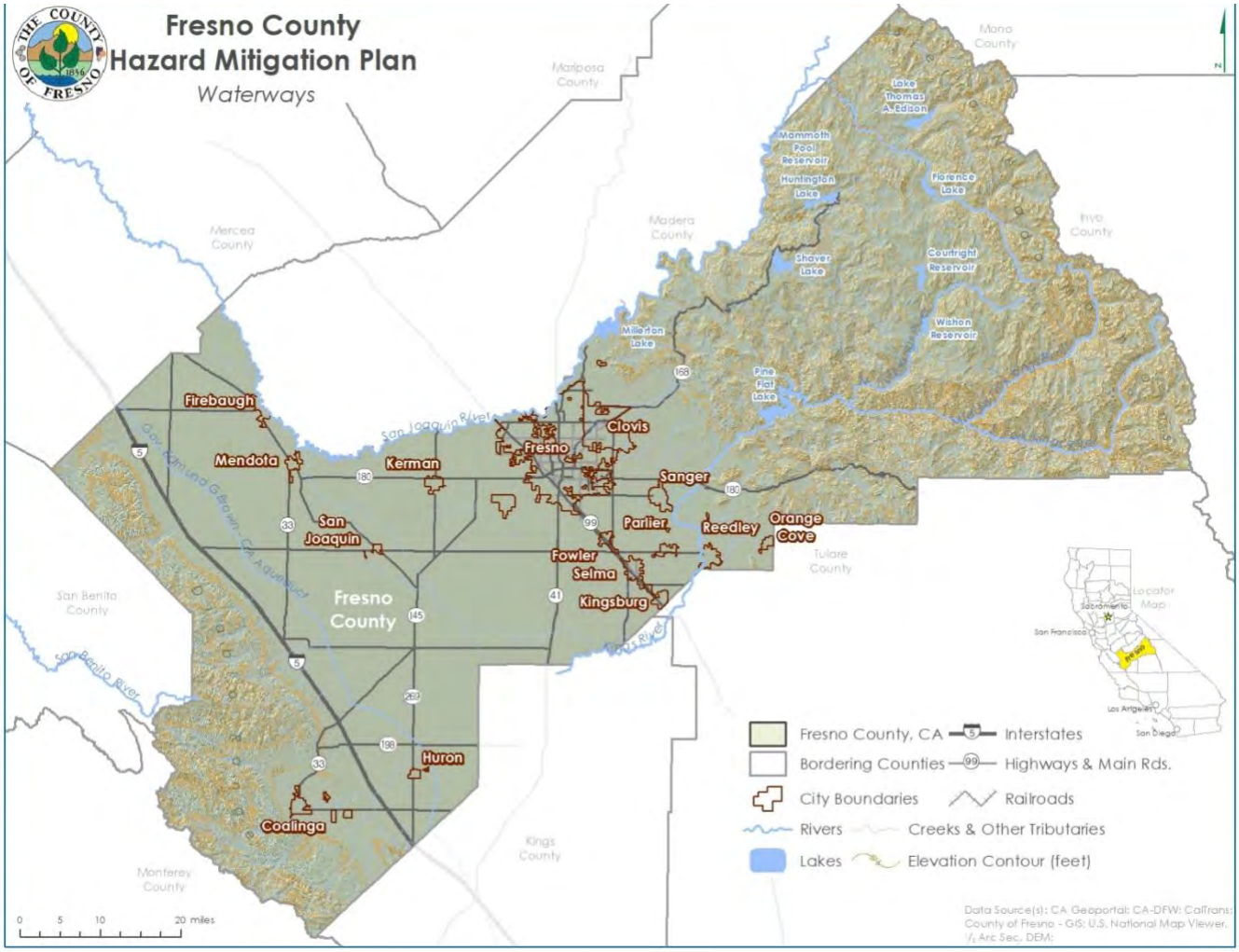
EXTENT

Small - Fresno County is large and geographically diverse. Water resources in the Fresno County planning area include several rivers and streams, artificial waterways, and groundwater sources located throughout the County. The mountainous eastern portion of Fresno County, located primarily in the Sierra Nevada, contains many small mountain lakes and streams that are tributaries to the San Joaquin and Kings rivers, which flow into the Central Valley. The arid western portion of Fresno County is characterized by larger watersheds in the Coast Range that drain stormwater eastward into the valley and the Fresno Slough. Flash floods with depths of several feet can occur in the valleys of the Sierras, while large areas of relatively shallow inundation can occur in the Central Valley.

During winter and spring months, river systems in Fresno County swell with heavy rainfall and snowmelt runoff. To prevent flooding, a wide variety of storm drainage and flood control measures are used throughout the County. These include flood control reservoirs, levee systems, and watershed treatments. In rural areas, the management of reservoir releases, canals, and levee systems reduces the likelihood of flooding and reroutes stormwater around urban areas. In developed areas, storm drainage systems composed of street gutters, inlets, underground storm drains, ponds, pumping stations, and open channels are used to collect and control stormwater runoff. The storm drainage and flood control systems are discussed further in the sections that follow.

Figure 20. Fresno County Waterways illustrates natural and manmade waterways in the County. Information on the County's more notable waterways and associated flood control facilities extracted from the Fresno County General Plan Background Report is included below by region.

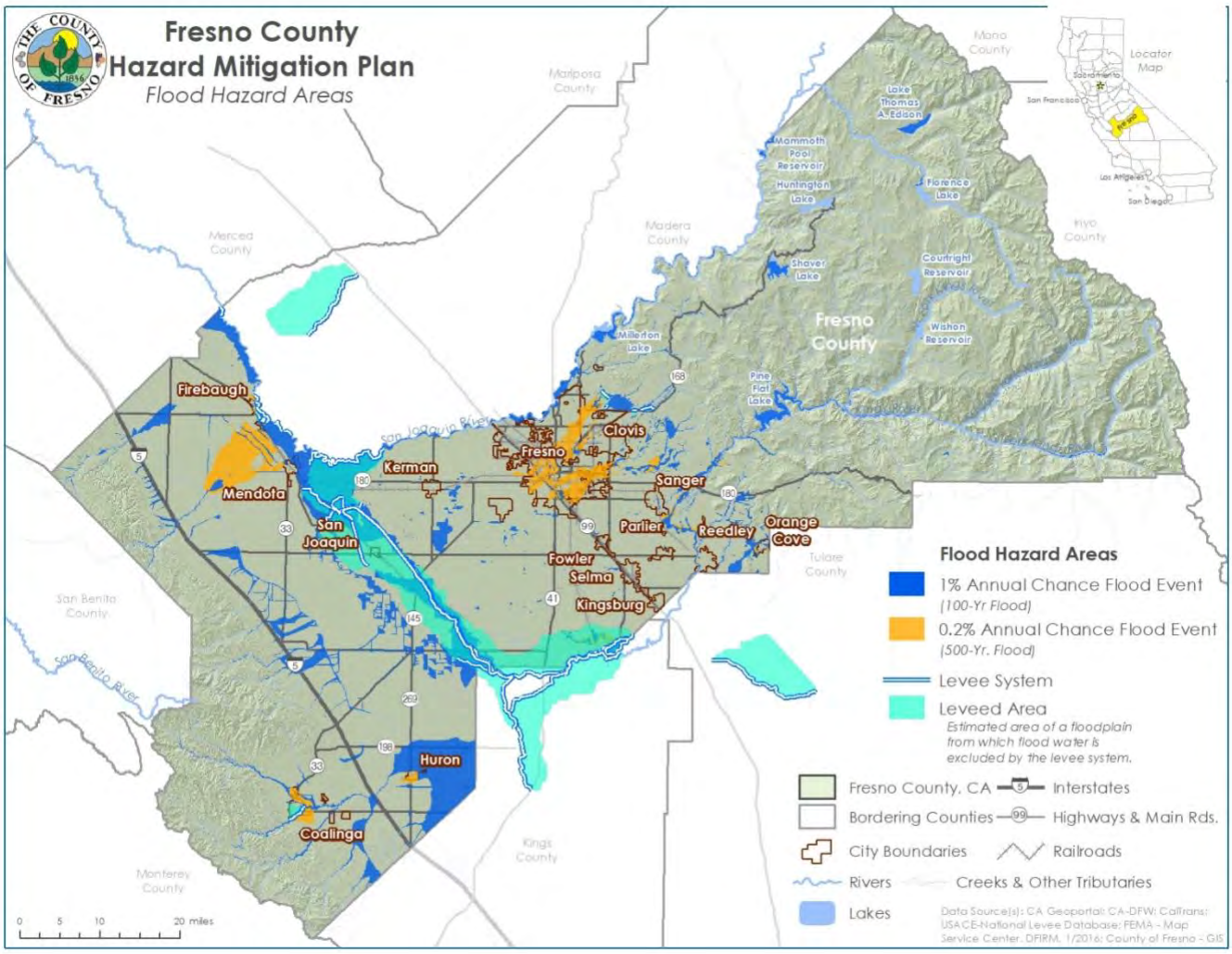
Figure 23. Fresno County Waterways



Source: CA Geoportal: CA-DFW; CalTrans: County of Fresno-GIS; U.S. National Map Viewer, ½ Arc Sec. FEMA

The map below illustrates the city's mapped flood hazard areas. Flood hazard areas periodically change to reflect improved and updated mapping techniques as well as areas that may have been altered by flood mitigation projects, typically reflected in the development of the Conditional Letters of Map Revision (CLOMR) or Letters of Map Revision (LOMR). More detailed flood hazard maps are included in this Chapter.

Figure 24. Fresno County Flood Hazard Areas



Source: CA Geoportal; CA-DFW; CalTrans; USACE-National Levee Database; FEMA-Map Service Center; DFIRM, 1/2016; County of Fresno - GIS

LEVEE FAILURE EXTENT

The geographic extent of the levee hazard is shown in **Figure 21. Fresno County Flood Hazard Areas** and explained further in the Vulnerability portion of this plan.

PAST OCCURRENCES

Fresno County has a long history of flooding, Historical records indicate that nine significant flood events occurred in Fresno County between the 1840s and 1900. A series of river floods during the 1980s and 1990s prompted FEMA to drastically revise its estimate of the 100-year flood flows in the San Joaquin River channel and to develop a new FIRM for the area. Construction of major detention structures in the eastern part of the County along the Fresno County Stream Group enabled FIRMs to be revised in the early 1990s to show a reduced 100-year flood risk from the San Joaquin River to the metropolitan area. Within the past 70 years, there have been 53 recorded flood incidents within Fresno County. Detailed information on each of the flood events is described below.

- **December 1955**: A rain on snow event caused local and downstream flooding in eastern Fresno County, ultimately affecting the entire valley region. Homes were lost and roads and bridges were damaged or destroyed. Damage to some dam facilities also resulted.
- **1995**: From January to March 1995, strong storms in the County led to severe flooding, road closures, a destroyed bridge on Interstate 5, hundreds displaced, and seven fatalities, particularly affecting the western region. Damages included twenty homes, $5 million to public facilities, over $8.6 million to agriculture, and $9 million in business impacts, with multiple infrastructure disruptions like road closures and compromised water systems. A local, state, and federal disaster was declared due to the extensive impact of the storms.
- **1997**: A regionwide rain on snow event in high elevations caused local flooding and flooding downstream in the valley. Homes, bridges, roads, and other infrastructure near waterways were damaged. A bridge on Interstate 5 over the Kings River was washed out. Losses to infrastructure were estimated in the hundreds of millions. Other impacts included damage to fisheries and wildlife.
- **1998 (El Niño rain event)**: In 1998, Fresno County was hit by extensive rainfall over 33 days within a six-month period, causing widespread flooding and prompting local, state, and federal emergency declarations. Property and public facility damage totaled nearly half a million dollars, while the farming industry suffered a $17 million loss, primarily impacting tree fruit and row crops. The community faced substantial economic impacts between $38-48 million, and the agricultural workforce experienced significant unemployment and reduced work hours.
- **April 28, 2005 (Parlier Flood)**: A cell of severe weather passed over the City of Parlier dropping up to three inches of rain in 20 minutes. The drainage system could not handle the flow, and approximately 25 homes and businesses were flooded. The City of Parlier declared a local disaster, as did Fresno County. Damage was estimated at $700,000. Homeowners had little or no insurance coverage. In addition, J Street was closed for one day.
- **2005-2006**: Above average rainfall occurred between December 19, 2005, and January 1, 2006. This resulted in flooding of low-lying areas throughout the County. Flood control basins were overflowing in several areas, including the Cities of Fresno and Clovis. Property damage included damage to approximately 180 businesses and homes estimated at $1.4 million within the unincorporated County. Damage to other jurisdictions was estimated at $611,307. Damage to crops

was minimal due to the time of year. Flooding further resulted in several road closures, which were one to two weeks in duration.

- **April 5, 2006**: Heavy rainfall and snowmelt caused high runoff into the San Joaquin and Kings River drainages, putting levees and river channels at risk, although they ultimately held. A flood fighting team from the Department of Water Resources (DWR) and construction crews worked to reinforce the system, resulting in minimal property and crop damage, except for 200 acres in the Tranquility Irrigation District affected by a levee break. Despite the damage to the levee, canal systems, and river channels, disaster declarations were made due to the potential for more severe consequences had there been system failures.
- **July 2006**: Flash floods from thunderstorms in drainages above the north end of Huntington Lake resulted in a variety of damage. This included an estimated $250,000 in damage to private boats and an estimated $200,000 in damage to local infrastructure (roads, boat docks, etc.). Other impacts included loss of power for three weeks in some areas, closure of a primary summer road for one week, and closure of Huntington Lake to recreational use for one week. Cleanup costs exceeded $150,000, and search and rescue costs were estimated at $25,000.
- **October 29, 2007**: Newspapers and broadcast meteorologists reported several roadways flooded in Northwest Fresno. Numerous vehicles were stranded, and water rescues occurred. Heavy rain caused a roof to collapse at an industrial plant on the northwest side of the city. Damage was estimated at 250,000 to the roof structure alone. Total property damage associated with the event amounted to over $500,000.
- **December 2007**: Heavy rain and snowstorms ravaged central California, including the San Juaquin Valley and Fresno metropolitan area. The combination of locally heavy rains and poor drainage areas within the urban and suburban land lead to over $175,000 in property damage between December 18th and 19th.
- **December 29, 2010**: On the morning of the 29th, heavy rain across the San Joaquin Valley caused widespread urban and poor drainage flooding. Especially hard hit were the metro areas of Fresno, Visalia, and Bakersfield, and the adjacent foothills. Fresno had a record rainfall of 0.92 inch on the 28th, breaking the old record of 0.72 inch, set in 2004. The two-day total at Fresno-Yosemite International Airport was 1.54 inch, which pushed the December rainfall to 5.92 inches for the second wettest December on record for Fresno; the wettest December was in 1955, with 6.73 inches. It was also the coldest low of the year for Fresno, with temperatures dropping below 32 degrees. Property damage amounted to $125,000.
- **November 30, 2011**: Fresno set record high minimum temperatures on the last day of the month, establishing the total record for the sixth warmest November. This was also the fourth consecutive month that Fresno ranked in the top 10 warmest months. Fresno had a record rainfall on November 30th of 0.62 inch; the old record was 0.50 inch. As a result of the heavy rainfall, some rock and mud slides occurred as the moisture weakened the soil. Law enforcement reported a rock and mud slide on Highway 168 about 15 miles northeast of Clovis, which closed the road for several hours while authorities cleaned up the debris.
- **1/07/2017**: A series of systems fed by a continued influx of very moist air was pushed into the central California interior through an atmospheric river set-up for several days. This created high snow levels between 9,000-10,000 feet and heavy rainfall for much of the San Joaquin Valley County Warning Area which in turn created flooding and flash flooding of area rivers, streams, and water supply canals. Also, debris flows, rockslides, and road ponding/flooding were reported.
- **1/20/2017**: A nearly stationary cold low-pressure system from the Pacific Northwest moved into central California and tropical moisture being fed from the Pacific with a continued atmospheric river

set-up, brought thunderstorms and heavy rainfall to the Sierra Nevada Mountains and Foothills and parts of the San Joaquin Valley over several days. Small pea-sized hail was also reported with some thunderstorms.

- **2/03/2017**: Tropical influx jet pushed into central California ahead of a cold front created heavy rains which were enhanced by orographically lifting with the Sierra Mountains.
- **2/07/2017**: Atmospheric River system brought heavy rainfall, flooding, debris flows, and high elevation snowfall to the central California region. Damages were over $100,000 and the California Highway Patrol reported road closure due to a bridge collapse from heavy rainfall near Sugarloaf Road and Auberry Road just northeast of Meadow Lakes.
- **2/20/2017**: A series of strong low-pressure systems accompanied with tropical moisture influxes brought strong winds, heavy rainfall, flooding, debris flows, funnel cloud reports, and high elevation snows to the central California region. Precipitation was enhanced at times by orographically lifting.
- **6/19/2017**: Between June 18 and June 29, significant water releases from Pine Flat Dam caused flooding along the Kings River, prompting evacuations and levee breaches near Kingsburg, affecting homes, and prompting a large-scale sandbagging operation. The second levee breach on June 24 threatened 90 homes in Tulare County, leading to the evacuation of 300 people and damaging 7 structures. Water levels receded by June 29 after releases from the dam were reduced on June 26, ending the immediate flood threat.
- **3/21/2018**: From March 20 to 22, a surge of tropical moisture led to heavy rainfall, causing widespread flooding, road closures from rockslides and debris flows, particularly in Mariposa and Springville near recent burn scars. Thunderstorms on March 22 exacerbated conditions, prompting flash flood emergencies, evacuations, and a tornado touchdown near Dinuba. While the Southern Sierra Nevada received 4 to 8 inches of rain, the San Joaquin Valley saw 1 to 3 inches, with several feet of snow accumulating above 9000 feet.
- **10/03/2018**: On October 2, an upper-level low pressure system brought light rainfall across the San Joaquin Valley and more significant rain in the Southern Sierra Nevada, followed by scattered thunderstorms on October 3 that led to moderate to heavy rainfall and numerous flooding reports. The Ferguson Fire burn scar experienced flash flooding with debris flows and washed-out roads, while the San Joaquin Valley and Southern Sierra received one to two inches of rain. The system moved east by October 4, ending the precipitation event with snow levels remaining high at above 11000 feet, limiting snowfall to the higher peaks.
- **11/21/2018**: Following a 45-day dry spell in central California, a low-pressure system on November 21 brought light to moderate precipitation, marking the first significant winter storm with 8 to 16 inches of snow above 7000 feet in the Southern Sierra Nevada. The San Joaquin Valley received a quarter to three-quarters of an inch of rain, ending its dry streak. This weather event resulted in minor nuisance flooding reports across the region.
- **12/16/2018**: A cold front that was associated with a moist upper trough pushed across central California on December 17. This system brought moderate to locally heavy rainfall from Fresno County northward the late evening of December through the morning of December 17 where several stations reported a half inch to an inch and a quarter of rainfall, and there were several reports of mainly nuisance flooding during this time. The precipitation mainly fell as snow above 6500 feet where several stations in the Southern Sierra Nevada north of Fresno County picked up between 3 and 6 inches of new snow. Further south the rainfall was less plentiful with most locations receiving between a few hundredths of an inch to a quarter of an inch of rain by the time the precipitation ended by early afternoon on December 17.

- **2/02/2019**: On February 2, a strong low-pressure system brought high winds to the Grapevine area, extending to Bakersfield, causing tree and wind damage, followed by moderate to heavy precipitation that led to roadway flooding. The San Joaquin Valley received over an inch of rain, while mountain areas got 2 to 5 inches, mainly as snow above 5000 feet, with SNOTEL stations reporting several feet of new snow. Additional thunderstorms later in the day produced hail, more rainfall, and a small tornado south of Maricopa.
- **2/14/2019**: Between February 13 and 17, a potent low-pressure system brought heavy rainfall, strong winds, and a drop in snow levels from nearly 9000 feet to 1500 feet, causing widespread flooding and road closures in central California. Thunderstorms with hail and a small tornado followed a cold front on February 15, while the Southern Sierra Nevada received up to 20 inches of new snowfall. Overall, the San Joaquin Valley accumulated up to an inch and a half of rain, and the Tehachapi Mountains saw 1 to 2 inches of liquid precipitation.
- **3/02/2019**: A strong storm system on March 2 brought light to heavy precipitation to central California, with thunderstorms causing flooding and a tornado near Mendota. The Southern Sierra Nevada received 1 to 3 inches of liquid precipitation, while the San Joaquin Valley and Kern County Mountains accumulated up to an inch of rain. The storm, which initially held snow levels above 8000 feet, exited the region by March 3 after dropping snow levels to around 5000 feet and leaving the Kern County Deserts with up to half an inch of rainfall.
- **5/26/2019**: On May 25, a strong upper low-pressure system moved southward, bringing instability and scattered thunderstorms to the San Joaquin Valley, with one storm producing nickel-sized hail and roadway flooding near Mettler and Maricopa. The system continued through California on May 26, causing widespread rainfall, mountain snow, and gusty winds, with the Sierra Nevada receiving 2 to 5 inches of snow and some areas experiencing heavy rainfall and wind gusts over 35 mph. Record-breaking daily precipitation was recorded on May 26 across the region, reflecting the system's significant impact.
- **5/29/2019**: Following cool temperatures, the area warmed up on May 28, leading to seasonable conditions and daily afternoon showers and thunderstorms due to abundant moisture. On May 31, storms in the mountains contributed to heavy rainfall, snowmelt, and significant runoff, causing river levels in the San Joaquin Valley to rise rapidly, notably along the Kings River due to Pine Flat Dam releases. This led to flooding at Lindy's Landing campground near Reedley and the Kings River Golf and Country Club near Kingsburg from May 29, continuing beyond month's end.
- **6/01/2019**: Because of continued increased releases at Pine Flat Dam. Runoff continued to produce flooding at Lindy's Landing campground near Reedley, and the Kings River Golf and Country Club near Kingsburg well into June. The releases were cut back during the middle of the month and the flood waters receded by the evening of June 19.
- **12/08/2019**: During December 7-8, a trough brought widespread rain to California, with 1-2 inches in the Sierra and up to an inch in the San Joaquin Valley, while areas further south received less. The snow levels stayed between 7000 and 8000 feet, leading to 8-12 inches of new snow in the higher elevations. Scattered thunderstorms also caused localized heavy rainfall, roadway flooding, and small hail before the system moved eastward, ending the precipitation by late evening.
- **12/22/2019**: On December 22 and 23, a frontal system brought strong winds and substantial precipitation across central California, with gusts over 50 mph in the foothills and mountains, and some areas near Lebec experiencing winds over 75 mph. The Sierra Nevada and adjacent foothills received 1 to 1.5 inches of rain, while the San Joaquin Valley had reduced totals due to rain shadowing, and central Tulare County saw moderate to heavy rainfall as the low-pressure center

moved north. Above 5000 feet, the precipitation turned into heavy snow, with 10 to 15 inches reported in the higher Sierra regions.

- **3/25/2020**: Between March 20 and March 29, central California experienced a series of weather systems, one of which brought heavy precipitation on March 22 and 23 with up to an inch of liquid precipitation and 8 to 12 inches of snow above 7000 feet in the Sierra Nevada. Another system on March 25 and 26 triggered strong winds, thunderstorms, hail, and localized flooding, with snowfall reaching down to 4000 feet. The final system on March 29 delivered lighter precipitation, capping off a period of significant weather activity across the region.
- **4/17/2020**: On April 16-17, a low-pressure system near California's coast moved inland, bringing widespread showers and thunderstorms, causing localized heavy rainfall and some flooding through April 18. While rainfall amounts varied, some areas received nearly an inch, and most saw up to half an inch. Above 7000 feet, snowfall ranged from 2 to 5 inches in the higher Sierra Nevada.
- **5/18/2020**: A low pressure system moving across central California on May 18 brought widespread precipitation, with the Sierra Nevada receiving up to 3.25 inches of rain and snow levels dropping to around 6000 feet, leading to new snowfall at higher elevations. Thunderstorms in the afternoon triggered nuisance flooding on roadways in several communities, while areas in the Kern County Deserts and surrounding mountains experienced strong wind gusts up to 70 mph. The storm and associated effects, including the strong winds, subsided by the late morning of May 19 as the system exited the region.
- **1/28/2021**: A powerful storm system swept through central California from January 27 to January 29, bringing heavy rainfall and strong winds that resulted in significant flooding, power outages, and downed trees. The system, energized by a deep moisture surge, unloaded 4 to 7 inches of rain in the Sierra foothills and 2.5 to 4 inches in the northern San Joaquin Valley, with the southern valley and Kern County receiving up to an inch, causing roadway flooding and triggering mudslides in burn scar areas. As the storm progressed, it also dumped 4 to 6 feet of snow in higher elevations of the Sierra Nevada, leading to travel restrictions and road closures before moving out of the area by the afternoon of January 29.
- **10/25/2021**: A significant low-pressure system, fueled by tropical moisture from Typhoon Namtheun, brought intense rainfall to central California, leading to moderate to heavy precipitation and resulting in widespread flooding across the region, particularly in the San Joaquin Valley and adjacent foothills. As the storm progressed inland on October 25, it unleashed heavy rains and caused flash flooding, with snow levels above 9000 feet initially, then dropping to 6000 to 7000 feet, leading to substantial snowfall in the higher elevations. The system's impact was compounded by strong winds and thunderstorms but concluded with the precipitation and wind diminishing by the morning of October 26 as it moved eastward.
- **12/14/2021**: In mid-December, a potent low-pressure system from the Gulf of Alaska brought significant moisture to central California, leading to 2 to 4 inches of rain in the Sierra Nevada and causing widespread minor flooding and rockslides in the San Joaquin Valley and adjacent foothills. The storm's intensity resulted in heavy snowfall above 5500 feet, with snow levels dropping to 1500 feet, and strong winds that led to road closures and travel restrictions. High winds with gusts over 50 mph, and up to 70 mph near Grapevine, exacerbated the hazardous conditions, adding to the storm's impact on infrastructure and travel.
- **12/23/2021**: In late December, a deep upper trough delivered rain and snow to central California, with the Sierra Nevada receiving 1 to 3 inches of liquid precipitation and snow levels hovering between 8000 to 9000 feet. Rain shadow effects resulted in varying rainfall in the San Joaquin Valley, while cooler air later introduced showery conditions and lowered snow levels to 5500 feet.

High elevation areas estimated 18 to 24 inches of new snow before the weather system gradually receded.

- **12/10/2022**: In December, central California experienced a strong low-pressure system that brought substantial snowfall, accumulating 18 to 30 inches above 5000 feet and significant rain in the Sierra Nevada and foothills. Snow levels dropped to 3000 feet, leading to 3 to 6 inches of fresh snow in higher elevations and up to 5 inches of rain in lower areas, with the San Joaquin Valley and Tehachapi Mountains receiving up to an inch of rain. The system abated by midday on December 12 after diminishing the previous evening.
- **12/27/2022**: A potent low-pressure system traversing California on December 27 drew in substantial tropical moisture, causing widespread heavy rainfall and triggering a fatal rockslide in Yosemite National Park. The storm blanketed the higher Sierra Nevada with 18 to 30 inches of snow above 7500 feet, while the foothills and valleys received 1 to 1.5 inches of rain, leading to reports of nuisance flooding. Accompanying the precipitation, strong winds gusted over 40 mph in mountainous areas, amplifying the storm's impact before it subsided early on December 28.
- **12/31/2022**: At the close of December, a strong upper trough carrying tropical moisture swept through California, culminating in significant rainfall and flooding on the 31st, with many areas experiencing road closures. High winds battered the region, particularly the West Side Hills and Tehachapi Mountains, where gusts surpassed 60 mph, while lower Sierra Nevada elevations and adjacent foothills received 2 to 7 inches of rain. The intense precipitation added substantially to the existing snowpack, with high-elevation areas recording up to 30 inches of new snow, exacerbating the already heightened winter conditions.
- **1/05/2023**: In early January, an atmospheric river brought significant rainfall and snow, with 18 to 30 inches of snow above 8000 feet in the Sierra Nevada and extensive flooding in the San Joaquin Valley. The Tehachapi Mountains saw powerful wind gusts over 60 mph, causing damage and leading to numerous weather advisories. These events disrupted infrastructure due to the combined impact of heavy precipitation and strong winds.
- **1/09/2023**: A strong low-pressure system traversed central California on January 9 and 10, delivering 3 to 6 inches of rain in the Sierra Nevada and causing widespread flooding, with over 150 incidents reported. High snow levels resulted in significant runoff, while strong downslope winds caused power outages and damage; evacuations and road closures were necessary, including the inundation of Planada. The storm subsided by January 11, but the aftermath of flooding and wind damage persisted, prompting extensive emergency responses.
- **1/14/2023**: The system that swept through central California on January 14 delivered heavy rain and snow, with the Sierra Nevada receiving 2 to 4 inches of liquid precipitation and the foothills getting 1.5 to 3 inches. Snowfall accumulated 1.5 to 3 feet above 6000 feet elevation, with snow levels dropping to 4500 feet by evening. Flooding became the primary concern as the heavy rains fell on already saturated soils, exacerbating runoff from previous storms.
- **1/16/2023**: A subsequent storm on January 15-16 brought less precipitation but more wind damage to Central California, with gusts over 60 mph in the Tehachapi Mountains and West Side Hills causing power outages and tree falls. The San Joaquin Valley and Sierra foothills experienced wind gusts exceeding 40 mph, toppling power infrastructure, and blocking roads. The storm's effects persisted until January 17, with gradual wind reduction but persistent rainfall due to the already saturated ground from prior storms.
- **2/24/2023**: A potent low-pressure system moved down the California coast on February 24-25, bringing heavy precipitation and causing snow levels to drop dramatically, leading to significant snowfall and road closures in the mountains. The Sierra Nevada and adjacent areas received 1.5 to

3 inches of rain, while the snowfall at higher elevations ranged between 2 to 4 feet, resulting in extensive road closures. As the system passed, it caused flooding in the San Joaquin Valley and lower foothills, with the weather clearing as the low moved out of the area by the morning of February 26.

- **2/27/2023**: Another cold upper trough moved across central California on February 27 and 28 which resulted in another period of widespread precipitation across the area. The snow level was between 3000 and 4000 feet or much of this event which resulted in heavy snowfall for the Sierra Nevada where several SNOTELs picked up an estimated 2 to 3 feet of new snowfall. Below the snow line, much of the San Joaquin Valley picked up between a quarter to a half inch of additional rainfall over already saturated soil while the Sierra foothills picked up between a half inch and an inch of combined liquid precipitation. Several roads in the mountains remained closed because of the continued snowfall across the area. The precipitation ended by the morning of March 1 as a colder and drier airmass pushed into central California.
- **3/10/2023**: A deep moisture surge from the Pacific led to 4-8 inches of rain in the Sierra Nevada and significant flooding across the San Joaquin Valley and nearby foothills on March 9 and 10, exacerbated by high snow levels and saturated ground. Flash flood emergencies were declared in Tulare and Kern counties as runoff from the mountains threatened communities. Evacuations were enacted, and roads were shut down due to the extensive flooding and damage necessitating substantial repairs.
- **3/11/2023**: Following the departure of the warm and moist storm which produced widespread flooding across the area on March 9 and 10, another moist system moved through central California on March 11 and 12. While precipitation amounts were generally much lower with this system with most of the Sierra Nevada picking up between 1 and 2 inches of liquid precipitation and adjacent foothills picking up between a half inch and an inch of rainfall, the cooler unstable airmass on the back side of this system produced afternoon and evening thunderstorms across the lower elevations resulting in widespread flooding and wind damage across the San Joaquin Valley.
- **4/17/2023**: Increased releases at Pine Flat dam due to heavy snow melt runoff resulted in flooding near the Kings River downstream of Pine Flat Dam. The increased runoff produced flooding at Lindy's Landing campground near Reedley, and the Kings River Golf and Country Club near Kingsburg.
- **5/09/2023**: An upper trough moved across Central California on May 9. This system provided for enough instability for scattered thunderstorms to break out along the West Side Hills and the Sierra Nevada during the afternoon. One thunderstorm produced heavy rainfall near Coalinga which resulted in a brief closure of SR 198 just to the southwest of Coalinga as rocks and mud impacted the highway.
- **6/10/2023**: A strong closed upper low-pressure system approached the southern California coast on June 10. This system pushed a surge of moisture northward into central California and provided for enough instability for showers thunderstorms to develop across the area during the afternoon. While precipitation was generally light with most locations receiving less than a tenth of an inch, a few thunderstorms produced locally heavy rainfall. One thunderstorm produced localized roadway flooding in western Fresno County.

Table 30. Fresno County Flood Previous Occurrences

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Eastern Fresno County	December 1955	0	0	0	0	0
Interstate 5 West Fresno County	January 1995	0	~14 M	~8.6 M	7	0
Interstate 5 Kings River	1997	0	0	0	0	0
Fresno County	2/01/1998 – June 1998	0	458,000	17 M	0	0
City of Parlier	4/28/2005	0	700,000	0	0	0
Fresno / Clovis	12/19/2005 – 1/01/2006	0	1.4 M	0	0	0
Fresno County	4/05/2006	0	0	0	0	0
Huntington Lake	July 2006	0	0	0	0	0
Northwest Fresno	10/29/2007	0	500,000	0	0	0
Fresno Metropolitan Area	12/18/2007	0	175,000	0	0	0
Fresno / Visalia / Bakersfield	12/29/2010	0	125,000	0	0	0
Fresno County	11/30/2011	0	0	0	0	0
Raisin City	1/07/2017	0	0	0	0	0
Panoche Junction	1/20/2017	0	0	0	0	0
Herndon	2/03/2017	0	0	0	0	0
Meadow Lakes	2/07/2017	0	100,000	0	0	0
Squaw Valley	2/20/2017	0	0	0	0	0
Belmont Ave.	6/19/2017	0	0	0	0	0
Lakeshore	3/21/2018	0	0	0	0	0
Ora	10/03/2018	0	0	0	0	0
Chandler	11/21/2018	0	0	0	0	0
Oxalis	11/16/2018	0	0	0	0	0
Parlier	2/02/2019	0	0	0	0	0
Huron	2/14/2019	0	0	0	0	0
Friant	3/02/2019	0	0	0	0	0
Selma	5/26/2019	0	0	0	0	0
Sanger	5/29/2019	0	0	0	0	0
Piedra	6/01/2019	0	0	0	0	0
Melvin	12/08/2019	0	0	0	0	0
Malaga	12/22/2019	0	0	0	0	0
Lacjac	3/25/2020	0	0	0	0	0

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Oro Loma	4/17/2020	0	0	0	0	0
Riverdale	5/18/2020	0	0	0	0	0
Oro Loma	1/28/2021	0	0	0	0	0
Old Fig Garden	10/25/2021	0	0	0	0	0
Clarks Corner	12/14/2021	0	0	0	0	0
Glorietta	12/23/2021	0	0	0	0	0
Clovis	12/10/2022	0	0	0	0	0
Big Creek	12/27/2022	0	0	0	0	0
Ockenden	12/31/2022	0	0	0	0	0
Coalinga	1/05/2023	0	0	0	0	0
Pine Ridge	1/09/2023	0	500,000	0	0	0
Herndon	1/14/2023	0	0	0	0	0
Alder Springs	1/16/2023	0	0	0	0	0
Three Forks	2/24/2023	0	1,000	0	0	0
Squaw Valley	2/27/2023	0	0	0	0	0
Hammond	3/01/2023	0	9,000	0	0	0
Squaw Valley	3/10/2023	0	0	0	0	0
Reedley	3/11/2023	0	0	0	0	0
Sanger	4/17/2023	0	0	0	0	0
Sanger	5/01/2023	0	0	0	2	0
Coalinga	5/09/2023	0	0	0	0	0
Coalinga	6/10/2023	0	0	0	0	0

Source: NOAA, National Centers for Environmental Information, Storm Events Database

LOCALIZED FLOODING

In addition to the major historical flood events described above, as previously described, the Fresno County planning area remains at risk of annual localized flooding.

LEVEE FAILURE PAST OCCURRENCE

- **February 18, 2017**: Dry weather debilitated a levee located in the Fresno Slough, where the San Joaquin River and Kings River meet. The levee experienced several small breaks for a few days, posing a danger to nearly 80 homes in the vicinity, forcing hundreds of people to evacuate. Repairs and monitoring led by Fresno County Public Works and Emergency Management stopped the levee breach.
- **June 22, 2017:** A 15-foot-wide breach opened along the Kings River, leading to mandatory evacuations. The Kings River began to flood 25 miles north of Fresno. The levee failure occurred after a prolonged period of warmer-than-average temperatures led to a surge in snowmelt from the nearby Sierra Nevada Mountains.

- **March 27, 2023:** A levee broke near Floral Avenue and Highway 145 south of Kerman Monday morning. According to a news report, no structures were threatened by the water and the land is all for agricultural use. [20]

LIKELIHOOD OF FUTURE OCCURRENCES

Likely - Based on historical data, it is likely that flood events will occur in the future.

CLIMATE CHANGE CONSIDERATIONS

Overall, Increasing, and warmer rainfall and less snow from major storms will result in decreasing and shifting snowmelt to earlier in the season and most snow melting by early spring are expected. Freezing elevations in the San Joaquin River will increase and snow accumulation decreasing.

Heavy precipitation events that lead to flooding occur at the short-term time scales of weather, rather than the multi-year time scales of climate that most climate models examine. However, extreme events are, by their very nature, uncommon. New research suggests that by the end of the century, due to climate change impacts, storms will generate 200 to 400 percent more water flow in the Sierra Nevada mountains due to increased precipitation in the form of rain and not snow. The study suggests that some locations could get over 100 inches of water in a month period plus the snow accumulation in higher elevations. This would have major impacts in Central Valley [21]According to the Central Valley Flood Protection Plan 2022, by 2072 climate change is predicated to increase peak flood flows up to five times in the Central Valley compared to past recorded events. The Central Valley already has one of the highest flood risks in the United States and is anticipated to increase, devastating properties, communities, and the agricultural industry. While the climate is warming, extreme weather events such as atmospheric rivers, the primary source of major flooding, will become more intense as they become wetter, longer, and wider, increasing their potential to cause catastrophic events.

Within the State of California, including the San Joaquin Valley, projections show that rainstorms during the wet winter months will likely become more extreme, with more water falling in shorter periods of time and potentially creating flood. Increased rainfall causes floods when rain falls on top of snow in the mountains. The resulting rapid snowmelt has historically been a reason for major floods. [22]

Globally, precipitation extremes and their hydrological impacts (e.g., the magnitude of 100-year floods) are expected to get larger because in most places, higher temperatures will result in increased atmospheric water vapor available to form precipitation. The 100-year flood of today might become a more frequent event in the future (i.e., a 50-year event), meaning that current design levels and regulatory practices might be less adequate in the future.

[20] https://kmph.com/news/local/levee-breaks-monday-morning-along-hwy-145-in-eastern-fresno-county-san-joaquin-helm-kerman

[21] https://www.yourcentralvalley.com/digital-exclusive/fresno-would-be-underwater-warns-ucla-catastrophic-flood-study/

[22] https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Flood-Management/Flood-Planning-and-Studies/Central-Valley-Flood-Protection-Plan/Files/CVFPP-Updates/2022/a0000-CVFPP_U22_layout_Highlights_vFINAL_online.pdf

HUMAN HEALTH HAZARDS: EPIDEMIC/PANDEMIC

HAZARD/PROBLEM DESCRIPTION

Epidemics occur when an infectious disease spreads beyond a local population, lasting longer and reaching people in a wider geographical area. When that disease reaches global proportions, it is considered a pandemic. Pandemics are large-scale outbreaks of infectious disease that can greatly increase morbidity and mortality over a wide geographic area and cause significant economic, social, and political disruption. The most recently pandemic, Severe Acute Respiratory Syndrome Coronavirus (SARS-CoV-2) as known as COVID-19, resulted in an unprecedented global health crisis which significantly impacted all sectors and communities. Several factors determine whether an outbreak will explode into an epidemic or pandemic: the ease with which a microbe moves from person-to-person and the behavior of individuals and societies.

A pandemic flu occurs when a new influenza virus emerges for which people have little or no immunity, and for which there is no vaccine. This disease spreads easily person-to-person, causes serious illness, and can sweep across the country and around the world in a very short time. In continuation to the efforts made during the COVID-19 pandemic, the U.S. Centers for Disease Control and Prevention (CDC) has been working closely with other countries and the World Health Organization to strengthen systems to detect outbreaks of influenza that might cause a pandemic and to assist with future pandemic planning and preparation.

Pandemics can last for a long period of time, encompassing a several years, compared to other natural hazards. The recent COVID-19 pandemic lasted for 3 years, from January 2020-May 2023, with the ending of the emergency proclamation. While pandemics may end, the virus still circulates. For example, the Spanish Flu that caused a pandemic in early 1900s is now the seasonal flu. The COVID-19 and its variants are still persistent globally and new variations continue to evolve. The Pandemic Intervals Framework (PIF) describes the progression of an influenza pandemic using six intervals described in the table below.

AVIAN INFLUENZA

Due to the possibility that bird flu viruses could mutate and gain the ability to spread easily between people, avian influenza poses a significant pandemic threat to birds and humans. The U.S. Centers for Disease Control and Prevention (CDC) has been monitoring for illness among humans exposed to infected birds. Historical HPAI outbreaks have occurred all around the world since 1878 when it was first discovered in Northern Italy. HPAI continued to spread throughout the 20th century and in 1996 a new strain of HPAI subtype H5N1 was introduced to poultry in the Guangdong providence of China resulting a mortality of greater than 40 percent in aquatic birds. In 2003, two humans were diagnosed with HPAI H5N1 after returning from China and human cases continued to be reported resulting in hundreds of deaths. However, bird flu transmission from human-to-human is very rare and when it has occurred it has only spread to a few people. While the transmission from human to human is rare, the pandemic risk associated with HPAI is high due to the rapid mutations and increased risk of HPAI spillover from poultry to humans is a cause for significant concern. Recently, HPAI outbreaks have occurred in the United States in 2022 and 2023. While no human-to-human transmission has occurred with avian influenza that is currently circulating in the U.S., the CDC is closely monitoring to indicate increased risk of infection for the general public. [23]

[23] https://asm.org/articles/2022/july/avian-influenza-past,-present,-future

Table 31. CDC Pandemic Intervals Framework (PIF)

Interval Number	Interval Name	Description
1	Investigation	Investigation of cases of a novel influenza A virus infection in humans. Public health actions focus on targeted monitoring and investigation.
2	Recognition	Recognition of increased potential for ongoing transmission of a novel influenza A virus. public health actions focus on control of the outbreak, including treatment of sick persons.
3	Initiation	Initiation of a pandemic wave. A pandemic occurs when people are easily infected with a novel influenza A virus that has the ability to spread in a sustained manner from person-to-person
4	Acceleration	The acceleration (or "speeding up") is the upward epidemiological curve as the new virus infects susceptible people. Public health actions at this time may focus on the use of appropriate non-pharmaceutical interventions in the community (e.g. school and child-care facility closures, social distancing), as well the use of medications (e.g. antivirals) and vaccines, if available. These actions combined can reduce the spread of the disease and prevent illness or death.
5	Deceleration	The deceleration (or "slowing down") happens when pandemic influenza cases consistently decrease in the United States. Public health actions include continued vaccination, monitoring of pandemic influenza A virus circulation and illness, and reducing the use of non-pharmaceutical interventions in the community (e.g. school closures).
6	Preparation	When pandemic influenza has subsided, public health actions include continued monitoring of pandemic influenza A virus activity and preparing for potential additional waves of infection. It is possible that a 2nd pandemic wave could have higher severity than the initial wave.

Source: CDC

It has long been recognized that human influenza viruses and the like occur in temperate climate during the winter season and have low activity during the summer months. The onset of pandemics is likely to occur during the winter months as the weather becomes colder and more and more people congregate inside with poor indoor air quality. Additionally, ongoing pandemics are likely to increase in activity around the winter months for similar reasons as experienced with the COVID-19 pandemic.

Pandemics can occur relatively quickly, usually over several months, but comparatively to natural hazards, it can be a long time. However, the first deaths from a pandemic will not be known until perhaps weeks after infection, delaying response from public health and government leaders. The spread of disease can occur rather quickly due to international transportation such as air travel. The World Health Organization is responsible for closely monitoring infectious disease on a global scale, its activity, and spread. There are different thresholds that define the spread of disease by scale described in **Table 32. Infectious Disease Severity and Scale**.

Table 32. Infectious Disease Severity and Scale

Term	Definition
Outbreak	An outbreak is an occurrence of cases of disease that is more than expected, or cases clustered by time, space, or common behaviors.

Term	Definition
Epidemic	Epidemic is described as an unexpected increase in the number of disease cases in a specific geographical area.
Endemic	A disease outbreak is endemic when it is consistently present but limited to a particular region. This makes the disease spread and rates predictable.
Pandemic	An epidemic that has spread over several countries or continents and affects many people.

Source: WHO

Pandemics in nature are destructive, causing major disruptions to the economy, the public health and health care system, and population health. Pandemic impacts are not felt equally across populations, certain populations including people of color, children, the elderly, individuals with disabilities, and individuals with chronic health conditions. Previously, the magnitude of a pandemic was measured by the Pandemic Severity Index (PSI) which has been phased out by the Pandemic Severity Assessment Framework (PFAS). There are two main factors that can be used to determine the impact of a pandemic and guide decisions.

1. **Clinical Severity**: how serious is the illness associated with the infection.
2. **Transmissibility**: how easily the pandemic virus spreads from person-to-person.

Guidance from the CDC states that health officials should perform at least two assessments when using the PSAF. The first assessment is appropriately called an "initial assessment," and health officials should complete this assessment early on during a pandemic. At this point, activity may be detected in pockets or certain communities across the country so information and understanding about the pandemic virus may be limited. The initial assessment is intended to help health officials develop a preliminary understanding of the potential impact of the pandemic. Once quality data becomes available, health officials can perform a "refined assessment" which provides a more detailed and accurate picture of pandemic impact, including assessments of the impact by age group. **Table 33. CDC Pandemic Severity Assessment Framework (PFAS)** describes scaled measures of transmissibility and clinical severity for refined assessments of pandemic influenza effects.

Table 33. CDC Pandemic Severity Assessment Framework (PFAS)

Parameter No. and Description[24]	Scale						
	1	2	3	4	5	6	7
Transmissibility							
Symptomatic attack rate, community, %	<10	11-15	16-20	21-24	>25	-	-

[24] [24] Reed, Carrie, Matthew Biggerstaff, Lyn Finelli, Lisa M. Koonin, Denise Beauvais, Amra Uzicanin, Andrew Plummer, Joe Bresee, Stephen C. Redd, and Daniel B. Jernigan. "Novel Framework for Assessing Epidemiologic Effects of Influenza Epidemics and Pandemics - Volume 19, Number 1—January 2013 - Emerging Infectious Diseases Journal - CDC." Accessed August 28, 2023. https://doi.org/10.3201/eid1901.120124.

Parameter No. and Description[24]	Scale						
	1	2	3	4	5	6	7
Symptomatic attack rate, school, %	<20	21-25	26-30	31-35	>36	-	-
Symptomatic attack rate, workplace, %	<10	11-15	16-20	21-24	>25	-	-
Household secondary attack rate, symptomatic, %	<5	6-10	11-15	16-20	>21	-	-
R_0: basic reproductive number	<1.1	1.2-1.3	1.4-1.5	1.6-1.7	>1.8	-	-
Peak % outpatient visits for influenza-like illness	1-3	1-3	1-3	1-3	1-3	-	-
Clinical Severity							
Case-fatality ratio, %	<0.02	0.02-0.05	0.05-0.1	0.1-0.25	0.25-0.5	0.5-1	>1
Case-hospitalization ratio, %	<0.5	0.5-0.8	0.8-1.5	1.5-3	3-5	5-7	>7
Ratio, deaths: hospitalization, %	<3	4-6	7-9	10-12	13-15	16-18	>18

Source: CDC

Federal, state, and local public health agencies provide instructions to all organizations and individuals based on the severity of a pandemic and the infectious diseases' transmission methods. The worst-case scenario for the City of Carson would be a disease with high clinical severity (7) and high transmissibility (5) in the CDC's PSAF.

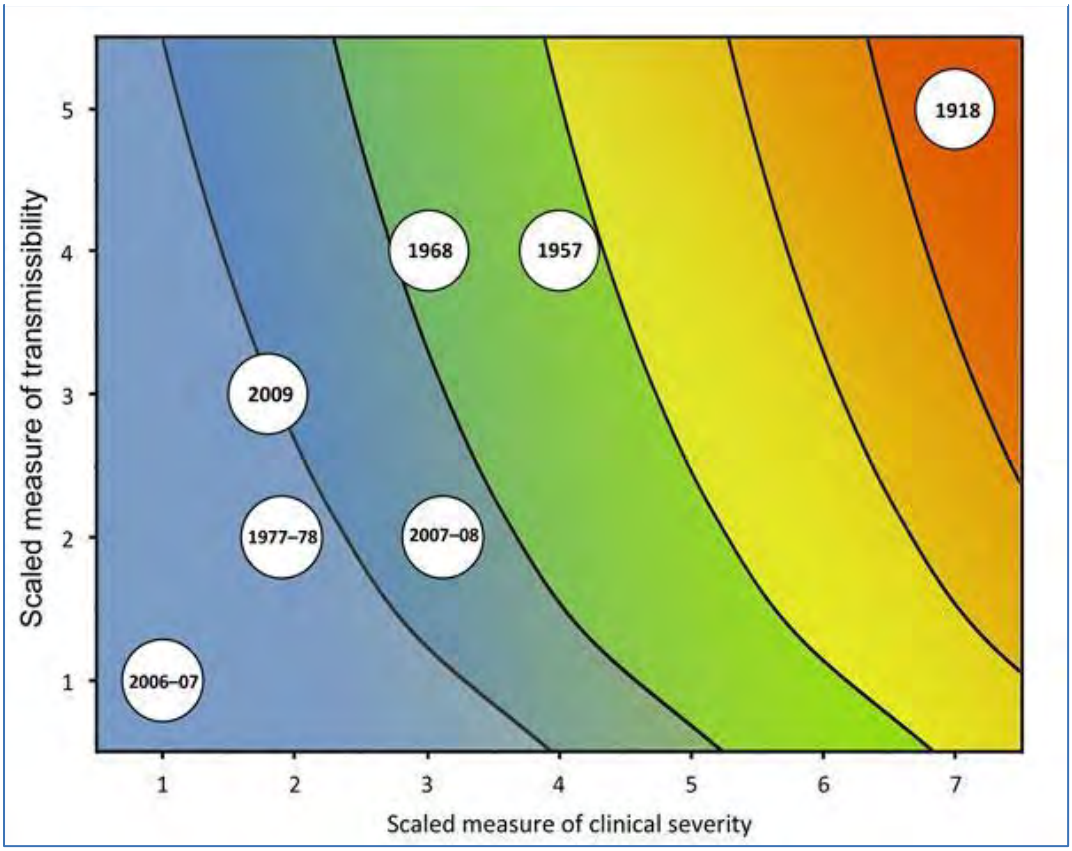
EXTENT

Large - An especially severe influenza pandemic could lead to high levels of illness, death, social disruption, and economic loss. Impacts could range from school and business closings to the interruption of basic services such as public transportation, health care, and the delivery of food and essential medicines. Since the hazard can affect 50-100 percent of the planning area it was given an extensive geographic extent rating.

PAST OCCURRENCES

Since 1918, there have been six epidemics or pandemics over the span of 105 years. Using the PSAF developed by the CDC, each prior epidemic or pandemic has been measured by their transmissibility and clinical severity score shown in **Figure 22. Previous Pandemics and Epidemics using PSAF** and text below.

Figure 25. Previous Pandemics and Epidemics using PSAF



Source: CDC

- **1918-19 Spanish flu (H1N1)**: This flu is estimated to have sickened 20-40 percent of the world's population. Over 20 million people lost their lives. Between September 1918 and April 1919, 500,000 Americans died. The flu spread rapidly; many died within a few days of infection, others from secondary complications. The attack rate and mortality were highest among adults 20-50 years old; the reasons for this are uncertain. By late September 1918, over 35,000 people throughout California had contracted influenza. According to state officials, influenza was most prevalent in the southern part of California, but the death toll was high across the state.
- **1957-58 Asian flu (H2N2)**: This virus was quickly identified due to advances in technology, and a vaccine was produced. Infection rates were highest among school children, young adults, and pregnant women. The elderly had the highest rates of death. A second wave developed in 1958. In

total, there were about 70,000 deaths in the United States. Worldwide deaths were estimated between 1 and 2 million.

- **1968-69 Hong Kong flu (H3N2)**: This strain caused approximately 34,000 deaths in the United States and more than 700,000 deaths worldwide. It was first detected in Hong Kong in early 1968 and spread to the United States later that year. Those over age 65 were most likely to die. This virus returned in 1970 and 1972 and still circulates today.
- **2009 H1N1 flu**: This new H1N1 virus was first detected in the United States and has genes not previously identified in people or animals. From April 2009 – April 2010, the CDC estimates about 60.8 million cases, 274,304 hospitalizations and 12,469 deaths in the United States. About 151,700 to 575,400 people worldwide are estimated to have died from the flu, and most deaths occurred in people under age 65. This is because younger people were less likely to have had prior exposure to a similar H1N1 virus, unlike older generations.
- **2019 COVID-19 Pandemic:** The coronavirus disease 2019 (COVID-19) pandemic is a global outbreak of coronavirus – an infectious disease caused by the severe acute respiratory syndrome coronavirus 2 (SARS-CoV-2). The pandemic caused millions of deaths, hospitalizations, and infections across the United States and even more globally. Cases of novel coronavirus (nCoV) were first detected in China in December 2019, with the virus spreading rapidly to other countries across the world. This led WHO to declare a Public Health Emergency of International Concern (PHEIC) on January 30, 2020, and to characterize the outbreak as a pandemic on 11 March 2020. On March 13, 2020, the President declared the ongoing Coronavirus Disease 2019 (COVID-19) pandemic of sufficient severity and magnitude to warrant an emergency declaration for all states, tribes, territories, and the District of Columbia pursuant to section 501 (b) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. 5121-5207 (the “Stafford Act”). The emergency declaration lasted until May 2023.

THE COVID-19 PANDEMIC

The most recent and notable pandemic that has occurred is the COVID-19 pandemic which has been the deadliest pandemic in history. On March 11, 2020, The World Health Organization (WHO) officially declaration the Coronavirus disease 2019 (COVID-19) outbreak a pandemic due to the global spread and the severity of the disease. COVID-19 is a respiratory illness that can spread from person to person and is highly contagious. Soon after, stay-at-home orders were issued across the country to keep people safe against contracting the virus, then COVID-19 testing sites opened and were a critical tool in informing individuals if they had COVID-19 or not in order to minimize and reduce the spread of the virus.

December 2020 marked a historical moment in the pandemic as COVID-19 vaccines were developed to be distributed under emergency use to protect people against adverse health effects from COVID-19, especially for older adults, who were passing at a higher rate than other age groups. The pandemic response efforts expanded into vaccine distribution and administration. In the beginning of the vaccine response, due to high demand and low supply, vaccine was prioritized for older adults, healthcare workers and other groups that were identified as high risk by state and local health departments.

Since 2020, the virus has mutated, and different variants have emerged throughout the three years since the beginning of the pandemic. Some symptoms of COVID-19 include cough, difficulty breathing, fever, fatigue, muscle pain, and loss of taste or smell. Severe cases resulted in hospitalizations, death, or chronic conditions from long-COVID. Individuals at high risk of adverse health outcomes included the elderly, people with underlying medical conditions and those who are immunocompromised.

The pandemic highlighted existing health disparities among communities resulting in disproportionate impacts in COVID-19 case rates, hospitalizations, and deaths. Those without health insurance and access to healthcare, people of color, people with disabilities, and low socioeconomic status bared the burden of COVID-19 from physical impacts in contracting the virus to financial burdens such as unemployment. [25]

Specifically in the state of California, people of color and low-income communities were disproportionately impacted by COVID-19 as case, hospitalizations, and deaths rates were significantly higher. According to the California's COVID-19 disparity data, death rate for Latino people is 8 percent higher than the rate for all Californians, case rate for Pacific Islander people is 82 percent higher, death rate for black people is 19 percent higher, and case rate for communities' median income less than $40,000 is 14 percent higher. [26]Due to the COVID-19 emergency declaration ending in May of 2023, there has been a sharp decrease in COVID-19 reporting and surveillance, especially at the local level. As of May 2023, there have been 12,251,820 COVID-19 cases and 111,554 deaths since the start of the pandemic in California State. Within Fresno County, as of May 2023, there have been 333,200 COVID-19 cases and 2,909 deaths.

LIKELIHOOD OF FUTURE OCCURRENCES

Possible— Due to the recent COVID-19 pandemic, there have been studies trying to understand and predict how likely a similar pandemic is to occur in the future and we can better prepare for the next one. According to one study, the probability of a pandemic similar to COVID-19 is about a two-percent chance of occurring in any year. Based on the increasing rate at which novel pathogens such as SARS-CoV-2 have broken loose in human populations in the past 50 years, the study estimates that the probability of novel disease outbreaks will likely grow three-fold in the next few decades.

Historical modeling suggests that the frequency and severity of epidemics caused by zoonotic disease are increasing, driven by human activities and their impact on the environment. They estimate that the probability of a future zoonotic event resulting in a pandemic of COVID-19 magnitude or larger is between 2.5-3.3 percent annually. In other words, there is a 22-28 percent chance that another outbreak on the magnitude of COVID-19 will occur within the next 10 years, and a 47-57 percent chance that it will occur within the next 25 years. It is likely for a future epidemic or pandemic occurring and impacting the planning area in a similar manner as the COVID-19 pandemic.

CLIMATE CHANGE CONSIDERATIONS

This is overwhelming evidence that climate change is fueling disease outbreaks and epidemics and that it is not a matter of if, but when. Climate change can influence the risk of disease outbreak through several ways both directly and indirectly. These include the slow rise in temperatures, changes in environmental conditions that increase the dispersal of disease vectors such as mosquitos, rodents, and ticks; and the sudden appearance of extreme events such as floods, which can contaminate drinking water sources and trigger the displacement of humans and animals, which can carry and transmit pathogens.

[25] Inequity and the Disproportionate Impact of COVID-19 on Communities of Color in the United States: The Need for a Trauma-Informed Social Justice Response - PMC (nih.gov) https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8243721/
[26] https://covid19.ca.gov/equity/

Climate conditions can influence the spread of infectious diseases, and changes to these conditions can lead to new patterns. Temperature differences can affect where insect populations live and the diseases they may carry. Insects such as fleas, ticks, and mosquitoes can carry diseases like Lyme, West Nile, malaria, and Zika. Additionally, changes in climate can increase the likelihood of new viruses occurring or mutating in different animal species and infecting humans. Many countries across the world have experienced new outbreaks in infections varying from mosquito-borne dengue virus and chikungunya virus infection. In addition to the impacts from climate change, extreme climate events and disasters can increase the rise in epidemics. For example, a major flood event can cause the spread of infectious diseases such as cholera. [27]

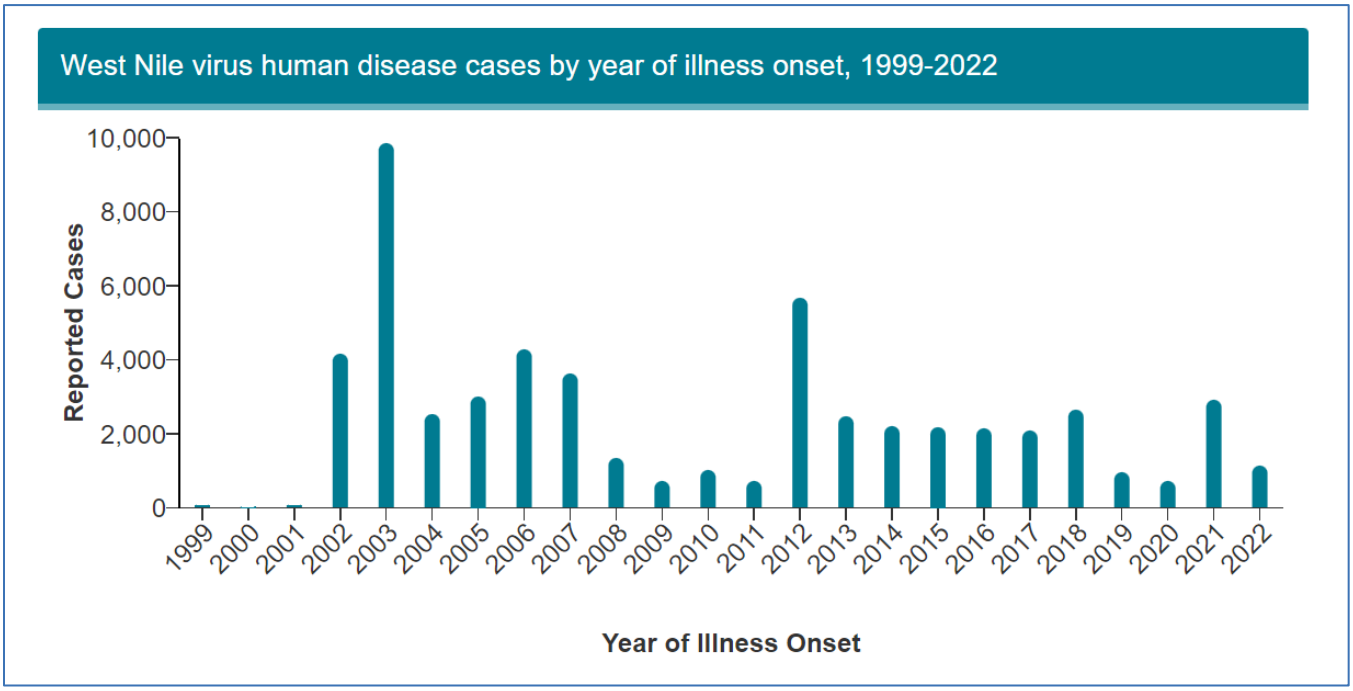
[27] https://www.science.org/doi/10.1126/science.adk4500#:~:text=However%2C%20there%20is%20overwhelming%20evidence,diseases%2C%20both%20directly%20and%20indirectly.

HUMAN HEALTH HAZARDS: WEST NILE VIRUS

HAZARD/PROBLEM DESCRIPTION

The impact to human health that wildlife, and more notably, insects, can have on an area can be substantial. Mosquitoes transmit the potentially deadly West Nile virus to livestock and humans alike. West Nile virus first struck the western hemisphere in Queens, New York, in 1999 and killed four people. Since then, the disease has spread across the United States. The highest number of reported cases were in 2003 and 2012 from 1999-2022. Since 1999, there have been 56,575 cases, 25,777 hospitalizations, and 2,776 deaths. West Nile Virus cases from 1999 to 2022 are described in **Figure 23. U.S. West Nile Reported Cases by Year**.

Figure 26. U.S. West Nile Reported Cases by Year



Source: CDC

In assessing this hazard, the HMPC also discussed Zika virus, which is recently invasive, with the first reported cases in the U.S. occurring in Florida during the summer of 2016, and 5102 Zika cases reported across all 50 states by the end of 2016.

Most humans infected by the West Nile virus have no symptoms. A small proportion develop mild symptoms that include fever, headache, body aches, skin rash, and swollen lymph glands. Less than 1 percent of those infected develop more severe illnesses such as meningitis or encephalitis, symptoms of which include headache, high fever, neck stiffness, stupor, disorientation, coma, tremors, convulsions, muscle weakness, and paralysis. Of the few people who develop encephalitis, fewer than 1 out of 1,000 infected dies as a result. People over 50 and those with compromised immune systems are the most vulnerable to the virus. Those with Zika virus are highly unlikely to develop serious illness requiring a hospital visit, however Zika virus can cause severe brain defects in infants such as microcephaly along with other morbidity including miscarriage, stillbirth, and other types of birth defects.

There is no specific treatment for Zika or West Nile virus infection, nor a vaccine to prevent the viruses. Treatment of severe illness includes hospitalization, use of intravenous fluids and nutrition, respiratory support, prevention of secondary infections, and good nursing care. Medical care should be sought as soon as possible for people who have symptoms suggesting severe illness. People over 50 years of age appear to be at high risk for the severe aspects of the disease.

The West Nile virus is a concern in the Fresno County planning area in part because of the agricultural nature of the County and the large areas of standing water created through farming operations. Excess standing water provides a breeding area for mosquitoes. Also contributing to the mosquito population in the County are the beaver dams and ponds, which are large pools of standing water. The Zika virus is of minimal concern to the County given that there is no record of Zika virus being transmitted in or near Fresno County.

Within the Fresno County planning area, several mosquito abatement and control districts operate to prevent the spread of the virus through focused efforts on reducing the mosquito population and educating the public. Several types of preventive methods lower mosquito populations to levels that reduce chances for the spread of disease. The County also has an active surveillance program and maintains records for all identified cases of the virus.[28]

EXTENT

Large - An especially severe mosquito-borne illness outbreak could lead to high levels of illness, death, social disruption, and economic loss. Impacts could range from school and business closings to the interruption of basic services such as public transportation, health care, and the delivery of food and essential medicines. Since the hazard can affect 50-100 percent of the planning area it was given an extensive geographic extent rating.

PAST OCCURRENCES

The virus first appeared in California in 2002 with the identification of one human case. In 2003, three human cases occurred in California, and the virus was detected in six southern California counties. By 2004, the virus was in all 58 counties in California; 830 human infections were identified. Since 2003, there have been more than 7,500 human cases and over 300 deaths reported in California. Recently, the Fresno County Department of Public Health has confirmed its first human death this year caused by West Nile Virus in November 2023. [29] **Table 34. California West Nile Cases by Year** shows West Nile cases in humans, birds, mosquitos, horses, and sentinel flock.

Table 34. California West Nile Cases by Year

Year	Humans		Birds		Mosquitos		Horse		Sentinel Flock	
	CA	FC	CA	FC	CA	FC	CA	FC	CA	FC
2004	830	15	3,232	116	1,136	14	540	21	805	25
2005	935	68	3,046	97	1,242	71	456	33	1,053	85

[28] https://www.fresnocountyca.gov/Departments/Public-Health/Community-Health/Communicable-Disease-Investigation-Program/Mosquito-Borne-Illness

[29] https://abc30.com/west-nile-virus-death-fresno-county-mosquito-sickness/14003501/

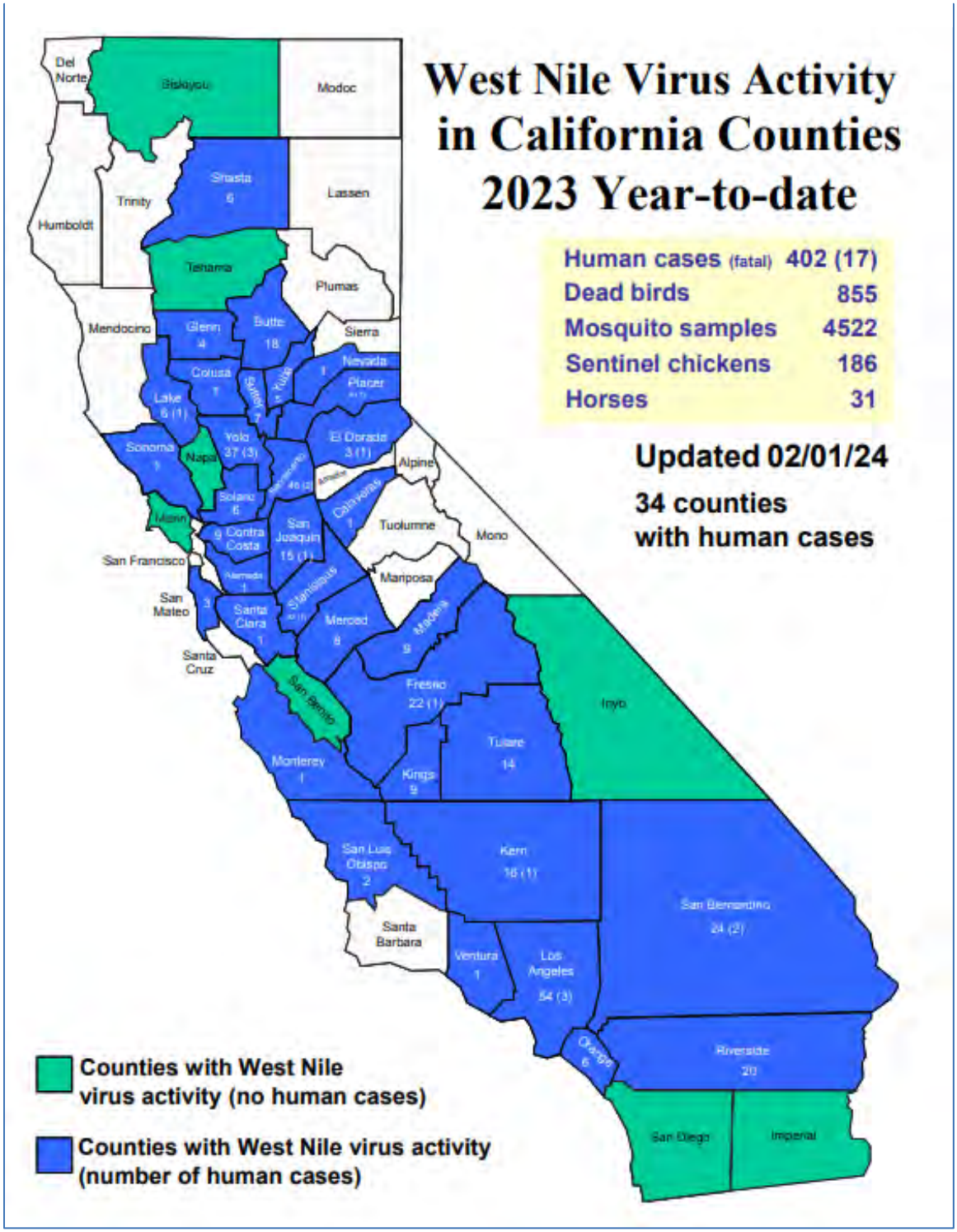
Year	Humans		Birds		Mosquitos		Horse		Sentinel Flock	
	CA	FC	CA	FC	CA	FC	CA	FC	CA	FC
2006	278	11	1,446	2	832	40	58	5	640	37
2007	380	17	1,395	114	1,007	61	28	1	510	46
2008	445	3	2569	44	2,003	53	32	1	585	24
2010	111	23	416	22	1,305	130	19	4	281	7
2011	158	9	688	15	2,087	123	15	5	391	0
2012	479	24	1,644	25	2,849	147	22	3	540	0
2013	379	7	1,251	12	2,528	66	23	N/A	458	0
2014	801	43	2,442	9	3,304	138	15	2	443	0
2015	782	8	1,349	3	3,329	108	19	N/A	449	0
2016	442	14	1,352	6	3,528	185	21	2	343	0
2017	87	1	264	3	2,545	136	21	1	155	0
2018	217	14	501	0	1,963	N/A	11	N/A	163	N/A
2019	225	51	226	10	3,288	N/A	15	N/A	139	N/A
2020	235	10	343	5	2,628	322	20	N/A	144	N/A
2021	129	14	210	0	2,263	219	13	2	90	N/A
2022	207	30	189	2	3,165	296	16	N/A	145	N/A
2023	397	22	855	1	4,512	232	31	2	186	N/A

Source: California West Nile Virus Web Site, www.westnile.ca.gov/

**As of January 25, 2024*

West Nile virus activity in California (and Fresno County) for 2023 year to date is illustrated in **Figure 24. California West Nile Cases by County.**

Figure 27. California West Nile Cases by County



Source: WestNile.ca.gov

The Zika Virus is another well-known virus that, along with the West Nile Virus, is a mosquito-borne disease. These viruses are transmitted to humans through mosquito bites. Unlike the West Nile Virus, the Zika virus is primarily transmitted by Aedes mosquitoes while the West Nile Virus is transmitted by Culex mosquitoes. From 2015 to March 2024, there have been 761 total Zika Virus infections in the State of California. **Table 35. Fresno County Zika Cases (2015-2024)** shows the number of cases for Fresno County from 2015 to 2024.

Table 35. Fresno County Zika Cases (2015-2024)

County	2015-2016	2017	2018	2019	2020	2021	2022	2023	2024
Fresno County	7	1	0	0	0	0	0	0	0

LIKELIHOOD OF FUTURE OCCURRENCES

Highly Likely—Based on historical data, the Fresno County planning area has experienced 384 human cases of West Nile virus since 2004. This is an average of 19 cases per year. The agricultural nature of much of the planning area combined with the great potential for standing water to be present throughout the County puts the planning area at future risk of West Nile virus.

Likelihood of Zika virus transmission is very low due to several factors, including mosquito abundance, number of travels associated cases, population, and distance from the U.S.-Mexico border. Taking these factors into consideration, CDPH concludes that current conditions in Fresno County present a very low risk for local transmission. As a result, vulnerability to Zika virus is not considered further.

CLIMATE CHANGE CONSIDERATIONS

In the aftermath of the 2015 pandemic of Zika virus (ZIKV), concerns over links between climate change and emerging arboviruses have become more pressing. Milder weather in the current “cold” seasons and warmer weather in the summer could make the county a more suitable habitat for new mosquito species, increasing the potential for additional cases of some mosquito-borne diseases that are already established in the county. At the same time, increases in the precipitation associated with extreme events could increase the habitat suitable for supporting mosquitoes. Drawing definitive conclusions about public health risk changes associated with vector-borne illnesses as a result of climate change are complicated by the need to also account for any associated changes in human behavior that would accompany the associated impacts to seasonal and daily weather conditions. For example, increased temperatures could result in more time spent indoors during extreme heat days, which could potentially reduce exposure to disease carrying vectors. In 2023, the World Health Organization (WHO) warned that climate change is causing a surge in Mosquito-Borne diseases. WHO cited a study which finds the incidence of infection caused by mosquito-borne illnesses which thrive in tropical and subtropical climates, have grown dramatically in recent decades. While globally, Zika cases are declining from its peak in 2015, 2016, and 2017, down to about 30-40,000 reported cases every year which occur mostly in the United States, Zika is still circulating and a threat as our climate changes. [30]

[30] https://www.voanews.com/a/who-warns-climate-change-causing-surge-in-mosquito-borne-diseases/7043700.html

LANDSLIDE

HAZARD/PROBLEM DESCRIPTION

Landslides refer to a wide variety of processes that result in the perceptible downward and outward movement of soil, rock, and vegetation under gravitational influence. Common names for landslide types include slump, rockslide, debris slide, lateral spreading, debris avalanche, earth flow, and soil creep. Landslides may be triggered by both natural and human-induced changes in the environment that result in slope instability.

The susceptibility of an area to landslides depends on many variables, including steepness of slope, type of slope material, structure and physical properties of materials, water content, amount of vegetation, and proximity to areas undergoing rapid erosion or changes caused by human activities. These activities include mining, construction, and changes to surface drainage areas.

Landslides often accompany other natural hazard events, such as floods, wildfires, or earthquakes. Landslides can occur slowly or very suddenly and can damage and destroy structures, roads, utilities, and forested areas and cause injuries and death.

Landslides are often triggered by precipitation and as a result are sensitive to local climate conditions. Due to climate change, precipitation patterns worldwide and therefore will likely have a strong influence on landslide activity in the next couple of decades. A study found that during 2015 to 2020 that landslides in both the wet regions in northwestern California and dry regions in southern California moved faster than average during wet years and slower than average during dry years. [31]The warning time for hazards such as landslides and debris flow are often very short and may occur very quickly. Identifying the area in which these events are likely to occur can assist with hazard preparedness when triggering types of events like heavy rainfall occurs. However, in some cases, landslides can occur very slowly, even extremely slowly and building on these landscapes may remain in use for hundreds of years with only minimal damage and repair costs. [32]

The severity of a landslide or mudflow depends on many factors including local bedrock, soil conditions, moisture content, slope, and vegetation. Landslide velocities vary over ten orders of magnitude from extremely slow (a few millimeters a year) to extremely rapid (more than 5 millimeters a second), shown in **Table 36. Landslide Velocity Class**. Many human activities can make the earth's materials less stable, therefore increasing the chance of ground failure. Human activities contribute to soil instability through grading of steep sloped or overloading them with artificial fill, by extensive irrigation, construction of impermeable surface, excessive groundwater, withdrawal, and removal of stabilizing vegetation. Some of the natural non-seismic causes of ground instability include heavy rainfall and poor-quality natural materials.

[31] Handwerger, Alexander L., et al. "Landslide sensitivity and response to precipitation changes in wet and dry climates." Geophysical Research Letters, vol. 49, no. 13, 2022, https://doi.org/10.1029/2022gl099499.
[32] Social and environmental impacts of landslides | Innovative Infrastructure Solutions (springer.com) https://link.springer.com/article/10.1007/s41062-018-0175-y

Table 36. Landslide Velocity Class

Velocity Class	Description	Velocity (mm/s)	Typical Velocity	Response
7	Extremely Rapid	5X10^3	5 m/s	N/A
6	Very Rapid	5X10^1	3 m/min	N/A
5	Rapid	5X10^-1	1.8 m/h	Evacuation
4	Moderate	5X10^-3	13 m/month	Evacuation
3	Slow	5X10^-5	1.6 m/year	Maintenance
2	Very	5X10^-7	16 mm/year	Maintenance
1	Extremely Slow			N/A

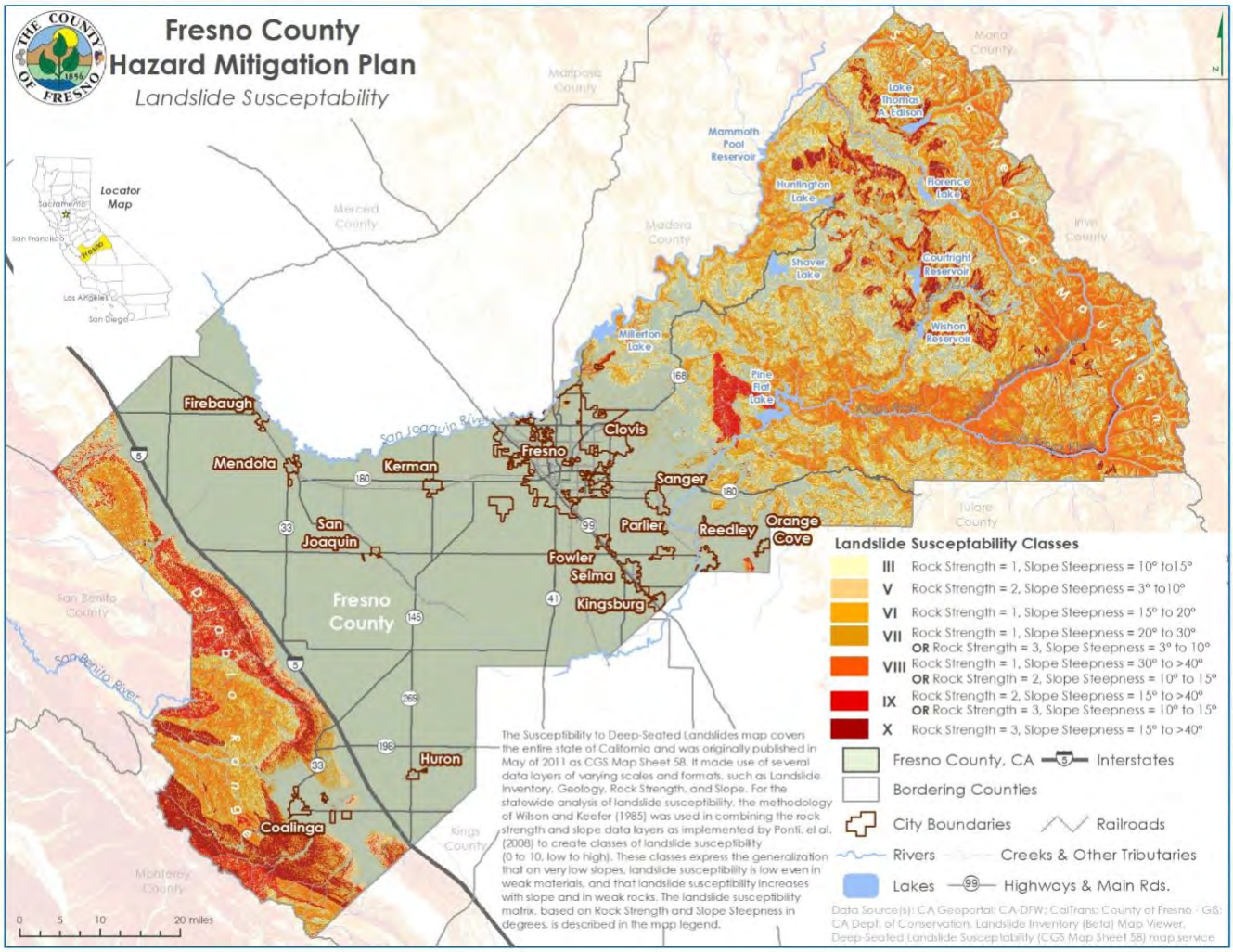
Source: WP/WLI 1995 and Cruden and Varnes 1996

EXTENT

The Fresno County General Plan Background Report describes areas in Fresno County that are particularly prone to landslides. Landslide hazard areas include foothill and mountain areas where fractured and steep slopes are present (i.e., the Sierra Nevada), areas where less consolidated or weathered soils overlie bedrock (e.g., the Coast Range), and areas where inadequate ground cover accelerates erosion (e.g., along the San Joaquin River). According to the background report, areas where steep slopes are present are not generally heavily populated and most are in federal or state lands. The report further identified State Route 168 in eastern Fresno County and State Route 198 in western Fresno County as areas that could be affected by landslides caused by earthquakes or heavy rains. It also concludes that there is no risk of large landslides in the valley area of the County due to its relatively flat topography. However, there is the potential for small slides and slumping along the steep banks of rivers and creeks.

Figure 25. Fresno County Landslide Susceptibility is a landslide hazard map from the background report. It indicates that the central and eastern portions of Fresno County are at low risk for landslides and the far west side of the County along the Coast Range is at moderate risk for landslides.

Figure 28. Fresno County Landslide Susceptibility



Source: California Department of Conservation, Landslide Inventory (Beta) Map Viewer

PAST OCCURRENCES

Landslides occur in every state and can occur in any area composed of very weak or fractured materials resting on a steep slope can and will likely experience landslides. Areas vulnerable to landslides include the following: [33]

Areas more prone to landslides

- On existing old landslides
- On or at the base of slopes
- In or at the base of minor drainage hollows
- At the bae or top of an old fill slope
- At the base or top of a steep cut slope
- Burn area and canyon, hillside, mountain, and other steep areas are vulnerable
- Develop hillsides where leach field septic systems are used

Areas less prone to landslides

- On hard, non-jointed bedrock that has not moved in the past
- On relatively flat-lying areas away from sudden changes in slope angle
- At the top or along the nose of ridges, set back from the tops of slopes

There have been no disaster declarations associated with landslides in Fresno County. Notable landslides of record are included in **Table 37. Notable Past Landslides Events** and described below:

- **1995**: Following a large storm event, a large landslide occurred on Los Gatos Road, a significant local access road west of Coalinga. State geologists determined that catastrophic failure was unlikely, but long-term road maintenance could be compromised due to undercutting of the slope by the creek below the road.
- **5/13/2019**: An area of Huntington Lake Road in Fresno County was subject to an extended closure because of a landslide, a recurring issue in that region known as the "beaver slide." This incident is part of a history of similar geological disturbances affecting the area.
- **12/30/2022 - 1/10/2023**: Fresno County experienced multiple landslide incidents due to rockslides and mudslides that impacted various roadways, including State Routes 168 and 180. The California Highway Patrol (CHP) reported significant obstructions from rockslides on SR-168, near lower vista and east of Prather, and mudslides at the junctions of SR180 with Silver Lane and Millwood Road. These incidents caused extensive road blockages with mud, dirt, rocks, and even large boulders, necessitating road closures and emergency responses.
- **March 2023**: California Highway Patrol dealt with landslides that led to road obstructions on Auberry Road and SR-63, while a significant rockfall on Trimmer Road caused extensive

[33] Landslide Basics | U.S. Geological Survey (usgs.gov) https://www.usgs.gov/programs/landslide-hazards/landslide-basics

blockages. By mid-March, Caltrans had to close an 8-mile section of State Route 180 due to multiple slides impeding the road, demonstrating the ongoing geological instability in the region.

Table 37. Notable Past Landslides Events

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Los Gatos Road	1995	N/A	N/A	N/A	N/A	N/A
Huntington Lake Road	5/13/2019	N/A	N/A	N/A	N/A	N/A
SR-168 and SR-180	12/30/2022 – 1/10/2023	N/A	N/A	N/A	N/A	N/A
Dunlap	March 2023	N/A	N/A	N/A	N/A	N/A

Source: CA Department of Conservation

LIKELIHOOD OF FUTURE OCCURRENCES

Possible--Based on data provided by the HMPC, minor landslides have occurred in the past, probably over the last several hundred years, as evidenced both by past deposits exposed in erosion gullies and recent landslide events. With significant rainfall, additional failures are likely within the identified landslide hazard areas. Given the nature of localized problems identified within the County, minor landslides will likely continue to impact the area when heavy precipitation occurs, as they have in the past.

CLIMATE CHANGE CONSIDERATIONS

Climate change projections for more intense precipitation events have the potential to increase landslide incidence. In fact, during extended drought periods, soil loses its ability to absorb water and when rain occurs landslide risk increases. During period of prolonged water crisis, soils dry out and lose their drainage capacity. California experiences long prolonged drought periods which can increase the risk and incidence of landslides when major rain events do occur. Additionally, California's drought has also helped fuel major wildfires in recent years, and post-wildfire slopes are especially susceptible to mudslides. Plants destroyed by wildfires weaken the roots and therefore reduce soil stability.

SOIL HAZARD: EROSION

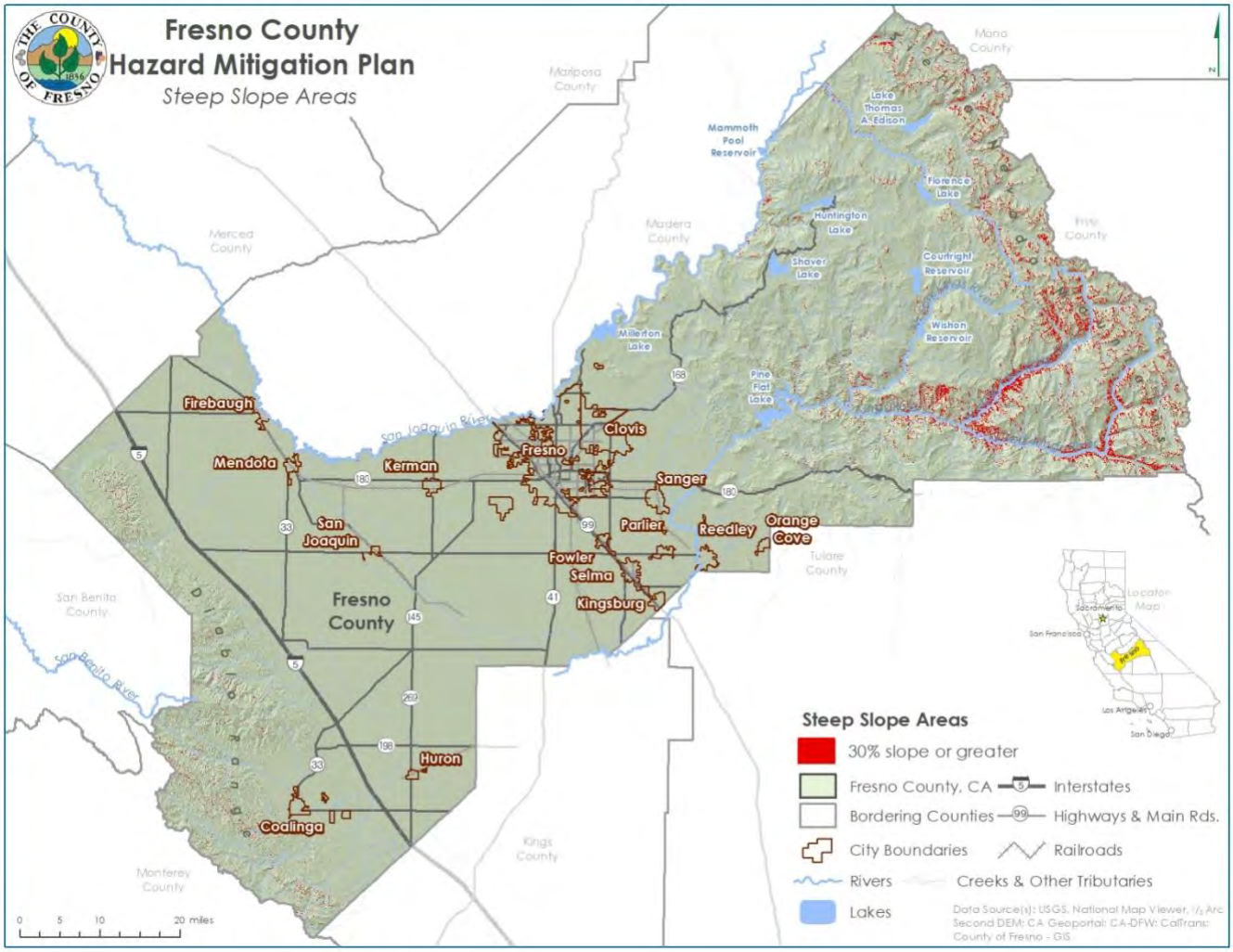
HAZARD/PROBLEM DESCRIPTION

Erosion is the general process whereby rocks and soils are broken down, removed by weathering, or fragmented and then deposited in other places by water or air. The rate of erosion depends on many variables, including the soil or rock texture and composition, soil permeability, slope, extent of vegetative cover, and precipitation amounts and patterns. Erosion increases with increasing slope and precipitation and with decreasing vegetative cover, which includes areas where protective vegetation has been removed by fire, construction, or cultivation. Significant erosion can cause degradation and loss of agricultural land, degradation of streams and other water habitats, and rapid silting of reservoirs.

EXTENT

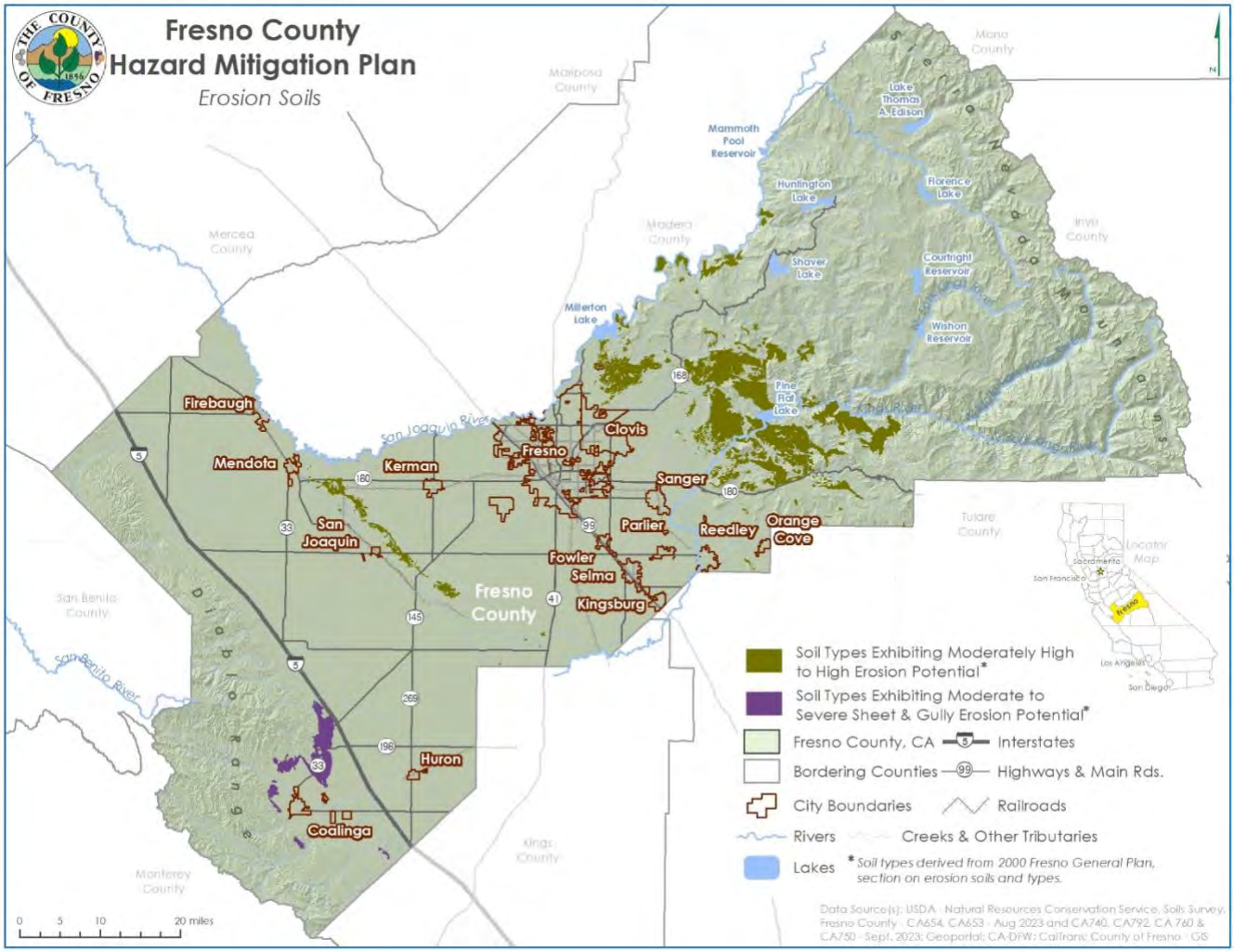
The Fresno County General Plan Background Report identifies those areas with moderately high to high erosion potential. These include areas of certain soil types in the Sierra Nevada and the foothills that generally coincide with slopes that exceed 30 percent (see **Figure 26. Fresno County Steep Slope Areas** and **Figure 27. Fresno County Erosion Soils**). However, many of these identified areas are located within the boundaries of the Sierra National Forest, Sequoia National Forest, or Kings Canyon National Park, which limits their availability for intensive development.

Figure 29. Fresno County Steep Slope Areas



Source: USGS, National Map Viewer, ½ Arc Second DEM: CA Geoportal; CA-DFW; CalTrans; County of Fresno - GIS

Figure 30. Fresno County Erosion Soils



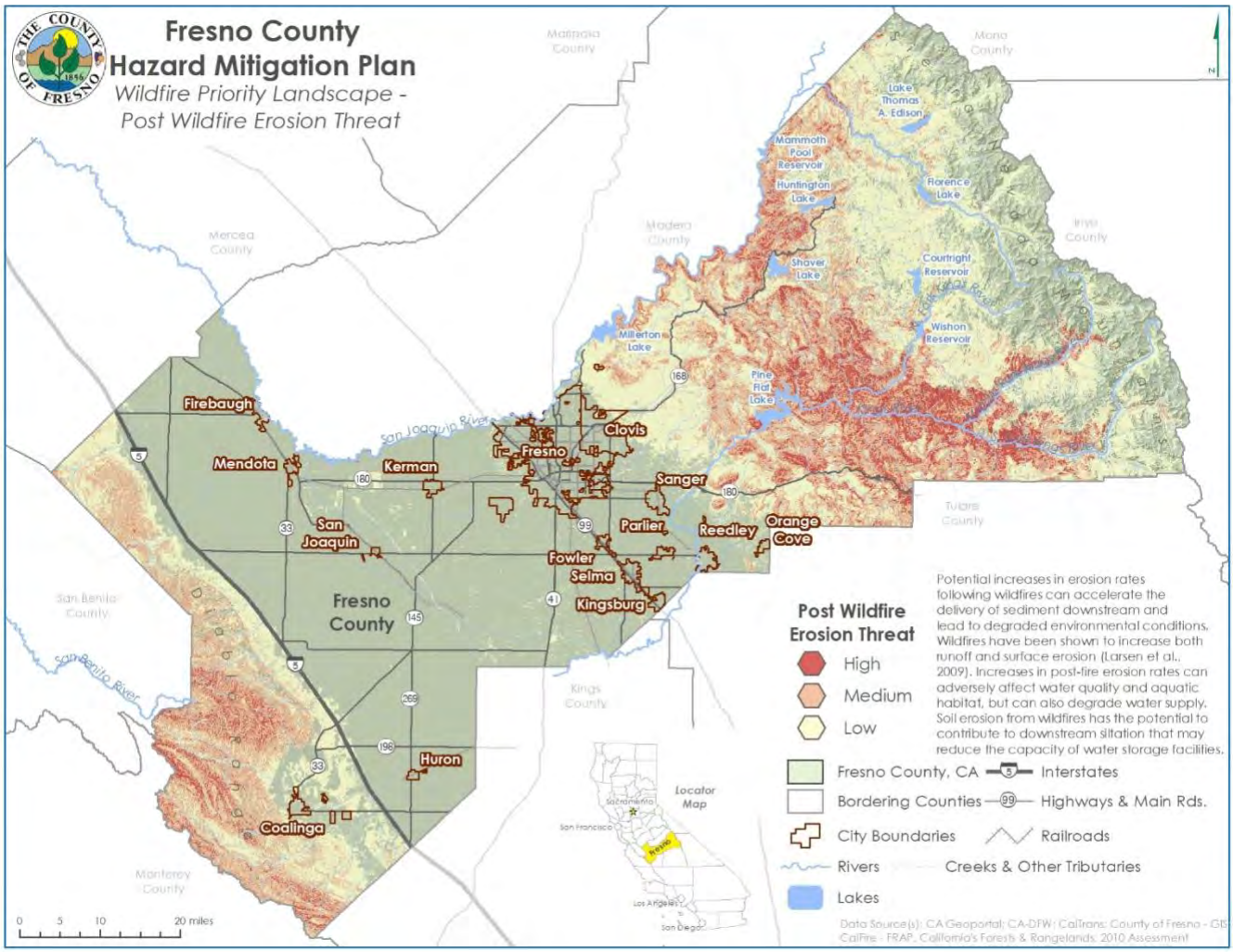
Source: USDA National Resources Conservation Service, Soils Survey

Erosion within the valley area is generally not a large concern, with the exception of areas containing Rossi soil east of the Fresno Slough from approximately Mendota to Fish Slough near Helm. Severe erosion potential has also been identified along the San Joaquin River Bluff. Also, along the main bypass floodway of the Fresno Slough, widely spaced gullies in a trellis pattern have eroded the soils where subsiding floodwaters drain back into the deeper main flood channel.

In western Fresno County, most soil associated with the Kettleman series appears to be subject to moderate to severe sheet and gully erosion potential. These include areas located primarily west of Interstate 5 in the Coast Range foothills. Also, in the western portion of the County, Panoche and Panhill soils, which under natural conditions do not exhibit erosion potential, are susceptible to erosion as a result of human activity. These soils are located extensively throughout the western part of the County and are prevalent in areas on recent alluvial fans in the central part of the region.

One of the main concerns associated with erosion is related to wildfire as a fire burns it destroys plant material. Plants such as shrubs, grasses, and trees provide roots that stabilize the soil. Fires destroy soil protection, leading to increased vulnerability to erosion, in addition to increased risk of flood hazard. The amount of erosion after a burn is determined by the severity of the burn, the slope, soil type and condition of the watershed before the burn. Using information provided by Cal Fire, **Figure 28. Fresno County Wildfire Priority Landscape - Post Wildfire Erosion Threat** outlines the post fire erosion threat for Fresno County.

Figure 31. Fresno County Wildfire Priority Landscape - Post Wildfire Erosion Threat



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS, CalFIRE – FRAP, California's Forests and Rangelands: 2010 Assessment

PAST OCCURRENCES

Historically, there have been no significant erosion events within the County. However, recently during the 2022-2023 season, the United States Forest Service warned visitors to the Sierra National Forest to avoid the Jose Basin Area. The Sierra National Forest officials reported roads in that area experiencing "significant erosion issues" caused primarily by local topography, erosive soils, and lingering effects of the Creek fire. [34] due to the increasing precipitation and flood events in the 2022 water year. Other areas in Fresno County experienced erosion as well during the same period of time.

LIKELIHOOD OF FUTURE OCCURRENCES

Highly Likely—Based on input from the HMPC, erosion does occur in the planning area. Given the nature of erosion problems identified within the County, erosion will continue to be an issue.

CLIMATE CHANGE CONSIDERATIONS

The primary climate related drivers affecting erosion, on both inland and coastal areas, are changes in temperature, water levels, precipitation, vegetation loss or changes, and weather. Climate is a major driver of erosion, however changes in land use and land cover, due to development and land management, can dramatically affect exposure of sediments to erosion. Erosion involves the breakdown, detachment, transport, and redistribution of soil particles by forces of water, wind, or gravity.

[34] https://www.yourcentralvalley.com/news/local-news/stay-out-of-the-jose-basin-area-warns-sierra-national-forest/

SOIL HAZARDS: EXPANSIVE SOILS

HAZARD/PROBLEM DESCRIPTION

Expansive (swelling) soils or soft bedrock are those that increase in volume as they get wet and shrink as they dry. They are known as shrink-swell, bentonite, expansive, or montmorillinitic soils. Swelling soils contain high percentages of certain kinds of clay particles that are capable of absorbing large quantities of water, expanding up to 10 percent or more as the clay becomes wet. The force of expansion is capable of exerting pressures of 20,000 pounds per square foot or greater on foundations, slabs, and other confining structures. Soils composed only of sand and gravel have no potential for volume changes. Soils are generally classified into three expansive soils classes with low, moderate, and high potential for volume changes:

- **Low**: This soils class includes sands and silts with relatively low amounts of clay minerals. Sandy clays may also have low expansion potential if the clay is kaolinite. Kaolinite is a common clay mineral.
- **Moderate**: This class includes silty clay and clay textured soils, if the clay is kaolinite, and includes heavy silts, light sandy clays, and silty clays with mixed clay minerals.
- **High**: This class includes clays and clay with mixed montmorillonite, a clay mineral which expands and contracts more than kaolinite.

Soils with relatively high clay content are considered expansive due to the capacity of clay minerals to take in water and expand to greater volumes. Highly expansive soils can cause structural damage to foundations and roads without proper structural engineering and require detailed geologic investigations and costlier grading applications. This makes highly expansive soil less suitable for development. Expansive soils can be found predominantly in the eastern part of the county in a northwest trending belt approximately parallel to the Friant-Kern Canal foothills in Kings Canyon National Park. Another expansive soil formation is located along the Fresno Slough from Madera County to Kings County [35]

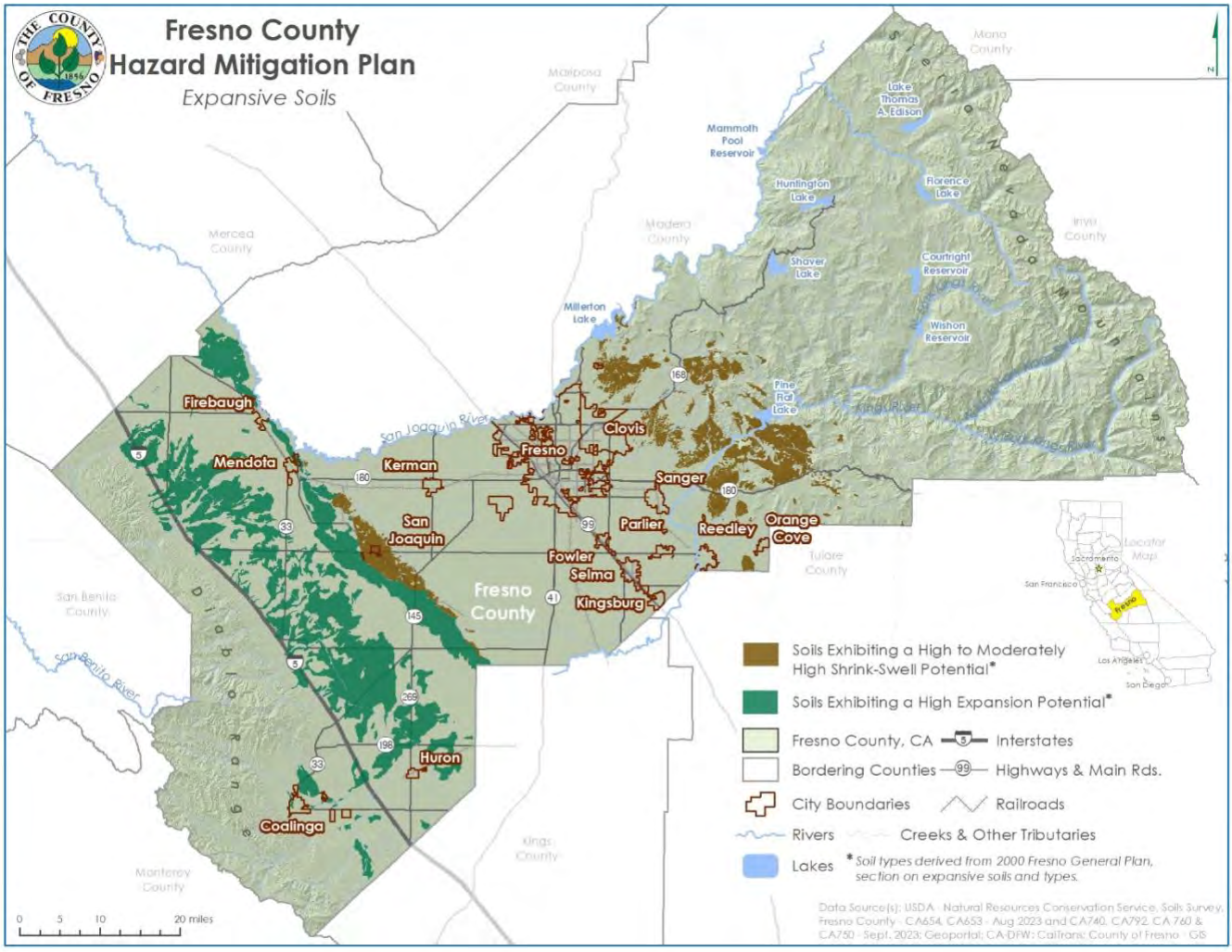
Damage can include severe structural damage, cracked driveways and sidewalks, heaving of roads and highway structures, and disruption of pipelines and other utilities. Destructive forces may be upward, horizontal, or both. Building in and on swelling soils can be done successfully, although more expensively, as long as appropriate construction design and mitigation measures are followed.

EXTENT

Small - According to the Fresno County General Plan Background Report, expansive soils within Fresno County generally occur in a northwest-trending belt approximately parallel to the Friant-Kern Canal foothills in Kings Canyon National Park in the Sierra Nevada, along the Fresno Slough from Madera County to Kings County, and roughly parallel to the San Luis Drain west of Tranquility and San Joaquin. **Figure 29. Fresno County Expansive Soils** from the Fresno County General Plan Background Report illustrates the area's most susceptible to expansive soils.

[35] Fresno County General Plan Background Report 2042

Figure 32. Fresno County Expansive Soils



Source: USDA – Natural Resources Conservation Service, Soils Survey, Fresno County – CA654, CA653 – August 2023 and CA740, CA792, CA760 & CA750 – September, 2023; Geoportal; CA-DFW; CalTrans; County of Fresno - GIS

PAST OCCURRENCES

Expansive soils are present in the County. However, due to the ability to successfully mitigate the hazard by adhering to sound design and construction practices, the HMPC was unable to find examples of historical expansive soil problems in the planning area.

LIKELIHOOD OF FUTURE OCCURRENCES

Possible—Based on the soil types found in Fresno County, the potential exists for expansive soil to be a future issue in the Fresno County planning area.

CLIMATE CHANGE CONSIDERATIONS

There is potential for more severe wet and dry cycles in future climate, which may have an effect on the frequency and intensity of expansive soils in Fresno County.

SOIL HAZARDS: LAND SUBSIDENCE

HAZARD/PROBLEM DESCRIPTION

Land subsidence is defined as the vertical sinking of the land over manmade or natural underground voids. Subsidence, usually as a direct result of groundwater withdrawal or oil and gas withdrawal is common in several areas of California, including parts of the Central Valley. Weight, including surface developments such as roads, reservoirs, and buildings, and manmade vibrations from such activities as blasting and heavy truck or train traffic can accelerate the natural processes of subsidence. According to the California State Hazard Mitigation Plan 2023, by 1970, significant land subsidence had affected about half of the San Joaquin Valley, covering around 5,200 square miles, with more than 1 foot of subsidence observed. In specific localized regions, the ground had subsided by as much as 28 feet.

Subsidence can result in serious structural damage to buildings, roads, irrigation ditches, canals, streams, underground utilities, and pipelines. It can disrupt and alter the flow of surface or underground water. Improper use of land subject to subsidence can result in excessive economic losses: direct economic losses as well as indirect losses (e.g., increased taxes and decreased property values).

In California, the floor of the arid Central Valley is sinking due to groundwater pumping for agricultural and drinking water. According to a Stanford University study, land subsidence will likely continue for decades to centuries. Reducing or slowing the rate of land subsidence may be difficult at points due to periods of drought straining the water supply and system. [36] Other research suggests that groundwater depletion has been mainly propelled by the rapidly expanding estates of perennial, water-intensive crops such as almonds, citrus, and wine grapes. Additionally, non-drought years and years where California experiences extensive rainfall, may not even cause significant changes in land subsidence as this issue has been going on for one hundred years. Much of the groundwater depletion has occurred in the San Joaquin Valley and over the past two decades, the central valley has consumed nearly 36 million acre-feet of groundwater, translating to 11.7 trillion gallons of our most precious resource. [37]

EXTENT

In the San Joaquin Valley, farmers rely heavily on surface-water diversions to meet irrigation water demand, but the recent droughts have induced substantial increases in groundwater pumping. Unfortunately, this excessive water extraction from the unconsolidated deposits of the San Joaquin Valley causes land subsidence.

According to the Fresno County Background Report 2000, in some areas along the valley trough and in parts of western Fresno County, groundwater pumping has caused subsidence of the land surface. Historically, this has occurred in areas where the groundwater basin has been subject to overdraft and long-term recharge is inadequate to maintain the water table elevation, leaving underground voids.

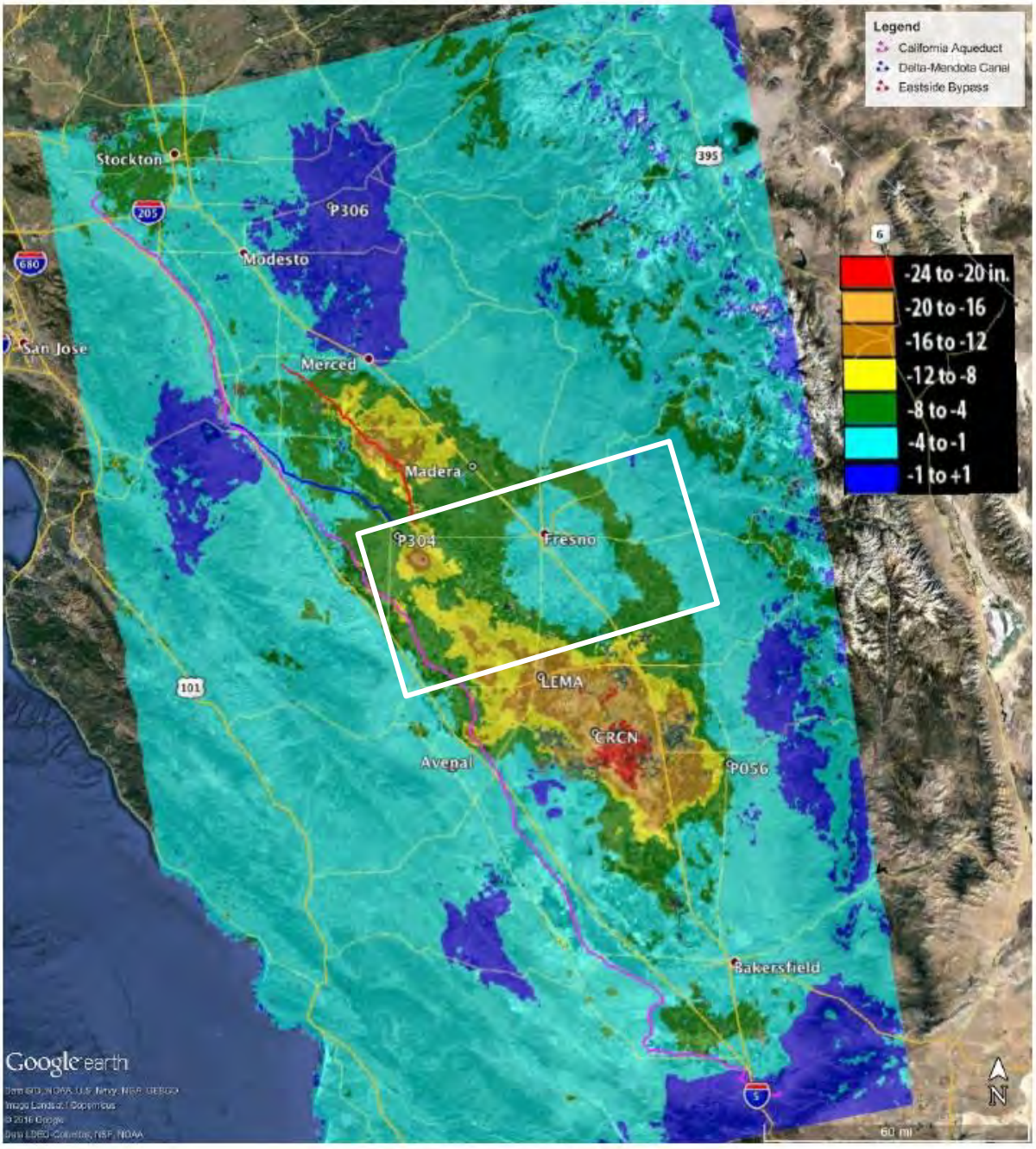
One study suggests that land subsidence is located in areas where the water demand for agriculture and the density of groundwater wells is the highest, whereas the rate of subsidence is strongly affected the amount of local and imported surface water and by groundwater resources. [38]

There are two main subsidence bowls covering hundreds of square miles that grew wider and deeper between spring 2015 and fall 2016. The geographic extent and magnitude of subsidence in the San

[36] https://news.stanford.edu/2022/06/02/will-californias-san-joaquin-valley-stop-sinking/
[37] https://fresnoalliance.com/central-valley-groundwater-sinking-faster-than-ever/
[38] https://www.sciencedirect.com/science/article/abs/pii/S0022169418309661

Joaquin Valley is displayed below in **Figure 30. Subsidence in the San Joaquin Valley, May 7, 2015 – September 10, 2016.**

Figure 33. Subsidence in the San Joaquin Valley, May 7, 2015 – September 10, 2016



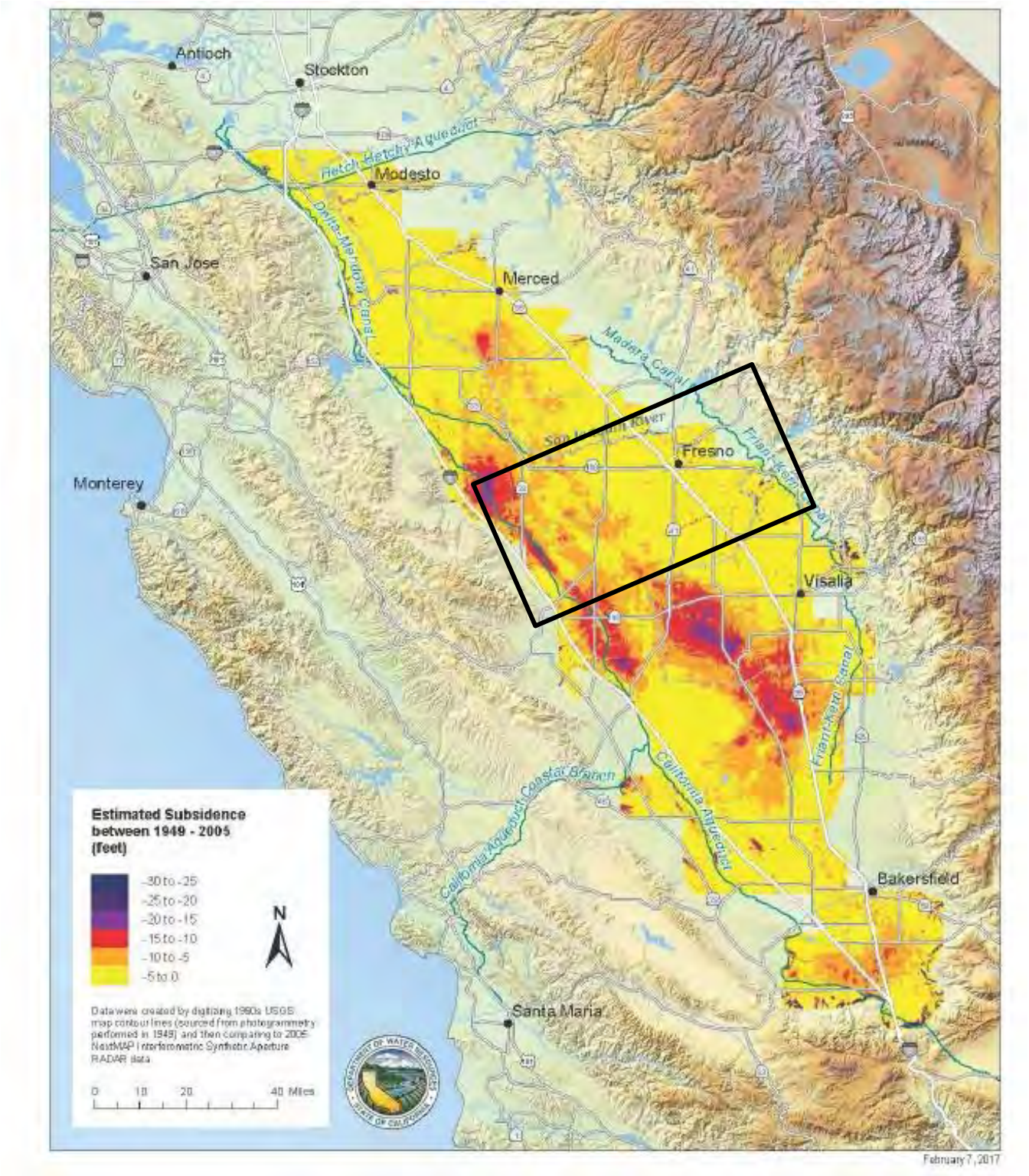
Geospatial analysis indicates that subsidence risk is concentrated in the western portion of the County. While subsidence rates fall in the -4 to -1-inch range in the east, NASA's survey technology shows subsidence reaching up to -16 inches in some pockets along the San Joaquin Valley corridor. Effected jurisdictions include Firebaugh, Mendota, Coalinga, and Huron.

Additionally, a significant area of concern is the Eastside Bypass, a system designed to carry flood flow off the San Joaquin River. Subsidence also intensified at a third area, near Tranquility, where the land surface has settled up to 20 inches in an area that extends seven miles. Specific areas where subsidence has been a problem include the Westlands Water District and the Pleasant Valley Water District. The increased subsidence rates have the potential to damage levees, bridges, and roads. Over time, subsidence can permanently reduce the underground aquifer's water storage capacity.

PAST OCCURRENCES

Subsidence caused by groundwater pumping in the Central Valley has been a problem for decades. Long-term subsidence already has destroyed thousands of public and private groundwater well casings in the San Joaquin Valley. NASA has been using radar satellite maps to document rates of subsidence in the San Joaquin Valley since 2014. The NASA analysis evaluated the Eastside Bypass system and found that the land surface had fallen between 16 inches and 20 inches since May 2015 – on top of several feet of subsidence measured between 2008 and 2012. Though recent technology and resources has brought this problem to light, the San Joaquin Valley subsidence due to groundwater extraction was observed as early as the 1920s. Extensive monitoring and research related to subsidence in the Valley was carried out in the 1950s through the 1970s because of concerns about subsidence-related damage to the state and federal water projects. **Figure 31. Estimated Subsidence Between 1949 and 2005** below documents 50-years of estimated subsidence rates in the San Joaquin Valley. Similar to the estimates, the eastern portion of the County has historically seen the most subsidence, potentially reaching up to 30-feet in the north-east.

Figure 34. Estimated Subsidence Between 1949 and 2005



In 1963, DWR initiated construction of the State Water Project's 444-mile-long California Aqueduct. Subsidence mitigation was integrated into the project design; however, subsidence has required repairs such as the raising of canal linings, bridges, and water control structures on the Aqueduct and on the Central Valley Project's Delta-Mendota and Friant-Kern canals. In recent years, a five-mile reach of the Eastside Bypass was raised in 2000 because of subsidence, and DWR estimates that it may cost in the range of $250 million to acquire flowage easements and levee improvements to restore the design capacity of the subsided area.

LIKELIHOOD OF FUTURE OCCURRENCES

Occasional—Land subsidence has been a constant issue affecting Fresno County for decades. This hazard is ongoing and is certain to continue in the future. However, legislation passed in 2014 requires local governments to regulate pumping and recharge to better manage groundwater supplies. Groundwater-dependent regions are required to halt overdraft and bring basins into sustainable levels of pumping and recharge by the early 2040s. Though occurrence may be inevitable, the magnitude of subsidence rates is dependent on the mitigation actions and pumping regulations initiated by Fresno County. Excess groundwater pumping is more likely to occur during times of drought.

CLIMATE CHANGE CONSIDERATIONS

The most likely impact that climate change will have on land subsidence risk is the potential for extended and severe drought, which could likely result in more groundwater pumping and human-induced subsidence. During periods of drought, water levels may be drawn too low, which results in an irreversible compaction of aquitards. The water cannot recharge the layers, causing permanent subsidence and diminishment of groundwater storage capacity.

SEVERE WEATHER: GENERAL

Severe weather is generally any destructive weather event, but usually occurs in the Fresno County planning area as localized thunderstorms that bring heavy rain, hail, lightning, and strong winds.

The National Oceanic and Atmospheric Administration's National Center for Environmental Information (NCEI) has been tracking severe weather since 1950. The Storm Events Database contains data on the following: all weather events from 1993 to 2023. This database contains over 3,000 severe weather events that occurred in Fresno County between 1950 to 2023. **Table 38. NCEI Hazard Event Reports for Fresno County (1950-2023)** summarizes these events.

Table 38. NCEI Hazard Event Reports for Fresno County (1950-2023)

Type	# of Events	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Dense Fog*	1,509	24,136,000	0	24	72
Flash Floods	48	87,000	0	0	0
Floods	420	583,281,000	124,190,000	12	8
Funnel Clouds	47	0	0	0	0
Hail	73	1,020,000	2,100,500	0	4
Heavy Rain	151	2,179,000	95,690,000	0	0
High Winds**	111	402,518,000	30,000	1	0
Lightning	38	1,770,000	300,000	2	3
Severe Thunderstorms/Wind	73	4,224,500	43,085,000	2	15
Tornado**	35	6,480,050	26,000	0	3
Wildfires*	662	1,847,706,500	119,918,000	5	112

Source: National Center for Environmental Information Storm Events Database, www.ncdc.noaa.gov/stormevents/

**Hazards with wide extents have losses which reflect larger zones that extend beyond Fresno County*

***Source is NOAA Storm Events Database GIS data*

The NCEI table above summarizes severe weather events that occurred in Fresno County. A few of the events resulted in state and federal disaster declarations. It is further interesting to note that different data sources capture different events during the same time period, and often different information specific to the same events. While the HMPC recognizes these inconsistencies, they see the value this data provides in depicting the County's "big picture" hazard environment.

In the previous plan, all of Fresno County's state and federal disaster declarations have been a result of natural hazards, mostly caused by severe weather. Since the 2018 update, state and federal declarations resulted from the COVID-19 pandemic, which has been the exception for the county regarding causes of state and federal declarations. For this plan, severe weather is broken down as follows:

- Extreme Temperatures (Extreme Cold/Freeze and Extreme Heat)
- Fog
- Heavy Rain/Thunderstorm/Hail/Lightning/Wind
- Winter Storm
- Tornado

Due to the size of the County and changes in elevation and climate, weather conditions can vary greatly across the County. The profiles that follow provide information, where possible, from three weather stations in different parts of the County: Huntington Lake (elevation: 7,000 feet) in east Fresno County, Fresno WSO AP (elevation: 33 feet) in central Fresno County, and Coalinga (elevation: 66 feet), in west Fresno County.

SEVERE WEATHER: EXTREME TEMPERATURES

HAZARD/PROBLEM DESCRIPTION

Extreme temperature events, both cold and hot, can have severe impacts on human health and mortality, natural ecosystems, and agriculture and other economic sectors.

EXTREME COLD/FREEZE

Extreme cold or freeze is largely accompanied by a winter storm or weather system that produces cold temperatures. What is considered an excessively cold temperature varies according to the normal climate for that region. However, when temperatures are far below normal, with higher wind speeds, heat leaves the human body more rapidly, which increases the possibility of negative effects from these extreme temperatures. [39]

The greatest danger from extreme cold is to people, as prolonged exposure can cause frostbite or hypothermia, and can become life threatening. When someone is suffering from hypothermia, body temperatures can become so low that they affect the brain, making it difficult for the victim to think clearly or move well. In the case of frostbite, the frozen tissue becomes numb, and the victim may be unaware that anything is wrong until someone else notices. This makes hazards from extreme cold particularly dangerous, as people may not understand what is happening to them or what to do about it. [40]

The primary hazards from extreme cold are frostbite and hypothermia. Frostbite is caused by freezing of the skin and underly tissue. It causes a loss of feeling and color in the affected areas of the body, and most often affects the nose, chin, fingers, or toes. It can be permanently damaging if not treated promptly and can lead to infection, nerve damage, or amputation in severe cases. The risk of frostbite is increased in people with preexisting conditions, the elderly, people with reduced blood circulation, and people who are not dressed warmly enough for the conditions.

Hypothermia occurs when the body loses heat faster than it can produce heat, causing a dangerously low body temperature. A normal body temperature is around 98.6° F. Hypothermia occurs when your body temperature falls below 95° F.45 As this happens, the heart and other essential organs cannot work properly. If hypothermia is not treated, it can lead to heart failure, respiratory failure, and eventually to death. [41]

Excessive or extreme cold can accompany severe winter weather, or it can occur without severe weather. For this reason, extreme cold is considered a separate hazard from severe winter storms. The effects of freezing temperatures on agriculture in Fresno County are discussed further in the Agricultural Hazards section.

In Fresno County, the average low temperatures in the winter months range from 53 to 38 degrees. Therefore, it is likely that since the average low in the month of January specifically, is 38 degrees that there are days in which temperatures are below freezing.

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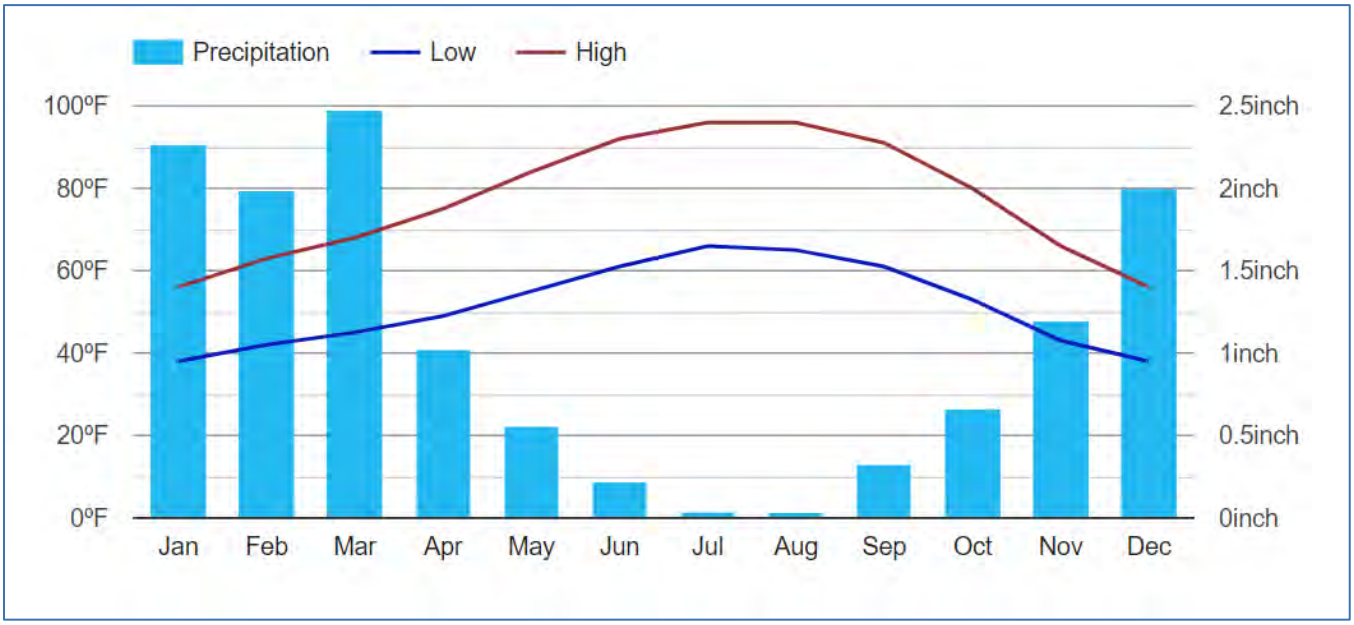
[39] National Weather Service. *Stay Safe in the Extreme Cold.* Retrieved 12.07.23from: https://www.weather.gov/dlh/extremecold

[40] Centers for Disease Control and Prevention. *Extreme Cold: A Prevention Guide to Promote Your Personal Health and Safety.* Retrieved 12.07.23 from: https://www.cdc.gov/nceh/toolkits/winterweather/default.html

[41] Mayo Clinic. *Hypothermia: Overview.* Retrieved 12.07.23 from https://www.mayoclinic.org/diseases-conditions/hypothermia/symptoms-causes/syc-20352682

Figure 35. Fresno County Average Temperatures and Precipitation



Source NWS

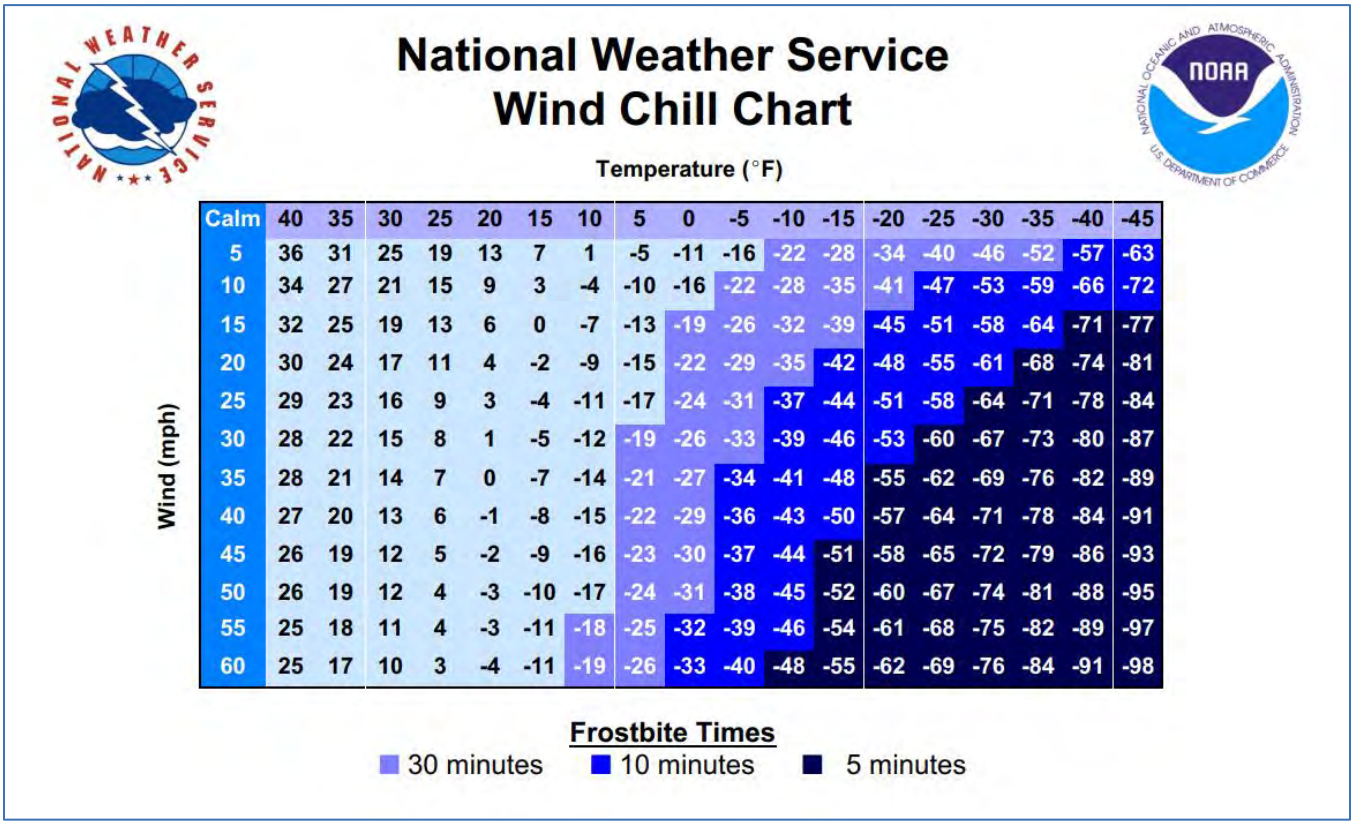
WIND CHILL

The National Weather Service Issues Extreme Cold Warnings when the temperature feels like it is -30° F or colder across a wide area for a period of at least several hours. When possible, these advisories are issued a day or two in advance of the conditions.

The most common extent/severity marker for extreme cold is the Wind Chill scale. **Figure 36. NWS National Weather Service Wind Chill Chart** depicts the National Weather Service's methodology for determining the wind chill, using wind speed and actual temperature. Although wind chill is not necessarily related to extreme cold as a single cause, the advisory system that the NWS currently uses relies on wind chill to relay warning and advisory information to the public. Extreme cold severity is a function of wind chill and other factors, such as precipitation amount (rain, sleet, ice, and/or snow). [42]

[42] Climate Fresno - California and Weather averages Fresno (usclimatedata.com) https://www.usclimatedata.com/climate/fresno/california/united-states/usca2234

Figure 36. NWS National Weather Service Wind Chill Chart



Wind (mph)	Calm	40	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30	-35	-40	-45
5		36	31	25	19	13	7	1	-5	-11	-16	-22	-28	-34	-40	-46	-52	-57	-63
10		34	27	21	15	9	3	-4	-10	-16	-22	-28	-35	-41	-47	-53	-59	-66	-72
15		32	25	19	13	6	0	-7	-13	-19	-26	-32	-39	-45	-51	-58	-64	-71	-77
20		30	24	17	11	4	-2	-9	-15	-22	-29	-35	-42	-48	-55	-61	-68	-74	-81
25		29	23	16	9	3	-4	-11	-17	-24	-31	-37	-44	-51	-58	-64	-71	-78	-84
30		28	22	15	8	1	-5	-12	-19	-26	-33	-39	-46	-53	-60	-67	-73	-80	-87
35		28	21	14	7	0	-7	-14	-21	-27	-34	-41	-48	-55	-62	-69	-76	-82	-89
40		27	20	13	6	-1	-8	-15	-22	-29	-36	-43	-50	-57	-64	-71	-78	-84	-91
45		26	19	12	5	-2	-9	-16	-23	-30	-37	-44	-51	-58	-65	-72	-79	-86	-93
50		26	19	12	4	-3	-10	-17	-24	-31	-38	-45	-52	-60	-67	-74	-81	-88	-95
55		25	18	11	4	-3	-11	-18	-25	-32	-39	-46	-54	-61	-68	-75	-82	-89	-97
60		25	17	10	3	-4	-11	-19	-26	-33	-40	-48	-55	-62	-69	-76	-84	-91	-98

Source: NWS

EXTREME HEAT

Extreme heat, as per the guidance provided by the Fresno County Public Health, is considered a period of high heat and humidity with temperatures above 90 degrees for at least two to three days. In extreme heat your body works extra hard to maintain a normal temperature, which can lead to death. These episodes, often referred to as "heat waves," lack a universal definition but are typically delineated by the potential for dangerously hot weather conditions capable of causing heat-related illnesses and even fatalities. [30]

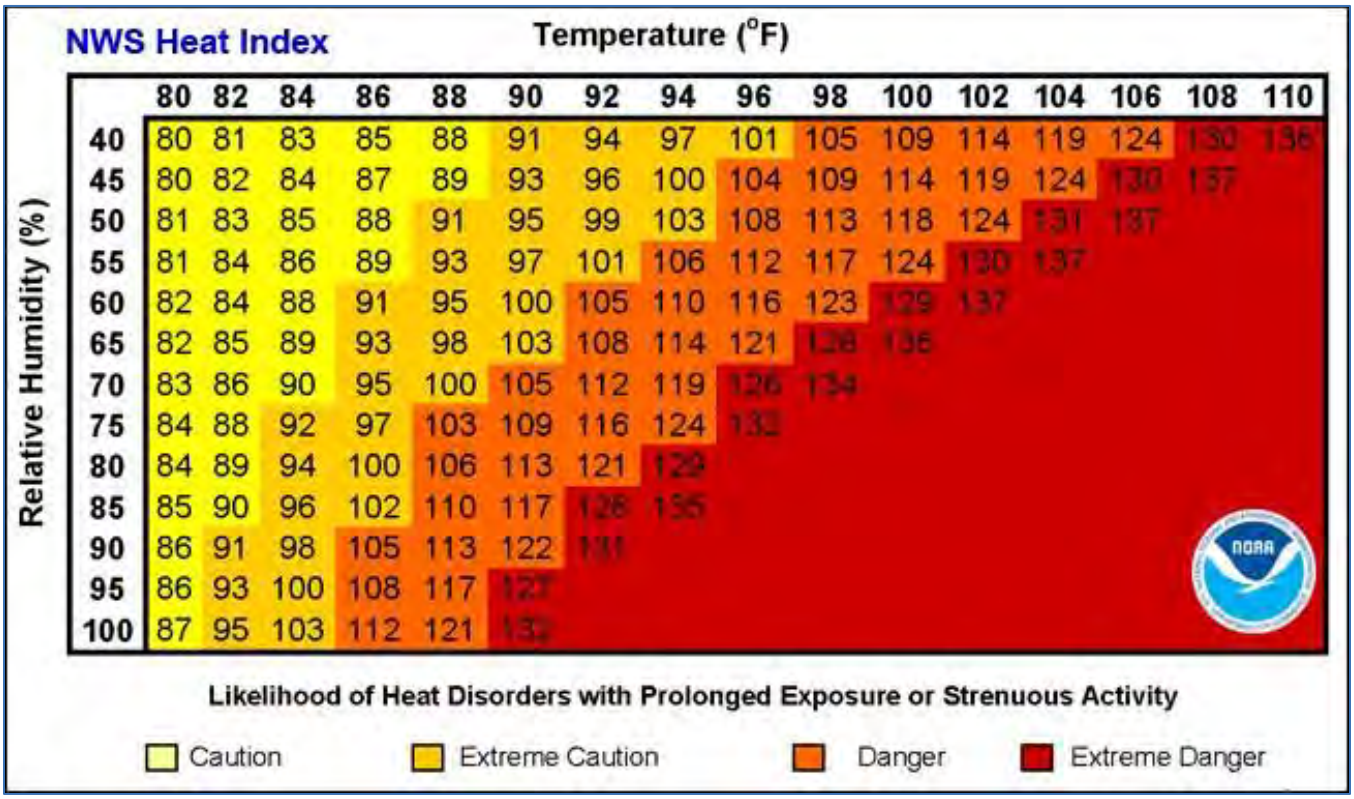
Remarkably, heat-related issues pose a significant threat and constitute one of the foremost weather-related causes of mortality in the United States. Annually, they claim the lives of over a thousand individuals. Those most susceptible to the adverse effects of extreme heat span a diverse spectrum and include, but are not limited to, vulnerable populations such as infants and young children, older adults, individuals with chronic medical conditions, pregnant women, and those with disabilities. [31]

Furthermore, the United States, with particular emphasis on the Los Angeles region, is confronting an ominous trajectory regarding extreme heat events. This trajectory is inexorably linked to the ongoing and anticipated shifts in our climate. As climate change continues to unfold, it is expected that both the frequency and severity of extreme heat events will escalate, heightening the urgency for proactive measures to protect communities and mitigate the associated risks. Therefore, it is imperative for regions like Los Angeles to prepare for these impending challenges and enact robust strategies to safeguard the health and well-being of their residents in the face of rising temperatures.

Heat Index

The Heat Index is a metric that considers both the actual air temperature and the relative humidity, providing a more accurate reflection of how hot it feels. Relative humidity represents the amount of moisture in the air compared to what it would contain if fully saturated, which depends on both moisture content and temperature. There exists a clear correlation between air temperature, relative humidity, and the heat index, such that as air temperature and relative humidity rise, the heat index follows suit, and conversely, it drops when they decrease. The National Weather Service has created a Heat Index Chart, denoted in **Figure 37. NWS Heat Index**, which illustrates how the Heat Index classifications change and intensify from "Caution" to "Extreme Danger" as both temperature and relative humidity increase.[34]

Figure 37. NWS Heat Index



Source: NWS

The classifications of the Heat Index describe the risk of heat disorders with prolonged exposure or strenuous activity. As the heat index increases the heat index classification increases as well and darkens from light yellow to red. This also increases the likelihood for individuals to experience adverse effects on the body. The description of the heat index can affect the body is described in **Table 39. Extreme Heat Health Impacts Using the Heat Index**.

Table 39. Extreme Heat Health Impacts Using the Heat Index

Classification	Heat Index	Effect on the Body
Caution (Light Yellow)	80F-90F	Fatigue possible with prolonged exposure and/or physical activity
Extreme Caution (Yellow)	90F-103F	Heat stroke, heat cramps, or heat exhaustion possible with prolonged exposure and/or physical activity
Danger (Orange)	103F-124F	Heat cramps or heat exhaustion likely, and heat stroke possible with prolonged and/or physical activity
Extreme Danger (Dark Red)	125F or higher	Heat stroke highly likely

Source: NWS

Wet Bulb Globe Temperature

The Wet Bulb Globe Temperature (WBGT) is a comprehensive meteorological metric that encompasses several vital weather parameters, including temperature, humidity, wind, solar radiation, and more. This multi-faceted index plays a pivotal role in assessing the risk of heat stress, particularly for populations engaging in outdoor activities, such as outdoor workers and athletes.

WBGT serves as a crucial tool for making informed decisions when its com/.']es to safeguard individuals or entire communities during hot and potentially hazardous weather conditions. Its application extends to various scenarios, where mitigating the effects of extreme heat is paramount.

For instance, in the context of outdoor work, WBGT can guide recommendations for necessary modifications. These may involve advising outdoor laborers to curtail strenuous activities during periods of elevated WBGT, suggesting shifts that begin earlier or later in the day when conditions are less oppressive, and ensuring the availability of shaded areas to allow for periodic relief from the heat.

By factoring in a comprehensive range of meteorological elements, the WBGT not only provides a more nuanced understanding of heat stress but also empowers decision-makers to proactively protect the well-being of those exposed to the elements, ultimately enhancing safety, and minimizing the risks associated with extreme heat.

Heat Risk

The National Weather Service (NWS) HeatRisk prototype is a color-numeric-based index that provides a forecast of the potential level of risk for heat-related impacts to occur over a 24-hour period. That level of risk is illustrated by a color/number along with identifying the groups potentially most at risk at that level. Each HeatRisk level is also accompanied by recommendations for heat protection and can serve as a useful tool for planning for upcoming heat and its associated potential risk. Based on the NWS high resolution national gridded forecast database, a daily HeatRisk value is calculated for each location from the current date through seven days in the future.

The HeatRisk prototype takes into consideration:

- How unusually above normal the temperatures are at your location (is it warmer than the top 5 percent of hottest days in the period of record for this date?)

- The time of the year (for example, is this early season heat that you likely haven't become used to, typical mid-summer heat, or late season heat that you may have become more used to?)
- The duration of unusual heat (for example, are temperatures overnight at levels that would lower heat stress, maintain it, or will unusually warm overnight low temperatures add to heat stress into the next day)
- If those temperatures are at levels that pose an elevated risk for heat complications, such as heat stress, based on peer-reviewed science and heat-health thresholds supported by the Centers for Disease Control and Prevention (CDC) national data sets.

The Heat Risk tool can be used to protect communities and individuals from potential risks of extreme heat. Adverse impacts from weather events generally affect historically underserved communities and the Heat Risk tool seeks to provide support for those communities and be better prepared. Groups that are heat-sensitive or heat vulnerable face a higher risk of heat-related illnesses and adverse impacts than others. This groups include:

- The elderly and very young
- People experiencing homelessness
- Individuals on certain medications and/or those with pre-existing conditions that increase heat sensitivity
- Outdoor workers, especially new workers, temporary workers, workers that are not yet accustomed to working outdoors, and those working in non-cooled spaces
- Individuals exercising or engaging in strenuous activities outdoors during the heat of day, especially those that are not accustomed to the level of heat, not drinking enough fluids, and those new to that type of activity.
- Individuals without adequate cooling mechanisms or proper hydration
- Individuals not acclimated to the level of heat expected, especially those that are new to a warmer climate
- Individuals sensitive to poor air quality, which can be exacerbated by heat waves
- Individuals living in low-income communities

Heat Tools and the National Weather Service Heat Products

The National Weather Service (NWS) uses the various tools described including the Wet Bulb Globe Temperature tool, Heat Risk tool, and the Heat Index to inform the issuance of NWS official heat watches, warnings, and advisories. Each tool provides a different perspective beyond what the actual air temperature is and can provide a deeper level of understanding.

EXTENT

Large - Both extreme heat and extreme cold cover greater than 25 percent of the planning area.

EXTREME HEAT

The NWS has in place a system to initiate alert procedures (advisories, watches, and warnings) when high temperatures are expected to have a significant impact on public safety. The expected severity of the heat determines which type of alert is issued, described in **Table 40. NWS Heat Related Product**.

Table 40. NWS Heat Related Product

Heat-Related Product	Description
Excessive Heat Warning (Dark Purple)	An Excessive Heat Warning is issued within 12 hours of the onset of extremely dangerous heat conditions. The general rule of thumb for this Warning is when the maximum heat index temperature is expected to be 105° or higher for at least 2 days and night-time air temperatures will not drop below 75°; however, these criteria vary across the country, especially for areas not used to extreme heat conditions. If you don't take precautions immediately when conditions are extreme, you may become seriously ill or even die.
Excessive Heat Watches (Dark Red)	Heat watches are issued when conditions are favorable for an excessive heat event in the next 24 to 72 hours. A Watch is used when the risk of a heat wave has increased but its occurrence and timing is still uncertain.
Heat Advisory (Orange)	A Heat Advisory is issued within 12 hours of the onset of extremely dangerous heat conditions. The general rule of thumb for this Advisory is when the maximum heat index temperature is expected to be 100° or higher for at least 2 days, and night-time air temperatures will not drop below 75°; however, these criteria vary across the country, especially for areas that are not used to dangerous heat conditions. Take precautions to avoid heat illness. If you don't take precautions, you may become seriously ill or even die.
Excessive Heat Outlooks (Light Yellow)	The outlooks are issued when the potential exists for an excessive heat event in the next 3-7 days. An Outlook provides information to those who need considerable lead-time to prepare for the event.

Source: NWS

A common guideline for the issuance of excessive heat alerts in Fresno County is when the maximum daytime high is expected to equal or exceed 110°F and a nighttime minimum high of 80°F or above is expected for two or more consecutive days.

Fresno County begins to experience hot weather in May or June of each year, and the heat continues throughout the summer months. The Fresno County Heat Emergency Contingency Plan provides a two-phase approach to mitigate and reduce the effects of extreme heat. Phase I calls for a heat awareness campaign to be initiated at the beginning of the heat season. Phase II calls for an operational area response to a heat emergency. The County Health Officer may determine that a Heat Emergency exists based on the threat to public health and safety. This may include:

- Excessive Heat Warning or Heat Wave issued by the NWS.
- Heat-related illnesses and deaths are above average.
- Abnormal amounts of heat related deaths occur in local animal populations.

- Successive days when daytime temperature exceeds normal ranges, and the nighttime heat index does not drop below 80 degrees.
- The California Independent System Operator (CALISO) issues a Stage 3 Electrical Emergency.
- High heat is accompanied by electrical blackouts or rotating power outages.
- Two or more jurisdictions within the County "declare" heat emergencies.
- The state "declares" a heat emergency.

EXTREME COLD

Similar to Extreme Heat, the National Weather Service (NWS) has in place a system to initiate alert procedures (advisories, watches, and warnings) when low temperatures are expected to have a significant impact on public safety. The expected severity of the cold determines which type of alert is issued, described in **Table 41. NWS Winter Storm Weather Products**.

Table 41. NWS Winter Storm Weather Products

Winter Storm Product	Description
Winter Weather Advisory (Light Purple)	Wintry weather expected. Light amounts of wintry precipitation or patchy amounts of wintry precipitation or patchy blowing snow will cause slick conditions and could affect travel if precautions are not taken.
Winter Storm Watch (Light Blue)	Snow, sleet, or ice possible. Confidence is medium that a winter storm could produce heavy snow, sleet, or freezing rain and cause significant impacts.
Winter Storm Warning (Pink)	Snow, sleet, or ice expected. Confidence is high that a winter storm will produce heavy snow, slight, or freezing rain and cause significant impacts.

Source: NWS

The National Weather Service (NWS) developed the Wind Chill Temperature (WTC) index to provide a formula to calculate the dangers from winter winds and freezing temperatures shown in **Table 42. NWS Extreme Cold Weather Products**. Additionally, the NWS produces frost and freeze advisory, watch, and warning to communicate when temperatures can pose a risk.

Table 42. NWS Extreme Cold Weather Products

NWS Product	Description
Frost Advisory (Light Blue)	A frost advisory means areas of frost are expected or occurring, posing a threat to sensitive vegetation.
Freeze Watch (Blue)	NWS issues a freeze watch when there is a potential for significant, widespread freezing temperatures within the next 24-36 hours. A freeze watch is issued in the autumn until the end of the growing season and in the spring at the start of the growing season.
Freeze Warning (Dark Blue)	When temperatures are forecasted to go below 32°F for a long period of time, NWS issues a freeze warning. This temperature threshold kills some types of commercial crops and residential plants.

NWS Product	Description
Hard Freeze Warning (Light Purple)	NWS issues a hard freeze warning when temperatures are expected to drop below 28°F for an extended period of time, killing most types of commercial crops and residential plants.

Source: NWS

Overall, extreme temperature impacts would likely be limited in the planning area, at least 25 percent of the planning area affected, which is extensive. Extreme cold can occasionally cause problems with communications facilities and utility transmission lines. Danger to people is highest when they are unable to heat their homes and when water pipes freeze. Extreme cold and extreme heat can also impact livestock and even crops if the event occurs during certain times of the year.

PAST OCCURRENCES

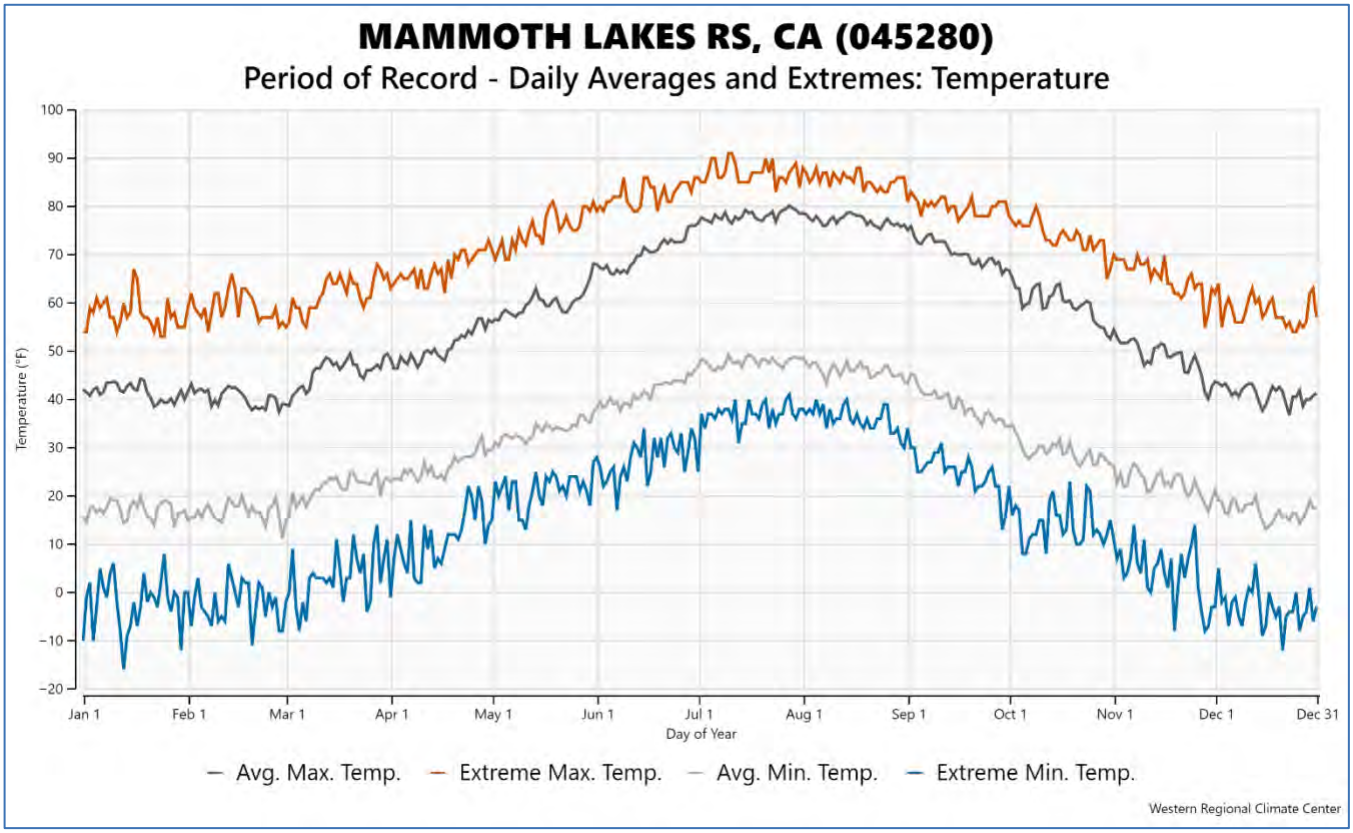
Information from the three representative weather stations introduced in the Severe Weather: General section, is summarized below.

FRESNO COUNTY—EAST (MAMMOTH LAKE, INYO COUNTY, PERIOD OF RECORD 12/01/1993 - 08/31/2020)

The previous plan included weather data from the Huntington Lake weather station, however data from that weather station has not been updated since 2016. Therefore, the Mammoth Lake weather station was used in Inyo County, which is just outside of the northeastern portion of Fresno County, to provide an understanding of averages for the eastern portion of the jurisdiction. While the period of record only captures up until August of 2020, it is the closest weather station to the eastern portion of Eastern Fresno County that has a similar environment.

Monthly average maximum temperatures in the warmest months (May through October) range from the mid-50s to low 80s. Monthly average minimum temperatures from November through April range from the high 20s to low 10s. July 11 had the highest extreme maximum temperature of 91 degrees. January 13 had the lowest extreme minimum temperature of -16 degrees.

Figure 38. Mammoth Lakes Daily Averages and Extremes: Temperatures

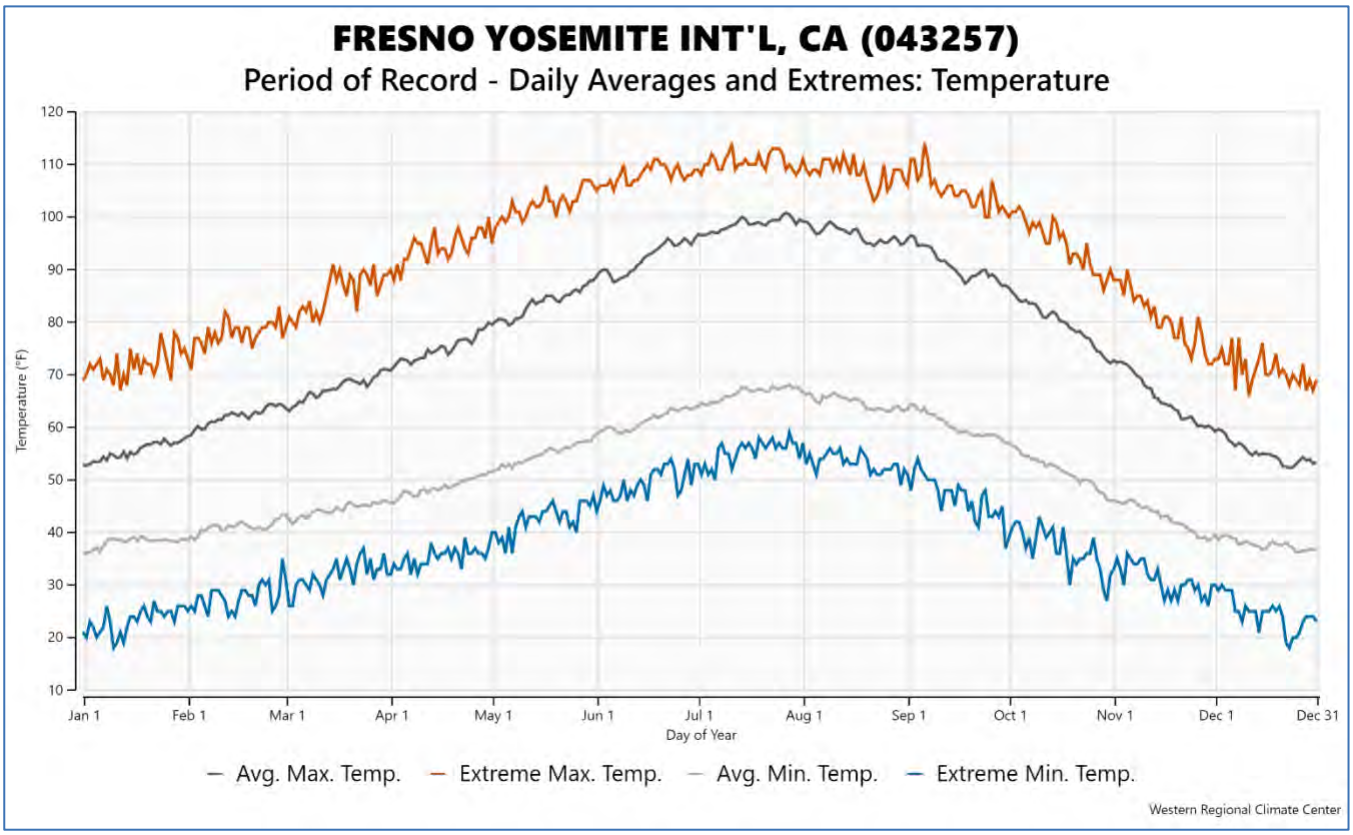


Source: Western Regional Climate Center, www.wrcc.dri.edu/

FRESNO COUNTY—CENTRAL (FRESNO YOSEMITE INTERNATIONAL, PERIOD OF RECORD 01/01/1948 - 02/04/2024

Monthly average maximum temperatures in the warmest months (May through October) range from the high 70s to low 100s. Monthly average minimum temperatures from November through April range from the mid-30s to mid-40s. September 6 had the highest extreme maximum temperature of 114 degrees. December 23 and January 10 had the lowest extreme minimum temperature of 18 degrees.

Figure 39. Fresno Yosemite International Daily Averages and Extremes: Temperatures

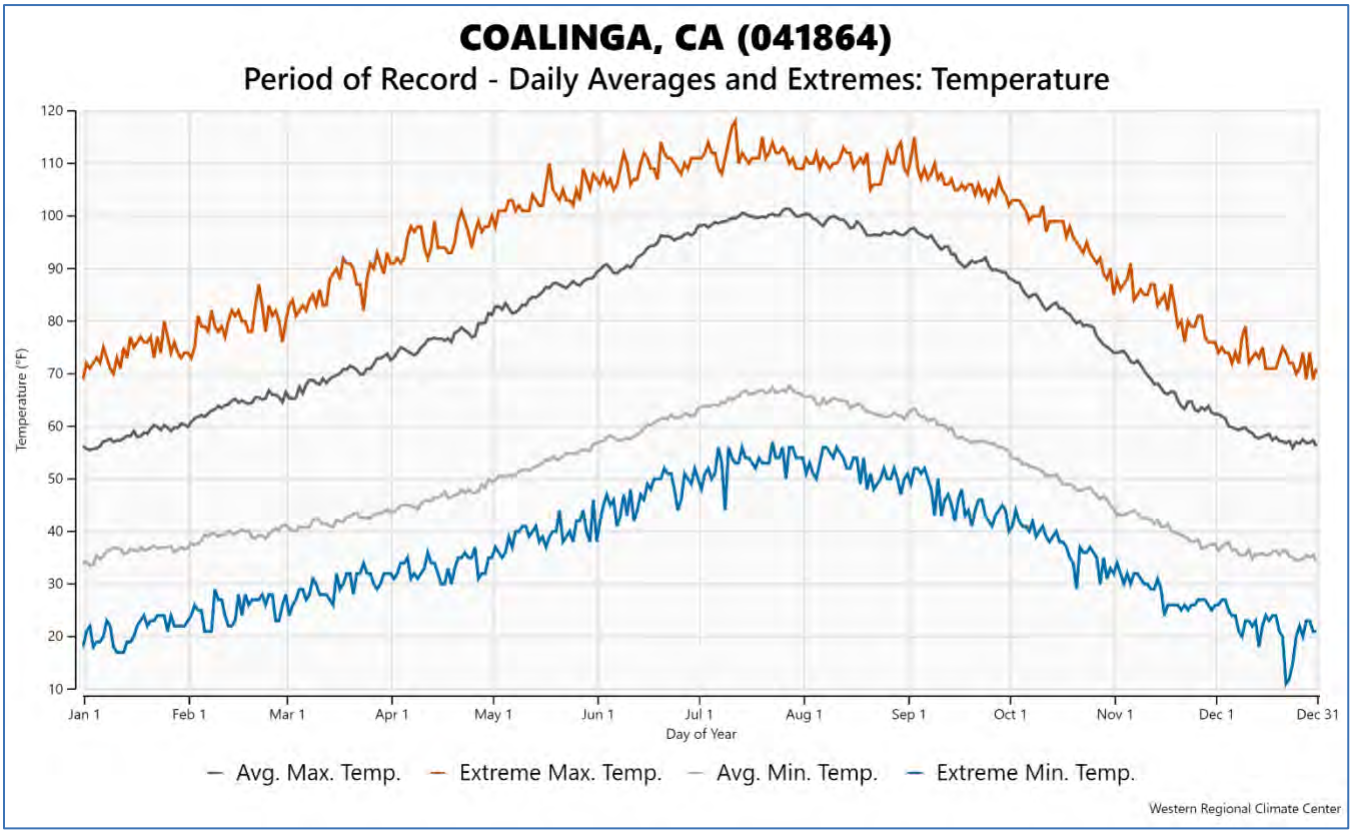


Source: Western Regional Climate Center, www.wrcc.dri.edu/

FRESNO COUNTY—WEST (COALINGA WEATHER STATION, PERIOD OF RECORD 1942 TO 2023)

Monthly average maximum temperatures in the warmest months (May through October) range from the high 70s to low 100s. Monthly average minimum temperatures from November through April range from the high 40s to 100s. July 12 had the highest extreme maximum temperature of 118 degrees. December 22 had the lowest extreme minimum temperature of 11 degrees.

Figure 40. Coalinga Daily Averages and Extremes: Temperature



Source: Western Regional Climate Center, www.wrcc.dri.edu/

The HMPC identified the following events related to extreme temperatures in the Fresno County planning area:

EXTREME COLD/FREEZE

- **1990**: This freeze event is on record as the most economically devastating freeze event to date due to the loss of production citrus trees, not just the loss of the fruit crop.
- **December 20-28, 1998**: Extreme low temperatures adversely affected agricultural crops in the County. Citrus crops were impacted the most, but winter vegetables were also damaged. Total crop damage was estimated at $74 million. The loss to crops also resulted in unemployment and loss of income to small towns and industry throughout the planning area. An estimated 14,000 or more agricultural workers were out of work. Estimated economic impacts to the community were $220 million. This freeze resulted in local, state, and federal declarations (2/9/99). The County also incurred $223,700 in damage to government facilities and roads. Statewide, $2.5 million was paid out in claims.
- **January 2007**: Freezing temperatures destroyed citrus crops and put many people out of work. Within the agricultural citrus belts, temperatures ranged from 19-24°F during the morning. Damage to County facilities was estimated at $15,000. Crop damage was estimated at roughly $128 million. Residual effects from loss of sales and resulting unemployment were three times the cost of the crop damage ($383 million). Local, state, and federal disasters were declared. The state provided monies for mortgage and rental assistance. Federal and state donations to local food banks were increased. Unemployment insurance benefits were also increased. Central and South Valley estimated combined property damage was $250,000, and agricultural damage was $710 million.

Table 43. Fresno County Previous Occurrences: Extreme Cold

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Fresno County	1990	0		0	0	0
Fresno County	12/20/1998 – 12/28/1998	0	223,700	74 M	0	0
Fresno County	January 2007	0	250,000	128 M	0	0

Source: NOAA, National Centers for Environmental Information, Storm Events Database

EXTREME HEAT

- **July 2006**: The planning area experienced six days of triple digit temperatures. The state declared a heat emergency for Fresno County. Cooling centers were opened by the state and some local jurisdictions. 24 people died between July 14 and August 1. 16,500-25,000 dairy cattle died in the Central Valley, and up to 700,000 poultry died. Milk production was down 30 percent, with dairy losses estimated to exceed $80 million. Residual effects from loss of sales and resulting unemployment were three times the cost to the livestock industry. A local declaration was also declared to dispose of dead livestock at the County landfill. Federal/state disaster relief included $16 million for lost milk production. Federal loans were made available to farmers.

- **July 2007**: Extreme, prolonged heat caused a mass die-off of farm animals such as dairy cattle and poultry. An estimated 50,000 turkeys, weighing up to 40 pounds each, died, which created a disposal issue. Zacky Farms was hit hardest, but other losses were incurred at various locations throughout the County. A local emergency was declared to legally dispose of these animals at the local landfill.
- **July 2008**: An intense heatwave gripped Interior Central California starting July 8 due to a high-pressure system, with temperatures soaring to 105-112 degrees and minimum heat index values staying above 80 degrees at night. Record-breaking minimum temperatures were observed in Bakersfield and Fresno, exacerbating conditions already critical due to concurrent wildfires which led to significant air quality issues and advisories. This extreme weather claimed the lives of two farm workers in Kern County, highlighted the vulnerability of sensitive groups, and resulted in substantial poultry losses in Kings County, prompting a local state of emergency.
- **August 2011:** In late August, a robust high-pressure system caused a severe heatwave in southeast California, with temperatures in Joshua Tree National Park surpassing 110 degrees from Tuesday through Saturday. The extreme conditions resulted in the tragic deaths of two European tourists, whose bodies were discovered near Black Eagle Mine Road, indicating they suffered from exposure after leaving their vehicle in a challenging area of the park. Authorities concluded that the victims, found a mile apart, had entered the park before noon and their vehicle was left in a location unsuitable for passenger vehicles.
- **July 2013**: A record-setting ridge of high pressure (600 dm over northern New Mexico) built in over the Great Basin and desert Southwest, beginning around June 29th, lasting through approximately July 7, when it hit another peak in temperatures. This resulted in extreme high temperatures, well above normal, across the region during this period. The hottest days in July were the 1st through the 3rd, during which several record high minimums were set, as well as highs well over 100 degrees. Prolonged heat in the higher terrain was a significant impact, like in San Diego County.
- **June 2016**: Strong high pressure over the four corners region retrograded westward over southern and central California bringing a period of high temperatures over the 110-degree mark to locations in the Kern County Desert.
- **June 2017:** A prolonged heatwave caused by a high-pressure ridge resulted in extreme temperatures, particularly in desert regions where Palm Springs hit 122 degrees on the 20th, 24th, and 25th of the month. The intense heat triggered Flex Alerts for energy conservation and led to a local emergency in Fresno County due to delays at a rendering facility that impacted livestock carcass processing. Measures were taken to implement alternative disposal methods as per Fresno County health and agricultural authorities.
- **August 2017**: Upper-level high pressure brought record heat to the area. A plume of subtropical moisture promoted the growth of isolated afternoon thunderstorms with large hail. A 13-year-old was hospitalized Tuesday after suffering heat stroke during tryouts for the freshman football team at Lincoln High School on August 1. Temperatures at Lincoln Airport reached 100 degrees between 4 and 7 pm PDT.
- **September 2017**: A persistent large upper ridge centered over the Great Basin provided the area with an extended period of much warmer than normal temperatures between August 26 and September 3. High temperatures ranged mainly from 106 to 112 degrees at many locations each day between August 26 and September 3 across the San Joaquin Valley, the southern Sierra foothills, and the Kern County Deserts while morning lows ranged from the mid 70's to the lower 80's.

- **June 2019**: A large area of high pressure prevailed over California between June 10 and June 12 which resulted in much warmer than normal temperatures across the area during the period. High temperatures generally ranged between 102 and 107 degrees each day across much of the San Joaquin Valley prompting the first Excessive Heat Warning of the season. As a result of the heat, emergency cooling centers were opened each afternoon in several municipalities in the San Joaquin Valley during this period.
- **May 2020**: A large area of high pressure built into California on May 25 and May 26. This resulted in much above normal daytime temperatures on both days with some locations setting new daily records on May 26. The high then strengthened on May 27 and May 28 resulting in widespread record heat over the region on both days with highs in the San Joaquin Valley mainly between 103 and 107 on both days. Triple digit heat was also observed across portions of the Sierra foothills and Kern County Deserts. Temperatures cooled by several degrees on May 29 and lowered to below seasonal averages by May 30 as the large area high pressure broke down, and a cold front pushed through the area.
- **August 2020**: On August 14, a dominant high-pressure system over the Desert Southwest extended its reach over central California, leading to extreme heat and triggering Excessive Heat Warnings for multiple regions, including the San Joaquin Valley and Kern County Deserts. Record-breaking temperatures were observed on August 16 and 17, exceeding 110 degrees F, prompting several local emergencies due to livestock fatalities and the opening of cooling centers. This prolonged heat event subsided on August 21 as a northwesterly flow ushered in cooler air, offering a respite from the searing temperatures.
- **June / July 2021:** In June 2021, a large upper ridge over the four corners area expanded westward, bringing extreme heat to central California from June 15 to 18, with Kern County Deserts feeling the surge by June 15 and temperatures climbing over 110°F in several areas by June 19. Relief came between June 20 and 22 as the ridge moved east, reducing the scorching temperatures. The following month, from July 7 to 13, another intense high-pressure system settled over the region, causing several days of near-record temperatures, and marking the most severe heat spell since July 2006, albeit with lower humidity levels that mitigated the overall impact. The heat moderated across the area by July 14 as the ridge shifted eastward.
- **September 2021**: A large upper high-pressure center strengthened over the Great Basin during the Labor Day weekend (September 4 to September 6) resulting in temperatures rising to much above normal levels over the San Joaquin Valley, West Side Hills, and Kern County Deserts on September 6. The dangerous heat remained prevalent over the area through September 9 prompting the issuance of heat highlights as the large upper high produced a pronounced southeast flow over the area. A trough moved into northern California during the morning of September 10 bringing an end to the dangerous heat as afternoon highs remained below the century mark at most stations.
- **September 2022**: A large area of high pressure that was centered over the Great Basin area built westward into California on August 31st and brought a period of hot and dry weather to the area which prevailed across the area through much of early September. An Excessive Heat Warning was issued for a large portion of the area including all the San Joaquin Valley, the West Side Hills, the Sierra Foothills, Yosemite Valley, The Kern River Valley, and the Kern County desert areas and remained in effect until the evening hours of September 9. The large high-pressure area finally broke down on September 9 and temperatures remained below dangerous levels on September 10.
- **July 2023**: California experienced multiple waves of high pressure, starting with record-high temperatures on the 1st and 2nd, which cooled slightly on the 3rd as the pressure system shifted eastward. Mid-month, from the 13th to the 17th, another high-pressure build-up over the Desert

Southwest pushed temperatures near record highs, prompting an Excessive Heat Warning across the region, sparing only the Sierra Nevada above 7000 feet where a Heat Advisory was declared. The pattern repeated with even stronger high pressure from the 21st to the 23rd, inducing a dangerous heat period until a diminishing ridge brought a mild cooling trend by the 25th, with temperatures staying above normal but below hazardous levels in the days following.

Table 44. Fresno County Previous Occurrences: Extreme Heat

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Fresno County	7/16/2006 – 7/22/2006	0	0	0	0	0
Fresno County	July 2007	0	0	0	0	0
Fresno County	July 2008	0	0	0	2	0
Joshua Tree National Park	August 2011	0	0	0	2	0
Fresno County	July 2013	0	0	0	0	0
Fresno County	June 2016	0	0	0	0	0
Fresno County	June 2017	0	0	0	0	0
Fresno County	August 2017	0	0	0	0	1
Clovis	9/01/2017	0	0	0	0	0
Coalinga, Mendota, Firebaugh	6/10/2019	0	0	0	0	0
Coalinga, Mendota, Firebaugh	5/26/2020	0	0	0	0	0
Coalinga, Mendota, Firebaugh	8/14/2020	0	4M	0	0	0
Tollhouse, Pine Ridge	6/17/2021	0	0	0	0	0
Coalinga, Mendota, Firebaugh	7/09/2021	0	0	0	0	0
Coalinga, Avenal	9/09/2021	0	0	0	0	0
Hanford, Corcoran, Lemoore	9/01/2022	0	0	0	0	0
Coalinga, Lemoore, Hanford	July 2023	0	0	0	0	0
Coalinga, Lemoore, Hanford	7/15/2023	0	0	0	0	0
Hanford, Corcoran, Lemoore	7/21/2023	0	0	0	0	0

Source: NOAA, National Centers for Environmental Information, Storm Events Database

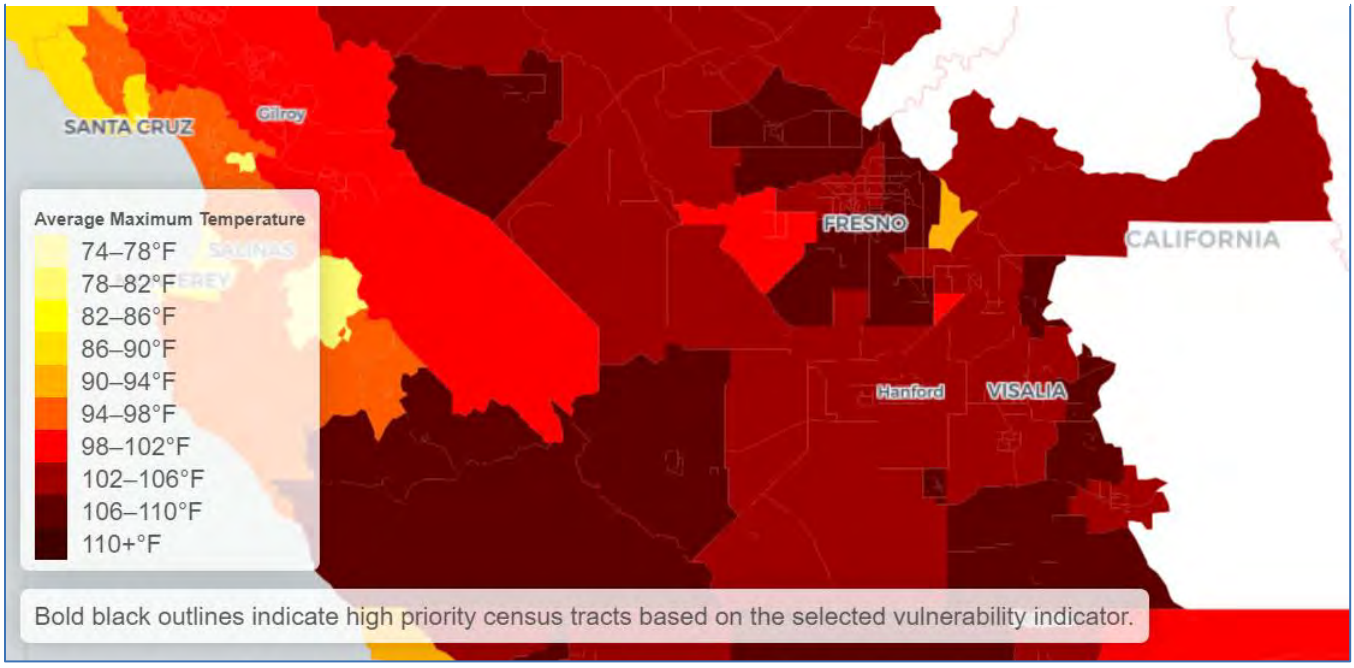
LIKELIHOOD OF FUTURE OCCURRENCES

Highly Likely—Temperature extremes are likely to continue to occur annually in the Fresno County planning area.

EXTREME HEAT

The California Heat Assessment Tool (CHAT) was funded and developed to better understand heat vulnerability driven by climate changes to support mitigating public health impacts of extreme heat events in the future. According to CHAT, the projected Average Maximum Temperature during future Heat Health Event (HHEs) for Fresno County, areas within the jurisdiction are projected to reach 90-94 to 106-110 degrees Fahrenheit are shown in **Figure 38. Fresno County California Heat Assessment Tool (CHAT) Heat Health Event Projections.**

Figure 41. Fresno County California Heat Assessment Tool (CHAT) Heat Health Event Projections



Source: California Heat Assessment Tool (CHAT)

CLIMATE CHANGE CONSIDERATIONS

Although heat waves will likely become more frequent, there is also the potential for continued cold outbreaks in winter, even in an overall warmer climate. This could have direct impacts on human health in terms of heat related illness. With the general trend of increased warming of average temperatures, extreme high temperatures will likely increase as well. Cascading impacts include increased stress on water quantity and quality, degraded air quality, and increased potential for more severe or catastrophic

natural events such as heavy rain, droughts, and wildfire. Another cascading impact includes increased duration and intensity of wildfires with warmer temperatures.

Temperatures in the State of California are projected to increase overall. As a part of the California's Changing Climate 2018 report, by 2100 the average annual maximum daily temperature is projected to increase by 5.6-8.8 degrees Fahrenheit. As a result, heat waves are expected to increase in frequency, duration, and magnitude. Los Angeles County will experience an average of nine days of extreme heat per year, growing to 12 days per year, by the final decades of the century.

SEVERE WEATHER: FOG

HAZARD/PROBLEM DESCRIPTION

Fog results from air being cooled to the point where it can no longer hold all the water vapor it contains. For example, rain can cool and moisten the air near the surface until fog forms. A cloud- free, humid air mass at night can lead to fog formation, where land and water surfaces that have warmed up during the summer are still evaporating water into the atmosphere. This is called radiation fog. A warm moist air mass blowing over a cold surface also can cause fog to form, which is called advection fog.

TULE FOG

The interior California valleys have a unique fog problem called tule fogs. The tule fog is a radiation fog, which condenses when there is a high relative humidity, typically after a heavy rain, calm winds, and rapid cooling during the night. The longer nights during the winter months create this rapid ground cooling and results in a pronounced temperature inversion at a low altitude, creating a thick ground fog. Above the cold, foggy layer, the air is typically warm and dry. Once the fog has formed, turbulent air is necessary to break through the inversion. Daytime heating can also work to evaporate the fog in some areas. The tule fogs get their name from the tule reeds, which grew around the swamps and deltas of the great Tulare Lake that once covered the southern end of the San Joaquin Valley.

The tule fog season in Fresno County is typically in the late fall and winter (November through March) but can occur as late as May. Fog typically forms rapidly in the early morning hours. Tule fog can last for days, sometimes weeks. Fog can have devastating effects on transportation corridors in the County. Nighttime driving in the fog is dangerous and multi-car pileups have resulted from drivers using excessive speed for the conditions and visibility.

The San Joaquin Valley is hemmed in on three sides by mountain ranges, with resulting inversion layers trapping cooler air on the valley floor. This predisposes the Fresno area to severe episodes of fog in winter months, when barometric pressures are high, humidity is increased, and ambient temperatures are low. **Table 45. Average Number of Dense Fog Days (October-April)** shows the monthly and total average number of days with dense fog from 1910-2024. The number of dense fog days per year has decreased in the past several decades, **Figure 39. Average Number of Dense Fog Days Per Year (1910-2024)** shows the average number of dense fog days per year. [43]

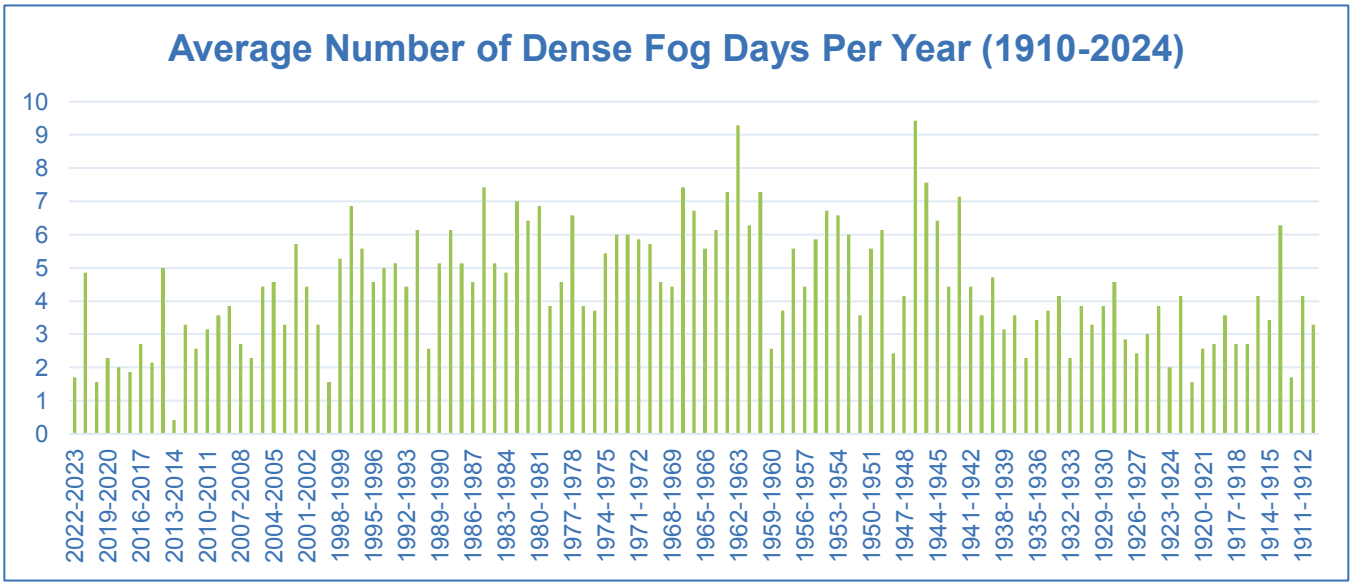
[43] Number of Days With Dense Fog by Cool Season FAT.pdf (weather.gov) https://www.weather.gov/media/hnx/

Table 45. Average Number of Dense Fog Days (October-April)

	October	November	December	January	February	March	April	Total
Average Number of Days with Dense Fog	2 days	5 days	10 days	10 days	5 days	2 days	1 day	31 days

Source: NOAA

Figure 42. Average Number of Dense Fog Days Per Year (1910-2024)



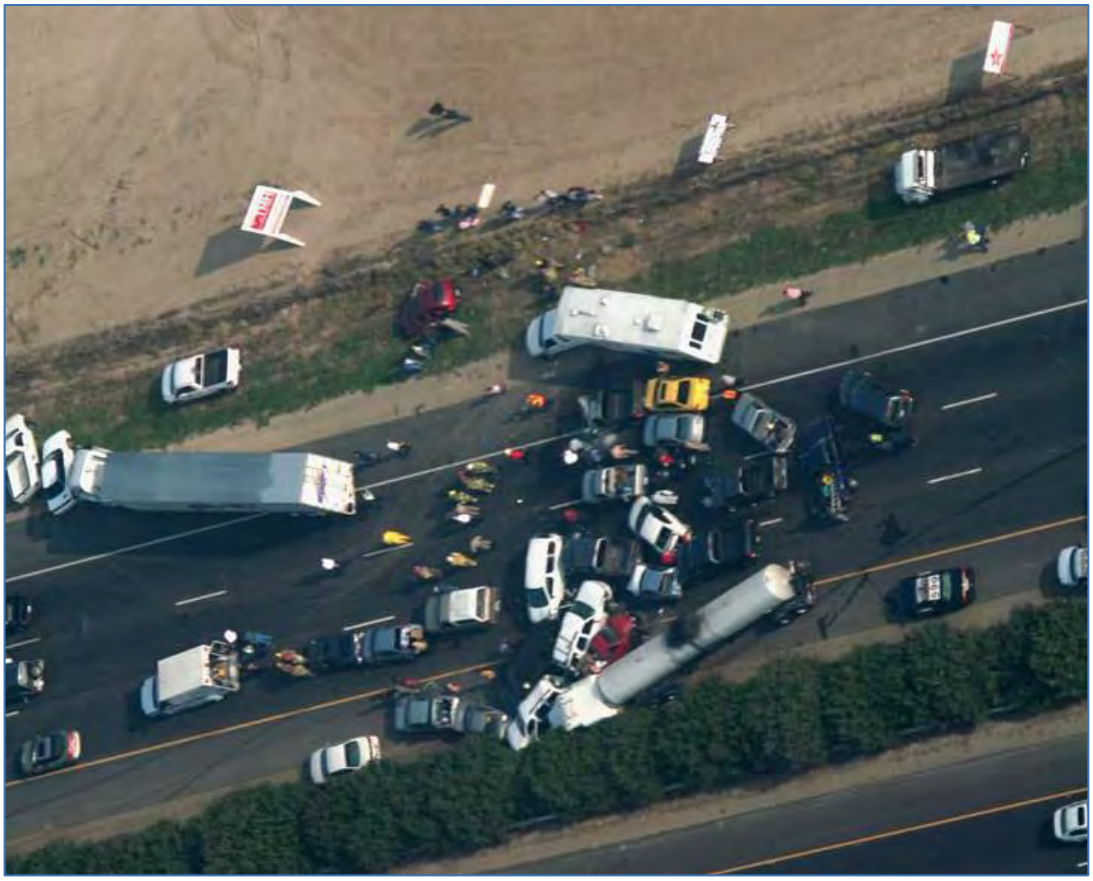
Source: NOAA

Fog contributes to transportation accidents and is a significant life safety hazard. These accidents can cause multiple injuries and deaths and could have serious implications for human health and the environment if a hazardous or nuclear waste shipment were involved. Other disruptions from fog include delayed emergency response vehicles and school closures.

EXTENT

Tule fog forms on clear nights when the ground is moist, and the wind is near calm. On nights like this, the ground cools rapidly. In turn, the moist air above it cools and causes water vapor to condense. Once it has formed, the air must be heated enough to either evaporate the fog or lift it above the surface so that visibilities improve. Common areas for tule fog to form include foothills and valleys. Visibility in tule fog is usually less than an eighth of a mile (about 600 ft or 200 m) but can be much lower. Visibility can vary rapidly; in only a few feet, visibility can go from 10 feet (3.0 m) to near zero. **Figure 40. November 2007 Fog Incident** shows an example of an incident caused by tule fog in Fresno County.

Figure 43. November 2007 Fog Incident



Source: Donavan, California Highway Patrol

Most of these notable fog-related accidents occurred on Highway 99, like the one pictured above. Traffic Accident Caused by Fog, November 2007. In addition to these events, other, less notable collisions occurred on other roads during foggy conditions. Of their most notable fog events, there have been over 20 deaths and hundreds of injuries.

PAST OCCURRENCES

According to the HMPC, severe fog is a recurring problem within the planning area, and most damage results from automobile accidents. Most of these incidents occurred between November and March; one was in October. There have been hundreds of reported fog incidents since 1950, the most notable fog incidents reported by the HMPC include in the following below and in **Table 46. Fresno County Past Occurrences: Fog**.

- **February 1991**: A series of accidents involving 74 vehicles occurred along a three-mile, fog-shrouded stretch of Highway 99 south of Fresno. Three people were killed and 30 were injured.

- **January 16, 1994**: Dense fog caused a 56-vehicle pileup on Highway 99 near Selma, killing two people and injuring 42 others.
- **November 1998**: Dense fog caused a chain-reaction accident involving 74 vehicles along a one-mile stretch of Highway 99 near Kingsburg. Two people were killed, 51 others injured.
- **February 2002**: Fog was a factor in a string of crashes on Highway 99 near Selma that killed two people. More than 30 others were injured in the accident, which involved 87 cars, trucks, and big rigs over a four-mile stretch.
- **November 20, 2002**: Fog was a major factor in a 50-vehicle collision on Highway 99 near Merced that resulted in 32 injuries.
- **February 7, 2006**: Fog was a factor in a 20-vehicle collision on Highway 99 near Tulare that resulted in one death and multiple injuries.
- **November 3, 2007**: Dense fog contributed to the worst traffic accident in Fresno County on Highway 99 just south of Fresno. At least two people were killed in the 108-car chain-reaction crash, which involved 18 big rigs, and 39 individuals were sent to local hospitals. Drunk driving was also cited as a contributing factor. Traffic Accident Caused by Fog, November 2007.
- **February 2008**: Two nights of dense fog resulted in a 10-15 car pileup on the morning of the 11th near Kerman west of Fresno, where there were no injuries, and newspaper accounts of only minor property damages. However, the fog was a major factor in a series of chain-reaction accidents on Highway 99 near Kingsburg during the morning of February 12th. At least four separate accidents occurred, involving at least 40 vehicles, and resulting in at an estimated 10 people being injured.
- **November 2012**: Patchy dense fog developed in the San Joaquin Valley following a storm on November 20th-21st, starting in the Los Banos area before spreading to the Reedley-Visalia area. This fog caused variable visibilities across the Valley, affecting most airports with fluctuations from near zero to a couple of miles. Persistent dense fog was implicated in a fatal chain reaction crash on Highway 152 near Chowchilla in Madera County on the morning of November 27th.
- **January 2013**: January began with the central and southern San Joaquin Valley under a cold, dry airmass that moved into the region. Dense fog continued its reputation as the main winter weather hazard for the central and southern San Joaquin Valley, as a fatal collision occurred 3 miles southeast of Chowchilla in dense fog during the morning of January 4th. These conditions continued through the morning of the 5th, and then a strong upper-level low brought the first precipitation of the year that evening.
- **January 2017**: High pressure with clearing skies over the region coupled with recent heavy precipitation created ideal conditions for dense nighttime and morning radiational fog to develop. Fresno police and California Highway Patrol reported a 2-vehicle accident during dense fog causing one fatality at Jensen Avenue and Chateau Fresno Avenue in the city of Fresno in Fresno County. It also appeared alcohol was a factor.
- **1/31/2017**: High pressure with clearing skies over the region coupled with recent heavy precipitation created ideal conditions for dense nighttime and morning radiational fog to develop. Damages totaled thousands of dollars and resulted in 1 death.
- **1/10/2019**: An upper ridge pushed inland into California on the evening of January 9th and morning of January 10. As a result, skies cleared out and winds diminished across the San Joaquin Valley during the early morning hours which led to the development of widespread dense fog across much of the valley on the morning of the 10th and several locations reported visibility of an eighth of a mile or less. The dense fog was responsible for a fatal auto accident near Atwater. Several school

districts in the valley opened late that morning. The fog lifted into a low cloud deck by late morning and dissipated by early afternoon.

- **1/27/2019**: The fog reformed in much of the valley not long after midnight and persisted until late morning. Fog reduced visibility to below an eighth of a mile for 5 to 10 hours at several locations. There were several fog related accidents during the morning of January 27 and California Highway Patrol paced traffic on several highways until the fog lifted by late morning.
- **12/11/2019**: Fog settled back into the San Joaquin Valley north of Kern County during the evening of December 10 and reduced visibility to below a quarter mile at several locations during the morning of December 11. Once again, several school districts in the valley either opened late or delayed bus service. The fog lifted into a status deck by late morning which eroded by afternoon as an upper-level trough moved to the north of the area and mixed out the near surface airmass.
- **1/24/2020**: High pressure continued to strengthen over the area on January 24, although some high clouds pushed through the area, light winds and inversion conditions allowed for an area of dense fog to form in the center of the San Joaquin Valley north of Kern County where low-level moisture has persisted. The fog reduced visibility to less than an eighth of a mile at several locations and resulted in several school districts either opening late or delaying or cancelling bus service as it persisted until late morning when it lifted into a low cloud deck. The low stratus deck slowly dissipated during the afternoon. The fog also contributed to two multi-vehicle accidents near Caruthers.
- **1/06/2021**: High pressure built over central California on January 5. With mainly clear skies and light winds, areas of dense fog formed in the San Joaquin Valley during the early morning hours of January 6. The fog did cause a few automobile accidents as it formed over a widespread area. The fog lifted into a stratus deck by late morning as a weak system moved through northern California then dissipated by midday.
- **11/21/2021** - Another night of clear skies, light winds and inversion conditions resulted in widespread dense fog forming in the San Joaquin Valley during the evening of November 21 into the early morning of November 22. The fog persisted over a widespread area until late morning when it lifted into a low clouds deck which eroded during the afternoon. The fog resulted in at least three major vehicular accidents in the San Joaquin Valley during the morning of November 22.
- **12/03/2021** - Little change in the upper air pattern occurred from the previous day. Clear skies, light winds and inversion conditions in the San Joaquin Valley allowed for areas of dense fog to form in Merced, Madera, and Fresno Counties in the central San Joaquin Valley during the early morning hours and the fog resulted in several multi-vehicle accidents including two which had fatalities. Traffic was packed during the morning commute on SR 99 north of Madera and several school districts had delayed openings. The fog lifted into a low cloud deck by late morning and dissipated during the afternoon.
- **January 2022**: Persistent dense fog affected parts of the central San Joaquin Valley, particularly between Merced and Madera, from the evening of January 14 until midday on January 16. Intermittent fog was present in other areas of the San Joaquin Valley during this time. The fog, influenced by a low-pressure system off the Southern California coast, lifted by January 16 and was a contributing factor in a fatal multi-car accident near Biola in Fresno County.

Table 46. Fresno County Past Occurrences: Fog

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Highway 99 Fresno	February 1991	0	0	0	3	30
Highway 99 Selma	1/16/1994	0	0	0	2	42
Highway 99 Kingsburg	November 1998	0	0	0	2	51
Highway 99 Selma	February 2002	0	0	0	2	30
Highway 99 Merced	11/20/2002	0	0	0	0	32
Highway 99 Tulare	2/07/2006	0	0	0	1	0
Highway 99 Fresno	11/03/2007	0	0	0	2	39
Highway 99 Kingsburg	February 2008	0	0	0	0	10
Los Banos Area	November 2012	0	0	0	3	0
Southern San Joaquin Valley	January 2013	0	0	0	0	0
Fresno County	January 2017	0	33,000	0	1	0
Between Merced and Madera	1/14/22	0	630,000	0	0	0
Fresno, Madera, Merced, and Atwater	1/10/2019	0	10,000	0	1	3
San Joaquin Valley	1/27/2019	0	20,000	0	0	0
Fresno and Reedley	12/03/2019	0	10,000	0	0	0
Hanford	12/11/2019	0	10,000	0	0	0
Hanford	1/24/2020	0	50,000	0	0	0
Hanford and Visalia	1/06/2021	0	150,000	0	1	0
Hanford, Visalia, and Porterville	11/21/2021	0	65,000	0	0	0
San Joaquin Valley	11/22/2021	0	15000	0	0	0
San Joaquin Valley	12/03/2021	0	400,000	0	2	3
Between Selma and Fresno Highway 99	1/14/2022	0	630,000	0	1	1

Source: NOAA, National Centers for Environmental Information, Storm Events Database

LIKELIHOOD OF FUTURE OCCURRENCES

Likely—Based on the NCEI, since 1991 there have been 28 major fog incidents over a 32-year period equates to a major fog event about once a year and an 87.5 percent chance of a major fog event in any given year. Based on input from the HMPC, it is likely that minor fog events will continue to occur annually in the Fresno County planning area.

CLIMATE CHANGE CONSIDERATIONS

California's winter tule fog has declined dramatically over the past three decades, raising a red flag for the state's multibillion dollar agricultural industry, according to researchers at UC Berkeley. Crops such as almonds, pistachios, cherries, apricots, and peaches go through a necessary winter dormant period brought on and maintained by colder temperatures. Tule fog, a thick ground fog that descends upon the state's Central Valley between late fall and early spring, helps contribute to this winter chill. "The trees need this dormant time to rest so that they can later develop buds, flowers and fruit during the growing season," said biometeorologist and study lead author Dennis Baldocchi. "An insufficient rest period impairs the ability of farmers to achieve high quality fruit yields." The findings have implications for the entire country since many of these California crops account for 95 percent of U.S. production, the authors noted. The researchers paired NASA and National Oceanic and Atmospheric Administration satellite records with data from a network of University of California weather stations, covering 32 consecutive winters. There was a great deal of variability from year to year, but on average, the researchers found a 46 percent drop in the number of fog days between the first of November and the end of February. Climate forecasts suggest that the accumulation of winter chill will continue to decrease in the Central Valley. Tule fog was also less prevalent in recent years in part due to the multi-year drought.

SEVERE WEATHER: HEAVY RAIN/THUNDERSTORM/HAIL/LIGHTNING/WIND

HAZARD/PROBLEM DESCRIPTION

Storms in the Fresno County planning area are generally characterized by heavy rain often accompanied by strong winds and sometimes lightning and hail. Thunderstorms are one of the most common natural hazards in the U.S., with approximately 100,000 thunderstorms recorded per year nationwide. Approximately 10 percent of the thunderstorms that occur each year in the United States are classified as severe. A thunderstorm is classified as severe when it can produce wind gusts greater than 58 mph, or hail that is one inch or larger in diameter, which is about the size of a quarter. Hail that size and larger can destroy crops, roofs, and vehicles, and even cause human casualties. Descriptions of hail, lightning, and high winds, commonly accompanied by severe thunderstorms, are listed below.

- **Hail**: is formed when water droplets freeze and thaw as they are thrown high into the upper atmosphere by the violent internal forces of thunderstorms. Hail is usually associated with severe storms within the Fresno County planning area. Hailstones are usually less than two inches in diameter and can fall at speeds of 120 miles per hour (mph). Hail events are usually brief, lasting on average 10 to 20 minutes but may last longer with some thunderstorms depending on conditions. Severe hailstorms can be quite destructive, causing damage to roofs, buildings, automobiles, vegetation, and crops.
- **Lightning**: is defined as all the various forms of visible electrical discharge caused by thunderstorms. Thunderstorms and lightning are usually (but not always) accompanied by rain. Cloud-to-ground lightning can kill or injure people by direct or indirect means. Objects can be struck directly, which may result in an explosion, burn, or destruction. Or, damage may be indirect, when the current passes through or near an object, which generally results in less damage.
- **High winds**: often accompanying severe thunderstorms, can cause significant property and crop damage, threaten public safety, and have adverse economic impacts from business closures and power loss. Windstorms in Fresno County are typically straight-line winds. Straight-line winds are generally any thunderstorm wind that is not associated with rotation (i.e., is not a tornado). It is these winds, which can exceed 100 mph, that represent the most common type of severe weather and are responsible for most wind damage related to thunderstorms. These winds can overturn mobile homes, tear roofs off houses, topple trees, snap power lines, shatter windows, and sandblast paint from cars. Other associated hazards include utility outages, arcing power lines, debris blocking streets, dust storms, and an occasional structure fire. Tornadoes (see Section 4.2.18 Tornado) and funnel clouds can also occur during these types of storms.
- **Downslope Winds**: occur when warm/dry air descends rapidly down a mountain side. These types of winds may commonly occur just west of the Sierras. These winds can blow over 40 mph and can occur in sudden gusts that are even stronger, which can make driving hazardous. In addition, their dry conditions increase the risk of wildfires in the area.
- **Santa Ana Winds**: occur when air from a region of high pressure over the dry, desert region of the southwestern U.S. flows westward towards low pressure located off the California coast. This creates dry winds that flow east to west through the mountain passages in Southern California closer to Los Angeles and San Diego but may occasionally influence Fresno County. These winds are most common during the cooler months of the year, occurring from September through May. Santa Ana winds typically feel warm (or even hot) because as the cool desert air moves down the side of the mountain, it is compressed, which causes the temperature of the air to rise. These

strong winds can cause major property damage. They also increase wildfire risk because of the dryness of the winds and the speed at which they can spread a flame across the landscape.

EXTENT

The National Weather Service classifies hail by diameter size, and corresponding everyday objects to help relay scope and severity to the population. **Table 47. Hail Measurements** indicates the hailstone measurements utilized by the National Weather Service.

Table 47. Hail Measurements

Average Diameter	Corresponding Household Object
Pea	0.25
Marble or Mothball	0.50
Penny or Dime	0.75
Nickle	0.88
Quarter	1.00
Half-Dollar	1.25
Walnut or Ping Pont Ball	1.50
Golf Ball	1.75
Hen's Egg	2.00
Tennis Ball	2.50
Baseball	2.75
Teacup	3.00
Grapefruit	4.00
Softball	4.50

Source: National Weather Service

The largest hailstones recorded in Fresno County had a diameter of 1.75 inches in 1957. Lightning is measured by the Lightning Activity Level (LAL) scale, created by the National Weather Service to define lightning activity into a specific categorical scale. The LAL is a common parameter that is part of fire weather forecasts nationwide. The LAL is reproduced in **Table 48. Lightning Activity Level Scale**.

Table 48. Lightning Activity Level Scale

Lightning Activity Level	
LAL1	No thunderstorms
LAL2	Isolated thunderstorms. Light rain will occasionally reach the ground. Lightning is very infrequent, 1 to 5 cloud to ground strikes in a five-minute period
LAL3	Widely scattered thunderstorms. Light to moderate rain will reach the ground. Lightning is infrequent, 6 to 10 cloud to ground strikes in a five-minute period.
LAL4	Scattered thunderstorms. Moderate rain is commonly produced. Lightning is frequent, 11 to 15 cloud to ground strikes in a five-minute period.

Lightning Activity Level	
LAL5	Numerous thunderstorms. Rainfall is moderate to heavy. Lightning is frequent and intense, greater than 15 cloud to ground strikes in a five-minute period.
LAL6	Dry lightning (same as LAL 3 but without rain). This type of lightning has the potential for extreme fire activity and is normally highlighted in fire weather forecasts with a Red Flag warning

Source: National Weather Service

High winds or a windstorm are especially dangerous in areas with significant tree stands and areas with exposed property, poorly constructed buildings, manufactured housing units, major infrastructure, and above-ground utility lines. High winds can cause downed trees and power lines, flying debris and building collapses, which may lead to power outages, transportation disruptions, damage to buildings and vehicles, and injury or death. There are several types of high winds events described in **Table 49. Types of High Winds**.

Table 49. Types of High Winds

Type	Description
Straight-line winds	Used to describe any thunderstorm wind that is not associated with rotation and is used mainly to differentiate from tornadic winds.
Downdraft	Is a small-scale column of air that rapidly sinks toward the ground.
Macroburst	An outward burst of strong winds at or near the surface with horizontal dimensions larger than 4 km and occurs when a strong downdraft reaches the surface.
Microburst	A small, concentrated downburst that produces an outward burst of strong winds at or near the surface. There are small and short-lived, lasting only 5-10 minutes, with maximum speeds sometimes exceeding 100 miles per hour.
Downburst	Used to broadly describe macro and microbursts. It is a general term for all localized strong wind events that are caused by a strong downdraft within a thunderstorm while microburst simply refers to a small downburst that is less than 4 km across.
Gust Front	Is the leading edge of rain-cooled air that clashes with warmer thunderstorm inflow. Gust fronts are characterized by a wind shift, temperature drop, and gusty winds out ahead of a thunderstorm.
Derecho	A widespread, long-lived storm that is associated with a band of rapidly moving showers or thunderstorms. A typical derecho event consists of numerous microbursts, downbursts, and downburst clusters. A derecho event is classified when damage extends more than 240 miles and includes wind gusts of at least 58 miles per hour.

Source: NOAA

The Beaufort Wind Scale was one of the first scales to estimate wind speed and effects. It was originally developed to help sailors estimate the winds via visual observations. The scale starts with 0 and goes to a force of 12. The Beaufort scale is still used today to estimate wind strengths shown in the table below. **Table 50. Beaufort Wind Scale** outlines the Beaufort scale, describing the damaging effects of wind speed.

Table 50. Beaufort Wind Scale

Wind Speed (mph)	Description-Visible Condition
0	Calm: smoke rises vertically
1-4	Light air; direction of wind shown by smoke but not by wind vanes
4-7	Light breeze: wind felt on face; leaves rustle; ordinary wind vane moved by wind
8-12	Gentle breeze; leaves and small twigs in constant motion; wind extends light flag
13-18	Moderate breeze; raises dust and loose paper; small branches are moved
19-24	Fresh breeze: small trees in leaf begin to sway; crested wavelets form on inland water
25-31	Strong breeze; large branches in motion; telephone wires whistle; umbrellas used with difficulty
32-38	Moderate gale whole trees in motion; inconvenience in walking against wind
39-46	Fresh gale breaks twigs off trees; generally, impedes progress
47-54	Strong gale slight structural damage occurs; chimney pots and slates removed
55-63	Whole gale trees uprooted; considerable structural damage occurs
64-72	Storm very rarely experienced; accompanied by widespread damage
73+	Hurricane devastation occurs

Source: NOAA

Fresno County is at risk of experiencing events in any of these categories.

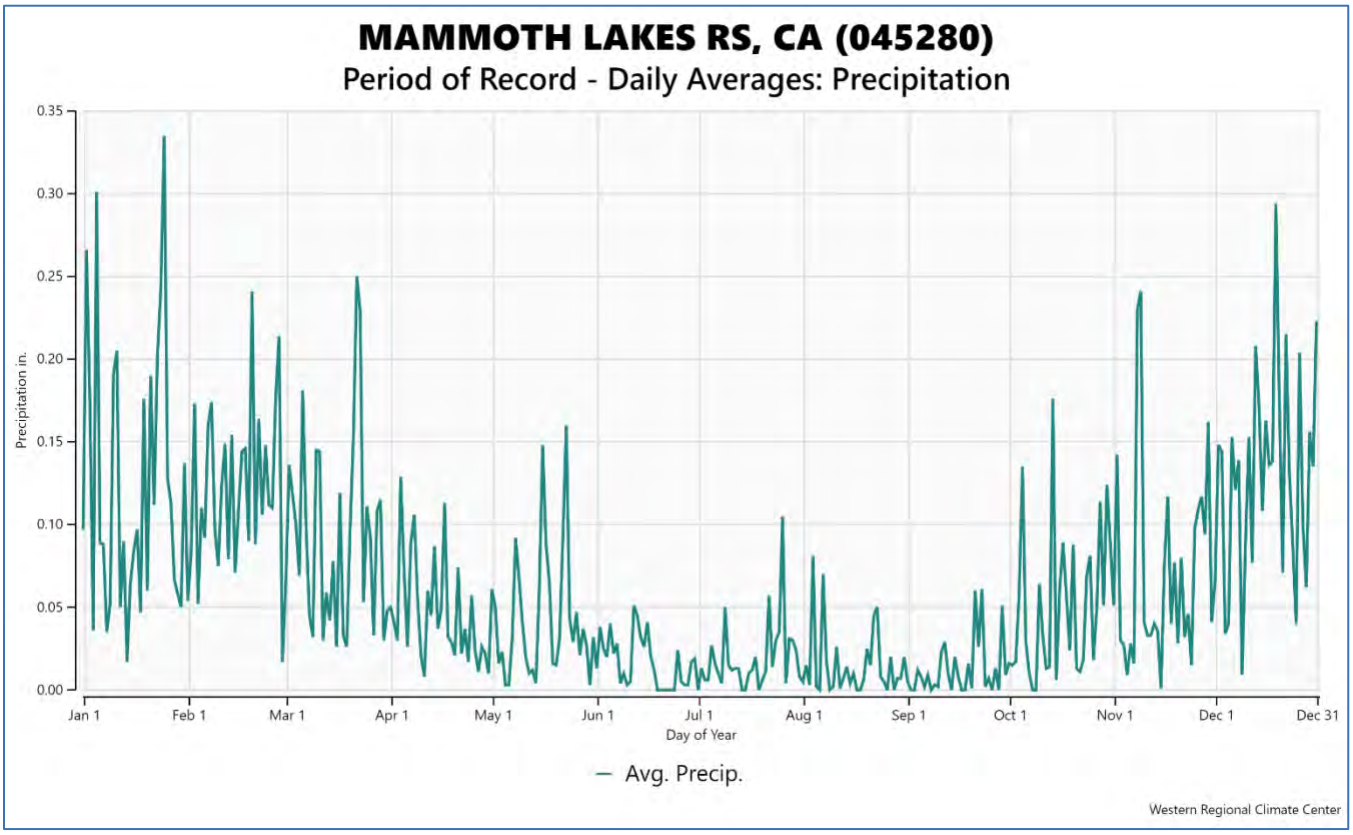
PAST OCCURRENCES

Heavy rains and severe storms occur in the Fresno County planning area primarily during the late fall, winter, and spring, but have been documented in every month of the year. According to the Fresno County General Plan Background Report, the majority of precipitation is produced by storms during the winter months. Precipitation during the summer months is in the form of convective rain showers and is rare. Fresno County receives about 10 inches of rain per year. Snowstorms, hailstorms, and ice storms occur infrequently in the San Joaquin Valley and severe occurrences of any of these are very rare. Damaging winds often accompany winter storm systems moving through the area. Although summer winds are a frequent occurrence, with afternoon winds of 10 to 20 mph being common, it is the winds experienced during the winter storms that result in the most wind-related damage.

According to the HMPC, short-term, heavy storms can cause both widespread flooding as well as extensive localized drainage issues. With the increased growth of the area, the lack of adequate drainage systems has become more of an issue. In addition to the flooding that often occurs during these storms, strong winds, when combined with saturated ground conditions, can down very mature trees.

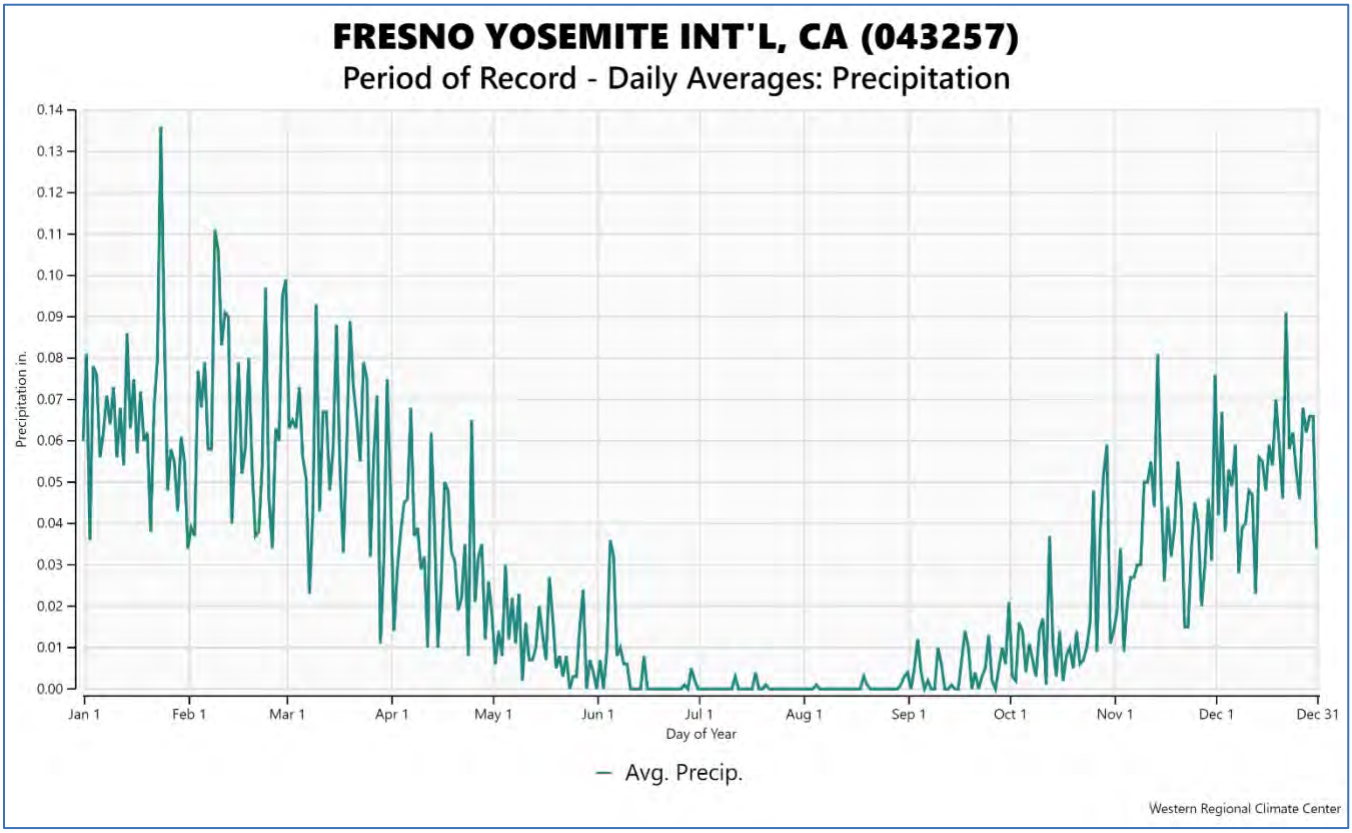
Information from the three representative weather stations introduced in Section 4.2.13 Severe Weather: General is summarized below and in **Figure 41. Mammoth Lakes Daily Averages: Precipitation**, **Figure 42. Central (Fresno WSO AP Weather Station, Period of Record 1948 to 2024),** and **Figure 43. West (Coalinga Weather Station, Period of Record 1942 to 2023)**.

Figure 44. Mammoth Lakes Daily Averages: Precipitation



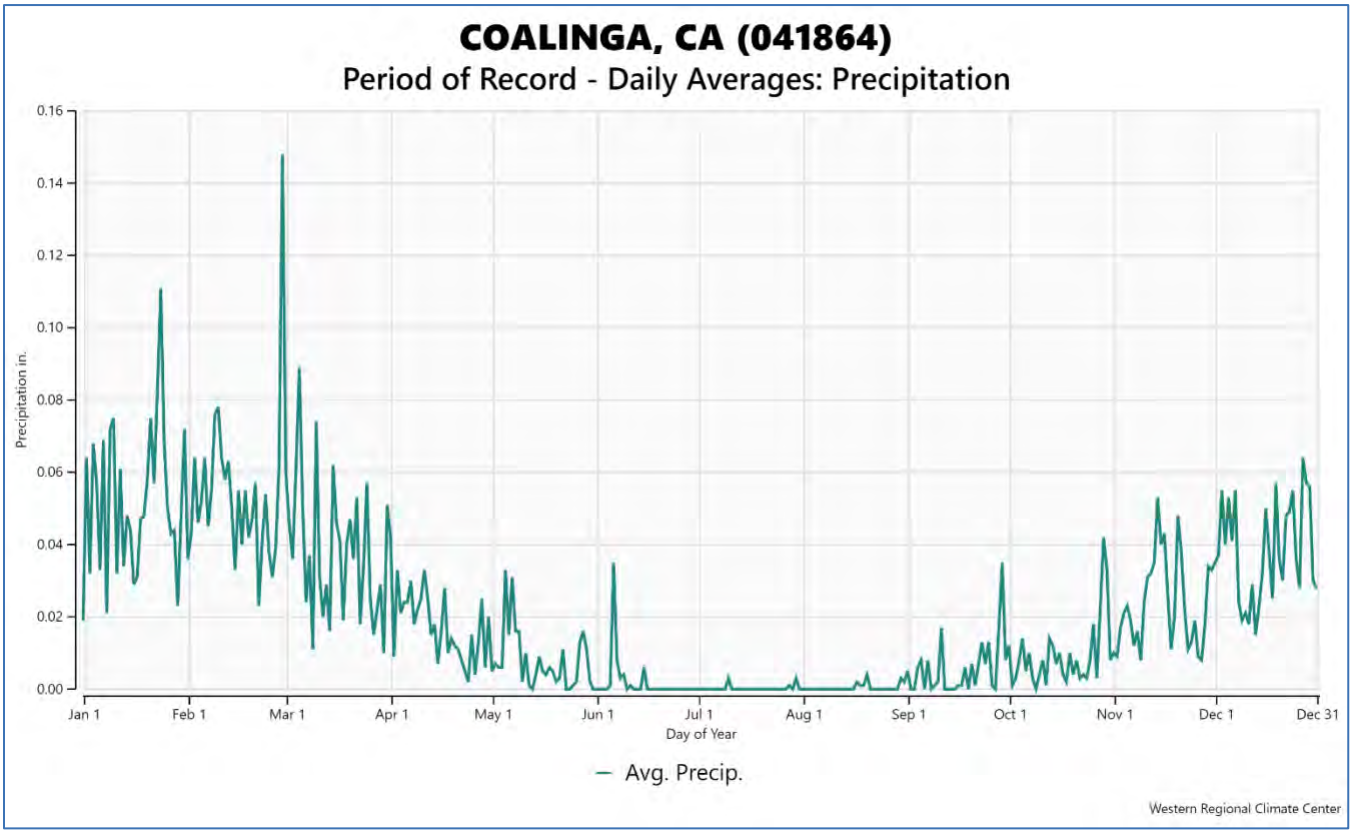
Source: Western Regional Climate Center, www.wrcc.dri.edu/

Figure 45. Central (Fresno WSO AP Weather Station, Period of Record 1948 to 2024)



Source: Western Regional Climate Center, www.wrcc.dri.edu/

Figure 46. West (Coalinga Weather Station, Period of Record 1942 to 2023)



Source: Western Regional Climate Center, www.wrcc.dri.edu/

SEVERE WEATHER EVENTS

Also related to severe weather is the issue of dust storms caused by blowing dust during high wind events. Like foggy conditions, blowing dust can cause extreme visibility problems resulting in traffic accidents. Given the agricultural nature of much of the planning area, recently plowed fields can create the potential for blowing dust and debris. A list of severe weather events is provided in **Table 51. Fresno County Past Occurrences: Severe Weather.** A list of high wind event is mapped in **Figure 44. Fresno County Historic Wind Events** and detailed in **Table 52. Fresno County Previous Occurrences: High Wind**. The following tables describe other severe weather specific events in **Table 53. Fresno County Past Occurrences: Thunderstorm Wind**, **Table 54. Fresno County Past Occurrences: Hailstorm**, **Table 55. Fresno County Past Occurrences: Lightning Storm**, and **Table 56. Fresno County Past Occurrences: Heavy Rain**. The HMPC provided the following information:

- **11/29/1991**: The day after Thanksgiving, furious winds stoked a huge dust storm on Interstate 5 in western Fresno County, reducing visibility to zero and causing multiple traffic collisions. At least 164 vehicles were involved in 33 collisions clustered along a two- mile segment of the highway. A total of 349 people were involved in the collisions; 17 were killed and 151 were injured.
- **4/14/2009:** California experienced a sequence of weather events starting with an upper-level ridge on April 11th -12th, followed by a mostly dry system on the 13th. This transition led to a cold front on April 14th, causing strong winds and dust storms in the San Joaquin Valley, particularly affecting Coalinga, and Avenal with near-zero visibility. Wind gusts reached 41 mph in Bakersfield and 35 mph in Fresno, closely approaching April wind records. The dust storms led to a traffic collision on Interstate 5 due to poor visibility, resulting in several injuries but no fatalities. Winds persisted into April 15th, spreading to Merced and Atwater, with a notable gust of 40 mph in Fresno on April 16th. The event concluded with minimal rainfall, highlighting the dry conditions of the period.
- **4/14/2015**: An upper-level trough of low pressure moved onshore on April 14th resulting in wind gusts of 45-60 MPH. An area of dust and dirt was lifted into the atmosphere, reducing visibility to near zero across Highway 180 near Fresno. The reduced visibility led to a seven- car crash causing minor injuries and the closure of the roadway for a few hours. Blowing dust reduced visibility to nearly zero along Highway 180, near Fresno, causing two multi-car accidents.
- **2/17/2017**: A series of strong low-pressure systems accompanied with tropical moisture influxes brought strong winds, heavy rainfall, flooding, debris flows, funnel cloud reports, and high elevation snows to the central California region. Precipitation was enhanced at times by orographically lifting.
- **4/06/2017:** A low pressure center moved into northern California on the 6th and spread precipitation into central California by late afternoon. This system brought a period of cool, windy, and unsettled conditions to the area which continued through the 8th. There were several reports of 10-20 inches of new snow over the Southern Sierra Nevada above 8000 feet while thunderstorms during the afternoon of April 8 produced heavy rainfall in some areas. There were numerous reports of heavy rainfall over the Southern Sierra Nevada and adjacent foothills where 2 to 4 inches of rain fell. There were also strong winds across much of the area during this event with several locations reporting wind gusts above 50 mph.
- **11/26/2017:** A swift-moving upper trough brought rain to central California and snow to higher elevations starting late on November 26, with a cold front intensifying the precipitation the following morning. The Southern Sierra Nevada received up to an inch of rain, while the San Joaquin Valley saw lighter rainfall; snow levels, initially high, dropped to 4000 feet post-frontal, resulting in modest snow accumulation. The system's most pronounced effect was the robust winds it generated across

the southern Sierra Nevada, Tehachapi Mountains, and Kern County deserts from the evening of November 26 through the next day's early afternoon.

- **12/16/2017:** An upper trough that had very little moisture with it dropped southeast out of the Gulf of Alaska and pushed into northern California on December 15. This system pushed through central California on the morning of December 16 pushing a cold front through the region. Strong post-frontal winds developed in the San Joaquin Valley behind the front by late morning and continued well into the afternoon hours before the winds diminished by evening. Several stations in the San Joaquin Valley measured peak wind gusts between 35 mph and 55 mph.
- **11/29/2018:** A strong upper trough reached California's coast on November 28, bringing significant rainfall that triggered mudslides, particularly in the burn scar areas, and forced the closure of Highway 140. On November 29, as the system advanced inland, it delivered intense precipitation, with 2 to 5 inches in the Southern Sierra Nevada and foothills, and snowfall accumulating up to 3 feet above 5500 feet. Accompanying the system were strong winds, with gusts surpassing 55 mph, and post-frontal thunderstorms that produced localized heavy showers and gusty winds until the weather system exited the region early on November 30.
- **12/28/2018:** A dry shortwave dropped southward just to the east of the Sierra crest as an upper trough deepened over the Desert Southwest during the morning of December 28. Meanwhile, an upper ridge pushed inland into northern California setting up a period of strong offshore Mono type winds along the crest of the Southern Sierra Nevada. This resulted in a closure of the China Peak ski resort as winds gusted around 55 mph at the top of the lifts. Meanwhile the center of the San Joaquin Valley was sheltered form the winds and clear skies overnight some locally dense fog formed and impacted traffic along State Route 99.
- **12/31/2018:** A strong shortwave trough dropped down through the Great Basin during the morning of December 31. With high pressure pushing inland into northern California behind the trough, offshore Mono type winds developed over the higher elevations of the southern Sierra Nevada which down sloped into the foothills. This resulted in several drought weakened trees being knocked down in the foothills near North Fork and Oakhurst where locally strong wind gusts exceeding 60 mph were reported.
- **1/06/2019:** The second of a series of winter storms moved through central California from the afternoon of January 6 through the early morning of January 7. While this storm produced another round of rain and higher elevation snow across the area with many locations in the southern Sierra Nevada picking up between 1 to 2 inches of liquid precipitation, the main impact from this storm was strong winds were most noticed across the San Joaquin Valley where several trees and power lines were blown down or knocked over.
- **1/17/2019:** As a potent low-pressure system surged into central California on January 16, it delivered not only moderate to heavy precipitation but also spawned strong winds, with several reports of gusts over 50 mph in the Kern County Mountains and Deserts. The storm prompted flash flooding, notably in the Ferguson Fire burn area of Mariposa County and produced a tornado east of Clovis rated as EF-1. While the San Joaquin Valley and Kern County Deserts received up to an inch of rain, the Southern Sierra Nevada saw 2 to 4 inches of liquid precipitation, predominantly as snow above 7000 feet, with some locations accumulating 10 to 20 inches.
- **2/02/2019:** As a potent upper low-pressure system neared the central California coast on the morning of February 2, it generated strong southerly winds that disrupted the Grapevine area and extended into Bakersfield, causing downed trees and damage. The ensuing inland movement of the low ushered in moderate to heavy precipitation, triggering numerous flooding events and thunderstorms that produced hail and a brief tornado south of Mariposa. The San Joaquin Valley

received over an inch of rain, while mountain areas accumulated 2 to 5 inches of liquid precipitation, with the higher elevations above 5000 feet experiencing significant snowfall.

- **2/13/2019:** A low-pressure system brought a surge of moisture to central California on February 13 and 14, unleashing heavy rain and strong winds, with gusts over 60 mph and snow levels rising to nearly 9000 feet, causing widespread flooding and multiple road closures due to flooding and debris flows. A subsequent cold front on February 15 drastically lowered snow levels to 5000 feet, sparking thunderstorms with small hail in the San Joaquin Valley and an EF0 tornado near Yosemite Lakes. The ensuing days saw snow levels drop to 1500 feet, resulting in significant snowfall accumulation and travel disruptions across the Southern Sierra Nevada, with total rainfall reaching up to 7 inches in higher elevations.
- **3/06/2019:** A potent upper low-pressure system brought intense winds and heavy rains to central California on March 5, causing extensive damage. Gusts escalated as a strong southwest upper jet streamed overhead, leading to widespread flooding and the evacuation of several communities due to a potential levee breach near Lake Isabella. The storm's forceful winds, alongside substantial rainfall, prompted road closures and thunderstorms, further exacerbating the severe weather conditions and infrastructure disruptions.
- **3/19/2019:** Strong southerly winds developed over the area during the evening of March 19 as a low-pressure system deepened off the California coast and interacted with an amplifying inland ridge. Several locations along the west side of the San Joaquin Valley and in the Kern County Mountains reported wind gusts exceeding 40 mph during the evening. The winds diminished overnight as cooler air settled in over the area.
- **11/26/2019:** A cold low-pressure system from the Gulf of Alaska reached the Pacific Northwest on November 26, bringing widespread precipitation to central California through November 28, affecting Thanksgiving travel with road closures due to snow. Snow levels dropped to 2000-2500 feet, leading to 5-10 inches of snow in the southern Sierra foothills and 3-8 inches in the Kern County Deserts, while the higher Sierra regions accumulated 18-36 inches. The San Joaquin Valley received a quarter to half an inch of rain, with localized heavier falls from thunderstorms, and significant closures occurred on Interstate 5 and State Route 58 due to snow and accidents.
- **12/22/2019:** A frontal system crossing central California on December 22 and 23 generated strong winds, especially in the Fort Tejon area and Bakersfield, where gusts surpassed 50 mph and some locations near Lebec experienced gusts over 75 mph, causing minor damage. After the winds eased on December 22, the region received widespread rain, with the Sierra Nevada and foothills accumulating 1 to 1.5 inches of precipitation, and higher elevations above 5000 feet gaining 10 to 15 inches of snow. The San Joaquin Valley recorded lower rainfall amounts due to rain shadowing, with most places receiving a quarter to half an inch.
- **1/16/2020:** A cold front connected to an upper trough swept through California on January 16, bringing 6 to 8 hours of precipitation, and depositing a quarter to a full inch of rain across the San Joaquin Valley and adjacent areas, with higher elevations above 4000 feet receiving 5 to 14 inches of snow. Strong winds followed, especially in the southern San Joaquin Valley and Kern County Mountains and Deserts, where gusts surpassed 40 mph and some areas experienced brief gusts over 70 mph, causing minor wind damage. The intense conditions eased by the morning of January 17 as the system moved on.
- **2/09/2020:** A upper-level low pressure system dropped southward along the crest of the Sierra Nevada on the evening of February 8 and morning of February 9 then strengthened over southern California during the afternoon of February 9 through the morning of February 10. This system produced a very strong offshore gradient which resulted in damaging northeast winds over the

Sierra Nevada, mainly over Yosemite Park and Sierra National Forest as well as over the adjacent foothills. The winds knocked down many droughts killed trees over the Sierra and produced widespread property damage over the Sierra foothills in Madera County. There were also several reports of wind gusts between 60 and 70 mph over the Kern County Mountains and Deserts between the evening of February 8 and morning of February 10.

- **3/01/2020:** A cold upper low-pressure system moved south off the California coast on March 1, causing mountain showers and dropping snow levels to 3000 feet, with up to four inches of snow accumulating in areas like Pine Mountain Club. Northeast winds gusted between 35 and 45 mph in the Sierra Nevada, with a peak gust of 83 mph reported near North Fork, while the Kern County Deserts experienced northerly gusts over 60 mph. The gusty conditions persisted until the evening of March 2 before diminishing.
- **12/28/2020:** A low pressure system moving along the central California coast brought significant precipitation and snowfall to the region on December 27-28, with the Sierra Nevada receiving up to three-quarters of an inch of rain and high-elevation areas accumulating several inches of snow. The Tehachapi Mountains also experienced snowfall and precipitation, leading to paced travel and chain restrictions on major routes like Interstate 5 and State Route 168. Gusty winds accompanied the storm, with some areas recording wind gusts exceeding 50 mph.
- **1/18/2021:** A low-pressure system off Southern California's coast and a secondary low moving through Nevada produced destructive northeast winds, with gusts over 60 mph, damaging structures and causing extended power outages in the Sierra foothills. The winds, which also caused the loss of ancient sequoias and necessitated major power line repairs in Mariposa County, prompted disaster declarations. By January 20, the winds subsided as the low pressure moved southward away from the coast.
- **1/27/2021:** A very potent storm system swept through central California, causing heavy rainfall, flooding, and strong winds, with gusts over 45 mph and peak winds reaching 60 mph in the Fort Tejon and West Side Hills areas. This led to power outages and additional trees downed, especially in the Sierra Nevada which had recently experienced a severe wind event. The storm generated heavy precipitation throughout the region, with up to 7 inches of rain in the Sierra foothills and 4 inches in the San Joaquin Valley, while the mountains received 4 to 6 feet of snow, disrupting travel, and closing roads until the system exited on January 29.
- **10/11/2021:** A deep upper low-pressure system dropped from the Pacific Northwest into the Great Basin during the morning of October 11. This resulted in a period of strong winds from the late morning hours until the evening as a very strong pressure gradient developed. Several stations reported wind gusts exceeding 58 mph with the strongest winds most noticeable on the Mojave Desert Slopes of the Tehachapi Mountains. A few low impact indicator sites reported gusts exceeding 80 mph. The winds diminished by the morning of October 12 as the low moved east of the Great Basin and pressure gradients relaxed.
- **10/17/2021:** A strong cold front pushed through central California from the evening of October 17 through the early morning of October 18 as a low-pressure system dropped southward through the Great Basin. While this system did bring some light precipitation to the Sierra Nevada with several stations measuring 1 to 3 tenths of an inch of liquid precipitation and 1 to 3 inches of new snowfall above 6000 feet, the main impact from this system was a period of gusty winds across the West Side Hills as well as across the Kern County Mountains. Several stations reported wind gusts exceeding 45 mph with a few low impact indicator sites measuring gusts exceeding 60 mph.
- **10/25/2021:** A significant upper-level low from the Gulf of Alaska, fueled by Typhoon Namtheun's remnants, brought intense moisture and heavy precipitation to Central California, with areas north

of Kern County receiving up to 5 inches of rain and snow levels dropping to 6000 feet by October 25 evening. The storm also generated high winds, with gusts hitting 58 to 70 mph, and fostered scattered thunderstorms, one of which formed a funnel cloud in southwestern Kings County. This system concluded with snow accumulations of 9 to 30 inches in the higher elevations and rainfall tapering off late on October 25, with diminished winds by the next morning.

- **12/13/2021:** A strong low-pressure system from the Gulf of Alaska brought heavy moisture to central California, resulting in 2 to 4 inches of rain in the Sierra Nevada and significant snowfall above 5500 feet. The system also caused substantial snowfall, with high-elevation SNOTELs recording 2 to 4 feet of new snow, and snow levels dropping to 1500 feet in some areas. Accompanying the precipitation were strong winds, particularly over the West Side Hills and through the Grapevine and Tehachapi areas of Kern County, with gusts surpassing 50 mph and some exceeding 70 mph.
- **3/27/2022:** An upper low-pressure system off the southern California coast brought strong winds, with gusts over 45 mph in the West Side Hills and Tehachapi Mountains. Precipitation followed, yielding a quarter to half an inch of rain in the San Joaquin Valley and foothills, and 0.40 to 0.80 inches in the Sierra Nevada, where elevations above 5500 feet saw 3 to 8 inches of new snow. Thunderstorms developed in the afternoon but moved quickly, preventing significant flooding.
- **11/08/2022:** A deep upper low-pressure system from the Gulf of Alaska introduced widespread precipitation to central California, with the Sierra Nevada receiving 2-4 inches of rain and 20-30 inches of snow above 6000 feet. Strong southerly winds were prominent in Kern County's higher elevations on November 8, with gusts surpassing 50 mph, and some areas experiencing over 75 mph. These conditions led to power outages across the San Joaquin Valley and Sierra foothills, attributed to wind damage, accidents on wet roads, and thunderstorms.
- **12/31/2022:** A large trough brought tropical moisture to California, causing moderate to heavy precipitation and flooding, with the Sierra Nevada receiving up to 7 inches of rain. Strong winds also affected the region, particularly the West Side Hills and Tehachapi Mountains, where gusts surpassed 60 mph. Additionally, higher elevations saw substantial snow accumulation, with SNOTEL stations recording 18 to 30 inches, adding to the already heavy snowpack from earlier in December.
- **1/04/2023:** A significant low-pressure system with an atmospheric river caused moderate to heavy precipitation and strong winds, leading to widespread flooding and snow levels between 7000 to 8000 feet. High elevation areas received up to 30 inches of snow, while the Sierra Nevada and foothills saw up to 3 inches of rain, exacerbating the effects of previously saturated soils. Additionally, the system generated intense winds, with gusts over 60 mph in the Kern County Mountains and West Side Hills, resulting in numerous reports of wind damage.
- **1/07/2023:** A low-pressure system traversed northern California, delivering light to moderate precipitation and strong wind gusts, with some areas experiencing gusts over 60 mph. Precipitation varied, with the Sierra Nevada near Yosemite Park receiving up to an inch of rain and the San Joaquin Valley getting up to half an inch, while Kern County saw less than a tenth of an inch. The snow level dropped to around 5000 feet, leading to significant snow accumulation of 5 to 10 inches at higher elevations.
- **1/09/2023:** A strong low-pressure system brought intense precipitation and high winds to central California, with the Sierra Nevada receiving 3 to 6 inches of rain, exacerbating runoff from existing snowpack and causing extensive flooding, including the inundation of Planada and a record flood at Bear Creek. Strong downslope winds, exceeding 60 mph in areas like the Tehachapi Mountains and Sierra foothills, led to power outages and fallen power lines. The storm system moved east by

January 11, with winds abating, but the significant rainfall resulted in continued flooding from the accumulated runoff.

- **1/16/2023:** Following the January 14 storm, another system on January 15-16 unleashed less rainfall but more destructive winds, with gusts over 40 mph in the San Joaquin Valley and Sierra foothills, and over 60 mph in the Tehachapi Mountains and West Side Hills. These strong winds caused widespread power outages and toppled trees, leading to road closures. The storm's impact lingered with slow subsiding precipitation, not fully clearing until January 17.
- **2/21/2023:** A cold upper trough pushed into central California between the afternoon of February 21 and the early morning of February 22. A cold front associated with this trough produced strong winds throughout much of the area. Several stations in the wind prone areas of the West Side Hills and in the Mountains and Deserts of Kern County measured gusts exceeding 60 mph with a few low impact indicator stations reporting gusts above 80 mph. There were also several reports of downed trees in the San Joaquin Valley.
- **2/24/2023:** On February 24 and 25, a cold upper low-pressure system near California's coast generated powerful winds, as snow levels plunged to 1500 feet, resulting in 2 to 4 feet of snow at higher elevations and subsequent road closures. The San Joaquin Valley and lower Sierra foothills faced both flooding and wind-related disruptions. As the system advanced across southern California on the evening of February 25, it continued to produce strong winds before moving eastward by the morning of February 26.
- **3/14/2023:** Following the recent events which produced widespread flooding across the central California Interior, another atmospheric river plunged through the region on March 14 and 15 producing heavy precipitation, flooding and strong winds with several stations measuring gusts exceeding 60 mph. Much of the Sierra Nevada picked up another 3 to 6 inches of liquid precipitation with snow levels above 8500 feet while the adjacent foothills picked up 2 to 4 inches of rainfall while the San Joaquin Valley and West Side Hills generally picked up between 0.5 to 1.5 inches of rainfall.
- **3/21/2023:** A strong upper trough passed through, bringing intense winds that exceeded 60 mph across the West Side Hills, Sierra Nevada, and Kern County Mountains and Deserts. The Sierra Nevada experienced heavy snowfall, with high elevation SNOTEL stations recording 18 to 30 inches, while the San Joaquin Valley received additional rain on saturated ground. Thunderstorm outflow winds also caused tree damage in and around Fresno on March 21.

Table 51. Fresno County Past Occurrences: Severe Weather

Date	Location	Magnitude (mph)	Fatality	Injury	Property Loss	Crop Loss
3/04/1954	Fresno	0	0	0	$0	$0
7/28/1958	Fresno	0	0	0	$0	$0
7/28/1958	Unincorporated	0	0	0	$0	$0
5/29/1984	Fresno	0	0	0	$0	$0
5/30/1994	Fresno	0	1	0	$0	$0
5/01/1995	Unincorporated	0	0	0	$500,000	$0
5/01/1995	Unincorporated	0	0	0	$500,000	$0
5/13/1995	Unincorporated	0	0	0	$0	$0
6/15/1995	Unincorporated	0	0	0	$500,000	$0

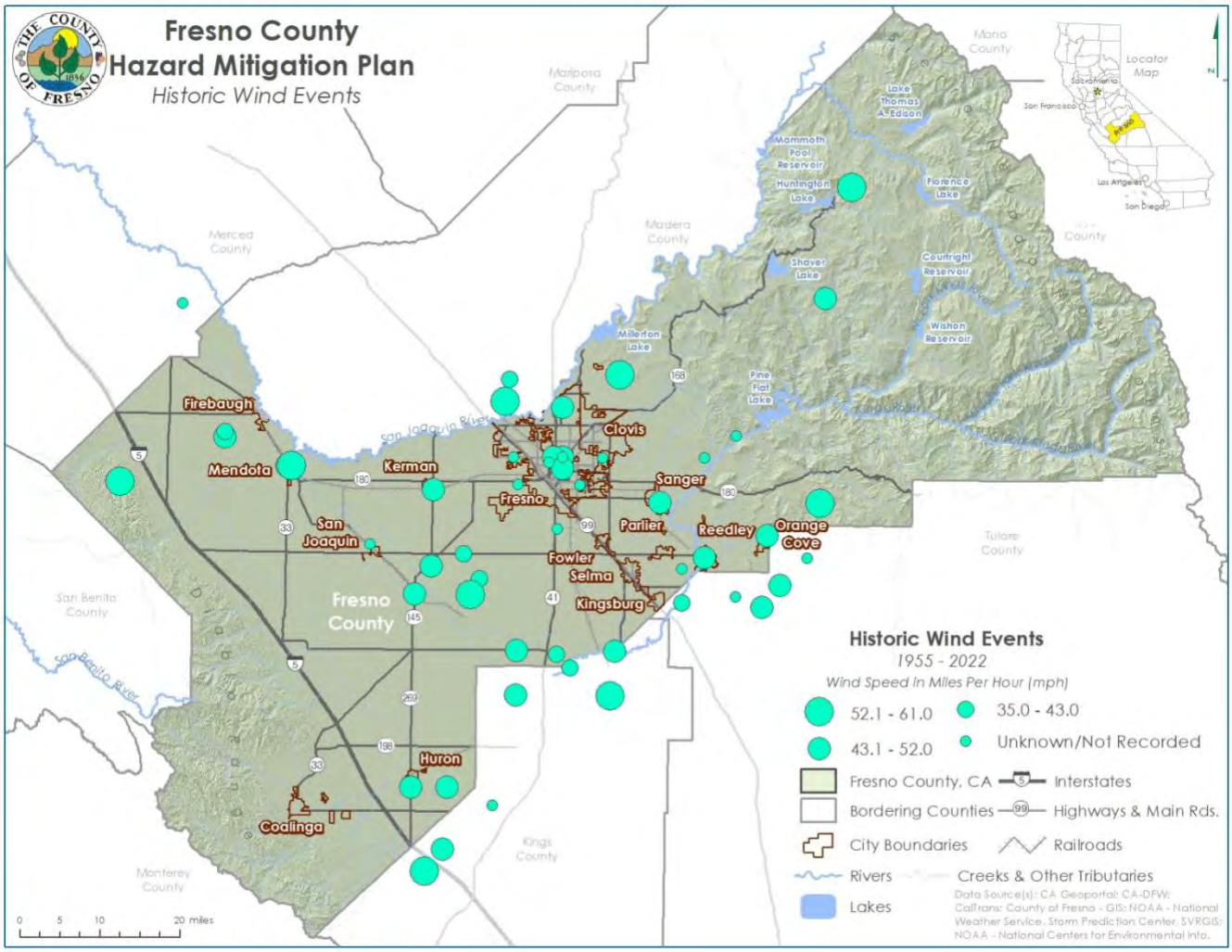
Date	Location	Magnitude (mph)	Fatality	Injury	Property Loss	Crop Loss
10/30/1996	Unincorporated	0	0	0	$10,000	$0
2/14/1998	Fresno	57.5	0	0	$0	$0
2/23/1998	Fresno	0	0	0	$100,000	$0
4/20/2001	Fresno	57.5	0	0	$0	$0
5/31/2002	Unincorporated	0	0	0	$50,000	$0
5/31/2002	Unincorporated	0	0	0	$50,000	$0
7/21/2006	Unincorporated	69	0	0	$0	$0
10/29/2007	Fresno	57.5	0	0	$30,000	$0
10/29/2007	Fresno	57.5	0	0	$50,000	$0
10/29/2007	Fresno	57.5	0	0	$10,000	$0
1/27/2008	Unincorporated	64.4	0	0	$50,000	$0
3/15/2008	Mendota	57.5	0	0	$10,000	$0
5/28/2009	Fresno	57.5	0	0	$0	$0
5/28/2009	Reedley	57.5	0	0	$0	$0
5/28/2009	Sanger	57.5	0	0	$0	$0
5/28/2009	Unincorporated	57.5	0	0	$60,000	$0
5/28/2009	Unincorporated	57.5	0	0	$0	$0
6/05/2009	Unincorporated	59.8	0	0	$0	$0
6/05/2009	Unincorporated	59.8	0	0	$0	$0
2/28/2014	Unincorporated	64.4	0	0	$500,000	$0
2/17/2017	Fresno, Clovis, Visalia	57	0	0	0	0
4/06/2017	Fresno, Clovis, Visalia	73	0	0	0	0
11/26/2017	Auberry, Prather, Shaver Lake	52	0	0	0	0
12/16/2017	Fresno, Clovis, Visalia	51	0	0	0	0
11/29/2018	Fresno, Clovis, Visalia	55	0	0	0	0
12/28/2018	South Sierra Mountains Zone	58	0	0	0	0
12/31/2018	Auberry, Prather, Shaver Lake	59	0	0	0	0
1/06/2019	Fresno, Sanger, Reedley	53	0	0	0	0
1/17/2019	South Sierra Mountains Zone	57	0	0	0	0

Date	Location	Magnitude (mph)	Fatality	Injury	Property Loss	Crop Loss
2/02/2019	South Sierra Mountains Zone	52	0	0	0	0
2/13/2019	South Sierra Mountains Zone	51	0	0	0	0
3/06/2019	Fresno, Clovis, Visalia	56	0	0	0	0
3/19/2019	Fresno, Clovis, Visalia	56	0	0	0	0
11/26/2019	Firebaugh, Coalinga, Mendota	56	0	0	0	0
12/22/2019	Firebaugh, Coalinga, Mendota	53	0	0	0	0
1/16/2020	Shaver Lake, Huntington Lake, Lakeshore	51	0	0	0	0
2/09/2020	Auberry, Shaver Lakes	81	0	0	22,000	0
3/01/2020	Auberry, Shaver Lakes	72	0	0	0	0
12/28/2020	Coalinga, Mendota, Firebaugh	55	0	0	0	0
1/18/2021	Shaver Lake, Huntington Lake, Lakeshore	87	0	0	200,002,000	0
1/27/2021	Auberry, Shaver Lakes	56	0	0	0	0
10/11/2021	Coalinga, Avenal	53	0	0	0	0
10/17/2021	West Side Mountains North of Highway 198 (Zone)	55	0	0	0	0
10/25/2021	Friant, Auberry, Shaver Lake	58	0	0	0	0
12/13/2021	West Side Mountains South of Highway 198 (Zone)	54	0	0	0	0
3/27/2022	West Side Mountains North of	52	0	0	0	0

Date	Location	Magnitude (mph)	Fatality	Injury	Property Loss	Crop Loss
	Highway 198 (Zone)					
11/08/2022	West Side Mountains South of Highway 198 (Zone)	52	0	0	0	0
12/31/2022	West Side Mountains South of Highway 198 (Zone)	54	0	0	0	0
1/04/2023	West Side Mountains North of Highway 198 (Zone)	51	0	0	0	0
1/07/2023	West Side Mountains North of Highway 198 (Zone)	57	0	0	0	0
1/09/2023	West Side Mountains North of Highway 198 (Zone)	50	0	0	0	0
1/16/2023	West Side Mountains South of Highway 198 (Zone)	63	0	0	0	0
2/21/2023	Coalinga, Avenal	54	0	0	0	0
2/24/2023	West Side Mountains North of Highway 198 (Zone)	52	0	0	0	0
3/14/2023	West Side Mountains North of Highway 198 (Zone)	56	0	0	0	0
3/21/2023	West Side Mountains South of Highway 198 (Zone)	52	0	0	0	0

Source: NOAA, National Centers for Environmental Information, Storm Events Database

Figure 47. Fresno County Historic Wind Events



Source: CA Geoportal: CA-DFW; CalTrans; County of Fresno – GIS; NOAA – National Weather Service, Storm Prediction Center, SVRGIS; NOAA – National Centers for Environmental Info.

STRONG WIND EVENTS

- **2/01/2017**: A weak cold frontal passage brought breezy to gusty winds for parts of the San Joaquin Valley and caused minor damage.
- **3/05/2017**: A cold upper trough delivered widespread rain, with 0.75 to 1.5 inches in the Southern Sierra Nevada and adjacent foothills, and 6 to 12 inches of snow above 6000 feet. The San Joaquin Valley received less than a quarter of an inch of rain due to rain shadowing. Post-frontal gusty winds affected the Kern County Mountains and Deserts, with gusts exceeding 45 mph reported on the afternoon and evening of March 5.
- **3/30/2017**: A upper-level trough moved southeast along the Sierra Nevada range on the day of the 30th. Upper-level northwest flow helped increase the surface wind as the pressure gradient at the surface tightened. This resulted in strong and gusty winds across most of the area. Several reports of wind gusts above 40 mph were reported in the San Joaquin Valley while several reports of winds gusts above 50 mph were reported in the Kern County Mountains and Deserts while some indicator ridge tops had gusts exceeding 90 mph. The strong winds produced blowing dust across portions of the southern San Joaquin Valley and Kern County Deserts. In addition, there were several reports of downed trees and power lines which resulted power outages across parts of the San Joaquin Valley.
- **12/04/2017**: A large upper ridge built into the Pacific Northwest on December 4 behind a trough which pushed through California the previous day. This resulted in a strong gradient over the southern Sierra Nevada producing Mono type winds over the Southern Sierra Nevada on the evening of December 4 through the late morning of December 5.
- **1/09/2018**: Central California experienced a series of low-pressure systems, with the most significant arriving between January 8 and 9, bringing heavy rain and strong winds, including a peak gust of 94 mph at Grapevine Peak. This system resulted in street flooding in Bakersfield, mudslides in Kern County, and snowfall above 5500 feet. By the morning of January 10, the precipitation had ceased, but dense fog affected visibility and traffic across the San Joaquin Valley and nearby highways.
- **5/11/2018**: High pressure built over Central California on May 3 and kept warm temperatures, dry conditions, and generally light winds over the area. However, an upper-level low pressure system moved into the Pacific Northwest on May 10 then dropped into the Great Basin on May 11. This resulted in increased surface pressure gradients which produced strong winds over portions of the area during the afternoon of May 11. There were a few reports of minor wind damage in the San Joaquin Valley and some low impact indicator stations in the Kern County Mountains and Deserts reported winds gusts exceeding 70 mph.
- **10/14/2018**: A low pressure system moved into southern California on October 13 and moved slowly inland on October 14. While the precipitation with this system mainly stayed to the south of our area, it interacted with an upper ridge that was building into the Pacific Northwest to produce a strong offshore gradient over central California which resulted in a brief period of strong mono-type northeast winds over the Southern Sierra Nevada during the late evening of October 14 and the early morning of October 15. Several dead trees were blown down near North Fork and Bass Lake in Madera County resulting in some brief road closures and some damage to a few structures.
- **12/31/2018**: A strong shortwave trough dropped down through the Great Basin during the morning of December 31. With high pressure pushing inland into northern California behind the trough, offshore Mono type winds developed over the higher elevations of the southern Sierra Nevada which down sloped into the foothills. This resulted in several drought weakened trees being

knocked down in the foothills near North Fork and Oakhurst where locally strong wind gusts exceeding 60 mph were reported.

- **1/06/2019**: The second of a series of winter storms moved through central California from the afternoon of January 6 through the early morning of January 7. While this storm produced another round of rain and higher elevation snow across the area with many locations in the southern Sierra Nevada picking up between 1 to 2 inches of liquid precipitation, the main impact from this storm was strong winds were most noticed across the San Joaquin Valley where several trees and power lines were blown down or knocked over.
- **1/17/2019**: A strong low-pressure system delivered moderate to heavy rain and strong winds to central California, leading to flash flooding and roadway closures, especially in the Ferguson Fire burn area. The storm system caused a tornado rated EF-1 east of Clovis on January 17, and the Southern Sierra Nevada received 2 to 4 inches of rain, translating to 10 to 20 inches of snow above 7000 feet. Additionally, post-frontal wind gusts in the Kern County Mountains and Deserts exceeded 50 mph, with some areas experiencing gusts over 65 mph.
- **1/20/2019**: A strong cold front swept through central California on January 20-21, causing moderate to heavy precipitation and strong wind gusts. The San Joaquin Valley experienced widespread wind damage, with gusts over 35 mph, while gusts in the Kern County Mountains and Deserts reached up to 90 mph. The Southern Sierra Nevada received up to 1.5 inches of rain and 5 to 10 inches of snow above 7000 feet before the system exited the region by the evening of January 21.
- **2/02/2019**: A strong southerly winds ahead of an upper low-pressure system caused damage in the Grapevine and Bakersfield areas, with reports of downed trees and wind damage. The system brought moderate to heavy rain and thunderstorms to the San Joaquin Valley and southern Sierra foothills, with over an inch of rain in the valley and 2 to 5 inches in the mountains, and a brief tornado near Mariposa. Above 5000 feet, heavy snowfall accumulated, adding to the snow from another storm on February 4 and 5.
- **4/09/2019**: a strong low-pressure system entered the Pacific Northwest and moved southeast, bringing a cold front that caused strong wind gusts across the San Joaquin Valley, Lake Isabella, and Tehachapi areas. These gusts, exceeding 40 mph in the valley and 60 mph in the mountain areas, led to several power outages due to downed lines. Some locations even reported gusts surpassing 70 mph, underscoring the system's strength despite limited moisture affecting central California.
- **11/29/2019**: The cold low-pressure system which brought widespread rain and lower elevations snow during the previous two days moved east of the area on November 29, but brisk northwest winds behind the departing system produced several gusts exceeding 40 mph in the Kern County Mountains and Deserts. A few low impact indicator sites measured gusts exceeding 60 mph.
- **2/02/2020**: The cold front which moved into the area during the morning of February 2 brought strong winds to the area by late afternoon as pressure gradients increased. Winds gusts exceeding 40 mph were reported in the San Joaquin Valley and several gusts exceeding 60 mph were reported across the Kern County Mountains and Deserts with a few low impact indicator sites measuring gusts above 80 mph. The winds downed several trees and power poles and flipped over two big rigs near Mojave during the evening. The winds decreased during the morning of February 3 as pressure gradients diminished.
- **2/08/2020**: An upper-level low pressure system moved along the Sierra Nevada on February 8-9 and strengthened over southern California, causing damaging northeast winds. These winds downed drought-stricken trees in Yosemite Park and the Sierra National Forest, causing

widespread property damage, especially in Madera County's foothills. Gusts between 60 and 70 mph were also reported in the Kern County Mountains and Deserts during this period.

- **1/18/2021**: An upper low off the southern California coast and a secondary system from Nevada generated destructive northeast winds across the Sierra Nevada, with gusts over 60 mph causing extensive damage and power outages. The severe winds led to disaster declarations in Mariposa and Madera Counties, with over 30 miles of power lines replaced in Mariposa County and fifteen ancient giant sequoias felled. The winds, which also affected the Tehachapi Mountains and the San Joaquin Valley with gusts over 50 mph, subsided by the morning of January 20 as the low moved towards the Baja coast.
- **5/20/2021**: A cold low-pressure system brought strong winds, with gusts over 60 mph in Kern County and up to 90 mph in certain areas, prompting road closures. As the system moved on the following day, it left behind a cool airmass and instability that resulted in rain and snow showers over the Sierra Nevada. The precipitation was mostly light, but areas above 6000 feet received up to 2 inches of new snow.
- **6/22/2022**: Tropical Storm Celia's moisture, coupled with a hot, unstable airmass over central California, triggered scattered thunderstorms on June 22, ending a two-month dry spell. These storms varied in intensity but generally brought one to two tenths of an inch of rain to the San Joaquin Valley and more to the Tehachapi Mountains and southern Sierra. Strong outflow winds and dry microbursts from the storms caused damage, downing several trees and power lines.
- **12/31/2022**: A trough with tropical moisture caused moderate to heavy precipitation and significant flooding in California, with reports of road closures due to debris flows. Strong winds with gusts over 60 mph affected the West Side Hills and Tehachapi Mountains, while the Sierra Nevada and foothills received substantial rainfall, contributing to an already heavy snowpack from earlier storms. The San Joaquin Valley and Tehachapi Mountains received less rain due to rain shadow effects.
- **1/04/2023**: An intense low-pressure system with an atmospheric river brought heavy precipitation and strong winds to the area, leading to flooding and heavy snowfall above 8000 feet. The San Joaquin Valley experienced significant rainfall, exacerbating the flooding from previously saturated soils. The system's powerful winds, surpassing 60 mph in places, caused widespread wind damage.
- **1/07/2023**: A low pressure system passed through northern California from January 7 to 8, bringing light to moderate precipitation and wind gusts exceeding 60 mph in some areas. The Sierra Nevada near Yosemite received up to an inch of rain and 5 to 10 inches of snow at higher elevations, while the San Joaquin Valley saw up to a half inch of rain. Despite being less intense than the previous storm, the system still affected the region with notable wind and precipitation.
- **1/09/2023**: A powerful low-pressure system unleashed strong winds exceeding 60 mph in the Tehachapi Mountains, West Side Hills, and Sierra foothills of central California, leading to extensive power outages as lines were downed. The tropical moisture within the system also produced significant rain, contributing to widespread flooding, but the most disruptive force was the wind, which caused the evacuation of towns like Planada and a record flood along Bear Creek. Though the precipitation ceased, and the winds subsided by January 11, the impact of the winds, alongside the heavy rains, left a lasting imprint with ongoing flooding and damage control.
- **1/16/2023**: Following the storm on January 14, a subsequent system on January 15-16 brought less rain but caused damaging wind gusts in the San Joaquin Valley and the Sierra foothills, with gusts over 60 mph in the Tehachapi Mountains. These winds led to power outages and road closures from fallen trees and power lines, compounding the flooding from already saturated grounds. The storm's effects lingered until January 17, although winds diminished by the afternoon of January 16.

- **2/21/2023**: A cold upper trough pushed into central California between the afternoon of February 21 and the early morning of February 22. A cold front associated with this trough produced strong winds throughout much of the area. Several stations in the wind prone areas of the West Side Hills and in the Mountains and Deserts of Kern County measured gusts exceeding 60 mph with a few low impact indicator stations reporting gusts above 80 mph. There were also several reports of downed trees in the San Joaquin Valley.
- **8/20/2023**: Moisture from Hurricane Hillary prompted thunderstorms and significant outflow winds in the San Joaquin Valley on August 19, and as the storm weakened, it brought 3 to over 5.5 inches of rain to Kern County's mountains and deserts on August 20. The southern Sierra Nevada received 1 to 3 inches of rain, setting new daily rainfall records. Flash flooding and road closures followed, with conditions stabilizing as the moisture dissipated and an offshore trough moved northeast by August 22.

Table 52. Fresno County Previous Occurrences: High Wind

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Fresno, Coalinga, Mendota	02/01/2017	30	1000	0	0	0
Shaver Lake, Squaw Valley, Auberry	03/05/2017	26	0	0	1	0
Fresno, Sanger, Reedley	03/30/2017	43	200000	0	0	0
Auberry, Shaver Lake, Prather	12/04/2017	43	100000	0	0	0
Shaver Lake, Squaw Valley, Auberry	01/09/2018	43	1000	0	0	0
Fresno, Coalinga, Mendota	05/11/2018	30	1000	0	0	0
Auberry, Shaver Lake, Prather	10/14/2018	39	10000	0	0	0
Auberry, Shaver Lake, Prather	12/31/2018	43	1000	0	0	0
Fresno, Sanger, Reedley	1/06/2019	39	1000	0	0	0
Auberry, Shaver Lake, Prather	1/17/2019	35	1000	0	0	0
Fresno, Sanger, Reedley	1/20/2019	39	5000	0	0	0

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Auberry, Shaver Lake, Prather	2/02/2019	43	5000	0	0	0
Fresno	4/09/2019	35	1000	0	0	0
Sequoia Kings Zone	11/29/2019	43	100000	0	0	0
Fresno, Kerman, Mendota	2/02/2020	39	5000	0	0	0
Shaver Lake, Auberry, Tollhouse	2/08/2020	43	5000	0	0	0
Shaver Lake, Auberry, Tollhouse	1/18/2021	43	1000	0	0	0
Foggy Bottom Zone	5/20/2021	26	1500	0	0	0
Fresno, Clovis	6/22/2022	48	10000	0	0	0
Los Banos, Dos Palos	12/31/2022	35	1000	0	0	0
Merced, Madera, Mendota	1/04/2023	35	1000	0	0	0
Fresno, Clovis	1/07/2023	30	1000	0	0	0
Visalia, Porterville, Reedley	1/09/2023	30	1000	0	0	0
Fresno, Clovis	1/16/2023	43	50000	0	0	0
Fresno, Clovis	2/21/2023	35	1000	0	0	0
Merced, Madera, Mendota	8/20/2023	30	1000	0	0	0

Source: NOAA, National Centers for Environmental Information, Storm Events Database

THUNDERSTORM WIND EVENTS

- **9/11/2017**: A stationary upper low off the California coast drew tropical moisture into central California, triggering a severe thunderstorm outbreak on September 11 with downburst winds over 60 mph, causing damage to structures and knocking down power lines. Rainfall was light, with most areas receiving less than a quarter inch, but parts of the Southern Sierra Nevada and Tehachapi Mountains saw up to half an inch.

- **5/19/2019**: A strong low-pressure system delivered heavy rainfall to central California, breaking several daily records, and depositing 8 to 14 inches of snow above 6000 feet in the Sierra Nevada. The unstable weather also sparked thunderstorms in the San Joaquin Valley, leading to reports of small hail, heavy rain, and a small EF0 tornado with accompanying wind damage near Huron.
- **6/29/2021**: A strong high-pressure center over the Pacific Northwest pulled in moisture from the east which produced thunderstorms over the Sierra Nevada during the afternoon of June 29. Although the thunderstorms on the previous day were mainly dry with very little rainfall, the moisture surge the following day was deeper and as a result some of the thunderstorms produced locally heavy rainfall, damaging outflow winds and small hail during the afternoon and early evening hours of June 29.
- **6/22/2022**: Moisture from Tropical Storm Celia combined with a hot, unstable airmass over central California, triggering scattered showers and thunderstorms on June 22, marking the region's first significant rain in two months. Rainfall varied due to the storms' convective nature, with the San Joaquin Valley receiving up to two-tenths of an inch, while the Tehachapi Mountains and southern Sierra saw up to three-quarters of an inch. Some storms generated strong winds and dry microbursts, toppling trees and power lines.
- **2/05/2023**: A strong low-pressure system swept through northern to central California, dropping 0.75 to 1.5 inches of rain and reducing snow levels to 4000 feet, leaving 9 to 15 inches of snow above 6500 feet in the Sierra Nevada. Strong wind gusts hit the Mohave Desert, and the system's unstable conditions led to scattered thunderstorms in the San Joaquin Valley, causing wind damage and hail. The weather affected travel, pacing traffic on Interstate 5, and accumulating light snow across the Tejon Pass.
- **3/12/2023**: Following the departure of the warm and moist storm which produced widespread flooding across the area on March 9 and 10, another moist system moved through central California on March 11 and 12. While precipitation amounts were generally much lower with this system with most of the Sierra Nevada picking up between 1 and 2 inches of liquid precipitation and adjacent foothills picking up between a half inch and an inch of rainfall, the cooler unstable airmass on the back side of this system produced afternoon and evening thunderstorms across the lower elevations resulting in widespread flooding and wind damage across the San Joaquin Valley.
- **3/21/2023**: A strong upper trough moved across the region on March 21 and 22. This system produced strong winds across the West Side Hills, the Sierra Nevada and across the Kern County Mountains and Deserts where several stations measured gusts exceeding 60 mph. In addition, heavy snow fell in the Sierra Nevada where several high elevation SNOTEL stations picked up between 18 and 30 inches of new snow while liquid precipitation totals were generally between 1 and 2 inches. Much of the San Joaquin Valley picked up between a quarter and three quarters of an inch of additional rainfall over an already saturated ground while thunderstorm outflow winds knocked down several trees in and around Fresno during the afternoon of March 21.
- **8/19/2023**: Hurricane Hillary's moisture caused showers and thunderstorms with notable outflow winds in the San Joaquin Valley on August 19, and as it weakened, it brought 3 to over 5.5 inches of rain to Kern County on August 20. The Sierra Nevada south of Kings Canyon and the southern San Joaquin Valley received 1 to 3 inches and a half inch to an inch of rain, respectively, with new daily records set in the northern areas. Flash flooding and road closures followed in Kern County, but by August 22, an offshore trough moved the moisture out, leading to drier conditions for the rest of the week.

Table 53. Fresno County Past Occurrences: Thunderstorm Wind

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Caruthers	9/11/2017	61	120,000	0	0	0
Huron	5/19/2019	52	75,000	25000	0	0
Pine Logging Camp	6/29/2021	52	0	0	0	0
Friant	6/22/2022	60	0	0	0	0
Wahtoke	2/05/2023	35	1000	0	0	0
Monmouth	3/12/2023	35	1000	0	0	0
Highway City	3/21/2023	40	25000	0	0	0
Sunnyside	8/19/2023	48	50000	0	0	0

Source: NOAA, National Centers for Environmental Information, Storm Events Database

HAILSTORM EVENTS

- **5/19/2019**: An upper-level low brought heavy rain to central California, breaking daily records, and delivering 0.75 to 2 inches of precipitation, with snowfall of 8 to 14 inches above 6000 feet in the Sierra Nevada. The following day, thunderstorms caused small hail, heavy rain, and an EF0 tornado with some wind damage near Huron.
- **3/11/2023**: After a storm caused extensive flooding on March 9 and 10, another system passed through central California on March 11 and 12, bringing less precipitation, with the Sierra Nevada receiving 1 to 2 inches and foothills about half an inch to an inch. However, afternoon and evening thunderstorms in the cool, unstable air mass led to widespread flooding and wind damage across the San Joaquin Valley.

Table 54. Fresno County Past Occurrences: Hailstorm

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Westhaven	5/19/2019	0.5	0	1 M	0	0
Ingle	3/11/2023	1	0	0	0	0

Source: NOAA, National Centers for Environmental Information, Storm Events Database

LIGHTNING STORM EVENTS

- **7/30/2021**: Subtropical moisture continued to stream into central California on July 30. Once again, afternoon thunderstorms developed over the Sierra Nevada. One thunderstorm produced a fatal lightning strike over the Sierra Nevada during the early afternoon.
- **8/12/2023**: An upper-level low pressure system which contained the remnant moisture from former Tropical Storm Eugene was situated off the California coast on August 12. This moisture helped fuel scattered thunderstorms during the afternoon and evening hours over the Sierra Nevada. A

lightning strike from one of the thunderstorms downed a large tree and started a small fire near Shaver Lake during the evening.

Table 55. Fresno County Past Occurrences: Lightning Storm

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Mono Hot Springs	7/30/2021	0	0	0	1	0
Shaver Lake Heights	8/12/2023	0	1,000	0	0	0

Source: NOAA, National Centers for Environmental Information, Storm Events Database

HEAVY RAINSTORM EVENTS

- **1/12/2017**: A series of systems fed by a continued influx of very moist air was pushed into the central California interior through an atmospheric river set-up for several days prior and a colder low-pressure system moved into central California. This created thunderstorms that produced heavy rainfall for parts of the San Joaquin Valley. Reports of road ponding/flooding were reported along with a few reports of funnel clouds.
- **1/21/2017**: A nearly stationary cold low-pressure system from the Pacific Northwest moved into central California and tropical moisture being fed from the Pacific with a continued atmospheric river set-up, brought thunderstorms and heavy rainfall to the Sierra Nevada Mountains and Foothills and parts of the San Joaquin Valley over several days. Small pea-sized hail was also reported with some thunderstorms.
- **2/03/2017**: Tropical influx jet pushed into central California ahead of a cold front created heavy rains which were enhanced by orographically lifting with the Sierra Mountains.
- **4/13/2017**: a large low-pressure system moved through central California, generating strong wind gusts and moderate rainfall, with the San Joaquin Valley experiencing winds over 35 mph and the Kern County Mountains and Deserts over 45 mph. Merced and Mariposa Counties and Yosemite National Park received up to half an inch of rain. Fresno was hit by a nearly stationary thunderstorm that set a record for April rainfall since the 1880s with 2.04 inches at the airport. Thunderstorm outflow also caused blowing dust and reduced visibility, leading to vehicular accidents near Lemoore.
- **11/17/2017**: A strong upper trough pushed through the Pacific Northwest on November 16 and 17. A fetch of deep moisture of tropical origin was pulled up ahead of this trough and brought moderate to heavy precipitation to Merced and Mariposa Counties as well as to Yosemite National Park. Several locations in Yosemite National Park measured between 2 and 4 inches of rainfall while several mountain and foothill stations in Madera, Fresno and Tulare Counties picked up over an inch of rain. Snow was basically confined to elevations above 8000 feet as a warm airmass prevailed over the region. Several SNOTELs above 9000 feet did pick up between 1 and 2 feet of fresh snowfall as this was the first significant storm of the season at the higher elevations.
- **3/21/2018**: A tropical air mass brought heavy rain to central California, causing widespread flooding, road closures due to rockslides and debris flows, particularly in burn scar areas around Mariposa and Springville. Thunderstorms on March 22 led to flash flooding and funnel clouds, prompting a

Flash Flood Emergency in western Mariposa County, including building floods and evacuations. A tornado was also reported near Dinuba in Tulare County. The Southern Sierra Nevada received 4 to 8 inches of rain, while the San Joaquin Valley recorded 1 to 3 inches, with several feet of snow above 9000 feet.

- **9/04/2018**: A low pressure system centered over southern Nevada provided for a shallow surge of mid-level moisture into central California on September 3 and 4. During the afternoon of the 4th, several thunderstorms developed over the higher elevations of the Southern Sierra Nevada from Yosemite National Park southward to the Lake Isabella area where the atmosphere was unstable. Heavy rainfall was produced by thunderstorms near Kings Canyon and near Lake Isabella which over an inch of rainfall between 100 pm PDT and 5 pm PDT. In addition, isolated thunderstorms brought some light rainfall to the southern Sierra foothills and to the Kern County Deserts.
- **5/18/2019**: An upper-level low pressure system entered central California, delivering between 0.75 and 2 inches of rain, and setting new daily records. Above 6000 feet, the Sierra Nevada received 8 to 14 inches of fresh snow. On May 19, thunderstorms in the San Joaquin Valley caused small hail and heavy rainfall, and an EF0 tornado along with wind damage was reported near Huron.
- **12/01/2019**: A large upper low-pressure system brought moderate to heavy rain to central California, mainly north of Fresno County, with 1 to 3 inches of rainfall. The Sierra Nevada and the central San Joaquin Valley were significantly impacted, while snow levels over the Southern Sierra Nevada dropped to 7000 feet, resulting in 6 to 12 inches of new snow. Less rain fell further south, with up to half an inch. This weather caused nuisance flooding and a multi-vehicle accident on State Route 99 north of Fresno.
- **12/08/2019**: An upper trough brought widespread precipitation to California, with the heaviest in the northern regions where the Sierra recorded 1 to 2 inches and the valley got up to an inch of rain. Southern areas saw less, with Kings and Tulare Counties receiving up to half an inch, and Kern County less than a quarter inch. Snow levels stayed between 7000 and 8000 feet, with the higher Sierra getting 8 to 12 inches of new snow. The event also included scattered thunderstorms that led to local heavy rain, roadway flooding, and small hail before the precipitation ceased by the evening of December 8 as the trough moved east.
- **10/08/2021**: A Pacific cold frontal system pushed through the area during the morning of October 8 spreading widespread precipitation across the area. Several stations in the eastern portion of the San Joaquin Valley and the Sierra Nevada range measured between a tenth and four tenths of an inch of rainfall with portions of Fresno and Madera Counties picking up locally heavy showers which produced higher precipitation amounts. Several high elevation SNOTELs picked up an estimated one to three inches of new snowfall. The precipitation ended by late afternoon as the storm moved east of the area.
- **2/24/2023**: A cold low-pressure system off California's coast brought 1.5 to 3 inches of rain and significant snowfall, with snow levels dropping to near 1000 feet. Higher elevations in the Sierra Nevada and adjacent areas received 2 to 4 feet of snow, leading to extended closures of mountain roads. Flooding in the San Joaquin Valley and lower Sierra foothills caused additional road closures. The system moved out of the area by the morning of February 26.

Table 56. Fresno County Past Occurrences: Heavy Rain

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Glorietta	1/12/2017	0	0	0	0	0

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Melvin	1/21/2017	0	0	0	0	0
Glorietta	2/03/2017	0	0	0	0	0
(FAT) Air Terminal	4/13/2017	0	0	0	0	0
Clovis	11/17/2017	0	0	0	0	0
Melvin	3/21/2018	0	0	0	0	0
Cedar Grove	9/04/2018	0	0	0	0	0
Fresno	5/18/2019	0	0	15M	0	0
Herndon	12/01/2019	0	50,000	0	0	0
Clovis	12/08/2019	0	0	0	0	0
Melvin	10/08/2021	0	0	0	0	0
Melvin	2/24/2023	0	0	0	0	0

Source: NOAA, National Centers for Environmental Information, Storm Events Database

LIKELIHOOD OF FUTURE OCCURRENCES

Highly Likely—Heavy rain, thunderstorms, hail, lightning, and wind are well-documented seasonal occurrences that will continue to occur annually in the Fresno County planning area.

CLIMATE CHANGE CONSIDERATIONS

Atmospheric Rivers - Atmospheric rivers account for up to 50 percent of California's total annual precipitation. Climate change can drive conditions to be conducive to an increase and greater intensity of atmospheric rivers due to warmer temperatures. Additional moisture from atmospheric rivers could increase the frequency of thunderstorms and severe storms to occur.

Heavy Rain - California's variable precipitation is also characterized by multi-year wet or dry periods. Future average precipitation is difficult to predict and unlikely to change substantially when focusing on annual precipitation. Even if heavy rain were to increase in future decades, it is likely that warmer air temperatures will increase moisture loss from soils and lead to drier seasonal conditions. [44]

Hail - According to some scientists, it is predicted that severe convective storms are becoming more likely in our warming climate. Storms with the right mixture of atmospheric ingredients for hail are more likely to form. Because the planet is getting warmer, the odds are generally higher that a hailstone will melt before making its way to the ground. However, the hailstones that do make it down may be larger and cause more damage. [45]Overall, the future probability of hail events occurring in the future is unlikely unless significant changes in the atmosphere increase the chance of hail events impacting the planning area.

Lightning - On a large scale, lightning strikes nationwide are projected to increase by 12 percent per every degree Celsius of global warning and about 50 percent over the 21st century if greenhouse gases increase at their current pace. However, so far scientists have not yet seen an increase in lightning events. When looking at the past 25 years, there hasn't been a noticeable increase in global lightening or U.S. lightning. [46]In future decades, it is uncertain if lightning events will increase or decrease in frequency within the planning area.

[44] Summary of Projected Climate Change Impacts on California - California Climate Adaptation Strategy https://climateresilience.ca.gov/overview/impacts.html

[45] Severe Hailstorms Are Costly and Hard to Predict - Eos https://eos.org/articles/severe-hailstorms-are-costly-and-hard-to-predict

Severe Hailstorms Are Costly and Hard to Predict - Eos https://eos.org/articles/severe-hailstorms-are-costly-and-hard-to-predict

[46] Lightning could spark more California fires as world warms - CalMatters https://calmatters.org/environment/2021/09/california-fires-lightning/

SEVERE WEATHER: WINTER STORM

HAZARD/PROBLEM DESCRIPTION

Winter snowstorms can include heavy snow, ice, and blizzard conditions. Heavy snow can immobilize a region, stranding commuters, stopping the flow of supplies, and disrupting emergency and medical services. Accumulations of snow can collapse roofs and knock down trees and power lines. In rural areas, homes and farms may be isolated for days, and unprotected livestock may be lost. The cost of snow removal, damage repair, and business losses can have a tremendous impact on cities and towns.

Winter weather can vary by types including blizzards, ice storms, snow squalls, heavy snow, and sleet or freezing rain, described in more detail below:

Winter Weather Types

- **Blizzards:** defined by the National Weather Service, blizzards are a combination of sustained winds or frequent gusts of 35 mph or greater and visibilities of less than a quarter mile from falling or blowing snow for 3 hours or more. A blizzard, by definition, does not indicate heavy amounts of snow, although they can happen together. The falling or blowing snow usually creates large drifts from the strong winds. The reduced visibilities make travel, even on foot, particularly treacherous. The strong winds may also support dangerous wind chills. Ground blizzards can develop when strong winds lift snow off the ground and severely reduce visibilities.
- **Ice Storm:** occurs when a layer of warm (above freezing), moist air aloft coincides with a shallow cold (below freezing) pool of air at the surface. As snow falls into the warm layer of air, it melts to rain, and then freezes on contact when hitting the frozen ground or cold objects at the surface, creating a smooth layer of ice. This phenomenon is called freezing rain. Similarly, sleet occurs when the rain in the warm layer subsequently freezes into pellets while falling through a cold layer of air at or near the Earth's surface. The U.S. National Weather Service defines an ice storm as a storm which results in the accumulation of at least .25 inch of ice on exposed surfaces. Extended periods of freezing rain can lead to accumulations of ice on roadways, walkways, power lines, trees, and buildings. Almost any accumulation can make driving and walking hazardous. Ice accumulations can lead to downed trees, utility poles and communication towers. Ice can disrupt communications and power while utility companies repair significant damage. Even small accumulations of ice can be extremely dangerous to motorists and pedestrians. Bridges and overpasses are particularly dangerous because they freeze before other surfaces.
- **Snow Squalls:** often associated with strong cold fronts, are a key wintertime weather hazard. They move in and out quickly, and typically last less than an hour. The sudden white-out conditions combined with falling temperatures produce icy roads in just a few minutes. Squalls can occur where there is no large-scale winter storm in progress and might only produce minor accumulations. Snow squalls can cause localized extreme impacts to the traveling public and to commerce for brief periods of time. Unfortunately, there is a long history of deadly traffic accidents associated with snow squalls. Although snow accumulations are typically an inch or less, the added combination of gusty winds, falling temperatures and quick reductions in visibility can cause extremely dangerous conditions for motorists.
- **Heavy Snow:** in large quantities, may fall during winter storms. Six inches or more in 12 hours or eight inches or more in 24 hours constitute conditions that may significantly hamper travel or create hazardous conditions. The National Weather Service issues warnings for such events. Smaller amounts can also make travel hazardous, but in most cases, only results in minor inconveniences.

Heavy wet snow before the leaves falls from the trees in the fall or after the trees have leafed out in the spring may cause problems with broken tree branches and power outages.

- **Sleet or Freezing Rain:** sleet is defined as pellets of ice composed of frozen or mostly frozen raindrops or refrozen partially melted snowflakes. These pellets of ice usually bounce after hitting the ground or other hard surfaces. Heavy sleet is a relatively rare event, defined as ice pellets covering the ground to a depth of a one- half inch or more. Freezing rain falls as a liquid but freezes into glaze upon contact with the ground.

Heavy accumulations of ice can bring down trees, electrical wires, telephone poles and lines, and communication towers. Communications and power can be disrupted for days until the damage can be repaired. Even small accumulations of ice may cause extreme hazards to motorists and pedestrians.

Some winter storms are accompanied by strong winds, creating blizzard conditions with blinding wind-driven snow, severe drifting, and dangerous wind chills. Strong winds with these intense storms and cold fronts can knock down trees, utility poles, and power lines. Blowing snow can reduce visibilities to only a few feet in areas where there are no trees or buildings. Serious vehicle accidents can result in and cause injuries and deaths.

The central and western portions of the Fresno County planning area generally do not experience snowfall on a seasonal basis; however, the higher elevations in the eastern portion of the County receive an abundance of snow, mostly between the months of November through April. Winter snowstorms in this part of the County, including strong winds and blizzard conditions, can result in localized power and phone outages and closures of streets, highways, schools, business, and nonessential government operations. People can also become isolated from essential services in their homes and vehicles. Snow removal costs can impact budgets significantly. Heavy snowfall during winter can also lead to flooding or landslides during the spring if the area snowpack melts too quickly.

EXTENT

The extent of winter storms and cold that cause issues in Fresno County includes storms forecasted to be Winter Storm Warnings, Wind Chill Warnings or Blizzard Warnings. These storms would be confined to the Sierra Mountains within Fresno County. Heavy snows, or a combination of snow, freezing rain or extreme wind chill due to strong wind, may bring widespread or lengthy road closures and hazardous travel conditions, plus threaten temporary loss of community services such as power and water. Deep snow and additional strong wind chill or frostbite may be a threat to even the appropriately dressed individual or to even the strongest person exposed to the frigid weather for only a short period.

Depending on the magnitude of the winter storm, the National Weather Service will issue either a Winter Weather Advisory, Winter Storm Watch, or a Winter Storm Warning, shown in the table below.

Table 57. NWS Winter Storm Weather Product

Winter Storm Product	Description
Winter Weather Advisory (Light Purple)	Wintry weather expected. Light amounts of wintry precipitation or patchy amounts of wintry precipitation or patchy blowing snow will cause slick conditions and could affect travel if precautions are not taken.
Winter Storm Watch (Light Blue)	Snow, sleet, or ice possible. Confidence is medium that a winter storm could produce heavy snow, sleet, or freezing rain and cause significant impacts.

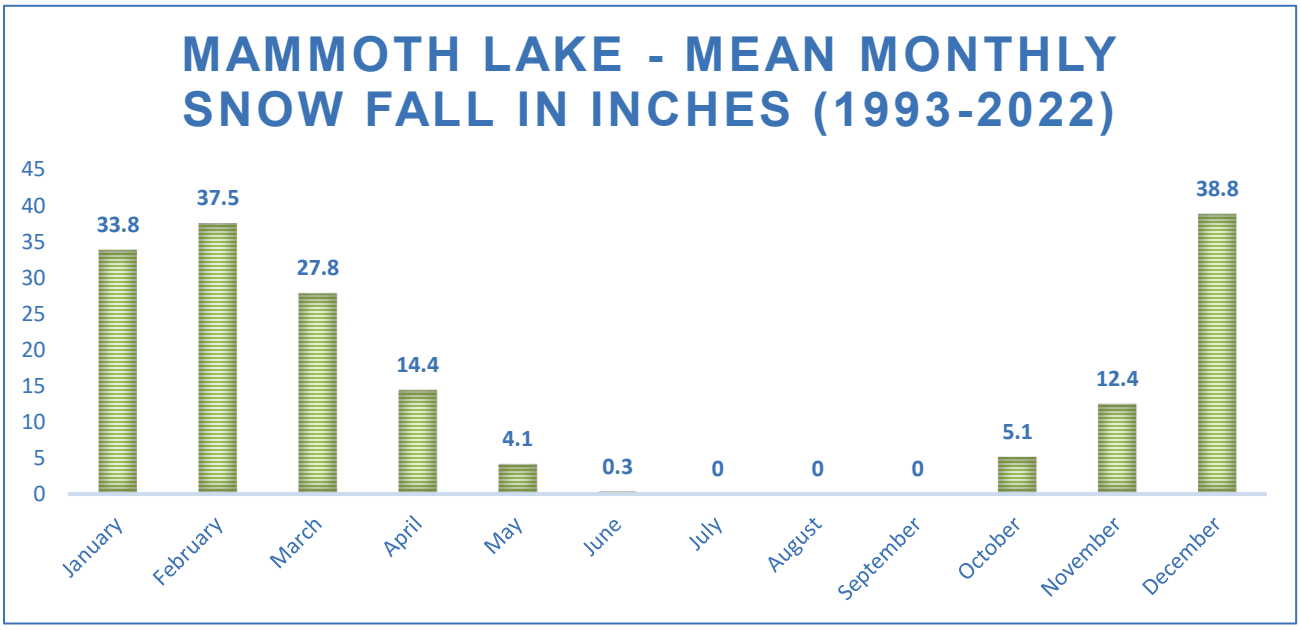
Winter Storm Product	Description
Winter Storm Warning (Pink)	Snow, sleet, or ice expected. Confidence is high that a winter storm will produce heavy snow, slight, or freezing rain and cause significant impacts.

Source: NWS

PAST OCCURRENCES

Information from the three representative weather stations introduced in the Severe Weather: General section is summarized below. There was no mean monthly snow fall for the central and eastern weather stations across the county. **Figure 45. Mammoth Lake Mean Monthly Snow (1993-2022)** shows the monthly mean snow fall in inches for the Mammoth Lake Weather Station.

Figure 48. Mammoth Lake Mean Monthly Snow (1993-2022)



Source: Western Regional Climate Center, www.wrcc.dri.edu/

The Fresno County Office of Emergency Services is not aware of any incidents where snow caused enough damage to declare a countywide emergency. The following winter snow event impacted the eastern portion of the Fresno County planning area shown in **Table 58. Fresno County Past Occurrences: Snow** and listed below.

- **January 2005**: Heavy wet snow fell in eastern Fresno County above 4,000 feet resulting in a regionwide closure of roads and loss of power for up to three weeks in three communities. Eight injuries were reported due to vehicle accidents from poor road conditions. Property damage was estimated at $3.5 million from trees falling on homes, cabins, and outbuildings. Infrastructure damage was estimated at $2.5 million to the power distribution grid and $250,000 to the road system. An estimated 10-15,000 merchantable trees were damaged or destroyed. Most roads in the area were closed for three weeks; schools were closed for two weeks.

- **3/24/2011**: The last major storm of the month arrived on March 24th. This storm brought gusts to 45 mph to the west side of the San Joaquin Valley, and gusts to 65 mph in the Kern County mountains and deserts. Convective activity was limited to near Merced, with several reports of road flooding due to the already saturated ground. Thunderstorms and showers moved east into the foothills of Madera and Mariposa Counties, where the heavy rains triggered rock and mud slides. Mainly light showers occurred southward. The trough moved east of the region on the 25th, with residual light showers in its wake. Additionally, light snow fell in the Southern Sierra Nevada measuring around 5 inches or less. Local media reported that the roof of a vacant store at Shaver Lake collapsed on March 26th due to 6 feet of snow accumulation on the roof.
- **4/12/2012**: An upper-level short-wave moved into California on April 10th, flattening the ridge. This set the stage for back-to-back strong storms to move through the central California interior on the 11th, 12th, and 13th. Each storm triggered severe thunderstorms over the central and southern San Joaquin Valley with hail up to 1.75 inches in diameter. Tallies of agricultural and crop loss approached 100 million dollars due to the extensive hail damage across Kings, Tulare, Fresno, and Merced counties. Funnel clouds were observed, although none touched down. The first storm brought up to a foot of snow to the Southern Sierra Nevada, and the second colder storm dropped up to 30 inches of snow at Lodgepole in Sequoia National Park.
- **2/18/2019**: Showers and winds diminished across the area during the evening of February 17 as skies cleared out. This resulted in the freezing of leftover rain and melted snow on several roads which resulted in several roads in the Kern County Mountains being closed for several hours overnight and into the morning hours of February 18. Black ice also resulted in a fatal two vehicle accident near Oakhurst on State Route 49 during the morning of February 18.
- **1/09/2023**: Central California was struck by a low-pressure system that swept in with a tropical moisture surge, causing widespread heavy precipitation and record-breaking flooding. The snow levels at about 7500 feet led to significant runoff, exacerbating the flooding that shut down numerous roads and necessitated evacuations, including the entire inundated town of Planada. Additionally, the storm caused power outages due to high winds, with a record 26.2-foot crest at Bear Creek, before diminishing on January 11.

Table 58. Fresno County Past Occurrences: Snow

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Eastern Fresno County	January 2005	0	3.5 M	0	0	8
Fresno County	3/24/2011	0	0	0	0	0
Fresno County	4/10/2012	0	0	100 M	0	0
Oakhurst	2/18/2019	0	80,000	0	0	0
Planada	1/09/2023	0	8,900,000	0	0	0

Source: NOAA, National Centers for Environmental Information, Storm Events Database

LIKELIHOOD OF FUTURE OCCURRENCES

Highly Likely—Snow in the eastern region of the County is a well-documented seasonal occurrence that will continue to occur annually.

CLIMATE CHANGE CONSIDERATIONS

Historically, California has relied heavily on the Sierra Nevada snowpack. Runoff from melting mountain snow is captured and distributed throughout the state via an extensive network of aqueducts. Observations over recent warmer decades reveal a decline in California's lower elevation snowpack, and climate models indicate considerably greater loss of mountain snowpack as temperatures continue to warm. Overall, precipitation will fall as rain instead of snow. However, snow that does manage to accumulate will melt earlier in the spring. As spring snowpack decreases in the future decades, the state's water storage capacity will be reduced as well. Researchers found that winters are becoming increasing shorter in the mountainous western United States, as snow is disappearing earlier in the year. By 2050, the average water supply from snowpack is projected to decline to two-thirds of historical levels, some studies project. If greenhouse gas emissions do not reduce, water from snowpack could fall less than one-third of historical levels by the year 2100.[47]

[47] https://scripps.ucsd.edu/research/climate-change-resources/faq-climate-change-california

SEVERE WEATHER: TORNADO

HAZARD/PROBLEM DESCRIPTION

Tornadoes are another severe weather hazard that can affect the Fresno County planning area, primarily during the rainy season. Tornadoes form when cool, dry air sits on top of warm, moist air. Tornadoes are rotating columns of air marked by a funnel-shaped downward extension of a cumulonimbus cloud whirling at destructive speeds of up to 300 mph, usually accompanying a thunderstorm. Tornadoes are the most powerful storms that exist. They can have the same pressure differential that fuels 300-mile-wide hurricanes across a path only 300-yards wide or less. With additional heat in the atmosphere storms are projected to become more severe in the future, and thus lightning may become more prevalent. Tornadoes typically occur during the “tornado season” from April through June. Tornadoes usually occur in the spring and summer months, however the tornadoes that have occurred in the planning area and in neighboring communities have occurred in the spring but also in the winter months (December and January). Tornadoes can last from several seconds to more than an hour as they are rolling through communities. However, most tornadoes usually last less than 10 minutes. Typically, tornadoes will gradually lose intensity as the condensation funnel decreases in size, the tornado becomes tilted with height before it completely dissipates.

The size of the tornado does not necessarily equate to the severity of the tornado. Occasionally, small tornadoes can do major damage and some very large tornadoes, over a quarter-mile wide, have produced only light damage. The measure of the magnitude and intensity of a Tornado, the Enhanced Fujita Scale or EF Scale, which became operational in 2007, is used to categorize tornadoes based on estimated wind speeds and related damage, shown in **Table 59. Fujita Scale** and **Table 60. Enhanced Fujita Scale**. The EF scale is based off wind estimates (not measurements) from the relevant damage. The scale uses three-second gusts estimated at the point of damage. Additionally, the National Weather Service is the only federal agency with authority to provide an “official” tornado EF Scale rating.

Table 59. Fujita Scale

Fujita (F) Scale	Fujita Scale Wind Estimate (mph)	Typical Damage
F0	< 73	Light damage. Some damage to chimneys; branches broken off trees; shallow-rooted trees pushed over; sign boards damaged.
F1	73-112	Moderate damage. Peels surface off roofs; mobile homes pushed off foundations oroverturned; moving autos blown off roads.
F2	113-157	Considerable damage. Roofs torn off frame houses; mobile homes demolished;boxcars overturned; large trees snapped or uprooted; light-object missiles generated; cars lifted off ground.
F3	158-206	Severe damage. Roofs and some walls torn off well-constructed houses; trainsoverturned; most trees in forest uprooted; heavy cars lifted off the ground and thrown.
F4	207-260	Devastating damage. Well-constructed houses leveled; structures with weak foundations blown away some distance; cars thrown and large missiles generated.

Fujita (F) Scale	Fujita Scale Wind Estimate (mph)	Typical Damage
F5	261-318	Incredible damage. Strong frame houses leveled off foundations and swept away;automobile-sized missiles fly through the air in excess of 100 meters (109 yards); trees debarked; incredible phenomena will occur.

Source: National Oceanic and Atmospheric Administration Storm Prediction Center, www.spc.noaa.gov/faq/tornado/f-scale.html

Table 60. Enhanced Fujita Scale

Enhanced Fujita (EF) Scale	Enhanced Fujita Scale Wind Estimate (mph)
EF0	65-85
EF1	86-110
EF2	111-135
EF3	136-165
EF4	166-200
EF5	Over 200

Source: National Oceanic and Atmospheric Administration Storm Prediction Center, www.spc.noaa.gov/faq/tornado/ef-scale.html

Tornadoes can cause damage to property and loss of life. While most tornado damage is caused by violent winds, most injuries and deaths result from flying debris. Property damage can include damage to buildings, fallen trees and power lines, broken gas lines, broken sewer and water mains, and the outbreak of fires. Agricultural crops and industries may also be damaged or destroyed. Access roads and streets may be blocked by debris, delaying necessary emergency response.

EXTENT

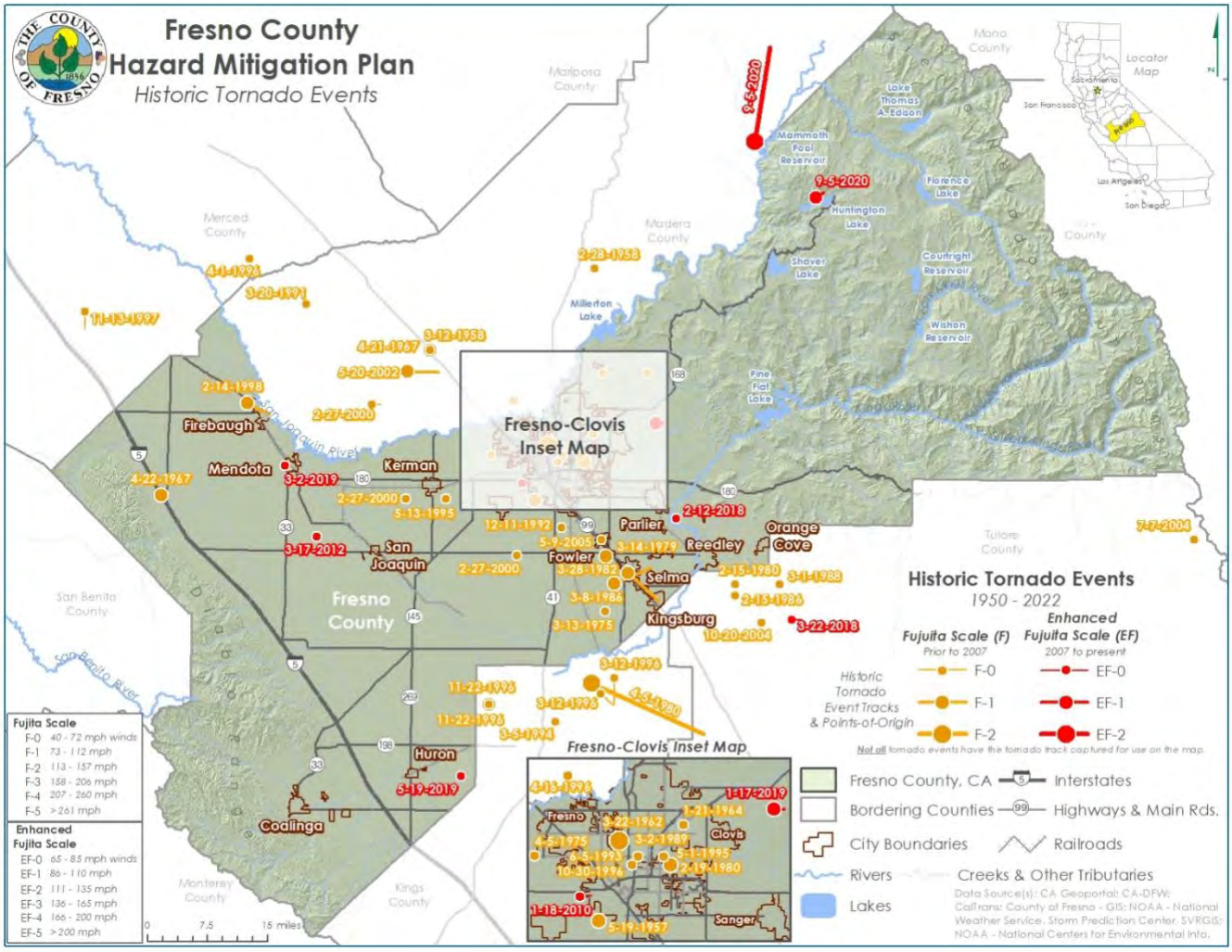
The majority of tornadoes in the past in Fresno County have been F0 and F1. Large tornadoes are possible, however. Should the County be hit by an EF-4 or EF-5 tornado, it can be extrapolated that because of its relative size and the potential size and length of a tornado's path a significant portion of the County could be impacted, resulting in property and crop damage and loss of life.

PAST OCCURRENCES

Based on data from 1950 to1995, California ranks 32nd among the 50 states for frequency of tornadoes, 36th for injuries, and 31st for cost of damage. When compared to other states by frequency per square mile, California ranks 44th for frequency and injuries per area and 40th for cost of damage

per area. **Figure 46. Fresno County Historic Tornado Events** shows tornadoes that have affected the County using NOAA data from 1950 to 2022.

Figure 49. Fresno County Historic Tornado Events



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS; NOAA – National Weather Service, Storm Prediction Center, SVRGIS; NOAA – National Centers for Environmental Info.

According to the HMPC, during the rainy season, the Fresno County planning area is prone to relatively strong thunderstorms, sometimes accompanied by funnel clouds and tornadoes. While tornadoes do occur occasionally, most often they are of F0 or F1 intensity. Documented incidents of tornadoes in the Fresno County planning area from the NCEI Storm Events Database are listed in **Table 61. Fresno County Past Occurrences: Tornadoes** and **Table 62. Recent Fresno County Past Occurrences by City: Tornado**.

Table 61. Fresno County Past Occurrences: Tornadoes

Type	# of Events	Property Loss ($)	Deaths	Injuries
Tornado: F0	20	250,000	0	0
Tornado: F1	9	5,705,050	0	3
Tornado: F2	1	5,000	0	0
Totals	**30**	**5,960,050**	**0**	**3**

Source: NOAA, National Centers for Environmental Information, Storm Events Database

A summary of the most recent tornadoes is described below.

- **2/12/2018 -** Warm temperatures were followed by a low-pressure system that led to strong winds in the Kern County area. This weather system also resulted in a weak tornado touching down near Sanger on the morning of February 12th.
- **1/16/2019 -** Intense storms brought heavy rain and strong winds to central California, leading to an EF-1 tornado east of Clovis, alongside significant snowfall above 7000 feet in the Southern Sierra Nevada. The storm affecting the region on January 16 and 17, also caused extensive roadway flooding and forced the closure of State Route 140 due to flash flooding and debris flows.
- **3/02/2019 -** A Pacific storm system brought moderate to heavy precipitation to central California, culminating in thunderstorms that led to a tornado near Mendota causing minor roof damage. The Southern Sierra Nevada received 1 to 3 inches of rain, while snow levels, initially above 8000 feet, dropped to around 5000 feet after the cold front. The storm passed by March 3rd.
- **5/18/2019** - An intense low-pressure system led to record-breaking rainfall in central California with significant snowfall in the Sierra Nevada. The system also sparked thunderstorms across the San Joaquin Valley, producing small hail, heavy rain, and an EF0 tornado near Huron.

Table 62. Recent Fresno County Past Occurrences by City: Tornado

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Parlier	2/12/2018	EF0	0	0	0	0
Academy	1/17/2019	EF1	500,000	0	0	0
Mendota	3/02/2019	EF0	20,000	0	0	0
Huron	5/18/2019	EF0	0	0	0	0

Source: NOAA, National Centers for Environmental Information, Storm Events Database

LIKELIHOOD OF FUTURE OCCURRENCES

Possible—Thirty tornadoes have occurred in Fresno County over 73 years of record keeping, which equates to one tornado every 2.4 years, on average, and a 40 percent chance of a tornado occurring in any given year. Historical tornadic activity within the planning area indicates that the area will likely continue to experience the formation of funnel clouds and low intensity tornadoes during adverse weather conditions. The actual risk to the County is dependent on the nature and location of any given tornado.

CLIMATE CHANGE CONSIDERATIONS

The total number of U.S. tornadoes observed each year roughly doubled from the 1950s to the 1990s with the advent of more storm spotters and chasers. Most of these "extra" tornadoes were on the weak side that were not originally detected prior. Climate change typically plays out through broad regional shifts, such as depleted sea ice, warmer oceans, and drier landscapes. Sometimes these shifts are distinct enough from natural variation to signal clearly that human-caused climate change is likely involved. In contrast, tornadoes are brief and episodic, and they normally vary a great deal over time and space, so it's difficult to distill long-term trends in their behavior and distinguish those from normal ups and downs. [48]Therefore, scientists must attempt to predict how climate change might affect the individual weather "ingredients" that support the development of supercell thunderstorms. The weather ingredients include warm, moist air, an unstable atmosphere, and wind at different levels moving in different directions at different speeds, a phenomenon known as wind shear. As global temperatures increase, the hotter atmosphere is able to hold more moisture. This increases atmospheric instability, an important supercell ingredient. On the other hand, as the earth warms, wind shear is likely to decrease.

Some studies predict that climate change could provide the opportunity for more severe thunderstorms to form. However, this does not necessarily mean that more tornadoes will occur, especially in light of the fact that only about 20 percent of supercell thunderstorms produce tornadoes. While there have been no long-term trends in the frequency of tornadoes, there have been changes in tornado patterns in recent years. Research has shown that there are fewer days with at least one tornado but more days with over thirty, even as the total number of tornadoes per year has remained relatively stable. In other words, tornado events are becoming more clustered. There is speculation that some of these changes are linked to climate change and its effect on the jet stream. Tornado outbreaks have also coincided with rising ocean temperatures. But no one can say for certain that climate change is a contributing factor in these events. [49]

[48] https://yaleclimateconnections.org/2021/07/climate-change-and-tornadoes-any-connection/
[49] https://education.nationalgeographic.org/resource/tornadoes-and-climate-change/

VOLCANO

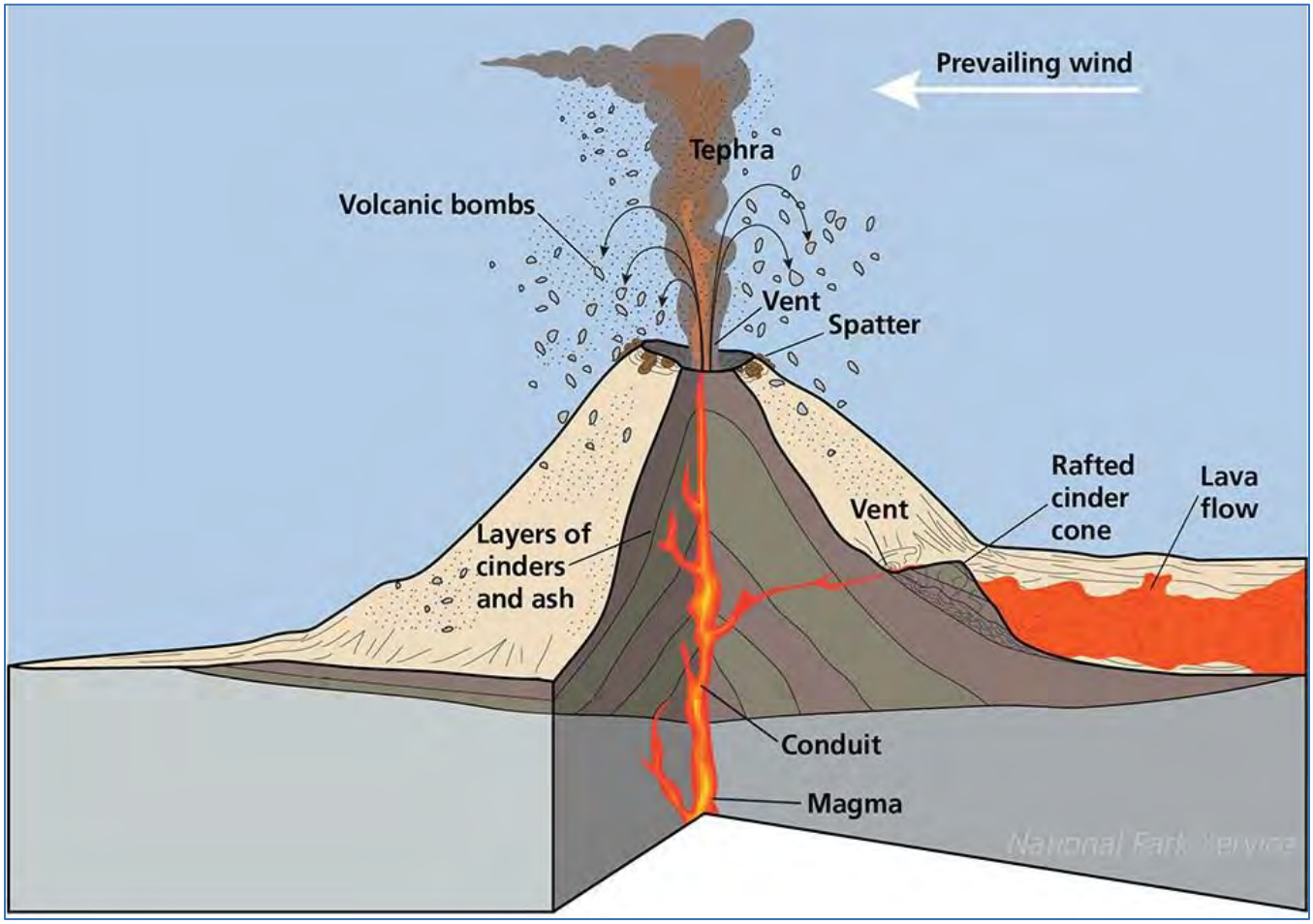
HAZARD/PROBLEM DESCRIPTION

Of the almost 70 active and potentially active volcanoes in the United States, more than 50 have erupted one or more times in the past 200 years. Volcanic eruptions occur in the state about as frequently as the largest San Andreas Fault Zone earthquakes; at least ten eruptions have occurred in California in the last 1,000 years and the likelihood of renewed volcanism in the state is on the order of 1 in a few 100 to 1 in a few thousand annually. Volcano hazards are the greatest in five western states: Alaska, Hawaii, California, Oregon, and Washington. Volcanoes create a wide variety of hazards that can kill people and destroy property. [50]

Populations living near volcanoes are most vulnerable to volcanic eruptions and lava flows; although, large explosive eruptions can endanger people and property hundreds of miles away and even affect global climate. Volcanic ash can also travel and affect populations many miles away. The ash from the 1980 eruption of Mount St. Helens in Washington fell over a large area of the western United States. Heavy ash fall can collapse buildings, and even minor ash fall can damage crops, electronics, and machinery. Some volcanic hazards, such as landslides, can occur even when a volcano is not erupting. **Figure 47. Components of a Volcanic Eruption** depicts a volcano typical of those found in the western United States.

[50] California State Hazard Mitigation Plan

Figure 50. Components of a Volcanic Eruption



Source: National Park Service

The State of California Multi-Hazard Mitigation Plan identifies volcanoes as one of the hazards that can adversely impact the state. However, there have been few losses in California from volcanic eruptions. Of the approximately 20 volcanoes in the state, only a few are active and pose a threat. According to the USGS California Volcano Observatory, there are six volcanos that pose a high risk and 4 volcanos that pose a moderate risk to the state of California. The six volcanoes include Mount Shasta, Medicine Lake Volcano, Lassen Volcanic Center, Clear Lake Volcanic Field, Long Valley Volcanic Region, and Salton Buttes. The volcanoes that pose a moderate risk include Soda Lakes, Long Valley Volcanic Region, Ubehebe Craters, Coso Volcanic Field.

EXTENT

The Fresno County General Plan Background Report identifies the Mono Lake-Long Valley area located adjacent to the north and east of the northernmost areas of Fresno County as the only known volcanic hazard to Fresno County. The Long Valley area is an active volcanic region of California and includes features such as the Mono-Inyo Craters, Long Valley Caldera, and numerous active and

potential faults. **Figure 48. Volcanoes In or Near California** shows volcanoes in or near California and the location of the Long Valley area relative to the Fresno County planning area.

Figure 51. Volcanoes In or Near California



Source: USGS

Populations living near volcanoes are most vulnerable to volcanic eruptions and lava flows, although volcanic ash can travel and affect populations many miles away and cause problems for aviation. Based on information in the background report, the Fresno County planning area is susceptible to various hazards associated with its proximity to the Long Valley area as further described below.

VOLCANIC FLOWS

Two mildly explosive volcanic vents are located three to four miles from northernmost Fresno County, northwest of Duck Lake. In the event of an eruption, flows or debris from the vents would likely flow predominantly southwest approximately parallel to the North Fork of the San Joaquin River in Madera County. Lava flows, steam blasts, or base surges could occur in the northernmost tip of Fresno County. The northern portions of the Silver Divide (including Duck Lake and Fish Creek) could be subject to lava flows. However, this area of the County is mostly unpopulated and not easily developable as it is situated on the high peaks of the Sierra Nevada. Thus, potential safety hazards would be limited to backcountry visitors.

PYROCLASTIC FLOW

Pyroclastic flows are sudden eruption of hot (400- 1300°F), gas-pressurized flows of ash and lava fragments that rush outward from the volcano with great force at ground speeds greater than 50 miles per hour (mph). Pyroclastic flows typically follow valleys but can overtop ridges and travel 30 miles or more from the volcano. Due to the fast nature of these flows, they are the main cause of eruption-related fatalities. Flows can knock down, shatter, bury, or carry away nearly all objects and structures in its path and extreme temperatures can burn forests, crops, buildings, furnishings, and vehicles.

ASH

With most volcanic eruptions, a significant amount of ash is released into the atmosphere. The location and thickness of ash in any given area is generally a function of the volume erupted and wind speed and direction. Based on historical wind directions and wind speeds, most volcanic ash from a volcanic eruption of Long Valley would be deposited east of the volcano. Looking at historical data from past ash falls, most ash beds from volcanic eruptions in California lie east of their source vents. Other studies of Mount Rainier and Mount St. Helens show that more than 90 percent of the ash beds deposited from volcanic eruptions during the last 10,000 years lie to the east of those volcanoes. This data suggests that most ashfall from future eruptions, including those from Long Valley, would also be deposited to the east of the source.

According to a worst-case scenario provided in the background report, geologists estimate that the South Fork of the San Joaquin River, Mono Creek, Margaret Lakes, Duck Lake, Fish Creek, Lake Thomas A. Edison, Bear Creek, Lake Italy, and the town of Mono Hot Springs could be subject to eight inches or more of compacted ash from an eruption at Long Valley. It only takes up to five inches of ash to stop an automobile engine. These areas, in addition to Kaiser Creek and Three Island Lake, could also be affected by hot pyroclastic flows. It is further estimated that up to two inches of ash could fall within a 50-mile radius of the eruption, potentially affecting the areas of Auberry, Prather, Meadow Lakes, Pine Ridge, Tollhouse, Dinkey Creek, Humphreys Station, Courtright Reservoir, Pine Flat Reservoir, and numerous small lakes, creeks, and streams.

LAHARS

Lahars are slurry-like floods of volcanic ash, rock, and water that look like wet concrete. Debris flows gain momentum during travel by eroding and entraining soil and loose rock debris from channels. Large debris flows may carry boulders 30 feet across and travel through valleys and stream channels at speeds of 20 to 40 mph. Debris flows can be hot, with temperatures close to boiling. They occur during an eruption due to melting snow or ice, or after an eruption due to remobilization of loose volcanic deposits during intense rainfall. Debris flows have the ability to destroy buildings and bridges and bury vast areas with deposits of mud and rock to 160 feet thick as far as 65 miles from the volcano.

RESULTING FLOODS AND MUDFLOWS

An eruption on the western slope of Mammoth Mountain (on the rim of the Long Valley Caldera) in the winter could also cause hot mudflows to mix with melting snow and rock debris, creating the possibility of severe flood conditions in the San Joaquin River drainage system, endangering people, dams, and other property as it moves downstream.

Figure 49. California Volcano Hazard Zones illustrates areas subject to potential volcanic hazards from future eruptions in California and supports the conclusion that the planning area is potentially at risk to volcanic activity from the Long Valley area. The hazard zone for the Long Valley Volcanic Region is right outside of the Fresno County's jurisdictional boundaries but would still pose a threat to the planning area. The ash dispersion map that follows (**Figure 50. Volcanic Hazards Ash Dispersion Map for the Long Valley Caldera**) also illustrates the extent to which the planning area may be affected by ash fallout in the event of renewed volcanic activity in the area.

Figure 52. California Volcano Hazard Zones

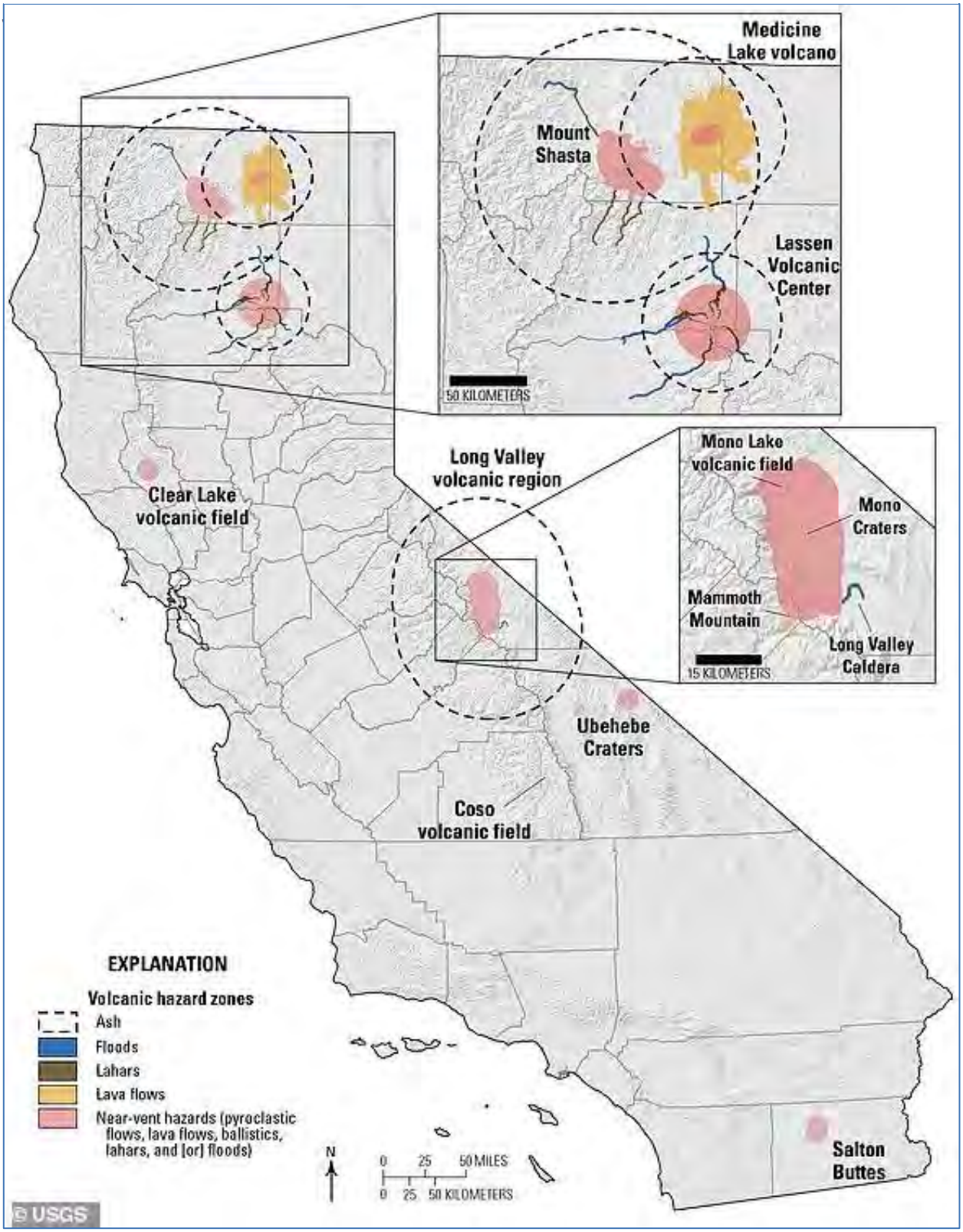
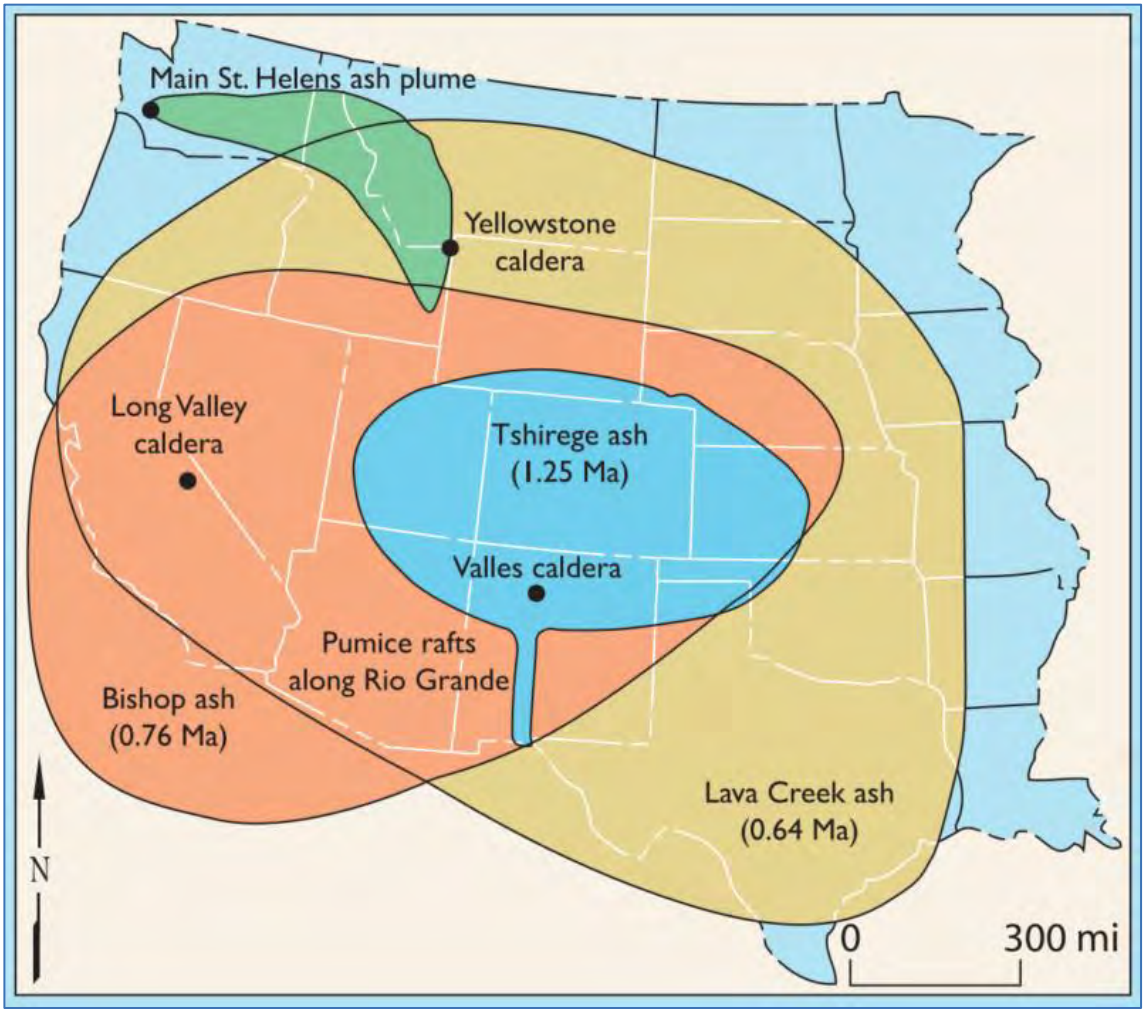


Figure 53. Volcanic Hazards Ash Dispersion Map for the Long Valley Caldera



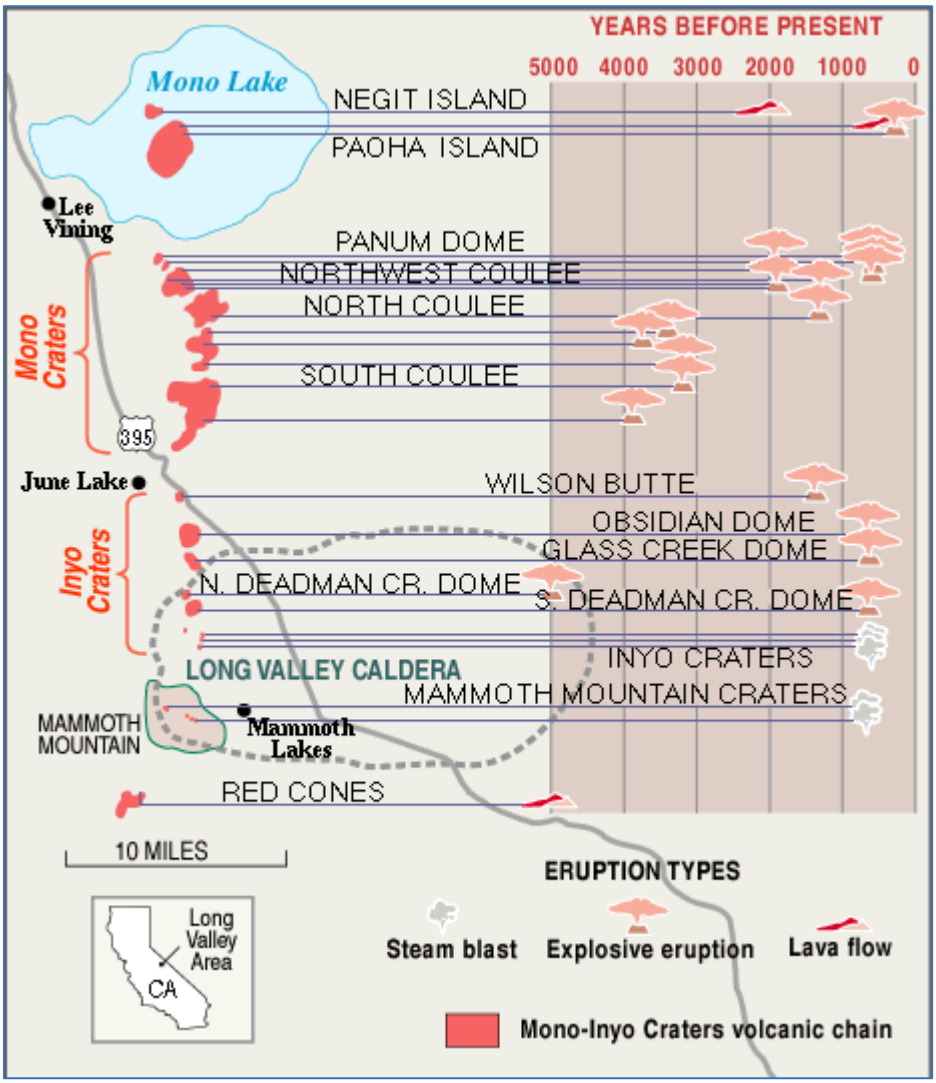
Source: National Parks Service

Note: Ma = Million Years Ago

PAST OCCURRENCES

During the past 1,000 years there have been at least 12 volcanic eruptions in the Long Valley area. Volcanoes in the Mono-Inyo Craters volcanic chain, which extends from just south of Mammoth Mountain to the north shore of Mono Lake, have erupted often over the past 40,000 years. Over the past 5,000 years, small to moderate eruptions have occurred at various sites along the Mono- Inyo Craters volcanic chain at intervals ranging from 250 to 700 years (see **Figure 51. Volcanic Activity in the Mono-Inyo Craters Volcanic Chain of the Past 5,000 Years**). According to the California State Hazard Mitigation Plan, the most recent eruption in California occurred at Lassen Park within the Lassen Volcanic National Park about 100 years ago, from 1914- to 1917, about 55 miles east of the town of Redding.

Figure 54. Volcanic Activity in the Mono-Inyo Craters Volcanic Chain of the Past 5,000 Years



Source: U.S. Geological Survey

In 1980, four large earthquakes (greater than magnitude 6 on the Richter Scale) and numerous relatively shallow earthquakes occurred in the area. Since then, earthquakes and associated uplift and deformation in the Mammoth Lakes Caldera have continued. Because such activities are common precursors of volcanic eruptions, the U.S. Geological Survey closely monitors the unrest in the region.

LIKELIHOOD OF FUTURE OCCURRENCES

Unlikely—According to the U.S. Geological Survey, the pattern of volcanic activity over the past 5,000 years suggests that the next eruption in the Long Valley area will most likely happen somewhere along the Mono-Inyo volcanic chain. However, the probability of such an eruption occurring in any given year is less than 1 percent. Most likely, the next eruption will be small and like previous eruptions along the

Mono-Inyo volcanic chain during the past 5,000 years. Based on available data and the location of the County relative to the Long Valley area, there is a remote potential for volcanic activity of sufficient magnitude to adversely impact the Fresno County planning area. Researchers have long thought the risk of a super volcanic eruption in the Long Valley Caldera in our lifetime is extremely low, given that overall, the magma underneath the area is clearly cooling—essentially continuing to calm down, but the cooling process may release enough gas and liquid to cause earthquakes and small eruptions. Other scientists suggest that scientists suspect the Long Valley Caldera as a volcano is moribund—essentially dead— and the increased seismic activity, when it happens, is being generated by fluids that are not magma, but are still hot and moving to the surface as the magma cools and solidifies. [51]

CLIMATE CHANGE CONSIDERATIONS

There presently is not enough data or research to quantify the magnitude of potential change that climate change may have on volcanic activity.

[51] https://phys.org/news/2023-10-california-riskiest-volcanoes-eruption.html

WILDFIRE

HAZARD/PROBLEM DESCRIPTION

Three classes of fires exist in the planning area: understory fires, crown fires, and ground fires. Naturally induced wildfires burn at relatively low intensities, consuming grasses, woody shrubs, and dead trees. These understory fires often play an important role in plant reproduction and wildlife habitat renewal and self-extinguish by low fuel loads or precipitation. Crown fires, which consist of fires consuming whole living tress, are low probability but high consequence type events. Crown fires typically match perceptions of wildfires. In areas with high concentrations of organic materials in the soil, ground fires may burn, sometimes persisting undetected for long periods until the surface is ignited.

Potential losses from wildfire include human life, structures, critical infrastructure, natural and cultural resources, quality and quantity of water supplies, cropland, timber, and recreational opportunities. Economic losses could also result due to damages to natural resources, grazing lands, tourism, and local businesses do not mention the loss of revenue to businesses during a wildfire event. Smoke and air pollution from wildfires can be a severe health hazard to local communities and the greater San Joaquin Valley air basin. In addition, catastrophic wildfire can create favorable conditions for other hazards such as flooding, landslides, and erosion during the rainy season impacting communities and downstream reservoirs.

To better address wildfire threats, California has updated its approach to land and fire management. This includes advanced techniques for managing vegetation to lower fuel levels, employing controlled burns to restore natural fire cycles and mitigate risks, and enforcing tighter building regulations alongside thoughtful land use strategies to enhance the resilience of communities to wildfires. This comprehensive approach integrates the latest scientific insights, technological innovations, and traditional practices, aiming for a more effective mitigation of wildfire impacts throughout the state.

Generally, there are three major factors that sustain wildfires and predict a given area's potential to burn. These factors are fuel, topography, and weather.

- **Fuel**—Fuel is the material that feeds a fire and is a key factor in wildfire behavior. Fuel is generally classified by type and by volume. Fuel sources are diverse and include everything from dead tree leaves, twigs, and branches to dead standing trees, live trees, brush, and cured grasses. Also, to be considered as a fuel source are manmade structures, such as homes and other associated combustibles. The type of prevalent fuel directly influences the behavior of wildfire. Fuel is the only factor that is under human control. Fuel types within the Fresno County planning area include annual grasses, deciduous oaks, and heavy brush in the Coast Range of western Fresno County, seasonal grasses, deciduous and evergreen oaks, brush, and grass in the lower and mid-elevations of central and eastern Fresno County, and conifers in the higher elevations of eastern Fresno County.
- **Topography**—An area's terrain and slopes affect its susceptibility to wildfire spread. Both fire intensity and rate of spread increase as slope increases due to the tendency of heat from a fire to rise via convection. The arrangement and types of vegetation throughout a hillside can also contribute to increased fire activity on slopes.
- **Weather**—Weather components such as temperature, relative humidity, wind, and lightning also affect the potential for wildfire. High temperatures and low relative humidity dry out fuels that feed wildfires, creating a situation where fuel will more readily ignite and burn more intensely. Thus,

during periods of drought, the threat of wildfire increases. Wind is the most influential weather factor of the three and its influence can increase rates of spread regardless of temperature and relative humidity. The Fresno County planning area has a diverse normal wind pattern. The western side of the planning area is influenced more by the coastal range and weather patterns along the coast. The east side of the valley is more influenced by the normal heating and cooling of the valley floor and the influence along the river drainages, this area is also susceptible to foehn winds from the high Sierra. Lightning during the summer monsoonal moisture season also ignites wildfires, often in difficult terrain with limited access for firefighters.

- Wildfire is an ongoing concern for the Fresno County planning area. Historically, the fire season extends from June through October of each year during the hot, dry months. Since 2010 the fire season throughout California and Fresno County has been getting longer, typically starting in May, and extending into November, but wildfires can occur any time of year. Fire conditions arise from a combination of high temperatures, intense sunlight, low rainfall and humidity, dry vegetation, and high winds. Down slope winds, such as the Santa Ana winds of southern California which can gust to 80 mph, are often associated with the most destructive wildfires. Since they usually occur in the fall and winter after the summer dry season when there is ample dry vegetation for fuel, they can cause small fires to quickly burn out of control. Between 1948 and 2017, a recent study found, 22 percent of Southern California's fires started under Santa Ana-like wind conditions, but those fires were more destructive and extensive than fires that started in calmer conditions, responsible for nearly half of the total area burned in the region and 80 percent of the fire-related economic damage incurred between 1990 and 2009.

WILDLAND URBAN INTERFACE (WUI)

Throughout California, communities are increasingly concerned about wildfire safety as increased development in the foothills and mountain areas and subsequent fire control practices have affected the natural cycle of the ecosystem. While wildfire risk is predominantly associated with wildland- urban interface (WUI) areas, significant wildfires can also occur in heavily populated areas and across non WUI landscapes in the forest. The wildland-urban interface is a general term that applies to development adjacent to or within large watershed landscapes that support wildfire. Wildfires affect grass, forest, and brush lands, as well as any structures located within them. Where there is human access to wildland areas, such as the Sierra Nevada and Coast Range foothills, the risk of fire increases due to a greater chance for human carelessness as 90 percent of wildland fires are human caused.

EXTENT

In terms of geographic extent, the wildfire hazard potentially impacts the entire planning area, but the most intense fires will be in the forested areas of the county. While **Figure 52. Fresno County's Wildfire Severity Zones** depicts potential severity across the planning area, the history of occurrence table (**Table 64. Fresno County Past Occurrences: Wildfire**) and **Figure 53. Fresno County Historic Wildfires** indicates that even moderate and low risk areas have experienced wildfires, and potentially will continue to do so. However, with regard to the severity or potential impact of the wildfire hazard two facts should be considered: first, both maps demonstrate that the areas of greatest risk correspond to the locations with the greatest number of historical events; second, the Medium, High, and Very High hazard areas correspond to heavily forested areas and urban wildland interface areas, where fuel loads for wildfire are highest, are periodically exacerbated by drought conditions, and further complicated by a widespread incidence of tree mortality adding additional fuel load risk (see drought and tree mortality sections for more information). Finally, to understand the extent of wildfire severity,

the variable risk (Low, Medium, High, Very High) across the planning area identified on the wildfire risk map must be viewed in relation to the location of each jurisdiction participating in the plan. Most of the risk is in the unincorporated areas and on the fringes of municipalities that include Coalinga, Fresno, and Firebaugh. The Sierra Resource Conservation District has considerable area at risk of wildfires. For additional information on each jurisdiction's wildfire risk, please consult the jurisdictional Annexes and the Vulnerability Section.

The Fire Rating System is defined in **Table 63. The Fire Danger Rating System** describes the characteristics and potential intensity of fires, including the effect on the ability to manage and suppress fires. Such characteristics should be understood considering the wildfire risks and history of occurrence in Fresno County, as identified and in the narrative descriptions of wildfire history previously discussed. Fire conditions up through Class 5 are possible in Fresno County, primarily in the unincorporated areas.

Table 63. The Fire Danger Rating System

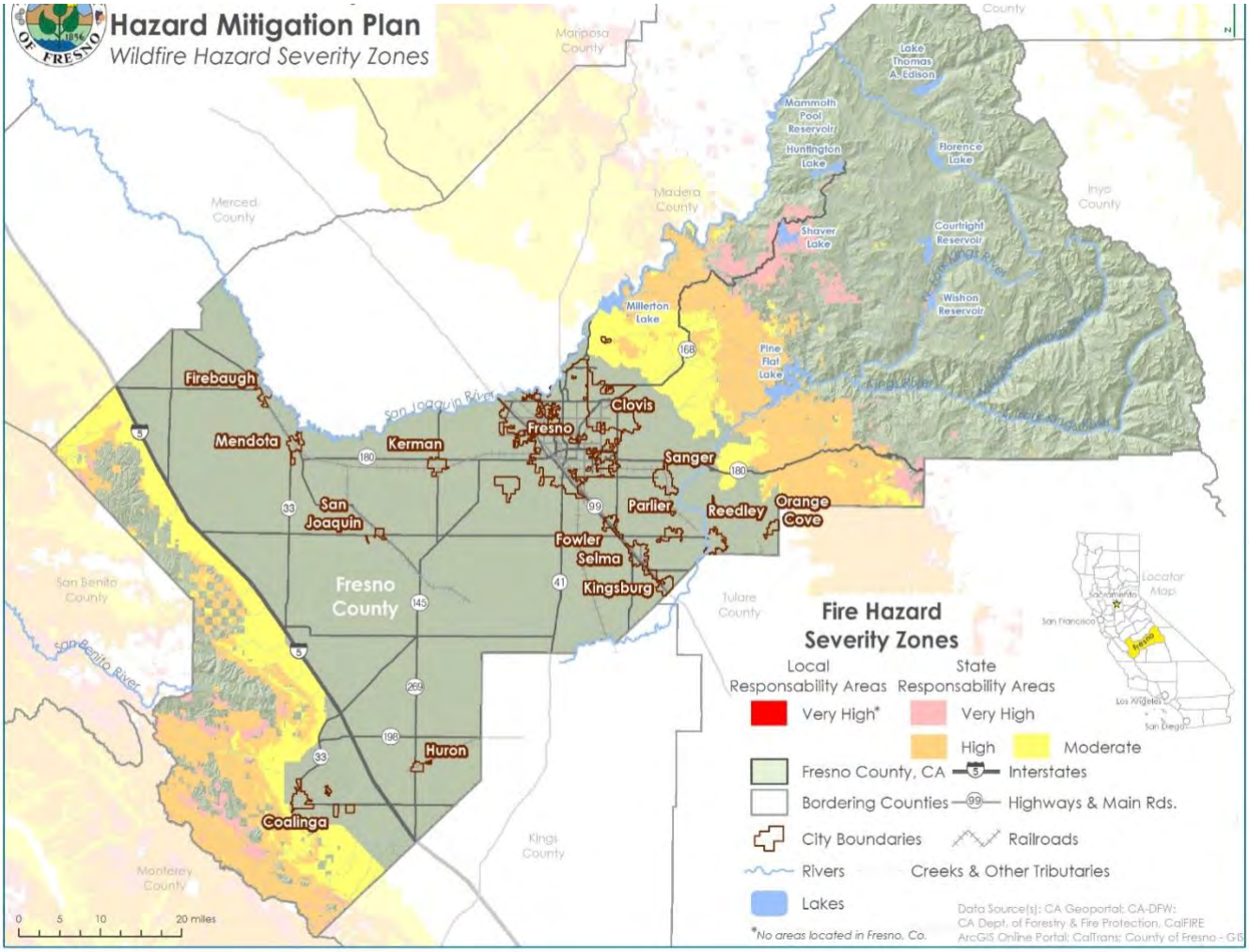
Rating	Basic Description	Detailed Description
CLASS 1: Low Danger (L) COLOR CODE: Green	fires not easily started	Fuels do not ignite readily from small firebrands. Fires in open or cured grassland may burn freely a few hours after rain, but wood fires spread slowly by creeping or smoldering and burn in irregular fingers. There is little danger of spotting.
CLASS 2: Moderate Danger (M) COLOR CODE: Blue	fires start easily and spread at a moderate rate	Fires can start from most accidental causes. Fires in open cured grassland will burn briskly and spread rapidly on windy days. Woods fires spread slowly to moderately fast. The average fire is of moderate intensity, although heavy concentrations of fuel – especially draped fuel -- may burn hot. Short-distance spotting may occur but is not persistent. Fires are not likely to occur. serious and control is relatively easy.
CLASS 3: High Danger (H) COLOR CODE: Yellow	fires start easily and spread at a rapid rate	All fine dead fuels ignite readily, and fires start easily from most causes. Unattended bushes and campfires are likely to escape. Fires spread rapidly and short-distance spotting is common. High intensity burning may develop on slopes or in concentrations of fine fuel. Fires may become serious and their control difficult, unless they are hit hard and fast while small.
CLASS 4: Very High Danger (VH) COLOR CODE: Orange	fires start very easily and spread at a very fast rate	Fires start easily from all causes and immediately after ignition, spread rapidly and increase quickly in intensity. Spot fires are a constant danger. Fires burning in light fuels may quickly develop high-intensity characteristics - such as long-distance spotting - and fire whirlwinds when they burn into heavier fuels. Direct attack at the head of such fires is rarely possible after they have. been burning more than a few minutes.
CLASS 5: Extreme (E) COLOR CODE: Red	fire situation is explosive and can result in extensive property damage	Fires under extreme conditions start quickly, spread furiously, and burn intensely. All fires are potentially serious. Development into high intensity burning will usually be faster and occur from smaller fires than in the Very High Danger class (4). Direct attack is rarely possible and may be dangerous, except immediately after ignition. Fires that develop headway in heavy slash or in conifer stands may be unmanageable while the extreme burning condition lasts. Under these conditions, the only effective and safe control action is on the flanks, until the weather changes or the fuel supply lessens.

Source : http://www.wfas.net

Within the County there are three principal areas that have large damaging fire history: West of Interstate 5, the San Joaquin River Watershed, and the Kings River Watershed. Each of these areas have unique vegetation and topography types, fire weather and communities. West of Interstate 5 is best described as an area with low rainfall (average of less than 10 inches) and a vegetation type consisting of annual grass, oak woodlands, and brush. This area is predominantly used as rangeland for livestock grazing, mining, oil and gas production and underground transportation.

The San Joaquin River and the Kings River Watersheds have a diverse vegetation type ranging from annual grasslands, oak woodlands, brush, and timber. These vegetation types of transition from the valley floor to the Sierra Nevada's. The topography ranges from rolling foothills, steep river canyons to high Sierra mountains. This area has numerus communities and homes on small parcels intermixed within the larger landscape. The San Joaquin River and Kings River have numerous hydroelectric facilities and critical power infrastructure located from the foothills to the high Sierra. Recreation in the Sierra and Sequoia National Forests areas along with group camps increases the population and ignition potential during fire season. The drought that started in 2012 has left an abundance of dead brush, oaks, and timber in the upper elevations of these watersheds. The impacts to the vegetation will carry on for many years into the future making fire suppression more difficult and increasing the chance for large catastrophic fires across the landscape.

Figure 55. Fresno County's Wildfire Severity Zones



Source: CA Geoportal; CA-DFW; CA Department of Forestry & Fire Protection, CalFIRE ArcGIS Online Portal; CalTrans; County of Fresno - GIS

PAST OCCURRENCES

Wildfires are of significant concern throughout California. According to the California Department of Forestry and Fire Protection (CAL FIRE), vegetation fires occur within their jurisdiction on a regular basis; most are controlled and contained early with limited damage. For those ignitions that are not readily contained and become major incidents, damage can be extensive. There are many causes of wildfire, from naturally caused lightning fires to human-caused fires linked to activities such as smoking, campfires, debris burning, equipment use, and arson. Recent studies conclude that the greater the population density in an area, the greater the chance of an ignition. The recent major wildland fires are the Powerhouse Fire in 1989 and the Valerie Meadows Fire in 1979. Most of the lands at the upper elevations have experienced fire within the past fifty years. Fires at the lower elevations generally do not offer fuel reduction benefits in following year(s) due to re-growth of annual grasses. With population continuing to grow throughout California and the Fresno County planning area, the risk posed by wildfire also continues to grow.

According to the 2005 Prefire Management Plan for CAL FIRE's Fresno-Kings Unit, an ignition analysis for 2004 was determined to be very similar to that of years past. The four primary ignition sources continue to be other and undetermined (535 fires), arson (311 fires), equipment use (315 fires), and debris burning (158 fires). The remaining causes, which are almost insignificant in number, are lightning, campfires, smoking, vehicles, electrical power, and playing with fire. The unit, which encompasses all of Fresno and Kings counties, experiences 120 to 200 fires a year in the state responsibility area and 1,400 to 1,600 fires in the local responsibility area is a fire history map for the Fresno-Kings Unit. During the drafting of the 2009 Fresno County HMP, the Unit, which encompasses all of Fresno and Kings counties, experienced 120 to 200 fires a year in the state responsibility area and 1,400 to 1,600 fires in the LRA.

In 2017, the Fresno County Fire Protection District reports a dramatic increase in fire incidents, with 1,283 reported as of July 31, 2017. That said, of the total number, 470 were categorized as Vegetation fires (wildfires), while the remaining fires related to vehicles (221), structures (197), refuse (331), industrial (33), improvement/controlled burns (21), and agricultural products (10). However, as has been noted previously, wildfires occur from both natural and human-made causes. Therefore, given the recent frequency increase in vegetation fires, and the fact that other types of fires have the potential to spread into a wildfire scenario, the wildfire hazard risk seems to be growing, and the LHMPC will remain vigilant in its efforts to mitigate the risks, although an increase in frequency does not necessarily translate to an increase in the extent (range) of wildfires or their severity.

Previous wildfire events are detailed in the table and map below for Fresno County. The HMPC identified the following as notable wildfires in the Fresno County planning area:

- **1933:** The Tollhouse Fire started when a local resident was burning brush in late August. The fire got out of hand and burned across fields and grazing lands and encircled the Town of Tollhouse, a large hub for the timber industry in eastern Fresno County. It burned portions of the flume that carried logs and boards from Shaver Lake to the valley floor. The fire raced up the hill and burned into Jose Basin and over Burrough Mountain into Blue Canyon. The fire burned very hot, destroying conifers in the area, which never grew back. Tollhouse was evacuated for safety, but no losses were incurred.
- **1987:** The state declared a disaster for Fresno County and 32 other counties during the 1987 wildfires. Collectively, the fires resulted in 3 deaths, 76 injuries, and $18 million in damage. The eastern side of Fresno County was primarily affected. Property damage was estimated at $1 million. Damage to roads, bridges, and power distribution also occurred. Timber production in the area was also impacted.
- **August 2-21, 1989:** The Powerhouse Fire, suspected to be caused by arson, ignited near the Fresno and Madera County line, and burned through 21,000 acres, affecting the areas from Auberry to Meadow Lakes. Although no fatalities occurred and no homes were destroyed, the fire caused minor injuries to firefighters and the loss of several outbuildings, as well as damage to infrastructure. The fire's impact was particularly severe on the local watershed and wildlife, signaling a significant ecological and community disturbance.
- **August 24, 1994:** The Big Creek Wildland Fire in eastern Fresno County burned 9,000 acres of national forest land, threatened hundreds of homes, and led to the evacuation of the Big Creek community. Costs included $2 million in damage to national forest infrastructure, $500,000 to power distribution, and recovery expenses for the land were estimated at $2 million. The firefighting effort exceeded $50 million, and a subsequent mudslide incurred an additional $50,000 in damages.
- **September 21, 2000:** The Millwood Fire burned 283 acres; 363 personnel responded. Highway 180 was closed until 8:00 p.m. that evening. A shelter was prepared in the City of Orange Cove but was not used.
- **August 17, 2001:** The Highway fire located near the community of Dunlap, burned 4,152 acres, and destroyed five outbuildings, a cabin, two travel trailers, and a miscellaneous number of cars.
- **August 17, 2001**: The Musick Fire, located between Shaver Lake and Big Creek, burned 193 acres. No structures were damaged in this fire caused by downed power lines. The cost was estimated at $800,000.
- **July 2013:** The Aspen Fire took place in the Kaiser Wilderness area of the Sierra National Forest, North of Huntington Lake. The fire burned over 150,000 acres with a suppression cost of $22.8 million dollars. The fire posed imminent danger to people within the National Forest, resulting in the evacuation of multiple campsites.
- **July 30, 2015**: The Rough Fire, sparked by lightning in the Sierra National Forest, spread to encompass 151,000 acres, affecting nearby national parks, and causing the evacuation of multiple communities. The blaze led to poor air quality, the closure of schools and summer camps, and the destruction of buildings, while also severely reducing local tourism revenue. Suppression efforts for this massive wildfire cost $119 million.

- **July 1, 2016:** The Curry Fire was a major wildland fire that burned 2,944 acres in Coalinga, CA. Though no crop, property or infrastructure damage or personal injury occurred, it did result in several road closures.
- **July 2016**: The Goose Fire began at or around the intersection of Gooseberry Lane and Morgan Canyon Road, South of the town of Prather. The fire consumed 2,241 acres and destroyed 4 residences and 5 outbuildings. The fire posed an imminent threat to 400 homes, and residents were issued evacuation orders.
- **August 8, 2016**: The Mineral Fire was a major wildland fire which burned 7,05 acres in Coalinga, CA. Though no crop, property or infrastructure damage or personal injury occurred, it did result in several road closures.
- **October 11, 2016**: The Sacata Fire started near Sacata Ridge above Pine Flat in the Sierra National Forest. The fire was contained after burning over 1,500 acres. Active for 9 days, it was fully contained by October 20, 2016.
- **July 9, 2017**: The Garza Fire was a major wildland fire igniting in Monterey County (Coalinga, CA), and spreading to Kings and Fresno Counties. Although the fire burned 48,888 acres, no personal injuries or damage to crops, buildings or infrastructure were reported. However, it did result in several road closures.
- **June 25, 2017**: The Creek fire began off Los Gatos Creek Rd, west of Derrick, or 13 miles northwest of Coalinga, CA in Fresno County. The cause is under investigation. It burned 357 acres before being contained on June 28, 2017. There was one residence and 3 sheds destroyed. The cost of containment was $1.5 million.
- **July 16, 2017**: The Detwiler Fire began 15 miles northwest of Mariposa, CA. It was human caused. It burned 81,826 acres, resulting in 63 residences, 67 minor structures and 1 commercial structure being destroyed with another 13 residences and 8 minor structures damaged. The fire forced the evacuation of several small rural communities for as long as 10 days and the entire town of Mariposa (population 18,000) for 3 days. Parts of Highways 41, 49, and 140 were closed at times during the fire. The fire was 90 percent contained on July 31, 2017, but no additional growth occurred before it was completely contained on August 24, 2017. The cost of containment was $87 Million.
- **August 13, 2017**: The South Fork Fire started near Wawona in Yosemite National Park, prompting the closure of trails and the evacuation of Wawona due to the spread of the fire caused by thunderstorm downdrafts. Although containment reached 44 percent by the end of August, the fire was allowed to burn to the east into more rugged terrain. The fire, managed as it moved into the wilderness, was expected to continue burning into October.
- **August 29, 2017**: The Railroad Fire started near Sugar Pine, just south of Yosemite National Park, and led to the closure of Highway 41 and evacuations, including the Tenaya Lodge. It burned 12,407 acres, including part of the Nelder Grove of Giant Sequoias, and was contained by September 15, 2017, with costs reaching $20.8 million. Seventeen structures were destroyed, notably historical railroad items from the Yosemite Mountain Sugar Pine Railroad.
- **September 3, 2017**: Two fires started within a short time of each other both in the foothills of the Sierra Nevada. The Mission fire began 2 miles east of North Fork in Madera County and burned 1035 acres and destroyed three residences and damaged 4 other structures before being contained on September 13, 2017. The Peak fire began 9 miles southeast of Mariposa in Mariposa County and burned 680 acres and destroyed 2 structures before being contained on September 9, 2017. The cause of both fires is unknown.

- **July 13, 2018**: The Ferguson Fire began on July 13 near Mariposa, CA, and grew under difficult conditions including steep terrain and heavy beetle-killed trees, leading to road closures and evacuations. Smoke from the fire caused significant air quality issues, prompting the closure of parts of Yosemite National Park, and impacting the broader Sierra Nevada region. By the end of July, the fire had consumed 57,041 acres and incurred costs of $64.3 million, with the firefighting effort marred by the deaths of two firefighters.
- **July 13, 2020**: The Mineral fire was first spotted around 5 PM, with nearly 1000 acres burned by days end. The next several days resulted in significant fire growth and numerous evacuation notices within the region. Highway 198 between Coalinga and Monterey County was closed which impacted commerce, though the greatest impact was the loss of seven structures. Full containment of the fire was seen on 26th, though growth ended days prior.
- **July 24, 2020**: The Blue Jay fire began due to a lightning strike near the White Wolf Campground. The fire burned in general wilderness, though did close several trails within the park.
- **August 15, 2020**: The Hills Fire started in the foothills about 9 miles south of Coalinga, CA. It grew to 2,121 acres before being contained on 8/25/2020. The cause was under investigation. The cost of containment was $3.9 million. No structures were destroyed or damaged. Tragically, a helicopter pilot was killed on August 18 when his helicopter crashed while making water drops over the fire.
- **August 19, 2020**: The Castle Fire, ignited by lightning on August 19, 2020, near the Giant Sequoia National Monument, grew from 2,000 to 35,674 acres by the end of August, prompting evacuations and road closures. Merging with the Shot Gun Fire to form the SQF Complex on August 29, the fire had zero containment and costs reached $5.6 million by August 31st. The fire persisted into September, challenging firefighting efforts in the Sequoia National Forest.
- **September 4, 2020**: The Creek Fire, which started near Big Creek, California on September 4th, rapidly expanded to 73,278 acres by September 6th due to extreme heat and low humidity. Despite the slowing effects of extensive smoke, by September 9th the fire had reached nearly 153,000 acres, necessitating the evacuation of about 45,000 people and the destruction of 853 structures by the end of the month. Persistent hot and dry conditions under strong high pressure allowed the fire to continue burning into November, with containment costs reaching $106 million.
- **2021**: The Blue Fire, Fish Fire, Slope Fire, and Vulcan Fire, all occurring in 2021, collectively burned 442 acres of land in Fresno County, California. The Blue Fire was the largest, scorching 277 acres near Shaver Lake, while the Fish and Slope Fires were quickly contained, affecting 75 and 25 acres, respectively. The Vulcan Fire consumed 140 acres near Friant Road and was managed by both CAL FIRE and Fresno City Fire Department. Despite the varied sizes and locations, effective firefighting efforts led to the successful containment of each incident without significant damage to communities or infrastructure.
- **2022**: In 2022, Fresno County in California experienced several wildfires that tested the mettle of firefighting teams. Near Shaver Lake, the House Fire in May necessitated significant resource deployment and evacuation measures but was quickly brought under control, covering an area of 171 acres. The Pebble Fire, which emerged east of Fresno in late July, consumed 55 acres and was swiftly contained, showcasing the effectiveness of local firefighting efforts. The Power Fire in September posed a threat to 130 acres near Aubery Rd but was contained within a week by the diligent efforts of the Fresno-Kings Unit. Finally, the Table Fire, which occurred in early July on Table Mountain, was the most quickly addressed, with 52 acres contained in a mere two days.
- **2023**: Throughout 2023, Fresno County in California faced a series of wildfires across various locations, each notable for their swift containment. The Crane Fire and Rodeo Fire, both near Squaw Valley, and the Juniper Fire to the west of Coalinga were among the smaller incidents,

affecting areas of 24 and 15 acres each. Larger fires like the Orange Fire near Orange Cove and the Panoche Fire north of Little Panoche Rd, burned through 108 and 65 acres, respectively. The Pistol Fire near Auberry Road, and the extensive Slough Fire near San Joaquin, which spanned a vast 640 acres, were also brought under control promptly. Meanwhile, the Wildcat Fire occurred around Forest Service Road 10S069 and Trimmer Springs Road, near Pine Flat, and was managed by the US Forest Service-Sierra National Forest. The investigation into the causes of these wildfires was ongoing as the fire season progressed.

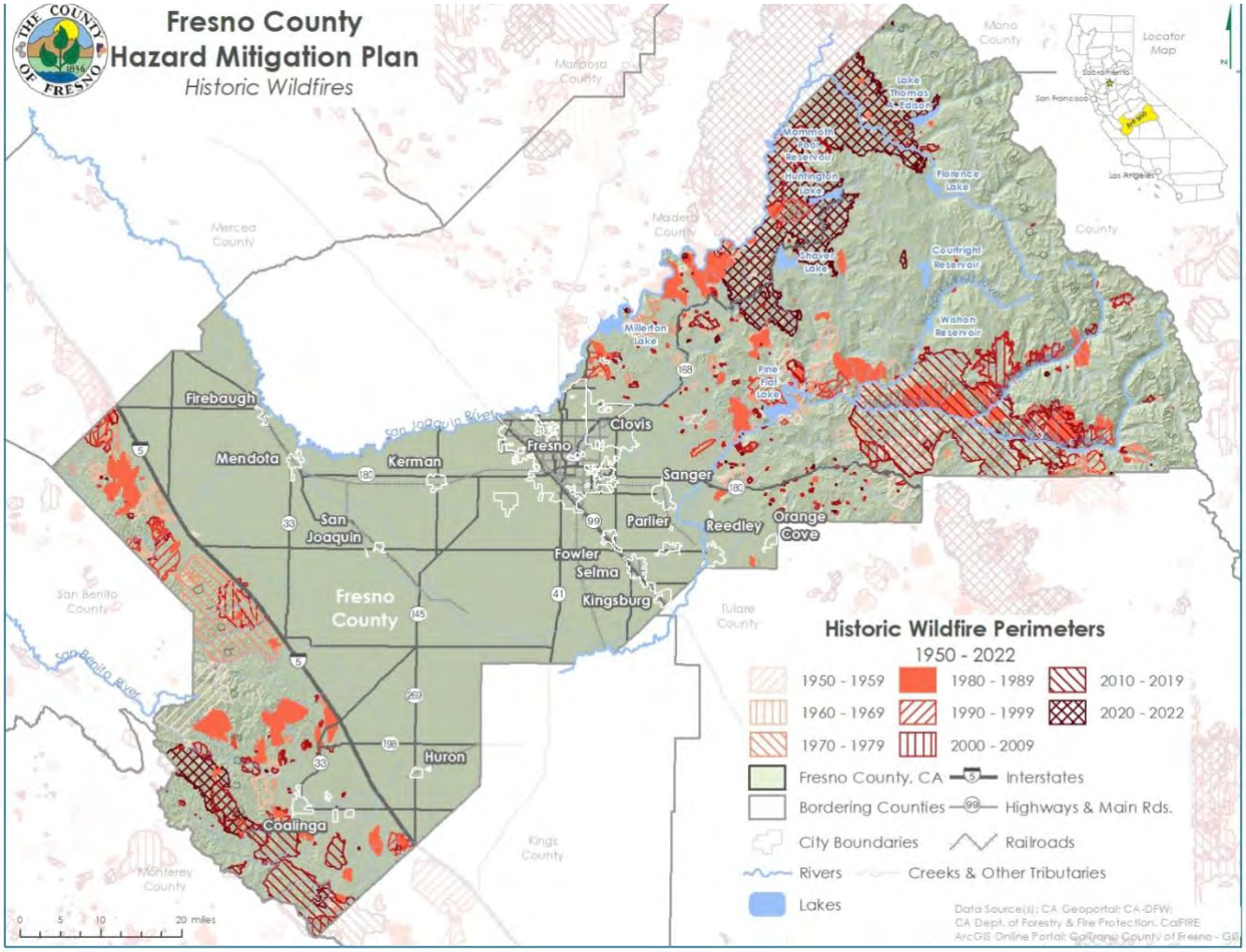
Table 64. Fresno County Past Occurrences: Wildfire

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Town of Tollhouse	1933	0	0	0	0	0
Eastern Fresno County	1987	0	1 M	0	3	76
Auberry Road and Meadow Lane	8/2/1989 – 8/21/1989	0	0	0	0	0
Big Creek	8/24/1994	0	0	0	0	12
Big Creek	9/21/2000	0	0	0	0	0
Dunlap	8/17/2001	0	0	0	0	0
Shaver Lake and Big Creek	8/17/2001	0	0	0	0	0
Kaiser Wilderness	July 2013	0	0	0	0	0
Sierra National Forest	7/30/2015	0	0	0	0	0
Coalinga	7/01/2016	0	0	0	0	0
Gooseberry Lane and Morgan Canyon Road	July 2016	0	0	0	0	0
Coalinga	8/08/2016	0	0	0	0	0
Coalinga	7/09/2017	0	0	0	0	0
Los Gatos Creek Road	6/23/2017	0	0	0	0	0
Mariposa	7/16/2017	0	0	0	2	19
Wawona	8/13/2017	0	0	0	0	0
Sugar Pine	8/29/2017	0	0	0	0	6
Sierra Nevada Foothills	9/03/2017	0	0	0	0	0
Mariposa	7/13/2018	0	0	0	2	19
Highway 198 Coalinga	7/13/2020	0	0	0	0	0
White Wolf Campground	7/24/2020	0	0	0	0	0
Coalinga	8/15/2020	0	0	0	1	0
Giant Sequoia National Monument	8/19/2020	0	0	0	0	15
Big Creek	9/04/2020	0	0	0	0	29
Shaver Lake, Friant Road	2021					
Shaver Lake, Table Mountain	2022					

Location	Date	Magnitude	Property Loss ($)	Crop Loss ($)	Deaths	Injuries
Squaw Valley, Orange Cove	2023					

Source: NOAA, National Centers for Environmental Information, Storm Events Database, California Department of Forestry and Fire Protection CAL FIRE

Figure 56. Fresno County Historic Wildfires



Source: CA Geoportal; CA-DFW; Ca Department of Forestry & Fire Protection, CalFIRE ArcGIS Online Portal; CalTrans; County of Fresno - GIS

LIKELIHOOD OF FUTURE OCCURRENCES

Highly Likely—Within the Fresno-Kings Unit, fire occurrences range from 120 to 200 fires a year in the SRA and 1,400 to 1,600 fires in the LRAs. Fires will continue to occur on an annual basis in the Fresno County planning area.

Other statistical measures to be considered in assessing the extent of the wildfire hazard include data on frequency (and severity): According to the Fire and Resource Assessment Program (FRAP), having compiled and analyzed a variety of measures for fire activity, such as the influence of time and fuel types, although fire activity across the state varies from year to year, the annual average since 2000 is 598,000 acres, or almost twice that of the preceding 50-year period from 1950-2000 (264,000 acres).

It should be noted that many ecosystems in the state that previously adapted to frequent low to moderate severity fires have seen shifts in reduced fire frequency (missed fire cycles), associated fuel build-up, and subsequent increases in fire severity when wildfires eventually occur. That said, other ecosystems appear to be burning too frequently – a situation facilitated by exotic invasive species that cause fundamental changes to post-fire fuel dynamics. These changes facilitate early seral phases to re-burn within a matter of only a couple years and may reduce or eliminate native species that require time to develop to maturity and assure regeneration. And, in areas such as Fresno County, where ecosystems are commingled across various regimes, there is more uniformity of mixed-and high-severity effects that are not as clearly linked to basic ecosystem function. Therefore, in many mixed conifer systems, while the modern trend indicates an increase in fire rates, the type of fire and its typical interval are still significantly departed from the frequent low and mixed-severity fires that dominated low and mid-elevation confer forests throughout California[52]

CLIMATE CHANGE

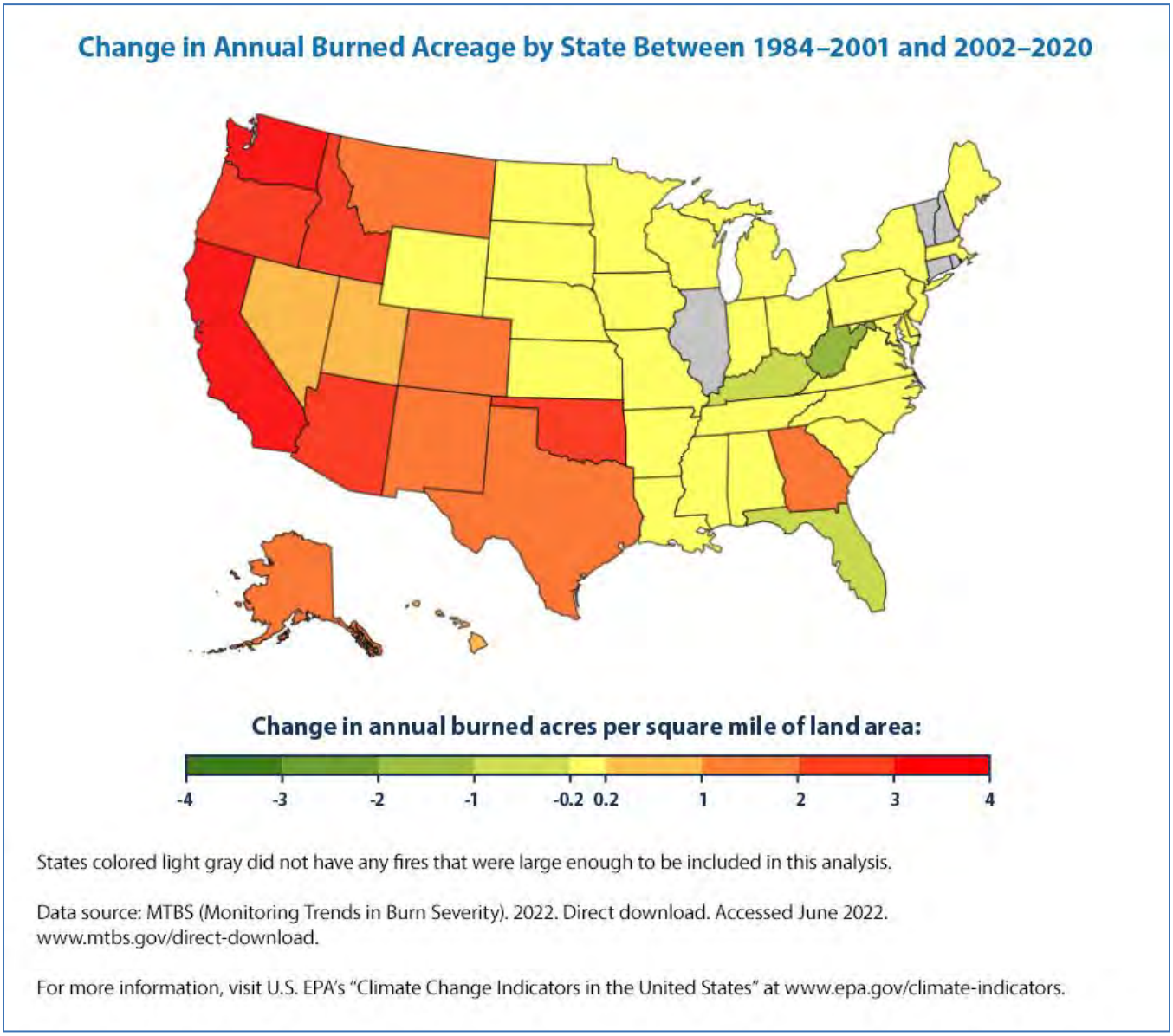
Over the past four decades, annual area burned has increased significantly in California and across the western United States. This trend reflects a confluence of intersecting factors that affect wildfire regimes. It is correlated with increasing temperatures and atmospheric vapor pressure deficit. Anthropogenic climate change is the driver behind much of this change, in addition to influencing other climate-related factors, such as compression of the winter wet season. These climatic trends and associated increases in fire activity are projected to continue into the future. Additionally, factors related to the suppression of the Indigenous use of fire, aggressive fire suppression and, in some cases, changes in logging practices or fuel management intensity, collectively have produced large build-ups of vegetative fuels in some ecosystems. [53]

According to the Environmental Protection Agency (EPA) the change in burned area has increased from 1984-2001 and 2002-2020 by 3.62 acres per square mile. Most of the western states have also seen an increase in burned acreage from similar time intervals, shown in **Figure 57. Change in Annual Burned Acreage by State Between 1984-2001 and 2002-2020**.

[52] 2010 Assessment Chapter 2.1: Wildfire Threat to Ecosystem Health and Community Safety

[53] Drivers of California's changing wildfires a state-of-the-knowledge synthesis (nwfirescience.org) nwfirescience.org/sites/default/files/publications/Drivers of California's changing wildfires- a state-of-the-knowledge synthesis.pdf

Figure 57. Change in Annual Burned Acreage by State Between 1984-2001 and 2002-2020



Source: MTBS (Monitoring Trends in Burn Severity) 2022

Even under a pathway of lower greenhouse gas emissions, average annual temperatures are projected to exceed historical record levels most likely by the middle of the 21st century. Overall, warming will lead to increased heat wave intensity but decreased cold wave intensity. Future heat waves signify a potential increase in the wildfire hazard intensity and severity in Fresno County, as well as a year-long fire season. According to the California's Fourth Climate Change Assessment, by 2100 if greenhouse gas emissions continue to rise, one study found that the frequency of extreme wildfires would increase, and the average area burned statewide would increase by 77 percent. [54]

[54] State Key Findings - California Climate Change Assessment

Finally, it should be noted that Fresno County potentially has less capacity to address future wildfire risk related to climate change due to shortages in water, vital to combating wildfires. In California, rising temperatures are projected to increase the average lowest elevation at which snow falls, reducing water storage in the snowpack.

FRESNO COUNTY'S MITIGATION CAPABILITIES

Thus far, the planning process has identified the hazards posing a threat to Fresno County and described, in general, the vulnerability of the County to these risks. The next step is to assess what risk reduction mechanisms are already in place. These mechanisms include e laws, policies, programs, staff, funding and other resources on hand to carry out the plan and increase resilience. This part of the planning process is the mitigation capability assessment. Combining the risk assessment with the mitigation capability assessment results in the County's "net vulnerability" to disasters and more accurately focuses the goals, objectives, and proposed actions of this plan. The capability assessment also informs the mitigation strategy. The chosen actions should either match the community's resources or support strengthening or building capacity where resources might not exist.

As such, this section presents Fresno County's mitigation capabilities: programs and policies currently in use to reduce hazard impacts or that could be used to implement hazard mitigation activities. It also identifies capabilities specific to the other participating jurisdictions can be found in the jurisdictional annexes.

The HMPC used a two-step approach to originally conduct this assessment for the County. First, an inventory of common mitigation activities was made through the use of a matrix. The purpose of this effort was to identify policies and programs that were either in place, needed improvement, or could be undertaken, if deemed appropriate. Second, the HMPC reviewed existing policies, regulations, plans, and programs to determine if they contributed to reducing hazard-related losses or if they inadvertently contributed to increasing such losses. During the 2024 update this section was reviewed by County and Witt O' Brien's consultant team staff to update information where applicable. This included revising sections to align with changes that will be reflected in the updated General Plan.

This update process afforded the County and its participating jurisdictions the opportunity to review their previous capabilities and note the ways in which these capabilities have improved or expanded since the adoption of the previous plan. Additionally, in summarizing their current capabilities and identifying gaps, plan participants also considered their ability to expand or improve upon existing policies and programs as potential new mitigation strategies. Chapter 5 Mitigation Strategy includes mitigation actions aimed at improving community capability to reduce hazard risk and vulnerability. An overview of Fresno County's capabilities is described in **Table 65. Fresno County Capability Summary**.

Table 65. Fresno County Capability Summary

Area	Degree of Capability		
	Limited	Moderate	High
Planning and Regulatory Capability			X
Administrative and Technical Capability			X
Fiscal Capability			UNKNOWN
Available Staff			UNKNOWN
Political Support/Interest			UNKNOWN
Community Support			UNKNOWN

FRESNO COUNTY'S REGULATORY MITIGATION CAPABILITIES

Table 66. Fresno County's Regulatory Mitigation Capabilities regulatory mitigation capabilities, including planning and land management tools, typically used by local jurisdictions to implement hazard mitigation activities and indicates those that are in place in Fresno County. Excerpts from applicable policies, regulations, and plans and program descriptions follow to provide more detail on existing mitigation capabilities.

Table 66. Fresno County's Regulatory Mitigation Capabilities

Plans	In Place		Adopted/Updated	Under Development		Expected Completion
	Yes	No		Yes	No	
Building Codes (please indicate UCC or IBC + year)						UNKNOWN
Community Emergency Response Team (CERT)						UNKNOWN
Community Rating System (CRS Program of the NFIP)						UNKNOWN
Emergency Management Accreditation Program (EMAP)						UNKNOWN
Fire Code						UNKNOWN
Firewise Community						UNKNOWN
Floodplain Management/Flood Damage Prevention Ordinance						UNKNOWN
Land Use/Development Planning						UNKNOWN
National Flood Insurance Program (NFIP)						UNKNOWN
Post Disaster Redevelopment/Reconstruction Plan/Ordinance						UNKNOWN
Storm Ready						UNKNOWN
Stormwater Management Plan/Ordinance						UNKNOWN
Subdivision Regulations/Ordinance						UNKNOWN
Two Weeks Ready						UNKNOWN
Unified Development Ordinance						UNKNOWN
Zoning Ordinance						UNKNOWN

As indicated in the table above, Fresno County has several plans and programs that guide the County's development in hazard-prone areas. Starting with the Fresno County General Plan, which is the most comprehensive of the County's plans when it comes to mitigation, some of these are described in more detail below.

FRESNO COUNTY GENERAL PLAN

The Fresno County General Plan consists of multiple documents: the countywide General Plan Background Report, the countywide General Plan Policy Document, and over 40 regional, community, and specific plans. This discussion is derived primarily from the Fresno County General Plan Policy Document, from which the text that follows is largely extracted.

The Fresno County General Plan is a comprehensive, long-term framework for the protection of the county's agricultural, natural, and cultural resources and for development in the county. Designed to meet State general plan requirements, it outlines goals, policies, and programs and sets out plan proposals to guide day-to-day decisions concerning Fresno County's future. The County sees its primary role to be the protector of prime agricultural lands, open space, recreational opportunities, and environmental quality, and the coordinator of countywide efforts to promote economic development.

- Economic Development
- Agricultural Land Use
- Transportation and Circulation
- Public Facilities and Services
- Open Space and Conservation
- Health and Safety
- Environmental Justice
- Housing

Each of these elements includes goal statements relating to different aspects of the issues addressed in the element. Under each goal statement, the plan sets out policies that amplify the goal statement. Implementation programs are listed in a separate Administration and Implementation Section and describe briefly the action proposed by the program, the County agencies or departments with primary responsibility for carrying out the program, and the time frame for accomplishing the program.

The County is conducting a comprehensive review of its current General Plan. Based on the review, County staff has proposed revisions to the Plan's goals, policies, and programs.

Following is an element-by-element summary of the General Plan goals and policies that are most relevant to the Hazard Mitigation Plan Update. The summary tracks the organization of each element, with topically focused goals followed by related policies. Note that the summaries reflect policies as proposed by the County as a result of its ongoing review, including deletions and revisions.

STATE OF CALIFORNIA SAFETY ELEMENT

The state of California requires General Plans to address nine elements which include land use, circulation, housing, conservation, open space, noise, safety, environmental justice, and air quality. The safety elements aim to reduce the potential short and long-term risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. The safety elements should contain general hazard and risk reduction strategies complementary to the local hazard mitigation plan. In order to support the Fresno County General Plan's Safety Element, the local hazard mitigation plan must address parts of

the state's safety element requirements. **Table 67. California State Safety Element Requirements** includes the state's Safety Element requirements.

Table 67. California State Safety Element Requirements

Statutory Citation	Brief Description of Requirements
Gov. Code 65302(g)(1)	Identification of unreasonable risks and policies for the protection of the community from such risks.
Gov Code 65302(g)(1)	**Slope Instability** Slope instability leading to mudslides and landslides.

Gov. Code 65302(g)(1)	**Seismic risks, including:**
	Seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failures; subsidence, liquefaction, and other seismic hazards identified to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body
	
	• Mapping known seismic and other geologic hazards
	• Address
	  ○ Evacuation routes
	  ○ Military installations
	  ○ Peak load water supply requirements and
	  ○ Minimum road widths and clearances around structures

Gov. Code 65302(g)(2)	Flooding **Identify** • Flood Hazard Zones • FEMA Flood Insurance Maps • Army Corps of Engineer Flood Information • Flood maps from the Central Valley Flood Protection Board • Dam Failure Maps (Office of Emergency Services) • DWR Floodplain Maps • Maps of Levee Protection Zones • Areas subject to inundation in the event of the failure of levees and floodwalls • Historic flood information • Existing and planned development in flood hazard areas • Agencies with responsibility for flood protection **Mandatory Goals, Policies, and Objectives** • Avoid and minimize flood risks for new development • Should new development be located in flood hazard zones? If so, what are appropriate mitigation measures? • Maintain the integrity of essential public facilities • Locate, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, or identifying mitigation measures. • Establishing cooperative working relationships among public agencies with responsibility for flood protection Feasible Mitigation Measures, to implement the policies above.
Gov. Code 65302(g)(3)	**Wildland and Urban Fires**

Statutory Citation	Brief Description of Requirements
	Identification of, and policies for, the protection of the community from, unreasonable risks associated with wildland and urban fires. State Responsibility Areas and Very High Fire Hazard Severity Zones Consider advice in OPR's Fire Hazard Technical Advisory Identify • CalFIRE Fire Hazard Severity Zone Maps • Historical data on wildfires • USGS wildfire hazard areas • Existing and planned development within these areas • Agencies with responsibility for fire protection in these areas **Mandatory Goals, Policies and Objectives** • Protect the community from unreasonable risks • See mitigation measures below **Feasible Mitigation** • Avoid and minimize fire risks for new development • Should new development be located in fire hazard zones? If so, what are appropriate mitigation measures? • Maintain the integrity of essential public facilities • Locate, when feasible, new essential public facilities outside of fire hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities. • If essential facilities are located in high fire zones, identify mitigation measures, such as safe access for emergency response vehicles, visible street signs, and water supplies for structural fire suppression • Establishing cooperative working relationships among public agencies with responsibility for fire protection
Gov. Code 65302(g)(4)	**Climate Change Adaptation and Resilience** Address climate change adaptation and resiliency strategies by using the process in the Adaptation Planning Guide and reflected in referenced tools such as Cal-Adapt **Vulnerability Assessment (Gov Code 65302(g)(4)(A)** Create a vulnerability assessment that identifies the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts, the following: • Information that may be available from federal, state, regional, and local agencies that will assist in developing the vulnerability assessment and the adaptation policies and strategies, including, but not to, all of the following (I) Information from the Internet based Cal-Adapt tool (II) Information from the most recent version of the California Adaptation Planning Guide (III) Information from local agencies on the types of assets, resources, and populations that will be sensitive to various climate change exposures (IV) Information from local agencies on their current ability to deal with the impacts of climate change (V) Historical data on natural events and hazards, including locally prepared maps of areas subject to previous risk, areas that are vulnerable, and sites that have been repeatedly damaged (VI) Existing and planned development in identified at-risk areas, including structures, roads, utilities, and essential public facilities

Statutory Citation	Brief Description of Requirements
	(VII) Federal, state, regional, and local agencies with responsibility for the protection of public health and safety and the environmental, including special districts and local offices of emergency services Mandatory Goals, Policies, and Objectives (Gov. Code 65302(g)(4)(B)) • Crete a set of adaptation and resilience goals, policies, and objectives based on the information above for the protection of the community
Gov. Code 65302(g)(4) **CONTINUED**	**Feasible Mitigation (Gov. Code 65302(g)(4)(C))** • Create a set of feasible implementation measures designed to carry out the goals, policies, and objectives identified above, including but not limited to, all of the following: (i) Feasible methods to avoid or minimize climate change impacts associated with new uses of land (ii) The location, when feasible, of new essential public facilities outside of at-risk areas, including, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities, or identifying construction methods or other methods to minimize damage if these facilities are located in at-risk areas. (iii) The designation of adequate and feasible infrastructure located in an at-risk area (iv) Guidelines for working cooperatively with relevant local, regional, state, and federal agencies (v) The identification of natural infrastructure that may be used in adaptation projects, where feasible. Where feasible, the plan shall use existing natural features and ecosystem processes, or the restoration of natural features and ecosystem processes, when developing alternatives for consideration. For the purposes of the clause, "natural infrastructure" means preservation or restoration of ecological systems, or utilization of engineered systems that use ecological processes, to increase resiliency to climate change, manage other environmental hazards, or both. This may include but is not limited to floodplain and wetlands restoration or preservation, combining levees with restored natural systems to reduce flood risk, and urban tree planting to mitigate high heat days. **Other documents (Gov. Code 65302(g)(4)(D)(i), 65302(g)(4)(D)(ii)** • If a city or county has adopted the local hazard mitigation plan, or other climate adaptation plan or document that fulfills commensurate goals and objectives and contains the information required pursuant to this paragraph, separate from the general plan, an attachment of, or reference to, the local hazard mitigation plan or other climate adaptation plan or document • Cities or counties that have an adopted hazard mitigation plan, or other climate adaptation plan or document that substantially complies with this section or have substantially equivalent provisions to this subdivision in their general plans, may use with this section, or have substantially equivalent provisions, climate adaptation plan or document, specifically showing how each requirement of this subdivision has been met.
Gov Code 65302(g)(5)-(g)(8)	**Other Considerations** • Cities and counties that have floodplain management ordinances that have been approved by FEMA that substantially comply with this section, or have substantially equivalent provisions to this subdivision in their general plans, may use that information in the safety element to comply with this subdivision, and shall summarize and incorporate by reference into the safety element the other general plan provisions or the flood plain ordinance, specifically showing how each requirement of this subdivision has been met. • Prior to the periodic review of its general plan and prior to preparing or revising its safety element, each city and county shall consult the California Geological Survey of the Department of Conservation, the Central Valley Flood Protection Board, if the city or county is located within the boundaries of the Sacramento and San Joaquin Drainage District, as set forth in Section 8501 of the Water Code, and the Office of Emergency Services for the

Statutory Citation	Brief Description of Requirements
	purpose of including information known by and available to the department, the agency, and the board required by this subdivision. • To the extent that a county's safety element is sufficiently detailed and contains appropriate policies and programs for adoption by a city, a city may adopt that portion of the county's safety element that pertains to the city's planning area in satisfaction of the requirement imposed by this subdivision. • Review the safety element for fire and flood impacts upon each Housing Element update. • Review the safety element for climate change at each update to the Local Hazard Mitigation Plan, Jurisdiction may also choose to do a comprehensive review of the safety element upon each housing element update to streamline review.

HEALTH AND SAFETY ELEMENT

Planning for growth and development requires the consideration of a wide range of public safety issues. Many of the health and safety risks associated with development, including risks to buildings and infrastructure, can be avoided through siting decisions made at the planning stages of development, while others may be lessened through the use of mitigation measures in the planning and land use review process. This element outlines Fresno County's strategy for ensuring the maintenance of a healthy and safe physical environment. Applicable goals and policies are presented below.

Emergency Management and Response

Policies listed in the table below seek to create an effective emergency response and management system by ensuring that vital public infrastructure is designed to remain operational during and after a major disaster event, by siting critical emergency response facilities as far from potential disaster impact areas as is practical, and through continuing public education and outreach on emergency preparedness and disaster response programs.

Table 4. Fresno County Emergency Management and Response Goals

Goal or Policy	Description
Goal HS-A	To protect public health and safety by preparing for, responding to, and recovering from the effects of natural or technological disasters.
Policy A.1	The County shall, through the Fresno County Operational Area Master Emergency Services Plan and the Fresno County Multi-Hazard Mitigation Plan, maintain the capability to effectively respond to emergency incidents, including maintenance of an emergency operations center.
Policy HS-A.2	In coordination with cities, special districts, and other State and Federal agencies, the County shall maintain the Fresno County Multi- Jurisdictional Hazard Mitigation Plan to identify and mitigate, to the extent feasible, natural, and human-made hazards within the county.
Policy HS-A.3:	The County shall, within its authority and to the best of its ability, ensure that emergency dispatch centers, emergency operations centers, communications systems, vital utilities, and other essential public facilities necessary for the continuity of government are designed in a manner that will allow them to remain operational during and following an earthquake or other disaster.
Policy HS-A.4:	The County shall ensure that the siting of critical emergency response facilities such as hospitals, fire stations, sheriff's offices and substations, dispatch centers, emergency operations centers, and other emergency service facilities and utilities are sited and designed to minimize their exposure and susceptibility to flooding, seismic and geological effects, fire, landslides, avalanche, and explosions as required by State regulations. This includes locating new essential public facilities outside of Very High Fire Hazard Severity Zones, if feasible. Exception to this policy shall be allowed on the condition that

Goal or Policy	Description
	the only alternative location would be so distant as to jeopardize the safety of the community, given that precautions are taken to protect the facility.
Policy HS-A.5	The County shall maintain coordination with other local, State, and Federal agencies to provide coordinated disaster response, especially to the most impacted populations in the County.
Policy HS-A.6:	The County shall support local fire agencies through distribution of information during the permit process, through links on County websites, and by providing assistance at public meetings, in promoting the education of County residents concerning emergency preparedness, defensible space, and safety, as described in the Fresno-King Unit Fire-Plan information and public education outreach programs, focusing on the most vulnerable at-risk communities such as those in the Very High Fire Hazard Severity Zone.
Policy HS-A.7	The County shall review the design of all buildings and structures in the Very High Fire Hazard Severity Zones and State Responsibility Areas to ensure they are designed and constructed to State and local regulations and standards as part of the building permit plan check process.
Policy HS-A.8	The County shall continue to improve community transportation corridors to allow for effective evacuation routes for the public and effective access for emergency responders, including in areas that lack more than two emergency access routes.
Policy HS-A.9	The County shall prevent and control the spread of vector-borne diseases through best practice vector control techniques on County properties and will encourage use of these practices on other properties.
Policy HS-A.10	The County, as part of its five-year Capital Improvement Plan, shall conduct an evaluation of all County facilities including those operated by County first responders to determine retrofits that may be needed for long-term resilience to climate change hazards including wildfire and drought.
Policy HS-A.11	The County shall invest in sustainable backup power sources as funding becomes available to provide redundancy and continued services for critical facilities in the event of a power outage triggered by a climate event.
Policy HS-A.12	Establish minimum standards for evacuation, including in the Very High Fire Hazard Severity areas, in the Emergency Operations Plan and continuously reassess access and evacuation route capacity and put mitigation measures and improvement plans in place if needed.
Policy HS-A.13	The County shall periodically evaluate the ability of County facilities to function after a major disaster as well as project and assess future emergency needs.

FIRE HAZARDS

Policies in this section and in **Table 68. Fresno County Fire Hazard Goals and Policies** are designed to ensure that new developments are constructed to minimize potential fire hazards, minimize the risk of fire in already developed areas, and to provide public education concerning fire prevention.

Table 68. Fresno County Fire Hazard Goals and Policies

Goal or Policy	Description
Goal HS-B:	To minimize the risk of loss of life, injury, and damage to property and natural resources resulting from fire hazards.
Policy HS-B.1:	The County shall review project proposals to identify potential fire hazards and to evaluate the effectiveness of preventive measures to reduce the risk to life and property.
Policy HS-B.2:	The County shall ensure that development in high fire hazard areas is designed and constructed in a manner that minimizes the risk from fire hazards by increasing resistance of structures to heat, flames, and embers. The County shall review current building code standards and other applicable statutes, regulations, requirements, and guidelines regarding construction, and specifically the use and maintenance of non-flammable materials (both residential and commercial) and consider adopting

Goal or Policy	Description
	amendments to Title 15 of the County Ordinance Code (Building and Construction) to implement appropriate standards. Special consideration shall be given to the use of fire- resistant construction in the underside of eaves, balconies, unenclosed roofs and floors, and other similar horizontal surfaces in areas of steep slopes.
Policy HS-B.3:	The County shall coordinate with telecommunication service entities to fire-harden communications.
Policy HS-B.4:	The County shall require that new discretionary development including residential subdivisions and large commercial proposals in high-fire- hazard areas have fire-resistant vegetation, cleared fire breaks separating communities or clusters of structures from native vegetation, or a long-term comprehensive vegetation and fuel management program. Fire hazard reduction measures shall be incorporated into the design development projects in fire hazard areas.
Policy HS-B.5:	In consultation with the local fire agency and CalFire, the County shall require structures to be sited to maximize low-flammability landscape features to buffer against wildfire spread. Consultation with the local fire agency will be necessary to make this determination.
Policy HS-B.6:	The County shall require that new foothill and mountain subdivisions and residential areas in Very High Fire Hazard Severity Zones provide for safe and ready access for fire and other emergency equipment, for routes of escape that will safely handle evacuations, and for roads and streets designed to be compatible with topography while meeting fire safety needs.
Policy HS-B.7:	The County shall require new discretionary development projects to have adequate access for fire and emergency vehicles and equipment. All major subdivisions shall have a minimum of two (2) points of ingress and egress. The County shall implement feasible recommendations in AB2911 Office of the State Fire Marshall Subdivision Survey Reports, which survey subdivisions without a secondary means of egress routes for evacuation and other fire safety factors.
Policy HS-B.8:	The County shall work with local fire protection agencies, local wildfire mitigation groups, the California Department of Forestry and Fire Protection, and the U.S. Forest Service to promote the maintenance of existing fuel breaks and emergency access routes for effective fire suppression and in managing wildland fire hazards.
Policy HS-B.9:	The County shall require that community fire breaks be coordinated with overall fire break plans developed by CalFire and local foothill and mountain fire agencies for Very High Fire Hazard Severity Zones and State Responsibility Areas. Firebreak easements in subdivisions of more than four parcels or in built-up areas shall include access for firefighting personnel and motorized equipment. Easements shall be dedicated for this purpose.
Policy HS-B.10:	The County shall refer development proposals in the Very High Fire Hazard Severity Zones and State Responsibility Areas of the unincorporated county to the appropriate local fire agencies for review of compliance with fire safety standards. If dual responsibility exists, both agencies shall review and comment relative to their area of responsibility. If standards are different or conflicting, the more stringent standards shall apply.
Policy HS-B.11:	The County shall work with Cal Fire and local fire agencies to establish development requirements for year-round fire protection in foothill and mountain areas having existing or proposed population concentrations that need structural fire protection, and for agricultural land uses located in and bordering fire hazard zones.
Policy HS-B.12:	The County shall work to design new and modify existing County buildings of public assembly to incorporate adequate fire protection measures to reduce potential loss of life and property in accordance with State and local codes and ordinances and include consideration for filtration systems that improve air quality.
Policy HS-B.13:	The County shall permit development only within areas that have adequate water resources available, to include water pressure, onsite water storage, or fire flows.
Policy HS-B14:	The County shall require new discretionary development to have water systems that meet fire flow requirements as determined by applicable California Fire Code requirements and/or National Fire Protection Association (NFPA) standards under the authority of the Chief Fire Code Official and as referenced in County Ordinance Code. Where minimum fire flow is not available to meet these standards, alternate fire protection measures, including sprinkler systems and on-site water supply or storage, shall be identified, and may be incorporated into development if approved by the appropriate fire protection agency. The County shall require that all public water providers maintain the long-term integrity of adequate water supplies and flow to meet fire suppression needs.

Goal or Policy	Description
Policy HS-B15:	The County shall ensure that any new development will have adequate fire protection, including proximity to adequate emergency services, adequate provisions for fire flow and emergency vehicle access and fire hardened communication, including high speed internet service.
Policy HS-B16:	The County shall restrict or require mitigation for new discretionary development along steep slopes and amidst rugged terrain to limit rapid fire spread and increase accessibility for firefighting.
Policy HS-B17:	The County shall promote installation and maintenance of smoke detectors in existing residences and commercial facilities that were constructed prior to the requirement for their installation.
Policy HS-B18:	The County shall work with local fire agencies to develop high-visibility fire prevention programs, including education programs and voluntary home inspections.
Policy HS-B19:	The County shall require all new discretionary development consisting of major residential subdivisions and large commercial projects in the Very High Fire Hazard Severity Zone and State Responsibility Areas to develop site- specific fire management plans to maintain adequate access for emergency vehicles, including two points of access for subdivisions and multifamily developments, address fuel modification and/or incorporation of open space or other defensible space areas, maintain vegetation clearance on public and private roads, and include disclosure requirements to future property owners or residents as required by state law. Require ongoing maintenance and upkeep to be incorporated or recorded as part of building covenants or homeowner covenants, conditions, and restrictions.
Policy HS-B20:	As part of the next update to the Fresno County Multi-Hazard Mitigation Plan, the County, working with emergency service agencies, shall evaluate evacuation route capacity, safety, and viability under a range of emergency scenarios to facilitate fire, law enforcement, and ambulance access and resident egress, consistent with the existing goals and objective of the Fresno County Multi-Hazard Mitigation Plan.
Policy HS-B21:	The County shall collaborate with federal agencies to better manage fuel loads and hazards that could impact County owned/operated infrastructure on federally owned or managed lands.
Policy HS-B22:	The County shall make available and promote educational materials for defensible space standards, or vegetation “clear zones,” and vegetation compliance for all existing and new structures in areas that are designated by the California Department of Forestry and Fire Protection and Local Ordinance 15.60 as State Responsibility Areas or Very High Fire Hazard Severity Zones.
Policy HS-B23:	The County, working with applicable fire agencies, shall make reasonable effort to minimize the risk to existing developments in Very High Fire Hazard Severity Zones and State Responsibility Areas by educating property owners and responsible entities of the benefits of improving such developments to contemporary fire safe standards, in terms of road standards and vegetative hazard, and require all development to meet or exceed the County’s Title 15 – Building and Construction, Chapter 15.60 State Responsibility Area Fire Safe Regulations of the County under the County’s Code of Ordinances and applicable updates.
Policy HS-B24:	The County shall require all new discretionary development consisting of major residential subdivisions and large commercial projects to provide, and existing development to maintain, adequate access for emergency vehicles, including two points of access for subdivisions and multifamily developments.
Policy HS-B25:	Require development to adhere to standards that meet or exceed Title 14, CCR, Division 1.5, Chapter 7, Subchapter 2, Articles 1-5 (commencing with Section 1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations) for State Responsibility Areas and/or Very High Fire Hazard Severity Zones.
Policy HS-B26:	The County shall maintain and update its Master Emergency Services Plan, as necessary, to include an assessment of current emergency service and projected emergency service needs, and goals or standards for emergency service training for County staff and volunteers.
Policy HS-B27:	In the event of a large fire, the County shall evaluate re-development within the impacted fire zone to conform to contemporary fire safe standards and require all development to meet or exceed the County's Title 15 - Building and Construction, Chapter 15.60 State Responsibility Area Fire Safe Regulations of the County under the County's Code of Ordinances, and applicable updates.
Policy HS-B28:	The County shall coordinate with local and state fire agencies to ensure that all new developments and applicable re-constructions (as defined by state law) in the very high fire hazard severity zone and State Responsibility Areas, comply with defensible space regulations, home and street addressing and

Goal or Policy	Description
	signage, the latest fire-safe standards, Board of Forestry and Fire Protection fire safe regulations and the most current version of the California Building Code and California Fire Code.
Policy HS-B29:	Coordinate with Southern California Edison and Pacifica Gas and Electric Company to implement an electrical undergrounding plan with a focus on critical evacuation roadways and areas with highest wildfire risk.
Policy HS-B30:	The County shall, if necessary, revise the Health and Safety Element upon each revision of the Housing Element or Fresno County Multi- Hazard Mitigation Plan, but not less than once every eight years, to identify new information relating to flood and fire hazards and climate adaptation and resiliency strategies applicable to the county.
Policy HS-B31:	The County shall work with relevant agencies such as CAL FIRE, Fresno County Sheriff's Office, Caltrans, Fresno County Public Works and Planning, and private Homeowners Associations, to restrict parking periodically (e.g., on red flag days) along critical evacuation routes.

FLOOD HAZARDS

Policies in this section and in **Table 69. Fresno County Flood Hazard Goals and Policies** are designed to minimize flood hazards by restricting development in flood- prone areas, requiring development that does occur in floodplains to be designed to avoid flood damage, and through public education about flood hazards.

Table 69. Fresno County Flood Hazard Goals and Policies

Policy or Goal	Description
Goal HS-C	To minimize the risk of loss of life, injury, and damage resulting from flood hazards.
Policy HS-C.1	The County shall coordinate with the cities in Fresno County to develop and maintain a countywide flood emergency plan that is consistent with the Fresno County General Plan and city general plans.
Policy HS-C.2	The County shall prohibit new development in existing undeveloped areas (i.e., areas devoted to agriculture or open space that are not designated for development) protected by a State flood control project without appropriately considering significant known flooding risks and taking reasonable and feasible action to mitigate the potential property damage to the new development resulting from a flood.
Policy HS-C.3	The County shall not enter into a development agreement, approve any building permit or entitlement, or approve a tentative or parcel map unless it finds one of the following: a. The flood control facilities provides 200-year level of protection in urban and non- urban areas consistent with the current Central Valley Flood Protection Plan. b. Conditions imposed on the development will protect the property at a 200-year level of protection in urban and non-urban areas consistent with the current Central Valley Flood Protection Plan; or c. The local flood management agency has made "adequate progress" on the construction of a flood protection system which will result in protection equal or greater than the 200-year flood event in urban and non-urban areas consistent with the current Central Valley Flood Protection Plan.
Policy HS-C.4	The County shall require new flood control projects or developments within areas subject to 100- and 200-year frequency floods are designed and constructed in a manner that will not cause floodwaters to be diverted onto adjacent property or increase flood hazards to property located elsewhere.
Policy HS-C.5	The County shall encourage all agencies that operate public facilities, such as wastewater treatment plants, gas, electrical, and water systems, located within areas subject to 100- and 200-year frequency floods to locate and construct facilities to minimize or eliminate potential flood damage.
Policy HS-C.6	The County shall encourage, as applicable, expansion of stormwater and flood protection infrastructure capacity to accommodate changes in precipitation and extreme weather events including the establishment or expansion of recharge basins.

Policy or Goal	Description
Policy HS-C.7	The County shall support State and local flood management agencies to provide relocation assistance or other cost-effective strategies for reducing flood risk to existing economically- disadvantaged communities located in non- urbanized areas.
Policy HS-C.8	The County shall work with local, regional, State, and Federal agencies to maintain an adequate information base, prepare risk assessments, and identify strategies to mitigate flooding impacts.
Policy HS-C.9:	The County shall encourage the Fresno Metropolitan Flood Control District to control stormwater flows originating in the streams of the Fresno County Stream Group and the stormwater resulting from urban development by means of construction of dams or joint-use flood control and recharge facilities at appropriate locations.
Policy HS-C.10:	The County shall require that the design and location of dams and levees be in accordance with applicable design standards and specifications and accepted design and construction practices.
Policy HS-C.11:	The County shall require that the design and location of dams and levees be in accordance with applicable design standards and specifications and accepted design and construction practices.
Policy HS-C.12:	The County shall encourage the performance of appropriate investigations to determine the 200- year water surface elevations for the San Joaquin River, considering recent storm events and existing channel conditions, to identify the potential extent and risk of flooding. New development, including public infrastructure projects, shall not be allowed along the river until the risk of flooding at the site has been determined and appropriate flood risk reduction measures identified.
Policy HS-C.13:	Where existing development is in a flood hazard area, the County shall require that construction of flood control facilities proceed only after a complete review of the environmental effects and a project cost/benefit analysis.
Policy HS-C.14:	The County shall promote flood control measures that maintain natural conditions within the 200-year floodplain of rivers and streams and, to the extent possible, combine flood control, recreation, water quality, and open space functions. Existing irrigation canals shall be used to the extent possible to remove excess stormwater. Retention-recharge basins should be located to best utilize natural drainage patterns.
Policy HS-C.15:	The County shall continue to participate in the Federal Flood Insurance Program by ensuring compliance with applicable requirements.
Policy HS-C.16:	The County shall continue to implement and enforce its Floodplain Management Ordinance. During the building permit review process, the County shall ensure project compliance with applicable Federal Emergency Management Agency (FEMA) standards pertaining to residential and non-residential development in the floodplain, floodway, or floodway fringe.
Policy HS-C.17:	The County shall prohibit the construction of essential facilities (e.g., hospitals, police and fire facilities) in the 100- and 200-year floodplains, unless it can be demonstrated that the facility can be safely operated and accessed during flood events.
Policy HS-C.18:	The County shall encourage open space uses in all flood hazard areas. Land Conservation contracts and open space and scenic easements should be made available to property owners.
Policy HS-C.19:	The County shall consider dam failure inundation maps of all reservoirs in making land use and related decisions.
Policy HS-C. 20:	The County shall continue public awareness programs to inform the general public and potentially affected property owners of flood hazards and potential dam failure inundation.

SEISMIC AND GEOLOGICAL HAZARDS

Policies in this and in **Table 70. Fresno County Seismic and Geological Hazard Goals and Policies** section seek to ensure that new buildings and facilities are designed to withstand seismic and geologic hazards.

Table 70. Fresno County Seismic and Geological Hazard Goals and Policies

Policy or Goal	Description
Goal HS-D:	To minimize the loss of life, injury, and property damage due to seismic and geologic hazards.
Policy HS-D.1:	The County shall continue to support scientific geologic investigations that refine, enlarge, andimprove the body of knowledge on active fault zones, unstable areas, severe ground shaking, avalanche potential, and other hazardous geologic conditions in Fresno County.
Policy HS-D.2:	The County shall ensure that the General Plan and/or County Ordinance Code is revised, as necessary, to incorporate geologic hazard areas formally designated by the state geologist (e.g., earthquake fault zones and seismic hazard zones). Development in such areas, including public infrastructure projects, shall not be allowed until compliance with the investigation and mitigation requirements established by the state geologist can be demonstrated.
Policy HS-D.3:	The County shall require that a soils engineering and geologic-seismic analysis be prepared by a California-registered engineer or engineering geologist prior to permitting development, including public infrastructure projects, in areas prone to geologic or seismic hazards (i.e., fault rupture, ground shaking, lateral spreading, lurchcracking, fault creep, liquefaction, subsidence, settlement,landslides, mudslides, unstable slopes, or avalanche).
Policy HS-D.4:	The County shall require all proposed structures, additions to structures, utilities, or public facilities situated within areas subject to geologic-seismic hazards as identified in the soils engineering and geologic-seismic analysis to be sited, designed, and constructed in accordancewith applicable provisions of the Uniform Building Code (Title 24 of the California Code of Regulations) and other relevant professional standards to minimize or prevent damage or loss and to minimize the risk to public safety.
Policy HS-D.5:	Pursuant to the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code, Chapter 7.5), the County shall not permit any structure for human occupancy to be placed within designated earthquake fault zones unless the specific provisions of the act and Title 14 of theCalifornia Code of Regulations have been satisfied.
Policy HS-D.6:	The County shall ensure compliance with state seismic and building standards in the evaluation, design, and siting of critical facilities, including police and fire stations, school facilities, hospitals, hazardous material manufacture and storage facilities, bridges, large public assembly halls, and other structures subject to special seismic safety design requirements.
Policy HS-D.7:	The County shall require a soils report by a California-registered engineer or engineering geologist for any proposed development, including public infrastructure projects, that requires a County permit and is located in an area containing soils with high “expansive” or “shrink-swell” properties. Development in such areas shall be prohibited unless suitable design and constructionmeasures are incorporated to reduce the potential risks associated with these conditions.
Policy HS-D.8:	The County shall seek to minimize soil erosion by maintaining compatible land uses, suitable building designs, and appropriate construction techniques. Contour grading, where feasible, andrevegetation shall be required to mitigate the appearance of engineered slopes and to control erosion.
Policy HS-D.9:	The County shall require the preparation of drainage plans for development or public infrastructure projects in hillside areas to direct runoff and drainage away from unstable slopes.
Policy HS-D.10:	The County shall not approve a County permit for new development, including public infrastructure projects where slopes are over 30 percent unless it can be demonstrated by a California-registered civil engineer or engineering geologist that hazards to public safety will bereduced to acceptable levels.
Policy HS-D.11:	In known or potential landslide hazard areas, the County shall prohibit avoidable alteration of landin a manner that could increase the hazard, including concentration of water through drainage, irrigation, or septic systems, undercutting the bases of slopes, removal of vegetative cover, and steepening of slopes.
Policy HS-D.12:	The County shall not approve a County permit for new development, including public infrastructure projects, in known or potential avalanche hazard areas unless it can be demonstrated by a California-registered engineer or engineering geologist that the structures willbe safe under anticipated snow loads and avalanche conditions.
Policy HS-D.13:	Whenever zoning is employed to restrict the use of land subject to severe geologic hazards (e.g., landslides), the County shall designate parcels so restricted for open space uses.

HAZARDOUS MATERIALS

Policies in this section and in **Table 71. Fresno County Hazardous Materials Goals and Policies** are designed to ensure that development projects minimize public risks associated with both intended and unintended exposure to hazardous materials and wastes.

Table 71. Fresno County Hazardous Materials Goals and Policies

Goal or Policy	Description
Goal HS-F	To minimize the risk of loss of life, injury, serious illness, and damage to property resulting from the use, transport, treatment, and disposal of hazardous materials and hazardous wastes.
Policy HS-F.1:	The County shall require that facilities that handle hazardous materials or hazardous wastes be designed, constructed, and operated in accordance with applicable hazardous materials and waste management laws and regulations.
Policy HS-F.2:	The County shall require that applications for discretionary development projects that will use hazardous materials or generate hazardous waste in large quantities include detailed information concerning hazardous waste reduction, recycling, and storage.

ADAPTATION AND RESILIENCY

Goals and policies in this section set climate change adaptation and resiliency standards and seek to protect life and property from the effects of climate change. This element is new and has been updated in the County's General Plan since the 2018 plan update, described in **Table 72. Fresno County Adaptation and Resiliency Goals and Policies**.

Table 72. Fresno County Adaptation and Resiliency Goals and Policies

Goal or Policy	Description
Goal HS-G	To improve the sustainability and resiliency of the County through continued efforts to reduce the causes of adapt to climate change.
Policy HS-G.1:	The county shall support plans, standards, regulation, incentives, and investments to reduce the impacts of climate change.
Policy HS-G.2:	The county shall monitor information from Federal, State, and regional agencies on the effects of climate change to determine if the County should implement additional adaptation strategies
Policy HS-G.3	The County shall continue to collaborate with Federal, State, and regional, and local agencies, business and property owners, and residents to reduce generation of GHG and other emissions that contribute to climate change and adapt to potential effects of climate change
Policy HS-G.4	The County shall support programs to provide financial assistance for the retrofitting of low-income homes (such as energy efficiency upgrades, improved insulation, renewable energy upgrades, and use of electric appliances).

AGRICULTURE AND LAND USE ELEMENT

Applicable goals and policies from the Agriculture and Land Use Element are presented below.

RESOURCE LANDS

This section and addresses land that will remain primarily open in character. The goals, policies, and implementation programs for these topics reflect a basic commitment to preserve the existing open rural character of the County and its natural and managed resources. While necessarily protective and restrictive, the policies also recognize the need to maintain economic productivity and allow for urban growth. The intent of the policies is not to preclude intensive development but to direct it to minimize loss of valuable open space.

AGRICULTURE

Policies in this section and in **Table 73. Fresno County Agricultural Goals and Policies** seek to sustain agriculture by protecting agricultural activities from incompatible land uses, promoting agricultural land preservation programs, developing programs to preserve or maintain soil conditions or improve soil productivity, facilitating agricultural production by supplying adequate land for support services, and controlling expansion of nonagricultural development onto productive agricultural lands.

Table 73. Fresno County Agricultural Goals and Policies

Goal or Policy	Description
Goal LU-A:	To promote the long-term conservation of productive and potentially- productive agricultural lands and to accommodate agricultural-support services and agriculturally- related activities that support the viability of agriculture and further the County's economicdevelopment goals.
Policy LU-A.13:	The County shall protect agricultural operations from conflicts with nonagricultural uses by requiring buffers between proposed non-agricultural uses and adjacent agricultural operations.
Policy LU-A.14:	The County shall ensure that the review of discretionary permits includes an assessment of the conversion of productive agricultural land and that mitigation be required where appropriate.
Policy LU-A.20:	The County shall adopt and support policies and programs that seek to protect and enhance surface water and groundwater resources critical to agriculture.
Policy LU-A.22	The County shall adopt and support policies and programs that seek to minimize the impact of reoccurring drought conditions on ground water supply and the agricultural industry.

WESTSIDE RANGELANDS

Policies in this section and in **Table 74. Fresno County Rangelands Goals and Policies** seek to preserve rangelands by maintaining their open space character, minimizing grading and erosion, maintaining grazing and agricultural operations, accommodating mineral resource recovery, and protecting biological resources from development.

Table 74. Fresno County Rangelands Goals and Policies

Goal or Policy	Description
Goal LU-B:	To preserve the unique character of the Westside Rangelands, which includes distinctivegeologic and topographic landforms, watersheds, important agricultural activities, and significant biological resources, while accommodating agriculture, grazing, recreation, resource recovery, and other limited uses that recognize the sensitive character of the area.
Policy LU-B.12:	The County shall require a preliminary soils report for discretionary development projects when the project site is subject to moderate or high-risk landslide potential and has slopes in excess of 15

Goal or Policy	Description
	percent. If the preliminary soil report indicates soil conditions could be unstable, a detailed geologic report by a registered geologist and registered civil engineer, or a registered engineeringgeologist, shall be required indicating the suitability of any proposed or additional development.

RIVER INFLUENCE AREAS

Policies in this section and in **Table 75. Fresno County River Influence Areas Goals and Policies** seek to preserve and enhance the County's River influence areas by avoiding adverse impacts from development and encouraging environmentally friendly recreational and agricultural activities.

Table 75. Fresno County River Influence Areas Goals and Policies

Goal or Policy	Description
Goal LU-C:	To preserve and enhance the value of the river environment as a multiple use, open space resource; maintain the environmental and aesthetic qualities of the area; protect the quality and quantity of the surface and groundwater resources; provide for long term preservation of productive agricultural land; conserve and enhance natural wildlife habitat; and maintain the flood-carrying capacity of the channel at a level equal to the 1 percent flood event (100-year flood).
Policy LU-C.7:	Fresno County shall take into consideration the presence of the regulatory floodway or other designated floodway, the FEMA-designated 100-year floodplain, estimated 250-year floodplain, the Standard Project Flood, and the Fresno Metropolitan Flood Control District (FMFCD) Riverine Floodplain Policy in determining the location of future development within the San Joaquin River Parkway area. Any development sited in a designated 100-year floodplain shall comply with regulatory requirements at a minimum and with the FMFCD Riverine Floodplain Policy criteria, or requirements of other agencies having jurisdiction, where applicable.

RURAL DEVELOPMENT

This section guides development in areas designated Rural Residential, Rural Settlement Area, and Planned Rural Community. The policies provide for the continued development of areas within these designations in a manner that minimizes environmental impacts and public infrastructure investments, but generally limits expansion of these designations.

NONAGRICULTURAL RURAL DEVELOPMENT

Policies in this section and in **Table 76. Fresno County Non-Agricultural Rural Development Goals** and Policies provide for appropriate development in rural areas by directing development away from productive and potentially productive agricultural areas, limiting expansion of existing designated rural residential areas, and minimizing the environmental and service impacts of continued development within areas already designated for rural development.

Table 76. Fresno County Non-Agricultural Rural Development Goals

Goal or Policy	Description
Goal LU-E:	To provide for the continued development of areas already designated for rural-residential development in a manner that minimizes environmental impacts and public infrastructure and service costs while restricting designation of new areas for such development.
Policy LU-E.1:	The County shall allow by right in areas designated Rural Residential single-family dwellings and limited agricultural uses related to the production of food and fiber. The County may allow by discretionary permit certain other agricultural uses and non-agricultural uses, including rural commercial centers. For proposed rural commercial centers, the following criteria shall apply: a. Commercial uses should be clustered in centers instead of single uses. b. The use shall provide a needed service to the surrounding rural residential community which cannot be provided more efficiently within urban centers. c. To minimize proliferation of commercial centers and overlapping of trade areas, commercial centers shall be located a minimum of two (2) miles from a city sphere of influence. d. New commercial uses should be located within or adjacent to existing centers. e. Commercial centers should not encompass more than one-quarter (1/4) mile of road frontage, or one-eighth (1/8) mile if both sides of the road are involved, and should not provide potential for development exceeding ten (10) separate business activities, exclusive of caretakers' residences. f. The center shall be a minimum of four (4) miles from any agricultural commercial center, or designated rural settlement area, or the nearest existing or designated commercial area, or newly established rural residential commercial centers. g. The center should be located at the corner of an intersection where at least one of the roads is classified as an arterial road on the Transportation and Circulation Element of the General Plan. h. Distance from other existing commercial zoning and uses should be considered when siting commercial centers.
Policy LU-E.2:	The County shall permit the Rural Commercial (RCC) zone district to remain in areas designated Rural Residential if the land was so zoned prior to September 20, 1990. Commercial uses legally established prior to that date shall be deemed conforming, but expansion or addition of new commercial uses shall require a discretionary permit subject to the criteria in Policy LU-E.1.
Policy LU-E.3:	The County shall maintain two (2) acres as the minimum permitted lot size, exclusive of all road and canal rights-of-way, recreation easements, permanent water bodies, intermittent stream easements, and public or quasi-public common use areas, except as provided for in policies LU-E.6 and LU-E.7.
Policy LU-E.4:	The County shall recognize legal lots of less than two (2) acres that existed under separate ownership at the time of zone adoption within the rural residential zone districts.
Policy LU-E.5:	The County may allow planned residential developments in areas designated Rural Residential subject to Policies LU-H.6 and LU- H.7b (for developments permitted under Policy LU-E.7), and Policies LU-H.7e through LU- H7k.
Policy LU-E.6:	The County shall allow planned residential developments in areas that are currently designated for rural residential development subject to the following conditions: a. The minimum lot area shall be two (2) acres. b. The buildable portion of the lot shall be a minimum of thirty-six thousand (36,000) square feet. c. Dwellings shall be limited to single family structures. d. The ratio of lot depth to width shall not exceed four (4) to one (1). e. Individual wells and septic systems, or community water and sewer systems may be used. f. The size and configuration of the buildable portion of the lot shall be based on sufficient geological and hydrological investigations. g. Common open space areas that provide a portion of the two-acre lot should not include road and canal rights-of-way, reservations, permanent water bodies, intermittent stream easements, and common use areas that are occupied by buildings, streets, maintenance sheds, tennis courts, parking lots, and similar uses that are not of an open character. h. Common open space areas that provide a portion of the two-acre lot shall be vested in fee title ownership to each individual property owner, but may be used for common use purposes.
Policy LU-E.7:	In existing Rural Residential Areas, the County may allow, by a Conditional Use Permit, planned residential developments of at least one hundred (100) acres that incorporates drought- tolerant open

Goal or Policy	Description
	space (active and passive) where the minimum lot size is thirty-six thousand (36,000) square feet and the overall project density is one (1) dwelling unit per two (2) acres. The following standards shall apply: a. Community water and sewer systems may be used. b. Drought-tolerant open space (active and passive) may be included in the calculation of the required one (1) unit per two (2) acre density. c. Drought-tolerant open space (active and passive) shall be considered as common area and maintained through means acceptable to the County. The lake(s) or pond(s) shall be permanently filled with water, except for periods when surface water is not available, or maintenance requires temporary drainage. d. Drought-tolerant open space (active and passive) shall constitute a minimum of twenty- five (25) percent of the open space of the project. e. Common open space areas that provide a portion of the two- (2) acre density shall be designated as open space and zoned to the Open Conservation (O) District. f. Use of a permanent water body shall only be approved consistent with the water policies of this plan.
Policy LU-E.8:	The County shall not allow further parcelization of uncommitted (designated) Rural Residential areas lying northeast of the Enterprise Canal due to potential groundwater supply problems. These areas shall be zoned to a Limited Agricultural Zone District. However, rezoning and development for Rural Residential use may be permitted subject to the following criteria: a. The parcel to be developed is not productive agricultural land, and agricultural use of the property is not feasible. b. The County shall make a determination of the availability of an adequate water supply to serve the proposed development. If surface water is proposed, it must come from a reliable source and the supply must be made "firm" by water banking or other suitable arrangement. If groundwater is proposed, a "hydrogeologic investigation" or other information acceptable to the County shall be required to confirm the availability of groundwater in amounts necessary to meet project demand. c. The County shall make a determination of the impact that the use of the proposed water supply will have on other water users in Fresno County. If use of surface water is proposed, its use must not have a significant impact on agriculture or other water users within Fresno County. If use of groundwater is proposed, a hydrogeologic investigation shall be required. Should the hydrogeologic investigation determine that significant pumping-related impacts will extend beyond the boundary of the property in question, those impacts shall be mitigated. d. The County shall make a determination that the proposed water supply is sustainable or that there is an acceptable plan to achieve sustainability. The plan must be structured such that it is economically, environmentally, and technically feasible. In addition, its implementation must occur prior to long-term and/or irreversible physical impacts, or significant economic hardship, to surrounding water users.
Policy LU-E.9:	The County shall limit development of the thirty (30)-acre Friant Rural Residential area to twelve (12) housing units.
Policy LU-E.10:	The County shall require new subdivisions within areas designated Rural Residential be designed to use individual on-site sewer and water systems. All proposals shall be reviewed by the County to determine the appropriate minimum lot size based on local hydro- geological conditions. Community systems and lots less than two (2) acres may be permitted only in conjunction with a Planned Residential Development pursuant to Policy LU-E.7; where consistent with the policies of the Sierra-North and Sierra-South Regional Plans; or where a graduated transition of density is needed to protect existing rural residential developments from land use conflicts at the interface with urban development on land outside and adjacent to the sphere-of-influence of a city.
Policy LU-E.11:	The County shall require subdividers of rural residential lots to install, provide, or participate in an effective means for utilization of available surface water entitlements for the area included in the subdivision, such as: a. Facilities to deliver surface water to each parcel; b. To develop a single recharge basin for the entire development (with necessary arrangements for its operation and maintenance); or c. To participate in the activities of a public agency to recharge the available supplies for the beneficial use of the properties within the development and the FCMA. The division shall not render inoperative any existing canal.
Policy LU-E.12:	The County shall ensure through discretionary permit approvals and other development regulations that development within areas designated Rural Residential does not encroach upon natural water channels

Goal or Policy	Description
	or restrict natural water channels in such a way as to increase potential flooding damage. Land divisions shall not render inoperative any existing channel.
Policy LU-E.13:	The Special Commercial designation comprising approximately 150 acres on the south side of Shaw Avenue at the Indianola alignment recognizes an existing recreational facility and provides for consideration of potential future expansion of the facility and the development of additional compatible commercial recreational uses. Application of consistent zoning, which may include conditional zoning, and approval of any subsequent discretionary permit(s) shall include a finding that expansion of the facility will be compatible with the surrounding land uses.
Policy LU-E.14:	The County shall not designate additional land for Rural Residential or Foothill Rural Residential development, except for unique circumstances to be determined by the Board of Supervisors.
Policy LU-E.15:	Except as provided in this section, development within areas designated Foothill Rural Residential shall comply with the policies and standards of the Sierra-North Regional Plan and the Sierra-South Regional Plan.
Policy LU-E.16:	The County shall apply the Rural Settlement Area designation only to those areas where a small concentration of housing and commercial or industrial uses serves the surrounding agricultural area. The following locations are designated as Rural Settlements: Bowles, Centerville, Monmouth, and Cantua Creek.
Policy LU-E.17:	The County shall allow by right in areas designated Rural Settlement Area, single-family dwellings and limited agricultural uses related to the production of food and fiber. The County may allow by discretionary permit non- agricultural uses that provide a needed service to the surrounding rural area. Other uses consistent with the intent and purpose of these rural settlement policies may be added by amendment of the Rural Settlement Area zone district.
Policy LU-E.18:	The County may approve land divisions in areas designated Rural Settlement Area when the following criteria are met: a. The minimum net lot size shall be two (2) acres, except as allowed by LU-E.23c below. b. The ratio of lot depth width shall not exceed four (4) to one (1). c. A minimum of thirty-six thousand (36,000) square feet per lot shall be permitted if community water facilities are available and soils are suitable for individual septic systems.
Policy LU-E.19:	The County may allow expansion of existing Rural Settlement Areas to include vacant parcels, parcels wholly or partially committed to existing industrial uses, or parcels currently devoted to agricultural use if all of the following conditions are satisfied: a. The parcel is less than eighty (80) acres in area; b. The parcel is contiguous to properties in the Rural Settlement Area; the Rural Settlement Area; c. Productive agricultural use of the parcel is not economically feasible because incompatible non-agricultural uses on contiguous properties severely restrict normal agricultural practices; and d. The parcel is needed for the expansion of an existing use within the Rural Settlement Area or to establish an essential service for the Settlement and/or the surrounding agricultural area.
Policy LU-E.20:	The County shall require that the development of new commercial uses in Rural Settlement Areas be guided by the following criteria: a. The total number of existing and proposed commercial uses should not exceed fifteen (15), exclusive of caretakers' residence. b. The development should be designed to be compatible with existing uses on adjacent properties. c. The location of the proposed development shall satisfy one of the following conditions: d. The development should be on a major street or an intersection. e. The development should front on a road with existing commercial activity and should be within six hundred and sixty (660) feet of the nearest commercial use. f. Building height should not exceed the height of adjacent structures. g. Off-street parking should be sufficient for the proposed use.
Policy LU-E.21:	The County shall require that industrial zone districts within the Monmouth Rural Settlement Area be consistent with the following criteria: a. Parcels shall be wholly or partially committed to existing industrial uses; and b. Industrial zoning shall be conditioned to permit only agriculturally related industry.

Goal or Policy	Description
Policy LU-E.22:	The County shall allow development within the designated Quail Lakes Planned Rural Community to proceed in accordance with the Specific Plan adopted at the time the designation was granted by the County. The County may grant amendments to the Specific Plan provided the overall density of development is not increased and the plan continues to demonstrate the following: a. The development will have no significant adverse impacts on groundwater; b. Public improvements within a Planned Rural Community shall be designed and constructed in a manner that is not growth inducing but would not preclude future annexation to a city; c. Impacts on Fresno County for the provision of services including, but not limited to, police, fire protection, schools, and other essential public services are adequately mitigated; d. The development will not have a net adverse fiscal effect on Fresno County; e. Provide a service delivery plan and a maintenance and operation program which will assure appropriate delivery of services and funding measures for the development; and f. Provide for monitoring of mitigation measures established by the required Environmental Impact Report.
Policy LU-E.23:	The County shall not approve expansion of the existing Planned Rural Community designation or designate additional areas for such development.
Policy LU-E.24:	The Rural Residential designation comprising an approximate 481-acre area generally bounded by Friant Road/Willow Avenue to the west, Garonne Avenue to the south, those parcels immediately east and adjacent to Auberry Road to the east and generally the Birkhead Road alignment to the north and encompassing those parcels immediately to the west, northeast, and east of the full length of Willow Bluff Avenue. This is an area committed to rural-sized parcels. The Limited Agricultural zoning reflects potential water resource constraints in the general vicinity. Future rezoning of this area to the implementing Rural Residential zoning district shall maintain a minimum five-acre parcel size and shall be subject to a determination of adequate water supply per Agriculture and Land Use Policy LU-E.8, and adequate road access and road maintenance as determined by the Director of the Department of Public Works and Planning

PUBLIC FACILITIES AND SERVICES ELEMENT

Applicable goals and policies from the Public Facilities and Services Element are presented below.

WATER SUPPLY AND DELIVERY

Policies in this section and in **Table 77. Fresno County Water Supply and Delivery Goals and Policies** seek to ensure an adequate water supply for both domestic and agricultural users by providing necessary facility improvements, ensuring water availability, and utilizing water conservation measures.

Table 77. Fresno County Water Supply and Delivery Goals and Policies

Goal or Policy	Description
Goal PF-C:	To ensure the availability of an adequate and safe water supply for domestic andagricultural consumption.
Policy PF-C.1:	The County shall engage in and support the efforts of others within Fresno County to retainexisting water supplies and develop new water supplies.
Policy PF-C.2:	The County shall actively engage in efforts and support the efforts of others to import flood,surplus, and other available waters for use in Fresno County.

Goal or Policy	Description
Policy PF-C.3:	To reduce demand on the County's groundwater resources, the County shall encourage the useof surface water to the maximum extent feasible.
Policy PF-C.4:	The County shall support efforts to expand groundwater and/or surface water storage thatbenefits Fresno County.
Policy PF-C.5:	The County shall support water banking when the program has local sponsorship andinvolvement and provides new benefits to the County.
Policy PF-C.6:	The County shall recommend to all cities and urban areas within the County that they adopt the most cost-effective urban best management practices published and updated by the California Urban Water Agencies, California Department of Water Resources, or other appropriate agenciesas a means of meeting some of the future water supply needs.
Policy PF-C.7:	The County shall require preparation of water master plans for areas undergoing urban growth.
Policy PF-C.8:	The County shall work with local irrigation districts to preserve local water rights and supply.
Policy PF-C.10:	The County shall actively participate in the development and implementation of Sustainable Groundwater Management Plans to ensure an on-going water supply to help sustain agricultureand accommodate future growth.
Policy PF-C.11:	The County shall approve new development only if an adequate sustainable water supply to servesuch development is demonstrated.
Policy PF-C.12:	In those areas identified as having severe groundwater level declines or limited groundwater availability, the County shall limit development to uses that do not have high water usage or thatcan be served by a surface water supply.
Policy PF-C.13:	The County shall require that water supplies serving new development meet U.S. Environmental Protection Agency and California Department of Public Health and other water quality standards.
Policy PF-C.15:	If the cumulative effects of more intensive land use proposals are detrimental to the water supplies of surrounding areas, the County shall require approval of the project to be dependent upon adequate mitigation. The County shall require that costs of mitigating such adverse impactsto water supplies be borne proportionately by all parties to the proposal.
Policy PF-C.16:	The County shall, prior to consideration of any discretionary project related to land use, undertakea water supply evaluation.
Policy PF-C.17:	In the case of lands entitled to surface water, the County shall approve only land use-relatedprojects that provide for or participate in effective use of the surface water entitlement.
Policy PF-C.21:	The County shall promote the use of surface water for agricultural use to reduce groundwatertable reductions.
Policy PF-C.23:	The County shall require that all new development within the county use water conservationtechnologies, methods, and practices as established by the County.
Policy PF-C.24:	The County shall encourage the use of reclaimed water where economically, environmentally,and technically feasible.
Policy PF-C.25	The County shall require that all new development within the county use water conservation technologies, methods, and practices as established by the County.

Goal or Policy	Description
Policy PF-C.24:	The County shall encourage the use of reclaimed water where economically, environmentally,and technically feasible.
Policy PF-C.25:	The County shall participate in integrated Regional Water Management Planning efforts with other local and regional water stakeholders to plan for the efficient use, enhancement, and management of surface and groundwater supplies.
Policy PF-C.29:	The County shall encourage agricultural water conservation where economically, environmentally,and technically feasible.
Policy PF-C.28	The County shall participate in integrated Regional Water Management Planning efforts with otherlocal and regional water stakeholders to plan for the efficient use, enhancement, and management of surface and groundwater supplies.
Policy PF-C.29:	The County shall encourage agricultural water conservation where economically, environmentally,and technically feasible.

STORM DRAINAGE AND FLOOD CONTROL

Policies in this section and in **Table 78. Fresno County Storm Drainage and Flood Control Goals and Policies** seek to ensure safe, efficient, and environmentally sound means to drain, divert and retain stormwater and provide flood control by providing necessary facility improvements, ensuring adequate funding, providing a means to detain/retain runoff, and ensuring the facilities meet state environmental regulations. This includes retention strategies that could lessen the county's vulnerability to drought and wildfire.

Table 78. Fresno County Storm Drainage and Flood Control Goals and Policies

Goal or Policy	Description
Goal PF-E:	To provide efficient, cost-effective, and environmentally sound storm drainage and floodcontrol facilities that protect both life and property and to divert and retain stormwater runoff for groundwater replenishment.
Policy PF-E.1:	The County shall coordinate with the agencies responsible for flood control or storm drainage toassure that construction and acquisition of flood control and drainage facilities are adequate forfuture urban growth authorized by the County General Plan and city general plans.
Policy PF-E.2:	The County shall encourage the agencies responsible for flood control of storm drainage to coordinate the multiple use of flood control and drainage facilities with other public agencies.
Policy PF-E.3:	The County shall encourage the Fresno Metropolitan Flood Control District to spread the cost of construction and acquisition of flood control and drainage facilities in the most equitable manner consistent with the growth and needs of this area.
Policy PF-E.4:	The County shall encourage the local agencies responsible for flood control or storm drainage torequire that storm drainage systems be developed and expanded to meet the needs of existing and planned development.

Goal or Policy	Description
Policy PF-E.5:	The County shall only approve land use-related projects that will not render inoperative any existing canal, encroach upon natural channels, and/or restrict natural channels in such a way asto increase potential flooding damage.
Policy PF-E.6:	The County shall require that drainage facilities be installed concurrently with and as a conditionof development activity to ensure the protection of the new improvements as well as existing development that might exist within the watershed.
Policy PF-E.7:	The County shall require new development to pay its fair share of the costs of Fresno Countystorm drainage and flood control improvements within unincorporated areas.
Policy PF-E.8:	The County shall encourage the local agencies responsible for flood control or storm drainage to precisely locate drainage facilities well in advance of anticipated construction, thereby facilitating timely installation and encouraging multiple construction projects to be combined, reducing the incidence of disruption of existing facilities.
Policy PF-E.9:	The County shall require new development to provide protection from the 100-year flood as aminimum.
Policy PF-E.10:	In growth areas within the jurisdiction of a local agency responsible for flood control or storm drainage, the County shall encourage that agency to design drainage facilities as if the entire areas of service were developed to the pattern reflected in the adopted general plans to assurethat the facilities will be adequate as the land use intensifies.
Policy PF-E.11:	The County shall encourage project designs that minimize drainage concentrations and maintain,to the extent feasible, natural site drainage patterns.
Policy PF-E.12:	The County shall coordinate with the local agencies responsible for flood control or storm drainage to ensure that future drainage system discharges comply with applicable State andFederal pollutant discharge requirements.
Policy PF-E.13:	The County shall encourage the use of natural stormwater drainage systems to preserve andenhance natural drainage features.
Policy PF-E.14:	The County shall encourage the use of retention-recharge basins for the conservation of waterand the recharging of the groundwater supply.
Policy PF-E.15:	The County should require that retention-recharge basins be suitably landscaped to complement adjacent areas and should, wherever possible, be made available to the community to augment open space and recreation needs.
Policy PF-E.16:	The County shall minimize sedimentation and erosion through control of grading, cutting of trees, removal of vegetation, placement of roads and bridges, and use of off-road vehicles. The Countyshall discourage grading activities during the rainy season, unless adequately mitigated, to avoid sedimentation of creeks and damage to riparian habitat.
Policy PF-E.17:	The County shall encourage the local agencies responsible for flood control or storm drainage retention-recharge basins located in soil strata strongly conducive to groundwater recharge to develop and operate those basins in such a way as to facilitate year-round groundwater recharge.
Policy PF-E.18:	The County shall encourage the local agencies responsible for flood control or storm drainage toplan retention-recharge basins on the principle that the minimum number will be the most economical to acquire, develop, operate, and maintain.
Policy PF-E.19:	In areas where urbanization or drainage conditions preclude the acquisition and use of retention-recharge basins, the County shall encourage the local agencies responsible for flood control or

Goal or Policy	Description
	stormwater drainage to discharge storm or drainage water into major canals and other natural water courses subject to established conditions.
Policy PF-E.20:	The County shall require new development of facilities near rivers, creeks, reservoirs, or substantial aquifer recharge areas to mitigate any potential impacts of release of pollutants infloodwaters, flowing rivers, streams, creeks, or reservoir waters.
Policy PF-E.21:	The County shall require the use of feasible and practical best management practices (BMPs) to protect streams from the adverse effects of construction activities and shall encourage the urbanstorm drainage systems and agricultural activities to use BMPs.
Policy PF-E.22:	The County shall encourage the local agencies responsible for flood control or storm drainage tocontrol obnoxious odors or mosquito breeding conditions connected with any agency facility by appropriate measures.

FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

Policies in this section and in **Table 79. Fresno County Fire Protection and Emergency Medical Service Goals and Policies** seek to ensure the prompt and efficient provision of fire and emergency medical facility and service needs, ensure adequate funding is available in new development areas, and protect the life and property of residents of and visitors to Fresno County.

Table 79. Fresno County Fire Protection and Emergency Medical Service Goals and Policies

Goal or Policy	Description
Goal PF-H:	To ensure the prompt and efficient provision of fire and emergency medical facility and service needs, to protect residents of and visitors to Fresno County from injury and loss oflife, and to protect property from fire.
Policy PF-H.1:	The County shall work cooperatively with local fire protection districts to ensure the provision ofeffective fire and emergency medical services to unincorporated areas within the County.
Policy PF-H.2:	Prior to the approval of a development project, the County shall determine the need for fire protection services. New development in unincorporated areas of the county shall not be approved until such time that fire protection facilities and services acceptable to the Public Worksand Planning Director in consultation with the appropriate fire district are provided.
Policy PF-H.3:	The County shall require that new fire stations be located to achieve and maintain a service level capability consistent with services for existing land uses.
Policy PF-H.4:	The County shall reserve adequate sites for fire and emergency medical facilities inunincorporated locations in the County.
Policy PF-H.5:	The County shall require that new development be designed to maximize safety and minimize fire hazard risks to life and property.
Policy PF-H.6:	The County shall limit development to very low densities in areas where emergency responsetimes will be more than 20 minutes.
Policy PF-H.7:	The County shall encourage local fire protection agencies in the County to maintain the followingas minimum fire protection standards (expressed as Insurance Service Organization (ISO) ratings): ISO 4 in urban areas; ISO 6 in suburban areas; and ISO 8 in rural areas.

Goal or Policy	Description
Policy PF-H.10:	The County shall ensure that all proposed developments are reviewed for compliance with fire safety standards by responsible local fire agencies per the California Fire Code and other State andlocal ordinances.

OPEN SPACE AND CONSERVATION ELEMENT

The Open Space and Conservation Element is concerned with protecting and preserving natural resources, preserving open space areas, managing the production of commodity resources, protecting and enhancing cultural resources, and providing recreational opportunities. Applicable goals and policies are presented below.

PRODUCTIVE RESOURCES

WATER RESOURCES

Policies in this section and in **Table 80. Fresno County Water Resources Goals and Policies** seek to protect and enhance the surface water and groundwater resources in the County. The policies address broad water planning issues, groundwater recharge, the relationship of land use decisions to water issues, and water quality problems.

Table 80. Fresno County Water Resources Goals and Policies

Goal or Policy	Description
Goal OS-A:	To protect and enhance the water quality and quantity in Fresno County's streams, creeks, and groundwater basins.
Policy OS-A.1:	The County shall provide active leadership in the regional coordination of water resource management efforts affecting Fresno County and shall continue to monitor and participate in, as appropriate, regional activities affecting water resources, groundwater, and water quality.
Policy OS-A.2:	The County shall provide active leadership in efforts to protect, enhance, monitor, and manage groundwater resources within its boundaries.
Policy OS-A.3	The County shall support efforts to create additional storage that benefits Fresno County, and is economically, environmentally, and technically feasible.
Policy OS-A.4:	The County shall support public education programs designed to increase public participation in water conservation and water quality awareness.
Policy OS-A.5:	The County shall permit and encourage, where economically, environmentally, and technically feasible, overirrigation of surface water as a means to maximize groundwater recharge.
Policy OS-A.6	The County shall ensure that new development does not limit the capacity or function of groundwater recharge areas.
Policy OS-A.7	The County shall direct, to the extent feasible, its available water resources to groundwater recharge areas.
Policy OS-A.8	The County should, in cooperation with respective groundwater sustainability agencies, develop and maintain an inventory of sites within the County that are suitable for groundwater recharge.
Policy OS-A.9:	The County shall support and/or engage in water banking (i.e., recharge and subsequent extraction for direct and/or indirect use on lands away from the recharge area) based on criteria.

Goal or Policy	Description
Policy OS-A.14:	The County shall require the protection of floodplain lands and, where appropriate, acquire public easements for purposes of flood protection, public safety, wildlife preservation, groundwater recharge, access, and recreation.
Policy OS-A.15:	The County shall support the policies of the San Joaquin River Parkway Master Plan to protect the San Joaquin River as an aquatic habitat, recreational amenity, aesthetic resource, and water source.

NATURAL RESOURCES

WETLAND AND RIPARIAN AREAS

Policies in this section and in **Table 81. Fresno County Wetland and Riparian Areas Goals and Policies** seek to protect riparian and wetland habitats in the County while allowing compatible uses where appropriate.

Table 81. Fresno County Wetland and Riparian Areas Goals and Policies

Goal or Policy	Description
Goal OS-D:	To conserve the function and values of wetland communities and related riparian areas throughout Fresno County while allowing compatible uses where appropriate. Protection of these resource functions will positively affect aesthetics, water quality, floodplain management, ecological function, and recreation/tourism.
Policy OS-D.1:	The County shall support the “no-net-loss” wetlands policies of the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game. Coordination with these agencies at all levels of project review shall continue to ensure that appropriate mitigation measures and the concerns of these agencies are adequately addressed.
Policy OS-D.2:	The County shall require new development to fully mitigate wetland loss for function and value in regulated wetlands to achieve "no-net-loss" through any combination of avoidance, minimization, or compensation. The County shall support mitigation banking programs that provide the opportunity to mitigate impacts to rare, threatened, and endangered species and/or the habitat that supports these species in wetland and riparian areas.
Policy OS-D.3:	The County shall require development to be designed in such a manner that pollutants and siltation do not significantly degrade the area, value, or function of wetlands. The County shall require new developments to implement the use of best management practices to aid in this effort.
Policy OS-D.7:	The County shall support the management of wetland and riparian plant communities for passive recreation, groundwater recharge, nutrient storage, and wildlife habitats.

VEGETATION

Policies in this section and in **Table 82. Fresno County Vegetarian Goals and Policies** seek to protect native vegetation resources primarily on private land within the County.

Table 82. Fresno County Vegetarian Goals and Policies

Goal or Policy	Description
Goal OS-F:	To preserve and protect the valuable vegetation resources of Fresno County.
Policy OS-F.1:	The County shall encourage landowners and developers to preserve the integrity of existing terrain and natural vegetation in visually-sensitive areas such as hillsides and ridges, and along important transportation corridors, consistent with fire hazard and property line clearing requirements.
Policy OS-F.2:	The County shall require developers to use native and compatible nonnative plant species, especially drought-resistant species, to the extent possible, in fulfilling landscaping requirements imposed as conditions of discretionary permit approval or for project mitigation.
Policy OS-F.6:	The County shall require that development on hillsides be limited to maintain valuable natural vegetation, especially forests and open grasslands, and to control erosion.
Policy OS-F.7:	The County shall require developers to take into account a site's natural topography with respect to the design and siting of all physical improvements in order to minimize grading.
Policy OS-F.9:	The County shall support the continued use of prescribed burning to mimic the effects of natural fires to reduce fuel volumes and associated fire hazards to human residents and to enhance the health of biotic communities.

RECREATION AND CULTURAL RESOURCES

PARKS AND RECREATION

Policies in this section and in **Table 83. Fresno County Parks and Recreation Goals and Policies** seek to enhance recreational opportunities in the County by encouraging the further development of public and private recreation lands and requiring development to help fund additional parks and recreation facilities.

Table 83. Fresno County Parks and Recreation Goals and Policies

Goal or Policy	Description
Goal OS-H:	To designate land for and promote the development and expansion of public and privaterecreational facilities to serve the needs of residents and visitors.
Policy OS-H.10:	The County shall support the policies of the San Joaquin River Parkway Master Plan to protect the San Joaquin River as an aquatic habitat, recreational amenity, aesthetic resource, and watersource.
Policy OS-H.12:	The County shall require that structures and amenities associated with the San Joaquin River Parkway be designed and sited to ensure that such features do not obstruct flood flows, do not create a public safety hazard, or result in a substantial increase in off-site water surface elevations, and that they conform to the requirements of other agencies having jurisdiction. For permanent structures, such as bridge overcrossings, the minimum level of flood design protectionshall be the greater of the Standard Project Flood (which is roughly equivalent to a 250-year event) or the riverine requirements of other agencies having jurisdiction to ensure flood flows are not dammed and to prevent flooding on surrounding properties.

HISTORIC, CULTURAL, AND GEOLOGICAL RESOURCES

Policies in this section and in **Table 84. Fresno County Historical, Cultural, and Geological Resources Goals and Policies** seek to preserve the historic, archeological, paleontological, geological, and cultural resources of the County through development review, acquisition, encouragement of easements, coordination with other agencies and groups, and other methods.

Table 84. Fresno County Historical, Cultural, and Geological Resources Goals and Policies

Goal or Policy	Description
Goal OS-J:	To identify, protect, and enhance Fresno County's important historical, archeological, paleontological, geological, and cultural sites and their contributing environment.
OS-J.1	The County shall encourage preservation of any sites and/or buildings identified as having historical significance pursuant to the list maintained by the Fresno County Historic Landmarks and Records Advisory Commission.
OS-J.2	The County shall consider historic resources during preparation or evaluation of plans and discretionary development projects.
OS-J.3	Whenever a historical resource is known to exist on a proposed project site, the County (i.e., Fresno County Historic Landmarks and Records Advisory Commission) shall evaluate and make recommendations to minimize potential impacts to said resource.
Policy OS-J.4:	The County shall require that discretionary development projects, as part of any required CEQA review, identify and protect important historical, archeological, paleontological, and cultural sites and their contributing environment from damage, destruction, and abuse to the maximum extent feasible. Project-level mitigation shall include accurate site surveys, consideration of project alternatives to preserve archeological and historic resources, and provision for resource recovery and preservation when displacement is unavoidable.

FRESNO COUNTY ORDINANCES

The Fresno County General Plan provides policy direction for land use, development, open space protection, and environmental quality, but this policy direction must be carried out through numerous ordinances, programs, and agreements. The following ordinances are among the most important tools for implementing the general plan and/or are critical to the mitigation of hazards identified in this plan.

EMERGENCY ORGANIZATION (TITLE 2, CHAPTER 2.44)

The declared purposes of this chapter are to provide for the preparation and carrying out of plans for the protection of persons and property within the County in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of the County with all other public agencies, corporations, organizations, and affected private persons.

FRESNO-KINGS-MADERA REGIONAL HEALTH AUTHORITY (TITLE 8, CHAPTER 8.75)

This health authority is a three-county regional health authority representing Fresno, Kings, and Madera Counties. The health authority shall design and operate a program or programs that:

1. Delivers primary care via a contracted provider network which significantly improves access to primary care and related specialty and ancillary services for enrolled Medi-Cal recipients.
2. Includes mechanisms for assuring that health authority financed medical care services meet appropriate quality of care standards.
3. Incorporates a plan of service delivery and implements reimbursement mechanisms which will promote the long-term viability of a locally operated Medi-Cal managed care system and participating "safety net" providers herein defined as Medi-Cal disproportionate share hospitals, county clinics, and licensed community and rural clinics.

4. Implements a financial plan which includes the creation of a prudent reserve within three years of commencing operations and which provides that if additional surplus funds accrue, they shall be used to expand access, improve benefits, and augment provider reimbursement.
5. Gives a high priority to increasing prevention, education, and early intervention services for enrolled recipients.
6. Ensures that all statutory, contractual, or other program obligations shall be the obligations solely of the health authority and shall not be the obligations of Fresno County, Kings County, Madera County, or the State.
7. Implements programs and procedures to ensure that a high level of member satisfaction is maintained. The health authority shall also be authorized to contract with public insurers, payors, or plan sponsors to offer and/or administer their health care programs and to contract with private insurers or plan sponsors to administer their health care programs. The purpose of the health authority is to negotiate a contract with the California Department of Health Care Services and to provide a "Medi-Cal Managed Care Program" (the "program") and to arrange for the provision of health care services to qualifying individuals under such program in Fresno County, Kings County, and Madera County pursuant to Chapter 7 (commencing with Section 14000) of Part 3 of Division 9 of the Welfare and Institutions Code.

GROUNDWATER MANAGEMENT (TITLE 14, CHAPTER 14.03)

This chapter protects the County's important groundwater resources by requiring a permit from the County to extract, on a long-term basis, groundwater for transfer outside the County, including groundwater extracted to replace a surface water supply that has been, is being, or will be transferred for long-term use outside of Fresno County. This chapter is limited to requiring a permit for the long-term direct or indirect transfer of groundwater outside the County and is not intended to regulate groundwater in any other way.

BUILDING CODE (TITLE 15, CHAPTER 15.08)

This chapter adopts the 2022 California Building Code, including the Appendices as referenced in the 2022 California Building Code Standards and the Uniform International Building Code Standards is adopted by reference.

FIRE CODE (TITLE 15, CHAPTER 15.10)

This chapter adopts the 2022 California Fire Code as referenced in the 2022 California Building/Residential Code, is adopted by reference.

GRADING AND EXCAVATION (TITLE 15, CHAPTER 15.28)

This chapter establishes that Chapter 18, Chapter 33, Chapter 33, and Appendix J of the 2022 California Building Code and Chapter 4, Division 4.1 of the California Green Building Standards Code are adopted by reference and except as herein otherwise provided are applicable to and shall cover all grading and excavation within the unincorporated area of the County of Fresno.

FLOOD HAZARD AREAS (TITLE 15, CHAPTER 15.48)

It is the purpose of this chapter to promote the public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas by provisions designed to:

- Protect human life and health
- Minimize expenditure of public money for costly flood control projects
- Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public
- Minimize prolonged business interruptions
- Minimize damage to public facilities and utilities such as water and gas mains; electric, telephone, and sewer lines; and streets and bridges located in areas of special flood hazard
- Help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard so as to minimize future blighted areas caused by flood damage
- Ensure that potential buyers are notified that property is in an area of special flood hazard; and
- Ensure that those who occupy the areas of special flood hazard assume responsibility for their actions.

This chapter includes methods and provisions to:

- Restrict or prohibit uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities
- Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction
- Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters
- Control filling, grading, dredging, and other development that may increase flood damage
- Prevent or regulate the construction of flood barriers that will unnaturally divert floodwaters or that may increase flood hazards in other areas

Requirements of this chapter apply to all new developments, substantial improvements, minor improvements, and conversions of existing nonresidential structures to residential uses within flood hazard areas. Notably, it requires that a development permit be obtained before start of construction or beginning of development within any area of special flood hazard. It appoints the director of the Public Works and Planning Department to administer and implement the chapter by granting or denying development permit applications in accordance with its provisions.

This chapter addresses the following for construction in areas of special flood hazard:

- Standards of construction

- Standards for storage of materials and equipment
- Standards for utilities
- Standards for subdivisions
- Standards for manufactured homes and manufactured home parks and subdivision
- Provisions for floodway development

CALIFORNIA DEPARTMENT OF FORESTRY STATE RESPONSIBILITY AREA FIRE SAFE REGULATIONS OF THE COUNTY (TITLE 15, CHAPTER 15.60)

This chapter provides for basic emergency access, perimeter wildfire protection measures, signing and building numbering, private water supply reserves for emergency fire use, and vegetation modification.

Development requirements in this chapter address setbacks for structures, road improvements, road width, cul-de-sacs and dead-end roads, one-way roads, driveways, gates, road signs, building signs, flammable vegetation and fuels, water supply, and hydrant locations.

FIRE DISTRICT DEVELOPMENT IMPACT MITIGATION FEES (TITLE 15, CHAPTER 15.64)

The purpose of this chapter is to implement the Fresno County General Plan policy providing for the adoption of development impact mitigation fees and for the collection of such fees at the time of the issuance of building permits or other permits. Subject to the requirements of this chapter, such fees are to be allocated to a fire district within the Fresno County for the acquisition of capital facilities to ensure the provision of the capital facilities necessary to maintain current levels of fire protection services necessitated by new development.

SUBDIVISIONS (TITLE 17, CHAPTERS 17.01-17.60)

Chapters 17.04 through 17.60 makeup Fresno County's subdivision ordinance, which is deemed necessary to protect the public health, safety, and general welfare. It addresses orderly growth and development of the County; beneficial use of land in the public interest; and conservation, stabilization, and protection of property values and assures adequate provision for necessary utilities, public roads, and other public conveniences in subdivided areas. The subdivision ordinance regulates the design and improvement of land divisions and the dedication of public improvements needed in connection with land divisions. All land divisions must by law be consistent with the general plan and the zoning ordinance.

DRAINAGE OF LAND (TITLE 17, CHAPTER 17.64)

Since the development of land for urban uses substantially accelerates the concentration of surface water and stormwater, it is necessary to require the construction of, and to establish and collect fees to defray the actual or estimated cost of, planned local drainage facilities for the control and safe disposal of surface water and stormwater from local drainage areas to promote and protect the public welfare, safety, peace, comfort, convenience, and the general welfare.

FRESNO COUNTY ZONING ORDINANCE

The purpose of the zoning ordinance is to regulate the use of land in each zoning district. The ordinance typically establishes a list of land uses permitted in each district plus a series of specific standards governing lot size, building height, and required yard and setback provisions in the unincorporated area of Fresno County in a manner consistent with the Fresno County General Plan. This ordinance incorporates zoning regulations implementing the Fresno County General Plan and all of its elements.

One of the zones created by the ordinance is the Open Space Conservation District (Section 815). This zone is intended to provide for permanent open spaces in the community and to safeguard the health, safety, and welfare of the people by limiting developments in areas where police and fire protection, protection against flooding by stormwater, and dangers from excessive erosion are not possible without excessive costs to the community.

PLANNING MITIGATION CAPABILITIES

The table below identifies the plans related to mitigation and loss prevention in Fresno County.

Table 85. Fresno County Planning Capabilities

Regulatory Tool	In Place Yes/No	Under Development Yes/No	Comments
Capital Improvement Plan (CIP)			Unknown
Climate Resiliency or Adaptation Plan			Unknown
Community Wildfire Protection Plan (CWPP)			Unknown
Comprehensive Emergency Management Plan			Unknown
Comprehensive Land Use Plan (or General, Master, or Growth Management Plan)			Unknown
Continuity of Operations Plan (COOP)			Unknown
Disaster Recovery Plan		Yes	
Economic Development Plan			Unknown
Emergency Operations Plan (EOP)			Unknown
Evacuation Plan			Unknown
Flood Response Plan			Unknown
Floodplain Management Plan/Flood Mitigation Plan			Unknown
Hazard Mitigation Plan		Yes	
Historic Preservation Plan			Unknown
Natural Resources Protection Plan (NRPP)			Unknown
Open Space Management Plan (Parks and Rec/Greenway Plan)			Unknown
Threat Hazard Identification and Risk Assessment			Unknown

FRESNO AREA REGIONAL GROUNDWATER MANAGEMENT PLAN

The Fresno Area Regional Groundwater Management Plan is a comprehensive strategy to enhance and maintain the quantity and quality of local groundwater resources. It provides a vehicle for future groundwater management actions. As part of a regional effort, other basin- specific plans have also been developed for the Kings River and San Joaquin River basins. There are also efforts to create a statewide water management plan. All plans are coordinated for the County through the Public Works and Planning departments.

FRESNO COUNTY HAZARDOUS WASTE MANAGEMENT PLAN

The Fresno County Hazardous Waste Management Plan is designed to ensure that safe, effective, and economical facilities for the management of hazardous wastes are available when they are needed. To attain this goal, the plan establishes goals, policies, and programs to encourage the safe handling, storage, and transportation of hazardous materials. The Fresno County Environmental Health Department administers this plan.

SPECIAL DISTRICTS

There are numerous special districts that provide a variety of public services in Fresno County. Special districts can provide one or more types of public services, facilities, or infrastructure within a prescribed boundary, and they play an important role in growth management because the availability of their services can encourage or discourage new development. Special districts can tax the properties within their boundaries to pay for the services they provide. Monthly fees may also be assessed. Some of the special districts that provide mitigation-related services in Fresno County are presented below.

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

The Fresno Metropolitan Flood Control District is a special act district. It was created to provide fully coordinated and comprehensive stormwater management and related services on a regional basis through a quasi-joint powers' relationship between the Cities of Fresno and Clovis and the County of Fresno. The district service area includes most of the Fresno-Clovis metropolitan area (excluding the community of Easton), and unincorporated lands to the east and northeast.

The mission of the district is to provide to the citizens living within its boundaries the ability to control and manage the water resources of the area so as to prevent damage, injury, and inconvenience; to conserve such waters for local, domestic, and agricultural use; and to maximize the public use and benefit of the district's programs and infrastructure. The district maintains a services plan that presents district goals, program objectives, current program descriptions, and implementation strategies.

(See Annex M: Fresno Metropolitan Flood Control District for more information.)

LOWER SAN JOAQUIN LEVEE DISTRICT

The Lower San Joaquin Levee District is a special act district. It was created to operate, maintain, and repair levees, bypasses, and other facilities built in connection with the Lower San Joaquin River Flood Control Project. The district encompasses approximately 468 square miles in Fresno, Madera, and Merced counties, of which 94 square miles are in Fresno County.

(See Annex N: Lower San Joaquin Levee District for more information.)

KINGS RIVER CONSERVATION DISTRICT

The Kings River Conservation District is a special act district. It is responsible for planning for the proper management of water within its service area, including essential flood control and groundwater

management services. The district contains about 2,049 square miles in Fresno, Kings, and Tulare counties. The Fresno County portion has 1,001 square miles. It encompasses the Cities of Clovis, Fresno, Fowler, Kerman, Kingsburg, Parlier, Reedley, San Joaquin, Sanger, and Selma and intervening agricultural lands.

FRESNO COUNTY FIRE PROTECTION DISTRICTS

Fire protection districts provide a variety of services, which may include fire protection, rescue, emergency medical, hazardous material emergency response, and ambulance services.

- Bald Mountain Fire Protection District
- Fig Garden Fire Protection District
- Fresno County Fire Protection District
- North Central Fire Protection District
- Orange Cove Fire Protection District

FRESNO COUNTY IRRIGATION DISTRICTS

Irrigation districts provide water for irrigation to users within their boundaries. They may also use water under their control for other beneficial purposes and provide flood protection measures.

- Alta Irrigation District
- Central California Irrigation District
- Consolidated Irrigation District
- Fresno Irrigation District
- Hills Valley Irrigation District
- James Irrigation District
- Laguna Irrigation District
- Orange Cove Irrigation District
- Riverdale Irrigation District
- Tranquility Irrigation District

FRESNO COUNTY DRAINAGE DISTRICTS

Drainage districts control storm and other waste waters within a district's boundaries, protect property and infrastructure within a district from damage by stormwater or wastewater, and conserve stormwater and wastewater for beneficial purposes.

- Camp 13 Drainage District
- Dos Palos Drainage District

- Panoche Drainage District
- Silver Creek Drainage District

FRESNO COUNTY MOSQUITO ABATEMENT DISTRICTS

Mosquito abatement districts provide mosquito surveillance and control.

- Coalinga-Huron Mosquito Abatement District
- Consolidated Mosquito Abatement District
- Fresno Mosquito and Vector Control District
- Fresno-Westside Mosquito Abatement District

FRESNO COUNTY PEST CONTROL DISTRICTS

Pest control districts are comprised of local growers to control, eradicate, or respond to the effects of pests and/or diseases affecting crops.

- Central Valley Pest Control District
- West Fresno County Red Scale Protective District

RECLAMATION DISTRICTS

Reclamation districts reclaim and protect anybody of swampland and overflowed salt marsh, tidelands, or other lands subject to overflow to irrigate lands inside or outside their boundaries. Services include drainage, levee maintenance, and irrigation services.

- No. 1606
- Zalda No. 801

FRESNO COUNTY RESOURCE CONSERVATION DISTRICTS

Resource conservation districts address a wide variety of conservation issues such as forest fuel management, water and air quality, wildlife habitat restoration, soil erosion control, conservation education, and much more.

- Excelsior/Kings River Resource Conservation District
- Firebaugh Resource Conservation District
- James Resource Conservation District
- Los Banos Resource Conservation District

- Panoche Resource Conservation District
- San Luis Resource Conservation District
- Sierra Resource Conservation District (See Annex P)
- Tranquility Resource Conservation District
- Westside Resource Conservation District

FRESNO COUNTY WATER DISTRICTS (CALIFORNIA)

Water districts provide water services. Powers may include the acquisition and operation of works for the production, storage, transmission, and distribution of water for irrigation, domestic, industrial, and municipal purposes and any related drainage or reclamation works.

- Broadview Water District
- Eagle Field Water District
- Farmers Water District
- Firebaugh Canal Water District
- Fresno Slough Water District
- Garfield Water District
- International Water District
- Kings River Water District
- Liberty Water District
- Mercy Springs Water District
- Mid-Valley Water District
- Oro Loma Water District
- Pacheco Water District
- Panoche Water District
- Pleasant Valley Water District
- Raisin City Water District
- San Luis Water District
- Stinson Water District
- Tri-Valley Water District
- Westlands Water District
- Wildren Water District

FRESNO COUNTY WATER DISTRICTS (COUNTY)

County water districts furnish imported water.

- Freewater County Water District
- Malaga County Water District
- Pinedale County Water District

FRESNO COUNTY LOCAL BOARDS, COMMISSIONS, AND COMMITTEES

There are several local boards, commissions, and committees in Fresno County. Those that have responsibilities related to hazard mitigation are described briefly below.

- **Agricultural Land Conservation Committee**: This committee reviews cancellation of land conservation contracts and makes recommendations to the Board of Supervisors.
- **Association of Metropolitan Water Agencies**: This organization is charged with providing sufficient quality water to satisfy future requirements for municipal, industrial, and agricultural uses within the areas served by the member agencies.
- **Planning Commission**: This commission is charged with the review and approval or denial of discretionary land use permits. The Commission is also advisory to the Board of Supervisors on proposed amendments to the General Plan and the Zoning Ordinance.

FIRE SAFE COUNCILS

The Fire Safe Council provides resources for establishing and maintaining local fire safe councils to mobilize Californians to protect their homes, communities, and environments from wildfire. These councils serve as forums for stakeholders to share and validate fire safety and fire planning information. There are two fire safe councils in Fresno County:

- Highway I-168 Fire Safe Council (northeastern Fresno County)
- Highway I-80 Oak to Timberline Fire Safe Council (southeastern Fresno County)

FRESNO COUNTY'S ADMINISTRATIVE/TECHNICAL MITIGATION CAPABILITIES

Table 86. Fresno County's Administrative and Technical Mitigation Capabilities identifies the County personnel responsible for activities related to mitigation and loss prevention in Fresno County.

Table 86. Fresno County's Administrative and Technical Mitigation Capabilities

Staff or Personnel Resources	Yes	No	Department or Single Staff Member	Comments

Emergency Manager	X		OES DEPT	
Engineers or professionals trained in construction practices related to buildings and/or infrastructure				UNKNOWN
Fiscal Management or Procurement Specialists				UNKNOWN
Floodplain Manager				UNKNOWN
Land Surveyors				UNKNOWN
Land Use/Management/Development Planning				UNKNOWN
Planners or engineers with an understanding of natural and/or human-caused hazards				UNKNOWN
Resource Development Staff or Grant-writing	X		OES & PUBLIC WORKS	
Scientists familiar with the hazards of the community				UNKNOWN
Staff experienced with Geographic Information Systems (GIS) or HAZUS	X		PUBLIC WORKS	
Staff with education or expertise to assess the community's vulnerability to hazards				UNKNOWN

FRESNO COUNTY DEPARTMENT OF PUBLIC HEALTH

A number of important mitigation and emergency management programs and services are located in the Fresno County Department of Public Health, which provides health promotion, surveillance, and disease prevention services to protect public health.

OFFICE OF EMERGENCY SERVICES AND ITS MISSION

The Fresno County Office of Emergency Services (OES) is a program located within the Department of Public Health, Environmental Health Division. Fresno County OES coordinates planning and preparedness, response and recovery efforts for disasters occurring within the unincorporated area of the County. The mission of the Fresno County Office of Emergency Services is to develop and maintain the capability to prepare for, mitigate, respond to, and recover from emergencies and disasters, and to ensure the most effective use of all available resources. To accomplish this mission OES communicates and coordinates with all levels of government and many other entities in order to minimize the impact of disasters and enable affected communities to return to pre-disaster conditions as soon as possible.

On November 14, 1995, the Fresno County Board of Supervisors adopted the State's Standardized Emergency Management System (SEMS), established the geographic area of the County of Fresno as the Fresno County Operational Area, and designated Fresno County as the Operational Area Lead Agency. Fresno County OES is mandated by the California Emergency Services Act (Chapter 7, Division 1, Title 2 of Government Code) to serve as the liaison between the State and all the local

government political subdivisions comprising Fresno County. As the Operational Area lead agency, Fresno County OES maintains ongoing communication with local government agencies (County Departments, Incorporated Cities, Special Districts, and Public School Districts) as well as many state and federal agencies and nonprofit organizations to maintain and enhance the capability to respond to and recover from disasters.

During a Disaster

The Office of Emergency Services provides the initial staffing and coordination of the County's Emergency Operations Center (EOC), which is the primary coordination point for response to major emergencies and disasters. During a disaster event OES staff gathers information from the affected jurisdictions and determines the level of response required. OES acts as the link between local government agencies and the State to transmit emergency related information and to request necessary State and Federal assistance.

Between Disasters

The Office of Emergency Services coordinates a wide variety of emergency management functions including developing and updating response plans, maintaining and enhancing the emergency operations center and related equipment, administering emergency preparedness grants, assisting county agencies and local jurisdictions with emergency related activities, and identifying and coordinating appropriate emergency training activities.

FRESNO COUNTY OPERATIONAL AREA MASTER EMERGENCY SERVICES PLAN

The program coordinates the development and maintenance of the Fresno County Operational Area Master Emergency Services Plan, which serves as a guide for the County's response to emergencies/disasters in the Fresno County Operational Area, and to coordinate and assist with disaster response in jurisdictions both within and outside of the Fresno County Operational Area.

Certified Unified Program Agency

The Certified Unified Program Agency (CUPA) is responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that require hazardous materials business plans, require California accidental release prevention plans or federal risk management plans, operate storage tanks, generate hazardous waste(s), and have onsite treatment of hazardous waste(s)/tiered permits.

Land Use Program

Land Use program staff are responsible for reviewing proposed land use development applications submitted to the various planning agencies in the County and providing comments regarding project compliance with the appropriate environmental health standards relative to the staff's areas of expertise. The Land Use Program evaluates proposed land developments for compliance with laws and regulations pertaining to domestic and public water supplies, sewage and solid waste disposal, community noise and vector control.

Water Surveillance Program

The Water Surveillance Program permits, monitors, and inspects small public water systems and state small water systems within Fresno County and permits new water well construction, reconstruction of existing wells, and destruction of abandoned wells within unincorporated Fresno County. These activities are designed to help assure that a reliable supply of pure, wholesome, and potable water is provided to small public and state small water systems within Fresno County. In addition, the water well permitting program helps assure that private water wells are constructed to minimize the potential for contamination of the groundwater supply and eliminate safety hazards associated with abandoned wells.

Communicable Disease Division

The Communicable Disease Division of the Public Health Department participates in hazard mitigation in several ways, including immunizations, education, and preventive medication to prevent and/or control the spread of disease. The ultimate result is a reduction in human suffering, medical costs, and lost productivity.

In the case of a pandemic influenza or bio-terrorism event, the division would mobilize to mitigate the effects on the general population as well as first responders and essential personnel by administering antivirals, antibiotics, and immunizations. The County has a pandemic response plan that is implemented by this division.

Education and Prevention Services

Education and Prevention Services supports the public health objectives of the Department of Public Health. It conducts research on current health issues and, where appropriate, develops and implements programs to provide information, education, and services that promote and improve the public health and safety within the Fresno community. Staff also participate in a variety of public health partnerships with schools, community-based organizations, health and safety coalitions, public health agencies, managed care, medical institutions, and community members. Activities include:

- Conducting research and development on identified unmet public health needs;
- Developing, implementing, and evaluating primary prevention interventions intended to address targeted health needs of children, youth, and families;
- Providing consumer, youth, and employer health and wellness education;
- Creating and implementing informational marketing campaigns on health and safety topics;
- Coordinating selected training, assessment, and evaluation activities for the department.

Public Health Laboratory

The Public Health Laboratory provides surveillance and detects the presence of disease producing agents that have the potential to adversely affect the health of an entire community. The information generated by this testing is furnished to other agencies and departments to be used for the purpose of monitoring infectious disease outbreaks and environmental threats to the public's health. The information can then be used to plan containment strategies and assess the effectiveness of various health education programs.

Fresno County Heat Emergency Contingency Plan

Administered by a number of departments within the Department of Public Health, the Fresno County Heat Emergency Contingency Plan was developed to reduce the incidence of morbidity and mortality associated with local extreme heat events. The plan describes County operations during heat-related emergencies and provides guidance for County departments and personnel.

FRESNO COUNTY DEPARTMENT OF PUBLIC WORKS AND PLANNING

The Fresno County Department of Public Works and Planning is responsible for a wide variety of programs and activities related to planning, zoning, permits, water, community service districts, housing, community and economic development, and roads and bridges for the unincorporated portion of Fresno County. Most of the department's mitigation activities take place in the Development Services Division, which consists of the following sections:

- **Building and Safety Section**—Responsibilities include administration of building codes and regulations to ensure the public's safety.
- **Land Development, Policy Planning, and Environmental Analysis Units** - Responsibilities include processing of land use applications, land division, administration of the County's general plan, Regional, Community and specific plans, urban growth management, and project-related amendments to General Plan and the Zoning Ordinance.
- **Development Engineering** – Responsibilities include processing grading permits, processing parcel maps and lot line adjustments.

Development Engineering is also responsible for floodplain administration and administers the National Flood Insurance Program (NFIP) for unincorporated areas of the County. The NFIP is a FEMA program that makes flood insurance available to communities that have enacted local ordinances restricting development within the 100-year floodplain. Fresno County has been an NFIP participant since 1982.

Floodplain management in Fresno County is based on mapping associated with the 2016 FEMA Flood Insurance Study, which contains revised and updated information on flood hazards in the geographic area of Fresno County, including the Cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cover, Parlier, Reedley, Sanger, San Joaquin, and Selma and the unincorporated areas of Fresno County. This study developed flood- risk data for various areas of the community that will be used to establish actuarial flood insurance rates and to assist the community in its efforts to promote sound floodplain management.

COMMUNITY DEVELOPMENT

The Community Development Division is responsible for implementing a variety of grants and programs to develop and promote viable communities by improving housing, providing a suitable living environment, and expanding economic opportunities.

Community Development Programs are provided solely through the use of grant funds such as the Community Development Block Grant, HOME Investment Partnerships Program, Neighborhood

Stabilization Program and other Federal and State grants. Agritourism funding is provided by the Fresno County Board of Supervisors. The programs the department provides include:

- Affordable Housing Programs
- Community Development Grants
- Economic Development
- Housing Element and Community Plans

FRESNO COUNTY DEPARTMENT OF AGRICULTURE

The Fresno County Department of Agriculture, under direction of the California Department of Food and Agriculture, is responsible for conducting regulatory and service functions pertaining to the multi-billion-dollar agricultural industry in Fresno County. The primary purpose and objective of the department is the promotion and protection of the County agricultural industry and the general public. The services the department provides across its offices include:

Main Office

- Pesticide Regulatory Program office
- Fruit and Vegetable Program office
- Certified Producers Certificates
- Public information requests
- ACP Bulk Citrus Compliance Agreement Issuance
- Weights and Measures Program Office

Administrative Office

- Plant Quarantine office
- Administration staff
- Business Services Division
- Entomologist/Pest Identification

District Offices

- Phytosanitary Certification of export commodities
- Restricted Materials Permit and Operator Identification Number Issuance
- ACP Bulk Citrus Compliance Agreement Issuance
- Disposal Orders
- Regulatory Guidance

COUNTY ADMINISTRATIVE OFFICE

The County Administrative Office functions as the operations arm of the Board of Supervisors to deliver the highest quality public services to Fresno County residents. There are 21 Departments with 7,200 employees dedicated to finding better and more effective ways to meet the needs of our community.

We administer the County's $4.1 billion dollar budget that funds services in public safety, law enforcement, agriculture, public works, human services, libraries and elections. The CAO office takes the lead in activities to improve the quality of life in Fresno County, including economic development, capital improvements, and tourism.

FRESNO COUNTY PUBLIC LIBRARY

The Fresno County Public Library provides collections and services through its Central Resource Library and 34 branches. It is part of the San Joaquin Valley Library System, a cooperative network of ten public library jurisdictions in the counties of Fresno, Kern, Kings, Madera, Mariposa, and Tulare. The library is an excellent resource for information about hazards and emergency preparedness.

STATE AND FEDERAL PROGRAMS

A number of state and federal programs exist to provide technical and financial assistance to local communities for hazard mitigation. Some of the primary agencies/departments that are closely involved with local governments in the administration of these programs include:

- California Governor's Office of Emergency Services
- State of California Multi-Hazard Mitigation Plan
- California Department of Water Resources (San Joaquin District)*
- San Joaquin River Management Plan
- California Department of Forestry and Fire Protection (Fresno King's Unit)*
- California Environmental Protection Agency
- California Department of Fish and Game*
- California Department of Transportation (Caltrans)
- California Highway Patrol
- California State Parks and Recreation Department*
- California State Lands Commission*
- San Joaquin River Conservancy*
- Federal Emergency Management Agency (Region IX)
- U.S. Army Corps of Engineers (South Pacific Division/Sacramento District)*
- Bureau of Reclamation (Mid-Pacific Region, Hollister planning area)*
- USDA Forest Service (Pacific Southwest Region)*
- National Parks Service (Pacific West Region)*

- USDA Natural Resources Conservation Service (Fresno Service Center)*
- U.S. Environmental Protection Agency (Region IX)
- American Red Cross (Fresno/Madera)

*Owns and/or manages land and/or facilities (or has some sort of administrative role, e.g., fire protection) in the County, potential partner for mitigation activities

SERVICE PROVIDERS FOR PEOPLE WITH ACCESS AND FUNCTIONAL NEEDS

A number of local organizations provide services and support to people with Access and Functional Needs in Fresno County. These include:

- Central Valley Regional Center (CVRC)
  - Serves clients with intellectual deficits, autism, cerebral palsy, epilepsy, and other conditions requiring similar services (including brain injuries). Many of their clients experience behavioral challenges, mobility issues, vision and hearing deficits, cognitive deficits, and health conditions that require special equipment.
  - They estimate that there are 13,389 people residing in Fresno County with this type of disability as of March 2024, and serve 28,000 clients across six counties.
  - CVRC can provide disaster-related assistance to their large population of clients, and has staff that speak a variety of languages (including English, Spanish, and Hmong)
- American Red Cross
  - Serves hundreds of clients with mobility issues and who are hard of hearing during disasters.
  - Provides sheltering, feeding, and wrap-around services (recovery, damage assessments, and disaster emergency supplies)
- The Fresno-Madera Area Agency on Aging
  - Serves older clients who frequently experience vision and hearing impairments, cognitive impairment, and mobility challenges.
  - Serves approximately 1,000 clients per month between MSSP, Linkages, and HDM programs, in addition to serving approximately 5,800 meals at congregate sites.
  - Can provide support in identifying clients that need evacuation assistance and provide emergency meals and durable medical equipment.
- Amputees of Central California
  - Serves clients who have lost one or more limbs, many of whom do not use prosthetics and need additional support in ambulating during an emergency.
  - Serves 400-500 clients, of the estimated 700-800 amputees in Fresno County.
- Loyd's Liberty Homes
  - Provides housing services to clients who blind and visually impaired, deaf and hard of hearing, non-ambulatory, elderly, non-verbal, and with behavioral health issues.
  - Houses 38 clients across two facilities

FRESNO COUNTY'S FISCAL MITIGATION CAPABILITIES

Table 87. Fresno County's Fiscal Mitigation Capabilities identifies financial tools or resources that the County could potentially use to help fund mitigation activities.

Table 87. Fresno County's Fiscal Mitigation Capabilities

Staff or Personnel Resources	Never Used	Previously Used	Currently Used	Comments
Capital Improvement Programming				UNKNOWN
Community Development Block Grants (CDBG)				UNKNOWN
Special Purpose Taxes (or taxing districts)				UNKNOWN
Gas/Electric Utility Fees				UNKNOWN
Water/Sewer Fees				UNKNOWN
Stormwater Utility Fees				UNKNOWN
Development Impact Fees				UNKNOWN
General Obligation, Revenue, and/or Special Tax Bonds				UNKNOWN
Partnering Agreements or Intergovernmental Agreements				UNKNOWN
FEMA Hazard Mitigation Assistance Grants (HMGP, FMA, PDM)				UNKNOWN
Homeland Security Grants (HSGP)			X	
USDA Rural Development Agency Grants				UNKNOWN
US Economic Development Administration Grants				UNKNOWN
Infrastructure Investment and Jobs Act (IIJA)				UNKNOWN

VULNERABILITY ASSESSMENT

Requirement §201.6(c)(2)(ii): [The risk assessment shall include a] description of the jurisdiction's vulnerability to the hazards described in paragraph (c)(2)(i) of this section. This description shall include an overall summary of each hazard and its impact on the community.

Requirement §201.6(c)(2)(ii)(A): The plan should describe vulnerability in terms of the types and numbers of existing and future buildings, infrastructure, and critical facilities located in the identified hazard areas.

Requirement §201.6(c)(2)(ii)(B): [The plan should describe vulnerability in terms of an] estimate of the potential dollar losses to vulnerable structures identified in paragraph (c)(2)(i)(A) of this section and a description of the methodology used to prepare the estimate.

Requirement §201.6(c)(2)(ii)(C): [The plan should describe vulnerability in terms of] providing a general description of land uses and development trends within the community so that mitigation options can be considered in future land use decisions.

With Fresno County's hazards identified and profiled, the HMPC conducted a vulnerability assessment to describe the impact that each hazard would have on the County. The vulnerability assessment quantifies, to the extent feasible using best available data, assets at risk to natural hazards and estimates potential losses. This section focuses on the risks to the County as a whole. Data from the individual participating jurisdictions was also evaluated and is integrated here and in the jurisdictional annexes and noted where the risk differs for a particular jurisdiction within the planning area.

Data used to support this assessment included the following:

- County GIS data (hazards, base layers, and assessor's data)
- Statewide GIS datasets compiled by the California Governor's Office of Emergency Services to support mitigation planning
- California Department of Forestry and Fire Protection GIS datasets including tree mortality data
- FEMA's HAZUS-MH for earthquake modelling
- Written descriptions of inventory and risks provided by participating jurisdictions
- A refined flood loss estimation by jurisdiction with the use of geospatial analysis 1% and 0.2% annual chance flooding as well as the 200-year floodplain.
- Existing plans and studies
- Personal interviews with planning team members and staff from the County and participating jurisdictions

FRESNO COUNTY VULNERABILITY AND ASSESTS AT RISK

As a starting point for analyzing the planning area's vulnerability to identified hazards, the HMPC used a variety of data to define a baseline against which all disaster impacts could be compared. This section describes significant assets at risk in the planning area. Data used in this baseline assessment included:

- Total values at risk
- Critical facility inventory
- Historic, cultural, and natural resources
- Growth and development trends
- Social vulnerability

TOTAL VALUES AT RISK

The following data from the Fresno County Assessor's Office is based on the certified roll values as of February 2024. This data should only be used as a guideline to overall values in the County, as the information has some limitations. The most significant limitation is created by Proposition 13. Instead of adjusting property values annually, the values are not adjusted or assessed at fair market value until a property transfer occurs. As a result, overall value information is likely low and does not reflect current market value of properties within the County. It is also important to note, in regard to a disaster, it is generally the value of the infrastructure or improvements to the land that is of concern or at risk. Generally, the land itself is not a loss. **Figure 80. Fresno County Exposure by Jurisdiction** shows the building values for the entire Fresno County planning area (e.g., the total values at risk) by jurisdiction. The values for unincorporated Fresno County are provided in **Figure 81. Building Exposure for Unincorporated County, by Property Type** by property type. For more information on building exposure for each jurisdiction, see the appropriate annex.

Table 88. Assets at Risk

Jurisdiction	Parcel Count	Building Count	Improved Value	Land Value	Total Value
Clovis	42,692	37,893	$14,224,851,294	$3,332,745,410	$17,565,413,960
Coalinga	3,762	4,807	$40,376,700	$11,159,350	$51,536,050
Firebaugh	2,201	2,077	$24,317,302	$13,330,297	$41,994,899
Fowler*	2,381	2,296			
Fresno	156,104	152,956	$74,325,635,573	$14,859,345,930	$89,998,576,963
Huron*	1,142	1,066			
Kerman	4,043	4,045	$289,394,719	$94,670,178	$392,488,007

Jurisdiction	Parcel Count	Building Count	Improved Value	Land Value	Total Value
Kingsburg	4,166	4,393	$195,880,186	$77,170,690	$277,098,036
Mendota	2,361	2,331	$5,429,577	$2,154,143	$7,593,820
Orange Cove*	1,718	2,126			
Parlier	2,813	3,102	$7,642,462	$1,930,661	$9,573,123
Reedley	7,153	7,132	$4,566,516,130	$313,583,124	$4,890,722,514
San Joaquin*	795	854			
Sanger	7,513	7,870	$340,931,729	$91,625,847	$432,668,326
Selma	6,558	7,149	$141,103,950	$68,244,144	$209,749,314
Unincorporated	82,580	94,849	$2,990,240,616	$2,155,125,277	$5,399,450,613

**Tax Parcel Ownership Value table for Fresno County does not contain valuations for these 4 jurisdictions*

Source: Based on information from Fresno County Assessor 2/28/2024 and Microsoft-Bing Building Footprints U.S. Dataset, 2019

Table 89. Assets at Risk by Parcel Type

Property Type	Parcel Count	Building Count	Improved Value	Land Value	Total Value
Agricultural	4,867	4,594	$1,614,009,984	$1,414,695,221	$3,128,491,075
Commercial	2,425	1,109	$6,571,839,262	$1,967,206,317	$8,604,594,489
Government	23	3	$240,514	$1,333,289	$1,573,803
Industrial	730	899	$1,475,735,060	$522,248,712	$2,922,628,472
School	29	43	$28,202,029	$7,365,482	$35,612,811
Hospital	16	3	$341,363,536	$17,708,710	$359,072,246
Multi-Residential *(Apartments or Condos)*	12,554	3,438	$78,143,455,036	$13,343,869,743	$91,487,380,379
Group Housing/Lodging	27	62	$123,195,002	$27,027,675	$152,511,457
Mobile/Manufactured Home	379	1,007	$219,791,066	$337,554,097	$557,363,573
Open Space	1,194	395	$1,624,248,027	$473,461,965	$2,107,438,892
Single-Family Residential	34,844	33,773	$6,783,498,693	$2,510,390,338	$9,293,925,341
Recreation	53	29	$23,510,572	$10,083,948	$33,645,020
Utilities	22	42	$7,711,634	$19,469,825	$27,181,459
Unknown or Vacant	6,742	289,027	$56,529,540	$343,157,723	$400,037,763
Total	**63,905**	**334,424**	**$97,013,329,955**	**$20,995,573,045**	**$119,111,456,780**

Source: Based on information from Fresno County Assessor 2/28/2024 and Microsoft-Bing Building Footprints U.S. Dataset, 2019

CRITICAL FACILITY INVENTORY

Of significant concern with respect to any disaster event is the location of critical facilities in the planning area. Critical facilities are often defined as those services and facilities essential during a major emergency and that, if damaged, would result in severe consequences to public health and safety or facilities that, if unusable or unreachable because of a major emergency, would seriously and adversely affect the health, safety, and welfare of the public. Critical facilities include, but are not limited to:

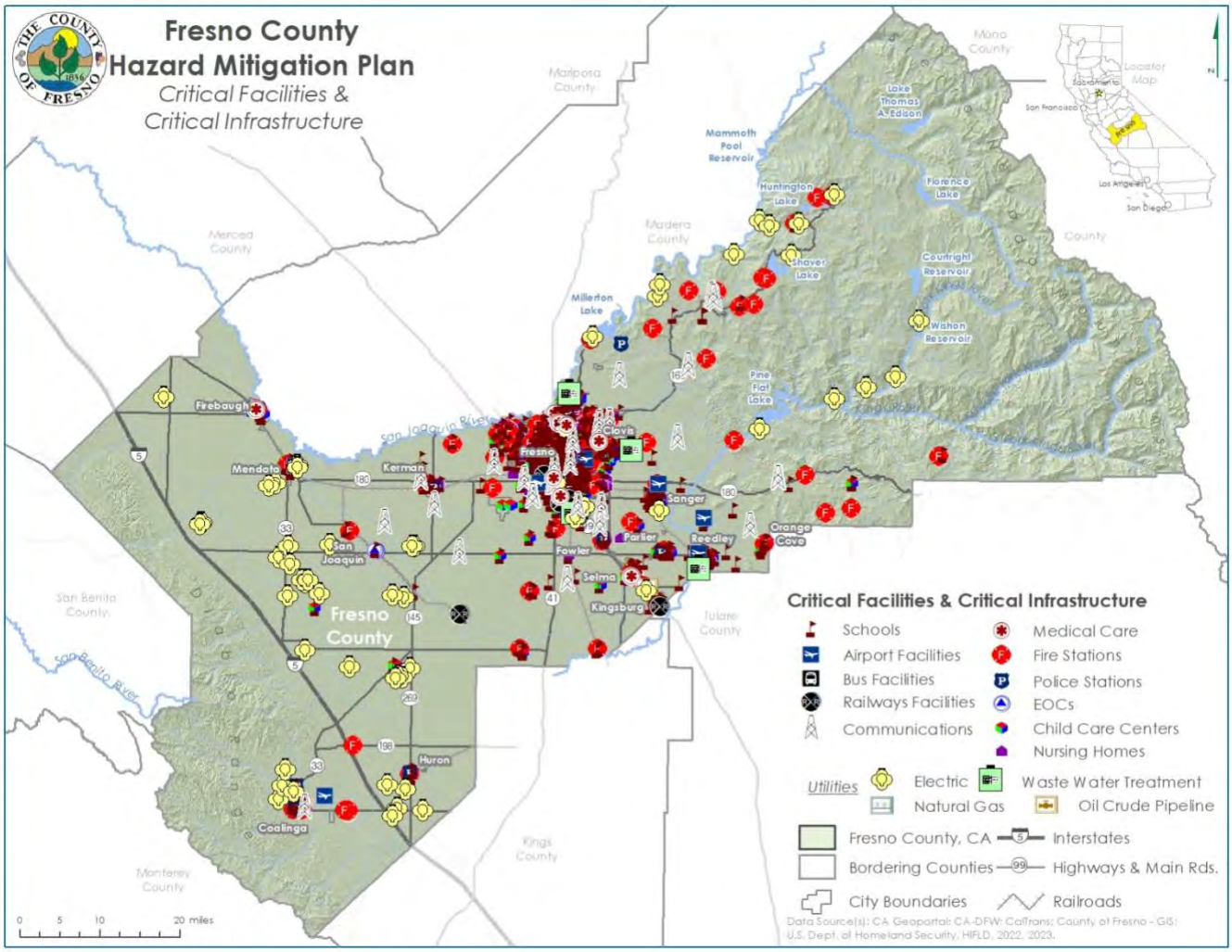
- Schools and other publicly owned facilities.
- Hospitals, nursing homes, and housing likely to have occupants who may not be sufficiently mobile to avoid injury or death during a major disaster.
- Police stations, fire stations, vehicle and equipment storage facilities, and emergency operations centers that are needed for response activities before, during, and after an event.
- Public and private utility facilities that are vital to maintaining or restoring normal services to damaged areas before, during, and after an event; and
- Structures or facilities that produce, use, or store highly volatile, flammable, explosive, toxic, and/or water-reactive materials.

An updated inventory of critical facilities in the planning area based on data from a combination of Fresno County GIS and the Homeland Infrastructure Foundation-Level Data (HIFLD 2022; 2023) is provided in Figure 82. Fresno County Planning Area's Critical Facilities A noted limitation is the lack of facilities for water and power which was not available in the County or HIFLD datasets. Critical facilities in the County are illustrated in Figure 83. Critical Facilities in Fresno County, with more detail shown in Figure 84, Figure 85, and Figure 86. More information on critical facilities in the participating jurisdictions can be found in the jurisdictional annexes.

Table 90. Critical Facilities in Fresno County

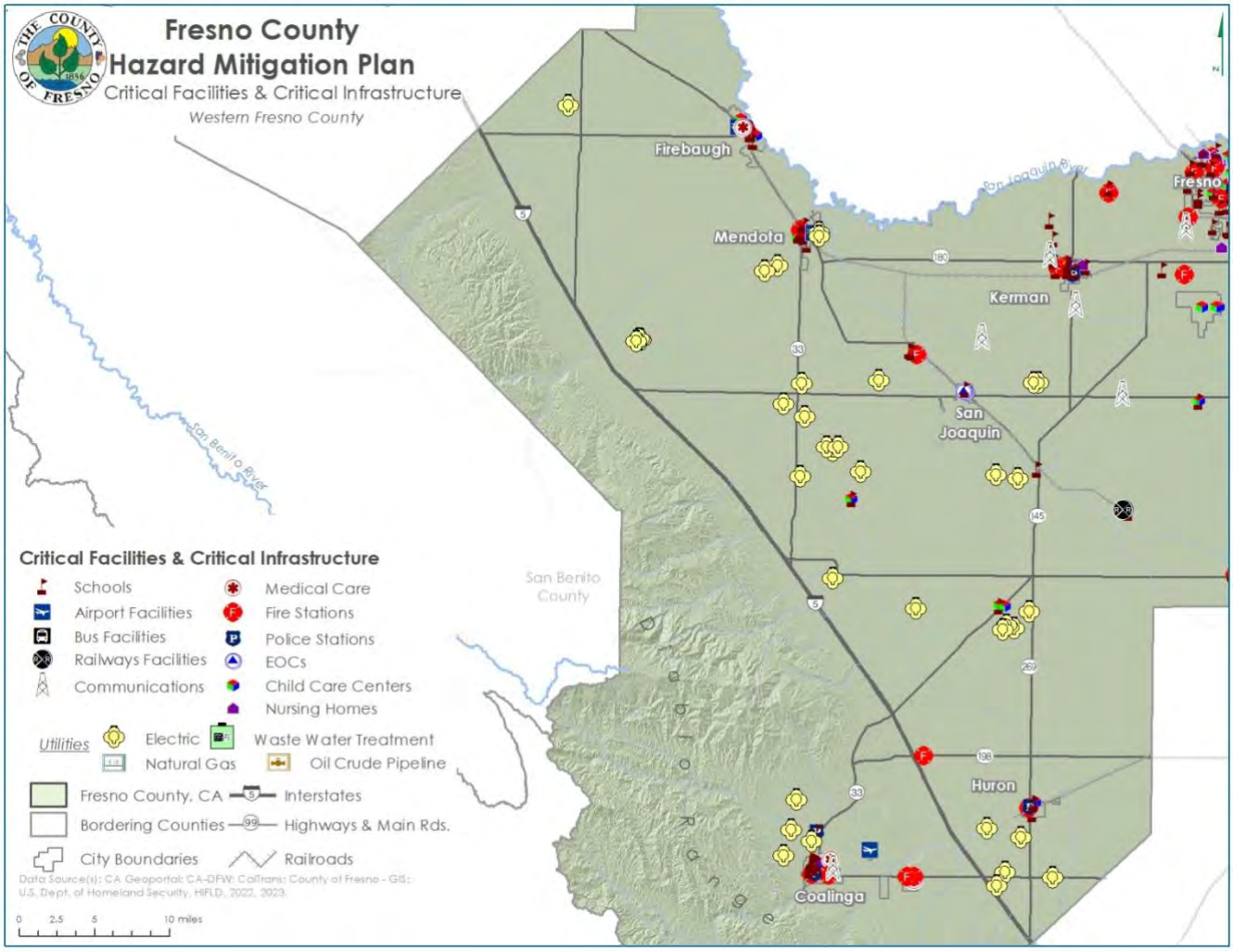
Jurisdiction	Airport Facilities	Bus Facilities	Comms. Facilities	Electric Power Facilities	EOCs	Fire Stations	Natural Gas Facilities	Medical Care Facilities	Oil Crude Pipeline Facilities	Police Stations	Railways Facilities	Schools	Waste water Treatment Facilities	Total
Clovis	0	0	2	0	0	6	0	1	0	2	0	39	1	51
Coalinga	1	0	1	0	1	3	0	2	0	3	0	10	0	21
Firebaugh	1	0	0	0	2	1	0	0	0	1	0	6	0	11
Fowler	0	0	0	0	1	1	0	0	0	1	0	8	0	11
Fresno	2	1	5	2	1	21	0	13	0	11	4	182	1	243
Huron	0	0	0	0	0	1	0	0	0	1	0	3	0	5
Kerman	0	0	0	0	1	1	0	0	0	1	0	6	0	9
Kingsburg	0	0	0	1	0	1	0	0	1	1	1	10	0	15
Mendota	1	0	0	2	0	1	0	0	0	0	0	7	0	11
Orange Cove	0	0	0	0	0	1	0	0	0	0	0	5	0	6
Parlier	0	0	0	0	0	1	0	0	0	1	0	7	0	9
Reedley	2	0	0	0	0	1	0	1	0	1	0	14	1	20
San Joaquin	0	0	0	0	2	0	0	0	0	0	0	1	0	3
Sanger	1	0	0	1	0	3	0	0	0	1	0	14	0	20
Selma	0	0	0	0	0	2	0	1	0	1	0	11	0	15
Unincorporated	0	0	34	54	0	33	1	0	0	1	4	71	1	199

Figure 58. Fresno County Critical Facilities and Critical Infrastructure



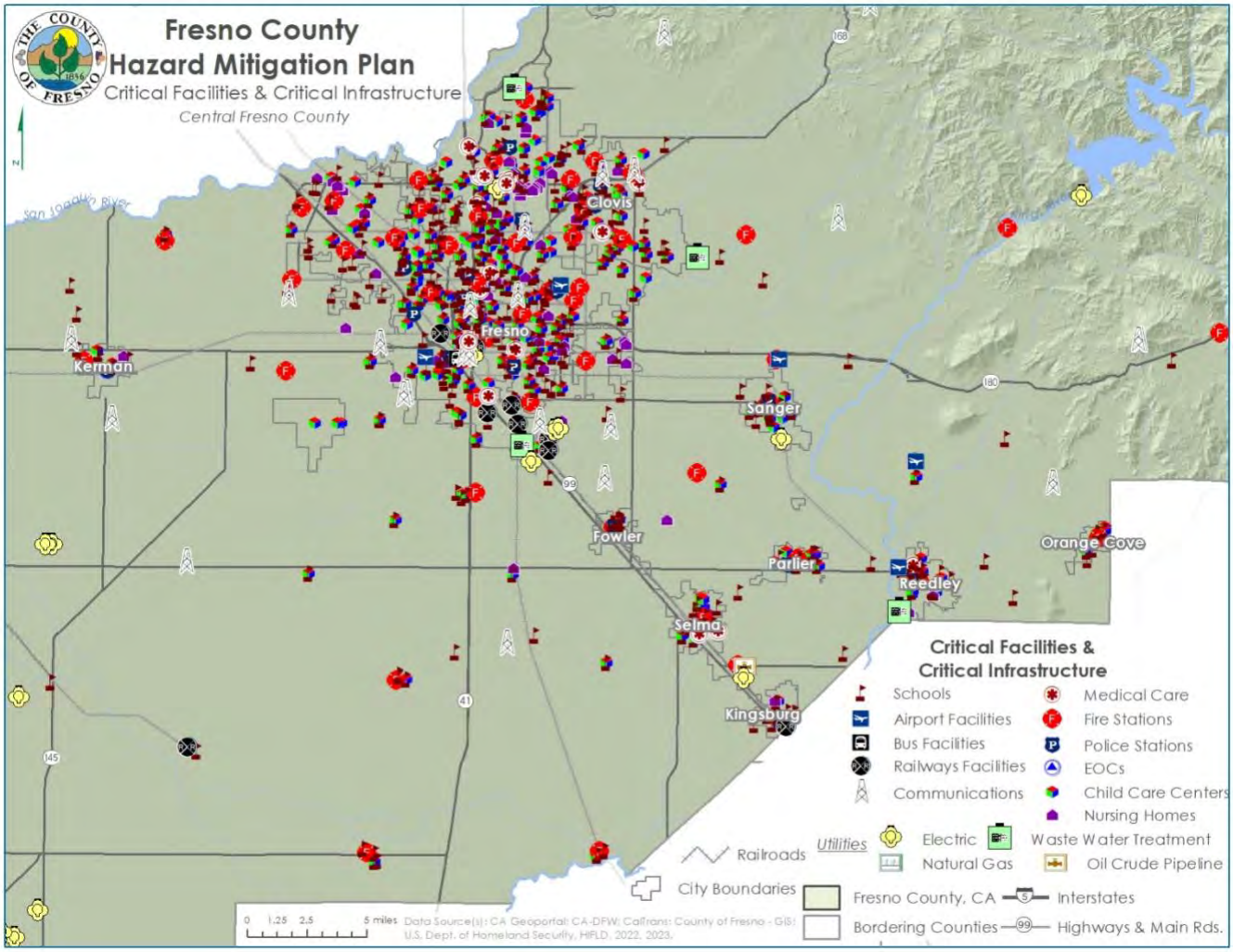
Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS; U.S. Department of Homeland Security, HIFLD, 2022, 2023

Figure 59. Western Fresno County Critical Facilities and Critical Infrastructure



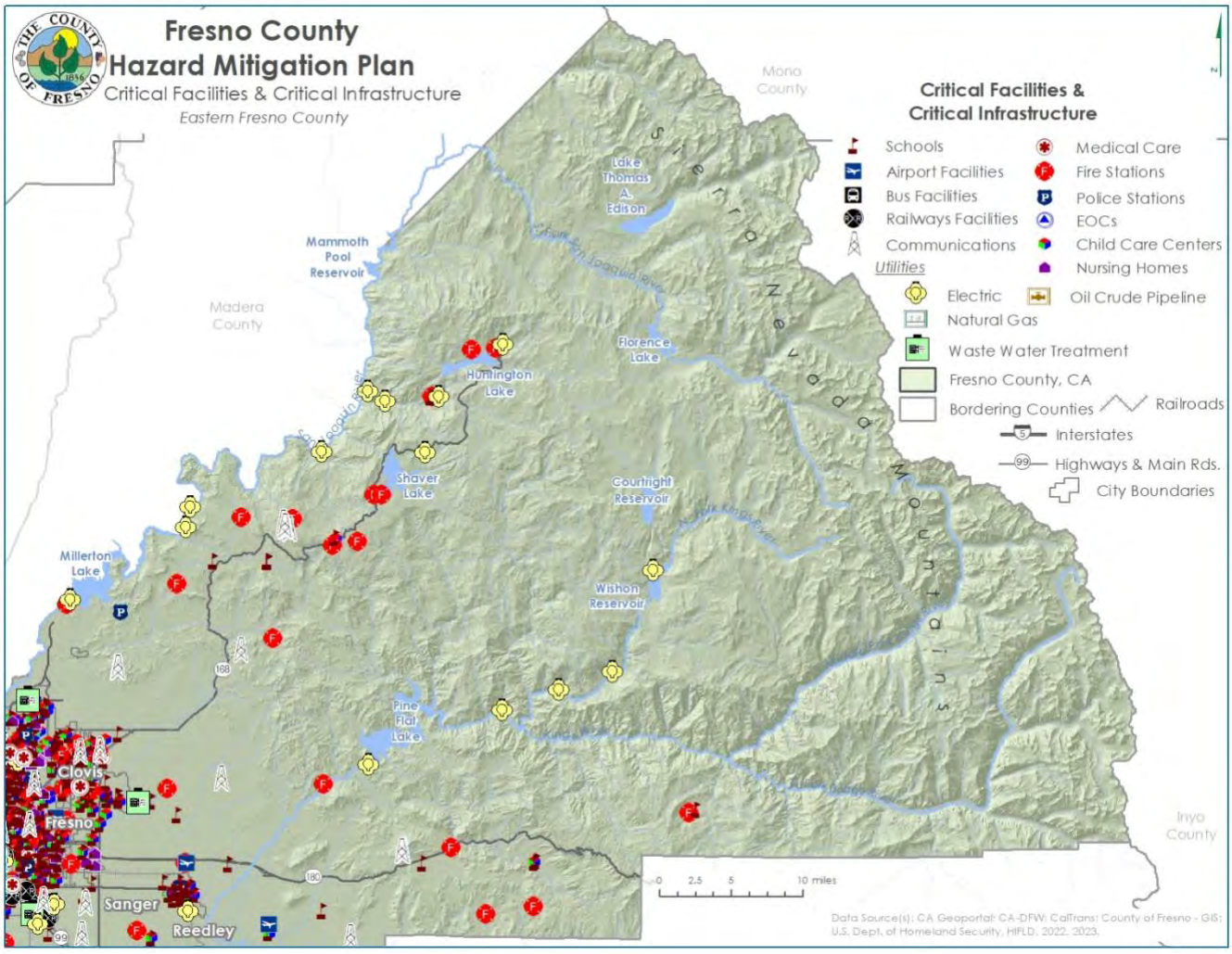
Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS; U.S. Department of Homeland Security, HIFLD, 2022, 2023

Figure 60. Central Fresno County Critical Facilities and Critical Infrastructure



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS; U.S. Department of Homeland Security, HIFLD, 2022, 2023

Figure 61. Western Fresno County Critical Facilities and Critical Infrastructure



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS; U.S. Department of Homeland Security, HIFLD, 2022, 2023

HISTORIC, CULTURAL, AND NATURAL RESOURCES

Assessing the vulnerability of Fresno County to disaster also involves inventorying the historic, cultural, and natural assets of the area. This step is important for the following reasons:

- The community may decide that these types of resources warrant a greater degree of protection due to their unique and irreplaceable nature and contribution to the overall economy.
- If these resources are impacted by a disaster, knowing so ahead of time allows for more prudent care in the immediate aftermath, when the potential for additional impacts are higher.
- The rules for reconstruction, restoration, rehabilitation, and/or replacement are often different for these types of designated resources.
- Natural resources can have beneficial functions that reduce the impacts of natural hazards, for example, wetlands and riparian habitat help absorb and attenuate floodwaters.

HISTORIC AND CULTURAL RESOURCES

Fresno County has a large stock of historically significant homes, public buildings, and landmarks. To inventory these resources, the HMPC collected information from several sources. The California Department of Parks and Recreation Office of Historic Preservation (OHP) was the primary source of information. The OHP is responsible for the administration of federally and state mandated historic preservation programs to further the identification, evaluation, registration, and protection of California's irreplaceable archaeological, and historical resources. OHP administers the National Register of Historic Places, the California Register of Historical Resources, the California Historical Landmarks, and the California Points of Historical Interest programs. Each program has different eligibility criteria and procedural requirements.

- The **National Register of Historic Places** is the Nation's official list of cultural resources worthy of preservation. The National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. Properties listed include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior.
- The **California Register of Historical Resources** program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under the California Environmental Quality Act. The register is the authoritative guide to the state's significant historical and archeological resources.
- **California Historical Landmarks** are sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific, technical, religious, experimental, or other value. Landmarks #770 and above are automatically listed in the California Register of Historical Resources.
- **California Points of Historical Interest** are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural,

economic, scientific, technical, religious, experimental, or other value. Points designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the California Register.

Historical resources included in the programs above are identified in **Table 91. Fresno County Historical Resources.**

Table 91. Fresno County Historical Resources

Name (Landmark Plaque Number)	National Register	State Landmark	Point of Interest	Date Listed	City
Arroyo De Cantua (344)		X		8/8/1939	Coalinga
Azteca Theater	X			4/05/2017	Fresno
Bank of Italy (N1140)	X			10/29/1982	Fresno
Ben Gefvert Rank Historic District	X			1/01/2011	Fresno
Big Creek Hydroelectric System Historic District	X			7/26/2016	Big Creek
Birdwell Rock Petroglyph Site (N2193)	X			3/12/2003	Coalinga
Brix, H.H., Mansion (N1235, P438)	X		X	9/15/1983 (N) 10/1/1975 (P)	Fresno
Coaling Station A (P7)			X	12/16/1966	Coalinga
Coalinga Polk Street School (N1099)	X			5/6/1982	Coalinga
Dinkey Creek Bridge (N1957)	X			9/5/1996	Dinkey Creek
Einstein House (N554, P440)	X		X	1/31/1978 (N) 10/1/1975 (P)	Fresno
Fig Garden Woman's Club (P799)			X	7/18/1994	Fresno
Forestiere Underground Gardens (N524, 916)	X	X		10/28/1977 (N) 1/31/1978	Fresno
Fort Miller (584)		X		5/22/1957	Friant
Fowler's Switch (P299)			X	5/2/1973	Fowler

Name (Landmark Plaque Number)	National Register	State Landmark	Point of Interest	Date Listed	City
Fresno Bee Building (N1158)	X			11/1/1982	Fresno
Fresno Brewing Company Office and Warehouse (N1260)	X			1/5/1984	Fresno
Fresno City (488)		X		8/7/1951	Tranquility
Fresno County Hall of Records	X			12/22/2011	Fresno
Fresno Memorial Auditorium (N1867)	X			5/10/1994	Fresno
Fresno Republican Printery Building (N738)	X			1/2/1979	Fresno
Fresno Sanitary Landfill (N2140)	X			8/7/2001	Fresno
Gamlin Cabin (N471)	X			3/8/1977	Wilsonia
Holy Trinity Armenian Apostolic Church (N1450)	X			7/31/1986	Fresno
Hotel Californian (N2235)	X			4/21/2004	Fresno
John Muir Memorial Shelter	X			8/15/2016	Grant Cove
Kearney, M. Theo, Park and Mansion (N335, P5)	X		X	3/13/1975 (N) 8/5/1966 (P)	Fresno
Kindler, Paul, House (N1141)	X			10/29/1982	Fresno
Kingsburg Railroad Depot (P694)			X	3/30/1988	Kingsburg
Knapp Cabin (N727)	X			12/20/1978	Cedar Grove
Maulbridge Apartments (N1100)	X			5/6/1982	Fresno
Meux House (N324, P437)	X		X	1/13/1975 (N) 10/1/1975 (P)	Fresno
Milwood Townsite (P4)			X	8/5/1966	Miramonte
Old Administration Building, Fresno City College (N282)	X			5/1/1974	Fresno

Name (Landmark Plaque Number)	National Register	State Landmark	Point of Interest	Date Listed	City
Old Fresno Water Tower (N114)	X			10/14/1971	Fresno
Orange Cove Santa Fe Railway Depot (N658)	X			8/29/1978	Orange Cove
Pantages, Alexander, Theater (N559)	X			2/23/1978	Fresno
Physicians Building (N701)	X			11/20/1978	Fresno
Reedley National Bank (N1344)	X			2/28/1985	Reedley
Reedley Opera House Complex (N1276)	X			4/5/1984	Reedley
Rehorn House (N982)	X			1/8/1982	Fresno
Romain, Frank, House (N986)	X			1/11/1982	Fresno
San Joaquin Light & Power Corporation Building (N2310)	X			1/3/2006	Fresno
Santa Fe Hotel (N1673)	X			3/14/1991	Fresno
Santa Fe Passenger Depot (N443)	X			11/7/1976	Fresno
Settlement of Academy (P45)			X	9/22/1967	Toll House
Shorty Lovelace Historic District (N555) *	X			1/31/1978	Pinehurst
Site of First Junior College in California (803)		X		6/28/1965	Fresno
Site of the Fresno Free Speech Fight of the Industrial Workers of the World (873)		X		7/19/1974	Fresno
Southern Pacific Passenger Depot (N561)	X			3/21/1978	Fresno
Stoner House (N1390)	X			10/17/1985	Sanger
Sycamore Point (P226)			X	10/5/1971	Friant

Name (Landmark Plaque Number)	National Register	State Landmark	Point of Interest	Date Listed	City
Temporary Detention Camps for Japanese Americans-Fresno Assembly Center (934)		X		5/13/1980	Fresno
Temporary Detention Camps for Japanese Americans-Pinedale Assembly Center (934)		X		5/13/1980	Pinedale
Tollhouse (P145)			X	11/3/1969	Toll House
Tower Theatre (N1795)	X			9/24/1992	Fresno
Twining Laboratories (N1681)	X			3/26/1991	Fresno
Warehouse Row (N564)	X			3/24/1978	Fresno
YWCA Building (N673, P439)	X		X	9/21/1978(N) 10/1/1955 (P)	Fresno

Source: National Park Service, National Register of Historic Places

The National Park Service administers two programs that recognize the importance of historic resources, specifically those pertaining to architecture and engineering. While inclusion in these programs does not give these structures any sort of protection, they are valuable historic assets. Note: Since these structures are not protected, it is possible that they no longer exist.

The Historic American Buildings Survey (HABS) documents America's architectural heritage. The following are the HABS structures in Fresno County:

- Albert G. Wishon House, 340 North Fulton Street, Fresno, Fresno County, CA
- Burnett Nurse's Home, 120 North Howard Street, Fresno, Fresno County, CA
- Charles H. Cobb House, 271 North Yosemite Avenue, Fresno, Fresno County, CA
- Dinkey Ranger Station, Warehouse, Dinky-Shaver Road at Dinky Creek, Shaver Lake, Fresno County, CA
- George H. Larsen House, 486 North Poplar Avenue, Fresno, Fresno County, CA
- Ira H. Brooks House, 350 North Fulton Avenue, Fresno, Fresno County, CA

- Ivan Carter McIndoo House, 310 North Fulton Street (Moved from 410 North Van Ness Avenue), Fresno, Fresno County, CA
- John G. Porter House, 316 North Fulton Street (Moved from 420 North Van Ness Avenue), Fresno, Fresno County, CA
- Lamb Townhouse, 254 North Roosevelt Avenue, Fresno, Fresno County, CA
- Matthew McIndoo House, 345 North Van Ness Avenue, Fresno, Fresno County, CA
- Newman J. Levinson House, 1636 Broadway Street (moved from 439 North Van Ness Avenue), Fresno, Fresno County, CA
- O'Brien House, 136-138 North Roosevelt Avenue, Fresno, Fresno County, CA
- William W. Hangar House, 6118 Greenwood Avenue (Moved from 425 North Van Ness Avenue, Fresno, CA), Clovis, Fresno County, CA

The Historic American Engineering Record documents historic sites and structures related to engineering and industry. The following are the HAER structures in Fresno County:

- Hume Lake Dam, Sequoia National Forest, Hume
- Belmont Avenue Subway, Traffic Circle, and Bridge, Belmont Avenue, Fresno, Fresno County, CA
- Big Creek Hydroelectric System, Bear Creek Diversion Dam, Sierra National Forest, Big Creek, Fresno County, CA
- Big Creek Hydroelectric System, Big Creek Town, Operator House Garage, Orchard Avenue south of Huntington Lake Road, Big Creek, Fresno County, CA
- Big Creek Hydroelectric System, Big Creek Town, Operator House, Orchard Avenue south of Huntington Lake Road, Big Creek, Fresno County, CA
- Big Creek Hydroelectric System, Cottage 112, 53996 Huntington Lake Road, Big Creek, Fresno County, CA
- Big Creek Hydroelectric System, Cottage 113, 53934 Huntington Lake Road, Big Creek, Fresno County, CA
- Big Creek Hydroelectric System, Cottage 115, 54347 Cedar Street, Big Creek, Fresno County, CA
- Big Creek Hydroelectric System, Florence Lake Dam, Sierra National Forest, Big Creek, Fresno County, CA
- Big Creek Hydroelectric System, Powerhouse 1, North Bank of Big Creek, 100 feet from Big Creek Road, Big Creek, Fresno County, CA
- Big Creek Hydroelectric System, Powerhouse 2 and 2A, South Bank of Big Creek, approximately 3.5 miles west of Big Creek, Big Creek, Fresno County, CA
- Big Creek Hydroelectric System, Powerhouse 3 Penstock Standpipes, Big Creek, Big Creek, Fresno County, CA
- Big Creek Hydroelectric System, Powerhouse 3, San Joaquin River, near confluence of Italian Bar Road and Million Dollar Road, Big Creek, Fresno County, CA

- Big Creek Hydroelectric System, Powerhouse 8, Confluence of Big Creek and San Joaquin River, about 4.8 miles west of Big Creek, Big Creek, Fresno County, CA
- Big Creek Hydroelectric System, Powerhouse 8, Operator Cottage, Big Creek, Big Creek, Fresno County, CA
- Big Creek Hydroelectric System, Vincent 220kV Transmission Line, 224-mile transmission line extending from Big Creek to Antelope Substation, Big Creek, Fresno County, CA
- Hume Lake Dam, Sequioa National Forest, Hume, Fresno County, CA
- Weber Avenue Overcrossing, Weber Avenue above East Belmont Avenue, Fresno, Fresno County, CA

The Fresno County General Plan Background Report identifies the following, some of which are already mentioned above, as historic properties in Fresno County:

- Azteca Theater (836-840 F Street)
- Lake Moon Company Building (914-920 F Street)
- Industrial Bank of Fresno/Bank of Italy Building (947-951 F Street)
- Basque Hotel (1102 F Street)
- Gundelfinger Home (2201 Calaveras Street)
- Temple Beth Israel (2336 Calaveras Street)
- Bolitho Home (33 N. Calaveras Street)
- McGee-Macias Home (115 N. Calaveras Street)
- John C. Fox Home (128 N. Calaveras Street)
- Ernest J. Huntzicker Memorial Hall (245 N. Calaveras Street)
- Eugene Mathewson Home (319 N. Calaveras Street)
- Shipp-Selland Home (1919) 1002 E. Cambridge Avenue
- George Riddell Miller Home (617 E. Carmen Ave.)
- Deacon-Eilert Home (660 E. Carmen Ave.)
- Bates Home (718 E. Carmen Ave.)
- Frank Chance Field Site (1935) Southwest corner of Cedar Avenue and Ventura Street
- Fresno Trolley Cars/Standard Diner (1731 S. Cherry Avenue)
- Holt Lumber Company (1916 S. Cherry Avenue)
- Shuttera Home (ca. 1904) 320 S. Chestnut Avenue
- Bing Kong Association Building (921-929 China Alley)
- Bow On Tong Association Building (935 China Alley)
- McKay Home (201 N. Clark Street)

- Shipp Home (305 N. Clark Street)
- Anderson Home (329 N. Clark Street)
- Wild Home (1929) 567 E. Clinton Avenue
- George W. Smith Home (109 N. College Avenue)
- Henry & Emily Banta Home (228 N. College Avenue)
- John B. Frinchaboy Home (243 N. College Avenue)
- Moore-Koop Home (258 N. College Avenue)
- Alfred and Minnie Cherin Home (1949) 233 E. Cornell Avenue
- Hewitt Home (175 N. Diana Street)
- E. E. Wyman/Santa Fe Land Improvement Co. Boarding House (209 N. Diana Street)
- Graff Home (916 E. Divisadero Street)
- Flora Montague Bungalow Court (950 E. Divisadero Street)
- Ohannesian Home (1225 E. Divisadero Street)
- Mary Matson Home (1440 E. Divisadero Street)
- Hopkins Home (1458 E. Divisadero Street)
- J. R. Turner Home (ca. 1910) 815 E. Dudley Avenue
- Free Evangelical Lutheran Cross Church (208 E Street)
- Legler Home (305 E Street)
- First Mexican Baptist Church (1061 E Street)
- John B. Marshall Homes (164 N. Echo Avenue)
- Whitney-Huntting Home (1105 N. Echo Avenue)
- George & Adelphia Rowell Home (1903) 153 N. Effie Street
- Weems Home (3121 E. El Monte Way)
- William Saroyan Home (3204 E. El Monte Way)
- Vartanian Home (362 F Street)
- Gibbs Home (369 N. Ferger Avenue)
- Solorio Home (415 N. Ferger Avenue)
- Hughes Home (1917) 743 S. Fourth Street
- William F. Jones Home (1911) 1112 E. Franklin Avenue)
- Fresno Fire Department No. 3 (1406-1430 Fresno Street)
- Fresno City Hall (2326 Fresno Street)
- Fresno Memorial Auditorium (2425 Fresno Street)
- Old Fresno Water Tower (2444 Fresno Street)
- Twining Laboratories (2527 Fresno Street)

- Physicians Building (2607 Fresno Street)
- H. H. Brix Mansion (2844 Fresno Street)
- City Fire Alarm Station (2945 Fresno Street)
- Eaton Flats Apartments (126 N. Fresno Street)
- San Joaquin Grocers Wholesale Warehouse (104 Fulton Street)
- J. M. Menend/Murray Ice Cream Co. Building (175 Fulton Street)
- Sham's Rio Grande Service Station (205 Fulton Street)
- White Company Trucks/Electric Motor Company Building (245 Fulton Street)
- Rustigian Building (701-723 Fulton Street)
- Sun Stereo Warehouse (736 Fulton Street)
- Fresno Photo Engraving Building (748-752 Fulton Street)
- Radin-Kamp Department Store (959 Fulton Mall)
- Bank of Italy Building (1001 Fulton Mall)
- Fresno Daily Expositor Building (1029-1031 Fulton Mall)
- Mason Building (1044 Fulton Mall)
- Pacific Southwest Building (1060 Fulton Mall)
- Helm Building (1101 Fulton Mall)
- Mattei Building (1177 Fulton Mall)
- Pantages Theatre (1400-1430 Fulton Street)
- San Joaquin Light & Power Company (1401 Fulton Street)
- Wilson Theater (1445-1463 Fulton Street)
- P. G. & E. Building (1544 Fulton Street)
- Kutner Home (174 N. Fulton Street)
- Ira Brooks Home (226 N. Fulton Street)
- Alexander Home (235 N. Fulton Street)
- Farr Home (245 N. Fulton Street)
- McIndoo-Phillips Home (310 N. Fulton Street)
- Sample Sanitarium (311 N. Fulton Street)
- Porter-Bernard Home (320 N. Fulton Street)
- Amazon S. Hays Home (330 N. Fulton Street)
- A. G. Wishon Home (340 N. Fulton Street)
- Ridge Electric Motor Company Building (1968) 1235 G Street)
- Henry C. Offutt Home (227 N. Glenn Avenue)
- Thompson Home (274 N. Glenn Avenue)

- Cardwell Home (357 N. Glenn Avenue)
- John H. Fearon / Efren J. Diaz-Muñoz Home (1906) 2540 E. Grant Avenue)
- William Saroyan Home (1963) 2729 W. Griffith Way)
- Hobbs Parsons Produce Company (903 H Street)
- Dale Bros. Coffee Company Sign (1420 H Street)
- Benham Ice Cream/Dale Bros. Coffee Company (1420-1432 H Street)
- Jacob Parret Home (1900) 2069 E. Harvey Avenue)
- Old Barn (ca. 1900) 2919 E. Heaton Avenue)
- Cearley-Twining Home (625 E. Home Avenue)
- Old Saint Agnes Hospital (603 W. Home Avenue)
- Ray & Jessie Prior Home (1921) 458 N. Howard Avenue)
- Dr. Oliver Howard Home (3263 E. Huntington Boulevard)
- Fred J. & Mary Dow Home (3369 E. Huntington Boulevard)
- Clarence & Bessie Bernhauer Home (3428 E. Huntington Boulevard)
- A. G. & Henrietta Wishon Home (3555 E. Huntington Boulevard)
- Fred & Virginia Billings Home (3650 E. Huntington Boulevard)
- F. Rex & Vera Sporleder Home (3702 E. Huntington Boulevard)
- C. M. & Gertrude Prescott Home (3707 E. Huntington Boulevard)
- Bekins-McClatchy Home (3729 E. Huntington Boulevard)
- Blum Home (3870 E. Huntington Boulevard)
- Eugene & Elsie Brinker Home (3965 E. Huntington Boulevard)
- Johnson Home (1907) 3811 E. Illinois Avenue)
- Liberty Laundry Building (1928) 1830 Inyo Street)
- Kearney Boulevard Gateway (Kearney Boulevard & Fresno Street)
- Thomas Arrioto Home (505 E. Kearney Boulevard)
- St. Alphonsus Catholic Church (307 E. Kearney Boulevard)
- Teilman Home (919 W. Kearney Boulevard)
- Clovis M. Cole Home (1914) 3615 E. Kerckhoff Avenue)
- Fresno Buddhist Temple (1340 Kern Street)
- Komoto's Department Store and Hotel (1536-1542 Kern Street)
- Hotel Virginia (2125-2139 Kern Street)
- Fresno Republican Printery (2130 Kern Street)
- Old Post Office Substation (2404 Kern Street)
- Scottish Rite Temple (1455 L Street)

- Harvey Swift Home (1605 L Street)
- Montgomery Thomas Home (1642 L Street)
- Kutner Home (1651 L Street)
- Bean Home (1705 L Street)
- Towne Apartments (1717 L Street)
- Long (Black) Home (1727 L Street)
- Helm Home (1749 L Street)
- Fresno Brewing Company (100 M Street)
- Squirt Bottling Company Building (152 M Street)
- Neverman Home (309 M Street)
- Hoonanian Home (496 M Street)
- Valley Lahvosh Baking Company (502 M Street)
- Louis Einstein Home (1600 M Street)
- Y.W.C.A. Residence Hall (1660 M Street)
- Fresno Unified School District Office (2348 Mariposa Street)
- Fresno Unified School District Office (2348 Mariposa Mall)
- St. John's Hall School (2811 Mariposa Street)
- St. John's Cathedral Catholic Church (2814 Mariposa Street)
- St. John's Rectory (2814 Mariposa Street)
- Normandy Village Apartments (ca. 1935) 840-852 E. Brown Avenue/2617-2645 N. Maroa Avenue
- Edward B. Waterman Home (2535 E. McKenzie Avenue)
- Mrs. C. C. S. Tufts Home (2635 E. McKenzie Avenue)
- George & Jessie Hare Home (1918) 815 E. McKinley Avenue
- Thomas & Sadie Elliott Home (ca. 1904) 934 E. Mildreda Avenue
- Proffitt Home (1911) 5218 N. Millbrook Avenue
- Senator Ray W. & Marie Hays Home (1937) 1616 S. Minnewawa Avenue
- Fresno Planing Mill Company (1917) 1820 Monterey Street
- Mink Home (344 N Street)
- McVey Homes (1322-1326 N Street)
- Walley Residence (1338 N Street)
- First Church of Christ Scientist (1615 N Street)
- Lewis Insurance Company Office (431 E. Olive Avenue)
- Smith/Staniford Home (437 E. Olive Avenue)
- Kindler Home (1520 E. Olive Avenue)

- Robinson Home (1900) 1003 S. Orange Avenue
- United Grocers Inc. Wholesale Grocery Building (414 P Street)
- Berven Rug Mills Inc./Wellman-Peck & Company (616 P Street)
- Fresno Consumers Ice Company (702 P Street)
- Western Meat Company (754 P Street)
- Wormser Building (764 P Street)
- Frank J. Craycroft Home (1927) 6545 N. Palm Avenue
- Donahoo Home (103 N. Park Avenue)
- Waller Home (306 N. Park Avenue)
- Cowdrey Home (330 N. Park Avenue)
- John Euless Home (1913) 373 S. Peach Avenue
- Nis Johnson Home (601 E. Pine Avenue)
- Gustav & Edith Manheim Home (617 E. Pine Avenue)
- Gates-Twining Home (640 E. Pine Avenue)
- Mosgrove Home (660 E. Pine Avenue)
- Main Home (1914) 520 W. Princeton Avenue
- State Center Warehouse (747 R Street)
- United Grocers Inc. Warehouse & Distribution Center (801 R Street)
- Thomas R. Meux Home (1007 R Street)
- Collins Home (1107 R Street)
- C. W. Harlow Home (1913) 986 N. Roosevelt Avenue)
- Aten Home (1133 S Street)
- Central Packaging Supply Company (1920) 2534 San Benito Street)
- Romain Home (1905) 2055 San Joaquin Street)
- First Congregational Church (11 N. San Pablo Avenue)
- Woolfolk Home (267 N. San Pablo Avenue)
- C. Jarman Home (385 N. Pablo Avenue)
- Spencer Home (395 N. San Pablo Avenue)
- W. H. Spencer Home (401-403 N. San Pablo Avenue)
- Vincent Home (921 N. San Pablo Avenue)
- Schmidt Home (1908) 2320 Santa Clara Street)
- Santa Fe Hotel (1913) 935 Santa Fe Avenue)
- Martin Home (1002 T Street)
- Gundelfinger Home (1020 T Street)

- Goodman Home (1060 T Street)
- Anderson Home (1120 T Street)
- Van Valkenburgh Home (1125 T Street)
- Albert C. Wilke Home (532 E. Terrace Avenue)
- C. J. Ryland Home (573 E. Terrace Avenue)
- St. Genevieve's Catholic Church (1127 Tulare Street)
- Southern Pacific Depot (1713 Tulare Street)
- Southern Pacific Lines Pullman Shed (1713 Tulare Street)
- T. W. Patterson Building (2014 Tulare Street)
- Rowell Building (2100 Tulare Street)
- Fresno County Hall of Records (2281 Tulare Street)
- U.S. Post Office (2309 Tulare Street)
- Maubridge Apartments (2344 Tulare Street)
- Santa Fe Depot (2650 Tulare Street)
- F. K. Prescott Home (2983 Tulare Street)
- Theodore Roosevelt High School (4250 E. Tulare Street)
- Emmanuel Lutheran Church (1115 U Street)
- Gerlitz Home (121 North U Street)
- Frank L. Smith Home (245 North U Street)
- Fresno City College Old Administration Building (1101 E. University Avenue)
- Fresno City College Library (1122 E. University Avenue)
- Roessler Home (4881 E. University Avenue)
- Van Ness Gate Entrance (2208 S. Van Ness Avenue)
- Judy Tobacco Building (155 Van Ness Avenue)
- Bekins Van and Storage (301 Van Ness Avenue)
- Elia Home (634/640 Van Ness Avenue)
- James Phelan Building (700 Van Ness Avenue)
- Pilibos Building (830 Van Ness Avenue)
- Hotel California (851 Van Ness Avenue)
- Kern Kay Hotel (906-912 Van Ness Avenue)
- Liberty Theater (944 Van Ness Avenue)
- Fresno Bee Building (1545 Van Ness Avenue)
- Sadler Office Supply Company (1717 Van Ness Avenue)
- Adam Baird Home (136 N. Van Ness Avenue)

- Barkalew Home (153 N. Van Ness Avenue)
- McAlpine Home (171 N. Van Ness Avenue)
- Eugene & Eleanor Risley Home (243 N. Van Ness Avenue)
- John Fairweather Home (248 N. Van Ness Avenue)
- W. D. Coates Home (264 N. Van Ness Avenue)
- Fathy Home (844 N. Van Ness Avenue)
- Maracci Home (985 N. Van Ness Avenue)
- Porteous Home (1095 N. Van Ness Avenue)
- Russ Clements Service Station (2740 N. Van Ness Avenue)
- Holy Trinity Armenian Apostolic Church (2226 Ventura Street)
- J. B. Inderrieden Co. Packing Plant (2721 Ventura Street)
- Frank Chance Field Site (Southwest corner of Cedar Avenue and Ventura Street)
- Owen Home (1902) 2631 E. Washington Avenue)
- Floyd W. Cowan Home (642 E. Weldon Avenue)
- W. P. Stanton Home (650 E. Weldon Avenue)
- Nystrom Home (725 N. Wilson Avenue)
- A. Emory & Cora Wishon Home (1287 N. Wilson Avenue)
- Roessler Winery (1893) 1902 N. Winery Avenue)
- Tower Theatre (1201 N. Wishon Avenue)
- William & Helen Sutherland Home (1460 N. Wishon Avenue)
- Alice & John Williams Home (1525 N. Wishon Avenue)
- Herbert C. Gundelfinger Home (1919) 1038 E. Yale Avenue)
- Thomas Cowan Home (153 N. Yosemite Avenue)
- John Humiston Home (229 N. Yosemite Avenue)
- Christian L. Samuelson Home (232 N. Yosemite Avenue)
- Cobb Home (271 N. Yosemite Avenue)
- Wilbur F. & Edna Marie Chandler Home (520 N. Yosemite Avenue)
- Homer A. Allen Home (548 N. Yosemite Avenue)

A 1988 publication from the state's Office of Historical Preservation identified 16 "ethnic historic sites" in Fresno County. Five Views: An Ethnic Historic Site Survey for California was originally conceived to broaden the spectrum of ethnic community participation in historic preservation activities and to provide better information on ethnic history and associated sites. The 16 sites are as follows:

- Burr Ranch/Smith Brothers Ranch (Black American)

- Fowler City Park (Black American)
- Gabriel Moore Ranch (Black American)
- Young's Place (Black American)
- First Mexican Baptist Church (Mexican American)
- Fresno Buddhist Church (Japanese American)
- Fresno Nihonmachi (Japanese American)
- H. Sumida Company (Japanese American)
- Iseki Labor Camp (Japanese American)
- Kamikawa Brothers (Japanese American)
- Nihin Byoin-Hashiba Sanitarium (Japanese American)
- Okonogi Hospital Site (Japanese American)
- Reedley Kyogi-Kai Hall (Japanese American)
- Bowles (Japanese American)
- Selma Japanese Mission Church (Japanese American)
- KGST (Mexican American)

The Fresno County General Plan Background Report also identifies 13 museums in Fresno County, most of which are in the City of Fresno. They are all privately owned and operated nonprofit organizations.

- African American Historical And Cultural Museum Of The San Joaquin Valley, Fresno
- Armenian Heritage Museum, Fresno
- Arte Americas, Fresno
- Clovis Museum, Clovis
- Community Heritage Center, Fresno
- Downing Planetarium, Fresno
- Forestiere Underground Gardens, Fresno
- Fresno Art Museum, Fresno
- Fresno County Historical Museum, Fresno
- Fresno Historical Society, Fresno
- Kearney Mansion Museum, Fresno
- Meux Home Museum, Fresno
- Reedley City Museum, Reedley
- Sanger Depot Museum, Sanger

- Veterans Memorial Museum Inc, Fresno
- William Saroyan House-Museum, Fresno

It should be noted that these lists may not be complete, as they may not include those properties currently in the nomination process and not yet listed. Additionally, as defined by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), any property over 50 years of age is considered a historic resource and is potentially eligible for the National Register. Thus, if the property is to be altered, or has been altered, as the result of a major federal action, the property must be evaluated under the guidelines set forth by CEQA and NEPA. Structural mitigation projects are considered alterations for the purpose of this regulation.

NATURAL RESOURCES

Natural resources are important to include in benefit-cost analyses for future projects and may be used to leverage additional funding for mitigation projects that also contribute to community goals for protecting sensitive natural resources. Awareness of natural assets can lead to opportunities for meeting multiple objectives. For instance, protecting wetlands areas protects sensitive habitat as well as stores and reduces the force of floodwaters.

CENTRAL COAST RANGE REGION

Only a small portion of the far western edge of Fresno County lies in the central Coast Range region. This area supports a mosaic of summer dry grassland, blue oak and blue oak-foothill pine woodland, and chaparral habitat types. Western Fresno County transitions from the grasslands and agriculture of the Central Valley to the inner coast region. Mostly intermittent streams flow from the inner Coast Range to the valley floor. Some can support riparian habitat that provides additional value to both resident and migratory wildlife.

SAN JOAQUIN VALLEY FLOOR REGION

More than 50 percent of Fresno County lies in the southern San Joaquin Valley subregion of the Central Valley. This southern subregion is generally hotter and drier than the subregion to the north and supports some desert elements. The valley floor region has undergone extensive conversion of native habitats that existed before European settlement of the state. Presently, this region supports extensive amounts of agriculture and urban development around the Fresno, Clovis, and Sanger areas.

In the few remaining areas not converted to urban or agriculture use, unique biological features persist. Mixed in with areas of grassland habitat are freshwater and alkaline vernal pools that support unique native flora and fauna. A few small, isolated areas of sodic vernal pools occur in the northwestern part of the County, primarily at the Kerman reserve. Concentrations of freshwater vernal pools occur in a belt along the northeast edge of the valley floor region north of the Kings River. In the highly modified Central Valley, vernal pool areas are often grazed but remain a unique biological relic of native California species in the natural landscape.

The rivers and streams that flow from the mountains in the east historically meandered through broad floodplain. Because of urbanization and agriculture, these broad floodplains have been restricted to narrower belts along the rivers and streams or otherwise modified for flood control. In the upper San

Joaquin River, the floodplains are naturally constrained by high bluffs bordering the river. Within this modified landscape, the remaining riparian habitat provides corridors and linkages to and from the biotic regions of the County and is of great value to resident and migratory wildlife. The San Joaquin and Kings River systems and the Fresno Slough are the major waterways in the County.

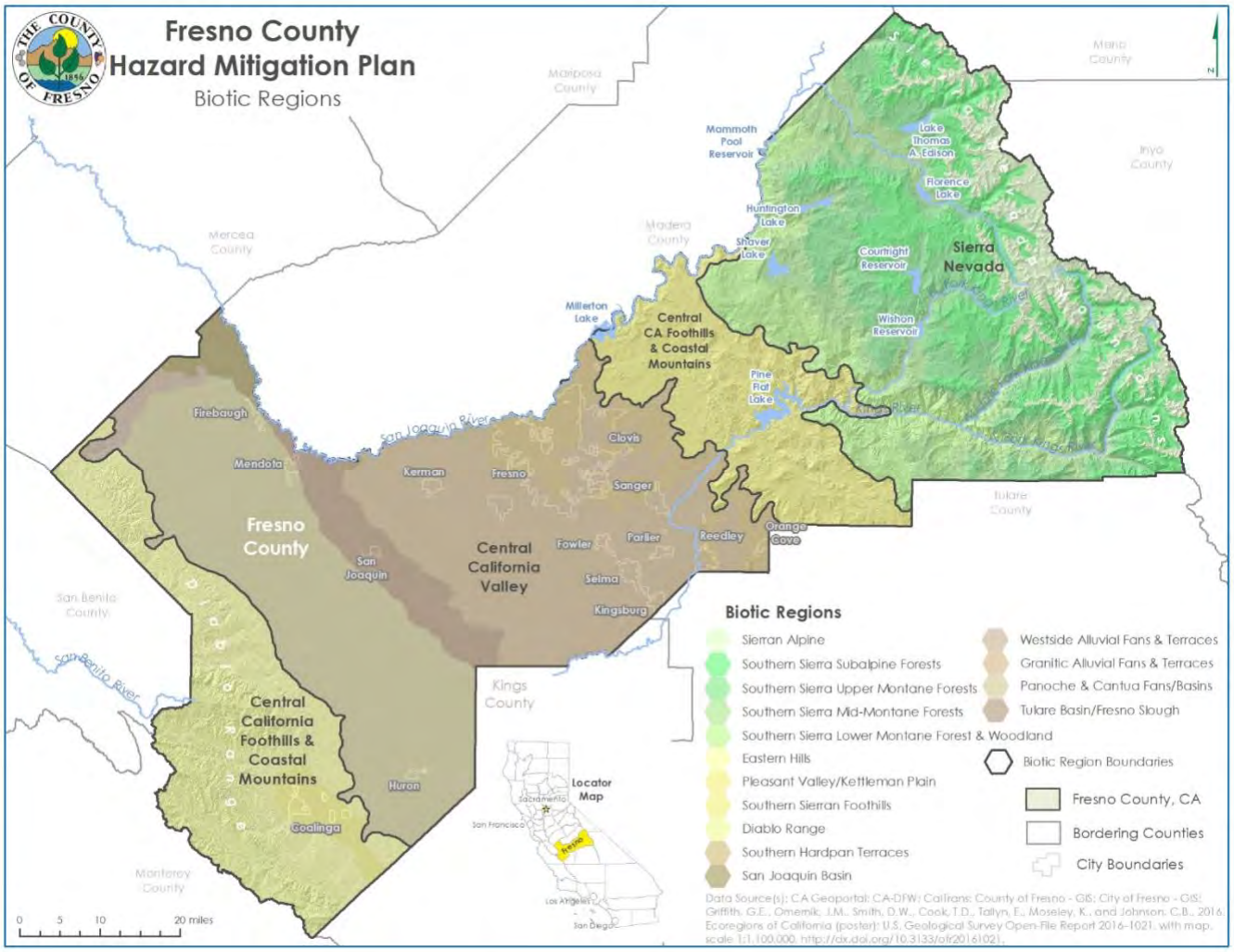
CENTRAL SOUTHERN SIERRA NEVADA FOOTHILLS

Fresno County includes a portion of the central and southern subregions of the Sierra Nevada Mountains that can be further divided into a central/southern Sierra Nevada foothill and central/southern high Sierra Nevada district. The foothill district is best differentiated from the high Sierra and the San Joaquin Valley areas by habitat types that change with topography. The foothills that are the transition from the valley floor to the high Sierra can be characterized by blue oak and blue oak-foothill pine woodlands and chaparral habitats dotted with areas of serpentine soils. Density and canopy coverage of tree species is highly variable depending on natural conditions such as soils, topography, slope and aspect, and human influences from grazing, hardwood harvesting, and other land clearing activities. Moderate gradient perennial and intermittent streams and rivers support a varied amount of riparian habitat that provide valuable habitat for wildlife.

CENTRAL/SOUTHERN HIGH SIERRA NEVADA

The transition from the foothills to the high Sierra Nevada can be characterized by the addition of ponderosa pine at low elevations into the dominant plant species composition (from around 2,000 feet). The foothills to high Sierra biotic regions make a transition through a mixed hardwood conifer habitat to those habitats dominated by conifers, such as ponderosa pine, white fir, and giant sequoia. In the higher elevations, Jeffrey pine, lodgepole pine, and treeless alpine communities dominate. Rivers and streams are at a higher gradient than their foothill or valley floor reaches and support a montane riparian habitat that, like the others, provides valuable habitat for resident and migratory wildlife. The majority of the high Sierra region in Fresno County is included in the Sequoia and Sierra National Forests and Kings Canyon National Park and managed by their respective federal agencies for recreational, timber, tourism, and wilderness values.

Figure 62. Fresno County Biotic Regions



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno-GIS; City of Fresno-GIS; Griffith, G.E., Omernik, J.M., Smith D.D., Tallyn, E., Moseley, K., and Johnson, C.B., 2016, Ecoregions of California (poster): U.S. Geological Survey Open-File Report 2016-2021

Each region hosts specific habitats that together support a wide variety of vegetation and wildlife (Table 92. Fresno County's Generalized Biotic Regions and Habitat Mosaic), and each region has different susceptibilities to hazards such as wildfire, flood, and drought. Fresno County recognizes the importance of protecting, preserving, conserving, and restoring this biodiversity.

Table 92. Fresno County's Generalized Biotic Regions and Habitat Mosaic

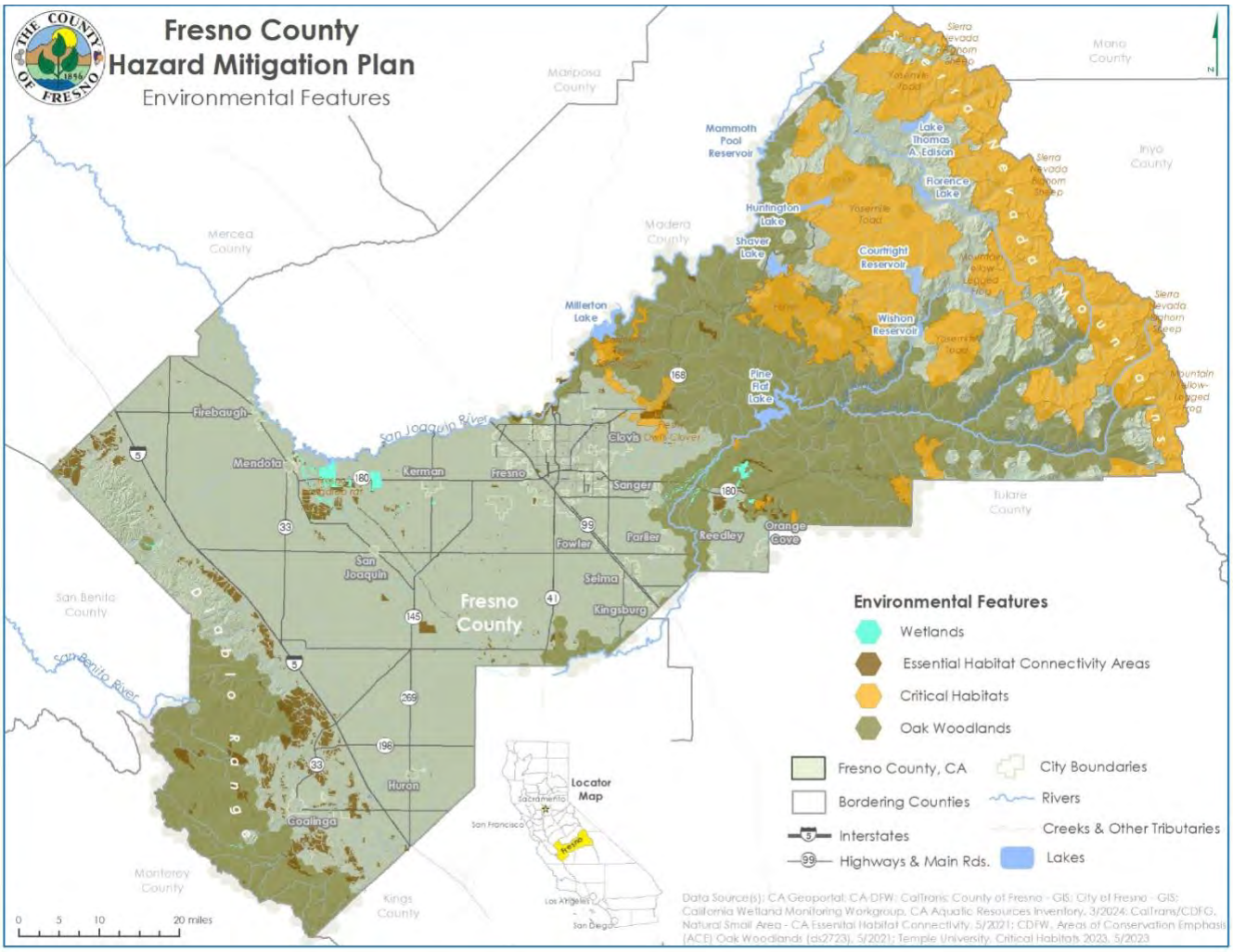
Central Western California Region	Great Central Valley	Sierra Nevada Foothills	High Sierra Nevada
• Chaparral • Blue Oak-Foothill Pine Woodland • Annual/Ruderal Grassland • Riparian Woodlands • Oak Woodlands • Juniper Woodland • Desert and Alkali Scrub	• Grasslands • Marshes • Vernal Pools • Alkali Scrubs • Riparian Woodlands • Eucalyptus Forest	• Grassland • Chaparral • Serpentine Chaparral • Blue Oak Woodlands • Blue Oak-Foothill Pine Woodlands • Riparian Woodlands • Hardwood Stands • Juniper Woodland	• Montane Conifer and Hardwood Forest • Montane Riparian Woodlands • Montane Chaparral • Alpine Scrub • Hardwood Stands • Aspen Stands • Conifer Forests

Source: Fresno County General Plan, 2024

Approximately one third of the County lies within land under federal jurisdiction. The USDA Forest Service and National Parks Service manage these lands for recreation, biology, wilderness, tourism, timber, and mining under federal guidelines, policies, and laws. The biotic regions that are outside of federal ownership and, therefore, most subject to development are the Central Coast Range, San Joaquin Valley Floor, and the lower Sierra Nevada foothills.

For purposes of this plan, natural resources include special-status species, sensitive habitats, wetlands, and other natural resources identified by the HMPC. **Figure 63. Fresno County Environmental Features** illustrates Fresno County's environmental features.

Figure 63. Fresno County Environmental Features



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS; City of Fresno – GIS; California Wetland Monitoring Workgroup; CA Aquatic Resources Inventory, 3/2024; CalTrans/CDFG, Natural Small Area – CA Essential Habitat Connectivity, 5/2021; CDFW, Areas of Conservation Emphasis (ACE) Oak Woodlands, 5/2021; Temple University, Critical Habitats 2023, 5/2023

SPECIAL-STATUS SPECIES

To further understand natural resources that may be particularly vulnerable to a hazard event, as well as those that need consideration when implementing mitigation activities, it is important to identify at-risk species (i.e., endangered species) in the planning area. An endangered species is any species of fish, plant life, or wildlife that is in danger of extinction throughout all or most of its range. A threatened species is a species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range. Both endangered and threatened species are protected by law and any future hazard mitigation projects are subject to these laws. Candidate species are plants and animals that have been proposed as endangered or threatened but are not currently listed.

Information from the U.S. Fish and Wildlife Service and the California Natural Diversity Data Base, a program that inventories the status and locations of rare plants and animals in California, was combined to create an inventory of special-status species in Fresno County. The full inventory, along with information about habitat requirements and distribution where available from the Fresno County General Plan Background Report, is available in Appendix B: Special-Status Species in Fresno County. **Table 93. Endangered, Threatened, Rare, and Candidate Species in Fresno County** lists national and state endangered, threatened, rare, and candidate species in Fresno County by species type.

Table 93. Endangered, Threatened, Rare, and Candidate Species in Fresno County

Common Name	Scientific Name	Federal Status	California Status
Amphibians			
California tiger salamander	Ambystoma californiense	Threatened	Threatened
Yosemite toad	Anaxyrus canorus	Threatened	None
foothill yellow-legged frog	Rana boylii	None	Endangered
California red-legged frog	Rana draytonii	Threatened	None
southern mountain yellow-legged frog	Rana muscosa	Endangered	Endangered
Sierra Nevada yellow-legged frog	Rana sierrae	Endangered	Threatened
Birds			
tricolored blackbird	Agelaius tricolor	None	Threatened
Swainson's hawk	Buteo swainsoni	None	Threatened
western yellow-billed cuckoo	Coccyzus americanus occidentalis	Threatened	Endangered
willow flycatcher	Empidonax traillii	None	Endangered
bald eagle	Haliaeetus leucocephalus	Delisted	Endangered
bank swallow	Riparia	None	Threatened
great gray owl	Strix nebulosa	None	Endangered
least Bell's vireo	Vireo bellii pusillus	Endangered	Endangered
Fish			
Lahontan cutthroat trout	Oncorhynchus clarkii henshawi	Threatened	None

Common Name	Scientific Name	Federal Status	California Status
Paiute cutthroat trout	Oncorhynchus clarkii seleniris	Threatened	None
steelhead - Central Valley DPS	Oncorhynchus mykiss irideus	Threatened	None
Invertebrates			
Crotch bumble bee	Bombus crotchii	None	Candidate
western bumble bee	Bombus occidentalis	None	Candidate
longhorn fairy shrimp	Branchinecta longiantenna	Threatened	None
vernal pool fairy shrimp	Branchinecta lynchi	Threatened	None
valley elderberry longhorn beetle	Desmocerus californicus dimorphus	Threatened	None
vernal pool tadpole shrimp	Lepidurus packardi	Endangered	None
Mammals			
Nelson's antelope squirrel	Ammospermophilus nelsoni	None	Threatened
giant kangaroo rat	Dipodomys ingens	Endangered	Endangered
Fresno kangaroo rat	Dipodomys nitratoides exilis	Endangered	Endangered
California wolverine	Gulo	None	Threatened
Sierra Nevada bighorn sheep	Ovis canadensis sierra	Endangered	Endangered
fisher – Southern Sierra Nevada ESU	Pekania pennant	Candidate	Threatened
San Joaquin kit fox	Vulpes macrotis mutica	Endangered	Threatened
Sierra Nevada red fox	Vulpes necator	Proposed Listing	Threatened
Plants			
Mariposa pussypaws	Calyptridium pulchellum	Threatened	None
San Benito evening-primrose	Camissonia benitensis	Threatened	None
Tompkins' sedge	Carex tompkinsii	None	Rare
tree-anemone	Carpenteria californica		Threatened
succulent owl's-clover	Castilleja campestris var. succulenta	Threatened	Endangered
California jewelflower	Caulanthus californicus	Endangered	Endangered
palmate-bracted salty bird's-beak	Chloropyron palmatum	Endangered	Endangered
Hoover's eriastrum	Eriastrum hooveri	Delisted	None
Tracy's eriastrum	Eriastrum tracyi	None	Rare
Boggs Lake hedge-hyssop	Gratiola heterosepala	None	Endangered
Congdon's lewisia	Lewisia congdonii	None	Rare
San Joaquin woollythread	Monolopia congdonii	Endangered	None

Common Name	Scientific Name	Federal Status	California Status
San Joaquin Valley Orcutt grass	Orcuttia inaequalis	Threatened	Endangered
Hartweg's golden sunburst	Pseudobahia bahiifolia	Threatened	Endangered
San Joaquin adobe sunburst	*Pseudobahia peirsonii*	Endangered	None
Keck's checkerbloom	Sidalcea keckii	Endangered	None
Greene's tuctoria	Tuctoria greenei	Endangered	Rare
Reptiles			
blunt-nosed leopard lizard	Gambelia sila	Endangered	Endangered
giant garter snake	Thamnophis gigas	Threatened	Threatened

Sources: Fresno County General Plan 2024

SENSITIVE HABITATS

The California Department of Fish and Game Natural Diversity Data Base identifies 12 sensitive habitat types in Fresno County:

- Big tree forest
- Coastal and valley freshwater marsh
- Great valley mesquite scrub
- Great valley mixed riparian forest
- Monvero residual dunes
- Northern basalt flow vernal pool
- Northern claypan vernal pool
- Northern hardpan vernal pool
- Northern vernal pool
- Sycamore alluvial woodland
- Valley needlegrass grassland
- Valley sink scrub

WETLANDS

Wetlands are habitats in which soil is intermittently or permanently saturated or inundated. Wetland habitats vary from rivers to seasonal ponding of alkaline flats and include swamps, bogs, marshes, vernal pools, and riparian woodlands. Wetlands are waters of the United States and are subject to the jurisdiction of the U.S. Army Corps of Engineers as well as the California Department of Fish and Game (CDF&G). Where the waters provide habitat for federally endangered species, the U.S. Fish and Wildlife Service may also have authority.

Wetlands are a valuable natural resource for communities due to their benefits to water quality, wildlife protection, recreation, and education and play an important role in hazard mitigation. Wetlands provide drought relief in water-scarce areas where the relationship between water storage and streamflow regulation are vital and reduce flood peaks and slowly release floodwaters to downstream areas. When surface runoff is dampened, the erosive powers of the water are greatly diminished. Furthermore, the reduction in the velocity of inflowing water as it passes through a wetland helps remove sediment being transported by the water.

Notable categories of wetlands found in Fresno County include wet meadows in the mountainous region, vernal pools in the foothills, marshes in the valley trough, and reclaimed agricultural lands in western Fresno County. The CDF&G manages several of the major identified wetlands in Fresno County, including the Mendota Wildlife Management Area, Kerman Ecological Reserve, Alkali Sink Ecological Reserve, and smaller wetlands management units along the San Joaquin River. While these lands are currently being adequately protected, environmental concern is primarily focused on wetlands that are not yet identified and protection of remaining vernal pools. Several vernal pool complexes are located near Friant between Friant Road and the Friant-Kern Canal and in the area south of Academy and east of Red Mountain. A large concentration of very high-quality vernal pools is found in these areas, and they are some of the best examples of vernal pools in the state. The County's vernal pools are threatened by urban development and conversion to intensive agriculture.

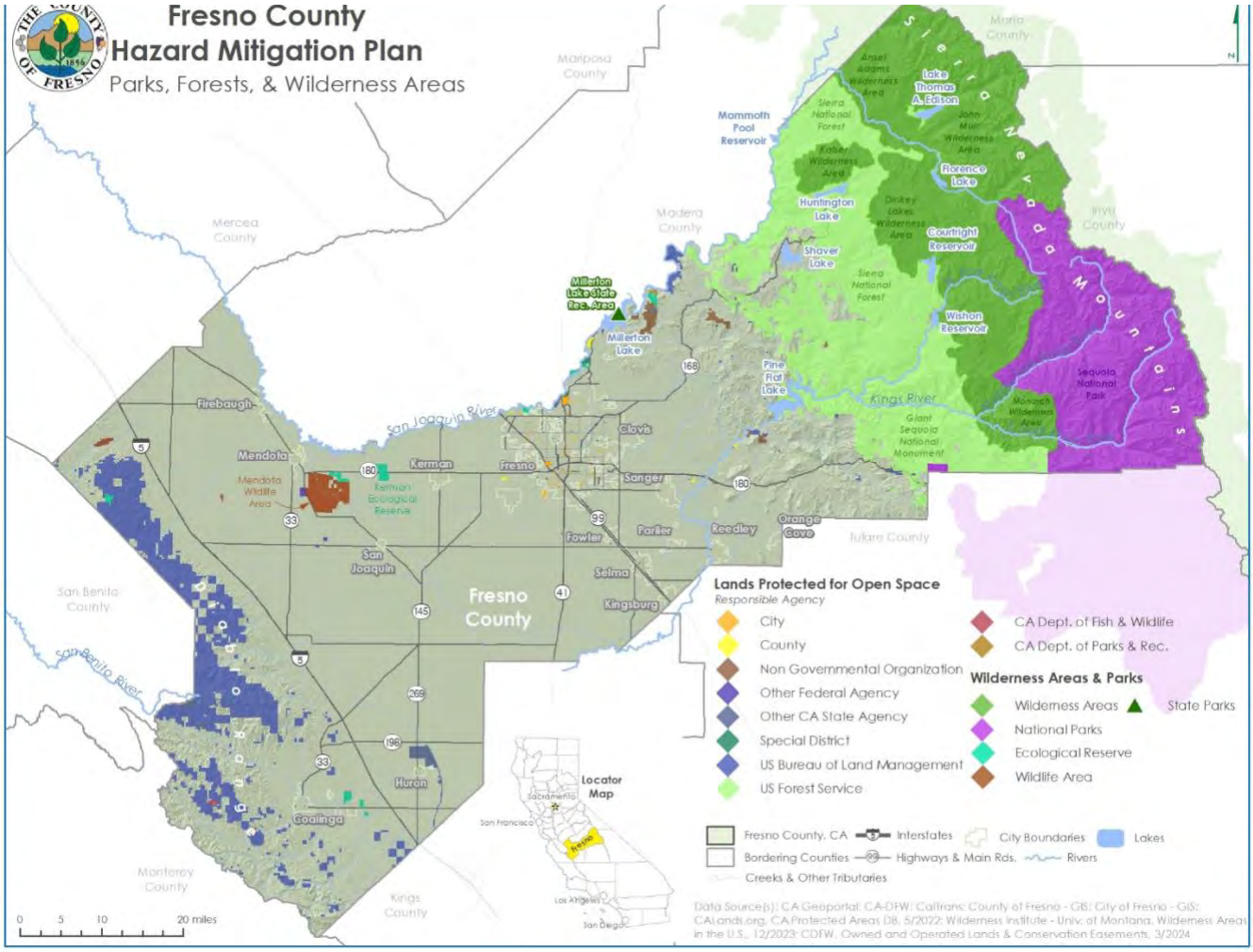
OTHER NATURAL RESOURCES

While some of these resources are not owned or managed by the County, they are important assets for the County (**Figure 64. Fresno County Parks, Forests, and Wilderness Areas**).

- Kings Canyon National Park
- Sequoia National Park & Forest
- Sierra National Forest
- Avocado Lake Park - 3625 N. Piedra Rd. Piedra, CA 93649
- China Creek Park – Sanger, CA 93657
- Choinumni Park - 26501 Pine Flat Road Piedra, CA 93649
- County Cemetery / Potter's Field - 242 N. Hughes Avenue Fresno, CA 93706
- Courthouse Park - 1100 Van Ness Avenue Fresno, CA 93721
- Kearney Park - 6725 W. Kearney Blvd. Fresno, CA 93706
- Kings River Green Belt Park - 769 N Piedra Rd, Sanger, CA 93657
- Laton-Kingston Park - 20055 S. Fowler Ave., Laton, CA 93242
- Los Gatos Creek Park - 46240 Los Gatos Creek Rd. Coalinga, CA 93210
- Lost Lake Recreation Area - 16385 N. Friant Road. Friant, CA 93626
- Pine Flat Handicap Fishing Access
- Shaver Lake Launch Ramp - 45795 Tollhouse Road Shaver Lake, CA 93664
- Skaggs Bridge Park - 5901 N. Madera Avenue Kerman, CA 93630

- Thorburn Access Park - CA-180 & N Rio Vista Ave, Sanger, CA 93657
- Three Rocks Fishing Access
- Veteran's Liberty Cemetery - 1831 W. Belmont Ave. Fresno, CA 93728
- Winton Park - 25314 E Trimmer Springs Road, Sanger, CA 93657

Figure 64. Fresno County Parks, Forests, and Wilderness Areas



Source: CA Geoportal; CA-DFW; County of Fresno – GIS; City of Fresno – GIS; CALands.org, CA Protected Areas DB, 5/2022; Wilderness Institute – University of Montana, Wilderness Areas in the U.S., 12/2023; CDFW, Owned and Operated Lands & Conservation Easements, 3/2024

GROWTH AND DEVELOPMENT TRENDS

As part of the planning process, the HMPC looked at changes in growth and development, both past and future, and examined these changes in the context of hazard-prone areas, and how the changes in growth and development affect loss estimates and vulnerability. According to the Fresno County General Plan, Fresno County is investing in efforts to facilitate the creation of higher paying jobs to account for a high population growth. More specific information on growth and development for each participating jurisdiction can be found in the jurisdictional annexes.

CURRENT STATUS AND PAST DEVELOPMENT

The 2022 estimated population of Fresno County was 1,015,190. This was an increase of 8.9 percent from the 2010 census population of 932,450. In terms of population, Fresno County is the 5th most populous county by populations. The following tables show past growth in Fresno County in terms of population, housing units, and density.

Table 94. Fresno County Population Change by Decade

	1960	1970	1980	1990	2000	2010	2022
Total	**365,945**	**415,599**	**517,717**	**672,302**	**801,288**	**932,011**	**1,015,190**
Change	--	49,654	102,118	154,585	128,986	130,723	83,179
Percent Change (%)	--	13.5	24.6	29.9	19.2	16.3	8.9

Sources: Social Science Data Analysis Network, www.censusscope.org/; California Department of Finance, www.dof.ca.gov/Research/

Table 95. Fresno County Population Change by Jurisdiction

City	Population 2010	Population 2022	% Change	# Change	% of County	% of Total Growth
Clovis	95,631	124,556	30.25%	28,925	12.27%	30.06%
Coalinga	13,380	17,024	27.23%	3,644	1.68%	3.79%
Firebaugh	7,549	8,418	11.51%	869	0.83%	0.90%
Fowler	5,570	7,154	28.44%	1,584	0.70%	1.65%
Fresno	494,665	545,567	10.29%	50,902	53.74%	52.90%
Huron	6,754	6,240	-7.61%	-514	0.61%	-0.53%
Kerman	13,544	16,208	19.67%	2,664	1.60%	2.77%
Kingsburg	11,382	12,613	10.82%	1,231	1.24%	1.28%
Mendota	11,014	12,618	14.56%	1,604	1.24%	1.67%
Orange Cove	9,078	9,525	4.92%	447	0.94%	0.46%
Parlier	14,494	14,554	0.41%	60	1.43%	0.06%
Reedley	24,194	25,441	5.15%	1,247	2.51%	1.30%
San Joaquin	4,001	4,021	0.50%	20	0.40%	0.02%
Sanger	24,270	26,600	9.60%	2,330	2.62%	2.42%

City	Population 2010	Population 2022	% Change	# Change	% of County	% of Total Growth
Selma	23,219	24,430	5.22%	1,211	2.41%	1.26%
All Cities	758,745	854,969	12.68%	96,224	84.22%	100.00%
Unincorporated	171,705	160,221	6.69%	-11,484	15.78%	-11.93%
County Totals	930,450	1,015,190	9.11%	87,740	100%	100%

*Source: US Census Bureau. http://factfinder.census.gov/ *Estimate based on 2020 Census*

Table 96. Fresno County Housing Units Change by Jurisdiction

Jurisdiction	Housing Units 2010	Housing Units 2020	%Change	#Change	% of County	% of Total Growth
Clovis	35,306	43,954	24.49	8,648	37.75	33.67
Coalinga	4,344	4,658	7.23	314	1.37	1.22
Firebaugh	2,096	2,225	6.15	129	0.56	0.50
Fowler	1,842	2,133	15.80	291	1.27	1.13
Fresno	171,288	184,226	7.55	12,938	56.47	50.38
Huron	1,602	1,610	0.50	8	0.03	0.03
Kerman	3,908	4,512	15.46	15.46	2.64	2.35
Kingsburg	4,069	4,415	8.50	8.50	1.51	1.35
Mendota	2,556	2,875	12.48	319	1.39	1.24
Orange Cove	2,231	2,481	11.21	250	1.09	0.97
Parlier	3,494	3,853	10.27	359	1.57	1.40
Reedley	6,867	7,247	5.53	380	1.66	1.48
San Joaquin	934	937	0.32	3	0.01	0.01
Sanger	7,104	7,787	9.61	683	2.98	2.66
Selma	6,813	7,224	6.03	411	1.79	1.60
All Cities	254,454	280,137	10.09	25,683	100	--
Unincorporated	61,077	58,304	-4.54	-2,773	---	--
County Totals	**315,531**	**338,441**	**7.26**	**22,910**	**100**	**--**

Source: US Census Bureau. httsp://factfinder.census.gov/

Table 97. Fresno County Population and Housing Density Change by Jurisdiction

City	Area in Square Miles	2010 Population Density	2010 Housing Unit Density	2020 Population Density*	2020 Housing Unit Density*
Clovis	25.42	4,108.2	1389	4,726.5	1729
Coalinga	6.85	2,186.7	634	2,569.7	680
Firebaugh	3.52	2,180.4	595	2,302.0	632
Fowler	2.53	2,200.3	728	2,646.1	843

City	Area in Square Miles	2010 Population Density	2010 Housing Unit Density	2020 Population Density*	2020 Housing Unit Density*
Fresno	115.18	4,418.4	1487	4,706.8	1599
Huron	1.60	4,245.0	1001	3,878.8	1006
Kerman	3.27	4,189.9	1195	4,903.4	1380
Kingsburg	3.72	4,024.3	1094	3,330.6	1187
Mendota	3.39	3,359.6	754	3,712.1	848
Orange Cove	1.79	4,748.6	1246	5,384.5	1386
Parlier	2.14	6,606.9	1633	6,050.6	1800
Reedley	5.51	4,759.2	1246	4,579.2	1315
San Joaquin	1.1	3,637.3	849	3,655.5	852
Sanger	5.77	4,393.7	1231	4,615.4	1350
Selma	5.81	4,520.6	1173	4,248.3	1243
All Cities	162.18	4,678.7	1,569	5,274.7	1726
Unincorporated	5796.20	29.6	11	27.6	10
County Totals	**5958.38**	**156.2**	**52.96**	**169.3**	**56.8**

Source: US Census Bureau. http://factfinder.census.gov/

FUTURE DEVELOPMENT

As indicated in the previous section, Fresno County has been steadily growing over the last four decades, and this growth is projected to continue through the middle of the century. **Table 98. Population Projections for Fresno County** shows the population projections for the County as a whole through 2060.

Table 98. Population Projections for Fresno County

	2020	2030	2040	2050	2060
Population	1,007,344	1,047,382	1,083,901	1,098,206	1,095,205
Percent Change %	--	3.97%	3.49%	1.32%	0.27%

Source: California Department of Finance, www.dof.ca.gov/Research/

Table 99. Detailed Population Projections for Fresno County shows the population projections for each jurisdiction and the unincorporated area through 2050.

Table 99. Detailed Population Projections for Fresno County

City	2019	2020	2025	2030	2035	2040	2045	2050
Clovis	134,210	134,780	141,700	147,760	153,420	158,370	162,660	166,160
Coalinga	13,530	13,690	14,570	15,210	15,800	16,320	16,770	17,140

City	2019	2020	2025	2030	2035	2040	2045	2050
Firebaugh	7,720	7,720	8,790	9,200	9,580	9,920	10,210	10,450
Fowler	6,380	6,580	6,930	7,200	7,460	7,680	7,870	8,030
Fresno	592,350	596,060	621,540	647,980	672,650	694,240	712,960	728,200
Huron	5,700	5,700	5,930	6,200	6,460	6,680	6,880	7,030
Kerman	14,220	14,290	15,660	16,340	16,980	17,540	18,020	18,420
Kingsburg	13,350	13,410	14,360	14,960	15,510	15,990	16,410	16,750
Mendota	11,170	11,220	11,830	12,330	12,790	13,200	13,560	13,850
Orange Cove	9,170	9,170	9,660	10,070	10,450	10,780	11,070	11,310
Parlier	14,040	14,140	14,740	15,380	15,980	16,500	16,950	17,320
Reedley	25,170	25,170	26,100	27,240	28,300	29,230	30,040	30,700
Sanger	28,660	28,770	30,090	31,370	32,560	33,600	34,510	35,240
San Joaquin	3,500	3,500	3,610	3,750	3,880	3,990	4,090	4,170
Selma	26,960	27,000	29,130	30,360	31,510	32,520	33,390	34,100
Subtotal Cities	**906,130**	**911,200**	**954,640**	**995,350**	**1,033,330**	**1,066,560**	**1,095,390**	**1,118,870**

Source: Fresno County Council of Governments, 2020

FUTURE DEVELOPMENT SUMMARY

According to the projections all areas of the County will continue to grow, but the percentage of growth will decrease over time, through 2050. The Fresno County General Plan assumes that 92.6 percent of the population growth experienced in Fresno County through the year 2020 will be directed to incorporated cities and 7 percent will be absorbed in the unincorporated area. Fresno County recognizes, however, that because of state-mandated directives, including the Regional Housing Needs Allocation, the County may be forced to consider approval of urban development in areas that are not currently planned for such uses. Careful consideration and Board policy direction will be necessary if Fresno County needs to designate new areas for urban development. The Land Resources Inventory verifies that there is no shortage of potentially developable land in Fresno County. Consistent with the County's urban development policy, intensive housing development will be directed to residentially zoned urban areas and established communities where infrastructure and services are available. This policy reflects the commitment to conserve natural and managed resources and to minimize the loss of valuable agriculture land and open space.

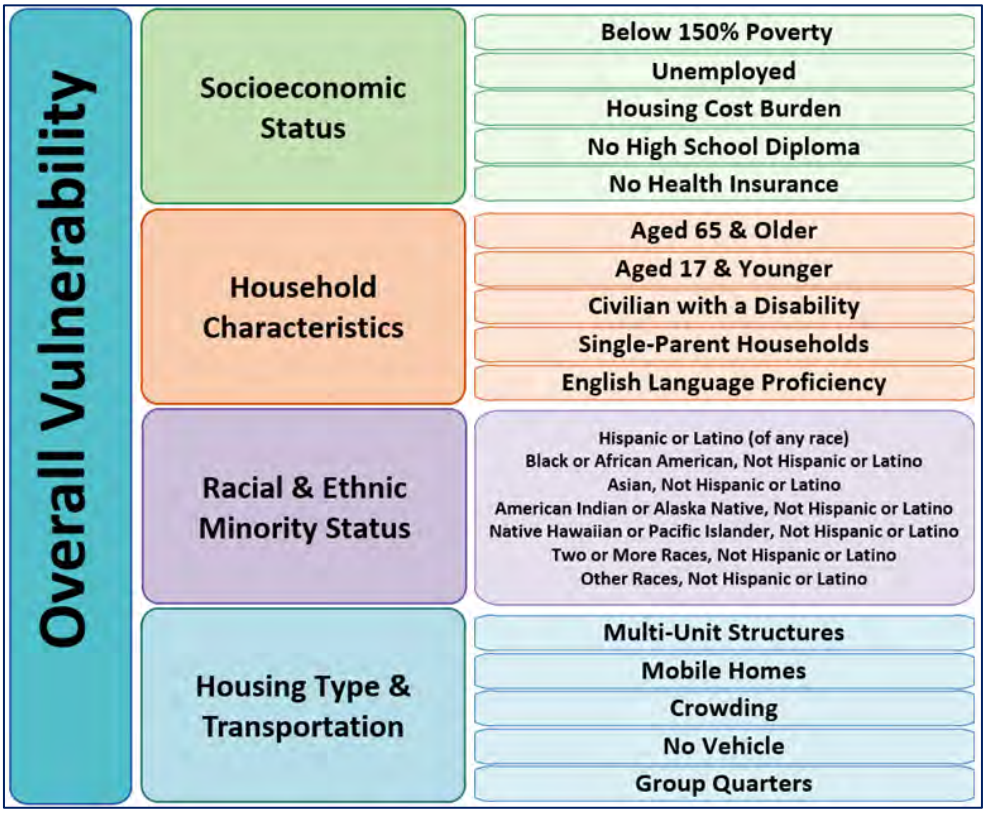
SOCIAL VULNERABILITY

Emergencies and disasters often highlight and intensify existing societal inequities, affecting groups based on socioeconomic status, race, age, disability, and other social factors. These events disproportionately impact certain populations, creating additional challenges in preparation, response, and recovery phases. For instance, the COVID-19 pandemic shed light on pre-existing disparities such as limited healthcare access, leading to higher rates of hospitalizations and mortality among vulnerable groups. It's essential to recognize and understand these community-specific limitations and barriers to ensure equitable preparedness, mitigation, and response strategies for future incidents.

To aid in this, the Centers for Disease Control and Prevention (CDC) developed the Social Vulnerability Index (SVI), a comprehensive tool designed for emergency management planners and practitioners at state, local, and tribal levels. The SVI helps identify communities with high social vulnerability, potentially facing greater impacts during emergencies and disasters. This tool is instrumental in guiding targeted efforts in preparedness, response, and recovery, and in understanding the unique challenges certain communities may face, such as evacuation difficulties due to lack of transportation.

The SVI utilizes 16 variables, including factors like education level, presence of disabilities, and access to transportation, to calculate a community's vulnerability score. This score ranges from 0 to 1, where higher scores indicate increased vulnerability. The evaluation is percentile-based, with communities in the top 10% (above the 90th percentile) for a variable scoring a 1, denoting high vulnerability, and those in the bottom 10% scoring a 0. Additionally, the SVI categorizes these 16 variables into four distinct themes, providing deeper insights into specific vulnerability aspects, shown in the figure below. These themes and their constituent variables offer a nuanced understanding of a community's resilience and ability to handle disasters, both in terms of human impact and financial consequences.

Figure 65. CDC Social Vulnerability Index



Source CDC

Fresno County has one of the highest Social Vulnerability Index in the state of California at .9649, which is very high. These factors of social vulnerability hold many implications for disaster response and recovery and are important considerations when identifying and prioritizing mitigation actions and overall goals and objectives of the plan. The table below describes how disasters can

disproportionately impact communities that identify with the SVI indicators and SVI themes described above.

Table 100. Measures of Fresno County's Social Vulnerability

SVI Themes	Inequities in Disasters[1]
Socioeconomic Status	Economically disadvantaged populations are disproportionately affected by disasters. The poor are less likely to have the income or assets needed to prepare for a possible disaster or to recover after a disaster Although the monetary value of their property may be less than that of other households, it likely represents a larger proportion of total household assets. For these households, lost property is proportionately more expensive to replace, especially without homeowner's or renter's insurance. Moreover, unemployed persons do not have employee benefits plans that provide income and health cost assistance in the event of personal injury or death. High-income populations, on the other hand, may suffer higher household losses in absolute terms, yet find their overall position mitigated by insurance policies, financial investments, and stable employment.
Household Characteristics	Household composition is defined here to include dependent children less than 18 years of age, persons aged 65 years and older, and single-parent households. Also included are people with disabilities. People in any of these categories are more likely to require financial support, transportation, medical care, or assistance with ordinary daily activities during disasters. Children and elders are the most vulnerable groups in disaster events. Children, especially in the youngest age groups, cannot protect themselves during a disaster because they lack the necessary resources, knowledge, or life experiences to effectively cope with the situation. Perhaps because parental responsibility for children is assumed, children are rarely incorporated into disaster-scenario exercises. Thus, local authorities are not adequately prepared to provide specific goods or services for children. Elders living alone and people of any age having physical, sensory, or cognitive challenges are also likely to be more vulnerable to disasters. Many older or disabled people have special needs that require the assistance of others. Family members or neighbors who would ordinarily look in on an elder, or a caretaker responsible for the welfare of a disabled person, might be less able to do so during a crisis or may find the magnitude of the task beyond their capability. The number of traditional households of two parents and children has decreased in the United States. In addition to the usually lower socioeconomic status of single-parent households, such households are especially vulnerable in a disaster because all daily caretaker responsibility falls to the one parent.
Racial & Ethnic Minority Status	The social and economic marginalization and discrimination of certain racial and ethnic groups, including real estate discrimination, has rendered these populations more vulnerable at all stages of disaster. African Americans; Native Americans; and populations of Asian, Pacific Islander, or Hispanic origin are correlated with higher vulnerability rates. In recent decades, the numbers of persons immigrating to the United States from Latin America and Asia have substantially increased. Many immigrants are not fluent in English, and literacy rates for some groups are lower. Communities that have limited English proficiency, disaster communication is made increasingly difficult. This difficulty is especially true in communities whose first language is neither English nor Spanish and for whom translators and accurate translations of advisories may be scarce. Immigrants are likelier to rely on relatives and local social networks (i.e., friends and neighbors) for information.
Housing Type & Transportation	Housing quality is an important factor in evaluating disaster vulnerability. It is closely tied to personal wealth; that is, people in poverty often live in more poorly constructed houses or mobile homes that are especially vulnerable to natural hazards such as strong storms or earthquakes. Mobile homes are not designed to withstand severe weather or flooding, high wind, and typically do not have basements. They are frequently found outside of metropolitan areas and, therefore, may not be readily accessible by interstate highways

[1] A Social Vulnerability Index for Disaster Management (cdc.gov)
https://www.atsdr.cdc.gov/placeandhealth/svi/img/pdf/Flanagan_2011_SVIforDisasterManagement-508.pdf

SVI Themes	Inequities in Disasters[1]
	or public transportation. Also, because mobile homes are often clustered in communities, their overall vulnerability is increased. Multi-unit housing in densely populated urban areas also poses a heightened risk for tenants. Population densities of cities are much higher than those of suburban or rural areas. People living in high-rise apartments are particularly vulnerable to overcrowding when funneled into a limited number of exit stairwells. Furthermore, large numbers of people exiting in the street can make safe and orderly evacuation of everyone difficult and dangerous. Crowding within housing units exacerbates these difficulties. Rates of automobile ownership are generally lower in urban areas, especially among inner city poor populations. Thus, transportation out of an evacuation zone is difficult for people who do not have access to a vehicle. For some people, fuel costs may prevent vehicle use. At the same time, lower urban auto-ownership rates do not necessarily translate into easy evacuation for people with vehicles because the high-population densities of cities can cause severe traffic congestion on interstate highways and other major roads. Populations residing in group quarters such as college dormitories, farm workers' dormitories, psychiatric institutions, and prisons also present special concerns during evacuation. Residents of nursing homes and long-term care facilities are especially vulnerable because of their special and timely needs and because of understaffing in these institutions in emergencies. Moreover, many institutions can be unprepared to quickly remove their entire staff and residents under conditions that require specialized vehicles

Source: CDC, SVI

Table 101. Fresno County Social Vulnerability Demographic Information by City

	Total Population 2022 Estimate*	Total Housing Units 2020	% Females	% Under Age 18	% Age 65 and Over	% Speak Language Other than English in Home**	% Individuals Below Poverty Level**	Median Value ($), Single-Family Owner-Occupied
United States	333,271,411	143,786,655	50.4	21.7	17.3	21.7	11.5	281,900
California	39,040,616	14,627,460	49.9	21.8	15.8	43.9	12.2	659,300
Fresno County	1,015,190	345,493	49.7	27.6	12.9	44.1	18.6	338,200
Clovis	124,556	43,954	51.3	28.9	13.1	24.0	8.4	420,700
Coalinga	17,024	4,658	40.3	23.6	10.9	46.8	18.7	226,000
Firebaugh	8,418	2,225	49.9	35.0	12.6	80.0	43.3	221,000
Fowler	7,154	2,133	53.5	29.6	13.8	43.8	21.0	339,700
Fresno	545,567	184,226	50.1	27.8	11.9	43.2	22.1	321,800
Huron	6,240	1,610	48.9	34.1	2.9	89.5	32.1	234,500
Kerman	16,208	4,512	50.6	32.9	7.6	72.7	21.9	297,900
Kingsburg	12,613	4,415	53.3	25.9	17.4	19.6	9.6	335,300
Mendota	12,618	2,875	48.3	38.5	6.5	87.3	32.7	236,700
Orange Cove	9,525	2,481	48.3	37.8	6.1	84.1	46.5	208,000

	Total Population 2022 Estimate*	Total Housing Units 2020	% Females	% Under Age 18	% Age 65 and Over	% Speak Language Other than English in Home**	% Individuals Below Poverty Level**	Median Value ($), Single-Family Owner-Occupied
Parlier	14,554	3,853	49.6	32.4	8.2	80.9	27.4	216,200
Reedley	25,441	7,247	51.0	30.3	10.3	62.5	16.0	268,900
San Joaquin	3,701	937	52.2	42.5	5.4	82.1	33.2	103,100
Sanger	26,600	7,787	47.4	29.2	10.7	52.0	15.9	325,200
Selma	24,430	7,224	48.5	26.8	11.6	51.3	21.2	251,300

Source: U.S. Census Bureau

The California Environmental Protection Agency developed a tool called CalEnviroScreen to identify communities most impacted by poverty and pollution. The Senate Bill 535 Disadvantaged Communities map identifies census tracts that have an overall CalEnviroScreen score of 75 or above, meaning they are among the top 25 percent most vulnerable and burdened by pollution in the state. In Fresno County, most of the western portion of the county's census tracts are identified as disadvantaged communities, shown in the figure below.

VULNERABILITY OF FRESNO COUNTY TO SPECIFIC HAZARDS

The Disaster Mitigation Act regulations require the HMPC to evaluate the risks associated with each of the hazards identified in the planning process. This section summarizes the possible impacts and quantifies, where data permits, the County's vulnerability to each of the hazards. Where specific hazards vary across the County vulnerability is broken out by jurisdiction where feasible; additional information can be found in the jurisdictional annexes. The hazards evaluated further as part of this vulnerability assessment include, in alphabetical order:

- Agricultural Hazards
- Avalanche
- Dam Failure
- Drought
  - Tree Mortality
- Earthquake
- Flood
  - Levee Failure

Human Health Hazards

- Pandemic
- West Nile Virus

Soil Hazards

- Erosion
- Expansive Soil
- Land Subsidence
- Landslide
- Volcano
- Wildfire

Severe Weather

- Extreme Temperatures
- Extreme Cold/Freeze
- Extreme Heat
- Fog
- Heavy Rain/Thunderstorm/Hail/Lightning
- Windstorm
- Winter Storm
- Tornado

Prioritizing hazards plays a crucial role in helping communities establish objectives and mitigation strategies based on their vulnerabilities. Fresno County employed the Risk Factor (RF) methodology, as described below, to assess and rank hazards according to their threat levels. This ranking underwent scrutiny and evaluation by the HMPC and all stakeholders during the Draft Plan Review phase.

The RF methodology generates numerical values that facilitate the comparison of identified hazards. These values reflect the relative risk posed by each hazard, with higher RF values indicating a greater level of hazard risk. RF values are determined by attributing varying degrees of risk to five categories for each hazard: probability, impact, spatial extent, warning time, and duration. Each degree of risk within these categories is assigned a value ranging from 1 to 4, accompanied by a corresponding weighting factor. The RF approach is summarized in the table below. To calculate the RF value for a particular hazard, one must multiply the assigned risk value for each category by its respective weighting factor. The summation of these values across all five categories yields the final RF value, as illustrated in the following example equation:

Table 102. Risk Factor Methodology

Risk Assessment Category	Degree of Risk			Weight Value
	Level	Criteria	Index	
Probability: What is the likelihood of a hazard event occurring in a given year?	Unlikely Possible Likely Highly Likely	Less than 1% annual probability Between 1% and 49.9% annual probability Between 50% and 90% annual probability Greater than 90% annual probability	1 2 3 4	30%
Impact: In terms of injuries, damage, or death, would you anticipate impacts to be minor, limited, critical, or catastrophic when a significant hazard event occurs?	Minor Limited Critical Catastrophic	Very few injuries, if any. Only minor property damage and minimal disruption on quality of life. Temporary shutdown of critical facilities. Minor injuries. More than 10% of property in affected area damaged or destroyed. Complete shutdown of critical facilities for more than one day. Multiple deaths / injuries possible. More than 25% of property in affected area damaged or destroyed. Complete shutdown of critical facilities for more than a week. High number of deaths / injuries possible. More than 50% of property in affected area damaged or destroyed. Complete shutdown of critical facilities for 30 days or more.	1 2 3 4	30%

Risk Assessment Category	Degree of Risk			Weight Value
	Level	Criteria	Index	
Spatial Extent: How large of an area could be impacted by a hazard event? Are impacts localized or regional?	Negligible Small Moderate Large	Less than 1% of area affected Between 1% and 10.9% of area affected Between 11% and 25% of area affected Greater than 25% of area affected	1 2 3 4	20%
Warning Time: Is there usually some lead-time associated with the hazard event? Have warning measures been implemented?	More than 24 hours 12 to 24 hours 6 to 12 hours Less than 6 hours	Self-Defined Self-Defined Self-Defined Self-Defined	Note: Levels of warning time and criteria that define them may be adjusted based on the hazard addressed.	1 2 3 4	10%
Duration: How long does the hazard event usually last?	Less than 6 hours Less than 24 hours Less than 1 week More than 1 week	Self-Defined Self-Defined Self-Defined Self-Defined	Note: Levels of warning time and criteria that define them may be adjusted based on the hazard addressed.	1 2 3 4	10%

A summary of the vulnerability of the County to each identified hazard is provided in each of the hazard-specific sections that follow. Vulnerability generally reflects the hazard significance rating which is also summarized in Section 4.1.1 Table 4.1. Vulnerability/Significance is measured in a summary of the potential impact based on past occurrences, spatial extent, likelihood of future occurrences and impacts (damage and casualty potential). It is categorized into the following classifications:

- **Low**: Minimal potential impact. The occurrence and potential cost of damage to life and property is minimal.
- **Medium**: Moderate potential impact. This ranking carries a moderate threat level to the general population and/or built environment. The potential damage is more isolated and less costly than a more widespread disaster.
- **High**: Widespread potential impact. This ranking carries a high threat to the general population and/or built environment. The potential for damage is widespread. Hazards in this category may have occurred in the past.

VULNERABILITY TO AVALANCHES (LOW)

PEOPLE

Although future avalanches are likely to occur, the spatial extent is limited, and the magnitude is low. Therefore, avalanches are a low significance hazard in the County. It is public safety that is most threatened by this hazard. Outdoor recreationalists who travel into backcountry areas are most at risk. Additionally, while road closures help to mitigate impacts to travelers in avalanche-prone areas, snowplow drivers can still be exposed while clearing roads of snow or avalanche debris.

PROPERTY

In general, structures located below an area at high risk to avalanches are likely to be exposed to the impacts of an avalanche, but no instances of this were known based on available data.

CRITICAL FACILITIES

There are not any known critical facilities likely to be exposed to the impacts of an avalanche.

NATURAL ENVIRONMENT

Avalanches can erode topsoil, cover the environment with debris, and damage surrounding vegetation. For the most part the environment is resilient and would be able to rebound from whatever damages occurred, though this process could take years.

FUTURE DEVELOPMENT

Avalanche vulnerability could increase somewhat with future development and population growth as there will be a higher number of people driving on roadways and taking part in backcountry recreation. It is unlikely that risk to structures will increase as long as future development is planned outside of mapped or suspected avalanche hazard zones. As such, the County holds a policy, Policy HS-A.4: Critical Emergency Response Facility Siting, to ensure that critical emergency response facilities such as hospitals, fire stations, sheriff's offices and substations, dispatch centers, emergency operations centers, and other emergency service facilities and utilities are sites and designed to minimize their exposure and susceptibility to hazards like fire and avalanche. Policy HS-D.12 ensure that new development is not located in avalanche hazard areas.

VULNERABILITY TO AGRICULTURAL HAZARDS (HIGH)

Given the importance of agriculture to Fresno County, agricultural hazards continue to be an ongoing concern. The primary causes of agricultural losses are severe weather events, such as drought and freeze, excessive rain, moisture, and humidity, and hail. According to the HMPC, agricultural losses occur on an annual basis throughout the County and are usually associated with these severe weather events. Recently, the COVID-19 caused massive interruptions to farms based on the spread of the virus, social distancing measures, and other non-pharmaceutical interventions. Farms lost millions of dollars due to disruptions in the whole supply chain system.

PEOPLE

The largest impact to people from a widespread crop loss is pressure on the food supply and distribution. Impacts to the local economy could be substantial as Fresno County is one of the top agricultural producing counties in California, exporting across the United States and internally. Agricultural jobs account for about 20 percent of all jobs in the Fresno area. Natural hazards causing losses to the agricultural industry will impact agricultural employment and cause secondary impacts to income, housing, and food security. Some animal diseases can be transmitted to people which could pose a public health concern as well. In the case of natural hazards and epidemics/pandemics, farmworkers can be exposed and be at risk for injury and death due to high heat events, poor air quality, and infectious diseases.

PROPERTY

The greatest impact to property from an agricultural hazard is crop damage and loss. In the latest Fresno County Agricultural Crop and Livestock Report, the total gross value of agricultural commodities in 2021 was over $8 billion. Loss of livestock and poultry can also be significant. The economic value of total damaged or lost crops could range in the hundreds of millions of dollars.

NATURAL ENVIRONMENT

Agricultural hazards including fires, crops, and livestock disease, noxious weeds, and contamination of animal food and water supply can significantly alter the natural environment. Fresno County is particularly threatened by several insects that can cause severe economic and environmental harm to the agricultural industry. Noxious weeds can have negative effects on the natural environment including loss of wildlife habitat and reduced wildfire numbers, loss of native plant species, increased soil erosion and topsoil loss, and diminished water quality and fish habitat.

CRITICAL FACILITIES

Agricultural hazards would most likely not have an impact on critical facilities. However, mass mortality of animals could stress local rendering plants.

FUTURE DEVELOPMENT

Fresno County recognizes the importance of reducing the conversion of productive agricultural land, therefore the county has enacted policies to sustain agriculture and its activities to preserve and maintain productivity, while also controlling expansion of non-agricultural development onto productive agricultural lands. Details on the policies that Fresno County has adopted to protect agricultural lands are described in more detail within the Fresno County General Plan.

VULNERABILITY TO DAM FAILURE (HIGH)

A dam failure can range from a small, uncontrolled release to a catastrophic failure. Vulnerability to dam failures is confined to the areas subject to inundation downstream of the facility. Secondary losses would include loss of the multi-use functions of the dam itself and associated revenues that accompany those functions.

PEOPLE

Persons located underneath or downstream of a dam are at risk of a dam failure, though the level of risk can be tempered by topography, amount of water in the reservoir and time of day of the breach. Injuries and fatalities can occur from debris, bodily injury and drowning. Once the dam has breached, standing water presents all the same hazards to people as floodwater from other sources. People in the inundated area may need to be evacuated, cared for, provided temporary shelter, and possibly permanently relocated. Specific population impacts are noted in the following section.

PROPERTY

In general, communities located below a dam and along a waterway are potentially exposed to the impacts of a dam failure. Specific inundation maps and risk information are included in the dam-specific emergency action plans. Due to the sensitive nature of this information, it is not included in this plan. Inundation maps that identify anticipated flooded areas (which may not coincide with known floodplains) are produced for all high hazard dams and are contained in the Emergency Action Plan (EAP) required for each dam. However, the information contained in those plans is considered sensitive and is not widely distributed. For reference, high hazard dams threaten lives and property, significant hazard dams threaten property only.

The potential impacts from a dam failure in the County and its municipalities are largely dependent on the specific dam or area in question. Generally, any buildings or other infrastructure located in a dam inundation area is vulnerable to the impacts from rising waters.

Dam failure flooding can occur as the result of partial or complete collapse of an impoundment. Dam failures often result from prolonged rainfall and flooding causing overtopping of the structure. The primary danger associated with dam failure is the high velocity flooding of those properties downstream of the dam.

According to the Fresno County Operational Area Dam Failure Evacuation Plan, of the 23 dams with a potential to impact the planning area four of them pose the greatest threat should a failure occur: Big Dry, Fancher Creek, Friant, and Pine Flat. According to the plan, a catastrophic failure of any of these dams could have a significant impact on Fresno County. Some jurisdictions are more at risk to dam failure than others. The City of Clovis and the City of Fresno are the most vulnerable, with three and five high hazard dams respectively. Centerville, Firebaugh, Friant, and Sanger also have a high hazard dam located within their boundaries. The failure of any of these dams would cause downstream flooding and would likely result in loss of life and property. The potential magnitude of a dam failure depends on the time of year and the base flow of the river when the failure occurs. During the winter months, when the river flows are higher, the impact to the area would be much greater and evacuation times much less. A list of dams that have the potential to impact Fresno County is described in Figure 100. Major Dams with Potential to Impact the Fresno County Planning Area

Dam	Stream	Capacity (Acre-Feet)	Population Threatened
Balch Afterbay	North Fork Kings River	318	20
Balch Diversion	North Fork Kings River	1,295	20
Balsam Meadow	West Fork Balsam Creek	2,040	319
Big Creek No. 4	Big Creek	100	244
Big Creek No. 6	San Joaquin River	993	104
Big Creek No. 7	San Joaquin River	35,000	713
Big Dry 1017	Big Dry Creek/ Dog Creek	30,200	266,502
Courtright	Helms Creek	123,300	20
Crane Valley	North Fork Willow Creek	45,410	142
Fancher Creek	Fancher Creek & Hog Creek	9,600	134,775
Florence Lake	South Fork San Joaquin River	64,406	822
Friant	San Joaquin River	520,500	75,184
Giffen Reservoir	Tributary Holland Creek	900	98
Hume Lake	Ten Mile Creek	1,410	57
Huntington Lake	Big Creek	88,834	1,018
Little Panoche	Little Panoche Creek	5,580	459
Mammoth Pool	San Joaquin River	123,000	817
Pine Flat	Kings River	1,000,000	143,678
Redbank	Redbank Creek	1,100	947
Sequoia Lake	Mill Flat Creek	1,370	27
Shaver Lake	Stevenson Creek	135,283	863
Vermilion Valley	Mono Creek	125,000	822
Wishon	North Fork Kings River	118,000	20

Source: Fresno County Operational Area Dam Failure Evacuation Plan, 2003

Dam failure flooding would vary by community depending on which dam fails and the nature and extent of the dam failure and associated flooding. Based on the risk assessment, it is apparent that a major dam failure could have a devastating impact on the planning area. Dam failure flooding presents a threat to life and property, including buildings, their contents, and their use. Large flood events can affect crops and livestock as well as lifeline utilities (e.g., water, sewerage, and power), transportation, jobs, tourism, the environment, and the local and regional economies.

NATURAL ENVIRONMENT

Dam failure effects on the environment would be similar to those caused by flooding from other causes. Water could erode stream channels and topsoil and cover the environment with debris. For the most part the environment is resilient and would be able to rebound from whatever damages occurred, though this process could take years.

CRITICAL FACILITIES

A total dam failure can cause catastrophic impacts to areas downstream of the water body, including critical infrastructure. Any critical asset located under the dam in an inundation area would be susceptible to the impact of a dam failure. Of particular risk would be roads and bridges that could be vulnerable to washouts, further complicating response, and recovery by cutting off impacted areas. Risk to specific facilities is considered sensitive information but is detailed in the Fresno County Operational Area Dam Failure Evacuation Plan.

FUTURE DEVELOPMENT

Areas slated for future development should take into consideration potential impacts from dam failure risk upstream. Policy HS-C.20 states that the County shall consider dam failure inundation maps of all reservoirs in making land use and related decisions. In the case of a dam failure, inundation would likely follow some existing FEMA mapped floodplains, which contains development restrictions for areas in the 1 percent annual chance floodplain, but it could exceed those floodplains and affect areas that are not regulated for flood hazards. Also of note is that development below a low hazard dam could increase its hazard rating.

VULNERABILITY TO DROUGHT (HIGH)

Drought is a common hazard in the state of California. California has experienced significant dry periods. Drought is a gradual process, occurring slowly over a period. A drought is a period of drier-than-normal conditions that results in water-related problems. When rainfall is less than normal for several weeks, months, or years, the flow of streams and rivers declines, water levels in lakes and reservoirs fall, and the depth to water in wells increases. If dry weather persists and water-supply problems develop, the dry period can become a drought.

PEOPLE

The historical and potential impacts of drought on populations include agricultural sector job loss, secondary economic losses to local businesses and public recreational resources, increased cost to local and state government for large-scale water acquisition and delivery, and water rationing and water wells running dry for individuals and families. During 2021, many residents in the Fresno area owed over $15 million on late water bills. More than 76,000 customers in the central San Joaquin Valley were behind on their bills. Systems serving population with higher rates of poverty and more people of color often have higher number of past-due accounts. For example, 96 percent of households in the majority-Latino town of Mendota are behind on their water bill compared to 6 percent in Clovis, which is predominately non-Latino and white. [2]

Drought can affect population health and can pose health implications. As drought is often accompanied by prolonged periods of extreme heat, negative health impacts such as dehydration can also occur, where children and elderly are most susceptible. Air quality often declines in times of drought which can affect those with respiratory ailments. Due to the long duration in which drought can form, health implications from drought can be seen both in the short-term and in the long-term such as:

- **Water Quality and Quantity**
    - Drought can reduce the water supply impacting not only households and businesses but especially disproportionately impacted communities. Water quality can be compromised due to increased salinity, increased algal production, less dilution, and reduced oxygen levels in the water system.
- **Food and Nutrition**
    - Drought can create dry conditions and impact the food quality, supply, and distribution to communities which can cause malnutrition.
- **Air Quality**
    - Drought increases the risk for wildfires and dust storms. Particulate matter from these poor air quality events and particulate matter can irritate the lungs and exacerbate chronic heart and lung conditions.
- **Sanitation and Hygiene**
    - Water shortage due to drought can impact available clean water for cleaning, sanitation, and hygiene which can reduce or control disease.
- **Recreational Risks**

[2] Residents in Fresno CA area owe $15 million in water debt | Fresno Bee https://www.fresnobee.com/fresnoland/article249129100.html

  - Individuals who engage with water-related recreational activities during drought can be at increased risk for waterborne disease caused by bacteria, protozoa, and other contaminants such as chemicals and heavy metals.
- **Infectious Disease**
  - Drought often creates drier conditions which can increase the risk of disease (i.e., Valley Fever)
- **Chronic Disease**
  - Drought can cause adverse health impacts for individuals with certain chronic health conditions such as asthma and some immune disorders.

The burden of drought impacts on communities varies depending on age, socioeconomic status, access to health care, and gender. [3] Especially water shortage as the cost of water will increase based on the lower supply and higher demand, which can be very difficult for low-income communities for example.

Regarding tree mortality, in particular, Fresno County's tree mortality risk and fallen tree occurrences has resulted in the closure of numerous roads most notably in parks, forest land, and outdoor recreation areas: In 2016, 20 to 30 campgrounds were closed as well as Kings Canyon National Park due to tree mortality risks to public safety. The risk is especially high between May and October, due to a dramatic influx of campers and other outdoor enthusiasts.

PROPERTY

The historical and potential impacts of drought on property include crop loss, injury and death of livestock and pets, and damage to infrastructure, homes and other buildings resulting from the secondary drought impact of land subsidence. As a related drought impact, tree mortality has resulted in potentially vulnerable critical infrastructure property as these trees become more susceptible to falling with time. The following tables show the results of analysis for tree mortality related to property exposure. In both the incorporated and unincorporated parts of the county, there are 6,657 structures, valued at close to $360 million, with $112 million in contents located within the Tier I tree mortality hazard area. Tier II tree mortality only effects the unincorporated parts of Fresno County, with 11,799 buildings and $467 million in exposure.

Table 103. Fresno County Assets in Tier I Tree Mortality Hazard Areas

Jurisdiction	Property Type	Parcel Count	Building Count	Improved Value	Content Value	Total Value
Coalinga	Unknown	20	11	$0	$0	$0
Unincorporated	Agricultural	40	3	$594,727	$3,180,922	$3,775,649
	Church	1	1	$245,547	$115,092	$360,639
	Outlot & Common Area	6	7	$0	$762	$762

[3] Health Implications of Drought | CDC https://www.cdc.gov/nceh/drought/implications.htm

Jurisdiction	Property Type	Parcel Count	Building Count	Improved Value	Content Value	Total Value
	Primary Use Not Designated	5,766	4,217	$0	$0	$0
	Recreation	4	4	$248,607	$94,419	$343,026
	Single-Family Residence	472	213	$245,127,811	$74,719,520	$319,847,311
	Vacant	348	109	$822,809	$34,652,188	$35,679,397
	Grand Total	6,657	4,560	$247,039,501	$112,762,903	$360,006,804

Table 104. Fresno County Assets in Tier II Tree Mortality Hazard Areas

Jurisdiction	Property Type	Parcel Count	Building County	Improved Value	Content Value	Total Value
Unincorporated	Agricultural	394	232	$12,244,091	$20,801,500	$33,051,391
	Apartments	1	2	$15,767	$68,235	$84,092
	Church	3	6	$842,791	$212,837	$1,055,628
	Commercial	5	3	$2,172,891	$698,766	$2,871,657
	Industrial	3	0	$0	$1,193,862	$1,193,862
	Office/ Professional Space	2	8	$201,468	$21,246	$222,714
	Primary Use Not Designated	223	10,604	$0	$0	$0
	Recreation	6	5	$296,685	$463,558	$760,243
	Single-Family Residence	760	752	$284,554,609	$94,077,864	$378,632,473
	Vacant	629	179	$1,712,710	$47,372,288	$49,289,398
	Total	2,034	11,799	$302,041,012	$164,911,258	$467,162,470

In addition to tree mortality hazards, several examples of agricultural impacts shape drought vulnerability and potential losses. Drought is linked to declines in crop yields, increasing costs, and decreasing crop profitability. Drought can result in regional losses of crops and can stress the statewide water supply. Crops such as rice, alfalfa, almonds, and pistachios are dependent on high depths of water and subsequently higher water intensity needs. Almonds and pistachios account for two of the top three most economically productive crops within Fresno County. According to Fresno County asset managers, recent drought led to a decrease in agricultural productivity in the county, as water scarcity has increased. [4]

In the 2021 crop year, California's farms, ranches and plant nurseries earned $51.1 billion in cash receipts, representing a 3.6 percent increase over the prior year. However, due to supply chain

[4] fcgpr_general-plan_prd-county_redline_2024-01-12_1.pdf (fresnocountyca.gov) https://www.fresnocountyca.gov/files/sharedassets/county/v/1/public-works-and-planning/development-services/planning-and-land-use/general-plan-review-comments/fcgpr_general-plan_prd-county_redline_2024-01-12_1.pdf

disruptions that have increased the cost of farm inputs, this gain in cash receipts does not necessarily equate to margins – they have been squeezed by higher costs.[5]

NATURAL ENVIRONMENT

The historical and potential impacts of drought on the natural environment are widespread throughout public and private lands within the County, including tree mortality, impacts to all flora and fauna, and destabilization (erosion, subsidence) of land along streams and rivers, and within watersheds.

One of the core issues shaping the long-term impacts of drought in Fresno County and throughout California is water supply and demand. Several factors play into the issue including groundwater basins, surface water run-off, public and agricultural demand, and surface water storage water sheds. In the State 2022 Annual Water Supply and Demand Assessment Summary Report, released November 2022, the Tulare Lake Hydrologic Region, which encompasses Fresno County, reported 78 percent of urban water suppliers reporting no shortages (21 suppliers), 22 percent shortage addressed fully by actions (6 supplies). However, 18 percent of urban water suppliers (6 suppliers) in the hydrologic region did not report their status. Overall, most of the hydraulic regions report no water shortages or are taking actions to address shortages, which is encouraging to reducing drought impacts to the region. In fact, this report was part of the first-year annual water shortage assessment reporting requirements to strive for successful water management planning and effect water shortage contingency planning in ensuring water supply reliability and drought resiliency.[6]

While the State of California struggled with water supply and demand due to a three-year drought (2020-2023), in the past year, drought conditions have alleviated across much of the state due to heavy precipitation from winter storms and atmospheric rivers. In order to continue to mitigate drought impacts, the state has committed more than 8.6 billion dollars in expanding water storage capacity, reducing water demand, improving forecasting, data, and water management, and developing new water supplies. [7]

CRITICAL FACILITIES

Drought impacts to critical facilities include water shortfalls for facility operations and critical functions, and potential structural destabilization and damage resulting from land subsidence. As a related drought impact, tree mortality has resulted in potentially vulnerable critical infrastructure as these trees become more susceptible to falling with time. The unincorporated county is the only area with critical facilities at risk to tree mortality. Table 105. Critical Facilities within the Tree Mortality Tier I Summary below summarizes the types of facilities at-risk while **Table 106. Critical Facilities within the Tree Mortality Tier I in the Unincorporated County** provides more details. In addition to the schools and fire stations in Tier I, there is one public works facility and two buildings of the Sheriff's Office located in the Tier II hazard areas shown in **Table 107. Critical Facilities within the Tree Mortality Tier II Summary**.

[5] California Agriculture Statistics Review 2021-2022 https://www.cdfa.ca.gov/Statistics/PDFs/2022_Ag_Stats_Review.pdf
[6] 2022 ANNUAL WATER SUPPLY AND DEMAND ASSESSMENT SUMMARY REPORT (ca.gov) https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Water-Use-And-Efficiency/Urban-Water-Use-Efficiency/Annual-Water-Supply-and-Demand-Assessment/FINAL-DWR-2022-AWSDA-Report-to-SWB_11-22-22.pdf
[7] California Continues Progress to Boost Water Supplies and Build Resilience Amid Extreme Weather | California Governor https://www.gov.ca.gov/2023/10/16/california-continues-progress-to-boost-water-supplies-and-build-resilience-amid-extreme-weather/

Table 105. Critical Facilities within the Tree Mortality Tier I Summary

Jurisdiction	Facility Type	Counts
Unincorporated	Fire	8
	School	7
	Total	**15**

Table 106. Critical Facilities within the Tree Mortality Tier I in the Unincorporated County

Jurisdiction	Facility Type	Name
Unincorporated	Fire Station	Bald Mountain Volunteer Fire Department
	Fire Station	Big Creek Volunteer Fire Department
	Fire Station	Fresno County Fire Protection District - Shaver Lake
	Fire Station	Hume Lake Volunteer Fire and Rescue Company
	Fire Station	Huntington Lake Volunteer Fire Department
	Fire Station	Huntington Lake Volunteer Fire Department Station 2
	Fire Station	Pine Ridge Volunteer Fire Department
	Fire Station	Shaver Lake Volunteer Fire Department
	School	Big Creek Elementary
	School	Hammer Mountain School
	School	Hume Lake Charter
	School	Pine Ridge Elementary
	School	Pole Corral Elementary School

Table 107. Critical Facilities within the Tree Mortality Tier II Summary

Jurisdiction	Facility Type	Counts
Unincorporated	School	19
	Fire Station	13
	Department of Public Works	1
	Sheriff	2
	Total	**35**

FUTURE DEVELOPMENT

Because future development encompasses all forms of property, buildings, infrastructure, critical facilities and all related populations and their functions, drought impacts to future development align with the historical and potential impacts to populations, property, natural environment, and critical facilities discussed (above). Additionally, the Fresno County general plan outlines policies that encourage overall drought mitigation, adaptation, and resiliency to reduce risk to the community. Some policies include EJ-A.13 which states that landscaping for new industrial development shall use drought tolerant species with low biogenic emissions.

VULNERABILITY TO EARTHQUAKE (MEDIUM)

An earthquake occurs when two blocks of the earth suddenly slip past one another creating a vibration through the release of energy in the earth's crust. The vibrations that are generated are called "seismic waves". The surface where they slip is called the fault or fault plane. Earthquakes can result in ground shaking, soil liquefaction, landslides, fissures, avalanches, fires, and tsunamis. Additionally, earthquakes can cause buildings to collapse and cause heavy items to fall, resulting in injuries and property damage. Earthquakes can occur anywhere and at any time.

PEOPLE AND PROPERTY

Earthquake vulnerability is primarily based on population and the built environment. Urban areas in high seismic hazard zones are the most vulnerable, while uninhabited areas are less vulnerable. The California Geological Survey and U.S. Geological Survey have done considerable work using GIS to identify populations in high seismic hazard zones in every California County.

Ground shaking is the primary earthquake hazard. Many factors affect the survivability of structures and systems from earthquake-caused ground motions. These factors include proximity to the fault, direction of rupture, epicentral location and depth, magnitude, local geologic and soils conditions, types and quality of construction, building configurations and heights, and comparable factors that relate to utility, transportation, and other network systems. Ground motions become structurally damaging when average peak accelerations reach 10 to 15 percent of gravity, average peak velocities reach 8 to 12 centimeters per second, and when the Modified Mercalli Intensity Scale is about VII (18-34 percent peak ground acceleration), which is considered to be very strong (general alarm; walls crack; plaster falls).

Fault rupture itself contributes very little to damage unless the structure or system element crosses the active fault. In general, newer construction is more earthquake resistant than older construction because of improved building codes and their enforcement. Manufactured housing is very susceptible to damage because rarely are their foundation systems braced for earthquake motions. Locally generated earthquake motions, even from very moderate events, tend to be more damaging to smaller buildings, especially those constructed of unreinforced masonry, as was seen in the Oroville, Coalinga, Santa Cruz, and Paso Robles earthquakes.

Common impacts from earthquakes include damage to infrastructure and buildings (e.g., crumbling of unreinforced masonry, failure of architectural facades, rupturing of underground utilities, and road closures). Earthquakes also frequently trigger secondary hazards, such as dam failures, landslides and rock falls, explosions, and fires that can become disasters themselves.

HAZUS

Earthquake losses will vary across the Fresno County planning area depending on the source and magnitude of the event. Three earthquake scenarios were used for the planning area. The three earthquake scenarios include The Great Valley M7.1, Round Valley M7.1, and White Mountain M7.4. The earthquake shake maps for each scenario are described in the maps below.

Figure 66. Shake Map for Great Valley Coalinga M7.1 Scenario

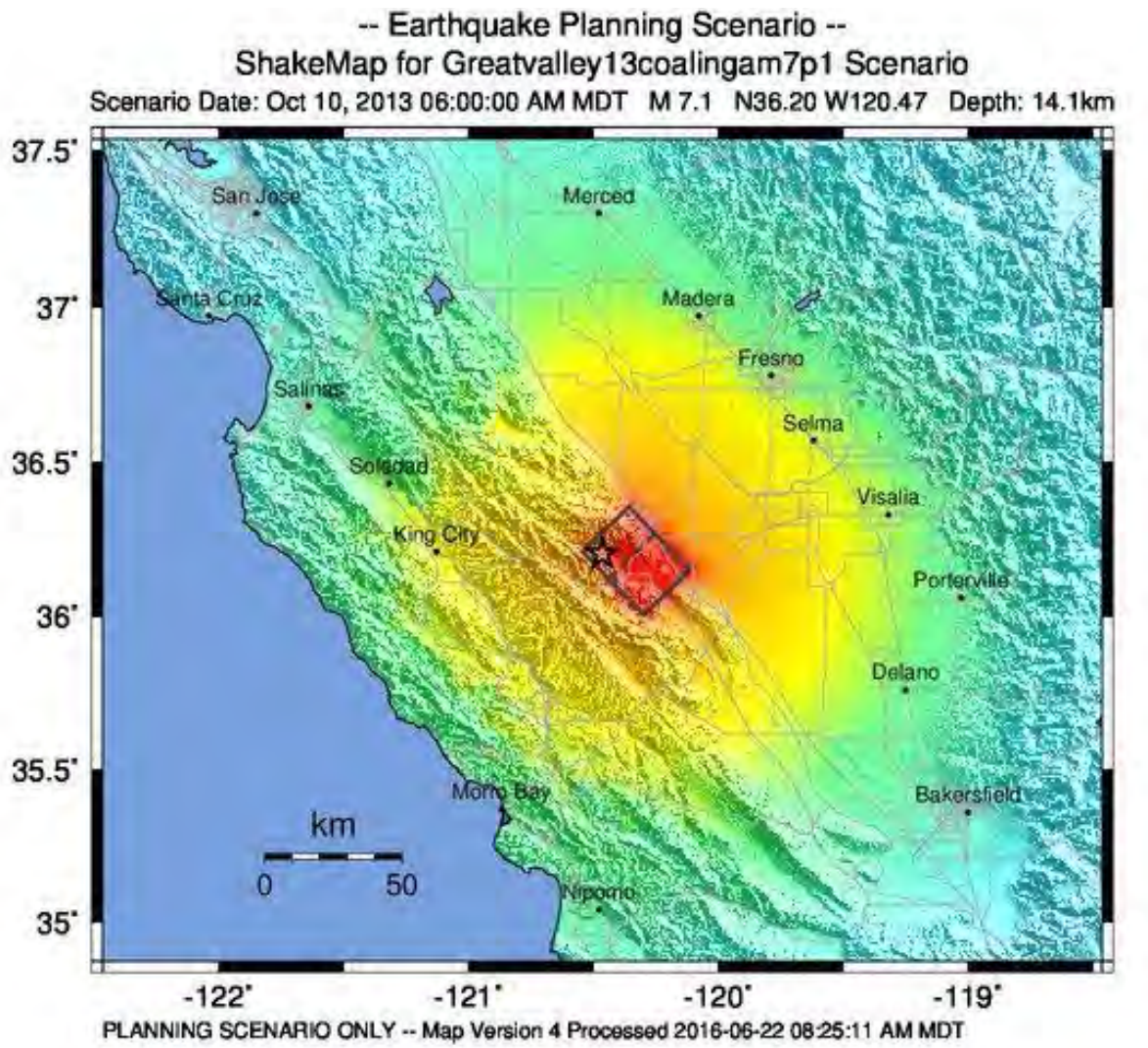
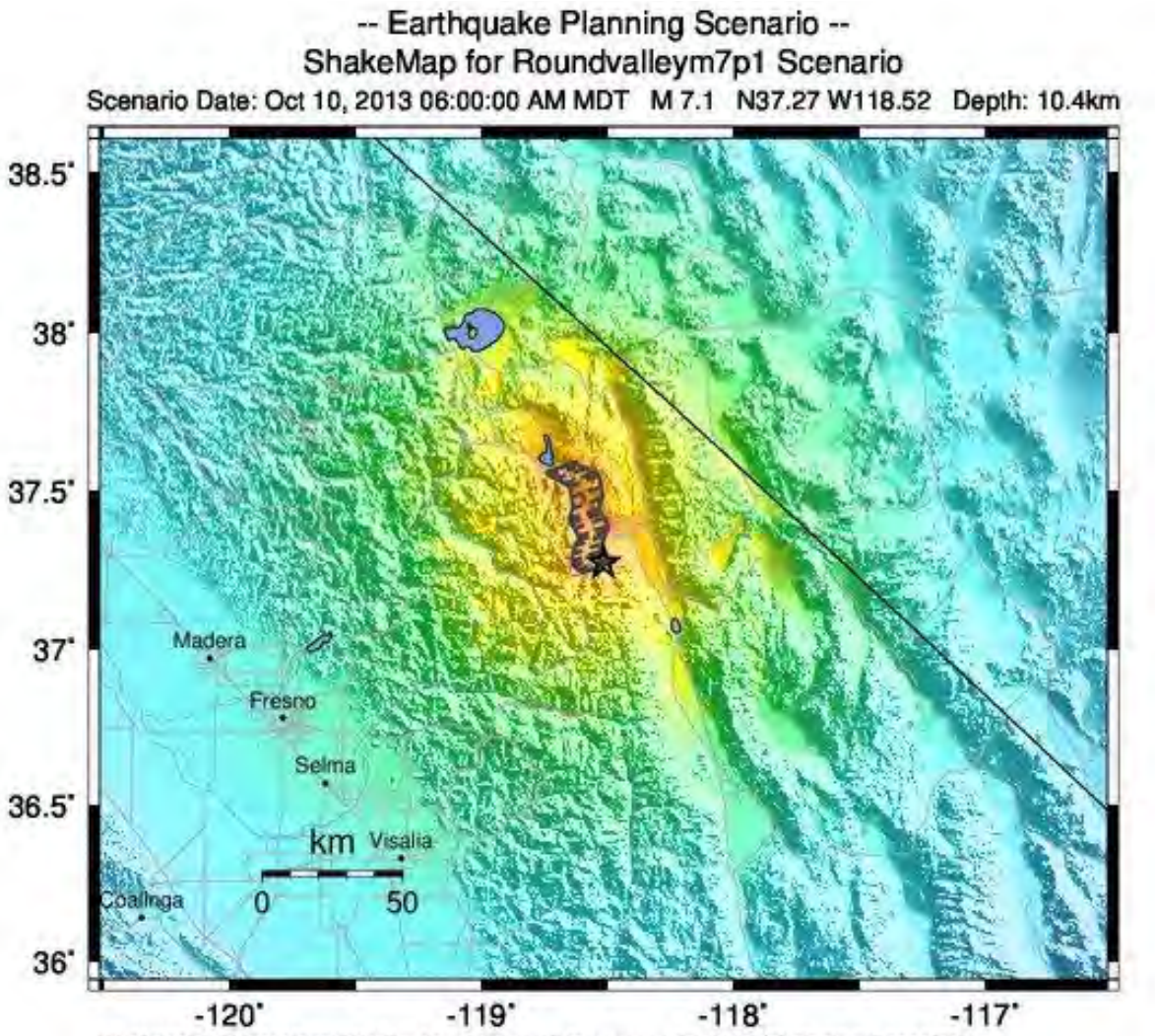


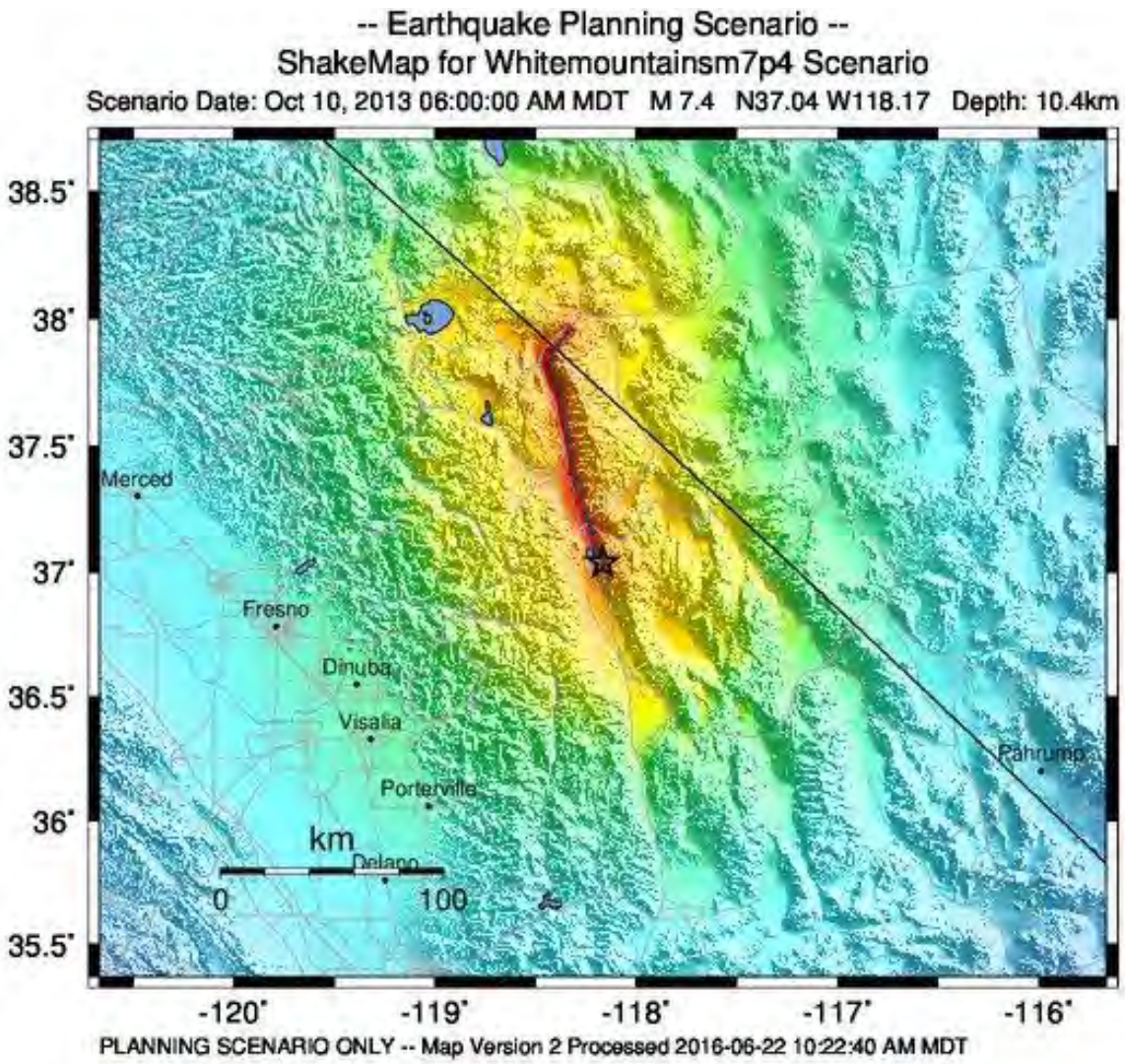
Figure 67. Shake Map for Round Valley M7.1 Scenario



PERCEIVED SHAKING	Not felt	Weak	Light	Moderate	Strong	Very strong	Severe	Violent	Extreme
POTENTIAL DAMAGE	none	none	none	Very light	Light	Moderate	Mod./Heavy	Heavy	Very Heavy
PEAK ACC.(%g)	*<0.1*	*0.5*	*2.4*	*6.7*	*13*	24	44	83	>156
PEAK VEL.(cm/s)	<0.07	0.4	1.9	5.8	*11*	*22*	*43*	*83*	*>160*
INSTRUMENTAL INTENSITY	I	II-III	IV	V	VI	VII	VIII	IX	X+

Scale based upon Wald, et al.; 1999

Figure 68. Shake Map for White Mountain M7.4 Scenario



PERCEIVED SHAKING	Not felt	Weak	Light	Moderate	Strong	Very strong	Severe	Violent	Extreme
POTENTIAL DAMAGE	none	none	none	Very light	Light	Moderate	Mod./Heavy	Heavy	Very Heavy
PEAK ACC.(%g)	*<0.1*	*0.5*	*2.4*	*6.7*	*13*	24	44	83	>156
PEAK VEL.(cm/s)	<0.07	0.4	1.9	5.8	*11*	*22*	*43*	*83*	*>160*
INSTRUMENTAL INTENSITY	I	II-III	IV	V	VI	VII	VIII	IX	X+

Scale based upon Wald, et al.; 1999

The geographical size of the planning area is 6,013,58 square miles and contains 225 census tracts. There are over 319,000 households in the region which has a population of 1,008,654 people. There are an estimated 299 thousand buildings in the region with a total building replacement value (excluding contents) of $160,304,000. Approximately 89 percent of the buildings (and 61 percent of the building value) are associated with residential housing. The replacement value of the transportation and utility lifeline systems are estimated to be $12,169,000 and $27,843,000.

Building Inventory

HAZUS estimates that there are 299,000 buildings in the region that have an aggregate replacement value of $160,304,000. Regarding building construction types found in the region, wood frame construction makes up 86 percent of the building inventory. The remaining percentage is distributed between the other general building types.

Transportation and Utility Lifeline Inventory

There are seven transportation systems that include highways, railways, light rail, bus, ports, ferry, and airports. There are six utility systems that include potable water, wastewater, natural gas, crude & refined oil, electric power and communications. The lifeline inventory data are provided in the table below. The total value of the lifeline inventory is over $40,012,000. This inventory includes over 813.13 miles of highways, 897 bridges, 21.321.72 miles of pipes.

Table 108. Transportation System Lifeline Inventory

System	Component	Number of Locations & Segments	Replacement value (millions of dollars)
Highway	Bridges	897	2645.6197
	Segments	362	6637.6252
	Tunnels	0	0
		Subtotal	**9283.2449**
Railways	Bridges	96	546.2400
	Facilities	9	23.9670
	Segments	126	2128.1232
	Tunnels	0	0
		Subtotal	**2698.3302**
Light Rail	Bridges	0	0
	Facilities	0	0
	Segments	0	0
	Tunnels	0	0
		Subtotal	**0**
Bus	Facilities	1	2.1666
		Subtotal	**2.1666**
Ferry	Facilities	0	0
		Subtotal	**0**
Port	Facilities	0	0
		Subtotal	**0**
Airport	Facilities	8	118.3667
	Runways	11	67.2396

System	Component	Number of Locations & Segments	Replacement value (millions of dollars)
		Subtotal	**185.6063**
		Total	**12,169.3**

Source: HAZUS

Table 109. Transportation System Lifeline Inventory

System	Component	Number of Locations & Segments	Replacement value (million of dollars)
Portable Water	Distribution Lines	N/A	424.2406
	Facilities	0	0
	Pipelines	0	0
		Subtotal	**424.2406**
Waste Water	Distribution Lines	N/A	254.5444
	Facilities	4	687.8072
	Pipelines	0	0
		Subtotal	**942.3516**
Natural Gas	Distribution Lines	N/A	169.6962
	Facilities	1	18.2016
	Pipelines	62	1321.0466
		Subtotal	**1508.9444**
Oil Systems	Facilities	1	0.1180
	Pipelines	0	0
		Subtotal	**0.1180**
Electrical Power	Facilities	60	24962.9942
		Subtotal	**24962.9942**
Communication	Facilities	42	4.9560
		Subtotal	**4.9560**
		Total	**27,843.60**

Source: HAZUS

Great Valley (Coalinga) M7.1

The social impact from earthquakes can be catastrophic and wide ranging. HAZUS estimates the number of households that are expected to be displaced from their homes due to the earthquake and the number of displaced people that will require accommodations in temporary public shelters. The model estimates 1 household to be displaced due to the earthquake. Of these zero people out of 1,008,654 will seek temporary shelter in public shelters. The table below describes the casualty estimates from the earthquake scenario based on different time periods and type of properties, spaces, or activities.

Table 110. Casualty Estimates for the Great Valley (Coalinga) M7.1

		Level 1	Level 2	Level 3	Level 4
2AM	Commercial	0.03	0.00	0.00	0.00
	Commuting	0.00	0.00	0.00	0.00
	Educational	0.00	0.00	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	0.03	0.00	0.00	0.00
	Other-Residential	1.23	0.08	0.00	0.00
	Single Family	0.71	0.01	0.00	0.00
	Total	**2**	**0**	**0**	**0**
2PM	Commercial	1.85	0.12	0.00	0.00
	Commuting	0.00	0.00	0.00	0.00
	Educational	0.64	0.04	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	0.23	0.02	0.00	0.00
	Other-Residential	0.38	0.03	0.00	0.00
	Single Family	0.20	0.00	0.00	0.00
	Total	**3**	**0**	**0**	**0**
5PM	Commercial	1.31	0.09	0.00	0.00
	Commuting	0.00	0.00	0.00	0.00
	Educational	0.10	0.01	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	0.15	0.01	0.00	0.00
	Other-Residential	0.44	0.03	0.00	0.00
	Single Family	0.25	0.00	0.00	0.00
	Total	**2**	**0**	**0**	**0**

Source: HAZUS

The total economic loss estimated for the earthquake is $233,340,000 which includes building and lifeline related losses based on the region's availability inventory. HAZUS estimates that about 3,007 buildings will be at least moderately damaged. This is over one percent of the buildings in the region. There are an estimated 99 buildings that will be damaged beyond repair. The tables below summarize

the expected damage by general building type and estimated damage to utility and transportation systems.

Table 111. Expected Building Damage by Occupancy

	None		Slight		Moderate		Extensive		Complete	
Occupancy	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Agriculture	2777.97	0.97	367.00	3.45	206.12	8.27	57.09	13.74	12.81	12.81
Commercial	19748.99	6.91	844.85	7.94	352.38	14.14	85.06	20.48	22.72	22.73
Education	568.78	0.20	21.95	0.21	8.50	0.34	2.22	0.53	0.56	0.56
Government	267.98	0.09	13.98	0.12	6.74	0.27	2.28	0.55	0.73	0.73
Industrial	4877.02	1.71	277.51	2.61	145.90	5.86	38.19	9.19	9.38	9.38
Religion	38195.11	13.36	1899.92	17.86	693.98	27.85	150.38	36.20	33.61	33.62
Residential	1418.90	0.50	59.83	0.56	21.70	0.87	5.12	1.23	1.45	1.45
Total	**218123.08**	**76.27**	**7151.69**	**67.24**	**1056.45**	**42.40**	**75.05**	**18.07**	**18.71**	**18.72**
Subtotal	**285,978**		**10,636**		**2,492**		**415**		**100**	

Source: HAZUS

Table 112. Expected Building Damage by Building Type (All Design Levels)

	None		Slight		Moderate		Extensive		Complete	
Occupancy	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Wood	247212.84	86.44	8473.68	79.67	1284.86	51.56	90.02	21.67	24.20	24.20
Steel	6868.73	2.40	419.18	3.94	251.32	10.09	74.07	17.83	19.47	19.47
Concrete	6646.89	2.32	308.27	2.90	114.0	4.58	33.36	8.14	9.76	9.76
Precast	5891.61	2.06	330.66	3.11	198.50	7.97	49.36	11.88	10.18	10.19
RM	10114.34	3.54	321.17	3.02	185.56	7.45	51.24	12.34	8.50	8.51
URM	2107.52	0.74	167.38	1.57	76.35	3.06	21.02	5.06	9.60	9.60
MH	7135.90	2.50	615.68	5.79	381.18	15.30	95.86	23.08	18.26	18.27
Total	**285,978**		**10,636**		**2,492**		**415**		**100**	

Source: HAZUS

RM: Reinforced Masonry

URM: Unreinforced Masonry

MH: Manufactured Housing

Table 113. Expected Damage to the Transportation Systems

System	Component	Number of Locations				
		Locations and Segments	With at least Moderate Damage	With Complete Damage	With Functionality >50%	
					After Day 1	After Day 7
Highway	Segments	362	0	0	362	362
	Bridges	897	3	0	894	897
	Tunnels	0	0	0	0	0
Railways	Segments	126	0	0	126	126
	Bridges	96	0	0	96	96
	Tunnels	0	0	0	0	0
	Facilities	9	0	0	9	9
Light Rail	Segments	0	0	0	0	0
	Bridges	0	0	0	0	0
	Tunnels	0	0	0	0	0
	Facilities	0	0	0	0	0
Bus	Facilities	1	0	0	1	1
Ferry	Facilities	0	0	0	0	0
Port	Facilities	0	0	0	0	0
Airport	Facilities	8	1	0	8	8
	Runways	11	0	0	11	11

Source: HAZUS

Table 114. Expected Utility System Facility Damage

System	Number of Location				
	Total Number	With at Least Moderate Damage	With Complete Damage	With Functionality >50 %	
				After Day 1	After Day 7
Potable Water	0	0	0	0	0
Waste Water	4	0	0	4	4
Natural Gas	1	0	0	1	1
Oil Systems	1	0	0	1	1
Electrical Power	60	21	0	44	52
Communication	42	1	0	41	42

Source: HAZUS

Table 115. Expected utility System Pipeline Damage (Site Specific)

System	Total Pipelines Length (miles)	Number of Leaks	Number of Breaks
Potable Water	13,181	1436	359
Waste Water	7,908	721	180
Natural Gas	233	0	0
Oil	0	0	0

Source: HAZUS

Table 116. Expected Potable Water and Electric Power System Performance

	Total Number of households	Number of Households without Service				
		At Day 1	At Day 3	At Day 7	At Day 30	At Day 90
Potable Water	319,296	4,764	2,905	675	0	0
Electric Power		5,267	3,647	1,678	190	7

Source: HAZUS

Round Valley M7.1

The social impact from earthquakes can be catastrophic and wide ranging. HAZUS estimates the number of households that are expected to be displaced from their homes due to the earthquake and the number of displaced people that will require accommodation in temporary public shelters. The model estimates 1 household to be displaced due to the earthquake. Of these zero people out of 1,008,654 will seek temporary shelter in public shelters. The table below describes the casualty estimates from the earthquake scenario based on different time periods and type of properties, spaces, or activities.

Table 117. Casualty Estimates

		Level 1	Level 2	Level 3	Level 4
2AM	Commercial	0.03	0.00	0.00	0.00
	Commuting	0.00	0.00	0.00	0.00
	Educational	0.00	0.00	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	0.03	0.00	0.00	0.00
	Other-Residential	1.23	0.08	0.00	0.00
	Single Family	0.71	0.01	0.00	0.00
	Total	**2**	**0**	**0**	**0**
2PM	Commercial	1.85	0.12	0.00	0.00
	Commuting	0.00	0.00	0.00	0.00
	Educational	0.64	0.04	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	0.23	0.02	0.00	0.00
	Other-Residential	0.38	0.03	0.00	0.00
	Single Family	0.20	0.00	0.00	0.00
	Total	**3**	**0**	**0**	**0**
5PM	Commercial	1.31	0.09	0.00	0.00
	Commuting	0.00	0.00	0.00	0.00
	Educational	0.10	0.01	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	0.15	0.01	0.00	0.00
	Other-Residential	0.44	0.03	0.00	0.00
	Single Family	0.25	0.00	0.00	0.00
	Total	**2**	**0**	**0**	**0**

Source: HAZUS

The total economic loss estimated for the earthquake is $233,340,000 which includes building and lifeline related losses based on the region's available inventory. HAZUS estimates that about 127 buildings will be at least moderately damaged. This is over zero percent of the buildings in the region. There are an estimate zero buildings that will be damaged beyond repair. The tables below summaries the expected damage by general building type.

Table 118. Expected Building Damage by Occupancy

Occupancy	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Agriculture	3410.74	1.14	8.18	0.91	1.96	1.60	0.12	2.28	0.00	4.98
Commercial	20934.25	7.01	97.93	10.85	20.88	17.05	0.94	18.10	0.00	25.03
Education	599.79	0.20	1.88	0.21	0.33	0.27	0.01	0.17	0.00	0.23
Government	289.48	0.10	1.26	0.14	0.25	0.20	0.01	0.17	0.00	0.23
Industrial	5311.20	1.78	28.93	3.21	7.46	6.10	0.40	7.78	0.00	4.61
Religion	40611.40	13.60	275.56	30.54	82.41	67.31	3.62	69.84	0.01	57.63
Single Family	1498.27	0.50	7.24	0.80	1.43	1.17	0.06	1.19	0.00	7.39
Total	**225935.90**	**75.67**	**481.35**	**53.35**	**7.72**	**6.30**	**0.02**	**0.46**	**0.00**	**0.00**

Source: HAZUS

Table 119. Expected Building Damage by Building Type (All Design Levels)

	None		Slight		Moderate		Extensive		Complete	
Occupancy	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Wood	256532.40	85.91	546.50	60.57	6.70	5.47	0.00	0.01	0.00	0.00
Steel	7585.10	2.54	37.45	4.15	9.82	8.02	0.40	7.72	0.00	2.27
Concrete	7073.90	2.37	33.72	3.74	5.02	4.10	0.10	1.97	0.00	0.11
Precast	6436.30	2.16	32.67	3.62	10.72	8.76	0.62	11.99	0.00	6.04
RM	10637.09	3.56	33.38	3.70	10.09	8.24	0.25	4.90	0.00	0.00
URM	2349.10	0.79	25.92	2.87	6.33	5.17	0.51	9.83	0.00	49.25
MH	7977.14	2.67	192.69	21.36	73.75	60.24	3.29	63.57	0.00	42.33
Total	**298,591**		**902**		**122**		**5**		**0**	

Source: HAZUS

RM: Reinforced Masonry

URM: Unreinforced Masonry

MH: Manufactured Housing

Table 120. Expected Damage to the Transportation Systems

System	Component	Number of Locations				
		Locations and Segments	With at least Moderate Damage	With Complete Damage	With Functionality >50%	
					After Day 1	After Day 7
Highway	Segments	362	0	0	362	362
	Bridges	897	0	0	897	897
	Tunnels	0	0	0	0	0
Railways	Segments	126	0	0	126	126

System	Component	Number of Locations				
		Locations and Segments	With at least Moderate Damage	With Complete Damage	With Functionality >50%	
					After Day 1	After Day 7
	Bridges	96	0	0	96	96
	Tunnels	0	0	0	0	0
	Facilities	9	0	0	9	9
Light Rail	Segments	0	0	0	0	0
	Bridges	0	0	0	0	0
	Tunnels	0	0	0	0	0
	Facilities	0	0	0	0	0
Bus	Facilities	1	0	0	1	1
Ferry	Facilities	0	0	0	0	0
Port	Facilities	0	0	0	0	0
Airport	Facilities	8	0	0	8	8
	Runways	11	0	0	11	11

Source: HAZUS

Table 121. Expected Utility System Facility Damage

System	Number of Location				
	Total Number	With at Least Moderate Damage	With Complete Damage	With Functionality >50 %	
				After Day 1	After Day 7
Potable Water	0	0	0	0	0
Waste Water	4	0	0	4	4
Natural Gas	1	0	0	1	1
Oil Systems	1	0	0	1	1
Electrical Power	60	0	0	60	60
Communication	42	0	0	42	42

Source: HAZUS

Table 122. Expected Utility System Pipeline Damage (Site Specific)

System	Total Pipelines Length (miles)	Number of Leaks	Number of Breaks
Potable Water	13,181	17	4
Waste Water	7,908	9	2
Natural Gas	233	0	0
Oil	0	0	0

Source: HAZUS

Table 123. Expected Potable Water and Electric Power System Performance

	Total Number of households	Number of Households without Service				
		At Day 1	At Day 3	At Day 7	At Day 30	At Day 90
Potable Water	319,296	0	0	0	0	0
Electric Power		0	0	0	0	0

Source: HAZUS

The total building-related losses were $26,360,000 for the earthquake scenario and 16 percent of the estimated losses were related to the business interruption of the region. By far, the largest loss were sustained by the residential occupancies which made up over 39 percent of the total loss. The table below provides a summary of the losses associated with the building damage.

Table 124. Building-Related Economic Loss Estimates

Category	Area	Single Family	Other Residential	Commercial	Industrial	Others	Total
Income Losses	Wage	0.00	0.0326	0.9021	0.0409	0.0946	1.0702
	Capital-Related	0.00	0.0138	0.8267	0.0243	0.0292	0.8940
	Rental	0.0454	0.1675	0.6026	0.0316	0.0294	0.8765
	Relocation	0.0540	0.2641	0.6660	0.1777	0.2453	1.4071
Subtotal		**0.0994**	**0.4780**	**2.9974**	**0.2745**	**0.3985**	**4.2478**
Capital Stock Losses	Structural	0.8561	0.6113	1.4114	0.5372	0.5331	3.9491
	Non-Structural	4.6481	2.5130	4.0524	1.2348	1.8442	14.3025
	Content	0.8333	0.3050	1.1546	0.6171	0.5534	3.4634
	Inventory	0.00	0.00	0.2172	0.1058	0.0757	0.3987
Subtotal		**6.3375**	**3.493**	**6.8456**	**2.4949**	**3.0064**	**22.1137**
Total		**6.44**	**3.91**	**9.84**	**2.77**	**3.40**	**26.36**

Source: HAZUS

Table 125. Transportation System Economic Losses

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Highway	Bridges	6637.6252	0.00	0.00
	Segments	2645.6197	0.0006	0.00
	Tunnels	0.00	0.00	0.00
	Subtotal	**9283.2449**	**0.0006**	
Railways	Segments	2128.1232	0.00	0.00
	Bridges	546.2400	0.00	0.00

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
	Tunnels	0.00	0.00	0.00
	Facilities	23.9670	0.0831	0.35
	Subtotal	**2698.3302**	**0.0831**	
Light Rail	Segments	0.00	0.00	0.00
	Bridges	0.00	0.00	0.00
	Tunnels	0.00	0.00	0.00
	Facilities	0.00	0.00	0.00
	Subtotal	**0.00**	**0.00**	
Bus	Facilities	2.1666	0.0076	
	Subtotal	**2.166**	**0.0076**	
Ferry	Facilities	0.00	0.00	0.00
	Subtotal	**0.00**	**0.00**	
Port	Facilities	0.00	0.00	0.00
	Subtotal	**0.00**	**0.00**	
Airport	Facilities	118.3667	0.5499	0.46
	Runways	67.2396	0.00	0.00
	Subtotal	**185.6063**	**0.5499**	
	Total	**12,169.35**	**0.64**	

Source: HAZUS

Table 126. Utility System Economic Losses

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Portable Water	Pipelines	0.00	0.00	0.00
	Facilities	0.00	0.00	0.00
	Distribution	424.2406	0.0778	0.02
	Subtotal	**424.2406**	**0.0778**	
Waste Water	Pipelines	0.00	0.00	0.00
	Facilities	18.2016	0.0004	0.00
	Distribution Lines	169.6962	0.0134	0.01
	Subtotal	**1508.9444**	**0.0138**	
Oil Systems	Pipelines	0.00	0.00	0.00
	Facilities	0.1180	0.00	0.00
	Subtotal	**0.1180**	**0.00**	
Electrical Power	Facilities	24962.9942	206.0104	0.83
	Subtotal	**24962.9942**	**206.0104**	
Communication	Facilities	4.9560	0.0039	0.08
	Subtotal	**4.9560**	**0.0039**	
	Total	**27,843.60**	**206.34**	

Source: HAZUS

White Mountain M7.4

The social impact from earthquakes can be catastrophic and wide ranging. HAZUS estimates the number of households that are expected to be displaced from their homes due to the earthquake and the number of displaced people that will require accommodation in temporary public shelters. The model estimates 1 household to be displaced due to the earthquake. Of these zero people out of 1,008,654 will seek temporary shelter in public shelters. The table below describes the casualty estimates from the earthquake scenario based on different time periods and type of properties, spaces, or activities.

Table 127. Transportation System Lifeline Inventory

		Level 1	Level 2	Level 3	Level 4
2AM	Commercial	0.02	0.00	0.00	0.00
	Commuting	0.00	0.00	0.00	0.00
	Educational	0.00	0.00	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	0.03	0.00	0.00	0.00
	Other-Residential	1.10	0.07	0.00	0.00
	Single Family	0.55	0.00	0.00	0.00
	Total	**2**	**0**	**0**	**0**
2PM	Commercial	1.60	0.11	0.00	0.00
	Commuting	0.00	0.00	0.00	0.00
	Educational	0.52	0.03	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	0.19	0.01	0.00	0.00
	Other-Residential	0.34	0.02	0.00	0.00
	Single Family	0.16	0.00	0.00	0.00
	Total	**3**	**0**	**0**	**0**
5PM	Commercial	1.15	0.08	0.00	0.00
	Commuting	0.00	0.00	0.00	0.00
	Educational	0.08	0.00	0.00	0.00
	Hotels	0.00	0.00	0.00	0.000
	Industrial	0.12	0.01	0.00	0.00
	Other-Residential	0.40	0.03	0.00	0.00
	Single Family	0.20	0.00	0.00	0.00
	Total	**2**	**0**	**0**	**0**

Source: HAZUS

HAZUS estimates that about 114 buildings will be at least moderately damaged. This is over zero percent of the buildings in the region. There are an estimated zero buildings that will be damaged beyond repair. The table below summarizes the expected damage by general building type.

Table 128. Expected Building Damage by Occupancy

Occupancy	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Agriculture	3409.19	1.14	9.41	1.27	2.26	2.06	0.14	3.04	0.00	14.49
Commercial	20955.42	7.01	81.08	10.90	16.80	15.32	0.70	15.57	0.00	33.17
Education	600.19	0.20	1.54	0.21	0.26	0.24	0.01	0.14	0.00	0.21
Government	289.69	0.10	1.09	0.15	0.21	0.19	0.01	0.18	0.00	0.69
Industrial	5317.22	1.78	24.33	3.27	6.14	5.60	0.31	6.99	0.00	7.44
Other Residential	40641.45	13.60	251.27	33.79	77.05	70.28	3.23	71.96	0.00	21.73
Religion	1498.15	0.50	7.27	0.98	1.50	1.37	0.08	1.69	0.00	22.28
Single Family	226051.95	75.66	367.62	49.44	5.41	4.93	0.02	0.44	0.00	0.00
Total	**298,763**		**744**		**110**		**4**		**0**	

Source: HAZUS

Table 129. Expected Building Damage by Occupancy

	None		Slight		Moderate		Extensive		Complete	
Occupancy	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Agriculture	3409.19	1.14	9.41	1.27	2.26	2.06	0.14	3.04	0.00	14.49
Commercial	20955.42	7.01	81.08	10.90	16.80	15.32	0.70	15.57	0.00	33.17
Education	600.19	0.20	1.54	0.21	0.26	0.24	0.01	0.13	0.00	0.21
Government	289.69	0.10	1.09	0.15	0.21	0.19	0.01	0.18	0.00	0.69
Industrial	5317.22	1.78	24.33	3.27	6.14	5.60	0.31	6.99	0.00	7.44
Other Residential	40641.45	13.60	251.27	33.79	77.05	70.28	3.23	71.96	0.00	21.73
Religion	1498.15	0.50	7.27	0.98	1.50	1.37	0.08	1.69	0.00	22.28
Single Family	226051.95	75.66	367.62	49.44	5.41	4.93	0.02	0.44	0.00	0.00
Total	**298,763**		**744**		**110**		**4**		**0**	

Source: HAZUS

Table 130. Expected Building Damage by Building Type (All Design Levels)

Occupancy	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Wood	256660.13	85.91	420.81	56.59	4.66	4.25	0.00	0.00	0.00	0.00
Steel	7590.95	2.54	32.95	4.43	8.53	7.78	0.34	7.56	0.00	15.50
Concrete	7079.95	2.37	28.64	3.85	4.16	3.80	0.08	1.83	0.00	0.00
Precast	6443.66	2.16	27.37	3.68	8.79	8.02	0.48	10.79	0.00	14.27
RM	10644.32	3.56	28.04	3.77	8.25	7.53	0.19	4.34	0.00	0.00
URM	2353.79	0.79	22.31	3.00	5.35	4.88	0.41	9.18	0.01	70.22

Occupancy	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
MH	7990.55	2.67	183.47	24.67	69.89	63.75	2.98	66.30	0.00	0.00
Total	**298,763**		**744**		**110**		**4**		**0**	

Source: HAZUS

RM: Reinforced Masonry

URM: Unreinforced Masonry

MH: Manufactured Housing

Table 131. Expected Damage to the Transportation Systems

System	Component	Number of Locations				
		Locations and Segments	With at least Moderate Damage	With Complete Damage	With Functionality >50%	
					After Day 1	After Day 7
Highway	Segments	362	0	0	362	362
	Bridges	897	0	0	897	897
	Tunnels	0	0	0	0	0
Railways	Segments	126	0	0	126	126
	Bridges	96	0	0	96	96
	Tunnels	0	0	0	0	0
	Facilities	9	0	0	9	9
Light Rail	Segments	0	0	0	0	0
	Bridges	0	0	0	0	0
	Tunnels	0	0	0	0	0
	Facilities	0	0	0	0	0
Bus	Facilities	1	0	0	1	1
Ferry	Facilities	0	0	0	0	0
Port	Facilities	0	0	0	0	0
Airport	Facilities	8	0	0	8	8
	Runways	11	0	0	11	11

Source: HAZUS

Table 132. Expected Utility System Facility Damage

System	Number of Location				
	Total Number	With at Least Moderate Damage	With Complete Damage	With Functionality >50 %	
				After Day 1	After Day 7
Potable Water	0	0	0	0	0

System	Number of Location				
	Total Number	With at Least Moderate Damage	With Complete Damage	With Functionality >50 %	
				After Day 1	After Day 7
Waste Water	4	0	0	4	4
Natural Gas	1	0	0	1	1
Oil Systems	1	0	0	1	1
Electrical Power	60	0	0	60	60
Communication	42	0	0	42	42

Source: HAZUS

Table 133. Expected Utility System Pipeline Damage (Site Specific)

System	Total Pipelines Length (miles)	Number of Leaks	Number of Breaks
Potable Water	13,181	47	12
Waste Water	7,908	24	6
Natural Gas	233	0	0
Oil	0	0	0

Source: HAZUS

Table 134. Expected Potable Water and Electric Power System Performance

	Total Number of households	Number of Households without Service				
		At Day 1	At Day 3	At Day 7	At Day 30	At Day 90
Potable Water	319,296	0	0	0	0	0
Electric Power		0	0	0	0	0

Source: HAZUS

NATURAL ENVIRONMENT

An earthquake could cause cascading effects, including dam failure or rockslide that would impact the natural environment in different ways, depending on the scope of the cascading hazard. Other types of ground deformation could result as well.

CRITICAL FACILITIES

An earthquake could have major impacts on critical infrastructure. HAZUS estimates impacts to critical facilities including hospitals, schools, Emergency Operations Centers (EOCs), police stations and fire stations. The following tables displays the expected damage to essential facilities for the three

earthquake scenarios (Great Valley Coalinga M7.1, Round Valley M7.1, White Mountain M7.4) that was generated by HAZUS.

Table 135. Expected Damage to Essential Facilities for Great Valley Coalinga M7.1

Classification	Total	Number of Facilities		
		At Least Moderate Damage > 50%	Complete Damage > 50%	With Functionality > 50% on Day 1
Hospitals	18	0	0	16
Schools	394	10	0	382
EOCs	8	0	0	7
Police Stations	26	0	0	23
Fire Stations	77	0	0	72

Source: HAZUS-MH

Table 136. Expected Damage to Essential Facilities for Round Valley M7.1

Classification	Total	Number of Facilities		
		At Least Moderate Damage > 50%	Complete Damage > 50%	With Functionality > 50% on Day 1
Hospitals	18	0	0	18
Schools	394	0	0	394
EOCs	8	0	0	8
Police Stations	26	0	0	26
Fire Stations	77	0	0	77

Source: HAZUS-MH

Table 137. Expected Damage to Essential Facilities for White Mountain M7.4

Classification	Total	Number of Facilities		
		At Least Moderate Damage > 50%	Complete Damage > 50%	With Functionality > 50% on Day 1
Hospitals	18	0	0	18
Schools	394	0	0	394
EOCs	8	0	0	26
Police Stations	26	0	0	26
Fire Stations	77	0	0	77

Source: HAZUS-MH

In addition to the exposure analysis generated through HAZUS, information provided by the California Geological Survey, and USGS was utilized to generate estimates of critical facilities within the 55% g or greater ground shaking potential area.

Table 138. Critical Facilities in Earthquake Hazard Areas shows the critical facilities affected in the earthquake hazard areas.

Table 138. Critical Facilities in Earthquake Hazard Areas

Jurisdiction	Facility Type	Count
Coalinga	Airport	1
	Colleges & Universities	2
	Communications	1
	Department of Public Works	1
	Fire Station	3
	Health Care	1
	Police	3
	School	10
	Total	**22**
Firebaugh		
	Airport	1
	CalARP	2
	Fire Station	1
	Police	1
	School	9
	Urgent Care	1
	Total	**15**
Huron	CalARP	7
	Fire Station	1
	Police	1
	School	3
	Total	**12**
Mendota	Airport	1
	CalARP	1
	Fire Station	1
	School	7
	Total	**10**
San Joaquin	CalARP	1
	School	2
	Sheriff	1
	Total	**4**
Unincorporated	Airport	5
	CalARP	35

Jurisdiction	Facility Type	Count
	Department of Agriculture	1
	Department of Public Works	2
	Fire Station	5
	Nursing Home	1
	School	17
	Total	**66**
	Grand Total	**129**

Source: California Geological Survey, USGS

FUTURE DEVELOPMENT

Future development in the county is not anticipated to significantly affect vulnerability to earthquakes but will result in a slight increase in exposure of the population and building stock due to population increases over the next several decades. Additionally, the County has adopted policies to curb damage from earthquake hazard areas. For example, the Alquist Priolo Earthquake Fault Act states that the County shall not permit any structure for human occupancy to be placed within designated Earthquake Fault Zones.

VULNERABILITY TO FLOOD/LEVEE FAILURE (HIGH)

Floods are characterized by the rising and overflowing of excess water from a water source such as a stream, river, lake, canal, or coastal body onto an area of normally dry floodplain. A floodplain is a lowland area downstream and adjacent to water bodies that are subject to flood events. Flooding is a naturally occurring event that becomes hazardous when populations and property are affected. A flood occurs when the existing channel of a stream, river, canyon, or other watercourse cannot contain excess runoff from rainfall or snowmelt, resulting in overflow onto adjacent lands. Man-made levees can fail in a number of ways. The most frequent (and dangerous) form of levee failure is a breach. A levee breach is when part of the levee actually breaks away, leaving a large opening for water to flood the land protected by the levee. A breach can be a sudden or gradual failure that is caused either by surface erosion or by a subsurface failure of the levee.

PEOPLE

The number of people living in the 100-year and 500-year floodplains was determined by multiplying the percent area of coverage for the floodplains in each census tract by the total population of that tract. Census tracts do not always adhere to local boundaries; if a census tract was completely within a city boundary or unincorporated Fresno County it was labeled as such in the following tables. If a tract intersected more than one jurisdiction, all jurisdictions within the tract were labeled in the following tables. Based on this analysis, there are 44,905 residents living in the 100-year flood zones throughout Fresno County. **Table 139. Population Living in 1% Annual Chance Flood Hazard Zones** below details population estimates by census tract, followed by a similar table for the 500-year floodplain.

Table 139. Population Living in 1% Annual Chance Flood Hazard Zones

Jurisdiction(s)	Population
Clovis	**640**
Clovis; Fresno; Unincorporated Fresno Co.	**1,736**
Clovis; Unincorporated Fresno Co.	**3,171**
Coalinga; Unincorporated Fresno Co.	**2,148**
Firebaugh; Unincorporated Fresno Co.	**2,860**
Fowler; Kingsburg; Selma; Unincorporated Fresno Co.	**75**
Fowler; Selma; Unincorporated Fresno Co.	**59**
Fowler; Unincorporated Fresno Co.	**115**
Fresno	**3,446**
Fresno; Kerman; Unincorporated Fresno Co.	**1,222**
Fresno; Unincorporated Fresno Co.	**10,984**
Huron; Unincorporated Fresno Co.	**1,930**
Kerman; Unincorporated Fresno Co.	**272**
Kingsburg; Selma; Unincorporated Fresno Co.	**15**
Kingsburg; Unincorporated Fresno Co.	**10**

Mendota; Unincorporated Fresno Co.	**5,498**
Orange Cove; Unincorporated Fresno Co.	**2,397**
Parlier; Reedley; Unincorporated Fresno Co.	**102**
Parlier; Unincorporated Fresno Co.	**42**
Reedley; Unincorporated Fresno Co.	**1,813**
San Joaquin; Unincorporated Fresno Co.	**1,709**
Sanger	**11**
Sanger; Unincorporated Fresno Co.	**1,686**
Selma; Unincorporated Fresno Co.	**234**
Unincorporated Fresno Co.	**2,731**
Total	**44,905**

Source: Fresno County Assessor's Office; FEMA, US Census Bureau

The same analysis determined that there are 195,454 residents living in the 500-year flood zones throughout Fresno County. The results of this analysis are shown in **Table 140. Population Living in 0.2% Annual Chance Flood Hazard Zones.**

Table 140. Population Living in 0.2% Annual Chance Flood Hazard Zones

Jurisdiction(s)	Population
Clovis	**11,704**
Clovis; Fresno; Unincorporated Fresno Co.	**17,015**
Clovis; Unincorporated Fresno Co.	**2,216**
Coalinga; Unincorporated Fresno Co.	**3,835**
Firebaugh; Unincorporated Fresno Co.	**2,292**
Fowler; Kingsburg; Selma; Unincorporated Fresno Co.	**0**
Fowler; Selma; Unincorporated Fresno Co.	**0**
Fowler; Unincorporated Fresno Co.	**7**
Fresno	**104,996**
Fresno; Kerman; Unincorporated Fresno Co.	**0**
Fresno; Unincorporated Fresno Co.	**48,361**
Huron; Unincorporated Fresno Co.	**43**
Kerman; Unincorporated Fresno Co.	**0**
Kingsburg; Selma; Unincorporated Fresno Co.	**0**
Kingsburg; Unincorporated Fresno Co.	**0**
Mendota; Unincorporated Fresno Co.	**2,504**

Orange Cove; Unincorporated Fresno Co.	**200**
Parlier; Reedley; Unincorporated Fresno Co.	**45**
Parlier; Unincorporated Fresno Co.	**0**
Reedley; Unincorporated Fresno Co.	**851**
San Joaquin; Unincorporated Fresno Co.	**0**
Sanger	**7**
Sanger; Unincorporated Fresno Co.	**1,003**
Selma; Unincorporated Fresno Co.	**0**
Unincorporated Fresno Co.	**375**
Total	**195,454**

Source: Fresno County Assessor's Office; FEMA, US Census Bureau

Population estimates were conducted using the USACE Comprehensive Study and the CA DWR for the 200 year floodplain. However, there is not an updated study for the analysis and therefore has been omitted in the 2024 plan update.

HAZUS

The geographical size of the region is approximately 184 square miles and contains 14,708 census blocks. The region contains over 319,000 households and has a total population of more than one million people. There are an estimated 299,621 buildings in the region with a total building replacement value (excluding contents) of $160,289,000,000. Approximately 89.25 percent of the buildings (and 61.47 percent of the building value) are associated with residential housing.

Based on the 100-Year Flood Event Scenario generated by HAZUS, it is estimated that 927 people will seek shelter and 9,513 will be displaced. Displacements may occur due to evacuations from the flood area and damage to homes. Due to the damage, individuals may seek public shelters. The model estimates that 3,171 households may be displaced due to the flood event.

PROPERTY

Flooding is a natural occurrence in the Central Valley because it is a natural drainage basin for thousands of watershed acres of Sierra Nevada and Coast Range foothills and mountains. Historically, the Fresno County planning area has been at risk to flooding primarily during the winter and spring months when river systems in the County swell with heavy rainfall and snowmelt runoff. Normally, storm floodwaters are kept within defined limits by a variety of storm drainage and flood control measures. But, occasionally, extended heavy rains result in floodwaters that exceed normal high-water boundaries and cause damage.

Flooding has occurred in the past: within the 100-year floodplain and in other localized areas. Recent digital flood insurance rate maps (DFIRMs) dated January 2016 placed additional areas within the 100-year or greater floodplain. This is primarily due to the inability of the old and inadequate levees to be certified in accordance with current FEMA standards. As such, these levees no longer provide protection from the 100-year flood. It should be noted, however, that all levees, whether certified or not,

provide some level of protection to the planning area and remain a critical factor in floodplain management for the communities.

The continued need to rely on these flood control structures is an ongoing concern. The history of the area, beginning with hydraulic gold mining techniques and through the continuing conversion of agricultural lands to commercial and residential uses, makes it impossible to reverse the planning area's dependence on structural flood control protection. Levee maintenance is a continuous effort due to erosion and scour brought on by the channelization itself.

Additional improvements to strengthen the levees and make them less susceptible to seepage-induced failures are a priority of local and state agencies. Once these improvements are made, certification may be possible. Nevertheless, while these improvements may mitigate the impacts of flooding due to levee failure, the levees will remain subject to overtopping by flood events larger than their design capacity.

The likelihood of flooding increases with the heavy rains that occur annually between November and May. In addition to damage to area infrastructure, other problems associated with flooding include erosion, sedimentation, degradation of water quality, loss of environmental resources, and certain health hazards.

HAZUS

A flood vulnerability assessment was performed for Fresno County using GIS. The county's parcel layer and associated assessor's building improvement valuation data were provided by the county and were used as the basis for the inventory. Fresno County's effective DFIRM was used as the hazard layer. DFIRM is FEMA's flood risk data that depicts the 1% annual chance (100-year) and the 0.2% annual chance (500-year) flood events. Fresno County's effective FEMA DFIRM, dated January 20, 2016, was determined to be the best available floodplain data. **Table 141. Fresno County Flood Zones** summarize the flood zones included on these maps.

Table 141. Fresno County Flood Zones

Zone Designation	Percent Annual Chance of Flood	Description
Zone V	1%	Areas along coasts subject to inundation by the 1% annual chance of flooding with additional hazards associated with storm-induced waves. Because hydraulic analyses have not been performed, no base flood elevations (BFEs) or flood depths are shown.
Zones VE and V1-30	1%	Areas along coasts subject to inundation by the 1% annual chance of flooding with additional hazards associated with storm-induced waves. BFEs derived from detailed hydraulic analyses are shown within these zones. (Zone VE is used on new and revised maps in place of Zones V1-30.)

Zone Designation	Percent Annual Chance of Flood	Description
Zone A	1%	Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas, no depths or BFEs are shown within these areas.
Zone AE	1%	Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. In most instances, BFEs derived from detailed analyses are shown at selected intervals within these zones.
Zone AH	1%	Areas with a 1% annual chance of flooding where shallow flooding (usually areas of ponding) can occur with average depths between 1 – 3 feet.
Zone AO	1%	Areas with a 1% annual chance of flooding, where shallow flooding average depths are between 1 – 3 feet.
Zone X (shaded)	0.2%	Represents areas between the limits of the 1% annual chance of flooding and 0.2% chance of flooding.
Zone X (unshaded)	Undetermined	Areas outside of the 1% annual chance floodplain and 0.2% annual chance floodplain; areas of 1% annual chance sheet flow flooding where average depths are less than one (1) foot; areas of 1% annual chance stream flooding where the contributing drainage area is less than one (1) square mile, or areas protected from the 1% annual chance flood by levees. No BFE or depths are shown within this zone.

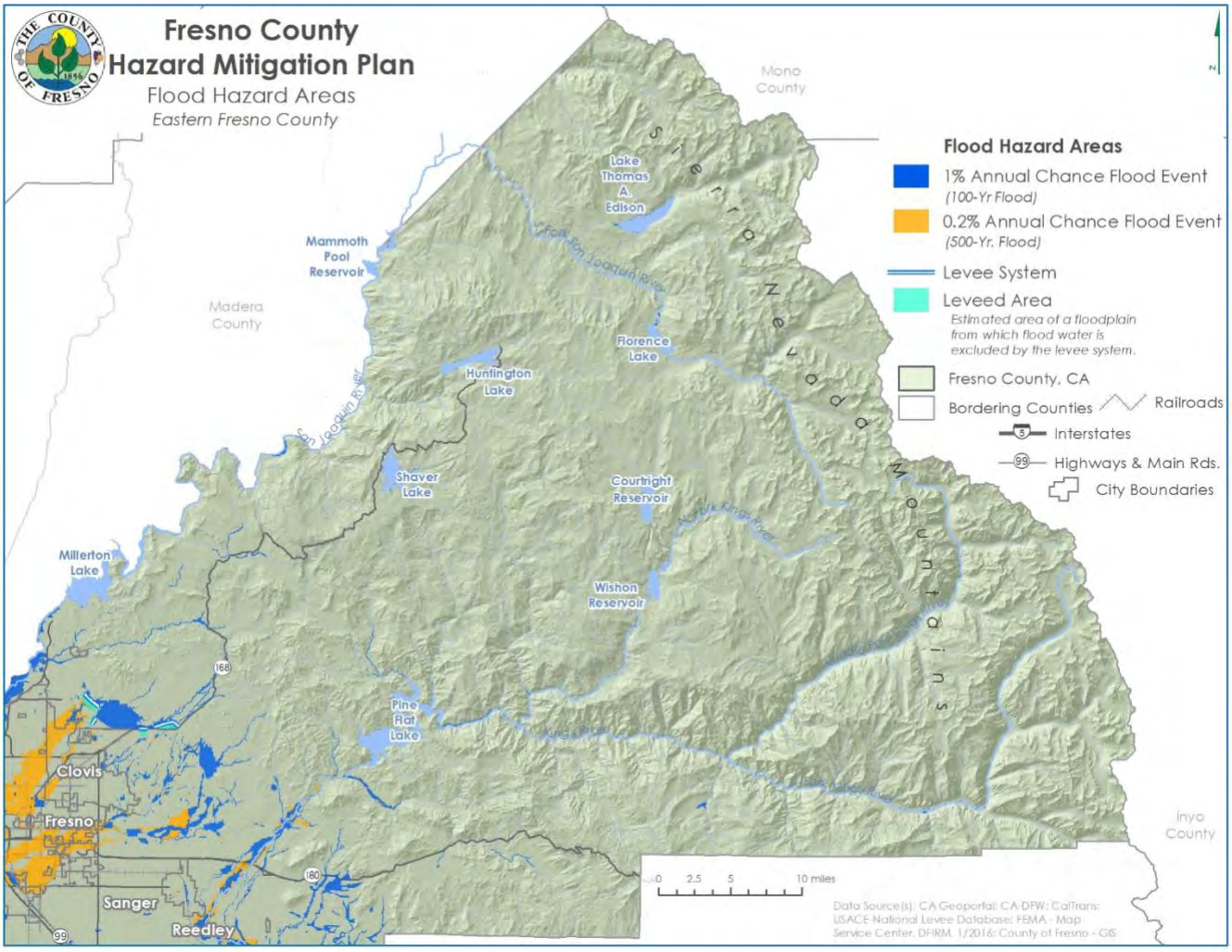
Source: FEMA

GIS was used to intersect the parcel boundaries with a master address point layer to obtain number of buildings per parcel. The parcel layer was then converted into a centroid, or point, representing the center of each parcel polygon.

Only parcels with improvement values greater than zero and address points were used in the analysis, this method assumes that improved parcels have a structure of some type. The DFIRM flood zones

were overlaid in GIS on the address points and parcel centroid data to identify structures that would likely be inundated during a 1 percent annual chance and 0.2 percent annual chance flood event. These overlays can be seen graphically in the regional maps in the following figures and in more detail in the jurisdictional annexes.

Figure 69. Fresno County Flood Hazard Areas – Eastern Fresno County



Source: CA-DFW, CalTrans, USACE-National Levee Database, FEMA – Map Service Center, DFIRM 1/2016

Figure 70. Fresno County Flood Hazard Areas – Central Fresno County

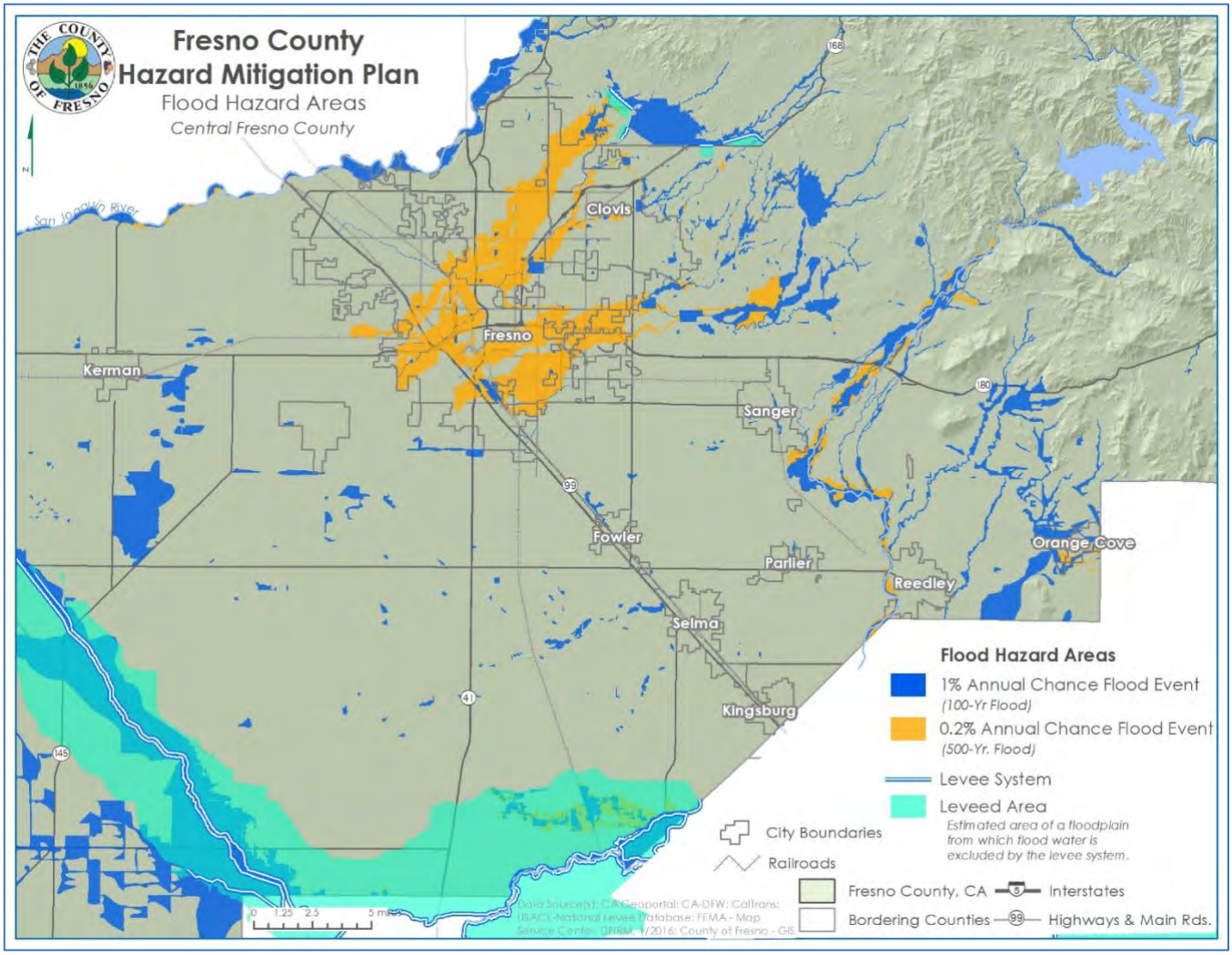
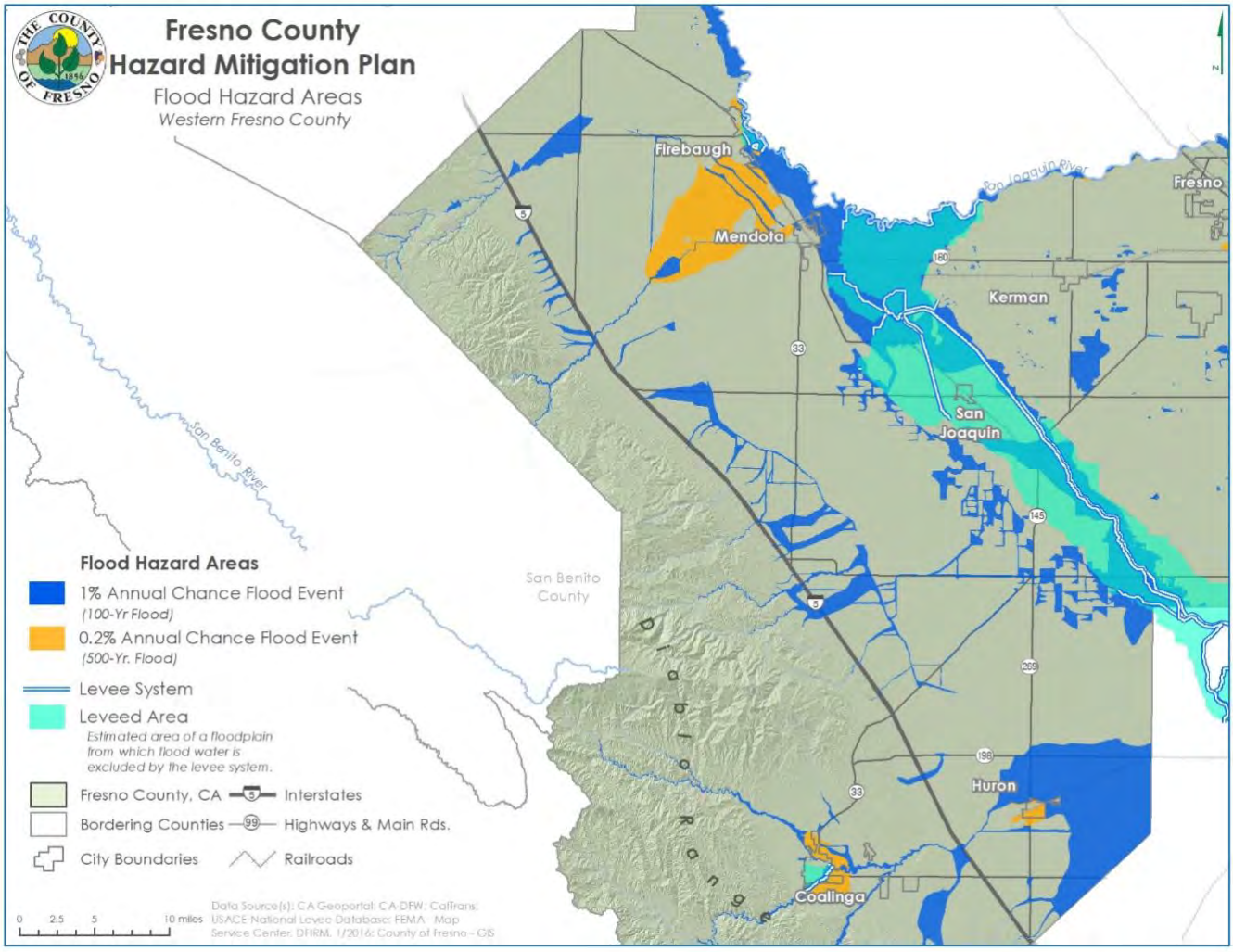


Figure 71. Fresno County Flood Hazard Areas - Western Fresno County



Source: CA-DFW, CalTrans, USACE-National Levee Database, FEMA – Map Service Center, DFIRM 1/2016

Results of the overlay analysis area are provided in the following tables. The jurisdictional annexes provide more detailed information based on property type. Property type refers to the land use of the parcel. Where possible, parcel and structure counts were separated in the analysis. Detailed tables show counts of parcels by jurisdiction and land use type (agricultural, commercial, industrial, residential, open space, etc.). The flood loss analyses do not account for business disruption, emergency services, environmental damages, or displacement costs, thus actual losses could exceed the estimates shown.

The geographical size of the region is approximately 184 square miles and contains 14,708 census blocks. The region contains over 319,000 households and has a total population of 1,007,944 people. HAZUS estimates that there are 299,621 buildings in the region with a total building replacement value (excluding contents) of $160,289,000,000. Approximately 89.25 percent of the buildings (and 61.47 percent of the total exposure value) are associated with residential housing. The tables below represent the relative distribution of the value to the general occupancies by Study Region and Scenario respectively.

Table 142. Building Exposure by Occupancy Type for the Study Region 1% Floodplain

Occupancy	Exposure ($1000)	Percent of Total
Residential	98,523,386	61.5%
Commercial	32,127,603	20.0%
Industrial	11,799,356	7.4%
Agricultural	4,086,209	2.5%
Religion	2,853,221	1.8%
Government	868,453	0.5%
Education	10,030,538	6.3%
Total	**160,288,766**	**100%**

Source: HAZUS

HAZUS estimates that about 911 buildings will be at least moderately damaged (defined as damage level 11 or above). This is over 59 percent of the total number of buildings in the scenario. There are an estimated 46 buildings that will be completely destroyed. The table below summarizes the expected damage by general occupancy for the buildings in the region.

Table 143. Expected Building Damage by Occupancy for the Study Region 1% Floodplain

	1-10		11-20		21-30		31-40		41-50		>50	
Occupancy	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Agriculture	7	39	11	61	0	0	0	0	0	0	0	0
Commercial	7	58	3	25	2	17	0	0	0	0	0	0
Education	3	100	0	0	0	0	0	0	0	0	0	0
Government	0	0	0	0	0	0	0	0	0	0	0	0
Industrial	0	0	1	100	0	0	0	0	0	0	0	0
Religion	7	44	9	56	0	0	0	0	0	0	0	0
Residential	258	23	468	41	174	15	130	11	67	6	46	4
Total	**282**		**492**		**176**		**130**		**67**		**46**	

Source: HAZUS

Table 144. Expected Building Damage by Building Type (All Design Levels)

	1-10		11-20		21-30		31-40		41-50		>50	
Occupancy	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Concrete	3	50	3	50	0	0	0	0	0	0	0	0
Manufactured Housing	5	25	2	10	1	5	0	0	0	0	12	60
Masonry	4	57	3	43	0	0	0	0	0	0	0	0
Steel	3	43	4	57	0	0	0	0	0	0	0	0
Wood	255	23	467	42	173	15	130	12	66	6	34	3

Source: HAZUS

Table 145. Building Exposure in the 100-Year Floodplain

Jurisdiction	Parcel Count	Building Count	Improved Value	Land Value	Total Value
Clovis	1,028	147	$2,243,518,271	$395,015,237	$2,638,652,708
Coalinga	201	215	$2,599,806	$1,358,556	$3,958,362
Firebaugh	592	656	$13,454,662	$5,635,994	$19,090,656
Fowler	74	64	$0	$0	$0
Fresno	1,520	455	$460,869,587	$153,917,812	$618,041,399
Huron	38	8	$0	$0	$0
Kerman	2	0	$0	$0	$0
Kingsburg	0	0	$0	$0	$0
Mendota	171	98	$833,583	$511,649	$1,345,232
Orange Cove	379	318	$0	$0	$0
Parlier	82	52	$52,101	$692,304	$744,405
Reedley	62	16	$0	$9,066	$9,066
San Joaquin	0	0	$0	$0	$0
Sanger	296	206	$2,485,504	$1,045,731	$3,531,235
Selma	27	18	$0	$0	$0
Unincorporated	9,167	3,178	$468,803,571	$385,320,333	$885,563,114
Total	**13,639**	**5,431**	**$3,192,617,085**	**$943,506,682**	**$4,170,936,177**

Source: Fresno County Assessor's Office; National Flood Hazard Layer Effective date 01/20/2016, FEMA

Table 146. Building Exposure in the 500-Year Floodplain

Jurisdiction	Parcel Count	Building Count	Improved Value	Land Value	Total Value
Clovis	2,814	7,149	$9,200,833,909	$2,002,816,583	$11,206,145,592
Coalinga	217	868	$37,362,500	$10,261,060	$47,623,560
Firebaugh	173	818	$489,560	$1,740,991	$2,230,551
Fowler	-	6	-	-	-
Fresno	10,685	49,144	$17,978,613,870	$3,890,079,524	$21,908,534,084

Jurisdiction	Parcel Count	Building Count	Improved Value	Land Value	Total Value
Huron	-	747	-	-	-
Kerman	-	-	-	-	-
Kingsburg	-	-	-	-	-
Mendota	7	105	$1,457,645	$335,832	$1,793,477
Orange Cove	-	78	-	-	-
Parlier	-	0	-	-	-
Reedley	157	177	$39,218,838	$13,541,001	$52,759,839
San Joaquin	-	0	-	-	-
Sanger	35	59	$4,916,474	$1,637,528	$6,554,002
Selma	-	0	-	-	-
Unincorporated	464	5,828	$101,640,999	$93,426,960	$195,068,859
Total	14,552	64,979	$27,364,533,795	$6,013,839,479	$33,420,809,964

Source: Fresno County Assessor's Office; National Flood Hazard Layer Effective date 01/20/2016, FEMA

Looking at the flood risk for the entire Fresno County planning area, in general, Clovis, Firebaugh, Coalinga, Fresno, and Reedley are predominantly inundated by the 500-year flood. Orange Cove, San Joaquin, and Sanger are predominantly inundated by the 100-year flood. Fowler, Huron, Mendota, Parlier, and Selma are just barely affected by the floodplain. Kerman and Kingsburg are not in floodplains. This analysis does not take localized flooding into account.

According to this information, the Fresno County planning area has 13,639 parcels valued at roughly $4.17 billion in the 100-year floodplain. An additional 14,552 parcels valued at roughly $33.42 billion fall within the 500-year floodplain. As a result, total structural exposure exceeds $37 billion. The end of this section provides more discussion on vulnerability in leveed areas.

The tables below provide further analysis that shows the count and improved value of parcels that fall in a floodplain by property type for the 100- and 500-year annual chance flood zones. It should be noted that the model may have included structures in the floodplains that are elevated at or above the level of the base-flood elevation, which will likely mitigate flood damage. Also, it is important to remember that the assessed values are well below the actual market values. Thus, the actual value of assets at risk may be significantly higher than those included herein.

Table 147. Building Exposure in the 100-Year Floodplain by Property Type

Property Type	Parcel Count	Improved Value	Land Value	Total Value
Agricultural	878	$358,153,138	$318,496,610	$683,541,058
Apartments	374	$2,071,722,176	$246,745,111	$2,318,467,287
Church	1	$173,970	$45,877	$219,847
Commercial	66	$339,833,649	$180,132,311	$520,360,260
Condominium	9	$2,946,834	$1,001,664	$3,948,498
Government	3	$3,327	$572,628	$575,955
Group Housing/Lodging	2	$1,005,835	$1,865,208	$2,871,043
Industrial	92	$276,238,213	$109,597,919	$413,352,932

Property Type	Parcel Count	Improved Value	Land Value	Total Value
Mobile/ Manufactured Home	2	$2,880,436	$3,951,834	$6,832,270
Office/ Professional Space	1	$300,900	$81,600	$382,500
Primary Use Not Designated	340	$0	$0	$0
Recreation	25	$330,626	$3,724,131	$4,054,757
School	2	$2,134,198	$169,598	$2,303,796
Single Family Residence	694	$134,072,705	$59,474,922	$193,557,627
Unknown	10,971	$0	$0	$0
Utilities	4	$394,535	$1,784,659	$2,179,194
Vacant	175	$2,426,543	$15,862,610	$18,107,083
Total	$13,639	$3,192,617,085	$943,506,682	$4,170,936,177

Source: Fresno County Assessor's Office; National Flood Hazard Layer Effective date 01/20/2016, FEMA
**Includes Zones A, AE, AH, and AO*
***Includes Shaded Zone X (500-year) and all 100-year flood zones*

Table 148. Building Exposure in the 500-Year Floodplain by Property Type

Type	Parcel Count	Improved Value	Land Value	Total Value
Agricultural	130	$35,660,282	$65,664,460	$101,325,642
Apartments	4,260	$20,216,231,280	$4,078,176,352	$24,294,407,632
Church	37	$30,688,088	$4,036,415	$34,941,503
Commercial	1,066	$4,482,800,800	$999,249,972	$5,515,263,522
Communications	1	$0	$3,458	$3,458
Condominium	14	$34,466,814	$6,779,664	$41,246,478
Group Housing/Lodging	27	$79,244,013	$18,354,847	$99,707,160
Hospital	16	$341,363,536	$17,708,710	$359,072,246
Industrial	191	$164,740,952	$42,739,517	$296,343,750
Mobile/ Manufactured Home	53	$33,019,701	$75,522,199	$108,541,900
Office/ Professional Space	371	$804,948,104	$244,371,695	$1,052,660,999
Outlot & Common Area	1	$9	$14	$23
Primary Use Not Designated	516	$0	$0	$0
Recreation	3	$3,997,372	$979,715	$4,977,087
School	12	$14,390,928	$3,649,028	$18,078,556

Type	Parcel Count	Improved Value	Land Value	Total Value
Single Family Residence	7,389	$1,119,808,599	$401,867,956	$1,521,692,855
Vacant	461	$3,173,317	$54,735,477	$58,054,894
Total	14,552	$27,364,533,795	$6,013,839,479	$33,420,709,964

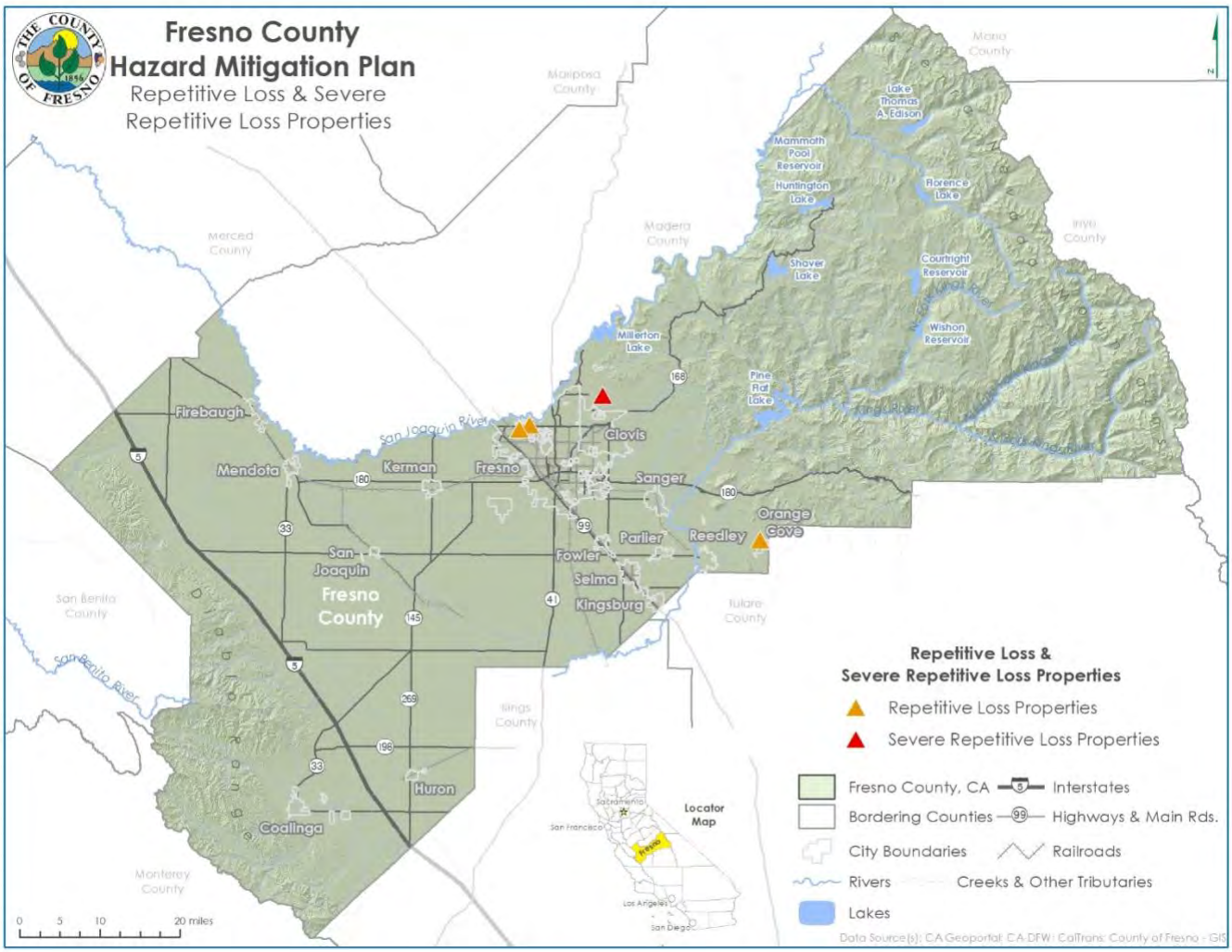
Source: Fresno County Assessor's Office; National Flood Hazard Layer Effective date 01/20/2016, FEMA
**Includes Zones A, AE, AH, and AO*
***Includes Shaded Zone X (500-year) and all 100-year flood zones*

Insurance Coverage, Claims Paid, and Repetitive Losses

Unincorporated Fresno County joined the National Flood Insurance Program (NFIP) on December 12, 1982, and the Community Rating System (CRS) on October 1, 1991. According to Fresno County, the current Community Rating System (CRS) score of seven, which is lower than the 2007 rating (8).

Within Fresno County, there are 247 policies in force. There are four repetitive loss properties within Fresno County, three of which are located in the City of Fresno and City of Clovis, and one located in Unincorporated Fresno County (Orange Cove). Three of the four are repetitive loss properties and one is a severe repetitive loss property. There are 163 claims within incorporated Fresno County and 84 claims within unincorporated. According to FEMA, accessed information on March 19, 2024, there are no Severe Repetitive Loss properties located in the unincorporated Fresno County. **Figure 72. Fresno County Repetitive Loss and Severe Repetitive Loss Properties** displays where the Severe Repetitive Loss properties are located within the County.

Figure 72. Fresno County Repetitive Loss and Severe Repetitive Loss Properties



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno - GIS

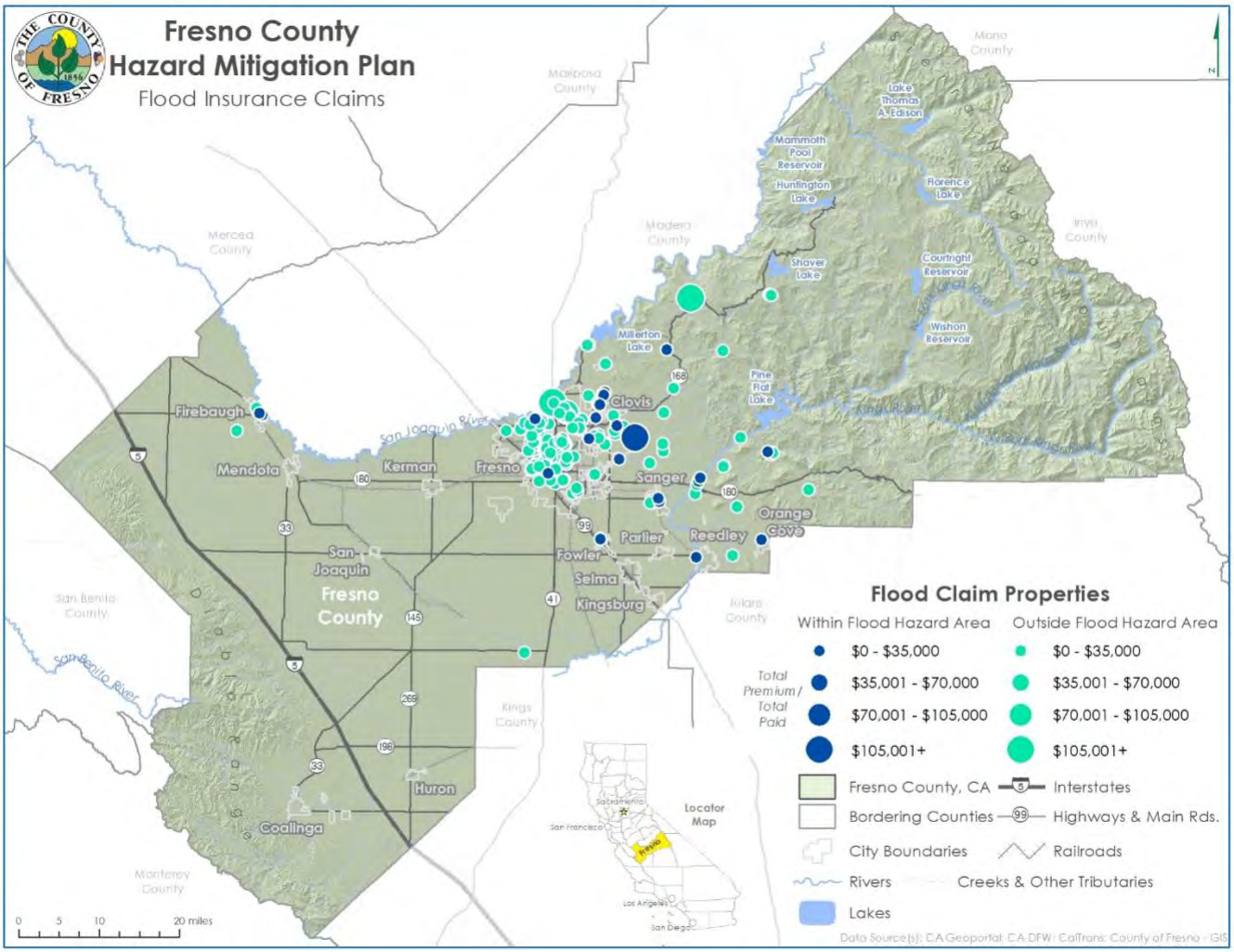
NFIP data indicates that there are 247 active insurance policies in Fresno County. **Table 149. Fresno County NFIP Information** provides more details on NFIP policies and paid losses for each jurisdiction participating in the NFIP**. Figure 73. Fresno County Flood Insurance Claims** shows where flood claims are being submitted across the County.

Table 149. Fresno County NFIP Information

Jurisdiction	Policies	Total Premium/Total Paid	No. of Paid Losses
Clovis	24	$176,106.79	16
Firebaugh	4	$0	0
Fowler	3	$3,197.94	1
Fresno	128	$711,909.74	77
Sanger	4	$6,220.92	2
Unincorporated Fresno Co.	84	$571,029.69	41
Total	**247**	**$1,468,465.08**	**137**

Source: FEMA National Flood Insurance Program Community Information System

Figure 73. Fresno County Flood Insurance Claims



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno - GIS

HISTORIC, CULTURAL, AND NATURAL RESOURCES AT RISK

The Fresno County planning area has significant historic, cultural, and natural resources located throughout the County as previously described. Risk analysis of these resources was not possible due to data limitations. However, natural areas within the floodplain often benefit from periodic flooding as a naturally recurring phenomenon. These natural areas often reduce flood impacts by allowing absorption and infiltration of floodwaters.

OVERALL COMMUNITY IMPACT

Floods and their impacts will vary by location and severity and will likely only affect certain areas of the County at any one time. Based on the risk assessment, it is evident that floods will continue to have potentially devastating economic impacts to certain areas of the County. However, many of the floods in the County are minor, localized flood events that are more of a nuisance than a disaster. Impacts that are not quantified, but can be anticipated in large future events, include:

- Injury and loss of life;
- Commercial and residential structural damage;
- Disruption of and damage to public infrastructure;
- Health hazards associated with mold and mildew;
- Damage to roads/bridges resulting in loss of mobility;
- Significant economic impact (jobs, sales, tax revenue) upon the community;
- Negative impact on commercial and residential property values; and
- Significant disruption to students and teachers as temporary facilities and relocations would likely be needed.

NATURAL ENVIRONMENT

Natural resources are generally resistant to flooding except where natural landscapes and soil compositions have been altered for human development or after periods of previous disasters such as drought and fire. Wetlands, for example, exist because of natural flooding incidents. Areas that are no longer wetlands may suffer from oversaturation of water, as will areas that are particularly impacted by drought. Areas recently suffering from wildfire damage may erode because of flooding, which can permanently alter an ecological system.

CRITICAL FACILITIES

Critical facilities are those community components that are most needed to withstand the impacts of disaster as previously described. An analysis was performed using GIS software to determine critical facilities in Fresno County's floodplain. The DFIRM flood layer previously discussed was used to identify the 100- and 500-year floodplains. For more information on the spatial distribution and location of critical facilities, see the Critical Facility overview. The impact to the community could be great if

these critical facilities were damaged or destroyed during a flood event. Similar data is available for the other participating jurisdictions in the jurisdictional annexes.

As described earlier, critical facilities are located throughout Fresno County. Critical facilities in the floodplain are summarized in **Table 150. Critical Facilities in the 100-Year Floodplain** and **Table 151. Critical Facilities in the 500-year Floodplain.** In total, there are 34 facilities in the 100-year flood zone, 209 facilities in the 500-year flood zone, and 9 critical facilities in the 200-year floodplain. Information regarding critical facilities in the floodplain for each jurisdiction is outlined in the jurisdictional annexes.

Table 150. Critical Facilities in the 100-Year Floodplain

Jurisdiction	Facility Type	Total Facilities	Replacement Cost
Coalinga	Communications Facilities	1	$118,000
	Schools	1	$10,203,670
Firebaugh	Schools	4	$35,277,520
Mendota	Electric Power Facilities	2	$135,892,580
	Fire Stations	1	$1,306,580
Orange Cove	Fire Stations	1	$1,306,580
Reedley	Airport Facilities	1	$5,300,00
Sanger	Schools	1	$1,070,310
Unincorporated Fresno County	Electric Power Facilities	4	$2,238,656,990
	Schools	1	$5,244,180
Totals		**17**	**$2,434,376,410**

Fresno County Assessor's Office; National Flood Hazard Layer Effective date 01/20/2016, FEMA

Table 151. Critical Facilities in the 500-year Floodplain

Jurisdiction	Facility Type	Total Facilities	Replacement Cost
Clovis	Schools	6	$156,373,660
Coalinga	Medical Care Facilities	1	$110,720,100
Firebaugh	Airport Facilities	1	$5,300,000
	EOCs	1	$3,438,840
	Schools	1	$8,873,840
Fresno	Airport Facilities	1	$13,356,000
	Bus Facilities	1	$2,166,680
	Communications Facilities	4	$472,000
	Electric Power Facilities	1	$40,533,900
	EOCs	1	$7,997,200
	Fire Stations	6	$10,752,960
	Medical Care Facilities	4	$803,905,150
	Police Stations	5	$46,895,200
	Railway Facilities	1	$2,663,000

	Schools	66	$2,618,520,760
Huron	Schools	1	$9,830,260
Reedley	Wastewater Treatment Facilities	1	$171,951,800
Unincorporated Fresno County	Electric Power Facilities	1	$11,036,810
	Fire Stations	2	$3,098,740
	Schools	1	$11,183,000
Totals		**106**	**$4,039,069,900**

Source: Fresno County Assessor's Office; National Flood Hazard Layer Effective date 01/20/2016, FEMA

HAZUS

For essential facilities, there are 18 hospitals in the region with a total bed capacity of 3,621 beds. There are 394 schools, 77 fire stations, 26 police stations, and 8 emergency operation centers. The table below describes the severity of damage to essential facilities for the flood scenario.

Table 152. Critical Facilities in the 100-Year Floodplain

Classification	Total	At Least Moderate	At Least Substantial	Loss of Use
Emergency Operations Centers	8	0	0	0
Fire Station	77	0	0	0
Hospitals	18	0	0	0
Police Stations	26	0	0	0
Schools	394	0	0	0

Source: HAZUS

this report displays all zeros or is blank, two possibilities can explain this.

(1) None of your facilities were flooded. This can be checked by mapping the inventory data on the depth grid.

(2) The analysis was not run. This can be tested by checking the run box on the Analysis Menu and seeing if a message box asks you to replace the existing results.

The building losses are broken into two categories: direct building losses and business interruption losses. The direct building losses are the estimated costs to repair or replace the damage caused to the building and its contents. The business interruption losses are the losses associated with inability to operate a businesses because for those people displaced from their homes because of the flood. The total building-related losses were $412,620,00 million dollars. 39 percent of the estimated losses were related to the business interruption of the region. The residential occupancies made up about 39 percent of the total loss. The table below provides a summary of the losses associated with the building damage.

Table 153. Building-Related Economic Loss Estimates (in $ millions)

Category	Area	Residential	Commercial	Industrial	Others	Total
Building Loss	Building	133	14.62	6.64	16.71	170.97
	Content	72	43.49	16.57	82.50	214.75

	Inventory	0	5.92	3.14	17.84	26.90
	Subtotal	205.20	64.03	26.35	117.05	412.62
Business Interruptions	Income	0.56	33.24	0.55	32.51	66.85
	Relocation	40.85	7.82	0.66	17.12	66.44
	Rental Income	15.92	5.71	0.15	1.07	22.85
	Wage	1.33	35.60	0.94	70.77	108.64
Subtotal		**58.67**	**82.36**	**2.30**	**121.47**	**164.79**
Total		**263.86**	**146.39**	**28.64**	**238.52**	**677.41**

Source: HAZUS

FUTURE DEVELOPMENT

Flooding and floodplain management are significant issues for Fresno County. The potential or likelihood of a flood event in the city increases with the annual onset of heavy rains in April combined with snowmelt runoff from May through June. Much of the historical growth in the problems connected with flooding and stormwater runoff include erosion, sedimentation, degradation of water quality, losses of environmental resources, and certain health hazards. Future annexations of unincorporated areas could significantly add to the number of flood-prone structures in Fresno County.

For NFIP participating communities, floodplain management practices implemented through local floodplain management ordinances should mitigate the flood risk to new development in floodplains. The development trend in the Fresno County planning area is steady, significant growth. Much of this growth is occurring in the urban areas, which causes a significant increase in peak flow and stormwater runoff. Census projections from the California Department of Finance expect the County's population to grow to 1,201,792 by 2020. This is an increase of 271,342 people from the 2010 census estimate of 930,450. Such growth will consume previously undeveloped acres, and the impacts may overwhelm existing drainage and flood control facilities.

The potential for flooding may increase as stormwater is channelized due to land development. Such changes can create localized flooding problems inside and outside of natural floodplains by altering or confining natural drainage channels. Floodplain modeling and master planning should be based on buildout land use to ensure that all new development remains safe from future flooding. While local floodplain management, stormwater management, and water quality regulations and policies address these changes on a site-by-site basis, their cumulative effects can have a negative impact on the floodplain.

Local floodplain management ordinances require that new construction be built with the lowest floor elevated a minimum of one foot above the base flood (100-year) elevation. New development that adheres to the elevation requirements in addition to other requirements for maintaining elevation certificates and implementing stormwater program elements and erosion or sediment controls for all new development in the floodplain should help protect development from 100-year floods. The amount of growth in the County and nearby communities can also strain the limits of the entire water management system, which includes water supply in addition to water control. When flood control structures are overwhelmed, the result is not only severe flooding. Significant losses to the water supply system may also occur. The following policies are a few policies preventing loss from flood damage.

- Policy PF-E.9 100-year Flood Protection requires new development to provide protection from the 100-year flood as a minimum.

- Policy PF-E.20 requires that the County's new development of facilities near rivers, creeks, reservoirs, or substantial aquifer recharge areas to mitigate any potential impacts of release of pollutants in flood waters, flowing rivers, streams, creeks, or reservoir waters.
- Policy HS-C.2 requires the County prohibit new development in existing undeveloped areas (i.e., areas devoted to agriculture or open space that are not designated for development) protected by a State flood control project without appropriately considering significant known flooding risks and taking reasonable and feasible action to mitigate the potential property damage to the new development resulting from a flood.

VULNERABILITY TO LEVEE FAILURE

A levee failure can range from a small, uncontrolled release to a catastrophic failure. Vulnerability to levee failures is generally confined to the areas subject to inundation downstream of the facility. Secondary losses would include loss of the multi-use functions of the facility and associated revenues that accompany those functions.

VULNERABILITY TO HUMAN HEALTH: EPIDEMIC/PANDEMIC (HIGH)

Based on historical occurrences, the risk to the Fresno County planning area is occasional, but the vulnerability is high due to the recent COVID-19 pandemic and the devastating impacts the pandemic had across the globe. The majority of the impacts from epidemics and pandemics will likely be on public health. It is critical that future planning and preparedness activities for pandemic and epidemics account for the existing disparities in Fresno County and potential barriers communities may face to mitigate adverse health outcomes and other impacts such as unemployment and the subsequent impacts (i.e., food and housing insecurity). Such efforts will assist in reducing the health disparities often seen in pandemic and epidemics as well as improving health outcomes and the livelihoods of disproportionately impacted communities.

PEOPLE

All residents and visitors of the County could be susceptible to exposure from an infectious disease and subsequent impacts from a pandemic or epidemic. However, based on existing inequities, some populations and communities will continue to bear the burden of those impacts, similar to previous occurrences. Disproportionately impacted communities include but are not limited to:

- Rural communities
- Black, Indigenous, People of Color (BIPOC) Communities
- LGBTQ+ communities
- Incarcerated/detained populations
- Individuals with disabilities
- Individuals with chronic health conditions
- Individuals with no health insurance or lack of access to healthcare services
- Low socioeconomic status
- People experiencing homelessness
- Individuals with limited English proficiency

Disease spread and mortality is affected by a variety of factors, including virulence, ease of spread, aggressiveness of the virus and its symptoms, resistance to known antibiotics and environmental factors. While every pathogen is different, diseases normally have the highest mortality rate among the very young, the elderly or those with compromised immune systems. Additionally, as seen during the COVID-19 pandemic, those populations with increased exposure to the virus, especially those living and working in congregate settings such as hospitals and health care facilities are at greater risk. During the 1918 H1N1 influenza pandemic an estimated 50 million people died, which is a crude mortality rate of 2.7 percent. The crude mortality rate calculates if someone is infected how likely are they to die . During the COVID-19 pandemic, the number of deaths peaked during the 2021 winter season, with a 7-day average of over 3,000 deaths. Since the start of the pandemic in early 2020, there have been over 1,000,000 deaths in the United States as of February 2024[8]. It is likely that if a new epidemic or pandemic were to occur, few people, if any, would have immunity to a new virus.

[8] CDC COVID Data Tracker: Maps by Geographic Area https://covid.cdc.gov/covid-data-tracker/#maps_deaths-total

PROPERTY

For the most part, property itself wouldn't be physically destroyed or damaged by a human disease epidemic or pandemic. However, as concerns about contamination increase, property may be quarantined or destroyed as a precaution against spreading illness. As seen during the COVID-19 pandemic, businesses can be damaged through disrupting supply chains and the distribution of goods which can slow or force businesses to close. Industry and commerce are also likely to suffer losses which occurred during the COVID-19 pandemic.

Good ventilation and indoor air quality are critical in reducing airborne exposure to viruses and other disease vectors. Buildings and their ventilation and air conditioning (HVAC) systems can pose a higher risk for disease spread through lack of adequate ventilation and air filtration. Adjustments can be made to improve indoor air filtration. During the COVID-19 pandemic, public health recommendations included adding portable high efficiency particulate air (HEPA) cleaners to reduce the number of airborne infectious particles, especially in congregate settings. [9]

NATURAL ENVIRONMENT

A widespread pandemic would not likely have an impact on the natural environment unless the disease was transmissible between humans and animals. However, during the beginning of the COVID-19 pandemic when the whole world recommended to quarantine into their homes to prevent and reduce the spread of the virus, many social, economic, industrial, and urbanization activities suddenly shut off. This nonpharmaceutical intervention to reduce the spread of the virus and ultimately reduce infection rates, hospitalizations, and deaths, allowed nature in certain areas of the world to become less polluted. [10] While these activities have returned since the lockdown days of the pandemic, such catastrophic events as the COVID-19 pandemic can have a domino effect to all aspects of life including the natural environment.

CRITICAL FACILITIES

The COVID-19 pandemic rapidly escalated demands on the health care system, medical infrastructure, and health care workforce. Unlike a one-time disaster event, the COVID-19 pandemic disease spread had many surges repeatedly stressing hospitals, EMS, and healthcare settings causing ripple effects throughout the community. In order for the healthcare system to cope with surge of patients seeking medical care and attention, many hospitals cancelled non-emergency (but still needed) procedures and were not prioritizing people with non-COVID needs which increased all-cause and COVID-19 specific mortality in the subsequent weeks after the start of the pandemic. Additionally, hospitals were already operating close to capacity and the pandemic pushed the entire healthcare system to the brink. Educational settings faced many challenges in barriers in continuing to provide education to students which caused disruptions to learning and critical learning milestones for K-12 students. Many schools, for the first time, explore virtual schooling options, which posed challenges. Rural communities with

[9] Efficacy of Portable Air Cleaners and Masking for Reducing Indoor Exposure to Simulated Exhaled SARS-CoV-2 Aerosols — United States, 2021 | MMWR (cdc.gov) https://www.cdc.gov/mmwr/volumes/70/wr/mm7027e1.htm

[10] Coronavirus lockdown helped the environment to bounce back - PMC (nih.gov) https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7323667/

limited access to the internet struggled to connect and participate in virtual classrooms. These hardships create a difficult environment for the school, teachers, students, and parents to navigate.

FUTURE DEVELOPMENT

Future development is not like to be impacted by a pandemic, however pandemics offer an opportunity to implement lessons learned to prevent or reduce harm from future pandemics. As the COVID-19 virus is an airborne disease it is important to have clean air to reduce transmission. Improving indoor air quality won't singlehandedly stopped transmission but will likely reduce the spread of COVID-19 and other viruses such as the fly, RSV, and other allergens and pollutants. Interventions such as air purifiers can improve indoor air quality especially in older buildings and small spaces. [11]

[11] Indoor air quality improvement in COVID-19 pandemic: Review - PMC (nih.gov) https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8049211/

VULNERABILITY TO HUMAN HEALTH: WEST NILE VIRUS (LOW)

While the likelihood of occurrence of West Nile virus in the Fresno County planning area is likely, the County's vulnerability is low, based on the percentage of total population that actually comes down with the disease. Since the discovery of West Nile virus in California in 2003, Fresno County has had 384 confirmed human cases.

Although the potential for exposure does exist in Fresno County, the vulnerability should be considered in terms of adverse effects due to exposure. The County already has an active vector control program in place for mosquitoes, and protective measures to prevent exposure are relatively simple and cost-effective. Given the nature of protective measures, such as wearing long- sleeved clothing and using bug spray, the responsibility for protection can and should be an individual responsibility. Fresno County's current public education program should give the community the knowledge as well as access to resources to effectively counter the risk and impact from the virus.

PEOPLE

Approximately twenty percent of people exposed to West Nile Virus through a mosquito bite develop symptoms related to the virus; it is not transmissible from one person to another. In the state of California, there have been more than 7,500 cases and over 300 deaths reported since 2003. In Fresno County, there have been 402 cases, 17 of which were fatal. Preventive steps can be taken to reduce exposure to mosquitos carrying the virus; these include insect repellent, covering exposed skin with clothing and avoiding the outdoors during twilight periods of dawn and dusk, or in the evening when the mosquitos are most active. [12]

PROPERTY

Property would not be significantly affected by West Nile Virus.

NATURAL ENVIRONMENT

While birds are the species primarily affected by West Nile Virus, bats, horses, cats, dogs, chipmunks, skunks, squirrels, domestic rabbits and alligators can all be infected with the virus.

CRITICAL FACILITIES

Should a widespread outbreak of West Nile Virus occur, medical facilities could be stressed.

FUTURE DEVELOPMENT

Future development would not be impacted by West Nile Virus.

[12] West Nile Virus (WNV) Fact Sheet (cdc.gov) https://www.cdc.gov/westnile/resources/pdfs/wnvFactsheet_508.pdf

VULNERABILITY TO LANDSLIDE (LOW)

Landslides and mudflows can destroy properties and cause injuries and deaths. A landslide refers to a wide range of ground movement, such as rock falls, deep failure of slopes and shallow debris flow. The figure below illustrates the different types of landslide movement. The primary driving force of landslides is gravity but other contributing factors such as rainfall, earthquakes, volcanic eruptions, groundwater pressure, erosion, destabilization of slopes (because of deforestation, cultivation and construction, snow, and glacial melt) can drive a landslide to occur as well.

PEOPLE

On average, 25 to 50 people are killed by landslides each year in the United States and even more worldwide. In the state of California, more than 100 residents have been killed by debris flows during the past 25 years. Most of the fatalities occurred due to debris flow burying individuals sleeping in lower-floor bedrooms adjacent to hazardous slopes. [13] Health and safety concerns due to landslides and mudflow include rapidly moving water and debris, broken electrical, water, gas, and sewage lines that can result in injury and illness, and disrupted roadways and railways endangering motorists and impeding on transport and access to healthcare. People are susceptible if they are caught in a landslide or rockfall; falling debris can cause injury or death. There is also a danger to drivers operating vehicles, as rocks and debris can strike vehicles passing through the hazard area or cause dangerous shifts in roadways. Based on previous occurrences, there have been no recorded injuries or deaths from landslides in Fresno County.

PROPERTY

Landslides and mudslides are one of the most destructive hazard processes that can cause tremendous damage to the built environment. This hazard can drastically alter the physical landscape and destroy buildings and homes. Landslide risk is minimal in the highly developed valley area of the County due to the relatively flat topography, and most structures concentrated in the central and eastern portion of the County are not at risk to landslides. However, the Fresno County General Plan identifies State Route 168 in eastern Fresno County and State Route 198 in western Fresno County as areas that could be affected by landslides caused by earthquakes or heavy rains. Current data is limited, and future studies should evaluate the geologic conditions throughout the planning area. Other general impacts to property include road closures. Previous landslides have closed Los Gatos Road west of Coalinga, Huntington Lake Road, State Routes 168 and 180, SR-180, SR-168, SR-63, and Auberry Road.

NATURAL ENVIRONMENT

Landslide susceptibility directly overlaps with most natural resource areas across the County. The likelihood of landslides occurring is determined by precipitation and wildfire occurring sequentially. In the event of a landslide there is potential for loss of lands, habitat, and disruption of waterbodies in areas of debris flow. The susceptibility of natural resource lands in Fresno County to landslides is less than other hazards such as wildfire but the risks around loss of topsoil and habitat conversions create a

[13] Landslide | Impact (fema.gov) https://community.fema.gov/ProtectiveActions/s/article/Landslide-Impact

high scope of impact. Wildlife and plants face a compounding risk when presented with landslide events. Landslide susceptibility Is highest within the Sierra Nevada in the eastern portion of the county.

While susceptibility would be the highest in the eastern part of the County, landslides and rockfalls have minimal impacts to the natural environment; these impacts would be confined to a small area. There is a slight chance that a rockfall or landslide in the drainages above people and property could cause blockage and water backup from temporary landslide dams.

CRITICAL FACILITIES

Landslides and mudslides have the power to disrupt vital utilities and communication lines as well are damage critical infrastructure. Based on nearby previous occurrences there is no reported damage to critical facilities. Pipelines for water, electrical distribution lines, and roadways are vulnerable to landslide impacts which could occur in sloped areas that extend into wildfire zones. With high landslide susceptibility along roadways in the Sierra Nevada as well as several fire stations there is a risk of emergency service disruption and impacts to evacuation.

However, there is not enough available data to determine whether there are any critical facilities located in landslide susceptible areas.

FUTURE DEVELOPMENT

The severity of landslide problems is directly related to the extent of human activity in hazard areas. Human activities such as property development and road construction can also exacerbate the occurrence of landslides. Future development should be done carefully to prevent landslide damage to property or people. Adverse effects can be mitigated by early recognition and avoiding incompatible land uses in these areas or by corrective engineering. Improving mapping and information on landslide hazards and incorporating this information into the development review process could prevent siting of structures and infrastructure in identified hazard areas. For example, Policy HS-D.11 Landslide Hazard Areas, states that in known or potential landslide hazard areas, the County shall prohibit avoidable alteration of land in a manner that could increase the hazard, including concentration of water through drainage, irrigation, or septic systems, undercutting the bases of slopes, removal of vegetative cover, and steepening of slopes.

VULNERABILITY TO SEVERE WEATHER: EXTREME TEMPERATURES (EXTREME COLD/FREEZE AND EXTREME HEAT) (LOW)

Extreme temperatures, both extreme heat and extreme cold, can pose a significant threat to people by causing health related illnesses and hypothermia. Populations without adequate housing will be exposed to these temperature extremes and be at increased risk of illness. Prolonged extreme temperatures can disrupt vital services and infrastructure. In Fresno County, extreme heat is more likely to occur west of the mountains and extreme cold within the mountainous areas of the county.

PEOPLE

Extreme Cold

Extreme cold pose significant health risks to the residents of Fresno County, particularly to vulnerable groups such as the elderly, young children, and individuals with pre-existing health conditions. The drop in temperatures can lead to an increase in respiratory problems, hypothermia, and frostbite, especially for those without adequate heating or shelter. Homeless individuals are particularly at risk, as they may not have access to warm, indoor spaces during cold spells.

Severe winter weather can disrupt the daily life of residents. Power outages, often caused by heavy snowfall or ice accumulation on power lines, can lead to loss of heating and lighting in homes. This not only makes staying warm a challenge but can also disrupt communication and access to online resources. Transportation can be severely impacted, with icy roads and reduced visibility leading to hazardous driving conditions, public transport delays, and school closures. Businesses might face challenges during extreme cold events, including reduced foot traffic, difficulties in maintaining regular operations, and potential damage to premises and inventory. These disruptions can have a ripple effect on the local economy, affecting both business owners and employees. Additionally, increased heating costs during cold spells can strain household budgets, particularly for low-income families.

Extreme Heat

Exposure to extreme heat is a critical health hazard, leading to illnesses, hospitalizations, and deaths. Conditions like heat exhaustion and heat stroke are direct threats, while extreme temperatures also contribute to cardiovascular diseases, causing heart attacks and strokes. The U.S. Centers for Disease Control and Prevention (CDC) indicates that heat exhaustion contributed to approximately 4.2 deaths per 1 million Californians last year, making extreme heat the deadliest weather hazard in the United States. This risk affects diverse populations disproportionately.

Athletes are particularly vulnerable due to their exposure to high temperatures, physical exertion, and often wearing heat-trapping gear, especially in direct sunlight or areas with poor air quality. Children, reliant on adults for their safety, may lack access to adequate cooling in places like schools or daycares, increasing their risk. Older adults, especially those with cardiovascular issues or other medical conditions, are more susceptible to the effects of extreme heat. This group is also at a disadvantage during power outages that accompany heat events, particularly those reliant on life-sustaining devices or who are socially isolated.

Workers, both outdoor[14] (like those in agriculture, construction, and emergency response) and indoor workers without access to cooling, face heightened risks of heat-related illnesses and injuries. Pregnant women are at an increased risk of complications like preterm birth, low birth weight, fetal death, and

[14] National Integrated Heat Health Information System (NIHHIS) Who is most at risk to extreme heat?

infant mortality due to extreme heat.[15] About one in four adults in the United States has a disability. Therefore, there is a large population that can experience significant adverse impacts, even death, from extreme heat. They may also face challenges in accessing emergency warnings and accessible cooling shelters.

People experiencing homelessness are at a higher risk for heat-related issues due to a lack of reliable shelter, the risks are exacerbated by high living costs and insufficient affordable housing. In Fresno County, there as 4,216 people that are experiencing homelessness which is a 15.8 percent increase in 2020. Additionally, people with chronic health conditions, such as heart disease, mental illness, poor blood circulation, and obesity, are more susceptible to heat-related illnesses, with certain medications potentially worsening the effects of extreme heat.

Since agriculture is one of the top employment industries in the County, there are many farm workers who are exposed to extreme temperatures such as extreme heat. While there are some protections at the state level, California is one of a few states with laws that mandate employers provide water breaks, shade and rest for outdoor workers once temperatures reach certain levels, farmworkers are vulnerable to the weather conditions and are disproportionately impacted by heat. In fact, The Washington Center for Equitable Growth study estimates hot temperatures have caused at least 360,000 workplace injuries in California from 2001 to 2018, or about 20,000 injuries a year.[16] Since the county has a high farmworker population and there have been previous farmwork deaths during extreme heat events, mitigation actions should work to mitigate future risk to the population.

PROPERTY

The risks of extreme temperatures are often profiled as part of larger hazards, such as severe winter storms or drought. However, as temperature variances may occur outside of larger hazards or outside of the expected seasons but still incur large costs, it is important to examine them as stand-alone hazards. Extreme heat may overload demands for electricity to run air conditioners in homes and businesses during prolonged periods of exposure and presents health concerns to individuals outside in the temperatures. Extreme heat may also be a secondary effect of droughts or may cause temporary drought-like conditions. For example, several weeks of extreme heat increases evapotranspiration and reduces moisture content in vegetation, leading to higher wildfire vulnerability for that time period even if the rest of the season is relatively moist.

Extreme heat can cause infrastructure damage to roads. Vulnerable factors can include building materials, insulation, and roofing that may not be adequately designed to withstand prolonged high temperatures. This can lead to increased energy consumption for cooling, potential structural damage, and even health risks for occupants. Moreover, properties lacking sufficient vegetation or green spaces may experience amplified heat effects, contributing to the urban heat island effect and exacerbating local temperature disparities.

Extreme cold impacts structures when pipes or water mains freeze and burst, causing damage. Extreme cold may also lead to higher electricity and natural gas demands to maintain appropriate indoor heating levels combined with damage caused to the delivery infrastructure such as frozen lines and pipes. Cold may impact transportation as well. Exposed populations may be at risk while waiting for public transportation, particularly when combined with wind-chill, and some vehicles may not start

[15] Kuehn, L., and S. McCormick, 2017: Heat Exposure and Maternal Health in the Face of Climate Change. Int. J. Environ. Res. Public Health, 14(8), 853, doi:10.3390/ijerph14080853.

[16] The Hidden Cost Of California's Hot Workplaces: 20,000 Job Injuries A Year | LAist https://laist.com/news/climate-environment/the-hidden-cost-of-californias-hot-workplaces-20-000-job-injuries-a-year

which impacts the commute of the workforce and, in worst case scenarios, the movement of emergency services personnel.

Based on previous extreme cold events, aside from millions of dollars in agricultural losses, the County has experienced over 500,000 million dollars in property losses and about 4 million dollars for extreme heat.

NATURAL ENVIRONMENT

Extreme heat may cause temporary drought-like conditions. For example, several weeks of extreme heat increases evapotranspiration and reduces moisture content in vegetation, leading to higher wildfire vulnerability for that time period even if the rest of the season is relatively moist. Extreme cold has the same impacts on exposed wildlife as it does on exposed people. Changing heating and cooling patterns globally can have destructive secondary impacts, intensifying a variety of weather-related disasters that directly impact jurisdictions.

CRITICAL FACILITIES

Extreme temperatures can impact pipe (extreme cold) and road infrastructure (extreme heat), but direct impacts to critical infrastructure is expected to be minimal. Critical infrastructure that relies on public utility systems that could be overloaded may see impacts during extreme temperature events. For extreme multi-day extreme heat or cold events, jurisdictions may need to open cooling or warming shelters to support those populations who are unable to seek relief from the temperature extremities.

FUTURE DEVELOPMENT

Since structures are not usually directly impacted by severe temperature fluctuations, continued development is less impacted by this hazard than others in the plan. However, pre-emptive cautions such as construction of green buildings that require less energy to heat and cool, use of good insulation on pipes and electric wirings, and smart construction of walkways, parking structures, and pedestrian zones that minimize exposures to severe temperatures may help increase the overall durability of the buildings and the community to the variations. Continued development also implies continued population growth, which raises the number of individuals potentially exposed to variations. Public education efforts should continue to help the population understand the risks and vulnerabilities of outdoor activities, property maintenance, and regular exposures during periods of extreme heat and cold.

VULNERABILITY TO SEVERE WEATHER: FOG (MEDIUM)

Fog issues are well documented in the Fresno County planning area. In recent years, there have been several large-scale accidents during periods of heavy fog. However, it should be noted that while fog is present, driver error is usually a significant contributory factor to these accidents. Fog is driven by weather patterns in the Central Valley that will continue to occur annually. According to the California Department of Transportation, nearly three in four fog-related traffic collisions are connected to motorists driving too fast. These collisions resulted in the highest fatality rates. Methods to prevent fog-related traffic collisions include reducing speed, driving with headlights on low beam, and use extra caution, use windshield wipers.[17]

PEOPLE

Reduced visibility is the greatest risk to people when heavy fog is prevalent. Particularly when fog is dense, it can be hazardous to drivers, mariners and aviators and contributes to numerous accidents each year. To reduce injury and harm, people should avoid driving when dense fog is prevalent, if possible. If driving is pertinent, emergency services advise driving with lights on low beam, watching for CHP pace vehicles to guide through fog, avoiding stopping on highways, and avoiding crossing traffic lanes.

PROPERTY

Based on historical information, the primary effect of fog has not resulted in significant damage to property, or the losses are typically covered by insurance.

NATURAL ENVIRONMENT

As referred to in the Climate Change Considerations section of the Fog hazard profile, California's winter tule fog has declined dramatically over the past three decades, raising a red flag for the state's multibillion dollar agricultural industry. Crops such as almonds, pistachios, cherries, apricots and peaches go through a necessary winter dormant period brought on and maintained by colder temperatures. Tule fog, a thick ground fog that descends upon the state's Central Valley between late fall and early spring, helps contribute to this winter chill.

CRITICAL FACILITIES

Fog can have devastating effects on transportation corridors in the County. Multi-car pileups have resulted from drivers using excessive speed for the conditions and visibility.

These accidents can cause multiple injuries and deaths and could have serious implications for human health and the environment if a hazardous or nuclear waste shipment were involved. Other disruptions from fog include delayed emergency response vehicles and school closures.

[17] Safe Driving Tips for Foggy Conditions | Caltrans https://dot.ca.gov/caltrans-near-me/district-3/d3-news/d3-news-release-23-137

FUTURE DEVELOPMENT

Population and commercial growth in the County will increase the potential for complications with traffic accidents and commerce interruptions associated with dense fog.

VULNERABILITY TO SEVERE WEATHER: HEAVY RAIN/THUNDERSTORM/HAIL/LIGHTNING/WIND (LOW)

Many hazardous weather events are associated with thunderstorms. Under the right conditions, rainfall from thunderstorms causes flash flooding, killing more people each year than hurricanes, tornadoes or lightning. Lightning is responsible for many fires around the world each year, and it can cause fatalities. Hail up to the size of softballs damages cars and windows and kills crops and livestock caught out in the open. Strong (up to more than 120 mph) straight-line winds associated with thunderstorms knock down trees, power lines and mobile homes.[18]

PEOPLE

Exposure is the greatest danger to people from severe thunderstorms. People can be hit by lightning, pelted by hail, and caught in rising waters. Serious injury and loss of human life is rarely associated with hailstorms.

While national data shows that lightning causes more injuries and deaths than any other natural hazard except extreme heat, there doesn't seem to be any trend in the data to indicate that one segment of the population is at a disproportionately high risk of being directly affected. Anyone who is outside during a thunderstorm is at risk of being struck by lightning. Aspects of the population who rely on constant, uninterrupted electrical supplies may have a greater, indirect vulnerability to lightning. As a group, the elderly or disabled, especially those with home health care services relying on rely heavily on an uninterrupted source of electricity. Resident populations in nursing homes, residential facilities, or other special needs housing may also be vulnerable if electrical outages are prolonged. If they do not have a back-up power source, rural residents, and agricultural operations reliant on electricity for heating, cooling, and water supplies are also especially vulnerable to power outages. Thunderstorms have the potential energy and strong winds to topple dead trees and injure people.

PROPERTY

Based on historical information, the primary effect of these storms has not resulted in significant injury or damage to people and property, or the losses are typically covered by insurance. It is the secondary hazards caused by weather, such as floods, that have had the greatest impact on the County.

NATURAL ENVIRONMENT

Severe thunderstorms are a natural environmental process. Environmental impacts include the sparking of potentially destructive wildfires by lightning and localized flattening of plants and crops by hail. As a natural process, the impacts of most severe thunderstorms by themselves are part of the overall natural cycle and do not cause long-term consequential damage.

CRITICAL FACILITIES

Because of the unpredictability of severe thunderstorm strength and path, most critical infrastructure that is above ground is equally exposed to the storm's impacts. Secondary impacts from these storms may include power outages which could significantly impact critical facilities and emergency services.

[18] Severe Weather 101: Thunderstorm Basics (noaa.gov) https://www.nssl.noaa.gov/education/svrwx101/thunderstorms/

FUTURE DEVELOPMENT

New critical facilities, such as communication towers should be built to withstand heavy rain, monsoon, and hail damage. Future development projects should consider severe weather hazards at the planning, engineering and architectural design stage with the goal of reducing vulnerability. Stormwater master planning and site review should be considered for all new development. Thus, development trends in the County are not expected to increase overall vulnerability to the hazard, but population growth will increase potential exposure to hazards such as lightning.

VULNERABILITY TO SEVERE WEATHER: WINTER STORM (MEDIUM)

Winter storms can be dangerous from high winds, frigid temperatures, and precipitation (snow, sleet or freezing rain). These conditions can cause dangerous conditions on roads, physical illnesses such as hypothermia, and cause other weather-related injuries. Additionally, such extreme winter storms can disrupt critical facilities and services for a period of time.

PEOPLE

While virtually all aspects of the population are vulnerable to severe winter weather, there are segments of the population that are more vulnerable to the potential indirect impacts of a severe winter storm than others, particularly the loss of electrical power. If they do not have a back-up power source, rural residents reliant on electricity for heating and water supplies are also especially vulnerable to power outages. As a group, the elderly or disabled, especially those with home health care services that rely heavily on an uninterrupted source of electricity. Resident populations in nursing homes, residential facilities, or other special needs housing may also be vulnerable if electrical outages are prolonged. Additionally, those populations experiencing homelessness are at greater risk of winter storms due to the exposure from lack adequate shelter. Supportive services for these populations should be provided during a winter storm event.

Public education efforts may help minimize the risks to future populations by increasing knowledge of appropriate mitigation behaviors, clothing, sheltering capacities, and decision-making regarding snow totals, icy roads, driving conditions, and outdoor activities (all of which are contributors to decreased public safety during severe winter storms.) Previous winter storm events have caused a number of fatalities and injuries.

New establishments or increased populations who are particularly vulnerable to severe winter storms (such as those with health concerns or those who live in communities that may be isolated for extended periods of time due to the hazard) should be encouraged to maintain at least a 72-hour self-sufficiency as recommended by FEMA. Encouraging contingency planning for businesses may help alleviate future economic losses caused by such hazards while simultaneously limiting the population exposed to the hazards during commuting or commerce-driven activities.

PROPERTY

Winter storms can cause significant impacts to property from buildings to homes from snowfall and ice. Extreme temperatures from a winter storm can cause damage to pipes and can lead to leaks and flooding within interior spaces. Depending on the amount of snow and structural quality of roofs, snowfall can cause damage to roofs and in severe cases, collapse. Loose branches can drainpipes and damage guttering and roofs as well. In attention to homes, vehicles can be damaged from winter storms from car crashes and debris if storms are accompanied by strong winds. Previous winter storm events have caused vehicle accidents, and damage from fallen trees on homes, cabins, and outbuildings totaling over couple hundred thousand dollars.

NATURAL ENVIRONMENT

Natural resources may be damaged by the severe winter weather, including broken trees and death of wildlife. Unseasonable storms may damage or kill plant, crops, and wildlife, which may impact natural food chains until the next growing season. Most of these impacts would be short-term.

CRITICAL FACILITIES

Because of the unpredictability of severe winter storm strength and path, most critical infrastructure that is above ground is equally exposed to the storm's impacts. However, it is important that critical facilities are prepared and braced for disruption from winter storms. For example, winter storms can cause power outages and critical facilities should have backup power sources for such events to continue operations and services. Additionally, roads are especially susceptible to the effects of a winter storm and can be significantly damaged, causing car accidents and road closures.

FUTURE DEVELOPMENT

Future residential or commercial buildings in locations that receive large amounts of snow each year should be built to be able to withstand snow loads from severe winter storms. Jurisdictions within Sierra National Forest like Lakeshore, Big Creek, Cedar Grover and Rock Haven may benefit from taking these precautions. Population growth in these areas and growth in visitors will increase problems with road, business, and school closures, and increase the need for snow removal and emergency services related to severe winter weather events. Development in the County will increase the number of vehicles and persons vulnerable to this hazard.

VULNERABILITY TO SEVERE WEATHER: TORNADOES (MEDIUM)

PEOPLE

Populations are the most vulnerable to tornados. The availability of sheltered locations such as basements, buildings constructed using tornado-resistant materials and methods, and public storm shelters, all reduce the exposure of the population. However, there are also segments of the population that are especially exposed to the indirect impacts of tornadoes, particularly the loss of electrical power. These populations include the elderly or disabled, especially those with medical needs and treatments dependent on electricity. Nursing homes, Community Based Residential Facilities, and other special needs housing facilities are also vulnerable if electrical outages are prolonged since backup power generally operates only minimal functions for a short period of time.

Based on previous occurrences, there have been 60 recent tornadoes events in Fresno County ranging from EF0-EF2. According to the NOAA Storm Events Database, there have been zero deaths and six injuries.

PROPERTY

General damages are both direct (what the tornado physically destroys) and indirect, which focuses on additional costs, damages and losses attributed to secondary hazards spawned by the tornado, or due to the damages caused by the tornado. Depending on the size of the tornado and its path, a tornado is capable of damaging and eventually destroying almost anything. Construction practices and building codes can help maximize the resistance of the structures to damage.

Secondary impacts of tornado damage often result from damage to infrastructure. Downed power and communications transmission lines, coupled with disruptions to transportation, create difficulties in reporting and responding to emergencies. These indirect impacts of a tornado put tremendous strain on a community. In the immediate aftermath, the focus is on emergency services. Based on previous occurrences, there have been over 10 million dollars in property damage.

There are over eight million mobile homes in the United States and according to a 2018 study, mobile home residents are at increased risk to tornado impacts, injury, and mortality partly because these structures are inadequate to withstand tornadic winds. The likelihood of a tornado-related fatality in a mobile home is 15 to 20 times greater than in permanent homes. In Fresno County, there are several mobile homes in the jurisdiction and would be an increased risk for tornado impacts. [19] Recently, in March 2024, An EF3 tornado pummeled through Indian Lakes, Ohio, which is heavily occupied by mobile homes. Several deaths and injuries occurred, and a Mass Casualty Incident (MCI) was declared. Nationwide, about 53% of all people killed at home by a tornado between 1996 and 2023 were killed in mobile and manufactured homes according to an AP analysis National Oceanic and Atmospheric and Administration data. [20]

[19] Severe Storm, Supercell, and Tornado Trends | Climate Central https://www.climatecentral.org/climate-matters/severe-storm-supercell-and-tornado-trends-2023

[20] Indian Lake tornadoes expose vulnerability of mobile homes (desmoinesregister.com) https://www.desmoinesregister.com/story/news/state/2024/03/17/indian-lake-tornados-expose-vulnerability-of-mobile-homes/72984880007/

NATURAL ENVIRONMENT

Tornadoes can cause massive damage to the natural environment, uprooting trees and other debris. This is part of a natural process, however, and the environment will return to its original state in time.

CRITICAL FACILITIES

Public gathering places including (but not limited to) schools, community centers, shelters, nursing homes and churches, may have increased impacts at certain times of day if struck by a tornado. Tornados have the potential to cause major disruptions to critical facilities and services, all critical facilities are at risk as the direction and path of a tornado is not particularly more likely to occur in one area of the city to another. Tornado can cause power outages, disrupt communications, damage schools, and government facilities. Debris from the tornado can block and damage major highways and roads, which can make it difficult for emergency services to reach people in need of medical assistance.

FUTURE DEVELOPMENT

As the County continues to increase in population, the number of people and housing developments exposed to the hazard increases. Proper education on building techniques and the use of sturdy building materials, basements, attached foundations, and other structural techniques may minimize the property vulnerabilities. Public shelters at parks and open spaces may help reduce the impacts of tornadoes on the recreational populations exposed to storms.

VULNERABILITY TO SOIL HAZARDS: EROSION (LOW)

Erosion is the geological process in which earthen materials are worn away and transported by natural forces such as wind or water.

PEOPLE

Erosion generally only damage structures, with no direct impacts on people.

PROPERTY

While impacts are slow to accumulate, costly damage to residences, facilities, roads, and other infrastructure could occur. Erosion occurs over a long period of time, though weather and other climatic factors can catalyze the magnitude of impact. Properties near construction sites are the most vulnerable to erosion, followed by structures on/near steep slopes, disturbed pits/quarries, and runoff channels.

NATURAL ENVIRONMENT

There are generally no significant impacts to the natural environment associated with erosion.

CRITICAL FACILITIES

Roads, pipelines and facilities can be impacted but significant impacts are not anticipated.

FUTURE DEVELOPMENT

Erosion controls such as silt fences, netting, and vegetative coverage can be utilized to minimize soil erosion around at-risk properties. During construction, erosion risk can be reduced through the use of paved roads and runoff control features, while vegetation removal should be minimized, and drainage ditches constructed only where necessary.

VULNERABILITY TO SOIL HAZARDS: EXPANSIVE SOILS (LOW)

Expansive soils are those with excessive swelling clay minerals such as montmorillonite. The presence of expansive clay minerals in soils can cause excessive swelling when the soil comes into contact with water and also shrinkage when it undergoes drying.

PEOPLE

No direct impacts on people are anticipated. Should an impact occur, it is anticipated to be localized.

PROPERTY

While impacts are slow to accumulate, costly damages property could occur. The majority of the hazard's significance is drawn from the exposure of existing development to this hazard. Older construction may not be resistant to the swelling soil conditions and, therefore, may experience expensive and potentially extensive damages. This includes heaving sidewalks, structural damage to walls and basements, the need to replace windows and doors, or dangers and damages caused by ruptured pipelines. Newer construction may have included mitigation techniques to avoid most damage from the hazard, but the dangers continue if mitigation actions are not supported by homeowners. For example, the maintenance of grading away from foundations and the use of appropriate landscaping near structures must be continued to prevent an overabundance of water in vulnerable soils near structures. While continued public education efforts may help increase compliance for landscaping and interior finishing mitigation actions, physical reconstruction of foundations is probably not feasible in all but the most heavily impacted of existing development. Therefore, damages may be expected into the future for existing structures.

CRITICAL FACILITIES

Roads, pipelines and facilities can be impacted but significant impacts are not anticipated.

NATURAL ENVIRONMENT

No significant impacts are anticipated.

FUTURE DEVELOPMENT

The recognition of expansive soils typically allows it to be mitigated in future development.

VULNERABILITY TO SOIL HAZARDS: LAND SUBSIDENCE (MEDIUM)

The majority of land subsidence is caused by groundwater pumping, which has been a significant within Fresno County and the greater San Joaquin Valley for decades. In fact, this area has one of the largest land subsidence rates, with more than 1 foot of land subsidence per year.

PEOPLE

Typically, this hazard results in property damage, not risk to human life.

PROPERTY

Subsidence may result in serious structural damage to buildings, roads, irrigation ditches, underground utilities, and pipelines. It can disrupt and alter the flow of surface or underground water. Weight, including surface developments such as roads, reservoirs, and buildings and manmade vibrations from such activities as blasting or heavy truck or train traffic can accelerate natural processes of subsidence, or incur subsidence over manmade voids. Fluctuations in the level of underground water caused by pumping or by injecting fluids into the earth can initiate sinking to fill the empty space previously occupied by water or soluble minerals. Available data prevented further estimation of loss potential.

CRITICAL FACILITIES

Linear infrastructure (roads, buried pipelines) tends to have the most risk of land subsidence. Infrastructure at risk includes levees (which can lower their ability to contain flood flows), the California Aqueduct, and Interstate 5. Other buried infrastructure on the west side of the Valley could be at risk as well. Canals such as the mighty Friant-Kern, delivering water to farms along the valley's eastside, and the California Aqueduct to the westside farms and onto southern California, can shift, stopping water from following the designs of gravity downhill and preventing its efficient delivery.

NATURAL ENVIRONMENT

Typically, there is little impact to the natural environment from this hazard.

FUTURE DEVELOPMENT

The areas with the highest susceptibility to subsidence include the western edge of the Central Valley, where development trends have been slower than the more urbanized areas of the County. As such, vulnerability to this hazard is not anticipated to increase with new development, provided that land use planning and engineering practices are followed. Increased efforts to monitor and manage groundwater pumping, increased accuracy of mapping, and emphasis on appropriate grading and ground compaction during development will help alleviate vulnerability for future development in unknown areas of risk.

VULNERABILITY TO VOLCANOES (LOW)

The Mono Lake-Long Valley area located adjacent to the north and east of the northernmost areas of Fresno County is the only known volcanic hazard to Fresno County (shown in X). Because of the limited area affected and remote potential of an eruption, the significance is rated low. A more likely scenario would involve ash from a regional event which result in 2 or more inches across much of the mountainous region including Millerton Lake, Pine Flat Lake to the Sierra Nevada Mountains.

PEOPLE

While a remote possibility for Fresno County, volcanoes could have significant impacts on people. These include ash accumulation on the ground and in the air, that can affect the ability to breathe. More significant, though remote, could be the need to evacuate the area entirely, and a temporary or permanent relocation of large segments of the population.

PROPERTY

Volcanoes can cause two major types of impacts to the built environment. One type of impact has to do with the accumulation of ash and eruption debris on infrastructure, which needs to be removed. The other type of impact is direct impacts from lava flows and lahars, which can destroy buildings and infrastructure in their path. Due to the remote possibility of occurrence damage is not anticipated to be significant in the near future.

NATURAL ENVIRONMENT

Volcanoes can have significant impacts on the natural environment. The direct impacts of volcanoes can also destroy the landscape around the eruption – flattening trees, starting fires, moving debris and contaminating water sources. Volcanic eruptions can even affect the global climate. According to research conducted by NASA, after Mount Pinatubo in the Philippines erupted in 1991, strong winds spread the aerosol particles from the plume around the globe. The result was a measurable cooling of the Earth's surface for a period of almost two years.

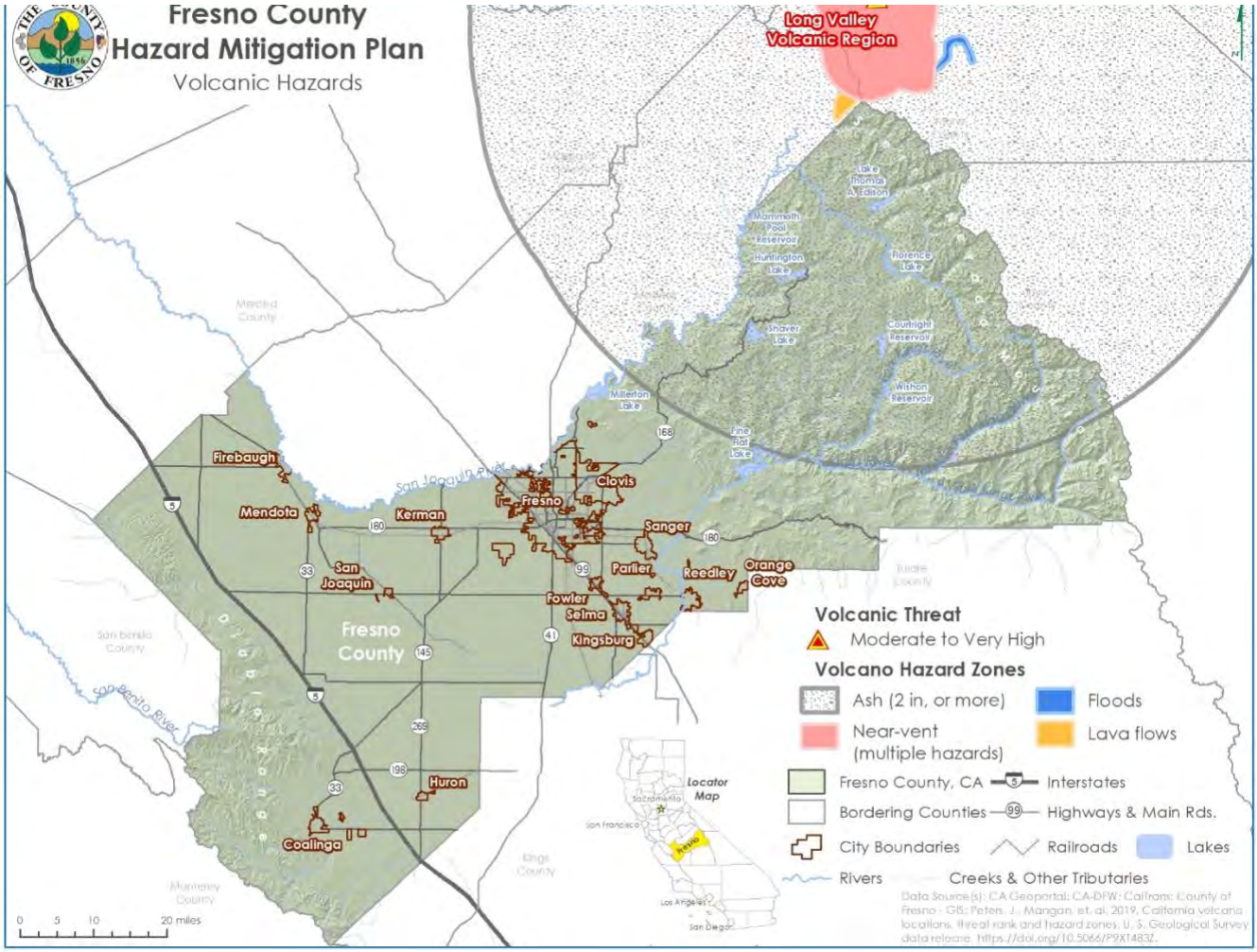
CRITICAL FACILITIES

Due to the low probability of this hazard and Mono Lake Valley Hazard Area stopping short of Fresno County jurisdictional boundaries, there are no critical facilities that are impacted. However, ash from the volcanic eruption could cause damage or disruption to critical services on the eastern side of the County.

FUTURE DEVELOPMENT

The Mono Lake-Long Valley area located adjacent to the north and east of the northernmost areas of Fresno County is the only known volcanic hazard to Fresno County. Development near the Valley is more at risk to volcanic ash than lava flow based on the lahar zone for the volcano. Destructive impacts of a volcanic eruption cannot be easily mitigated by building codes or smart construction.

Figure 74. Fresno County Long Valley Volcanic Region



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS; Peters, J., Mangan, et al, 2019, California volcano locations, threat rank and hazard zones: U.S. Geological Survey data release, https://doi.org//10.5066/P9XT483X

VULNERABILITY TO WILDFIRE (HIGH)

Fresno County planning area's wildfire risk and vulnerability is of significant concern, with some areas of the planning area being at greater risk than others as described further in this section. High fuel loads in the planning area, along with geographical and topographical features create the potential for both natural and human-caused fires that can result in loss of life and property. These factors, combined with natural weather conditions common to the area, including periods of drought, low relative humidity, and periodic winds, can result in frequent and sometimes catastrophic fires. Even the relatively flat and more urbanized area of central Fresno is not immune from fire. During the fire season, the dry vegetation and hot and sometimes windy weather combined with a denser population result in an increase in the number of ignitions.

Fresno County's wildfire vulnerability is the result of increased development encroaching into forested and annual grassland areas, typically referred to as the wildland-urban interface. As development continues throughout the planning area, especially in the interface, the risk and vulnerability to wildfires will likely increase. Two fire safe councils have been created to address this increased wildfire threat in the wildland-urban interface: Highway 168 and Oak to Timberline fire safe councils.

PEOPLE

Wildfires can be deadly to populations and pose a risk to public health. However, in the planning area, it is more likely that the planning area will be impacted by poor air quality driven by wildfire smoke from near wildfires in the county or state. However, if a wildfire were to impact the planning area, the below section outlined possible impacts to the population.

Public Health

Evacuation

Communities may need to evacuate their homes in order to remove themselves from the direct path of the wildfire. However, some individuals may not have the resources or access to emergency information in order to evacuate. Unfortunately, in some cases, there may not be enough warning time for communities to evacuate even if they have the resources to evacuate before the wildfire burns through. Populations that may have difficulty, may not have the resources, or may experience barriers to evacuation, include but are not limited to:

- Rural communities
- Individuals with disabilities
- Individuals with limited English proficiency
- Individuals with limited or no access to the internet or emergency information
- Individuals with no access to personal transportation
- Older adults

Additionally, individuals and communities may not be aware of shelters to evacuate to or have friends or family to stay with during the evacuation.

Wildfire Smoke and Poor Air Quality

Particulate matter from wildfire smoke can worsen air quality and cause adverse health effects to population health. Wildfire exposes communities to multiple environmental hazards from combustion due to the fire itself to air pollution from smoke and byproducts of combustion and ash. Approximately 90 percent of total particle mass emitted from wildfires consists of fine particles (i.e., PM2.5). Impacts of poor air quality from wildfire smoke include the following:

- Eye and respiratory tract irritation
- Reduced lung function
- Bronchitis
- Exacerbation of asthma
- Heart failure
- Premature death
- Aggravation of pre-existing respiratory and cardiovascular disease
- Persistent cough, phlegm, wheezing, and difficulty breathing

The Air Quality Index (AQI) measures the severity of air quality and is broken down into 6 categories to communicate the level of health concern for public health, shown in the table below.

Table 154. Air Quality Index

Air Quality Index Levels of Health Concern	Numerical Value	Description
Good (Green)	0 to 50	Air quality is considered satisfactory, and air pollution poses little or no risk.
Moderate (Yellow)	51 to 100	Air quality is acceptable; however, for some pollutants there may be a moderate health concern for a very small number of people who are unusually sensitive to air pollution.
Unhealthy for Sensitive Groups (Orange)	101 to 150	Members of sensitive groups may experience health effects. The general public is not likely to be affected.
Unhealthy (Red)	151 to 200	Everyone may begin to experience health effects; members of sensitive groups may experience more serious health effects.
Very Unhealthy (Light Purple)	201 to 300	Health alert; everyone may experience more serious health effects.
Hazardous (Dark Red)	301 to 500	Health warnings of emergency conditions. The entire population is more likely to be affected.

Source: AQI

The majority of healthy adults and children will recover quickly from wildfire smoke exposure and poor air quality and will not experience long-term health consequences. However, certain at-risk populations may be at greater risk of experiencing severe acute and chronic symptoms which include individuals with asthma and other lung disease, children, older adults, individuals experiencing homelessness and outdoor workers. [21]

Air pollution in and around western parts of Fresno County are already elevated due to cars, trucks, factories, and other activities in the area. Based on the CalEnviroScreen, Western Fresno County has the highest percentile in PM2.5 and ozone.

Wildfire Vulnerability on Population

The historical and potential impacts of wildfire on populations include threat of injury or death, possible agricultural sector job loss, secondary economic losses to businesses located in the wildland-urban interface and within or near wildland resources like parks and national forests, and loss of public access to recreational resources. Fire suppression may also require increased cost to local and state government for water acquisition and delivery, especially during periods of drought when water resources are scarce. With the population moving to the foothills, road and home construction is increasing, therefore, more people will be at risk to wildfires.

The data and mapping demonstrate variations in vulnerability (population, population growth and density) across jurisdictions, and enables the analysis to identify the location of each jurisdiction relative to its risk zone on the wildfire risk map. Other at-risk populations include the location of the County's wildland recreational areas where persons might be located during a wildfire event, such as state and national parks and forests.

Wildfire risk is of greatest concern to populations residing in the moderate, high, and very high wildfire threat zones. GIS was used to estimate populations within the hazard zones, based on the residential parcels with improvements in the wildfire threat zones. Results are shown by census tract in **Table 155. Populations at Risk of Wildfire: Fresno County Planning Area.** Census tracts do not always adhere to local boundaries; if a census tract was completely within a city boundary or unincorporated Fresno County it was labeled as such in the following tables. If a tract intersected more than one jurisdiction, all jurisdictions within the tract were labeled in the following tables.

Table 155. Populations at Risk of Wildfire: Fresno County Planning Area

Jurisdiction(s)	Wildfire Hazard Severity Zones		
	Moderate	High	Very High
Clovis; Fresno; Unincorporated Fresno County	167	0	0
Clovis; Unincorporated Fresno County	2,494	2,070	827
Coalinga; unincorporated Fresno County	1,411	4,064	1,935

[21] WILDFIRE SMOKE: A GUIDE FOR PUBLIC HEALTH OFFICIALS (airnow.gov)
https://www.airnow.gov/sites/default/files/2021-05/wildfire-smoke-guide-revised-2019-chapters-1-3.pdf

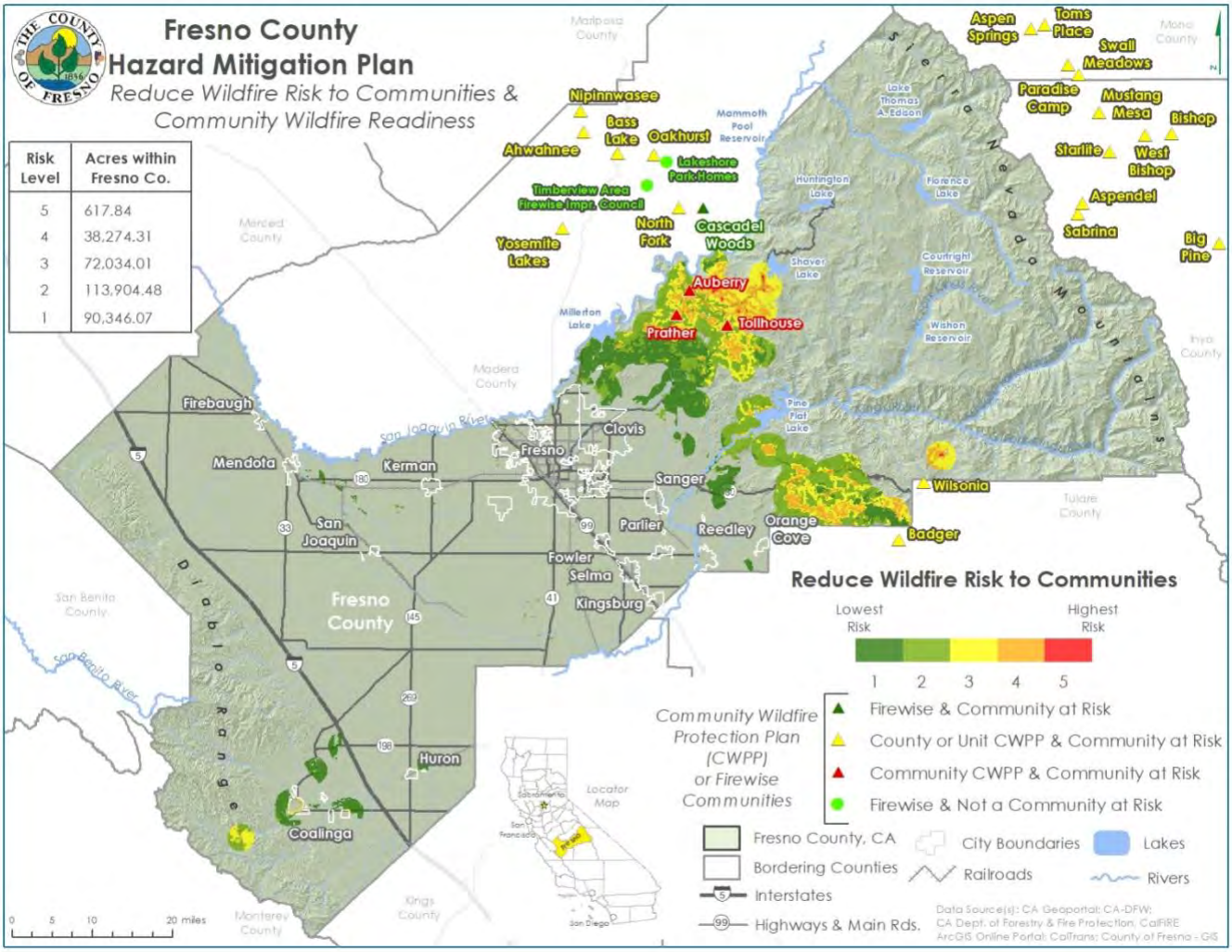
Huron; Unincorporated Fresno County	168	267	0
Mendota; Unincorporated Fresno County	316	762	67
Reedley; Unincorporated Fresno County	135	68	0
Unincorporated Fresno County	687	4,125	2,947
Totals	**5,378**	**11,356**	**5,775**

Sources: California Department of Forestry and Fire Protection and Fresno County data

In another assessment of community vulnerability, the 2010 FRAP assessment utilized the Priority Landscape unit of analysis and defined it as the convergence of areas with high wildfire threat and human infrastructure assets. The analytical framework follows the same pattern of aligning threats with key assets to define the priority landscape. In this case, the threat is specific to the nature of fire that can cause significant losses to human infrastructure, personal property and pose a risk to public safety. These risk areas are shown in **Figure 75. Fresno County Wildland Urban Interface (WUI) Zones.**

Source: CA Geoportal; CA-DFW; CA Department of Forestry and Fire Protection, CalFIRE ArcGIS Online Portal; CalTrans; County of Fresno - GIS

Figure 75. Fresno County Wildland Urban Interface (WUI) Zones



Source: CA Geoportal; CA-DFW; CA Department of Forestry and Fire Protection, CalFIRE ArcGIS Online Portal; CalTrans; County of Fresno - GIS

PROPERTY

The historical and potential impacts of wildfire on property include crop loss, injury and death of livestock and pets, and damage to infrastructure, homes and other buildings located throughout the wildfire risk area, with greatest potential impact on property, buildings and infrastructure located within high and very high hazard zones including the urban-wildland interface, and buildings and infrastructure located within forested lands, including (but not limited to) national forests and parks. With the population moving to the foothills, road and home construction is increasing, therefore, more properties and structures are likely at risk and will continue to be at risk if wildfire mitigation actions are not initiated.

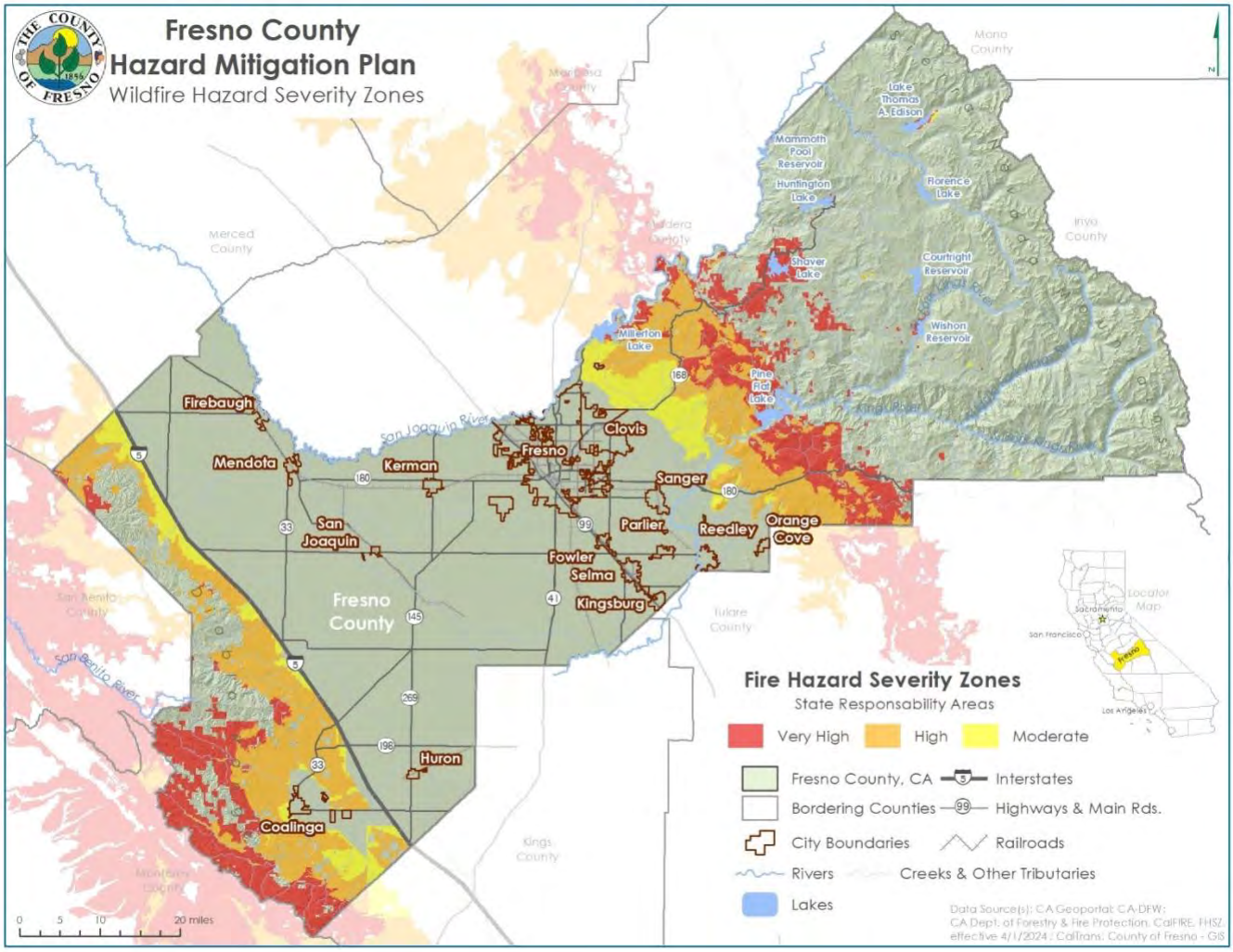
METHODOLOGY

Using CAL FIRE's Fire Hazard Severity Zones (FHSZ), an assessment of wildfire risk in the Fresno County planning area. GIS was used to create a centroid, or point, representing the center of each parcel polygon, which was overlaid on the wildfire layer. For the purposes of this analysis, the wildfire hazard zone that intersected the centroid was assigned as the hazard zone for the entire parcel. For purposes of this analysis, it was assumed that every parcel with an improved value greater than zero was developed in some way. Only improved parcels and the value of their improvements were analyzed. The wildfire data was acquired from the CAL FIRE Fire and Resource Assessment Program; the layer used was the Fire Hazard Severity Zones, Very High zones in LRA.

The results are summarized in the tables and maps that follow. The Community Wildfire Threat used in this analysis was derived from a new and unique spatial dataset, Fire Hazard Severity Zones (FHSZ). This dataset was explicitly built for adopting new ignition-resistant building code standards and adopted by the California Building Commission in 2007. It is constructed to describe the nature and probability of fire exposure to structures, including those lands that are highly urbanized, but in close proximity to open wildlands (WUI). Details of the FHSZ mapping project are available on the FRAP website.

As the following **Figure 76. Fresno County Wildfire Hazard Severity Zones** illustrates that there is a significant fire hazard in the eastern and far western portions of the County. The majority of the structures in the WUI are in the Sierra foothills region.

Figure 76. Fresno County Wildfire Hazard Severity Zones



Source: CA Geoportal; CA-DFW; CA Department of Forestry and Fire Protection, CalFIRE, ArcGIS Online Portal; CalTrans; County of Fresno - GIS

Once the number of parcels and their values were determined, contents values were estimated (based on HAZUS inventory data) to determine total values at risk by hazard zone. Overlaying the fire hazard severity zone map with the County parcel layer, it is evident that the Fresno County planning area has significant assets at risk to wildfire. Further information on the parcels, buildings, and values at risk to wildfire are provided in **Table 156. Parcels, Buildings, and Values at Risk from Wildfire by Severity** and **Table 157. Parcels, Buildings, and Values at Risk from Wildfire by Property Type**.

Table 156. Parcels, Buildings, and Values at Risk from Wildfire by Severity

Fire Severity Type	Parcel Count	Building Count	Improved Value	Content Value	Total Value
Very High	10,500	7,010	$274,775,201	$143,167,719	$418,147,320
High	9,416	8,481	$129,022,493	$164,156,078	$293,277,381
Moderate	2,947	1,717	$49,694,149	$35,718,516	$85,412,665
Total	**22,863**	**17,208**	**$453,491,843**	**$343,042,313**	**$796,837,366**

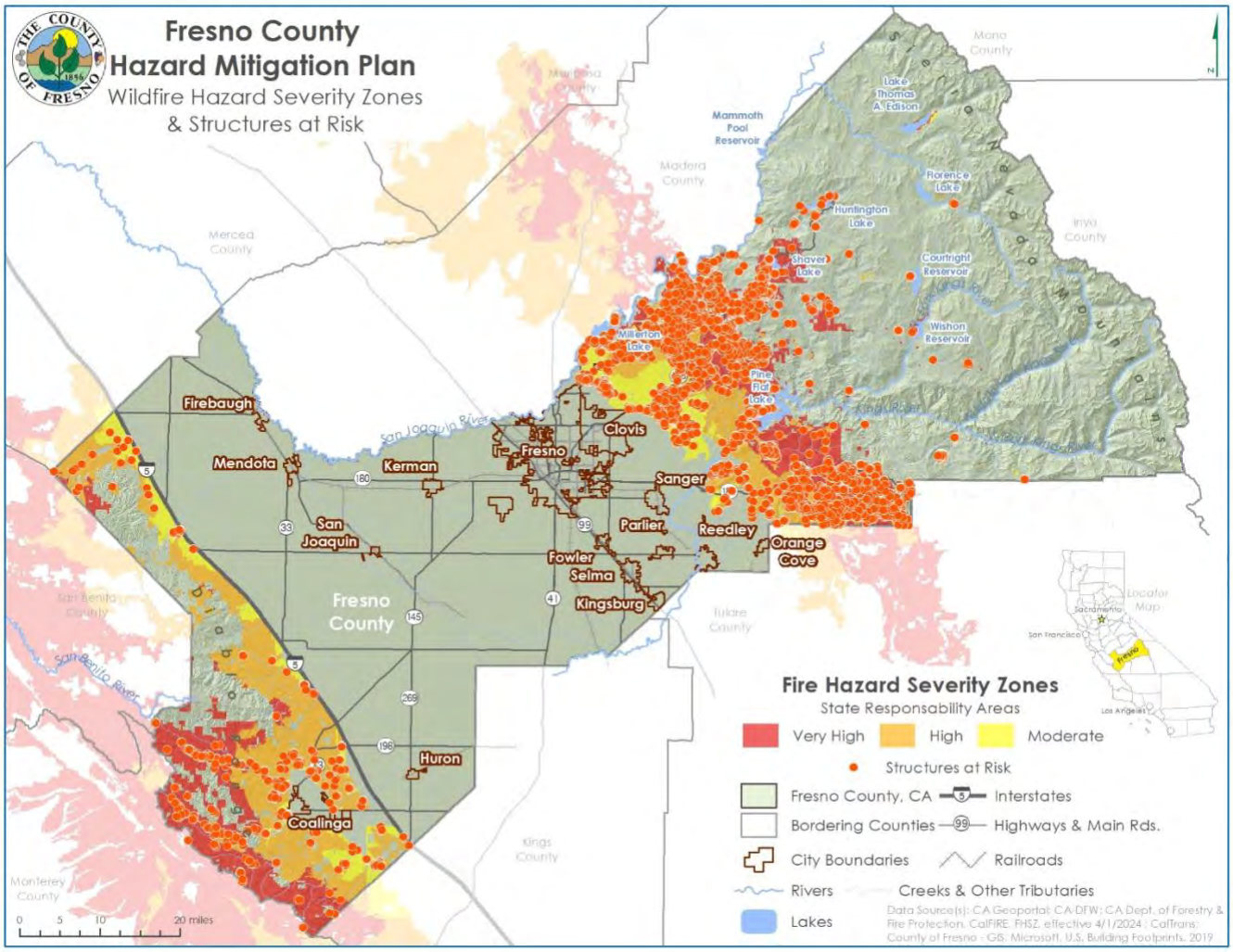
Table 157. Parcels, Buildings, and Values at Risk from Wildfire by Property Type

Fire Severity Type	Property Type	Parcels	Building Count	Improved Value ($)	Land Value ($)	Total Assessor Value ($)
Moderate	Agricultural	160	14	$17,741,004	$17,391,307	$35,132,311
	Apartments	0	0	$0	$0	$0
	Church	0	0	$0	$0	$0
	Commercial	0	0	$0	$0	$0
	Industrial	0	0	$0	$0	$0
	Office/ Professional Space	0	0	$0	$0	$0
	Outlot & Common Area	0	0	$0	$0	$0
	Primary Use Not Designated	35	4	$0	$0	$0
	Recreation	0	0	$0	$0	$0
	Single-Family Residence	95	160	$31,619,174	$14,726,259	$46,345,433
	Vacant	220	4	$333,971	$3,600,950	$3,934,921
	Unknown	2,437	1,535	$0	$0	$0
	Total	**2,947**	**1,717**	**$49,694,149**	**$35,718,516**	**$85,412,665**
High	Agricultural	305	146	$29,695,292	$22,652,828	$52,391,620
	Apartments	1	2	$15,767	$68,325	$84,092
	Church	2	5	$597,244	$97,745	$694,989
	Commercial	6	6	$6,088,420	$1,052,563	$7,144,393
	Industrial	30	32	$47,971,460	$104,774,399	$152,797,759

Fire Severity Type	Property Type	Parcels	Building Count	Improved Value ($)	Land Value ($)	Total Assessor Value ($)
	Office/ Professional Space	2	4	$201,468	$21,246	$222,714
	Outlot & Common Area	0	0	$0	$0	$0
	Primary Use Not Designated	90	36	$0	$0	$0
	Recreation	1	1	$12,734	$15,664	$28,398
	Single-Family Residence	395	674	$43,729,477	$23,564,953	$67,294,430
	Vacant	993	65	$710,631	$11,908,355	$12,618,986
	Unknown	7,591	7,510	$0	$0	$0
	Total	**9,416**	**8,481**	**$129,022,493**	**$164,156,078**	**$293,277,381**
Very High	Agricultural	486	235	$8,353,374	$17,806,161	$26,159,535
	Apartments	0	0	$0	$0	$0
	Church	1	1	$245,547	$115,092	$360,639
	Commercial	1	1	$25,506	$11,295	$36,801
	Industrial	3	0	$)	$30,501	$30,501
	Office/ Professional Space	0	0	$0	$0	$0
	Outlot & Common Area	8	8	$0	$1,012	$1,012
	Primary Use Not Designated	201	68	$0	$0	$0
	Recreation	5	4	$283,951	$447,894	$731,845
	Single-Family Residence	577	311	$264,346,339	$82,162,231	$346,508,570
	Vacant	547	132	$1,520,484	$42,593,533	$44,318,417
	Unknown	8,671	6,250	$0	$0	$0
	Total	10,500	7,010	$274,775,201	$143,167,719	$418,147,320

Sources: Fresno County Assessor's Office; California Department of Forestry and Fire Protection

Figure 77. Fresno County Wildfire Hazard Severity Zones & Structure at Risk



Source: CA Geoportal; CA-DFW; CA Department of Forestry & Fire Protection, CalFIRE, FHSZ, effective 4/1/2024; CalTrans; County of Fresno —GIS; Microsoft, U.S. Building Footprints, 2019

NATURAL ENVIRONMENT: WILDFIRE POTENTIAL IMPACT TO ECOSYSTEMS

Natural resources are important to include in benefit-cost analyses for future projects and may be used to leverage additional funding for mitigation projects that also contribute to community goals for protecting natural resources. Awareness of natural assets can lead to opportunities for meeting multiple objectives. For instance, protecting watersheds will help maintain the quantity and quality of water, timber production and promote carbon sequestration.

Given the previous discussion on wildfire frequency and severity, research conducted as part of the 2010 FRAP Assessment brings to light the factors that shape the potential impact of wildfire events, namely the vulnerability characteristics of ecosystems, populations, buildings and infrastructure that lie within wildfire risk areas within the planning area and beyond.

With regard to ecosystems, **Figure 78. Defining Wildfire Priority Landscapes** shows the analytical framework for identifying the Priority Landscape to assess the risk and feed the mitigation strategy for dealing with preventing damage to ecosystems as a result of wildfire.

Figure 78. Defining Wildfire Priority Landscapes

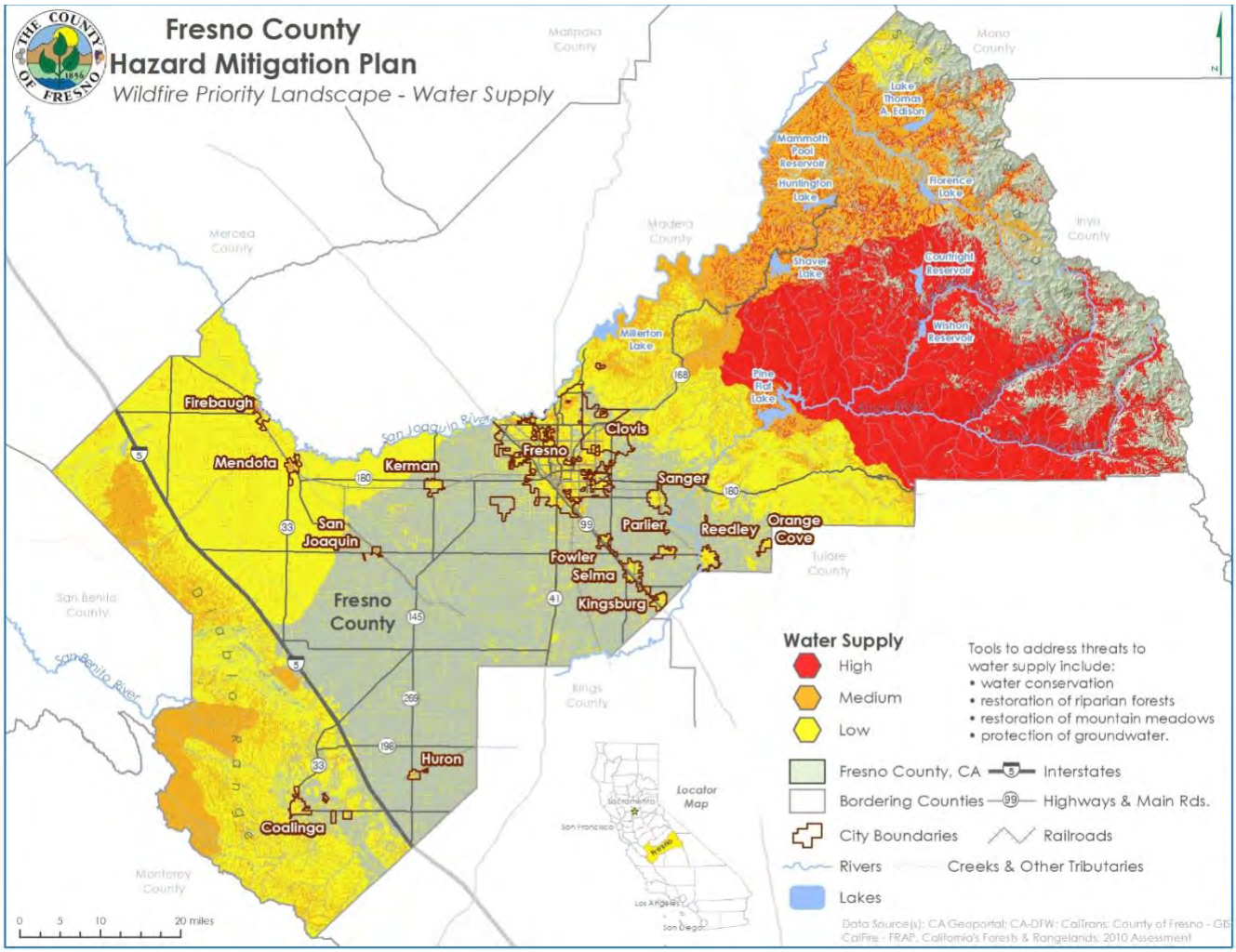


In analyzing the threats, the Assessment defined a particular small area as a Stand-Level threat and is derived from FRAP's fire threat data compiled in 2004. It is based on fuel conditions, observed fire frequency and expected fire weather conditions.

The Landscape-Level wildfire threat attempts to capture the threat of damage to ecosystems at the landscape scale. This is derived by calculating the percentage of each vegetation type in each unique tree seed zone that is "unhealthy", based on being in a condition class that indicates significant deviation from historical fire regimes–specifically the proportion of a given ecosystem that is in either condition class two or three. This approach recognizes that stand-level threats have elevated importance if cumulatively they have potential to damage broader landscape-level ecosystems. A detailed discussion of the metrics can be found on the FRAP website (http://frap.fire.ca.gov/assessment2003/Chapter3_Quality/wildfire.html).

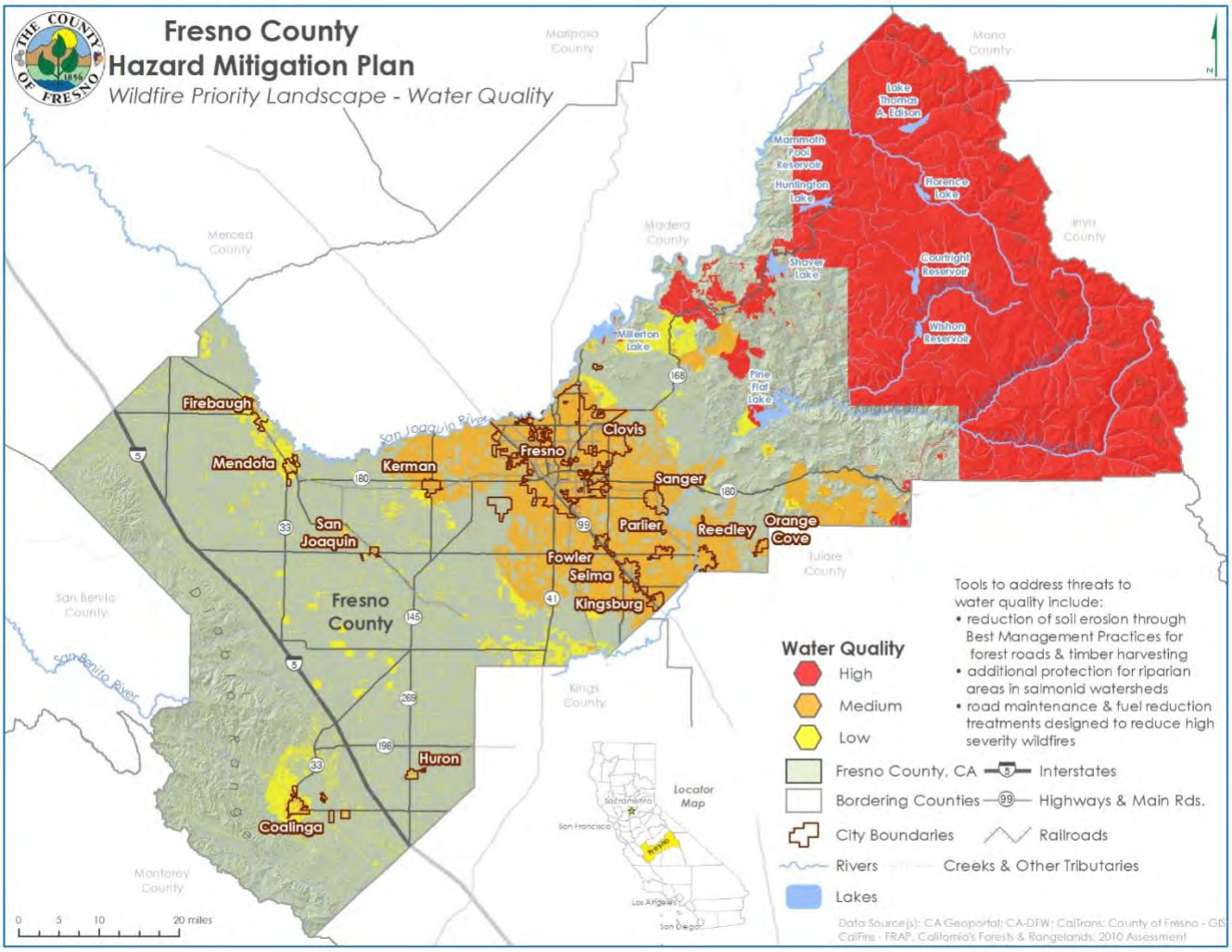
Overall, results of the Assessment indicate that Priority Landscape identifies priority areas within ecosystems that have high levels of threat from future fires, and should be viewed as a basic assessment of need for strategies and adoption of tools to protect these key areas in the future. It is constructed by combining stand- and landscape-level threats to create a composite threat map, and classifying the final product into low, medium, and high priority landscapes. The following maps depict the Assessment findings, showing Fresno County Wildfire Priority Landscapes based on threats to water supply and water quality. Trends in landscape characteristics indicate high threats to water quality and supply in the eastern portion of the County, in the Sierra Nevada region.

Figure 79. Fresno County Wildfire Priority Landscape - Water Supply



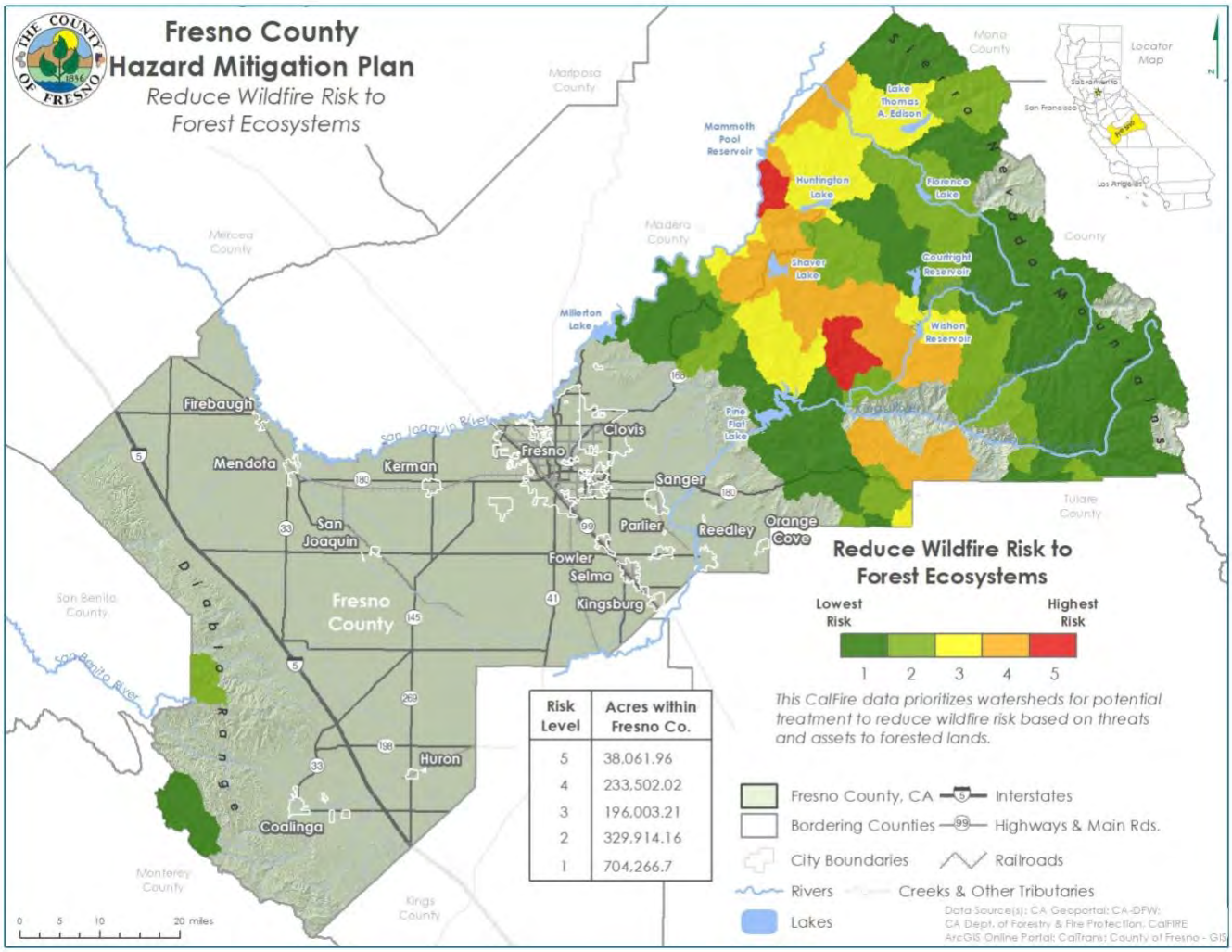
Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS, CalFIRE – FRAP, California's Forests & Rangelands: 2010 Assessment

Figure 80. Fresno County Wildfire Priority Landscape - Water Quality



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS CalFire – FRAP, California's Forests and Rangelands: 2010 Assessment

Figure 81. Fresno County Reduce Wildfire Risk to Forest Ecosystems



Source: CA Geoportal; CA-DFW; CA Department of Forestry and Fire Protection, Cal FIRE ArcGIS Online Portal; CalTrans; County of Fresno - GIS

The Fresno County planning area has substantial cultural and natural resources located throughout the County as previously described. Wildfires also cause watershed and ecosystem losses. These losses include impacts to water supplies and water quality as well as air quality. Another loss is to the aesthetic value of the area. Major fires that result in visible damage detract from that value. Other natural resources at risk from wildfire include wildland recreation areas, wildlife and habitat areas, rangeland, and timber resources. The loss to these natural resources would be significant.

The historical and potential impacts of wildfire on the natural environment are widespread throughout public and private lands within the County, exacerbated by drought and tree mortality, with impacts to all flora and fauna, and the destabilization (erosion, subsidence) of land dependent on healthy plants and trees for stability.

The data and mapping captures the full range of vulnerable species, habitat types, biotic regions, parks and forests, and other environmental features within Fresno County. Also provided is each jurisdiction's location within these natural areas, and the location of both jurisdictions and natural areas/species relative the wildfire risk zones on the wildfire risk map. It should be noted that those species and natural zones most greatly affected by drought appear to be most vulnerable to wildfire. The history of drought and (pine) tree mortality locations (section 4.2.4, p. 25, 26) in the County highly correlates with the Very High hazard zone on the Wildfire Severity Map (Source: http://frap.fire.ca.gov/projects/projects_drought).

CRITICAL FACILITIES

Wildfire impacts to critical facilities include structural damage or destruction, risk to persons located within facilities, and interruption of facility operations and critical functions. Critical facilities are those community components that are most needed to withstand the impacts of disaster as previously described in Section 4.3.1. An analysis was performed using GIS software to determine where critical facilities are located within the wildfire threat zones. **Table 158. Critical Facilities at Risk to Wildfire by Hazard Class: Fresno County Planning Area** lists the critical facilities in the different wildfire hazard zones for the entire Fresno County planning area.

Table 158. Critical Facilities at Risk to Wildfire by Hazard Class: Fresno County Planning Area

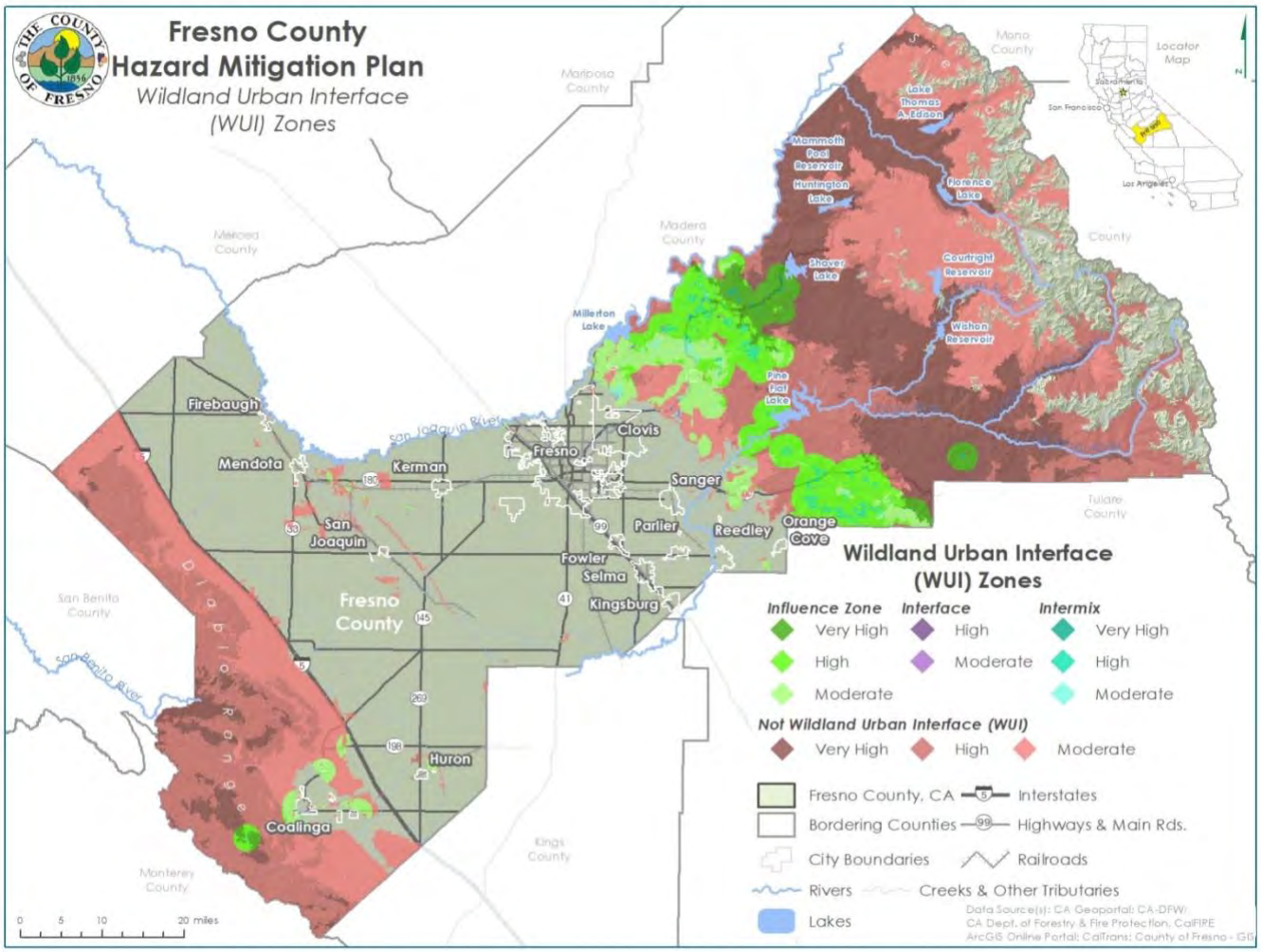
Jurisdiction	Fire Severity	Facility Type	Counts
Unincorporated	Very High	Communications Facilities	16
		Fire Stations	6
		Electric Power Facilities	4
		Schools	2
	High	Communications Facilities	2
		Fire Stations	7
		Electric Power Facilities	3
		Schools	**9**
	Moderate	Communications Facilities	3

Sources: Fresno County GIS, California Department of Forestry and Fire Protection

FUTURE DEVELOPMENT

Given that large, destructive fires continue to plague California communities (and Fresno County), recent research points out that such impacts are related to growth/land-use development and federal, state and local policy makers continue to expand the demarcations of the Wildland Urban Interface (WUI). Because future development encompasses all forms of property, buildings, infrastructure, critical facilities and all related populations and their functions, drought impacts to future development align with the historical and potential impacts to populations, property, natural environment, and critical facilities discussed (above). Population growth and development in Fresno County is on the rise. Additional growth and development within the WUI interface will continue to increase the risk and vulnerability of the planning area to damaging wildfires. However, the County has adopted policies to try and reduce damage to structures and people including, HS-A.G which states that new development should have adequate fire protection, including proximity to adequate emergency services, adequate provision for fire flow and emergency vehicle access and fire hardened communication, including high speed internet service.

Figure 82. Fresno County Wildland Urban Interface (WUI) Zones



Source : CA Geoportal ; CA-DFW ; CA Department of Forestry and Fire Protection, CalFIRE, ArcGIS Online Portal ; CalTrans ; County of Fresno - GIS

In general, continuing past trends, much development in Fresno County is projected on land currently used for agriculture.

Overall Community Impact

The overall impact to the community from a severe wildfire includes:

- Injury and loss of life;
- Commercial and residential structural damage;
- Decreased water quality in area watersheds;
- Increase in post-fire hazards such as flooding, sedimentation, and mudslides;
- Damage to natural resource habitats and other resources, such as timber and rangeland;
- Loss of water, power, roads, phones, and transportation, which could impact, strand, and/or impair mobility for emergency responders and/or area residents;
- Economic losses (jobs, sales, tax revenue) associated with loss of commercial structures;
- Negative impact on commercial and residential property values;
- Loss of churches, which could severely impact the social fabric of the community;
- Loss of schools, which could severely impact the entire school system and disrupt families and teachers, as temporary facilities and relocations would likely be needed; and
- Impact on the overall mental health of the community.

HUMAN-CAUSED HAZARDS

This risk assessment differs from the risk assessment for natural hazards in that it does not include an assessment of potential losses from human-caused hazards. Such an assessment is very difficult, primarily because of how unpredictable and complex such events are. Human-caused hazard events are often measured in terms such as human lives and economic disruption as well as the value of the facilities actually impacted. The value of impacted facilities is often negligible as compared to public health and human impacts as well as the and the economic impact of affected local, regional, national, and world markets. The unpredictability of human-caused hazard events creates a level of complexity in modeling potential losses which is often covered in other planning mechanisms and is well beyond the scope of this DMA planning effort.

The risk assessment process for human-caused hazards identifies the areas most susceptible to potential hazard events by evaluating which populations and facilities are most vulnerable to human-caused hazards. It is presented in two sections: Hazard Identification and Profiles: Human Caused-Hazards and Asset Inventory and Vulnerability Assessment.

HAZARD IDENTIFICATION AND PROFILES: HUMAN-CAUSED

Natural hazards, while essentially uncontrollable events, do follow the fundamental laws of earth science and physics. Therefore, the types, frequencies, and locations of many natural hazards can be identified and often predicted with a certain level of confidence. For example, within floodplains, it can be stated that in any given year there is a 1 percent chance of a flood event at a given discharge and flood depth that will be equaled or exceeded. These predictions are based on historical flood records combined with hydrologic and hydraulic modeling. In many cases, warning systems are in place to notify the public of a pending natural event. The same is not usually true for human-caused hazards.

With human-caused hazards, the recurrence interval cannot be predicted and human behaviors, such as incompetence, carelessness or malice cannot be forecast with any level of accuracy. While some warning systems have been established to notify at risk populations of impending threats from human-caused hazards, these types of hazards usually do not follow a predictable pattern. The potential exists for most types of human-caused hazards to occur anywhere at any time. Due to their unpredictability, human-caused hazards can pose great danger to public health and safety. Education, warning, and response capability are particularly important in preparing for human- caused incidents.

Human-caused hazards are hazards that directly result from human activity. These hazards can be accidental or intentional. FEMA guidance generally separates human-caused hazards into two broad categories: technological hazards (accidental) and terrorism hazards (intentional). The HMPC chose to only address technological hazards associated with a hazardous materials release in this plan.

HAZARDOUS MATERIALS INCIDENTS (LOW/MEDIUM/HIGH)

Hazardous Material Incidents usually result from accidents or system failures. These hazards are largely unforeseen and therefore are difficult to predict with any level of accuracy. Hazards of concern in Fresno County include fixed facility incidents and transportation incidents (these are discussed further below); in other words, facilities and operations that produce, transport, store, and/or use hazardous materials.

Hazardous materials are substances that are flammable or combustible, explosive, toxic, noxious, corrosive, reactive, an oxidizer, an irritant, carcinogenic, or radioactive. These materials can harm people through skin contact, inhalation, ingestion, or pharmaceutical action. Hazardous materials have the potential to be released into the environment during use, processing, storage, and transport or when improperly disposed. The release of a hazardous material can pose a risk to life safety, public health, and property and can result in the evacuation of a few people, a portion of a facility, or an entire area. Other concerns include impacts to air quality, water quality, and other short- and long-term impacts to the natural environment. As a result of these risks, the use, storage, transport, and disposal of hazardous materials is highly regulated at the federal, state, and local levels.

Hazardous materials are everywhere, and spills or releases occur in this nation on a daily basis. According to FEMA, the impact to life and property from any given release depends on a number of factors:

- Application Mode describes the human act(s) or unintended event(s) necessary to cause the hazard to occur.
- Duration is the length of time the hazard is present on the target.
- The dynamic/static characteristic of a hazard describes its tendency, or that of its effects, to either expand, contract, or remain confined in time, magnitude, and space.
- Mitigating conditions are characteristics of the target and its physical environment that can reduce the effects of a hazard.
- Exacerbating conditions are characteristics that can enhance or magnify the effects of a hazard

Additional factors contribute to the impact of hazardous materials releases from a fixed facility or transportation incident: Cal A

- Solid, liquid, and/or gaseous hazardous materials can be released from fixed or mobile containers either accidentally or on purpose
- The resulting release can last for hours or for days.
- The substances released may be corrosive or otherwise damaging over time, and they may cause an explosion and/or fire.
- Contamination may be carried out of the incident area by people, vehicles, water, and/or wind.
- Weather conditions will directly affect how the hazard develops.
- The micrometeorological effects of buildings and terrain can alter travel and duration of agents.
- Shielding in the form of sheltering in place can protect people and property from harmful effects.

- Noncompliance with fire and building codes as well as failure to maintain existing fire protection and containment features can substantially increase the damage from a hazardous materials release.

FIXED FACILITY INCIDENTS

Industrial accidents occur due to inadequate human oversight, or the failure of systems used to move or store materials, such as pipes and storage tanks. Numerous facilities in the Fresno County region have been identified as sites that store hazardous materials as part of their daily operations. The threat that these sites pose to the region depends on the type of material present and the proximity of these facilities to populations and whether or not these materials are transported.

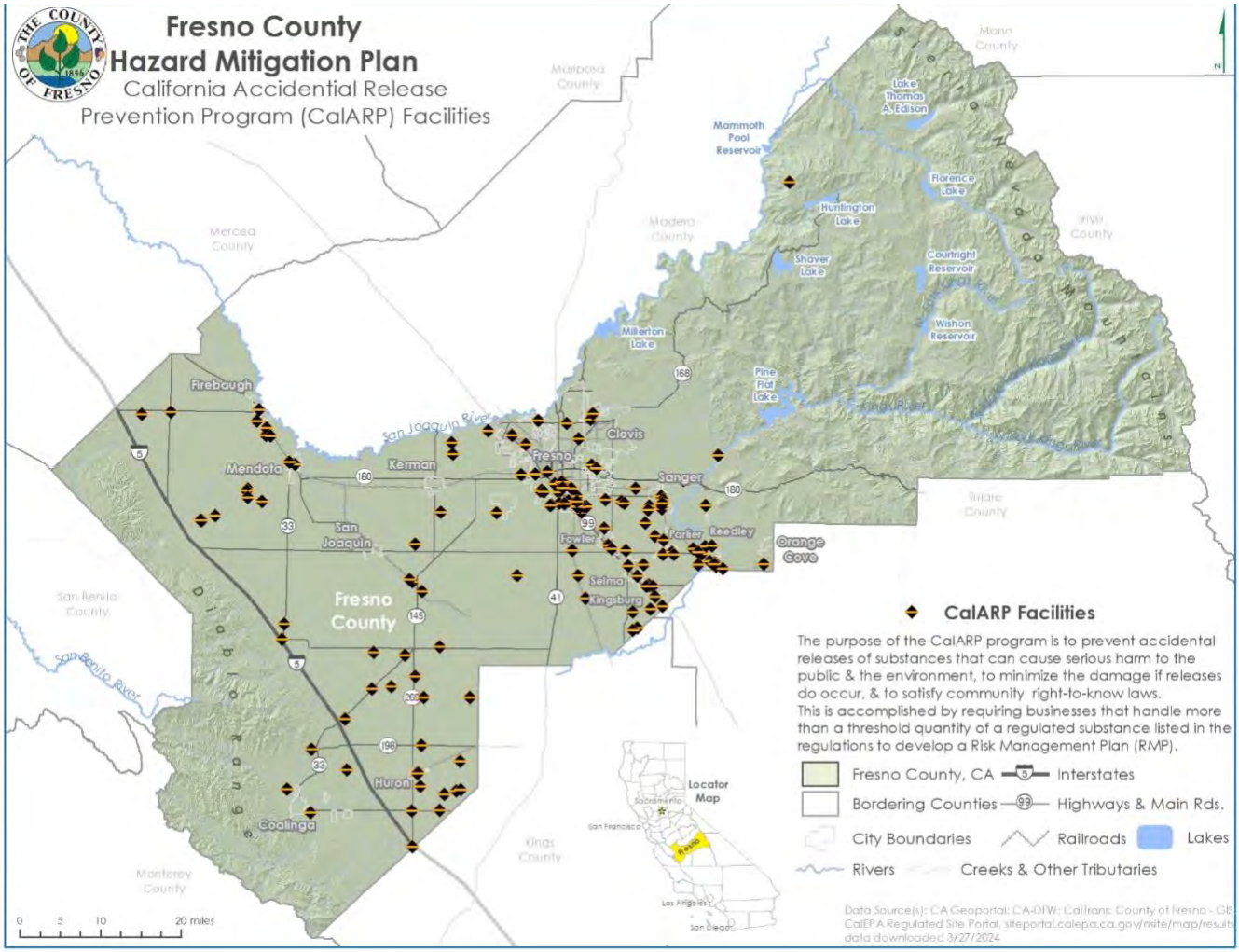
In order to identify those facilities with the greatest potential for a hazardous materials release that could adversely impact communities within the Fresno County planning area, the HMPC took an initial inventory of potential sites by utilizing data from the California Accidental Release Prevention Program (CalARP). The program was implemented on January 1, 1997, and replaced the California Risk Management and Prevention Program (RMPP). The purpose of the CalARP program is to prevent accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right- to-know laws. This is accomplished by requiring businesses that handle more than a threshold quantity of a regulated substance listed in the regulations to develop a Risk Management Plan (RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The RMP contains:

- Safety information
- A hazard review
- Operating procedures
- Training requirements
- Maintenance requirements
- Compliance audits
- Incident investigation procedures

The CalARP program is implemented at the local government level by Unified Program Agencies (UPAs). Of benefit to the HMPC's efforts to address hazardous materials incidents is the fact that the CalARP program is designed so that UPA's work directly with regulated facilities.

Figure 83. Fresno County California Accidental Release Prevention Program (CalARP) Facilities (below) identifies all CalARP regulated facilities within the planning area, as well as the location and density of such facilities in relation to jurisdictions (at risk population centers), and critical infrastructure such as railways and major transportation routes. The mapped sites below represent those most critical (CalARP) sites as determined by the HMPC for the purposes of the plan update.

Figure 83. Fresno County California Accidental Release Prevention Program (CalARP) Facilities



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS CalEPA Regulated Site Portal, sitepotal.calpa.ca.gov/nsite/map/results data downloaded 3/27/2024

- In addition to the Cal ARP sites mapped (above), the following sites are identified in the Fresno County 2040 General Plan, Environmental Impact Report or from other federal sources:
- As of June 2020, there are 45 active Leaking Underground Storage Tanks (LUST) sites.
- According to the U.S. Environmental Protection Agency (EPA) there are 7 National Priorities List and Superfund Alternative Approach Sites in Fresno County.[22]
- There are 1,678 small quantity hazardous waste generators and 150 large quantity hazardous waste generators in Fresno County.
- There are several hazardous waste disposal locations in Fresno County for Household Hazardous Waste Disposal (HHW)[23]
- Agriculture operations in proximity to urbanized areas, particularly near residential uses, present some risks associated with agricultural chemicals (pesticides and fertilizers). As more residential development is built close to existing agricultural uses, risks associated with agricultural chemicals may increase

Table 159. Hazmat Facilities by Jurisdiction identifies the number of hazardous materials facilities within each jurisdiction and in unincorporated Fresno County. It is useful as a cross-reference to illustrate how the risk varies by jurisdiction.

Table 159. Hazmat Facilities by Jurisdiction

Jurisdiction	Counts
Clovis	2
Coalinga	1
Firebaugh	1
Fowler	2
Fresno	28
Huron	3
Kingsburg	5
Mendota	2
Orange Cove	2
Reedley	8
Sanger	6
Selma	2
Unincorporated	107
Total	169

Source: CalARP

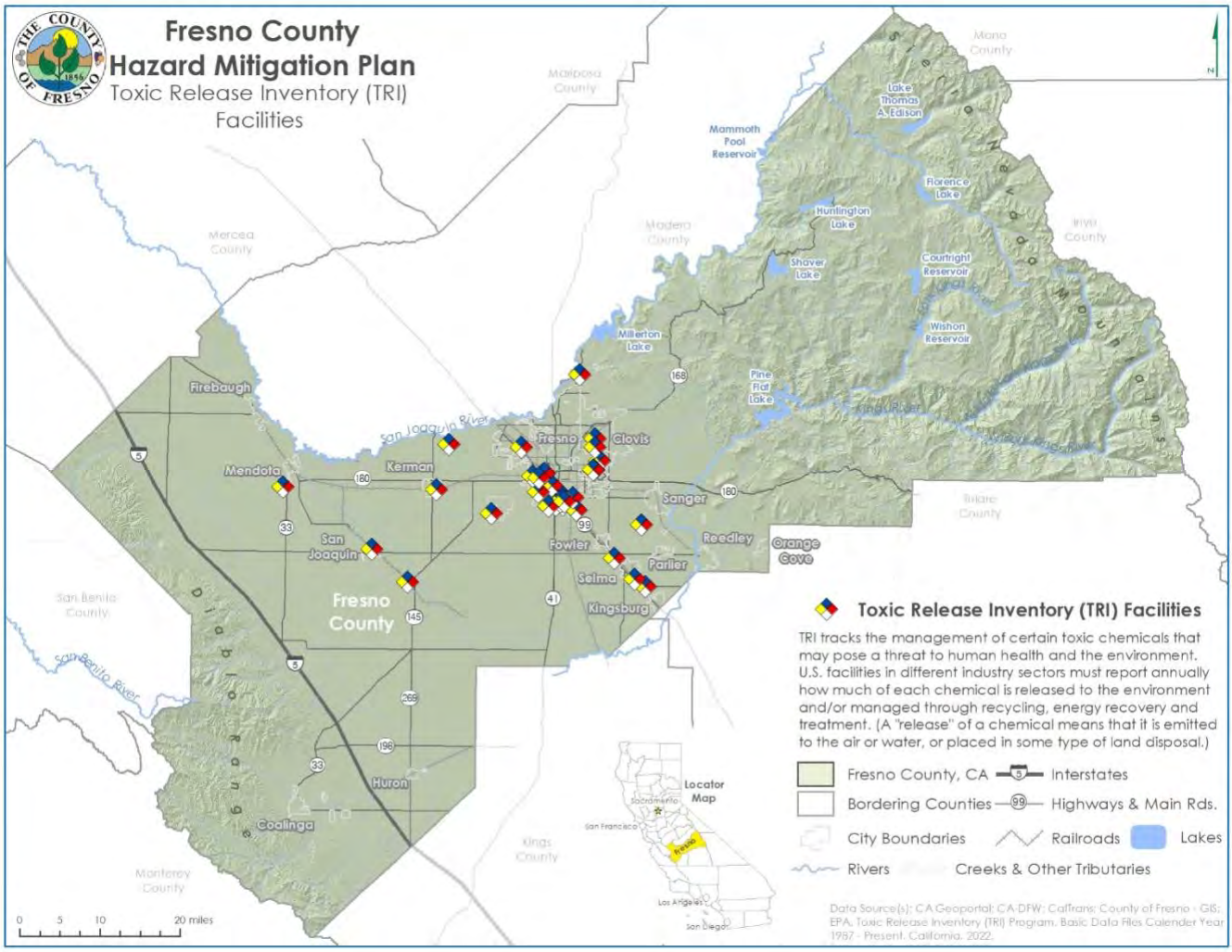
[22] Search for Superfund Sites Where You Live | US EPA https://www.epa.gov/superfund/search-superfund-sites-where-you-live

[23] Landfill Operations - County of Fresno (fresnocountyca.gov) https://www.fresnocountyca.gov/Departments/Public-Works-and-Planning/divisions-of-public-works-and-planning/resources-and-parks-division/landfill-operations

The Toxics Release Inventory (TRI) Program tracks the industrial management of toxic chemicals that may cause harm to human health and the environment. TRI data are reported by certain industrial and federal facilities. TRI tracks the management of certain toxic chemicals that may pose a threat to human health and the environment. U.S. facilities in different industry sectors must report annually how much of each chemical is released to the environment and/or managed through recycling, energy recovery and treatment. (A "release" of a chemical means that it is emitted to the air or water or placed in some type of land disposal.). The information submitted by facilities is compiled in the Toxics Release Inventory. TRI helps support informed decision-making by companies, government agencies, non-governmental organizations, and the public.

In Fresno County, there are 33 TRI sites across Clovis, Fresno, Kerman, Kingsburg, San Joaquin, Selma, and Unincorporated Fresno County, shown in map x. There are two facilities in Clovis, 18 in

Figure 84. Fresno County Toxic Release Inventory (TRI) Facilities



Fresno, one in Kerman, one in Kingsburg, one in San Joaquin, one in Selma, and nine unincorporated.

Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS; EPA, Toxic Release Inventory (TRI) Program, Basic Data Files Calendar Year 1987 – Present, California, 2022

TRANSPORTATION INCIDENTS (E.G., RAIL, HIGHWAY)

Transportation incidents can occur during the transportation of hazardous materials to and from storage facilities. The most likely routes for the transportation of hazardous materials are major roadways and railroads. Two major north-south roadways are located in Fresno County. Highway 99 runs through the central part of the County and provides a north-south corridor through several counties. Most of the County's industrial and residential activity is positioned along Highway 99. In western Fresno County, Interstate 5 traverses the County at the base of the Coast Range foothills. State Routes 33, 41, 43, 63, 145, 168, 180, 198, and 269 provide local service to urban and rural areas in the County. A network of County roads connects the various communities to these major arteries. Major rail lines include Union Pacific, Burlington Northern and Santa Fe Company, Port Railroads, Inc., and San Joaquin Valley Railroad. The major transportation corridors and rail lines are illustrated in **Figure 85. Fresno County Transportation System** and **Figure 86. Fresno County Rail Network**.

The United States Department of Transportation (USDOT) has established nine hazardous materials classifications: explosive, compressed gases, flammable/combustible liquids, flammable solids, oxidizers, poisons, corrosive, radioactive, and miscellaneous, shown in the table below.

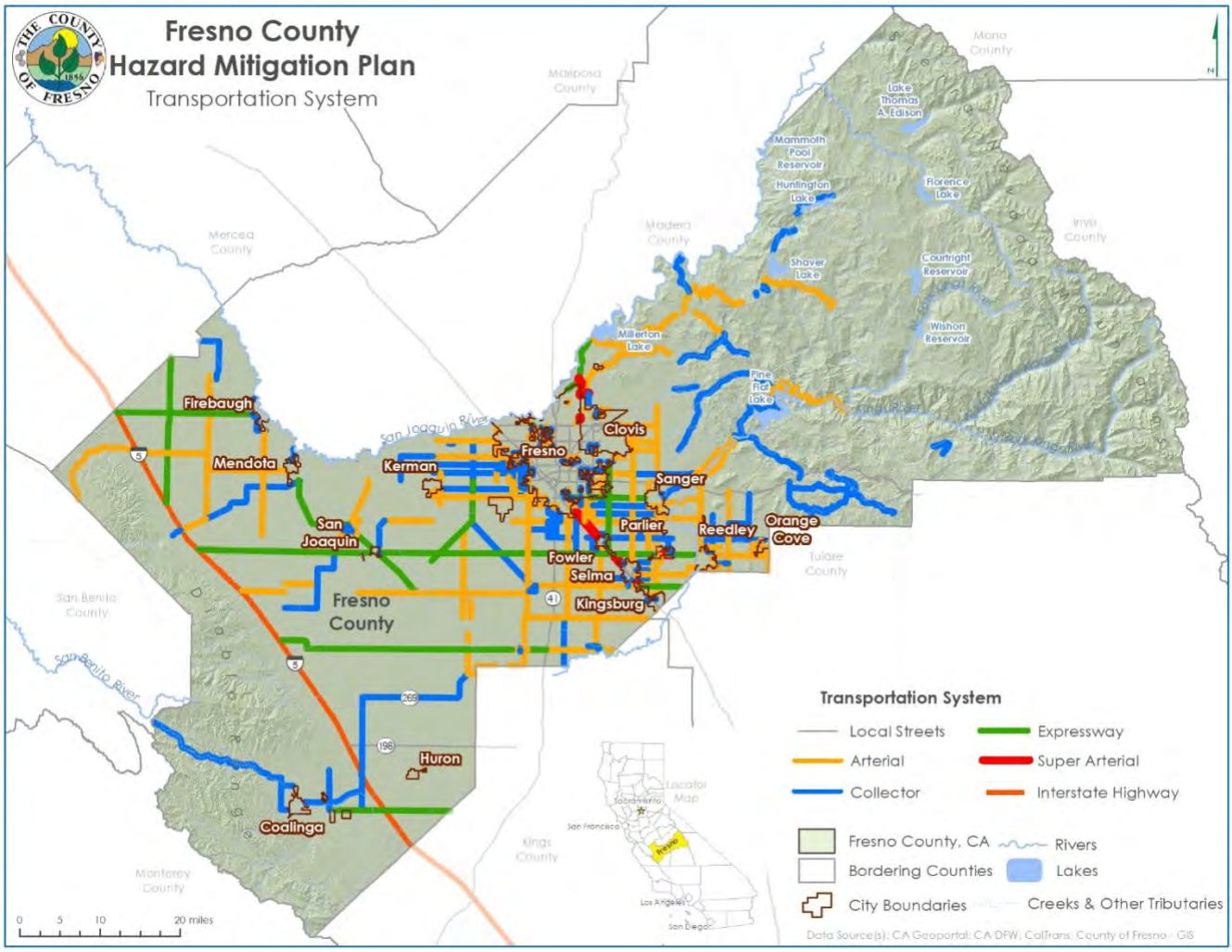
Table 160. DOT Hazardous Materials Classifications

Class Number	Description
Class 1	Explosives
Class 2	Gases
Class 3	Flammable Liquids (and combustible liquids)
Class 4	Flammable solids; substances liable to spontaneous combustion; substance which, on contact with water, emit flammable gases
Class 5	Oxidizing substances and Organic substances
Class 6	Toxic (poisonous) substances
Class 7	Radioactive materials
Class 8	Corrosive substances
Class 9	Miscellaneous dangerous goods/hazards materials and articles

Source: USDOT

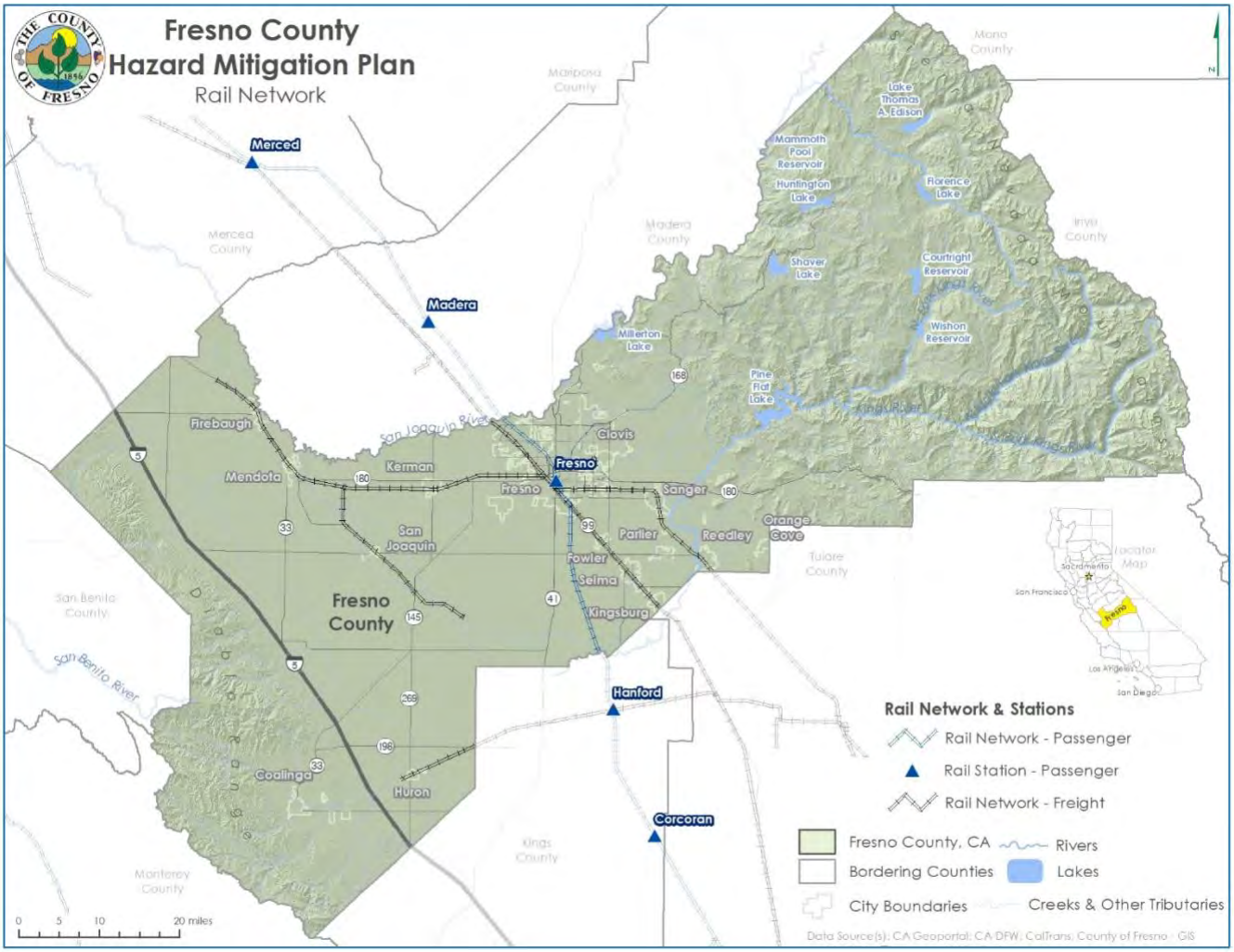
Transporters of such materials must adhere to routing requirements that are enforced by the California Highway Patrol. Transportation must take the most direct route, utilizing State or interstate highways whenever possible, and only roadways with sufficient width and load bearing capacity. All nine classes of hazardous materials, including hazardous waste, may be transported on Interstate 5. Materials that are poisonous by inhalation, explosives or high level radioactive may be transported on certain State Routes, including SR 33, 41, 63, 99, 180, and 198, but are subject to restrictions.

Figure 85. Fresno County Transportation System



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno - GIS

Figure 86. Fresno County Rail Network



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno - GIS

Of the County's transportation corridors, Interstate 5, Highway 99, and State Route 41 are the most significant because they provide direct links between the County transportation system, the surrounding regions, and beyond.

According to the Fresno County General Plan Background Report, truck transportation, followed by rail, air, and pipeline, provides the majority of goods movement in Fresno County, including the transportation of hazardous materials. Fresno County has considerable long-distance trucking activity due to the presence of Interstate 5, State Route 198, and Highway 99. According to the background report, Highway 99 carries the greatest volume of truck traffic in Fresno County.

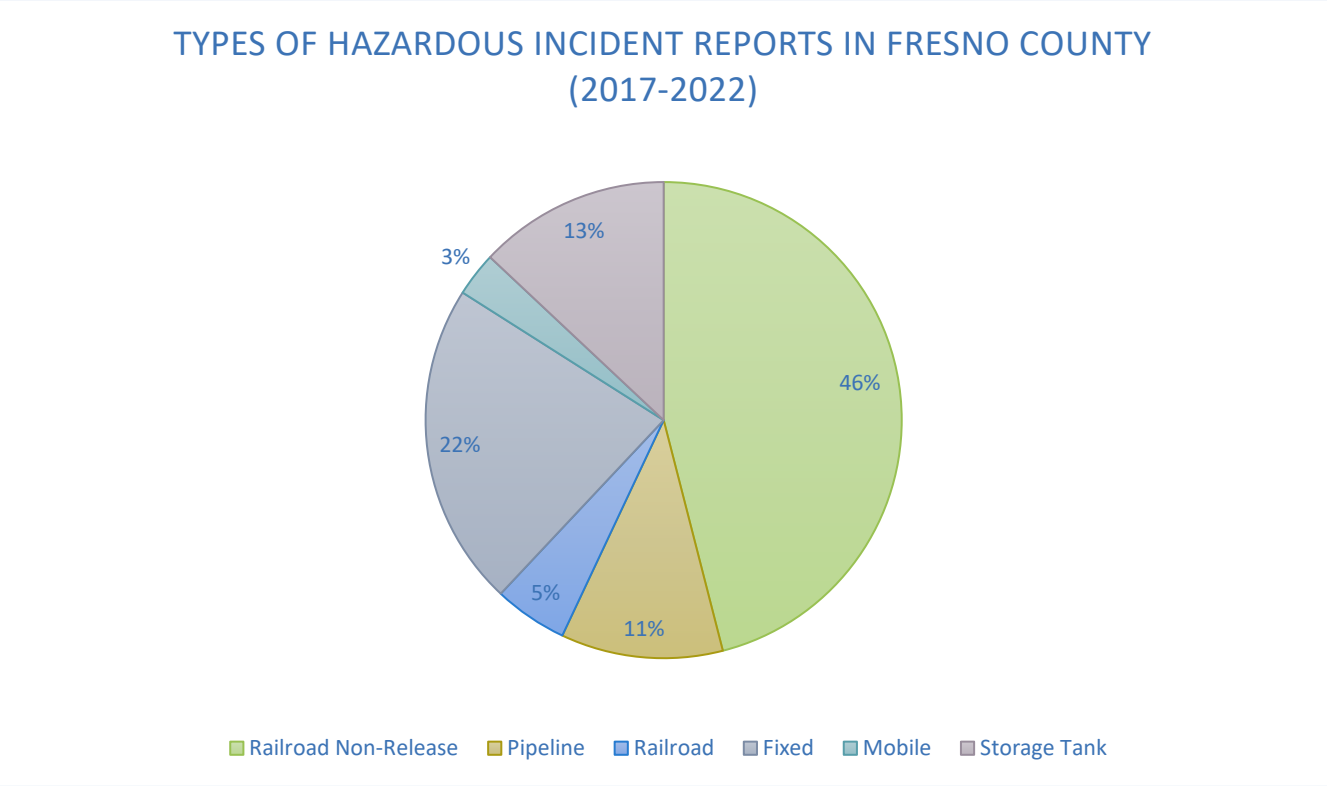
There are two mainline rail lines that run north-south through Fresno County. The first, owned by the Burlington Northern and Santa Fe Company, connects the County to Sacramento and the San Francisco Bay Area to the north and Bakersfield to the south. The second, owned by Union Pacific Railways, parallels the Highway 99 corridor and connects the County to Sacramento and the Bay Area to the north and Bakersfield to the south. Both lines service the City of Fresno. Other lines provide rail service primarily to communities within the County and to adjacent counties. According to the HMPC, approximately 40 trains travel through the City of Fresno each day, and sometimes the trains carry hazardous materials very close to schools and residential areas.

PAST OCCURRENCES

Hazardous materials incidents in Fresno County are frequent events. Statistics from the National Response Center, which serves as the sole national point of contact for reporting all oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories, indicate that between 2009 and the end of 2022, 553 incidents were reported in Fresno County. Of these, 64 included fatalities, 92 included injuries, 62 included hospitalizations. The incidents required 2,265 people to be evacuated, and it caused nearly $900,000 in property damage.

Figure 87. Reports of Hazardous Materials Incidents in Fresno County, 2017-2022 shows the breakdown of the types of incidents that occurred in Fresno County in this time period. Of the incidents, 46 percent were railroad non-release, 22 percent fixed, 13 percent storage tank, 11 percent pipeline, 5 percent railroad, 3 percent railroad.

Figure 87. Reports of Hazardous Materials Incidents in Fresno County, 2017-2022



Source: National Response Center, www.nrc.uscg.mil/

Table 161. Reports of Hazardous Materials Incidents in Fresno County, 2017-2022

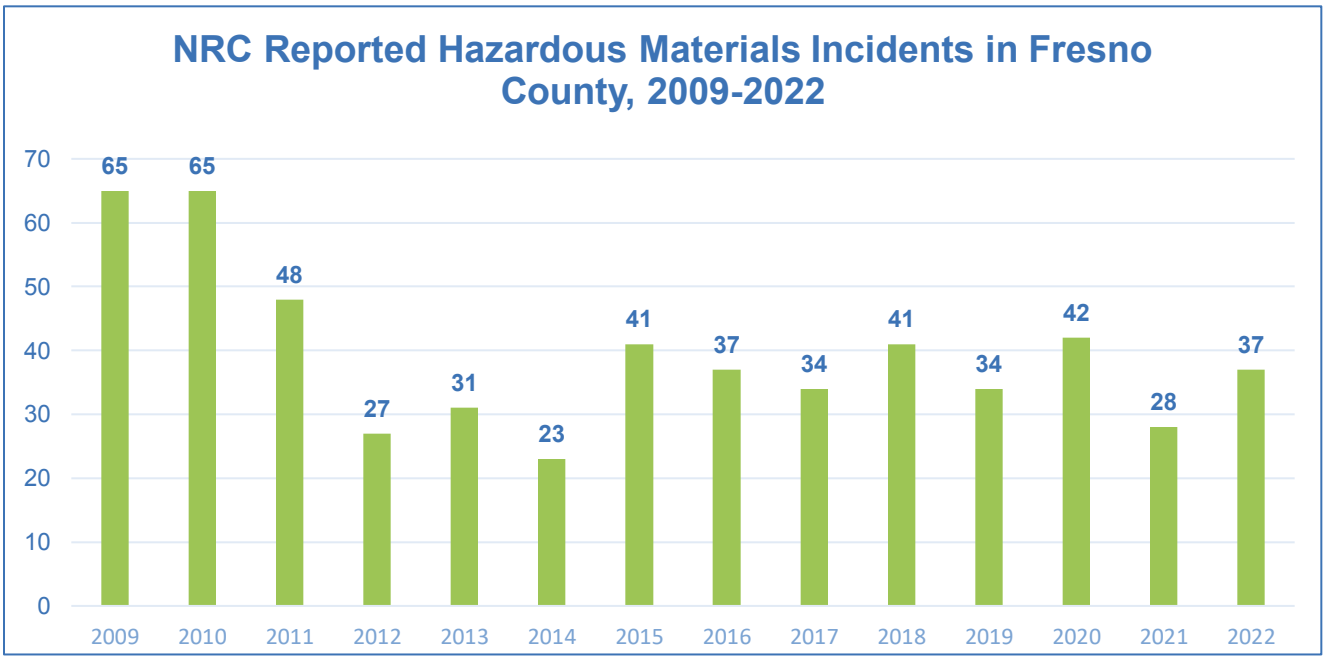
Incident Type	Number of Incidents
Air Craft	1
Unknown	1
Railroad	5
Pipeline	11
Mobile	15
Storage Tank	15
Fixed	68
Railroad Non-Release	89

Source: National Response Center, www.nrc.uscg.mil/

Trend data between 2009 and 2016 shows a high of 65 incidents reported to the NRC per year (2009, 2010), and a low of 23 incidents per year (2014). The data shows a gradual decline in number of incidents per year until 2015, and since then has remain relatively stable. The number of incidents per

year since 2009 is shown in **Figure 88. NRC Reported Hazardous Materials Incidents in Fresno County, 2009-2022**, with 338 reported.

Figure 88. NRC Reported Hazardous Materials Incidents in Fresno County, 2009-2022



Source : National Response Center, www.nrc.uscg.mil/

Table 162. NRC-Reported Hazardous Materials Incidents by Jurisdiction 2009-2022 shows total number of incidents reported to the NRC for Fresno County by jurisdiction.

Table 162. NRC-Reported Hazardous Materials Incidents by Jurisdiction 2009-2022

Cities	Incidents
Auberry	12
Avenale	1
Balch Camp	2
Big Creek	7
Bowles	2
Calwa	2
Canejo	1
Cantua Creek	2
Caruthers	1
Clovis*	12
Coalinga*	16
Conejo	3
Corcoran	1

Cities	Incidents
Del Rey	3
Firebaugh*	6
Five Points	1
Fowler*	12
Fresno*	338
Hammond	2
Helm	5
Huron*	3
Kerman*	5
Kingsburg*	10
Lake Shore	1
Laton	4
Lemoore	2
Mendota*	1
NAS Lemoore	1
North Fork	1
Not Identified	7
Old Fig Garden	16
Pickley	1
Pinedale	1
Pitdria	1
Reedley*	8
Riverdale	1
San Joaquin	4
Sanger*	28
Selma*	10
Shaver Lake	7
Shirley	1
Sigarden	1
Squaw Valley	2
Sunmaid	1
Tranquility	2
Traver	1
Trigo	1

*Note: Municipalities are noted with an **

Source: National Response Center, www.nrc.uscg.mil/

The County's emergency response team receives numerous calls each year related to hazardous materials releases. Since 2004, the team has received over 1,000 reports. The majority of incidents in Fresno County were fuel spills and characterized as relatively minor. As such, it is just a response/cleanup issue that generally does not pose a significant impact to the community. However,

other incidents can and have occurred in the County. More detailed information about hazard materials incidents in each jurisdiction is described in the annexes.

ASSET INVENTORY AND VULNERABILITY ASSESSMENT

The probability and potential losses of human-caused technological hazards are difficult to quantify due to the "human" element. These hazards can occur at any time and virtually any place with little or no warning. However, they can often be inventoried because they typically occur in conjunction with a particular facility/business that produces, transports, stores, or uses substances that present a specific hazard to the local community or environment, or the hazard is present due to the shipment of potentially harmful substances from outside the region across various transportation arteries that bisect Fresno County communities.

The facilities and transportation corridors identified in the previous figures are those that the HMPC has identified as potential sites for hazardous materials releases that may adversely affect the Fresno County planning area.

ASSET INVENTORY

Section 4.3 Vulnerability Assessment and the jurisdictional annexes identify the total assets at risk in the Fresno County planning area to both natural and human-caused hazards. Also included in those sections are inventories of critical facilities. These critical facilities, as previously defined, are considered vital to the daily continuity of life, unobstructed flow of commerce, and the continued health and welfare of the planning area as a whole.

VULNERABILITY ASSESSMENT

As previously stated, it is often quite difficult to quantify the potential losses from human-caused hazards. While the facilities themselves have a tangible dollar value, loss from a human-caused hazard often inflicts an even greater toll on a community, both economically and emotionally. The impact to identified assets will vary from event to event and depend on the type, location, and nature of a specific technological hazard event.

Given the difficulty in quantifying the losses associated with technological hazards, this section focuses on analyzing key assets and populations relative to the hazardous materials sites identified previously.

FIXED FACILITY INCIDENTS

As discussed above, there are over 157 fixed facilities (CalARP sites) identified in the Fresno County planning area with the potential to cause a hazardous materials release of sufficient type and magnitude to adversely impact surrounding areas. These sites are regulated, and most have emergency action plans in place. The impact to surrounding areas would depend on the nature and quantity of any release as well as the time of the event and prevailing weather conditions.

Critical Facilities at Risk

Table 163. Critical Facilities Within a ½ Mile Buffer from Hazmat Facilities is derived from a GIS analysis on the CalARP data and focuses on the number and types of critical facilities within each jurisdiction that are located within a half-mile of a hazardous materials facility. The analysis indicates the City of Fresno having the highest number of critical facilities within a half-mile mile of CalARP designated facilities.

Table 163. Critical Facilities Within a ½ Mile Buffer from Hazmat Facilities

Jurisdiction	Facility Type	Counts
Clovis	Fire Stations	1
	Child Care Facilities	1
	Total	**2**
Firebaugh	Fire Station	1
	Police Stations	1
	Schools	2
	EOCs	2
	Medical Care Facilities	1
	Child Care Facilities	3
	Total	**10**
Fresno	Bus Facilities	1
	Communication Facilities	2
	Electric Power Facilities	1
	Fire Stations	5
	Medical Care Facilities	3
	Police Stations	1
	Railway Facilities	3
	Schools	7
	Nursing Homes	3
	Child Care Facilities	18
	Total	**46**
Huron	Schools	1
	Child Care Facilities	1
	Total	**2**
Kingsburg	Electric Power Facilities	1
	Fire Stations	1
	Oil Crude Pipeline Facilities	1
	Police Stations	1
	Railway Facilities	1
	Schools	1
	Child Care Facilities	6
	Total	**14**
Mendota	Airport Facilities	1
	Fire Stations	1
	Schools	6

Jurisdiction	Facility Type	Counts
	Child Care Facilities	2
	Total	**10**
Parlier	Police Stations	1
	Schools	1
	Child Care Facilities	3
	Total	**5**
Reedley	Airport Facilities	1
	Schools	4
	Nursing Homes	1
	Child Care Facilities	10
	Total	**16**
Sanger	Electric Power Facilities	1
	Fire Stations	1
	Schools	4
	Nursing Homes	1
	Child Care Facilities	6
	Total	**13**
Selma	Schools	1
	Medical Care Facilities	1
	Nursing Homes	1
	Child Care Facilities	1
	Total	**4**
Unincorporated	Communication Facilities	1
	Electric Power Facilities	8
	Fire Stations	3
	Railway Facilities	2
	Schools	6
	Nursing Homes	1
	Child Care Facilities	4
	Total	**25**
	Grand Total	**147**

5. Mitigation Strategy



Requirement §201.6(c)(3): [The plan shall include] a mitigation strategy that provides the jurisdiction's blueprint for reducing the potential losses identified in the risk assessment, based on existing authorities, policies, programs and resources, and its ability to expand on and improve these existing tools.

This section describes the mitigation strategy process and mitigation action plan for the Fresno County Multi-Jurisdictional Hazard Mitigation Plan. The results of the planning process, the risk assessment, the goal setting, the identification of mitigation actions, and the hard work of the HMPC led to the action plan provided in this chapter. Taking all the above into consideration, the HMPC developed the following overall mitigation strategy:

- Communicate the hazard information collected and analyzed through this planning process as well as HMPC success stories so that the community better understands what can happen where and what they themselves can do to be better prepared.
- Implement the action plan recommendations of this plan.
- Use existing rules, regulations, policies, and procedures already in existence. Given the flood hazard in the planning area, an emphasis should be placed on continued compliance with the National Flood Insurance Program and participation by all communities in the Community Rating System.
- Monitor multi-objective management opportunities so that funding opportunities may be shared and packaged, and broader constituent support may be garnered.

GOALS AND OBJECTIVES

Requirement §201.6(c)(3)(i): [The hazard mitigation strategy shall include a] description of mitigation goals to reduce or avoid long-term vulnerabilities to the identified hazards.

Up to this point in the planning process, the HMPC has organized resources, assessed hazards and risks, and documented mitigation capabilities. The resulting goals, objectives, and mitigation actions were developed based on these tasks.

Goals were defined for the purpose of this mitigation plan as broad-based public policy statements that:

- Represent basic desires of the community;
- Encompass all aspects of community, public and private;
- Are nonspecific, in that they refer to the quality (not the quantity) of the outcome;
- Are future-oriented, in that they are achievable in the future; and
- Are time-independent, in that they are not scheduled events.

Goals are stated without regard to implementation. Implementation cost, schedule, and means arenot considered. Goals are defined before considering how to accomplish them so that they are not dependent on the means of achievement. Goal statements form the basis for objectives and actionsthat will be used as means to achieve the goals. Objectives define strategies to attain the goals andare more specific and measurable.

Based on a review of the risk assessment and a conversation about changes in the last five years, the HMPC identified the following goals and objectives, which provide the direction for reducing future hazard-related losses within the Fresno County planning area. These are the same goals and objectives as were listed in the previous plan, with a small change to reflect FEMA's transition from the PDM to BRIC program.

GOAL 1: PROVIDE PROTECTION FOR PEOPLE'S LIVES FROM HAZARDS

Objective 1.1: Provide timely notification and direction to the public of imminent and potential hazards

Objective 1.2: Protect public health and safety by preparing for, responding to, and recovering from the effects of natural or technological disasters

Objective 1.3: Improve community transportation corridors to allow for better evacuation routes for the public and better access for emergency responders

GOAL 2: IMPROVE ALL COMMUNITIES' RESILIENCE AND CAPABILITIES TO MITIGATE HAZARDS ANDREDUCE EXPOSURE TO HAZARD-RELATED LOSSES

Objective 2.1: Reduce wildfires/protect life, property, and natural resources from damaging wildfires

Objective 2.2: Reduce flood and storm-related losses

Objective 2.3: Reduce hazards that adversely impact the agricultural industry

Objective 2.4: Minimize the impact to the communities due to recurring drought conditions that impact both ground water supply and the agricultural industry

Objective 2.5: Minimize the risk/loss to endangered species, native plants, land (erosion), and native wildlife

GOAL 3: IMPROVE COMMUNITY AND AGENCY AWARENESS ABOUT HAZARDS AND ASSOCIATEDVULNERABILITIES THAT THREATEN FRESNO COUNTY PLANNING AREA COMMUNITIES

Objective 3.1: Increase public awareness about the nature and extent of hazards they are exposedto, where they occur, what is vulnerable, and recommended mitigation and preparedness for identified hazards

GOAL 4: PROVIDE PROTECTION FOR CRITICAL FACILITIES, UTILITIES, AND SERVICES FROM HAZARDIMPACTS

GOAL 5: MAINTAIN COORDINATION OF DISASTER PLANNING

Objective 5.1: Coordinate with changing U.S. Department of Homeland Security/FEMA needs

Objective 5.2: Coordinate with other community plans

Objective 5.3: Maximize the use of shared resources between jurisdictions and special districts for mitigation/communication

Objective 5.4: Standardize systems among agencies to provide for better interoperability

GOAL 6: MAINTAIN/PROVIDE FOR FEMA ELIGIBILITY AND WORK TO POSITION JURISDICTIONS FOR GRANTFUNDING

Objective 6.1: Provide County departments and other jurisdictions with information regarding mitigation opportunities

Objective 6.2: As part of plan implementation, review actions in this plan on an annual basis to be considered for annual FEMA Building Infrastructure and Resilient Communities (BRIC) grant allocations or after a presidential disaster declaration in California for Hazard Mitigation Grant Program funding as well as for otherlocal, state, and federal funding opportunities.

PROGRESS TOWARDS 2018 PLAN ACTIONS

The mitigation strategy update included a thorough review and status update of the existing actions. The table below provides a summary of the number of actions that each jurisdiction identified in the previous plan.

Table 164: Summary of Number of Actions in Previous Plan

Jurisdiction	Actions in Previous Plan
Multi-Jurisdictional	1
Fresno County	13
Clovis	12
Coalinga	2
Firebaugh	2
Fowler	2
Fresno (City)	6
Kerman	3
Kingsburg	4
Mendota	2
Reedley	1
San Joaquin	1
Sanger	7
Selma	5
Fresno Metropolitan Flood Control District	7
Lower San Joaquin Levee District	2
Sierra Resource Conservation District	18
Westlands Water District	1
Kings River Conservation District	1
Total	**90**

Of the 90 actions in the previous plan, NUMBER were deleted or combined with other actions, and NUMBER were continued in the plan update. The table below provides a summary of the status of these 90 actions.

Table 165 – Status of 2018 Plan Actions

Status of 2018 Plan Actions			
Action ID	**Mitigation Project / Activity Description**	**Action Status (Continuing or Deleted)**	**Notes and Status Updates**
Multi-Jurisdictional 1	Develop and Conduct a Multi-Hazard Seasonal Public Awareness Program	Continuing	This is an ongoing action
County 1	Identify Critical Facilities and Inspect for Vulnerability to Major Hazards		
County 2	Upgrade or Replace Critical County Facilities Found to be Vulnerable to Major Hazards		
County 3	Enhance the County Emergency Operations Center		
County 4	Control Bubonic Plague through Coyote and California Ground Squirrel Population Management		
County 5	Minimize Flood Events by Exercising Reclamation's Emergency Action Plan and Provide an Early Warning System to Downstream Emergency Response Agencies		
County 6	Update Dam Failure Evacuation Plan		

Status of 2018 Plan Actions			
Action ID	**Mitigation Project / Activity Description**	**Action Status (Continuing or Deleted)**	**Notes and Status Updates**
County 7	Compliance including Groundwater Sustainability Planning and Implementation		
County 8	Conduct Feasibility Study for Panoche -Silver Creek Flood Detention Facility (see Mendota)		
County 9	Investigate and Construct Water Shortage-Options for the Upper San Joaquin River Basin		
County 10	Analyze System, Condition, and Management of Flood Water Conveyance Facilities		
County 11	Prepare Stormwater Drainage Master Plan		
County 12	Control West Nile Virus through Beaver Population Management		
County 13	Wildfire Defensible Fuel Modification Zones in Areas of Tree Mortality		

Status of 2018 Plan Actions			
Action ID	**Mitigation Project / Activity Description**	**Action Status (Continuing or Deleted)**	**Notes and Status Updates**
Clovis 1	Construct a Water Intertie between the Cities of Clovis and Fresno	Continuing	The Southern intertie is complete. City of Fresno is holding up the northern intertie.
Clovis 2	Modernize Information Technology Backup Infrastructure	Continuing	No Updates
Clovis 3	Improve the City's Capabilities for Sheltering Animals in a Disaster	Continuing	No Updates
Clovis 4	Purchase Hazard Mitigation Public Notification Boards	Continuing	No Updates
Clovis 5	Improve Emergency Evacuation and Emergency Vehicle Routes	Continuing	No Updates
Clovis 6	Conduct a Seismic Vulnerability Assessment of City-Owned Critical Facilities	Continuing	On hold – focusing on water, sewer and well facilities.
Clovis 7	Construct Channel Improvements for Dog Creek Stream, South of Gettysburg-Ashlan	Continuing	No Updates

Status of 2018 Plan Actions			
Action ID	**Mitigation Project / Activity Description**	**Action Status (Continuing or Deleted)**	**Notes and Status Updates**
Clovis 8	Improve Flow Design Parameters for Big Dry Creek and the Enterprise Canal	Continuing	In progress. FID has been removing channel obstructions in the Big Dry Creek. Flow rate and channel capacity has been improved.
Clovis 9	Improve City's Floodplain Management Program and Apply to Community RatingSystem	Continuing	No Updates
Clovis 10	Enforce Master Drainage Plan Requirements	Continuing	No Updates
Clovis 11	Install a System of Surface Water Hazard Detection	Continuing	No Updates
Clovis 12	Sustainable Groundwater Management Act Compliance including Groundwater Sustainability Planning and Implementation	Continuing	The Groundwater Sustainability Plan (GSP) for the NKGSA has been approved by DWR. The city is working toward sustainability by the year 2040.
Coalinga 1	Plan for Alternative Water Sources for the Water System	Continuing	No Updates
Coalinga 2	Plan for Water System Sustainability in the Event of Long-Term Power Failure	Continuing	No Updates

Status of 2018 Plan Actions			
Action ID	**Mitigation Project / Activity Description**	**Action Status (Continuing or Deleted)**	**Notes and Status Updates**
Firebaugh 1	Assess Levee System for Necessary Improvements	Continuing	Substantive work completed, but continuing to assess
Firebaugh 2	Sustainable Groundwater Management Act Compliance including Groundwater Sustainability Planning and Implementation	Continuing	Substantive work completed, but continuing to work on sustainability
Fowler 1	Install Back-up Power System for City Critical Facilities	Continuing	In progress for wells, generators, power wall
Fowler 2	Sustainable Groundwater Management Act Compliance including Groundwater Sustainability Planning and Implementation	Continuing	The City of Fowler is part of the SKGSA plan and a member of the Groundwater Sustainability Plan.
Fresno 1	Establish Post-Disaster Action Plan for City Continuity of Operations Plan	Continuing	No Updates
Fresno 2	Improve the City's Capabilities for Sheltering Animals in a Disaster	Continuing	Working with local NGO to provided concurrent shelter for small animals and people
Fresno 3	Train and Certify City Inspectors to Conduct Post-Disaster Damage Assessment	Continuing	The SAP program should be something that multiple agencies should accomplish together

Status of 2018 Plan Actions			
Action ID	**Mitigation Project / Activity Description**	**Action Status (Continuing or Deleted)**	**Notes and Status Updates**
Fresno 4	Implement a Flood Awareness Program for the Public	Continuing	Work would include the Fresno Metropolitan Flood Control District
Fresno 5	Southwest Fresno - Recycled Water Distribution System Construction	Continuing	Ongoing program
Fresno 6	Sustainable Groundwater Management Act Compliance including Groundwater Sustainability Planning and Implementation	Continuing	Ongoing program
Kerman 1	Construct California Avenue Parallel Storm Drain Line	Continuing	Unknown; Need to review Storm Water Management Plan and Capital projects associated with this item.
Kerman 2	Install Warning Lights for the Intersection of State Route 145 and Highway 180	Deleted	Fully signalized intersection
Kerman 3	Sustainable Groundwater Management Act Compliance including Groundwater Sustainability Planning and Implementation	Continuing	On-going
Kingsburg 1	Enhance Traffic Diversion System	Continuing	Phase 1 is complete and working with COG and Measure C funding on Phase 2

Status of 2018 Plan Actions			
Action ID	**Mitigation Project / Activity Description**	**Action Status (Continuing or Deleted)**	**Notes and Status Updates**
Kingsburg 2	Create Emergency Evacuation Plan for Large Scale Incident	Continuing	Still in progress.
Kingsburg 3	Identify High Risk and High Value Target Areas	Continuing	As part of the city's 2024 EOP update all current high risk target hazards have been identified.
Kingsburg 4	Sustainable Groundwater Management Act Compliance including Groundwater Sustainability Planning and Implementation	Continuing	The city is working with the appropriate water basin to become compliant with SGWA.
Mendota 1	Build a Stormwater Detention/Desilting Basin		
Mendota 2	Sustainable Groundwater Management Act Compliance including Groundwater Sustainability Planning and Implementation		
Reedley 1	Develop Stormwater Detention Basin	Deleted	The city has opted out due to partnership and funding reasons
San Joaquin 1	Construct Water Storage Tank and Booster Pump Station including emergency generators	Continuing	Water storage tank and booster pump station work completed; adjusting action in new plan to only reflect emergency generators

Status of 2018 Plan Actions			
Action ID	**Mitigation Project / Activity Description**	**Action Status (Continuing or Deleted)**	**Notes and Status Updates**
Sanger 1	Establish Post-Disaster Action Plan for City Continuity of Operations Plan	Continuing	Will seek consultant assistance summer 2025.
Sanger 2	Add Potable Water Storage Capacity (500,000 Gallon above Ground Tank) to the City of Sanger's Water System	Deleted	Completed in 2020 – increased capacity to 750,000
Sanger 3	Provide Backup Power to City Pumps/Wells	Continuing	No significant progress has been made at this time. New well sites that are in planning process have redundant systems in place
Sanger 4	Replace Old Drainage System to Prevent Flooding	Continuing	Continues to be addressed with road projects on a case-by-case basis
Sanger 5	Provide Fire Department Office Security	Continuing	Renovation of Fire Station completion date scheduled for early winter 2025
Sanger 6	Provide Compound Security for Police and Fire Departments	Deleted	Completed in 2022
Sanger 7	Sustainable Groundwater Management Act Compliance including Groundwater Sustainability Planning and Implementation	Continuing	SGMA Plan adopted in 2020, requires implementation

Status of 2018 Plan Actions			
Action ID	**Mitigation Project / Activity Description**	**Action Status (Continuing or Deleted)**	**Notes and Status Updates**
Selma 1	Institute a Disaster Preparedness Education Program for the Public	Continuing	Ongoing
Selma 2	Install Back-up Power for Storm Drain Pumps	Continuing	Ongoing, Progress dependent on funding availability
Selma 3	Sheridan Street Pump Station	Continuing	Ongoing, Progress dependent on funding availability
Selma 4	Construct New Police and Fire Department Headquarters	Continuing	Police Department Headquarters completed. Fire Department Headquarters ongoing
Selma 5	Sustainable Groundwater Management Act Compliance including Groundwater Sustainability Planning and Implementation	Continuing	Ongoing, Progress dependent on funding availability
FMCD 1	Construct the Gould Canal to Fancher Creek Detention Basin Pipeline	Deleted	Project completed in 2020
FMCD 2	Construct the Fancher Creek Detention Basin Pump Station and Telemetry System	Deleted	Project completed in 2023

Status of 2018 Plan Actions			
Action ID	**Mitigation Project / Activity Description**	**Action Status (Continuing or Deleted)**	**Notes and Status Updates**
FMCD 3	Provide for Local Stormwater Drainage System Infrastructure	Continuing	Perpetually ongoing task, successful
FMCD 4	Retain 200-Year Flood Control Protection	Continuing	Perpetually ongoing task, successful
FMCD 5	Retrofit Areas with Surface Outlets to Protect Existing Structures	Continuing	Not completed
FMCD 6	Install Back-up Generators for Pump Only Facilities	Continuing	Not completed
FMCD 7	Big Dry Creek Diversion Additional Drop Structure	Continuing	Not completed
LSJLD 1	Institute a Dredging Management Program for the Purpose of Flood Damage Reduction	Continuing	Still in planning stage
LSJLD 2	Institute an Invasive Vegetation Management Program for the Purpose of Flood Damage Reduction	Continuing	Still in planning stage

Status of 2018 Plan Actions			
Action ID	**Mitigation Project / Activity Description**	**Action Status (Continuing or Deleted)**	**Notes and Status Updates**
SRCD 1	Strengthen Non-Native Noxious Weed Control Efforts	Continuing	SRCD has partnered with the San Joaquin River Conservancy and Parkway Trust for the removal of invasive species along the San Joaquin River. Sierra RCD has also implemented non-native noxious weed control for watershed restoration on the upper San Joaquin river watershed.
SRCD 2	Strengthen Dam Failure/Flood Planning, Coordination, and Training	Deleted	No updates.
SRCD 3	Improve Alternate Emergency Access Roads	Continuing	Up to a dozen alternate emergency access roads have been improved in the Wildland Urban Interface. Plans are being developed within Firewise Communities to improve additional emergency access roads.
SRCD 4	Conduct Community Fuel Break Construction and Maintenance on a Landscape Scale	Continuing	Highway 168 FireSafe Council, Oak to Timberline FireSafe Council, and Fresno County have partnered with CalFire to develop community fire breaks.
SRCD 5	Create a Fuel Break Along Highway 168	Continuing	No updates.
SRCD 6	Implement a Neighborhood Chipper Program	Continuing	Sierra RCD successfully launched a community chipper program and have done several dozen community chipper workdays in the effort to reduce post fire fuels and improve defensible space within communities along highway 168 and highway 180

Status of 2018 Plan Actions			
Action ID	**Mitigation Project / Activity Description**	**Action Status (Continuing or Deleted)**	**Notes and Status Updates**
SRCD 7	Conduct Prescribed Fires	Continuing	Sierra RCD has successfully launched a prescribed fire program for small acre and low severity fire. To date, the Sierra RCD has completed two burn units.
SRCD 8	Establish a System of Fire Pumper/Tanker Fill Stations and Water Storage	Continuing	Due to the Creek Fire, the Creek Fire Recovery Collaborative has assisted approximately 10 landowners with repairing their water system and/or replacing water storage containers. Firewise Communities are being educated on the importance of establishing fire suppression systems in their communities.
SRCD 9	Implement a Public Fire Prevention, Survival, and Mitigation Education Program	Continuing	Sierra RCD's Forestry and Watershed Program has provided over the past 5 years 496 Fire Risk Evaluations to private landowners living in the Wildland Urban Interface. These Evaluations focus on Home Hardening, Defensible Space, and Forest Stewardship. Completed approximately 9000 hours of outreach to local landowners through community events.
SRCD 10	Update Highway 168 FireSafe Council's Community Wildfire Protection Plan through CA FireSafe Council Funding	Deleted	The Highway 168 FireSafe Council's CWPP was completed in 2018. The Highway 168 FireSafe Council plan needs to be updated to reflect changes post the 2020 Creek Fire.
SRCD 11	Develop Wildfire Protection Plan with Oak to Timberline FireSafe Council through CA FireSafe Council Funding	Deleted	The Highway 180 Oak to Timberline FireSafe Council's CWPP was completed in 2018. The Oak to Timberline FireSafe Council is in the process of updating their plan as of 2024.

Status of 2018 Plan Actions			
Action ID	**Mitigation Project / Activity Description**	**Action Status (Continuing or Deleted)**	**Notes and Status Updates**
SRCD 12	Implement a biomass utilization and dispositioning program for excessive forest and rangeland vegetation	Continuing	Sierra RCD has completed a feasibility study for a biomass to biofuel utilization campus for Fresno County.
SRCD 13	Partner with U.S. Forest Service to reduce fire risk in Wildland Urban Interface (WUI)	Continuing	Sierra RCD received a USFS Community Wildfire Defense Grant in 2023 to reduce the wildfire risk for 9 Firewise Communities in Fresno County. In 2024, the Sierra Nevada Conservancy funded Sierra RCD to continue to develop WUI projects on the Sierra National Forest
SRCD 14	Removal of Illegal marijuana grows to reduce fire risk in Wildland Urban Interface (WUI)	Deleted	No Updates
SRCD 15	Burns Flat Fuel Break	Deleted	No Updates
SRCD 16	Whispering Springs Fuel Break	Deleted	Sierra RCD is working to establish a Firewise Community for this community. We completed a 9-acre ingress egress project for seven properties benefitting 21 landowners.
SRCD 17	The Beal Fire Road Fuel Break	Continuing	Working to establish a FireWise community. CalFire is working on this fuel break project.
SRCD 18	Peterson Road Fuel Break	Continuing	Working to establish a FireWise community. County is doing a fuel break.

Status of 2018 Plan Actions			
Action ID	**Mitigation Project / Activity Description**	**Action Status (Continuing or Deleted)**	**Notes and Status Updates**
WWD 1	Institute a Groundwater Replenishment and Drought Resiliency Project		
KRCD 1	Analysis of Levee Integrity and Improvement Project	Continuing	Analysis of the system occurs twice a year.

NFIP PARTICIPATION AND COMPLIANCE

The National Flood Insurance Program (NFIP) provides flood insurance to property owners, renters, and businesses in flood prone areas across the country. NFIP participating communities agree to adopt, implement, and enforce local flood plain regulations to protect lives and reduce the risk from future flooding. Participation in the NFIP is voluntary; the following communities in Fresno County currently do not participate in the NFIP due to funding, logistical, administrative, or other constraints:

- Kerman (the City of Kerman is not subject to floodwaters from a 100-year storm and thus is not required to participate in the NFIP
- Selma

The following plan participants are not municipal governments and do not have residents, and thus are ineligible to participate in the NFIP:

- Fresno Metropolitan Flood Control District
- Kings River Conservation District
- Lower San Joaquin Levee District
- Sierra Resource Conservation District
- Westlands Water District

The table below addresses participating jurisdictions continued compliance with NFIP requirements:

Table 166- NFIP Participation and Compliance

Jurisdiction	Has your community adopted a floodplain management ordinance that meets NFIP Minimum criteria?	Has your community adopted the latest effective Flood Insurance Rate Map (FIRM)?	Do you regulate/ permit development in the Special Flood Hazard Area (SFHA)?	Which position or agency is in charge of NFIP compliance for your community?	How do you implement the substantial improvement / substantial damage provisions of your floodplain management ordinance?
Fresno County	Yes	Yes	Yes	County Building Official	Via permit process
Clovis	Yes	Yes	Yes	City Building Official	Via permit process
Coalinga	Yes	Yes	Yes	City Manager	Via permit process
Firebaugh	Yes	Yes	Yes	City Manager	Via permit process
Fowler	Yes	Yes	Yes	Community Development Director	Via permit process
Fresno	Yes	Yes	Yes	City Building Official	Via permit process
Kingsburg	No	Yes	Not Specified	Not Specified	Not Specified
Mendota	Yes	Yes	Yes	City Manager	Via permit process

Jurisdiction	Has your community adopted a floodplain management ordinance that meets NFIP Minimum criteria?	Has your community adopted the latest effective Flood Insurance Rate Map (FIRM)?	Do you regulate/ permit development in the Special Flood Hazard Area (SFHA)?	Which position or agency is in charge of NFIP compliance for your community?	How do you implement the substantial improvement / substantial damage provisions of your floodplain management ordinance?
Reedley	Yes	Yes	Yes	City Building Official	Via permit process
San Joaquin	No	Yes	Not Specified	Not Specified	Not Specified
Sanger	Yes	Yes	Yes	City Manager	Via permit process

2024 MITIGATION ACTIONS

Only those actions where the County is the lead jurisdiction, or are multi-jurisdictional, are detailed further in this section. Actions specific to other participating jurisdictions, or where other jurisdictions are taking the lead, are detailed in the jurisdictional annexes.

PRIORITIZATION OF MITIGATION ACTIONS

As noted above, the mitigation actions included in the 2024 Fresno County Hazard Mitigation Plan does not represent a commitment by participating communities to take on every listed action. Rather, this is a list of *potential* actions that they may wish to pursue, depending in the availability of funding. When determining how to use available hazard mitigation funding, or identifying (during annual plan reviews) which actions to pursue in the coming year, the HMPC will consider the following factors when identifying priority actions:

- The benefit-cost ratio (BCR) of proposed projects
    - BCR is a measure of the return on investment the community can expect to receive, and one of the most important factors in determining whether or not to implement an action
    - Communities may opt to conduct a full benefit-cost analysis, or may consider the relative costs and benefits qualitatively, depending on the availability of detailed project cost information.
- Degree to which the project impacts or protects life safety
- Degree to which the project reduces the need for response actions
- Size of the population who would benefit from the action
- Benefit to the county's economy overall
- Useful life of project, taking into consideration the expected impacts of climate change
- Benefits to underserved communities
- Other non-monetary benefits not specified here

MULTI-JURISDICTION MITIGATION ACTIONS

DEVELOP AND CONDUCT A MULTI-HAZARD SEASONAL PUBLIC AWARENESS PROGRAM

Hazards Addressed: Agricultural Hazards, Avalanche, Dam Failure, Drought, Earthquake Flood/Levee Failure, Epidemic/Pandemic, Erosion, Expansive Soils, Extreme Temperatures, Fog, Heavy Rain/Thunderstorm/Hail/Lightning/wind, Landslide, Land Subsidence, Tornado, Volcano, West Nile Virus, Wildfire, Winter Storm,

Issue/Background: The jurisdictions within Fresno County are at risk to the natural hazards identified in this plan. Each hazard poses a different degree of risk and associated vulnerability, depending on the location within the County, but drought, flooding, wildfire and earthquake represent some of the most significant hazards. Some hazards such as flooding, have a high likelihood of occurrence, a specific

location that would likely be impacted, and proven approaches that could reduce the impact. For other hazards, where either the likelihood of occurrence is very low, the area of likely impact is not specifically known, or there is very little that can be done to reduce the impacts. The public needs to be made aware of the hazards so they can take action to reduce potential impacts to their own personal property and safety. The County and HMPC, including participating jurisdictions and special districts involved in the plan, have determined that public awareness is a key component of the overall mitigation strategy for this plan. People should have information describing historical events and losses, the likelihood of future occurrences, the range of possible impacts, appropriate actions to save lives and minimize property damage, and where additional information can be found. Any information provided through this effort should be accurate, specific, timely, and consistent with current and accepted local emergency management procedures as promoted by the California State Office of Emergency Services and the American Red Cross. This public outreach effort will be conducted annually and will include:

- Using a variety of information outlets, including local news media, social media, and web- based information;
- Creating and printing (where applicable) brochures, leaflets, water bill inserts, websites, and public service announcements;
- Displaying current brochures and flyers in County and City office buildings, libraries, and other public places;
- Developing public-private partnerships and incentives to support public education activities;
- Provide information on priority hazards including Agricultural Hazards, Dam Failure, Drought, Earthquake, Flood/Levee Failure, Human Health, Severe Weather, Soil Hazards (subsidence), Wildfire;
- Provide information on water conservation, particularly during times of drought;
- Participation in statewide events such as The 2018 Great California ShakeOut earthquake awareness drill

Other Alternatives: Continue public information activities currently in place

Responsible Office: Fresno County Office of Emergency Services, Department of Public Works and Planning, and Chamber of Commerce; American Red Cross. All municipalities and special districts will be partners including:

- City of Clovis
- City of Coalinga
- City of Firebaugh
- City of Fowler
- City of Fresno
- City of Kerman
- City of Kingsburg

- City of Mendota
- City of Reedley
- City of San Joaquin
- City of Sanger
- City of Selma
- Fresno Metropolitan Flood Control District
- Lower San Joaquin Levee District
- Sierra Resource Conservation District (including Highway 168 Fire Safe Council and Oak to Timberline Fire Safe Council)
- Kings River Conservation District
- Westlands Water District

Priority (High, Medium, Low): High

Cost Estimate: $5,000-20,000 annually, depending on printing and mailing costs, level of volunteer participation, and scope and frequency of events

Potential Funding: FEMA's Hazard Mitigation Grant Program, Fresno County funds, other available grants

Benefits (Avoided Losses): Heightened awareness that can lead to enhanced life safety, reduction in property losses; relatively low cost

Schedule: Part of seasonal multi-hazard public awareness campaign

Status: 2009 project, implementation ongoing at County level but revised in 2018 to make it more of a multi-jurisdictional effort.

FRESNO COUNTY MULTI-HAZARD MITIGATION ACTIONS

IDENTIFY CRITICAL FACILITIES AND INSPECT FOR VULNERABILITY TO MAJOR HAZARDS

Hazard(s) Addressed: Multi-Hazard: dam failure, earthquake, flood, severe weather, wildfire, volcano, hazardous materials

Issue/Background: The County has various facilities that may need to function in times of crisis and/or emergency.

- The facilities should be identified.
- The identified facilities should be reviewed and inspected to determine if the infrastructure can withstand and operate under critical conditions.
- Required upgrades to each of the facilities should be identified and prioritized.

Other Alternatives: No action

Responsible Office: Internal Services Department in coordination with Fresno County Department of Public Works and County OES

Priority (High, Medium, Low): High

Cost Estimate: Up to $3 million, depending on the number of facilities identified for review

Potential Funding: Annual budgets

Benefits (Avoided Losses): The County will be able to develop a plan to methodically upgrade the infrastructure and systems necessary to operate in times of emergency.

Schedule: 1-5 years

Status: 2009 project, implementation in progress

UPGRADE OR REPLACE CRITICAL COUNTY FACILITIES FOUND TO BE VULNERABLE TO MAJOR HAZARDS

Hazard(s) Addressed: Multi-Hazard: dam failure, earthquake, flood, severe weather, wildfire, volcano, hazardous materials

Issue/Background: The County has various facilities that may need to function in times of crisis and/or emergency. The County should upgrade or replace those facilities found to be vulnerable in accordance with a developed prioritized schedule.

Other Alternatives: Contact other jurisdictions to determine if capacity exists to accommodate County critical functions within facilities they control.

Responsible Office: Fresno County Department of Public Works and Planning Capital Projects Division

Priority (High, Medium, Low): High

Cost Estimate: Unknown at this time, will depend on the number of facilities identified, total cost could approach $100 million or more

Potential Funding: FEMA's Hazard Mitigation Grant Program and Building Resilient Infrastructure and Communities (BRIC) Programs, state funds, Fresno County budgets

Benefits (Avoided Losses): The County will have reliable infrastructure and systems necessary to operate in times of emergency

Schedule: 2-10 years

Status: 2009 project, implementation in progress

ENHANCE THE COUNTY EMERGENCY OPERATIONS CENTER

Hazard(s) Addressed: Multi-Hazard: dam failure, earthquake, flood, human health hazards, severe weather, wildfire, volcano, hazardous materials

Issue/Background: The Emergency Operations Center (EOC) for Fresno County is located in multiple rooms on multiple floors within the Public Health Department. Because the EOC sections are isolated, communications are limited, and section staff are unable to interact well. A centralized modern day EOC in a single location would greatly enhance communications and improve the effectiveness of those who work in it.

Other Alternatives: Enhance the EOCs of other jurisdictions and activate them in the event of an emergency

Responsible Office: Fresno County Office of Emergency Services

Priority (High, Medium, Low): High

Cost Estimate: $2.5 million

Potential Funding: Fresno County General Fund, grants

Benefits (Avoided Losses): A modern EOC in one location would decrease emergency response time and the public notification process, reducing potential loss of life and damage. The more time people are given to prepare for a potential emergency, the better chance they have of avoiding the effects of that event. The benefits would reduce set-up time currently needed. This would result in greater efficiencies that could leverage current technologies and result in improved communication and save time, money and lives through a faster response

Schedule: within 5-10 years

Status: 2009 project, implementation in progress; Some improvements are in place. A centralized EOC is not yet in place.

CONTROL BUBONIC PLAGUE THROUGH COYOTE AND CALIFORNIA GROUND SQUIRREL POPULATION MANAGEMENT

Issue/Background: Bubonic plague is endemic to parts of Fresno County. Coyotes and the California ground squirrel are free ranging wildlife that are present in all of Fresno County. Coyotes and ground squirrels cause extensive agricultural livestock, crop, and property damage. Coyotes are very mobile and can travel 20 to 25 miles in a day. Coyotes are known to carry and transmit diseases to humans, domestic animals, and livestock. Coyotes are carriers of the bubonic plague bacteria, which they receive from the bite of an infected flea. Coyotes can spread the disease to various California ground squirrel colonies. Human interaction with ground squirrels in open spaces, parks, and recreational areas can potentially result in bubonic plague infection through flea bites. Blood samples from coyotes can be tested for the presence of bubonic plague.

Other Alternatives: No action

Responsible Office: Fresno County Department of Agriculture Wildlife Damage Management

Priority (High, Medium, Low): High

Cost Estimate: $100,000

Potential Funding: Fresno County General Fund, California Department of Public Health, unrefunded gas tax

Benefits (Avoided Losses):

- One human life saved is $3.1 million
- Avoids disease transmission to humans
- Reduces the discomfort and adverse effects of flea bites

Schedule: Annually, June through October

Status: 2009 project, continuing implementation on an as needed basis

MINIMIZE FLOOD EVENTS BY EXERCISING RECLAMATION'S EMERGENCY ACTION PLAN AND PROVIDE AN EARLY WARNING SYSTEM TO DOWNSTREAM EMERGENCY RESPONSE AGENCIES

Issue/Background: Friant Dam was constructed in 1942 and is located 20 miles northeast of the City of Fresno. It serves as a water conservation and flood control facility. The dam has a structural height of 319 feet with a top of crest elevation of 581.25 feet. Millerton Lake reservoir has a storage capacity of 520,500 acre-feet.

The Bureau of Reclamation has the ability to divert water to the Friant Kern Canal, Madera Canal, and the San Joaquin River. During unforeseen events, the Bureau of Reclamation may be required to release water into the San Joaquin River that may exceed the river channel capacity.

Other Alternatives: Divert flood water to the Friant Kern Canal and the Madera Canal, reduce encroachment of development in the San Joaquin River floodplain, construct a new storage facility

Responsible Office: Bureau of Reclamation, South Central California Area Office-Fresno; U.S. Army Corps of Engineers Sacramento Branch

Priority (High, Medium, Low): High

Cost Estimate: $5,000-10,000 to exercise and update emergency action plan

Potential Funding: FEMA's Hazard Mitigation Grant Program, state funding, other available grants

Benefits (Avoided Losses): Minimized risk of loss of life and property damage

Schedule: 1-3 years

Status: 2009 project, continuing ongoing implementation

UPDATE DAM FAILURE EVACUATION PLAN

Issue/Background: New statues in the California Water code will require dam operators to update inundation maps. Development of new inundation maps will need to be incorporated into the County's dam failure evacuation plans. This will impact at least 23 dams within the County.

Other Alternatives: None

Responsible Office: County OES, PW and Sheriff's Office

Priority (High, Medium, Low): Medium Cost Estimate: $150,000-$200,000 Potential Funding: Annual budget, grants

Benefits (Avoided Losses): This plan will provide updated information that will enable an effective method for warning and evacuating downstream residents if a dam were to fail. This will enable the lives of many residents to be saved.

Schedule: 1-3 years depending on when updated inundation maps are completed

Status: New project

SUSTAINABLE GROUNDWATER MANAGEMENT ACT COMPLIANCE INCLUDING GROUNDWATER SUSTAINABILITY PLANNING AND IMPLEMENTATION

Issue/Background: Like many groundwater basins throughout the State, all four of the groundwater subbasins that underlay Fresno County are in overdraft condition and three (Kings, Westside, and Delta-Mendota) have been prioritized by DWR as critical, meaning, underground aquifers adversely impacted by overuse. Such impacts include significant decline in water storage and water levels, degradation of water quality, and land subsidence resulting in the permanent loss of storage capacity. Recognizing the importance of groundwater and the consequences of overuse, the Sustainable Groundwater Management Act (SGMA) was signed into law in 2014, to address the sustainable management of groundwater in California. The Sustainable Groundwater Management Act (SGMA) provides for the establishment of local Groundwater Sustainability Agencies (GSAs) to manage groundwater sustainability within groundwater subbasins defined by the California Department of Water Resources (DWR). Each GSA is required to develop and implement, no later than January 31, 2020, a Groundwater Sustainability Plan (GSP) to ensure a sustainable yield of groundwater, without causing undesirable results. Failure to comply with that requirement could result in the State asserting its power to manage local groundwater resources. Fresno County is working cooperatively with multiple GSAs within the four subbasins located within Fresno County towards the preparation and implementation of required GSPs. Maintaining sustainable groundwater supplies will provide insurance against periods of long-term drought and assist in the mitigating the potential for land subsidence.

As required in §10724(a) of the Water Code, the areas within the priority basins that underlay Fresno County that are not within the management area of one of these GSAs, the County is presumed to be the GSA for that area. There are nineteen (19) GSAs that have been formed within Fresno County, of these the County is the Authority for two GSAs (Management Area ‘B’, and Management Area ‘A’). The Westside Subbasin is covered by two GSAs, as such the County and Westlands Water District work cooperatively through an MOU. Other jurisdictions in Fresno County have formed their own GSAs (City of Firebaugh and City of Mendota) for the portions of the Delta-Mendota Subbasin that underlay each jurisdictions boundary. While other jurisdictions have formed a GSA along with other local agencies as a joint powers authority, listed below. These jurisdictions have similar mitigation actions and can be found in their respective jurisdictional annexes. North Kings GSA: City of Fresno, City of Clovis and City of Kerman South Kings GSA: City of Fowler, City of Kingsburg, City of Sanger Central Kings GSA: City of Selma

Other Alternatives: None, compliance required by law, failure to meet requirements will result in State intervention and oversight.

Responsible Office: Responsibilities for compliance with the Sustainable Groundwater Management Act have been assumed through the formation of Groundwater Sustainability Agencies within the four Fresno County groundwater subbasins recognized by the California Department of Water Resources. Fresno County is generally party to each of the GSAs within Fresno County by agreement or memorandum of understanding.

Priority (High, Medium, Low): High

Cost Estimate: Varies by GSA for preparation of the required GSP. Further expenses are anticipated to be accrued for the planning and construction of groundwater recharge projects.

Potential Funding: Property owner assessments along with grant funding opportunities from the State.

Benefits (Avoided Losses): Preparation and implementation of the GSP by the respective GSAs will result in the management of groundwater in a manner that is sustainable and avoids undesirable results as defined by the California State Department of Water Resources.

Schedule: GSAs must complete and submit the required GSP to DWR by January 31, 2020, which is to be fully implemented and result in sustainability of the groundwater basin, with no undesirable effects, by the year 2040.

Status: New project in 2018

CONDUCT FEASIBILITY STUDY FOR PANOCHE-SILVER CREEK FLOOD DETENTION FACILITY

Issue/Background: Panoche-Silver Creek downstream of the California Aqueduct causes frequent flooding of Belmont Avenue, a major transportation corridor connecting west Fresno County to I-5, the future Route 180 alignment, and the City of Mendota, a downstream community. Flooding occurs during normal-intensity storm events. High-intensity events result in extended road closures in an area of the County with limited transportation corridors. A feasibility study is needed to assess feasibility and location of facilities to route flood flows to a detention reservoir.

Other Alternatives: None identified

Responsible Office: Joint, possible partners include California Department of Water Resources, Bureau of Reclamation, Fresno County, City of Mendota, Westlands Water District

Priority (High, Medium, Low): High

Cost Estimate: $1.2 million

Potential Funding: State or federal grant sources

Benefits (Avoided Losses): Finding potential solution to reduce traffic disruptions

Schedule: 2-5 years

Status: 2009 project; Deferred. As of March 2018, Project has not started but a need for the project remains.

INVESTIGATE AND CONSTRUCT WATER STORAGE OPTIONS FOR THE UPPER SAN JOAQUIN RIVER BASIN

Issue/Background: The Upper San Joaquin River Storage Investigation will investigate feasibility and cost to provide on- or off-stream storage in the upper San Joaquin River Basin. The objectives are conjunctive beneficial uses, including restoration of the San Joaquin River, increased management and exchange opportunities to secure and stabilize deliveries to urban and agricultural uses, flood control, recreation, reduced groundwater overdraft, and potentially hydropower.

Other Alternatives: No action

Responsible Office: California Department of Water Resources, Bureau of Reclamation

Priority (High, Medium, Low): High

Cost Estimate: Study—to be determined; resulting project—$1-1.5 billion

Potential Funding: State or federal sources

Benefits (Avoided Losses): Reduction of flood risk downstream of Friant Dam

Schedule: 5-10 years

Status: 2009 project; As of March 2018, a draft Environmental Impact Statement has been completed and funding is being sought for implementation

ANALYZE SYSTEM, CONDITION, AND MANAGEMENT OF FLOOD WATER CONVEYANCE FACILITIES

Issue/Background: Flood water conveyance occurs over a disparate system of natural and manmade channels, levees, irrigation canals, and ad-hoc structures whose primary function may be for purposes other than flood management. A systemwide inventory and analysis is needed to develop priorities across many jurisdictions, both public and private, for rehabilitation and upgrade of critical flood management facilities, including public and private levees.

Other Alternatives: No action

Responsible Office: Potentially San Joaquin Valley-wide, possible lead or joint lead entities include California Department of Water Resources; Bureau of Reclamation; irrigation, water, and conservation districts; regional partners through integrated regional water management plans; Fresno County

Priority (High, Medium, Low): High

Cost Estimate: $5 million (Fresno County)

Potential Funding: State and federal grant funding

Benefits (Avoided Losses): Reduced flood risk and flood losses

Schedule: 10-20 years

Status: 2009 project; Deferred. Implementation of this project has not started but a study is still needed.

PREPARE STORMWATER DRAINAGE MASTER PLANS

Issue/Background: Some unincorporated communities in Fresno County do not have master plans for stormwater drainage, which provide for flow, collection, and diversion of stormwater from public streets to detention or recharge facilities. Lacking appropriate drainage, stormwater may flood streets and/or property, and standing water may persist, leading to health or traffic safety concerns.

Other Alternatives: No action

Responsible Office: Special or community service districts or County service area zones of benefit

Priority (High, Medium, Low): Medium

Cost Estimate: $150,000-500,000 per community

Potential Funding: Undetermined

Benefits (Avoided Losses): Reduced property damage and adverse impacts on health and traffic safety

Schedule: 3-5 years

Status: 2009 project; Continuing

CONTROL WEST NILE VIRUS THROUGH BEAVER POPULATION MANAGEMENT

Issue/Background: Between 2003 and 2016, there were over 6,000 cases of West Nile virus in California; 248 of those cases resulted in fatalities. On August 2, 2007, the governor of California declared a disaster in three California counties because of deaths related to the virus. Fresno County had 242 cases with 10 fatalities between the years of 2003 and 2016. Fresno County has averaged one virus-related death and 17 virus cases per year since 2003.

West Nile virus is transmitted by mosquitoes. One breeding area for mosquitoes is beaver ponds. Beavers are native to Fresno County, and their dams create ponds in waterways. Beaver dams cause streams and waterways to overflow, which causes flooding of farm and private land. The resulting excess standing water provides another breeding source for mosquitoes. The Mosquito Abatement District estimates that removing the beaver ponds from waterways near residential areas will reduce mosquito populations, thus potentially reducing the number of West Nile virus infections.

Other Alternatives: No action

Responsible Office: Fresno County Department of Agriculture Wildlife Damage Management

Priority (High, Medium, Low): High

Cost Estimate: $10,000-25,000

Potential Funding: California Department of Public Health, Fresno County general fund

Benefits (Avoided Losses):

- Reduction of incidence of infection and resulting fatalities: .5 human lives saved is $1.55 million
- Reduction in the number of cases, resulting in improved human health and reduced medical costs
- Reduction in discomfort and adverse effects of mosquito bites
- Reduction in treatments to suppress mosquito population by the Mosquito Abatement District and related jurisdictions
- Reduction of future costs associated with mosquito control
- Repeated removal of beaver dams

Schedule: Annually, February through June

Status: 2009 project, continuing implementation on an as needed basis

WILDFIRE DEFENSIBLE FUEL MODIFICATION ZONES IN AREAS OF TREE MORTALITY

Issue/Background: The foothill and mountain areas of Fresno County have been severely impacted by the drought and subsequent bark beetle outbreak since 2014. This has caused tree mortality across 216,000 acres and over 21 million trees have died. Not only have the trees died but the brush and shrubs throughout the County have died back creating an additional fuel load. All the communities in these areas are at an increased risk of a damaging wildland fire due to the mortality and fuel loading. Much of this mortality is on open land, both private and public, that will not get removed causing an increased ground fuel loading that will persist for decades to come. The Communities, businesses and local infrastructure will need increased Defensible Fuel Modification Zones (DFZ's) and hazard tree removal to reduce the damaging effects of a wildland fire. In addition, this project would help mitigate wind-fall hazards on property and people.

Other Alternatives: In the past CAL FIRE, United State Forest Service and local fire safe councils have been creating DFZ's throughout the County in high fire prone areas. Due to the change in the fuels and health of the forest all communities in the affected areas are at high risk and need to implement integrated community DFZ's. These community DFZ's need to tie into existing DFZ's, roads, designated escape routes and homeowner defensible space to create a network that allows for increased community protection. Ingress and egress corridors need to be created by removing both dead trees and brush for the public to evacuate safely and allow emergency response personnel safe access. These DFZ's will need to be created using heavy equipment, masticators, hand crews and prescribed fire to remove dead trees, reduce understory brush and remove ground fuels. This network will need to be maintained over time and retreatment of the fuels will need to occur every 3 to 7 years for them to be effective. Community education related to fire safety, building construction, evacuation procedures and fuels management is a main part of this plan to be successful.

Responsible Office: CAL FIRE, County (Public Works, OES), USFS; partner agencies include Fire Safety Councils, PG&E, Cal Trans

Priority (High, Medium, Low): High

Cost Estimate: $10,000,000

Potential Funding: CAL FIRE grants, CAL OES funds, FEMA grants, County funds, CAL FIRE Unit funds, USDA Forest Service funds, Private funds and other funds not currently identified

Benefits (Avoided Losses): By completing these types of projects, it is estimated to reduce the impacts of fire to over 4,816 residences, numerous businesses and critical infrastructure directly affected by the tree mortality.

Schedule: September 1, 2015, until completed through 2020

Status: New project in 2018

6. Plan Implementation and Maintenance



Requirement §201.6(c)(4): [The plan maintenance process shall include a] section describing the method and schedule of monitoring, evaluating, and updating the mitigation plan within a five-year cycle.

Implementation and maintenance of the plan is critical to the overall success of hazard mitigation planning. This chapter provides an overview of the overall strategy for plan implementation and maintenance and outlines the method and schedule for monitoring, updating, and evaluating the plan. The chapter also discusses incorporating the plan into existing planning mechanisms and how to address continued public involvement.

ADOPTION

The purpose of formally adopting this plan is to secure buy-in from Fresno County and participating jurisdictions, raise awareness of the plan, and formalize the plan's implementation. The adoption of this plan completes Planning Step 9 of the 10-step planning process: Adopt the Plan, in accordance with the requirements of DMA 2000. This adoption also establishes compliance with AB 2140 requiring adoption by reference or incorporation into the safety element of the general plan. The governing board for each participating jurisdiction has adopted this multi- hazard mitigation plan by passing a resolution. A copy of the generic resolution and the executed copies are included in Appendix A: Adoption Resolutions.

IMPLEMENTATION

Once adopted, the plan faces the truest test of its worth: implementation. While this plan contains many worthwhile actions, the participating jurisdictions will need to decide which action(s) to undertake first. Two factors will help with making that decision: the priority assigned the actions in the planning process and funding availability. Low or no-cost actions most easily demonstrate progress toward successful plan implementation.

Implementation will be accomplished by adhering to the schedules identified for each action (see Chapter 5 Mitigation Strategy for the County and the actions detailed in the jurisdictional annexes) and through constant, pervasive, and energetic efforts to network and highlight the multi-objective, win-win benefits of each project to the Fresno County community and its stakeholders. These efforts include the routine actions of monitoring agendas, attending meetings, and promoting a safe, sustainable community. The three main components of implementation are:

- Monitoring: Tracking implementation of the plan over time
- Evaluating: Assessing how well the plan meets its stated purpose and goals

Mitigation is most successful when it is incorporated into the day-to-day functions and priorities of government and development. Implementation will be accomplished by adhering to the schedules identified for each action and through constant, pervasive, and energetic efforts to network and highlight the multi-objective, win-win benefits to each program and the Fresno County community and its stakeholders. This effort is achieved through the routine actions of monitoring agendas, attending meetings, and promoting a safe, sustainable community. Additional mitigation strategies could include consistent and ongoing enforcement of existing policies and vigilant review of programs for coordination and multi-objective opportunities.

One example of an important implementation mechanism that is highly effective and low-cost is incorporation of the hazard mitigation plan recommendations and their underlying principles into other plans and mechanisms, such as the general plans for Fresno County and the participating jurisdictions. The County and participating jurisdictions already implement policies and programs to reduce losses to life and property from hazards. This plan builds upon the momentum developed through previous and related planning efforts and mitigation programs and recommends implementing actions, where possible, through these other program mechanisms.

Simultaneously to these efforts, it is important to maintain a constant monitoring of funding opportunities that can be leveraged to implement some of the more costly recommended actions. This will include creating and maintaining a bank of ideas on how to meet local match or participation requirements. When funding does become available, the participating jurisdictions will be in a position to capitalize on the opportunity. Funding opportunities to be monitored include special pre- and post-disaster funds, special district budgeted funds, state and federal earmarked funds, and other grant programs, including those that can serve or support multi-objective applications.

ROLE OF HAZARD MITIGATION PLANNING COMMITTEE IN IMPLEMENTATION AND MAINTENANCE

With adoption of this plan, the participating jurisdictions will be tasked with plan implementation and maintenance. The participating jurisdictions, led by the Fresno County Office of Emergency Services, agrees to:

- Act as a forum for hazard mitigation issues;
- Disseminate hazard mitigation ideas and activities to all participants;
- Pursue the implementation of high-priority, low/no-cost recommended actions;
- Keep the concept of mitigation in the forefront of community decision making by identifying plan recommendations when other community goals, plans, and activities overlap, influence, or directly affect increased community vulnerability to disasters;
- Maintain a vigilant monitoring of multi-objective cost-share opportunities to help the community implement the plan's recommended actions for which no current funding exists;
- Monitor and assist in implementation and update of this plan;
- Report on plan progress and recommended changes to the Fresno County Board of Supervisors and the governing boards of the other participating jurisdictions; and
- Inform and solicit input from the public.

The primary duty of the participating jurisdictions is to see the plan successfully carried out and to report to their community governing boards and the public on the status of plan implementation and mitigation opportunities. Other duties include reviewing and promoting mitigation proposals, considering stakeholder concerns about hazard mitigation, passing concerns on to appropriate entities, and posting relevant information on the County website (and others as appropriate).

MAINTENANCE/MONITORING

Plan maintenance implies an ongoing effort to monitor and evaluate plan implementation and to update the plan as progress, roadblocks, or changing circumstances are recognized.

MAINTENANCE/MONITORING SCHEDULE

The Emergency Manager in the Fresno County Office of Emergency Services within the Department of Public Health is responsible for initiating plan reviews and will consult with the heads of participating departments and other participating jurisdictions. In order to monitor progress and update the mitigation strategies identified in the action plan, the Fresno County Office of Emergency Services will revisit this plan annually and after a hazard event. The annual review will be conducted by re-convening the HMPC each year.

This plan will be updated, approved and adopted within a five-year cycle as per Requirement §201.6(c)(4)(i) of the Disaster Mitigation Act of 2000 unless disaster or other circumstances (e.g., changing regulations) require a change to this schedule. With the initial approval of this plan occurring in mid-2024, the plan will need to be updated, reviewed by Cal OES and FEMA Region IX, and re-adopted by all participating jurisdictions by mid-2029. The County will monitor planning grant opportunities from Cal OES and FEMA for funds to assist with the update. These grants should be pursued as early as 2026, as some grants have a three-year performance period to expend the funds. In addition, there is no guarantee that the grant will be awarded when initially submitted. This allows time to resubmit the grant in 2027 if needed.

MAINTENANCE EVALUATION PROCESS

The planning team will continually observe the incorporation process, evaluation method, updating method, continued public participation, and completion of the action/projects to assure that the planning team and the plan itself are performing as anticipated. By monitoring these processes, the planning team will then be able to evaluate them at the time of the plan update, determining if any changes are needed.

Evaluation of progress can be achieved by monitoring changes in vulnerabilities identified in the plan. Changes in vulnerability can be identified by noting:

- Decreased vulnerability as a result of implementing recommended actions,
- Increased vulnerability as a result of failed or ineffective mitigation actions, and/or
- Increased vulnerability as a result of new development (and/or annexation).

The HMPC will use the following process to evaluate progress and any changes in vulnerability as a result of plan implementation.

- A representative from the responsible entity identified in each mitigation measure will be responsible for tracking and reporting on an annual basis to the HMPC on project status and provide input on whether the project as implemented meets the defined objectives and is likely to be successful in reducing vulnerabilities.
- If the project does not meet identified objectives, the HMPC will determine what alternate projects may be implemented, and an assigned individual will be responsible for defining action scope, implementing the action, monitoring success of the action, and making any required modifications to the plan.

- New projects identified will require an individual assigned to be responsible for defining the project scope, implementing the project, and monitoring success of the project.
- Projects that were not ranked high priority but were identified as potential mitigation strategies will be reviewed as well during the monitoring and update of this plan to determine feasibility of future implementation.
- Changes will be made to the plan to accommodate for projects that have failed or are not considered feasible after a review for their consistency with established criteria, the time frame, priorities, and/or funding resources.

Updating of the plan will be by written changes and submissions, as the Fresno County Office of Emergency Services deems appropriate and necessary, and as approved by the Fresno County Board of Supervisors and the governing boards of the other participating jurisdictions. Updates to this plan will:

- Consider changes in vulnerability due to action implementation;
- Document success stories where mitigation efforts have proven effective;
- Document areas where mitigation actions were not effective;
- Document any new hazards that may arise or were previously overlooked;
- Document hazard events and impacts that occurred within the five-year period;
- Incorporate new data or studies on hazards and risks;
- Incorporate new capabilities or changes in capabilities;
- Incorporate documentation of continued public involvement;
- Incorporate documentation to update the planning process that may include new or additional stakeholder involvement;
- Incorporate growth and development-related changes to building inventories;
- Incorporate new project recommendations or changes in project prioritization;
- Include a public involvement process to receive public comment on the updated plan prior to submitting the updated plan to Cal OES/FEMA; and
- Include re-adoption by all participating entities following Cal OES/FEMA approval.

INCORPORATION INTO EXISTING PLANNING MECHANISMS

Another important implementation mechanism that is highly effective and low-cost is incorporation of the hazard mitigation plan recommendations and their underlying principles into other County and City plans and mechanisms. Where possible, plan participants will use existing plans and/or programs to implement hazard mitigation actions. As previously stated in Section 7.1 of this plan, mitigation is most successful when it is incorporated into the day-to-day functions and priorities of government and development. This point is re-emphasized here. As described in this plan's capability assessment, the County and participating jurisdictions already implement policies and programs to reduce losses to life and property from hazards. This plan builds upon the momentum developed through previous and related planning efforts and mitigation programs and recommends implementing actions, where possible, through these other program mechanisms.

These existing mechanisms include (but not limited to) the following:

- County and city general and master plans
- County and city emergency operations plans
- County and city ordinances
- Flood/stormwater management/master plans
- Community Wildfire Protection plans
- Drought management and response plans
- Capital improvement plans and budgets
- Other plans and policies outlined in the capability assessments in the jurisdictional annexes
- Other plans, regulations, and practices with a mitigation focus

HMPC members involved in the updates to the planning mechanisms will be responsible for integrating the findings and recommendations of this plan with these other plans, programs, etc, as appropriate. As an action step to ensure integration with other planning mechanisms the County Office of Emergency Services Manager or designee will discuss this topic at the annual meeting of the HMPC previously described in the Maintenance Schedule. The HMPC will discuss if there are opportunities to incorporate the plan into other planning mechanisms and who would be responsible for leveraging those opportunities. HMPC members representing local jurisdictions will work with their jurisdictional planning teams to integrate their identified mitigation actions into their own local plans and programs. Efforts to integrate the hazard mitigation plan into local plans, programs, and policies will be reported on at the annual HMPC plan review meeting, and a record of successful integration efforts will be kept.

Examples of a process for incorporation of the LHMP into existing planning mechanisms include:

- As recommended by Assembly Bill (AB) 2140, each community should adopt (by reference or incorporation) this LHMP into the Safety Element of their General Plan(s). Evidence of such adoption (by formal, certified resolution) shall be provided to Cal OES and FEMA.
- Integration of wildfire actions identified in this mitigation strategy with the actions and implementation priorities established in existing Community Wildfire Protection Plans (CWPPs). This has already occurred and will continue to occur as the CWPPs are updated and implemented. Specifically, key people responsible for development of the Highway 168 Fire Safe Council CWPP and Oak to Timberline Fire Safe Council CWPP participated as a member of the HMPC in the original development and 2017-2018 update of this LHMP. They identified key projects in the CWPPs and integrated them into the Mitigation Strategy of this LHMP. Likewise, actual implementation of these wildfire projects will likely occur through the CWPP implementation process through the efforts of these same individuals.
- Using the risk assessment information to update the hazard analysis in the Fresno County Operational Area Master Emergency Services Plan.

Efforts should continuously be made to monitor the progress of mitigation actions implemented through these other planning mechanisms and, where appropriate, their priority actions should be incorporated into updates of this hazard mitigation plan.

CONTINUED PUBLIC INVOLVEMENT

Continued public involvement is imperative to the overall success of the plan's implementation. Efforts will be made to involve the public in the plan maintenance, evaluation, and review process. This includes maintaining a digital version of the plan on the County Office of Emergency Services website for public review. In addition, information on who to contact within the Office of Emergency Services will be posted with the plan. The Emergency Manager in the Fresno County Office of Emergency Services will maintain a file of comments received for reference during the next five-year update. Any revisions to the plan that may occur as a result of a disaster will also be made public and posted on the County website.

The next five-year update process also provides an opportunity to solicit participation from new and existing stakeholders and to publicize success stories from the plan implementation and seek additional public comment. A public hearing(s) or survey to receive public comment on the plan will be held during the plan update period. When the HMPC reconvenes for the update, they will coordinate with all stakeholders participating in the planning process, including those who joined the HMPC after the initial effort, to update and revise the plan. Public notice will be posted and public participation will be invited, at a minimum, through available website postings and press releases to the local media outlets as well as email and social media announcements.

Continued public outreach and education is also an aspect of the mitigation strategy in Chapter 5 of this plan through inclusion of an action to develop and conduct a multi-hazard seasonal public awareness program on an annual basis.


THE COUNTY OF FRESNO
1856

Exhibit B

Annex E: City of Fresno



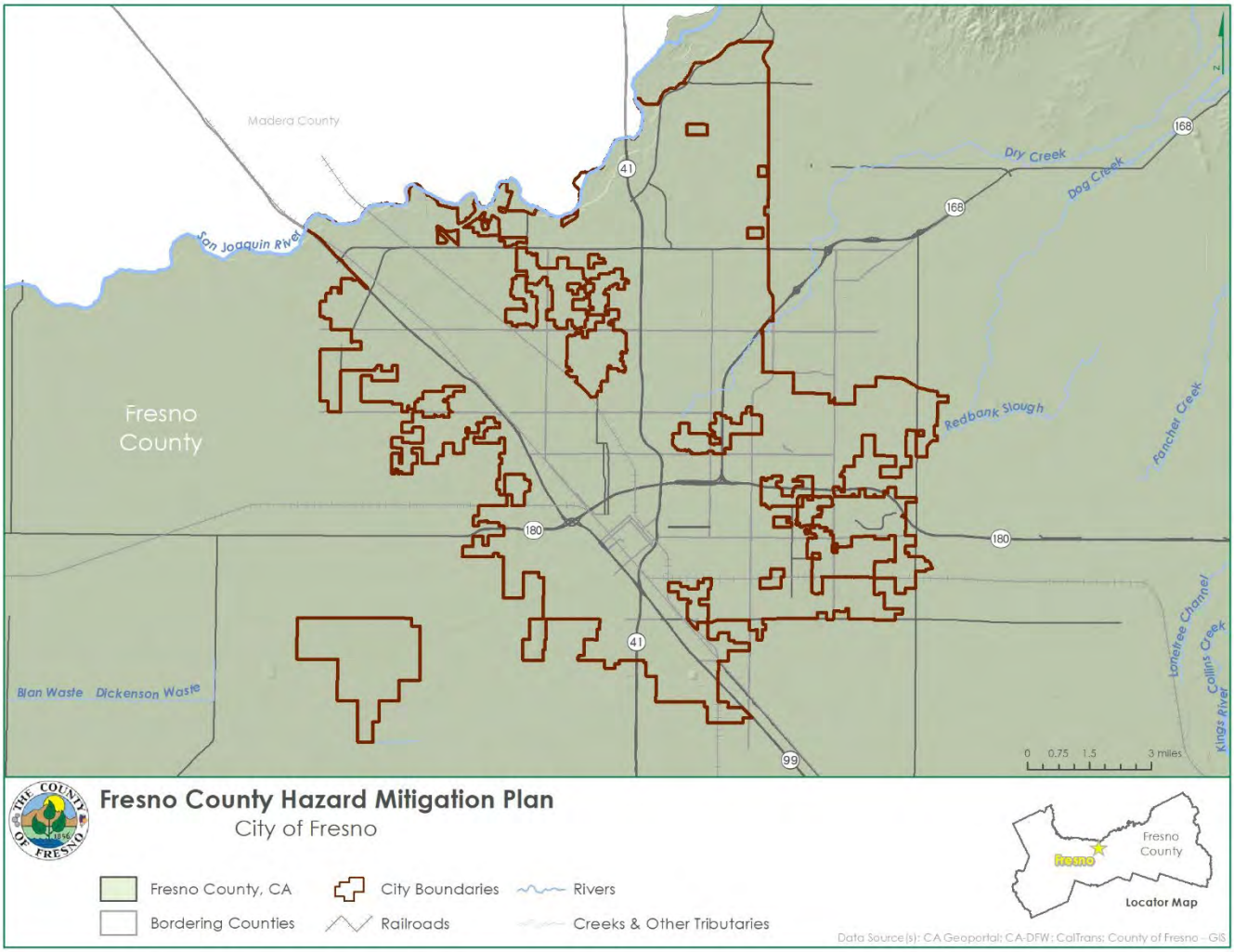
PARTICIPATION

To update the City of Fresno's jurisdictional annex, the City of Fresno had the opportunity to consult and engage local stakeholders and partners during the planning process as needed. Additionally, during the planning process, the Witt O'Brien's consulting team provided opportunities for the City of Fresno's input. Opportunities included completing worksheets (such as the Capability Assessment, Hazard Risk Assessment, and Mitigation Strategy Worksheets), reviewing and providing feedback on the draft jurisdictional annex, providing feedback during planning team meetings, and providing feedback through emails or phone calls. The City of Fresno did not engage with stakeholders outside of those invited by the Hazard Mitigation Planning Committee. These stakeholders are identified in Appendix B.

COMMUNITY PROFILE

Figure 1. City of Fresno City Boundaries displays a map and the location within Fresno County of the City of Fresno.

Figure 1. City of Fresno City Boundaries

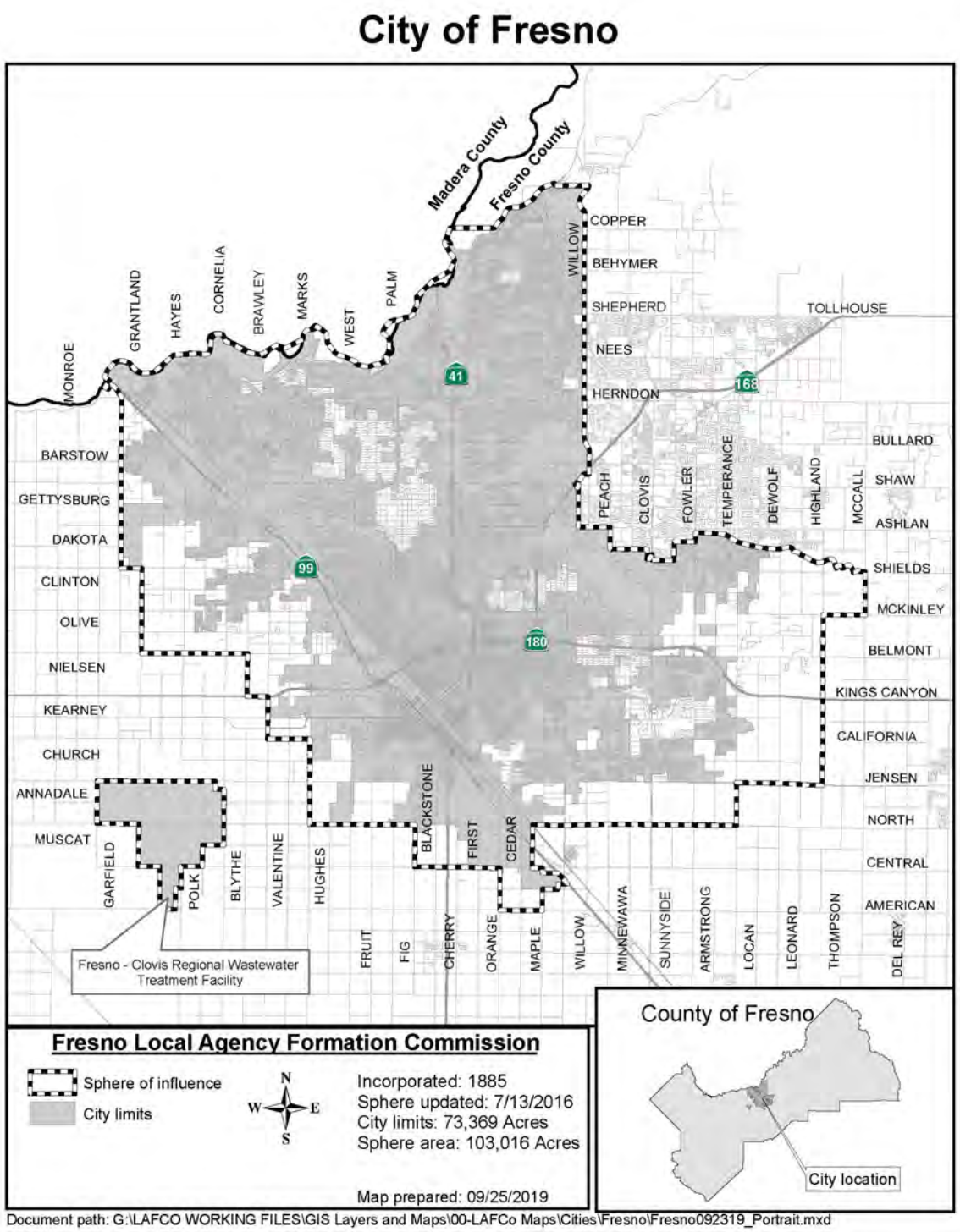


Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno - GIS

GEOGRAPHY AND CLIMATE

The City of Fresno, located in the Central Valley, covers an area of 113 square miles. The Sphere of Influence (SOI) encompasses 157 square miles in total, of which 44 square miles is unincorporated land. **Figure 2. City of Fresno Limits and Sphere of Influence** shows the SOI and City limits. Over the past decade, the City has expanded into the northern, northwestern, and eastern reaches of its Sphere of Influence.

Figure 2. City of Fresno Limits and Sphere of Influence



Source: Fresno Local Agency Formation Commission, https://www.fresnolafco.org/files/81063bbd7/Fresno092319_Portrait.pdf

Except for the deep channel of the San Joaquin River at the northern boundary of the City, Fresno's topography is generally level and slopes gently to the southwest. The upper San Joaquin River lies at the City's northerly boundary and has carved a deep channel, confining the river between steep bluffs that range from 20 to approximately 100 feet in height. Fresno has a Mediterranean climate, averaging over 300 sunny days per year and little or no measurable precipitation from June through September. Annual rainfall averages 11 inches and the City's prevailing winds are typically light and from the northwest.

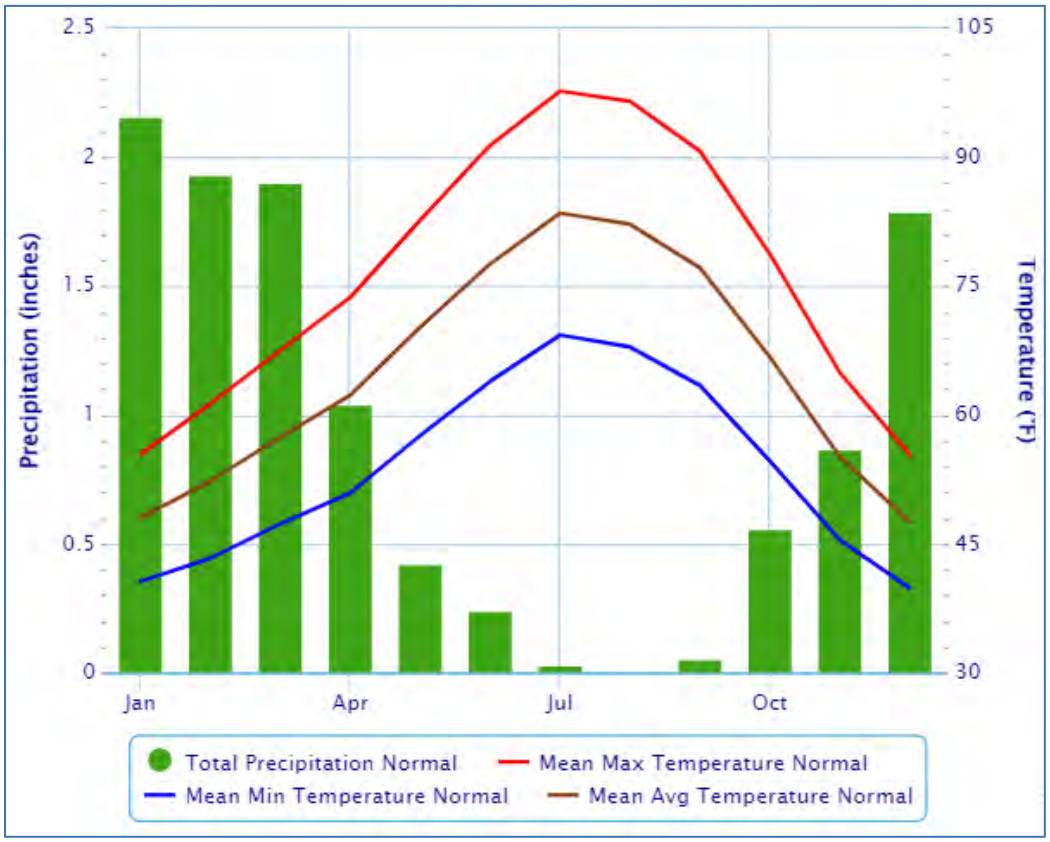
Storms with strong weather disturbances (lightning and very agitated winds) may occur from autumn months through the spring, with the strength of the storm dependent upon temperature gradients between moving weather fronts.

Winter mornings in December and January approach freezing but only rarely reach as low as, or below, 32ºF; winter daytime high temperatures almost always approach or exceed 40ºF. Snowfall is an extremely rare and transient phenomenon; the last recorded snowfall had trace amounts on December 11, 2005. The Tule fog, a thick ground fog that settles in the San Joaquin Valley from late fall through early spring, is the leading cause of weather-related accidents in California. In addition to causing visibility issues, "black ice" from precipitated fog may temporarily affect some roadways and bridges during the winter.

Summer daytime peak temperatures are high in Fresno. Some heat waves last over a week with daytime highs well over 100ºF and issuance of health advisories. Summer evenings provide for some cooling of 10-15ºF with the early morning daybreak hours cooling by 20-30ºF, depending on humidity (low humidity allows for more radiant cooling). In 2021, the Fresno area experienced 69 days over 100 degrees – a record-breaking number of days, according to data from the National Weather Service.[1] **Figure 3. Fresno-Yosemite International Airport Monthly Normals for Precipitation and Temperature (1991-2020)** shows the monthly normal for temperature and precipitation at the Fresno Yosemite International Airport NWS weather station.

[1] Extreme heat in Fresno County affects health (fresnoland.org) https://fresnoland.org/2022/08/26/fresno-county-heat-waves-will-last-longer-in-the-future-heres-what-that-means-for-your-health/

Figure 3. Fresno-Yosemite International Airport Monthly Normals for Precipitation and Temperature (1991-2020)



Source: NWS

Geography and climate combine to create a general accumulation of air pollutants in the San Joaquin Valley (and in the City of Fresno) that occasionally result in unhealthy air quality conditions. Air quality problems are exacerbated by dust storms, human activities (e.g., vehicle emissions and fireplace and wood stove use), atmospheric photochemical processes, and forest fires from local and regional fires.

According to a report published by the American Lung Association, Fresno County is the dirtiest place in America for short-term particle pollution. The Fresno metro area saw a greater than 40 percent increase in the Lung Association's statistic for annual short-term exposure to PM2.5 particles. [2]

The City has chronically failed to attain some of the national and state ambient air quality standards, but due to the efforts of the California Air Resources Board and the regional San Joaquin Valley Unified Air Pollution Control District, progress toward attainment of ozone (oxidant) and particulate matter standards is being made. Carbon monoxide standards were deemed to have been attained in the 1990s.

[2] New report says Fresno region has dirtiest air in US. Experts call for critical change - Fresnoland https://fresnoland.org/2022/04/21/new-report-says-fresno-region-has-dirtiest-air-in-us-experts-call-for-critical-change

HISTORY

Development of what today is the City of Fresno began in 1871, when the Central Pacific Railroad chose the Fresno Station for its San Joaquin Valley rail line. The City soon became the County seat and the shipping and distribution hub for the region's agricultural industry. An economic boom across California in the 1880s helped transform Fresno from a village to a city and helped drive its incorporation in 1885. Today, the City of Fresno is the center of trade, commerce, finance, and transportation for the San Joaquin Valley.

ECONOMY

The most comprehensive economic data available for the City of Fresno comes from the U.S. Census Bureau by way of the American Community Survey (ACS). Select estimates of economic characteristics for the City of Fresno are shown in **Table 1. City of Fresno's Economic Characteristics.**

Table 1. City of Fresno's Economic Characteristics

Characteristic	City of Fresno
Families below Poverty Level	15.1%
All People below Poverty Level	20.6%
Median Family Income	$74,085
Median Household Income	$64,196
Per Capita Income	$30,533
Population in Labor Force	263,824
Population Employed	242,002
Unemployment	7.9%

Source: U.S. Census Bureau American Community Survey 2018-2022 5-Year Estimates, www.census.gov/

Table 2. City of Fresno's Employment by Occupation and **Table 3. City of Fresno's Employment by Industry** show how the City of Fresno's labor force breaks down by occupation and industry based on 5-year estimates from the 2018-2022 American Community Survey.

Table 2. City of Fresno's Employment by Occupation

Occupation	# Employed	% Employed
Management, Business, Science and Arts Occupations	80,046	33.08%
Management, Business, and Financial Occupations	(33,682)	(49.37%)
Computer, Engineering, and Science Occupations	(8,280)	(12.64%)

Occupation	# Employed	% Employed
Education, Legal, Community Service, Arts, and Media Occupations	(26,257)	(38.49%)
Sales and Office Occupations	48,846	20.18%
Service Occupations	54,667	22.59%
Production, Transportation, and Material Moving Occupations	36,666	15.15%
Natural Resources, Construction, and Maintenance Operations	21,777	8.99%
Total	**242,002**	**100.00%**

Source: U.S. Census Bureau American Community Survey 2018-2022 5-Year Estimates, www.census.gov/

Table 3. City of Fresno's Employment by Industry

Industry	# Employed	% Employed
Educational Services, and Health Care, and Social Assistance	55,512	22.94%
Retail Trade	25,233	10.43%
Arts, Entertainment, and Recreation, and Accommodation, and Food Services	26,632	11.00%
Professional, Scientific, and Management, and Administrative and Waste Management Services	24,980	10.32%
Manufacturing	16,051	6.63%
Public Administration	16,904	6.99%
Finance and Insurance, and Real Estate and Rental and Leasing	13,334	5.51%
Other Services, Except Public Administration	11,996	4.96%
Construction	14,154	5.85%
Agriculture, Forestry, Fishing, and Hunting, and Mining	8,625	3.56%
Transportation and Warehousing and Utilities	19,686	8.13%
Wholesale Trade	6,119	2.53%
Information	2,776	1.15%
Total	**242,002**	**100.00%**

Source: U.S. Census Bureau American Community Survey 2022 5-Year Estimates, www.census.gov/

With the depressed real estate and construction market and economic recession toward the end of the 2000–2010-decade, unemployment rates increased to a peak of 18.0 percent in 2010. Since then, the unemployment rate has steadily decreased. In recent years, unemployment sharply rose again, 17.4

percent in April 2020, during the COVID-19 as many businesses shut down and employees were laid off. The most recent annual data from the State of California Employment Development Department indicates that in 2022 there were 244,027 people employed in the City of Fresno labor force. The unemployment rate was 8.2 percent as of December 2023.

POPULATION

According to the U.S. Census Bureau 2022 Population Estimate, Fresno's population was estimated to be 545,567. Select demographic and social characteristics for the City from the U.S. Census Bureau's 2015 American Community Survey 5-year estimates are shown in **Table 4. City of Fresno's Demographic and Social Characteristics.**

Table 4. City of Fresno's Demographic and Social Characteristics

Characteristics	City of Fresno
Gender/Age	
Male	49.2%
Female	50.0%
Median Age	30.0
Under 5 Years	8.9%
Under 18 Years	29.5%
65 Years and Over	9.9%
Race/Ethnicity	
White	52.2%
Asian	13.0%
Black or African American	7.9%
American Indian/Alaska Native	1.1%
Hispanic or Latino (of any race)	48.5%
Education	
High school graduate or higher	75.2%
Disability Status	
Population 5 years and over with a disability	11.75%

Source: U.S. Census Bureau American Community Survey 2018-2022 5-Year Estimates, www.census.gov/

For information about how some of these demographics affect social vulnerability and how they compare to other Fresno County jurisdictions, California, and the United States, see "Social Vulnerability" in the Fresno County Vulnerability and Assets at Risk section of the main plan. A more in-depth look at the population of the City of Fresno, including the City's special needs populations, is available in the City of Fresno General Plan 2015-2023 Housing Element commissioned by the City of Fresno Development and Resource Management Department and prepared by MIG, Inc (available at www.fresno.gov/housingelement).

HAZARD IDENTIFICATION AND SUMMARY

The City of Fresno's planning team identified the hazards that affect the City and summarized their frequency of occurrence, spatial extent, potential magnitude, and significance specific to Firebaugh (see **Table 6. City of Fresno - Hazard Summaries**). **Table 5. Risk Methodology** shows the methodology to how the hazards were ranked. In the context of the plan's planning area, there are no hazards that are unique to Fresno.

Table 5. Risk Methodology

RF Value = {(Probability x .30) + (Impact x .30) + (Spatial Extent x.20) + (Warning Time x .10) + (Duration x .10)}				
Risk Assessment Category	**Degrees of Risk**			**Weight Value**
Probability: What is the likelihood of a hazard event occurring in a given year?	Unlikely	Less than 1% annual probability	1	30%
	Possible	Between 1% and 49.9% annual probability	2	
	Likely	Between 50% and 90% annual probability	3	
	Highly Likely	Greater than 90% annual probability	4	
Impact: In terms of injuries, damage, or death, would you anticipate impacts to be minor, limited, critical, or catastrophic when a significant hazard event occurs?	Minor	Very few injuries, if any. Only minor property damage and minimal disruption on quality of life. Temporary shutdown of critical facilities.	1	30%
	Limited	Minor injuries. More than 10% of property in affected area damaged or destroyed. Complete shutdown of critical facilities for more than one day.	2	
	Critical	Multiple deaths / injuries possible. More than 25% of property in affected area damaged or destroyed. Complete shutdown of critical facilities for more than a week.	3	
	Catastrophic	High number of deaths / injuries possible. More than 50% of property in affected area damaged or destroyed. Complete shutdown of critical facilities for 30 days or more.	4	
Spatial Extent: How large of an area could be impacted by	Negligible	Less than 1% of area affected	1	20%
	Small	Between 1% and 10.9% of area affected	2	

RF Value = {(Probability x .30) + (Impact x .30) + (Spatial Extent x.20) + (Warning Time x .10) + (Duration x .10)}				
Risk Assessment Category	**Degrees of Risk**			**Weight Value**
a hazard event? Are impacts localized or regional?	Moderate	Between 11% and 25% of area affected	3	
	Large	Greater than 25% of area affected	4	
Warning Time: is there usually some lead time associated with the hazard event? Have warning measures been implemented?	More than 24 hours	Self-Defined	1	10%
	12 to 24 hours	Self-Defined	2	
	6 to 12 hours	Self-Defined	3	
	Less than 6 hours	Self-Defined	4	
Duration: how long does the hazard event usually last?	Less than 6 hours	Self-Defined	1	10%
	Less than 24 hours	Self-Defined	2	
	Less than 1 week	Self-Defined	3	
	More than 1 week	Self-Defined	4	

Table 6. City of Fresno - Hazard Summaries

Hazard	0.3 Probability	0.3 Impact	0.2 Spatial Extent	0.1 Warning Time	0.1 Duration	Overall Risk
Agricultural Hazards	Likely	Minor	Negligible	12 to 24 hours*	Less than 24 hours*	Low
Avalanche	Unlikely	Minor	Negligible	N/A	N/A	Low
Dam Failure	Unlikely	Catastrophic	Moderate	Less than 6 hours	Less than 24 hours	High
Drought	Possible	Limited	Large	More than 24 hours	More than 1 week	High
Earthquake	Possible	Limited	Large	Less than 6 hours	Less than 6 hours	Medium*
Flood/Levee Failure	Possible	Critical	Large	More than 24 hours	Less than 1 week	High
Hazardous Materials	Likely	Critical	Large	Less than 6 hours	Less than 1 week	High
Human Health Hazards						
Epidemic/Pandemic	Possible	Catastrophic	Large	More than 24 hours	More than 1 week	High
West Nile Virus	Highly Likely	Minor	N/A	N/A	N/A	Low
Severe Weather						
Extreme Cold/Freeze/Heat	Highly Likely	Limited	Large	More than 24 hours	Less than 1 week	Medium*
Fog	Likely	Limited	Large	More than 24 hours	Less than 24 hours	Medium*
Heavy Rain/Thunderstorm/ Hail/Lightning/Wind	Highly Likely	Minor	Large	More than 24 hours	Less than 24 hours	Medium*
Tornado	Possible	Minor	Large	Less than 6 hours	Less than 6 hours	Low*
Winter Storm	Possible	Minor	Large	More than 24 hours	Less than 1 week	Low*
Soil Hazards						
Erosion	Highly Likely	Minor	Moderate	N/A	N/A	Low*
Expansive Soils	Possible	Minor	Negligible	N/A	N/A	Low
Land Subsidence	Possible	No Data	Limited	N/A	N/A	Low
Landslide	Likely	Limited	Small	12 to 24 hours*	Less than 6 hours	Low*
Volcano	Unlikely	Minor	Negligible	Less than 6 hours	More than 1 week	Low
Wildfire	Highly Likely	Critical	Small	12 to 24 hours*	More than 1 week*	Medium*

**Rated on an average basis. For example, warning time for agricultural hazards by vary by the type of hazard (When under the Warning Time and Duration column).*

**Hazard "Overall Risk" column differs from the risk factor methodology used based on the jurisdiction's Hazard Risk Assessment Worksheet. For example, the "Overall Risk" for a hazard may be High but the jurisdiction assessed the hazard to be a Low risk based on other factors.*

***Note**: N/A was identified for hazard characteristics when the information was not available or relevant to the hazard/jurisdiction.*

VULNERABILITY ASSESSMENT

The intent of this section is to assess Fresno's vulnerability separate from that of the planning area as a whole, which has already been assessed in the Vulnerability Assessment section in the main plan. This vulnerability assessment analyzes the population, property, and other assets at risk to hazards ranked of medium or high significance that may vary from other parts of the planning area.

The information to support the hazard identification and risk assessment for this Annex was collected through a worksheet, which was distributed to each participating municipality or special district to complete during the 2024 plan update. Information collected was analyzed and summarized in order to identify and rank all the hazards that could impact anywhere within the County, as well as to rank the hazards and to identify the related vulnerabilities unique to each jurisdiction.

Each participating jurisdiction was in support of the main hazard summary identified in the base plan. However, the hazard summary rankings for each jurisdictional annex may vary slightly due to specific hazard risk and vulnerabilities unique to that jurisdiction (See **Table 6. City of Fresno - Hazard Summaries**). Identifying these differences helps the reader to differentiate the jurisdiction's risk and vulnerabilities from that of the overall County.

The hazard risk reflects overall ranking for each hazard and is based on the City of Fresno's HMPC member input from the Risk Assessment Worksheet and the risk assessment developed during the planning process (see Chapter 4 of the base plan), which included a more detailed qualitative analysis with best available data.

The hazard summaries in Table 6 reflect the hazards that could potentially affect the City. The discussion of vulnerability for each of the following hazards is located in the Estimating Potential Losses section. **Those hazards that are not profiled in the vulnerability assessment were identified as consistent with the County's overall vulnerability assessment. See Chapter 4 Risk Assessment for details on vulnerability to these hazards.**

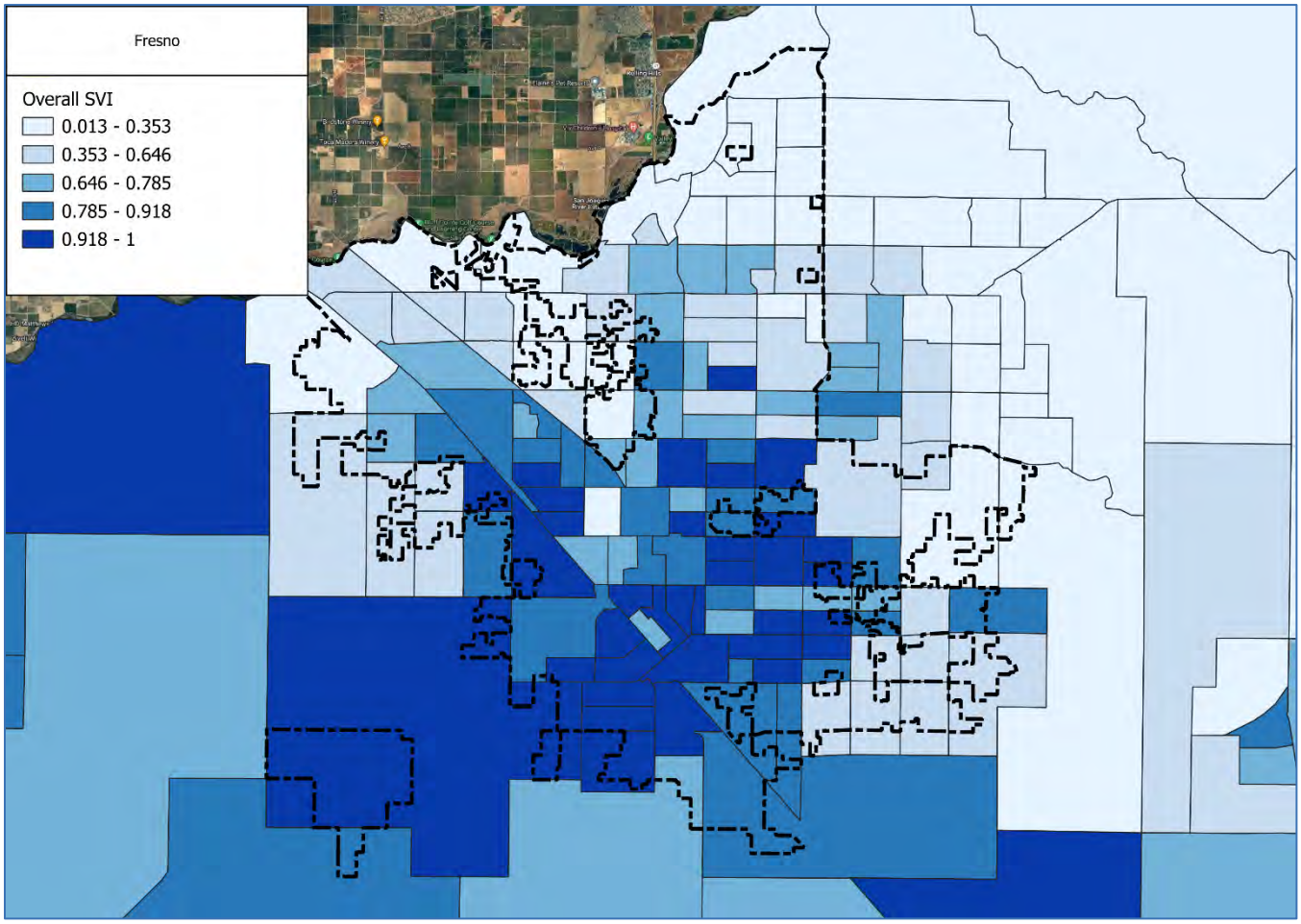
POPULATION AT RISK

The CDC's Social Vulnerability Index (SVI) is a tool that supports in identifying communities that are vulnerable to hazards and other stressors. Emergencies and disasters often highlight and intensify existing societal inequities, affecting groups based on socioeconomic status, race, age, disability, and other social factors. These events disproportionately impact certain populations, creating additional challenges in preparation, response, and recovery phases. More information on the SVI can be found in Chapter 4 of the base plan under the Social Vulnerability section.

In the City of Fresno, census tracts with a higher SVI are clustered near the central and southern portion of the City, as shown in **Figure 4. City of Fresno Social Vulnerability Index.** These census tracts may be at more risk of disaster and hazard impacts based on existing social inequities. To equitably reduce impacts to these communities, future planning, preparedness, and mitigation activities should work to address the social inequities that may increase their risk to disaster impacts. The CDC's Interactive SVI Map is a useful tool is understanding which social factors contribute to a census tracts higher overall SVI (e.g., socioeconomic status, race, age, disability, etc.). [3]

[3] CDC/ATSDR Social Vulnerability Index (SVI) | Place and Health | ATSDR https://www.atsdr.cdc.gov/placeandhealth/svi/interactive_map.html

Figure 4. City of Fresno Social Vulnerability Index



Source: CDC 2022 Social Vulnerability Index, City of Fresno City Boundary

ASSETS AT RISK

This section considers Fresno's assets at risk, including values at risk; critical facilities and infrastructure; historic, cultural, and natural resources; economic assets; and growth and development trends.

Since the 2009 Plan, the City of Fresno has experienced notable increases in agricultural, commercial, and residential properties and property values at risk. Compared to improved values from the Fresno County Assessor's Office's 2007 Certified Roll Values, agricultural improved value has increased by 254.2 percent, commercial improved value has increased by 299.8 percent and total residential improved value has increased by 265.8 percent. Part of this dramatic increase in exposure of commercial and residential properties can be attributed to annexations of previously unincorporated County land that have occurred within the last decade.

CRITICAL FACILITIES AND INFRASTRUCTURE

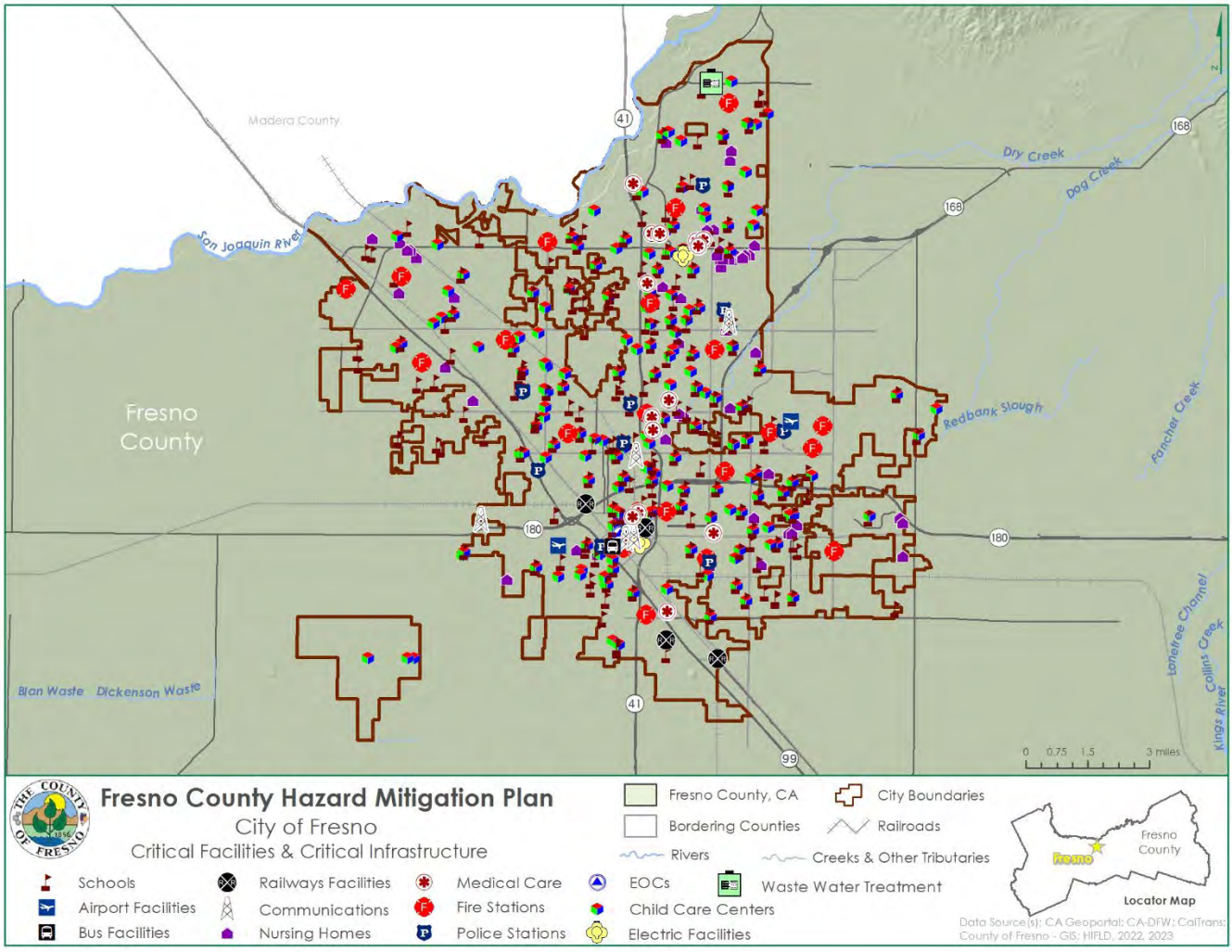
A critical facility may be defined as one that is essential in providing utility or direction either during the response to an emergency or during the recovery operation. An inventory of critical facilities in the City of Fresno from Fresno County GIS is provided in **Table 7. City of Fresno's Critical Facilities** and mapped in **Figure 5. City of Fresno Critical Facilities.**

Table 7. City of Fresno's Critical Facilities

Critical Facility Type	Count
Airport	2
Bus	1
CalARP	28
Colleges & Universities	8
Communications	29
Electric	5
EOC	1
Fire Station	27
Health Care	13
Police	11
Railway	7
School	190
Supplemental College	7
Wastewater	2
Total	**331**

Source: Fresno County

Figure 5. City of Fresno Critical Facilities



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno – GIS, 2022, 2023

The list of specific critical facilities and community assets is maintained by the City of Fresno Police Department. The Fresno Urban Area Critical Infrastructure List is considered confidential and may be accessed through the Fresno Police Department Homeland Security Division.

HISTORIC, CULTURAL, AND NATURAL RESOURCES

HISTORIC AND CULTURAL SITES

The Cultural Resource Facility located on the California State University, Bakersfield campus maintains a database, maps, and descriptive surveys of prehistoric sites in the Fresno area. Details of the locations are kept confidential due to the risk of theft or vandalism of artifacts. The general location of these sites is along the San Joaquin River and its bluffs, where permanent Native American settlements were established near a permanent water supply and seasonal salmon fishery.

The City of Fresno maintains a local official register of historic resources (available from the historic preservation officer in the City's Planning and Development Department). There are approximately 284 properties on the register. Twenty-one of the properties were demolished or destroyed by fire after being placed on the list, and three other properties have been relocated to sites outside the City of Fresno. The local register includes 31 properties that are on the National Register of Historic Places (see **Table 8. City of Fresno's Properties on the National Register of Historic Places**).

Table 8. City of Fresno's Properties on the National Register of Historic Places

Property Name	Address	Date-Listed
Azteca Theater	836-840 F Street	4/05/2017
Bank of Italy	1015 Fulton Mall	10/29/1982
Ben Gefvert Rank Historic District	4770 W Whites Bridge Road	1/01/2011
Brix, H.H, Mansion	2844 Fresno Street	9/15/1983
Einstein House	1600 M Street	1/31/1978
Fig Garden Woman's Club	4550 N. Van Ness Blvd	7/18/1994
Forestiere Underground Gardens	5021 W. Shaw Avenue	10/28/1977
Fresno Bee Building	1555 Van Ness Avenue	11/1/1982
Fresno Brewing Company Office and Warehouse	100 M Street	1/5/1984
Fresno County Hall of Records	2281 Tulare Street	12/22/2011
Fresno Memorial Auditorium	2425 Fresno Street	5/10/1994
Fresno Republican Printery Building	2130 Kern Street	1/2/1979
Fresno Sanitary Landfill	West and Jensen Avenues	8/7/2010
Holy Trinity Armenian Apostolic Church	2226 Ventura Street	7/31/1986
Hotel California	851 Van Ness Avenue	4/21/2004
Kearney, M. Theo, Park and Mansion	7160 Kearney Boulevard	3/13/1975
Kindler, Paul, House	1520 E Olive Avenue	10/29/1982
Maulbridge Apartments	2344 Tulare Street	5/6/1982

Property Name	Address	Date-Listed
Meux House	1007 R Street	1/13/1975
Old Administration Building, Fresno City College	1101 University Avenue	5/1/1974
Old Fresno Water Tower	2444 Fresno Street	10/14/1971
Pantages, Alexander, Theater	1400 Fulton Street	2/23/1978
Physicians Building	2607 Fresno Street	11/20/1978
Rehorn House	1050 S Street	1/8/1982
Romain, Frank, House	2055 San Joaquin Street	1/11/1982
San Joaquin Light & Power Corporation Buildings	1401 Fulton Street	1/3/2006
Santa Fe Hotel	935 Santa Fe Avenue	3/14/1991
Santa Fe Passenger Depot	2650 Tulare Street	11/7/1976
Site of First Junior College in California	2500 Stanislaus Street	6/28/1965
Site of the Fresno Free Speech Fight of the Industrial Workers of the World	Mariposa and I Streets	7/19/1974
Southern Pacific Passenger Depot	1033 H Street	3/21/1978
Temporary Detention Camps for Japanese Americans-Fresno Assembly Center	1141 South Chance Avenue	5/13/1980
Tower Theatre	1201 N. Wishon Avenue	9/24/1992
Twining Laboratories	2527 Fresno Street	3/26/1991
Warehouse Row	722, 744, and 764 P Street	3/24/1978
YWCA Building	1660 M Street	9/21/1978

Source: National Register of Historic Places, www.nps.gov/nr/

Other historic resources in the City of Fresno include the following historic districts:

- The Porter Tract Historic District (45 homes)
- The Chandler Field/Fresno Municipal Airport Historic District (four historic structures)
- The Wilson Island Historic District (76 homes)
- The Huntington Boulevard Historic Districts (82 homes)

As comprehensive as the City's register may be, it does not include all properties in the City with potential historic or cultural significance. The list is continually being expanded as sites are discovered through routine analysis of proposed development areas and through proposed new listings of historic districts. The pool of potentially historic properties also changes through time, since federal law provides for a 50-year retrospective review, which now encompasses the post- World War II building boom era. Ten properties that were recommended for the City's register but were denied inclusion by the Fresno City Council are still recognized for their historic/cultural significance (heritage properties),

which is taken into account when any actions are undertaken on them pursuant to provisions of the California Environmental Quality Act. (Three of these properties have been since been demolished.)

While a detailed assessment of seismic and flood risks for the listed properties in Fresno is currently beyond the available staff resources of the City's Historic Preservation Office, it can be generally assumed that most of the structures have not been seismically reinforced and that their masonry is vulnerable to strong ground shaking.

While many of the structures are in Fresno's old downtown and were built when this area was largely within the 100-year floodplain of the Fresno Stream Group, efforts by the Fresno Metropolitan Flood Control District in conjunction with the U.S. Army Corps of Engineers and the City of Fresno have provided for flood detention structures and ponding basins that have greatly reduced the size and extent of the floodplain in the downtown, helping to preserve these historic resources.

NATURAL RESOURCE AREAS

San Joaquin River Corridor

While the City maintains many community and neighborhood parks, its natural resources are primarily along the San Joaquin River. Owing to the year-round presence of water, the river bottom and bluffs host the richest aquatic and riparian forest biota in the City. It is in this area where migratory waterfowl and federally and state-listed endangered wildlife are most likely be encountered. These species include the valley elderberry longhorn beetle, the giant garter snake, and the American bald eagle (recently recommended for delisting from the National Endangered Species list).

Over past decades, land in the river corridor has been purchased and aggregated by state agencies (Department of Fish and Game, San Joaquin River Conservancy), by nonprofit groups (San Joaquin River Parkway Trust, Fresno Sportsmen's Club), and by the City and County (the City's Woodward Park and Milburn Unit, the County's Lost Lake Park). The ultimate goal of the San Joaquin River Conservancy Plan is to fashion a regional parkway with continuity of wildlife corridors and to manage it for joint recreational, habitat conservation, and floodplain protection uses.

Due to its location, this natural resource area is flood-prone. In some areas, this risk has been increased due to removal of massive amounts of sand and gravel (from mining), which lowered the ground surface over past decades. While the native riparian plants and animals have largely evolved with coping mechanisms for periodic severe flooding, any developed recreation facilities would be at risk. The face of the bluff is also very vulnerable to wildfire because of its vegetative overgrowth and nearly vertical slopes. Fire prevention efforts are difficult here because the soils are too unstable for vegetative removal projects or for irrigation that would keep the plants well- watered.

Vernal Pool Areas

In the northerly parts of the City, outside the river corridor, certain clay soils have the capacity to form impermeable hardpans and layers that do not allow rapid percolation of rainwater. During the rainy season, shallow vernal pools form that are populated by a host of specialized plants and animals. Many species associated with vernal pools are federally and state-listed species (e.g., the California tiger salamander, various types of fairy shrimp crustaceans, orcutt grass, button celery species, meadowfoam, and owl clover). Vernal pools are also heavily utilized by nonlisted species, such as migratory waterfowl, rodents, furbearing predators, and raptors that prey on other animals.

Wildfire is not considered a major risk to these natural communities, because they evolved with dry season fires as a common occurrence (the plants have very resistant seeds and the crustaceans and amphibians go into protected parts of their life cycles such as deep dormancy). Human encroachment through agriculture and land development is the greatest risk to vernal pool areas. If the clay layers are disrupted by "deep ripping" plowing, water cannot accumulate on the surface and the pools will not form. If the land is subjected to year-round irrigation, specially adapted vernal pool species will be outcompeted by other species. Conversion of land to urban development with structures, paving, lawns, pets, and people will destroy vernal pool natural communities.

ECONOMIC ASSETS

The City of Fresno's economic sector includes both private and public entities that have been compiled into clusters in order to identify key economic assets. These ten clusters, known as the Regional Job Initiative (RJI) clusters, are Advanced Manufacturing, Clean Energy, Construction, Food Processing, Healthcare, Info Processing (Call Centers, Logistics, and Distribution), Software Development, Tourism, and Water Technology. Among these clusters are major employers like Amazon, Fresno Unified School District, Foster Farms, and Community Medical Centers that both boost Fresno's economic growth and provide employment opportunities.

If a disaster struck the City, it could have a severe impact on Fresno's economic assets. Sectors of greatest concern include all the RJI clusters, but in particular Food Processing, which includes the agricultural industry, and Healthcare.

GROWTH AND DEVELOPMENT TRENDS

The City of Fresno is growing at a rapid pace. Its expansion from incorporation in 1885 to the present day (August 2017) is illustrated in **Figure 6. City of Fresno Annexation History**. Even more growth is anticipated in the years to come, based on current trends.

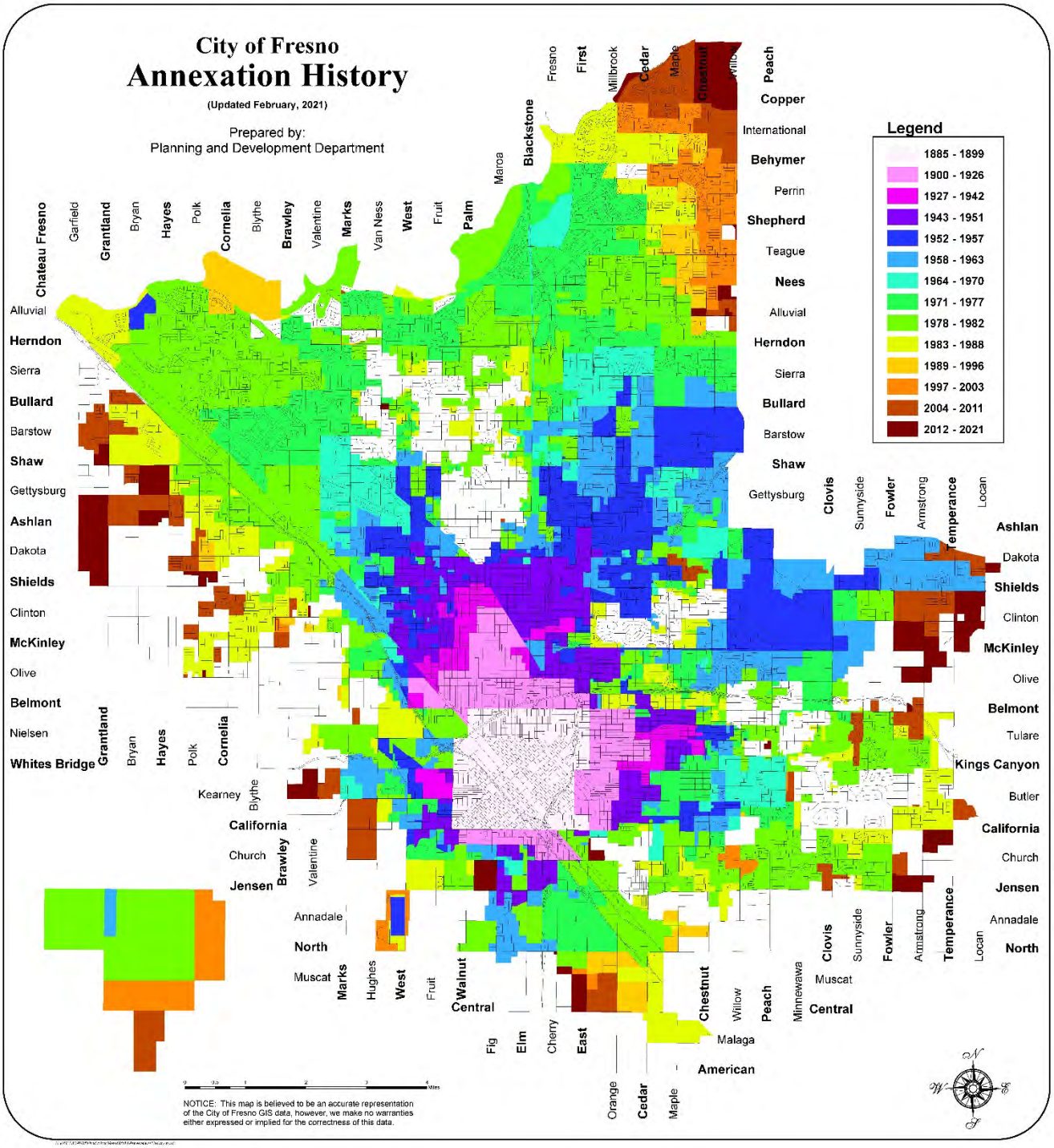
Table 9. City of Fresno's Change in Population and Housing Units, 2017-2022 shows how the City has grown in terms of population and number of housing units between 2017 and 2022 alone.

Table 9. City of Fresno's Change in Population and Housing Units, 2017-2022

2017 Population	2022 Population Estimate	Estimated Percent Change 2017-2022	2017 # of Housing Units	2022 Estimated # of Housing Units	Estimated Percent Change 2017-2022
527,422	545,564	+3.44%	180,495	192,007	+6.38%

Source: American Community Survey 5-Year Estimates 2017 and 2022

Figure 6. City of Fresno Annexation History



Source: City of Fresno Development Department.

By December 31, 2035 (the "Horizon" year of the most recent Fresno General Plan), it is estimated that 771,000 people will reside in the Fresno Metropolitan Area (which would include County islands and areas inside the City's Sphere of Influence but not yet annexed). This figure of 771,000 would be 64 percent of the projected 2035 Fresno County population of 1,201,416 (State of California Department of Finance population projections).

Development had reached the natural and political northerly boundary of the City, the San Joaquin River, and began expanding to the west and southeast through conversion of rural residential and agricultural land. Within the Sphere of Influence, there continued to be "County islands" and partially urbanized fringe areas. An urban unification annexation program may reduce the numbers and sizes of these enclaves in the coming decade.

The Fresno General Plan made a concerted effort to revitalize the City's downtown by balancing new growth areas to geographically recenter the downtown. With construction of a major sewer trunk along the Grantland Avenue alignment and proposed construction of new wastewater and water treatment plants in the southeastern area, the City's future growth is expected to concentrate primarily to the west and southeast.

The Fresno Metropolitan Flood Control District (FMFCD) has commenced major flood control facility construction on Fancher Creek in the eastern portion of the City's Sphere of Influence. Since the Fresno General Plan was completed in December 2014, the FMFCD will compile technical studies and update its master service plan in conjunction with the City's land use plan for this new growth area.

The Fresno General Plan also directed that new development be more compact and that single- family residential densities be higher than the City's traditional 4± dwelling units/acre pattern for subdivisions. The recently adopted Fulton Corridor Specific Plan and Downtown Neighborhoods Community Plan and other plan amendments and projects in process (and proposed in the future) feature smaller lots, multi-story housing, multi-family units, and reduced setbacks.

Unless the cost of manufactured housing units provides a substantial savings over site-built homes, it is not expected that the proportion of manufactured housing in the City of Fresno will greatly increase. It is possible that there will be some increase as producers of these units create models with appropriate roof pitches and other features to meet the City's design review standards.

More information about the City of Fresno's growth and current housing stock is available in the City of Fresno General Plan 2015-2023 Housing Element commissioned by the City of Fresno Development and Resource Management Department and prepared by MIG, Inc (available at www.fresno.gov/housingelement). More general information on growth and development in Fresno County as a whole can be found in "Growth and Development Trends" in the Fresno County Vulnerability and Assets at Risk section of the main plan.

ESTIMATING POTENTIAL LOSSES

Note: This section details vulnerability to specific hazards, where quantifiable, and/or where (through HMPC member input) it differs from that of the overall County.

Figure 6. City of Fresno Annexation History shows Fresno's exposure to hazards in terms of number and value of structures. Fresno County's parcel and assessor data was used to calculate the improved value of parcels. The most vulnerable structures are those in the floodplain (especially those that have been flooded in the past), unreinforced masonry buildings, and buildings built prior to the introduction of modern-day building codes. No further information on vulnerable structures is available. Impacts of past

events and vulnerability to specific hazards are further discussed below (see the Hazard Identification section for more detailed information about these hazards and their impacts on Fresno County).

AGRICULTURAL HAZARDS (LOW)

Agricultural hazards are ranked with a Low significance in the City of Fresno; lower than for the County overall (ranked High) because very little land in the City is used for agricultural purposes. Agricultural losses due to hazard events have greater economic impact on the small communities and rural areas of the County than on the City of Fresno. However, ornamental and garden plants in the City, and pets and incidental livestock kept within City limits, may become involved in any countywide responses to crop pests or infectious agents, because these urban plants and animals provide reservoirs for the diseases and crop pests that threaten the County's agriculture.

DAM FAILURE (HIGH)

The National Inventory of Dams lists five dams located in the City of Fresno, including the Redbank Creek Detention basin, Fancher Creek Detention, Friant Millerton Road Embankment A, Redbank, and Friant Dike 3.

DROUGHT (HIGH)

Annual rainfall in the City of Fresno is typically 12-14 inches. This makes the region vulnerable to episodic drought and to chronic drawdown of aquifer levels (the U.S. Environmental Protection Agency has designated the groundwater below Fresno as a sole source aquifer). Water in this aquifer has historically flowed through permeable strata from north and northeast toward the south and west, but the aquifer has been so affected by drawdown that a "cone of depression" has been created, reversing the historic flow directions (the "groundwater gradient") in portions of west and south Fresno.

In the last 10 years the City of Fresno has made strides to reduce dependence on groundwater by setting a course to implement water plans, which include the Urban Water Management Plan, Recycled Water Waster Plan, and the recently adopted Water Capital Program. A surface water treatment plant is currently under construction in Southeast Fresno and should be completed by 2018. When operational, the plant will maximize use of Fresno's surface water allocations during normal years and allow the City to reduce overuse of groundwater. Recycled water use will also grow in Fresno with the new recycled water mains now being constructed. The City has plans to use 25,000 acre-feet per year of recycled water for irrigating open spaces, parks, street medians and golf courses.

EARTHQUAKE (MEDIUM)

The seismic hazard in the City of Fresno is low relative to California coastal and mountain communities and is lower than in the Sierra and western areas of Fresno County. There are no known earthquake faults underlying Fresno, and the City has never been the epicenter of a known seismic event. However, Fresno is considered to have a moderate risk of earthquake damage due to the presence of major fault systems to the west, south, and east and due to Fresno's large population and number of

buildings, critical facilities, and infrastructure and other development that could be vulnerable to more severe ground shaking.

Historically, Fresno has sustained very little damage from major earthquakes occurring on California's major faults: the Owens Valley earthquake of 1872 toppled an unreinforced masonry (brick) church steeple. More recent major earthquakes in the past four decades (with epicenters near Coalinga and the Bay Area) have resulted in perceptible tall building swaying in Fresno, minor injuries (attributable to shelved items falling), and slight damage (e.g., minor cracked plaster, etc.). To date, no soil liquefaction has been observed in Fresno from any seismic event.

The most serious impacts of an earthquake in Fresno would probably arise from damage to large dams in the Sierra Nevada on the upper reaches of the San Joaquin River very close to active Long Valley Caldera-related faults. Should either of the two most easterly (and largest) dams in this area be severely damaged or breached, the resulting sequential dam failures could cause floodwaters to overtop Friant Dam northeast of the City. While the dam failure inundation map for Friant shows that most of the flooded area would be expected in the northwest part of town (where the confining river bluffs are not as high), there are some residences and important infrastructure in the river channel itself that would be inundated and gravely damaged (or destroyed), including highway bridges and the inlet of the Friant-Kern Canal, which supplies Bureau of Reclamation surface water to the Fresno area and to other communities in the southern San Joaquin Valley.

Socioeconomically disadvantaged communities would experience the most damage due to the event perpetuating a cycle of poverty, displacement, and overall inequities. These communities may not be able to afford earthquake mitigation projects to their property, may not have authority to make such changes due to renting, or may be unhoused. Older adults, individuals with disabilities, and individuals with limited English proficiency are likely are more vulnerable to earthquakes due to lack of access to emergency communications and difficulty in evacuating unsafe structures for example.

EPIDEMIC/PANDEMIC (HIGH)

Fresno's population includes many residents who have limited access to health care, with causes related to low household income levels, lack of insurance coverage, a limited number of primary health care facilities and acute care beds, a low ratio of public health and medical professionals to population, and language barriers. Highly communicable diseases tend to affect a large percentage of the City, perhaps due to large household size and the mobility of the population. If a highly communicable disease outbreak occurred that caused serious or life-threatening illness for most infected persons, health care and other public service systems would experience disruption or breakdown and would require outside intervention with resources from other communities, the state, or the federal government. The recent COVID-19 pandemic caused high mortality and illness across the State of California and within Fresno. The Hazard Profile section in Chapter 4: Risk Assessment, details this event further.

EXTREME COLD/FREEZE (MEDIUM)

Freeze events occur occasionally in Fresno, but impacts are greater to the agriculture industry in the County than to the City. In January 2007, overnight minimum temperatures fell below freezing between January 6 and 10. The event led to a presidential disaster declaration due to the estimated $710 million in agricultural damage in the Central and South Valley. The 2007 event occurred in another eight-year

interval after the devastating citrus freezes of 1998 and 1990. The event caused frozen pipes in Fresno but little other property damage. The City also has a plan for freezing temperature events and opens warming centers. These centers are primarily geared toward the homeless population.

EXTREME HEAT (MEDIUM)

Fresno uses a local version of the California State Plan for Extreme Heat. This plan was used during the extreme heat event during the summer of 2006 and worked well. The City operates cooling centers, which are primarily geared toward the homeless. Public notification for extreme heat events is conducted through the Public Affairs office in coordination with Fresno County.

EXPANSIVE SOILS (LOW)

These types of soils occur in northern Fresno in the far northeastern portions of its Sphere of Influence (in the “Copper River” area). Expansive clay soils can cause cavitation over time and require special construction standards for foundations.

FLOOD/LEVEE FAILURE (HIGH)

As noted in the preceding section, there is some flood risk to the City from San Joaquin River major dam failure inundation, but the more common flood risk, repetitively experienced in Fresno, is that of shallow “sheet” flooding from major precipitation events. Except for the San Joaquin River, streams in the Fresno-Clovis Metropolitan Area originate in the Sierra foothills to the east and extend into the valley floor west of State Route 99 by way of dual-use irrigation and storm runoff channels and disperse into numerous smaller irrigation canals. Overflow from these canals and urban stormwater from intense precipitation events is sent back to the San Joaquin River or to farmland southwest of Fresno via spillway channels.

In the City of Fresno, these canals and channels are under control of the Fresno Irrigation District, an independent public agency, but their use during storm events is shared by another independent district, the Fresno Metropolitan Flood Control District (FMFCD). The FMFCD was created to develop flood control facilities to prevent further repetitive losses created by the Fresno Stream Group and to provide an urban drainage network. This District is responsible for administering a Storm Drainage and Flood Control Master Plan. The City’s municipal code supports these efforts by including a Drainage Fee Ordinance to ensure that grading and development comply with the FMFCD’s Master Plan and standards and provide proportionate shares of storm drain and ponding basin infrastructure.

The City of Fresno’s Floodplain Ordinance further coordinates and supports FMFCD efforts. This ordinance and the Fresno General Plan Safety Element policies require conformance to FEMA floodplain management policies and to those of California’s Central Valley Flood Prevention Board (which regulates the designated floodway along the San Joaquin River channel). Still, in areas not completely developed to urban standards, areas where the urban drainage network is not yet completed, and in some County “island” areas (land within the City that the County has authority over), stormwater drainage facilities may not prevent localized shallow flooding during intense runoff events.

According to FEMA’s 2016 Flood Insurance Study (FIS), the following major canals and ditches run through the City:

- Central Canal flows southwest through the southeastern part of the City of Fresno.
- Dry Creek Canal begins at the confluence of Mill Ditch and Herndon Canal, just downstream of North Millbrook Avenue, and flows southwest through the southwestern portion of the City.
- Fancher Creek Canal flows southwest along the eastern corporate limits of the City of Fresno and joins Central Canal at the southeast corner of the City.
- Herndon Canal begins at the confluence of Mill Ditch and Dry Creek Canal. It flows west through the center of the City of Fresno, then flows northwest through the northwestern part of the City.
- Mill Ditch flows west along East McKinley Avenue to its confluence with Herndon and Dry Creek Canals.

The FIS details the City of Fresno's flood history as follows:

In February 1884, flood flows from streams of the Fresno-Clovis group inundated the business section of the City of Fresno. Frequent flooding was a problem in the City throughout 1880. Suburban areas of the City were flooded in spring 1920; the downtown area was inundated in 1923; flooding occurred in the Fig Garden area in 1936; and parts of the City, especially in the northeast section, were flooded in March 1938. Since the 1938 flood, which had an estimated discharge of 2,700 cubic feet per second (cfs) on Dry Creek at the Big Dry Creek Dam site, high flows occurred on that stream in December 1955 (3,800 cfs), January 1969 (5,700 cfs), and February 1969 (4,500 cfs). During December 1955, approximately 500 acres of agricultural and suburban land were flooded by overflow from irrigation canals, and damage, mostly to public facilities, totaled approximately $50,000. The largest and most damaging flood period was January and February 1969, when the combined discharges of Dry, Dog, Redbank, Fancher, and Mud Creeks flooded an estimated 14,500 acres and caused almost $4.7 million in damage. Most of the flooding was in the eastern and northeastern parts of the City. It occurred because many of the streams in the Fresno-Clovis group discharged floodwater into various irrigation canals, causing them to overflow.

Several flood events that have occurred in Fresno are detailed below.

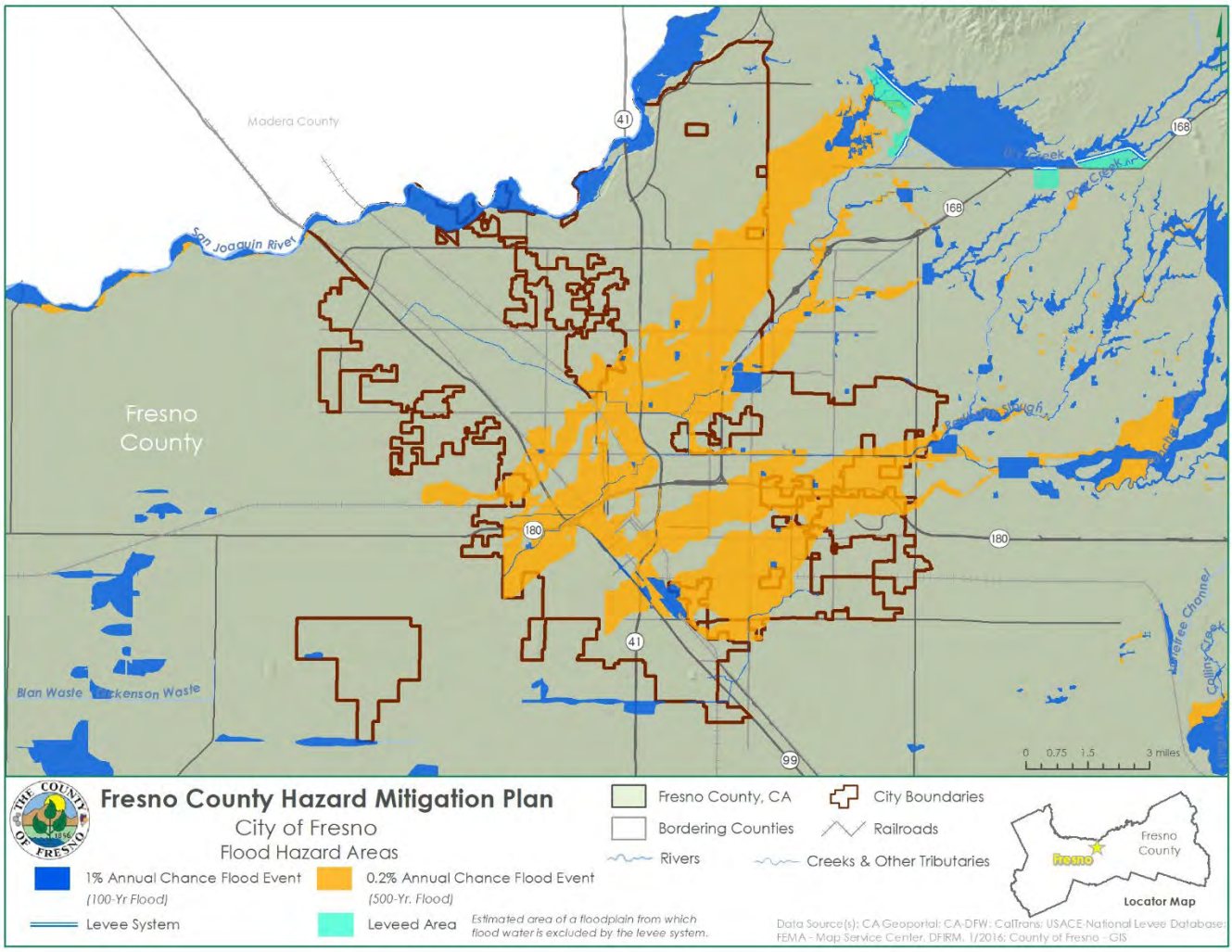
- **1998 (El Niño rain event)**: In 1998, Fresno County was hit by extensive rainfall over 33 days within a six-month period, causing widespread flooding and prompting local, state, and federal emergency declarations. Property and public facility damage totaled nearly half a million dollars, while the farming industry suffered a $17 million loss, primarily impacting tree fruit and row crops. The community faced substantial economic impacts between $38-48 million, and the agricultural workforce experienced significant unemployment and reduced work hours.
- **2005-2006**: Above average rainfall occurred between December 19, 2005, and January 1, 2006. This resulted in flooding of low-lying areas throughout the County. Flood control basins were overflowing in several areas, including the Cities of Fresno and Clovis. Property damage included damage to approximately 180 businesses and homes estimated at $1.4 million within the unincorporated County. Damage to other jurisdictions was estimated at $611,307. Damage to crops was minimal due to the time of year. Flooding further resulted in several road closures, which were one to two weeks in duration.

- **October 29, 2007**: Newspapers and broadcast meteorologists reported several roadways flooded in Northwest Fresno. Numerous vehicles were stranded, and water rescues occurred. Heavy rain caused a roof to collapse at an industrial plant on the northwest side of the city. Damage was estimated at 250,000 to the roof structure alone. Total property damage associated with the event amounted to over $500,000.
- **December 200**7: Heavy rain and snowstorms ravaged central California, including the San Juaquin Valley and Fresno metropolitan area. The combination of locally heavy rains and poor drainage areas within the urban and suburban land lead to over $175,000 in property damage between December 18th and 19th.
- **December 29, 2010**: On the morning of the 29th, heavy rain across the San Joaquin Valley caused widespread urban and poor drainage flooding. Especially hard hit were the metro areas of Fresno, Visalia, and Bakersfield, and the adjacent foothills. Fresno had a record rainfall of 0.92 inch on the 28th, breaking the old record of 0.72 inch, set in 2004. The two-day total at Fresno-Yosemite International Airport was 1.54 inch, which pushed the December rainfall to 5.92 inches for the second wettest December on record for Fresno; the wettest December was in 1955, with 6.73 inches. It was also the coldest low of the year for Fresno, with temperatures dropping below 32 degrees. Property damage amounted to $125,000.
- **November 30, 2011**: Fresno set record high minimum temperatures on the last day of the month, establishing the total record for the sixth warmest November. This was also the fourth consecutive month that Fresno ranked in the top 10 warmest months. Fresno had a record rainfall on November 30th of 0.62 inch; the old record was 0.50 inch. As a result of the heavy rainfall, some rock and mud slides occurred as the moisture weakened the soil. Law enforcement reported a rock and mud slide on Highway 168 about 15 miles northeast of Clovis, which closed the road for several hours while authorities cleaned up the debris.
- **December 16, 2018**: A cold front that was associated with a moist upper trough pushed across central California on December 17. This system brought moderate to locally heavy rainfall from Fresno County northward the late evening of December through the morning of December 17 where several stations reported a half inch to an inch and a quarter of rainfall, and there were several reports of mainly nuisance flooding during this time. The precipitation mainly fell as snow above 6500 feet where several stations in the Southern Sierra Nevada north of Fresno County picked up between 3 and 6 inches of new snow. Further south the rainfall was less plentiful with most locations receiving between a few hundredths of an inch to a quarter of an inch of rain by the time the precipitation ended by early afternoon on December 17.

VALUES AT RISK

Following the methodology described in the Vulnerability of Fresno County to Specific Hazards section, a flood map for the City of Fresno was created (see **Figure 7. City of Fresno Flood Hazard Areas**). **Table 10. City of Fresno's FEMA 1% Annual Chance Flood Hazard Property Type** and **Table 11. City of Fresno's FEMA 0.2% Annual Chance Flood Hazard by Property Type** summarize the values at risk in the City's 100-year and 500-year floodplain, respectively. These tables also detail loss estimates for each flood.

Figure 7. City of Fresno Flood Hazard Areas



Source: CA Geoportal; CA Geoportal; CA-DFW; CalTrans; USACE-National Levee Database; FEMA – Map Service Center, DFIRM, 1/2016; County of Fresno - GIS

Table 10. City of Fresno's FEMA 1% Annual Chance Flood Hazard Property Type

Property Type	Parcel Count	Improved Value	Content Value	Total Value	Loss Estimate
Agriculture	7	$2,946,135	$5,728,367	$8,674,502	$2,168,625.50
Apartments	105	$164,861,445	$31,921,659	$196,783,104	$49,195,776.00
Commercial	17	$2,728,412	$1,698,214	$4,701,726	$1,175,431.50
Condominium	9	$2,946,834	$1,001,664	$3,948,498	$987,124.50
Industrial	74	$253,466,476	$91,341,641	$347,777,017	$86,944,254.25
Mobile/Manufactured Home	1	$2,562,515	$2,959,024	$5,521,539	$1,380,384.75
Office/Professional Space	1	$300,900	$81,600	$382,500	$95,625.00
Primary Use Not Designated	80	$0	$0	$0	$0.00
Recreation	1	$164,951	$176,735	$341,686	$85,421.50
Single-Family Residence	187	$30,890,879	$12,724,102	$43,624,981	$10,906,245.25
Vacant	34	$1,040	$6,284,806	$6,285,846	$1,571,461.50
Unknown	1,004				
Total	**1,520**	**$460,869,587**	**$153,917,812**	**$618,041,399**	**$154,510,349.75**

Source: Fresno County Parcel and Assessor Data; 2009 FIRM

Table 11. City of Fresno's FEMA 0.2% Annual Chance Flood Hazard by Property Type

Property Type	Parcel Count	Improved Value	Content Value	Total Value	Loss Estimate
Agriculture	32	$5,495,613	$10,676,537	$16,172,150	$4,043,037.50
Apartments	3,113	$11,491,883,444	$2,307,538,758	$13,799,422,202	$3,449,855,550
Church	36	$26,935,989	$3,602,572	$30,755,561	$7,688,890.25
Commercial	1,003	$4,370,582,940	$958,255,679	$5,361,476,269	$1,340,369,067
Communications	1	$0	$3,458	$3,458	$864.50
Condominium	14	$34,466,814	$6,779,664	$41,246,478	$10,311,619.50
Group Housing/Lodging	25	$71,850,485	$15,170,699	$87,700,784	$21,925,196.00
Hospital	16	$341,363,536	$17,708,710	$359,072,246	$89,768,061.50
Industrial	159	$152,095,940	$35,261,197	$190,612,677	$47,653,169.25
Mobile/Manufactured Home	2	$2,701,780	$4,529,389	$7,231,169	$1,807,792.25
Office/Professional Space	361	$795,090,433	$241,409,256	$1,039,367,489	$259,841,872.25
Outlot & Common Area	1	$9	$14	$23	$5.75

Property Type	Parcel Count	Improved Value	Content Value	Total Value	Loss Estimate
Primary Use Not Designated	164	$0	$0	$0	$0.00
Recreation	1	$2,147,372	$418,318	$2,565,690	$641,422.50
School	8	$9,884,350	$2,386,174	$12,309,124	$3,077,281.00
Single-Family Residence	5,390	$673,165,551	$240,945,384	$914,127,235	$228,531,808.75
Vacant	359	$949,614	$45,393,715	$46,471,529	$11,617,882.25
Total	**10,685**	**$17,978,613,870**	**$3,890,079,524**	**$21,908,534,084**	**$5,477,133,521**

Source: Fresno County Parcel and Assessor data; FEMA 2009 FIRM

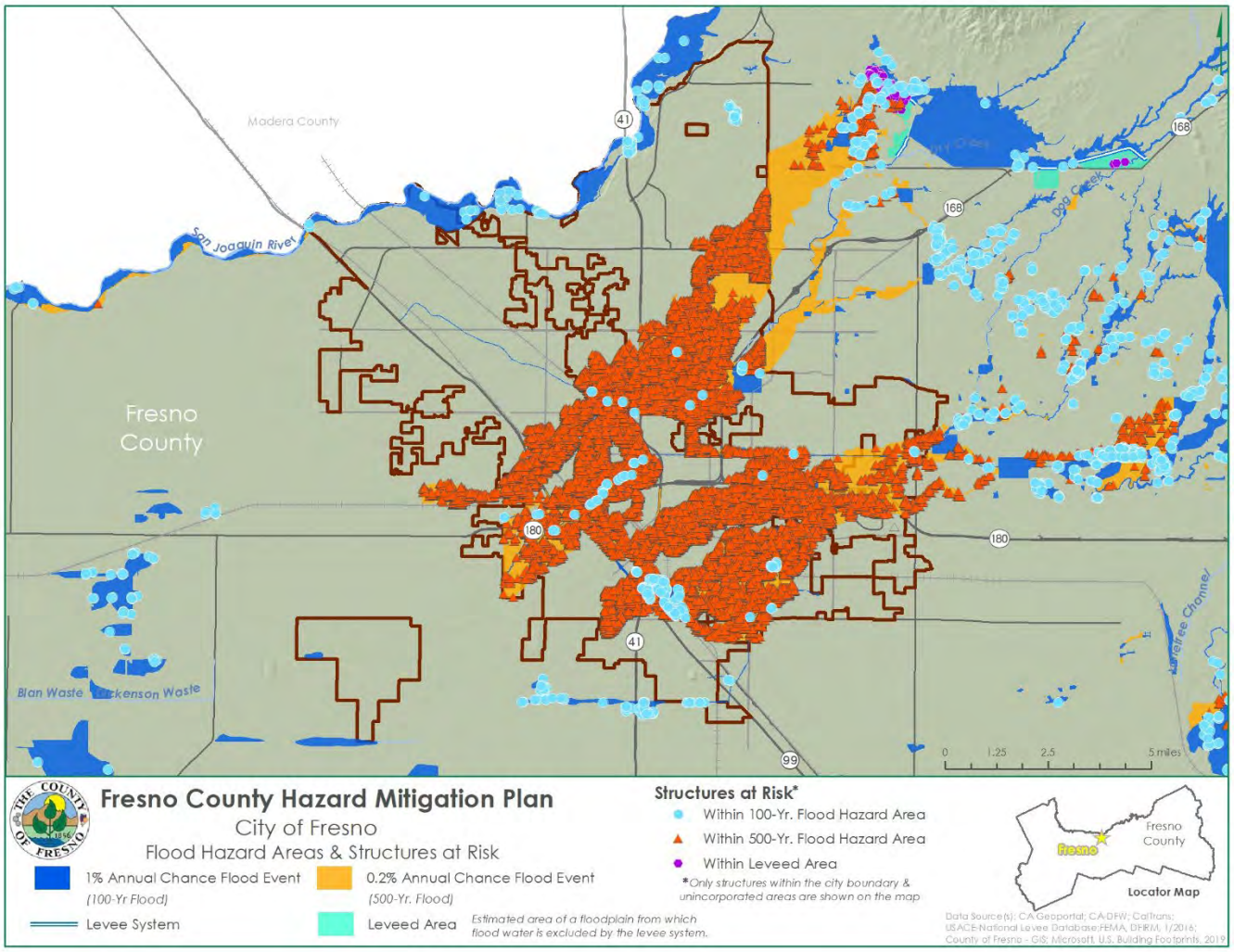
Based on this analysis, the City of Fresno has significant assets at risk to the 100-year and greater floods. There are 1,520 parcels within the 100-year floodplain for a total value of roughly $618 million, including building and content value. An additional 10,685 parcels valued at roughly $21.9 billion fall within the 500-year floodplain.

Applying the 25 percent damage factor, there is a 1 percent chance in any given year of a 100-year flood causing roughly $154 million in damage in the City of Fresno and a 0.2 percent chance in any given year of a 500-year flood causing roughly $5.48 billion in damage (combined damage from both floods).

Properties at risk to flooding are shown in relation to the mapped floodplains in **Figure 8. City of Fresno Flood Hazard Area Buildings at Risk**.

Limitations: This model may include structures in the floodplains that are elevated at or above the level of the base-flood elevation, which will likely mitigate flood damage. Also, the assessed values are well below the actual market values. Thus, the actual value of assets at risk may be significantly higher than those included herein.

Figure 8. City of Fresno Flood Hazard Area Buildings at Risk



Source: CA Geoportal; CA-DFW; CalTrans; USACE National Levee Database, FEMA, DFIRM, 1/2016; County of Fresno – GIS, Microsoft, U.S. Building Footprints, 2019

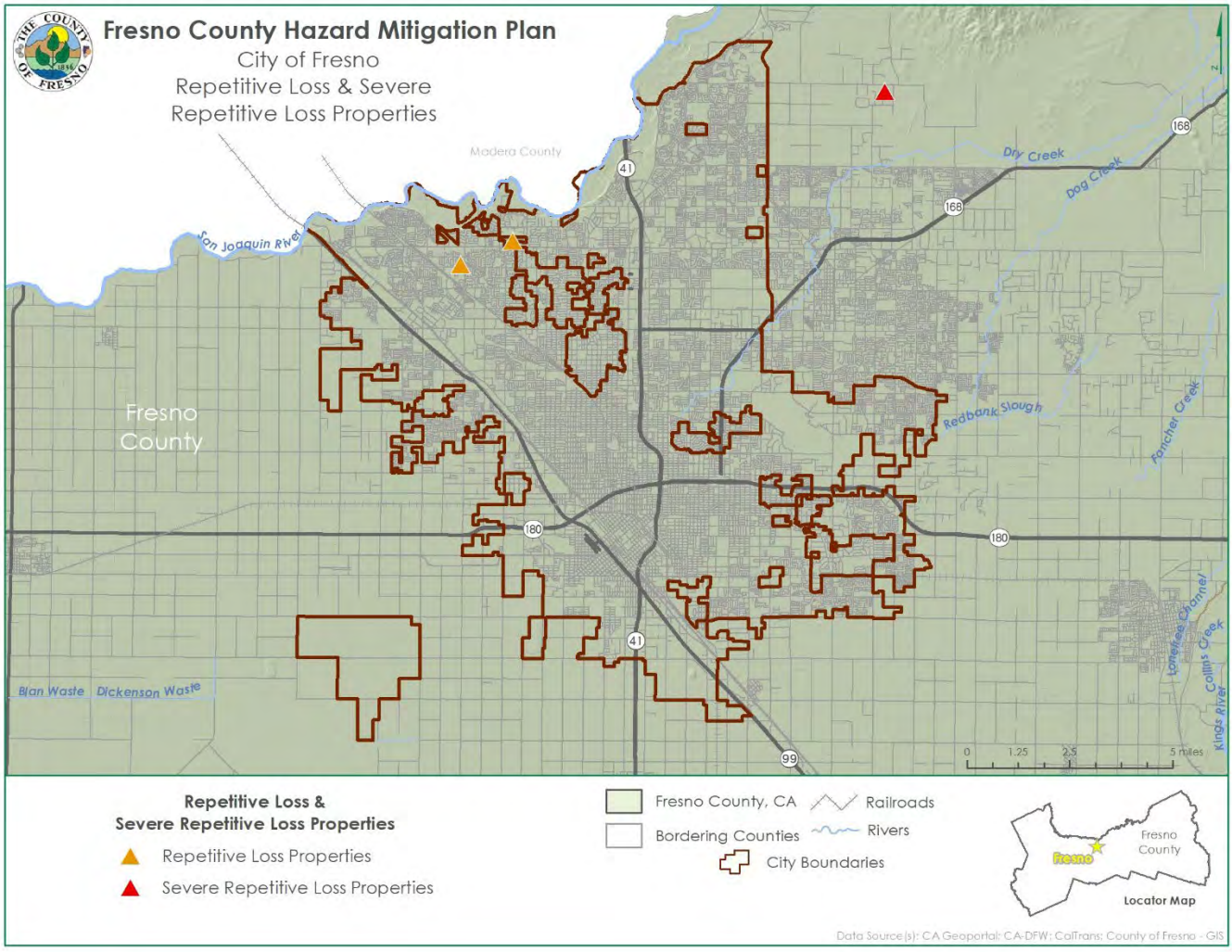
In addition to the 100-year and 500-year floodplains mapped by FEMA, the California Department of Water Resources maintains Best Available Maps (BAM) which include the floodplains in the Sacramento and San Joaquin River Basins, based on a study performed in 2002 by the U.S. Army Corps of Engineers (USACE). Though limited to the San Joaquin River as a flood source and thus not as comprehensive as the FEMA FIRM, the USACE study shows additional differentiation in flood risk by modeling the 200-year floodplain (the flood with a 0.5 percent annual chance of occurring).

INSURANCE COVERAGE, CLAIMS PAID, AND REPETITIVE LOSSES

The City of Fresno joined the National Flood Insurance Program (NFIP) on December 1, 1982. In addition to providing insurance for properties at risk of flooding, the program collects and publishes statistics on flood-related losses in participating jurisdictions.

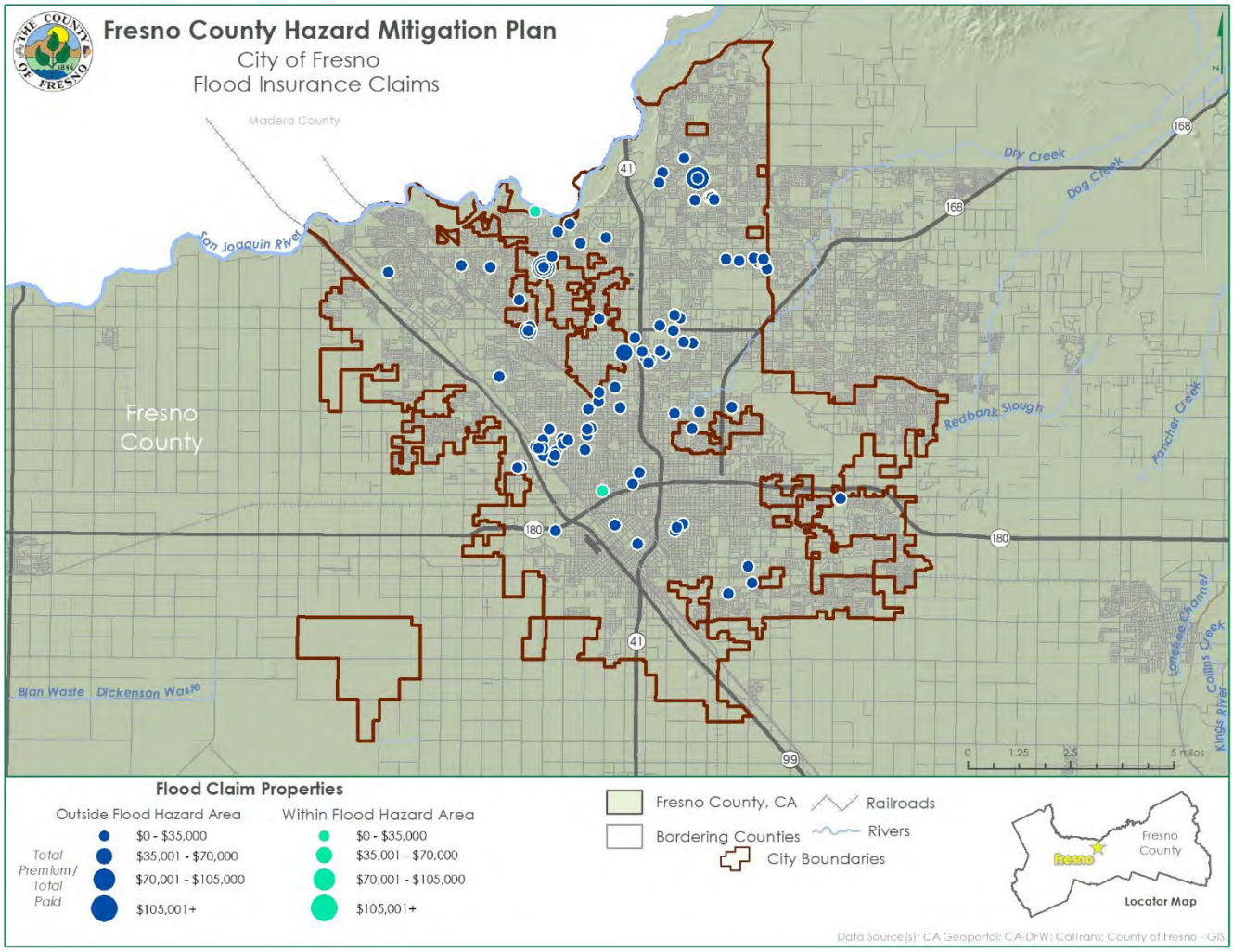
NFIP insurance data for the City of Fresno indicates that as of March 19, 2024, there were 182 flood insurance policies in force in the City with $126,073 in total premium or total paid. This coverage represents a decline of nearly 200 policies over the last decade. **Figure 10. Fresno County Flood Insurance Claims** displays where the flood claims were submitted across the City of Fresno. Additionally, the repetitive loss properties located in the City of Fresno are displayed in **Figure 9. City of Fresno Repetitive Loss and Severe Repetitive Loss Properties.**

Figure 9. City of Fresno Repetitive Loss and Severe Repetitive Loss Properties



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno - GIS

Figure 10. Fresno County Flood Insurance Claims



Source: CA Geoportal; CA-DFW; CalTrans; County of Fresno - GIS

There have been 148 historical claims for flood losses totaling $931,867.10; According to the FEMA Community Information System accessed March 19, 2024, there are two repetitive loss properties within the City of Fresno, shown in **Figure 9. City of Fresno Repetitive Loss and Severe Repetitive Loss Properties.** The repetitive loss properties are single family homes.

POPULATION AT RISK

Using census tract population values from the 2020 US Census, the planning team estimates that the following are at risk to flooding in the City of Fresno:

- 100-year flood—114,159 people
- 500-year flood— 79,527 people
- Total flood—193,686 people

Generally, within the United States, communities disproportionately at risk of flooding impacts and damage are communities placed in low-lying areas due to social and economic inequities, especially in urban settings. For example, these communities may not have ease of access to shelters during a flood event which can further increase vulnerability based on factors such as age, disability, and access to transportation.[4]

CRITICAL FACILITIES AT RISK

Critical facilities are those community components that are most needed to withstand the impacts of disaster as previously described. **Table 12. Critical Facilities in the 100- and 500-Year Floodplains: City of Fresno** lists the critical facilities in the City's 100- and 500-year floodplains.

Table 12. Critical Facilities in the 100- and 500-Year Floodplains: City of Fresno

Critical Facility Type	100-Year Floodplain	500-Year Floodplain
Airport Facilities	-	1
Bus Facilities	-	1
Communications	-	4
Electric Power Facilities	-	1
EOC	-	1
Fire Stations		6
Medical Care Facilities	-	4
Police Stations	-	5
Railway Facilities	-	1
Schools	-	66
Total	**0**	**90**

Source: Fresno County, HIFLD 2017

[4] Ermagun, A., Smith, V. & Janatabadi, F. High urban flood risk and no shelter access disproportionally impacts vulnerable communities in the USA. *Commun Earth Environ* **5**, 2 (2024). https://doi.org/10.1038/s43247-023-01165-x

HAZARDOUS MATERIALS INCIDENT (HIGH)

The following are the primary concerns for the City of Fresno related to hazardous materials release:

- Train derailments
- Kinder-Morgan pipeline
- Chevron petroleum pipelines
- Storage facilities

There have been 141 hazardous materials incidents from 2017-2022 that have occurred in the City of Fresno. Of the 141 incidents, there were 77 railroad non-release, 1 aircraft, 38 fixed, 8 mobile, 3 pipeline, 3 railroad, 10 storage tank, and 1 unknown sheen incident. There were 34 injuries, 24 hospitalizations, $350,000 in damages, 31 fatalities, and 395 evacuees during the time period. [5] There are 28 CalARP hazardous materials facilities located in the City of Fresno.

SEVERE WEATHER: HEAVY RAIN/THUNDERSTORM/HAIL/LIGHTNING/WIND (MEDIUM)

Fresno's prevailing winds are typically light and from the northwest. High wind conditions are occasionally created by strong weather fronts. Occasionally, there are funnel clouds of low intensity. Past structural damage has been light, infrequent, and very limited in geographic extent. Injuries have been extremely rare. Most of this damage has occurred secondary to large trees being blown over. The City's design wind load, the level of wind force that new structures are required to be engineered to withstand, is 70 mph.

SOIL HAZARDS: LAND SUBSIDENCE (LOW)

Despite long-term over-drafting of groundwater that has lowered the static water table under Fresno by as much as 100 feet over the past century, ground level subsidence has not been noted in the vicinity of the City (this is probably due to the geologic strata underlying the City, which features layers of clay and hardpan interleaved with sand and gravel layers).

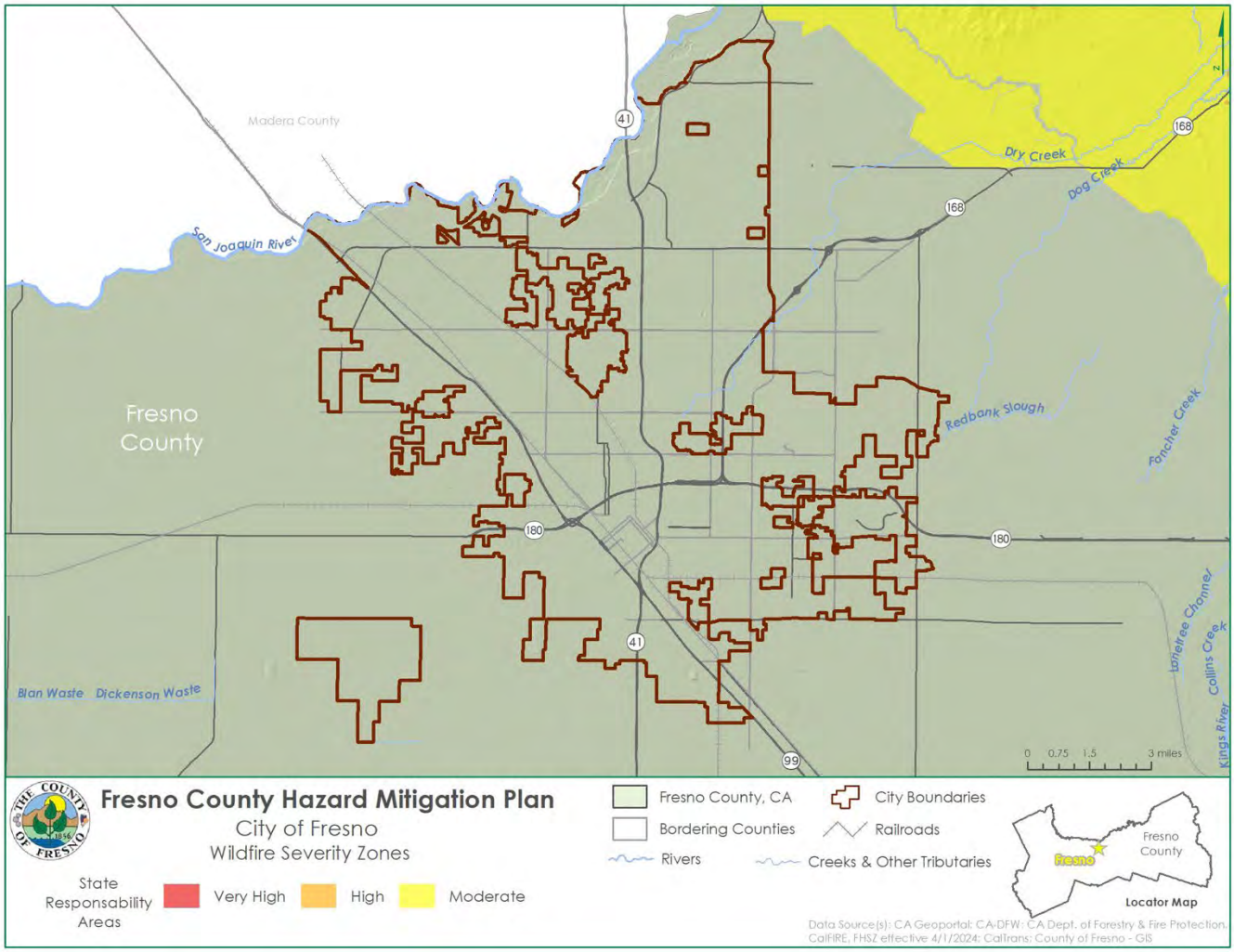
WILDFIRE (MEDIUM)

Similar to many areas of the County, Fresno has high temperatures in the summer with low rainfall creating fire hazard conditions. There is some wildfire risk in the San Joaquin River Bluff area North of Fresno due to vegetation and steep slopes. However, the Wildfire Hazard Severity Zone outside of jurisdictional boundaries, shown in **Figure 10. City of Fresno Wildfire Hazard Severity Zone.** In this recent 2024 update, the City noted during the planning process that wildfires pose a higher risk which is why the risk has increased from medium to high. There have been no known significant fires that have

[5] California Office of Emergency Services (CalOES) Spill Release Reporting, 2017-2022, https://www.caloes.ca.gov/office-of-the-director/operations/response-operations/fire-rescue/hazardous-materials/spill-release-reporting/

occurred in the past several years. Additionally, there are not any critical facilities in wildfire threat zones in the City of Fresno.

Figure 10. City of Fresno Wildfire Hazard Severity Zone



Source: CA Geoportal; CA-DFW; CA Department of Forestry and Fire Protection, CalFIRE ArcGIS Online Portal; CalTrans; County of Fresno - GIS

CAPABILITY ASSESSMENT

Capabilities are the programs and policies currently in use to reduce hazard impacts or that could be used to implement hazard mitigation activities. This capabilities assessment is divided into five sections: regulatory mitigation capabilities, administrative and technical mitigation capabilities, fiscal mitigation capabilities, mitigation outreach and partnerships, and other mitigation efforts.

To develop this capability assessment, the jurisdictional planning representatives used a matrix of common mitigation activities to inventory which of these policies or programs were in place. The team then supplemented this inventory by reviewing additional existing policies, regulations, plans, and programs to determine if they contributed to reducing hazard-related losses.

During the plan update process, this inventory was reviewed by the jurisdictional planning representatives and Witt O'Brien's consultant team to update information where applicable and note ways in which these capabilities have improved or expanded. Additionally, in summarizing current capabilities and identifying gaps, the jurisdictional planning representatives also considered their ability to expand or improve upon existing policies and programs as potential new mitigation strategies. The City of Fresno's updated capabilities are summarized below. A summary of the mitigation capabilities is summarized in **Table 13. City of Fresno Mitigation Capability Summary**.

Table 13. City of Fresno Mitigation Capability Summary

Area	Degree of Capability		
	Limited	Moderate	High
Planning and Regulatory Capability			X
Administrative and Technical Capability			X
Fiscal Capability			X
Available Staff			X
Political Support/Interest			X
Community Support			X

REGULATORY MITIGATION CAPABILITIES

Table 14. City of Fresno's Regulatory Mitigation Capabilities lists regulatory mitigation capabilities, including planning and land management tools, typically used by local jurisdictions to implement hazard mitigation activities and indicates those that are in place in Fresno.

Table 14. City of Fresno's Regulatory Mitigation Capabilities

Tool/Program	In Place		Adopted/Updated	Under Development		Expect to Implement
	Yes	No		Yes	NO	
Building Codes (please indicate UCC or IBC + year)	X					
Community Emergency Response Team (CERT)	X					
Community Rating System (CRS Program of the NFIP)		X				
Emergency Management Accreditation Program (EMAP)		X		X		Expected completion in 2026
Fire Code	X					
Firewise Community		X				
Floodplain Management/Flood Damage Prevention Ordinance		X				
Land Use/Development Planning	X					
National Flood Insurance Program (NFIP)	X					
Post Disaster Redevelopment/Reconstruction Plan/Ordinance		X				
Storm Ready	X					
Stormwater Management Plan/Ordinance	X					
Subdivision Regulations/Ordinance	X					
Two Weeks Ready						
Unified Development Ordinance		X				
Zoning Ordinance	X					

FRESNO GENERAL PLAN (ADOPTED DECEMBER 18, 2014)

The Fresno General Plan is forward-looking, comprehensive, and long-range. It supports the community's vision to preserve the desirable qualities that make the City of Fresno an ideal place to live, work, and play. The Plan recommends strategies to address prevalent existing conditions and

trends that impede achieving and maintaining greater human, community, environmental, and economic health and prosperity. The Plan envisions Fresno as a vibrant, growing city, infused with a sense of heritage and community. The primary purpose of a general plan is to outline a long-range vision for the physical development of the city that reflects the aspirations of the community. Since economic, social, transportation, environmental, public facilities and services, and other outcomes are interrelated with land use and development and are important to the community, the Plan includes applicable policies related to these complementary areas as well. The Plan presents a blueprint to guide economic development initiatives, as well as needed investments in improvements to increase competitiveness and promote economic growth. The general plan includes nine state mandated elements including land use, circulation, housing, conservation, noise, open space, safety, air quality and environmental justice. Relevant elements and information to the hazard mitigation plan are outlined below.

- **Goal 9**: Promote a city of healthy communities and improve quality of life in established neighborhoods.
    - Emphasize supporting established neighborhoods in Fresno with safe, well maintained, and accessible streets, public utilities, education and job training, proximity to jobs, retail services, health care, affordable housing, youth development opportunities, open space and parks, transportation options, and opportunities for home grown businesses.
- **Goal 12**: Resolve existing public infrastructure and service deficiencies, make full use of existing infrastructure, and invest in improvements to increase competitiveness and promote economic growth.
    - Emphasize the fair and necessary costs of maintaining sustainable water, sewer, streets, and other public infrastructure and service systems in rates, fees, financing and public investments to implement the General Plan. Adequately address accumulated deferred maintenance, aging infrastructure, risks to service continuity, desired standards of service to meet quality-of-life goals, and required infrastructure to support growth, economic competitiveness and business development.
- **Goal 16**: Protect and improve public health and safety.

Some of the elements of the General Plan also contain objectives and policies relevant to protecting human health and safety (e.g., supporting objectives and policies in the Public Utilities and Services Element direct that amendments to construction and fire codes to reduce the level of risk to life and property from fire commensurate with the City's fire suppression capabilities and that fire and police services be provided). Because the Noise and Safety Element is the portion of the General Plan most relevant to hazard mitigation, select objectives and policies are extracted and included below.

THE NOISE AND SAFETY ELEMENT

The Noise and Safety Element seeks to reduce deaths, injuries, illnesses, damage to property, and economic and social dislocation that could result from hazards. Of specific relevance to this plan, it addresses seismic and geologic conditions, flooding, hazardous materials, and emergency response.

Seismic and Geologic Hazards

Table 15. Seismic and Geologic Hazards Policies

Policy Number	Policy Description
NS-2	Objective: Minimize risks of property damage and personal injury posed by geologic and seismic risks.
NS-2a	Seismic Protection. Ensure seismic protection is incorporated into new and existing construction, consistent with the Fresno Municipal Code.
NS-2b	Soil Analysis Requirement. Identify areas with potential geologic and/or soils hazards, and require development in these areas to conduct a soil analysis and mitigation plan by a registered civil engineer (or engineering geologist specializing in soil geology) prior to allowing on-site drainage or disposal for wastewater, stormwater runoff, or swimming pool/spa water.
NS-2c	Landfill Areas. Require proposed land uses on or near landfill areas to be designed and maintained to comply with California Code of Regulations, Title 27, Section 21190, Post Closure Land Use.
NS-2d	Bluff Preservation Overlay Zone. Per the requirements of the Bluff Preservation Overlay Zone District and Policy POSS-7-f (Chapter 5, Parks and Open Space), the following standards shall be applicable for property located within the Bluff Preservation zone: • Require proposed development within 300 feet of the toe of the San Joaquin River bluffs to undertake an engineering soils investigation and evaluation report that demonstrates that the site is sufficiently stable to support the proposed development, or provide mitigations to provide sufficient stability; and • Establish a minimum setback of 30 feet from the San Joaquin River bluff edge for all buildings, structures, decks, pools and spas (which may be above or below grade), fencing, lighting, steps, etc. o An applicant may request to reduce the minimum setback to 20 feet from the bluff edge if it can be demonstrated, to the satisfaction of the City's Building Official and the Planning Director, that the proposed building, structure, deck, pool and/or spas (which may be above or below grade), fencing, steps, etc., will meet the objectives of the Bluff Preservation Overlay Ordinance. In no case shall the setback be reduced to less than 20 feet.

Flooding Hazards

Table 16. Flooding Hazards Policies

Policy Number	Policy Description
NS-3	Objective: Minimize the risks to property, life, and the environment due to flooding and stormwater runoff hazards.
NS-3a	Stormwater Drainage and Flood Control Master Plan. Support the full implementation of the FMFCD Storm Drainage and Flood Control Master Plan, the completion of planned flood control and drainage system facilities, and the continued maintenance of stormwater and flood water retention and conveyance facilities and capacities. Work with the FMFCD to make sure that its Storm Drainage and Flood Control Master Plan is consistent with the General Plan.
NS-3b	Curb and Gutter Installation. Coordinate with Fresno Metropolitan Flood Control District (FMFCD) to install curbing, gutters, and other drainage facilities with priority to existing neighborhoods with the greatest deficiencies and consistent with the Storm Drainage and Flood Control Master Plan.
NS-3c	Dual Use Facilities. Support multiple uses of flood control and drainage facilities as follows: • Use, wherever practical, FMFCD facilities for groundwater management and recharge; and

Policy Number	Policy Description
	• Promote recreational development of ponding basin facilities located within or near residential areas, compatible with the stormwater and groundwater recharge functions.
NS-3d	Landscaped Buffer. City will support the development of FMFCD ponding basins including the landscaping and irrigation for the top one third of the side sloped areas consistent with the FMFCD Basin Design Criteria.
NS-3e	Pollutants. Work with FMFCD to prevent and reduce the existence of urban stormwater pollutants pursuant to the requirements of the National Pollution Discharge Elimination Systems Act.
NS-3f	Flooding Emergency Response Plans. Work with responsible agencies to update emergency dam failure inundation plans, evacuation plans and other emergency response plans for designated flood-prone areas, including the San Joaquin river bottom.
NS-3g	Essential Facilities Siting Outside of Floodplains. Avoid siting emergency response and essential public facilities, such as fire and police stations, within a 100-year floodplain, unless it can be demonstrated that the facility can be safely operated and accessed during flood events.
NS-3h	Runoff Controls. Implement grading regulations and related development policies that protect area residents from flooding caused by urban runoff produced from events that exceed the capacity of the Storm Drainage and Flood Control Master Plan system of facilities. Place all structures and/or flood-proofing in a manner that does not cause floodwaters to be diverted onto adjacent property, increase flood hazards to other property, or otherwise adversely affect other property.
NS-3i	New Development Must Mitigate Impact. Require new development to not significantly impact the existing storm drainage and flood control system by imposing conditions of approval as project mitigation, as authorized by law. As part of this process, closely coordinate and consult with the FMFCD to identify appropriate conditions that will result in mitigation acceptable and preferred by FMFCD for each project. Commentary: The City recognizes the expertise and significant role of the FMFCD, and will give the highest deference to its recommendations for mitigation measures, consistent with applicable law.
NS-3j	National Flood Insurance Program. Continue to participate in the National Flood Insurance Program (NFIP) by ensuring compliance with applicable requirements. Review NFIP maps periodically to determine if areas subject to flooding have been added or removed and make adjustments to the Land Use Diagram Figure LU-1.
NS-3k	100-Year Floodplain Policy. Require developers of residential subdivisions to preserve those portions of development sites as open space that may be subject to 100-year flood events, unless the flood hazard can be substantially mitigated by development project design.
NS-3l	200-Year Floodplain Protection. Promote flood control measures that maintain natural conditions within the 200-year floodplain of rivers and streams and, to the extent possible, combine flood control, recreation, water quality, and open space functions. Discourage construction of permanent improvements that would be adversely affected by periodic floods within the 200-year floodplain, particularly in the San Joaquin river bottom.
NS-3m	Flood Risk Public Awareness. Continue public awareness programs to inform the general public and potentially affected property owners of flood hazards and potential dam failure inundation. Remind households and businesses located in flood-prone areas of opportunities to purchase flood insurance.
NS-3n	Precipitation Changes. Work with FMFCD to evaluate the planned and existing stormwater conveyance system in light of possible changes to precipitation patterns in the future.

Hazardous Materials

Table 17. Hazardous Materials Policies

Policy Number	Policy Description
NS-4	Minimize the risk of loss of life, injury, serious illness, and damage to property resulting from the use, transport, treatment, and disposal of hazardous materials and hazardous wastes.
NS-4a	Processing and Storage. Require safe processing and storage of hazardous materials, consistent with the California Building Code and the Uniform Fire Code, as adopted by the City.
NS-4b	Coordination. Maintain a close liaison with the Fresno County Environmental Health Department, Cal-EPA Division of Toxics, and the State Office of Emergency Services to assist in developing and maintaining hazardous material business plans, inventory statements, risk management prevention plans, and contingency/emergency response action plans.
NS-4c	Soil and Groundwater Contamination Reports. Require an investigation of potential soil or groundwater contamination whenever justified by past site uses. Require appropriate mitigation as a condition of project approval in the event soil or groundwater contamination is identified or could be encountered during site development.
NS-4d	Site Identification. Continue to aid federal, State, and County agencies in the identification and mapping of waste disposal sites (including abandoned waste sites), and to assist in the survey of the kinds, amounts, and locations of hazardous wastes.
NS-4e	Compliance with County Program. Require that the production, use, storage, disposal, and transport of hazardous materials conform to the standards and procedures established by the County Division of Environmental Health. Require compliance with the County's Hazardous Waste Generator Program, including the submittal and implementation of a Hazardous Materials Business Plan, when applicable.
NS-4f	Hazardous Materials Facilities. Require facilities that handle hazardous materials or hazardous wastes to be designed, constructed, and operated in accordance with applicable hazardous materials and waste management laws and regulations.
NS-4g	Hazmat Response. Include policies and procedures appropriate to hazardous materials in the City's disaster and emergency response preparedness and planning, coordinating with implementation of Fresno County's Hazardous Materials Incident Response Plan.
NS-4g	Hazmat Response. Include policies and procedures appropriate to hazardous materials in the City's disaster and emergency response preparedness and planning, coordinating with implementation of Fresno County's Hazardous Materials Incident Response Plan.
NS-4h	Household Collection. Continue to support and assist with Fresno County's special household hazardous waste collection activities, to reduce the amount of this material being improperly discarded.
NS-4i	Public Information. Continue to assist in providing information to the public on hazardous materials.

Emergency Response

Table 18. Emergency Response Policies

Policy Number	Policy Description
NS-6	Objective: Foster an efficient and coordinated response to emergencies and natural disasters.
NS-6a	County Multi-Jurisdiction Hazard Mitigation Plan. Adopt and implement the Fresno County Multi-Jurisdiction Hazard Mitigation Plan and City of Fresno Local Hazard Mitigation Plan Annex.

Policy Number	Policy Description
	Commentary: The federal Disaster Mitigation Act of 2000 requires that cities, counties, and special districts have a Local Hazard Mitigation Plan to be eligible to receive FEMA hazard mitigation funds. Cities and counties can adopt and use all or part of a regional multi-jurisdictional plan, such as the one prepared by Fresno County, in lieu of preparing all or part of a Local Hazard Mitigation Plan.
NS-6b	Disaster Response Coordination. Maintain coordination with other local, State, and Federal agencies to provide coordinated disaster response.
NS-6c	Emergency Operations Plan. Update the City's Emergency Operations Plan periodically, using a whole community approach which integrates considerations for People with access and functional needs in all aspects of planning.
NS-6d	Evacuation Planning. Maintain an emergency evacuation plan in consultation with the Police and Fire Departments and other emergency service providers, which shows potential evacuation routes and a list of emergency shelters to be used in case of catastrophic emergencies. Commentary: The evacuation plan will be flexible in order to consider many scenarios and multiple modes of transportation beyond private automobiles. It will provide special provisions for disadvantaged populations, such as those with physical disabilities or those with low or very low incomes, and for areas with fewer resources through neighborhood emergency preparedness programs.
NS-6e	Critical Use Facilities. Ensure critical use facilities (e.g. City Hall, police and fire stations, schools, hospitals, public assembly facilities, transportation services) and other structures that are important to protecting health and safety in the community remain operational during an emergency. • Site and design these facilities to minimize their exposure and susceptibility to flooding, seismic and geological effects, fire, and explosions. • Work with the owners and operators of critical use facilities to ensure they can provide alternate sources of electricity, water, and sewerage in the event that regular utilities are interrupted in a disaster.
NS-6f	Emergency Vehicle Access. Require adequate access for emergency vehicles in all new development, including adequate widths, turning radii, hard standing areas, and vertical clearance.
NS-6g	Emergency Preparedness Public Awareness Programs. Continue to conduct programs to inform the general public, including people with access and functional needs, of the City's emergency preparedness and disaster response procedures.

FRESNO FLOODPLAIN ORDINANCE

The City of Fresno's Flood Plain Ordinance was revised in the late 1990s and formally adopted by the Fresno City Council on September 20, 2005. (In late 2007, the Fresno Municipal Code was republished with its chapters somewhat reorganized. There was no change in the text of the Flood Plain Ordinance at that time, but due to the reorganization of its content, its most recent adoption effective date is January 17, 2008.) The Fresno Flood Plain Ordinance is Article 6 of Chapter 11 of the Fresno Municipal Code.

The purpose of this ordinance is to promote the public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas by provisions designed to:

- Protect human life and health;
- Minimize expenditure of public money for costly flood control projects;

- Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;
- Minimize prolonged business interruptions;
- Minimize damage to public facilities and utilities such as water and gas mains; electric, telephone, and sewer lines; and streets and bridges located in areas of special flood hazard;
- Help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard so as to minimize future blighted areas caused by flood damage;
- Ensure that potential buyers are notified that property is in an area of flood hazard; and
- Ensure that those who occupy the areas of special flood hazard assume responsibility for their actions.

In order to accomplish its purposes, the ordinance includes the following methods and provisions:

- Restrict or prohibit uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities
- Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction
- Control filling, grading, dredging, and other development which may increase flood damage
- Prevent or regulate the construction of flood barriers which will unnaturally divert flood water or which may increase flood hazards in other areas
- Control the alteration of natural flood plains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters

This ordinance applies to all areas of special flood hazards within the jurisdiction of the City as identified by FEMA's Flood Insurance Study for Fresno County, California and incorporated areas dated September 30, 2005, with accompanying Flood Insurance Rate Maps, and all subsequent amendments and/or revisions. It appoints the building official to administer, implement, and enforce the ordinance by granting or denying development permits in accord with its provisions.

This ordinance includes the following standards of construction related to special flood hazard areas:

- Anchoring
- Construction materials and methods
- Elevation and floodproofing
- Residential construction
- Nonresidential construction
- Flood venting

- Standards for utilities
- Standards for subdivisions
- Standards for manufactured homes
- Standards for recreational vehicles
- Floodways
- Standards for storage of materials and equipment

In conjunction with Fresno's Drainage Fee Ordinance (Fresno Municipal Code Chapter 12, Article 19), which requires local grading and development to conform to the Fresno Metropolitan Flood Control District Master Drainage Plan and to provide proportionate shares of drainage infrastructure, the Fresno Flood Plain Ordinance and its preceding Flood Damage Prevention Ordinance have reduced flood damage losses in the City.

NATIONAL FLOOD INSURANCE PROGRAM/COMMUNITY RATING SYSTEM

The City of Fresno joined the National Flood Insurance Program (NFIP) on December 1, 1982. It has been a member of the Community Rating System (CRS) since October 1, 1992. The City's Floodplain Administrator duties are assigned to the building official. The Building and Safety Division of the Planning and Development Department works to improve the City's CRS rating, which determines the price paid for flood insurance policies issued in the jurisdiction. The rating is based on detailed biannual audits conducted by FEMA and/or a designee agency (currently, the California Department of Water Resources). The primary means of improving and maintaining a good CRS rating is through administration of the Fresno Flood Plain Ordinance. As part of its efforts to improve its community rating, the City of Fresno has hosted periodic FEMA Region IX NFIP/CRS training.

According to the FEMA Community Status Book Report, accessed on March 27, 2024, the City's current CRS rating is Class 8, which includes a 10 percent SFHA discount and 0.05 percent Non-SFHA discount.

SAN JOAQUIN RIVER BLUFF PRESERVATION ORDINANCE, 1980

After an interagency San Joaquin River Reconnaissance Plan was completed in the late 1970s, the City of Fresno adopted the San Joaquin River Bluff Specific Plan to preserve this important open space and habitat feature and to safeguard the bluff face, which is the most unstable geologic feature in the City. The San Joaquin River Bluff Specific Plan was later subsumed by the 1988 Bullard Community Plan, which carried forward protective policies for this area of Fresno.

The regulation of land use, development, and grading in this portion of Fresno is ongoing pursuant to the Bluff Preservation Ordinance. This ordinance, part of the City's zoning regulations, delineates an overlay zone district along the river bluff (the Bluff Preservation Overlay District), established allowable and prohibited land uses, and set forth conditions and requirements for using or modifying property in the district. The regulations of the district are deemed to be necessary for the preservation of the special qualities of the bluffs and for the protection of the health, safety, and general welfare of owners and users of property in the area.

The Bluff Preservation Ordinance is administered by the Fresno Development and Resource Management Department through its special permit process and grading plan checks. Anyone applying for a building permit is required to submit a site plan review with accompanying soil investigation and evaluation report (prepared by an appropriately licensed professional engineer or registered geologist). The Department's Code Enforcement Division also conducts periodic surveillance of bluff properties for grading and construction done without permits and institutes abatement actions when these conditions are discovered.

HAZARDOUS MATERIAL INCIDENT SAFEGUARDS

The Fresno Fire Department works with Fresno County Environmental Health to review hazardous material business plans that detail flammable, explosive, toxic, and otherwise hazardous materials used by businesses in the City. The Fire Department has its own permitting requirement for liquid and gaseous fuel tanks to ensure that they are installed and maintained safely. The City's Hazardous Materials Response Unit (housed in a City fire station) maintains the capability to quickly characterize material releases and spills, to evaluate risks to life and property, and to implement appropriate controls and evacuation measures.

FIRE PREVENTION POLICY

The City of Fresno has some of the most progressive and effective fire prevention policies and regulations in the nation relating to water supply (fire flow) required for development, ingress and egress from developed buildings and subdivisions, on-site automatic fire suppression systems (sprinkler and on-site private hydrants), building addressing to facilitate rapid emergency response, marking of unsafe buildings (those older structures with hazardous conditions or a lack of water supply), and instant aid/mutual aid with adjacent fire departments belonging to Fresno County special districts and the City of Clovis.

In addition to its extensive network of well-trained and well-equipped firefighting stations, the Fresno Fire Department has a Fire Prevention Bureau, under supervision of the City's fire marshal, to administer regulations adopted and referenced by the Fresno Municipal Code Chapter 6, Article 5 relating to fire prevention. The Fire Prevention Bureau carries out these responsibilities by conducting routine inspections of all public and commercial buildings, performing detailed development permit and construction plan checks, and investigating arson.

Another component of the City's overall fire protection program is the administration of its public nuisance ordinances to require properties to be kept clean and free of flammable debris and to annually abate weeds and overgrown vegetation before these materials can dry out in the spring to pose a wildfire hazard (Fresno Municipal Code Chapter 10, Article 6 relating to public nuisance abatement). The Planning and Development Department Code Enforcement Division and Department of Public Utilities Community Sanitation Division coordinate their efforts to enforce the nuisance abatement regulations and provide cleanup services when property owners do not take care of matters themselves.

PLANNING MITIGATION CAPABILITIES

Table 19. City of Fresno Planning Capabilities identifies the plans related to mitigation and loss prevention in Fresno.

Table 19. City of Fresno Planning Capabilities

Regulatory Tool	In Place Yes/No	Under Development Yes/No	Comments
Capital Improvement Plan (CIP)	Yes	Yes	
Climate Resiliency or Adaptation Plan	No		
Community Wildfire Protection Plan (CWPP)	No		
Comprehensive Emergency Management Plan	Yes	Yes	Public safety SOPs cover this topic as well as the EOP for the City. Expected completion 2024
Comprehensive Land Use Plan (or General, Master, or Growth Management Plan)	Yes	Yes	Expected completion 12/2024
Continuity of Operations Plan (COOP)	No		
Disaster Recovery Plan	No		
Economic Development Plan	Yes	Yes	Under review for update
Emergency Operations Plan (EOP)	Yes	Yes	Adopted in 2015 and under review for update
Evacuation Plan	No		
Flood Response Plan	No		
Floodplain Management Plan/Flood Mitigation Plan	No		
Hazard Mitigation Plan	No		
Historic Preservation Plan	No		
Natural Resources Protection Plan (NRPP)	No		
Open Space Management Plan (Parks and Rec/Greenway Plan)	Yes		
Threat Hazard Identification and Risk Assessment	Yes		Listed in EOP

CITY OF FRESNO EMERGENCY OPERATIONS PLAN, UPDATED 2015

The City of Fresno Emergency Operations Plan (EOP) addresses the planned response to extraordinary emergency situations associated with natural disasters, technological incidents, excessive heat/cold, power outages, and national security emergencies in or affecting the City of Fresno. The Plan, which was updated in 2015, does the following:

- Establishes the emergency management organization required to mitigate any significant emergency or disaster affecting the City of Fresno.
- Identifies the policies, responsibilities, and procedures required to protect the health and safety of City communities, public and private property, and the environment from natural or technological disasters.
- Establishes the operational concepts and procedures associated with initial response operations to emergencies, the extended response operations, and the recovery process.

The EOP is designed to establish the framework for implementation of the California Standardized Emergency Management System/National Incident Management System for the City of Fresno, which is located within the California Governor's Office of Emergency Services' Mutual Aid Region V. It is intended to facilitate multi-agency and multi-jurisdictional coordination, particularly between the City of Fresno and the Fresno County Operational Area, including special districts and state agencies, in emergency operations. This plan will be used in conjunction with the Fresno County EOP and the State of California Emergency Plan. The plan is designed to guide the reader or user through each phase of an emergency: preparedness, response, recovery, and mitigation.

OTHER PLANS AND POLICIES

Other hazard mitigation-related policies and plans in place in and observed by the City of Fresno include the following:

- California Code of Regulations Title 23 administrative law for development and use of land in designated floodway areas along the San Joaquin River administered by the Central Valley Flood Protection Board, staffed by the California Department of Water Resources.
- Standards for constructing and maintaining drainage basins and ponds to prevent mosquito breeding and to provide for mosquito control district access for inspection and abatement activities (jointly promulgated by the Planning and Development Department and Public Works Department in fall of 2005).
- Dam failure inundation plans prepared and administered by the U.S. Bureau of Reclamation, the U.S. Army Corps of Engineers, Fresno Metropolitan Flood Control District, Southern California Edison, and Pacific Gas and Electric Company.
- The California Environmental Quality Act, overseen by the Fresno City Attorney's Office and administered by several City departments, requires consideration of health and safety impacts as they may relate to projects, which are defined as any action that may result in a change in the physical environment and that would include public facilities, and private development, and even adoption/amendment of land use plans and ordinances. An analysis of every project is conducted by the appropriate City department (the Development and Resource Management Department does the bulk of these analyses). Inquiries regarding project sites and features are distributed to departments and outside agencies that may have knowledge of, or which may regulate, aspects of the proposed project. The information obtained from these requests for comment and from other staff research is compiled into an informational document for decision-makers and the public. The

information is also used to develop a list of mitigation actions to reduce or abate potential adverse impacts of the project. For those projects which may involve federal funds or require federal approvals, a parallel National Environmental Policy Act assessment is also prepared by the City.

- The Development and Resource Management Department administers regulations in the California Building Code and in Uniform Electrical, Plumbing, and Mechanical Codes as those codes are modified through adoption by the state and City. Plan check and inspection activities of the Department ensure structural soundness and compliance with seismic and other regulations.

ADMINISTRATIVE/TECHNICAL MITIGATION CAPABILITIES

Table 20. City of Fresno's Administrative and Technical Mitigation identifies the personnel responsible for activities related to mitigation and loss prevention in Fresno.

Table 20. City of Fresno's Administrative and Technical Mitigation

Staff and Personnel Resources	Yes	No	Department or Single Staff Member	Comments
Emergency Manager	X		City Manager	
Engineers or professionals trained in construction practices related to buildings and/or infrastructure	X		Public Works Director/City Engineering Firm	Engineers are contracted
Fiscal Management or Procurement Specialists	X		Finance Department	
Floodplain Manager		X		
Land Surveyors		X		
Land Use/Management/Development Planning	X		City Planning Firm	Planning firm contracted
Planners or engineers with an understanding of natural and/or human-caused hazards		X		
Resource Development Staff or Grant-writing	X			
Scientists familiar with the hazards of the community		X		
Staff experienced with Geographic Information Systems (GIS)	X			
Staff with education or expertise to assess the community's vulnerability to hazards	X			

FISCAL MITIGATION CAPABILITIES

Table 21. City of Fresno's Fiscal Mitigation Capabilities identifies financial tools or resources that the City could potentially use to help fund mitigation activities.

Table 21. City of Fresno's Fiscal Mitigation Capabilities

Staff or Personnel Resource	Never Used	Previously Used	Currently Used	Comments
Capital Improvement Programming	X			
Community Development Block Grants (CDBG)			X	
Special Purpose Taxes (or taxing districts)	X			
Gas/Electric Utility Fee	X			
Water/Sewer Fees			X	
Stormwater Utility Fees	X			
Development Impact Fees			X	
General Obligation, revenue, and/or Special Tax Bonds	X			
Partnering Agreements or Intergovernmental Agreements	X			
FEMA Hazard Mitigation Assistance Grants (HMGP, FMA, PDM)	X			
Homeland Security Grants (HSGP)		X		
USDA Rural Development Agency Grants		X		
US Economic Development Administration Grants	X			
Infrastructure Investment and Jobs Act (IIJA)	X			

MITIGATION OUTREACH AND PARTNERSHIPS

The Fresno Department of Public Utilities, in conjunction with other agencies, provides water conservation and stormwater quality protection public information programs. The Fire Department provides personal preparedness outreach for heat and freeze emergencies and shelter-in-place information for hazardous materials emergencies. Additionally, the City has developed public service announcements for smoke detector battery life, canal safety, and fireworks safety.

The City's Joint Information System disseminates information in Spanish, and the City can obtain translation services for other languages when necessary. A Joint Information Center plan is an annex to the City of Fresno Emergency Operations Plan and provides comprehensive guidance for early warning notification in all languages and specifically the Americans with Disabilities Act (ADA) community.

Preparedness Exercises afford the opportunity to include the City of Fresno ADA Committee. Members of the committee and volunteers from the ADA community role play for realistic first responder training.

OTHER MITIGATION EFFORTS

- The City is a certified StormReady community through the National Weather Service.
- The Fire Department, Police Department, and Solid Waste Division are nationally accredited.
- The City has installed security systems for the wastewater treatment facility and for its surface water treatment plant. Generators are installed in critical groundwater pumping stations and these facilities are secured.

OPPORTUNITIES FOR ENHANCEMENT

Based on the capabilities assessment, the City of Fresno has several existing mechanisms in place that already help to mitigate hazards. These capabilities remain relevant as priorities set forth in the prior hazard mitigation plan and are unchanged. In addition to these existing capabilities, there are also opportunities for the City to expand or improve on these policies and programs to further protect the community. Future improvements may include providing training for staff members related to hazards or hazard mitigation grant funding in partnership with the County and Cal OES. Additional training opportunities will help to inform City staff members on how best to integrate hazard information and mitigation projects into their departments. Continuing to train City staff on mitigation and the hazards that pose a risk to the City of Fresno will lead to more informed staff members who can better communicate this information to the public. In addition, the City could work to improve the CRS rating through additional floodplain management program enhancements. This could further lower the cost of flood insurance for residents.

MITIGATION STRATEGY

MITIGATION GOALS AND OBJECTIVES

The City of Fresno adopts the hazard mitigation goals and objectives developed by the HMPC and described in Chapter 5 Mitigation Strategy.

INCORPORATION INTO EXISTING PLANNING MECHANISMS

The City of Fresno has not identified any specific mechanisms into which information from the 2018 Fresno County Hazard Mitigation Plan was incorporated. The information contained within this plan, including results from the Vulnerability Assessment, and the Mitigation Strategy will be used by the City to help inform updates and the development of local plans, programs and policies. The Public Works Department may utilize the hazard information when implementing Capital Improvement projects and the Planning and Development Department may utilize the hazard information when reviewing a site plan or other type of development applications. The City will also incorporate this LHMP into the Safety Element of their General Plan, as recommended by Assembly Bill (AB) 2140.

As noted in Chapter 7 Plan Implementation, the HMPC representatives from Fresno will report on efforts to integrate the hazard mitigation plan into local plans, programs and policies and will report on these efforts at the annual HMPC plan review meeting.

CONTINUED COMPLIANCE WITH THE NATIONAL FLOOD INSURANCE PROGRAM

In addition to the mitigation actions identified herein the City will continue to comply with the National Flood Insurance Program as specified in General Plan Policy NS-3-j:

“National Flood Insurance Program. Continue to participate in the National Flood Insurance Program (NFIP) by ensuring compliance with applicable requirements.”

MITIGATION ACTIONS

The planning team for the City of Fresno identified and prioritized the following mitigation actions based on the risk assessment. Background information as well as information on how each action will be implemented and administered, such as ideas for implementation, responsible office, partners, potential funding, estimated cost, and schedule are also included.

In addition to implementing the mitigation actions below the City of Fresno will be participating in the county-wide, multi-jurisdictional action of developing and conducting a multi-hazard seasonal public awareness program. The county-wide project will be led by the County in partnership with all municipalities and special districts. The City agrees to help disseminate information on hazards provided by the County. More information on the action can be found in the base plan Chapter 5 Mitigation Strategy (see the Multi-Jurisdictional Mitigation Actions section, Action #1. Develop and Conduct a Multi-Hazard Seasonal Public Awareness Program).

While epidemics and pandemics are ranked as high risk, there are no mitigations actions listed below. Mitigation, planning, and preparedness activities are being led by the Fresno County Department of Health.

1. ESTABLISH POST-DISASTER ACTION PLAN FOR CITY CONTINUITY OF OPERATIONS PLAN

Hazard(s) Addressed: Multi-Hazard: dam failure, earthquake, land subsidence, flood, severe weather, wildfire, hazardous materials

Issue/Background: Establish a post-disaster action plan to be part of the City of Fresno Continuity of Operations Plan (COOP) that will include the following elements:

- Procedures for public information
- Post-disaster damage assessment
- Grant writing
- Code enforcement
- Redundant operations

The plan will also include annexes from local businesses and large employers to improve economic and employment recovery. The plan will also identify a mechanism for the City to help businesses without COOPs develop a COOP to be incorporated, as an annex, into the City's Emergency Operations Plan.

Other Alternatives: No action

Responsible Office: City of Fresno Emergency Preparedness Officer

Priority (High, Medium, Low): High

Cost Estimate: $150,000

Potential Funding: General Fund, HMGP (if part of HMP update)

Benefits (Avoided Losses): This will improve response/recovery during an event through pre-planning. A City COOP and local business COOPs will reduce the impact of a disaster to the local economy and employment.

Schedule: 5 years

Status: 2009 project, implementation in progress

2. IMPROVE THE CITY'S CAPABILITIES FOR SHELTERING ANIMALS IN A DISASTER

Hazard(s) Addressed: Multi-Hazard: dam failure, earthquake, flood, severe weather, wildfire, hazardous materials

Issue/Background: During a disaster, not only do people need to be rescued, but their pets do also. Hurricane Katrina showed the nation that shelters do not typically allow pets, so pets may be left behind when their owners evacuate. The care of the animals left behind falls to local animal shelters. Currently,

the SPCA Animal Shelter does not have the supplies to handle a large scale animal emergency. The City has approximately 18,000 licensed dogs. If a disaster occurred, they would only be able to house a small percentage of them. Overcrowding of animals usually causes diseases and loss of animal life. Purchasing new cages would alleviate some of the overcrowding created by a disaster.

Other Alternatives: Ask other agencies for supplies if they have them available.

Responsible Office: City of Fresno Emergency Preparedness Officer working alongside local NGOs

Priority (High, Medium, Low): High

Cost Estimate: $50,000

Potential Funding: General fund

Benefits (Avoided Losses): This will cut down on the spread of disease and animal loss during an emergency or disaster.

Schedule: 1-3 years

Status: 2009 project, implementation in progress. Working with local NGO to provide concurrent shelter for small animals and people

3. TRAIN AND CERTIFY CITY INSPECTORS TO CONDUCT POST-DISASTER DAMAGE ASSESSMENT

Hazard(s) Addressed: Multi-Hazard: dam failure, earthquake, flood, severe weather, wildfire, hazardous materials

Issue/Background: City inspectors play a vital role in post-disaster building assessment and damage assessment. Pre-training and certification is vital in response and recovery to reduce loss of life, relocate populations, and ensure the rebuilding of local economies.

Other Alternatives: No action

Responsible Office: City of Fresno Emergency Preparedness Officer and Planning and Development Department

Priority (High, Medium, Low): High

Cost Estimate: $250,000

Potential Funding: General Fund, BRIC, FMA

Benefits (Avoided Losses): This will improve response/recovery during an event through pre- training and certification of individuals responsible for performing assessment of structures and facilities impacted by disasters. Certification will also allow qualified staff to mobilize with the State of California Office of Emergency Services (Region 5) Urban Search and Rescue Task Force.

Schedule: 5 years

Status: 2009 project, implementation not yet started

4. IMPLEMENT A FLOOD AWARENESS PROGRAM FOR THE PUBLIC

Hazard(s) Addressed: Flood

Issue/Background: The City needs a program to educate flood-prone property owners along the San Joaquin River and in frequent annual flooding areas about the flood threat and how best to prepare, mitigate, and insure their properties.

Other Alternatives: No action

Responsible Office: City of Fresno Emergency Preparedness Officer, Planning and Development Department, and Fresno Metropolitan Flood Control District

Priority (High, Medium, Low): Medium

Cost Estimate: $15,000/year

Potential Funding: General fund, BRIC, FMA, HMGP, HMGP Post Fire

Benefits (Avoided Losses): This will prevent the loss of human life and economic and property losses.

Schedule: Routine activity

Status: Begin in 2014 and ongoing. A communication plan is used during heavy period of rain as well as the spring thaw from heavy snow load in the higher elevations. This is used with direct contact with residents and others impacted from flows with the San Joaquin River.

5. SOUTHWEST FRESNO – RECYCLED WATER DISTRIBUTION SYSTEM CONSTRUCTION

Hazard(s) Addressed: Drought, Agricultural hazards

Issue/Background: In 2009, the State of California adopted a recycled water policy establishing a mandate to increase the use of recycled water in California by 200,000 acre-feet per year by 2020 and an additional 300,000 acre-feet per year by 2030. The Recycled Water Master Plan prepared by the City of Fresno, Department of Public Utilities (DPU), identifies opportunities to assist with compliance of this law by reducing groundwater pumping and replacing groundwater with recycled water for non-potable purposes (i.e. outdoor irrigation, dust control, fountains, etc.). On April 11, 2013, the Council adopted the Recycled Water Master Plan and associated environmental documents.

In 2017, the DPU commissioned a 5 MGD Tertiary Treatment Facility at the Fresno-Clovis Regional Wastewater Treatment Facility. DPU is currently constructing a Recycled Water Distribution System in Southwest Fresno to deliver recycled water to parks, cemeteries, schools, agricultural uses, etc., to offset potable water irrigation demands. This will help mitigate drought by enabling the use of recycled water for certain uses instead of tapping potable water supplies.

Other Alternatives: DPU has a Water Shortage Contingency Plan (WSCP) which was updated in the City of Fresno's 2015 Urban Water Management Plan to manage water shortages including drought conditions. The WSCP consists of four stages allowing the City to ultimately reduce its water demand to a level commensurate with the water supplies available to a maximum reduction of 50 percent.

Responsible Office: City of Fresno Department of Public Utilities

Priority (High, Medium, Low): High

Cost Estimate: $75,000,000

Potential Funding: California State Water Resources Control Board – Clean Water State Revolving Fund

Benefits (Avoided Losses): Reduced ground water pumping by using recycled water for non-potable purposes.

Schedule: 1-3 years

Status: 2018 project, In progress

6. SUSTAINABLE GROUNDWATER MANAGEMENT ACT COMPLIANCE INCLUDING GROUNDWATER SUSTAINABILITY PLANNING AND IMPLEMENTATION

Hazard(s) Addressed: Drought

I**ssue/Background**: The Kings subbasin underlays the City of Fresno and like many groundwater basins throughout the State, this subbasin is in overdraft condition with underground aquifers adversely impacted by overuse. Such impacts include significant decline in water storage and water levels, degradation of water quality, and land subsidence resulting in the permanent loss of storage capacity. The Sustainable Groundwater Management Act (SGMA) provides for the establishment of local Groundwater Sustainability Agencies (GSAs) to manage groundwater sustainability within groundwater subbasins defined by the California Department of Water Resources (DWR). The City of Fresno has become a joint power authority of the North Kings Groundwater Sustainability Agency, other members of the Agency include the County of Fresno, City of Kerman, City of Clovis, Biola Community Services District, Garfield Water District and International Water District. As a member of the North Kings GSA, the City of Fresno is required to participate in the development and implementation, no later than January 31, 2020, of a Groundwater Sustainability Plan (GSP) to ensure a sustainable yield of groundwater, without causing undesirable results. Failure to comply with that requirement could result in the State asserting its power to manage local groundwater resources. Participation in the North Kings GSA and the implementation of a GSP will allow the City to maintain sustainable groundwater supplies while providing insurance against periods of long-term drought, a high significance hazard for the City of Fresno.

Other Alternatives: None, compliance required by law, failure to meet requirements will result in State intervention and oversight.

Responsible Office: City Engineer and North Kings GSA

Priority (High, Medium, Low): High

Cost Estimate: Varies by GSA for preparation of the required GSP. Further expenses are anticipated to be accrued for the planning and construction of groundwater recharge projects.

Potential Funding: Property owner assessments along with California Department of Water Resources Grants and Loans.

Benefits (Avoided Losses): Preparation and implementation of the GSP by the respective GSAs will result in the management of groundwater in a manner that is sustainable and avoids undesirable results as defined by the California State Department of Water Resources.

Schedule: GSAs must complete and submit the required GSP to DWR, which is to be fully implemented and result in sustainability of the groundwater basin, with no undesirable effects, by the year 2040.

Status: 2018 project, In progress

Exhibit C

U.S. Department of Homeland Security
FEMA Region 9
1111 Broadway, Suite 1200
Oakland, CA 94607-4052

FEMA

April 14, 2025

Terri Mejorado
Emergency Manager
Fresno County
1221 Fulton Street
Fresno, California 93721

Dear Terri Mejorado:

The Federal Emergency Management Agency (FEMA) has completed its review of the 2025 Fresno County Hazard Mitigation Plan and has determined that this plan is eligible for final approval, pending its formal adoption by Fresno County and all participating jurisdictions. Please refer to the enclosed list of jurisdictions currently considered Approvable Pending Adoption (APA).

Formal adoption documentation must be submitted to FEMA Region 9 by at least one participating jurisdiction within one calendar year from the date of this letter. If no adoption is received within that timeframe, the plan must be updated and resubmitted for review.

FEMA will issue formal approval of the plan upon receipt of the adoption documentation. Once approved, all other participating jurisdictions must adopt the plan within five calendar years of the approval date. Adoption of the plan is required to maintain eligibility for funding under FEMA's Hazard Mitigation Assistance (HMA) programs. All funding requests will be evaluated individually based on the specific eligibility criteria and requirements of the applicable HMA program.

Please note that while mitigation plans may include additional content to meet Element H: Additional State Requirements or other local objectives, FEMA's APA status does not constitute review or approval of any content exceeding FEMA's standard mitigation planning requirements.

If you have any questions regarding the planning or review processes, please contact the FEMA Region 9 Hazard Mitigation Planning Team at fema-r9-mitigation-planning@fema.dhs.gov.

Sincerely,

Alison Kearns
Planning and Implementation Branch Chief
Mitigation Division
FEMA Region 9

Enclosures (2)
Fresno County Plan Review Tool, dated April 14, 2025
Status of Participating Jurisdictions, dated April 14, 2025

cc: Robyn Fennig, State Hazard Mitigation Officer, California Governor's Office of Emergency Services
Victoria LaMar-Haas, Hazard Mitigation Planning Chief, California Governor's Office of Emergency Services

Status of Participating Jurisdictions as of April 14, 2025

Jurisdictions – Adopted and Approved

#	Jurisdiction	Adoption Receipt Date

Jurisdictions – Approvable Pending Adoption

#	Jurisdiction
1	Fresno County
2	City of Clovis
3	City of Coalinga
4	City of Firebaugh
5	City of Fowler
6	City of Fresno
7	City of Kerman
8	City of Kingsburg
9	City of Mendota
10	City of Reedley
11	City of San Joaquin
12	City of Sanger
13	City of Selma
14	Fresno Metropolitan Flood Control District
15	Lower San Joaquin Levee District
16	Sierra Resource Conservation District/Highway 168 Fire Safe Council
17	Kings River Conservation District
18	Westlands Water District

File #: ID 26-629 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-O.

REPORT TO THE CITY COUNCIL

FROM: BILLY P. ALCORN, Fire Chief
Fire Department

SUBJECT
Approve the Award of a Cooperative Purchase Agreement with L.N. Curtis & Sons for firefighting personal protective equipment with related equipment cleaning for a term of two years, not to exceed $2,400,000

RECOMMENDATION

Staff recommends Council approve the Cooperative Purchase Agreement with L.N. Curtis & Sons for firefighting personal protective equipment with related equipment cleaning for a term of two (2) years, not to exceed $2,400,000.

EXECUTIVE SUMMARY

Firefighting Personal Protective Equipment (PPE) is the primary safety barrier between operational personnel and the extreme hazards encountered during fire suppression, rescue operations, hazardous materials response, and emergency medical incidents. Modern PPE is engineered to protect firefighters from thermal exposure, carcinogens, physical injury, and environmental conditions while enabling mobility and operational effectiveness. Ensuring that PPE is compliant, well-maintained, and replaced on schedule is a core occupational safety responsibility for the City.

The Fire Department is requesting approval for a two-year contract as a temporary, stop-gap solution to ensure continuity of turnout gear replacement while the PPE Committee evaluates new PFAS-free turnout options expected to enter the market in early Spring 2026. Recent state legislation will require the Department to purchase PFAS-free turnouts, and manufacturers are only now beginning to finalize their compliant models. Entering into a long-term contract before these new products are released would prevent the Department from conducting a complete wear trial and making an informed, safety-driven procurement decision.

Approval of this Cooperative Purchase Agreement will allow the Fire Department to continue providing the most compliant equipment available. The PPE will be purchased through a competitively solicited cooperative procurement process administered by Sourcewell (a State of Minnesota local government agency).

BACKGROUND

Turnouts are the most essential part of firefighters PPE. It is the equipment that separates and protects firefighters from heat, smoke, and flame. Turnouts must provide firefighters with heat protection as well as mobility and ventilation for rescue situations. Per NFPA, certified turnout gear consists of three layers of materials, together called a composite, which is made up of an outer shell, a moisture barrier, and a thermal liner.

Recent state legislation will require the Department to purchase PFAS-free turnouts, and manufacturers are only now beginning to finalize their compliant models. To prepare for the upcoming transition, the Department reached out to every turnout manufacturer and requested that they present their new and upcoming gear, including products planned for release in 2026, as well as information required for the state-mandated quality assessment. Most manufacturers indicated that their next-generation PFAS-free gear will be introduced in Spring 2026, reinforcing the need for a short-term contract that allows the Department to wait for these models before committing to a long-term procurement strategy.

Several companies responded and provided in-person presentations to the Department. These presentations allowed the PPE Committee to review material innovations, construction changes, and PFAS-free design strategies that will shape the 2026 product lines. However, because most manufacturers are still finalizing their PFAS-free composites and turnout configurations, a full evaluation cannot occur until the new gear is officially released.

Each of the Fire Department's 375 firefighters has two sets of turnouts. Turnouts typically have a 10-year lifespan, depending on wear and tear (Cal OSHA and NFPA recommend that turnouts be replaced after 10 years at most). Although manufacturers advertise a 10-year service life, internal Department data shows that our turnouts are experiencing material failure at 7-8 years, well before the recommended maximum lifespan. This accelerated wear pattern highlights the need to thoroughly evaluate the durability and performance of the next generation of PFAS-free gear. As part of this process, the PPE Committee intends to gather real-world failure-rate data from surrounding departments already using PFAS-free turnouts to better understand longevity, material breakdown, and operational performance.

A short-term, two-year contract will allow the Department to continue replacing aging gear immediately while giving the PPE Committee the necessary time to conduct a comprehensive evaluation of the new PFAS-free turnout options as they enter the market. This approach ensures operational readiness, compliance with emerging state requirements, and responsible long-term planning based on complete and accurate performance data.

Utilizing the cooperative agreement was determined to be the most cost-effective method and overall best value for obtaining firefighting PPE. The Purchasing Division has approved this contract and recommends Council to approve.

The City Attorney has reviewed and approved.

ENVIRONMENTAL FINDINGS

This item is not a project pursuant to California Environmental Quality Act guidelines Section 15378.

LOCAL PREFERENCE

Local preference was not implemented as the City is using a cooperative purchase agreement to purchase these products.

FISCAL IMPACT

The FY 2027 budget includes $1,196,900 in the general fund for personal protective equipment and related equipment cleaning.

For FY 2028, the department will ensure adequate funding is in the base or requested through the budget build process.

Attachment:
Cooperative Purchase Agreement
L.N. Curtis & Sons Contract# 010424-LNC
Original RFP
Proof of Publication
Proposal Opening Record
Proposal Evaluation
Comment & Review
Board Resolutions

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FORMAL COOPERATIVE PURCHASE AGREEMENT

THIS AGREEMENT (Agreement) is made and entered into EFFECTIVE _____. by and between CITY OF FRESNO, a California municipal corporation (City), and L.N CURTIS & SONS, a California corporation (Vendor).

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing and of the covenants, conditions, and promises hereinafter contained to be kept and performed by the respective parties, it is mutually agreed as follows:

1. The Charter for the City allows for cooperative purchase agreements for materials, services, supplies and equipment. The City may use another government agency's agreement, as an exception to the competitive bidding process. The Parties agree that the Vendor has entered a contract with Sourcewell RFP#010424 (Original Government Contract). The Original Contract is attached hereto as **Exhibit A**.

2. Vendor's Obligation. Vendor shall provide those services and carry out that work described in the Invitation For Bids which is attached hereto as **Exhibit B** and is incorporated herein by reference, subject to all the terms and conditions contained or incorporated herein.

3. City's Obligation. City shall make to the Vendor those payments described in **Exhibits A and B,** subject to all the terms and conditions contained or incorporated herein

4. Notwithstanding the requirements that the Original Government Contract is fully binding on the Parties, the parties have agreed to modify certain non-material provisions of the Original Government Contract as applied to this Agreement between the Vendor and the City, as follows:

    a) City's Insurance and Indemnity provisions attached as **Exhibit C**.

    b) Address change for the City: Notwithstanding the address and contract information for the government entity as set out in **Exhibit A,** the Vendor agrees that notices and invoices will be sent to:

City of Fresno
Attention: Melissa Perales
2101 G Street, Bldg. A
Fresno, CA 93706
Phone: (559) 621-1332
E-mail: Melissa.Perales@fresno.gov
FAX: (559) 457-1564

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c) Notwithstanding anything in **Exhibits A** and **B** to the contrary, this Agreement shall be governed by, and construed and enforced in accordance with the laws of the State of California, excluding however, any conflict of laws rule which would apply the law of another jurisdiction. Venue for purposes of the filing of any action regarding the enforcement or interpretation of this Agreement and any rights and duties hereunder shall be Fresno County, California.

d) All other provisions in the Original Government Contract are fully binding on the parties and will represent the agreement between the City and the Vendor.

[Signatures follow on the next page.]

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IN WITNESS WHEREOF, the parties have executed this Agreement at Fresno, California, the day and year first above written.

CITY OF FRESNO,
a California municipal corporation

By: _____
Melissa Perales
Purchasing Manager
General Services Department

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: Signed by: Daniel E. Casas 8CA222CC4A66409... 3/17/2026
Daniel E. Casas Date
Senior Deputy City Attorney

ATTEST:
AMY K ALLER
Interim City Clerk

By: _____
Deputy Date

L.N. CURTIS & SONS, a California Corporation

By: DocuSigned by: Jeff Curtis 58754017DD49487... 3/16/2026

Name: Jeff Curtis

Title: Vice President
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

By: Signed by: Angela Mackey 0481CBBDFB8F456... 3/17/2026

Name: Angela Mackey

Title: Director of Customer Service, Fire/Rescue
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

Addresses:
CITY
City of Fresno

Attention: Gilbert Elizondo
911 H Street
Fresno, CA 93721
Phone: (559) 621-4010
E-mail: gilbert.elizondo@fresno.gov

Vendor:
L.N. Curtis & Sons
Attention: Customer Service
185 Lennon Lane, Suite 110
Walnut Creek, CA 94598
Phone: (206) 305-4057
E-mail:
AMackey@lncurtis.com

Attachments:
Exhibit A - Original Government Contract
Exhibit B - Invitation For Bids
Exhibit C - City's Insurance and Indemnity

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EXHIBIT A

Original Solicitation

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RFP #010424
REQUEST FOR PROPOSALS
for
Firefighting Personal Protective Equipment with Related Equipment Cleaning

Proposal Due Date: January 4, 2024, 4:30 p.m., Central Time

Sourcewell, a State of Minnesota local government unit and service cooperative, is requesting proposals for Firefighting Personal Protective Equipment with Related Equipment Cleaning to result in a contracting solution for use by its Participating Entities. Sourcewell Participating Entities include thousands of governmental, higher education, K-12 education, nonprofit, tribal government, and other public agencies located in the United States and Canada. A full copy of the Request for Proposals can be found on the Sourcewell Procurement Portal [https://proportal.sourcewell-mn.gov]. Only proposals submitted through the Sourcewell Procurement Portal will be considered. Proposals are due no later than January 4, 2024, at 4:30 p.m. Central Time, and late proposals will not be considered.

SOLICITATION SCHEDULE

Public Notice of RFP Published:	November 9, 2023
Pre-proposal Conference:	November 30, 2023, 2:00 p.m., Central Time
Question Submission Deadline:	December 20, 2023, 4:30 p.m., Central Time
Proposal Due Date:	**January 4, 2024**, 4:30 p.m., Central Time Late responses will not be considered.
Opening:	January 4, 2024, 4:30 p.m., Central Time See RFP Section V.G. “Opening”

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I. ABOUT SOURCEWELL

A. SOURCEWELL

Sourcewell is a State of Minnesota local government unit and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) that facilitates a competitive public solicitation and contract award process for the benefit of its 50,000+ participating entities across the United States and Canada. Sourcewell's solicitation process complies with State of Minnesota law and policies, conforms to Canadian trade agreements (including Canadian Free Trade Agreement, Ontario-Quebec Trade and Cooperation Agreement, and Canada-European Union Comprehensive Economic and Trade Agreement, as applicable), and results in cooperative purchasing solutions from which Sourcewell's Participating Entities procure equipment, products, and services.

Cooperative purchasing provides participating entities and suppliers increased administrative efficiencies and the power of combined purchasing volume that result in overall cost savings. At times, Sourcewell also partners with other purchasing cooperatives to combine the purchasing volume of their membership into a single solicitation and contract expanding the reach of contracted suppliers' potential pool of end users.

Sourcewell uses a website-based platform, the Sourcewell Procurement Portal, through which all proposals to this RFP must be submitted.

B. USE OF RESULTING CONTRACTS

In the United States, Sourcewell's contracts are available for use by:

- Federal and state government entities[1];
- Cities, towns, and counties/parishes;
- Education service cooperatives;
- K-12 and higher education entities;
- Tribal government entities;
- Some nonprofit entities; and
- Other public entities.

In Canada, Sourcewell's contracts are available for use by:

[1] Pursuant to HAR §3-128-2, the State of Hawaii, Department of Accounting and General Services, State Procurement Office, on behalf of the State of Hawaii and participating jurisdictions, has provided notice of its Intent to Participate in the solicitation as a participating entity.

- Provincial and territorial government departments, ministries, agencies, boards, councils, committees, commissions, and similar agencies;
- Indigenous self-governing bodies;
- Regional, local, district, and other forms of municipal government, municipal organizations, school boards, and publicly funded academic, health, and social service entities referred to as MASH sector (this should be construed to include but not be limited to the Cities of Calgary, Edmonton, Toronto, Ottawa, and Winnipeg), as well as any corporation or entity owned or controlled by one or more of the preceding entities;
- Crown corporations, government enterprises, and other entities that are owned or controlled by these entities through ownership interest; and
- Members of the Canoe procurement group of Canada, and their partner associations: Canoe members are regional, local, district or other forms of municipal government, school boards, publicly-funded academic, health and social service entities in Alberta and across Canada, as well as any corporation or entity owned or controlled by one or more of the preceding entities – as well as partner associations, including Saskatchewan Association of Rural Municipalities, Association of Manitoba Municipalities, Local Authorities Services/Association of Municipalities Ontario, Nova Scotia Federation of Municipalities, Federation of Prince Edward Island Municipalities, Municipalities Newfoundland Labrador, Union of New Brunswick Municipalities, North West Territories Association of Communities, CivicInfo BC, and their members.

For a listing of current United States and Canadian Participating Entities visit Sourcewell's website (note: there is a tab for each country): https://www.sourcewell-mn.gov/sourcewell-for-vendors/agency-locator.

Participating Entities typically access contracted equipment, products, or services through a purchase order issued directly to the contracted supplier. A Participating Entity may request additional terms or conditions related to a purchase. Use of Sourcewell contracts is voluntary and Participating Entities retain the right to obtain similar equipment, products, or services from other sources.

To meet Participating Entities' needs, Sourcewell broadly publishes public notice of all solicitation opportunities, including this RFP. In addition, where applicable, other purchasing cooperatives and procurement officials receive notice and are encouraged to re-post the solicitation opportunity.

Proof of publication will be available at the conclusion of the solicitation process.

II. SOLICITATION DETAILS

A. SOLUTIONS-BASED SOLICITATION

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This RFP and contract award process is a solutions-based solicitation; meaning that Sourcewell is seeking equipment, products, or services that meet the general requirements of the scope of this RFP and that are commonly desired or are required by law or industry standards.

B. REQUESTED EQUIPMENT, PRODUCTS, OR SERVICES

It is expected that proposers will offer a wide array of equipment, products, or services at lower prices and with better value than what they would ordinarily offer to a single government entity, a school district, or a regional cooperative.

1. Sourcewell is seeking proposals for Firefighting Personal Protective Equipment with Related Equipment Cleaning, such as:

a. Firefighting Personal Protective Equipment (PPE) for all types of fire and rescue service; including, but not limited to:
    i. Protective Clothing;
    ii. Helmets and related accessories;
    iii. Other related equipment and accessories (e.g. belts, suspenders, straps, radio holders, eye protection, etc.); and,
    iv. Firefighting apparel and station-wear, Proposers may include firefighting apparel and station-wear to the extent that these solutions are complementary to the purchase of the equipment and products being proposed.
b. Firefighting PPE cleaning and decontamination equipment and service; including but not limited to:
    i. Extractors, laundry machines, mechanical dryers, drying and storing racks;
    ii. Cleaning and decontamination service and maintenance;
    iii. Firefighting PPE cleaning supplies; and,
    iv. Cleaning equipment for other firefighting equipment and tools.
c. Services Related to the equipment described in subsections 1. a. and 1. b. above, including training, testing, service, maintenance, installation, warranty programs, and certification of gear. Proposers may include related services to the extent that these solutions are complementary to the purchase of the equipment and products being proposed.

Proposers may include related equipment, accessories, and services to the extent that these solutions are ancillary or complementary to the equipment, products, or services being proposed.

2. This solicitation does not include those equipment, products, or services covered under categories included in pending or planned Sourcewell solicitations, or in contracts currently maintained by Sourcewell, identified below:

a. Body Armor with Related Accessories, Equipment, and Services (RFP #011221);

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b. Firefighting Apparatus, with Related Equipment, Accessories, and Supplies (RFP #113021);
c. Public Safety Training and Simulation Equipment and Technology (RFP #011822);
d. Medical Supply Solutions (RFP #022422);
e. Critical Care and EMS Equipment (RFP #041823);
f. Ambulance and Emergency Medical Transport Vehicles, with Related Equipment Accessories, and Supplies (RFP #122123);
g. Firefighting Equipment and Rescue Tools (RFP #TBD);
h. Self-Contained Breathing Apparatus (SCBA) and Breathing Air Systems (RFP TBD); and,
i. Uniforms with Related Products and Services (RFP #TBD);

Generally, the solutions for Participating Entities are turn-key solutions, providing a combination of equipment, products and services, delivery, and installation to a properly operating status. However, equipment-only or products-only solutions may be appropriate for situations where Participating Entities possess the ability, either in-house or through local third-party contractors, to properly install and bring to operation the equipment or products being proposed.

Sourcewell prefers suppliers that provide a sole source of responsibility for the equipment, products, and services provided under a resulting contract. If proposer is including the equipment, products, and services of its subsidiary entities, the proposer must also identify all included subsidiaries in its proposal. If proposer requires the use of distributors, dealers, resellers, or subcontractors to provide the equipment, products, or services, the proposal must address how the equipment, products or services will be provided to Participating Entities, and describe the network of distributors, dealers, resellers, and/or subcontractors that will be available to serve Participating Entities under a resulting contract.

Sourcewell encourages suppliers to offer the broadest possible selection of equipment, products, and services being proposed over the largest possible geographic area and to the largest possible cross-section of Sourcewell current and future Participating Entities.

C. REQUIREMENTS

It is expected that proposers have knowledge of all applicable industry standards, laws, and regulations and possess an ability to market and distribute the equipment, products, or services to Participating Entities.

1. Safety Requirements. All items proposed must comply with current applicable safety or regulatory standards or codes.
2. Deviation from Industry Standard. Deviations from industry standards must be identified with an explanation of how the equipment, products, and services will provide equivalent function, coverage, performance, and/or related services.

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3. New Equipment and Products. Proposed equipment and products must be for new, current model; however, proposer may offer certain close-out equipment or products if it is specifically noted in the Pricing proposal.
4. Delivered and operational. Unless clearly noted in the proposal, equipment and products must be delivered to the Participating Entity as operational.
5. Warranty. All equipment, products, supplies, and services must be covered by a warranty that is the industry standard or better.

D. PROSPECTIVE CONTRACT TERM

The term of any resulting contract(s) awarded by Sourcewell under this solicitation will be four years. Sourcewell and supplier may agree to up to three additional one-year extensions based on the best interests of Sourcewell and its Participating Entities. Sourcewell retains the right to consider additional extensions beyond seven years as required under exceptional circumstances.

E. ESTIMATED CONTRACT VALUE AND USAGE

Based on past volume of similar contracts, the estimated annual value of all transactions from contracts resulting from this RFP are anticipated to be USD $50 Million; therefore, proposers are expected to propose volume pricing. Sourcewell anticipates considerable activity under the contract(s) awarded from this RFP; however, sales and sales volume from any resulting contract are not guaranteed.

F. MARKETING PLAN

Proposer's sales force will be the primary source of communication with Participating Entities. The proposer's Marketing Plan should demonstrate proposer's ability to deploy a sales force or dealer network to Participating Entities, as well as proposer's sales and service capabilities. It is expected that proposer will promote and market any contract award.

G. ADDITIONAL CONSIDERATIONS

1. Contracts will be awarded to proposers able to best meet the need of Participating Entities. Proposers should submit their complete line of equipment, products, or services that are applicable to the scope of this RFP.
2. A proposer may submit only one proposal. If related, affiliated, or subsidiary entities elect to submit separate proposals, rather than a single parent-entity proposal, each such proposal must be prepared independently and without cooperation, collaboration, or collusion.
3. If a proposer works with a consultant on its proposal, the consultant (an individual or company) may not assist any other entity with a proposal for this solicitation.
4. Proposers should include all relevant information in its proposal, since Sourcewell cannot consider information that is not included in the proposal. Sourcewell reserves

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the right to verify proposer's information and may request clarification from a proposer, including samples of the proposed equipment or products.

5. Depending upon the responses received in a given category, Sourcewell may need to organize responses into subcategories in order to provide the broadest coverage of the requested equipment, products, or services to Participating Entities. Awards may be based on a subcategory.
6. A proposer's documented negative past performance with Sourcewell or its Participating Entities occurring under a previously awarded Sourcewell contract may be considered in the evaluation of a proposal.

III. PRICING

A. REQUIREMENTS

All proposed pricing must be:

1. Either Line-Item Pricing or Percentage Discount from Catalog Pricing, or a combination of these:
   a. **Line-item Pricing** is pricing based on each individual product or services**.** Each line must indicate the proposer's published "List Price," as well as the "Contract Price."
   b. **Percentage Discount from Catalog or Category** is based on a percentage discount from a catalog or list price, defined as a published Manufacturer's Suggested Retail Price (MSRP) for the products or services. Individualized percentage discounts can be applied to any number of defined product groupings. Proposers will be responsible for providing and maintaining current published MSRP with Sourcewell, and this pricing must be included in its proposal and provided throughout the term of any contract resulting from this RFP.
2. The proposer's not to exceed price. A not to exceed price is the highest price for which equipment, products, or services may be billed to a Participating Entity. However, it is permissible for suppliers to sell at a price that is lower than the contracted price.
3. Stated in U.S. and Canadian dollars (as applicable).
4. Clearly understandable, complete, and fully describe the total cost of acquisition (e.g., the cost of the proposed equipment, products, and services delivered and operational for its intended purpose in the Participating Entity's location).

Proposers should clearly identify any costs that are NOT included in the proposed product or service pricing. This may include items such as installation, set up, mandatory training, or initial inspection. Include identification of any parties that impose such costs and their relationship to the proposer. Additionally, proposers should clearly describe any unique distribution and/or delivery methods or options offered in the proposal.

B. ADMINISTRATIVE FEES

Proposers awarded a contract are expected to pay to Sourcewell an administrative fee in exchange for Sourcewell facilitating the resulting contracts. The administrative fee is normally

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calculated as a percentage of the total sales to Participating Entities for all contracted equipment, products, or services made during a calendar quarter, and is typically one percent (1%) to two percent (2%). In some categories, a flat fee may be an acceptable alternative.

IV. CONTRACT

Proposers awarded a contract will be required to execute a contract with Sourcewell (see attached template). Only those modifications the proposer indicates in its proposal will be available for discussion. Much of the language in the Contract reflects Minnesota legal requirements and cannot be altered. Numerous and/or onerous exceptions that contradict Minnesota law may result in the proposal being disqualified from further review and evaluation.

To request a modification to the template Contract, a proposer must submit the Exceptions to Terms, Conditions, or Specifications table with its proposal. Only those exceptions noted at the time of the proposal submission will be considered.
Exceptions must:

1. Clearly identify the affected article and section.
2. Clearly note the requested modification; and as applicable, provide requested alternative language.

Unclear requests will be automatically denied.

Only those exceptions that have been accepted by Sourcewell will be included in the contract document provided to the awarded supplier for signature.

If a proposer receives a contract award resulting from this solicitation it will have up to 30 days to sign and return the contract. After that time, at Sourcewell's sole discretion, the contract award may be revoked.

V. RFP PROCESS

A. PRE-PROPOSAL CONFERENCE

Sourcewell will hold an optional, non-mandatory pre-proposal conference via webcast on the date and time noted in the Solicitation Schedule for this RFP and on the Sourcewell Procurement Portal. The purpose of this conference is to allow potential proposers to ask questions regarding this RFP and Sourcewell's competitive contracting process. Information about the webcast will be sent to all entities that have registered for this solicitation opportunity through their Sourcewell Procurement Portal Vendor Account. Pre-proposal conference attendance is optional.

B. QUESTIONS REGARDING THIS RFP AND ORAL COMMUNICATION

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All questions regarding this RFP must be submitted through the Sourcewell Procurement Portal. The deadline for submission of questions is found in the Solicitation Schedule and on the Sourcewell Procurement Portal. Answers to questions will be issued through an addendum to this RFP. Repetitive questions will be summarized into a single answer and identifying information will be removed from the submitted questions.

All questions, whether specific to a proposer or generally related to the RFP, must be submitted using this process. Do not contact individual Sourcewell staff to ask questions or request information as this may disqualify the proposer from responding to this RFP. Sourcewell will not respond to questions submitted after the deadline.

C. ADDENDA

Sourcewell may modify this RFP at any time prior to the proposal due date by issuing an addendum. Addenda issued by Sourcewell become a part of the RFP and will be delivered to potential proposers through the Sourcewell Procurement Portal. Sourcewell accepts no liability in connection with the delivery of any addenda.

Before a proposal will be accepted through the Sourcewell Procurement Portal, all addenda, if any, must be acknowledged by the proposer by checking the box for each addendum. It is the responsibility of the proposer to check for any addenda that may have been issued up to the solicitation due date and time.

If an addendum is issued after a proposer submitted its proposal, the Sourcewell Procurement Portal will WITHDRAW the submission and change the proposer's proposal status to INCOMPLETE. The proposer can view this status change in the "MY BIDS" section of the Sourcewell Procurement Portal Vendor Account. The proposer is solely responsible to check the "MY BIDS" section of the Sourcewell Procurement Portal Vendor Account periodically after submitting its proposal (and up to the Proposal Due Date). If the proposer's proposal status has changed to INCOMPLETE, the proposer is solely responsible to:

i) make any required adjustments to its proposal;
ii) acknowledge the addenda; and
iii) ensure the re-submitted proposal is received through the Sourcewell Procurement Portal no later than the Proposal Due Date and time shown in the Solicitation Schedule above.

D. PROPOSAL SUBMISSION

Proposer's complete proposal must be submitted through the Sourcewell Procurement Portal no later than the date and time specified in the Solicitation Schedule. Any other form of proposal submission, whether electronic, paper, or otherwise, will not be considered by Sourcewell. **Late proposals will not be considered.** It is the proposer's sole responsibility to ensure that the proposal is received on time.

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It is recommended that proposers allow sufficient time to upload the proposal and to resolve any issues that may arise. The time and date that a proposal is received by Sourcewell is solely determined by the Sourcewell Procurement Portal web clock.

In the event of problems with the Sourcewell Procurement Portal, follow the instructions for technical support posted in the portal. It may take up to 24 hours to respond to certain issues.

Upon successful submission of a proposal, the Sourcewell Procurement Portal will automatically generate a confirmation email to the proposer. If the proposer does not receive a confirmation email, contact Sourcewell's support provider at support@bidsandtenders.ca.

To ensure receipt of the latest information and updates via email regarding this solicitation, or if the proposer has obtained this solicitation document from a third party, the onus is on the proposer to create a Sourcewell Procurement Portal Vendor Account and register for this solicitation opportunity.

Within the Sourcewell Procurement Portal, all proposals must be digitally acknowledged by an authorized representative of the proposer attesting that the information contained in in the proposal is true and accurate. By submitting a proposal, proposer warrants that the information provided is true, correct, and reliable for purposes of evaluation for potential contract award. The submission of inaccurate, misleading, or false information is grounds for disqualification from a contract award and may subject the proposer to remedies available by law.

E. GENERAL PROPOSAL REQUIREMENTS

Proposals must be:

- In substantial compliance with the requirements of this RFP or it will be considered nonresponsive and be rejected.
- Complete. A proposal will be rejected if it is conditional or incomplete.
- Submitted in English.
- Valid and irrevocable for 90 days following the Proposal Due Date.

Any and all costs incurred in responding to this RFP will be borne by the proposer.

F. PROPOSAL WITHDRAWAL

Prior to the proposal deadline, a proposer may withdraw its proposal.

G. OPENING

The Opening of proposals will be conducted in the Sourcewell Procurement Portal immediately following the proposal due date and time. To view the list of proposers resulting from the opening, verify that the Sourcewell Procurement Portal opportunities list search is set to "All" or "Closed."

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Members of the public may attend the Opening at Sourcewell's office located at 202 12th Street NE, Staples, MN to hear the results.

VI. EVALUATION AND AWARD

A. EVALUATION

It is the intent of Sourcewell to award one or more contracts to responsive and responsible proposers offering the best overall quality, selection of equipment, products, and services, and price that meet the commonly requested specifications of Sourcewell and its Participating Entities. The award(s) will be limited to the number of proposers that Sourcewell determines is necessary to meet the needs of its Participating Entities.

Factors to be considered in determining the number of contracts to be awarded in any category may include the following:

- Total evaluation scores (giving consideration to natural breaks in the scoring of responsive proposals);
- The number and geographic location of highest-scoring proposers that offer:
  - A comprehensive selection of the requested equipment, products, or services;
  - A sales and service network ensuring availability and coverage for Participating Entities' use; and
  - Other attributes of the proposer or contents of its proposal that assist Participating Entities in achieving environmental and social requirements, and goals.

Information submitted as part of a proposal should be as specific as possible when responding to the RFP. Do not assume Sourcewell has any knowledge about a specific supplier or product.

B. AWARD(S)

Award(s) will be made to the highest-scoring proposer(s) whose proposal conforms to all conditions and requirements of the RFP, and consistent with the award criteria defined in this RFP.

Sourcewell may request written clarification of a proposal at any time during the evaluation process.

Proposal evaluation will be based on the following scoring criteria and the Sourcewell Evaluator Scoring Guide (a copy is available in the Sourcewell Procurement Portal):

Conformance to RFP Requirements	50
Financial Viability and Marketplace Success	75
Ability to Sell and Deliver Service	100
Marketing Plan	50

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Value Added Attributes	75
Warranty	50
Depth and Breadth of Offered Equipment, Products, or Services	200
Pricing	400
TOTAL POINTS	**1000**

C. PROTESTS OF AWARDS

Any protest made under this RFP by a proposer must be in writing, addressed to Sourcewell's Executive Director, and delivered to the Sourcewell office located at 202 12th Street NE, P.O. Box 219, Staples, MN 56479. All documents that comprise the complete protest package must be received, and time stamped at the Sourcewell office by 4:30 p.m., Central Time, no later than 10 calendar days following Sourcewell's notice of contract award(s) or non-award. A protest must allege a procedural, technical, or legal defect, with supporting documentation. A protest that merely requests a re-evaluation of a proposal's content will not be entertained

A protest must include the following items:

- The name, address, and telephone number of the protester;
- Identification of the solicitation by RFP number;
- A precise statement of the relevant facts;
- Identification of the alleged procedural, technical, or legal defect;
- Analysis of the basis for the protest;
- Any additional supporting documentation;
- The original signature of the protester or its representative; and
- Protest bond in the amount of $20,000 (except where prohibited by law or treaty).

Protests that do not address these elements will not be reviewed.

D. RIGHTS RESERVED

This RFP does not commit Sourcewell to award any contract, and a proposal may be rejected if it is nonresponsive, conditional, incomplete, conflicting, or misleading. Proposals that contain false statements or do not support an attribute or condition stated by the proposer may be rejected.

Sourcewell reserves the right to:

- Modify or cancel this RFP at any time;
- Reject any and all proposals received;
- Reject proposals that do not comply with the provisions of this RFP;
- Select, for contracts or for discussion, a proposal other than that with the lowest cost;
- Independently verify any information provided in a proposal;
- Disqualify any proposer that does not meet the requirements of this RFP, is debarred or suspended by the United States or Canada, State of Minnesota, Participating Entity's

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state or province; has an officer, or other key personnel, who have been charged with a serious crime; or is bankrupt, insolvent, or where bankruptcy or insolvency are a reasonable prospect;

- Waive or modify any informalities, irregularities, or inconsistencies in the proposals received;
- Clarify any part of a proposal and discuss any aspect of the proposal with any proposer; and negotiate with more than one proposer;
- Award a contract if only one responsive proposal is received if it is in the best interest of Participating Entities; and
- Award a contract to one or more proposers if it is in the best interest of Participating Entities.

E. DISPOSITION OF PROPOSALS

All materials submitted in response to this RFP will become property of Sourcewell and will become public record in accordance with Minnesota Statutes Section 13.591, after negotiations are complete. Sourcewell considers that negotiations are complete upon execution of a resulting contract. It is the proposer's responsibility to clearly identify any data submitted that it considers to be protected. Proposer must also include a justification for the classification citing the applicable Minnesota law. Sourcewell may reject proposals that are marked confidential or nonpublic, either substantially or in their entirety.

Sourcewell will not consider the prices submitted by the proposer to be confidential, proprietary, or trade secret materials. Financial information, including financial statements, provided by a proposer is not considered trade secret under the statutory definition.

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11/9/2023

Addendum No. 1
Solicitation Number: RFP 010424
Solicitation Name: Firefighting PPE and Related Equipment Cleaning

Consider the following Questions and Answers to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

Are you looking for a supplier to provide these services in Canada and the United States?

Answer 1:

A proposer is not required to cover every geographic region to be considered for award. Each proposal is evaluated based on the criteria stated in the RFP. This RFP's resulting contracts may be used by Sourcewell's participating entities in the United States and in Canada as outlined in section 1.B. of the RFP document.

Question 2:

What are the administrative fees?

Answer 2:

Refer to section III. B., of the RFP for details on the Administrative Fee, "Proposers awarded a contract are expected to pay to Sourcewell an administrative fee in exchange for Sourcewell facilitating the resulting contracts. The administrative fee is normally calculated as a percentage of the total sales to Participating Entities for all contracted equipment, products, or services made during a calendar quarter, and is typically one percent (1%) to two percent (2%). In some categories, a flat fee may be an acceptable alternative." It is left to the discretion of each proposer to determine and propose an administrative fee that is consistent with its business and its industry.

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End of Addendum

Acknowledgement of this Addendum to RFP 010424 posted to the Sourcewell Procurement Portal on 11/9/2023, is required at the time of proposal submittal.

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11/30/2023

Addendum No. 2
Solicitation Number: RFP 010424
Solicitation Name: Firefighting PPE and Related Equipment Cleaning

Consider the following Questions and Answers to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

Outside of our submitted dealers of record, can an end user request a dealer not stated on this list if they have a preferred supplier or there are none in close proximity?

Answer 1:

Refer to RFP Section II. B. – Requested Equipment, Products, or Services – "… If Proposer requires the use of dealers, resellers, or subcontractors to provide the products or services, the Proposal should address how the products or services will be provided to Participating Entities and describe the network of dealers, resellers, and/or subcontractors that will be available to serve Participating Entities under a resulting contract." It is left to the discretion of each proposer to determine the information or documentation necessary to best demonstrate their ability to serve Sourcewell Participating Entities and satisfy all the requirements of the RFP and the questionnaire tables. Proposals are evaluated based on the criteria stated in the RFP.

For additional detail on the requirement for awarded suppliers with respect to distributor/dealer networks, refer to Sourcewell Contract Template Section 2. C. – Dealers, Distributors, and/or Resellers.

Question 2:

With selling into both U.S. and Canada, what is the best way to list our prices in local currency? Within the same document, separate submissions, etc.?

Answer 2:

Each proposer, in its discretion, will determine and propose the pricing approach that aligns with its business methods and satisfies all the requirements of the RFP Article on

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Pricing. Proposers should clearly identify any costs that are not included in the proposed pricing of the equipment, products, or services.

End of Addendum

Acknowledgement of this Addendum to RFP 010424 posted to the Sourcewell Procurement Portal on 11/30/2023, is required at the time of proposal submittal.

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12/04/2023

Addendum No. 3
Solicitation Number: RFP 010424
Solicitation Name: Firefighting PPE and Related Equipment Cleaning

Consider the following Question and Answer to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

Will there be preference given to either a vendor or a manufacturer if both bidding the same items and what if the pricing is lower for one of them? How will the award process work this time around for this type of event?

Answer 1:

The Sourcewell RFP is an open and competitive solicitation process. Sourcewell does not restrict the ability of interested proposers to submit a proposal in response to this RFP. A proposer is allowed to propose its entire line of equipment, products, and services falling within the requested equipment, products, or services of the subject solicitation. Proposals are evaluated based on the criteria stated in the RFP.

End of Addendum

Acknowledgement of this Addendum to RFP 010424 posted to the Sourcewell Procurement Portal on 12/04/2023, is required at the time of proposal submittal.

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12/14/2023

Addendum No. 4
Solicitation Number: RFP 010424
Solicitation Name: Firefighting PPE and Related Equipment Cleaning

Consider the following Question and Answer to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

Can you kindly confirm the requirements for the Proposer's Authorized Representative? Are they required to submit a signed letter from the Proposer authorizing them to submit on their behalf? Does the user ID who submits the bid via the Sourcewell portal need to match exactly with the name listed for the Proposer's Authorized Representative in section 7 of the first page on the bid questionnaire, in order to be considered a valid submission?

Answer 1:

Refer to Step 1 - Table 1, Question 7, and the contents of the Proposer’s Affidavit in Step 3. A Proposer’s authorized representative must be identified in Question 7. and must also execute or direct the execution of the Affidavit and the submittal of the Proposal.

End of Addendum

Acknowledgement of this Addendum to RFP 010424 posted to the Sourcewell Procurement Portal on 12/14/2023, is required at the time of proposal submittal.

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12/15/2023

Addendum No. 5
Solicitation Number: RFP 010424
Solicitation Name: Firefighting PPE and Related Equipment Cleaning

Consider the following Question and Answer to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

In regards to Table 2, Line Item 16, could you kindly confirm if the written authorization to act as distributor/dealer/reseller (or similar entity) must be provided for each manufacturer individually, or is it a blanket statement covering all manufacturers proposed? Is any documentation required directly from the manufacturer, or is it sufficient to simply respond within Line Item 16 affirming that we are an authorized dealer?

Answer 1:

It is left to the discretion of each proposer to determine the documentation necessary to best demonstrate their ability to serve Sourcewell members and satisfy all the requirements included in the questionnaire tables.

End of Addendum

Acknowledgement of this Addendum to RFP 010424 posted to the Sourcewell Procurement Portal on 12/15/2023, is required at the time of proposal submittal.

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EXHIBIT B

Original Government Contract

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Sourcewell

Solicitation Number: RFP #010424

CONTRACT

This Contract is between Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 (Sourcewell) and L.N. Curtis & Sons, 185 Lennon Lane, Suite 110, Walnut Creek, CA 94598 (Supplier).

Sourcewell is a State of Minnesota local government unit and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) that offers cooperative procurement solutions to government entities. Participation is open to eligible federal, state/province, and municipal governmental entities, higher education, K-12 education, nonprofit, tribal government, and other public entities located in the United States and Canada. Sourcewell issued a public solicitation for Firefighting Personal Protective Equipment with Related Equipment Cleaning from which Supplier was awarded a contract.

Supplier desires to contract with Sourcewell to provide equipment, products, or services to Sourcewell and the entities that access Sourcewell's cooperative purchasing contracts (Participating Entities).

1. TERM OF CONTRACT

A. EFFECTIVE DATE. This Contract is effective upon the date of the final signature below.

EXPIRATION DATE AND EXTENSION. This Contract expires March 27, 2028, unless it is cancelled sooner pursuant to Article 22. This Contract allows up to three additional one-year extensions upon the request of Sourcewell and written agreement by Supplier. Sourcewell retains the right to consider additional extensions beyond seven years as required under exceptional circumstances.

B. SURVIVAL OF TERMS. Notwithstanding any expiration or termination of this Contract, all payment obligations incurred prior to expiration or termination will survive, as will the following: Articles 11 through 14 survive the expiration or cancellation of this Contract. All other rights will cease upon expiration or termination of this Contract.

2. EQUIPMENT, PRODUCTS, OR SERVICES

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A. EQUIPMENT, PRODUCTS, OR SERVICES. Supplier will provide the Equipment, Products, or Services as stated in its Proposal submitted under the Solicitation Number listed above. Supplier's Equipment, Products, or Services Proposal (Proposal) is attached and incorporated into this Contract.

All Equipment and Products provided under this Contract must be new and the current model. Supplier may offer close-out or refurbished Equipment or Products if they are clearly indicated in Supplier's product and pricing list. Unless agreed to by the Participating Entities in advance, Equipment or Products must be delivered as operational to the Participating Entity's site.

This Contract offers an indefinite quantity of sales, and while substantial volume is anticipated, sales and sales volume are not guaranteed.

B. WARRANTY. Supplier warrants that all Equipment, Products, and Services furnished are free from liens and encumbrances, and are free from defects in design, materials, and workmanship. In addition, Supplier warrants the Equipment, Products, and Services are suitable for and will perform in accordance with the ordinary use for which they are intended. Supplier's dealers and distributors must agree to assist the Participating Entity in reaching a resolution in any dispute over warranty terms with the manufacturer. Any manufacturer's warranty that extends beyond the expiration of the Supplier's warranty will be passed on to the Participating Entity.

C. DEALERS, DISTRIBUTORS, AND/OR RESELLERS. Upon Contract execution and throughout the Contract term, Supplier must provide to Sourcewell a current means to validate or authenticate Supplier's authorized dealers, distributors, or resellers relative to the Equipment, Products, and Services offered under this Contract, which will be incorporated into this Contract by reference. It is the Supplier's responsibility to ensure Sourcewell receives the most current information.

3. PRICING

All Equipment, Products, or Services under this Contract will be priced at or below the price stated in Supplier's Proposal.

When providing pricing quotes to Participating Entities, all pricing quoted must reflect a Participating Entity's total cost of acquisition. This means that the quoted cost is for delivered Equipment, Products, and Services that are operational for their intended purpose, and includes all costs to the Participating Entity's requested delivery location.

Regardless of the payment method chosen by the Participating Entity, the total cost associated with any purchase option of the Equipment, Products, or Services must always be disclosed in the pricing quote to the applicable Participating Entity at the time of purchase.

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A. SHIPPING AND SHIPPING COSTS. All delivered Equipment and Products must be properly packaged. Damaged Equipment and Products may be rejected. If the damage is not readily apparent at the time of delivery, Supplier must permit the Equipment and Products to be returned within a reasonable time at no cost to Sourcewell or its Participating Entities. Participating Entities reserve the right to inspect the Equipment and Products at a reasonable time after delivery where circumstances or conditions prevent effective inspection of the Equipment and Products at the time of delivery. In the event of the delivery of nonconforming Equipment and Products, the Participating Entity will notify the Supplier as soon as possible and the Supplier will replace nonconforming Equipment and Products with conforming Equipment and Products that are acceptable to the Participating Entity.

Supplier must arrange for and pay for the return shipment on Equipment and Products that arrive in a defective or inoperable condition.

Sourcewell may declare the Supplier in breach of this Contract if the Supplier intentionally delivers substandard or inferior Equipment or Products.

B. SALES TAX. Each Participating Entity is responsible for supplying the Supplier with valid tax-exemption certification(s). When ordering, a Participating Entity must indicate if it is a tax-exempt entity.

C. HOT LIST PRICING. At any time during this Contract, Supplier may offer a specific selection of Equipment, Products, or Services at discounts greater than those listed in the Contract. When Supplier determines it will offer Hot List Pricing, it must be submitted electronically to Sourcewell in a line-item format. Equipment, Products, or Services may be added or removed from the Hot List at any time through a Sourcewell Price and Product Change Form as defined in Article 4 below.

Hot List program and pricing may also be used to discount and liquidate close-out and discontinued Equipment and Products as long as those close-out and discontinued items are clearly identified as such. Current ordering process and administrative fees apply. Hot List Pricing must be published and made available to all Participating Entities.

4. PRODUCT AND PRICING CHANGE REQUESTS

Supplier may request Equipment, Product, or Service changes, additions, or deletions at any time. All requests must be made in writing by submitting a signed Sourcewell Price and Product Change Request Form to the assigned Sourcewell Supplier Development Administrator. This approved form is available from the assigned Sourcewell Supplier Development Administrator. At a minimum, the request must:

- Identify the applicable Sourcewell contract number;

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- Clearly specify the requested change;
- Provide sufficient detail to justify the requested change;
- Individually list all Equipment, Products, or Services affected by the requested change, along with the requested change (e.g., addition, deletion, price change); and
- Include a complete restatement of pricing documentation in Microsoft Excel with the effective date of the modified pricing, or product addition or deletion. The new pricing restatement must include all Equipment, Products, and Services offered, even for those items where pricing remains unchanged.

A fully executed Sourcewell Price and Product Change Request Form will become an amendment to this Contract and will be incorporated by reference.

5. PARTICIPATION, CONTRACT ACCESS, AND PARTICIPATING ENTITY REQUIREMENTS

A. PARTICIPATION. Sourcewell's cooperative contracts are available and open to public and nonprofit entities across the United States and Canada; such as federal, state/province, municipal, K-12 and higher education, tribal government, and other public entities.

The benefits of this Contract should be available to all Participating Entities that can legally access the Equipment, Products, or Services under this Contract. A Participating Entity's authority to access this Contract is determined through its cooperative purchasing, interlocal, or joint powers laws. Any entity accessing benefits of this Contract will be considered a Service Member of Sourcewell during such time of access. Supplier understands that a Participating Entity's use of this Contract is at the Participating Entity's sole convenience and Participating Entities reserve the right to obtain like Equipment, Products, or Services from any other source.

Supplier is responsible for familiarizing its sales and service forces with Sourcewell contract use eligibility requirements and documentation and will encourage potential participating entities to join Sourcewell. Sourcewell reserves the right to add and remove Participating Entities to its roster during the term of this Contract.

B. PUBLIC FACILITIES. Supplier's employees may be required to perform work at government-owned facilities, including schools. Supplier's employees and agents must conduct themselves in a professional manner while on the premises, and in accordance with Participating Entity policies and procedures, and all applicable laws.

6. PARTICIPATING ENTITY USE AND PURCHASING

A. ORDERS AND PAYMENT. To access the contracted Equipment, Products, or Services under this Contract, a Participating Entity must clearly indicate to Supplier that it intends to access this Contract; however, order flow and procedure will be developed jointly between Sourcewell and Supplier. Typically, a Participating Entity will issue an order directly to Supplier or its authorized

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subsidiary, distributor, dealer, or reseller. If a Participating Entity issues a purchase order, it may use its own forms, but the purchase order should clearly note the applicable Sourcewell contract number. All Participating Entity orders under this Contract must be issued prior to expiration or cancellation of this Contract; however, Supplier performance, Participating Entity payment obligations, and any applicable warranty periods or other Supplier or Participating Entity obligations may extend beyond the term of this Contract.

Supplier's acceptable forms of payment are included in its attached Proposal. Participating Entities will be solely responsible for payment and Sourcewell will have no liability for any unpaid invoice of any Participating Entity.

B. ADDITIONAL TERMS AND CONDITIONS/PARTICIPATING ADDENDUM. Additional terms and conditions to a purchase order, or other required transaction documentation, may be negotiated between a Participating Entity and Supplier, such as job or industry-specific requirements, legal requirements (e.g., affirmative action or immigration status requirements), or specific local policy requirements. Some Participating Entities may require the use of a Participating Addendum, the terms of which will be negotiated directly between the Participating Entity and the Supplier or its authorized dealers, distributors, or resellers, as applicable. Any negotiated additional terms and conditions must never be less favorable to the Participating Entity than what is contained in this Contract.

C. SPECIALIZED SERVICE REQUIREMENTS. In the event that the Participating Entity requires service or specialized performance requirements not addressed in this Contract (such as e-commerce specifications, specialized delivery requirements, or other specifications and requirements), the Participating Entity and the Supplier may enter into a separate, standalone agreement, apart from this Contract. Sourcewell, including its agents and employees, will not be made a party to a claim for breach of such agreement.

D. TERMINATION OF ORDERS. Participating Entities may terminate an order, in whole or in part, immediately upon notice to Supplier in the event of any of the following events:

1. The Participating Entity fails to receive funding or appropriation from its governing body at levels sufficient to pay for the equipment, products, or services to be purchased; or
2. Federal, state, or provincial laws or regulations prohibit the purchase or change the Participating Entity's requirements.

E. GOVERNING LAW AND VENUE. The governing law and venue for any action related to a Participating Entity's order will be determined by the Participating Entity making the purchase.

7. CUSTOMER SERVICE

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A. PRIMARY ACCOUNT REPRESENTATIVE. Supplier will assign an Account Representative to Sourcewell for this Contract and must provide prompt notice to Sourcewell if that person is changed. The Account Representative will be responsible for:

- Maintenance and management of this Contract;
- Timely response to all Sourcewell and Participating Entity inquiries; and
- Business reviews to Sourcewell and Participating Entities, if applicable.

B. BUSINESS REVIEWS. Supplier must perform a minimum of one business review with Sourcewell per contract year. The business review will cover sales to Participating Entities, pricing and contract terms, administrative fees, sales data reports, performance issues, supply issues, customer issues, and any other necessary information.

8. REPORT ON CONTRACT SALES ACTIVITY AND ADMINISTRATIVE FEE PAYMENT

A. CONTRACT SALES ACTIVITY REPORT. Each calendar quarter, Supplier must provide a contract sales activity report (Report) to the Sourcewell Supplier Development Administrator assigned to this Contract. Reports are due no later than 45 days after the end of each calendar quarter. A Report must be provided regardless of the number or amount of sales during that quarter (i.e., if there are no sales, Supplier must submit a report indicating no sales were made).

The Report must contain the following fields:

- Participating Entity Name (e.g., City of Staples Highway Department);
- Participating Entity Physical Street Address;
- Participating Entity City;
- Participating Entity State/Province;
- Participating Entity Zip/Postal Code;
- Participating Entity Contact Name;
- Participating Entity Contact Email Address;
- Participating Entity Contact Telephone Number;
- Sourcewell Assigned Entity/Participating Entity Number;
- Item Purchased Description;
- Item Purchased Price;
- Sourcewell Administrative Fee Applied; and
- Date Purchase was invoiced/sale was recognized as revenue by Supplier.

B. ADMINISTRATIVE FEE. In consideration for the support and services provided by Sourcewell, the Supplier will pay an administrative fee to Sourcewell on all Equipment, Products, and Services provided to Participating Entities. The Administrative Fee must be included in, and not added to, the pricing. Supplier may not charge Participating Entities more than the contracted

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price to offset the Administrative Fee.

The Supplier will submit payment to Sourcewell for the percentage of administrative fee stated in the Proposal multiplied by the total sales of all Equipment, Products, and Services purchased by Participating Entities under this Contract during each calendar quarter. Payments should note the Supplier's name and Sourcewell-assigned contract number in the memo; and must be mailed to the address above "Attn: Accounts Receivable" or remitted electronically to Sourcewell's banking institution per Sourcewell's Finance department instructions. Payments must be received no later than 45 calendar days after the end of each calendar quarter.

Supplier agrees to cooperate with Sourcewell in auditing transactions under this Contract to ensure that the administrative fee is paid on all items purchased under this Contract.

In the event the Supplier is delinquent in any undisputed administrative fees, Sourcewell reserves the right to cancel this Contract and reject any proposal submitted by the Supplier in any subsequent solicitation. In the event this Contract is cancelled by either party prior to the Contract's expiration date, the administrative fee payment will be due no more than 30 days from the cancellation date.

9. AUTHORIZED REPRESENTATIVE

Sourcewell's Authorized Representative is its Chief Procurement Officer.

Supplier's Authorized Representative is the person named in the Supplier's Proposal. If Supplier's Authorized Representative changes at any time during this Contract, Supplier must promptly notify Sourcewell in writing.

10. AUDIT, ASSIGNMENT, AMENDMENTS, WAIVER, AND CONTRACT COMPLETE

A. AUDIT. Pursuant to Minnesota Statutes Section 16C.05, subdivision 5, the books, records, documents, and accounting procedures and practices relevant to this Contract are subject to examination by Sourcewell or the Minnesota State Auditor for a minimum of six years from the end of this Contract. This clause extends to Participating Entities as it relates to business conducted by that Participating Entity under this Contract.

B. ASSIGNMENT. Neither party may assign or otherwise transfer its rights or obligations under this Contract without the prior written consent of the other party and a fully executed assignment agreement. Such consent will not be unreasonably withheld. Any prohibited assignment will be invalid.

C. AMENDMENTS. Any amendment to this Contract must be in writing and will not be effective until it has been duly executed by the parties.

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D. WAIVER. Failure by either party to take action or assert any right under this Contract will not be deemed a waiver of such right in the event of the continuation or repetition of the circumstances giving rise to such right. Any such waiver must be in writing and signed by the parties.

E. CONTRACT COMPLETE. This Contract represents the complete agreement between the parties. No other understanding regarding this Contract, whether written or oral, may be used to bind either party. For any conflict between the attached Proposal and the terms set out in Articles 1-22 of this Contract, the terms of Articles 1-22 will govern.

F. RELATIONSHIP OF THE PARTIES. The relationship of the parties is one of independent contractors, each free to exercise judgment and discretion with regard to the conduct of their respective businesses. This Contract does not create a partnership, joint venture, or any other relationship such as master-servant, or principal-agent.

11. INDEMNITY AND HOLD HARMLESS

Supplier must indemnify, defend, save, and hold Sourcewell and its Participating Entities, including their agents and employees, harmless from any claims or causes of action, including attorneys' fees incurred by Sourcewell or its Participating Entities, arising out of any act or omission in the performance of this Contract by the Supplier or its agents or employees; this indemnification includes injury or death to person(s) or property alleged to have been caused by some defect in the Equipment, Products, or Services under this Contract to the extent the Equipment, Product, or Service has been used according to its specifications. Sourcewell's responsibility will be governed by the State of Minnesota's Tort Liability Act (Minnesota Statutes Chapter 466) and other applicable law.

12. GOVERNMENT DATA PRACTICES

Supplier and Sourcewell must comply with the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, as it applies to all data provided by or provided to Sourcewell under this Contract and as it applies to all data created, collected, received, maintained, or disseminated by the Supplier under this Contract.

13. INTELLECTUAL PROPERTY, PUBLICITY, MARKETING, AND ENDORSEMENT

A. INTELLECTUAL PROPERTY

1. *Grant of License.* During the term of this Contract:

    a. Sourcewell grants to Supplier a royalty-free, worldwide, non-exclusive right and license to use the trademark(s) provided to Supplier by Sourcewell in advertising and promotional materials for the purpose of marketing Sourcewell's relationship with Supplier.

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b. Supplier grants to Sourcewell a royalty-free, worldwide, non-exclusive right and license to use Supplier's trademarks in advertising and promotional materials for the purpose of marketing Supplier's relationship with Sourcewell.

2. *Limited Right of Sublicense*. The right and license granted herein includes a limited right of each party to grant sublicenses to their respective subsidiaries, distributors, dealers, resellers, marketing representatives, and agents (collectively "Permitted Sublicensees") in advertising and promotional materials for the purpose of marketing the Parties' relationship to Participating Entities. Any sublicense granted will be subject to the terms and conditions of this Article. Each party will be responsible for any breach of this Article by any of their respective sublicensees.

3. *Use; Quality Control.*

a. Neither party may alter the other party's trademarks from the form provided and must comply with removal requests as to specific uses of its trademarks or logos.

b. Each party agrees to use, and to cause its Permitted Sublicensees to use, the other party's trademarks only in good faith and in a dignified manner consistent with such party's use of the trademarks. Upon written notice to the breaching party, the breaching party has 30 days of the date of the written notice to cure the breach or the license will be terminated.

4. *Termination*. Upon the termination of this Contract for any reason, each party, including Permitted Sublicensees, will have 30 days to remove all Trademarks from signage, websites, and the like bearing the other party's name or logo (excepting Sourcewell's pre-printed catalog of suppliers which may be used until the next printing). Supplier must return all marketing and promotional materials, including signage, provided by Sourcewell, or dispose of it according to Sourcewell's written directions.

B. PUBLICITY. Any publicity regarding the subject matter of this Contract must not be released without prior written approval from the Authorized Representatives. Publicity includes notices, informational pamphlets, press releases, research, reports, signs, and similar public notices prepared by or for the Supplier individually or jointly with others, or any subcontractors, with respect to the program, publications, or services provided resulting from this Contract.

C. MARKETING. Any direct advertising, marketing, or offers with Participating Entities must be approved by Sourcewell. Send all approval requests to the Sourcewell Supplier Development Administrator assigned to this Contract.

D. ENDORSEMENT. The Supplier must not claim that Sourcewell endorses its Equipment, Products, or Services.

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14. GOVERNING LAW, JURISDICTION, AND VENUE

The substantive and procedural laws of the State of Minnesota will govern this Contract. Venue for all legal proceedings arising out of this Contract, or its breach, must be in the appropriate state court in Todd County, Minnesota or federal court in Fergus Falls, Minnesota.

15. FORCE MAJEURE

Neither party to this Contract will be held responsible for delay or default caused by acts of God or other conditions that are beyond that party's reasonable control. A party defaulting under this provision must provide the other party prompt written notice of the default.

16. SEVERABILITY

If any provision of this Contract is found by a court of competent jurisdiction to be illegal, unenforceable, or void then both parties will be relieved from all obligations arising from that provision. If the remainder of this Contract is capable of being performed, it will not be affected by such determination or finding and must be fully performed.

17. PERFORMANCE, DEFAULT, AND REMEDIES

A. PERFORMANCE. During the term of this Contract, the parties will monitor performance and address unresolved contract issues as follows:

1. *Notification.* The parties must promptly notify each other of any known dispute and work in good faith to resolve such dispute within a reasonable period of time. If necessary, Sourcewell and the Supplier will jointly develop a short briefing document that describes the issue(s), relevant impact, and positions of both parties.
2. *Escalation.* If parties are unable to resolve the issue in a timely manner, as specified above, either Sourcewell or Supplier may escalate the resolution of the issue to a higher level of management. The Supplier will have 30 calendar days to cure an outstanding issue.
3. *Performance while Dispute is Pending*. Notwithstanding the existence of a dispute, the Supplier must continue without delay to carry out all of its responsibilities under the Contract that are not affected by the dispute. If the Supplier fails to continue without delay to perform its responsibilities under the Contract, in the accomplishment of all undisputed work, the Supplier will bear any additional costs incurred by Sourcewell and/or its Participating Entities as a result of such failure to proceed.

B. DEFAULT AND REMEDIES. Either of the following constitutes cause to declare this Contract, or any Participating Entity order under this Contract, in default:

1. Nonperformance of contractual requirements, or
2. A material breach of any term or condition of this Contract.

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The party claiming default must provide written notice of the default, with 30 calendar days to cure the default. Time allowed for cure will not diminish or eliminate any liability for liquidated or other damages. If the default remains after the opportunity for cure, the non-defaulting party may:

- Exercise any remedy provided by law or equity, or
- Terminate the Contract or any portion thereof, including any orders issued against the Contract.

18. INSURANCE

A. REQUIREMENTS. At its own expense, Supplier must maintain insurance policy(ies) in effect at all times during the performance of this Contract with insurance company(ies) licensed or authorized to do business in the State of Minnesota having an "AM BEST" rating of A- or better, with coverage and limits of insurance not less than the following:

1. *Workers' Compensation and Employer's Liability.*
Workers' Compensation: As required by any applicable law or regulation.
Employer's Liability Insurance: must be provided in amounts not less than listed below:
Minimum limits:
$500,000 each accident for bodily injury by accident
$500,000 policy limit for bodily injury by disease
$500,000 each employee for bodily injury by disease

2. *Commercial General Liability Insurance.* Supplier will maintain insurance covering its operations, with coverage on an occurrence basis, and must be subject to terms no less broad than the Insurance Services Office ("ISO") Commercial General Liability Form CG0001 (2001 or newer edition), or equivalent. At a minimum, coverage must include liability arising from premises, operations, bodily injury and property damage, independent contractors, products-completed operations including construction defect, contractual liability, blanket contractual liability, and personal injury and advertising injury. All required limits, terms and conditions of coverage must be maintained during the term of this Contract.
Minimum Limits:
$1,000,000 each occurrence Bodily Injury and Property Damage
$1,000,000 Personal and Advertising Injury
$2,000,000 aggregate for products liability-completed operations
$2,000,000 general aggregate

3. *Commercial Automobile Liability Insurance.* During the term of this Contract, Supplier will maintain insurance covering all owned, hired, and non-owned automobiles in limits of liability not less than indicated below. The coverage must be subject to terms

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no less broad than ISO Business Auto Coverage Form CA 0001 (2010 edition or newer), or equivalent.

Minimum Limits:
$1,000,000 each accident, combined single limit

4. *Umbrella Insurance*. During the term of this Contract, Supplier will maintain umbrella coverage over Employer's Liability, Commercial General Liability, and Commercial Automobile.

Minimum Limits:
$2,000,000

5. *Professional/Technical, Errors and Omissions, and/or Miscellaneous Professional Liability*. During the term of this Contract, Supplier will maintain coverage for all claims the Supplier may become legally obligated to pay resulting from any actual or alleged negligent act, error, or omission related to Supplier's professional services required under this Contract.

Minimum Limits:
$2,000,000 per claim or event
$2,000,000 – annual aggregate

6. *Network Security and Privacy Liability Insurance*. During the term of this Contract, Supplier will maintain coverage for network security and privacy liability. The coverage may be endorsed on another form of liability coverage or written on a standalone policy. The insurance must cover claims which may arise from failure of Supplier's security resulting in, but not limited to, computer attacks, unauthorized access, disclosure of not public data – including but not limited to, confidential or private information, transmission of a computer virus, or denial of service.

Minimum limits:
$2,000,000 per occurrence
$2,000,000 annual aggregate

Failure of Supplier to maintain the required insurance will constitute a material breach entitling Sourcewell to immediately terminate this Contract for default.

B. CERTIFICATES OF INSURANCE. Prior to commencing under this Contract, Supplier must furnish to Sourcewell a certificate of insurance, as evidence of the insurance required under this Contract. Prior to expiration of the policy(ies), renewal certificates must be mailed to Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 or sent to the Sourcewell Supplier Development Administrator assigned to this Contract. The certificates must be signed by a person authorized by the insurer(s) to bind coverage on their behalf.

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Failure to request certificates of insurance by Sourcewell, or failure of Supplier to provide certificates of insurance, in no way limits or relieves Supplier of its duties and responsibilities in this Contract.

C. ADDITIONAL INSURED ENDORSEMENT AND PRIMARY AND NON-CONTRIBUTORY INSURANCE CLAUSE. Supplier agrees to list Sourcewell and its Participating Entities, including their officers, agents, and employees, as an additional insured under the Supplier's commercial general liability insurance policy with respect to liability arising out of activities, "operations," or "work" performed by or on behalf of Supplier, and products and completed operations of Supplier. The policy provision(s) or endorsement(s) must further provide that coverage is primary and not excess over or contributory with any other valid, applicable, and collectible insurance or self-insurance in force for the additional insureds.

D. WAIVER OF SUBROGATION. Supplier waives and must require (by endorsement or otherwise) all its insurers to waive subrogation rights against Sourcewell and other additional insureds for losses paid under the insurance policies required by this Contract or other insurance applicable to the Supplier or its subcontractors. The waiver must apply to all deductibles and/or self-insured retentions applicable to the required or any other insurance maintained by the Supplier or its subcontractors. Where permitted by law, Supplier must require similar written express waivers of subrogation and insurance clauses from each of its subcontractors.

E. UMBRELLA/EXCESS LIABILITY/SELF-INSURED RETENTION. The limits required by this Contract can be met by either providing a primary policy or in combination with umbrella/excess liability policy(ies), or self-insured retention.

19. COMPLIANCE

A. LAWS AND REGULATIONS. All Equipment, Products, or Services provided under this Contract must comply fully with applicable federal laws and regulations, and with the laws in the states and provinces in which the Equipment, Products, or Services are sold.

B. LICENSES. Supplier must maintain a valid and current status on all required federal, state/provincial, and local licenses, bonds, and permits required for the operation of the business that the Supplier conducts with Sourcewell and Participating Entities.

20. BANKRUPTCY, DEBARMENT, OR SUSPENSION CERTIFICATION

Supplier certifies and warrants that it is not in bankruptcy or that it has previously disclosed in writing certain information to Sourcewell related to bankruptcy actions. If at any time during this Contract Supplier declares bankruptcy, Supplier must immediately notify Sourcewell in writing.

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Supplier certifies and warrants that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota; the United States federal government or the Canadian government, as applicable; or any Participating Entity. Supplier certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this Contract. Supplier further warrants that it will provide immediate written notice to Sourcewell if this certification changes at any time.

21. PROVISIONS FOR NON-UNITED STATES FEDERAL ENTITY PROCUREMENTS UNDER UNITED STATES FEDERAL AWARDS OR OTHER AWARDS

Participating Entities that use United States federal grant or FEMA funds to purchase goods or services from this Contract may be subject to additional requirements including the procurement standards of the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, 2 C.F.R. § 200. Participating Entities may have additional requirements based on specific funding source terms or conditions. Within this Article, all references to "federal" should be interpreted to mean the United States federal government. The following list only applies when a Participating Entity accesses Supplier's Equipment, Products, or Services with United States federal funds.

A. EQUAL EMPLOYMENT OPPORTUNITY. Except as otherwise provided under 41 C.F.R. § 60, all contracts that meet the definition of "federally assisted construction contract" in 41 C.F.R. § 60-1.3 must include the equal opportunity clause provided under 41 C.F.R. §60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 C.F.R. §, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing regulations at 41 C.F.R. § 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor." The equal opportunity clause is incorporated herein by reference.

B. DAVIS-BACON ACT, AS AMENDED (40 U.S.C. § 3141-3148). When required by federal program legislation, all prime construction contracts in excess of $2,000 awarded by non-federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. § 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 C.F.R. § 5, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-federal entity must report all suspected or reported violations to the federal awarding agency. The contracts must also include a provision for compliance with

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the Copeland “Anti-Kickback” Act (40 U.S.C. § 3145), as supplemented by Department of Labor regulations (29 C.F.R. § 3, “Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States”). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-federal entity must report all suspected or reported violations to the federal awarding agency. Supplier must be in compliance with all applicable Davis-Bacon Act provisions.

C. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT (40 U.S.C. § 3701-3708). Where applicable, all contracts awarded by the non-federal entity in excess of $100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. §§ 3702 and 3704, as supplemented by Department of Labor regulations (29 C.F.R. § 5). Under 40 U.S.C. § 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence. This provision is hereby incorporated by reference into this Contract. Supplier certifies that during the term of an award for all contracts by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

D. RIGHTS TO INVENTIONS MADE UNDER A CONTRACT OR AGREEMENT. If the federal award meets the definition of “funding agreement” under 37 C.F.R. § 401.2(a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that “funding agreement,” the recipient or subrecipient must comply with the requirements of 37 C.F.R. § 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency. Supplier certifies that during the term of an award for all contracts by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

E. CLEAN AIR ACT (42 U.S.C. § 7401-7671Q.) AND THE FEDERAL WATER POLLUTION CONTROL ACT (33 U.S.C. § 1251-1387). Contracts and subgrants of amounts in excess of $150,000 require the non-federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. § 7401- 7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251- 1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).

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Supplier certifies that during the term of this Contract will comply with applicable requirements as referenced above.

F. DEBARMENT AND SUSPENSION (EXECUTIVE ORDERS 12549 AND 12689). A contract award (see 2 C.F.R. § 180.220) must not be made to parties listed on the government wide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 C.F.R. §180 that implement Executive Orders 12549 (3 C.F.R. § 1986 Comp., p. 189) and 12689 (3 C.F.R. § 1989 Comp., p. 235), "Debarment and Suspension." SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549. Supplier certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation by any federal department or agency.

G. BYRD ANTI-LOBBYING AMENDMENT, AS AMENDED (31 U.S.C. § 1352). Suppliers must file any required certifications. Suppliers must not have used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Suppliers must disclose any lobbying with non-federal funds that takes place in connection with obtaining any federal award. Such disclosures are forwarded from tier to tier up to the non-federal award. Suppliers must file all certifications and disclosures required by, and otherwise comply with, the Byrd Anti-Lobbying Amendment (31 U.S.C. § 1352).

H. RECORD RETENTION REQUIREMENTS. To the extent applicable, Supplier must comply with the record retention requirements detailed in 2 C.F.R. § 200.333. The Supplier further certifies that it will retain all records as required by 2 C.F.R. § 200.333 for a period of 3 years after grantees or subgrantees submit final expenditure reports or quarterly or annual financial reports, as applicable, and all other pending matters are closed.

I. ENERGY POLICY AND CONSERVATION ACT COMPLIANCE. To the extent applicable, Supplier must comply with the mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

J. BUY AMERICAN PROVISIONS COMPLIANCE. To the extent applicable, Supplier must comply with all applicable provisions of the Buy American Act. Purchases made in accordance with the Buy American Act must follow the applicable procurement rules calling for free and open competition.

K. ACCESS TO RECORDS (2 C.F.R. § 200.336). Supplier agrees that duly authorized representatives of a federal agency must have access to any books, documents, papers and

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records of Supplier that are directly pertinent to Supplier's discharge of its obligations under this Contract for the purpose of making audits, examinations, excerpts, and transcriptions. The right also includes timely and reasonable access to Supplier's personnel for the purpose of interview and discussion relating to such documents.

L. PROCUREMENT OF RECOVERED MATERIALS (2 C.F.R. § 200.322). A non-federal entity that is a state agency or agency of a political subdivision of a state and its contractors must comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 C.F.R. § 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds $10,000 or the value of the quantity acquired during the preceding fiscal year exceeded $10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

M. FEDERAL SEAL(S), LOGOS, AND FLAGS. The Supplier cannot use the seal(s), logos, crests, or reproductions of flags or likenesses of Federal agency officials without specific pre-approval.

N. NO OBLIGATION BY FEDERAL GOVERNMENT. The U.S. federal government is not a party to this Contract or any purchase by a Participating Entity and is not subject to any obligations or liabilities to the Participating Entity, Supplier, or any other party pertaining to any matter resulting from the Contract or any purchase by an authorized user.

O. PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS. The Contractor acknowledges that 31 U.S.C. 38 (Administrative Remedies for False Claims and Statements) applies to the Supplier's actions pertaining to this Contract or any purchase by a Participating Entity.

P. FEDERAL DEBT. The Supplier certifies that it is non-delinquent in its repayment of any federal debt. Examples of relevant debt include delinquent payroll and other taxes, audit disallowance, and benefit overpayments.

Q. CONFLICTS OF INTEREST. The Supplier must notify the U.S. Office of General Services, Sourcewell, and Participating Entity as soon as possible if this Contract or any aspect related to the anticipated work under this Contract raises an actual or potential conflict of interest (as described in 2 C.F.R. Part 200). The Supplier must explain the actual or potential conflict in writing in sufficient detail so that the U.S. Office of General Services, Sourcewell, and Participating Entity are able to assess the actual or potential conflict; and provide any additional information as necessary or requested.

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R. U.S. EXECUTIVE ORDER 13224. The Supplier, and its subcontractors, must comply with U.S. Executive Order 13224 and U.S. Laws that prohibit transactions with and provision of resources and support to individuals and organizations associated with terrorism.

S. PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT. To the extent applicable, Supplier certifies that during the term of this Contract it will comply with applicable requirements of 2 C.F.R. § 200.216.

T. DOMESTIC PREFERENCES FOR PROCUREMENTS. To the extent applicable, Supplier certifies that during the term of this Contract will comply with applicable requirements of 2 C.F.R. § 200.322.

22. CANCELLATION

Sourcewell or Supplier may cancel this Contract at any time, with or without cause, upon 60 days' written notice to the other party. However, Sourcewell may cancel this Contract immediately upon discovery of a material defect in any certification made in Supplier's Proposal. Cancellation of this Contract does not relieve either party of financial, product, or service obligations incurred or accrued prior to cancellation.

Sourcewell	L.N. Curtis & Sons
DocuSigned by: Jeremy Schwartz C0FD2A139D06489...	DocuSigned by: Angela Mackey 0481CBBDFB8F456...
By: _____	By: _____
Jeremy Schwartz	Angela Mackey
Title: Chief Procurement Officer	Title: Director of Customer Service Fire/Rescue
Date: 4/22/2024 | 1:21 PM CDT	Date: 4/22/2024 | 12:51 PM CDT

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RFP 010424 - Firefighting PPE and Related Equipment Cleaning

Vendor Details

Company Name:	L.N. Curtis & sons
Does your company conduct business under any other name? If yes, please state:	Curtis
Address:	185 Lennon Lane Suite 110 Walnut Creek, CA 94598
Contact:	Nick Lawrence
Email:	NLawrence@LNCurtis.com
Phone:	510-499-4112
HST#:	

Submission Details

Created On:	Wednesday January 03, 2024 09:05:40
Submitted On:	Thursday January 04, 2024 16:27:31
Submitted By:	Angela Mackey
Email:	amackey@lncurtis.com
Transaction #:	14b197b7-3225-4ab6-96d0-1d95a169b5fd
Submitter's IP Address:	73.11.118.189

Specifications

Table 1: Proposer Identity & Authorized Representatives

General Instructions (applies to all Tables) Sourcewell prefers a brief but thorough response to each question. Do not merely attach additional documents to your response without also providing a substantive response. Do not leave answers blank; respond “N/A” if the question does not apply to you (preferably with an explanation).

Line Item	Question	Response *	
1	Proposer Legal Name (one legal entity only): (In the event of award, will execute the resulting contract as "Supplier")	L.N. Curtis & sons (Curtis)	*
2	Identify all subsidiary entities of the Proposer whose equipment, products, or services are included in the Proposal.	N/A	*
3	Identify all applicable assumed names or DBA names of the Proposer or Proposer's subsidiaries in Line 1 or Line 2 above.	Curtis / L.N. Curtis / LNCurtis	*
4	Provide your CAGE code or Unique Entity Identifier (SAM):	5E720	*
5	Proposer Physical Address:	185 Lennon Lane, Suite 110 Walnut Creek, CA 94598	*
6	Proposer website address (or addresses):	https://lncurtis.com/	*
7	Proposer's Authorized Representative (name, title, address, email address & phone) (The representative must have authority to sign the “Proposer’s Assurance of Compliance” on behalf of the Proposer and, in the event of award, will be expected to execute the resulting contract):	Angela Mackey, Director of Customer Service Fire/Rescue 185 Lennon Lane, Suite 110 Walnut Creek, CA 94598 AMackey@LNCurtis.com | 206-305-4057	*
8	Proposer's primary contact for this proposal (name, title, address, email address & phone):	Angela Mackey, Director of Customer Service Fire/Rescue 185 Lennon Lane, Suite 110 Walnut Creek, CA 94598 AMackey@LNCurtis.com | 206-305-4057	*
9	Proposer's other contacts for this proposal, if any (name, title, address, email address & phone):	Jeff Curtis, Vice President 185 Lennon Lane, Suite 110 Walnut Creek, CA 94598 JCurtis@LNCurtis.com | 510-268-3325	

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Table 2: Company Information and Financial Strength

Line Item	Question	Response *	
10	Provide a brief history of your company, including your company's core values, business philosophy, and industry longevity related to the requested equipment, products or services.	Our values have remained as our foundation through 95 years of successfully supporting emergency responders: Quality, Service, Integrity and Caring. Curtis is a company whose principal product is service; whose principal resource is people; and, whose principal purpose is to be a distinguished leader in the field of supplying firefighting, search & rescue, safety, HAZMAT and emergency products/services. The company and its employees are proud to be associated with America's emergency responders; our country's bravest and best. Since 1929, Curtis has been delivering exceptional customer service and a comprehensive line of firefighting and emergency products and services to local, state, and federal agencies throughout the United States and to various U.S. Government agencies located worldwide.	*
11	What are your company's expectations in the event of an award?	In the event of an award, Curtis will maintain the highest level of customer service for Sourcewell's members by delivering exceptional customer service and a comprehensive line of firefighting and emergency products and services to local, state, and federal agencies throughout the United States and to various U.S. Government agencies locate worldwide. Curtis will maintain the existing high level of customer service as a premier provider for equipment to first responders. This will be done by fulfilling customer requirements, accurately, timely and with significant value. Curtis expects to make the ensuing contract very valuable to Sourcewell and to the membership. Curtis expects to make a fair profit and will maintain the existing high level of customer service we've been providing to Sourcewell member agencies under current contract 032620 since 2020.	*
12	Demonstrate your financial strength and stability with meaningful data. This could include such items as financial statements, SEC filings, credit and bond ratings, letters of credit, and detailed reference letters. Upload supporting documents (as applicable) in the document upload section of your response.	Please refer to the attached document "Curtis Financial Statements 12312023"	*
13	What is your US market share for the solutions that you are proposing?	For our primary market which is the Western 13 states, we have anywhere from a 30% market share to a 60% market share, depending on the segment or product category.	*
14	What is your Canadian market share for the solutions that you are proposing?	Curtis does not sell into the Canadian market at this time.	*
15	Has your business ever petitioned for bankruptcy protection? If so, explain in detail.	Curtis has never petitioned or entered into bankruptcy protection.	*
16	How is your organization best described: is it a manufacturer, a distributor/dealer/reseller, or a service provider? Answer whichever question (either a) or b) just below) best applies to your organization. a) If your company is best described as a distributor/dealer/reseller (or similar entity), provide your written authorization to act as a distributor/dealer/reseller for the manufacturer of the products proposed in this RFP. If applicable, is your dealer network independent or company owned? b) If your company is best described as a manufacturer or service provider, describe your relationship with your sales and service force and with your dealer network in delivering the products and services proposed in this RFP. Are these individuals your employees, or the employees of a third party?	a) Curtis is a distributor/dealer/reseller for all brands and models that are included in this proposal. Curtis has a Service Provider business unit that specializes in PPE Care & Maintenance. A five-facility operation, provides inspection, cleaning, and repair services of personal protective equipment to all National Fire Protection Association (NFPA) standards. Please note that written authorization from our manufacturers is available on request.	*
17	If applicable, provide a detailed explanation outlining the licenses and certifications that are both required to be held, and actually held, by your organization (including third parties and subcontractors that you use) in pursuit of the business contemplated by this RFP.	Curtis holds a license to conduct business in the thirteen Western States, with 12 facilities spread throughout Washington, Oregon, Colorado, Utah, Arizona, Idaho, Nevada, and California.	*
18	Describe your compliance with applicable national standards for the products and/or equipment offered in your proposal, such as: National Fire Protection Association (NFPA), Occupational Safety and Health Administration (OSHA), and American National Standards Institute (ANSI).	All products included in this Curtis proposal comply to the related and associated national standards and industry segment requirements, including NFPA, USFS/NFES, ANSI, ASTM, and 29 Code of Federal Regulations (CFR) 1910 (OSHA).	
19	Provide all "Suspension or Debarment" information that has applied to your organization during the past ten years.	Curtis has never been suspended or excluded (debarred) from participating in any program, contract, or other business opportunity by any customer or group of customers.	*

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Table 3: Industry Recognition & Marketplace Success

Line Item	Question	Response *	
20	Describe any relevant industry awards or recognition that your company has received in the past five years	Curtis has received multiple dealer recognition awards from industry manufacturers for high achievement, including from Globe, MSA, Workrite, Hurst, and more.	*
21	What percentage of your sales are to the governmental sector in the past three years	Government/Municipal = 99+%	*
22	What percentage of your sales are to the education sector in the past three years	Education entities comprised less than 1% of total corporate sales.	*
23	List any state, provincial, or cooperative purchasing contracts that you hold. What is the annual sales volume for each of these contracts over the past three years?	Curtis has several cooperative purchasing contracts in place at the state, regional, and national levels. Of note: NPPGov: Sales on these multiple nation-wide contracts have gross sales, on average, of two-million dollars per reporting quarter. Houston-Galveston Area Council: Sales on these multiple nation-wide contracts have gross sales, of on average, approximately ten-thousand dollars per reporting quarter. GSA: Sales on this national/world-wide cooperative, of on average, approximately four-million dollars per year.	*
24	List any GSA contracts or Standing Offers and Supply Arrangements (SOSA) that you hold. What is the annual sales volume for each of these contracts over the past three years?	Curtis is conducting activities in support of our second twenty-year GSA contract (GSA Contract 47QSWA18D009Y). Sales have averaged in excess of four-million dollars, per year.	*

Table 4: References/Testimonials

Line Item 25. Supply reference information from three customers who are eligible to be Sourcewell participating entities.

Entity Name *	Contact Name *	Phone Number *	
Santa Clara Fire Department California	Nicole Gresham Management Analyst	408-615-4944	*
Matsu Borough Fire Department Alaska	Jake Boothby	907-745-4801	*
Fountain Hills Fire Department Arizona	Fire Chief Dave Ott	480-837-9820	*
Santa Fe Springs Fire Department California	Asst. Fire Chief Michael Kozicki	562-944-9713 ex. 3811	

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Table 5: Top Five Government or Education Customers

Line Item 26. Provide a list of your top five government, education, or non-profit customers (entity name is optional), including entity type, the state or province the entity is located in, scope of the project(s), size of transaction(s), and dollar volumes from the past three years.

Entity Name	Entity Type *	State / Province *	Scope of Work *	Size of Transactions *	Dollar Volume Past Three Years *	
Defense Logistics Agency (DLA)	Government	Pennsylvania - PA	Provide a wide array of firefighting equipment, tools, and PPE, aircraft/crash rescue, hazardous material response, emergency medical services, homeland security, and domestic preparedness serving a worldwide DoD customer base	Range from a few hundred dollars to a millions of dollars	Averaging approximately twenty-million dollars per years, 2020 - 2023	*
General Services Administration (GSA)	Government	Texas - TX	Provide a wide array of products to include firefighting and rescue equipment, PPE, law enforcement and security equipment, special purpose clothing, and related equipment and services for a world-wide federal agency customer base.	Range from a few hundred dollars to a few thousand dollars	Averaging approximately four-million dollars per year	*
The County of Los Angeles Fire Department	Government	California - CA	Provide a wide array of products to include Firefighting gear, Wildland gear, station PPE.	Averages around $50,000+	Average yearly sales volume totals approximately $2M+	*
Clark County Fire Department	Government	Nevada - NV	Provide a wide array of products to include Firefighting gear, Wildland gear, station PPE, firefighting tools, heavy rescue, and water flow equipment.	Averages around $95,000+	Average yearly sales volume totals approximately $3M+	*
The City of Los Angeles Fire Department	Government	California - CA	Products include firefighting tools, heavy rescue equipment, and water flow equipment.	Averages around $50,000+	Average yearly sales volume totals approximately $2.5M+	*

Table 6: Ability to Sell and Deliver Service

Describe your company's capability to meet the needs of Sourcewell participating entities across the US and Canada, as applicable. Your response should address in detail at least the following areas: locations of your network of sales and service providers, the number of workers (full-time equivalents) involved in each sector, whether these workers are your direct employees (or employees of a third party), and any overlap between the sales and service functions.

Line Item	Question	Response *	

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27	Sales force.	The Curtis Operation Center is the primary resource available to our customers for receiving technical and product support and customer service. Curtis' Fire & Emergency Services Operation Centers are located in the following locations: Curtis Walnut Creek Operations Center - Corporate HQ Special Program Office (Programs and Contracts Management) 185 Lennon Lane, Suite 110 Walnut Creek, California 94598 Curtis Intermountain Operations Center - Fulfillment Center 1635 Gramercy Road Salt Lake City, Utah 84101 Curtis Northwest Operations Center 6507 S. 208th Street Kent, Washington 98032 Curtis Pacific North Operations Center 6723 Sierra Court, Suite C Dublin, CA 94568 Curtis Pacific South Operations Center 15523 Carmenita Road Santa Fe Springs, CA 90670 Curtis Southwest Operations Center 4647 South 33rd Street Phoenix, AZ 85040 Curtis PPE Care & Maintenance (Main Facility) 517 West Sunset Road Henderson, NV 89011 Curtis Customer Service will support the Sourcewell Program in several critical areas of sales support who provide face-to-face, in person customer contact for sales and marketing activities; product (technical and sales) information; on-site service activities; and monitoring of customer satisfaction. The sales force is directly supported by 40+ customer service reps and specialists on a daily basis. See attached document "Curtis-Sales-Territories-Map"
28	Dealer network or other distribution methods.	Other than local, regional, national and international shipping companies, Curtis will deploy no additional distribution channel networks.
29	Service force.	In addition to providing significant pre-sales support and services, Curtis deploys teams to provide significant post-sales support to our customer community: • Warehousing & Inventory—logistics management and inventory control specialists who ensure the right parts go to the right customer. • Marketing Specialists—provides educational information and training on a wide array of PPE industry topics; conducts training classes on products and product maintenance and repair procedures; and, offers seminars on specific products and product families and industry-specific standards, specifications and requirements. Areas of expertise include F&ES training, breathing air compressors, personal protective equipment, self-contained breathing apparatus, respirators, rescue tools and equipment, thermal imaging, hydraulics and water flow, and gas detection. • Factory-certified Product Technicians—provides in-house and mobile repair and maintenance services; warranty repairs, and annual, or as requested preventative maintenance. • Personal Protective Equipment and Ensemble Care & Maintenance—A five-facility operation, provides inspection, cleaning, and repair services of personal protective equipment to all National Fire Protection Association (NFPA) standards. • Manufacturer Field and Product Technician Teams-Curtis has access to supplier specialists and technical teams for customer support and education. • CurtisCARE—Curtis provides our customers with training and on-boarding support, inspection, repair and maintenance services for PPE, Rescue Tools, SCBA, Compressors, Small Engine Repair, and other related products.

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30	Describe the ordering process. If orders will be handled by distributors, dealers or others, explain the respective roles of the Proposer and others.	Curtis Procedures for Processing Orders Curtis has developed straight forward procedures for order processing. Our order handling procedures are consistently applied to process routine, urgent, and emergency orders, product returns, and discrepant orders. Order processing is fully integrated into our automated distribution software platform (Oracle-NetSuite). This electronic system provides our sales, marketing, purchasing, accounting, and management with real time order status, while tracking inventory and shipping status. ORDERS Delivery order is considered issued upon receipt of order by mail, telephone, or facsimile, email, or on-line. ORDER PROCESSING After an order is received, Curtis uses a simple and consistent series of procedures for processing customer orders. The sourcing determination, made by the Customer Service Manager during the customer purchase order review process, is the primary factor made to determine the specific path to be taken by our staff while processing each individual order (e.g., ship from a Curtis warehouse; ship direct from the manufacturer; consolidate at a Curtis warehouse [bills-of-material orders]). ORDER SCHEDULING & DELIVERY Order scheduling at Curtis is based upon one of two customer requirements. Curtis' typical commercial customer requests product delivery per product availability as specified by the supplier. Or the customer specifies a required delivery date. Curtis accommodates both scheduling requirements efficiently and effectively using our distribution software and consistent status reviews of all active orders. ORDER CONFIRMATION Customer orders are confirmed by Curtis after the Customer Service Manager has reviewed the customer purchase order (customer information, product and quantity requirements, pricing and availability, and the existence of any special requirements from the customer) and entered the order into our enterprise resource planning platform (Oracle-NetSuite). NOT-IN-STOCK CONDITIONS Curtis processes not-in-stock product orders by determining lead times necessary to complete the order, contacting the ordering activity, and advising current lead time of product. At customer preference, Curtis offers alternative in-stock substitute products of equal or higher quality and at equal value for customer consideration. PARTIAL DELIVERY / BACK ORDER PROCEDURES Curtis strives to ship the entire order complete and on time. However, if Curtis is in a low stock position on a particular product and the customer will accept a substitute item and accept a partial delivery, the order will be processed during Curtis' pre-order set-up to ensure that all items possible will be shipped either direct from our supplier or from one of the Curtis warehouses to provide the level of service our customer requests. Back-orders are tracked via the Company's ERP system and reports generated showing "non-fills" until the order is shipped complete. Partial deliveries and back-orders status are provided to the customer on a regular basis until the order is filled. ORDER BILLING Curtis will submit invoices only after receiving assurances that our customer's requirements have been met. Once the order has been shipped complete and all required activities specified within the order have been accomplished, Curtis will submit invoices as required by the order. PAYMENT FOR GOODS RECEIVED Curtis extends payment terms of net thirty (30) days from date of invoice.

31	Describe in detail the process and procedure of your customer service program, if applicable. Include your response-time capabilities and commitments, as well as any incentives that help your providers meet your stated service goals or promises.	Although customer and technical support is available between the hours of 7:00am and 5:00pm, local time, Monday through Friday at each of our Customer Service Operation Centers, Curtis understands that “normal office hours” has lost all real meaning in the global marketplace. Serving a world-wide customer community spanning all time zones, Curtis’ customers contact a company representative in any of several ways, twenty-four hours a day, seven days a week, and three-hundred, sixty-five days a year (24/7/365) to discuss order placement, order tracking, problem resolution, and the myriad of other topics that will arise throughout the term of a business relationship. Curtis’ customers contact company customer sales, service, and technical representatives via telephone, cell phone, email, or facsimile using the contact information listed on our web-site and also included in this section. It is a standard operating procedure that all outside sales representatives and management provide office, cell phone numbers, and email addresses to the company’s customers. This enables Curtis’ customers to contact the company’s sales force directly for sales and service requests 24/7/365. Additionally, using toll-free numbers during “outside-of-normal” business hours or on national holidays, CURTIS representatives are contacted directly or via message service 24/7/365 in order to immediately respond to emergency or non-emergency situations. CURTIS’ representatives will respond to all customer inquiries within 4 hours between the hours of 7am-5pm (local) Monday through Friday or within 24 hours during non-duty hours or national holidays.
32	Describe your ability and willingness to provide your products and services to Sourcewell participating entities in the United States.	Curtis has successfully provided products and services to Sourcewell member agencies under current contract 032620 since 2020. With the sales force detailed in #27 and the service force detailed in #29, Curtis is willing and able to support all Sourcewell users, while maintaining the contract requirements.
33	Describe your ability and willingness to provide your products and services to Sourcewell participating entities in Canada.	Curtis does not sell into the Canadian market at this time.
34	Identify any geographic areas of the United States or Canada that you will NOT be fully serving through the proposed contract.	All products included in this Curtis proposal are available to the membership located in the thirteen Western States of Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada, California, Alaska, Hawaii, and other states as may be acceptable to our manufacturing partners, without limitations. Curtis will, with manufacturer approval on a case-by-case basis, provide products to members, nation-wide.
35	Identify any Sourcewell participating entity sectors (i.e., government, education, not-for-profit) that you will NOT be fully serving through the proposed contract. Explain in detail. For example, does your company have only a regional presence, or do other cooperative purchasing contracts limit your ability to promote another contract?	As previously discussed in #34, all products included in Curtis’ proposal are available to the membership located in the thirteen Western States of Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada, California, Alaska, Hawaii, and other states as may be acceptable to our manufacturing partners, without limitations. Curtis will, with manufacturer approval on a case-by-case basis, provide products to members, nation-wide.
36	Define any specific contract requirements or restrictions that would apply to our participating entities in Hawaii and Alaska and in US Territories.	Shipments to customers located in the continental 48 states, as well as Alaska and Hawaii: FOB: Origin, freight added, or as otherwise required by the customer. List Price less the Brand Discount plus an (estimated) Freight Charge. The customer invoice will include actual freight charges as a separate line item. Note: For those customers who require a delivered price when the quote is prepared, Curtis will follow the same procedure by utilizing available freight calculators to determine quoted freight costs. Curtis will, with manufacturer approval on a case-by-case basis, provide products to members, nation-wide.

Table 7: Marketing Plan

Line Item	Question	Response *
37	Describe your marketing strategy for promoting this contract opportunity. Upload representative samples of your marketing materials (if applicable) in the document upload section of your response.	Curtis’ sales teams will target the areas with the greatest population densities because population densities typically correlate directly with the number of serving firefighters. However, our outside sales and customer service representative teams will also target ALL potential agency participants within the western 13 states as agency near-term procurement plans are identified. Specifically, immediately after the contract award, our marketing department will announce the award on our website and other on-line public forums in which we participate with our customers. Additionally, Curtis’ marketing department will prepare marketing collateral for distribution by our sales teams and through e-blast notifications to targeted customers (customers with near-term, open requirements). This collateral will explain the cooperative purchasing opportunity that is available to our customers through the new contract, and how, using this new contract the public agency may purchase a wide variety of products and services while saving time, manpower, and money. We also offer a commitment to support Sourcewell in marketing campaigns and industry conferences to advertise the cooperative purchasing opportunities made available to the membership and to potential new members via the new contract. Please refer to attached example of a previous Curtis Marketing Plan that was customized to address a specific served-market segment, "Item 32 - Curtis Rescue Tool Marketing Plan."

38	Describe your use of technology and digital data (e.g., social media, metadata usage) to enhance marketing effectiveness.	Curtis recognizes the importance of utilizing technology and digital data to drive marketing effectiveness. Multiple, robust cross-digital marketing programs are already in place and being developed on a regular basis to support Curtis's sales initiatives, brand awareness, and product promotion. Metadata is reviewed to determine potential changes and alternate means to increase the reach and effectiveness of the marketing message in alignment with the program goals. A showcase of Curtis cross-digital program abilities include: • LNCurtis.com Homepage – Main Product Merchandising Space • LNCurtis.com Homepage – Call to Action Banner for Lead Generation • LNCurtis.com – Call to Action Pop-up Modal for Lead Generation • Social Media Posts and Ads • Email Marketing • Industry Website Ads • Search Engine Ads • Search Engine Optimization includes, among other parameters o Keyword Campaigns o Metadata o Rich Content o Backlinking Curtis has a substantial marketing and merchandising team that focuses on maintaining and improving the Curtis online footprint.
39	In your view, what is Sourcewell's role in promoting contracts arising out of this RFP? How will you integrate a Sourcewell-awarded contract into your sales process?	As previously discussed, marketing collateral will be provided to the Curtis Sales Teams during a contract kick-off (K/O) meeting. New contract Kick-Off meetings [virtual or physical presence] are standard operating procedures. Sourcewell Personnel are encouraged to attend these K/O meetings whenever possible to establish relationships with Curtis's personnel and to make sure all necessary information is exchanged. Subjects covered during Curtis' K/O meetings include program / contract introduction and overview; brands, prices and discounts offered; rules of engagement (contract terms and conditions) ; procedures for quotes, order entry and post-sales support; and any other program-specific information that will help the sales force gain understanding of and motivation to exploit the opportunities afforded by the new contract. In our view, Sourcewell can play as large or as small a part as the COOP may desire. Curtis is well versed in conducting successful sales and marketing campaigns and fully expects to "hit the ground" prepared, running, and successful.
40	Are your products or services available through an e-procurement ordering process? If so, describe your e-procurement system and how governmental and educational customers have used it.	Curtis websites offers customers a secure, fast and easy to use online experience featuring a robust product catalog, advantaged search features and product details and specifications to make informed shopping decisions. Curtis also offers Agency online accounts for departments, businesses and special agreements which offer enhanced features of these custom web portals include: • Tax Exempt ordering with appropriate qualifications and approvals • Net 30 Terms with credit approval from LN Curtis & sons • Customer Specific Pricing • Customer Specific product catalog (exclusive to individual or group of customers) • Online Quoting • Quartermaster Ordering – Ability to have order approval processes • User based access – Ability to control who can order, see invoices or create shopping lists • Quick Re-Order at the order and product level • Custom designed shopping lists to make shopping easier by department or team For more details: https://lncurtis.com/agency-accounts/ Curtis+ Program allows customers to maintain a single source allotment or allowance program with Curtis. Manage, track and control allowance-based purchases. For more details: https://lncurtis.com/curtis-plus/

Table 8: Value-Added Attributes

Line Item	Question	Response *

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41	Describe any product, equipment, maintenance, or operator training programs that you offer to Sourcewell participating entities. Include details, such as whether training is standard or optional, who provides training, and any costs that apply.	It's not JUST about products! Curtis will provide product familiarization whenever appropriate and can coordinate training from factory certified personnel where appropriate. Curtis has a robust technical service team to support Breathing Air Compressors, SCBA, & Hurst extrication tools. Curtis also operates 6 PPE Care facilities to help customers clean, repair and maintain their turnout gear. Curtis' CurtisCARE Program offers members significant opportunities to receive presales and post-delivery education and other related product support. Curtis' post-delivery services are usually provided as a part of a purchase order coupled with a statement of work (SOW) that Curtis receives from the customer. Curtis often works with the customer to define and develop an appropriate SOW. Often, Curtis provides customer education in equipment use; inspection, repair, maintenance; and safety during deployment at no cost to the member. A sampling of available value-added education, available through our CurtisCARE program, includes: • Complete Personal Protective Equipment (PPE) product education, maintenance, repair, and cleaning services • Complete Self-Contained Breathing Apparatus (SCBA) product education, fit-testing, and maintenance services. • Complete gas detection product education, and maintenance services • Complete rescue tool product education, and maintenance services • Complete breathing air compressor product education, and maintenance services • Complete Firefighting towers and buildings, and Firefighting training-prop product education, and maintenance service CurtisCARE is provided by Curtis' product and service specialists, including service technicians, PPE education specialists, rescue tool education specialists, and several product demonstration vehicles that routinely visit customer sites. An integral part of Curtis' product education involves our outside sales representatives. These professionals provide product education, seminars, and hands-on demonstrations. Additionally, Curtis' suppliers are a valuable and valued asset for product and service education programs.
42	Describe any technological advances, unique design, and/or feature attributes that your proposed products or services offer.	Curtis provides the ability through our state of the art website for agencies to create accounts and receive their co-op pricing online. Allowing the customer to buy on the Sourcewell contract through the medium that works best for them.
43	Describe any "green" initiatives that relate to your company or to your products or services, and include a list of the certifying agency for each.	Curtis understands the importance of continually improving its sustainability and - proactively over the last 10 years - worked to transition what were paper heavy process into paper-less process. Our fulfillment center works to consolidate shipments whenever possible to reduce our burden on the transportation and oil dependence while each of our locations participates in their local recycling programs. Whenever possible and reasonable, we have updated facilities to more energy efficient lighting, water heaters and HVAC equipment. Most recently, Curtis has begun experimenting with Electric Vehicles to see how we can move forward with properly servicing our customers, but also improving our sustainability.
44	Identify any third-party issued eco-labels, ratings or certifications that your company has received for the equipment or products included in your Proposal related to energy efficiency or conservation, life-cycle design (cradle-to-cradle), or other green/sustainability factors.	We look to work closely with manufacturers that have sustainability programs and initiatives.
45	Describe any Women or Minority Business Entity (WMBE), Small Business Entity (SBE), or veteran owned business certifications that your company or hub partners have obtained. Upload documentation of certification (as applicable) in the document upload section of your response.	"As a very competitive small business that successfully competes against larger companies, Curtis is intimately aware that small businesses can often provide faster, more efficient and satisfactory customer-focused support than what is typical of large organizations. Therefore, it is Curtis policy to develop and utilize to the greatest extent possible, suppliers of quality product and services provided by historically underutilized businesses. Small Business, Small Disadvantaged Business, Women-Owned Small Business, Service-Disabled Veteran-Owned Small Business, Veteran-Owned Small Business, Minority-Owned Small Business, and HUBZone Businesses account for an increasing segment of Curtis suppliers. Curtis' goal is to develop and more fully utilize these businesses as suppliers and business partners. Curtis views the programs such as the up-coming Sourcewell Firefighting PPE Program as a platform with which to provide new opportunities to underutilized businesses. However, given the critical life-support functions performed by a majority of the manufacturers in Curtis' proposed product catalog, the ability to source THE BEST and MOST RELIABLE products must take precedence over any concerns about business entity-type. "

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46	What unique attributes does your company, your products, or your services offer to Sourcewell participating entities? What makes your proposed solutions unique in your industry as it applies to Sourcewell participating entities?	Curtis is focused on being a long term partner with customers. We look to provide value and solutions to members through our full service offering: Support with the initial discovery, and review of products. Procurement of selected items. Maintenance and repair to support the product for its lifespan. Curtis has conducted over ninety years of successful business focusing on supporting the fire, rescue, & emergency response industries. Curtis provides our customers with exceptional products, customer service, and product support covering an extremely broad-based product catalog. Curtis' Customer Service Operations are located in Kent, WA, Salt Lake City, UT, Walnut Creek, CA, Santa Fe Springs (Los Angeles), CA, and Phoenix, AZ. A brand new consolidated state-of-the-art warehousing facility, providing Curtis customers with a complete suite of Integrated Logistics Services, is located in Salt Lake City, UT. Curtis is fully qualified to provide superior service to Sourcewell members. In addition to our many large contracts with city and state agencies, Curtis continues to perform on three programs that have honed our capabilities to manage and serve major accounts with a complex array of product & service offerings. Curtis has a contract with the General Services Administration (GSA contract 47QSWA18D009Y). Curtis services over a thousand customers a year who purchase from our GSA product catalog. Additionally, Curtis is a contractor to the Defense Logistics Agency (DLA) Troop Support under the provisions of a prime contract supporting the United States Defense Department's Fire and Emergency Services Tailored Logistics Support Program and the United States Fire Service (DLA contracts SPE8EH-19-D-0015) supporting agencies of the United States Federal Government located world-wide. A great source of corporate pride and import, Curtis achieved great success while supporting the members of other COOPS. Since the launch of these COOP-type contracts, the Company has experienced a significant increase in customer acceptance of this "piggyback" contract mechanism and a related year-to-year growth in sales. Curtis' Corporate Mission (why we do what we do): "L.N. Curtis & sons provides critical products and services that enable our nation's first responders to accomplish their missions so that they are able to return safely home." Curtis' proposal to Sourcewell has been prepared to ensure full compliance with solicitation requirements. We have assembled a team from our stable of excellent manufacturers to form a robust compilation of products required to support firefighting and rescue operations. The purpose of our proposal is to provide an array of the most common products used by today's Fire Service. Curtis' offer includes one or more brands for each of the following product categories: o Firefighter Protective Clothing o Station-Wear o Helmets & Related Accessories o Related Equipment o PPE Cleaning Equipment & Product o PPE-related Services

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Table 9A: Warranty

Describe in detail your manufacturer warranty program, including conditions and requirements to qualify, claims procedure, and overall structure. You may upload representative samples of your warranty materials (if applicable) in the document upload section of your response in addition to responding to the questions below.

Line Item	Question	Response *	
47	Do your warranties cover all products, parts, and labor?	Curtis provides the manufacturers' warranties for all proposed supplies. Additionally, Curtis will offer any extended warranties if available, at additional costs. The warranties provided under Curtis' proposed program will be the same as offered to the public and will include products, parts and labor (standard commercial practice). Please refer to attachment, "Item 47 - Curtis Terms & Conditions of Sales"	*
48	Do your warranties impose usage restrictions or other limitations that adversely affect coverage?	No	*
49	Do your warranties cover the expense of technicians' travel time and mileage to perform warranty repairs?	Yes, where stated as part of the Manufacturer's standard warranty.	*
50	Are there any geographic regions of the United States or Canada (as applicable) for which you cannot provide a certified technician to perform warranty repairs? How will Sourcewell participating entities in these regions be provided service for warranty repair?	All products and product support to perform warranty servicing included in this Curtis proposal are available to membership located in the thirteen Western States of Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada, California, Alaska, and Hawaii without limitations. When warranty support is required outside the 13 western states, Curtis will coordinate warranty servicing and support directly with the manufacturer to ensure warranty commitments are quickly met.	*
51	Will you cover warranty service for items made by other manufacturers that are part of your proposal, or are these warranties issues typically passed on to the original equipment manufacturer?	We take responsibility for what we sell. Curtis offers warranty service for all brands and models that we sell and that are included in this proposal.	*
52	What are your proposed exchange and return programs and policies?	Curtis strives to maintain the highest level of customer service. In accordance Curtis will re-fund or exchange your purchase within the following guidelines: Product must be returned in new, unused condition within 30 days of receipt. Any product you desire to return after that date is subject to review by Curtis and may be non-returnable. Product that has been used, damaged, or not purchased through LNCurtis.com or CurtisBlueLine.com or from a Curtis location will not be refunded. Product that has been altered by engraving, stamping, marking, stenciling, etc., is not eligible for return. Clearance or Used product is also non-returnable. Custom, special-order products and/or non-stock product may be returned only if acceptable to our vendor. A re-stocking and handling fee, as determined by our vendor and transportation costs to return to our vendor will be charged. Return your product(s) by following these steps: 1. Contact Customer Service at 877.488.0469 or CustomerService@LNCurtis.com to request a return or exchange. 2. A Return Authorization (RA) will be issued to you and is required to be included with the return of any product. 3. Return your product by bringing it into or shipping to the Curtis location specified in the RA. 4. When shipping to a Curtis location, carefully pack the product to avoid damage during shipment. Product that arrives in damaged condition is not eligible for return credit and will be shipped back to you. 5. Return the product prepaid to the address specified on the RA. Make sure you include a copy of the RA with the product being returned. We recommend that you keep a copy of the RA and the receipt for the return shipment from the shipping service you use. Curtis does not take title to returned product until received by Curtis at our return location in undamaged condition. We will only consider a refund for products that arrive at our facility in undamaged new and unused condition. Curtis reserves the right to reject all product returns. All returns are subject to re-view upon our receipt of the product and inspection. Product received in conditions other than originally shipped may be rejected and shipped back to you. You may request an exchange, a credit on your account or a refund if the product has already been paid for and funds received by us. All refunds are issued using the original payment method and may take up to ten (10) business days for the refund process to complete.	*
53	Describe any service contract options for the items included in your proposal.	Curtis offers service and repair based upon manufacturers' recommendations and customer requirements. Pricing is typically based upon the specific requirements for each service or repair action.	*

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Table 9B: Performance Standards or Guarantees

Describe in detail your performance standards or guarantees, including conditions and requirements to qualify, claims procedure, and overall structure. You may upload representative samples of your performance materials (if applicable) in the document upload section of your response in addition to responding to the questions below.

Line Item	Question	Response *
54	Describe any performance standards or guarantees that apply to your services	Guided by the operating principle of striving to be THE BEST, we have two primary responsibilities: 1. Ensure that every need of every customer is met…every time, on time 2. Respond quickly to customer issues and resolve them efficiently and to the customer's complete satisfaction Curtis is committed to providing our customers with the required service and product familiarization needed to safely and effectively employ the products and equipment we supply. A sampling of available value-added product familiarization, available through our Curtis Care program, includes: • Personal Protective Equipment (PPE) product education and familiarization maintenance, repair and cleaning services • Self-Contained Breathing Apparatus (SCBA) product education, familiarization, fit-testing, and maintenance services • Gas detection product education, familiarization, and maintenance services • Rescue tool product education, familiarization, and maintenance services • Breathing air compressor product education, familiarization and maintenance services • Firefighting training towers and buildings, and Firefighting training prop product education, familiarization, and maintenance service Curtis stands behind our products and will make things right.
55	Describe any service standards or guarantees that apply to your services (policies, metrics, KPIs, etc.)	Per our standard operating procedures, Curtis tracks Key Performance Indicators (KPIs) to make sure our business is tracking per plan. KPI-related data is extracted from our Enterprise Resource Planning platform, Oracle-NetSuite. Oracle-NetSuite, a cloud ERP solution that automates front and back-office processes enable the Company to track all critical business functions including financial management, revenue management, fixed assets, order entry/management/tracking, billing, and inventory management. Oracle-NetSuite enables Curtis management to generate real-time performance and status reports (e.g., sales (orders and frequency) fill rates vendor performance returns due to improper shipments and defective items and back-orders). Using Oracle-NetSuite, Curtis tracks performance of all orders, awards, contracts, and programs, including, should Curtis be honored with a contract, the Company's performance in support of Sourcewell.

Table 10: Payment Terms and Financing Options

Line Item	Question	Response *
56	Describe your payment terms and accepted payment methods.	Curtis offers terms for municipal and government agencies and accepts MasterCard, Visa and American Express for all end users. Non-agency customers can apply for terms and varying credit limit based on financial credit application. Payment terms are net 30 days from invoice date with no discounts or retention of any kind or sort allowed. Interest will accrue on invoices unpaid after the net due date at the annual rate of 12% or the maximum legal contract interest rate, whichever is less.
57	Describe any leasing or financing options available for use by educational or governmental entities.	Agencies can request a lease-to-own option with flexible terms and payment schedule.
58	Describe any standard transaction documents that you propose to use in connection with an awarded contract (order forms, terms and conditions, service level agreements, etc.). Upload a sample of each (as applicable) in the document upload section of your response.	After an order is received, Curtis uses a simple and consistent series of procedures for processing customer orders. The sourcing determination, made by the Customer Service Manager during the customer purchase order review process, is the primary factor made to determine the specific path to be taken by our staff while processing each individual order (e.g., ship from a Curtis warehouse; ship direct from the manufacturer; consolidate at a Curtis warehouse [bills-of-material orders]). See attached "Sourcewell RFP 010424 Sample"
59	Do you accept the P-card procurement and payment process? If so, is there any additional cost to Sourcewell participating entities for using this process?	Curtis accepts P-Card payments with no processing fees.

Table 11: Pricing and Delivery

Provide detailed pricing information in the questions that follow below. Keep in mind that reasonable price and product adjustments can be made during the term of an awarded Contract as described in the RFP, the template Contract, and the Sourcewell Price and Product Change Request Form.

Line Item	Question	Response *

60	Describe your pricing model (e.g., line-item discounts or product-category discounts). Provide detailed pricing data (including standard or list pricing and the Sourcewell discounted price) on all of the items that you want Sourcewell to consider as part of your RFP response. If applicable, provide a SKU for each item in your proposal. Upload your pricing materials (if applicable) in the document upload section of your response.	The Pricing Offered in this Proposal is detailed in the attachment, "Item 60 - Curtis Price Offering." Curtis' proposed pricing model is based upon a set discount off list price, by brand or in certain cases when a brand offers several models, by model. The pricing model is applicable to the brand's entire published catalog.	*
61	Quantify the pricing discount represented by the pricing proposal in this response. For example, if the pricing in your response represents a percentage discount from MSRP or list, state the percentage or percentage range.	Curtis' proposed program is based upon offering, by brand, a fixed percentage (%) discount off the manufacturers' Suggested (List) Price.	*
62	Describe any quantity or volume discounts or rebate programs that you offer.	Curtis will offer customers deeper discounts than proposed, depending on volume, product specifications, and market conditions.	*
63	Propose a method of facilitating "sourced" products or related services, which may be referred to as "open market" items or "nonstandard options". For example, you may supply such items "at cost" or "at cost plus a percentage," or you may supply a quote for each such request.	When a customer requests a quote containing both on-contract and open market products or services, Curtis will offer the customer the following: On-Contract Products & Services: Price will be the list price less as contracted discount for the brand/model, plus freight. Open Market Products & Services: Curtis will supply the customer with a quote consistent with the price offered our Most Favored Customer, plus freight.	*
64	Identify any element of the total cost of acquisition that is NOT included in the pricing submitted with your response. This includes all additional charges associated with a purchase that are not directly identified as freight or shipping charges. For example, list costs for items like pre-delivery inspection, installation, set up, mandatory training, or initial inspection. Identify any parties that impose such costs and their relationship to the Proposer.	Curtis adds no additional costs to member prices, unless the customer requests open market products or services that relate to the on-contract item but that are not on contract.	*
65	If freight, delivery, or shipping is an additional cost to the Sourcewell participating entity, describe in detail the complete freight, shipping, and delivery program.	All deliveries are F.O.B. the Curtis' facility or freight prepaid. Unless otherwise agreed in writing, Curtis may, in its sole discretion, select the shipping method, the carrier and the applicable freight charges. strong freight and parcel carrier relationships with competitive pricing which is good for customers. We can quote customers shipping in different ways so they have options to choose from.	*
66	Specifically describe freight, shipping, and delivery terms or programs available for Alaska, Hawaii, Canada, or any offshore delivery.	All deliveries are F.O.B. the Curtis' facility or freight prepaid. Unless otherwise agreed in writing, Curtis may, in its sole discretion, select the shipping method, the carrier and the applicable freight charges. strong freight and parcel carrier relationships with competitive pricing which is good for customers. We can quote customers shipping in different ways so they have options to choose from.	*

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67	Describe any unique distribution and/or delivery methods or options offered in your proposal.	Curtis offers our customers an integrated approach to logistics supply support that encompasses all management actions, procedures, and techniques used to determine requirements to: • Acquire support items and spare parts • Catalog the items • Receive the items • Store and warehouse the items • Transfer the items to where they are needed • Issue the items • Dispose of secondary items • Provide for initial support of the system • Acquire, distribute, and replenish inventory • And, provide value-added resources by combining Commodity Management with our Logistics and Kitting services for complete “end-to-end” customer support. Logistics Solutions Curtis offers complete transportation and logistics management services. By contracting and managing a network of national, regional, and local carriers we can offer a complete package of freight handling services – the integrated logistics solution you require to increase efficiency and lower costs. Additional transportation services we can provide include: • Expedited • Port and Rail Drayage • Intermodal • International (Ocean Freight/Air Freight) • Less-than-truckload • Specialized Equipment – temperature controlled, HAZMAT, etc. • Freight Forwarding Kitting Solutions When end users are required to combine multiple products into new product kits, our kitting services can help. We have experience breaking down bulk materials and products, unitizing and creating multi-packs, even custom-made kits with bar-code or RFID labeling. Our product kitting and assembly services allow customers to: • Reduce inventory • Respond quickly and economically to changing demand for custom packs • Fulfill individual custom orders • Fulfillment capabilities help you manage inventory throughout the kitting cycle, from individual components to creation of new SKUs. • Our team maps efficient kitting processes and builds in quality checks to ensure the accuracy of final kits. • Our labor solutions help you economically manage activity spikes and meet last-minute requests.	*

Table 12: Pricing Offered

Line Item	The Pricing Offered in this Proposal is: *	Comments
68	b. the same as the Proposer typically offers to GPOs, cooperative procurement organizations, or state purchasing departments.	See attached pricing

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Table 13: Audit and Administrative Fee

Line Item	Question	Response *	
69	Specifically describe any self-audit process or program that you plan to employ to verify compliance with your proposed Contract with Sourcewell. This process includes ensuring that Sourcewell participating entities obtain the proper pricing, that the Vendor reports all sales under the Contract each quarter, and that the Vendor remits the proper administrative fee to Sourcewell. Provide sufficient detail to support your ability to report quarterly sales to Sourcewell as described in the Contract template.	Customer Service Managers within the Curtis organization review daily sales orders to ensure proper contract pricing is provided to end users. Curtis administration will provide a contract sales activity report to the Sourcewell representative assigned to this contract no later than 45 days after the end of each calendar quarter. The report will contain all of the fields described in the contract template.	*
70	If you are awarded a contract, provide a few examples of internal metrics that will be tracked to measure whether you are having success with the contract.	Per our standard operating procedures, Curtis tracks Key Performance Indicators (KPIs) to make sure our business is tracking per plan. KPI-related data is extracted from our Enterprise Resource Planning platform, Oracle-NetSuite. Oracle-NetSuite, a cloud ERP solution that automates front and back-office processes enable the Company to track all critical business functions including financial management, revenue management, fixed assets, order entry/management/tracking, billing, and inventory management. Oracle-NetSuite enables Curtis management to generate real-time performance and status reports (e.g., sales (orders and frequency) fill rates vendor performance returns due to improper shipments and defective items and back-orders). Using Oracle-NetSuite, Curtis tracks performance of all orders, awards, contracts, and programs, including, should Curtis be honored with a contract, the Company's performance in support of Sourcewell. Curtis has seen a regular increase in annual sales throughout the duration of the current Sourcewell PPE & FFE contracts.	*
71	Identify a proposed administrative fee that you will pay to Sourcewell for facilitating, managing, and promoting the Sourcewell Contract in the event that you are awarded a Contract. This fee is typically calculated as a percentage of Vendor's sales under the Contract or as a per-unit fee; it is not a line-item addition to the Member's cost of goods. (See the RFP and template Contract for additional details.)	Curtis proposes to pay a 1% (or less) administrative fee to Sourcewell.	*

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Table 14A: Depth and Breadth of Offered Equipment Products and Services

Line Item	Question	Response *
72	Provide a detailed description of the equipment, products, and services that you are offering in your proposal.	"As the largest stocking distributor of firefighting equipment in the West and one of the largest distributors of firefighting equipment and services in America, Curtis is offering the premium brand of products in the defined categories along with on-site product support and customer service. In addition to products being offered at best pricing, Curtis offers the membership a full suite of Integrated Logistics Support and Services product specialists who are trained and certified by manufacturers to provide deployment support and, product" training in use, care, maintenance and repair, and safety.
73	Describe available options for customization of the products and/or equipment offered in your proposal.	Typically, PPE are highly customized products, based on the requirements of each department, and sometimes, each firefighter. Curtis' Sales and Product Support teams provide the market with pre-sales product training and education to help define the best materials and optimal design requirements required to meet each department's unique Risk Assessment.
74	Explain your processes for sizing, fitting, and the alteration of the products and/or equipment offered in your proposal, as applicable.	Curtis' Sales and Product Support Teams provide on-site sizing, when required, for PPE orders at no additional charge. Sizing is accomplished using actual sizing sets. Each firefighter dons sizing samples until a proper fit is identified. Additionally, CurtisCare PPE provides NFPA 1851-compliant PPE inspection, repair and cleaning services. CurtisCare PPE is included in this Curtis proposal.
75	Within this RFP category there may be subcategories of solutions. List subcategory titles that best describe your products and services.	Curtis' proposal includes products representing the following categories and subcategories: 1. PERSONAL PROTECTIVE EQUIPMENT (PPE) • Firefighter Protective Clothing (structural and proximity [aircraft]) o Turnout Jackets o Turnout Pants o Firefighting Boots o Firefighting Gloves o Firefighting Hoods • Wildland Fire Fighting Protective Gear o Wildland Jackets o Wildland Pants o Wildland Boots o Wildland Gloves o Wildland Hoods • Technical Rescue Protective Gear o Tech Rescue Jackets o Tech Rescue Pants o Tech Rescue Boots o Tech Rescue Gloves • Station-Wear o Blouses (shirts) o Jackets o Pants o Footwear o Replacements parts and accessories • Miscellaneous PPE-related equipment o Belts o Packs o Base Layers o Eye Protection o Face Protection o HazMat o Storage, Cleaning, Care & Maintenance o Other 2. PPE-RELATED SERVICES • Pre-sales Support (requirements definition and support to specification development) • Post-Sales Support (sizing, use and care, assistance during deployment, repair, and maintenance) • Inspection, Cleaning & Repair Support (proposal includes providing the membership a Verified Independent Service Provider offering NFPA 1851-compliant inspection, cleaning, and repair of personal protective equipment)

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Table 14B: Depth and Breadth of Offered Equipment Products and Services

Indicate below if the listed types or classes of equipment, products, and services are offered within your proposal. Provide additional comments in the text box provided, as necessary.

Line Item	Category or Type	Offered *	Comments
76	Protective Clothing	(•) Yes ( ) No	Such as: o Turnout Jackets & Pants o Firefighting Boots o Firefighting Gloves o Wildland Jackets & Pants o Wildland Boots o Wildland Gloves o Wildland Helmets o Wildland Hoods o Tech Rescue Jackets & Pants o Tech Rescue Boots o Tech Rescue Gloves o Tech Rescue Helmets
77	Helmets and related accessories	(•) Yes ( ) No	Such as: o Firefighting Helmets o Firefighting Hoods
78	Other related equipment and accessories	(•) Yes ( ) No	Such as: o Belts o Packs o Base Layers o Eye Protection o Face Protection o HazMat o Storage, Cleaning, Care & Maintenance
79	Firefighting apparel and station-wear	(•) Yes ( ) No	Such as: o Station-shirt / Blouses o Jackets o Pants o Footwear o Hats o Workout Gear o Tee Shirts o Replacements parts and accessories
80	Extractors, laundry machines, mechanical dryers, drying and storing racks	(•) Yes ( ) No	Such as: o Extractors o Dryers / Drying Cabinets o Racks & Accessories
81	Cleaning and decontamination service and maintenance	(•) Yes ( ) No	
82	Firefighting PPE cleaning supplies	(•) Yes ( ) No	
83	Cleaning equipment for other firefighting equipment and tools	(•) Yes ( ) No	
84	Services Related to the equipment described above	(•) Yes ( ) No	• Pre-sales Support (requirements definition and support to specification development) • Post-Sales Support (sizing, use and care, assistance during deployment, repair, and maintenance) • Inspection, Cleaning & Repair Support (proposal includes providing the membership a Verified Independent Service Provider offering NFPA 1851-compliant inspection, cleaning, and repair of personal protective equipment)

Table 15: Exceptions to Terms, Conditions, or Specifications Form

Line Item 85. **NOTICE**: To identify any exception, or to request any modification, to Sourcewell standard Contract terms, conditions, or specifications, a Proposer must submit the proposed exception(s) or requested modification(s) via redline in the Contract Template provided in the “Bid Documents” section. Proposer must upload the redline in the “Requested Exceptions” upload field. All exceptions and/or proposed modifications are subject to review and approval by Sourcewell and will not automatically be included in the Contract.

Do you have exceptions or modifications to propose?	Acknowledgement *
	( ) Yes (•) No

Documents

Ensure your submission document(s) conforms to the following:

1. Documents in PDF format are preferred. Documents in Word, Excel, or compatible formats may also be provided.

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2. Documents should NOT have a security password, as Sourcewell may not be able to open the file. It is your sole responsibility to ensure that the uploaded document(s) are not either defective, corrupted or blank and that the documents can be opened and viewed by Sourcewell.

3. Sourcewell may reject any response where any document(s) cannot be opened and viewed by Sourcewell.

4. If you need to upload more than one (1) document for a single item, you should combine the documents into one zipped file. If the zipped file contains more than one (1) document, ensure each document is named, in relation to the submission format item responding to. For example, if responding to the Marketing Plan category save the document as “Marketing Plan.”

- Pricing - SourceWell RFP 010424 Firefighting PPE Product Catalog CURTIS _FINAL.xlsx - Thursday January 04, 2024 16:26:32
- Financial Strength and Stability - Curtis Financial Statements 12312023.pdf - Wednesday January 03, 2024 16:08:24
- Marketing Plan/Samples - Curtis Brochure.pdf - Thursday January 04, 2024 15:57:48
- WMBE/MBE/SBE or Related Certificates - ECMS Service Guarantee 2021.pdf - Thursday January 04, 2024 15:58:41
- Warranty Information - Item 47 - Curtis Terms & Conditions of Sales.pdf - Thursday January 04, 2024 14:51:49
- Standard Transaction Document Samples - Sourcewell RFP 010424 Sample.pdf - Thursday January 04, 2024 16:12:24
- Requested Exceptions (optional)
- Upload Additional Document - Curtis-Sales-Territories-Map.pdf - Thursday January 04, 2024 13:25:02

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Addenda, Terms and Conditions

PROPOSER AFFIDAVIT AND ASSURANCE OF COMPLIANCE

I certify that I am the authorized representative of the Proposer submitting the foregoing Proposal with the legal authority to bind the Proposer to this Affidavit and Assurance of Compliance:

1. The Proposer is submitting this Proposal under its full and complete legal name, and the Proposer legally exists in good standing in the jurisdiction of its residence.

2. The Proposer warrants that the information provided in this Proposal is true, correct, and reliable for purposes of evaluation for contract award.

3. The Proposer, including any person assisting with the creation of this Proposal, has arrived at this Proposal independently and the Proposal has been created without colluding with any other person, company, or parties that have or will submit a proposal under this solicitation; and the Proposal has in all respects been created fairly without any fraud or dishonesty. The Proposer has not directly or indirectly entered into any agreement or arrangement with any person or business in an effort to influence any part of this solicitation or operations of a resulting contract; and the Proposer has not taken any action in restraint of free trade or competitiveness in connection with this solicitation. Additionally, if Proposer has worked with a consultant on the Proposal, the consultant (an individual or a company) has not assisted any other entity that has submitted or will submit a proposal for this solicitation.

4. To the best of its knowledge and belief, and except as otherwise disclosed in the Proposal, there are no relevant facts or circumstances which could give rise to an organizational conflict of interest. An organizational conflict of interest exists when a vendor has an unfair competitive advantage or the vendor's objectivity in performing the contract is, or might be, impaired.

5. The contents of the Proposal have not been communicated by the Proposer or its employees or agents to any person not an employee or legally authorized agent of the Proposer and will not be communicated to any such persons prior to Due Date of this solicitation.

6. If awarded a contract, the Proposer will provide to Sourcewell Participating Entities the equipment, products, and services in accordance with the terms, conditions, and scope of a resulting contract.

7. The Proposer possesses, or will possess before delivering any equipment, products, or services, all applicable licenses or certifications necessary to deliver such equipment, products, or services under any resulting contract.

8. The Proposer agrees to deliver equipment, products, and services through valid contracts, purchase orders, or means that are acceptable to Sourcewell Members. Unless otherwise agreed to, the Proposer must provide only new and first-quality products and related services to Sourcewell Members under an awarded Contract.

9. The Proposer will comply with all applicable provisions of federal, state, and local laws, regulations, rules, and orders.

10. The Proposer understands that Sourcewell will reject RFP proposals that are marked "confidential" (or "nonpublic," etc.), either substantially or in their entirety. Under Minnesota Statutes Section 13.591, subdivision 4, all proposals are considered nonpublic data until the evaluation is complete and a Contract is awarded. At that point, proposals become public data. Minnesota Statutes Section 13.37 permits only certain narrowly defined data to be considered a "trade secret," and thus nonpublic data under Minnesota's Data Practices Act.

11. Proposer its employees, agents, and subcontractors are not:
    1. Included on the "Specially Designated Nationals and Blocked Persons" list maintained by the Office of Foreign Assets Control of the United States Department of the Treasury found at: https://www.treasury.gov/ofac/downloads/sdnlist.pdf;

    2. Included on the government-wide exclusions lists in the United States System for Award Management found at: https://sam.gov/SAM/; or

    3. Presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota; the United States federal government or the Canadian government, as applicable; or any Participating Entity. Vendor certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this solicitation.

☑ By checking this box I acknowledge that I am bound by the terms of the Proposer's Affidavit, have the legal authority to submit this Proposal on behalf of the Proposer, and that this electronic acknowledgment has the same legal effect, validity, and enforceability as if I had hand signed the Proposal. This signature will not be denied such legal effect, validity, or enforceability solely because an electronic signature or electronic record was used in its formation. - Angela Mackey, Director of Customer Service, Fire/Rescue, L.N. Curtis & sons

The Proposer declares that there is an actual or potential Conflict of Interest relating to the preparation of its submission, and/or the Proposer foresees an actual or potential Conflict of Interest in performing the contractual obligations contemplated in the bid.

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○ **Yes** ◉ **No**

The Bidder acknowledges and agrees that the addendum/addenda below form part of the Bid Document.

Check the box in the column "**I have reviewed this addendum"** below to acknowledge each of the addenda.

File Name	I have reviewed the below addendum and attachments (if applicable)	Pages
Addendum_5_Firefighting PPE and Related Equipment Cleaning_RFP_010424 Fri December 15 2023 12:51 PM	☑	1
Addendum_4_Firefighting PPE and Related Equipment Cleaning_RFP_010424 Thu December 14 2023 01:51 PM	☑	1
Addendum_3_Firefighting PPE and Related Equipment Cleaning_RFP_010424 Mon December 4 2023 04:00 PM	☑	1
Addendum_2_Firefighting PPE and Related Equipment Cleaning_RFP_010424 Thu November 30 2023 10:28 AM	☑	2
Addendum_1_Firefighting_PPE_and_Related_Equipment_Cleaning_RFP_010424 Thu November 9 2023 04:34 PM	☑	1

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EXHIBIT C

City’s Insurance and Indemnity

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Exhibit C

Insurance and Indemnity

INDEMNIFICATION

To the furthest extent allowed by law, VENDOR shall indemnify, hold harmless and defend CITY and each of its officers, officials, employees, agents and volunteers from any and all loss, liability, fines, penalties, forfeitures, costs and damages (whether in contract, tort or strict liability, including but not limited to personal injury, death at any time and property damage) incurred by CITY, VENDOR or any other person, and from any and all claims, demands and actions in law or equity (including reasonable attorney's fees, litigation expenses and cost to enforce this agreement), arising or alleged to have arisen directly or indirectly out of performance of this Contract. VENDOR'S obligations under the preceding sentence shall apply regardless of whether CITY or any of its officers, officials, employees, agents or volunteers are passively negligent, but shall not apply to any loss, liability, fines, penalties, forfeitures, costs or damages caused by the active or sole negligence, or the willful misconduct, of CITY or any of its officers, officials, employees, agents or volunteers.

If VENDOR should subcontract all or any portion of the work to be performed under this Contract, VENDOR shall require each subcontractor to indemnify, hold harmless and defend CITY and each of its officers, officials, employees, agents and volunteers in accordance with the terms of the preceding paragraph.

This section shall survive termination or expiration of this Contract.

INSURANCE REQUIREMENTS

(a) Throughout the life of this Agreement, VENDOR shall pay for and maintain in full force and effect all insurance as required herein with an insurance company(ies) either (i) admitted by the California Insurance Commissioner to do business in the State of California and rated no less than “A-VII” in the Best’s Insurance Rating Guide, or (ii) as may be authorized in writing by CITY'S Risk Manager or his/her designee at any time and in his/her sole discretion. The required policies of insurance as stated herein shall maintain limits of liability of not less than those amounts stated therein. However, the insurance limits available to CITY, its officers, officials, employees, agents and volunteers as additional insureds, shall be the greater of the minimum limits specified therein or the full limit of any insurance proceeds to the named insured.

(b) If at any time during the life of the Agreement or any extension, VENDOR or any of its subcontractors fail to maintain any required insurance in full force and effect, all services and work under this Agreement shall be discontinued immediately, and all payments due or that become due to VENDOR shall be withheld until notice is received by CITY that the required insurance has been restored to full force and effect and that the premiums therefore have been paid for a period satisfactory to CITY. Any failure to maintain the required insurance shall be sufficient cause for CITY to terminate this Agreement. No action taken by CITY pursuant to this section shall in any way relieve VENDOR of its responsibilities under this Agreement. The phrase “fail to maintain any required insurance” shall include, without limitation, notification received by CITY that an

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insurer has commenced proceedings, or has had proceedings commenced against it, indicating that the insurer is insolvent.

(c) The fact that insurance is obtained by VENDOR shall not be deemed to release or diminish the liability of VENDOR, including, without limitation, liability under the indemnity provisions of this Agreement. The duty to indemnify CITY shall apply to all claims and liability regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by VENDOR. Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of VENDOR, vendors, suppliers, invitees, contractors, sub-contractors, subcontractors, or anyone employed directly or indirectly by any of them.

1. PRODUCTS LIABILITY INSURANCE: VENDOR shall maintain, and provide the City of Fresno with verification of, manufacturer's products liability insurance policy in excess of $1,000,000 by providing a certificate of insurance on said Bid Item(s) equipment. Certificates shall be issued by an insurance company meeting the requirements to conduct business in the state of California. City of Fresno is required to be an additional insured with primary and non- contributory coverage in favor of the City on this General Liability Policy.

If the scope of work includes delivery and/or installation, the requirements below apply in addition to the above requirements.

Coverage shall be at least as broad as:

1. The most current version of Insurance Services Office (ISO) Commercial General Liability Coverage Form CG 00 01, providing liability coverage arising out of your business operations. The Commercial General Liability policy shall be written on an occurrence form and shall provide coverage for “bodily injury,” “property damage” and “personal and advertising injury” with coverage for premises and operations (including the use of owned and non-owned equipment), products and completed operations, and contractual liability (including, without limitation, indemnity obligations under the Agreement) with limits of liability not less than those set forth under “Minimum Limits of Insurance.”

2. The most current version of ISO *Commercial Auto Coverage Form CA 00 01, providing liability coverage arising out of the ownership, maintenance or use of automobiles in the course of your business operations. The Automobile Policy shall be written on an occurrence form and shall provide coverage for all owned, hired, and non-owned automobiles or other licensed vehicles (Code 1- Any Auto).

3. Workers’ Compensation insurance as required by the State of California and Employer’s Liability Insurance.

MINIMUM LIMITS OF INSURANCE

VENDOR shall procure and maintain for the duration of the contract, and for 5 years thereafter, insurance with limits of liability not less than those set forth below. However, insurance limits available to CITY, its officers, officials, employees, agents and

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volunteers as additional insureds, shall be the greater of the minimum limits specified herein or the full limit of any insurance proceeds available to the named insured:

1. COMMERCIAL GENERAL LIABILITY

(i) $1,000,000 per occurrence for bodily injury and property damage;

(ii) $1,000,000 per occurrence for personal and advertising injury;

(iii) $2,000,000 aggregate for products and completed operations; and,

(iv) $2,000,000 general aggregate applying separately to the work performed under the Agreement.

2. COMMERCIAL AUTOMOBILE LIABILITY

$1,000,000 per accident for bodily injury and property damage.

3. Workers' Compensation Insurance as required by the State of California with statutory limits and EMPLOYER'S LIABILITY with limits of liability not less than:

(i) $1,000,000 each accident for bodily injury;

(ii) $1,000,000 disease each employee; and,

(iii) $1,000,000 disease policy limit.

UMBRELLA OR EXCESS INSURANCE

In the event VENDOR purchases an Umbrella or Excess insurance policy(ies) to meet the "Minimum Limits of Insurance," this insurance policy(ies) shall "follow form" and afford no less coverage than the primary insurance policy(ies). In addition, such Umbrella or Excess insurance policy(ies) shall also apply on a primary and non-contributory basis for the benefit of the CITY, its officers, officials, employees, agents and volunteers.

DEDUCTIBLES AND SELF-INSURED RETENTIONS

VENDOR shall be responsible for payment of any deductibles contained in any insurance policy(ies) required herein and VENDOR shall also be responsible for payment of any self-insured retentions.

OTHER INSURANCE PROVISIONS/ENDORSEMENTS

(i) All policies of insurance required herein shall be endorsed to provide that the coverage shall not be cancelled, non-renewed, reduced in coverage or in limits except after thirty (30) calendar days written notice has been given to CITY, except ten (10) days for nonpayment of premium. VENDOR is also responsible for providing written notice to the CITY under the same terms and conditions. Upon issuance by the insurer, broker, or agent of a notice of cancellation, non-renewal, or reduction in coverage or in limits, VENDOR shall furnish CITY with a new certificate and applicable endorsements for such policy(ies). In the event any policy is due to expire during the work to be performed for CITY, VENDOR shall provide a new certificate, and applicable

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endorsements, evidencing renewal of such policy not less than fifteen (15) calendar days prior to the expiration date of the expiring policy.

(ii) The Commercial General and Automobile Liability insurance policies shall be written on an occurrence form.

(iii) The Commercial General and Automobile Liability insurance policies shall be endorsed to name City, its officers, officials, agents, employees and volunteers as an additional insured all ongoing and completed operations. Additional Insured endorsements under the General Liability policy must be as broad as that contained in ISO Forms: GC 20 10 11 85 or both CG 20 10 & CG 20 37.

(iv) The Commercial General and Automobile Liability insurance shall contain, or be endorsed to contain, that VENDOR'S insurance shall be primary to and require no contribution from the City. Primary and Non Contributory language under the General Liability policy must be as broad as that contained in ISO Form CG 20 01 04 13. These coverages shall contain no special limitations on the scope of protection afforded to City, its officers, officials, employees, agents and volunteers.

(v) Should any of these policies provide that the defense costs are paid within the Limits of Liability, thereby reducing the available limits by defense costs, then the requirement for the Limits of Liability of these polices will be twice the above stated limits.

(vi) All insurance policies required herein shall contain, or be endorsed to contain, a waiver of subrogation as to CITY, its officers, officials, agents, employees and volunteers.

PROVIDING OF DOCUMENTS

VENDOR shall furnish CITY with all certificate(s) and applicable endorsements effecting coverage required herein. All certificates and applicable endorsements are to be received and approved by the CITY'S Risk Manager or his/her designee prior to CITY'S execution of the Agreement and before work commences. All non-ISO endorsements amending policy coverage shall be executed by a licensed and authorized agent or broker. Upon request of CITY, VENDOR shall immediately furnish CITY with a complete copy of any insurance policy required under this Agreement, including all endorsements, with said copy certified by the underwriter to be a true and correct copy of the original policy. This requirement shall survive expiration or termination of this Agreement. All subcontractors working under the direction of VENDOR shall also be required to provide all documents noted herein.

SUBCONTRACTORS

If VENDOR subcontracts any or all of the services to be performed under this Agreement, VENDOR shall require, at the discretion of the CITY Risk Manager or designee, subcontractor(s) to enter into a separate Side Agreement with the City to provide required indemnification and insurance protection. Any required Side Agreement(s) and associated insurance documents for the subcontractor must be reviewed and preapproved by CITY Risk Manager or designee. If no Side Agreement is required, VENDOR will be solely responsible for ensuring that it's subcontractors maintain insurance coverage at levels no less than those required by applicable law and is customary in the relevant industry.

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Sourcewell

Solicitation Number: RFP #010424

CONTRACT

This Contract is between Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 (Sourcewell) and L.N. Curtis & Sons, 185 Lennon Lane, Suite 110, Walnut Creek, CA 94598 (Supplier).

Sourcewell is a State of Minnesota local government unit and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) that offers cooperative procurement solutions to government entities. Participation is open to eligible federal, state/province, and municipal governmental entities, higher education, K-12 education, nonprofit, tribal government, and other public entities located in the United States and Canada. Sourcewell issued a public solicitation for Firefighting Personal Protective Equipment with Related Equipment Cleaning from which Supplier was awarded a contract.

Supplier desires to contract with Sourcewell to provide equipment, products, or services to Sourcewell and the entities that access Sourcewell's cooperative purchasing contracts (Participating Entities).

1. TERM OF CONTRACT

A. EFFECTIVE DATE. This Contract is effective upon the date of the final signature below.

EXPIRATION DATE AND EXTENSION. This Contract expires March 27, 2028, unless it is cancelled sooner pursuant to Article 22. This Contract allows up to three additional one-year extensions upon the request of Sourcewell and written agreement by Supplier. Sourcewell retains the right to consider additional extensions beyond seven years as required under exceptional circumstances.

B. SURVIVAL OF TERMS. Notwithstanding any expiration or termination of this Contract, all payment obligations incurred prior to expiration or termination will survive, as will the following: Articles 11 through 14 survive the expiration or cancellation of this Contract. All other rights will cease upon expiration or termination of this Contract.

2. EQUIPMENT, PRODUCTS, OR SERVICES

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A. EQUIPMENT, PRODUCTS, OR SERVICES. Supplier will provide the Equipment, Products, or Services as stated in its Proposal submitted under the Solicitation Number listed above. Supplier's Equipment, Products, or Services Proposal (Proposal) is attached and incorporated into this Contract.

All Equipment and Products provided under this Contract must be new and the current model. Supplier may offer close-out or refurbished Equipment or Products if they are clearly indicated in Supplier's product and pricing list. Unless agreed to by the Participating Entities in advance, Equipment or Products must be delivered as operational to the Participating Entity's site.

This Contract offers an indefinite quantity of sales, and while substantial volume is anticipated, sales and sales volume are not guaranteed.

B. WARRANTY. Supplier warrants that all Equipment, Products, and Services furnished are free from liens and encumbrances, and are free from defects in design, materials, and workmanship. In addition, Supplier warrants the Equipment, Products, and Services are suitable for and will perform in accordance with the ordinary use for which they are intended. Supplier's dealers and distributors must agree to assist the Participating Entity in reaching a resolution in any dispute over warranty terms with the manufacturer. Any manufacturer's warranty that extends beyond the expiration of the Supplier's warranty will be passed on to the Participating Entity.

C. DEALERS, DISTRIBUTORS, AND/OR RESELLERS. Upon Contract execution and throughout the Contract term, Supplier must provide to Sourcewell a current means to validate or authenticate Supplier's authorized dealers, distributors, or resellers relative to the Equipment, Products, and Services offered under this Contract, which will be incorporated into this Contract by reference. It is the Supplier's responsibility to ensure Sourcewell receives the most current information.

3. PRICING

All Equipment, Products, or Services under this Contract will be priced at or below the price stated in Supplier's Proposal.

When providing pricing quotes to Participating Entities, all pricing quoted must reflect a Participating Entity's total cost of acquisition. This means that the quoted cost is for delivered Equipment, Products, and Services that are operational for their intended purpose, and includes all costs to the Participating Entity's requested delivery location.

Regardless of the payment method chosen by the Participating Entity, the total cost associated with any purchase option of the Equipment, Products, or Services must always be disclosed in the pricing quote to the applicable Participating Entity at the time of purchase.

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A. SHIPPING AND SHIPPING COSTS. All delivered Equipment and Products must be properly packaged. Damaged Equipment and Products may be rejected. If the damage is not readily apparent at the time of delivery, Supplier must permit the Equipment and Products to be returned within a reasonable time at no cost to Sourcewell or its Participating Entities. Participating Entities reserve the right to inspect the Equipment and Products at a reasonable time after delivery where circumstances or conditions prevent effective inspection of the Equipment and Products at the time of delivery. In the event of the delivery of nonconforming Equipment and Products, the Participating Entity will notify the Supplier as soon as possible and the Supplier will replace nonconforming Equipment and Products with conforming Equipment and Products that are acceptable to the Participating Entity.

Supplier must arrange for and pay for the return shipment on Equipment and Products that arrive in a defective or inoperable condition.

Sourcewell may declare the Supplier in breach of this Contract if the Supplier intentionally delivers substandard or inferior Equipment or Products.

B. SALES TAX. Each Participating Entity is responsible for supplying the Supplier with valid tax-exemption certification(s). When ordering, a Participating Entity must indicate if it is a tax-exempt entity.

C. HOT LIST PRICING. At any time during this Contract, Supplier may offer a specific selection of Equipment, Products, or Services at discounts greater than those listed in the Contract. When Supplier determines it will offer Hot List Pricing, it must be submitted electronically to Sourcewell in a line-item format. Equipment, Products, or Services may be added or removed from the Hot List at any time through a Sourcewell Price and Product Change Form as defined in Article 4 below.

Hot List program and pricing may also be used to discount and liquidate close-out and discontinued Equipment and Products as long as those close-out and discontinued items are clearly identified as such. Current ordering process and administrative fees apply. Hot List Pricing must be published and made available to all Participating Entities.

4. PRODUCT AND PRICING CHANGE REQUESTS

Supplier may request Equipment, Product, or Service changes, additions, or deletions at any time. All requests must be made in writing by submitting a signed Sourcewell Price and Product Change Request Form to the assigned Sourcewell Supplier Development Administrator. This approved form is available from the assigned Sourcewell Supplier Development Administrator. At a minimum, the request must:

- Identify the applicable Sourcewell contract number;

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- Clearly specify the requested change;
- Provide sufficient detail to justify the requested change;
- Individually list all Equipment, Products, or Services affected by the requested change, along with the requested change (e.g., addition, deletion, price change); and
- Include a complete restatement of pricing documentation in Microsoft Excel with the effective date of the modified pricing, or product addition or deletion. The new pricing restatement must include all Equipment, Products, and Services offered, even for those items where pricing remains unchanged.

A fully executed Sourcewell Price and Product Change Request Form will become an amendment to this Contract and will be incorporated by reference.

5. PARTICIPATION, CONTRACT ACCESS, AND PARTICIPATING ENTITY REQUIREMENTS

A. PARTICIPATION. Sourcewell's cooperative contracts are available and open to public and nonprofit entities across the United States and Canada; such as federal, state/province, municipal, K-12 and higher education, tribal government, and other public entities.

The benefits of this Contract should be available to all Participating Entities that can legally access the Equipment, Products, or Services under this Contract. A Participating Entity's authority to access this Contract is determined through its cooperative purchasing, interlocal, or joint powers laws. Any entity accessing benefits of this Contract will be considered a Service Member of Sourcewell during such time of access. Supplier understands that a Participating Entity's use of this Contract is at the Participating Entity's sole convenience and Participating Entities reserve the right to obtain like Equipment, Products, or Services from any other source.

Supplier is responsible for familiarizing its sales and service forces with Sourcewell contract use eligibility requirements and documentation and will encourage potential participating entities to join Sourcewell. Sourcewell reserves the right to add and remove Participating Entities to its roster during the term of this Contract.

B. PUBLIC FACILITIES. Supplier's employees may be required to perform work at government-owned facilities, including schools. Supplier's employees and agents must conduct themselves in a professional manner while on the premises, and in accordance with Participating Entity policies and procedures, and all applicable laws.

6. PARTICIPATING ENTITY USE AND PURCHASING

A. ORDERS AND PAYMENT. To access the contracted Equipment, Products, or Services under this Contract, a Participating Entity must clearly indicate to Supplier that it intends to access this Contract; however, order flow and procedure will be developed jointly between Sourcewell and Supplier. Typically, a Participating Entity will issue an order directly to Supplier or its authorized

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subsidiary, distributor, dealer, or reseller. If a Participating Entity issues a purchase order, it may use its own forms, but the purchase order should clearly note the applicable Sourcewell contract number. All Participating Entity orders under this Contract must be issued prior to expiration or cancellation of this Contract; however, Supplier performance, Participating Entity payment obligations, and any applicable warranty periods or other Supplier or Participating Entity obligations may extend beyond the term of this Contract.

Supplier's acceptable forms of payment are included in its attached Proposal. Participating Entities will be solely responsible for payment and Sourcewell will have no liability for any unpaid invoice of any Participating Entity.

B. ADDITIONAL TERMS AND CONDITIONS/PARTICIPATING ADDENDUM. Additional terms and conditions to a purchase order, or other required transaction documentation, may be negotiated between a Participating Entity and Supplier, such as job or industry-specific requirements, legal requirements (e.g., affirmative action or immigration status requirements), or specific local policy requirements. Some Participating Entities may require the use of a Participating Addendum, the terms of which will be negotiated directly between the Participating Entity and the Supplier or its authorized dealers, distributors, or resellers, as applicable. Any negotiated additional terms and conditions must never be less favorable to the Participating Entity than what is contained in this Contract.

C. SPECIALIZED SERVICE REQUIREMENTS. In the event that the Participating Entity requires service or specialized performance requirements not addressed in this Contract (such as e-commerce specifications, specialized delivery requirements, or other specifications and requirements), the Participating Entity and the Supplier may enter into a separate, standalone agreement, apart from this Contract. Sourcewell, including its agents and employees, will not be made a party to a claim for breach of such agreement.

D. TERMINATION OF ORDERS. Participating Entities may terminate an order, in whole or in part, immediately upon notice to Supplier in the event of any of the following events:

1. The Participating Entity fails to receive funding or appropriation from its governing body at levels sufficient to pay for the equipment, products, or services to be purchased; or
2. Federal, state, or provincial laws or regulations prohibit the purchase or change the Participating Entity's requirements.

E. GOVERNING LAW AND VENUE. The governing law and venue for any action related to a Participating Entity's order will be determined by the Participating Entity making the purchase.

7. CUSTOMER SERVICE

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A. PRIMARY ACCOUNT REPRESENTATIVE. Supplier will assign an Account Representative to Sourcewell for this Contract and must provide prompt notice to Sourcewell if that person is changed. The Account Representative will be responsible for:

- Maintenance and management of this Contract;
- Timely response to all Sourcewell and Participating Entity inquiries; and
- Business reviews to Sourcewell and Participating Entities, if applicable.

B. BUSINESS REVIEWS. Supplier must perform a minimum of one business review with Sourcewell per contract year. The business review will cover sales to Participating Entities, pricing and contract terms, administrative fees, sales data reports, performance issues, supply issues, customer issues, and any other necessary information.

8. REPORT ON CONTRACT SALES ACTIVITY AND ADMINISTRATIVE FEE PAYMENT

A. CONTRACT SALES ACTIVITY REPORT. Each calendar quarter, Supplier must provide a contract sales activity report (Report) to the Sourcewell Supplier Development Administrator assigned to this Contract. Reports are due no later than 45 days after the end of each calendar quarter. A Report must be provided regardless of the number or amount of sales during that quarter (i.e., if there are no sales, Supplier must submit a report indicating no sales were made).

The Report must contain the following fields:

- Participating Entity Name (e.g., City of Staples Highway Department);
- Participating Entity Physical Street Address;
- Participating Entity City;
- Participating Entity State/Province;
- Participating Entity Zip/Postal Code;
- Participating Entity Contact Name;
- Participating Entity Contact Email Address;
- Participating Entity Contact Telephone Number;
- Sourcewell Assigned Entity/Participating Entity Number;
- Item Purchased Description;
- Item Purchased Price;
- Sourcewell Administrative Fee Applied; and
- Date Purchase was invoiced/sale was recognized as revenue by Supplier.

B. ADMINISTRATIVE FEE. In consideration for the support and services provided by Sourcewell, the Supplier will pay an administrative fee to Sourcewell on all Equipment, Products, and Services provided to Participating Entities. The Administrative Fee must be included in, and not added to, the pricing. Supplier may not charge Participating Entities more than the contracted

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price to offset the Administrative Fee.

The Supplier will submit payment to Sourcewell for the percentage of administrative fee stated in the Proposal multiplied by the total sales of all Equipment, Products, and Services purchased by Participating Entities under this Contract during each calendar quarter. Payments should note the Supplier's name and Sourcewell-assigned contract number in the memo; and must be mailed to the address above "Attn: Accounts Receivable" or remitted electronically to Sourcewell's banking institution per Sourcewell's Finance department instructions. Payments must be received no later than 45 calendar days after the end of each calendar quarter.

Supplier agrees to cooperate with Sourcewell in auditing transactions under this Contract to ensure that the administrative fee is paid on all items purchased under this Contract.

In the event the Supplier is delinquent in any undisputed administrative fees, Sourcewell reserves the right to cancel this Contract and reject any proposal submitted by the Supplier in any subsequent solicitation. In the event this Contract is cancelled by either party prior to the Contract's expiration date, the administrative fee payment will be due no more than 30 days from the cancellation date.

9. AUTHORIZED REPRESENTATIVE

Sourcewell's Authorized Representative is its Chief Procurement Officer.

Supplier's Authorized Representative is the person named in the Supplier's Proposal. If Supplier's Authorized Representative changes at any time during this Contract, Supplier must promptly notify Sourcewell in writing.

10. AUDIT, ASSIGNMENT, AMENDMENTS, WAIVER, AND CONTRACT COMPLETE

A. AUDIT. Pursuant to Minnesota Statutes Section 16C.05, subdivision 5, the books, records, documents, and accounting procedures and practices relevant to this Contract are subject to examination by Sourcewell or the Minnesota State Auditor for a minimum of six years from the end of this Contract. This clause extends to Participating Entities as it relates to business conducted by that Participating Entity under this Contract.

B. ASSIGNMENT. Neither party may assign or otherwise transfer its rights or obligations under this Contract without the prior written consent of the other party and a fully executed assignment agreement. Such consent will not be unreasonably withheld. Any prohibited assignment will be invalid.

C. AMENDMENTS. Any amendment to this Contract must be in writing and will not be effective until it has been duly executed by the parties.

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D. WAIVER. Failure by either party to take action or assert any right under this Contract will not be deemed a waiver of such right in the event of the continuation or repetition of the circumstances giving rise to such right. Any such waiver must be in writing and signed by the parties.

E. CONTRACT COMPLETE. This Contract represents the complete agreement between the parties. No other understanding regarding this Contract, whether written or oral, may be used to bind either party. For any conflict between the attached Proposal and the terms set out in Articles 1-22 of this Contract, the terms of Articles 1-22 will govern.

F. RELATIONSHIP OF THE PARTIES. The relationship of the parties is one of independent contractors, each free to exercise judgment and discretion with regard to the conduct of their respective businesses. This Contract does not create a partnership, joint venture, or any other relationship such as master-servant, or principal-agent.

11. INDEMNITY AND HOLD HARMLESS

Supplier must indemnify, defend, save, and hold Sourcewell and its Participating Entities, including their agents and employees, harmless from any claims or causes of action, including attorneys' fees incurred by Sourcewell or its Participating Entities, arising out of any act or omission in the performance of this Contract by the Supplier or its agents or employees; this indemnification includes injury or death to person(s) or property alleged to have been caused by some defect in the Equipment, Products, or Services under this Contract to the extent the Equipment, Product, or Service has been used according to its specifications. Sourcewell's responsibility will be governed by the State of Minnesota's Tort Liability Act (Minnesota Statutes Chapter 466) and other applicable law.

12. GOVERNMENT DATA PRACTICES

Supplier and Sourcewell must comply with the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, as it applies to all data provided by or provided to Sourcewell under this Contract and as it applies to all data created, collected, received, maintained, or disseminated by the Supplier under this Contract.

13. INTELLECTUAL PROPERTY, PUBLICITY, MARKETING, AND ENDORSEMENT

A. INTELLECTUAL PROPERTY

1. *Grant of License.* During the term of this Contract:

    a. Sourcewell grants to Supplier a royalty-free, worldwide, non-exclusive right and license to use the trademark(s) provided to Supplier by Sourcewell in advertising and promotional materials for the purpose of marketing Sourcewell's relationship with Supplier.

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b. Supplier grants to Sourcewell a royalty-free, worldwide, non-exclusive right and license to use Supplier's trademarks in advertising and promotional materials for the purpose of marketing Supplier's relationship with Sourcewell.

2. *Limited Right of Sublicense*. The right and license granted herein includes a limited right of each party to grant sublicenses to their respective subsidiaries, distributors, dealers, resellers, marketing representatives, and agents (collectively "Permitted Sublicensees") in advertising and promotional materials for the purpose of marketing the Parties' relationship to Participating Entities. Any sublicense granted will be subject to the terms and conditions of this Article. Each party will be responsible for any breach of this Article by any of their respective sublicensees.

3. *Use; Quality Control.*

a. Neither party may alter the other party's trademarks from the form provided and must comply with removal requests as to specific uses of its trademarks or logos.

b. Each party agrees to use, and to cause its Permitted Sublicensees to use, the other party's trademarks only in good faith and in a dignified manner consistent with such party's use of the trademarks. Upon written notice to the breaching party, the breaching party has 30 days of the date of the written notice to cure the breach or the license will be terminated.

4. *Termination*. Upon the termination of this Contract for any reason, each party, including Permitted Sublicensees, will have 30 days to remove all Trademarks from signage, websites, and the like bearing the other party's name or logo (excepting Sourcewell's pre-printed catalog of suppliers which may be used until the next printing). Supplier must return all marketing and promotional materials, including signage, provided by Sourcewell, or dispose of it according to Sourcewell's written directions.

B. PUBLICITY. Any publicity regarding the subject matter of this Contract must not be released without prior written approval from the Authorized Representatives. Publicity includes notices, informational pamphlets, press releases, research, reports, signs, and similar public notices prepared by or for the Supplier individually or jointly with others, or any subcontractors, with respect to the program, publications, or services provided resulting from this Contract.

C. MARKETING. Any direct advertising, marketing, or offers with Participating Entities must be approved by Sourcewell. Send all approval requests to the Sourcewell Supplier Development Administrator assigned to this Contract.

D. ENDORSEMENT. The Supplier must not claim that Sourcewell endorses its Equipment, Products, or Services.

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14. GOVERNING LAW, JURISDICTION, AND VENUE

The substantive and procedural laws of the State of Minnesota will govern this Contract. Venue for all legal proceedings arising out of this Contract, or its breach, must be in the appropriate state court in Todd County, Minnesota or federal court in Fergus Falls, Minnesota.

15. FORCE MAJEURE

Neither party to this Contract will be held responsible for delay or default caused by acts of God or other conditions that are beyond that party's reasonable control. A party defaulting under this provision must provide the other party prompt written notice of the default.

16. SEVERABILITY

If any provision of this Contract is found by a court of competent jurisdiction to be illegal, unenforceable, or void then both parties will be relieved from all obligations arising from that provision. If the remainder of this Contract is capable of being performed, it will not be affected by such determination or finding and must be fully performed.

17. PERFORMANCE, DEFAULT, AND REMEDIES

A. PERFORMANCE. During the term of this Contract, the parties will monitor performance and address unresolved contract issues as follows:

1. *Notification.* The parties must promptly notify each other of any known dispute and work in good faith to resolve such dispute within a reasonable period of time. If necessary, Sourcewell and the Supplier will jointly develop a short briefing document that describes the issue(s), relevant impact, and positions of both parties.
2. *Escalation.* If parties are unable to resolve the issue in a timely manner, as specified above, either Sourcewell or Supplier may escalate the resolution of the issue to a higher level of management. The Supplier will have 30 calendar days to cure an outstanding issue.
3. *Performance while Dispute is Pending*. Notwithstanding the existence of a dispute, the Supplier must continue without delay to carry out all of its responsibilities under the Contract that are not affected by the dispute. If the Supplier fails to continue without delay to perform its responsibilities under the Contract, in the accomplishment of all undisputed work, the Supplier will bear any additional costs incurred by Sourcewell and/or its Participating Entities as a result of such failure to proceed.

B. DEFAULT AND REMEDIES. Either of the following constitutes cause to declare this Contract, or any Participating Entity order under this Contract, in default:

1. Nonperformance of contractual requirements, or
2. A material breach of any term or condition of this Contract.

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The party claiming default must provide written notice of the default, with 30 calendar days to cure the default. Time allowed for cure will not diminish or eliminate any liability for liquidated or other damages. If the default remains after the opportunity for cure, the non-defaulting party may:

- Exercise any remedy provided by law or equity, or
- Terminate the Contract or any portion thereof, including any orders issued against the Contract.

18. INSURANCE

A. REQUIREMENTS. At its own expense, Supplier must maintain insurance policy(ies) in effect at all times during the performance of this Contract with insurance company(ies) licensed or authorized to do business in the State of Minnesota having an "AM BEST" rating of A- or better, with coverage and limits of insurance not less than the following:

1. *Workers' Compensation and Employer's Liability.*
Workers' Compensation: As required by any applicable law or regulation.
Employer's Liability Insurance: must be provided in amounts not less than listed below:
Minimum limits:
$500,000 each accident for bodily injury by accident
$500,000 policy limit for bodily injury by disease
$500,000 each employee for bodily injury by disease

2. *Commercial General Liability Insurance.* Supplier will maintain insurance covering its operations, with coverage on an occurrence basis, and must be subject to terms no less broad than the Insurance Services Office ("ISO") Commercial General Liability Form CG0001 (2001 or newer edition), or equivalent. At a minimum, coverage must include liability arising from premises, operations, bodily injury and property damage, independent contractors, products-completed operations including construction defect, contractual liability, blanket contractual liability, and personal injury and advertising injury. All required limits, terms and conditions of coverage must be maintained during the term of this Contract.
Minimum Limits:
$1,000,000 each occurrence Bodily Injury and Property Damage
$1,000,000 Personal and Advertising Injury
$2,000,000 aggregate for products liability-completed operations
$2,000,000 general aggregate

3. *Commercial Automobile Liability Insurance.* During the term of this Contract, Supplier will maintain insurance covering all owned, hired, and non-owned automobiles in limits of liability not less than indicated below. The coverage must be subject to terms

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no less broad than ISO Business Auto Coverage Form CA 0001 (2010 edition or newer), or equivalent.

Minimum Limits:
$1,000,000 each accident, combined single limit

4. *Umbrella Insurance*. During the term of this Contract, Supplier will maintain umbrella coverage over Employer's Liability, Commercial General Liability, and Commercial Automobile.

Minimum Limits:
$2,000,000

5. *Professional/Technical, Errors and Omissions, and/or Miscellaneous Professional Liability*. During the term of this Contract, Supplier will maintain coverage for all claims the Supplier may become legally obligated to pay resulting from any actual or alleged negligent act, error, or omission related to Supplier's professional services required under this Contract.

Minimum Limits:
$2,000,000 per claim or event
$2,000,000 – annual aggregate

6. *Network Security and Privacy Liability Insurance*. During the term of this Contract, Supplier will maintain coverage for network security and privacy liability. The coverage may be endorsed on another form of liability coverage or written on a standalone policy. The insurance must cover claims which may arise from failure of Supplier's security resulting in, but not limited to, computer attacks, unauthorized access, disclosure of not public data – including but not limited to, confidential or private information, transmission of a computer virus, or denial of service.

Minimum limits:
$2,000,000 per occurrence
$2,000,000 annual aggregate

Failure of Supplier to maintain the required insurance will constitute a material breach entitling Sourcewell to immediately terminate this Contract for default.

B. CERTIFICATES OF INSURANCE. Prior to commencing under this Contract, Supplier must furnish to Sourcewell a certificate of insurance, as evidence of the insurance required under this Contract. Prior to expiration of the policy(ies), renewal certificates must be mailed to Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 or sent to the Sourcewell Supplier Development Administrator assigned to this Contract. The certificates must be signed by a person authorized by the insurer(s) to bind coverage on their behalf.

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Failure to request certificates of insurance by Sourcewell, or failure of Supplier to provide certificates of insurance, in no way limits or relieves Supplier of its duties and responsibilities in this Contract.

C. ADDITIONAL INSURED ENDORSEMENT AND PRIMARY AND NON-CONTRIBUTORY INSURANCE CLAUSE. Supplier agrees to list Sourcewell and its Participating Entities, including their officers, agents, and employees, as an additional insured under the Supplier's commercial general liability insurance policy with respect to liability arising out of activities, "operations," or "work" performed by or on behalf of Supplier, and products and completed operations of Supplier. The policy provision(s) or endorsement(s) must further provide that coverage is primary and not excess over or contributory with any other valid, applicable, and collectible insurance or self-insurance in force for the additional insureds.

D. WAIVER OF SUBROGATION. Supplier waives and must require (by endorsement or otherwise) all its insurers to waive subrogation rights against Sourcewell and other additional insureds for losses paid under the insurance policies required by this Contract or other insurance applicable to the Supplier or its subcontractors. The waiver must apply to all deductibles and/or self-insured retentions applicable to the required or any other insurance maintained by the Supplier or its subcontractors. Where permitted by law, Supplier must require similar written express waivers of subrogation and insurance clauses from each of its subcontractors.

E. UMBRELLA/EXCESS LIABILITY/SELF-INSURED RETENTION. The limits required by this Contract can be met by either providing a primary policy or in combination with umbrella/excess liability policy(ies), or self-insured retention.

19. COMPLIANCE

A. LAWS AND REGULATIONS. All Equipment, Products, or Services provided under this Contract must comply fully with applicable federal laws and regulations, and with the laws in the states and provinces in which the Equipment, Products, or Services are sold.

B. LICENSES. Supplier must maintain a valid and current status on all required federal, state/provincial, and local licenses, bonds, and permits required for the operation of the business that the Supplier conducts with Sourcewell and Participating Entities.

20. BANKRUPTCY, DEBARMENT, OR SUSPENSION CERTIFICATION

Supplier certifies and warrants that it is not in bankruptcy or that it has previously disclosed in writing certain information to Sourcewell related to bankruptcy actions. If at any time during this Contract Supplier declares bankruptcy, Supplier must immediately notify Sourcewell in writing.

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Supplier certifies and warrants that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota; the United States federal government or the Canadian government, as applicable; or any Participating Entity. Supplier certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this Contract. Supplier further warrants that it will provide immediate written notice to Sourcewell if this certification changes at any time.

21. PROVISIONS FOR NON-UNITED STATES FEDERAL ENTITY PROCUREMENTS UNDER UNITED STATES FEDERAL AWARDS OR OTHER AWARDS

Participating Entities that use United States federal grant or FEMA funds to purchase goods or services from this Contract may be subject to additional requirements including the procurement standards of the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, 2 C.F.R. § 200. Participating Entities may have additional requirements based on specific funding source terms or conditions. Within this Article, all references to "federal" should be interpreted to mean the United States federal government. The following list only applies when a Participating Entity accesses Supplier's Equipment, Products, or Services with United States federal funds.

A. EQUAL EMPLOYMENT OPPORTUNITY. Except as otherwise provided under 41 C.F.R. § 60, all contracts that meet the definition of "federally assisted construction contract" in 41 C.F.R. § 60-1.3 must include the equal opportunity clause provided under 41 C.F.R. §60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 C.F.R. §, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing regulations at 41 C.F.R. § 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor." The equal opportunity clause is incorporated herein by reference.

B. DAVIS-BACON ACT, AS AMENDED (40 U.S.C. § 3141-3148). When required by federal program legislation, all prime construction contracts in excess of $2,000 awarded by non-federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. § 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 C.F.R. § 5, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-federal entity must report all suspected or reported violations to the federal awarding agency. The contracts must also include a provision for compliance with

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the Copeland “Anti-Kickback” Act (40 U.S.C. § 3145), as supplemented by Department of Labor regulations (29 C.F.R. § 3, “Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States”). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-federal entity must report all suspected or reported violations to the federal awarding agency. Supplier must be in compliance with all applicable Davis-Bacon Act provisions.

C. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT (40 U.S.C. § 3701-3708). Where applicable, all contracts awarded by the non-federal entity in excess of $100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. §§ 3702 and 3704, as supplemented by Department of Labor regulations (29 C.F.R. § 5). Under 40 U.S.C. § 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence. This provision is hereby incorporated by reference into this Contract. Supplier certifies that during the term of an award for all contracts by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

D. RIGHTS TO INVENTIONS MADE UNDER A CONTRACT OR AGREEMENT. If the federal award meets the definition of “funding agreement” under 37 C.F.R. § 401.2(a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that “funding agreement,” the recipient or subrecipient must comply with the requirements of 37 C.F.R. § 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency. Supplier certifies that during the term of an award for all contracts by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

E. CLEAN AIR ACT (42 U.S.C. § 7401-7671Q.) AND THE FEDERAL WATER POLLUTION CONTROL ACT (33 U.S.C. § 1251-1387). Contracts and subgrants of amounts in excess of $150,000 require the non-federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. § 7401- 7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251- 1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).

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Supplier certifies that during the term of this Contract will comply with applicable requirements as referenced above.

F. DEBARMENT AND SUSPENSION (EXECUTIVE ORDERS 12549 AND 12689). A contract award (see 2 C.F.R. § 180.220) must not be made to parties listed on the government wide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 C.F.R. §180 that implement Executive Orders 12549 (3 C.F.R. § 1986 Comp., p. 189) and 12689 (3 C.F.R. § 1989 Comp., p. 235), "Debarment and Suspension." SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549. Supplier certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation by any federal department or agency.

G. BYRD ANTI-LOBBYING AMENDMENT, AS AMENDED (31 U.S.C. § 1352). Suppliers must file any required certifications. Suppliers must not have used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Suppliers must disclose any lobbying with non-federal funds that takes place in connection with obtaining any federal award. Such disclosures are forwarded from tier to tier up to the non-federal award. Suppliers must file all certifications and disclosures required by, and otherwise comply with, the Byrd Anti-Lobbying Amendment (31 U.S.C. § 1352).

H. RECORD RETENTION REQUIREMENTS. To the extent applicable, Supplier must comply with the record retention requirements detailed in 2 C.F.R. § 200.333. The Supplier further certifies that it will retain all records as required by 2 C.F.R. § 200.333 for a period of 3 years after grantees or subgrantees submit final expenditure reports or quarterly or annual financial reports, as applicable, and all other pending matters are closed.

I. ENERGY POLICY AND CONSERVATION ACT COMPLIANCE. To the extent applicable, Supplier must comply with the mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

J. BUY AMERICAN PROVISIONS COMPLIANCE. To the extent applicable, Supplier must comply with all applicable provisions of the Buy American Act. Purchases made in accordance with the Buy American Act must follow the applicable procurement rules calling for free and open competition.

K. ACCESS TO RECORDS (2 C.F.R. § 200.336). Supplier agrees that duly authorized representatives of a federal agency must have access to any books, documents, papers and

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records of Supplier that are directly pertinent to Supplier's discharge of its obligations under this Contract for the purpose of making audits, examinations, excerpts, and transcriptions. The right also includes timely and reasonable access to Supplier's personnel for the purpose of interview and discussion relating to such documents.

L. PROCUREMENT OF RECOVERED MATERIALS (2 C.F.R. § 200.322). A non-federal entity that is a state agency or agency of a political subdivision of a state and its contractors must comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 C.F.R. § 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds $10,000 or the value of the quantity acquired during the preceding fiscal year exceeded $10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

M. FEDERAL SEAL(S), LOGOS, AND FLAGS. The Supplier cannot use the seal(s), logos, crests, or reproductions of flags or likenesses of Federal agency officials without specific pre-approval.

N. NO OBLIGATION BY FEDERAL GOVERNMENT. The U.S. federal government is not a party to this Contract or any purchase by a Participating Entity and is not subject to any obligations or liabilities to the Participating Entity, Supplier, or any other party pertaining to any matter resulting from the Contract or any purchase by an authorized user.

O. PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS. The Contractor acknowledges that 31 U.S.C. 38 (Administrative Remedies for False Claims and Statements) applies to the Supplier's actions pertaining to this Contract or any purchase by a Participating Entity.

P. FEDERAL DEBT. The Supplier certifies that it is non-delinquent in its repayment of any federal debt. Examples of relevant debt include delinquent payroll and other taxes, audit disallowance, and benefit overpayments.

Q. CONFLICTS OF INTEREST. The Supplier must notify the U.S. Office of General Services, Sourcewell, and Participating Entity as soon as possible if this Contract or any aspect related to the anticipated work under this Contract raises an actual or potential conflict of interest (as described in 2 C.F.R. Part 200). The Supplier must explain the actual or potential conflict in writing in sufficient detail so that the U.S. Office of General Services, Sourcewell, and Participating Entity are able to assess the actual or potential conflict; and provide any additional information as necessary or requested.

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R. U.S. EXECUTIVE ORDER 13224. The Supplier, and its subcontractors, must comply with U.S. Executive Order 13224 and U.S. Laws that prohibit transactions with and provision of resources and support to individuals and organizations associated with terrorism.

S. PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT. To the extent applicable, Supplier certifies that during the term of this Contract it will comply with applicable requirements of 2 C.F.R. § 200.216.

T. DOMESTIC PREFERENCES FOR PROCUREMENTS. To the extent applicable, Supplier certifies that during the term of this Contract will comply with applicable requirements of 2 C.F.R. § 200.322.

22. CANCELLATION

Sourcewell or Supplier may cancel this Contract at any time, with or without cause, upon 60 days' written notice to the other party. However, Sourcewell may cancel this Contract immediately upon discovery of a material defect in any certification made in Supplier's Proposal. Cancellation of this Contract does not relieve either party of financial, product, or service obligations incurred or accrued prior to cancellation.

Sourcewell	L.N. Curtis & Sons
DocuSigned by: Jeremy Schwartz C0FD2A139D06489...	DocuSigned by: Angela Mackey 0481CBBDFB8F456...
By: _____	By: _____
Jeremy Schwartz	Angela Mackey
Title: Chief Procurement Officer	Title: Director of Customer Service Fire/Rescue
Date: 4/22/2024 | 1:21 PM CDT	Date: 4/22/2024 | 12:51 PM CDT

RFP 010424 - Firefighting PPE and Related Equipment Cleaning

Vendor Details

Company Name:	L.N. Curtis & sons
Does your company conduct business under any other name? If yes, please state:	Curtis
Address:	185 Lennon Lane Suite 110 Walnut Creek, CA 94598
Contact:	Nick Lawrence
Email:	NLawrence@LNCurtis.com
Phone:	510-499-4112
HST#:	

Submission Details

Created On:	Wednesday January 03, 2024 09:05:40
Submitted On:	Thursday January 04, 2024 16:27:31
Submitted By:	Angela Mackey
Email:	amackey@lncurtis.com
Transaction #:	14b197b7-3225-4ab6-96d0-1d95a169b5fd
Submitter's IP Address:	73.11.118.189

Specifications

Table 1: Proposer Identity & Authorized Representatives

General Instructions (applies to all Tables) Sourcewell prefers a brief but thorough response to each question. Do not merely attach additional documents to your response without also providing a substantive response. Do not leave answers blank; respond “N/A” if the question does not apply to you (preferably with an explanation).

Line Item	Question	Response *	
1	Proposer Legal Name (one legal entity only): (In the event of award, will execute the resulting contract as "Supplier")	L.N. Curtis & sons (Curtis)	*
2	Identify all subsidiary entities of the Proposer whose equipment, products, or services are included in the Proposal.	N/A	*
3	Identify all applicable assumed names or DBA names of the Proposer or Proposer's subsidiaries in Line 1 or Line 2 above.	Curtis / L.N. Curtis / LNCurtis	*
4	Provide your CAGE code or Unique Entity Identifier (SAM):	5E720	*
5	Proposer Physical Address:	185 Lennon Lane, Suite 110 Walnut Creek, CA 94598	*
6	Proposer website address (or addresses):	https://lncurtis.com/	*
7	Proposer's Authorized Representative (name, title, address, email address & phone) (The representative must have authority to sign the “Proposer’s Assurance of Compliance” on behalf of the Proposer and, in the event of award, will be expected to execute the resulting contract):	Angela Mackey, Director of Customer Service Fire/Rescue 185 Lennon Lane, Suite 110 Walnut Creek, CA 94598 AMackey@LNCurtis.com | 206-305-4057	*
8	Proposer's primary contact for this proposal (name, title, address, email address & phone):	Angela Mackey, Director of Customer Service Fire/Rescue 185 Lennon Lane, Suite 110 Walnut Creek, CA 94598 AMackey@LNCurtis.com | 206-305-4057	*
9	Proposer's other contacts for this proposal, if any (name, title, address, email address & phone):	Jeff Curtis, Vice President 185 Lennon Lane, Suite 110 Walnut Creek, CA 94598 JCurtis@LNCurtis.com | 510-268-3325	

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Table 2: Company Information and Financial Strength

Line Item	Question	Response *	
10	Provide a brief history of your company, including your company's core values, business philosophy, and industry longevity related to the requested equipment, products or services.	Our values have remained as our foundation through 95 years of successfully supporting emergency responders: Quality, Service, Integrity and Caring. Curtis is a company whose principal product is service; whose principal resource is people; and, whose principal purpose is to be a distinguished leader in the field of supplying firefighting, search & rescue, safety, HAZMAT and emergency products/services. The company and its employees are proud to be associated with America's emergency responders; our country's bravest and best. Since 1929, Curtis has been delivering exceptional customer service and a comprehensive line of firefighting and emergency products and services to local, state, and federal agencies throughout the United States and to various U.S. Government agencies located worldwide.	*
11	What are your company's expectations in the event of an award?	In the event of an award, Curtis will maintain the highest level of customer service for Sourcewell's members by delivering exceptional customer service and a comprehensive line of firefighting and emergency products and services to local, state, and federal agencies throughout the United States and to various U.S. Government agencies locate worldwide. Curtis will maintain the existing high level of customer service as a premier provider for equipment to first responders. This will be done by fulfilling customer requirements, accurately, timely and with significant value. Curtis expects to make the ensuing contract very valuable to Sourcewell and to the membership. Curtis expects to make a fair profit and will maintain the existing high level of customer service we've been providing to Sourcewell member agencies under current contract 032620 since 2020.	*
12	Demonstrate your financial strength and stability with meaningful data. This could include such items as financial statements, SEC filings, credit and bond ratings, letters of credit, and detailed reference letters. Upload supporting documents (as applicable) in the document upload section of your response.	Please refer to the attached document "Curtis Financial Statements 12312023"	*
13	What is your US market share for the solutions that you are proposing?	For our primary market which is the Western 13 states, we have anywhere from a 30% market share to a 60% market share, depending on the segment or product category.	*
14	What is your Canadian market share for the solutions that you are proposing?	Curtis does not sell into the Canadian market at this time.	*
15	Has your business ever petitioned for bankruptcy protection? If so, explain in detail.	Curtis has never petitioned or entered into bankruptcy protection.	*
16	How is your organization best described: is it a manufacturer, a distributor/dealer/reseller, or a service provider? Answer whichever question (either a) or b) just below) best applies to your organization. a) If your company is best described as a distributor/dealer/reseller (or similar entity), provide your written authorization to act as a distributor/dealer/reseller for the manufacturer of the products proposed in this RFP. If applicable, is your dealer network independent or company owned? b) If your company is best described as a manufacturer or service provider, describe your relationship with your sales and service force and with your dealer network in delivering the products and services proposed in this RFP. Are these individuals your employees, or the employees of a third party?	a) Curtis is a distributor/dealer/reseller for all brands and models that are included in this proposal. Curtis has a Service Provider business unit that specializes in PPE Care & Maintenance. A five-facility operation, provides inspection, cleaning, and repair services of personal protective equipment to all National Fire Protection Association (NFPA) standards. Please note that written authorization from our manufacturers is available on request.	*
17	If applicable, provide a detailed explanation outlining the licenses and certifications that are both required to be held, and actually held, by your organization (including third parties and subcontractors that you use) in pursuit of the business contemplated by this RFP.	Curtis holds a license to conduct business in the thirteen Western States, with 12 facilities spread throughout Washington, Oregon, Colorado, Utah, Arizona, Idaho, Nevada, and California.	*
18	Describe your compliance with applicable national standards for the products and/or equipment offered in your proposal, such as: National Fire Protection Association (NFPA), Occupational Safety and Health Administration (OSHA), and American National Standards Institute (ANSI).	All products included in this Curtis proposal comply to the related and associated national standards and industry segment requirements, including NFPA, USFS/NFES, ANSI, ASTM, and 29 Code of Federal Regulations (CFR) 1910 (OSHA).	
19	Provide all "Suspension or Debarment" information that has applied to your organization during the past ten years.	Curtis has never been suspended or excluded (debarred) from participating in any program, contract, or other business opportunity by any customer or group of customers.	*

Table 3: Industry Recognition & Marketplace Success

Line Item	Question	Response *	
20	Describe any relevant industry awards or recognition that your company has received in the past five years	Curtis has received multiple dealer recognition awards from industry manufacturers for high achievement, including from Globe, MSA, Workrite, Hurst, and more.	*
21	What percentage of your sales are to the governmental sector in the past three years	Government/Municipal = 99+%	*
22	What percentage of your sales are to the education sector in the past three years	Education entities comprised less than 1% of total corporate sales.	*
23	List any state, provincial, or cooperative purchasing contracts that you hold. What is the annual sales volume for each of these contracts over the past three years?	Curtis has several cooperative purchasing contracts in place at the state, regional, and national levels. Of note: NPPGov: Sales on these multiple nation-wide contracts have gross sales, on average, of two-million dollars per reporting quarter. Houston-Galveston Area Council: Sales on these multiple nation-wide contracts have gross sales, of on average, approximately ten-thousand dollars per reporting quarter. GSA: Sales on this national/world-wide cooperative, of on average, approximately four-million dollars per year.	*
24	List any GSA contracts or Standing Offers and Supply Arrangements (SOSA) that you hold. What is the annual sales volume for each of these contracts over the past three years?	Curtis is conducting activities in support of our second twenty-year GSA contract (GSA Contract 47QSWA18D009Y). Sales have averaged in excess of four-million dollars, per year.	*

Table 4: References/Testimonials

Line Item 25. Supply reference information from three customers who are eligible to be Sourcewell participating entities.

Entity Name *	Contact Name *	Phone Number *	
Santa Clara Fire Department California	Nicole Gresham Management Analyst	408-615-4944	*
Matsu Borough Fire Department Alaska	Jake Boothby	907-745-4801	*
Fountain Hills Fire Department Arizona	Fire Chief Dave Ott	480-837-9820	*
Santa Fe Springs Fire Department California	Asst. Fire Chief Michael Kozicki	562-944-9713 ex. 3811	

Table 5: Top Five Government or Education Customers

Line Item 26. Provide a list of your top five government, education, or non-profit customers (entity name is optional), including entity type, the state or province the entity is located in, scope of the project(s), size of transaction(s), and dollar volumes from the past three years.

Entity Name	Entity Type *	State / Province *	Scope of Work *	Size of Transactions *	Dollar Volume Past Three Years *	
Defense Logistics Agency (DLA)	Government	Pennsylvania - PA	Provide a wide array of firefighting equipment, tools, and PPE, aircraft/crash rescue, hazardous material response, emergency medical services, homeland security, and domestic preparedness serving a worldwide DoD customer base	Range from a few hundred dollars to a millions of dollars	Averaging approximately twenty-million dollars per years, 2020 - 2023	*
General Services Administration (GSA)	Government	Texas - TX	Provide a wide array of products to include firefighting and rescue equipment, PPE, law enforcement and security equipment, special purpose clothing, and related equipment and services for a world-wide federal agency customer base.	Range from a few hundred dollars to a few thousand dollars	Averaging approximately four-million dollars per year	*
The County of Los Angeles Fire Department	Government	California - CA	Provide a wide array of products to include Firefighting gear, Wildland gear, station PPE.	Averages around $50,000+	Average yearly sales volume totals approximately $2M+	*
Clark County Fire Department	Government	Nevada - NV	Provide a wide array of products to include Firefighting gear, Wildland gear, station PPE, firefighting tools, heavy rescue, and water flow equipment.	Averages around $95,000+	Average yearly sales volume totals approximately $3M+	*
The City of Los Angeles Fire Department	Government	California - CA	Products include firefighting tools, heavy rescue equipment, and water flow equipment.	Averages around $50,000+	Average yearly sales volume totals approximately $2.5M+	*

Table 6: Ability to Sell and Deliver Service

Describe your company's capability to meet the needs of Sourcewell participating entities across the US and Canada, as applicable. Your response should address in detail at least the following areas: locations of your network of sales and service providers, the number of workers (full-time equivalents) involved in each sector, whether these workers are your direct employees (or employees of a third party), and any overlap between the sales and service functions.

Line Item	Question	Response *	

27	Sales force.	The Curtis Operation Center is the primary resource available to our customers for receiving technical and product support and customer service. Curtis' Fire & Emergency Services Operation Centers are located in the following locations: Curtis Walnut Creek Operations Center - Corporate HQ Special Program Office (Programs and Contracts Management) 185 Lennon Lane, Suite 110 Walnut Creek, California 94598 Curtis Intermountain Operations Center - Fulfillment Center 1635 Gramercy Road Salt Lake City, Utah 84101 Curtis Northwest Operations Center 6507 S. 208th Street Kent, Washington 98032 Curtis Pacific North Operations Center 6723 Sierra Court, Suite C Dublin, CA 94568 Curtis Pacific South Operations Center 15523 Carmenita Road Santa Fe Springs, CA 90670 Curtis Southwest Operations Center 4647 South 33rd Street Phoenix, AZ 85040 Curtis PPE Care & Maintenance (Main Facility) 517 West Sunset Road Henderson, NV 89011 Curtis Customer Service will support the Sourcewell Program in several critical areas of sales support who provide face-to-face, in person customer contact for sales and marketing activities; product (technical and sales) information; on-site service activities; and monitoring of customer satisfaction. The sales force is directly supported by 40+ customer service reps and specialists on a daily basis. See attached document "Curtis-Sales-Territories-Map"
28	Dealer network or other distribution methods.	Other than local, regional, national and international shipping companies, Curtis will deploy no additional distribution channel networks.
29	Service force.	In addition to providing significant pre-sales support and services, Curtis deploys teams to provide significant post-sales support to our customer community: • Warehousing & Inventory—logistics management and inventory control specialists who ensure the right parts go to the right customer. • Marketing Specialists—provides educational information and training on a wide array of PPE industry topics; conducts training classes on products and product maintenance and repair procedures; and, offers seminars on specific products and product families and industry-specific standards, specifications and requirements. Areas of expertise include F&ES training, breathing air compressors, personal protective equipment, self-contained breathing apparatus, respirators, rescue tools and equipment, thermal imaging, hydraulics and water flow, and gas detection. • Factory-certified Product Technicians—provides in-house and mobile repair and maintenance services; warranty repairs, and annual, or as requested preventative maintenance. • Personal Protective Equipment and Ensemble Care & Maintenance—A five-facility operation, provides inspection, cleaning, and repair services of personal protective equipment to all National Fire Protection Association (NFPA) standards. • Manufacturer Field and Product Technician Teams-Curtis has access to supplier specialists and technical teams for customer support and education. • CurtisCARE—Curtis provides our customers with training and on-boarding support, inspection, repair and maintenance services for PPE, Rescue Tools, SCBA, Compressors, Small Engine Repair, and other related products.

30	Describe the ordering process. If orders will be handled by distributors, dealers or others, explain the respective roles of the Proposer and others.	Curtis Procedures for Processing Orders Curtis has developed straight forward procedures for order processing. Our order handling procedures are consistently applied to process routine, urgent, and emergency orders, product returns, and discrepant orders. Order processing is fully integrated into our automated distribution software platform (Oracle-NetSuite). This electronic system provides our sales, marketing, purchasing, accounting, and management with real time order status, while tracking inventory and shipping status. ORDERS Delivery order is considered issued upon receipt of order by mail, telephone, or facsimile, email, or on-line. ORDER PROCESSING After an order is received, Curtis uses a simple and consistent series of procedures for processing customer orders. The sourcing determination, made by the Customer Service Manager during the customer purchase order review process, is the primary factor made to determine the specific path to be taken by our staff while processing each individual order (e.g., ship from a Curtis warehouse; ship direct from the manufacturer; consolidate at a Curtis warehouse [bills-of-material orders]). ORDER SCHEDULING & DELIVERY Order scheduling at Curtis is based upon one of two customer requirements. Curtis' typical commercial customer requests product delivery per product availability as specified by the supplier. Or the customer specifies a required delivery date. Curtis accommodates both scheduling requirements efficiently and effectively using our distribution software and consistent status reviews of all active orders. ORDER CONFIRMATION Customer orders are confirmed by Curtis after the Customer Service Manager has reviewed the customer purchase order (customer information, product and quantity requirements, pricing and availability, and the existence of any special requirements from the customer) and entered the order into our enterprise resource planning platform (Oracle-NetSuite). NOT-IN-STOCK CONDITIONS Curtis processes not-in-stock product orders by determining lead times necessary to complete the order, contacting the ordering activity, and advising current lead time of product. At customer preference, Curtis offers alternative in-stock substitute products of equal or higher quality and at equal value for customer consideration. PARTIAL DELIVERY / BACK ORDER PROCEDURES Curtis strives to ship the entire order complete and on time. However, if Curtis is in a low stock position on a particular product and the customer will accept a substitute item and accept a partial delivery, the order will be processed during Curtis' pre-order set-up to ensure that all items possible will be shipped either direct from our supplier or from one of the Curtis warehouses to provide the level of service our customer requests. Back-orders are tracked via the Company's ERP system and reports generated showing "non-fills" until the order is shipped complete. Partial deliveries and back-orders status are provided to the customer on a regular basis until the order is filled. ORDER BILLING Curtis will submit invoices only after receiving assurances that our customer's requirements have been met. Once the order has been shipped complete and all required activities specified within the order have been accomplished, Curtis will submit invoices as required by the order. PAYMENT FOR GOODS RECEIVED Curtis extends payment terms of net thirty (30) days from date of invoice.

31	Describe in detail the process and procedure of your customer service program, if applicable. Include your response-time capabilities and commitments, as well as any incentives that help your providers meet your stated service goals or promises.	Although customer and technical support is available between the hours of 7:00am and 5:00pm, local time, Monday through Friday at each of our Customer Service Operation Centers, Curtis understands that “normal office hours” has lost all real meaning in the global marketplace. Serving a world-wide customer community spanning all time zones, Curtis’ customers contact a company representative in any of several ways, twenty-four hours a day, seven days a week, and three-hundred, sixty-five days a year (24/7/365) to discuss order placement, order tracking, problem resolution, and the myriad of other topics that will arise throughout the term of a business relationship. Curtis’ customers contact company customer sales, service, and technical representatives via telephone, cell phone, email, or facsimile using the contact information listed on our web-site and also included in this section. It is a standard operating procedure that all outside sales representatives and management provide office, cell phone numbers, and email addresses to the company’s customers. This enables Curtis’ customers to contact the company’s sales force directly for sales and service requests 24/7/365. Additionally, using toll-free numbers during “outside-of-normal” business hours or on national holidays, CURTIS representatives are contacted directly or via message service 24/7/365 in order to immediately respond to emergency or non-emergency situations. CURTIS’ representatives will respond to all customer inquiries within 4 hours between the hours of 7am-5pm (local) Monday through Friday or within 24 hours during non-duty hours or national holidays.
32	Describe your ability and willingness to provide your products and services to Sourcewell participating entities in the United States.	Curtis has successfully provided products and services to Sourcewell member agencies under current contract 032620 since 2020. With the sales force detailed in #27 and the service force detailed in #29, Curtis is willing and able to support all Sourcewell users, while maintaining the contract requirements.
33	Describe your ability and willingness to provide your products and services to Sourcewell participating entities in Canada.	Curtis does not sell into the Canadian market at this time.
34	Identify any geographic areas of the United States or Canada that you will NOT be fully serving through the proposed contract.	All products included in this Curtis proposal are available to the membership located in the thirteen Western States of Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada, California, Alaska, Hawaii, and other states as may be acceptable to our manufacturing partners, without limitations. Curtis will, with manufacturer approval on a case-by-case basis, provide products to members, nation-wide.
35	Identify any Sourcewell participating entity sectors (i.e., government, education, not-for-profit) that you will NOT be fully serving through the proposed contract. Explain in detail. For example, does your company have only a regional presence, or do other cooperative purchasing contracts limit your ability to promote another contract?	As previously discussed in #34, all products included in Curtis’ proposal are available to the membership located in the thirteen Western States of Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada, California, Alaska, Hawaii, and other states as may be acceptable to our manufacturing partners, without limitations. Curtis will, with manufacturer approval on a case-by-case basis, provide products to members, nation-wide.
36	Define any specific contract requirements or restrictions that would apply to our participating entities in Hawaii and Alaska and in US Territories.	Shipments to customers located in the continental 48 states, as well as Alaska and Hawaii: FOB: Origin, freight added, or as otherwise required by the customer. List Price less the Brand Discount plus an (estimated) Freight Charge. The customer invoice will include actual freight charges as a separate line item. Note: For those customers who require a delivered price when the quote is prepared, Curtis will follow the same procedure by utilizing available freight calculators to determine quoted freight costs. Curtis will, with manufacturer approval on a case-by-case basis, provide products to members, nation-wide.

Table 7: Marketing Plan

Line Item	Question	Response *
37	Describe your marketing strategy for promoting this contract opportunity. Upload representative samples of your marketing materials (if applicable) in the document upload section of your response.	Curtis’ sales teams will target the areas with the greatest population densities because population densities typically correlate directly with the number of serving firefighters. However, our outside sales and customer service representative teams will also target ALL potential agency participants within the western 13 states as agency near-term procurement plans are identified. Specifically, immediately after the contract award, our marketing department will announce the award on our website and other on-line public forums in which we participate with our customers. Additionally, Curtis’ marketing department will prepare marketing collateral for distribution by our sales teams and through e-blast notifications to targeted customers (customers with near-term, open requirements). This collateral will explain the cooperative purchasing opportunity that is available to our customers through the new contract, and how, using this new contract the public agency may purchase a wide variety of products and services while saving time, manpower, and money. We also offer a commitment to support Sourcewell in marketing campaigns and industry conferences to advertise the cooperative purchasing opportunities made available to the membership and to potential new members via the new contract. Please refer to attached example of a previous Curtis Marketing Plan that was customized to address a specific served-market segment, "Item 32 - Curtis Rescue Tool Marketing Plan."

38	Describe your use of technology and digital data (e.g., social media, metadata usage) to enhance marketing effectiveness.	Curtis recognizes the importance of utilizing technology and digital data to drive marketing effectiveness. Multiple, robust cross-digital marketing programs are already in place and being developed on a regular basis to support Curtis's sales initiatives, brand awareness, and product promotion. Metadata is reviewed to determine potential changes and alternate means to increase the reach and effectiveness of the marketing message in alignment with the program goals. A showcase of Curtis cross-digital program abilities include: • LNCurtis.com Homepage – Main Product Merchandising Space • LNCurtis.com Homepage – Call to Action Banner for Lead Generation • LNCurtis.com – Call to Action Pop-up Modal for Lead Generation • Social Media Posts and Ads • Email Marketing • Industry Website Ads • Search Engine Ads • Search Engine Optimization includes, among other parameters o Keyword Campaigns o Metadata o Rich Content o Backlinking Curtis has a substantial marketing and merchandising team that focuses on maintaining and improving the Curtis online footprint.
39	In your view, what is Sourcewell's role in promoting contracts arising out of this RFP? How will you integrate a Sourcewell-awarded contract into your sales process?	As previously discussed, marketing collateral will be provided to the Curtis Sales Teams during a contract kick-off (K/O) meeting. New contract Kick-Off meetings [virtual or physical presence] are standard operating procedures. Sourcewell Personnel are encouraged to attend these K/O meetings whenever possible to establish relationships with Curtis's personnel and to make sure all necessary information is exchanged. Subjects covered during Curtis' K/O meetings include program / contract introduction and overview; brands, prices and discounts offered; rules of engagement (contract terms and conditions) ; procedures for quotes, order entry and post-sales support; and any other program-specific information that will help the sales force gain understanding of and motivation to exploit the opportunities afforded by the new contract. In our view, Sourcewell can play as large or as small a part as the COOP may desire. Curtis is well versed in conducting successful sales and marketing campaigns and fully expects to "hit the ground" prepared, running, and successful.
40	Are your products or services available through an e-procurement ordering process? If so, describe your e-procurement system and how governmental and educational customers have used it.	Curtis websites offers customers a secure, fast and easy to use online experience featuring a robust product catalog, advantaged search features and product details and specifications to make informed shopping decisions. Curtis also offers Agency online accounts for departments, businesses and special agreements which offer enhanced features of these custom web portals include: • Tax Exempt ordering with appropriate qualifications and approvals • Net 30 Terms with credit approval from LN Curtis & sons • Customer Specific Pricing • Customer Specific product catalog (exclusive to individual or group of customers) • Online Quoting • Quartermaster Ordering – Ability to have order approval processes • User based access – Ability to control who can order, see invoices or create shopping lists • Quick Re-Order at the order and product level • Custom designed shopping lists to make shopping easier by department or team For more details: https://lncurtis.com/agency-accounts/ Curtis+ Program allows customers to maintain a single source allotment or allowance program with Curtis. Manage, track and control allowance-based purchases. For more details: https://lncurtis.com/curtis-plus/

Table 8: Value-Added Attributes

Line Item	Question	Response *

41	Describe any product, equipment, maintenance, or operator training programs that you offer to Sourcewell participating entities. Include details, such as whether training is standard or optional, who provides training, and any costs that apply.	It's not JUST about products! Curtis will provide product familiarization whenever appropriate and can coordinate training from factory certified personnel where appropriate. Curtis has a robust technical service team to support Breathing Air Compressors, SCBA, & Hurst extrication tools. Curtis also operates 6 PPE Care facilities to help customers clean, repair and maintain their turnout gear. Curtis' CurtisCARE Program offers members significant opportunities to receive presales and post-delivery education and other related product support. Curtis' post-delivery services are usually provided as a part of a purchase order coupled with a statement of work (SOW) that Curtis receives from the customer. Curtis often works with the customer to define and develop an appropriate SOW. Often, Curtis provides customer education in equipment use; inspection, repair, maintenance; and safety during deployment at no cost to the member. A sampling of available value-added education, available through our CurtisCARE program, includes: • Complete Personal Protective Equipment (PPE) product education, maintenance, repair, and cleaning services • Complete Self-Contained Breathing Apparatus (SCBA) product education, fit-testing, and maintenance services. • Complete gas detection product education, and maintenance services • Complete rescue tool product education, and maintenance services • Complete breathing air compressor product education, and maintenance services • Complete Firefighting towers and buildings, and Firefighting training-prop product education, and maintenance service CurtisCARE is provided by Curtis' product and service specialists, including service technicians, PPE education specialists, rescue tool education specialists, and several product demonstration vehicles that routinely visit customer sites. An integral part of Curtis' product education involves our outside sales representatives. These professionals provide product education, seminars, and hands-on demonstrations. Additionally, Curtis' suppliers are a valuable and valued asset for product and service education programs.
42	Describe any technological advances, unique design, and/or feature attributes that your proposed products or services offer.	Curtis provides the ability through our state of the art website for agencies to create accounts and receive their co-op pricing online. Allowing the customer to buy on the Sourcewell contract through the medium that works best for them.
43	Describe any "green" initiatives that relate to your company or to your products or services, and include a list of the certifying agency for each.	Curtis understands the importance of continually improving its sustainability and - proactively over the last 10 years - worked to transition what were paper heavy process into paper-less process. Our fulfillment center works to consolidate shipments whenever possible to reduce our burden on the transportation and oil dependence while each of our locations participates in their local recycling programs. Whenever possible and reasonable, we have updated facilities to more energy efficient lighting, water heaters and HVAC equipment. Most recently, Curtis has begun experimenting with Electric Vehicles to see how we can move forward with properly servicing our customers, but also improving our sustainability.
44	Identify any third-party issued eco-labels, ratings or certifications that your company has received for the equipment or products included in your Proposal related to energy efficiency or conservation, life-cycle design (cradle-to-cradle), or other green/sustainability factors.	We look to work closely with manufacturers that have sustainability programs and initiatives.
45	Describe any Women or Minority Business Entity (WMBE), Small Business Entity (SBE), or veteran owned business certifications that your company or hub partners have obtained. Upload documentation of certification (as applicable) in the document upload section of your response.	"As a very competitive small business that successfully competes against larger companies, Curtis is intimately aware that small businesses can often provide faster, more efficient and satisfactory customer-focused support than what is typical of large organizations. Therefore, it is Curtis policy to develop and utilize to the greatest extent possible, suppliers of quality product and services provided by historically underutilized businesses. Small Business, Small Disadvantaged Business, Women-Owned Small Business, Service-Disabled Veteran-Owned Small Business, Veteran-Owned Small Business, Minority-Owned Small Business, and HUBZone Businesses account for an increasing segment of Curtis suppliers. Curtis' goal is to develop and more fully utilize these businesses as suppliers and business partners. Curtis views the programs such as the up-coming Sourcewell Firefighting PPE Program as a platform with which to provide new opportunities to underutilized businesses. However, given the critical life-support functions performed by a majority of the manufacturers in Curtis' proposed product catalog, the ability to source THE BEST and MOST RELIABLE products must take precedence over any concerns about business entity-type. "

46	What unique attributes does your company, your products, or your services offer to Sourcewell participating entities? What makes your proposed solutions unique in your industry as it applies to Sourcewell participating entities?	Curtis is focused on being a long term partner with customers. We look to provide value and solutions to members through our full service offering: Support with the initial discovery, and review of products. Procurement of selected items. Maintenance and repair to support the product for its lifespan. Curtis has conducted over ninety years of successful business focusing on supporting the fire, rescue, & emergency response industries. Curtis provides our customers with exceptional products, customer service, and product support covering an extremely broad-based product catalog. Curtis' Customer Service Operations are located in Kent, WA, Salt Lake City, UT, Walnut Creek, CA, Santa Fe Springs (Los Angeles), CA, and Phoenix, AZ. A brand new consolidated state-of-the-art warehousing facility, providing Curtis customers with a complete suite of Integrated Logistics Services, is located in Salt Lake City, UT. Curtis is fully qualified to provide superior service to Sourcewell members. In addition to our many large contracts with city and state agencies, Curtis continues to perform on three programs that have honed our capabilities to manage and serve major accounts with a complex array of product & service offerings. Curtis has a contract with the General Services Administration (GSA contract 47QSWA18D009Y). Curtis services over a thousand customers a year who purchase from our GSA product catalog. Additionally, Curtis is a contractor to the Defense Logistics Agency (DLA) Troop Support under the provisions of a prime contract supporting the United States Defense Department's Fire and Emergency Services Tailored Logistics Support Program and the United States Fire Service (DLA contracts SPE8EH-19-D-0015) supporting agencies of the United States Federal Government located world-wide. A great source of corporate pride and import, Curtis achieved great success while supporting the members of other COOPS. Since the launch of these COOP-type contracts, the Company has experienced a significant increase in customer acceptance of this "piggyback" contract mechanism and a related year-to-year growth in sales. Curtis' Corporate Mission (why we do what we do): "L.N. Curtis & sons provides critical products and services that enable our nation's first responders to accomplish their missions so that they are able to return safely home." Curtis' proposal to Sourcewell has been prepared to ensure full compliance with solicitation requirements. We have assembled a team from our stable of excellent manufacturers to form a robust compilation of products required to support firefighting and rescue operations. The purpose of our proposal is to provide an array of the most common products used by today's Fire Service. Curtis' offer includes one or more brands for each of the following product categories: o Firefighter Protective Clothing o Station-Wear o Helmets & Related Accessories o Related Equipment o PPE Cleaning Equipment & Product o PPE-related Services	*

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Table 9A: Warranty

Describe in detail your manufacturer warranty program, including conditions and requirements to qualify, claims procedure, and overall structure. You may upload representative samples of your warranty materials (if applicable) in the document upload section of your response in addition to responding to the questions below.

Line Item	Question	Response *	
47	Do your warranties cover all products, parts, and labor?	Curtis provides the manufacturers' warranties for all proposed supplies. Additionally, Curtis will offer any extended warranties if available, at additional costs. The warranties provided under Curtis' proposed program will be the same as offered to the public and will include products, parts and labor (standard commercial practice). Please refer to attachment, "Item 47 - Curtis Terms & Conditions of Sales"	*
48	Do your warranties impose usage restrictions or other limitations that adversely affect coverage?	No	*
49	Do your warranties cover the expense of technicians' travel time and mileage to perform warranty repairs?	Yes, where stated as part of the Manufacturer's standard warranty.	*
50	Are there any geographic regions of the United States or Canada (as applicable) for which you cannot provide a certified technician to perform warranty repairs? How will Sourcewell participating entities in these regions be provided service for warranty repair?	All products and product support to perform warranty servicing included in this Curtis proposal are available to membership located in the thirteen Western States of Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada, California, Alaska, and Hawaii without limitations. When warranty support is required outside the 13 western states, Curtis will coordinate warranty servicing and support directly with the manufacturer to ensure warranty commitments are quickly met.	*
51	Will you cover warranty service for items made by other manufacturers that are part of your proposal, or are these warranties issues typically passed on to the original equipment manufacturer?	We take responsibility for what we sell. Curtis offers warranty service for all brands and models that we sell and that are included in this proposal.	*
52	What are your proposed exchange and return programs and policies?	Curtis strives to maintain the highest level of customer service. In accordance Curtis will re-fund or exchange your purchase within the following guidelines: Product must be returned in new, unused condition within 30 days of receipt. Any product you desire to return after that date is subject to review by Curtis and may be non-returnable. Product that has been used, damaged, or not purchased through LNCurtis.com or CurtisBlueLine.com or from a Curtis location will not be refunded. Product that has been altered by engraving, stamping, marking, stenciling, etc., is not eligible for return. Clearance or Used product is also non-returnable. Custom, special-order products and/or non-stock product may be returned only if acceptable to our vendor. A re-stocking and handling fee, as determined by our vendor and transportation costs to return to our vendor will be charged. Return your product(s) by following these steps: 1. Contact Customer Service at 877.488.0469 or CustomerService@LNCurtis.com to request a return or exchange. 2. A Return Authorization (RA) will be issued to you and is required to be included with the return of any product. 3. Return your product by bringing it into or shipping to the Curtis location specified in the RA. 4. When shipping to a Curtis location, carefully pack the product to avoid damage during shipment. Product that arrives in damaged condition is not eligible for return credit and will be shipped back to you. 5. Return the product prepaid to the address specified on the RA. Make sure you include a copy of the RA with the product being returned. We recommend that you keep a copy of the RA and the receipt for the return shipment from the shipping service you use. Curtis does not take title to returned product until received by Curtis at our return location in undamaged condition. We will only consider a refund for products that arrive at our facility in undamaged new and unused condition. Curtis reserves the right to reject all product returns. All returns are subject to re-view upon our receipt of the product and inspection. Product received in conditions other than originally shipped may be rejected and shipped back to you. You may request an exchange, a credit on your account or a refund if the product has already been paid for and funds received by us. All refunds are issued using the original payment method and may take up to ten (10) business days for the refund process to complete.	*
53	Describe any service contract options for the items included in your proposal.	Curtis offers service and repair based upon manufacturers' recommendations and customer requirements. Pricing is typically based upon the specific requirements for each service or repair action.	*

Table 9B: Performance Standards or Guarantees

Describe in detail your performance standards or guarantees, including conditions and requirements to qualify, claims procedure, and overall structure. You may upload representative samples of your performance materials (if applicable) in the document upload section of your response in addition to responding to the questions below.

Line Item	Question	Response *
54	Describe any performance standards or guarantees that apply to your services	Guided by the operating principle of striving to be THE BEST, we have two primary responsibilities: 1. Ensure that every need of every customer is met…every time, on time 2. Respond quickly to customer issues and resolve them efficiently and to the customer's complete satisfaction Curtis is committed to providing our customers with the required service and product familiarization needed to safely and effectively employ the products and equipment we supply. A sampling of available value-added product familiarization, available through our Curtis Care program, includes: • Personal Protective Equipment (PPE) product education and familiarization maintenance, repair and cleaning services • Self-Contained Breathing Apparatus (SCBA) product education, familiarization, fit-testing, and maintenance services • Gas detection product education, familiarization, and maintenance services • Rescue tool product education, familiarization, and maintenance services • Breathing air compressor product education, familiarization and maintenance services • Firefighting training towers and buildings, and Firefighting training prop product education, familiarization, and maintenance service Curtis stands behind our products and will make things right.
55	Describe any service standards or guarantees that apply to your services (policies, metrics, KPIs, etc.)	Per our standard operating procedures, Curtis tracks Key Performance Indicators (KPIs) to make sure our business is tracking per plan. KPI-related data is extracted from our Enterprise Resource Planning platform, Oracle-NetSuite. Oracle-NetSuite, a cloud ERP solution that automates front and back-office processes enable the Company to track all critical business functions including financial management, revenue management, fixed assets, order entry/management/tracking, billing, and inventory management. Oracle-NetSuite enables Curtis management to generate real-time performance and status reports (e.g., sales (orders and frequency) fill rates vendor performance returns due to improper shipments and defective items and back-orders). Using Oracle-NetSuite, Curtis tracks performance of all orders, awards, contracts, and programs, including, should Curtis be honored with a contract, the Company's performance in support of Sourcewell.

Table 10: Payment Terms and Financing Options

Line Item	Question	Response *
56	Describe your payment terms and accepted payment methods.	Curtis offers terms for municipal and government agencies and accepts MasterCard, Visa and American Express for all end users. Non-agency customers can apply for terms and varying credit limit based on financial credit application. Payment terms are net 30 days from invoice date with no discounts or retention of any kind or sort allowed. Interest will accrue on invoices unpaid after the net due date at the annual rate of 12% or the maximum legal contract interest rate, whichever is less.
57	Describe any leasing or financing options available for use by educational or governmental entities.	Agencies can request a lease-to-own option with flexible terms and payment schedule.
58	Describe any standard transaction documents that you propose to use in connection with an awarded contract (order forms, terms and conditions, service level agreements, etc.). Upload a sample of each (as applicable) in the document upload section of your response.	After an order is received, Curtis uses a simple and consistent series of procedures for processing customer orders. The sourcing determination, made by the Customer Service Manager during the customer purchase order review process, is the primary factor made to determine the specific path to be taken by our staff while processing each individual order (e.g., ship from a Curtis warehouse; ship direct from the manufacturer; consolidate at a Curtis warehouse [bills-of-material orders]). See attached "Sourcewell RFP 010424 Sample"
59	Do you accept the P-card procurement and payment process? If so, is there any additional cost to Sourcewell participating entities for using this process?	Curtis accepts P-Card payments with no processing fees.

Table 11: Pricing and Delivery

Provide detailed pricing information in the questions that follow below. Keep in mind that reasonable price and product adjustments can be made during the term of an awarded Contract as described in the RFP, the template Contract, and the Sourcewell Price and Product Change Request Form.

Line Item	Question	Response *

60	Describe your pricing model (e.g., line-item discounts or product-category discounts). Provide detailed pricing data (including standard or list pricing and the Sourcewell discounted price) on all of the items that you want Sourcewell to consider as part of your RFP response. If applicable, provide a SKU for each item in your proposal. Upload your pricing materials (if applicable) in the document upload section of your response.	The Pricing Offered in this Proposal is detailed in the attachment, “Item 60 - Curtis Price Offering.” Curtis’ proposed pricing model is based upon a set discount off list price, by brand or in certain cases when a brand offers several models, by model. The pricing model is applicable to the brand’s entire published catalog.	*
61	Quantify the pricing discount represented by the pricing proposal in this response. For example, if the pricing in your response represents a percentage discount from MSRP or list, state the percentage or percentage range.	Curtis’ proposed program is based upon offering, by brand, a fixed percentage (%) discount off the manufacturers’ Suggested (List) Price.	*
62	Describe any quantity or volume discounts or rebate programs that you offer.	Curtis will offer customers deeper discounts than proposed, depending on volume, product specifications, and market conditions.	*
63	Propose a method of facilitating “sourced” products or related services, which may be referred to as “open market” items or “nonstandard options”. For example, you may supply such items “at cost” or “at cost plus a percentage,” or you may supply a quote for each such request.	When a customer requests a quote containing both on-contract and open market products or services, Curtis will offer the customer the following: On-Contract Products & Services: Price will be the list price less as contracted discount for the brand/model, plus freight. Open Market Products & Services: Curtis will supply the customer with a quote consistent with the price offered our Most Favored Customer, plus freight.	*
64	Identify any element of the total cost of acquisition that is NOT included in the pricing submitted with your response. This includes all additional charges associated with a purchase that are not directly identified as freight or shipping charges. For example, list costs for items like pre-delivery inspection, installation, set up, mandatory training, or initial inspection. Identify any parties that impose such costs and their relationship to the Proposer.	Curtis adds no additional costs to member prices, unless the customer requests open market products or services that relate to the on-contract item but that are not on contract.	*
65	If freight, delivery, or shipping is an additional cost to the Sourcewell participating entity, describe in detail the complete freight, shipping, and delivery program.	All deliveries are F.O.B. the Curtis’ facility or freight prepaid. Unless otherwise agreed in writing, Curtis may, in its sole discretion, select the shipping method, the carrier and the applicable freight charges. strong freight and parcel carrier relationships with competitive pricing which is good for customers. We can quote customers shipping in different ways so they have options to choose from.	*
66	Specifically describe freight, shipping, and delivery terms or programs available for Alaska, Hawaii, Canada, or any offshore delivery.	All deliveries are F.O.B. the Curtis’ facility or freight prepaid. Unless otherwise agreed in writing, Curtis may, in its sole discretion, select the shipping method, the carrier and the applicable freight charges. strong freight and parcel carrier relationships with competitive pricing which is good for customers. We can quote customers shipping in different ways so they have options to choose from.	*

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67	Describe any unique distribution and/or delivery methods or options offered in your proposal.	Curtis offers our customers an integrated approach to logistics supply support that encompasses all management actions, procedures, and techniques used to determine requirements to: • Acquire support items and spare parts • Catalog the items • Receive the items • Store and warehouse the items • Transfer the items to where they are needed • Issue the items • Dispose of secondary items • Provide for initial support of the system • Acquire, distribute, and replenish inventory • And, provide value-added resources by combining Commodity Management with our Logistics and Kitting services for complete “end-to-end” customer support. Logistics Solutions Curtis offers complete transportation and logistics management services. By contracting and managing a network of national, regional, and local carriers we can offer a complete package of freight handling services – the integrated logistics solution you require to increase efficiency and lower costs. Additional transportation services we can provide include: • Expedited • Port and Rail Drayage • Intermodal • International (Ocean Freight/Air Freight) • Less-than-truckload • Specialized Equipment – temperature controlled, HAZMAT, etc. • Freight Forwarding Kitting Solutions When end users are required to combine multiple products into new product kits, our kitting services can help. We have experience breaking down bulk materials and products, unitizing and creating multi-packs, even custom-made kits with bar-code or RFID labeling. Our product kitting and assembly services allow customers to: • Reduce inventory • Respond quickly and economically to changing demand for custom packs • Fulfill individual custom orders • Fulfillment capabilities help you manage inventory throughout the kitting cycle, from individual components to creation of new SKUs. • Our team maps efficient kitting processes and builds in quality checks to ensure the accuracy of final kits. • Our labor solutions help you economically manage activity spikes and meet last-minute requests.	*

Table 12: Pricing Offered

Line Item	The Pricing Offered in this Proposal is: *	Comments
68	b. the same as the Proposer typically offers to GPOs, cooperative procurement organizations, or state purchasing departments.	See attached pricing

Table 13: Audit and Administrative Fee

Line Item	Question	Response *	
69	Specifically describe any self-audit process or program that you plan to employ to verify compliance with your proposed Contract with Sourcewell. This process includes ensuring that Sourcewell participating entities obtain the proper pricing, that the Vendor reports all sales under the Contract each quarter, and that the Vendor remits the proper administrative fee to Sourcewell. Provide sufficient detail to support your ability to report quarterly sales to Sourcewell as described in the Contract template.	Customer Service Managers within the Curtis organization review daily sales orders to ensure proper contract pricing is provided to end users. Curtis administration will provide a contract sales activity report to the Sourcewell representative assigned to this contract no later than 45 days after the end of each calendar quarter. The report will contain all of the fields described in the contract template.	*
70	If you are awarded a contract, provide a few examples of internal metrics that will be tracked to measure whether you are having success with the contract.	Per our standard operating procedures, Curtis tracks Key Performance Indicators (KPIs) to make sure our business is tracking per plan. KPI-related data is extracted from our Enterprise Resource Planning platform, Oracle-NetSuite. Oracle-NetSuite, a cloud ERP solution that automates front and back-office processes enable the Company to track all critical business functions including financial management, revenue management, fixed assets, order entry/management/tracking, billing, and inventory management. Oracle-NetSuite enables Curtis management to generate real-time performance and status reports (e.g., sales (orders and frequency) fill rates vendor performance returns due to improper shipments and defective items and back-orders). Using Oracle-NetSuite, Curtis tracks performance of all orders, awards, contracts, and programs, including, should Curtis be honored with a contract, the Company's performance in support of Sourcewell. Curtis has seen a regular increase in annual sales throughout the duration of the current Sourcewell PPE & FFE contracts.	*
71	Identify a proposed administrative fee that you will pay to Sourcewell for facilitating, managing, and promoting the Sourcewell Contract in the event that you are awarded a Contract. This fee is typically calculated as a percentage of Vendor's sales under the Contract or as a per-unit fee; it is not a line-item addition to the Member's cost of goods. (See the RFP and template Contract for additional details.)	Curtis proposes to pay a 1% (or less) administrative fee to Sourcewell.	*

Table 14A: Depth and Breadth of Offered Equipment Products and Services

Line Item	Question	Response *
72	Provide a detailed description of the equipment, products, and services that you are offering in your proposal.	"As the largest stocking distributor of firefighting equipment in the West and one of the largest distributors of firefighting equipment and services in America, Curtis is offering the premium brand of products in the defined categories along with on-site product support and customer service. In addition to products being offered at best pricing, Curtis offers the membership a full suite of Integrated Logistics Support and Services product specialists who are trained and certified by manufacturers to provide deployment support and, product" training in use, care, maintenance and repair, and safety.
73	Describe available options for customization of the products and/or equipment offered in your proposal.	Typically, PPE are highly customized products, based on the requirements of each department, and sometimes, each firefighter. Curtis' Sales and Product Support teams provide the market with pre-sales product training and education to help define the best materials and optimal design requirements required to meet each department's unique Risk Assessment.
74	Explain your processes for sizing, fitting, and the alteration of the products and/or equipment offered in your proposal, as applicable.	Curtis' Sales and Product Support Teams provide on-site sizing, when required, for PPE orders at no additional charge. Sizing is accomplished using actual sizing sets. Each firefighter dons sizing samples until a proper fit is identified. Additionally, CurtisCare PPE provides NFPA 1851-compliant PPE inspection, repair and cleaning services. CurtisCare PPE is included in this Curtis proposal.
75	Within this RFP category there may be subcategories of solutions. List subcategory titles that best describe your products and services.	Curtis' proposal includes products representing the following categories and subcategories: 1. PERSONAL PROTECTIVE EQUIPMENT (PPE) • Firefighter Protective Clothing (structural and proximity [aircraft]) o Turnout Jackets o Turnout Pants o Firefighting Boots o Firefighting Gloves o Firefighting Hoods • Wildland Fire Fighting Protective Gear o Wildland Jackets o Wildland Pants o Wildland Boots o Wildland Gloves o Wildland Hoods • Technical Rescue Protective Gear o Tech Rescue Jackets o Tech Rescue Pants o Tech Rescue Boots o Tech Rescue Gloves • Station-Wear o Blouses (shirts) o Jackets o Pants o Footwear o Replacements parts and accessories • Miscellaneous PPE-related equipment o Belts o Packs o Base Layers o Eye Protection o Face Protection o HazMat o Storage, Cleaning, Care & Maintenance o Other 2. PPE-RELATED SERVICES • Pre-sales Support (requirements definition and support to specification development) • Post-Sales Support (sizing, use and care, assistance during deployment, repair, and maintenance) • Inspection, Cleaning & Repair Support (proposal includes providing the membership a Verified Independent Service Provider offering NFPA 1851-compliant inspection, cleaning, and repair of personal protective equipment)

Table 14B: Depth and Breadth of Offered Equipment Products and Services

Indicate below if the listed types or classes of equipment, products, and services are offered within your proposal. Provide additional comments in the text box provided, as necessary.

Line Item	Category or Type	Offered *	Comments
76	Protective Clothing	◉ Yes ○ No	Such as: o Turnout Jackets & Pants o Firefighting Boots o Firefighting Gloves o Wildland Jackets & Pants o Wildland Boots o Wildland Gloves o Wildland Helmets o Wildland Hoods o Tech Rescue Jackets & Pants o Tech Rescue Boots o Tech Rescue Gloves o Tech Rescue Helmets
77	Helmets and related accessories	◉ Yes ○ No	Such as: o Firefighting Helmets o Firefighting Hoods
78	Other related equipment and accessories	◉ Yes ○ No	Such as: o Belts o Packs o Base Layers o Eye Protection o Face Protection o HazMat o Storage, Cleaning, Care & Maintenance
79	Firefighting apparel and station-wear	◉ Yes ○ No	Such as: o Station-shirt / Blouses o Jackets o Pants o Footwear o Hats o Workout Gear o Tee Shirts o Replacements parts and accessories
80	Extractors, laundry machines, mechanical dryers, drying and storing racks	◉ Yes ○ No	Such as: o Extractors o Dryers / Drying Cabinets o Racks & Accessories
81	Cleaning and decontamination service and maintenance	◉ Yes ○ No	
82	Firefighting PPE cleaning supplies	◉ Yes ○ No	
83	Cleaning equipment for other firefighting equipment and tools	◉ Yes ○ No	
84	Services Related to the equipment described above	◉ Yes ○ No	• Pre-sales Support (requirements definition and support to specification development) • Post-Sales Support (sizing, use and care, assistance during deployment, repair, and maintenance) • Inspection, Cleaning & Repair Support (proposal includes providing the membership a Verified Independent Service Provider offering NFPA 1851-compliant inspection, cleaning, and repair of personal protective equipment)

Table 15: Exceptions to Terms, Conditions, or Specifications Form

Line Item 85. **NOTICE**: To identify any exception, or to request any modification, to Sourcewell standard Contract terms, conditions, or specifications, a Proposer must submit the proposed exception(s) or requested modification(s) via redline in the Contract Template provided in the “Bid Documents” section. Proposer must upload the redline in the “Requested Exceptions” upload field. All exceptions and/or proposed modifications are subject to review and approval by Sourcewell and will not automatically be included in the Contract.

Do you have exceptions or modifications to propose?	Acknowledgement *
	○ Yes ◉ No

Documents

Ensure your submission document(s) conforms to the following:

1. Documents in PDF format are preferred. Documents in Word, Excel, or compatible formats may also be provided.

2. Documents should NOT have a security password, as Sourcewell may not be able to open the file. It is your sole responsibility to ensure that the uploaded document(s) are not either defective, corrupted or blank and that the documents can be opened and viewed by Sourcewell.

3. Sourcewell may reject any response where any document(s) cannot be opened and viewed by Sourcewell.

4. If you need to upload more than one (1) document for a single item, you should combine the documents into one zipped file. If the zipped file contains more than one (1) document, ensure each document is named, in relation to the submission format item responding to. For example, if responding to the Marketing Plan category save the document as “Marketing Plan.”

- Pricing - SourceWell RFP 010424 Firefighting PPE Product Catalog CURTIS _FINAL.xlsx - Thursday January 04, 2024 16:26:32
- Financial Strength and Stability - Curtis Financial Statements 12312023.pdf - Wednesday January 03, 2024 16:08:24
- Marketing Plan/Samples - Curtis Brochure.pdf - Thursday January 04, 2024 15:57:48
- WMBE/MBE/SBE or Related Certificates - ECMS Service Guarantee 2021.pdf - Thursday January 04, 2024 15:58:41
- Warranty Information - Item 47 - Curtis Terms & Conditions of Sales.pdf - Thursday January 04, 2024 14:51:49
- Standard Transaction Document Samples - Sourcewell RFP 010424 Sample.pdf - Thursday January 04, 2024 16:12:24
- Requested Exceptions (optional)
- Upload Additional Document - Curtis-Sales-Territories-Map.pdf - Thursday January 04, 2024 13:25:02

Addenda, Terms and Conditions

PROPOSER AFFIDAVIT AND ASSURANCE OF COMPLIANCE

I certify that I am the authorized representative of the Proposer submitting the foregoing Proposal with the legal authority to bind the Proposer to this Affidavit and Assurance of Compliance:

1. The Proposer is submitting this Proposal under its full and complete legal name, and the Proposer legally exists in good standing in the jurisdiction of its residence.

2. The Proposer warrants that the information provided in this Proposal is true, correct, and reliable for purposes of evaluation for contract award.

3. The Proposer, including any person assisting with the creation of this Proposal, has arrived at this Proposal independently and the Proposal has been created without colluding with any other person, company, or parties that have or will submit a proposal under this solicitation; and the Proposal has in all respects been created fairly without any fraud or dishonesty. The Proposer has not directly or indirectly entered into any agreement or arrangement with any person or business in an effort to influence any part of this solicitation or operations of a resulting contract; and the Proposer has not taken any action in restraint of free trade or competitiveness in connection with this solicitation. Additionally, if Proposer has worked with a consultant on the Proposal, the consultant (an individual or a company) has not assisted any other entity that has submitted or will submit a proposal for this solicitation.

4. To the best of its knowledge and belief, and except as otherwise disclosed in the Proposal, there are no relevant facts or circumstances which could give rise to an organizational conflict of interest. An organizational conflict of interest exists when a vendor has an unfair competitive advantage or the vendor's objectivity in performing the contract is, or might be, impaired.

5. The contents of the Proposal have not been communicated by the Proposer or its employees or agents to any person not an employee or legally authorized agent of the Proposer and will not be communicated to any such persons prior to Due Date of this solicitation.

6. If awarded a contract, the Proposer will provide to Sourcewell Participating Entities the equipment, products, and services in accordance with the terms, conditions, and scope of a resulting contract.

7. The Proposer possesses, or will possess before delivering any equipment, products, or services, all applicable licenses or certifications necessary to deliver such equipment, products, or services under any resulting contract.

8. The Proposer agrees to deliver equipment, products, and services through valid contracts, purchase orders, or means that are acceptable to Sourcewell Members. Unless otherwise agreed to, the Proposer must provide only new and first-quality products and related services to Sourcewell Members under an awarded Contract.

9. The Proposer will comply with all applicable provisions of federal, state, and local laws, regulations, rules, and orders.

10. The Proposer understands that Sourcewell will reject RFP proposals that are marked "confidential" (or "nonpublic," etc.), either substantially or in their entirety. Under Minnesota Statutes Section 13.591, subdivision 4, all proposals are considered nonpublic data until the evaluation is complete and a Contract is awarded. At that point, proposals become public data. Minnesota Statutes Section 13.37 permits only certain narrowly defined data to be considered a "trade secret," and thus nonpublic data under Minnesota's Data Practices Act.

11. Proposer its employees, agents, and subcontractors are not:
    1. Included on the "Specially Designated Nationals and Blocked Persons" list maintained by the Office of Foreign Assets Control of the United States Department of the Treasury found at: https://www.treasury.gov/ofac/downloads/sdnlist.pdf;

    2. Included on the government-wide exclusions lists in the United States System for Award Management found at: https://sam.gov/SAM/; or

    3. Presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota; the United States federal government or the Canadian government, as applicable; or any Participating Entity. Vendor certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this solicitation.

☑ By checking this box I acknowledge that I am bound by the terms of the Proposer's Affidavit, have the legal authority to submit this Proposal on behalf of the Proposer, and that this electronic acknowledgment has the same legal effect, validity, and enforceability as if I had hand signed the Proposal. This signature will not be denied such legal effect, validity, or enforceability solely because an electronic signature or electronic record was used in its formation. - Angela Mackey, Director of Customer Service, Fire/Rescue, L.N. Curtis & sons

The Proposer declares that there is an actual or potential Conflict of Interest relating to the preparation of its submission, and/or the Proposer foresees an actual or potential Conflict of Interest in performing the contractual obligations contemplated in the bid.

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○ **Yes** ◉ **No**

The Bidder acknowledges and agrees that the addendum/addenda below form part of the Bid Document.

Check the box in the column "**I have reviewed this addendum"** below to acknowledge each of the addenda.

File Name	I have reviewed the below addendum and attachments (if applicable)	Pages
Addendum_5_Firefighting PPE and Related Equipment Cleaning_RFP_010424 Fri December 15 2023 12:51 PM	☑	1
Addendum_4_Firefighting PPE and Related Equipment Cleaning_RFP_010424 Thu December 14 2023 01:51 PM	☑	1
Addendum_3_Firefighting PPE and Related Equipment Cleaning_RFP_010424 Mon December 4 2023 04:00 PM	☑	1
Addendum_2_Firefighting PPE and Related Equipment Cleaning_RFP_010424 Thu November 30 2023 10:28 AM	☑	2
Addendum_1_Firefighting_PPE_and_Related_Equipment_Cleaning_RFP_010424 Thu November 9 2023 04:34 PM	☑	1

RFP #010424
REQUEST FOR PROPOSALS
for
Firefighting Personal Protective Equipment with Related Equipment Cleaning

Proposal Due Date: January 4, 2024, 4:30 p.m., Central Time

Sourcewell, a State of Minnesota local government unit and service cooperative, is requesting proposals for Firefighting Personal Protective Equipment with Related Equipment Cleaning to result in a contracting solution for use by its Participating Entities. Sourcewell Participating Entities include thousands of governmental, higher education, K-12 education, nonprofit, tribal government, and other public agencies located in the United States and Canada. A full copy of the Request for Proposals can be found on the Sourcewell Procurement Portal [https://proportal.sourcewell-mn.gov]. Only proposals submitted through the Sourcewell Procurement Portal will be considered. Proposals are due no later than January 4, 2024, at 4:30 p.m. Central Time, and late proposals will not be considered.

SOLICITATION SCHEDULE

Public Notice of RFP Published:	November 9, 2023
Pre-proposal Conference:	November 30, 2023, 2:00 p.m., Central Time
Question Submission Deadline:	December 20, 2023, 4:30 p.m., Central Time
Proposal Due Date:	**January 4, 2024**, 4:30 p.m., Central Time Late responses will not be considered.
Opening:	January 4, 2024, 4:30 p.m., Central Time See RFP Section V.G. "Opening"

I. ABOUT SOURCEWELL

A. SOURCEWELL

Sourcewell is a State of Minnesota local government unit and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) that facilitates a competitive public solicitation and contract award process for the benefit of its 50,000+ participating entities across the United States and Canada. Sourcewell's solicitation process complies with State of Minnesota law and policies, conforms to Canadian trade agreements (including Canadian Free Trade Agreement, Ontario-Quebec Trade and Cooperation Agreement, and Canada-European Union Comprehensive Economic and Trade Agreement, as applicable), and results in cooperative purchasing solutions from which Sourcewell's Participating Entities procure equipment, products, and services.

Cooperative purchasing provides participating entities and suppliers increased administrative efficiencies and the power of combined purchasing volume that result in overall cost savings. At times, Sourcewell also partners with other purchasing cooperatives to combine the purchasing volume of their membership into a single solicitation and contract expanding the reach of contracted suppliers' potential pool of end users.

Sourcewell uses a website-based platform, the Sourcewell Procurement Portal, through which all proposals to this RFP must be submitted.

B. USE OF RESULTING CONTRACTS

In the United States, Sourcewell's contracts are available for use by:

- Federal and state government entities[1];
- Cities, towns, and counties/parishes;
- Education service cooperatives;
- K-12 and higher education entities;
- Tribal government entities;
- Some nonprofit entities; and
- Other public entities.

In Canada, Sourcewell's contracts are available for use by:

[1] Pursuant to HAR §3-128-2, the State of Hawaii, Department of Accounting and General Services, State Procurement Office, on behalf of the State of Hawaii and participating jurisdictions, has provided notice of its Intent to Participate in the solicitation as a participating entity.

- Provincial and territorial government departments, ministries, agencies, boards, councils, committees, commissions, and similar agencies;
- Indigenous self-governing bodies;
- Regional, local, district, and other forms of municipal government, municipal organizations, school boards, and publicly funded academic, health, and social service entities referred to as MASH sector (this should be construed to include but not be limited to the Cities of Calgary, Edmonton, Toronto, Ottawa, and Winnipeg), as well as any corporation or entity owned or controlled by one or more of the preceding entities;
- Crown corporations, government enterprises, and other entities that are owned or controlled by these entities through ownership interest; and
- Members of the Canoe procurement group of Canada, and their partner associations: Canoe members are regional, local, district or other forms of municipal government, school boards, publicly-funded academic, health and social service entities in Alberta and across Canada, as well as any corporation or entity owned or controlled by one or more of the preceding entities – as well as partner associations, including Saskatchewan Association of Rural Municipalities, Association of Manitoba Municipalities, Local Authorities Services/Association of Municipalities Ontario, Nova Scotia Federation of Municipalities, Federation of Prince Edward Island Municipalities, Municipalities Newfoundland Labrador, Union of New Brunswick Municipalities, North West Territories Association of Communities, CivicInfo BC, and their members.

For a listing of current United States and Canadian Participating Entities visit Sourcewell's website (note: there is a tab for each country): https://www.sourcewell-mn.gov/sourcewell-for-vendors/agency-locator.

Participating Entities typically access contracted equipment, products, or services through a purchase order issued directly to the contracted supplier. A Participating Entity may request additional terms or conditions related to a purchase. Use of Sourcewell contracts is voluntary and Participating Entities retain the right to obtain similar equipment, products, or services from other sources.

To meet Participating Entities' needs, Sourcewell broadly publishes public notice of all solicitation opportunities, including this RFP. In addition, where applicable, other purchasing cooperatives and procurement officials receive notice and are encouraged to re-post the solicitation opportunity.

Proof of publication will be available at the conclusion of the solicitation process.

II. SOLICITATION DETAILS

A. SOLUTIONS-BASED SOLICITATION

This RFP and contract award process is a solutions-based solicitation; meaning that Sourcewell is seeking equipment, products, or services that meet the general requirements of the scope of this RFP and that are commonly desired or are required by law or industry standards.

B. REQUESTED EQUIPMENT, PRODUCTS, OR SERVICES

It is expected that proposers will offer a wide array of equipment, products, or services at lower prices and with better value than what they would ordinarily offer to a single government entity, a school district, or a regional cooperative.

1. Sourcewell is seeking proposals for Firefighting Personal Protective Equipment with Related Equipment Cleaning, such as:

a. Firefighting Personal Protective Equipment (PPE) for all types of fire and rescue service; including, but not limited to:
    i. Protective Clothing;
    ii. Helmets and related accessories;
    iii. Other related equipment and accessories (e.g. belts, suspenders, straps, radio holders, eye protection, etc.); and,
    iv. Firefighting apparel and station-wear, Proposers may include firefighting apparel and station-wear to the extent that these solutions are complementary to the purchase of the equipment and products being proposed.
b. Firefighting PPE cleaning and decontamination equipment and service; including but not limited to:
    i. Extractors, laundry machines, mechanical dryers, drying and storing racks;
    ii. Cleaning and decontamination service and maintenance;
    iii. Firefighting PPE cleaning supplies; and,
    iv. Cleaning equipment for other firefighting equipment and tools.
c. Services Related to the equipment described in subsections 1. a. and 1. b. above, including training, testing, service, maintenance, installation, warranty programs, and certification of gear. Proposers may include related services to the extent that these solutions are complementary to the purchase of the equipment and products being proposed.

Proposers may include related equipment, accessories, and services to the extent that these solutions are ancillary or complementary to the equipment, products, or services being proposed.

2. This solicitation does not include those equipment, products, or services covered under categories included in pending or planned Sourcewell solicitations, or in contracts currently maintained by Sourcewell, identified below:

a. Body Armor with Related Accessories, Equipment, and Services (RFP #011221);

b. Firefighting Apparatus, with Related Equipment, Accessories, and Supplies (RFP #113021);
c. Public Safety Training and Simulation Equipment and Technology (RFP #011822);
d. Medical Supply Solutions (RFP #022422);
e. Critical Care and EMS Equipment (RFP #041823);
f. Ambulance and Emergency Medical Transport Vehicles, with Related Equipment Accessories, and Supplies (RFP #122123);
g. Firefighting Equipment and Rescue Tools (RFP #TBD);
h. Self-Contained Breathing Apparatus (SCBA) and Breathing Air Systems (RFP TBD); and,
i. Uniforms with Related Products and Services (RFP #TBD);

Generally, the solutions for Participating Entities are turn-key solutions, providing a combination of equipment, products and services, delivery, and installation to a properly operating status. However, equipment-only or products-only solutions may be appropriate for situations where Participating Entities possess the ability, either in-house or through local third-party contractors, to properly install and bring to operation the equipment or products being proposed.

Sourcewell prefers suppliers that provide a sole source of responsibility for the equipment, products, and services provided under a resulting contract. If proposer is including the equipment, products, and services of its subsidiary entities, the proposer must also identify all included subsidiaries in its proposal. If proposer requires the use of distributors, dealers, resellers, or subcontractors to provide the equipment, products, or services, the proposal must address how the equipment, products or services will be provided to Participating Entities, and describe the network of distributors, dealers, resellers, and/or subcontractors that will be available to serve Participating Entities under a resulting contract.

Sourcewell encourages suppliers to offer the broadest possible selection of equipment, products, and services being proposed over the largest possible geographic area and to the largest possible cross-section of Sourcewell current and future Participating Entities.

C. REQUIREMENTS

It is expected that proposers have knowledge of all applicable industry standards, laws, and regulations and possess an ability to market and distribute the equipment, products, or services to Participating Entities.

1. Safety Requirements. All items proposed must comply with current applicable safety or regulatory standards or codes.
2. Deviation from Industry Standard. Deviations from industry standards must be identified with an explanation of how the equipment, products, and services will provide equivalent function, coverage, performance, and/or related services.

3. New Equipment and Products. Proposed equipment and products must be for new, current model; however, proposer may offer certain close-out equipment or products if it is specifically noted in the Pricing proposal.
4. Delivered and operational. Unless clearly noted in the proposal, equipment and products must be delivered to the Participating Entity as operational.
5. Warranty. All equipment, products, supplies, and services must be covered by a warranty that is the industry standard or better.

D. PROSPECTIVE CONTRACT TERM

The term of any resulting contract(s) awarded by Sourcewell under this solicitation will be four years. Sourcewell and supplier may agree to up to three additional one-year extensions based on the best interests of Sourcewell and its Participating Entities. Sourcewell retains the right to consider additional extensions beyond seven years as required under exceptional circumstances.

E. ESTIMATED CONTRACT VALUE AND USAGE

Based on past volume of similar contracts, the estimated annual value of all transactions from contracts resulting from this RFP are anticipated to be USD $50 Million; therefore, proposers are expected to propose volume pricing. Sourcewell anticipates considerable activity under the contract(s) awarded from this RFP; however, sales and sales volume from any resulting contract are not guaranteed.

F. MARKETING PLAN

Proposer's sales force will be the primary source of communication with Participating Entities. The proposer's Marketing Plan should demonstrate proposer's ability to deploy a sales force or dealer network to Participating Entities, as well as proposer's sales and service capabilities. It is expected that proposer will promote and market any contract award.

G. ADDITIONAL CONSIDERATIONS

1. Contracts will be awarded to proposers able to best meet the need of Participating Entities. Proposers should submit their complete line of equipment, products, or services that are applicable to the scope of this RFP.
2. A proposer may submit only one proposal. If related, affiliated, or subsidiary entities elect to submit separate proposals, rather than a single parent-entity proposal, each such proposal must be prepared independently and without cooperation, collaboration, or collusion.
3. If a proposer works with a consultant on its proposal, the consultant (an individual or company) may not assist any other entity with a proposal for this solicitation.
4. Proposers should include all relevant information in its proposal, since Sourcewell cannot consider information that is not included in the proposal. Sourcewell reserves

the right to verify proposer's information and may request clarification from a proposer, including samples of the proposed equipment or products.

5. Depending upon the responses received in a given category, Sourcewell may need to organize responses into subcategories in order to provide the broadest coverage of the requested equipment, products, or services to Participating Entities. Awards may be based on a subcategory.
6. A proposer's documented negative past performance with Sourcewell or its Participating Entities occurring under a previously awarded Sourcewell contract may be considered in the evaluation of a proposal.

III. PRICING

A. REQUIREMENTS

All proposed pricing must be:

1. Either Line-Item Pricing or Percentage Discount from Catalog Pricing, or a combination of these:
   a. **Line-item Pricing** is pricing based on each individual product or services**.** Each line must indicate the proposer's published "List Price," as well as the "Contract Price."
   b. **Percentage Discount from Catalog or Category** is based on a percentage discount from a catalog or list price, defined as a published Manufacturer's Suggested Retail Price (MSRP) for the products or services. Individualized percentage discounts can be applied to any number of defined product groupings. Proposers will be responsible for providing and maintaining current published MSRP with Sourcewell, and this pricing must be included in its proposal and provided throughout the term of any contract resulting from this RFP.
2. The proposer's not to exceed price. A not to exceed price is the highest price for which equipment, products, or services may be billed to a Participating Entity. However, it is permissible for suppliers to sell at a price that is lower than the contracted price.
3. Stated in U.S. and Canadian dollars (as applicable).
4. Clearly understandable, complete, and fully describe the total cost of acquisition (e.g., the cost of the proposed equipment, products, and services delivered and operational for its intended purpose in the Participating Entity's location).

Proposers should clearly identify any costs that are NOT included in the proposed product or service pricing. This may include items such as installation, set up, mandatory training, or initial inspection. Include identification of any parties that impose such costs and their relationship to the proposer. Additionally, proposers should clearly describe any unique distribution and/or delivery methods or options offered in the proposal.

B. ADMINISTRATIVE FEES

Proposers awarded a contract are expected to pay to Sourcewell an administrative fee in exchange for Sourcewell facilitating the resulting contracts. The administrative fee is normally

calculated as a percentage of the total sales to Participating Entities for all contracted equipment, products, or services made during a calendar quarter, and is typically one percent (1%) to two percent (2%). In some categories, a flat fee may be an acceptable alternative.

IV. CONTRACT

Proposers awarded a contract will be required to execute a contract with Sourcewell (see attached template). Only those modifications the proposer indicates in its proposal will be available for discussion. Much of the language in the Contract reflects Minnesota legal requirements and cannot be altered. Numerous and/or onerous exceptions that contradict Minnesota law may result in the proposal being disqualified from further review and evaluation.

To request a modification to the template Contract, a proposer must submit the Exceptions to Terms, Conditions, or Specifications table with its proposal. Only those exceptions noted at the time of the proposal submission will be considered.
Exceptions must:

1. Clearly identify the affected article and section.
2. Clearly note the requested modification; and as applicable, provide requested alternative language.

Unclear requests will be automatically denied.

Only those exceptions that have been accepted by Sourcewell will be included in the contract document provided to the awarded supplier for signature.

If a proposer receives a contract award resulting from this solicitation it will have up to 30 days to sign and return the contract. After that time, at Sourcewell's sole discretion, the contract award may be revoked.

V. RFP PROCESS

A. PRE-PROPOSAL CONFERENCE

Sourcewell will hold an optional, non-mandatory pre-proposal conference via webcast on the date and time noted in the Solicitation Schedule for this RFP and on the Sourcewell Procurement Portal. The purpose of this conference is to allow potential proposers to ask questions regarding this RFP and Sourcewell's competitive contracting process. Information about the webcast will be sent to all entities that have registered for this solicitation opportunity through their Sourcewell Procurement Portal Vendor Account. Pre-proposal conference attendance is optional.

B. QUESTIONS REGARDING THIS RFP AND ORAL COMMUNICATION

All questions regarding this RFP must be submitted through the Sourcewell Procurement Portal. The deadline for submission of questions is found in the Solicitation Schedule and on the Sourcewell Procurement Portal. Answers to questions will be issued through an addendum to this RFP. Repetitive questions will be summarized into a single answer and identifying information will be removed from the submitted questions.

All questions, whether specific to a proposer or generally related to the RFP, must be submitted using this process. Do not contact individual Sourcewell staff to ask questions or request information as this may disqualify the proposer from responding to this RFP. Sourcewell will not respond to questions submitted after the deadline.

C. ADDENDA

Sourcewell may modify this RFP at any time prior to the proposal due date by issuing an addendum. Addenda issued by Sourcewell become a part of the RFP and will be delivered to potential proposers through the Sourcewell Procurement Portal. Sourcewell accepts no liability in connection with the delivery of any addenda.

Before a proposal will be accepted through the Sourcewell Procurement Portal, all addenda, if any, must be acknowledged by the proposer by checking the box for each addendum. It is the responsibility of the proposer to check for any addenda that may have been issued up to the solicitation due date and time.

If an addendum is issued after a proposer submitted its proposal, the Sourcewell Procurement Portal will WITHDRAW the submission and change the proposer's proposal status to INCOMPLETE. The proposer can view this status change in the "MY BIDS" section of the Sourcewell Procurement Portal Vendor Account. The proposer is solely responsible to check the "MY BIDS" section of the Sourcewell Procurement Portal Vendor Account periodically after submitting its proposal (and up to the Proposal Due Date). If the proposer's proposal status has changed to INCOMPLETE, the proposer is solely responsible to:

i) make any required adjustments to its proposal;
ii) acknowledge the addenda; and
iii) ensure the re-submitted proposal is received through the Sourcewell Procurement Portal no later than the Proposal Due Date and time shown in the Solicitation Schedule above.

D. PROPOSAL SUBMISSION

Proposer's complete proposal must be submitted through the Sourcewell Procurement Portal no later than the date and time specified in the Solicitation Schedule. Any other form of proposal submission, whether electronic, paper, or otherwise, will not be considered by Sourcewell. **Late proposals will not be considered.** It is the proposer's sole responsibility to ensure that the proposal is received on time.

It is recommended that proposers allow sufficient time to upload the proposal and to resolve any issues that may arise. The time and date that a proposal is received by Sourcewell is solely determined by the Sourcewell Procurement Portal web clock.

In the event of problems with the Sourcewell Procurement Portal, follow the instructions for technical support posted in the portal. It may take up to 24 hours to respond to certain issues.

Upon successful submission of a proposal, the Sourcewell Procurement Portal will automatically generate a confirmation email to the proposer. If the proposer does not receive a confirmation email, contact Sourcewell's support provider at support@bidsandtenders.ca.

To ensure receipt of the latest information and updates via email regarding this solicitation, or if the proposer has obtained this solicitation document from a third party, the onus is on the proposer to create a Sourcewell Procurement Portal Vendor Account and register for this solicitation opportunity.

Within the Sourcewell Procurement Portal, all proposals must be digitally acknowledged by an authorized representative of the proposer attesting that the information contained in in the proposal is true and accurate. By submitting a proposal, proposer warrants that the information provided is true, correct, and reliable for purposes of evaluation for potential contract award. The submission of inaccurate, misleading, or false information is grounds for disqualification from a contract award and may subject the proposer to remedies available by law.

E. GENERAL PROPOSAL REQUIREMENTS

Proposals must be:

- In substantial compliance with the requirements of this RFP or it will be considered nonresponsive and be rejected.
- Complete. A proposal will be rejected if it is conditional or incomplete.
- Submitted in English.
- Valid and irrevocable for 90 days following the Proposal Due Date.

Any and all costs incurred in responding to this RFP will be borne by the proposer.

F. PROPOSAL WITHDRAWAL

Prior to the proposal deadline, a proposer may withdraw its proposal.

G. OPENING

The Opening of proposals will be conducted in the Sourcewell Procurement Portal immediately following the proposal due date and time. To view the list of proposers resulting from the opening, verify that the Sourcewell Procurement Portal opportunities list search is set to "All" or "Closed."

Members of the public may attend the Opening at Sourcewell's office located at 202 12th Street NE, Staples, MN to hear the results.

VI. EVALUATION AND AWARD

A. EVALUATION

It is the intent of Sourcewell to award one or more contracts to responsive and responsible proposers offering the best overall quality, selection of equipment, products, and services, and price that meet the commonly requested specifications of Sourcewell and its Participating Entities. The award(s) will be limited to the number of proposers that Sourcewell determines is necessary to meet the needs of its Participating Entities.

Factors to be considered in determining the number of contracts to be awarded in any category may include the following:

- Total evaluation scores (giving consideration to natural breaks in the scoring of responsive proposals);
- The number and geographic location of highest-scoring proposers that offer:
  - A comprehensive selection of the requested equipment, products, or services;
  - A sales and service network ensuring availability and coverage for Participating Entities' use; and
  - Other attributes of the proposer or contents of its proposal that assist Participating Entities in achieving environmental and social requirements, and goals.

Information submitted as part of a proposal should be as specific as possible when responding to the RFP. Do not assume Sourcewell has any knowledge about a specific supplier or product.

B. AWARD(S)

Award(s) will be made to the highest-scoring proposer(s) whose proposal conforms to all conditions and requirements of the RFP, and consistent with the award criteria defined in this RFP.

Sourcewell may request written clarification of a proposal at any time during the evaluation process.

Proposal evaluation will be based on the following scoring criteria and the Sourcewell Evaluator Scoring Guide (a copy is available in the Sourcewell Procurement Portal):

Conformance to RFP Requirements	50
Financial Viability and Marketplace Success	75
Ability to Sell and Deliver Service	100
Marketing Plan	50

Value Added Attributes	75
Warranty	50
Depth and Breadth of Offered Equipment, Products, or Services	200
Pricing	400
TOTAL POINTS	**1000**

C. PROTESTS OF AWARDS

Any protest made under this RFP by a proposer must be in writing, addressed to Sourcewell's Executive Director, and delivered to the Sourcewell office located at 202 12th Street NE, P.O. Box 219, Staples, MN 56479. All documents that comprise the complete protest package must be received, and time stamped at the Sourcewell office by 4:30 p.m., Central Time, no later than 10 calendar days following Sourcewell's notice of contract award(s) or non-award. A protest must allege a procedural, technical, or legal defect, with supporting documentation. A protest that merely requests a re-evaluation of a proposal's content will not be entertained

A protest must include the following items:

- The name, address, and telephone number of the protester;
- Identification of the solicitation by RFP number;
- A precise statement of the relevant facts;
- Identification of the alleged procedural, technical, or legal defect;
- Analysis of the basis for the protest;
- Any additional supporting documentation;
- The original signature of the protester or its representative; and
- Protest bond in the amount of $20,000 (except where prohibited by law or treaty).

Protests that do not address these elements will not be reviewed.

D. RIGHTS RESERVED

This RFP does not commit Sourcewell to award any contract, and a proposal may be rejected if it is nonresponsive, conditional, incomplete, conflicting, or misleading. Proposals that contain false statements or do not support an attribute or condition stated by the proposer may be rejected.

Sourcewell reserves the right to:

- Modify or cancel this RFP at any time;
- Reject any and all proposals received;
- Reject proposals that do not comply with the provisions of this RFP;
- Select, for contracts or for discussion, a proposal other than that with the lowest cost;
- Independently verify any information provided in a proposal;
- Disqualify any proposer that does not meet the requirements of this RFP, is debarred or suspended by the United States or Canada, State of Minnesota, Participating Entity's

state or province; has an officer, or other key personnel, who have been charged with a serious crime; or is bankrupt, insolvent, or where bankruptcy or insolvency are a reasonable prospect;

- Waive or modify any informalities, irregularities, or inconsistencies in the proposals received;
- Clarify any part of a proposal and discuss any aspect of the proposal with any proposer; and negotiate with more than one proposer;
- Award a contract if only one responsive proposal is received if it is in the best interest of Participating Entities; and
- Award a contract to one or more proposers if it is in the best interest of Participating Entities.

E. DISPOSITION OF PROPOSALS

All materials submitted in response to this RFP will become property of Sourcewell and will become public record in accordance with Minnesota Statutes Section 13.591, after negotiations are complete. Sourcewell considers that negotiations are complete upon execution of a resulting contract. It is the proposer's responsibility to clearly identify any data submitted that it considers to be protected. Proposer must also include a justification for the classification citing the applicable Minnesota law. Sourcewell may reject proposals that are marked confidential or nonpublic, either substantially or in their entirety.

Sourcewell will not consider the prices submitted by the proposer to be confidential, proprietary, or trade secret materials. Financial information, including financial statements, provided by a proposer is not considered trade secret under the statutory definition.

11/9/2023

Addendum No. 1
Solicitation Number: RFP 010424
Solicitation Name: Firefighting PPE and Related Equipment Cleaning

Consider the following Questions and Answers to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

Are you looking for a supplier to provide these services in Canada and the United States?

Answer 1:

A proposer is not required to cover every geographic region to be considered for award. Each proposal is evaluated based on the criteria stated in the RFP. This RFP's resulting contracts may be used by Sourcewell's participating entities in the United States and in Canada as outlined in section 1.B. of the RFP document.

Question 2:

What are the administrative fees?

Answer 2:

Refer to section III. B., of the RFP for details on the Administrative Fee, "Proposers awarded a contract are expected to pay to Sourcewell an administrative fee in exchange for Sourcewell facilitating the resulting contracts. The administrative fee is normally calculated as a percentage of the total sales to Participating Entities for all contracted equipment, products, or services made during a calendar quarter, and is typically one percent (1%) to two percent (2%). In some categories, a flat fee may be an acceptable alternative." It is left to the discretion of each proposer to determine and propose an administrative fee that is consistent with its business and its industry.

End of Addendum

Acknowledgement of this Addendum to RFP 010424 posted to the Sourcewell Procurement Portal on 11/9/2023, is required at the time of proposal submittal.

11/30/2023

Addendum No. 2
Solicitation Number: RFP 010424
Solicitation Name: Firefighting PPE and Related Equipment Cleaning

Consider the following Questions and Answers to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

Outside of our submitted dealers of record, can an end user request a dealer not stated on this list if they have a preferred supplier or there are none in close proximity?

Answer 1:

Refer to RFP Section II. B. – Requested Equipment, Products, or Services – "… If Proposer requires the use of dealers, resellers, or subcontractors to provide the products or services, the Proposal should address how the products or services will be provided to Participating Entities and describe the network of dealers, resellers, and/or subcontractors that will be available to serve Participating Entities under a resulting contract." It is left to the discretion of each proposer to determine the information or documentation necessary to best demonstrate their ability to serve Sourcewell Participating Entities and satisfy all the requirements of the RFP and the questionnaire tables. Proposals are evaluated based on the criteria stated in the RFP.

For additional detail on the requirement for awarded suppliers with respect to distributor/dealer networks, refer to Sourcewell Contract Template Section 2. C. – Dealers, Distributors, and/or Resellers.

Question 2:

With selling into both U.S. and Canada, what is the best way to list our prices in local currency? Within the same document, separate submissions, etc.?

Answer 2:

Each proposer, in its discretion, will determine and propose the pricing approach that aligns with its business methods and satisfies all the requirements of the RFP Article on

Pricing. Proposers should clearly identify any costs that are not included in the proposed pricing of the equipment, products, or services.

End of Addendum

Acknowledgement of this Addendum to RFP 010424 posted to the Sourcewell Procurement Portal on 11/30/2023, is required at the time of proposal submittal.

12/04/2023

Addendum No. 3
Solicitation Number: RFP 010424
Solicitation Name: Firefighting PPE and Related Equipment Cleaning

Consider the following Question and Answer to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

Will there be preference given to either a vendor or a manufacturer if both bidding the same items and what if the pricing is lower for one of them? How will the award process work this time around for this type of event?

Answer 1:

The Sourcewell RFP is an open and competitive solicitation process. Sourcewell does not restrict the ability of interested proposers to submit a proposal in response to this RFP. A proposer is allowed to propose its entire line of equipment, products, and services falling within the requested equipment, products, or services of the subject solicitation. Proposals are evaluated based on the criteria stated in the RFP.

End of Addendum

Acknowledgement of this Addendum to RFP 010424 posted to the Sourcewell Procurement Portal on 12/04/2023, is required at the time of proposal submittal.

12/14/2023

Addendum No. 4
Solicitation Number: RFP 010424
Solicitation Name: Firefighting PPE and Related Equipment Cleaning

Consider the following Question and Answer to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

Can you kindly confirm the requirements for the Proposer's Authorized Representative? Are they required to submit a signed letter from the Proposer authorizing them to submit on their behalf? Does the user ID who submits the bid via the Sourcewell portal need to match exactly with the name listed for the Proposer's Authorized Representative in section 7 of the first page on the bid questionnaire, in order to be considered a valid submission?

Answer 1:

Refer to Step 1 - Table 1, Question 7, and the contents of the Proposer's Affidavit in Step 3. A Proposer's authorized representative must be identified in Question 7. and must also execute or direct the execution of the Affidavit and the submittal of the Proposal.

End of Addendum

Acknowledgement of this Addendum to RFP 010424 posted to the Sourcewell Procurement Portal on 12/14/2023, is required at the time of proposal submittal.

12/15/2023

Addendum No. 5
Solicitation Number: RFP 010424
Solicitation Name: Firefighting PPE and Related Equipment Cleaning

Consider the following Question and Answer to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

In regards to Table 2, Line Item 16, could you kindly confirm if the written authorization to act as distributor/dealer/reseller (or similar entity) must be provided for each manufacturer individually, or is it a blanket statement covering all manufacturers proposed? Is any documentation required directly from the manufacturer, or is it sufficient to simply respond within Line Item 16 affirming that we are an authorized dealer?

Answer 1:

It is left to the discretion of each proposer to determine the documentation necessary to best demonstrate their ability to serve Sourcewell members and satisfy all the requirements included in the questionnaire tables.

End of Addendum

Acknowledgement of this Addendum to RFP 010424 posted to the Sourcewell Procurement Portal on 12/15/2023, is required at the time of proposal submittal.

The
New York State
Contract Reporter

NYSCR.ny.gov

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This document printed
Thursday, 11/09/2023

Contracting Opportunity

Title: Firefighting Personal Protective Equipment with Related Equipment Cleaning
Agency: Sourcewell
Division: Procurement Department
Contract Number: 010424
CR Number: 2103586
Contract Term: 4 years
Date of Issue: 11/09/2023
Due Date/Time: 01/04/2024 4:30 PM
Central Time
County(ies): All NYS counties
Classification: Safety & Security - ***Commodities***
Opportunity Type: General
Entered By: Tara Wolff
Description: Sourcewell, a State of Minnesota local government unit and service cooperative, is requesting proposals for Firefighting Personal Protective Equipment with Related Equipment Cleaning to result in a contracting solution for use by its Participating Entities. Sourcewell Participating Entities include thousands of governmental, higher education, K-12 education, nonprofit, tribal government, and other public agencies located in the United States and Canada. A full copy of the Request for Proposals can be found on the Sourcewell Procurement Portal [https://proportal .sourcewell-mn.gov]. Only proposals submitted through the Sourcewell Procurement Portal will be considered. Proposals are due no later than January 4, 2024, at 4:30 p.m. Central Time, and late proposals will not be considered.

Service-Disabled Veteran-Owned Set Aside: No

Business entities awarded an identical or substantially similar procurement contract within the past five years:

Draeger, Inc.

Fire-Dex, LLC

Innotex Corporation

L.N. Curtis & Sons

LION First Responder PPE, Inc.

Municipal Emergency Services, Inc.

Motion Industries, Inc.

Safeware, Inc.

W.W. Grainger, Inc.

Contact Information

Primary contact:
Sourcewell
Procurement Department
Tara Wolff
Procurement Manager
202 12th Street NE
P.O. Box 219
Staples, MN 56479
United States
Ph: 218-541-5362
rfp@sourcewell-mn.gov

Submit to contact:
Sourcewell
Procurement Department
Tara Wolff
Procurement Manager
202 12th Street NE
P.O. Box 219
Staples, MN 56479
United States
Ph: 218-541-5362
rfp@sourcewell-mn.gov

Bid Results

Bid Results have not been entered

Awards

Awards have not been entered

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Daily Journal of Commerce
11 NE Martin Luther King Jr Blvd.
Portland, OR, 97232
Phone: 503-226-1311 Fax: 503-222-5358

DJC OREGON

Affidavit of Publication

To: Sourcewell - Carol Jackson
Po Box 219
Staples, MN, 564790219

Re: Legal Notice 2556071, FIREFIGHTING PERSONAL PROTECTIVE EQUIPMENT WITH RELATED EQUIPMENT CLEANING

State of OR }
} SS:
County of Multnomah }

I, Michelle A. Ropp, being duly sworn, depose and say that I am the Principal Clerk of the Daily Journal of Commerce, a newspaper of general circulation in the counties of CLACKAMAS, MULTNOMAH, and WASHINGTON as defined by ORS 193.101 and 193.020, published in Portland in the aforesaid County and State; that I know from my personal knowledge that the notice described as:
FIREFIGHTING PERSONAL PROTECTIVE EQUIPMENT WITH RELATED EQUIPMENT CLEANING
SOURCEWELL
a printed copy of which is hereto annexed, was published in the entire issue of said newspaper 1 time(s) in the following issues:
11/10/2023.

SEE EXHIBIT A

State of Oregon
County of Multnomah

SIGNED OR ATTESTED BEFORE ME ON 14th day of November 2023

By: Michelle A Ropp
Michelle A. Ropp

By: Nick Bjork
Nick Evan Bjork
Notary Public, State of OR
No. 995746
My commission expires on January 12, 2024

OFFICIAL STAMP
NICHOLAS EVAN BJORK
NOTARY PUBLIC - OREGON
COMMISSION NO. 995746
MY COMMISSION EXPIRES JANUARY 12, 2024

EXHIBIT A

SOURCEWELL

FIREFIGHTING PERSONAL PROTECTIVE EQUIPMENT WITH RELATED EQUIPMENT CLEANING

Proposals due 4:30 pm, January 4, 2024

REQUEST FOR PROPOSALS

Sourcewell, a State of Minnesota local government unit and service cooperative, is requesting proposals for Firefighting Personal Protective Equipment with Related Equipment Cleaning to result in a contracting solution for use by its Participating Entities. Sourcewell Participating Entities include thousands of governmental, higher education, K-12 education, nonprofit, tribal government, and other public agencies located in the United States and Canada. A full copy of the Request for Proposals can be found on the Sourcewell Procurement Portal [https://proportal.sourcewell-mn.gov]. Only proposals submitted through the Sourcewell Procurement Portal will be considered. Proposals are due no later than January 4, 2024, at 4:30 p.m. Central Time, and late proposals will not be considered.

Published Nov. 10, 2023. 2556071

LOCALiQ

The Oklahoman

PO Box 631643 Cincinnati, OH 45263-1643

PROOF OF PUBLICATION

Carol Jackson
Po Box 219
Staples MN 56479-0219

STATE OF OKLAHOMA, COUNTY OF OKLAHOMA

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11/09/2023, 11/16/2023

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Request For Proposals

Sourcewell, a State of Minnesota local government unit and service cooperative, is requesting proposals for **Firefighting Personal Protective Equipment with Related Equipment Cleaning** to result in a contracting solution for use by its Participating Entities. Sourcewell Participating Entities include thousands of governmental, higher education, K-12 education, nonprofit, tribal government, and other public agencies located in the United States and Canada. A full copy of the Request for Proposals can be found on the Sourcewell Procurement Portal [https://proportal.sourcewell-mn.gov]. Only proposals submitted through the Sourcewell Procurement Portal will be considered. Proposals are due no later than January 4, 2024, at 4:30 p.m. Central Time, and late proposals will not be considered.

LPXLP

November 9,16 2023

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Attention: Carol Jackson

SOURCEWELL
PO BOX 219
STAPLES, MN 56479

carol.jackson@sourcewell-mn.gov

REQUEST FOR PROPOSALS

Sourcewell, a State of Minnesota local government unit and service cooperative, is requesting proposals for **Firefighting Personal Protective Equipment with Related Equipment Cleaning** to result in a contracting solution for use by its Participating Entities. Sourcewell Participating Entities include thousands of governmental, higher education, K-12 education, nonprofit, tribal government, and other public agencies located in the United States and Canada. A full copy of the Request for Proposals can be found on the Sourcewell Procurement Portal [https://proportal.sourcewell-mn.gov]. Only proposals submitted through the Sourcewell Procurement Portal will be considered. Proposals are due no later than January 4, 2024, at 4:30 p.m. Central Time, and late proposals will not be considered.
IPL0146903
Nov 9 2023

State of South Carolina

County of Richland

I, Tara Pennington, makes oath that the advertisment, was published in The State, a newspaper published in the City of Columbia, State and County aforesaid, in the issue(s) of

1 insertion(s) published on:
11/09/23

Tara Pennington

Sworn to and subscribed before me this 9th day of November in the year of 2023

Stephanie Hatcher

Notary Public in and for the state of Texas, residing in Dallas County

STEPHANIE HATCHER
My Notary ID # 133534406
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GMs brace for Ohtani's momentous decision



Bob Nightengale
Columnist
USA TODAY



In six seasons with the Angels, Shohei Ohtani hit 171 homers, with 437 RBI and a .274 batting average, and was 38-19 as a pitcher. D. ROSS CAMERON/USA TODAY SPORTS

SCOTTSDALE, Ariz. – Everywhere you looked, every place you turned, everything you heard, and all you could imagine Tuesday, was all about Shohei Ohtani.

Ohtani was nowhere in sight. His agent, Nez Balelo, wasn't available. And his former Los Angeles Angels boss, Perry Minasian, was talking only in generalities.

Makes no difference.

The Ohtani free agent sweepstakes is the epicenter of the MLB general manager meetings at the Omni Resort where an entire industry anxiously awaits the outcome.

"We all involve ourselves and our profession around this game," said Erik Neander, Tampa Bay Rays president of baseball operations, "because we love it. We love talent. We love stories. And certainly, he's as fascinating a talent as we've all seen in our generation.

"Across the game, this is as anticipated a decision as we've had in our sport. This is certainly as captivating one to many, even for people that aren't baseball fans. I think it's great for our game."

Ohtani, who will be honored next week with his second American League MVP award in three years, is the sport's greatest two-way athlete in history, even eclipsing Babe Ruth. He had his second elbow surgery in five years on Sept. 19 and won't be able to pitch again until at least 2025, if not later – but no matter. There's not a team in baseball that doesn't covet him. Even with a price tag that will exceed $400 million, he's expected to receive the most seven-figure contract offers in baseball history.

Traditionally when a marquee free agent hits the open market, he'll get two, perhaps three legitimate offers. Aaron Judge got offers from only the New York Yankees, San Francisco Giants and San Diego Padres last winter. Bryce Harper's market consisted of the Philadelphia Phillies, Los Angeles Dodgers and Giants. Manny Machado had offers from the Padres and Chicago White Sox.

"I've had a few big-name players, and many times it's just team bidding against themselves," one veteran agent said. "You just don't have many teams willing to make that kind of commitment."

This time is different.

Ohtani could have as many as 10 teams making legitimate offers and perhaps as many as 20 that will tell their fan base they were in on him, too.

Simply put, he's the holy grail of free agency in the sports world.

"Just as an industry and fan perspective," Cleveland Guardians GM Mike Chernoff said, "he's the most interesting story in baseball right now. He's just such a unique talent. I'm trying to think of what guys have had this sort of unique attributes over the years, and I can't think of any.

"He just brings a whole different dynamic just because he's a two-way player thing. I can't even imagine how that will be valued on the market. I have no idea how it will play out."

There will be big markets and mid-sized markets involved. Teams from San Diego to Toronto to Texas to New York to Chicago will be in the bidding. The only thing guaranteed, GMs say, is that there will be a mystery team, a finalist in the sweepstakes that no one saw coming.

It could be as shocking as the 2000 winter meetings when the Rangers signed Alex Rodriguez to a record 10-year, $252 million contract, the richest in sports, easily beating out the Seattle Mariners and Atlanta.

"No one knows where he's going to end up," Houston Astros GM Dana Brown said, "and I think that's exciting for the game. You just don't know what's going to happen. I think there may be a wild-card team out there that's going to surface. These teams can just come out of nowhere.

"It's so unpredictable. I mean, like honestly, I didn't even consider the Cubs for (Craig) Counsell. I wasn't even thinking about that. I'm thinking maybe the Mets or he goes back to Milwaukee, and then all of a sudden it's the Chicago Cubs.

"Where these things land is really difficult to predict. In free agency, it's got to be the perfect city, the perfect match and a revenue city that can actually afford him. Only the good Lord knows where he ends up."

Minasian wishes he could wave a magic wand and bring him back. The Angels never reached the postseason during his six years with the team, but he has been the most electrifying player in the game, hitting a league-leading 44 homers with 95 RBI, 20 stolen bases and a career-high 1.066 OPS in 2023 despite missing most of September. On the mound, he went 25-14 with a 2.69 ERA, striking out 386 batters in 298 innings the past two years.

Where else can you find a legitimate ace and one of the game's premier power hitters in one package?

"I don't think the world quite appreciates how hard or challenging this is relative to any other athlete in sports," said Derek Falvey, Minnesota Twins president of baseball operations. "It's like there's no quarterback in the NFL also playing free safety at a high level. It's just very unique. So, I appreciate it just as a fan of baseball."

Said Brown: "He's actually getting the American kids to start thinking about, hey, I can pitch and hit. Remember when guys were drafted they had to choose? Now guys will get an opportunity to say I want to do both."

The Angels may be flawed, but they know they're a whole lot better with Ohtani than without him and truly believe they have a genuine chance to keep him.

If they wanted to trade him last summer, they could have received at least three top-10 prospects from any contender. Several teams were willing to offer their best and more.

Angels owner Arte Moreno also knew that if he traded Ohtani, he wasn't getting him back. Once Ohtani walked out the door, he was gone forever.

So now they'll take their chances and compete with the big boys. The Dodgers remain the heavy favorites. The Cubs and Rangers are serious contenders, with several GMs saying the Cubs may be the most aggressive team for his services. And it would be foolish to count out the Red Sox, the Mets or even the Giants.

"Great player, I think there's going to be a lot of attention on it," Minasian said. "And I understand why. We'll see how the offseason develops. We've got our plan, and we're going to try and execute that plan and we'll see where everything goes."

The Angels aren't promising a playoff berth with Ohtani, just like the Rangers didn't when they recruited Corey Seager, Marcus Semien and Jacob deGrom, either.

Yet in a baseball world where this year's World Series teams lost 110 and 102 games just two years ago, anything can happen.

"I think this is a very desirable place to play," Minasian said. "It's in a great part of the country. We have an outstanding fan base. The players that have played here since I've been here have been really, really positive with their experiences. So, with anybody on the market, I think we have a chance."

For all those who don't believe Ohtani has any interest in returning, Minasian doesn't blink. The Angels signed Mike Trout to a 10-year, $360 million contract when folks thought he preferred to one day to play in Philadelphia or New York. They outbid the Miami Marlins and Cincinnati Reds for Albert Pujols in 2011. They persuaded Anthony Rendon to come their way in 2019.

Many of those decisions may have backfired, but it proved that Moreno loves his stars, and he has not backed away from shelling out money, even if it means flying past the $237 million luxury tax threshold in 2024.

"I wouldn't put anything past," Minasian said. "I think it's something that for the right opportunities, ownership is all about winning. ... We'll do what we can to make the team as good as we can."

So, buckle up, lock the doors, and brace yourself for a seismic impact once Ohtani makes the decision heard 'round the baseball world.

"It's probably the most focused on free agent moment that I can remember," Falvey said. "We'll see how it shakes out.

"Just stay out of the (AL) Central. That's all I care about."

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NOTICES

PUBLIC NOTICE

NOTICE OF AVAILABILITY
Draft Programmatic Environmental Assessment for Electric Vehicle Charge Facilities at Multiple Air Force Bases

Pursuant to the requirements of the National Environmental Policy Act (NEPA), the U.S. Department of the Air Force (DAF) announces the preparation and availability of a Draft Programmatic Environmental Assessment (PEA) for the implementation of the Electric Vehicle Charge Facilities (EVCF) Program at multiple Air Force bases (AFBs).

The PEA evaluates the following alternatives:

1. Taking no action, where DAF would not implement the EVCF Program.
2. Installation of EV Charging Stations at select sites within the following AFBs: Joint Base Anacostia-Bolling (JBAB) in Washington D.C., Joint Base Andrews (JBA) in Maryland, Joint Base McGuire Dix Lakehurst (JBMDL) in New Jersey, Los Angeles AFB (LAAFB) in California, Tyndall AFB (TAFB) in Florida, and the United States Air Force Academy (USAFA) in Colorado.

The purpose of the Proposed Action is to provide AFBs with electric vehicle (EV) charging stations to enable on-base EV usage and charging for government-owned vehicles. The Proposed Action is needed to increase the number of EV charging stations on AFBs for creating the necessary infrastructure to expand EV usage, which would minimize carbon emissions in the long-run and help DAF meet White House goals for EV usage under Executive Order (EO) 14008, Tackling the Climate Crisis at Home and Abroad, and EO 14057, Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability.

The PEA assesses the potential impacts associated within EVCF Program implementation and provides the DAF meaningful points in agency planning and decision making on the relevant environmental information of the EVCF Program. Once a decision is made to implement at a particular installation, the DAF would conduct follow-on site-specific environmental analysis tiering from the PEA document using the Checklist in Appendix A of the PEA.

This Notice of Availability (NOA) starts a 45-day public comment period. A copy of the Draft PEA is available online through the Air Force Civil Engineer Center's National Environmental Policy Act Center website: https://www.afcec.af.mil/Home/Environment/National-Environmental-Policy-Act-Center/. An electronic copy may also be requested by emailing Mr. Nicolas Post (nicolas.post@us.af.mil). Any substantive comments received will be addressed in the Final PEA. Comments must be received by December 23, 2023 and sent to the following mailing address or email address:

U.S. Department of the Air Force
Nicolas Post
Air Force Civil Engineer Center
National Environmental Policy Act Division (AFCEC/CIE)
AFCEC/CZN, Bldg. 1
2261 Hughes Ave, Suite 155,
JBSA-Lackland, TX 78236-9853
Or email at nicolas.post@us.af.mil

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PUBLIC NOTICE

Sourcewell, a State of Minnesota local government unit and service cooperative, is requesting proposals for Firefighting Personal Protective Equipment with Related Equipment Cleaning to result in a contracting solution for use by its Participating Entities.

Sourcewell Participating Entities include thousands of governmental, higher education, K-12 education, nonprofit, tribal government, and other public agencies located in the United States and Canada.

A full copy of the Request for Proposals can be found on the Sourcewell Procurement Portal **https://proportal.sourcewell-mn.gov**

Only proposals submitted through the Sourcewell Procurement Portal will be considered.

Proposals are due no later than January 4, 2024, at 4:30 p.m. Central Time, and late proposals will not be considered.

The Interlocal Purchasing System (TIPS)
has posted procurement solicitations at
www.tips-usa.com for the following categories:

- **231101 Floor Covering, Supplies, and Services (2 Part with JOC)**
- **231102 Pipe Bursting (2 Part with JOC)**
- **231103 Lockers (2 Part with JOC)**
- **231104 Commercial Cafeteria Equipment and Furniture**

Proposal is due and will be opened on December 8, 2023, at 3:00 pm local time.

Call 866-839-8477 for problems with website or questions.

CAREERS

EMPLOYMENT

Associate General Dentist Opportunity. Full-time. $700.00 - $800.00 Daily guarantee or % of Collections (whichever is greater); Earnings expected to be $150k to $250k per year plus signing bonus! Ideal candidate will be understanding and patient. Candidate will be given full clinical autonomy. Mentorship is available. **To learn more about us, please contact us at RecruitmentServices@henryschein.com.** AD CODE: DDSIL3025.

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EMPLOYMENT

Beautiful Smiles by Design is in Dalton and Calhoun GA. We are looking for a General and/or pediatric Dentist at our Dalton location to lead our Practice growth. Our Practices are ultra-high tech, designed to provide premium dentistry to all our patients. We offer excellent compensation and benefits package. Mentorship for implants, Orthodontics, Molar Root canals available. Beautiful Smiles by Design. **Tel: (919)423 6386. E-mail: elinahc@beautifulsmilesdentistry.com**

Full-time General Dentist Opportunity in Bellingham, WA. $10,000 signing bonus. Our Mt Vernon office is seeking a full time General Dentist to support this growing community. Located just over an hour away from Seattle, WA and Vancouver, BC, this is a great location that is close to major metro areas while still having a community feel. At Gentle Dental, we value our teammate's smile as much as our patient's smile. Come join our team and make a difference in the lives of the people in your community! **Email: rabitoye@interdent.com**

State-of-the-art facility in San Francisco CA is seeking a PT Associate Dentist to start out 1 day per week. Pay rate between $655.00 - $1,500.00 per day. Ideal candidate will possess 3+ yrs working dental experience. Associate must be able to provide all aspects of General Dentistry and be a licensed DDS or DMD in CA. **Email resume to Shayne.derby@aprio.com.**

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Opportunity Notice

Firefighting Personal Protective Equipment with Related Equipment Cleaning

Category: Goods

Potential vendors (bidders) may view the bid package here.

View Bid Package

Interested vendors (bidders) who wish to submit a response to this opportunity should register their interest by downloading the document(s) from the bid package.

View Interested Vendors (Bidders)

Opportunity Information

Organization:	Canoe Procurement Group of Canad
Organization Address:	
Reference Number:	AB-2023-06622
Solicitation Number:	AB-2023-06622
Solicitation Type:	Request for Proposal
Posting (MM/dd/yyyy)**:**	11/09/2023 09:00:00 AM Alberta Time
Closing (MM/dd/yyyy)**:**	01/04/2024 03:30:00 PM Alberta Time
Last Update (MM/dd/yyyy)**:**	11/08/2023 12:51:43 PM Alberta Time
Agreement Type:	NWPTA/TILMA & CFTA & CETA & TCA
Region of Opportunity:	Open
Region of Delivery:	Alberta
Opportunity Type:	Open & Competitive

Commodity Codes:
N4240: Safety and Rescue Equipment
N4240C: Goggles, Safety (All Types)
N4240A: Canister, Oxygen Generating, Breathing Apparatus, Except Aircraft
N8415N: HELMETS (CLOTHING, SPECIAL PURPOSE)
N8415TC: COVERALLS, WOVEN, FIRE FIGHTERS, NOMEX, DND ONLY
N4240B: Breathing Apparatus, Oxygen Generating
N4240DA: Masks, Air Filtering, Disposable
N4240J: Belts and Harnesses Safety, Industrial
N4240AD: Canister, Gas Mask (CW)
N8415QBA: JACKET/TROUSERS, FIREMAN, PROTECTIVE, FIRE RETARDANT, INCLUDING NOMEX
N3510A: Washing Machines and Dryers, Laundry, Domestic, All Types
N4235J: Oil Dispersant and Absorbent Systems
N4220B: Compressors, Underwater Breathing Apparatus
N4230: Decontaminating and Impregnating Equipment
N8465B: BELT (INDIVIDUAL EQUIPMENT)
N4230C: Personnel Decontamination Lotion (C.W. Agents)
N4210: Fire Fighting Equipment
N4210W: Firefighting Equipment, Special, Customer or Systems Engineered Products

Response Submission:

Only Proposals submitted through the Sourcewell Procurement Portal will be considered.

https://proportal.sourcewell-mn.gov

Proposals are due no later than January 4, 2024, at 4:30 p.m. Central Time, and late proposals will not be considered.

Response Contact:

Wolff, Tara
Manager of Procurement
2510 Sparrow Drive
Nisku, Alberta T9E 8N5
Tel: 218-541-5362
Email: tara.wolff@sourcewell-mn.gov

Response Specifics:

A full copy of the Request for Proposals can be found on the Sourcewell Procurement Portal [https://proportal.sourcewell-mn.gov]. Only proposals submitted through the Sourcewell Procurement Portal will be considered. Proposals are due no later than January 4, 2024, 4:30 pm Central Time, and late proposals will not be considered.

Proposer's complete proposal must be submitted through the Sourcewell Procurement Portal no later than the date and time specified in the Solicitation Schedule. Any other form of proposal submission, whether electronic, paper, or otherwise, will not be considered by Sourcewell. Only complete proposals that are timely submitted through the Sourcewell Procurement Portal will be considered. Late proposals will not be considered. It is the Proposer's sole responsibility to ensure that the proposal is received on time.

All proposals must be received through the Sourcewell Procurement Portal no later than the Proposal Due Date and time noted in the Solicitation Schedule above. It is recommended that Proposers allow sufficient time to upload the proposal and to resolve any issues that may arise. The closing time and date is determined by the Sourcewell Procurement Portal web clock.

In the event of problems with the Sourcewell Procurement Portal, follow the instructions for technical support posted in the portal. It may take up to twenty-four (24) hours to respond to certain issues.

Upon successful submission of a proposal, the Sourcewell Procurement Portal will automatically generate a confirmation email to the proposer. If the proposer does not receive a confirmation email, contact Sourcewell's support provider at support@bidsandtenders.ca.

To ensure receipt of the latest information and updates via email regarding this solicitation, or if the Proposer has obtained this solicitation document from a third party, the onus is on the Proposer to create a Sourcewell Procurement Portal Vendor Account and register for this solicitation opportunity.

All proposals must be acknowledged digitally by an authorized representative of the Proposer attesting that the information contained in the proposal is true and accurate. By submitting a proposal, Proposer warrants that the information provided is true, correct, and reliable for purposes of evaluation for potential contract award. The submission of inaccurate, misleading, or false information is grounds for disqualification from a contract award and may subject the Proposer to remedies available by law.

Opportunity Description:

Canoe Procurement Group of Canada, is posting the solicitation on behalf of CivicInfo BC, RMA, SARM, AMM, LAS, UMNB, NSFM, FPEIM, MNL, NWTAC, NAM and its current and potential Members and

Bid RFP #010424 - Firefighting Personal Protective Equipment with Related Equipment Cleaning

Bid Type **RFP**

Bid Number **010424**

Title **Firefighting Personal Protective Equipment with Related Equipment Cleaning**

Start Date **Nov 9, 2023 6:15:44 AM CST**

End Date **Jan 4, 2024 4:30:00 PM CST**

Agency **Sourcewell**

Bid Contact **Tara Wolff**
(218) 541-5362
rfp@sourcewell-mn.gov
202 12th Street NE
P.O. Box 219
Staples, MN 56479-0219

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Description

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Pre-Bid Conference

Date **Nov 30, 2023 2:00:00 PM CST**

Location **Online Conference**

Notes **Login information will be emailed two business days prior to the event.**

Documents

No Documents for this bid

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Bid Details

Bid Classification:	Goods
Bid Type:	RFP - General
Bid Number:	RFP 010424
Bid Name:	Firefighting PPE and Related Equipment Cleaning
Bid Status:	**Open**
Bid Closing Date:	Thu Jan 4, 2024 4:30:00 PM (CST)
Question Deadline:	Wed Dec 27, 2023 4:30:00 PM (CST)
Electronic Auctions:	Not Applicable
Language for Bid Submissions:	English unless specified in the bid document
Submission Type:	Online Submissions Only
Submission Address:	Online Submissions Only
Public Opening:	Yes
Public Opening Address:	See RFP and FAQ documents for details
Description:	Sourcewell, a State of Minnesota local government unit and service cooperative, is requesting proposals for **Firefighting Personal Protective Equipment with Related Equipment Cleaning** to result in a contracting solution for use by its Participating Entities. Sourcewell Participating Entities include thousands of governmental, higher education, K-12 education, nonprofit, tribal government, and other public agencies located in the United States and Canada. A full copy of the Request for Proposals can be found on the Sourcewell Procurement Portal [https://proportal.sourcewell-mn.gov]. Only proposals submitted through the Sourcewell Procurement Portal will be considered. Proposals are due no later than **January 4, 2024, at 4:30 p.m. Central Time**, and late proposals will not be considered.
Bid Document Access:	Bid Opportunity notices and awards and a free preview of the bid documents is available on this site free of charge without registration. Please note, some documents may be secured and you will be required to register for the bid to download and view the documents. There is no cost to obtain an unsecured version of the document and /or to participate in this solicitation.
Categories:	Show Categories [+]

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OPEN

Firefighting Personal Protective Equipment with Related Equipment Cleaning

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Important Dates

> Pre-Proposal Conference:
> **November 30, 2023 at 2:00 pm CST**
>
> Proposals Due:
> **January 4, 2024 at 4:30 pm CST**

To obtain a copy of the complete RFP, ask questions related to the RFP, or submit a proposal, please use the link below.

Sourcewell Procurement Portal

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Bidding

Type 1 Bid Notice Only

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Solicitation Setting

✔ Invite Bidders	No
✔ Evaluate Response online	No
✔ Internal Approval	No
✔ Enable Collaboration with other Users	No

Solicitation Details

Mandatory Information

Solicitation Type	RFP	Solicitation Number	010424
Solicitation Name	Firefighting Personal Protective Equipment with Related Equipment Cleaning	Procurement Type	Goods
Country & Province/State	Canada / Ontario	Published By	Sourcewell
Accept Questions	Not Applicable		

Internal Information (For Internal Use Only)

Procurement Title/Project Name	010424 Firefighting PPE

Advertisement

Basic Settings

Solicitation Type	Open to all suppliers	Estimated Contract Amount	$200,000,000.00
Publish Date	11/09/2023	Closing Date & Time	01/04/2024 16:30:00 CT
Publish Option		Value Range for this Solicitation	10,000,001 over

Selected Categories

Business Services/ Supplies

Safety Equipment/ Services / Supplies	First Aid training/supplies, Safety gears-boots, belts, helmet, Health and safety inspections (Fire Sprinkler systems), lifeline systems, fall arrest, fire extinguishers services and supply, Asbestos Management Plan, crowd control / portable gates etc.

Solicitation Overview

Sourcewell

Firefighting Personal Protective Equipment with Related Equipment Cleaning

010424

Closing Date: 01/04/2024 04:30:00 PM CT

Detail:

Sourcewell, a State of Minnesota local government unit and service cooperative, **is requesting proposals for Firefighting Personal Protective Equipment with Related Equipment Cleaning to result in a contracting solution for use by its Participating Entities. Sourcewell Participating Entities include thousands of governmental, higher education, K-12 education, nonprofit, tribal government, and other public agencies located in the United States and Canada. A full copy of the Request for Proposals can be found on the Sourcewell Procurement Portal [**https://proportal.sourcewell-mn.gov**]. Only proposals submitted through the Sourcewell Procurement Portal will be considered. Proposals are due no later than January 4, 2024, at** 4:30 p.m. Central Time, **and** late proposals will not be considered.

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1 Preview
2 Amendments
3 Bid Results
4 Award
5 Audit

Sourcewell

Preview

Print

Notice | Categories

Basic Information

Estimated Contract Value (CAD)
200,000,000.00 (Not shown to suppliers)

Reference Number
0000259325

Issuing Organization
Sourcewell

Solicitation Type
RFP - Request for Proposal (Formal)

Solicitation Number
010424

Title
Firefighting Personal Protective Equipment with Related Equipment Cleaning

Source ID
PP.CO.USA.868485.C88455

Details

Location
Canada, All of Canada, All of Canada

Purchase Type
Duration: 4 years

Description
Sourcewell, a State of Minnesota local government unit and service cooperative, is requesting proposals for Firefighting Personal Protective Equipment with Related Equipment Cleaning to result in a contracting solution for use by its Participating Entities. Sourcewell Participating Entities include thousands of...

See more

Dates

Publication Date
2023/11/09 07:10:29 AM EST

Question Acceptance Deadline
2023/12/20 05:30:00 PM EST

Questions are submitted online
No

Closing Date
2024/01/04 05:30:00 PM EST

Bid Intent
Not Available

Prebid Conference
2023/11/30 03:00:00 PM EST

Contact Information

Procurement Department

218-894-1930

rfp@sourcewell-mn.gov

Pre-Bidding Events

Event Type
Prebid Conference

Attendance
Recommended

Event date
2023/11/30 03:00:00 PM EST

Location
Online Conference

Event Note
Login information will be emailed two business days prior to the event.

Bid Submission Process

Bid Submission Type
Electronic Bid Submission

Pricing
In attached document

Bid Documents List

Item Name	Description	Mandatory	Limited to 1 file
Bid Documents	Documents defining the proposal	Yes	No

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Proposal Opening Record

Date of opening: January 4, 2024

Sourcewell posted Request for Proposal #010424, for the procurement of Firefighting Personal Protective Equipment with Related Equipment Cleaning, on the Sourcewell Procurement Portal [proportal.sourcewell-mn.gov] on Thursday, November 9, 2023, and the solicitation remained in an open status within the portal until January 4, 2024, at 4:30 pm CT. The RFP required that all proposals be submitted through the Sourcewell Procurement Portal no later than 4:30 pm CT on January 4, 2024, the date and time specified in the Solicitation Schedule.

The undersigned certify that all responses received on Request for Proposal #010424 were submitted through the Sourcewell Procurement Portal, and that each Proposer's response material was digitally sealed upon submission and remained inaccessible until the due date and time specified in the Solicitation Schedule.

Responses were received from the following:

AeroClave, LLC - Submitted Thu Jan 4, 2024 1:32:57 PM
All Hands Fire Equipment, LLC - Submitted Wed Jan 3, 2024 7:47:47 PM
Arnold Machine, Inc. - Submitted Thu Jan 4, 2024 12:55:14 PM
Associated Fire Safety Group, Inc. - Submitted Thu Jan 4, 2024 3:13:12 PM
Atlantic Emergency Solutions, Inc. - Submitted Thu Jan 4, 2024 12:04:35 PM
Circul-Air Corp. International, Inc. - Submitted Thu Jan 4, 2024 1:31:47 PM
DAN ENTERPRISES TEAM, LLC - Submitted Tue Dec 19, 2023 11:13:41 AM
Delta Fire & Safety, Inc. - Submitted Thu Jan 4, 2024 4:20:42 PM
Emergency Technical Decon - Submitted Wed Jan 3, 2024 2:33:45 PM
Fire-Dex GW, LLC dba Gear Wash - Submitted Thu Jan 4, 2024 9:38:41 AM
Fire-Dex, LLC - Submitted Thu Jan 4, 2024 9:30:00 AM
Galls, LLC - Submitted Thu Jan 4, 2024 3:22:02 PM
HAIX NORTH AMERICA, INC. - Submitted Thu Jan 4, 2024 3:01:09 PM
INNOTEX CORP. - Submitted Thu Dec 28, 2023 11:57:24 AM
L.N. Curtis & Sons - Submitted Thu Jan 4, 2024 4:27:31 PM
Lakeland Industries, Inc. - Submitted Mon Dec 18, 2023 7:42:02 PM
LION First Responder PPE, Inc. - Submitted Wed Jan 3, 2024 2:16:58 PM
M&L Supply, Fire & Safety - Submitted Thu Jan 4, 2024 2:26:41 PM
Morning Pride MFG dba Honeywell First Responder Products - Submitted Thu Jan 4, 2024 3:00:00 PM
MSA Safety Sales, LLC dba Globe Manufacturing Co., LLC - Submitted Thu Jan 4, 2024 4:10:43 PM

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Municipal Emergency Services, Inc. - Submitted Wed Jan 3, 2024 11:39:54 AM
Ram'd Air Gear Dryer, Ltd. - Submitted Thu Jan 4, 2024 4:20:07 PM
Ricocet Manufacturing Company, Inc. - Submitted Thu Jan 4, 2024 9:46:02 AM
Safedesign Apparel, Ltd. Dba Fireservice Management, Ltd. - Submitted Thu Jan 4, 2024 2:25:20 PM
Safety Source Fire, Inc. - Submitted Thu Jan 4, 2024 2:00:09 PM
SUPPRESSION GEAR, Inc. - Submitted Thu Jan 4, 2024 4:28:33 PM
Ten-8 Fire & Safety, LLC - Submitted Thu Jan 4, 2024 10:34:22 AM
VIKING Life Saving Equipment, Inc. - Submitted Thu Jan 4, 2024 7:26:11 AM
Vizocom ICT, LLC - Submitted Thu Jan 4, 2024 1:24:27 PM
Witmer Public Safety Group, Inc. - Submitted Thu Jan 4, 2024 4:12:03 PM

The Proposals were opened electronically, and a list of all Proposers was made publicly available in the Sourcewell Procurement Portal, on January 4, 2024, at 4:30 pm CT. All responsive proposals were then submitted for review by the Sourcewell Evaluation Committee.

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Michael Muñoz, CPPB, Senior Procurement Analyst

DocuSigned by:
Carol Jackson
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Carol Jackson, Procurement Analyst

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Proposal Evaluation

Firefighting Personal Protective Equipment with Related Equipment Cleaning

RFP #010424

	Possible Points	AeroClave, LLC	All Hands Fire Equipment, LLC	Arnold Machine, Inc.	Associated Fire Safety Group, Inc.	Atlantic Emergency Solutions, Inc.	Circul-Air Corp. International, Inc.	DAN ENTERPRISES TEAM, LLC	Delta Fire & Safety, Inc.	Emergency Technical Decon	Fire-Dex GW, LLC dba Gear Wash
Conformance to RFP Requirements	50	40	41	39	39	40	40	40	39	39	39
Pricing	400	324	326	329	289	266	325	327	306	308	319
Financial Viability and Marketplace Success	75	60	60	54	53	60	53	57	57	51	58
Ability to Sell and Deliver Service	100	72	70	65	70	80	77	68	66	72	74
Marketing Plan	50	39	40	38	33	39	39	38	36	36	36
Value Added Attributes	75	56	64	53	53	54	54	62	54	60	55
Warranty and Performance Standards or Guarantees	50	38	40	40	38	39	40	40	36	38	39
Depth and Breadth of Offered Equipment, Products, or Services	200	138	174	125	148	163	153	155	163	151	153
Total Points	1,000	767	815	743	723	741	781	787	757	755	773
Rank Order		15	2	19	24	20	11	8.5	16	17	14

	Possible Points	Fire-Dex, LLC	Galls, LLC	HAIX NORTH AMERICA, INC.	INNOTEX CORP.	L.N. Curtis & Sons	Lakeland Industries, Inc.	LION First Responder PPE, Inc.	M&L Supply, Fire & Safety	Morning Pride MFG dba Honeywell First Responder Products	MSA Safety Sales, LLC dba Globe Manufacturing Co.
Conformance to RFP Requirements	50	40	38	40	40	42	39	42	37	38	39
Pricing	400	320	259	330	314	310	315	328	275	326	306
Financial Viability and Marketplace Success	75	60	58	60	58	61	53	60	58	61	62
Ability to Sell and Deliver Service	100	77	84	83	77	78	75	84	70	83	84
Marketing Plan	50	37	34	40	39	41	39	38	38	30	41
Value Added Attributes	75	58	58	60	58	61	43	63	54	58	63
Warranty and Performance Standards or Guarantees	50	41	38	39	39	41	40	42	37	39	39
Depth and Breadth of Offered Equipment, Products, or Services	200	155	159	134	155	170	143	165	156	153	143
Total Points	1,000	788	728	786	780	804	747	822	725	788	777
Rank Order		6.5	22	10	12	5	18	1	23	6.5	13

	Possible Points	Municipal Emergency Services, Inc.	Ram'd Air Gear Dryer, Ltd.	Ricocet Manufacturing Company, Inc.	Safedesign Apparel, Ltd. Dba Fireservice Management, Ltd.	Safety Source Fire, Inc.	SUPPRESSION GEAR, Inc.	Ten-8 Fire & Safety, LLC	VIKING Life Saving Equipment, Inc.	Vizocom ICT, LLC	Witmer Public Safety Group, Inc.
Conformance to RFP Requirements	50	39	37	40	19	32	37	38	41	-	36
Pricing	400	316	249	339	93	214	293	288	322	-	258
Financial Viability and Marketplace Success	75	63	49	58	28	46	49	53	60	-	51
Ability to Sell and Deliver Service	100	84	67	78	46	61	64	66	76	-	64
Marketing Plan	50	35	34	40	15	29	34	38	42	-	28
Value Added Attributes	75	51	52	61	26	45	56	55	64	-	44
Warranty and Performance Standards or Guarantees	50	39	40	39	15	30	37	39	41	-	34
Depth and Breadth of Offered Equipment, Products, or Services	200	180	133	158	104	155	125	161	141	-	146
Total Points	1,000	807	661	813	346	612	695	738	787	0	661
Rank Order		4	26.5	3	29	28	25	21	8.5	30	26.5

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Greg Grunig
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Greg Grunig, M.S., Senior Procurement Analyst

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Michael Muñoz, CPPB, Senior Procurement Analyst

DocuSigned by:
Craig West
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Craig West, Procurement Analyst

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Nicole Lueth
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Nicole Lueth, Procurement Analyst

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COMMENT AND REVIEW
to the
REQUEST FOR PROPOSAL (RFP) #010424
Entitled

Firefighting Personal Protective Equipment with Related Equipment Cleaning

The following advertisement was placed November 9, 2023 in *USA Today*, in South Carolina's *The State,* and on the Sourcewell website www.sourcewell-mn.gov, Sourcewell Procurement Portal https://proportal.sourcewell-mn.gov, Biddingo, Merx, PublicPurchase.com, The New York State Contract Reporter www.nyscr.ny.gov, November 10, 2023 in Oregon's *Daily Journal of Commerce*, and November 9 and November 16, 2023 in *The Oklahoman*:

> *Sourcewell, a State of Minnesota local government unit and service cooperative, is requesting proposals for Firefighting Personal Protective Equipment with Related Equipment Cleaning to result in a contracting solution for use by its Participating Entities. Sourcewell Participating Entities include thousands of governmental, higher education, K-12 education, nonprofit, tribal government, and other public agencies located in the United States and Canada. A full copy of the Request for Proposals can be found on the Sourcewell Procurement Portal [https://proportal.sourcewell-mn.gov]. Only proposals submitted through the Sourcewell Procurement Portal will be considered. Proposals are due no later than January 4, 2024, at 4:30 p.m. Central Time, and late proposals will not be considered.*

The solicitation process was conducted through the Sourcewell Procurement Portal. The following parties expressed interest in the solicitation by registering for this opportunity within the portal:

101077696 Saskatchewan, Ltd.	HAIX NORTH AMERICA, INC.
171 EMERGENCIA, INC.	Husqvarna Professional Products, Inc.
911 Fleet & Fire Equipment Holdings, LLC	INNOTEX CORP.
9195-6664 Quebec, Inc.	INTERBORO PACKAGING CORPORATION
9397-9813 Quebec, Inc.	Interspiro, Inc.
A&R Project Solutions, Ltd.	L.N. Curtis & Sons
AeroClave, LLC	Lakeland Industries, Inc.
All Hands Fire Equipment, LLC	Levitt-Safety, Limited
Aramsco, Inc.	Limited Enterprise, Inc.
Arnold Machine, Inc.	LION First Responder PPE, Inc.
Arvita Trade, Inc.	M&L Supply, Fire & Safety
Associated Fire Safety Group, Inc.	Macqueen Equipment

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Associated Fire Safety Group, Ltd.	Miele, Limited
Atlantic Emergency Solutions, Inc.	Model Manes
Bochi Brothers Accessory Network	Morning Pride MFG dba Honeywell First Responder Products
Cascade Fire Equipment	MSA Safety Sales, LLC dba Globe Manufacturing Co., LLC
Circul-Air Corp. International, Inc.	Municipal Emergency Services
Comoroz, Inc.	Municipal Emergency Services, Inc.
Conway Shield	North America Fire Equipment Co., Inc.
Cooperative Services, LLC	PWXPress
DAN ENTERPRISES TEAM, LLC	Quantum International Services, Ltd.
DANA SAFETY SUPPLY, Inc.	Ram'd Air Gear Dryer, Ltd.
Defense Equipment Company	Rescue Intellitech, Inc.
Delta Fire & Safety, Inc.	Ricocet Manufacturing Company, Inc.
DIAMOND POWER CONSULTANT GROUP, INC.	Safedesign Apparel, Ltd. Dba Fireservice Management, Ltd.
Draeger Safety Canada, Ltd.	Safety Source Fire, Inc.
Draeger, Inc.	Sea-Western, Inc.
Dry Gear Solutions	SUPPRESSION GEAR, Inc.
DYNAMIX SCAFFOLD GROUP, LLC	Tempest Technology Corporation
Emergency Technical Decon	Ten-8 Fire & Safety, LLC
Emergent Health Care Solutions, LLC	Touche, Ltd.
Fire Tech and Safety	Valor Elite Supply, LLC.
Fire-Dex GW, LLC dba Gear Wash	VIKING Life Saving Equipment, Inc.
Fire-Dex, LLC	Vizocom ICT, LLC
FIRE-ETC	W.A. Vorpahl, Inc.
FireTec!	W.S. Darley & Co.
FYRE MARKETING, LLC	WFR Fire
Galls, LLC	Witmer Public Safety Group, Inc.
Genesis Rescue Systems	Women Teaching CPR
Guillevin International Co.	

All Proposals remained sealed within the Sourcewell Procurement Portal until the scheduled due date and time. Proposals were electronically opened, and the list of all Proposers was made publicly available on the Sourcewell Procurement Portal, on January 4, 2024 at 4:30 pm CT. Proposals were received from the following:

AeroClave, LLC
All Hands Fire Equipment, LLC
Arnold Machine, Inc.
Associated Fire Safety Group, Inc.
Atlantic Emergency Solutions, Inc.
Circul-Air Corp. International, Inc.
DAN ENTERPRISES TEAM, LLC
Delta Fire & Safety, Inc.
Emergency Technical Decon
Fire-Dex GW, LLC dba Gear Wash

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Fire-Dex, LLC
Galls, LLC
HAIX NORTH AMERICA, INC.
INNOTEX CORP.
L.N. Curtis & Sons
Lakeland Industries, Inc.
LION First Responder PPE, Inc.
M&L Supply, Fire & Safety
Morning Pride MFG dba Honeywell First Responder Products
MSA Safety Sales, LLC dba Globe Manufacturing Co., LLC
Municipal Emergency Services, Inc.
Ram'd Air Gear Dryer, Ltd.
Ricocet Manufacturing Company, Inc.
Safedesign Apparel, Ltd. Dba Fireservice Management, Ltd.
Safety Source Fire, Inc.
SUPPRESSION GEAR, Inc.
Ten-8 Fire & Safety, LLC
VIKING Life Saving Equipment, Inc.
Vizocom ICT, LLC
Witmer Public Safety Group, Inc.

Proposals were reviewed by the Proposal Evaluation Committee:

Greg Grunig, MS, Senior Procurement Analyst
Michael Muñoz, CPPB, Senior Procurement Analyst
Nicole Lueth, Procurement Analyst
Craig West, Procurement Analyst

The findings of the Proposal Evaluation Committee are summarized as follows:

The Proposal Evaluation Committee applied the Sourcewell RFP evaluation criteria and determined that the products and services offered in the proposal response from Vizocom ITC, LLC fall outside of the Requested Equipment, Products, or Services of the RFP. All other proposals were found to meet the scope and mandatory submittal requirements and were evaluated.

All Hands Fire Equipment, LLC, is a distributor and service provider for firefighting equipment, tools, supplies, and accessories for over 800 different manufacturers and suppliers. They offer financing options through LCA Bank Corporation. All Hands Fire Equipment offers extensive training courses, and have numerous environmental initiatives. They are offering Sourcewell participating entities solid discounts off list prices and volume discounts.

Dan Enterprise Team, LLC is a Small Business that has graduated from the 8(a) program with the SBA and is a certified Small Business in Broward County, Florida. Headquartered in Pembroke Pines, Florida, Dan Enterprise Team has strong coverage of the Maime-Dade County and all Florida and has the ability to meet Sourcewell's Participating Entities needs nationally. Dan Enterprise team is offering many brands of Firefighting PPE to Sourcewell and participating entities at better discounted rates than normally offered to government agencies.

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Fire-Dex, LLC is a family-owned and operated company operating as a manufacturer of head-to-toe PPE for first responders and an expansive Independent Service Provider (ISP) offering of Firefighting PPE care and maintenance under its subsidiary, Gear Wash. Headquartered in Medina, Ohio, with three additional manufacturing locations in Georgia, North Carolina, and Mexico, Fire-Dex has demonstrated their ability to provide these products and services to Sourcewell Participating Entities throughout the United States and Canada. All products and services offered by Fire-Dex are provided to Sourcewell's Participating Entities at competitive discounts.

HAIX is a family-owned footwear manufacturer trusted by first responders. The combination of their own salesforce and their dealer network, they can sell and serve to Sourcewell participating entities across the United States and Canada. They are offering a substantial footwear offering along with routine inspection, advanced inspection and retirement of footwear, if needed. HAIX is offering substantial discounts to Sourcewell entities.

LION First Responder PPE, Inc., manufactures a comprehensive offering of first responder personal protective equipment (PPE). LION's PPE line is offered to all Sourcewell participating entities across the United States and Canada by both LION and a robust dealer network spanning from coast to coast. Cleaning, inspection and repair of products is provided by LION TotalCare market centers located in several major cities across the United States. All products proposed by LION First Responder PPE are being provided at a competitive discount rate.

L.N. Curtis & Sons is a stocking distributor of firefighting equipment in the Western US. In addition to equipment sales, they offer solutions such as Curtis Force Protection, Curtis Blue Line, Firefighters Bookstore, and ECMS for service, training, and PPE care and maintenance services. Curtis utilizes many HUB suppliers to assist in meeting member purchasing goals. Curtis offers a solid discount to Sourcewell participating entities, and purchases are supported by manufacturer warranties and available extended warranties.

Morning Pride Manufacturing L.L.C., also known as Honeywell First Responder Products, is a manufacturer producing Morning Pride turnout gear, Pro Warrington boots, Honeywell boots, Ben and Liteforce helmets, and Honeywell hoods. With a dealer network of over 100 authorized dealers, Morning Pride provides coverage in all states and provinces throughout the USA and Canada. Morning Pride is offering their line of head to toe Firefighting PPE gear at aggressive discounts from standard MSRP.

Municipal Emergency Services, Inc., offers a full line of personal protective equipment from a diverse lineup of manufacturers. Their product line includes turnout gear, boots, gloves, hoods, CBRN, station wear, helmets, eye protection, laundry, extractor machines, and drying cabinets. MES has a vast sales and distribution network located throughout the United States. MES offers a discount off their MSRP pricing structure to Sourcewell participating entities.

Ricochet Manufacturing Company, located in Philadelphia, Pennsylvania is a manufacturer of Firefighting Personal Protective Equipment dedicated to exceeding the standards set by NFPA 1999, 1951, and 1971. Ricochet has exhibited their ability to meet Sourcewell's participating entities needs throughout the United States via their dealer network and US national sales force. The robust product offering of head-to-toe PPE gear is supplemented by no-cost training and education options for Sourcewell Participating Entities pertaining to construction, application, usage, care, inspection, and maintenance of fire, technical rescue, and EMS PPE. All products on contract are being provided at a discounted rate from MSRP.

Viking Life Saving Equipment, Inc. began in Denmark and is now a global corporation whose name is synonymous with safety at sea. Their product offerings have grown to include the manufacturing of turnout, EMS, extrication, and wildland gear, hoods, and other fire PPE accessories. Products are distributed through their

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growing dealer network of over 60+ partners situated across the U.S. and Canada. They also offer extended warranty periods and expedited processing of orders when necessary for no additional charge. Viking is offering an aggressive discount off Manufacturer's Suggested Retail Price (MSRP) for each item in their proposal.

For these reasons, the Sourcewell Proposal Evaluation Committee recommends award of Sourcewell Contract #010424 to:

All Hands Fire Equipment LLC	#010424-ALH
Dan Enterprises Team, LLC	#010424-DAN
Fire-Dex, LLC	#010424-FDX
Haix North America, Inc.	#010424-HAX
LION First Responder PPE, Inc.	#010424-LIO
L.N. Curtis & Sons	#010424-LNC
Morning Pride Mfg. LLC	#010424-MNP
Municipal Emergency Services, Inc.	#010424-MES
Ricochet Manufacturing Company LLC	#010424-RIC
Viking Life-Saving Equipment (America) Inc.	#010424-VKN

The preceding recommendations were approved on March 20, 2024.

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Greg Grunig
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Greg Grunig, MS, Senior Procurement Analyst

DocuSigned by:
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Michael Muñoz, CPPB, Senior Procurement Analyst

DocuSigned by:
Nicole Lueth
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Nicole Lueth, Procurement Analyst

DocuSigned by:
Craig West
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Craig West, Procurement Analyst

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STATEMENT OF COMPLIANCE

As Chief Procurement Officer for Sourcewell, I have reviewed the recommendation of the Evaluation Committee and the accompanying support materials documenting the process followed for **RFP #010424** for **Firefighting Personal Protective Equipment with Related Equipment Cleaning**.

The committee accepted, deemed responsive, evaluated, and recommended proposals for award. Under authority granted to the Chief Procurement Officer in Sourcewell's bylaws, the recommendations set forth above are approved.

I hereby certify:

1. Sourcewell is a government agency, created and authorized by Minnesota law to provide cooperative procurement contracts.

2. The procurement process and resulting contracts have been awarded in compliance with the laws of the State of Minnesota (Minnesota Statutes Chapter 471 and Minnesota Statutes Section 123A.21), and in conformity to Sourcewell's Procurement Policy.

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Jeremy Schwartz
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Jeremy Schwartz, CSSBB, CPPO, NIGP-CPP
Sourcewell Chief Procurement Officer

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SOURCEWELL
STATE OF MINNESOTA

Member Kircher moved the adoption of the following Resolution:

RESOLUTION TO APPROVE SOLICITATION AND/OR RE-SOLICITATION OF CATEGORIES

10/17/2023

Resolution No. 2023_25

WHEREAS, Sourcewell desires to issue a solicitation, and is seeking permission from the Board to issue a solicitation, for the categories listed on Appendix A, which is attached and incorporated.

WHEREAS, through the Sourcewell Procurement Policy, the Board designated the Chief Procurement Officer to administer Sourcewell's cooperative purchasing and contracting program; and

WHEREAS, the Chief Procurement Officer recommends approval of categories detailed above.

NOW THEREFORE BE IT RESOLVED that the Board of Directors hereby approves the solicitation of categories.

The motion for the adoption of the foregoing resolution was duly seconded by Member Dahlberg and the following voted in favor: (list names here)

Zylka, Nagel, Thiel, Barrows, Arts, Kircher, Kicker, Dahlberg

and the following voted against: (list names here or "NONE")

NONE

whereupon said resolution was declared duly passed and adopted.

ATTEST:

DocuSigned by:
Linda Arts
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Clerk to the Board of Directors

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APPENDIX A

SOURCEWELL PROCUREMENT DEPARTMENT
BOARD ITEMS - October 2023

CONSENT AGENDA ITEMS

Requesting Board permission to Solicit the following categories:
Self-Contained Breathing Apparatus, Breathing Air Systems, and Related Technology

Requesting Board permission to Re-Solicit the following categories:
Ambulance and Emergency Medical Service Vehicles
Firefighting Personal Protective Equipment with Related Equipment Cleaning
Uniforms with Related Products and Services

CONSENT AGENDA ITEMS

NEW CONTRACTS

Supplier Name	**Contract Number**	**Solicitation Title**
Dant Clayton Corp.	081523-DCT	*"Event Seating and Staging Solutions with Related Accessories and Services"*
Figueras Seating USA	081523-FGS	*"Event Seating and Staging Solutions with Related Accessories and Services"*
Hussey Seating Company	081523-HSC	*"Event Seating and Staging Solutions with Related Accessories and Services"*
National Recreation Systems	081523-NRS	*"Event Seating and Staging Solutions with Related Accessories and Services"*
SICO America	081523-SICO	*"Event Seating and Staging Solutions with Related Accessories and Services"*
Kubota Tractor Corporation	082923-KBA	*"Ag Tractors with Related Attachments, Accessories and Supplies*
Deere & Company	082923-DAC	*"Ag Tractors with Related Attachments, Accessories and Supplies*
CNH Industrial America	082923-CNH	*"Ag Tractors with Related Attachments, Accessories and Supplies*
AGCO Corporation	082923-AGCO	*"Ag Tractors with Related Attachments, Accessories and Supplies*

CONTRACT EXTENSIONS

Supplier Name	**Contract Number**	**Solicitation Title**
McNeilus Financial dba McNeilus Truck & Manufacturing	091219-MCN	*"Mobile Refuse Collection Vehicles with Related Equipment, Accessories and Services"*
The Heil Co.	091219-THC	"Mobile Refuse Collection Vehicles with Related Equipment, Accessories and Services"
Landscape Structures	010521-LSI	"Playground and Water Play Equipment with Related Accessories and Services"
PlayPower	010521-LTS	*"Playground and Water Play Equipment with Related Accessories and Services"*
Rain Drop Products	010521-RDP	"Playground and Water Play Equipment with Related Accessories and Services"
SofSurfaces	010521-SFS	"Playground and Water Play Equipment with Related Accessories and Services"
Waterplay Solutions Corp.	010521-WTR	"Playground and Water Play Equipment with Related Accessories and Services"
Hussey Seating Company	091719-HSC	*"Event Seating and Staging Solutions with Related Accessories and Services"*

NEW IDIQ CONTRACTS

Company Name	**Contract Number**	**Region – Type of Work**
None		

IDIQ Contract Extensions

Company Name	**Contract Number**	
Diamond Ridge Development Corporation	AZ-R2-GC-082522-DRD	
Dallago Corporation	AZ-R5-HVAC-082522-DCO	
Dallago Corporation	AZ-R5-PLUM-082522-DCO	
Jim Brown and Sons Roofing Co., Inc.	AZ-R4-R-082522-JBS	
Loven Contracting, Inc.	AZ-R5-GC-082522-LOV	
Diamond Ridge Development Corporation	AZ-R1-GC-082522-DRD	
Henderson Building Solutions, LLC	AZ-R3-GC-082522-HBS	
Jim Brown and Sons Roofing Co., Inc.	AZ-R5-R-082522-JBS	
Pueblo Mechanical and Controls, LLC	AZ-R2-HVAC-082522-PME	
Diversified Maintenance Systems, Inc.	AZ-R4-GC-082522-DIV	
Alco Building Solutions	AZ-R2-E-082522-ABU	
Pueblo Mechanical and Controls, LLC	AZ-R2-PLUM-082522-PME	

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Pueblo Mechanical and Controls, LLC	AZ-R4-PLUM-082522-PME	
RYTAN Construction	AZ-R2-GC-082522-RYT	
Interstate Mechanical Corporation	AZ-R2-HVAC-082522-IMC	
Jim Brown and Sons Roofing Co., Inc.	AZ-R1-GC-082522-JBS	
Diversified Maintenance Systems, Inc.	AZ-R2-GC-082522-DIV	
Interstate Mechanical Corporation	AZ-R4-HVAC-082522-IMC	
Interstate Mechanical Corporation	AZ-R2-PLUM-082522-IMC	
Jim Brown and Sons Roofing Co., Inc.	AZ-R3-GC-082522-JBS	
Loven Contracting, Inc.	AZ-R4-GC-082522-LOV	
Alco Building Solutions	AZ-R3-E-082522-ABU	
Diversified Maintenance Systems, Inc.	AZ-R5-GC-082522-DIV	
Pueblo Mechanical and Controls, LLC	AZ-R1-HVAC-082522-PME	
Alco Building Solutions	AZ-R4-E-082522-ABU	
Dallago Associates	AZ-R5-FLS-082522-DCO	
Alco Building Solutions	AZ-R5-E-082522-ABU	
Henderson Building Solutions, LLC	AZ-R4-GC-082522-HBS	
Interstate Mechanical Corporation	AZ-R3-HVAC-082522-IMC	
Interstate Mechanical Corporation	AZ-R3-PLUM-082522-IMC	
Henderson Building Solutions, LLC	AZ-R5-GC-082522-HBS	
Jim Brown and Sons Roofing Co., Inc.	AZ-R3-R-082522-JBS	
Loven Contracting, Inc.	AZ-R2-GC-082522-LOV	
Pueblo Mechanical and Controls, LLC	AZ-R4-HVAC-082522-PME	
Pueblo Mechanical and Controls, LLC	AZ-R1-PLUM-082522-PME	
Alco Building Solutions	AZ-R1-E-082522-ABU	
AXIOS Builders LLC	AZ-R4-GC-082522-AXI	
Diversified Maintenance Systems, Inc.	AZ-R3-GC-082522-DIV	
Interstate Mechanical Corporation	AZ-R5-HVAC-082522-IMC	
Interstate Mechanical Corporation	AZ-R4-PLUM-082522-IMC	
Pueblo Mechanical and Controls, LLC	AZ-R3-HVAC-082522-PME	
AXIOS Builders LLC	AZ-R3-GC-082522-AXI	
RYTAN Construction	AZ-R5-GC-082522-RYT	
Pueblo Mechanical and Controls, LLC	AZ-R3-PLUM-082522-PME	
Pueblo Mechanical and Controls, LLC	AZ-R5-PLUM-082522-PME	
RYTAN Construction	AZ-R1-GC-082522-RYT	
RYTAN Construction	AZ-R4-GC-082522-RYT	
Diversified Maintenance Systems, Inc.	AZ-R1-GC-082522-DIV	
Interstate Mechanical Corporation	AZ-R1-HVAC-082522-IMC	
Jim Brown and Sons Roofing Co., Inc.	AZ-R5-GC-082522-JBS	
Loven Contracting, Inc.	AZ-R1-GC-082522-LOV	
Loven Contracting, Inc.	AZ-R3-GC-082522-LOV	
Diamond Ridge Development Corporation	AZ-R3-GC-082522-DRD	
Interstate Mechanical Corporation	AZ-R1-PLUM-082522-IMC	
Interstate Mechanical Corporation	AZ-R5-PLUM-082522-IMC	
Jim Brown and Sons Roofing Co., Inc.	AZ-R2-GC-082522-JBS	
Jim Brown and Sons Roofing Co., Inc.	AZ-R4-GC-082522-JBS	
Jim Brown and Sons Roofing Co., Inc.	AZ-R1-R-082522-JBS	
Jim Brown and Sons Roofing Co., Inc.	AZ-R2-R-082522-JBS	
Pueblo Mechanical and Controls, LLC	AZ-R5-HVAC-082522-PME	
RYTAN Construction	AZ-R3-GC-082522-RYT	

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SOURCEWELL
STATE OF MINNESOTA

Member Barrows moved the adoption of the following Resolution:

RESOLUTION TO RATIFY COOPERATIVE CONTRACTING AWARDS

4/18/2024

Resolution No. 2024_14

WHEREAS, the Sourcewell Board of Directors previously authorized the solicitations for the cooperative categories listed on Appendix A, which is attached and incorporated; and

WHEREAS, Sourcewell issued the cooperative contracting solicitations for the authorized categories; and

WHEREAS, through the Sourcewell Procurement Policy, the Board designated the Chief Procurement Officer to administer Sourcewell's cooperative purchasing and contracting program and to award all competitively solicited contracts, without limitation; and

WHEREAS, the Chief Procurement Officer made the awards listed based on the results of the competitive solicitation process; and

WHEREAS, the Board acknowledges that the awards made by the Chief Procurement Officer are valid and binding; however, based upon some members' legal requirements the Chief Procurement Official is required to seek subsequent Board ratification of all cooperative purchasing awards.

NOW THEREFORE BE IT RESOLVED by the Board of Directors ratifies the cooperative contracting awards made by the Chief Procurement Officer listed on Appendix A.

The motion for the adoption of the foregoing resolution was duly seconded by Member Dahlberg and the following voted in favor: (list names here)
Zylka, Nagel, Thiel, Barrows, Arts, Kicker, Dahlberg
and the following voted against: (list names here or "NONE")
NONE
whereupon said resolution was declared duly passed and adopted.

ATTEST:

DocuSigned by:
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Clerk to the Board of Directors

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APPENDIX A

SOURCEWELL PROCUREMENT DEPARTMENT
BOARD ITEMS - April 2024

CONSENT AGENDA ITEMS

Requesting Board permission to Solicit the following categories:

Energy Savings Performance Contracting with Related Services

Requesting Board permission to Re-Solicit the following categories:

Office Supply and Workplace Catalog Solutions
Indefinite Delivery Indefinite Quantity - Ohio

CONSENT AGENDA ITEMS

NEW CONTRACTS

Supplier Name	Contract Number	Solicitation Title
Anchortex Corporation	011124-ATX	*"Uniforms with Related Products and Services"*
Blauer Manufactruing Co.	011124-BLA	*"Uniforms with Related Products and Services"*
Courage Tactical dba CopsPlus	011124-CPS	*"Uniforms with Related Products and Services"*
Galls	011124-GAL	*"Uniforms with Related Products and Services"*
LION First Responder PPE	011124-LIO	*"Uniforms with Related Products and Services"*
Municipal Emergency Services	011124-MES	*"Uniforms with Related Products and Services"*
UniFirst Corporation	011124-UFC	*"Uniforms with Related Products and Services"*
Vestis Services	011124-VST	*"Uniforms with Related Products and Services"*
All Hands Fire Equipment	010424-ALH	*"Firefighting Personal Protective Equipment with Related Cleaning"*
Dan Enterprises Team	010424-DAN	*"Firefighting Personal Protective Equipment with Related Cleaning"*
Fire-Dex	010424-FDX	*"Firefighting Personal Protective Equipment with Related Cleaning"*
Haix North America	010424-HAX	*"Firefighting Personal Protective Equipment with Related Cleaning"*
L.N. Curtis & Sons	010424-LNC	*"Firefighting Personal Protective Equipment with Related Cleaning"*
LION First Responder PPE	010424-LIO	*"Firefighting Personal Protective Equipment with Related Cleaning"*
Morning Pride Mfg. LLC dba Honeywell First Responder	010424-MNP	*"Firefighting Personal Protective Equipment with Related Cleaning"*
Municipal Emergency Services	010424-MES	*"Firefighting Personal Protective Equipment with Related Cleaning"*
Ricochet Manufactruing Company	010424-RIC	*"Firefighting Personal Protective Equipment with Related Cleaning"*
Viking Life Saving Equipment	010424-VKN	*"Firefighting Personal Protective Equipment with Related Cleaning"*
Dan Enterprises Team	011824-DAN	*"Self-Contained Breathing Apparatus (SCBA) and Breathing Air Systems with Related Equipment"*
Draeger Safety Canada	011824-DRA	*"Self-Contained Breathing Apparatus (SCBA) and Breathing Air Systems with Related Equipment"*
Draeger, Inc.	011824-DRG	*"Self-Contained Breathing Apparatus (SCBA) and Breathing Air Systems with Related Equipment"*
Interspiro Inc.	011824-INT	*"Self-Contained Breathing Apparatus (SCBA) and Breathing Air Systems with Related Equipment"*
L.N. Curtis & Sons	011824-LNC	*"Self-Contained Breathing Apparatus (SCBA) and Breathing Air Systems with Related Equipment"*
MSA Safety Sales	011824-MSS	*"Self-Contained Breathing Apparatus (SCBA) and Breathing Air Systems with Related Equipment"*
Municipal Emergency Services	011824-MES	*Self-Contained Breathing Apparatus (SCBA) and Breathing Air Systems with Related Equipment"*
Sea-Western	011824-SEW	*Self-Contained Breathing Apparatus (SCBA) and Breathing Air Systems with Related Equipment"*
Abernethy Schwartz Partners	012524-ABN	*"Water Service Line Inventory and Management Systems with Related Services"*
Global Environmental Consulting	012524-GEC	*"Water Service Line Inventory and Management Systems with Related Services"*
Trinnex	012524-TRX	*"Water Service Line Inventory and Management Systems with Related Services"*

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TruePani	012524-TRP	*"Water Service Line Inventory and Management Systems with Related Services"*
Voda	012524-VDA	*"Water Service Line Inventory and Management Systems with Related Services"*
WithersRavenel	012524-WHR	*"Water Service Line Inventory and Management Systems with Related Services"*
All Hands Fire Equipment	020124-ALH	*"Firefighting Equipment and Rescue Tools with Related Supplies and Accessories"*
Atlantic Diving Supply	020124-ADS	*"Firefighting Equipment and Rescue Tools with Related Supplies and Accessories"*
C.E.T. Fire Pumps Mfg.	020124-CET	*"Firefighting Equipment and Rescue Tools with Related Supplies and Accessories"*
L.N. Curtis & Sons	020124-LNC	*"Firefighting Equipment and Rescue Tools with Related Supplies and Accessories"*
Municipal Emergency Services	020124-MES	*"Firefighting Equipment and Rescue Tools with Related Supplies and Accessories"*
Sea-Western	020124-SEW	*"Firefighting Equipment and Rescue Tools with Related Supplies and Accessories"*
Tempest Technology Corporation	020124-TEM	*"Firefighting Equipment and Rescue Tools with Related Supplies and Accessories"*
W.S. Darley & Co.	020124-WSD	*"Firefighting Equipment and Rescue Tools with Related Supplies and Accessories"*

CONTRACT EXTENSIONS

Supplier Name	Contract Number	Solicitation Title
Konica Minolta Business Solutions	030321-KON	*"Copiers, Printers, and Multi-Function Devices, with Related Supplies, Accessories and Services"*
Sharp Electronics Corporation	030321-SEC	*"Copiers, Printers, and Multi-Function Devices, with Related Supplies, Accessories and Services"*
TK Elevator	080420-TKE	*"Elevators, Escalators, and Moving Walks with Related Equipment, Services and Supplies"*
Johnson Controls Fire Protection	030421-JHN	*"Facility Security Systems, Equipment, and Software with Related Services"*
Geotab	020221-GEO	*"Fleet Management Technologies with Related Software Solutions"*
All-American Arena Products	120320-ALL	*"Ice Rink and Arena Equipment with Related Supplies and Services"*
Athletica Sport Systems	120320-ATH	*"Ice Rink and Arena Equipment with Related Supplies and Services"*
Modern Mechanical Ice Systems	120320-AMR	*"Ice Rink and Arena Equipment with Related Supplies and Services"*
Zamboni	120320-FZC	*"Ice Rink and Arena Equipment with Related Supplies and Services"*
Outdoor-Fit Exercise Systems	010721-ODR	*"Outdoor Fitness Equipment with Related Accessories and Services"*
American Ramp Company	112420-ARC	*"Skatepark, Bike Park, and Pump Track Solutions with Related Equipment, Accessories and Services"*
Artisan Skateparks	112420-ART	*"Skatepark, Bike Park, and Pump Track Solutions with Related Equipment, Accessories and Services"*
California Skateparks	112420-CAS	*"Skatepark, Bike Park, and Pump Track Solutions with Related Equipment, Accessories and Services"*
Spohn Ranch	112420-SRI	*"Skatepark, Bike Park, and Pump Track Solutions with Related Equipment, Accessories and Services"*

NEW IDIQ CONTRACTS

Company Name	Contract Number	Region - Type of Work
Sunland Asphalt & Construction, LLC	CO-R1-PAC-022924-SAC	Region 1 - Asphalt/Paving/Concrete
CORE Construction, Inc.	CO-R1-GC-022924-CORE	Region 1 - General Construction
JOC Construction, LLC	CO-R1-GC-022924-LRI	Region 1 - General Construction
ACCO Engineered Systems, Inc.	CO-R1-HVAC-022924-AES	Region 1 - Mechanical/HVAC
ACCO Engineered Systems, Inc.	CO-R1-PLUM-022924-AES	Region 1 - Plumbing
Sunland Asphalt & Construction, LLC	CO-R2-PAC-022924-SAC	Region 2 - Asphalt/Paving/Concrete
CORE Construction, Inc.	CO-R2-GC-022924-CORE	Region 2 - General Construction
Facilities Contracting	CO-R2-GC-022924-FCI	Region 2 - General Construction
JOC Construction, LLC	CO-R2-GC-022924-LRI	Region 2 - General Construction
Pacific Construction Services, LLC	CO-R2-GC-022924-PCS	Region 2 - General Construction
TKM Group, LLC	CO-R2-GC-022924-TKM	Region 2 - General Construction
ACCO Engineered Systems, Inc.	CO-R2-HVAC-022924-AES	Region 2 - Mechanical/HVAC

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ACCO Engineered Systems, Inc.	CO-R2-PLUM-022924-AES	Region 2 - Plumbing
Sunland Asphalt & Construction, LLC	CO-R3-PAC-022924-SAC	Region 3 - Asphalt/Paving/Concrete
CORE Construction, Inc.	CO-R3-GC-022924-CORE	Region 3 - General Construction
JOC Construction, LLC	CO-R3-GC-022924-LRI	Region 3 - General Construction
ACCO Engineered Systems, Inc.	CO-R3-HVAC-022924-AES	Region 3 - Mechanical/HVAC
ACCO Engineered Systems, Inc.	CO-R3-PLUM-022924-AES	Region 3 - Plumbing
Sunland Asphalt & Construction, LLC	CO-R4-PAC-022924-SAC	Region 4 - Asphalt/Paving/Concrete
CORE Construction, Inc.	CO-R4-GC-022924-CORE	Region 4 - General Construction
JOC Construction, LLC	CO-R4-GC-022924-LRI	Region 4 - General Construction
Pacific Construction Services, LLC	CO-R4-GC-022924-PCS	Region 4 - General Construction
ACCO Engineered Systems, Inc.	CO-R4-HVAC-022924-AES	Region 4 - Mechanical/HVAC
ACCO Engineered Systems, Inc.	CO-R4-PLUM-022924-AES	Region 4 - Plumbing
Company Name	**Contract Number**	
IDIQ CONTRACT EXTENSIONS		
GeoStabilization International, LLC	CA-R9-GS01-123021-GSI	

File #: ID 26-602 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-P.

REPORT TO THE CITY COUNCIL

FROM: BRIAN BARR, Director
General Services Department

BY: MIGUEL RAMIREZ, Senior Management Analyst
General Services Department

SUBJECT

Approve the award of a Purchase Contract to Cook's Communications Corp. of Fresno, California, for the purchase of 30 sets of patrol vehicle hardware and safety equipment in the amount of $704,195.40 for the Police Department (Bid File 12601719)

RECOMMENDATION

Staff recommends Council approve the award of a Purchase Contract to Cook's Communications Corp. of Fresno, California, for the purchase of 30 sets of patrol vehicle hardware and safety equipment in the amount of $704,195.40 for the Police Department.

EXECUTIVE SUMMARY

A Purchase Contract for 30 marked patrol Dodge Durango Pursuit vehicles was approved by Council on March 26, 2026. To complete the buildout of these vehicles, the patrol vehicle hardware and installation was competitively bid. This equipment includes radios, computers, internal barriers, prisoner partitions, and emergency lighting necessary to carry out law enforcement duties. To align with the fiscal and operational needs of the department, the patrol vehicle hardware will be ordered in FY2026 and financed in FY2027 through the Master Equipment Lease Purchase Agreement with the first payment estimated to be $79,425 in FY2027. The Purchasing Division notified multiple vendors to gain interest, and three bids were received, including one from a vendor located within the City of Fresno.

BACKGROUND

With an emphasis on community partnerships, the Police Department is responsible for daily policing operations within the City of Fresno. The overall goal of the Police Department is to maintain the highest level of service while keeping our community safe. To accomplish this goal, officers utilize 441 active marked units to conduct daily patrols, respond to emergency calls, and proactively engage in community outreach.

Patrol vehicles serve as the primary resource for officers, housing all critical tools needed for effective policing. Once a patrol vehicle is built by the manufacturer, it will be delivered directly to Cook's Communications for upfitting. At this facility the new unit will receive radios, internal barriers, prisoner partitions, and emergency lighting. The units will then be delivered to the Fresno Municipal Service Center where Fleet will complete final quality control inspections.

The computer equipment will be purchased separately through a Requirements Contract awarded by Council in 2023, to Stommel Inc., dba Lehr Automotive. The computer equipment purchase is valued at $234,242 and will be provided to Cook's Communications for installation.

Competitive bids were solicited for 30 sets of patrol vehicle hardware and safety equipment (Bid File 12601719) on March 9, 2026. Planet Bids notified 500 vendors and the specifications were downloaded by four potential bidders. The Fleet Management Division and Purchasing Division contacted vendors located within the City of Fresno limits to gain interest, and one City of Fresno vendor submitted a responsive bid. Three bids were received and opened publicly on March 24, 2026. Cook's Communications Corp. was determined to be the lowest responsive and responsible bidder with a total bid price of $704,195.40. The contract amount of $704,195.40 includes the patrol vehicle hardware, radios, delivery, installation and local sales tax at 8.35%. The vehicles, patrol vehicle upfit, and computers will be financed under one escrow account in FY2027 through the Master Equipment Lease Purchase Agreement. The Purchasing Division has approved this contract and recommends Council to approve.

The City Attorney has reviewed and approved to form.

ENVIRONMENTAL FINDING

By the definition provided in the California Environmental Quality Act (CEQA) Guidelines Section 15378, the award of this contract does not qualify as a "project" as defined by CEQA.

LOCAL PREFERENCE

Local preference is applicable to this award, and Cook's Communications Corp., of Fresno, CA is a local business pursuant to FMC 4-108.

FISCAL IMPACT

General Funds will be used to lease purchase 30 sets of patrol vehicle hardware and safety equipment for the Police Department. The patrol vehicle hardware and installation will be financed through the Master Equipment Lease Purchase Agreement (MELPA) with the first payment estimated to be $79,425 in FY2027. The funding to cover the biannual lease payments is included in the annual budget request for appropriations under the operations of the Police Department.

Attachment:
Bid Evaluation 12601719

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City of FRESNO

File#: 12601719 Opening Date: 03/24/26

Procurement Evaluation Form

Procurement Title: *Product Purchase Contract for Patrol Vehicle Hardware Installation*

Procurement Type:Bid - Must be awarded to the lowest responsive and responsible bidder.

Advertisement Date: *3/9/2026*

Opening Date: *3/24/2026*

Bid/Proposal Expiration Date: *6/22/2026*

Number of Building Exchanges Notified: *0*

Number of prospective bidders/proposers: *4*

Format of bids received: Electronic

	Bidders/Proposers	Amount
1	Cook's Communications Corp. 160 N Broadway Fresno, CA 93701	$704,195.40
2	Stommel, Inc. dba Lehr Auto 631 N Market Blvd., Suite N Sacramento, CA 95834	$770,680.50
3	AI Construction LLC 6379 N Babigian Ave Fresno, CA 93722	$1,316,868.56 [Non-Responsive]

Additional Information	Applicable	Not Applicable	Comments
Project Labor Agreement (PLA)	☐	☒	N/A
Local Preference	☒	☐	Local preference is applicable but did not affect the outcome of the award.
Non-Responsive Findings	☒	☐	AI Construction LLC is non-responsive due to missing documents.
Special Contract Terms (i.e., RC)	☐	☒	N/A
Min/Max Terms	☐	☒	N/A
DBE Requirements	☐	☒	N/A

City of FRESNO

File#: 12601719 Opening Date: 03/24/26

Department Recommendation

Background *(Explain the need for the procurement below.)*

A purchase contract for 30 marked patrol Dodge Durango Pursuit vehicles was approved on March 26, 2026. To complete the buildout of these vehicles, the patrol vehicle hardware and installation was competitively bid. This equipment includes radios, computers, internal barriers, prisoner partitions, and emergency lighting necessary to carry out law enforcement duties. To align with the fiscal and operational needs of the department, the patrol vehicle hardware will be ordered in FY2026 and financed in FY2027 through the Master Equipment Lease Purchase Agreement with the first payment estimated to be $79,425 in FY2027. The Purchasing Division notified multiple vendors to gain interest, and one vendor located within the City of Fresno submitted a responsive bid.

☒ Award a contract as follows:

Bidder/Proposer	Award Amount
Cook's Communication Corp.	$704,195.40

The Budget Allocation for this expenditure is $832,560 The contract price is 15.4% below. *(If the overage is greater than 10% provide an explanation below.)*

☐ Reject all bids/proposals. *(If electing to reject all, provide an explanation below.)*

Anticipated Council Date: 5/21/2026

Docusign Envelope ID: C7E9DB47-4D8E-858D-8211-E865CC262700

City of FRESNO

File#: 12601719 Opening Date: 03/24/26

Fiscal Impact Statement

Indicate the **total fiscal impact** of the action requested, including operating and capital costs. Indicate costs for the current fiscal year and continuing costs in future years. Include all related costs.

Is the contract funded in the current year budget and/or through reallocation of existing Department resources:

☒ Yes ☐ No

If no, how will this item be funded? *(Provide an explanation below.)*

Is the action funded by a grant received by the City?

☐ Yes ☒ No

If yes, provide the following:

Additional Information	Comments
Grant Name	
Grantor name, granting agency, or office name (if any)	
Fiscal year of the funding award	
Date grant agreement was approved by Council	

Fiscal Impact Table:

Type	Current Year Estimate	Annual Continuing Costs Thereafter	Number of Years
Operating	$0	$79,425	5
Capital	$0	$0	
Total	**$0**	**$79,425**	
Describe all 'soft-cost' expenses:			

City of FRESNO

File#: 12601719 Opening Date: 03/24/26

Approvals

The signature below constitutes approval from the department head.

DocuSigned by:
Brian Barr
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Department Head

4/21/2026
Date

Director
Title

The signatures below constitute approval of the department recommendation.

DocuSigned by:
Melissa Perales
CE4CF5FAB18D48B...

Purchasing Manager

4/21/2026
Date

DocuSigned by:
Brian Barr
99B07275D7AD478...

General Services Department Director

4/21/2026
Date

City Manager

4/23/26
Date

File #: ID 26-609 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-Q.

REPORT TO THE CITY COUNCIL

FROM: BRIAN BARR, Director
General Services Department

SUBJECT

Actions related to the lease of the Fresno Water Tower located at 2444 Fresno Street between the City of Fresno and Downtown Development Group, LLC, DBA Frida Café (District 3):

1. Adopt a finding of Categorical Exemption pursuant to Section 15301/Class 1 of the California Environmental Quality Act (CEQA) Guidelines
2. Approve a Lease Agreement between the City of Fresno and Downtown Development Group, LLC, a California limited liability corporation, DBA Frida Café, to lease the Fresno Water Tower property located at 2444 Fresno Street for three years with options to extend for two additional one-year terms, starting at $9,252 in year one and increasing 3% annually, totaling $49,120.12 over five years in rent

RECOMMENDATION

Staff recommends Council adopt a finding of Categorical Exemption pursuant to Section 15301/Class 1 of the California Environmental Quality Act (CEQA) Guidelines, and approve a Lease Agreement between the City of Fresno (City) and Downtown Development Group, LLC, a California limited liability corporation, DBA Frida Café, to lease the Fresno Water Tower property located at 2444 Fresno Street for three years with options to extend for two additional one-year terms, starting at $9,252 in year one and increasing 3% annually, totaling $49,120.12 over five years in rent

EXECUTIVE SUMMARY

The City owns the historic Fresno Water Tower (Water Tower) located at 2444 Fresno Street. The interior of the Water Tower includes a commercial space available for rent. The City is seeking to enter into a Lease Agreement with Downtown Development Group LLC DBA Frida Cafe (Frida Café) for the Water Tower property to be used as a coffee shop. The Lease Agreement provides for an initial term of three years with two one-year options to extend totaling $49,120.12 in rent over five years.

BACKGROUND

The City owns the historic Water Tower located at 2444 Fresno Street. Originally built in 1894 to supply water to the surrounding area until decommissioned in 1959. The structure was then added to the National Register of Historic Places in 1971.

The Water Tower interior was renovated in 2001 to serve as the Fresno County Visitor Center. In 2014, the Fresno Arts Council leased the interior for use as an art gallery. In 2022, the site was leased for use as a coffee shop. Since 2022, the City has invested more than $2 million in capital improvements to the property. This included a new perimeter security fence, ADA improvements to the restrooms and courtyard, repainted the exterior of the Water Tower, and upgraded the electrical service.

The City seeks to enter a new lease with Frida Café for three years with options to extend for two additional one-year terms for the purpose of the tenant operating a coffee shop.

The lease includes the exclusive use of 771 square feet of interior commercial space and non-exclusive use of the courtyard surrounding the Water Tower plus an onsite restroom facility. In addition, three parking stalls within 500 feet of the premises will be designated by the City for tenant's staff and three metered parking stalls shall be designed as short-term parking.

The proposed lease rate is $1.00 per square foot with 3% increases each year throughout the term. The total rent in year one is $9,252 and the total rent over five years is $49,120.12.

Tenant improvements shall be permitted on the inside of the Water Tower only. The tenant is responsible for all tenant improvements, and all work shall be performed in accordance with Historic Preservation Ordinance.

The Lease Agreement has been reviewed and approved by the City Attorney's Office as to form.

ENVIRONMENTAL FINDING

Under Section 15301/Class 1, the proposed project is exempt from CEQA requirements when the project consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The key consideration is whether the project involves negligible or no expansion of use.

The project is exempt because the Fresno Water Tower was previously leased in 2022 through 2025 for the purposes of use as a coffee shop. The City is proposing to enter into a new agreement to continue leasing the property to Frida Cafe for the same purpose and permit minor interior alterations only necessary to support the use as a coffee shop. The minor interior alternations shall be performed in compliance with the City of Fresno Historical Preservation Ordinance and shall not cause a substantial adverse change in the significance of the Historic Resource. The project does not involve new construction, ground disturbance, or increased capacity beyond existing facilities and previously approved operations. Accordingly, the project will not have a significant impact on the environment, as it requires Frida Cafe to establish operations in the existing facilities.

None of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2 apply to the project. Furthermore, the lease agreement prohibits alterations to the exterior portion of the facilities, which the Fresno Water Tower is listed in the National Register of Historic Places, and as a result shall not cause substantial adverse change to the Historic Resource. Furthermore, the proposed project is not expected to have a significant effect on the environment. A categorical exemption, as noted above, has been prepared for the project and the area is not environmentally sensitive.

LOCAL PREFERENCE

Local preference is not applicable to the lease of real property.

FISCAL IMPACT

Revenue received will be deposited into the General Fund and be used to offset the cost to maintain the property.

Attachments:
Categorical Exemption
Lease Agreement
Levine Act Disclosure Statement

CITY OF FRESNO
CATEGORICAL EXEMPTION
ENVIRONMENTAL ASSESSMENT FOR
THE CATEGORICAL EXEMPTION DETERMINATION FOR THE LEASE AGREEMENT WITH DOWNTOWN DEVELOPMENT GROUP LLC DBA FRIDA CAFE

THE PROJECT DESCRIBED HEREIN IS DETERMINED TO BE CATEGORICALLY EXEMPT FROM THE PREPARATION OF ENVIRONMENTAL DOCUMENTS PURSUANT TO ARTICLE 19 OF THE STATE CEQA GUIDELINES.

APPLICANT: City of Fresno
2600 Fresno Street
Fresno, CA 93721

PROJECT LOCATION: 2444 Fresno Street, Fresno California 93721

PROJECT DESCRIPTION: The proposed project involves the lease of approximately 771 square feet of the historic Fresno Water Tower plus non-exclusive use of outdoor courtyard and restroom facilities on the property

This project is exempt under Section 15301/Class 1 of the California Environmental Quality Act (CEQA) Guidelines as follows:

Under Section 15301/Class 1, the proposed project is exempt from CEQA requirements when the project consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The key consideration is whether the project involves negligible or no expansion of use.

The project is exempt because the Fresno Water Tower was previously leased in 2022 through 2025 for the purposes of use as a coffee shop. The City is proposing to enter into a new agreement to continue leasing the property to Frida Cafe for the same purpose and permit minor interior alterations only necessary to support the use as a coffee shop. The minor interior alternations shall be performed in compliance with the City of Fresno Historical Preservation Ordinance and shall not cause a substantial adverse change in the significance of the Historic Resource. The project does not involve new construction, ground disturbance, or increased capacity beyond existing facilities and previously approved operations. Accordingly, the project will not have a significant impact on the environment, as it requires Frida Cafe to establish operations in the existing facilities.

None of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2 apply to the project. Furthermore, the lease agreement prohibits alterations to the exterior portion of the facilities, which the Fresno Water Tower is listed in the National Register of Historic Places, and as a result shall not cause substantial adverse change to the Historic Resource.

Furthermore, the proposed project is not expected to have a significant effect on the environment. A categorical exemption, as noted above, has been prepared for the project and the area is not environmentally sensitive.

Date: April 21, 2026

Prepared By: Brian Barr

Submitted by: _____

Brian Barr
Director
City of Fresno
General Services Department

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LEASE AGREEMENT

This LEASE AGREEMENT (“Agreement” or “Lease") is made and entered into on _____, 2026 (the “Effective Date”) by and between the CITY OF FRESNO, a California municipal corporation (“Landlord” or "the City") and DOWNTOWN DEVELOPMENT GROUP LLC DBA FRIDA CAFE, a California limited liability company ("Lessee”).

RECITALS

WHEREAS the City owns property located at the intersection of Fresno Street and O Street, Fresno, California, (the “Premises”), commonly referred to as the Fresno Water Tower (“Water Tower”); and

WHEREAS the Water Tower is on both the National Register of Historic Places and on the Local Historic Register for the City of Fresno; and

WHEREAS Lessee desires to operate a coffee shop and cafe to sell coffee products, small food items, art, historical and City of Fresno related souvenirs at the Water Tower; and

WHEREAS the City and Lessee desire to execute a lease agreement to define the terms and conditions under which the Lessee will be allowed to operate as defined herein at the Water Tower.

AGREEMENT

NOW, THEREFORE, the parties hereto, in consideration of the foregoing and of the covenants, conditions, and promises hereinafter contained, to be kept and performed by the respective parties, agree as follows:

SECTION 1. DESCRIPTION OF THE PREMISES.

A. The physical address of the Water Tower is 2444 Fresno St, Fresno, CA 93721. For the purposes of this Lease Agreement, the Leased Premises shall be defined as:
    a. The interior commercial area of the Water Tower,
    b. All paved and unpaved exterior courtyard areas surrounding the Water Tower that are located within the fence on the property, and
    c. The restroom facility located adjacent to the Water Tower.
B. Three (3) parking passes in a City owned parking lot within 500 feet of the premises for use by Lessee’s employees.
C. The City shall also designate three metered parking spots as short-term parking.
D. The Lessee shall have non-exclusive use of the restroom facility and shall keep them open to the public during operating hours or as defined by an issued Conditional Use Permit.
E. The Lessee shall have non-exclusive use of the courtyard area and will remain open to the public during business hours. The courtyard is subject to use by the City through Section 15 of this Lease.
F. The Lessee shall be prohibited from using any other property or land area in the vicinity of the Water Tower, except for those listed above. The City leases the

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Leased Premises to Lessee “as is,” in its existing physical condition and without warranty, on the terms and conditions set forth herein.

G. The Lessee has examined the Premises prior to execution of this Lease Agreement and represents the Premises are suitable for the stated purposes contained in this Lease Agreement.

H. The Leased Premises, and all contents and artifacts within the Premises boundary, shall always remain the property of the City, including all alterations, repairs, and improvements commissioned by the Lessee.

I. Lessee is expressly prohibited from changing the locks to any doors to any part of the Leased Premises. The City shall maintain one set of keys for the Premises and the Lessee shall maintain one set of keys for the Leased Premises. If Lessee’s set of keys are lost or stolen, the City will change all locks, and Lessee shall reimburse the City for the full cost to change all locks. In addition, the City shall charge Lessee a Lock Change Fee of $200.

SECTION 2. TERM AND EFFECTIVE DATE.

A. The term of this Lease Agreement ("Term") is for a period of three (3) years, commencing 12:00 a.m. on _____, 2026 and terminating 11:59:59 p.m. on _____, 2029 unless sooner terminated in accordance with the provisions of this Lease. The Lease may be extended for two (2), one-year extensions upon mutual written agreement of the parties. A written request for extension must be submitted by the requesting party 30 days prior to term date above. If the lease is extended for two (2), one-year extensions, the lease shall terminate four (4) years and 364 days following the commencement date.

SECTION 3. SECURITY DEPOSIT.

A. Prior to the City granting the Lessee access to the Premise to improve the property or initiate operations, the Lessee shall deposit the sum seven-hundred and fifty dollars $750.00 as a Security Deposit with the City. This Security Deposit will serve as a surety instrument to ensure the Lessee complies with all the terms of this Lease Agreement. This Security Deposit may not be used to pay the last month’s rent without the City Manager’s prior written consent. If the Lessee breaks or otherwise violates this Lease prior to the expiration of this Lease, then the City may, at the City’s discretion, retain all or part of the Security Deposit to recover unpaid rent or pay for repair damage to the property. If the Lessee has complied with all terms of this Lease and returns the Premises to the City in the same condition as when Lease Agreement was executed by both parties, then City will return the $750.00 Security Deposit within 30 days

SECTION 4. LEASE PAYMENT.

A. The City shall charge per month, or fraction thereof, for the use of the 771 interior square feet of the Water Tower associated with the Leased Premises as defined by the Rent Schedule. The lease payment is inclusive of natural gas, water, and sewer. The first lease payment shall become effective and due upon Lessee being issued an occupancy permit for the Premises.

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B. Rent Schedule shall be defined as follows:

Period	SF Rate	Monthly Rent	Annual Rent
Year 1	$1.00	$771.00	$9,252.00
Year 2	$1.03	$794.13	$9,529.56
Year 3	$1.06	$817.95	$9,815.45
Optional Year 4	$1.09	$842.49	$10,109.91
Optional Year 5	$1.13	$867.77	$10,413.21

D. Rent is late if not paid by the 5th day of each month.

E. A $90 late fee will apply for any payments on or after the 5th of each month.

F. Lessee's failure to pay Rent or any other amounts within five (5) days of its due date under this Agreement shall constitute a default under Section 18 of this Agreement.

G. Failure of the Lessee to pay Rent as and when due may cause the City to incur costs not contemplated by the City when entering into this Agreement, the exact nature and amount of which would be extremely difficult and impracticable to ascertain. If any Rent, or any other amount due under this Agreement is not received by the City as and when due, then, without any notice to Lessee, Lessee shall pay to the City an amount equal to 1.5% of the past due amount, which the Parties agree represents a fair and reasonable estimate of the costs incurred by the City as a result of the late payment by Lessee. Acceptance of the late charge by the City shall not constitute a waiver of Lessee's default for the overdue amount, nor prevent the City from exercising the other rights and remedies granted under this Agreement.

H. All sums of money due to the City under this Agreement not specifically characterized as Rent or as a Late Fee, shall constitute Additional Rent. Nothing contained in this Agreement shall be deemed to suspend or delay the payment of any sum of money at the time it becomes due and payable under this Agreement.

I. The City's acceptance of less than the full amount of any payment due from Lessee shall not be deemed an accord and satisfaction or compromise of such payment unless the City specifically consents in writing to payment of such lesser sum as an accord and satisfactory promise of the amount which the City claims.

Initial

____ AS _____Initials of Lessee

SECTION 5. OPERATIONAL COSTS.

A. Lessee shall pay all operational costs required to operate a coffee shop on the Premises, including daily cleaning of the courtyard area, and daily cleaning, sanitizing, and supplying of the restroom facilities. "Operational Costs" shall be defined as all business-related costs not explicitly assigned to the City herein.

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SECTION 6. UTILITIES.

A. The City shall remain the owner for natural gas, water, and sewer utilities bills associated with the Water Tower. Lessee shall secure and maintain solid waste services for the Leased Premises. The City shall designate waste disposal, organics disposal, and recyclable material disposal locations. The location may be adjusted and changed based on the level of municipal solid waste, organics waste, and recyclable materials generated at the Leased Premises. Lessee is solely responsible for electricity, telephone, internet, and security services for the premises. Landlord shall not be liable for any loss, injury or damage to person or property caused by or resulting from any variation, interruption, or failure of utilities due to any cause whatsoever, and rent shall not abate as a result thereof.

SECTION 7. USE OF LEASED PREMISES.

A. The Lessee shall use the Leased Premises for the operation of a coffee shop and café, including the sale of coffee products, pastries, small food items, and other food and beverage items customarily offered in a café setting.

    a. The sale of alcoholic beverages is not permitted, unless approved by the City Manager and this Agreement is amended by mutual written agreement under Section 33. Insurance must be approved by the City prior to the sale of any alcohol.

    b. If Lessee desires to change or add uses for the Leased Premises, then Lessee shall submit a written request for additional uses to the City Manager for approval, provided that such uses are lawful, consistent with the Fresno Municipal Code, and are in full compliance with the Water Tower's registered historic designations. The Lessee shall not change or add uses, without receiving prior written approval from the City Manager.

B. The Lessee shall be required to operate the coffee shop within the interior structure of the Water Tower. The Lessee shall be prohibited from operating the coffee shop outdoors.

C. The Lessee's is authorized to operate the coffee shop between the following hours:

    a. Sunday – Thursday: 6:00 AM – 10:00 PM

    b. Friday - Saturday: 6:00 AM – 12:00 AM

    c. Actual operational hours (i.e. open to public) within the restrictions noted in (a) through (b) are at the discretion of the Lessee.

    d. This authorization does not supersede any conditions approved for the operation of this business. Lessee shall be bound by the more restrictive requirement.

    e. The Lessee shall be authorized to reduce the number of days and number of hours of operation without prior written approval from the City Manager. However, Lessee may not increase the daily hours of operation without receiving prior written approval from the City Manager.

D. During regular business hours, the outdoor turf shall be available to the general public as community space for civic, ceremonial, or other community events or social gatherings as required by State of California Assembly Bill 1572.

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E. Lessee shall be permitted to use the exterior Leased Premises for the following ancillary uses to support café operations:

   a. Entertainment, cultural or historic programming, and music

      i. All outdoor audio must be in strict compliance with City noise ordinances.

      ii. Music containing vulgar or profanity is not permitted.

   b. Events permitted through Special Events Permit process

      i. Lessee shall obtain all applicable permits for all special events in which alcohol will be served; including a Special Events Permit and an ABC permit. If drinking of alcoholic beverages is approved by Special Event permit, Lessee agrees to limit the drinking of alcoholic beverages on the Leased Premises in accordance with all applicable state and local legal requirements and agrees to diligently enforce such limitation.

      ii. Lessee agrees to provide added security for Special Events held as reasonably necessary based upon the nature of the event, whether alcoholic beverages will be served, the number of persons attending and the timing of such events to the City's reasonable satisfaction and to ensure that the City's property and operations are not adversely affected by Lessee's use of the Premises.

      iii. Approval of each Special Event shall be exclusively provided by the City through the permitting process. The Lease Agreement does not constitute approval of any Special Event sponsored by Lessee.

F. Outside vendors are not approved to conduct business from the Premises, unless specifically approved by the City through the Special Events permit process.

G. The City and Lessee shall cooperate and operate the light-emitting-diode (LED) accent lighting system for the exterior of the Water Tower. The Lessee may not change the programming of the LED accent lighting system without approval from the City.

H. The Lessee shall be authorized to operate the annunciator horn at the Water Tower, once per day for 15 seconds at 12 noon. The annunciator horn shall not be operated at any other time. Operation of the annunciator horn shall be subject to Fresno Municipal Code, Chapter 10, Article 1, Nosie Regulations. If the annunciator horn becomes inoperable or requires repair and refurbishment, the costs for the work shall be incurred by the Lessee. The City shall not incur costs to repair or refurbish the annunciator horn.

I. The Lessee shall be authorized to purchase and install tables, umbrellas, and chairs for the interior and exterior of the Water Tower for customer seating, and no items may be fixed or anchored to the ground and shall remain mobile and portable. All costs for table, chairs, and umbrellas shall be the sole responsibility of the Lessee.

J. The Lessee may install café string lights. Structural attachment or support from the Water Tower structure is prohibited. Lessee is responsible for obtaining all

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permits and approvals necessary for installation of these lights. Lesse may only utilize a power source which is metered separately for its own operations.

K. The Lessee shall be prohibited from using, permitting, or allowing the Leased Premises, or any part thereof, to be used for any other purpose except as a coffee shop as defined in Section 7.

L. If the Lessee requests City Manager approval for changed or added uses for the Premises, Lessee shall change or modify the business license to reflect the changed or added uses, and the City Manager shall increase the monthly Lease Payments paid by the Lessee for the changed or added uses and amend the insurance requirements.

M. Lessee may only place or mount signs on the interior of the Water Tower that are usual and customary for a coffee shop. The placing and mounting of signs on the interior of the Water Tower shall conform to the regulations of the Fresno Municipal Code and not violate or compromise the Water Tower's registered historic designations.

N. Lessee may install one freestanding business sign at Lessee's own expense. Lessee is responsible for obtaining all permits and approvals necessary for installation of sign.

O. Lessee may utilize freestanding, non-permanent, A-frame signage within the Leased Premises.

P. Lessee shall comply, at Lessee's sole cost and expense, with all applicable Legal Requirements when conducting Lessee's activities and Lessee shall obtain, at Lessee's sole cost and expense, any and all necessary permits, authorizations and approvals applicable to Lessee's activities. The City shall have a right to observe Lessee's activities at any time to confirm Lessee's compliance with the requirements of this Lease and applicable laws.

Q. Lessee shall obtain and maintain in good standing a City of Fresno business license.

R. Lessee will not use or permit the Premises to be used in any manner that will cause the cancellation of or increase the costs of any fire, liability, or other insurance policy covering the Premises or any improvements on the Premises. Lessee, at its sole cost and expense, shall comply with any requirement for or alteration to the Premises that any Insurance organization or company deems necessary to maintain reasonable fire and public liability insurance rates for the Premises.

S. Compliance with Laws. Lessee, at its expense, will comply with all statutes, ordinances, regulations, and requirements of all governmental and regulatory entities, relating to Lessee's use and occupancy of the Premises, including environmental laws and legal requirements regarding the sale of alcohol. The judgment of any court of competent jurisdiction, or Lessee's admission in a proceeding brought against Lessee by any government entity that Lessee has violated any statute, ordinance, regulation, or requirement will be conclusive between Landlord and Lessee and will be grounds for the Landlord to terminate this Agreement.

SECTION 8. WASTE, NUISANCE, UNLAWFUL USE PROHIBITED.

A. Lessee shall do all of the following:

   a. At all times cooperate with the City to keep and maintain the Premises and common areas in a neat, clean, and orderly condition.

   b. Shall remove waste materials and trash daily from the Premises to prevent the accumulation of waste materials which might constitute a fire hazard, public health hazard or public nuisance.

   c. Not use or permit the Premises or common areas to be used for any unlawful purpose.

   d. Comply with city noise ordinances.

SECTION 9. QUIET ENJOYMENT.

A. Neither party shall do any act which may or does disturb the quiet enjoyment of the Premises by the other party.

B. The City shall make reasonable efforts to inform Lessee in advance of permitted Special Events planned for Eaton Plaza or adjacent parking lot.

SECTION 10. ALTERATIONS, REPAIRS, IMPROVEMENTS AND TRADE FIXTURES.

A. The Lessee is prohibited from undertaking alteration, repair, and improvement projects for the Premises without receiving prior written approval from the City Manager. Written approval from the City Manager does not relieve Lessee from obtaining all necessary and required permits and inspections from state, county, and the City government agencies.

   a. Upon receiving written approval from the City Manager to undertake alterations, repairs, and improvements, including trade fixtures, for the Premises, Lessee shall be solely responsible for all costs required to complete the alteration, repair, and improvement projects.

   b. With exception to Lessee’s trade fixtures, all alterations, repairs, and improvements undertaken by the Lessee shall become the property of the City, subject to Lessee’s use thereof during the term of this Lease. Upon expiration of the term of this Lease, or upon the earlier termination thereof, all alterations, repairs, and improvements commissioned by the Lessee for Premises shall remain the property of the City, and the Lessee shall not be reimbursed for the costs of alterations, repairs, and improvements.

   c. At the expiration or any earlier termination of this Agreement, Lessee may remove those trade fixtures that are removable without damage to the Leased Premises. Those items that are not removable without damage will remain and become the property of the Landlord. Landlord has the right to require Lessee to remove all trade fixtures and to repair any damage caused by the removal. Lessee must remove any trade fixtures on or before the termination or expiration date. Any trade fixtures that remain on the Leased Premises for 30 days after this Agreement expires or terminates will be deemed abandoned by Lessee. Landlord may then elect to keep the property as its own, or require Lessee to remove same, at Lessee’s sole expense, including the cost of repair of any damage to the Leased Premises

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caused by the removal, or Landlord may elect to remove the abandoned trade fixtures at a cost to be billed to Lessee.

B. The Lessee shall keep the Premises free from any liens and encumbrances because of work done, materials furnished, or obligations incurred by Lessee in connection with any alteration, addition, or improvement on or to the Premises. Lessee shall defend and hold harmless the City from any cost or expense which the City shall incur because of any such lien or encumbrance.

C. From time to time, the City may construct improvements to the Leased Premises or Premises or common areas. Lessee will allow the City access needed to complete the work. Upon reasonable notice (at least 24 hours), Lessee will allow the City any access needed to complete the work.

SECTION 11. MAINTENANCE AND REPAIRS.

A. The Lessee, at Lessee's own cost and expense, shall:

a. At its sole cost and expense, Lessee shall undertake the routine cleaning and maintenance to the Premises. The Premises should be maintained in good order, condition, and repair. Lessee's obligations to maintain Leased Premises shall include, without limitation, windows (interior and exterior), doors (interior and exterior), and the interior walls, floors, lighting, and ceilings. Lessee is responsible for maintenance and repair of its own improvements. Lessee shall repair all non-structural damage to the Premises and adjacent common areas, and in full compliance with all maintenance and repair standards established by statute, ordinance, rule, or regulation of any governmental body, without expense to the City.

b. Lessee's maintenance obligations do not extend to the parts of the Premises that the City is obligated to repair and maintain as outlined in Section 11 of the Agreement. In an emergency, the City may make the necessary repairs for the Lessee or perform the necessary maintenance for the Lessee. Lessee will reimburse the City for such repairs or maintenance on demand, with interest, at the maximum rate then permitted by law.

c. Lessee shall be responsible for clearing blocked toilets to the extent a toilet plunger can resolve the obstructions.

d. Lesse shall be responsible for general upkeep of decomposed granite planter(s). This includes mechanical weed abatement and containment of decomposed granite materials through general sweeping and upkeep.

e. Upon request of the City, Lessee shall assist the City with manually watering any new plant materials installed by the City on the Premises. Watering shall be performed in compliance with Fresno Municipal Code regulations.

f. Lessee hereby waives all rights under Section 1942 of the California Civil Code to make repairs at Landlord's expense and waives any rights under California Civil Code Section 1941 regarding Landlord's obligations to maintain tenant ability.

B. The City, at City's own cost and expense, and subject to the City Council's discretionary appropriation of funds shall:

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a. Maintain the structural elements of the Premises in good condition and repair. For purposes of this section, Structural Elements means the exterior roof, exterior walls (except window glass and doors), structural supports, and the foundation. Structural Elements will also include plumbing pipes to the extent that the pipes are an integral part of the flooring or foundation inaccessible to Lessee.
b. Provide all necessary maintenance and repair services for all electrical, mechanical, plumbing, security, and fire protection systems installed by the City serving the Premises.
c. Provide all necessary maintenance and repair to the exterior perimeter fence.
d. The City shall endeavor to coordinate routine maintenance and repairs with the Lessee. This courtesy does not extend to urgent emergency repairs.
e. Provide landscape maintenance for the Premises. The City shall make reasonable efforts to coordinate the scheduling of landscaping activities for the Premises with the Lessee.
f. Notwithstanding anything in this section to the contrary, Lessee shall promptly repair any structural elements that need repair because of the negligence or other fault of Lessee, its employees, agents, or invitees.

C. ADA Compliance. Modifications, changes or construction of the Premises may be necessary to ensure compliance with the Americans with Disabilities Act. If modifications are required, they must be made according to the terms of this Agreement.

SECTION 12. ALTERATIONS, REPAIRS, AND IMPROVEMENTS OF REGISTERED HISTORICAL RESOURCE.

A. The Water Tower portion of the Premises is on the National Register of Historic Places and is subject to additional requirements prior to any direct or indirect alteration, remodeling, demolishing, grading, removal, construction, reconstruction, or restoration of the exterior, interior, or auxiliary buildings. The Lessee shall be responsible for complying with the requirements of the City of Fresno Municipal Code, Chapter 12, Article 16, *Historical Preservation Ordinance,* and the conditions described below.

e. Any alteration, remodeling, demolishing, grading, removal, construction, reconstruction, or restoration of the exterior, interior, or auxiliary buildings shall conform with the State Historical Building Code and Uniform Building Conservation Code.
f. Within the Leased Premises resides tangible objects of historical significance that through the duration of the Lease Agreement will remain the property of the City. An inventory of these objects will be taken prior to the effective date of the Lease Agreement. The altering, moving, and storing of these historical objects must receive prior written approval from the City Manager. The Lessee shall be liable for any damage or destruction of these historic objects as of result of the Lessee’s actions or neglect.

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g. Lessee, at its own cost and expense, may alter, repair, or improve the interior portion of the Premises, subject to meeting the requirements of the *Historical Preservation Ordinance,* the conditions described herein, and receiving prior written approval of the City Manager. Prior to commencement of any alteration, repair, or improvement of the Premises, Lessee shall obtain at its own expense, and submit for the City Manager approval, cost estimates for the work, and complete drawings and specifications, including dimensioned architectural and other necessary drawings fully describing the work proposed to be done.

h. Alterations, repairs, or improvements to the exterior portion of the Leased Premises by the Lessee are prohibited.

i. The City Manager and Historic Preservation Commission shall have the right to reject the drawings or specifications, or any part thereof, or any revision thereof, as to the proposed architectural, structural, electrical, mechanical, or plumbing design; quality of materials or equipment selected; color scheme; or any feature of the proposed improvement which, the City Manager or Historic Preservation Commission determine will cause excessive damage or alteration, degrade the appearance, or compromise the historic designation of the Premises.

j. Lessee shall be bound by, and comply with, all applicable provisions of the Labor Code and such other Federal, State, and local laws which affect the conduct of the work.

k. Inspection of alteration, repair, or improvement work shall be performed during the progress of construction and upon final completion of construction and shall be the responsibility of the architect acting for, and compensated for such inspection and approval by, Lessee. The City shall have the right, however, to reject any work not in compliance with the drawings or specifications, and Lessee shall remove the non-compliant work, and repeat the installation of the work at no cost to the City.

l. All alterations, repairs, and improvements made or installed on the Leased Premises by the Lessee pursuant to this section, or other sections in the Lease Agreement, shall become a part of the realty and be the property of the City from and after the date of the installation thereof on the Leased Premises.

m. Lessee shall obtain and pay for all applications, permits, and inspections required by any governmental authority for any alteration, repair, or improvement made or installed by Lessee on the Leased Premises. Any approval or consent of the City provided for in this section shall be in addition to, and separate and apart from, that required by any law or ordinance governing the issuance of any such permit.

SECTION 13. DAMAGES TO OR DESTRUCTION OF THE PREMISES.

A. The City reserves the right to restrict access to the Leased Premises in the event of fire, earthquake, storm, riot, civil disturbance, or other casualty or emergency or in connection with City's response to or if emergency repairs or maintenance are

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required to the City's facilities within or in the vicinity of the Leased Premises; or otherwise, when the City deems it advisable to do so.

B. If the Leased Premises are damaged or destroyed, the City may elect to terminate this Lease Agreement. The complete destruction of the Leased Premises shall terminate this Lease Agreement as of the date of the casualty. Lessee shall be liable to the City for all damages resulting from such destruction caused by Lessee's, its agent's, servant's or employee's want of ordinary care or degree of greater culpability.

SECTION 14. EMINENT DOMAIN. "Condemned" and "right of eminent domain" mean the right of the government to take property for public use and shall include the intention to condemn expressed in writing as well as the filing of any action or proceeding for condemnation. If a body or entity, having the power to do so, condemns, begins an action or proceeding to condemn, or advises Landlord or Lessee in writing of its intent to condemn, all or part of the Premises, then the following shall apply:

A. Landlord, without any obligation or liability to Lessee, and without affecting the validity and existence of this Agreement other than as expressly provided herein, may agree to sell or convey the Premises or any part of it to the condemner, without first requiring that any action or proceeding be instituted in court. If an action or proceeding has been instituted, Landlord may convey or sell without requiring any trial or hearing. Landlord may stipulate to judgment therein for the taking of the Premises, or part of it, as sought by the condemner, free from this Agreement and the rights of Lessee.

B. Lessee shall have no claim against Landlord for, and shall not be entitled to, any part of the sale or conveyance proceeds or any condemnation award. Lessee hereby assigns such interest, if any, that Lessee may have under this Agreement to any proceeds or condemnation award to Landlord. Lessee, however, may seek to recover against the condemner for Lessee's trade fixtures and any removable Lessee improvements that Lessee is entitled to remove upon the expiration or termination of this Agreement and Landlord will not have a claim to the recovery.

C. If 25% or more of the interior floor area of the Leased Premises is condemned, or if the condemnation renders the Leased Premises unusable, this Agreement shall terminate without further notice on the date that the condemner takes physical possession. If the part of the Premises condemned is less than 25% of the interior floor area, or the Leased Premises are useable for Lessee's purposes after condemnation, at the sole option of Landlord, this Agreement shall remain in effect and shall not terminate. Subject to any discretionary appropriations, if Landlord elects to continue the Agreement, Landlord shall repair and reconstruct the Leased Premises. During any repair and reconstruction and after, Landlord shall abate Lessee's rent according and to the extent that Lessee's use of the Premises for the purposes intended are impaired. If Landlord elects to terminate this Agreement, the Agreement will terminate on the date the condemner takes physical possession.

SECTION 15. USE BY THE CITY.

A. The City may use the Leased Premises for public meetings, events, or other similar uses if:

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a. The City notifies Lessee in writing thirty (30) calendar days prior to any proposed use; and

b. Lessee consents in writing to the City's proposed use, which consent shall only be withheld if the proposed use unreasonably interferes with Lessee's use.

B. The City shall not be required to pay Lessee for any such use. This section is not intended to waive any rights or obligations either party may have pursuant to Government Code section 7260 et seq., if any.

SECTION 16. THE CITY OBLIGATIONS CONTINGENT ON APPROPRIATION OF FUNDS.

A. The City's obligation to perform any obligation under this Lease Agreement or future improvements shall be contingent upon the appropriation of funds by the City's governing body sufficient to provide such services or payments during the City's respective fiscal year (July 1 through June 30). The performance of obligations shall be funded only from current funds, budgeted and appropriated, on deposit in a reserve fund, or otherwise legally available for funding such service obligations throughout the term of the Lease Agreement, and it is not a pledge of the City's full faith and credit. During its annual budgeting process, the City shall consider and will use best efforts to appropriate funding to meet its estimated costs under this Lease Agreement for the fiscal year under consideration.

SECTION 17. RIGHT OF ENTRY AND INSPECTION.

A. Right of Entry and Inspection. The City, by its officers, agents, or employees, shall have the right to enter on the Leased Premises at all reasonable times for purposes of inspecting the Leased Premises and observing the performance by Lessee of its obligations under this Lease Agreement.

B. The City will make reasonable efforts to schedule planned alterations, repairs, and improvements; or performing any act which the City is obligated to perform or has the right to perform under this Lease Agreement or otherwise.

SECTION 18. DEFAULT BY LESSEE.

A. Default Defined. The occurrence of any of the following will be a material breach and a default of this Agreement:

a. Payment of Money. Lessee's failure to pay rent or to make any other payment under this Agreement within five (5) days of the due date.

b. Abandonment. Lessee's abandonment or vacation of the Premises. Lessee's absence from or failure to conduct business on the Premises for more than 30 consecutive days will be abandonment or vacation for purposes of this Agreement.

c. Insolvency. Lessee does any of the following: (a) Lessee makes any general Assignment for the benefit of creditors, (b) Lessee files bankruptcy, or a third party petition to have Lessee adjudged bankrupt, and does not dismiss the petition within 60 days, (c) Lessee files a petition for reorganization or arrangement under any law relating to bankruptcy, (d) the appointment of a trustee or receiver to take possession of substantially all

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of Lessee's assets at the Premises, or of Lessee's interest in this Agreement, and possession is not restored to Lessee within 30 days, or (e) the attachment, execution, or other judicial seizure of substantially all of Lessee's assets at the Premises, or of Lessee's Interest In this Agreement, and that seizure is not discharged within 30 days.

d. Failure to Maintain Insurance. If at any time during the life of the Agreement or any extension, Lessee or any of its subcontractors fail to maintain any required insurance in full force and effect, all Lessee activities shall be discontinued immediately until notice is received by Landlord that the required insurance has been restored to full force and effect without lapse in coverage. Any failure to maintain the required insurance shall be sufficient cause for Landlord to terminate this Agreement immediately.

e. Termination of Agreement and Recovery of Damages. Upon any Lessee default, the Landlord may terminate this Agreement and all Lessees rights under it by giving thirty (30) days written notice of the termination. In addition, the Landlord may exercise any other remedies available to it at law or in equity. No act of the Landlord, other than a written termination notice from the Landlord to Lessee, will terminate this Agreement.

f. Landlord's Right to Relet if Lessee Breaches this Agreement. In the event of Lessee's breach of the Agreement and abandonment of the Premises, Landlord may enter the Premises and relet it to a third party for any term, at any rental, and on any other conditions that Landlord in its sole discretion may deem advisable. The Landlord may also make alterations and repairs to the Premises.

g. The Landlord's Right to Cure Lessee Defaults. If Lessee breaches or fails to perform any provision of this Agreement, the Landlord, at its option, may cure Lessee's breach. Lessee will reimburse the Landlord, on demand, for the Landlord's costs to cure the default.

h. Cumulative Remedies. The Landlord's remedies in this Section are not exclusive but cumulative, and in addition to all remedies now or after this allowed by law or provided elsewhere in this Agreement.

i. Waiver of Breach. If the Landlord waives any Lessee breach or default of any Agreement provision, the waiver will not be a continuing waiver or a waiver of Lessee's subsequent breach of the same or any other provision. The Landlord's acceptance of rent shall not be a waiver of any preceding breach by Lessee, other than the failure to pay the particular rent so accepted.

SECTION 19. TERMINATION OF AGREEMENT.

A. In the event of a default, as defined in Section 18; the City may terminate the Lease at the expiration of the 30-day period following the notice of correction.

B. Either party may terminate this Agreement by giving at least ninety (90) days prior written notice thereof. The rent shall be due and payable through and including the date of termination. If the Lessee terminates the Agreement prior to end of the lease's term without cause, the Lessee forfeits the Security Deposit.

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C. Upon the expiration or earlier termination of this Lease, at Lessee's sole cost and expense, Lessee shall remove all of Lessee's personal property and all debris and waste material resulting from Lessee's activities. Except for ordinary wear and tear and any improvements made to the Leased Premises by the City or Lessee pursuant to this Lease. Lessee shall repair and restore the Leased Premises to the condition that existed prior to the Effective Date. Lessee shall repair and restore each improvement made to the Leased Premises pursuant to this Lease to the condition that existed at the time of completion of the respective improvement, ordinary wear and tear excepted. Lessee shall bear the entire cost of such removal, repair and restoration, and the City shall bear no liability for any costs caused or related to any expiration or termination of this Lease. In the event Lessee fails to comply with the requirements of this section, the City may elect to remove such personal property and effect such removal, repair or restoration as necessary and recover such costs and expenses from Lessee. Lessee shall pay such costs and expenses within 10 days of receipt of an invoice. Lessee's obligations under this section shall survive the expiration or termination of this Lease.

D. Any amounts outstanding by Lessee will immediately become due and owing to the City. If the Lessee terminates the agreement prior to end of the lease's term without cause, the Lessee forfeits the Security Deposit.

SECTION 20. REPRESENTATIONS OF THE CITY.

A. Prior to the execution of this Lease Agreement, both Lessee and the City shall inspect the Leased Premises to determine the "as-is" condition.

B. Neither the City, nor any agent of the City, has made any representation or promise with respect to the Leased Premises, except as herein expressly set forth. Execution of the Lease Agreement shall be conclusive evidence, as against Lessee, that the Leased Premises were in good and satisfactory condition at the time of Lease Agreement was executed by both parties.

SECTION 21. INDEMNIFICATION.

A. To the furthest extent allowed by law, Lessee shall indemnify, hold harmless and defend the City and each of its officers, officials, employees, agents and volunteers from any and all loss, liability, fines, penalties, forfeitures, costs and damages (whether in contract, tort or strict liability, including but not limited to personal injury, death at any time and property damage) incurred by the City, Lessee or any other person, and from any and all claims, demands and actions in law or equity (including reasonable attorney's fees, litigation expenses and cost to enforce this agreement), arising or alleged to have arisen directly or indirectly out of, or are in any way connected with, Lessee's activities, or the entry on, occupancy or use of, the Property by Lessee or Lessee's representatives, or the exercise by Lessee of Lessee's rights hereunder, or the performance of, or failure to perform, Lessee's duties under this Agreement and Lease, including, but not limited to, Claims arising out of: (i) injury to or death of persons, including but not limited to employees of Landlord or Lessee (and including, but not limited to, injury due to exposure to Potential Environmental Hazards in, on or about the Property); (ii) injury to property or other interest of Landlord, Lessee or any third party; (iii) violation of any applicable federal, state, or local laws, statutes, regulations, or ordinances,

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including all Legal Requirements relating to the environment and including any liability imposed by law or regulation without regard to fault. Lessee's obligations under the preceding sentence shall apply regardless of whether the City or any of its officers, officials, employees, agents or volunteers are negligent, but shall not apply to any loss, liability, fines, penalties, forfeitures, costs or damages caused solely by the gross negligence, or caused by the willful misconduct, of City or any of its officers, officials, employees, agents or volunteers.

Lessee acknowledges that all Claims arising out of or in any way connected with releases or discharges of a Hazardous Substance, or the exacerbation of a Potential Environmental Hazard, occurring as a result of Lessee or in connection with Lessee's use or occupancy of the Property, Lessee's activities or the activities of any of Lessee's representatives, and all costs, expenses and liabilities for environmental investigations, monitoring, containment, abatement, removal, repair, cleanup, restoration, remediation and other response costs, including reasonable attorneys' fees and disbursements and any fines and penalties imposed for the violation of any Legal Requirements relating to the environment or human health, are expressly within the scope of the indemnity set forth above.

Lessee's use and occupancy of the Property shall be at Lessee's sole risk and expense. Lessee accepts all risk relating to Lessee's occupancy and use of the Property. The City shall not be liable to Lessee for, and Lessee hereby waives and releases the City from, any and all liability, whether in contract, tort, strict liability or on any other basis, for any injury, damage, or loss resulting from or attributable to an occurrence on or about the Property.

Lessee shall, to the maximum extent permitted by law, indemnify, protect, defend and hold the City harmless against claims, losses, costs (including attorneys' fees and costs), liabilities and damages resulting from the failure of Lessee, or any of Lessee's consultants, contractors or subcontractors, to comply with the insurance requirements set forth in this Agreement. If Lessee shall contract any work on the premises, Lessee shall require all subcontractors to indemnify, hold harmless and defend the City in accordance with the terms as set forth above.

The provisions of this Section shall survive the expiration or termination of this Lease.

SECTION 22. ASSIGNMENT.

A. Lessee shall not assign, sublet, or otherwise transfer this Lease Agreement, any right or interest in this Agreement, any right of interest in the Leased Premises or any improvements on the Lease Premises. Any encumbrance, assignment, subletting or transfer of the Lease Agreement, whether voluntary or involuntary, by operation of law or otherwise, shall be void and shall terminate the Lease Agreement.

SECTION 23. SURRENDER AND REMOVAL.

A. Lessee agrees to surrender to the City, at the expiration of the Term of this Lease, or any extension thereof or period of holding over, or upon any sooner termination of the Term, the entire Leased Premises, and all alterations, repairs, improvements, furniture thereon, complete and in good condition and repair,

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reasonable use and wear thereof excepted. Lessee shall have the right to remove all personal property belonging to Lessee, including, without limitation, product inventory for coffee shop. Any of said personal property remaining on the Leased Premises after the expiration or sooner termination of the Term of this Lease Agreement, or any extension thereof or period of holding over, shall, at the City's election, become the property of the City. All damage done to the Leased Premises or any improvement thereon belonging to the City, by or during the removal by the City of said personal property, shall be repaired by Lessee at Lessee's expense.

SECTION 24. PAYMENTS, NOTICES AND DEMANDS.

A. All rents and other sums payable by Lessee to the City hereunder shall be delivered in person or mailed to:

The City of Fresno Finance Department
Monthly Water Tower Lease Payment
2600 Fresno Street
Fresno, California 93721

All Notices and Demands between the City and Lessee shall be delivered in person or mailed to:

To Lessee:

Downtown Development Group LLC
c/o Attention: Albee Sanchez
2444 Fresno Street
Fresno CA 93721
Phone: (323) 875-2038

To the City:

City of Fresno
c/o City Manager
2600 Fresno Street
Fresno, California 93721

B. Any notice required or intended to be given to either party under the terms of this Lease shall be in writing and shall be deemed to be duly given if delivered personally, transmitted by email followed by telephone confirmation of receipt, or sent by United States registered or certified mail, with postage prepaid, return receipt requested, addressed to the party to which notice is to be given at the party's address set forth on the signature page of this Lease or at such other address as the parties may from time to time designate by written notice. Notices served by United States mail in the manner above described shall be deemed sufficiently served or given at the time of the mailing thereof.

SECTION 25. RULES AND REGULATIONS.

A. Lessee agrees during the life of this Lease, to comply with and conform to all rules, regulations, and ordinances of the City of Fresno and County of Fresno and all laws of the State of California and the United States, and all orders of any governmental agency which shall be applicable to Lessee’s use of the said Leased Premises or the business thereon being conducted by Lessee. Nothing in this Lease shall be construed as a limitation on the City’s police power.

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B. Lessee acknowledges that Lessee, not the City, is responsible for determining applicability of and complying with all local, state, and federal laws. The City makes no express or implied representation as to the applicability or inapplicability of any such laws to this Lease or the parties, respective rights, or obligations hereunder.

SECTION 26. ATTORNEYS' FEES.

A. In the event any action, suit or proceeding is brought to collect any rental or other sums payable or to take possession of the Premises, or to enforce compliance with any of the covenants or conditions of this Lease, the party in whose favor final judgment is entered shall be entitled to reasonable attorneys' fees from the other party, to be fixed by the court in which judgment is entered, in addition to the ordinary costs of suit awarded to the prevailing party.

SECTION 27. NONWAIVER.

A. Any waiver by either party of any breach of covenant or condition required herein to be performed and observed shall not be deemed or considered a continuing waiver and shall not operate to prevent said party from declaring a default for any subsequent breach, either of the same covenant or condition, or otherwise.

SECTION 28. EXCLUSIVE VENUE.

A. Exclusive venue in all actions arising under the Lease shall be and hereby is laid in Fresno County, California.

SECTION 29. TIME OF ESSENCE.

A. Time is of the essence in this Lease Agreement.

SECTION 30. EXTENT OF AGREEMENT.

A. This Lease Agreement represents the entire and integrated agreement between the parties and supersedes all prior negotiations, representations, or agreements, either written or oral. This Lease Agreement may be modified only by written instrument duly authorized and executed by both the City and Lessee.

SECTION 31. NO PARTNERSHIP.

A. The City does not, in any way or for any purpose by executing this Lease Agreement, become a partner of Lessee in the conduct of Lessee’s coffee shop, or otherwise, or a joint venture partner, or a member of a joint-party enterprise with Lessee. Operation of the coffee shop, and any alterations, repairs, and improvements commissioned by the Lessee, will be at Lessee’s sole cost and expense, without subsidy from the City.

SECTION 32. PROPERTY TAXES & POSSESSORY INTEREST

A. Lessee acknowledges that any possessory property interest arising by entering into this Lease may be subject to property taxation and that Lessee shall pay any property taxes levied on such interest. NOTIFICATION TO LESSEE PURSUANT TO CALIFORNIA REVENUE AND TAXATION CODE SECTION 107.6: A POSSESSORY INTEREST SUBJECT TO PROPERTY TAXATION MAY BE CREATED BY ENTERING INTO THIS LEASE AND LESSEE MAY BE SUBJECT TO THE PAYMENT OF PROPERTY TAXES LEVIED ON SUCH INTEREST.

B. Lessee will pay, before delinquency, all taxes, assessments, and other charges levied or imposed by any governmental entity on the furniture, trade fixtures, appliances, and other personal property that Lessee places in, on, or about the Premises.

C. Lessee shall indemnify, defend, and hold the Landlord and the Premises harmless from any liability for personal and real property taxes and assessments including, without limitation, any interest, penalty, or other expense relating to the taxes or assessments, and from any lien therefore or sale or other proceeding to enforce payment thereof.

SECTION 33. AMENDMENTS

A. This Agreement may be amended only by a written agreement mutually agreed to and signed by all parties.

[SIGNATURES FOLLOW ON NEXT PAGE]

IN WITNESS WHEREOF, the parties have executed this Agreement at Fresno, California, on the day and year first above written.

CITY OF FRESNO,
a California municipal corporation

By: _____
Georgeanne A. White
City Manager

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: Signed by: Tracy Parvanian C20B3D38494F4C1... % "# #!#& Date
Tracy Parvanian
Assistant City Attorney

ATTEST:
AMY K. ALLER
Interim City Clerk

By: _____
Deputy Date

DOWNTOWN DEVELOPMENT GROUP LLC, a California limited liability company

By: DocuSigned by: 76D3223746A2484... % "" #!#&

Name: *:46>@Ã23;586D

Title: 1C;6>
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

By: DocuSigned by: 76D3223746A2484... % "" #!#&

Name: *:46>@Ã23;586D

Title: 1C;6>
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

Addresses:

THE CITY:
The City of Fresno
c/o City Manager
2600 Fresno Street
Fresno, California 93721

LESSEE:
Downtown Development Group LLC
Attention: Albee Sanchez
2444 Fresno Street
Fresno CA 93721
Phone: (323) 875-2038

Attachments:
1. Exhibit A Insurance Requirements

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Exhibit A
Insurance Requirements

(a) Throughout the life of this Agreement, LESSEE shall pay for and maintain in full force and effect all insurance as required herein with an insurance company(ies) either (i) admitted by the California Insurance Commissioner to do business in the State of California and rated no less than “A-VII” in the Best’s Insurance Rating Guide, or (ii) as may be authorized in writing by the CITY'S Risk Manager or his/her designee at any time and in his/her sole discretion. The CITY, its officers, officials, employees, agents and volunteers (hereinafter referred to collectively as “CITY”) requires policies of insurance as stated herein shall maintain limits of liability of not less than those amounts stated therein. However, the insurance limits available to the CITY shall be the greater of the minimum limits specified therein or the full limit of any insurance proceeds to the named insured.

(b) If at any time during the life of the Agreement or any extension, LESSEE or any of its subcontractors fail to maintain any required insurance in full force and effect, all LESSEE activities shall be discontinued immediately until notice is received by the CITY that the required insurance has been restored to full force and effect without lapse in coverage. Any failure to maintain the required insurance shall be sufficient cause for the CITY to terminate this Agreement. No action taken by the CITY pursuant to this section shall in any way relieve LESSEE of its responsibilities under this Agreement. The phrase “fail to maintain any required insurance” shall include, without limitation, notification received by the CITY that an insurer has commenced proceedings, or has had proceedings commenced against it, indicating that the insurer is insolvent.

(c) The fact that insurance is obtained by LESSEE shall not be deemed to release or diminish the liability of LESSEE, including, without limitation, liability under the indemnity provisions of this Agreement. The duty to indemnify the CITY shall apply to all claims and liability regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by LESSEE. Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of LESSEE, vendors, suppliers, invitees, contractors, subcontractors, or anyone employed directly or indirectly by any of them.

Coverage shall be at least as broad as:

1. The most current version of Insurance Services Office (ISO) Commercial General Liability Coverage Form CG 00 01, providing liability coverage arising out of your business operations. The Commercial General Liability policy shall be written on an occurrence form and shall provide coverage for “bodily injury,” “property damage” and “personal and advertising injury” with coverage for premises and operations (including the use of owned and non-owned equipment), products and completed operations, and contractual liability (including, without limitation, indemnity obligations under the Agreement) with limits of liability not less than those set forth under “Minimum Limits of Insurance.”
2. The most current version of ISO *Commercial Auto Coverage Form CA 00 01, providing liability coverage arising out of the ownership, maintenance or use of automobiles in the course of your business operations. The Automobile Policy shall be written on an occurrence form and shall provide coverage for all owned, hired, and non-owned automobiles or other licensed vehicles (Code 1- Any Auto).
3. Workers’ Compensation insurance as required by the State of California and Employer’s Liability Insurance.

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MINIMUM LIMITS OF INSURANCE
LESSEE, or any party the LESSEE subcontracts/contracts with, shall maintain limits of liability of not less than those set forth below. However, insurance limits available to the CITY and each of their officers, officials, employees, agents and volunteers as additional insureds, shall be the greater of the minimum limits specified herein or the full limit of any insurance proceeds available to the named insured:

1. COMMERCIAL GENERAL LIABILITY :
   (i) $1,000,000 per occurrence for bodily injury and property damage;
   (ii) $1,000,000 per occurrence for personal and advertising injury;
   (iii) $2,000,000 aggregate for products and completed operations;
   (iv) $300,000 damage to premises rented to you and,
   (iv) $2,000,000 general aggregate applying separately to the Agreement.

2. COMMERCIAL AUTOMOBILE LIABILITY :

   $1,000,000 per accident for bodily injury and property damage.

3. WORKERS' COMPENSATION INSURANCE as required by the State of California with statutory limits and EMPLOYER'S LIABILITY with limits of liability not less than:
   (i) $1,000,000 each accident for bodily injury;
   (ii) $1,000,000 disease each employee; and,
   (iii) $1,000,000 disease policy limit.

4. PROPERTY: Limits of insurance in an amount equal to the full (100%) replacement cost (without deduction for depreciation) of LESSEE'S business property.

UMBRELLA OR EXCESS INSURANCE
In the event LESSEE purchases an Umbrella or Excess insurance policy(ies) to meet the "Minimum Limits of Insurance," this insurance policy(ies) shall "follow form" and afford no less coverage than the primary insurance policy(ies). In addition, such Umbrella or Excess insurance policy(ies) shall also apply on a primary and non-contributory basis for the benefit of the CITY and each of their officers, officials, employees, agents and volunteers.

DEDUCTIBLES AND SELF-INSURED RETENTIONS
LESSEE shall be responsible for payment of any deductibles contained in any insurance policy(ies) required herein and LESSEE shall also be responsible for payment of any self-insured retentions.

OTHER INSURANCE PROVISIONS/ENDORSEMENTS
All policies of insurance required herein shall be endorsed to provide that the coverage shall not be cancelled, non-renewed, reduced in coverage or in limits except after thirty (30) calendar days written notice has been given to the CITY, except ten (10) days for nonpayment of premium. LESSEE is also responsible for providing written notice to the CITY under the same terms and conditions. Upon issuance by the insurer, broker, or agent of a notice of cancellation, non-renewal, or reduction in coverage or in limits, LESSEE shall furnish CITY with a new certificate and applicable endorsements for such policy(ies). In the event any policy is due to expire during the work to be performed for the CITY, LESSEE shall provide a new certificate, and applicable endorsements, evidencing renewal of such policy not less than fifteen (15) calendar days prior to the expiration date of the expiring policy.

The Commercial General and Automobile Liability policies of insurance shall be endorsed

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to name the CITY, its officers, officials, employees, agents and volunteers as additional insureds.

LESSEE shall establish additional insured status for the CITY and for all operations by use of ISO Form CG 20 11 04 13 or CG 20 26 04 13 or by an executed manuscript insurance company endorsement providing additional insured status as broad as that contained in ISO Form CG 20 11 04 13 or CG 20 26 04 13.

The Commercial General and Automobile Liability policies of insurance shall be endorsed so LESSEE's insurance shall be primary, and no contribution shall be required of the CITY. Primary and Non Contributory coverage under the General Liability policy shall be as broad as that contained in ISO Form CG 20 01 04 13. The coverage shall contain no special limitations on the scope of protection afforded to the CITY, its officers, officials, employees, agents and volunteers.

Should any of the required policies provide that the defense costs are paid within the Limits of Liability, thereby reducing the available limits by any defense costs, then the requirement for the Limits of Liability of these policies will be twice the above stated limits.

All policies of insurance shall contain, or be endorsed to contain, a waiver of subrogation as to the CITY, its officers, officials, employees, agents and volunteers.

The property insurance policy is to contain, or be endorsed to contain, the following provisions:

1. Full replacement value of any permanent improvements on the Leased Premises, with the CITY named as a Loss Payee.
2. The coverage shall contain:

(i) No coinsurance penalty.
(ii) No limitations or exclusions for vacancy of any part of the Premises.
(iii) No special limitations on the scope of protection afforded to City.

PROVIDING OF DOCUMENTS - LESSEE shall furnish the CITY with all certificate(s) and applicable endorsements effecting coverage required herein All certificates and applicable endorsements are to be received and approved by the CITY'S Risk Manager or his/her designee prior to CITY'S execution of the Agreement and before work commences. All non-ISO endorsements amending policy coverage shall be executed by a licensed and authorized agent or broker. Upon request of the CITY, LESSEE shall immediately furnish the CITY with a complete copy of any insurance policy required under this Agreement, including all endorsements, with said copy certified by the underwriter to be a true and correct copy of the original policy. This requirement shall survive expiration or termination of this Agreement. All subcontractors working under the direction of LESSEE shall also be required to provide all documents noted herein.

SUBCONTRACTORS - -If LESSEE subcontracts or contracts any or all of the services to be performed under this Agreement or any work on the premises, LESSEE shall be solely responsible for ensuring that its subcontractors maintain insurance coverage at levels no less than those required by applicable law and is customary in the relevant industry, and to name the City of Fresno as an Additional Insured with Primary and Non Contributory coverage and a Waiver of Subrogation as required herein.

BIDDER/APPLICANT'S NAME: Albert Sanchez
(Submit with Bid/Application)

THIS FORM IS A PUBLIC RECORD

LEVINE ACT DISCLOSURE STATEMENT.FOR PROCUREMENTS

California Government Code § 84308, commonly referred to as the "Levine Act," prohibits City Officers from participating in any proceeding concerning a license, permit, other entitlement for use, franchise, or contract (collectively "license, permit, or contract") if they receive campaign contribution(s) from a party to the proceeding, or their agent, totaling more than $500 in the preceding 12 months. The Levine Act also prohibits City Officers from accepting, soliciting, or directing campaign contributions over $500 from parties to a proceeding, or in *any* amount by their agents, while a proceeding is pending and for 12 months following the final decision in a proceeding.

The Levine Act requirements apply only when the City Officer or the body of which they are a member has the authority to make any decision or recommendation in the proceeding. City Officers include City elected or appointed officers, their alternates, and any candidate for elective office. City Officers are listed at the following sites:

- *City elected officers* - https://www.fresno.gov/cityofficials/
- *Board and Commissioners* - https://www.fresno.gov/cityclerk/#boards-&-commission-application

Parties are responsible for reviewing and disclosing on the record of a proceeding their and their Agent's campaign contributions to City Officers over $500 in the 12 months preceding any decision rendered by the agency. A "Party" to a proceeding means the applicant as well as the subject of the proceeding.

As a bidder/proposer you are a party to a proceeding under the Levine Act, and required to provide information about campaign contributions to City Officers made by you, your agents on behalf of you or your organization, your organization subject to the proceeding with the City, and any organization you direct or control pursuant to the aggregation rules set forth by FPPC Reg. § 18438.5, except for uncompensated officers of a nonprofit organization. When a closed corporation is a party to or a participant to a proceeding subject to the Levine Act, the majority shareholder is subject to the disclosure and prohibition requirements of the Levine Act. (Gov. Code 84308(e)(4).)

DISCLOSURES

Bidders/proposers are responsible for reviewing the names of the City Officers at the links above prior to making the following disclosure:

Have you or your organization/company, or any Agent on behalf of you or your organization/company, or any organization/company you direct or control, made campaign contributions of more than $500 to a City Officer in the 12 months preceding the date of the submission of your bid or proposal, or the anticipated date of any action by a City Officer related to this proceeding?

YES:____ NO: x

If yes, please identify the City Officer(s), Contributing Entity and if they are a Party or an Agent, and date(s) of contribution(s) in the spaces below:

City Officer(s) Name(s) Contributing Entity Date(s) of Contribution(s)

_____

_____

Answering yes to the question above does not preclude the City of Fresno from awarding a license, permit, or contract to your entity or taking any subsequent action related to the license, permit, or contract.

OWNERSHIP

To facilitate compliance with the Levine Act, the City of Fresno requests bidders/proposers voluntarily disclose information about the ownership of their companies. **Bidders will not be found non-responsive if they do not provide this information, but the disclosure above is legally required.**

Albert Sanchez
Name of Bidder/Proposer

2444 Fresno Street Fresno Ca 93721
Address

List the names of all principals, partners, and/or trustees. For corporations, provide names of officers, directors, and all stockholders owning more than 10% equity interest in corporation. For closed corporations, list the name of the majority shareholder:

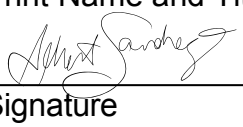
N/A

SIGNATURE

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Downtown Development Group LLC
Name of Business/Legal Entity

Albert Sanchez
Print Name and Title of Authorized Representative


Signature

04/16/2026
Date

BIDDER/APPLICANT'S NAME: _____
(Submit with Bid/Application)

LEVINE ACT DISCLOSURE STATEMENT
DEFINITIONS

Term	Definition	Law
Covered "proceedings"	A license, permit, or other entitlement for use, meaning all business, professional, trade, and land use licenses and permits and all other entitlements for use, including all entitlements for land use, all contracts, and all franchises. Including a proceeding to grant, deny, revoke, restrict, or modify a license, permit or other entitlement for use, that does not solely involve purely ministerial decisions and is: (1) Applied for by the party; (2) Formally or informally requested by the party; or (3) A contract between the agency and the party or a franchisee granted by the agency to the party, *other than those* competitively bid, labor contract, personal employment contract, valued under $50,000, between two or more agencies, where no party receives financial compensation, periodic review of or renewal of a development agreement with no material changes; or a periodic review or renewal of competitively bid contracts (unless material modifications or amendments valued at >10% value of the contract $50,000, whichever is less).	FPPC Reg 18438.2(a)
Party	Any person who files an application for, or is the subject of, a proceeding involving a license, permit, or other entitlement for use.	Gov. Code 84308(a)(1)
Agent	A person who represents a party or participant for compensation and appears before or otherwise communicates with the governmental agency for the purpose of influencing the pending proceeding. See FPPC Reg 18438.3 for exceptions for certain consultants.	FPPC Reg 18438.3
Competitively Bid	Competitively bid contracts are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process. A contract required by law to be awarded to the lowest responsible bidder with a responsive bid, or, if the successful bidder refuses or fails to execute the contract, to the next lowest bidder with a responsive bid.	Gov. Code 84308(a)(5)(B); FPPC Reg 18438.2(a)(3)(A)
Labor Contract	A contract or agreement reached through collective bargaining or with a representative group regarding the salary, benefits, or terms and conditions under an employment or retirement policy for employees or retirees, including a project labor agreement entered under Public Contract Code Section 2500.	FPPC Reg 18438.2(a)(3)(B)
Personal Employment Contract	A contract for employment, including the terms and conditions of employment, between the agency and an agency employee. A contract with an independent contractor is NOT a personal employment contract.	FPPC Reg 18438.2(a)(3)(C)-(D)

Additional information on the Levine Act: https://www.fppc.ca.gov/content/dam/fppc/NS-Documents/TAD/Campaign%20Documents/84308/Section%2084308%20and%20Parties%20and%20Participants%20Guide.pdf

File #: ID 26-608 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-R.

REPORT TO THE CITY COUNCIL

FROM: PAUL AMICO, Director
Department of Public Works

BRYON HORN, Chief Information Officer
Information Services Department

BY: FRANK D. VAWTER, Assistant Director
Information Services Department

LUKE DRAPER, Information Services Supervisor - Utilities
Information Services Department

SUBJECT

Approve the Cooperative Purchase Agreement with The Drala Project, Inc., dba The Redesign Group, for the purchase of enterprise-grade technology equipment in an amount not to exceed $388,801.00, through California Participating Addendum No. 7-23-70-55-01 under NASPO ValuePoint Master Agreement No. 23026.

RECOMMENDATION

Staff recommend that City Council approve the Cooperative Purchase Agreement with The Drala Project, Inc., dba The Redesign Group, for the purchase of enterprise-grade technology equipment in an amount not to exceed $388,801.00, through California Participating Addendum No. 7-23-70-55-01 under NASPO ValuePoint Master Agreement No. 23026.

EXECUTIVE SUMMARY

The Department of Public Utilities - Wastewater Division, in coordination with the Information Services Department (ISD), operates multiple enterprise-grade technology systems that are essential to wastewater management and day-to-day business operations. Critical components of these systems have reached or exceeded manufacturer-designated end-of-life (EOL) status, posing significant risks to system reliability, cybersecurity, and long-term supportability.

To maintain system performance, ensure data redundancy, and support uninterrupted operations across both wastewater management and administrative functions, staff recommends the immediate replacement of this equipment through a cooperative purchasing agreement with the Vendor, at a total cost not to exceed $388,801.00.

BACKGROUND

The City's use of cooperative purchasing for technology acquisitions has been supported by prior Council actions and resolutions, which have authorized similar agreements for IT infrastructure upgrades and related services. These actions reflect a broader strategic commitment to modernizing municipal technology systems, improving operational efficiency, and ensuring prudent stewardship of public funds.

In support of critical wastewater processing functions and business operations, the Department of Public Utilities - Wastewater Division, deploys a wide array of enterprise-grade technology. The reliability of supporting technology systems is paramount. Maintaining manufacturer's support - including access to replacement parts, technical support, and software updates - ensures optimal performance and the continued application of critical security patches.

Absent replacement of these end-of-life systems, failure of existing equipment could significantly disrupt operations. To maintain system performance, ensure data redundancy, and support uninterrupted operations across wastewater management and administrative functions, this equipment must be replaced.

The Cooperative Purchase Agreement with The Drala Project, Inc., dba The Redesign Group, for enterprise-grade technology equipment, will be funded through appropriations already established within the City's departmental operating budgets for the current fiscal year. This purchase supports the City's long-term strategy to maintain a secure, reliable, and scalable technology environment.

ENVIRONMENTAL FINDINGS

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15378, the approval of this purchase is not a "Project" for the purposes of CEQA.

LOCAL PREFERENCE

Local preference was not implemented because this item is a cooperative purchase.

FISCAL IMPACT

There is no fiscal impact on the General Fund. Funding for this purchase is included in the Wastewater Division's Fiscal year 2026. Capital Improvement Program Budget.

Attachments:
Cooperative Purchase Agreement
Vendor Quote

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FORMAL COOPERATIVE PURCHASE AGREEMENT

THIS AGREEMENT (Agreement) is made and entered into, effective on _____, by and between CITY OF FRESNO, a California municipal corporation (City), and THE DRALA PROJECT INC. dba THE REDESIGN GROUP, a California Corporation (Vendor).

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing and of the covenants, conditions, and promises hereinafter contained to be kept and performed by the respective parties, it is mutually agreed as follows:

1. The Charter for the City allows for cooperative purchase agreements for materials, supplies, and equipment. The City may use another government agency's agreement, as an exception to the competitive bid process. The Parties agree that the Vendor has entered a contract with California NASPO Participating Addendum No. 7-23-70-55-01 under the Master Agreement No. 23026 NASPO ValuePoint Cooperative Purchasing Program (Original Government Contract). The solicitation for the Original Government Contract is attached as **Exhibit A.**

2. Vendor's Obligation. Vendor shall provide those services and carry out that work described in the Original Government Contract, which is attached hereto as **Exhibit B** and is incorporated herein by reference, subject to all the terms and conditions contained or incorporated herein.

3. City's Obligation. City shall make to the Vendor those payments described in **Exhibits A and B,** subject to all the terms and condition contained or incorporated herein

4. Notwithstanding the requirements that the Original Government Contract is fully binding on the Parties, the parties have agreed to modify certain non-material provisions of the Original Government Contract as applied to this Agreement between the Vendor and the City, as follows:

   a) City's Insurance and Indemnity provisions attached as **Exhibit C**.

   b) Address change for the City: Notwithstanding the address and contract information for the government entity as set out in **Exhibit B,** the Vendor agrees that notices and invoices will be sent to:

      City of Fresno
      Attention: Luke Draper
      5607 W Jensen Ave
      Fresno, CA 93706
      Phone: (559) 621-7151
      E-mail: Luke.Draper@fresno.gov

   c) Notwithstanding anything in **Exhibits A** and **B** to the contrary, this Agreement shall be governed by, and construed and enforced in

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accordance with , the laws of the State of California, excluding however, any conflict of laws rule which would apply the law of another jurisdiction. Venue for purposes of the filing of any action regarding the enforcement or interpretation of this Agreement and any rights and duties hereunder shall be Fresno County, California.

d) All other provisions in the Original Government Contract are fully binding on the parties and will represent the agreement between the City and the Vendor.

5. The City Manager, or designee, is hereby authorized and directed to execute and implement this Agreement. The previous sentence is not intended to delegate any authority to the City Manager to administer the Agreement, any delegation of authority must be expressly included in the Agreement.

[Signatures follow on the next page.]

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IN WITNESS WHEREOF, the parties have executed this Agreement at Fresno, California, the day and year first above written.

CITY OF FRESNO,
a California municipal corporation

By: _____
MELISSA PERALES
Purchasing Manager
General Services Department

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: Signed by: Christine Charitar 4/14/2026
66086C14193B4F5...
Christine Charitar Date
Deputy City Attorney

ATTEST:
AMY K. ALLER
Interim City Clerk

By: _____ Date
Deputy

THE DRALA PROJECT INC. dba THE REDESIGN GROUP, a California Corporation

By: Signed by: Phil Sanginario 4/13/2026
86C2F6D2D0DE4A6...

Name: Phil Sanginario

Title: President
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

By: Signed by: Leah Lane 4/13/2026
77160C9A8C0E462...

Name: Leah Lane

Title: Sales Operations Director
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

VENDOR:
THE DRALA PROJECT INC. dba THE REDESIGN GROUP
Attention: Sarah Reynolds
2629 Manhattan Ave, Suite 307
Hermosa Beach, CA 90254
Phone: (405) 831-8395
E-mail: sreynolds@redesign-group.com

Attachments:
Exhibit A - Original Solicitation
Exhibit B - Original Government Contract
Exhibit C - City's Insurance and Indemnity
Exhibit D - Vendor Quote

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EXHIBIT A

Original Solicitation

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The State of Minnesota

DEPARTMENT OF ADMINISTRATION
STATE PROCUREMENT

NASPO ValuePoint™

REQUEST FOR PROPOSAL

MINNESOTA NASPO VALUEPOINT

Master Agreement for: Computer Equipment

(Desktops, Laptops, Tablets, Servers, and Storage including Related Peripherals & Services)

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DEPARTMENT OF ADMINISTRATION
STATE PROCUREMENT

Office of State Procurement
112 Administration Building
50 Sherburne Avenue
St. Paul, MN 55155
Voice: 651.296.2600
Fax: 651.297.3996

STATE OF MINNESOTA

REQUEST FOR PROPOSAL (RFP)

COMPUTER EQUIPMENT:
(DESKTOPS, LAPTOPS, TABLETS,
SERVERS, STORAGE,
INCLUDING RELATED PERIPHERALS & SERVICES)

~~**ORIGINAL DUE DATE: JANUARY 11, 2021**~~

~~**REVISED DUE DATE (ADDENDUM 02): JANUARY 31, 2021**~~

~~**REVISED DUE DATE (ADDENDUM 03): FEBRUARY 26, 2021**~~

REVISED DUE DATE (ADDENDUM 04): MARCH 18, 2021

TIME: 3:00 P.M., CENTRAL TIME

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SECTION 1: SCOPE OF WORK

A. INTRODUCTION

The State of Minnesota, Department of Administration, Office of State Procurement is requesting proposals on behalf of the State of Minnesota and NASPO ValuePoint. The purpose of this Request for Proposal ("RFP") is to establish Minnesota-led NASPO ValuePoint Master Agreement(s) with qualified manufacturers for Computer Equipment (Desktops, Laptops, Tablets, Servers, Storage and Ruggedized Devices including related Peripherals & Services).

This RFP and any resulting contract are for qualified manufacturers only – responders that cannot provide verification that they are a manufacturer will not be considered. Manufacturers that do not sell products directly may receive a Contract Award, but they must clearly specify their relationship with sales partners as directed in the RFP.

This RFP describes a relationship to be established between the Lead State and a responder and also specifies contractual conditions and details the basis for the responses, the subsequent review, and the final selection process. Detailed Contract obligations and measures of performance may be further defined in the final negotiated Contracts. The RFP shall not be construed to limit the Lead State's right to issue or not issue any Contract, to reject all proposals, or to negotiate with more than one responder.

Sealed responses must be received in the office of the Director of the Office of State Procurement and time-stamped no later than the date and time specified, at which time the names of the contractors responding to this RFP will be read. Late responses cannot be considered. The laws of Minn. Stat. Ch. 16C apply to this RFP.

For the purpose of this RFP, there are three product Bands identified below which may be awarded. Responders must only respond to Bands in which they manufacture the defined product. "Re-branding" a product that is manufactured by another company does not meet this requirement. The State of Minnesota ("Lead State") intends to establish multiple awards per Band. The Lead State reserves the right to eliminate any Bands from the final award.

Band 1: Personal Computing Devices – Windows Operating Systems: Desktops, Laptops, and Tablets
Band 2: Personal Computing Devices – Non-Windows Operating System: Desktops, Laptops, and Tablets
Band 3: Servers and Storage

The Master Agreement(s) resulting from this RFP will replace the current Minnesota WSCA/NASPO Computer Equipment Contracts awarded in 2015. Information on these contracts is available at: http://www.mmd.admin.state.mn.us/wsca/wsca.htm.

All authorized governmental entities in any State or participating US Territory are welcome to use the resulting Master Agreements through NASPO ValuePoint with the approval of the State Chief Procurement Official. Upon final award of the overarching Master Agreements, Contractors are able to sign Participating Addendums (PA) at the option of Participating States. Participating States reserve the right to add State specific terms and conditions and modify the scope of the contract in their Participating Addendum as allowed by the Master Agreement.

Subject to the approval of the awarded Contractor(s), Canadian provincial governments and provincially funded entities may use the resulting Master Agreement, as set forth in Section 2.B.5.a.

This RFP will result in a Master Agreement. The Master Agreement contract terms will begin on the date of contract execution, to 24 months after the date of contract execution, with the option to extend up to 36 months, upon agreement by both parties. Participating States will have the option to participate and further refine their Terms and Conditions through a Participating Addendum.

B. OBJECTIVE

The objectives of this RFP are to:

- Obtain greater volume-based price discounts for quantity one purchases by leveraging the purchasing power of multiple states and their political subdivisions
- Reduce contracting costs for each Participating Entity through a cooperative competitive procurement process
- Obtain better contract terms for states through centralized negotiation on behalf of multiple states and their political subdivisions
- Obtain competitive pricing for specific standard configurations through a Premium Saving Package (PSP) program. Participation in PSP is not required, but is encouraged.

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Proposers will provide an initial minimum discount for a quantity of one unit, plus minimum discounts based on volume purchasing tiers. Proposers are to base discounts on the collective volume of potential purchases by the numerous state and local government entities. The objective of the procurement is to consolidate spend for participating entities to receive highly competitive pricing at the quantity one unit. Further bulk/quantity savings are obtained when additional quantities are requested. Participating States and political subdivisions are encouraged to continually obtain competitive quotes from multiple manufacturers for further quantity discounts among the awarded contractors to obtain the lowest price.

The awarded contractors should realize significant savings by managing a single comprehensive Master Agreement establishing common terms, conditions, pricing and administrative structure.

After award of a Master Agreement, Contractors may provide promotions for deeply discounted products based on their inventory and sales. Promotions will also provide increased savings to States and other Participating Entities. The Contractors will be responsible to market these offers. These promotions may be included in the PSP.

C. NASPO VALUEPOINT BACKGROUND INFORMATION

NASPO ValuePoint, a division of the National Association of State Procurement Officials ("NASPO"), is a cooperative purchasing program of all 50 states, the District of Columbia and the territories of the United States. NASPO is a non-profit association dedicated to strengthening the procurement community through education, research, and communication. It is made up of the directors of the central purchasing offices in each of the 50 states, the District of Columbia and the territories of the United States. NASPO ValuePoint facilitates administration of the cooperative group contracting consortium of state chief procurement officials for the benefit of state departments, institutions, agencies, and political subdivisions and other eligible entities (i.e., colleges, school districts, counties, cities, some nonprofit organizations, etc.) for all states, the District of Columbia, and territories of the United States. For more information consult the following websites www.naspovaluepoint.org and www.naspo.org.

The total spend in calendar year 2019 from Participating Entities in 45 states was approximately $2,347,190,605. It is estimated that approximately $1,595,000,000 of this spend will be Band 1 or Band 2 under this RFP, $359,000,000 will be Band 3 under this RFP, and the remaining spend will be peripherals and accessories that cannot definitively be placed in Band 1, 2, or 3.

D. PARTICIPATING STATES

In addition to the Lead State conducting this RFP, the Participating States listed below have requested to be named in this RFP as potential users of the resulting Master Agreement. Other entities may become Participating Entities after award of the Master Agreement.

Some states may have included special or unique terms and conditions for their state that will govern their state Participating Addendum. These terms and conditions are being provided in Section 6 of this RFP as a courtesy to proposers to indicate which additional terms and conditions may be incorporated into the state Participating Addendum after award of the Master Agreement. The Lead State will not address questions or concerns or negotiate other Participating Entity's terms and conditions. The Participating States will negotiate these terms and conditions directly with the contractor.

Individual Participating Addendums may use the contractor's minimum discount percentage off and offered catalog as a base and may elect to negotiate an adjusted (i.e., greater) minimum discount.

Intent to Participate Notices have been received to date from the following states:

Alaska	Louisiana	South Carolina
Arizona	Maine	South Dakota
California	Maryland	Tennessee
Colorado	Minnesota	Utah
Connecticut	Montana	Vermont
Delaware	Nevada	Washington
Florida	New Jersey	Wisconsin
Hawaii	New Mexico	Wyoming
Idaho	North Dakota	Rhode Island
Iowa	Ohio	

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E. PRODUCT BANDS

This RFP is divided into three (3) hardware product Bands. Each Band includes related peripherals and services. All products and services offered within each Band are subject to the restrictions provided in Product Restrictions, Section 1.G. Due to the continuous evolution of technology Bands will be flexible and may be redefined during the course of the contract.

Band 1: Personal Computing Devices – Windows Operating Systems: Desktops, Laptops, Tablets. Desktop, laptop, and tablet are all defined in Section 2.B.2, "Definitions". Only products utilizing Windows operating systems for these devices are allowed. Zero clients, thin clients, all-in-ones, workstations, notebooks, and mobile thin clients are included in this Band. Ruggedized equipment may also be included in the Product and Service schedule for this Band. Responders do not need to manufacture all three types of devices to be considered for an award.

Band 2: Personal Computing Devices – Non-Windows Operating Systems: Desktops, Laptops, Tablets. Desktop, laptop, and tablet are all defined in Section 2.B.2, "Definitions". Only products utilizing operating systems that are not Windows operating systems for these devices are allowed. Zero clients, thin clients, all-in-ones, workstations, notebooks, and mobile thin clients are included in this Band. Ruggedized equipment may also be included in the Product and Service schedule for this Band. Responders do not need to manufacture all three types of devices to be considered for an award.

Band 3: Servers and Storage. A server is a physical or virtual computer dedicated to run one or more services or applications (as a host) to serve the needs of the users of other computers on a network. This band also includes server appliances. Server appliances have their hardware and software preconfigured by the manufacturer. It also includes embedded networking components such as those found in blade chassis systems. Storage is hardware or a virtual appliance with the ability to store large amounts of data. This band includes SAN switching necessary for the proper functioning of the storage environment. All operating systems for these devices are allowed. Ruggedized equipment may also be included in the Product and Service Schedule for this band. Responders do not need to manufacture both types of devices to be considered for an award.

Examples of peripherals/accessories/options include but are not limited to: printers, monitors, multifunction printers, audiovisual equipment, instructional equipment, cabling, modems, networking to support server, storage and client applications such as hard-wired routers and switches. Peripherals may be purchased by themselves. A responder offering only peripherals in any Band, however, will not be considered for an award in that Band. Software is an option which must be related to the purchase of equipment and subject to configuration limits per the terms of Section 1.G.a.

F. CONFIGURATION LIMITS

Proposed product configurations provided by Contractor under the terms of the Master Agreement may not exceed the dollar amounts set forth below ("Configuration Limits"). Participating Entities may define alternative configuration limits in their Participating Addendum ("Entity Configuration Limits").

The Participating Entity's Chief Procurement Official may increase or decrease Entity Configuration Limits, as defined in their Participating Addendum. The Participating Entity will determine with the Contractor how to approve these modifications to the State's Product and Service Schedule.

The dollar limits identified below are based on a SINGLE computer/system configuration. This is NOT a restriction on the purchase of multiple configurations (e.g., an entity could purchase 10 laptops at $15,000 each, for a total purchase price of $150,000). Each configuration includes the combined total of hardware and software components that make up the total functioning system (e.g., a purchase of a laptop in Band 1 with a hardware cost of $12,000 per unit and software at a cost of $5,000 per unit would exceed the $15,000 per configuration limit, and not be allowed).

ITEM	CONFIGURATION LIMIT
Band One	$15,000
Band Two	$15,000
Band Three	$1,000,000
Peripherals	$10,000
Services	Addressed in the Participating Addendum

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G. PRODUCT RESTRICTIONS

The following restrictions apply to the Master Agreement. A Participating Entity may set further restrictions of products in their Participating Addendum. The Participating Entity will determine with the Contractor how to approve these modifications to the Entity's Product and Service Schedule.

a. Software

1. Software is restricted to operating systems and commercial off-the-shelf (COTS) software and is subject to equipment configuration limits.
2. Any software purchased must be related to the procurement of equipment.
3. Software must be pre-loaded or provided as an electronic link with the initial purchase of equipment, except as set forth in Section 1.G.a.4, below.
4. Software such as middleware which is not always installed on the equipment, but is related to storage and server equipment (Band 3) purchased, is allowed and may be procured after the initial purchase of equipment.

b. General Services

1. Services must be related to the procurement of equipment.
2. Service limits will be addressed by each State.
3. Wireless phone and internet service is not allowed.
4. Managed Print Services are not allowed.

c. Cloud Services

1. Cloud Services are restricted to Services that function as operating systems and software needed to support or configure hardware purchased under the scope of the contract and is subject to equipment configuration limits.
2. Any Cloud Service purchased must be related to the procurement of equipment.

d. Third Party Products

1. Third Party Products can be offered only in the Bands they have been awarded. All Third-Party Products must meet the definition(s) of the Band(s) in which they are being offered.
2. Products manufactured by another Contractor holding a Minnesota NASPO ValuePoint Master Agreement for Computer Equipment cannot be offered unless approved by the Lead State.

e. Additional Product/Services

1. Hardware and software required to solely support wide area network (WAN) operation and management are not allowed.
2. Lease/Rentals of equipment may be allowed and will be addressed by each State.
3. Cellular Phone Equipment is not allowed.
4. EPEAT Bronze requirement may be waived, on a State case-by-case basis, if approved by the State's Chief Procurement Officer. EPEAT Bronze requirement does not currently apply to storage.

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SECTION 2: MASTER AGREEMENT TERMS AND CONDITIONS

A statement of acceptance of the Master Agreement Terms and Conditions, unless taken exception to, as specified in the RFP must be included in the response. Any suggestions for alternate language must be presented.

A. SOLICITATION TERMS, CONDITIONS, AND INSTRUCTIONS
B. NASPO VALUEPOINT TERMS AND CONDITIONS
C. MINNESOTA TERMS AND CONDITIONS
D. FORMS

A. SOLICITATION TERMS, CONDITIONS, AND INSTRUCTIONS

1. **Award.**
This RFP does not commit the Lead State to award any Master Agreement or to pay any costs incurred by a responder in responding.

The award of this RFP will be based upon the total accumulated points as established in the RFP, for separate items, by grouping items, or by total lot, and where at its sole discretion the Lead State believes it will receive the best value. The Lead State reserves the right to award this RFP to a single responder, or to multiple responders, whichever is in the best interest of the Lead State. It is the Lead State's intent to award to multiple responders. The Lead State reserves the right to accept all or part of an offer, to reject all offers, to cancel the RFP, or to re-issue the RFP, whichever is in the best interest of the Lead State.

The Sourcing Team will make a recommendation on the award of this RFP. The Commissioner of Administration or designee may accept or reject the recommendation of the Sourcing Team. The final award decision will be made by the Commissioner of Administration and the NASPO ValuePoint Management Board.

2. **Acceptance of Terms and Conditions.**
As identified in the Sample Master Agreement attached in Section 6.C of this RFP, portions of the RFP and the response of the successful responder will become Master Agreement contractual obligations if acquisition action ensues.

A statement of acceptance of the proposed Contract Terms and Conditions, unless taken exception to, must be included in the response. Any suggestions for alternate language must be presented with the response (see Section 6.B, Terms, Conditions, and Response Requirements Exception Form). Any response which fails to comply with this requirement may be disqualified as nonresponsive. The Lead State is under no obligation to accept wording changes submitted by a responder. The Lead State is solely responsible for rendering decisions in matters of interpretation on all terms and conditions of Section 2.A.

3. **Master Agreement Administrator.**
The Master Agreement Administrator designated by NASPO ValuePoint and the Lead State is Andy Doran. Direct all correspondence and inquiries, legal questions, general issues, or technical issues regarding this RFP to:

Andy Doran
IT Acquisitions Supervisor
Department of Administration
Office of State Procurement
112 Administration Building
50 Sherburne Avenue
St. Paul, MN 55155

Fax: 651.297.3996
E-mail: andy.doran@state.mn.us

4. **Schedule of Events.**
This paragraph provides a tentative schedule of the critical project dates. Responders should carefully examine and make certain they have a clear understanding of the requirements of the specified project milestones and the associated dates.

Date/Time	Event
November 4, 2020	Publish RFP
November 18, 2020, 3:00 PM CT	Registration Deadline for Pre-proposal Webinar (Section 2.A.6)
November 20, 2020, 1:00 PM CT	Optional Pre-Proposal Webinar (Section 2.A.6)
December 14, 2020	Questions Due (Sections 2.A.7 and Section 6.A)
January 11, 2021, 3:00 PM CT	**Proposal Due Date/Proposal Opening**

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5. **Electronic Files to Download, Complete, and Return.**
   Responders must download the entire RFP. The sections of the RFP will be in either Word, PDF, or Excel formats, depending on whether a response is required for that section. If you need assistance please contact the Lead State's HelpLine at (651) 201-8100, option 1.

6. **Pre-Proposal Webinar Meeting.**
   A pre-proposal meeting will be held remotely via Microsoft Teams for all interested responders to review any concerns regarding this RFP. Attendance at this meeting is **NOT** MANDATORY, but is recommended. See the Schedule of Events for date and time (Section 2.A.4). Interested responders will register to attend the webinar by sending an email to the Master Agreement Administrator. The registration email should include the interested responder's name, and the name and email address of the person(s) attending the Pre-Proposal Webinar Meeting. The Master Agreement Administrator will send an invitation to the Pre-Proposal Webinar Meeting to all registered attendees by 10:00 AM CT on November 20, 2020.

7. **Questions and Inquiries.**
   Questions or inquiries regarding this RFP must be submitted in writing to Master Agreement Administrator. All questions received by the cutoff date and time will be responded to via an addendum to official solicitation holders. If submitting a question be specific and cite the section, item, and page number to which the question refers. Contact regarding this RFP with any State personnel other than the Master Agreement Administrator may result in rejection of the response. See Schedule of Events for date and time.

8. **Addenda to the RFP.**
   Any addendum issued will become a part of the RFP. The Lead State may modify or clarify the RFP by issuing one or more addenda to all parties who have received the RFP. Each responder must follow the directions on the addendum. Addenda will be numbered consecutively in the order they are issued.

9. **Clarification.**
   If a responder discovers any significant ambiguity, error, conflict, discrepancy, omission, or other deficiency in the RFP, the responder shall immediately notify the Master Agreement Administrator in writing, as specified in Section 2.A.3, of such error and request modification or clarification of the document. This notification is due no later than five business days prior to the proposal due date and time.

   Responders are cautioned that any activity or communication with a state employee or officer, or a member of the Evaluation Team, regarding this RFP's contents or process, is strictly prohibited and may, as a result, have its response rejected. Any communication regarding this RFP, its content or process, must be directed to the Master Agreement Administrator listed in the RFP documents.

10. **Proposal Preparation.**
    Responses are to be prepared and presented in the same sequential order as the questions are presented in this document. Responses deviating from the request for proposal format and organization may be removed from further consideration. Responses are expected to provide a straightforward and concise description of the responder's ability to meet the requirements. Any materials submitted may be incorporated by reference in the final Master Agreement. Marketing materials will not be accepted as a response.

    A responder's response to the RFP must be returned to the Lead State, addressed to the Master Agreement Administrator, sealed in a mailing envelope or package with the responder's name and address clearly written on the outside. Late responses cannot be considered. The laws of Minn. Stat. Ch. 16C and all other applicable laws apply to this RFP.

    All costs incurred in responding to this RFP will be borne by the responder.

11. **Authorized Signature.**
    The response must be in the legal name of the firm or business, and must be fully and properly executed and signed by an officer or other authorized representative who must state his/her title (see Section 6.B, Responder Declarations). The responder must provide proof of authority of the person signing the response upon request.

12. **Narrative Response.**
    Responses to the Requirements of Sections 3.A-E should be provided in the order presented in the RFP, clearly marked and tabbed. A narrative response should describe how the responder will meet the requirement. For Sections without specific requirements or responses needed, a responder may add an acknowledgement that they read, understand, and comply with that Section. Forms that require a signature may be physically-signed and

scanned into PDF format or signed electronically via a signing software that includes verification capabilities such as DocuSign.

The responder must provide two digital copies of the Narrative Response. Each digital copy of the Narrative Response must be provided on its own flash drive, and each flash drive should be marked "Narrative Response."

Each digital copy of the Narrative Response should include:

- An electronic searchable PDF, and
- One editable Word document.

Include any signed addenda (if applicable) and all Solicitation Response Forms (see Section 6.B) with the Narrative Response. **Do not include the Cost Proposal or any cost-related information in the Narrative Response.**

13. **Cost Proposal.**
The responder must provide one complete digital copy of the Cost Proposal on a flash drive. The Cost Proposal must be submitted on a flash drive separate from the Narrative Response, and the drive should be marked "Cost Proposal." The digital copy of the Cost Proposal must include:

    - Responses to Section 4,
    - Baseline Price List,
    - Proposed Product and Services Schedule, and
    - Price Workbooks for all applicable Bands, including all tabs.

    The Cost Proposal should be submitted in the following formats:

    - Responses to Section 4 in either a searchable PDF or Word document, and
    - The Baseline Price List, Proposed Product and Services Schedule, and Price Workbooks should be submitted as unlocked Excel documents.

14. **Accessibility.**
Responders should complete, in an accessible format, the Web Content Accessibility Guidelines (WCAG) sections in a Voluntary Product Accessibility Template (VPAT®) for all websites proposed in response to the solicitation. Responders can use the VPAT form from the ITIC VPAT site (https://www.itic.org/policy/accessibility/vpat), and select the "WCAG" option. These documents will be scored according to the solicitation evaluation.

    Responders are encouraged to reference the "Vendor VPAT Guidance" in the "Products" tab on the Lead State's Accessible IT Procurement page (https://mn.gov/mnit/about-mnit/accessibility/it-procurement.jsp) for information and instructions on completing the VPAT. Responders should also review the related guidance documents on the same site for solicitation reviewers to understand expectations. Responders are strongly encouraged to provide remarks and explanation that both support compliance and detail any deficiencies, as even if you claim "supports" unless there are remarks and explanations, you may score low.

15. **Trade Secret/Confidential Information.**

    a. Responders must not submit as part of their response trade secret material, as defined by Minn. Stat. § 13.37.

    b. In the event trade secret data are submitted, Responder must defend any action seeking release of data it believes to be trade secret, and indemnify and hold harmless the State, its agents and employees, from any judgments awarded against the Lead State in favor of the party requesting the data, and any and all costs connected with that defense.

    c. The Lead State does not consider cost or prices to be trade secret material, as defined by Minn. Stat. § 13.37.

    d. A responder may present and discuss trade secret information during an interview or demonstration with the Lead State, if applicable.

16. **Irrevocable Offer.**
In accordance with this RFP, and subject to all conditions thereof, the undersigned agrees that its response to this RFP, or any part thereof, is an irrevocable offer for 180 calendar days following the submission deadline date

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unless stated otherwise in the RFP. It is understood and agreed that the response, or any part thereof, when accepted by the appropriate department and State officials in writing, may become part of a legal and binding Master Agreement between the contractor and the Lead State.

17. **Alterations.**
Any alteration, particularly in the price used to determine the successful response, may be rejected unless the alteration is initialed by the person authorized to contractually obligate the responder. The responder must provide proof of authorization upon request.

18. **Material Deviation.**
A responder will be presumed to be in agreement with the terms and conditions of this RFP unless it takes specific exception to one or more of the conditions. Submission by the responder of its proposed language may not be viewed as an exception unless the responder specifically states in the response that its proposed changes are intended to supersede the terms and conditions.

Responders are cautioned that by taking any exception they may be materially deviating from the request for proposal. If a responder materially deviates from the solicitation terms, conditions, and instructions, the NASPO ValuePoint terms and conditions, the Minnesota terms and conditions, or Response Requirements, its response may be rejected.

A material deviation is an exception to the RFP Solicitation, NASPO ValuePoint terms and conditions, Minnesota terms and conditions, or specifications that:

a. gives the responder taking the exception a competitive advantage over other responders; or,
b. gives the Lead State something significantly different from that which the Lead State requested.

19. **Nonresponsive Responses.**
Responses that do not comply with the provisions in the RFP may be considered nonresponsive and may be rejected.

20. **Completion of Responses.**
A response may be rejected if it is conditional or incomplete. Responses that contain conflicting, false, or misleading statements or that provide references that contradict or do not support an attribute or condition stated by the responder, may be rejected.

21. **Dispute Resolution Procedures.**
Any issue a responder has with the RFP document, which includes, but is not limited to, the terms, conditions, and specifications, must be submitted in writing to and received by the Master Agreement Administrator prior to the opening due date and time. Any issue a responder has with the Master Agreement award must be submitted in writing to the Master Agreement Administrator within five business days from the time the notice of the intent to award is issued. This notice may be made by any of the following methods: notification by letter, fax or email, or posted on the Office of State Procurement website, http://www.mmd.admin.state.mn.us/. The Lead State will respond to any protest received that follows the above procedure. For those protests that meet the above submission requirements, the appeal process is, in sequence: The Master Agreement Administrator, the Office of State Procurement (OSP) Acquisitions Manager, and the OSP Director. Responders wishing to take exception to the terms, conditions, or specifications outlined in this RFP must do so using the form provided in Section 6.A.

22. **Disposition of Responses.**
All materials submitted in response to this RFP will become property of the Lead State and will become public record after the evaluation process is completed. The evaluation process is complete when negotiations with the selected contractor(s) are final. If the responder submits information in response to this RFP that it believes to be trade secret materials, as defined by the Minnesota Government Data Practices Act, Minn. Stat. § 13.37, the responder must:

a. clearly mark all trade secret materials in its response at the time the response is submitted;

b. include a statement with its response justifying the trade secret designation for each item; and

c. defend any action seeking release of the materials it believes to be trade secret, and indemnify and hold harmless the Lead State, its agents and employees, from any judgments awarded against the Lead State in favor of the party requesting the materials, and any and all costs connected with that defense. This indemnification survives the Lead State's award of a Master Agreement. In submitting a response to the RFP, the responder agrees that this indemnification survives as long as the trade secret materials are in

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possession of the Lead State. The Lead State will not consider the prices submitted by the responder to be trade secret materials.

23. **Public Information.**
Once the information contained in the responses is deemed public information, interested parties may request to obtain the public information. You may submit your request through the Lead State's online portal at http://www.mmd.admin.state.mn.us/process/admin/dataRequest.asp.

24. **Solicitation Governing Law and Venue.**
The procurement, evaluation, and award of the Master Agreement shall be governed by and construed in accordance with the laws of the Lead State sponsoring and administering the procurement. Unless otherwise specified in the RFP, the venue for any protest, claim, dispute or action relating to the procurement, evaluation, and award is in the Lead State. If a claim is brought in a federal forum, then it must be brought and adjudicated solely and exclusively within the United States District Court for the Lead State for claims relating to the procurement, evaluation, award.

25. **Organizational Conflicts of Interest.**
The Responder warrants that, to the best of its knowledge and belief, and except as otherwise disclosed, there are no relevant facts or circumstances which could give rise to organizational conflicts of interest. An organizational conflict of interest exists when, because of existing or planned activities or because of relationships with other persons:

a. the Responder is unable or potentially unable to render impartial assistance or advice to the State;
b. the Responder's objectivity in performing the work is or might be otherwise impaired; or
c. the Responder has an unfair competitive advantage.

B. NASPO VALUEPOINT TERMS AND CONDITIONS

1. Conflict of Terms/Order of Precedence.

a. Any order placed under this Master Agreement shall consist of the following documents:

1. A Participating Entity's Participating Addendum ("PA");
2. Minnesota NASPO ValuePoint Master Agreement, as negotiated, including all exhibits;
3. A Purchase Order issued against a PA (terms and conditions set forth in a Purchase Order will not be deemed to modify, diminish, or otherwise derogate the terms and conditions set forth in a Participating Addendum or Minnesota NASPO ValuePoint Master Agreement).

b. These documents shall be read to be consistent and complementary. Any conflict among these documents shall be resolved by giving priority to these documents in the order listed above. Contractor terms and conditions that apply to this Master Agreement are only those that are expressly accepted by the Lead State and must be in writing and attached to this Master Agreement as an Exhibit or Attachment.

c. Contractor terms and conditions may be incorporated if expressly accepted by the Lead State and attached to the Master Agreement as an Exhibit or Attachment, or by written reference (including reference to information contained in a URL or referenced policy). A written reference, including by URL or policy, is incorporated into the Master Agreement only if the Master Agreement expressly identifies that reference. URL's must be explicitly referenced to be incorporated into the Master Agreement. URL's contained within the URL's that are explicitly referenced are not incorporated into the Master Agreement. Any Contractor term or condition incorporated by URL or written reference applies to this Master Agreement only to the extent such term or condition is not prohibited by applicable law. Any change to information contained in a URL or referenced policy will not affect any financial obligation, place any additional material obligation on an ordering entity, or materially diminish an ordering entity's ability to use the product or service.

d. A written Master Agreement (which may include the contents of this RFP and selected portions of Contractor's response incorporated therein by reference) will constitute the entire agreement of the parties to the Master Agreement. No other terms and conditions shall apply, including terms and conditions listed in the Contractor's response to the RFP, or terms listed or referenced on the Contractor's website not otherwise incorporated into the Master Agreement, in the Contractor quotation/sales order, or in similar documents subsequently provided by the Contractor.

e. Additional Agreement with NASPO. Upon request by NASPO ValuePoint, awarded Contractor shall enter into a direct contractual relationship with NASPO ValuePoint related to Contractor's obligations to NASPO ValuePoint under the terms of the Master Agreement, the terms of which shall be the same or similar (and not less favorable) than the terms set forth in the Master Agreement.

2. Definitions.

a. **Acceptance** is defined by the applicable commercial code, except Acceptance shall not occur before the completion of delivery in accordance with the Order, installation if required, and a reasonable time for inspection of the Product.

b. **Accessory** means a product that enhances the user experience but does not extend the functionality of the computer (e.g. mouse pad or monitor stand). For the purposes of this RFP, accessories are considered peripherals.

c. **_____ as a Service** (_aaS) refers to any good provided in a subscription-based model that is defined in the industry as "_____ as a Service". Examples are "Software as a Service", "Infrastructure as a Service", and "Storage as a Service", and shall follow the NIST definitions of those services. ____ as a Service are permitted only when they meet the restrictions found in Section 1.G.c.

d. **Band** means a category of products. There are three product bands which may be awarded through this RFP. Each product band includes related peripherals and services.

e. **Components** are the parts that make up a computer configuration.

f. **Contractor** means the person or entity delivering Products or performing services under the terms and conditions set forth in this Master Agreement.

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g. **Configuration** means the combination of hardware and software components that make up the total functioning system.

h. **Customer** (see Purchasing Entity).

i. **Desktop** means a personal computer intended for regular use at a single location. A desktop computer typically comes in several units connected together during installation: (1) the processor, 2) display monitor, and 3) input devices usually a keyboard and a mouse. Desktops, including desktop virtualization endpoints such as zero and thin clients, are included in Bands 1 and 2 of this RFP.

j. **Embedded Software** means one or more software applications which permanently reside on a computing device.

k. **Energy Star®** is a voluntary energy efficiency program sponsored by the U.S. Environmental Protection Agency. The Energy Star program makes it easy to identify energy efficient computers by labeling products that deliver the same or better performance as comparable models while using less energy and saving money. For additional information on the Energy Star program, including product specifications and a list of qualifying products, visit the Energy Star website at http://www.energystar.gov.

l. **EPEAT** is a type-1 ecolabel for identifying and purchasing sustainable IT products. EPEAT-registered products must meet sustainability criteria detailed in voluntary consensus-based standards that are free and publicly available on the Green Electronics Council's website at www.greenelectronicscouncil.org. Products are classified as Bronze, Silver, or Gold based on meeting criteria that address the life cycle of the products. Product life cycle includes material extraction, hazardous substance reduction, end-of-life management, packaging, and corporate sustainability. Only products listed as Active in the online EPEAT Registry are considered to meet the EPEAT criteria.

m. **FOB Destination** means that shipping charges are included in the price of the item and the shipped item becomes the legal property and responsibility of the receiver when it reaches its destination unless there is acceptance testing required.

n. **FOB Inside Delivery** means that shipping charges are included in the price of the item, and that the shipped item becomes the legal property and responsibility of the receiver when it reaches the inside delivery point, which is beyond the front door or loading dock. FOB Inside Delivery is a special shipping arrangement that may include additional fees payable by the Purchasing Entity. FOB Inside Delivery must be annotated on the Purchasing Entity ordering document.

o. **Intellectual Property** means any and all patents, copyrights, service marks, trademarks, trade secrets, trade names, patentable inventions, or other similar proprietary rights, in tangible or intangible form, and all rights, title, and interest therein.

p. **Laptop** means a personal computer for mobile use. A laptop includes a display, keyboard, point device such as a touchpad, and speakers in a single unit. A laptop can be used away from an outlet using a rechargeable battery. Laptops include notebooks, ultrabooks, netbooks, Zero and thin client devices, and computers with mobile operating systems. Laptops are included in Bands 1 and 2 of this RFP.

q. **Lead State** means the State centrally administering any resulting Master Agreement(s).

r. **Mandatory Requirement** is a requirement that the failure to meet results in the rejection of the responder's proposal unless all responders are unable to meet the mandatory requirement. The terms "must" and "shall" identify a mandatory requirement. Any objection to a mandatory requirement should be identified by responders in the Question and Answer period.

s. **Manufacturer** means a company that, as one of its primary business functions, designs, assembles, owns the trademark/patent for, and markets branded computer equipment.

t. **Master Agreement** means the underlying agreement executed by and between the Lead State, acting on behalf of NASPO ValuePoint, and the Contractor.

u. **Middleware** means the software "glue" that helps programs and databases (which may be on different computers) work together. The most basic function of middleware is to enable communication between different pieces of software.

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v. **NASPO ValuePoint** is a division of the National Association of State Procurement Officials ("NASPO"), a 501(c)(3) limited liability company. NASPO ValuePoint facilitates administration of the NASPO cooperative group contracting consortium of state chief procurement officials for the benefit of state departments, institutions, agencies, and political subdivisions and other eligible entities (i.e., colleges, school districts, counties, cities, some nonprofit organizations, etc.) for all states, the District of Columbia, and territories of the United States. NASPO ValuePoint is identified in the Master Agreement as the recipient of reports and may perform contract administration functions relating to collecting and receiving reports as well as other contract administration functions as assigned by the Lead State.

w. **Option** means an item of equipment or a feature that may be chosen as an addition to or replacement for standard equipment and features.

x. **Order** or **Purchase Order** means any purchase order, sales order, contract or other method used by a Purchasing Entity to order the Products.

y. **Participating Addendum** means a bilateral agreement executed by a Contractor and a Participating Entity incorporating this Master Agreement and any other additional Participating Entity specific language or other requirements, e.g. ordering procedures specific to the Participating Entity, other terms and conditions.

z. **Participating Entity** means a state (as well as the District of Columbia and U.S territories), city, county, district, other political subdivision of a State, or a nonprofit organization under the laws of some states properly authorized to enter into a Participating Addendum, that has executed a Participating Addendum.

aa. **Participating State** means a state that has executed a Participating Addendum.

bb. **Partner** means a company, authorized by the Contractor and approved by the Participating State, to provide marketing, support, or other authorized contract services on behalf of the Contractor in accordance with the terms and conditions of the Contractor's Master Agreement. A Partner may include, but is not limited to, an agent, subcontractor, fulfillment partner, channel partner, business partner, servicing subcontractor, etc.

cc. **Peripherals** means any hardware product that can be attached to, added within, or networked with personal computers, servers, or storage. Peripherals extend the functionality of a computer without modifying the core components of the system.

dd. **Per Transaction Multiple Unit Discount** means a contractual volume discount based on dollars in a single purchase order or combination of purchase orders submitted at one time by a Participating Entity or multiple entities conducting a cooperative purchase.

ee. **Premium Savings Package(s) (PSP)** are deeply discounted standard configurations available to Purchasing Entities using the Master Agreement. NASPO ValuePoint reserves the right to expand and modify the PSP throughout the life of the contract. For more information see: https://www.naspovaluepoint.org/portfolio/57/.

ff. **Product** means any equipment, software (including embedded software), documentation, service, or other deliverable supplied or created by the Contractor pursuant to this Master Agreement. The term Products, supplies and services, and products and services are used interchangeably in these terms and conditions.

gg. **Purchasing Entity** means a state (including the District of Columbia and U.S. territories), city, county, district, other political subdivision of a state, other public entities domestic or foreign, and nonprofit organizations under the laws of some states if authorized by a Participating Addendum, that issues a Purchase Order under the terms of the Master Agreement, or any Participating Addendum thereto, and becomes financially committed to the purchase.

hh. **Ruggedized** means equipment specifically designed to operate reliably in harsh usage environments and conditions, such as strong vibrations, extreme temperatures, and wet or dusty conditions. Ruggedized equipment may be proposed under the band that most closely fits the equipment being proposed.

ii. **Server** means computer hardware dedicated to run one or more services or applications (as a host) to serve the needs of the users of other computers on a network. Servers may be either physical or virtual. Servers, including server appliances, are included in Band 3 of this RFP. Server appliances have their hardware and software preconfigured by the manufacturer, and include embedded networking components such as those found in blade chassis systems.

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jj. **Services** are broadly classified as installation or de-installation, maintenance, support, training, migration, and optimization of products offered or supplied under the Master Agreement. These classifications of services may include, but are not limited to: warranty services, maintenance, installation, de-installation, factory integration (software or hardware components), asset management, recycling or disposal, training and certification, pre-implementation design, disaster recovery planning and support, service desk or helpdesk, imaging, and any other directly related technical support service required for the effective operation of a product offered or supplied. Contractors may offer limited professional services related ONLY to the equipment and configuration of the equipment purchased through the resulting contracts.

EACH PARTICIPATING ENTITY WILL DETERMINE RESTRICTIONS AND NEGOTIATE TERMS FOR SERVICES THROUGH THEIR PARTICIPATING ADDENDUM.

kk. **Software** means, for the purposes of this RFP, commercial operating off the shelf machine-readable object code instructions including microcode, firmware, and operating system software that meet the restrictions specified in Section 1.G.a. “Software” applies to all parts of software and documentation, including new releases, updates, and modifications of software.

ll. **Storage** means hardware or a virtual appliance with the ability to store large amounts of data. Storage, including SAN switching necessary for the proper functioning of storage equipment, is included in Band 3 of this RFP

mm. **Storage Area Network** (SAN) is a high-speed special-purpose network (or subnetwork) that interconnects different kinds of data storage devices with associated data servers on behalf of a larger network of users.

nn. **Tablet** means a mobile computer that provides a touchscreen that acts as the primary means of control. Tablets, including notebooks, ultrabooks, and netbooks with touchscreen capabilities, are included in Bands 1 and 2 of this RFP.

oo. **Takeback Program** means the Contractor’s process for accepting the return of equipment or other products at the end of the product’s life.

pp. **Thin Client** is a lightweight computer that has been optimized for establishing a remote connection with a server-based computing environment.

qq. **Third Party Product** is a good sold by the Contractor that is manufactured by another company. Third Party Products are intended to enhance or supplement a Contractor’s own product line, and are not intended to represent more than a third of any Contractor’s total sales under this Master Agreement.

rr. **Upgrade** means the replacement of existing software, hardware, or hardware component with a newer version.

ss. **Warranty** means the Manufacturer’s general warranty tied to the product at the time of purchase.

tt. **Wide Area Network** (WAN) is a data network that serves users across a broad geographic area and often uses transmission devices provided by common carriers.

3. **Term of the Master Agreement.**

a. The initial term of this Master Agreement is for 2 years. This Master Agreement may be extended beyond the original contract period for 36 additional months at the Lead State’s discretion and by mutual agreement and upon review of requirements of Participating Entities, current market conditions, and Contractor performance.

b. The Master Agreement may be extended for a reasonable period of time if in the judgment of the Lead State a follow-on, competitive procurement will be unavoidably delayed (despite good faith efforts) beyond the planned date of execution of the follow-on master agreement. This subsection shall not be deemed to limit the authority of a Lead State under its state law otherwise to negotiate contract extensions.

4. **Amendments.**
The terms of this Master Agreement shall not be waived, altered, modified, supplemented or amended in any manner whatsoever without a written amendment to the Master Agreement executed by the Contractor and Lead State as required by law. Master Agreement amendments will be negotiated by the Lead State with the Contractor

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whenever necessary to address changes in the terms and conditions, costs, timetable, or increased or decreased scope of work.

5. **Participants and Scope.**

   a. **Canadian Participation.** Subject to the approval of the Contractor, any Canadian provincial government or provincially funded entity in Ontario, Quebec, Nova Scotia, New Brunswick, Manitoba, British Columbia, Prince Edward Island, Saskatchewan, Alberta, Northwest Territories, Nunavut, Yukon, and Newfoundland and Labrador, including municipalities, universities, community colleges, school boards, health authorities, housing authorities, agencies, boards, commissions, and crown corporations, may be eligible to use Contractor's Master Agreement.

   b. Contractor may not deliver Products under this Master Agreement until a Participating Addendum acceptable to the Participating Entity and Contractor is executed. The NASPO ValuePoint Master Agreement Terms and Conditions are applicable to any Order by a Participating Entity (and other Purchasing Entities covered by their Participating Addendum), except to the extent altered, modified, supplemented or amended by a Participating Addendum. By way of illustration and not limitation, this authority may apply to unique delivery and invoicing requirements, confidentiality requirements, defaults on Orders, governing law and venue relating to Orders by a Participating Entity, indemnification, and insurance requirements. Statutory or constitutional requirements relating to availability of funds may require specific language in some Participating Addenda in order to comply with applicable law. The expectation is that these alterations, modifications, supplements, or amendments will be addressed in the Participating Addendum or, with the consent of the Purchasing Entity and Contractor, may be included in the ordering document (e.g. purchase order or contract) used by the Purchasing Entity to place the Order.

   c. Use of specific NASPO ValuePoint Master Agreements by state agencies, political subdivisions and other Participating Entities (including cooperatives) authorized by individual state's statutes to use state contracts are subject to the approval of the respective State Chief Procurement Official. Issues of interpretation and eligibility for participation are solely within the authority of the respective State Chief Procurement Official.

   d. Obligations under this Master Agreement are limited to those Participating Entities who have signed a Participating Addendum and Purchasing Entities within the scope of those Participating Addenda. States or other entities permitted to participate may use an informal competitive process to determine which Master Agreements to participate in through execution of a Participating Addendum. Financial obligations of Participating Entities who are states are limited to the orders placed by the departments or other state agencies and institutions having available funds. Participating Entities who are states incur no financial obligations on behalf of other Purchasing Entities. Contractor shall email a fully executed PDF copy of each Participating Addendum to PA@naspovaluepoint.org to support documentation of participation and posting in appropriate data bases.

   e. NASPO and NASPO ValuePoint are not parties to the Master Agreement.

   f. Participating Addenda shall not be construed to amend the following provisions in this Master Agreement between the Lead State and Contractor that prescribe NASPO ValuePoint requirements: Term of the Master Agreement; Amendments; Participants and Scope; Administrative Fee; NASPO ValuePoint Summary and Detailed Usage Reports; NASPO ValuePoint Cooperative Program Marketing and Performance Review; Right to Publish; Price and Rate Guarantee Period; and Individual Customers. Any such language shall be void and of no effect.

   g. Participating Entities who are not states may under some circumstances sign their own Participating Addendum, subject to the consent to participation by the Chief Procurement Official of the state where the Participating Entity is located. Coordinate requests for such participation through NASPO ValuePoint. Any permission to participate through execution of a Participating Addendum is not a determination that procurement authority exists in the Participating Entity; they must ensure that they have the requisite procurement authority to execute a Participating Addendum.

   h. **Resale.** "Resale" means any payment in exchange for transfer of tangible goods, software, or assignment of the right to services. Subject to any specific conditions included in the Master Agreement, or as explicitly permitted in a Participating Addendum, Purchasing Entities may not resell Products (the definition of which includes services that are deliverables). Absent any such condition or explicit permission, this limitation does not prohibit: payments by employees of a Purchasing Entity for Products; sales of Products to the general public as surplus property; and fees associated with inventory transactions with other governmental or

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nonprofit entities and consistent with a Purchasing Entity's laws and regulations. Any sale or transfer permitted by this subsection must be consistent with license rights granted for use of intellectual property.

6. **Individual Customers.**
Except to the extent modified by a Participating Addendum, each Purchasing Entity shall follow the terms and conditions of the Master Agreement and applicable Participating Addendum and will have the same rights and responsibilities for their purchases as the Lead State has in the Master Agreement, including but not limited to, any indemnity or right to recover any costs as such right is defined in the Master Agreement and applicable Participating Addendum for their purchases. Each Purchasing Entity will be responsible for its own charges, fees, and liabilities. The Contractor will apply the charges and invoice each Purchasing Entity individually.

7. **Independent Contractor.**
The Contractor is an independent contractor. Contractor shall have no authorization, express or implied, to bind the Lead State, Participating States, other Participating Entities, or Purchasing Entities to any agreements, settlements, liability or understanding whatsoever, and agrees not to hold itself out as an agent except as expressly set forth herein or as expressly agreed in any Participating Addendum.

8. **Contracting Personnel.**
Contractor must provide adequate contracting personnel to assist states with the completing and processing Participating Addenda. It is preferred that each Contractor be able to provide each Participating Entity with a primary contact person for that Participating Entity.

9. **Changes in Contractor Representation.**
The Contractor must notify the Lead State of changes in the Contractor's key administrative personnel managing the Master Agreement in writing within 10 calendar days of the change. The Lead State reserves the right to approve changes in key personnel, as identified in the Contractor's proposal. Such approval shall not be unreasonably withheld. The Contractor agrees to propose replacement key personnel having substantially equal or better education, training, and experience as was possessed by the key person proposed and evaluated in the Contractor's proposal.

10. **Contractor Verification.**
The Contractor is responsible for delivering products or performing services under the terms and conditions set forth in the Master Agreement. The Contractor must ensure partners utilized in the performance of this contract adhere to all the terms and conditions. The term Partner will be utilized in naming the relationship a Contractor has with another company to market and sell under the contract. Participating Entities will have final determination/approval if a Partner may be approved for that state in the role identified by the Contractor.

11. **Contractor Performance Meeting.**
An annual performance meeting may be held each year with the NASPO ValuePoint Sourcing Team. Historically performance meetings have been held in Minnesota, but the Lead State may hold the meetings in person or virtually at the Lead State's discretion.

    All contractors that are invited to participate must send their Primary Account Representative, unless an exception is granted in writing by the Lead State. It is possible that not all contractors will be invited to participate in a performance meeting.

12. **Laws and Regulations.**
Any and all Products offered and furnished shall comply fully with all applicable Federal, State, and local laws and regulations, including Minn. Stat. § 181.59 prohibiting discrimination and business registration requirements of the Office of the Minnesota Secretary of State. To the extent any purchase is subject to Federal Acquisition Regulations, as may be required by the terms of a federal grant, a Participating Entity and Contractor may include in their Participating Addendum terms that reflect such a requirement.

13. **Price and Rate Guarantee Period.**
All minimum discounts and rates must be guaranteed for the initial term of the Master Agreement. Following the initial Master Agreement period, any request for minimum discount or rate adjustment must be for a guarantee period as offered by the Contractor, and must be made at least 30 days prior to the effective date. Requests for minimum discount or rate adjustment must include sufficient documentation supporting the request. Any adjustment or amendment to the Master Agreement shall not be effective unless approved by the Lead State. No retroactive adjustments to minimum discounts or rates will be allowed.

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14. **Premium Savings Package Program.**
The Lead State reserves the right to create a Premium Savings Package Program (PSP) as outlined in the Definitions, Section 2.B.2. Participation by Contractor is voluntary. The details and commitments of the PSP will be detailed as a part of any request for Contractor to participate.

15. **Services.**
Participating Entities must explicitly allow services in their Participating Addenda for the approved services to be allowed under that Participating Addendum. The Participating Addendum by each Participating Entity will address service agreement terms and related travel.

16. **Ordering.**

a. Master Agreement and purchase order numbers shall be clearly shown on all acknowledgments, packing slips, invoices, and on all correspondence.

b. Purchasing Entities may define entity or project-specific requirements and informally compete the requirement among companies having a Master Agreement on an "as needed" basis. This procedure may also be used when requirements are aggregated or other firm commitments may be made to achieve reductions in pricing. This procedure may be modified in Participating Addenda and adapted to the Purchasing Entity's rules and policies. The Purchasing Entity may in its sole discretion determine which Master Agreement Contractors should be solicited for a quote. The Purchasing Entity may select the quote that it considers most advantageous, cost and other factors considered.

c. Each Purchasing Entity will identify and utilize its own appropriate purchasing procedure and documentation. Contractor is expected to become familiar with the Purchasing Entities' rules, policies, and procedures regarding the ordering of supplies or services contemplated by this Master Agreement.

d. Contractor shall not begin work without a valid Purchase Order or other appropriate commitment document under the law of the Purchasing Entity.

e. Orders may be placed consistent with the terms of this Master Agreement during the term of the Master Agreement.

f. All Orders pursuant to this Master Agreement, at a minimum, shall include:

1. The service description or supplies being delivered;
2. The place and requested time of delivery;
3. A billing address;
4. The name, phone number, and address of the Purchasing Entity representative;
5. The price per hour or other pricing elements consistent with this Master Agreement and the contractor's proposal;
6. A ceiling amount of the order for services being ordered;
7. The Master Agreement identifier; and
8. Statement of Work, when applicable.

g. All communications concerning administration of Orders placed shall be furnished solely to the authorized purchasing agent within the Purchasing Entity's purchasing office, or to such other individual identified in writing in the Order.

h. Orders must be placed pursuant to this Master Agreement prior to the termination date thereof, but may have a delivery date or performance period up to 120 days past the then-current termination date of this Master Agreement. Contractor is reminded that financial obligations of Purchasing Entities payable after the current applicable fiscal year are contingent upon agency funds for that purpose being appropriated, budgeted, and otherwise made available.

i. Notwithstanding the expiration, cancellation or termination of this Master Agreement, Contractor agrees to perform in accordance with the terms of any Orders then outstanding at the time of such expiration or termination. Contractor shall not honor any Orders placed after the expiration, cancellation or termination of this Master Agreement, or otherwise inconsistent with its terms. Orders from any separate indefinite quantity, task orders, or other form of indefinite delivery order arrangement priced against this Master Agreement may not be placed after the expiration or termination of this Master Agreement, notwithstanding the term of any such indefinite delivery order agreement.

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17. **Trade-In.**
Any trade-in programs offered during the life of the Master Agreement must be approved by the Lead State. Participating Entities must explicitly allow trade-in programs in their Participating Addenda for the approved programs to be allowed under that Participating Addendum. Trade-in value shall not decrease the discounts offered through the Master Agreement.

18. **Shipping and Delivery.**

a. The prices are the delivered price to any Purchasing Entity for standard 3-5 day shipping. If an order is requested with expedited shipping, the Contractor must provide a firm "not to exceed" price for the expedited shipping on the quote. All deliveries shall be FOB Destination, freight pre-paid, with all transportation and handling charges paid by the Contractor. Responsibility and liability for loss or damage shall remain the Contractor's until final inspection and acceptance when responsibility shall pass to the Purchasing Entity except as to latent defects, fraud and Contractor's warranty obligations. Any order for less than the specified amount is to be shipped with the freight prepaid and added as a separate item on the invoice. Any portion of an Order to be shipped without transportation charges that is back ordered shall be shipped without charge.

b. Specific delivery instructions, including FOB Inside Delivery, will be noted on the order form or Purchase Order. Any damage to the building interior, scratched walls, damage to the freight elevator, etc., will be the responsibility of the Contractor. If damage does occur, it is the responsibility of the Contractor to promptly notify the Purchasing Entity placing the Order.

c. All products must be delivered in the manufacturer's standard package. Costs shall include all packing and crating charges. Cases shall be of durable construction, good condition, properly labeled and suitable in every respect for storage and handling of contents. Each shipment shall be marked with the Purchasing Entity's Purchase Order number and other information sufficient for the Purchasing Entity to properly identify the shipment as outlined in the Participating Addendum of the Purchasing Entity.

19. **Inspection and Acceptance.**

a. Where the Master Agreement, a Participating Addendum, or an Order does not otherwise specify a process for inspection and Acceptance, this section governs. This section is not intended to limit rights and remedies under the applicable commercial code.

b. Contractor shall provide right of access to the Lead State, or to any other authorized agent or official of the Lead State or other Participating or Purchasing Entity, at reasonable times, in order to monitor and evaluate performance, compliance, and quality assurance requirements under this Master Agreement. Upon delivery, the Purchasing Entity shall have 30 days to inspect. Products that do not meet specifications may be rejected. Failure to reject upon receipt, however, does not relieve the contractor of liability for material (nonconformity that substantially impairs value) latent or hidden defects subsequently revealed when goods are put to use. Acceptance of such goods may be revoked in accordance with the provisions of the applicable commercial code, and the Contractor is liable for any resulting expense incurred by the Purchasing Entity related to the preparation and shipping of Product rejected and returned, or for which Acceptance is revoked.

c. If any services do not conform to contract requirements, the Purchasing Entity may require the Contractor to perform the services again in conformity with contract requirements, at no increase in Order amount. When defects cannot be corrected by re-performance, the Purchasing Entity may require the Contractor to take necessary action to ensure that future performance conforms to contract requirements; and reduce the contract price to reflect the reduced value of services performed.

d. The warranty period shall begin upon Acceptance. The Purchasing Entity will make every effort to notify the Contractor, within thirty (30) calendar days following delivery, of non-acceptance of a Product or completion of Service. In the event that the Contractor has not been notified within 30 calendar days from delivery of Product or completion of Service, the Product and Services will be deemed accepted on the 31st day after delivery of Product or completion of Services. This clause shall not be applicable, if acceptance testing and corresponding terms have been mutually agreed to by both parties in writing.

e. Acceptance Testing may be explicitly set out in a Master Agreement to ensure conformance to an explicit standard of performance. Acceptance Testing means the process set forth in the Master Agreement for ascertaining that the Product meets the standard of performance prior to Acceptance by the Purchasing Entity. If Acceptance Testing is prescribed, this subsection applies to applicable Products purchased under this Master Agreement, including any additional, replacement, or substitute Product(s) and any Product(s)

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which are modified by or with the written approval of Contractor after Acceptance by the Purchasing Entity. The Acceptance Testing period shall be thirty (30) calendar days or other time period identified in this Master Agreement or the Participating Addendum, starting from the day after the Product is delivered or, if installed, the day after the Product is installed and Contractor certifies that the Product is ready for Acceptance Testing. If the Product does not meet the standard of performance during the initial period of Acceptance Testing, Purchasing Entity may, at its discretion, continue Acceptance Testing on a day-to-day basis until the standard of performance is met. Upon rejection, the Contractor will have fifteen (15) calendar days to cure the standard of performance issue(s). If after the cure period, the Product still has not met the standard of performance, the Purchasing Entity may, at its option: (a) declare Contractor to be in breach and terminate the Order; (b) demand replacement Product from Contractor at no additional cost to Purchasing Entity; or, (c) continue the cure period for an additional time period agreed upon by the Purchasing Entity and the Contractor. Contractor shall pay all costs related to the preparation and shipping of Product returned pursuant to the section. No Product shall be deemed Accepted and no charges shall be paid until the standard of performance is met. The warranty period shall begin upon Acceptance.

20. **Title of Product.**
Upon Acceptance by the Purchasing Entity, Contractor shall convey to Purchasing Entity title to the Product free and clear of all liens, encumbrances, or other security interests. Transfer of title to the Product shall include a license to use any Embedded Software in the Product, as follows:

    a. To the extent that the Software sold under the Master Agreement is Commercial Off-the-Shelf Software, such Software is licensed, not sold, to the Purchasing Entity. The Contractor and its licensors reserve and retain all rights not expressly granted to the Purchasing Entity. No right, title or interest to any trademark, service mark, logo or trade name of Contractor or its licensors is granted to the Purchasing Entity. Licenses to such Software is provided in accordance with the terms of the manufacturer's written End User License Agreement tied to the product at the time of purchase.

    b. Contractor will perform services for the Purchasing Entity, subject to the following section pursuant to a fully executed Statement of Work entered into between the Purchasing Entity and the Contractor.

    c. The Contractor grants the Purchasing Entity a perpetual, non-exclusive, royalty free the license in Contractor's pre-existing intellectual property that is contained in the products, materials, equipment or services, excluding software, that are purchased through this Master Agreement.

    d. Any and all licensing, maintenance, or order specific agreements referenced within the terms and conditions of this Master Agreement are agreed to only to the extent that the terms do not conflict with the terms of the Participating Addendum or the terms of the Master Agreement as incorporated into the Participating Addendum, and to the extent the terms are not in conflict with the Participating Entities' applicable laws. In the event of a conflict in the terms and conditions, the conflict shall be resolved as detailed in the Order of Precedence defined herein. Notwithstanding the foregoing, licensing, maintenance agreements, or order specific agreements may be further negotiated by the Contractor and the potential Purchasing Entity, provided the contractual documents are duly executed in writing.

21. **Warranty.**
The Contractor must ensure warranty service and maintenance for all equipment, including third party products provided. The Contractor must facilitate the Manufacturer or Publisher warranty and maintenance of third party products furnished through the Master Agreement. The Contractor shall provide the warranty service and maintenance for equipment and all peripherals on the Master Agreement.

22. **System Failure or Damage.**
In the event of system failure or damage caused by the Contractor or its Product, the Contractor shall use reasonable efforts to restore or assist in restoring the system to operational capacity. The Contractor shall be responsible under this provision to the extent a 'system' is defined at the time of the Order; otherwise the rights of the Purchasing Entity shall be governed by the Warranty.

23. **Payment.**
Payment after Acceptance is normally made within 30 days following the date the entire order is delivered or the date a correct invoice is received, whichever is later. After 45 days the Contractor may assess overdue account charges up to a maximum rate of one percent per month on the outstanding balance, unless a different late payment amount is specified in a Participating Addendum, Order, or otherwise prescribed by applicable law.

    Payments will be remitted by mail or electronically. Payments may be made via a State or political subdivision

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"Purchasing Card" with no additional charge.

Prices are exclusive of taxes, duties, and fees, unless otherwise quoted. If a withholding tax is required by law, the tax will be added and identified on the applicable invoice. All applicable taxes, duties, and fees must be identified on the quote.

24. **Leasing or Alternative Financing Methods.**
Lease purchase and term leases are allowable only for Purchasing Entities whose rules and regulations permit leasing of software. Individual Purchasing Entities may enter into a lease agreement for the products covered in this Master Agreement, if they have the legal authority to enter into these types of agreements without going through a competitive process and if the applicable PAs permit leasing. No lease agreements will be reviewed or evaluated as part of this RFP evaluation process.

25. **Contract Provisions for Orders Utilizing Federal Funds.**
Pursuant to Appendix II to 2 Code of Federal Regulations (CFR) Part 200, Contract Provisions for Non-Federal Entity Contracts Under Federal Awards, Orders funded with federal funds may have additional contractual requirements or certifications that must be satisfied at the time the Order is placed or upon delivery. These federal requirements may be proposed by Participating Entities in Participating Addenda and Purchasing Entities for incorporation in Orders placed under this Master Agreement.

26. **Self Audit.**
The Contractor must conduct at a minimum a quarterly self-audit, unless approved by the Lead State. The audit will sample a minimum of one tenth of one percent (.001) of orders with a maximum of 100 audits per quarter conducted. For example: Up to 1,000 sales = 1 audit; 10,000 sales = 10 audits; Up to 100,000 sales = 100 audits. This will be a random sample of orders and invoices and must include documentation of pricing. Summary findings must be reported to Lead State with actions to correct documented findings.

27. **Assignment/Subcontracts.**

    a. Contractor shall not assign, sell, transfer, subcontract or sublet rights, or delegate responsibilities under this Master Agreement, in whole or in part, without the prior written approval of the Lead State.

    b. The Lead State, or Participating Entity, shall not assign, delegate or otherwise transfer all or any part of this Master Agreement without prior written consent from Contractor, except for assignment or delegation to a Participating Entity State agency or eligible Purchasing Entity. The Lead State reserves the right to assign any rights or duties, including written assignment of contract administration duties to NASPO ValuePoint and other third parties.

28. **Insurance.**

    a. Unless otherwise agreed in a Participating Addendum, Contractor shall, during the term of this Master Agreement, maintain in full force and effect, the insurance described in this section. Contractor shall acquire such insurance from an insurance carrier or carriers licensed to conduct business in each Participating Entity's state and having a rating of A-, Class VII or better, in the most recently published edition of A.M. Best's Insurance Reports. Failure to buy and maintain the required insurance may result in this Master Agreement's termination or, at a Participating Entity's option, result in termination of its Participating Addendum.

    b. Coverage shall be written on an occurrence basis. The minimum acceptable limits shall be as indicated below:

        1. Commercial General Liability covering premises operations, independent contractors, products and completed operations, blanket contractual liability, personal injury (including death), advertising liability, and property damage, with a limit of not less than $1 million per occurrence/$2 million general aggregate;

        2. Contractor must comply with any applicable State Workers Compensation or Employers Liability Insurance requirements.

    c. Contractor shall pay premiums on all insurance policies. Contractor shall provide notice to a Participating Entity who is a state within five (5) business days after Contractor is first aware of expiration, cancellation or nonrenewal of such policy or is first aware that cancellation is threatened or expiration, nonrenewal or expiration otherwise may occur.

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d. Prior to commencement of performance, Contractor shall provide to the Purchasing Entity with a certificate of insurance showing the Contractor's general liability insurance policy or other documentary evidence acceptable to the Lead State that (1) names the Participating States identified in the Request for Proposal as additional insureds, (2) provides that written notice of cancellation shall be delivered in accordance with the policy provisions, and (3) provides that the Contractor's liability insurance policy shall be primary, with any liability insurance of any Participating State as secondary and noncontributory. Unless otherwise agreed in any Participating Addendum, other state Participating Entities' rights and Contractor's obligations are the same as those specified in the first sentence of this subsection except the endorsement is provided to the applicable state.

e. Contractor shall furnish to the Lead State copies of certificates of all required insurance in a form sufficient to show required coverage within thirty (30) calendar days of the execution of this Master Agreement and prior to performing any work. Copies of renewal certificates of all required insurance shall be furnished within thirty (30) days after any renewal date to the applicable state Participating Entity. Failure to provide evidence of coverage may, at the sole option of the Lead State, or any Participating Entity, result in this Master Agreement's termination or the termination of any Participating Addendum.

f. Coverage and limits shall not limit Contractor's liability and obligations under this Master Agreement, any Participating Addendum, or any Purchase Order.

29. **Administrative Fees.**

a. The Contractor shall pay to NASPO ValuePoint, or its assignee, a NASPO ValuePoint Administrative Fee of one-quarter of one percent (0.25% or 0.0025) no later than sixty (60) days following the end of each calendar quarter. The NASPO ValuePoint Administrative Fee shall be submitted quarterly and is based on all sales of products and services under the Master Agreement (less any charges for taxes or shipping). The NASPO ValuePoint Administrative Fee is not negotiable.

b. The NASPO ValuePoint Administrative Fee in this section shall be based on the gross amount of all sales (less any charges for taxes or shipping) at the adjusted prices (if any) in Participating Addenda.

c. Additionally, some states may require an additional fee be paid directly to the state only on purchases made by Purchasing Entities within that state. For all such requests, the fee level, payment method and schedule for such reports and payments will be incorporated into the Participating Addendum that is made a part of the Master Agreement. The Purchasing Entity may allow the Contractor to adjust the Master Agreement pricing to account for these additional fees for purchases made by Purchasing Entities within the jurisdiction of the Participating Entity. All such agreements shall not affect the NASPO ValuePoint Administrative Fee percentage or the prices paid by the Purchasing Entities outside the jurisdiction of the state requesting the additional fee.

30. **NASPO ValuePoint Summary and Detailed Usage Reports.**
In addition to other reports that may be required by this RFP, the Contractor shall provide the following NASPO ValuePoint reports.

a. Summary Sales Data. The Contractor shall submit quarterly sales reports directly to NASPO ValuePoint using the NASPO ValuePoint Quarterly Sales/Administrative Fee Reporting Tool found at http://calculator.naspovaluepoint.org. Any/all sales made under this Master Agreement shall be reported as cumulative totals by state. Even if Contractor experiences zero sales during a calendar quarter, a report is still required. Reports shall be due no later than thirty (30) days following the end of the calendar quarter (as specified in the reporting tool).

b. Detailed Sales Data. Contractor shall also report detailed sales data by: (1) state; (2) entity/customer type, e.g. local government, higher education, K12, non-profit; (3) Purchasing Entity name; (4) Purchasing Entity bill-to and ship-to locations; (4) Purchasing Entity and Contractor Purchase Order identifier/number(s); (5) Purchase Order Type (e.g. sales order, credit, return, upgrade, determined by industry practices); (6) Purchase Order date; (7) Ship Date; (8) and line item description, including product number if used. The report shall be submitted in any form required by the RFP. Reports are due on a quarterly basis and must be received by the Lead State and NASPO ValuePoint Cooperative Development Team no later than thirty (30) days after the end of the reporting period. Reports shall be delivered to the Lead State and to the NASPO ValuePoint Cooperative Development Team electronically through a designated portal, email, CD-ROM, flash drive, ftp site, or other method as determined by the Lead State and NASPO ValuePoint. Detailed sales data

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reports shall include sales information for all sales under Participating Addenda executed under this Master Agreement. The format for the detailed sales data report is in shown in Section 6.G.

c. Reportable sales for the summary sales data report and detailed sales data report includes sales to employees for personal use where authorized by the RFP and the Participating Addendum. Report data for employees should be limited to ONLY the state and entity they are participating under the authority of (state and agency, city, county, school district, etc.) and the amount of sales. No personal identification numbers, e.g. names, addresses, social security numbers or any other numerical identifier, may be submitted with any report.

d. Contractor shall provide the NASPO ValuePoint Cooperative Development Coordinator with an executive summary each quarter that includes, at a minimum, a list of states with an active Participating Addendum, states that Contractor is in negotiations with and any Participating Addendum roll out or implementation activities and issues. NASPO ValuePoint Cooperative Development Coordinator and Contractor will determine the format and content of the executive summary. The executive summary is due thirty (30) days after the conclusion of each calendar quarter.

e. Timely submission of these reports is a material requirement of the Master Agreement. The recipient of the reports shall have exclusive ownership of the media containing the reports. The Lead State and NASPO ValuePoint shall have a perpetual, irrevocable, non-exclusive, royalty free, transferable right to display, modify, copy, and otherwise use reports, data and information provided under this section.

31. **NASPO ValuePoint Cooperative Program Marketing, Training, and Performance Review.**

a. Contractor agrees to work cooperatively with NASPO ValuePoint personnel. Contractor agrees to present plans to NASPO ValuePoint for the education of Contractor's contract administrator(s) and sales/marketing workforce regarding the Master Agreement contract, including the competitive nature of NASPO ValuePoint procurements, the Master agreement and participating addendum process, and the manner in which qualifying entities can participate in the Master Agreement.

b. Contractor agrees, as Participating Addendums become executed, if requested by ValuePoint personnel to provide plans to launch the program within the Participating Entity. Plans will include time frames to launch the agreement and confirmation that the Contractor's website has been updated to properly reflect the contract offer as available in the Participating Entity.

c. Contractor agrees, absent anything to the contrary outlined in a Participating Addendum, to consider customer proposed terms and conditions, as deemed important to the customer, for possible inclusion into the customer agreement. Contractor will ensure that their sales force is aware of this contracting option.

d. Contractor agrees to participate in an annual contract performance review at a location selected by the Lead State and NASPO ValuePoint, which may include a discussion of marketing action plans, target strategies, marketing materials, as well as Contractor reporting and timeliness of payment of administration fees.

e. Contractor acknowledges that the NASPO ValuePoint logos may not be used by Contractor in sales and marketing until a logo use agreement is executed with NASPO ValuePoint.

f. The Lead State expects to evaluate the utilization of the Master Agreement at the annual performance review. Lead State may, in its discretion, cancel the Master Agreement pursuant to Section 2.B.42, or not exercise an option to renew, when Contractor utilization does not warrant further administration of the Master Agreement. The Lead State may exercise its right to not renew the Master Agreement if contractor fails to record or report revenue for three consecutive quarters, upon 60-calendar day written notice to the Contractor. Cancellation based on nonuse or under-utilization will not occur sooner than two years after award of the Master Agreement. This subsection does not limit the discretionary right of either the Lead State or Contractor to cancel the Master Agreement pursuant to Section 2.B.42 or to terminate for default pursuant to Section 2.B.44.

g. Contractor agrees to notify the Lead State and NASPO ValuePoint of any contractual most-favored-customer provisions in any Cooperative Purchasing Agreements that may affect the promotion of this Master Agreements or whose terms provide for adjustments to future rates or pricing based on rates, pricing in, or Orders from this master agreement. Upon request of the Lead State or NASPO ValuePoint, Contractor shall provide a copy of any such provisions. For the purposes of this paragraph, Cooperative Purchasing Agreement shall mean a cooperative purchasing program facilitating public procurement solicitations and

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agreements using a lead agency model. This does not include contracts with any federal agency or any federal contract.

32. **Right to Publish.**
Throughout the duration of this Master Agreement, Contractor must secure from the Lead State prior approval for the public release of information that pertains to the potential work or activities covered by the Master Agreement. This limitation does not preclude publication about the award of the Master Agreement or marketing activities consistent with any proposed and accepted marketing plan. The Contractor shall not make any representations of NASPO ValuePoint's opinion or position as to the quality or effectiveness of the services that are the subject of this Master Agreement without prior written consent. Failure to adhere to this requirement may result in termination of the Master Agreement for cause.

33. **Records Administration and Audit.**

a. The Contractor shall maintain books, records, documents, and other evidence pertaining to this Master Agreement and Orders placed by Purchasing Entities under it to the extent and in such detail as shall adequately reflect performance and administration of payments and fees. Contractor shall permit the Lead State, a Participating Entity, a Purchasing Entity, the federal government (including its grant awarding entities and the U.S. Comptroller General), and any other duly authorized agent of a governmental agency, to audit, inspect, examine, copy and transcribe Contractor's books, documents, papers and records directly pertinent to this Master Agreement or orders placed by a Purchasing Entity under it for the purpose of making audits, examinations, excerpts, and transcriptions. This right shall survive for a period of six (6) years following termination of this Agreement or final payment for any order placed by a Purchasing Entity against this Agreement, whichever is later, or such longer period as is required by the Purchasing Entity's state statutes, to assure compliance with the terms hereof or to evaluate performance hereunder.

b. Without limiting any other remedy available to any governmental entity, the Contractor shall reimburse the applicable Lead State, Participating Entity, or Purchasing Entity for any overpayments inconsistent with the terms of the Master Agreement or Orders or underpayment of fees found as a result of the examination of the Contractor's records.

c. The rights and obligations herein exist in addition to any quality assurance obligation in the Master Agreement requiring the Contractor to self-audit contract obligations and that permits the Lead State to review compliance with those obligations.

34. **Indemnification**

a. **General Indemnity.** Contractor shall indemnify, defend (to the extent permitted by a state's Attorney General), and hold harmless an Indemnified Party from any claims or causes of action, including attorney's fees, to the extent arising from Contractor's intentional, willful, or negligent acts or omissions; actions that give rise to strict liability; and actions arising from breach of contract or warranty.

"Indemnified Party" means NASPO, NASPO ValuePoint, the Lead State, Participating Entities, and Purchasing Entities, along with their officers and employees.

The indemnification obligations of this section do not apply in the event the claim or cause of action is the result of the Indemnified Party's sole negligence. This clause will not be construed to bar any legal remedies the Contractor may have for the Indemnified Party's failure to fulfill its obligation under this Contract.

b. **Intellectual Property Indemnification.** Notwithstanding Section 2.B.34.a., the Contractor shall indemnify; defend, to the extent permitted by the Attorney General; and hold harmless the Purchasing Entity, at the Contractor's expense, from any action or claim brought against the Purchasing Entity to the extent that it is based on a claim that all or part of the works or documents infringe upon the intellectual property rights of others. The Contractor will be responsible for payment of any and all such claims, demands, obligations, liabilities, costs, and damages, including but not limited to, attorney fees.

1. If such a claim or action arises, or in the Contractor's or the Purchasing Entity's opinion is likely to arise, the Contractor must, at the Purchasing Entity's discretion, either procure for the Purchasing Entity the right or license to use the intellectual property rights at issue or replace or modify the allegedly infringing works or documents as necessary and appropriate to obviate the infringement claim. This remedy of the Purchasing Entity will be in addition to and not exclusive of other remedies provided by law.

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2. Notwithstanding the foregoing, Contractor will not be liable under this section to the extent the infringement was caused by: 1) Contractor modification of the infringing material where such modification is made specifically for the Purchasing Entity, and where the Purchasing Entity has set forth the specific manner in which the modifications shall be made, as opposed to where the Purchasing Entity has requested modifications and given Contractor discretion over how to implement said modifications; 2) Purchasing Entity modification of the infringing material where such modification is not made under the direction of Contractor; 3) Use of the Deliverables or the System in a manner not contemplated by this Contract or as otherwise authorized by the Contractor in writing; 4) use of the Deliverables or the System in combination, operation, or use with other products in a manner other than as contemplated by the Contract or otherwise authorized by the Contractor in writing.

35. **Limitations of Liability**

a. The Parties agree that neither Contractor nor the indemnified party shall be liable to each other, regardless of the form of action, for consequential, incidental, indirect, or special damages except any claim related to bodily injury or death; an unauthorized release or breach of not public data as set forth more fully in Minn. Ch. 13; or a claim or demand based on patent, copyright, or other intellectual property infringement.

b. Contractor's liability is limited to the aggregate annual value of all purchases made by the Purchasing Entity during the contract year the cause of action arose. This limit on liability does not apply to claims for bodily injury or death or for intellectual property infringement.

c. Contractor's obligations under this section shall not extend to any combination of the Product with any other product, system or method, unless the Product, system or method is:

1. provided by the Contractor or the Contractor's subsidiaries or affiliates;

2. specified by the Contractor to work with the Product; or

3. reasonably required, in order to use the Product in its intended manner, and the infringement could not have been avoided by substituting another reasonably available product, system or method capable of performing the same function; or

4. It would be reasonably expected to use the Product in combination with such product, system or method.

36. **License of Pre-Existing Intellectual Property.**
Contractor grants to the Purchasing Entity a nonexclusive, perpetual, royalty-free, irrevocable, license to use, publish, translate, reproduce, transfer with any sale of tangible media or Product, perform, display, and dispose of the Intellectual Property, and its derivatives, used or delivered under this Master Agreement, but not created under it ("Pre-existing Intellectual Property"). The Contractor shall be responsible for ensuring that this license is consistent with any third party rights in the Pre-existing Intellectual Property.

37. **Assignment of Antitrust Rights.**
Contractor irrevocably assigns to a Participating Entity who is a state any claim for relief or cause of action which the Contractor now has or which may accrue to the Contractor in the future by reason of any violation of state or federal antitrust laws (15 U.S.C. § 1-15 or a Participating Entity's state antitrust provisions), as now in effect and as may be amended from time to time, in connection with any goods or services provided in that state for the purpose of carrying out the Contractor's obligations under this Master Agreement or Participating Addendum, including, at the Participating Entity's option, the right to control any such litigation on such claim for relief or cause of action.

38. **Debarment.**
The Contractor certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction (contract) by any governmental department or agency. This certification represents a recurring certification made at the time any Order is placed under this Master Agreement. If the Contractor cannot certify this statement, attach a written explanation for review by the Lead State.

39. **Governing Law and Venue.**

a. The construction and effect of the Master Agreement after award shall be governed by the law of the state serving as Lead State. The construction and effect of any Participating Addendum or Order against the

Master Agreement shall be governed by and construed in accordance with the laws of the Participating Entity's or Purchasing Entity's State.

b. Venue for any claim, dispute or action concerning the terms of the Master Agreement shall be in the state serving as Lead State. Venue for any claim, dispute, or action concerning any Order placed against the Master Agreement or the effect of a Participating Addendum shall be in the Purchasing Entity's State.

c. If a claim is brought in a federal forum, then it must be brought and adjudicated solely and exclusively within the United States District Court for (in decreasing order of priority): the Lead State for claims relating to contract performance or administration if the Lead State is a party; a Participating State if a named party; the state where the Participating Entity or Purchasing Entity is located if either is a named party.

40. **Confidentiality, Non-Disclosure, and Injunctive Relief.**

a. Confidentiality. Contractor acknowledges that it and its employees or agents may, in the course of providing a Product under this Master Agreement, be exposed to or acquire information that is confidential to Purchasing Entity or Purchasing Entity's clients. Any and all information of any form that is marked as confidential or would by its nature be deemed confidential obtained by Contractor or its employees or agents in the performance of this Master Agreement, including, but not necessarily limited to (1) any Purchasing Entity's records, (2) personnel records, and (3) information concerning individuals, is confidential information of Purchasing Entity ("Confidential Information"). Any reports or other documents or items (including software) that result from the use of the Confidential Information by Contractor shall be treated in the same manner as the Confidential Information. Confidential Information does not include information that (1) is or becomes (other than by disclosure by Contractor) publicly known; (2) is furnished by Purchasing Entity to others without restrictions similar to those imposed by this Master Agreement; (3) is rightfully in Contractor's possession without the obligation of nondisclosure prior to the time of its disclosure under this Master Agreement; (4) is obtained from a source other than Purchasing Entity without the obligation of confidentiality, (5) is disclosed with the written consent of Purchasing Entity or; (6) is independently developed by employees, agents or subcontractors of Contractor who can be shown to have had no access to the Confidential Information.

b. Non-Disclosure. Contractor shall hold Confidential Information in confidence, using at least the industry standard of confidentiality, and shall not copy, reproduce, sell, assign, license, market, transfer or otherwise dispose of, give, or disclose Confidential Information to third parties or use Confidential Information for any purposes whatsoever other than what is necessary to the performance of Orders placed under this Master Agreement. Contractor shall advise each of its employees and agents of their obligations to keep Confidential Information confidential. Contractor shall use commercially reasonable efforts to assist Purchasing Entity in identifying and preventing any unauthorized use or disclosure of any Confidential Information. Without limiting the generality of the foregoing, Contractor shall advise Purchasing Entity, applicable Participating Entity, and the Lead State immediately if Contractor learns or has reason to believe that any person who has had access to Confidential Information has violated or intends to violate the terms of this Master Agreement, and Contractor shall at its expense cooperate with Purchasing Entity in seeking injunctive or other equitable relief in the name of Purchasing Entity or Contractor against any such person. Except as directed by Purchasing Entity, Contractor will not at any time during or after the term of this Master Agreement disclose, directly or indirectly, any Confidential Information to any person, except in accordance with this Master Agreement, and that upon termination of this Master Agreement or at Purchasing Entity's request, Contractor shall turn over to Purchasing Entity all documents, papers, and other matter in Contractor's possession that embody Confidential Information. Notwithstanding the foregoing, Contractor may keep one copy of such Confidential Information necessary for quality assurance, audits and evidence of the performance of this Master Agreement.

c. Injunctive Relief. Contractor acknowledges that breach of this section, including disclosure of any Confidential Information, will cause irreparable injury to Purchasing Entity that is inadequately compensable in damages. Accordingly, Purchasing Entity may seek and obtain injunctive relief against the breach or threatened breach of the foregoing undertakings, in addition to any other legal remedies that may be available. Contractor acknowledges and agrees that the covenants contained herein are necessary for the protection of the legitimate business interests of Purchasing Entity and are reasonable in scope and content.

d. Purchasing Entity Law. These provisions shall be applicable only to extent they are not in conflict with the applicable public disclosure laws of any Purchasing Entity.

e. The rights granted Purchasing Entities and Contractor obligations under this section shall also extend to the cooperative's Confidential Information, defined to include Participating Addenda, as well as Orders or

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transaction data relating to Orders under this Master Agreement that identify the entity/customer, Order dates, line item descriptions and volumes, and prices/rates. This provision does not apply to disclosure to the Lead State, a Participating State, or any governmental entity exercising an audit, inspection, or examination pursuant to Section 2.B.33. To the extent permitted by law, Contractor shall notify the Lead State of the identify of any entity seeking access to the Confidential Information described in this subsection.

41. **Public Information.**
This Master Agreement and all related documents are subject to disclosure pursuant to the Purchasing Entity's public information laws.

42. **Cancellation.**
Unless otherwise set forth in this Master Agreement, this Master Agreement may be canceled by either party upon 60 days written notice prior to the effective date of the cancellation. Further, any Participating Entity may cancel its participation upon 30 days written notice, unless otherwise stated in the Participating Addendum. Cancellation may be in whole or in part. Any cancellation under this provision shall not affect the rights and obligations attending orders outstanding at the time of cancellation, including any right of a Purchasing Entity to indemnification by the Contractor, rights of payment for Products delivered and accepted, rights attending any warranty or default in performance in association with any Order, and requirements for records administration and audit. Cancellation of the Master Agreement due to Contractor default may be immediate as set forth in Section 2.B.44.

43. **Force Majeure.**
Neither party to this Master Agreement shall be held responsible for delay or default caused by fire, riot, unusually severe weather, other acts of God, or war which are beyond that party's reasonable control. The Lead State may terminate this Master Agreement after determining such delay or default will reasonably prevent successful performance of the Master Agreement.

44. **Defaults and Remedies.**

a. The occurrence of any of the following events shall be an event of default under this Master Agreement:

   1. Nonperformance of contractual requirements; or
   2. A material breach of this Master Agreement; or
   3. Any certification, representation or warranty by Contractor in response to the RFP or in this Master Agreement that proves to be untrue or materially misleading; or
   4. Institution of proceedings under any bankruptcy, insolvency, court-ordered reorganization or similar law, by or against Contractor, or the appointment of a receiver or similar officer for Contractor or any of its property, which is not vacated or fully stayed within thirty (30) calendar days after the institution or occurrence thereof; or
   5. Any default specified in another section of this Master Agreement.

b. Upon the occurrence of an event of default, except for material breach, the Lead State shall issue a written notice of default, identifying the nature of the default, and providing a period of 30 calendar days in which Contractor shall have an opportunity to cure the default. The Lead State shall not be required to provide advance written notice or a cure period and may immediately terminate this Master Agreement in whole or in part if the Lead State, in its sole discretion, determines that it is reasonably necessary to preserve public safety or prevent immediate public crisis. Time allowed for cure shall not diminish or eliminate Contractor's liability for damages, including liquidated damages to the extent provided for under this Master Agreement. The Lead State may immediately terminate this Master Agreement upon material breach of the Master Agreement by Contractor.

c. If Contractor is afforded an opportunity to cure and fails to cure the default within the period specified in the written notice of default, Contractor shall be in breach of its obligations under this Master Agreement and the Lead State shall have the right to exercise any or all of the following remedies:

   1. Exercise any remedy provided by law; and
   2. Terminate this Master Agreement and any related contracts or portions thereof; and
   3. Impose liquidated damages as provided in this Master Agreement; and
   4. Suspend Contractor from being able to respond to future bid solicitations; and
   5. Suspend Contractor's performance; and
   6. Withhold payment until the default is remedied.

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d. Unless otherwise specified in the Participating Addendum, in the event of a default under a Participating Addendum, a Participating Entity shall provide a written notice of default as described in this section and shall have all of the rights and remedies under this paragraph regarding its participation in the Master Agreement, in addition to those set forth in its Participating Addendum. Unless otherwise specified in a Purchase Order, a Purchasing Entity shall provide written notice of default as described in this section and have all of the rights and remedies under this paragraph and any applicable Participating Addendum with respect to an Order placed by the Purchasing Entity. Nothing in these Master Agreement Terms and Conditions shall be construed to limit the rights and remedies available to a Purchasing Entity under the applicable commercial code.

45. **Waiver of Breach.**
Failure of the Lead State, Participating Entity, or Purchasing Entity to declare a default or enforce any rights and remedies shall not operate as a waiver under this Master Agreement or Participating Addendum. Any waiver by the Lead State, Participating Entity, or Purchasing Entity must be in writing. Waiver by the Lead State or Participating Entity of any default, right or remedy under this Master Agreement or Participating Addendum, or by Purchasing Entity with respect to any Purchase Order, or breach of any terms or requirements of this Master Agreement, a Participating Addendum, or Purchase Order shall not be construed or operate as a waiver of any subsequent default or breach of such term or requirement, or of any other term or requirement under this Master Agreement, Participating Addendum, or Purchase Order.

46. **Notices.**
If one party is required to give notice to the other under the Master Agreement, such notice shall be in writing and shall be effective upon receipt. Delivery may be by certified United States mail or by hand, in which case a signed receipt shall be obtained. A facsimile or electronic transmission shall constitute sufficient notice, provided the receipt of the transmission is confirmed by the receiving party. Either party must notify the other of a change in address for notification purposes. All notices to the Lead State shall be addressed as follows:

Andy Doran, IT Acquisitions Supervisor
112 Administration Bldg.
50 Sherburne Avenue
St. Paul, MN 55155
andy.doran@state.mn.us

47. **No Waiver of Sovereign Immunity.**
In no event shall this Master Agreement, any Participating Addendum or any contract or any Purchase Order issued thereunder, or any act of the Lead State, a Participating Entity, or a Purchasing Entity be a waiver of any form of defense or immunity, whether sovereign immunity, governmental immunity, immunity based on the Eleventh Amendment to the Constitution of the United States or otherwise, from any claim or from the jurisdiction of any court.

This section applies to a claim brought against the Participating Entities who are states only to the extent Congress has appropriately abrogated the state's sovereign immunity and is not consent by the state to be sued in federal court. This section is also not a waiver by the state of any form of immunity, including but not limited to sovereign immunity and immunity based on the Eleventh Amendment to the Constitution of the United States.

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C. MINNESOTA TERMS AND CONDITIONS

1. **Change Requests.**
The Lead State reserves the right to request, during the term of the Master Agreement, changes to the products offered within the Band(s). Products introduced during the term of the Master Agreement shall go through a formal review process. The process for updating the products offered within a Band is outline in Section 2.C.2. The Contractor shall evaluate and recommend products for which agencies have an expressed need. The Lead State shall require the Contractor to provide a summary of its research of those products being recommended for inclusion in the Master Agreement as well as defining how adding the product will enhance the Master Agreement. The Lead State may request that products, other than those recommended, are added to the Master Agreement.

   In the event that the Lead State desires to add new products and services that are not included in the original Master Agreement, the Lead State requires that independent manufacturers and resellers cooperate with the already established Contractor in order to meet the Lead State's requirements. Evidence of the need to add products or services should be demonstrated to the Lead State. The Master Agreement shall be modified via supplement or amendment. The Lead State will negotiate the inclusion of the products and services with the Contractor. No products or services will be added to the Master Agreement without the Lead State's prior approval.

2. **Product and Service Schedule (PSS).**

   a. **Creating the Product and Service Schedule (PSS).** Contractor will use the attached sample PSS to create and maintain a complete listing of all products and services offered under the Master Agreement. The PSS must conform to the contracted minimum discounts. Contractor may create and maintain a separate PSS for a Participating Entity based on the requirements and restrictions of the Participating Entity.

      Contractors are encouraged to provide remote learning bundles for K-12 Education. These bundles can be included in the response to the PSS.

   b. **Maintaining the PSS.**

      1) In General. Throughout the term of the Master Agreement, on a quarterly basis, Contractor may update the PSS to make model changes, add new products or services, or remove obsolete or discontinued products or services. Any updates to the PSS must conform to the Master Agreement requirements, including the scope of the Master Agreement and contracted minimum discounts.

      2) Process. Contractor must provide notification to the Lead State of any changes to their PSS using the attached Action Request Form (ARF).

         (a) The Lead State does not need to approve Contractor's request to make model changes, add their own manufactured products, or remove discontinued or obsolete products or services, and Contractor does not need the Lead State's approval prior to posting an updated PSS.

         (b) The Lead State must approve Contractor's request to add new third party manufacturers to Contractor's PSS. If the proposed third-party manufacturer holds a NASPO Master Agreement for Computer Equipment, Contractor must obtain written authorization from that manufacturer. Contractor must have the Lead State's approval prior to posting the updated PSS.

         (c) Contractor must maintain a historic record of all past PSSs on their dedicated NASPO ValuePoint website.

         (d) Pursuant to the audit provisions of the Master Agreement, upon the request of NASPO ValuePoint, the Lead State, or a Participating Entity, Contractor must provide an historic version of any Baseline Price List.

3. **Purchase Orders.**
There will be no minimum order requirements or charges to process an individual purchase order. The Participating Addendum number and the PO number must appear on all documents (e.g., invoices, packing slips, etc.). The Ordering Entity's purchase order constitutes a binding contract.

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4. **Risk of Loss or Damage.**
The Purchasing Entity is relieved of all risks of loss or damage to the goods or equipment during periods of transportation, and installation by the Contractor and in the possession of the Contractor or their authorized agent.

5. **Payment Card Industry Data Security Standard and Cardholder Information Security.**
Contractor assures all of its Network Components, Applications, Servers, and Subcontractors (if any) comply with the Payment Card Industry Data Security Standard ("PCIDSS"). "Network Components" shall include, but are not limited to, Contractor's firewalls, switches, routers, wireless access points, network appliances, and other security appliances; "Applications" shall include, but are not limited to, all purchased and custom external (web) applications. "Servers" shall include, but are not limited to, all of Contractor's web, database, authentication, DNS, mail, proxy, and NTP servers. "Cardholder Data" shall mean any personally identifiable data associated with a cardholder, including, by way of example and without limitation, a cardholder's account number, expiration date, name, address, social security number, or telephone number.

   Subcontractors (if any) must be responsible for the security of all Cardholder Data in its possession; and will only use Cardholder Data for assisting cardholders in completing a transaction, providing fraud control services, or for other uses specifically required by law. Contractor must have a business continuity program which conforms to PCIDSS to protect Cardholder Data in the event of a major disruption in its operations or in the event of any other disaster or system failure which may occur to operations; will continue to safeguard Cardholder Data in the event this Agreement terminates or expires; and ensure that a representative or agent of the payment card industry and a representative or agent of the Purchasing Entity shall be provided with full cooperation and access to conduct a thorough security review of Contractor's operations, systems, records, procedures, rules, and practices in the event of a security intrusion in order to validate compliance with PCIDSS.

6. **Foreign Outsourcing of Work.**
Upon request, the Contractor is required to provide information regarding the location of where services, data storage, and location of data processing under the Master Agreement will be performed.

7. **State Audits (Minn. Stat. § 16C.05, subd. 5).**
The books, records, documents, and accounting procedures and practices of the Contractor or other party, that are relevant to the Master Agreement or transaction are subject to examination by the contracting agency and either the Lead State's Legislative Auditor or State Auditor as appropriate for a minimum of six years after the end of the Master Agreement or transaction. The Lead State reserves the right to authorize delegate(s) to audit this Master Agreement and transactions.

8. **Certification of Nondiscrimination (in accordance with Minn. Stat. § 16C.053).**
If the value of this Contract, including all extensions, is $50,000 or more, Contractor certifies it does not engage in and has no present plans to engage in discrimination against Israel, or against persons or entities doing business in Israel, when making decisions related to the operation of the contractor's business. For purposes of this section, "discrimination" includes but is not limited to engaging in refusals to deal, terminating business activities, or other actions that are intended to limit commercial relations with Israel, or persons or entities doing business in Israel, when such actions are taken in a manner that in any way discriminates on the basis of nationality or national origin and is not based on a valid business reason.

9. **Human Rights/Affirmative Action.**
The Lead State requires affirmative action compliance by its Contractors in accordance with Minn. Stat. § 363A.36 and Minn. R. 5000.3400 to 5000.3600.

   a. Covered contracts and Contractors. One-time acquisitions, or a contract for a predetermined amount of goods and/or services, where the amount of your response is in excess of $100,000 requires completion of the Affirmative Action Certification page. If the solicitation is for a contract for an indeterminate amount of goods and/or services, and the State estimated total value of the contract exceeds $100,000 whether it will be a multiple award contract or not, you must complete the Affirmative Action Certification page. If the contract dollar amount or the State estimated total contract amount exceeds $100,000 and the Contractor employed more than 40 full-time employees on a single working day during the previous 12 months in Minnesota or in the state where it has its principal place of business, the Contractor must comply with the requirements of Minn. Stat. § 363A.36, subd. 1 and Minn. R. 5000.3400 to 5000.3600. A Contractor covered by Minn. Stat. § 363A.36, subd. 1 and Minn. R. 5000.3400 to 5000.3600 that had more than 40 full-time employees within Minnesota on a single working day during the previous 12 months must have a certificate of compliance issued by the commissioner of the Department of Human Rights (certificate of compliance). A Contractor covered by Minn. Stat. § 363A.36, subd. 1 that did not have more than 40 full-time employees on a single working day during the previous 12 months within Minnesota but that did have more than 40 full-time

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employees in the state where it has its principal place of business and that does not have a certificate of compliance must certify that it is in compliance with federal affirmative action requirements.

b. Minn. Stat. § 363A.36, subd. 1 requires the Contractor to have an affirmative action plan for the employment of minority persons, women, and qualified disabled individuals approved by the commissioner of the Department of Human Rights (commissioner) as indicated by a certificate of compliance. Minn. Stat. § 363A.36 addresses suspension or revocation of a certificate of compliance and contract consequences in that event. A contract awarded without a certificate of compliance may be voided.

c. Minn. R. 5000.3400-5000.3600 implement Minn. Stat. § 363A.36. These rules include, but are not limited to, criteria for contents, approval, and implementation of affirmative action plans; procedures for issuing certificates of compliance and criteria for determining a Contractor's compliance status; procedures for addressing deficiencies, sanctions, and notice and hearing; annual compliance reports; procedures for compliance review; and contract consequences for noncompliance. The specific criteria for approval or rejection of an affirmative action plan are contained in various provisions of Minn. R. 5000.3400-5000.3600 including, but not limited to, parts 5000.3420-5000.3500 and parts 5000.3552-5000.3559.

d. Disabled Workers. Minn. R. 5000.3550 provides the Contractor must comply with the following affirmative action requirements for disabled workers.

AFFIRMATIVE ACTION FOR DISABLED WORKERS

(a) The Contractor must not discriminate against any employee or applicant for employment because of physical or mental disability in regard to any position for which the employee or applicant for employment is qualified. The Contractor agrees to take affirmative action to employ, advance in employment, and otherwise treat qualified disabled persons without discrimination based upon their physical or mental disability in all employment practices such as the following: employment, upgrading, demotion or transfer, recruitment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

(b) The Contractor agrees to comply with the rules and relevant orders of the Minnesota Department of Human Rights issued pursuant to the Minnesota Human Rights Act.

(c) In the event of the Contractor's noncompliance with the requirements of this clause, actions for noncompliance may be taken in accordance with Minn. Stat. § 363A.36 and the rules and relevant orders of the Minnesota Department of Human Rights issued pursuant to the Minnesota Human Rights Act.

(d) The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices in a form to be prescribed by the commissioner of the Minnesota Department of Human Rights. Such notices must state the Contractor's obligation under the law to take affirmative action to employ and advance in employment qualified disabled employees and applicants for employment, and the rights of applicants and employees.

(e) The Contractor must notify each labor union or representative of workers with which it has a collective bargaining agreement or other contract understanding, that the Contractor is bound by the terms of Minn. Stat. § 363A.36 of the Minnesota Human Rights Act and is committed to take affirmative action to employ and advance in employment physically and mentally disabled persons.

e. Consequences. The consequences of a Contractor's failure to implement its affirmative action plan or make a good faith effort to do so include, but are not limited to, suspension or revocation of a certificate of compliance by the commissioner, refusal by the commissioner to approve subsequent plans, and termination of all or part of the Contract by the commissioner or the State.

f. Certification. The Contractor hereby certifies that it is in compliance with the requirements of Minn. Stat. § 363A.36, subd. 1 and Minn. R. 5000.3400-5000.3600 and is aware of the consequences for noncompliance. It is agreed between the parties that Minn. Stat. 363.36 and Minn. R. 5000.3400 to 5000.3600 are incorporated into any contract between these parties based upon this specification or any modification of it. A copy of Minn. Stat. § 363A.36 and Minn. R. 5000.3400 to 5000.3600 are available upon request from the contracting agency.

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10. **Equal Pay Certification.**
If required by Minn. Stat. §363A.44, the Contractor must have a current Equal Pay Certificate prior to Contract execution. If Contractor's Equal Pay Certificate expires during the term of this Contract, Contractor must promptly re-apply for an Equal Pay Certificate with the Minnesota Department of Human Rights and notify the State's Authorized Representative once the Contractor has received the renewed Equal Pay Certificate. If Contractor claims to be exempt, the Lead State may require Contractor to verify its exempt status.

11. **Americans with Disabilities Act (ADA).**
Products provided under the Master Agreement must comply with the requirements of the Americans with Disabilities Act (ADA). The Contractor's catalog and other marketing materials utilized to offer products under the Master Agreement must state when a product is not in compliance. If any descriptive marketing materials are silent as to these requirements, the Contractor agrees that the customer can assume the product meets or exceeds the ADA requirements.

12. **Nonvisual Access Standards.**
Pursuant to Minn. Stat. § 16C.145, the Contractor shall comply with the following nonvisual technology access standards:

    a. That the effective interactive control and use of the technology, including the operating system applications programs, prompts, and format of the data presented, are readily achievable by nonvisual means;

    b. That the nonvisual access technology must be compatible with information technology used by other individuals with whom the blind or visually impaired individual must interact;

    c. That nonvisual access technology must be integrated into networks used to share communications among employees, program participants, and the public; and

    d. That the nonvisual access technology must have the capability of providing equivalent access by nonvisual means to telecommunications or other interconnected network services used by persons who are not blind or visually impaired.

    These standards do not require the installation of software or peripheral devices used for nonvisual access when the information technology is being used by individuals who are not blind or visually impaired.

13. **Accessibility Standards.**
Contractor acknowledges and is fully aware that the Lead State (Executive branch state agencies) has developed IT Accessibility Standard effective September 1, 2010. The standard entails, in part, the Web Content Accessibility Guidelines (WCAG) and Section 508 which can be viewed at: https://mn.gov/mnit/government/policies/accessibility/.

    The Standards apply to web sites, software applications, electronic reports and output documentation, training delivered in electronic formats (including, but not limited to, documents, videos, and webinars), among others. As upgrades are made to the software, products, or subscriptions available through this Contract, the Contractor agrees to develop functionality which supports accessibility. If any issues arise due to nonconformance with the above-mentioned accessibility Standards, the Contractor agrees to provide alternative solutions upon request at no additional charge to the State.

    When updates or upgrades are made to the products or services available through this Contract, the Contractor agrees to document how the changes will impact or improve the product's or service's accessibility and usability. This documentation, upon request, must be provided to the Lead State in advance of the change, occurring within an agreed upon timeframe sufficient for the state to review the changes and either approve them or request a remediation plan from the Contractor. Contractor warrants that its Products comply with the above-mentioned accessibility Standards and agrees to indemnify, defend, and hold harmless the Lead State against any claims related to non-compliance of Contractor's Product with the above-mentioned accessibility Standards. If agreed-upon updates fail to improve the product or service's accessibility or usability as planned, the failure to comply with this requirement may be cause for contract cancellation or for the Lead State to consider the Contractor in default.

14. **Conflict Minerals.**
Contractor agrees to provide information upon request regarding adherence to the Conflict Minerals section of the Dodd-Frank Wall Street Reform and Consumer Protection Act (Section 1502). See:
http://beta.congress.gov/111/bills/hr4173/111hr4173enr.pdf#page=838
http://www.sec.gov/news/press/2012/2012-163.htm

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15. **Hazardous Substances.**
To the extent that the goods to be supplied by the Contractor contain or may create hazardous substances, harmful physical agents or infectious agents as set forth in applicable state and federal laws and regulations, the Contractor must provide Material Safety Data Sheets regarding those substances. A copy must be included with each delivery.

16. **Copyrighted Material Waiver.**
The Lead State reserves the right to use, reproduce and publish proposals in any manner necessary for State agencies and local units of government to access the responses, including but not limited to photocopying, State Intranet/Internet postings, broadcast faxing, and direct mailing. In the event that the response contains copyrighted or trademarked materials, it is the responder's responsibility to obtain permission for the Lead State to reproduce and publish the information, regardless of whether the responder is the manufacturer or reseller of the products listed in the materials. By signing its response, the responder certifies that it has obtained all necessary approvals for the reproduction and distribution of the contents of its response and agrees to indemnify, protect, save and hold the Lead State, its representatives and employees harmless from any and all claims arising from the violation of this section and agrees to pay all legal fees incurred by the Lead State in the defense of any such action.

17. **Publicity.**
The Contractor shall make no representations of the State's opinion or position as to the quality or effectiveness of the products or services that are the subject of the Master Agreement without the prior written consent of the State's Assistant Director or designee of Office of State Procurement. Representations include any publicity, including but not limited to advertisements, notices, press releases, reports, signs, and similar public notices.

18. **Performance While Dispute is Pending.**
Notwithstanding the existence of a dispute, the parties shall continue without delay to carry out all of their responsibilities under the Master Agreement that are not affected by the dispute. If a party fails to continue without delay to perform its responsibilities under the Master Agreement, in the accomplishment of all undisputed work, any additional cost incurred by the other parties as a result of such failure to proceed shall be borne by the responsible party.

19. **Organizational Conflicts of Interest.**
An organizational conflict of interest exists when, because of existing or planned activities or because of relationships with other persons:

    a. the Contractor is unable or potentially unable to render impartial assistance or advice to the State;
    b. the Contractor's objectivity in performing the work is or might be otherwise impaired; or
    c. the Contractor has an unfair competitive advantage.

    The Contractor agrees that if an organizational conflict of interest is discovered after award, an immediate and full disclosure in writing shall be made to the Assistant Director of the Lead State's Department of Administration's Office of State Procurement that shall include a description of the action the Contractor has taken or proposes to take to avoid or mitigate such conflicts. If an organizational conflict of interest is determined to exist, the Lead State may, at its discretion, cancel the Master Agreement. In the event the Contractor was aware of an organizational conflict of interest prior to the award of the Master Agreement and did not disclose the conflict to the Master Agreement Administrator, the Lead State may terminate the Master Agreement for default. The provisions of this clause shall be included in all subcontracts for work to be performed, and the terms "Contract," "Contractor," "Master Agreement", "Master Agreement Administrator" and "Contract Administrator" modified appropriately to preserve the State's rights.

20. **Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion**

    a. Certification regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions. Instructions for certification:

        1. By signing and submitting this proposal, the prospective lower tier participant [responder] is providing the certification set out below.

        2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the federal

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government, the department or agency with which this transaction originated may pursue available remedies, including suspension and debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal [response] is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or had become erroneous by reason of changed circumstances.

4. The terms covered transaction, debarred, suspended, ineligible lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and Coverages section of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this response that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction [subcontract equal to or exceeding $25,000] with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled, “Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion – Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from covered transactions, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of parties excluded from federal procurement and nonprocurement programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and debarment.

b. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions.

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

21. **Government Data Practices.**
The Contractor and the Lead State must comply with the Minnesota Government Data Practices Act, Minn. Stat. Ch. 13, (and where applicable, if the Lead State contracting party is part of the judicial branch, with the Rules of Public Access to Records of the Judicial Branch promulgated by the Minnesota Supreme Court as the same may be amended from time to time) as it applies to all data provided by the Lead State to the Contractor and all data provided to the Lead State by the Contractor. In addition, the Minnesota Government Data Practices Act applies to all data created, collected, received, stored, used, maintained, or disseminated by the Contractor in accordance with the Master Agreement that is private, nonpublic, protected nonpublic, or confidential as defined by the

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Minnesota Government Data Practices Act, Ch. 13 (and where applicable, that is not accessible to the public under the Rules of Public Access to Records of the Judicial Branch).

In the event the Contractor receives a request to release the data referred to in this article, the Contractor must immediately notify the Lead State. The Lead State will give the Contractor instructions concerning the release of the data to the requesting party before the data is released. The civil remedies of Minn. Stat. § 13.08, apply to the release of the data by either the Contractor or the Lead State.

The Contractor agrees to indemnify, save, and hold the Lead State, its agent and employees, harmless from all claims arising out of, resulting from, or in any manner attributable to any violation of any provision of the Minnesota Government Data Practices Act (and where applicable, the Rules of Public Access to Records of the Judicial Branch), including legal fees and disbursements paid or incurred to enforce this provision of the Master Agreement. In the event that the Contractor subcontracts any or all of the work to be performed under the Master Agreement, the Contractor shall retain responsibility under the terms of this article for such work.

22. **Survivability.**
Certain rights and duties of the Lead State and Contractor will survive the expiration or cancellation of the RFP and resulting Master Agreement. These rights and duties include but are not limited to paragraphs: Indemnification; Limitations of Liability; State Audits; Government Data Practices; Governing Law and Venue; Publicity; and Administrative Fees.

23. **Severability.**
If any provision of the Master Agreement, including items incorporated by reference, is found to be illegal, unenforceable, or void, then both the Lead State and the Contractor shall be relieved of all obligations arising under such provisions. If the remainder of the Master Agreement is capable of performance it shall not be affected by such declaration or finding and shall be fully performed.

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SECTION 3: RESPONSE REQUIREMENTS

A Word version of the Section 3, Response Requirements is available at:
http://www.mmd.admin.state.mn.us/doc/Section3_ResponseRequirements.docx

A. Product Deployment

B. Ability to Perform

C. Environmental

D. Business Capabilities

E. Customer Support

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A. RESPONSE REQUIREMENTS: PRODUCT DEPLOYMENT

This Section requires a Narrative Response. In the Narrative Response, Responder should clearly identify the applicable Section. The Narrative Response must fully describe and provide detail about how the proposal satisfies each requirement. The Lead State reserves the right to only evaluate information explicitly included in these forms in the evaluation of the Section to which it applies.

1. **Bands Offered.** Responder must indicate which Bands they are proposing products in:

   ☐ Band 1: Personal Computing Devices – Windows Operating Systems: Desktops, Laptops, and Tablets

   ☐ Band 2: Personal Computing Devices – Non-Windows Operating System: Desktops, Laptops, and Tablets

   ☐ Band 3: Servers and Storage

2. **Product Deployment.** Responder must provide a high-level description of their proposed product's deployment in the following industries in the United States. The complete description should not exceed one page per industry, per Band.

   a. State and local government;

   b. K-12 Education;

   c. Higher Education; and

   d. Federal government.

B. RESPONSE REQUIREMENTS: ABILITY TO PERFORM

This Section requires a Narrative Response. In the Narrative Response, Responder should clearly identify the applicable Section. The Narrative Response must fully describe and provide detail about how the proposal satisfies each requirement. The Lead State reserves the right to only evaluate information explicitly included in these forms in the evaluation of the Section to which it applies.

Portions of this section, as negotiated, will become terms in the Master Agreement.

1. **Contractor Verification.** Contractor must be a manufacturer of a Product in the Band(s) it is awarded a Master Agreement. "Re-branding" a product that is manufactured by another company does not meet this requirement. If the Contractor ceases production, sells or assigns their manufacturing to another vendor, or otherwise no longer manufactures a product during the life of the Master Agreement the Lead State reserves the right to terminate the Contractor's Master Agreement.

   Responder must verify that it is a manufacturer of at least one product in each Band proposed. Responder must determine the best way to provide this verification, but are encouraged to be brief. The Lead State reserves the right to request additional verification as needed.

   Responders must provide a brief description of the products proposed for each Band that are manufactured by the Responder. This description should include the approximate number and type (desktop, laptop, accessory, etc.) of the offered products. This description should not exceed one page per Band.

2. **Company Capacity and Capabilities.** Responder must provide a high-level description of their company detailing how they will support this Master Agreement in no more than one page per section below:

   a. Facilities. Responder must indicate which facilities have been ISO 14001 certified.

   b. Manufacturing Process. Responder must describe, at a high level, their manufacturing process.

   c. Personnel. Responder must include documentation that indicates the number and type of sales, support personnel, or other resources that are employed to service purchase orders or equipment for non-federal governmental customers.

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d. Organization. Responder must include a brief overview describing how the Master Agreement will be supported from senior management down to field technicians, including the use of any wholly owned subsidiaries or subcontractors.

e. Production Viability. The average sales per Contractor under the Contracts in calendar year 2019 was approximately $78,000,000. Briefly describe your company's capacity to meet this level of sales volume, including any previous publicly-available sales numbers and publicly-announced future plans. A responder without sufficient capacity should describe the extent of their current capacity and describe their plans of increasing that capacity over the life of the contract.

3. **Equipment and Services Overview.** Describe the ability to provide computer equipment and the services related to supporting the equipment. Include an overview of how the equipment is delivered and serviced. A list of potential services is below. Responder must provide a list and a brief description of the services offered under each Band. The lists and descriptions must be separated out by Band and must be two pages or less per Band. Not all services may be applicable to each Band.

   a. Warranty – Break Fix – Non-Warranty
   b. Standard non-customized training
   c. Installation/de-installation
   d. Support
   e. Migration
   f. Asset tagging
   g. Staging/deployment
   h. Image loading
   i. Image consulting
   j. System and server configuration
   k. Rack and stack configuration
   l. Maintenance
   m. Custom service solutions
   n. Asset management
   o. Recycling/disposal
   p. Training and certification
   q. Other services available as allowed in the RFP – provide list with your response

4. **Warranty and Maintenance.** The Contractor must ensure warranty service and maintenance for all equipment, including third party products provided. The Contractor must facilitate the Manufacturer or Publisher warranty and maintenance of third party products furnished through the Master Agreement. The Contractor shall provide the warranty service and maintenance for equipment and all peripherals on the Master Agreement.

   a. Describe in detail how Responder will secure warranties for all products and services.

   b. Describe proposed warranty service and maintenance.

5. **Website.** Contractor must develop and maintain a URL to a web site specific to the awarded Master Agreement. Contractor's Master Agreement website must offer twenty-four (24) hours per day, seven (7) days per week availability, except for regularly scheduled maintenance times. The website must be separate from the Contractor's commercially available (i.e., public) on-line catalog and ordering systems. No other items or pricing may be shown on the website without written approval from the Lead State

   Mandatory Requirements:

   - Designated Baseline Price List(s) (e.g., MSRP, List, or Education)
   - Product and Service Schedule (PSS)
   - Product specifications, pricing, and configuration aids for the major product categories proposed that can be used to obtain an on-line quote,
   - Service options and service agreements available on the contract. Please refer to Section 1.G.b.
   - Contact information for order placement, service concerns (warranty and maintenance), problem reporting, and billing concerns
   - Sales representatives for participating entities

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Desirable Requirements:

- Purchase order tracking
- Links to environmental certification, including but not limited to take-back/recycling programs, EPEAT, Energy Star, etc.
- Information on accessibility and accessible products
- Signed Master Agreement
- Online ordering capability with the ability to remember multiple ship to locations (if applicable to product)

Within 30 calendar days of the notice of intent to award a Master Agreement, Contractor must provide a sample URL of the Master Agreement webpage to the Lead State for review and approval. The Lead State will review and determine acceptability of the website format and data. If the information is determined to be unacceptable or incorrect, the Contractor will have 15 calendar days to provide revisions to the Lead State. After the Lead State approves the website, Contractor may not make material changes to the website without notifying the Lead State through the ARF process and receiving written approval of the changes.

a. Describe the proposed website, including all mandatory and desirable capabilities being offered. Responses to this section should be no more than two pages. Screenshots that will help enhance the response are allowed, and do not count toward the page limit.

b. Describe your commitment to maintaining a website in adherence to the website requirements. Responses to this section should be no more than one page.

If Responder has an example URL of a current website to demonstrate their capabilities, that may be included in the response to this Section. If elements of the website require a secure log-in, Responder must provide listing of items that would require a secure sign-in option (e.g. reprinting of invoices, or purchase order tracking).

The WCAG requested in Section 6.B applies to Responder's website to be offered under the Master Agreement.

6. **Baseline Price List Verification.** Describe how the designated Baseline Price List(s) will be accessed and verified by potential end users, contract administrators, etc.

7. **Implementation Plan and Marketing Methodology.** In two pages or less, describe a thorough implementation rollout plan for the first year as part of the proposal. At a minimum, the response should include a description of the methodology (mailings, meetings, seminars, press releases, personal contacts) proposed, estimated dates and location of activities, including tasks to be performed and the timeframe for the completion of each task. Marketing materials are subject to approval by NASPO ValuePoint, the Lead State, and any relevant Participating Entity. Responder is reminded that after a statewide Participating Addendum is in place, nearly every governmental entity, public school, and university within the state may use the Contractor's Master Agreement.

C. RESPONSE REQUIREMENTS: ENVIRONMENTAL

1. **Environmentally Preferable Purchasing Commitment.** Explain your commitment to environmentally preferable purchases specifically in the areas below.

   a. **End of life management.** Include detailed information regarding takeback, recycling and trade in programs available. Any available programs for cords and chargers should be included in this information. Responses should be no more than two pages.

   b. **Environmental solutions.** Provide detail on how additional value is provided regarding environmental solutions such as selling refurbished/remanufactured toner and equipment. Outline how your company is willing to work with the Lead State and the manufacturers to minimize impact on the environment. Specifically address the following areas in one page or less total:

   Materials – manufacturer declaration on reduction/elimination of hazardous materials (e.g., mercury and lead).

   Product – in general how does Responder identify product longevity, percent of packaging and packing materials that are recycled/reusable, availability of service and replacement parts for life extension, cost, and complication to upgrade.

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Corporate – detail if Responder has in place programs for sale/procurement of refurbished/remanufactured products. Responder must agree that all refurbished products proposed through this Master Agreement will be clearly labeled as refurbished during the sales process.

c. **Environmental Certifications.** Contractor must include environmental or supply chain responsibility certifications and registrations for products sold through this Contract on their website. Contractor must provide these certifications and registrations for specific products to Participating Entities upon request.

   Responder must describe in no more than one page how certifications/registrations are identified on the website; as well as labels on equipment and/or packing list. It is preferable that Purchasing Entities be able to view certifications and registrations at the product level.

2. **EPEAT Registration.** Contractor agrees that applicable products offered that have EPEAT Standards provided under the Master Agreement must have achieved a minimum EPEAT Bronze registration. This requirement does not apply to Band 3.

   Contractor may propose the addition of a product that has not yet achieved a minimum EPEAT Bronze registration. The Lead State, in its sole discretion may require Contractor to provide the following documentation to support the addition of the proposed product:

   a. A letter from the Green Electronics Council (GEC) on GEC's letterhead confirming that the verification process is underway; or

   b. A copy of Contractor's GEC contract, Conformity Assurance Board (CAB) contract, and a letter from Contractor's CAB stating that the relevant product has been registered with the CAB and that verification is underway.

   The Lead State reserves the right to reject the inclusion of such product, or if approved, require Contractor to remove the product at a later date if the product does not achieve a minimum EPEAT Bronze registration. The Contractor must remove any products that subsequently exit the verification process without achieving EPEAT Bronze or greater from the Master Agreement.

   Responder must describe how they meet these requirements in no more than one page, and include a list of all products that are in the process of being verified for EPEAT certification for which a. or b. below applies.

   If Responder has products that are in the process of being verified for EPEAT certification, these products may be considered if Responder provides one of the following for each product in the process of being verified:

   a. A letter from the GEC confirming that the verification process is underway. This letter must be on the GEC letterhead and be dated after January 1, 2020; or

   b. The Responder's GEC contract, CAB contract, and a letter from their CAB stating that the relevant products have been registered with the CAB and that verification is underway.

3. **Total Cost of Ownership.** Describe in no more than one page any tools your company provides users to assist in evaluating the Total Cost of Ownership of products offered during the purchasing process (i.e., Contractor tools to assist buyers in identifying equipment that runs more efficiently or that utilizes fewer supplies, etc.).

4. **ENERGY STAR® Compliant Products.** Describe Responder's commitment to the ENERGY STAR Program in one page or less.

5. **TCO Certified.** Describe whether any of Responder's proposed products are TCO Certified and any other engagement with the TCO Development organization in one page or less.

6. **Environmental Improvement Program.** Describe in one page or less any product environmental improvement program for products that have not yet received the applicable standards or certification. In addition, describe environmental efforts in each of the following areas: (1) reduction/minimization/avoidance of the use of toxic and hazardous constituents (cadmium, chromium, mercury, and/or lead); and (2) compliance with international directives such as the European Union's WEEE Directive on reduction of chlorinated plastics (PVC) and brominated flame retardants. Contactor must provide this information for specific products to Participating Entities upon request.

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D. RESPONSE REQUIREMENTS: BUSINESS CAPABILITIES

1. **Third-Party Products.** Some products offered may be manufactured by a third party. Contractor, however, must provide or facilitate the warranty service and maintenance for all Third-Party Products on the Master Agreement either directly or pass-through from the manufacturer. Contractor may not offer products manufactured by another Contractor holding a Minnesota NASPO ValuePoint Master Agreement for Computer Equipment without approval from the Lead State. Warranty for third-party products must be provided by the Contractor. Warranty documents for products manufactured by a third party are preferred to be delivered to the Participating Entity with the products. Contractor can only offer Third-Party Products in a Band they have been awarded.

   Third-Party Products are intended to enhance or supplement a Contractor's own product line, and are not intended to represent more than a third of Contractor's total sales under this Master Agreement. The Lead State may limit the sale of Third-Party Products through the Master Agreement during the life of the Master Agreement should Third-Party Product sales be determined to consistently exceed one third of the total sales under this Master Agreement. Such limitation may take the form of any action the Lead State so chooses, up to and including non-renewal or cancellation of the Master Agreement.

   Responder should describe, in no more than two pages per Band, the type of Third-Party Products they intend to offer as a part of this Master Agreement and the benefit they provide to Participating Entities. If Responder is not offering third-party products, Responder is encouraged to describe why they are not offering third-party products.

2. **Auditing**. Responder must describe the following in no more than two pages total:

   - How Responder regularly self audits the Master Agreement to ensure compliance per Section 2.B.26.
   - How a Purchasing Entity will be able to self-audit to ensure quotes provided are at the discount off list price.
   - How often the web pricing and invoicing is audited to ensure contractual compliance.
   - Reporting mechanisms available such as Invoice Reports which will assist in Participating Entity's or NASPO ValuePoint's ability to audit the Master Agreement through vendor supplied reporting tools.
   - How Responder ensures that Purchasing Entities with multiple Participating Addenda with Responder are monitored to ensure purchases are correctly booked with the correct Master Agreement.

3. **Economic Development Programs.** Describe how your company, if awarded a contract, will further the Lead State's goal of fostering economic development and reducing economic disparities through diversity and inclusion. Points may be awarded to companies articulating strong policies supporting small, diverse, and veteran-owned businesses in areas such as hiring practices, supply chain management, subcontracting, etc. Detail your company's demographic breakdown and any other information pertinent to efforts in this area.

   Responses to this section should be no more than two pages.

4. **Partner Utilization.** If utilizing partners, the Contractor is responsible for the partners providing products and services, as well as warranty service and maintenance for equipment the partner provides. The Lead State must approve a Contractor's plan for partner utilization. Once a Contractor's plan is approved, Participating Entities must approve specific Partners as outlined within the relevant Participating Addendum.

   If the Contractor has been approved to use partners, each Participating Entity represented by NASPO ValuePoint that chooses to participate in this Master Agreement independently has the option of utilizing partners. Only partners approved by the Participating Entity may be deployed. The Participating Entity will define the process to add and remove partners in their Participating Addendum.

   If partners are proposed, Responder must describe:

   - The process to qualify partners and sales personnel to represent the product, including any certifications.
   - The business relationship between partners and the manufacturer and services to be performed; for example, if partners will only be used for assistance in locating products/services, or if partners will be used to accept orders and payments (with the agreement of the Participating Entity).
   - How partners are contractually bound to the Master Agreement terms and conditions.
   - How partner sales will be accurately tracked and reported.

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- The remedy plan if the partner or sales personnel are not in compliance.

5. **2019 National Defense Authorization Act, Section 889(f)(3).** Under the 2019 National Defense Authorization Act, Section 889(f)(3), the US military is prohibited from purchasing video surveillance and telecommunications equipment from certain Chinese-owned technology firms. While US state are not subject to this act, there is increasing concern for the security of state data. To allow potential purchasers to evaluate the risk of entering into a Participating Addendum, please answer the following questions:

   - Is the purchase of any product proposed under your response to this solicitation prohibited under law, regulation, or policy by the United State federal government, a US State or territory, or a local governmental entity? If so, you must identify the prohibition and provide an explanation.

   - Is Responder owned in part or whole by a foreign government or foreign government entity? If so, please provide a narrative explaining Responder's ownership.

   - Is Responder subject to Chinese law, including the China Internet Security Law, effective June 2017 (or later), as passed by the Chinese Communist Party, through the Standing Committee of the National People's Congress? If so, please provide a narrative explaining Responder's obligations under Chinese law.

   A responder is required to immediately report to the Lead State any changes in the responder's responses to the above questions during the solicitation process, and Contractors will be required to immediately report any such changes to the Lead State during the term of their Master Agreement. As a reminder, all responses to this solicitation are subject to Minnesota's False Claims Act and may be subject to others upon execution of Participating Addenda.

E. RESPONSE REQUIREMENTS: CUSTOMER SUPPORT

1. **Sales Support Training.** Detail how Responder will train sales staff to ensure they are well versed in the terms and conditions of the Master Agreement. Restrict your response to a half page.

2. **Primary Account Representative.** Responder must provide a Primary Account Representative to work with the Master Agreement Administrator on all aspects of the Master Agreement. This account representative is responsible for the performance of the Master Agreement and must provide timely response to all requests from Master Agreement Administrator and Participating Entity.

   Identify the proposed account representative and briefly describe the duties of the account representative and their role in the sales cycle. Restrict your response to a half page.

NAME:	
TELEPHONE #:	
EMAIL ADDRESS:	

3. **Complaint Resolution.** Responder must describe their procedures for addressing and resolving customer problems and complaints regarding service, equipment, or billing. Include timelines and escalation process. Limit your response to one page.

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SECTION 4: COST PROPOSAL

Responder's Cost Proposal must be submitted on a flash drive that is separate from its Narrative Response, and be clearly marked as the Cost Proposal.

By submitting a response to this RFP, Responder confirms it meets, understands, and will comply with the following mandatory requirements.

1. **Pricing.** The Master Agreement will be based on a minimum discount-off-list price structure (see Section 2.B.13). Orders, however, will be fixed-price or fixed-rate. Contractor or its authorized resellers may provide deeper or additional incremental discounts at their sole discretion. Pricing is based on a quantity of one. Contractor may offer additional bulk, quantity, or volume discounts, and Contractor may offer increased discounts upon achievement of contract volume milestones.

2. **Price Structure.**

   a. Baseline Price List. The Baseline Price List will be used by a Purchasing Entity to verify pricing and by the Lead State Administrator to verify pricing of any proposed Product additions.

      Responder must designate a "Baseline Price List" (e.g. MSRP, List, or Education) on the applicable Price Workbook(s).

      Responder must submit the Baseline Price List with the Cost Proposal response. The submitted Baseline Price List must be used to complete the Price Workbook. The Baseline Price List should be dated November 1, 2020. If Responder submits a Baseline Price List for an alternative date, the proposed pricing for the MNIT Minimum Acceptable Standards must be representative of an order placed on November 1, 2020.

   b. Minimum Discount by Band. Responder must provide a discount schedule off the Baseline Price List for each proposed Band for a quantity of one unit. Responder is to base its proposed discounts on the collective volume of potential purchases by the Participating Entities. The Minimum Discount will apply to all products within the Band, unless a product falls under a Category discount or Third-Party Product discount.

   c. Minimum Discount by Category. Responder may define additional categories within a Band. The category discounts may be higher or lower than the minimum discount by Band. For example, if a responder proposes a minimum discount of 50% for Band 1, the responder may also create additional categories "Laptop Brand X" and "Laptop Brand Y," and offer a minimum discount of 45% and 60%, respectively for these additional categories

   d. Third-Party Product Discounts. Responder may offer third-party products. If Responder offers third-party products, Responder should provide a discount schedule off the Baseline Price List for third-party products in the applicable Cost Workbook.

   e. Volume-Based Pricing. Responder may provide additional volume-based pricing discounts for per transaction and cumulative volume purchases. Examples of bulk pricing models are included in Section 6.I. Responders may propose how they will provide deeper discounts including, but not limited to:

      1. Per Transaction Multiple Unit Discount. Responder may propose a contractual volume discount program or plan based on dollars in a single purchase order or combination of purchase orders submitted at one time by a Participating Entity or multiple entities conducting a cooperative purchase. Include in the applicable Price Workbook a table indicating the additional discount percentage to be earned by volume purchased by transaction.

      2. Cumulative. Responder may propose a cumulative volume discount based on dollars resulting from the cumulative purchases by all purchases made by Purchasing Entities for the duration of the Master Agreement. Include in the applicable Price Workbook a table indicating the additional discount percentage to be earned by cumulative volume purchased.

      3. Other Discounts. Describe in the applicable Price Workbook any additional discounts available to Participating Entities.

   f. Services. Responder must describe all available options for pricing services in the Price Workbooks such as discount off list, hourly fees, per unit fees, etc.

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g. Prompt Payment Discount (if applicable). Responder must describe any Prompt Payment discount (if available) to be offered in the applicable Price Workbook.

3. **Price Workbooks.** Price Workbooks will be used to evaluate responses to the RFP as described in Section 5. For each Band proposed, Responder must complete the corresponding Price Workbook, which includes five worksheets.

   In the Price Workbook, Responder must use the proposed minimum percentage discount from the Baseline Price List for a **"quantity one"** purchase.

   Price Workbooks have been included in Section 6.H. There are a total of three workbooks:

   - Band 1: Personal Computing Devices – Windows Operating Systems: Desktops, Laptops, and Tablets
   - Band 2: Personal Computing Devices – Non-Windows Operating System: Desktops, Laptops, and Tablets
   - Band 3: Servers and Storage

   INSTRUCTIONS:

   1. Each Price Workbook contains five worksheets. Responder is to fill in the blue shaded fields on each worksheet.

   2. The Price Workbooks are locked, however, there is not a password and Responder may revise a worksheet as needed to provide the information requested in the blue shaded fields.

4. **Minnesota IT Services (MNIT) Minimum Acceptable Standards.** Attached to the RFP as Attachments J and K in Section 6 are the MNIT Minimum Acceptable Standards for Bands 1, 2, and 3.

   When brand name or manufacturer's name or numbers are stated in the MNIT Minimum Acceptable Standards, they are intended to establish a standard only and are not restrictive unless the Attachment states: "No Substitute." Responses may be considered on other alternate makes, models, or brands having comparable quality, style, and performance characteristics. Any alternates included in a response are subject to Lead State approval.

   If any proposed alternates are deemed unacceptable by the Lead State, the Lead State will contact the responder(s) that have deficient alternates, explaining the deficiency, and provide the responder(s) with one opportunity to propose a new, acceptable alternate within a set number of business days. All responders with deficient alternates will be given the same number of business days to attempt to provide an acceptable alternate. Responders unable to propose an acceptable alternate through this one-time process will be excluded from the Standard in which they are deficient.

5. **Products and Services Schedule (PSS).** Responder must submit with the Cost Proposal a proposed Product and Services Schedule including all the products and services offered within each proposed Band. The PSS should be submitted in Excel format. A sample PSS has been provided in Section 6.F. Submission of a product or service on the sample PSS does not guarantee that it will be approved to be included in a resulting Master Agreement. The products, services, and format for the final PSS will be finalized during negotiations.

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SECTION 5: EVALUATION PROCESS

Except at the invitation of the Master Agreement Administrator, no activity or comments from responders regarding this RFP shall be discussed with any of the sourcing team during the RFP or evaluation of the responses. A responder who contacts a sourcing team member regarding this RFP may, as a result of that contact, have its response rejected or portions thereof.

Non-selection of any response means that either another response was determined to be more advantageous to the Lead State, or that the Lead State exercised its right to reject all responses. At its discretion, the Lead State may perform an appropriate cost and pricing analysis of a responder's response, including the reasonableness of any response. During the evaluation process, all information concerning the responses submitted will remain private and will not be disclosed to anyone whose official duties do not require such knowledge. At any time during the evaluation, the Lead State may request that a responder provide explicit written clarification to any part of its response.

Responses are private or nonpublic data as defined by Minn. Stat. § 13.591 until the completion of the evaluation process. The Lead State will provide notice of the evaluation results.

If only one response for a Band is submitted to the RFP, the Lead State reserves the right to review the response submitted for compliance and to award without assigning points, or to reject the offer and re-issue the RFP, whatever is in the Lead State's best interest.

Notwithstanding anything to the contrary, the Lead State reserves the right to:

- Accept all or part of an offer, to reject any and all offers, to cancel the RFP, or to re-issue the RFP,
- Waive or modify any informalities, irregularities, or inconsistencies in the responses received,
- Negotiate any aspect of the proposal with any responder and negotiate with more than one responder,
- Select for negotiations or a Master Agreement, a response other than that with the lowest cost,
- Request a Best and Final Offer,
- Interview a responder's key personnel,
- Suspend or terminate negotiations, or take such other action as the Lead State deems appropriate, if negotiations fail to result in a successful Master Agreement,
- Eliminate an item from consideration for all responses,
- For evaluating pricing on a given item where a responder did not submit a response for that item, use the highest price item of all responses received,
- Request additional pricing items for consideration,
- Clarify pricing with responder(s), and
- Include options, quantity discounts, and services for basis of calculating the cost utilized in evaluation.

Prompt pay discount will be applied when evaluating cost as detailed in the Terms and Conditions or as otherwise specified in the RFP.

PHASES.

Phase 1 – Responsiveness and Pass/Fail Requirements

The purpose of this phase is to determine if each response complies with mandatory requirements. The Lead State will first review each proposal for responsiveness to determine if the Responder satisfies all mandatory requirements. The Lead State will evaluate these requirements on a pass/fail basis.

Phase 2 – Evaluate Responses

Only those responses that are found to be responsive under Phases 1 will be considered in Phase 2. Responses will be evaluated and scored in a three-step process:

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Step 1. Weighted scoring of Product Deployment and Ability to Perform proposal sections, as follows:

Product Deployment and Ability to Perform

Product Deployment	200 Points (Section 3.A)
Ability to Perform	800 Points (Section 3.B)
TOTAL	1000 Points

Step 2. The Lead State reserves the right to shortlist responders in each Band. The shortlist for each Band will be based on the scores awarded in Step 1 and the ability of the responders selected for the shortlist to meet the needs of the anticipated Participating Entities as outlined in the RFP.

Step 3. Weighted scoring of Accessibility, Environmental, Business Capabilities, Customer Support, and Cost proposal sections based on the remaining responses. Reference checks may be included in this Step at the discretion of the Lead State. The proposal sections of the remaining responders will be scored as follows:

References, Work Plan, and Cost Proposal

Accessibility	50 Points
Environmental	50 Points (Section 3.C)
Business Capabilities	300 Points (Section 3.D)
Customer Support	200 Points (Section 3.E)
Cost	400 Points
TOTAL	1000 Points

The Lead State will separate all responsive proposals in Step 3 into groups by Band. Responders with responsive proposals in multiple Bands will be given a Cost score for each Band.

Phase 3 - Select Finalists. Only those responses that are found to be responsive under Phases 1 and 2 will be considered in Phase 3.

The Lead State reserves the right to request oral presentations, references, Best and Final offers by from responders, and the opportunity to interview a responder's key personnel. The Lead State reserves the right to select the number of responders for the Best and Final offer, oral presentations, and to enter into negotiations. Consistent with Minnesota law, evaluation scores may be revised as a result of the responses to the oral presentations, Best and Final Offer, and/or negotiations.

An award from this RFP will be based upon the total accumulated points as established in the RFP, where at its sole discretion the Lead State believes it will receive the best value. The Lead State reserves the right to award this RFP to a single responder, or to multiple responders, whichever is in the best interest of the Lead State. The Lead State reserves the right to make awards by Band. Responders that include products in multiple Bands may not be awarded all Bands for which they have submitted a response.

The Sourcing Team will make recommendations on the award of this RFP. The Commissioner of Administration or their designee may accept or reject the recommendation of the Sourcing Team. The final award decision will be made by the Commissioner of Administration and provided to the NASPO ValuePoint Management Board for approval.

Phase 4. Sign Master Agreement with Awarded Vendor.

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CHECKLIST

This list may not be comprehensive, read the RFP thoroughly for information required in this RFP.
All required information must be completed and returned with the response or the response may be rejected.

☐ **Narrative Response.** Responses to the Requirements of Sections 3.A-E should be provided in the order presented in the RFP, clearly marked and tabbed. The response should describe how the responder will meet the requirement. For Sections without specific requirements or responses needed, a responder may add an acknowledgement that they read, understand, and comply with that Section.

Provide two digital copies of the Narrative Response. Each digital copy of the Narrative Response must be provided on its own flash drive, and each flash drive should be marked "Narrative Response." Each digital copy of the Narrative Response should include:

- An electronic searchable PDF, and
- One editable Word document.

☐ **Signed Addendums to the RFP (if applicable).** Include any required signed addenda as one PDF with the Narrative Response submission.

☐ **Solicitation Response Forms.**

Include the following completed forms with the Narrative Response submission. Forms that require a signature may be physically-signed and scanned into PDF format or signed electronically via a signing software that includes verification capabilities such as DocuSign.

☐ Responder Declarations
☐ State of Minnesota Workforce Certificate Information Form
☐ State of Minnesota Equal Pay Certificate Form
☐ Contact Information Form
☐ State of Minnesota Resident Vendor Form
☐ Solicitation Terms, Conditions, and Response Requirements Exception Form
☐ Voluntary Product Accessibility Template® (VPAT®).

Note regarding the VPAT: Responders should complete, in an accessible format, a VPAT for all websites proposed in response to the solicitation. Responders can use the 508 VPAT form from the ITIC VPAT site (https://www.itic.org/policy/accessibility/vpat). See Section 2.A.14 for additional information and instruction.

☐ Attachment J, MNIT Minimum Acceptable Standards for Bands 1 and 2 (if applicable)
☐ Attachment K, MNIT Minimum Acceptable Standards for Band and 3 (if applicable)

Do not include the Cost Proposal with the Narrative Response.

☐ **Cost Proposal**. Provide one complete digital copy of the Cost Proposal on a flash drive. The Cost Proposal must be submitted on a flash drive separate from the Narrative Response, and the drive should be marked "Cost Proposal." The digital copy of the Cost Proposal must include:

- Responses to Section 4,
- Baseline Price List,
- Proposed Product and Services Schedule, and
- Price Workbooks for all applicable Bands, including all tabs.

The Cost Proposal should be submitted in the following formats:

- Responses to Section 4 in either a searchable PDF or Word document, and
- The Baseline Price List, Proposed Product and Services Schedule, and Price Workbooks should be submitted as unlocked Excel documents.

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SECTION 6: ATTACHMENTS

A. Solicitation Question Form

B. Solicitation Response Forms

C. Sample NASPO ValuePoint Contract

D. Participating States' Sample Terms & Conditions

E. Action Request Form Sample

F. Product and Service Schedule Sample

G. Detail Sales Report Template

H. Price Workbooks

I. Bulk/Volume Pricing Examples

J. MNIT Minimum Acceptable Standards for Bands 1 and 2

K. MNIT Minimum Acceptable Standards for Band 3

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A. **SOLICITATION QUESTION FORM**

NASPO ValuePoint COMPUTER EQUIPMENT

DUE: DECEMBER 14, 2020

RESPONDER NAME:_____

Use this form to submit questions to the Lead State during the Question and Answer period of the RFP.

Questions must be submitted in writing to Master Agreement Administrator at Andy.Doran@state.mn.us (see Sections 2.A.4 and 2.A.7). All questions received by the cutoff date and time will be responded to via an addendum to official solicitation holders. Be specific and cite the section, item and page number to which the question refers. Contact regarding this RFP with any state personnel other than the Master Agreement Administrator may result in rejection of the response. See Schedule of Events for when questions are due (see Section 2.A.4).

SECTION REFERENCE	QUESTION:

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B. SOLICITATION RESPONSE FORMS

1. The following forms must be completed and returned with your response or the response may be rejected:

   - Responder Declarations;
   - State of Minnesota Workforce Certificate Information Form;
   - State of Minnesota Equal Pay Certificate Form;
   - Contact Information Form;
   - State of Minnesota Resident Vendor Form; and
   - Terms, Conditions, and Response Requirements Exception Form.

2. Voluntary Product Accessibility Template (VPAT). Responders should complete and submit a VPAT (see Sections 2.A.14 and 2.C.13) with their response.

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RESPONDER DECLARATIONS

The undersigned certifies, to the best of his or her knowledge and belief, that:

A. **Acceptance of Terms and Conditions.** The Responder accepts terms and conditions of the Solicitation, including the Sample Master Agreement, except for any term or condition that the Responder takes a specific exception to through the Terms, Conditions, and Response Requirements Exception Form (see Section 6.B).

B. **Response Contents.** The information provided is true, correct, and reliable for purposes of evaluation for potential contract award. The submission of inaccurate or misleading information may be grounds for disqualification from the award as well as subject the Responder to suspension or debarment proceedings as well as other remedies available by law

C. **Authorized Signature.** This Declaration is signed by the appropriate person(s), with the authority to contractually bind the Responder, as required by applicable articles, bylaws, resolutions, minutes, and ordinances.

D. **Non-Collusion Certification.**

1. The Proposal has been arrived at by the Responder independently and has been submitted without collusion and without any agreement, understanding or planned common course of action with any other vendor designed to limit fair or open competition; and

2. The contents of the Response have not been communicated by the Responder or its employees or agents to any person not an employee or agent of the Responder and will not be communicated to any other individual prior to the due date and time of this Solicitation. Any evidence of collusion among Responders in any form designed to defeat competitive responses will be reported to the Minnesota Attorney General for investigation and appropriate action.

E. **Organizational Conflicts of Interest.** To the best of Responder's knowledge and belief, and except as otherwise disclosed, there are no relevant facts or circumstances which could give rise to an organizational conflict of interest. An organizational conflict of interest exists when, because of existing or planned activities or because of relationships with other persons,

1. a vendor is unable or potentially unable to render impartial assistance or advice to the State;
2. the vendor's objectivity in performing the contract work is or might be otherwise impaired; or
3. the vendor has an unfair competitive advantage.

If after award, an organizational conflict of interest is discovered, an immediate and full disclosure in writing must be made to the Lead State's Chief Procurement Officer which must include a description of the action which the contractor has taken or proposes to take to avoid or mitigate such conflicts. If an organizational conflict of interest is determined to exist, the Lead State may, at its discretion, cancel the contract. In the event the Contractor was aware of an organizational conflict of interest prior to the award of the contract and did not disclose the conflict, the Lead State may terminate the contract for default. Organizational conflicts of interest terms apply to any subcontractors for this work.

F. **Copyrighted Material Waiver.** By signing its Response, the Responder certifies that it has obtained all necessary approvals for the reproduction and distribution of the contents of its response.

SIGNATURE PAGE TO FOLLOW

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By signing this form, Responder acknowledges and certifies compliance with all applicable requirements indicated above.

Company Name: _____

Signature: _____

Printed Name: _____

Title: _____

Date: _____

Phone Number: _____

Email Address: _____

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STATE OF MINNESOTA – WORKFORCE CERTIFICATE INFORMATION

Required by state law for ALL bids or proposals that could exceed $100,000

Complete this form and return it with your bid or proposal. The State of Minnesota is under no obligation to delay proceeding with a contract until a company becomes compliant with the Workforce Certification requirements in Minn. Stat. §363A.36.

BOX A – COMPANIES that have employed more than 40 full-time employees WITHIN MINNESOTA on any single working day during the previous 12 months, check one option below:

☐ Attached is our current Workforce Certificate issued by the Minnesota Department of Human Rights (MDHR).

☐ Attached is confirmation that MDHR received our application for a Minnesota Workforce Certificate on _____ (date).

BOX B – NON-MINNESOTA COMPANIES that have employed more than 40 full-time employees on a single working day during the previous 12 months in the state where it has its primary place of business, check one option below:

☐ Attached is our current Workforce Certificate issued by MDHR.

☐ We certify we are in compliance with federal affirmative action requirements.

BOX C – EXEMPT COMPANIES that have not employed more than 40 full-time employees on a single working day in any state during the previous 12 months, check option below if applicable:

☐ We attest we are exempt. If our company is awarded a contract, upon request, we will submit to MDHR within 5 business days after the contract is fully signed, the names of our employees during the previous 12 months, the date of separation, if applicable, and the state in which the persons were employed. Send to compliance.MDHR@state.mn.us.

By signing this statement, I certify that the information provided is accurate and that I am authorized to sign on behalf of the company.

Name of Company: _____ Date _____

Authorized Signature: _____ Telephone number: _____

Printed Name: _____ Title: _____

For assistance with this form, contact:

Minnesota Department of Human Rights, Compliance Services

Web: http://mn.gov/mdhr/
Email: compliance.mdhr@state.mn.us

TC Metro: 651-539-1095

Toll Free: 800-657-3704
TTY: 651-296-1283

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STATE OF MINNESOTA – EQUAL PAY CERTIFICATE

If your response could be in excess of $500,000, please complete and submit this form with your submission. **It is your sole responsibility to provide the information requested and when necessary to obtain an Equal Pay Certificate (Equal Pay Certificate) from the Minnesota Department of Human Rights (MDHR) prior to contract execution. You must supply this document with your submission.** Please contact MDHR with questions at: 651-539-1095 (metro), 1-800-657-3704 (toll free), 711 or 1-800-627-3529 (MN Relay) or email at compliance.MDHR@state.mn.us.

Option A – If you have employed 40 or more full-time employees on any single working day during the previous 12 months in Minnesota or the state where you have your primary place of business, please check the applicable box below:

☐ Attached is our current MDHR Equal Pay Certificate.

☐ Attached is MDHR's confirmation of our Equal Pay Certificate application.

Option B – If you have not employed 40 or more full-time employees on any single working day during the previous 12 months in Minnesota or the state where you have your primary place of business, please check the box below.

☐ We are exempt. We agree that if we are selected we will submit to MDHR within five (5) business days of final contract execution, the names of our employees during the previous 12 months, date of separation if applicable, and the state in which the persons were employed. Documentation should be sent to compliance.MDHR@state.mn.us.

The State of Minnesota reserves the right to request additional information from you. **If you are unable to check any of the preceding boxes, please contact MDHR to avoid a determination that a contract with your organization cannot be executed.**

Your signature certifies that you are authorized to make the representations, the information provided is accurate, the State of Minnesota can rely upon the information provided, and the State of Minnesota may take action to suspend or revoke any agreement with you for any false information provided.

Authorized Signature:	Date:
Printed Name:	Title:
Organization:	MN/Fed Tax ID:
Issuing Entity:	Project # or Lease Address:

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CONTACT INFORMATION FORM

PRIMARY CONTACT PERSON FOR MASTER AGREEMENT

NAME:		TITLE:	
TELEPHONE NUMBER:		FAX NUMBER:	
TOLL FREE NUMBER:		E-MAIL:	

CONTACT PERSON TO EXPEDITE ORDERS (if different from above):

NAME:		TITLE:	
TELEPHONE NUMBER:		FAX NUMBER:	
TOLL FREE NUMBER:		E-MAIL:	

ORDER ADDRESS

STREET/PO BOX:			
CITY/STATE:		ZIP CODE:	
TELEPHONE NUMBER:		FAX NUMBER:	
TOLL FREE NUMBER:		E-MAIL:	

REMIT-TO ADDRESS

STREET/PO BOX:			
CITY/STATE:		ZIP CODE:	
TELEPHONE NUMBER:		FAX NUMBER:	
TOLL FREE NUMBER:		E-MAIL:	

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STATE OF MINNESOTA – RESIDENT VENDOR FORM

In accordance with Minn. Stat. § 16C.02, subd. 13, a "Resident Vendor" means a person, firm, or corporation that:

1. is authorized to conduct business in the state of Minnesota on the date a solicitation for a contract is first advertised or announced. It includes a foreign corporation duly authorized to engage in business in Minnesota;
2. has paid unemployment taxes or income taxes in this state during the 12 calendar months immediately preceding submission of the bid or proposal for which any preference is sought;
3. has a business address in the state; and
4. has affirmatively claimed that status in the bid or proposal submission.

To receive recognition as a Minnesota Resident Vendor ("Resident Vendor"), your company must meet each element of the statutory definition above by the solicitation opening date and time. If you wish to affirmatively claim Resident Vendor status, you should do so by submitting this form with your bid or proposal.

Resident Vendor status may be considered for purposes of resolving tied low bids or the application of a reciprocal preference.

I hereby certify that the company listed below:

1. Is authorized to conduct business in the State of Minnesota on the date a solicitation for a contract is first advertised or announced. (This includes a foreign corporation duly authorized to engage in business in Minnesota.)
   Yes ☐ No ☐ (must check yes or no)

2. Has paid unemployment taxes or income taxes in the State of Minnesota during the 12 calendar months immediately preceding submission of the bid or proposal for which any preference is sought.
   Yes ☐ No ☐ (must check yes or no)

3. Has a business address in the State of Minnesota.
   Yes ☐ No ☐ (must check yes or no)

4. Agrees to submit documentation, if requested, as part of the bid or proposal process, to verify compliance with the above statutory requirements.
   Yes ☐ No ☐ (must check yes or no)

By signing below, you are certifying your compliance with the requirements set forth herein and claiming Resident Vendor status in your bid or proposal submission.

Name of Company:	_____	Date:	_____
Authorized Signature:	_____	Telephone:	_____
Printed Name:	_____	Title:	_____

If you are claiming Resident Vendor status, sign and return this form with your response.

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TERMS, CONDITIONS, AND RESPONSE REQUIREMENTS EXCEPTION FORM

NASPO ValuePoint COMPUTER EQUIPMENT RFP

RESPONDER: _____

The Lead State presumes a responder agrees to the terms and conditions of this solicitation unless a responder takes specific exception to one or more of the conditions on this form. The Lead State reserves the right to reject, negotiate, or accept any exception listed. Responders are cautioned that by taking any exception they may be materially deviating from the RFP. If a responder materially deviates from the Solicitation Terms, Conditions, and Instructions, the NASPO ValuePoint Terms and Conditions, the Minnesota Terms and Conditions, the Response Requirements, or the Sample Contract, its response may be rejected (see Section 2.A.18).

INSTRUCTIONS: A responder must explicitly list all exceptions, if any. Reference the Section and clause number of the term and condition for each of a responder's exceptions, and include the original language, and the alternative language suggestions. If no exceptions exist, state "NONE" specifically on the form below. Whether or not exceptions are taken, the responder must sign and date this form and submit it as part of their response. (*Add additional lines if necessary.*)

Section Reference	Original Term	Alternate Language Suggestion

Prepared by: _____ _____

Printed Name Signed

Date: _____

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C. SAMPLE NASPO ValuePoint MASTER AGREEMENT

The Sample NASPO ValuePoint Master Agreement is attached as a PDF to this RFP, and available at:
http://www.mmd.admin.state.mn.us/pdf/Section6AttachmentC_SampleMasterAgreement.pdf

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D. PARTICIPATING STATES' SAMPLE TERMS & CONDITIONS

Terms and Conditions will be negotiated with individual states after award of the Master Agreement. All States reserve the right to add additional terms and conditions to participating addendums.

The following States have provided samples:

1. Alaska
2. California
3. Colorado
4. Connecticut
5. Hawaii
6. Maryland
7. Montana
8. New Jersey
9. New Mexico
10. Ohio
11. Utah
12. Vermont
13. Washington
14. Wisconsin

Sample terms and conditions are attached as a separate PDF to this RFP, and available at:
http://www.mmd.admin.state.mn.us/pdf/Section6AttachmentD_StatesTermsAndConditions.pdf

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E. ACTION REQUEST FORM SAMPLE

DATE: _____

ATTN: Andy Doran
IT Acquisitions Supervisor
Master Agreement Administrator

RE: Master Agreement # MNNVP – _____ with _____ (Contractor)

Contractor requests the action noted below. If needed, a Product and Service Schedule has been submitted online or is attached for approval by the Lead State.

Contact person for questions on this request:

Name: _____
Email: _____
Phone: _____

SELECT ACTION BELOW AND PROVIDE REQUIRED INFORMATION:

☐ Quarterly Self-Audit. Check the box to verify the quarterly self-audit has been completed.

☐ Product & Service Schedule Change.

☐ Product Addition:

Band:
Proposed Discount (must meet or exceed):

☐ Third Party Product Addition. The Third-Party Product Log has been updated, if applicable.

Band:
Manufacturer:
Proposed Discount (must meet or exceed):

☐ Marketing Approval. Attach materials.

☐ Website Change Review. Describe and attach.

☐ Miscellaneous Inquiry. Provide detail:

Contractor affirms that the Products and Services provided meet the terms and conditions of the Master Agreement and understands NASPO ValuePoint may audit Contractor for compliance.

The Lead State may request additional information from Contractor upon submission. The Lead State also reserves the right to request Contractor to remove a product from the PSS, even if it was previously approved, throughout the life of the Master Agreement if in the best interest of the Lead State and at its sole discretion.

By: _____

Name: _____
Title: _____
Date: _____

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ACTION REQUEST LOG

The Action Request Log must be submitted with each Action Request Form.
This Log must provide a history of previously submitted requests.

DATE SUBMITTED	ACTION REQUESTED:	DATE APPROVED

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THIRD-PARTY PRODUCT LOG

The Third-Party Product Log must be submitted with each Action Request Form.
This Log must provide a current list of all third-party manufacturers that Contractor offers on its PSS.

DATE SUBMITTED	THIRD-PARTY MANUFACTURER	DATE APPROVED

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F. PRODUCT AND SERVICE SCHEDULE

See the attached Sample Product and Service Schedule in Excel format.
http://www.mmd.admin.state.mn.us/xls/Section.6.Attachment.F_Sample.PSS.xlsx

G. DETAILED REPORTING SAMPLE

See the attached Detail Sales Report Template in Excel format.
http://www.mmd.admin.state.mn.us/xls/Section.6.Attachment.G_Detail.Report.Template.xlsx

H. PRICE WORKBOOKS

Band 1: Personal Computing Devices – Windows Operating Systems: Desktops, Laptops, and Tablets
http://www.mmd.admin.state.mn.us/xls/29720Section6AttachmentH_Band1PriceWorkbook.xlsx

Band 2: Personal Computing Devices – Non-Windows Operating System: Desktops, Laptops, and Tablets
http://www.mmd.admin.state.mn.us/xls/29720Section6AttachmentH_Band2PriceWorkbook.xlsx

Band 3: Servers and Storage
http://www.mmd.admin.state.mn.us/xls/29720Section6AttachmentH_Band3PriceWorkbook.xlsx

I. BULK/VOLUME PRICING EXAMPLES

Cumulative

$ Threshold	Frequency	Discount
$1,000,000-$2,000,000	Annually	additional 1%
$2,000,000-$3,000,000	Annually	additional 1.5%
$3,000,000-$4,000,000	Annually	additional 2%
+ $5,000,000	Annually	additional 2.5%

Per Transaction Multi Unit

$ Threshold	Discount
$75,000-$100,000	additional 1%
$100,000-$200,000	additional 1.5%
$200,000-$300,000	additional 2%
$300,000-$400,000	additional 2.5%
$400,000-$500,000	additional 3%
+ $500,000	additional 3.5%

Additional .5% for online orders

Cumulative

$ Threshold	Frequency	Discount
$2,000,000,000 and up	Every $2 Billion “gate”	additional .5% on all Bands

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Per Transaction Multi Unit

$ Threshold	Discount
$50,000-$99,999	additional 1%
$100,000-$199,999	additional 2%
$200,000-$499,999	additional 4%
$500,000-$999,999	additional 6%
+ $1,000,000 (no maximum)	additional 8%

Cumulative

$ Threshold	Frequency	Discount
$5,000,001-$10,000,000	Duration of Master Agreement	additional 1%
$10,000,001-$20,000,000	Duration of Master Agreement	additional 1%
$3,000,000-$4,000,000	Duration of Master Agreement	additional 1%
$20,000,001-$40,000,000	Duration of Master Agreement	additional 1%
$40,000,001-$80,000,000	Duration of Master Agreement	additional 1%
$80,000,001-160,000000	Duration of Master Agreement	additional 1.5%
106,000,001-220,000,000	Duration of Master Agreement	additional 2%
+ $220,000,000	Duration of Master Agreement	additional 2.5%

NASPO ValuePoint Volume Pricing (per order) for Desktops and Notebooks

Number of Units	Minimum Discount
1-99 Units	XX%
100-500 Units	XX%
+ 500 Units	XX%

J. **MNIT MINIMUM ACCEPTABLE STANDARDS FOR BANDS 1 AND 2**

http://www.mmd.admin.state.mn.us/xls/29720Section6AttachmentJ_MNITMinimumAcceptableStandardsBands1&2.xlsx

Instructions for completing Attachment J, MNIT Minimum Acceptable Standards for Bands 1 and 2:

A responder should review Attachment J and complete all shaded fields with the requested information.

Attachment J has three worksheets for a responder to review and complete. If responder is not offering a product that meets any standard the responder can either leave the standard blank or may indicate “N/A” in the shaded field requiring the responder to provide a SKU.

A responder should complete a separate copy of Attachment J for each Band proposed.

K. **MNIT MINIMUM ACCEPTABLE STANDARDS FOR BAND 3**

http://www.mmd.admin.state.mn.us/xls/29720Section6AttachmentK_MNITMinimumAcceptableStandardsBand3.xlsx

Instructions for completing Attachment K, MNIT Minimum Acceptable Standards for Band 3:

A responder should review Attachment K and complete all shaded fields with the requested information.

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Attachment K has two worksheets for a responder to review and complete. If responder is not offering a product that meets any standard the responder can either leave the standard blank or may indicate “N/A” in the shaded field requiring the responder to provide a SKU.

REFERENCE NUMBER: **29720**

PURCHASING AGENCY: Admin/Office of State Procurement

TITLE: Computer Equipment (Desktops, Laptops, Servers, and Storage including related Peripherals & Services)
CONTRACT AVAILABLE TO: NASPO ValuePoint Participating States

RESPONSE TO THIS SOLICITATION IS DUE NO LATER THAN 1/11/2021 **AT** 3:00 PM Central Time

SOLICITATION MEETING DATE: 11/20/20 at 3:00 PM ,
MEETING DETAILS: A pre-proposal meeting will be held remotely via Microsoft Teams for all interested responders to review any concerns regarding this RFP. Attendance at this meeting is NOT MANDATORY, but is recommended. See the Schedule of Events for date and time (Section 2.A.4). Interested responders will register to attend the webinar by sending an email to the Master Agreement Administrator. The registration email should include the interested responder's name, and the name and email address of the person(s) attending the Pre-Proposal Webinar Meeting. The Master Agreement Administrator will send an invitation to the Pre-Proposal Webinar Meeting to all registered attendees by 10:00 AM CT on November 20, 2020.

SHIP TO ADDRESS:
See Solicitation Document

A PDF copy of this solicitation is available. Click the button(s) below.
Acrobat Reader is required.
Important! Addenda to this solicitation will appear below the button for retrieving the original solicitation. Be sure to check for addenda prior to submitting your response.
Solicitation 29720.pdf

NOTES: The State of Minnesota, Department of Administration, Office of State Procurement is requesting proposals on behalf of the State of Minnesota and NASPO ValuePoint. The purpose of this Request for Proposal ("RFP") is to establish Minnesota-led NASPO ValuePoint Master Agreement(s) with qualified manufacturers for Computer Equipment (Desktops, Laptops, Tablets, Servers, Storage and Ruggedized Devices including related Peripherals & Services).

This RFP and any resulting contract are for qualified manufacturers only – responders that cannot provide verification that they are a manufacturer will not be considered. Manufacturers that do not sell products directly may receive a Contract Award, but they must clearly specify their relationship with sales partners as directed in the RFP.

Sealed responses must be received in the office of the Director of the Office of State Procurement and time-stamped no later than the date and time specified, at which time the names of the contractors responding to this RFP will be read. Late responses cannot be considered. The laws of Minn. Stat. Ch. 16C apply to this RFP.

For the purpose of this RFP, there are three product Bands identified below which may be awarded. Responders must only respond to Bands in which they manufacture the defined product. "Re-branding" a product that is manufactured by another company does not meet this requirement. The State of Minnesota ("Lead State") intends to establish multiple awards per Band. The Lead State reserves the right to eliminate any Bands from the final award.

Band 1: Personal Computing Devices – Windows Operating Systems: Desktops, Laptops, and Tablets

Band 2: Personal Computing Devices – Non-Windows Operating System: Desktops, Laptops, and Tablets

Band 3: Servers and Storage

Direct all correspondence and inquiries, legal questions, general issues, or technical issues regarding this RFP to: Andy Doran, IT Acquisitions Supervisor, **andy.doran@state.mn.us**

Date This Solicitation Was Posted: 11/4/2020 5:12:53 PM

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Office of State Procurement
112 Administration Building
50 Sherburne Avenue
St. Paul, MN 55155
Voice: 651.296.2600
Fax: 651.297.3996

DEPARTMENT OF ADMINISTRATION
STATE PROCUREMENT

SOLICITATION ADDENDUM

Addendum No.:	05	Date of Addendum:	March 5, 2021
Due Date, Time:	March 18, 2021, 3:00 PM, CT	Revised Date, Time:	
Master Agreement Administrator	Andy Doran	Agency:	Department of Administration Office of State Procurement
Web Registration No.:	29720		

Title: Computer Equipment (Desktops, Laptops, Servers, and Storage including related Peripherals & Services)

SCOPE OF ADDENDUM

The purpose of this Addendum 05 is to:

1. Revise Section 4, Paragraph 4 of the RFP as follows (deleted language is ~~struck,~~ added language is underlined):

   Minnesota IT Services (MNIT) Minimum Acceptable Standards. Attached to the RFP as Attachments J and K in Section 6 are the MNIT Minimum Acceptable Standards for Bands 1, 2, and 3.

   When brand name or manufacturer's name or numbers are stated in the MNIT Minimum Acceptable Standards, they are intended to establish a standard only and are not restrictive unless the Attachment states: "No Substitute." Responses may be considered on other alternate makes, models, or brands having comparable quality, style, and performance characteristics. Any alternates included in a response are subject to Lead State approval.

   If any proposed alternates are deemed unacceptable by the Lead State, the Lead State will contact the responder(s) that have deficient alternates, explaining the deficiency, and provide the responder(s) with one opportunity to propose a new, acceptable alternate within a set number of business days. All responders with deficient alternates will be given the same number of business days to attempt to provide an acceptable alternate. Responders unable to propose an acceptable alternate through this ~~one-time~~ process ~~will~~ may be excluded from the Standard in which they are deficient. The Lead State reserves the right to conduct this process additional times at its discretion.

   The Lead State reserves the right to request product specification documentation to verify compliance.

2. Revise the instructions for completing Section 6, Attachments J and K as follows (added language is underlined):

   J. MNIT MINIMUM ACCEPTABLE STANDARDS FOR BANDS 1 AND 2

   Instructions for completing Attachment J, MNIT Minimum Acceptable Standards for Bands 1 and 2:

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A responder should review Attachment J and complete all shaded fields with the requested information. If a specification indicates that a responder may propose an alternative or comparable, a responder proposing an alternative or comparable should provide the specification details about the proposed alternative or comparable.

Attachment J has three worksheets for a responder to review and complete. If responder is not offering a product that meets any standard the responder can either leave the standard blank or may indicate "N/A" in the shaded field requiring the responder to provide a SKU.

A responder should complete a separate copy of Attachment J for each Band proposed.

K. MNIT MINIMUM ACCEPTABLE STANDARDS FOR BAND 3

Instructions for completing Attachment K, MNIT Minimum Acceptable Standards for Band 3:

A responder should review Attachment K and complete all shaded fields with the requested information. If a specification indicates that a responder may propose an alternative or comparable, a responder proposing an alternative or comparable should provide the specification details about the proposed alternative or comparable.

Attachment K has two worksheets for a responder to review and complete. If responder is not offering a product that meets any standard the responder can either leave the standard blank or may indicate "N/A" in the shaded field requiring the responder to provide a SKU.

3. Revise the following documents attached to the RFP to add "Semi-Ruggedized Notebook" to the MNIT Standards Tab of Section 6, Attachment H for Bands 1 and 2:

   a. Section 6, Attachment H for Band 1, and
   b. Section 6, Attachment H for Band 2.

Attachments:

- Section 6, Attachment H for Band 1 – Addendum 05
  http://www.mmd.admin.state.mn.us/xls/29720Section6AttachmentH_Band1_Addendum5.xlsx
- Section 6, Attachment H for Band 2 – Addendum 05
  http://www.mmd.admin.state.mn.us/xls/29720Section6AttachmentH_Band2_Addendum5.xlsx

Except as modified, all the terms and conditions of the solicitation remain in full force and effect.

This addendum is hereby incorporated into the RFP.

COMPANY NAME:_____ SIGNATURE:_____

DATE: _____ PRINTED NAME:_____

TITLE: _____

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112 Administration Building
50 Sherburne Avenue
St. Paul, MN 55155
Voice: 651.296.2600
Fax: 651.297.3996

DEPARTMENT OF ADMINISTRATION
STATE PROCUREMENT

SOLICITATION ADDENDUM

Addendum No.:	04	Date of Addendum:	February 19, 2021
Due Date, Time:	February 26, 2021, 3:00 PM, CT	Revised Date, Time:	March 18, 2021, 3:00 PM, CT
Master Agreement Administrator	Andy Doran	Agency:	Department of Administration Office of State Procurement
Web Registration No.:	29720		

Title: Computer Equipment (Desktops, Laptops, Servers, and Storage including related Peripherals & Services)

SCOPE OF ADDENDUM

The purpose of this Addendum 04 is to:

1. Revise the Due Date and Time to be March 18, 2021, 3:00 PM CT.

2. Respond to the remainder of questions submitted by the due date and time as stated in the solicitation. The questions and answers are attached to this Addendum. The Lead State believes that is has answered all questions submitted to the date of this Addendum.

3. Revise the Solicitation document. Revisions to the document are as follows:

Section	Revision
	Update the due date
1.A	Replace “Reseller(s)” with “Contractor(s)”
1.D	Add Rhode Island to the list of State’s that provided a Notice of Intent to Participate
2.B.1.e	Replace “Reseller’s” with “Contractor’s”
2.B.2.z	Update definition of Participating Entity
2.B.2.aa	Update definition of Participating State
2.B.10	Correct sentence to read (added language is in red): The term Partner will be utilized in naming the relationship a Contractor has with another company to market and sell under the contract
2.B.20	Replaced “Contract Vendor” with “Contractor”
2.B.20.d	Revision of paragraph to make a typographical correction to replace “Master agreement” with “Master Agreement,” replace “Contract Vendor” with “Contractor,” and update language.
3.B.7	Typographical correction to remove an extra period mark
3.D.4	Updated language to Partner Utilization requirements
3.D.5	New provision
Checklist	Remove reference to a Contract Savings Report
Checklist	Update instructions for completing a VPAT
6	Update list of attachments to correct internal references
6.B	~~Remove reference to a Contract Savings Report~~

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4. Revise the following documents attached to the solicitation:

    a. Section 6, Attachment H for Band 1, Band 2, and Band 3;
    b. Section 6, Attachment J for Bands 1 and 2; and
    c. Section 6, Attachment K for Band 3.

Attachments:

- Addendum 04 Questions and Answers
  http://www.mmd.admin.state.mn.us/xls/29720Addendum4.QandA.xlsx

- 2020 NVP MN Computer Equipment RFP – Addendum 04
  http://www.mmd.admin.state.mn.us/pdf/29720.pdf

- Section 6, Attachment H for Band 1 – Addendum 04
  http://www.mmd.admin.state.mn.us/xls/29720Section6AttachmentH_Band1PriceWorkbook.xlsx

- Section 6, Attachment H for Band 2 – Addendum 04
  http://www.mmd.admin.state.mn.us/xls/29720Section6AttachmentH_Band2PriceWorkbook.xlsx

- Section 6, Attachment H for Band 3 – Addendum 04
  http://www.mmd.admin.state.mn.us/xls/29720Section6AttachmentH_Band3PriceWorkbook.xlsx

- Section 6, Attachment J for Bands 1 and 2 – Addendum 04
  http://www.mmd.admin.state.mn.us/xls/29720Section6AttachmentJ_MNITMinimumAcceptableStandardsBands1&2.xlsx

- Section 6, Attachment K for Band 3 – Addendum 04
- http://www.mmd.admin.state.mn.us/xls/29720Section6AttachmentK_MNITMinimumAcceptableStandardsBand3.xlsx

Except as modified, all the terms and conditions of the solicitation remain in full force and effect.

This addendum is hereby incorporated into the RFP.

COMPANY NAME: _____ SIGNATURE: _____

DATE: _____ PRINTED NAME: _____

TITLE:_____

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Fax: 651.297.3996

DEPARTMENT OF ADMINISTRATION
STATE PROCUREMENT

SOLICITATION ADDENDUM

Addendum No.:	03	Date of Addendum:	January 22, 2021
Due Date, Time:	January 31, 2021, 3:00 PM, CT	Revised Date, Time:	February 26, 2021, 3:00 PM, CT
Master Agreement Administrator	Andy Doran	Agency:	Department of Administration Office of State Procurement
Web Registration No.:	29720		

Title: Computer Equipment (Desktops, Laptops, Servers, and Storage including related Peripherals & Services)

SCOPE OF ADDENDUM

The purpose of this Addendum 03 is to:

1. Revise the Due Date and Time to be February 26, 2021, 3:00 PM CT; and

2. Respond to some of the questions submitted by the due date and time as stated in the solicitation. The questions and answers are attached to this Addendum. All other questions will be responded to at a later date.

Attachment: Addendum 03 Questions and Answers
http://www.mmd.admin.state.mn.us/xls/29720Addendum3.QandA.xlsx

Except as modified, all the terms and conditions of the solicitation remain in full force and effect.

This addendum is hereby incorporated into the RFP.

COMPANY NAME: _____ SIGNATURE: _____

DATE: _____ PRINTED NAME: _____

TITLE:_____

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112 Administration Building
50 Sherburne Avenue
St. Paul, MN 55155
Voice: 651.296.2600
Fax: 651.297.3996

DEPARTMENT OF ADMINISTRATION
STATE PROCUREMENT

SOLICITATION ADDENDUM

Addendum No.:	02	Date of Addendum:	December 17, 2020
Due Date, Time:	January 11, 2021, 3:00 PM, CT	Revised Date, Time:	January 31, 2021, 3:00 PM, CT
Master Agreement Administrator	Andy Doran	Agency:	Department of Administration Office of State Procurement
Web Registration No.:	29720		

Title: Computer Equipment (Desktops, Laptops, Servers, and Storage including related Peripherals & Services)

SCOPE OF ADDENDUM

The purpose of this Addendum 02 is to:

1. Revise the Due Date and Time to be January 31, 2021, 3:00 PM CT; and

2. Respond to some of the questions submitted by the due date and time as stated in the solicitation. The questions and answers are attached to this Addendum. All other questions will be responded to at a later date.

Attachment: Addendum 02 Questions and Answers
http://www.mmd.admin.state.mn.us/xls/29720Addendum2.QandA.xlsx

Except as modified, all the terms and conditions of the solicitation remain in full force and effect.

This addendum is hereby incorporated into the RFP.

COMPANY NAME: _____ SIGNATURE: _____

DATE: _____ PRINTED NAME: _____

TITLE:_____

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Fax: 651.297.3996

DEPARTMENT OF ADMINISTRATION
STATE PROCUREMENT

SOLICITATION ADDENDUM

Addendum No.:	1	Date of Addendum:	December 10, 2020
Due Date, Time:	January 11, 2021	Revised Date, Time:	
Master Agreement Administrator	Andy Doran	Agency:	Department of Administration Office of State Procurement
Web Registration No.:	29720		

Title: Computer Equipment (Desktops, Laptops, Servers, and Storage including related Peripherals & Services)

SCOPE OF ADDENDUM

The purpose of this Addendum 1 is to:

1. Provide access to the optional Pre-Proposal Webinar held on November 20, 2020, and a list of the attendees at the webinar. The list of people who registered for the Webinar, the Microsoft Teams attendee list, and the recording of the Pre-Proposal Webinar are all attached to this Addendum; and

2. Respond to some of the questions submitted by the due date and time as stated in the solicitation. The questions and answers are attached to this Addendum. All other questions will be responded to at a later date.

Attachments:
Pre-Proposal Webinar Registration List and Attendee List:
http://www.mmd.admin.state.mn.us/pdf/29720Pre-ProposalMeetingRegistration&Attendance.pdf

Pre-Proposal Recording:
http://www.mmd.admin.state.mn.us/videos/PreProposalWebinarRecording.mp4
For best results, use Internet Explorer or Firefox (may not launch in Edge or Chrome)

Questions and Answers:
http://www.mmd.admin.state.mn.us/pdf/29720Addendum1.Q&A.pdf

Except as modified, all the terms and conditions of the solicitation remain in full force and effect.

This addendum is hereby incorporated into the RFP.

COMPANY NAME: _____ SIGNATURE: _____

DATE: _____ PRINTED NAME: _____

TITLE:_____

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EXHIBIT B

Original Government Contract

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NASPO ValuePoint Master Agreement No.: 23004

This Contract is between the State of Minnesota, acting through its Commissioner of Administration ("Lead State") and Dell Inc., whose designated business address is One Dell Way, Round Rock, TX 78682 ("Contractor"). State and Contractor may be referred to jointly as "Parties."

Recitals

1. The State of Minnesota, Department of Administration, Office of State Procurement, on behalf of the State of Minnesota and NASPO ValuePoint Cooperative Procurement Program ("NASPO ValuePoint") issued a solicitation to establish Minnesota NASPO ValuePoint Master Agreement(s) ("Contract") with qualified manufacturers for Computer Equipment (Desktops, Laptops, Tablets, Servers, and Storage, including related Peripherals & Services);

2. Contractor provided a response to the Solicitation indicating its interest in and ability to provide the goods or services requested in the Solicitation; and

3. Subsequent to an evaluation in accordance with the terms of the Solicitation and negotiation, the Parties desire to enter into a contract; and

4. All authorized governmental entities in any state or participating US Territory are welcome to use the resulting Master Agreement through NASPO ValuePoint with the approval of the State Chief Procurement Official. Upon final award of the overarching Master Agreement, Contractors are able to sign Participating Addendums (PA) at the option of Participating States. Participating States reserve the right to add state specific terms and conditions and modify the scope of the contract in their Participating Addendum as allowed by the Master Agreement.

Accordingly, the Parties agree as follows:

Contract

1. **Term of Contract**

a. Effective date. July 1, 2023, or the date the Lead State obtains all required signatures under Minn. Stat. § 16C.05, subd. 2, whichever is later.

b. Expiration date. June 30, 2025. This Master Agreement may be extended for up to an additional 36 months, in increments as determined by the Lead State, through a duly executed amendment.

c. If, in the judgment of the Lead State, a follow-on, competitive procurement will be unavoidably delayed beyond the planned date of execution of the follow-on master agreement, this Master Agreement may be extended for a reasonable period of time, not to exceed six months. This subsection shall not be deemed to limit the authority of a Lead State under its state law otherwise to negotiate contract extensions.

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2. **Representations and Warranties**

a. Under Minn. Stat. §§ 15.061 and 16C.03, subd. 3, and other applicable law the Lead State is empowered to engage such assistance as deemed necessary.

b. Contractor warrants that it is duly qualified and shall perform its obligations under this Master Agreement in accordance with the commercially reasonable standards of care, skill, and diligence in Contractor's industry, trade, or profession, and in accordance with the specifications set forth in this Master Agreement, to the satisfaction of the Lead State.

c. Contractor warrants that it possesses the legal authority to enter into this Master Agreement and that it has taken all actions required by its procedures, by-laws, and applicable laws to exercise that authority, and to lawfully authorize its undersigned signatory to execute this Master Agreement, or any part thereof, and to bind Contractor to its terms.

3. **Awarded Band(s)**

The solicitation included three product Bands: Band 1, Personal Computing Devices – Windows Operating Systems: Desktops, Laptops, Tablets; and Band 2, Personal Computing Devices – Non-Windows Operating Systems: Desktops, Laptops, Tablets; and Band 3, Servers and Storage. The Contractor is awarded the following Band(s):

Band 1, Personal Computer Devices – Windows Operating Systems
Band 2, Personal Computer Devices - Non-Windows Operating Systems
Band 3, Servers and Storage

4. **Configuration Dollar Limits**

The following configuration limits apply to the Master Agreement. Participating Entities may define their configuration limits in their Participating Addendum. The Participating Entity's Chief Procurement Official may increase or decrease the configuration limits, as defined in their Participating Addendum. The Participating Entity will determine with the Contractor how to approve these modifications to the Product and Service Schedule.

The dollar limits identified below are based on a SINGLE computer/system configuration. This is NOT a restriction on the purchase of multiple configurations (e.g., an entity could purchase 10 laptops at $15,000 each, for a total purchase price of $150,000).

ITEM	CONFIGURATION
Band One	$15,000
Band Two	$15,000
Band Three	$1,000,000
Peripherals	$10,000
Services	Addressed in the Participating Addendum

5. **Restrictions**

The following restrictions apply to the Master Agreement. A Participating Entity may set further restrictions of products in their Participating Addendum. The Participating Entity will determine with the Contractor how to approve these modifications to the Entity's Product and Service Schedule.

a. Software

1. Software is restricted to operating systems and commercial off-the-shelf (COTS) software and is subject to equipment configuration limits.

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2. Any software purchased must be related to the procurement of equipment.

3. Software must be pre-loaded or provided as an electronic link with the initial purchase of equipment, except for the exceptions allowed under Paragraph 5.a.4.

4. Software such as middleware which is not always installed on the equipment, but is related to storage and server equipment (Band 3) purchased, is allowed and may be procured after the initial purchase of equipment.

b. General Services

1. Services must be related to the procurement of equipment.

2. Service limits will be addressed by each State.

3. Wireless phone and internet service is not allowed.

4. Managed Print Services are not allowed.

c. Cloud Services

1. Cloud Services are restricted to Services that function as operating systems and software needed to support or configure hardware purchased under the scope of the contract and is subject to equipment configuration limits.

2. Any Cloud Service purchased must be related to the procurement of equipment.

d. Third-Party Products

1. Third-Party Products can be offered only in the Bands they have been awarded. All third-party products must meet the definition(s) of the Band(s) in which they are being offered.

2. Products manufactured by another Contractor holding a Minnesota NASPO ValuePoint Master Agreement for Computer Equipment cannot be offered unless approved by the Lead State.

e. Additional Product/Services

1. Hardware and software required to solely support wide area network (WAN) operation and management are not allowed.

2. Lease/Rentals of equipment may be allowed and will be addressed by each State.

3. Cellular Phone Equipment is not allowed.

4. EPEAT Bronze requirement may be waived, on a State case-by-case basis, if approved by the State's Chief Procurement Officer. EPEAT Bronze requirement does not currently apply to storage.

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6. **Authorized Representative**

a. Master Agreement Administrator. The Master Agreement Administrator designated by NASPO ValuePoint and the State of Minnesota, Department of Administration is Elizabeth Randa, Acquisition Management Specialist.

Elizabeth Randa, Acquisition Management Specialist
Department of Administration
Office of State Procurement
112 Administration Building
50 Sherburne Avenue
St. Paul, MN 55155
E-mail: elizabeth.randa@state.mn.us
Phone: 651.201.3122

b. Contractor's Authorized Representative. The Contractor's Authorized Representative is Ashley Salinas, SLED Contract Program Manager.

Ashley Salinas, SLED Contract Program Manager
Dell Inc.
One Dell Way
Round Rock, TX 78682
A.Salinas@dell.com
Phone: 512.542.1237

If the Contractor's Authorized Representative changes at any time during this Contract, the Contractor must immediately notify the Lead State.

7. **Notices**

If one party is required to give notice to the other under the Master Agreement, such notice shall be in writing and shall be effective upon receipt. Delivery may be by certified United States mail or by hand, in which case a signed receipt shall be obtained. An email shall constitute sufficient notice, provided the receipt of the transmission is confirmed by the receiving party. Either party must notify the other of a change in address for notification purposes. All notices to the Lead State shall be addressed to the Master Agreement Administrator.

8. **Exhibits**

The following Exhibits are attached and incorporated into this Contract. In the event of a conflict between the terms of this Contract and its Exhibits, or between Exhibits, the order of precedence is first the Contract, and then in the following order:

Exhibit A: NASPO ValuePoint Terms and Conditions
Exhibit B: Minnesota Terms and Conditions
Exhibit C: Requirement
Exhibit D: Price Schedule
Exhibit E: Contractor Terms and Conditions

9. **Survival of Terms:**

The following clauses survive the expiration or cancellation of this Master Agreement: Indemnification; State Audits; Government Data Practices and Intellectual Property; Publicity and Endorsement; Governing Law, Jurisdiction, and Venue; and Data Disclosure. Any other Contract term that states it shall survive, shall survive.

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10. **Entire Agreement**

This Contract and any written addenda thereto constitute the entire agreement of the parties to the Master Agreement.

1. Contractor

The Contractor certifies that the appropriate person(s) have executed the Contract on behalf of the Contractor as required by applicable articles, bylaws, resolutions, or ordinances.

Print name: Katherine Castillo

Signature: DocuSigned by: Katherine Castillo 8DEF23302D0B4B8...

Title: ParaLegal Advisor Date: 7/14/2023

2. State Agency

With delegated authority

Print name: Elizabeth M. Randa

Signature: DocuSigned by: Elizabeth M. Randa 742DE739C8ED492...

Title: Acquisition Management Specialist Date: 7/14/2023

3. Commissioner of Administration

As delegated to The Office of State Procurement

Print name: Andy Doran

Signature: DocuSigned by: Andy Doran 68D02A26D7604BA...

Title: IT Acquisitions Supervisor Date: 7/14/2023

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Exhibit A: NASPO ValuePoint Master Agreement Terms and Conditions

1. **Conflict of Terms/Order of Precedence.**

a. Any order placed under this Master Agreement shall consist of the following documents:

1. A Participating Entity's Participating Addendum ("PA");

2. Minnesota NASPO ValuePoint Master Agreement, as negotiated, including all exhibits;

3. A Purchase Order issued against a PA (terms and conditions set forth in a Purchase Order will not be deemed to modify, diminish, or otherwise derogate the terms and conditions set forth in a Participating Addendum or Minnesota NASPO ValuePoint Master Agreement).

b. These documents shall be read to be consistent and complementary. Any conflict among these documents shall be resolved by giving priority to these documents in the order listed above. Contractor terms and conditions that apply to this Master Agreement are only those that are expressly accepted by the Lead State and must be in writing and attached to this Master Agreement as an Exhibit or Attachment.

c. Contractor terms and conditions may be incorporated if expressly accepted by the Lead State and attached to the Master Agreement as an Exhibit or Attachment, or by written reference (including reference to information contained in a URL or referenced policy). A written reference, including by URL or policy, is incorporated into the Master Agreement only if the Master Agreement expressly identifies that reference. URL's must be explicitly referenced to be incorporated into the Master Agreement. URL's contained within the URL's that are explicitly referenced are not incorporated into the Master Agreement. Any Contractor term or condition incorporated by URL or written reference applies to this Master Agreement only to the extent such term or condition is not prohibited by applicable law. Any change to information contained in a URL or referenced policy will not affect any financial obligation, place any additional material obligation on an ordering entity, or materially diminish an ordering entity's ability to use the product or service.

d. A written Master Agreement (which may include the contents of the RFP and selected portions of Contractor's response incorporated therein by reference) will constitute the entire agreement of the parties to the Master Agreement. No other terms and conditions shall apply, including terms and conditions listed in the Contractor's response to the RFP, or terms listed or referenced on the Contractor's website not otherwise incorporated into the Master Agreement, in the Contractor quotation/sales order, or in similar documents subsequently provided by the Contractor.

e. Additional Agreement with NASPO. Upon request by NASPO ValuePoint, awarded Contractor shall enter into a direct contractual relationship with NASPO ValuePoint related to Contractor's obligations to NASPO ValuePoint under the terms of the Master Agreement, the terms of which shall be the same or similar (and not less favorable) than the terms set forth in the Master Agreement.

2. **Definitions.**

a. **Acceptance** is defined by the applicable commercial code, except Acceptance shall not occur before the completion of delivery in accordance with the Order, installation if required, and a reasonable time for inspection of the Product.

b. **Accessory** means a product that enhances the user experience but does not extend the functionality of the computer (e.g. mouse pad or monitor stand). For the purposes of this Contract, accessories are considered peripherals.

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c. **_____ as a Service (_aaS)** refers to any good provided in a subscription-based model that is defined in the industry as "_____ as a Service". Examples are "Software as a Service", "Infrastructure as a Service", and "Storage as a Service", and shall follow the NIST definitions of those services. ____ as a Service are permitted only when they meet the restrictions found in Paragraph 5.c, above.

d. **Band** means a category of products. There are three product bands which may be awarded through this Contract. Each product band includes related peripherals and services.

e. **Components** are the parts that make up a computer configuration.

f. **Contractor** means the person or entity delivering Products or performing services under the terms and conditions set forth in this Master Agreement.

g. **Configuration** means the combination of hardware and software components that make up the total functioning system.

h. **Customer** (see Purchasing Entity).

i. **Desktop** means a personal computer intended for regular use at a single location. A desktop computer typically comes in several units connected together during installation: (1) the processor, 2) display monitor, and 3) input devices usually a keyboard and a mouse. Desktops, including desktop virtualization endpoints such as zero and thin clients, are included in Bands 1 and 2 of this Contract.

j. **Embedded Software** means one or more software applications which permanently reside on a computing device.

k. **Energy Star®** is a voluntary energy efficiency program sponsored by the U.S. Environmental Protection Agency. The Energy Star program makes it easy to identify energy efficient computers by labeling products that deliver the same or better performance as comparable models while using less energy and saving money. For additional information on the Energy Star program, including product specifications and a list of qualifying products, visit the Energy Star website at http://www.energystar.gov.

l. **EPEAT** is a type-1 ecolabel for identifying and purchasing sustainable IT products. EPEAT-registered products must meet sustainability criteria detailed in voluntary consensus-based standards that are free and publicly available on the Green Electronics Council's website at www.greenelectronicscouncil.org. Products are classified as Bronze, Silver, or Gold based on meeting criteria that address the life cycle of the products. Product life cycle includes material extraction, hazardous substance reduction, end-of-life management, packaging, and corporate sustainability. Only products listed as Active in the online EPEAT Registry are considered to meet the EPEAT criteria.

m. **FOB Destination** means that shipping charges are included in the price of the item and the shipped item becomes the legal property and responsibility of the receiver when it reaches its destination unless there is acceptance testing required.

n. **FOB Inside Delivery** means that shipping charges are included in the price of the item, and that the shipped item becomes the legal property and responsibility of the receiver when it reaches the inside delivery point, which is beyond the front door or loading dock. FOB Inside Delivery is a special shipping arrangement that may include additional fees payable by the Purchasing Entity. FOB Inside Delivery must be annotated on the Purchasing Entity ordering document.

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o. **Intellectual Property** means any and all patents, copyrights, service marks, trademarks, trade secrets, trade names, patentable inventions, or other similar proprietary rights, in tangible or intangible form, and all rights, title, and interest therein.

p. **Laptop** means a personal computer for mobile use. A laptop includes a display, keyboard, point device such as a touchpad, and speakers in a single unit. A laptop can be used away from an outlet using a rechargeable battery. Laptops include notebooks, ultrabooks, netbooks, Zero and thin client devices, and computers with mobile operating systems. Laptops are included in Bands 1 and 2 of this Contract.

q. **Lead State** means the State centrally administering any resulting Master Agreement(s).

r. **Mandatory Requirement** is a requirement that the failure to meet results in the rejection of the responder's proposal unless all responders are unable to meet the mandatory requirement. The terms "must" and "shall" identify a mandatory requirement. Any objection to a mandatory requirement should be identified by responders in the Question and Answer period.

s. **Manufacturer** means a company that, as one of its primary business functions, designs, assembles, owns the trademark/patent for, and markets branded computer equipment.

t. **Master Agreement** means the underlying agreement executed by and between the Lead State, acting on behalf of NASPO ValuePoint, and the Contractor.

u. **Middleware** means the software "glue" that helps programs and databases (which may be on different computers) work together. The most basic function of middleware is to enable communication between different pieces of software.

v. **NASPO ValuePoint** is a division of the National Association of State Procurement Officials ("NASPO"), a 501(c)(3) limited liability company. NASPO ValuePoint facilitates administration of the NASPO cooperative group contracting consortium of state chief procurement officials for the benefit of state departments, institutions, agencies, and political subdivisions and other eligible entities (i.e., colleges, school districts, counties, cities, some nonprofit organizations, etc.) for all states, the District of Columbia, and territories of the United States. NASPO ValuePoint is identified in the Master Agreement as the recipient of reports and may perform contract administration functions relating to collecting and receiving reports as well as other contract administration functions as assigned by the Lead State.

w. **Option** means an item of equipment or a feature that may be chosen as an addition to or replacement for standard equipment and features.

x. **Order or Purchase Order** means any purchase order, sales order, contract or other method used by a Purchasing Entity to order the Products.

y. **Participating Addendum** means a bilateral agreement executed by a Contractor and a Participating Entity incorporating this Master Agreement and any other additional Participating Entity specific language or other requirements, e.g. ordering procedures specific to the Participating Entity, other terms and conditions.

z. **Participating Entity** means a state (as well as the District of Columbia and U.S territories), city, county, district, other political subdivision of a State, or a nonprofit organization under the laws of some states properly authorized to enter into a Participating Addendum, that has executed a Participating Addendum.

aa. **Participating State** means a state that has executed a Participating Addendum.

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bb. **Partner** means a company, authorized by the Contractor and approved by the Participating Entity, to provide marketing, support, or other authorized contract services on behalf of the Contractor in accordance with the terms and conditions of the Contractor's Master Agreement. A Partner may include, but is not limited to, an agent, subcontractor, fulfillment partner, channel partner, business partner, servicing subcontractor, etc.

cc. **Peripherals** means any hardware product that can be attached to, added within, or networked with personal computers, servers, or storage. Peripherals extend the functionality of a computer without modifying the core components of the system.

dd. **Per Transaction Multiple Unit Discount** means a contractual volume discount based on dollars in a single purchase order or combination of purchase orders submitted at one time by a Participating Entity or multiple entities conducting a cooperative purchase.

ee. **Premium Savings Package(s) (PSP)** are deeply discounted standard configurations available to Purchasing Entities using the Master Agreement. NASPO ValuePoint reserves the right to expand and modify the PSP throughout the life of the contract. For more information see: https://www.naspovaluepoint.org/portfolio/57/.

ff. **Product** means any equipment, software (including embedded software), documentation, service, or other deliverable supplied or created by the Contractor pursuant to this Master Agreement. The term Products, supplies and services, and products and services are used interchangeably in these terms and conditions.

gg. **Purchasing Entity** means a state (including the District of Columbia and U.S. territories), city, county, district, other political subdivision of a state, other public entities domestic or foreign, and nonprofit organizations under the laws of some states if authorized by a Participating Addendum, that issues a Purchase Order under the terms of the Master Agreement, or any Participating Addendum thereto, and becomes financially committed to the purchase.

hh. **Ruggedized** means equipment specifically designed to operate reliably in harsh usage environments and conditions, such as strong vibrations, extreme temperatures, and wet or dusty conditions. Ruggedized equipment may be proposed under the band that most closely fits the equipment being proposed.

ii. **Server** means computer hardware dedicated to run one or more services or applications (as a host) to serve the needs of the users of other computers on a network. Servers may be either physical or virtual. Servers, including server appliances, are included in Band 3 of this Contract. Server appliances have their hardware and software preconfigured by the manufacturer, and include embedded networking components such as those found in blade chassis systems.

jj. **Services** are broadly classified as installation or de-installation, maintenance, support, training, migration, and optimization of products offered or supplied under the Master Agreement. These classifications of services may include, but are not limited to: warranty services, maintenance, installation, de-installation, factory integration (software or hardware components), asset management, recycling or disposal, training and certification, pre-implementation design, disaster recovery planning and support, service desk or helpdesk, imaging, and any other directly related technical support service required for the effective operation of a product offered or supplied. Contractors may offer limited professional services related ONLY to the equipment and configuration of the equipment purchased through the resulting contracts.

EACH PARTICIPATING ENTITY WILL DETERMINE RESTRICTIONS AND NEGOTIATE TERMS FOR SERVICES THROUGH THEIR PARTICIPATING ADDENDUM.

kk. **Software** means, for the purposes of this Contract, commercial operating off the shelf machine-readable object code instructions including microcode, firmware, and operating system software that meet the restrictions specified

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in Paragraph 5.a. “Software” applies to all parts of software and documentation, including new releases, updates, and modifications of software.

ll. **Storage** means hardware or a virtual appliance with the ability to store large amounts of data. Storage, including SAN switching necessary for the proper functioning of storage equipment, is included in Band 3 of this Contract

mm. **Storage Area Network (SAN)** is a high-speed special-purpose network (or subnetwork) that interconnects different kinds of data storage devices with associated data servers on behalf of a larger network of users.

nn. **Tablet** means a mobile computer that provides a touchscreen that acts as the primary means of control. Tablets, including notebooks, ultrabooks, and netbooks with touchscreen capabilities, are included in Bands 1 and 2 of this Contract.

oo. **Takeback Program** means the Contractor’s process for accepting the return of equipment or other products at the end of the product’s life.

pp. **Thin Client** is a lightweight computer that has been optimized for establishing a remote connection with a server-based computing environment.

qq. **Third Party Product** is a good sold by the Contractor that is manufactured by another company. Third Party Products are intended to enhance or supplement a Contractor’s own product line, and are not intended to represent more than a third of any Contractor’s total sales under this Master Agreement.

rr. **Upgrade** means the replacement of existing software, hardware, or hardware component with a newer version.

ss. **Warranty** means the Manufacturer’s general warranty tied to the product at the time of purchase.

tt. **Wide Area Network (WAN)** is a data network that serves users across a broad geographic area and often uses transmission devices provided by common carriers.

3. **Term of the Master Agreement.**

a. The initial term of this Master Agreement is for 2 years. This Master Agreement may be extended beyond the original contract period for 36 additional months at the Lead State’s discretion and by mutual agreement and upon review of requirements of Participating Entities, current market conditions, and Contractor performance.

b. The Master Agreement may be extended for a reasonable period of time if in the judgment of the Lead State a follow-on, competitive procurement will be unavoidably delayed (despite good faith efforts) beyond the planned date of execution of the follow-on master agreement. This subsection shall not be deemed to limit the authority of a Lead State under its state law otherwise to negotiate contract extensions.

4. **Amendments.**

The terms of this Master Agreement shall not be waived, altered, modified, supplemented or amended in any manner whatsoever without a written amendment to the Master Agreement executed by the Contractor and Lead State as required by law. Master Agreement amendments will be negotiated by the Lead State with the Contractor whenever necessary to address changes in the terms and conditions, costs, timetable, or increased or decreased scope of work.

5. **Participants and Scope.**

a. Canadian Participation. Subject to the approval of Contractor, any Canadian provincial government or provincially funded entity in Alberta, British Columbia, Manitoba, New Brunswick, Newfoundland and Labrador,

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Nova Scotia, Ontario, Prince Edward Island, Quebec, or Saskatchewan, and territorial government or territorial government funded entity in the Northwest Territories, Nunavut, or Yukon, including municipalities, universities, community colleges, school boards, health authorities, housing authorities, agencies, boards, commissions, and crown corporations, may be eligible to use Contractor's Master Agreement. Canadian Participation. Subject to the approval of the Contractor, any Canadian provincial government or provincially funded entity in Ontario, Quebec, Nova Scotia, New Brunswick, Manitoba, British Columbia, Prince Edward Island, Saskatchewan, Alberta, Northwest Territories, Nunavut, Yukon, and Newfoundland and Labrador, including municipalities, universities, community colleges, school boards, health authorities, housing authorities, agencies, boards, commissions, and crown corporations, may be eligible to use Contractor's Master Agreement.

b. Contractor may not deliver Products under this Master Agreement until a Participating Addendum acceptable to the Participating Entity and Contractor is executed. The NASPO ValuePoint Master Agreement Terms and Conditions are applicable to any Order by a Participating Entity (and other Purchasing Entities covered by their Participating Addendum), except to the extent altered, modified, supplemented or amended by a Participating Addendum. By way of illustration and not limitation, this authority may apply to unique delivery and invoicing requirements, confidentiality requirements, defaults on Orders, governing law and venue relating to Orders by a Participating Entity, indemnification, and insurance requirements. Statutory or constitutional requirements relating to availability of funds may require specific language in some Participating Addenda in order to comply with applicable law. The expectation is that these alterations, modifications, supplements, or amendments will be addressed in the Participating Addendum or, with the consent of the Purchasing Entity and Contractor, may be included in the ordering document (e.g. purchase order or contract) used by the Purchasing Entity to place the Order.

c. Use of specific NASPO ValuePoint Master Agreements by state agencies, political subdivisions and other Participating Entities (including cooperatives) authorized by individual state's statutes to use state contracts are subject to the approval of the respective State Chief Procurement Official. Issues of interpretation and eligibility for participation are solely within the authority of the respective State Chief Procurement Official.

d. Obligations under this Master Agreement are limited to those Participating Entities who have signed a Participating Addendum and Purchasing Entities within the scope of those Participating Addenda. States or other entities permitted to participate may use an informal competitive process to determine which Master Agreements to participate in through execution of a Participating Addendum. Financial obligations of Participating Entities who are states are limited to the orders placed by the departments or other state agencies and institutions having available funds. Participating Entities who are states incur no financial obligations on behalf of other Purchasing Entities. Contractor shall email a fully executed PDF copy of each Participating Addendum to PA@naspovaluepoint.org to support documentation of participation and posting in appropriate data bases.

e. NASPO and NASPO ValuePoint are not parties to the Master Agreement.

f. Participating Addenda shall not be construed to amend the following provisions in this Master Agreement between the Lead State and Contractor that prescribe NASPO ValuePoint requirements: Term of the Master Agreement; Amendments; Participants and Scope; Administrative Fee; NASPO ValuePoint Summary and Detailed Usage Reports; NASPO ValuePoint Cooperative Program Marketing and Performance Review; Right to Publish; Price and Rate Guarantee Period; and Individual Customers. Any such language shall be void and of no effect.

g. Participating Entities who are not states may under some circumstances sign their own Participating Addendum, subject to the consent to participation by the Chief Procurement Official of the state where the Participating Entity is located. Coordinate requests for such participation through NASPO ValuePoint. Any permission to participate through execution of a Participating Addendum is not a determination that procurement authority exists in the Participating Entity; they must ensure that they have the requisite procurement authority to execute a Participating Addendum.

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h. Resale. "Resale" means any payment in exchange for transfer of tangible goods, software, or assignment of the right to services. Subject to any specific conditions included in the Master Agreement, or as explicitly permitted in a Participating Addendum, Purchasing Entities may not resell Products (the definition of which includes services that are deliverables). Absent any such condition or explicit permission, this limitation does not prohibit: payments by employees of a Purchasing Entity for Products; sales of Products to the general public as surplus property; and fees associated with inventory transactions with other governmental or nonprofit entities and consistent with a Purchasing Entity's laws and regulations. Any sale or transfer permitted by this subsection must be consistent with license rights granted for use of intellectual property.

6. **Individual Customers.**

Except to the extent modified by a Participating Addendum, each Purchasing Entity shall follow the terms and conditions of the Master Agreement and applicable Participating Addendum and will have the same rights and responsibilities for their purchases as the Lead State has in the Master Agreement, including but not limited to, any indemnity or right to recover any costs as such right is defined in the Master Agreement and applicable Participating Addendum for their purchases. Each Purchasing Entity will be responsible for its own charges, fees, and liabilities. The Contractor will apply the charges and invoice each Purchasing Entity individually.

7. **Independent Contractor.**

The Contractor is an independent contractor. Contractor shall have no authorization, express or implied, to bind the Lead State, Participating States, other Participating Entities, or Purchasing Entities to any agreements, settlements, liability or understanding whatsoever, and agrees not to hold itself out as an agent except as expressly set forth herein or as expressly agreed in any Participating Addendum.

8. **Contracting Personnel.**

Contractor must provide adequate contracting personnel to assist states with the completing and processing Participating Addenda. It is preferred that each Contractor be able to provide each Participating Entity with a primary contact person for that Participating Entity.

9. **Changes in Contractor Representation.**

The Contractor must notify the Lead State of changes in the Contractor's key administrative personnel managing the Master Agreement in writing within 10 calendar days of the change. The Lead State reserves the right to approve changes in key personnel, as identified in the Contractor's proposal. Such approval shall not be unreasonably withheld. The Contractor agrees to propose replacement key personnel having substantially equal or better education, training, and experience as was possessed by the key person proposed and evaluated in the Contractor's proposal.

10. **Contractor Verification.**

The Contractor is responsible for delivering products or performing services under the terms and conditions set forth in the Master Agreement. The Contractor must ensure partners utilized in the performance of this contract adhere to all the terms and conditions. The term Partner will be utilized in naming the relationship a Contractor has with another company to market and sell under the contract. Participating Entities will have final determination/approval if a Partner may be approved for that state in the role identified by the Contractor.

11. **Contractor Performance Meeting.**

An annual performance meeting may be held each year with the NASPO ValuePoint Sourcing Team. Historically performance meetings have been held in Minnesota, but the Lead State may hold the meetings in person or virtually at the Lead State's discretion.

All contractors that are invited to participate must send their Primary Account Representative, unless an exception is granted in writing by the Lead State. It is possible that not all contractors will be invited to participate in a performance meeting.

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12. **Laws and Regulations.**
Any and all Products offered and furnished shall comply fully with all applicable Federal, State, and local laws and regulations, including Minn. Stat. § 181.59 prohibiting discrimination and business registration requirements of the Office of the Minnesota Secretary of State. To the extent any purchase is subject to Federal Acquisition Regulations, as may be required by the terms of a federal grant, a Participating Entity and Contractor may include in their Participating Addendum terms that reflect such a requirement.

13. **Price and Rate Guarantee Period.**
All minimum discounts and rates must be guaranteed for the initial term of the Master Agreement. Following the initial Master Agreement period, any request for minimum discount or rate adjustment must be for a guarantee period as offered by the Contractor, and must be made at least 30 days prior to the effective date. Requests for minimum discount or rate adjustment must include sufficient documentation supporting the request. Any adjustment or amendment to the Master Agreement shall not be effective unless approved by the Lead State. No retroactive adjustments to minimum discounts or rates will be allowed.

14. **Premium Savings Package Program.**
The Lead State reserves the right to create a Premium Savings Package Program (PSP) as outlined in the Definitions, Paragraph 2.ee of Exhibit A. Participation by Contractor is voluntary. The details and commitments of the PSP will be detailed as a part of any request for Contractor to participate.

15. **Services.**
Participating Entities must explicitly allow services in their Participating Addenda for the approved services to be allowed under that Participating Addendum. The Participating Addendum by each Participating Entity will address service agreement terms and related travel.

16. **Ordering.**

a. Master Agreement and purchase order numbers shall be clearly shown on all acknowledgments, packing slips, invoices, and on all correspondence.

b. Purchasing Entities may define entity or project-specific requirements and informally compete the requirement among companies having a Master Agreement on an “as needed” basis. This procedure may also be used when requirements are aggregated or other firm commitments may be made to achieve reductions in pricing. This procedure may be modified in Participating Addenda and adapted to the Purchasing Entity’s rules and policies. The Purchasing Entity may in its sole discretion determine which Master Agreement Contractors should be solicited for a quote. The Purchasing Entity may select the quote that it considers most advantageous, cost and other factors considered.

c. Each Purchasing Entity will identify and utilize its own appropriate purchasing procedure and documentation. Contractor is expected to become familiar with the Purchasing Entities’ rules, policies, and procedures regarding the ordering of supplies or services contemplated by this Master Agreement.

d. Contractor shall not begin work without a valid Purchase Order or other appropriate commitment document under the law of the Purchasing Entity.

e. Orders may be placed consistent with the terms of this Master Agreement during the term of the Master Agreement.

f. All Orders pursuant to this Master Agreement, at a minimum, shall include:

1. The service description or supplies being delivered;

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2. The place and requested time of delivery;

3. A billing address;

4. The name, phone number, and address of the Purchasing Entity representative;

5. The price per hour or other pricing elements consistent with this Master Agreement and the contractor's proposal;

6. A ceiling amount of the order for services being ordered;

7. The Master Agreement identifier; and

8. Statement of Work, when applicable.

g. All communications concerning administration of Orders placed shall be furnished solely to the authorized purchasing agent within the Purchasing Entity's purchasing office, or to such other individual identified in writing in the Order.

h. Orders must be placed pursuant to this Master Agreement prior to the termination date thereof, but may have a delivery date or performance period up to 120 days past the then-current termination date of this Master Agreement. Contractor is reminded that financial obligations of Purchasing Entities payable after the current applicable fiscal year are contingent upon agency funds for that purpose being appropriated, budgeted, and otherwise made available.

i. Notwithstanding the expiration, cancellation or termination of this Master Agreement, Contractor agrees to perform in accordance with the terms of any Orders then outstanding at the time of such expiration or termination. Contractor shall not honor any Orders placed after the expiration, cancellation or termination of this Master Agreement, or otherwise inconsistent with its terms. Orders from any separate indefinite quantity, task orders, or other form of indefinite delivery order arrangement priced against this Master Agreement may not be placed after the expiration or termination of this Master Agreement, notwithstanding the term of any such indefinite delivery order agreement.

17. **Trade-In.**

Any trade-in programs offered during the life of the Master Agreement must be approved by the Lead State. Participating Entities must explicitly allow trade-in programs in their Participating Addenda for the approved programs to be allowed under that Participating Addendum. Trade-in value shall not decrease the discounts offered through the Master Agreement.

18. **Shipping and Delivery.**

a. The prices are the delivered price to any Purchasing Entity for standard 3-5 day shipping. If an order is requested with expedited shipping, the Contractor must provide a firm "not to exceed" price for the expedited shipping on the quote. All deliveries shall be FOB Destination, freight pre-paid, with all transportation and handling charges paid by the Contractor. Responsibility and liability for loss or damage shall remain the Contractor's until final inspection and acceptance when responsibility shall pass to the Purchasing Entity except as to latent defects, fraud and Contractor's warranty obligations. Any order for less than the specified amount is to be shipped with the freight prepaid and added as a separate item on the invoice. Any portion of an Order to be shipped without transportation charges that is back ordered shall be shipped without charge.

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b. Specific delivery instructions, including FOB Inside Delivery, will be noted on the order form or Purchase Order. Any damage to the building interior, scratched walls, damage to the freight elevator, etc., will be the responsibility of the Contractor. If damage does occur, it is the responsibility of the Contractor to promptly notify the Purchasing Entity placing the Order.

c. All products must be delivered in the manufacturer's standard package. Costs shall include all packing and crating charges. Cases shall be of durable construction, good condition, properly labeled and suitable in every respect for storage and handling of contents. Each shipment shall be marked with the Purchasing Entity's Purchase Order number and other information sufficient for the Purchasing Entity to properly identify the shipment as outlined in the Participating Addendum of the Purchasing Entity.

19. **Inspection and Acceptance.**

a. Where the Master Agreement, a Participating Addendum, or an Order does not otherwise specify a process for inspection and Acceptance, this section governs. This section is not intended to limit rights and remedies under the applicable commercial code.

b. Acceptance. Purchasing Entity shall determine whether all Products and Services delivered meet the Contractor's published specifications. No payment shall be made for any Products or Services until the Purchasing Entity has accepted the Products or Services. The Purchasing Entity will make every effort to notify the Contractor within thirty (30) calendar days following delivery of non-acceptance of a Product or completion of Service. In the event that the Contractor has not been notified within 30 calendar days from delivery of Product or completion of Service, the Product and Services will be deemed accepted on the 31st day after delivery of Product or completion of Services. Failure to reject upon receipt, however, does not relieve the Contractor of liability for latent or hidden material defects. Acceptance of such goods may be revoked in accordance with the provisions of the applicable commercial code, and the Contractor is liable for any resulting expense incurred by the Purchasing Entity related to the preparation and shipping of Product rejected and returned, or for which Acceptance is revoked. The warranty period shall begin upon Acceptance. If the parties agree to acceptance testing, the terms of subsection (c), below, apply.

c. Acceptance Testing. The Purchasing Entity and the Contractor shall determine if Acceptance Testing is applicable and required for the purchase. "Acceptance Testing" means the process for ascertaining that the Product meets the standard of performance prior to Acceptance by the Purchasing Entity.

1. The Acceptance Testing period shall be thirty (30) calendar days starting from the day after the Product is delivered or, if installed, the day after the Product is installed and Contractor certifies that the Product is ready for Acceptance Testing. If the Product does not meet the standard of performance during the initial period of Acceptance Testing, Purchasing Entity may, at its discretion, continue Acceptance Testing on a day-to-day basis until the standard of performance is met. Upon rejection, the Contractor will have fifteen (15) calendar days to cure the standard of performance issue(s). If after the cure period, the Product still has not met the standard of performance, the Purchasing Entity may, at its option: (a) declare Contractor to be in breach and terminate the Order; (b) demand replacement Product from Contractor at no additional cost to Purchasing Entity; or, (c) continue the cure period for an additional time period agreed upon by the Purchasing Entity and the Contractor.

2. No Product shall be deemed Accepted and no charges shall be paid until the standard of performance is met. Products that do not meet specifications may be rejected. Failure to reject upon receipt, however, does not relieve the Contractor of liability for material (nonconformity that substantially impairs value) latent or hidden defects subsequently revealed when goods are put to use. Acceptance of such goods may be revoked in accordance with the provisions of the applicable commercial code, and the Contractor is liable for any resulting expense incurred by the Purchasing Entity related to the preparation and shipping of Product rejected and returned, or for which Acceptance is revoked. The warranty period shall begin upon Acceptance.

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d. If any services do not conform to contract requirements, the Purchasing Entity may require the Contractor to perform the services again in conformity with contract requirements, at no increase in Order amount. When defects cannot be corrected by re-performance, the Purchasing Entity may require the Contractor to take necessary action to ensure that future performance conforms to contract requirements; and reduce the contract price to reflect the reduced value of services performed.

20. **Title of Product.**

a. Definitions. For purposes of this section, the following terms are defined as follows:

1. "Deliverables" means any reports, analyses, scripts, code, or other work results that Contractor delivers to Purchasing Entity within the framework of fulfilling Contractor's obligations to Purchasing Entity.

2. "Equipment" means Contractor-branded hardware products.

3. "Proprietary Rights" means all patents, copyrights, trademarks, trade secrets, and other intellectual property rights of a party.

b. Upon Acceptance by the Purchasing Entity, Contractor shall convey to Purchasing Entity title to the Equipment free and clear of all liens, encumbrances, or other security interests. Purchasing Entity's rights to use the software delivered by Contractor are governed by the terms of the applicable end-user license agreement. Unless different terms have been agreed between the parties, the terms posted on www.dell.com/eula (the "EULA") shall apply. Contractor's EULA must be made available to Purchasing Entities for review prior to negotiating a Participating Addendum or the issuance of an Order and shall meet or exceed the terms set forth in this Master Agreement. Unless expressly otherwise agreed, microcode, firmware or operating system software required to enable the Equipment with which it is shipped to perform its basic or enhanced functions, is licensed for use solely on such Equipment.

c. Contractor grants Purchasing Entity a non-exclusive, non-transferable, irrevocable license to use (without the right to sublicense) the Deliverables provided by Contractor for Purchasing Entity's internal business and governmental purposes, only and solely in accordance with the applicable service specification and subject to this Master Agreement. The grant of this license is subject to Purchasing Entity's compliance with the terms of this Master Agreement and Purchasing Entity's payment of applicable amounts due. Such license shall be perpetual unless granted pursuant to the purchase of a subscription, in which case the license shall be for the term of the subscription. Purchasing Entity may authorize its service providers to use the Deliverables, but solely on Purchasing Entity's behalf, solely for Purchasing Entity's internal business or governmental purposes, and Purchasing Entity shall be responsible for service provider's compliance with these restrictions. This section shall not affect a Purchasing Entity's right to transfer ownership of a product, and transfer, if permitted by Contractor or its licensors, licenses associated with such product, to another individual or entity as part of the Purchasing Entity's surplus program or sale of used products to employees or former employees.

d. Contractor reserves for itself all Proprietary Rights that it has not expressly granted to Purchasing Entity herein. The license granted in this clause 20(c) does not apply to: (i) Equipment; (ii) Contractor-branded generally available software; or (ii) items licensed or otherwise provided under a separate agreement. Contractor is not limited in developing, using, or marketing services or products that are similar to the Deliverables or Professional Services provided hereunder, any service, specification, or, subject to Contractor's confidentiality obligations to Purchasing Entity, in using the Deliverables or performing similar Professional Services for any other projects. Notwithstanding the previous, Contractor's use of Deliverables created specifically for and paid for by a Purchasing Entity is subject to Purchasing Entity approval.

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e. Any and all licensing, maintenance, cloud services, or order specific agreements referenced within the terms and conditions of this Master Agreement are agreed to only to the extent that the terms do not conflict with the terms of the Participating Addendum or the terms of the Master Agreement as incorporated into the Participating Addendum, and to the extent the terms are not in conflict with the Participating Entity's applicable laws. In the event of a conflict in the terms and conditions, the conflict shall be resolved as detailed in the Order of Precedence defined herein. Notwithstanding the foregoing, licensing, maintenance, cloud services agreements, or order specific agreements may be further negotiated by the Contractor or, if applicable, the Licensor, and the potential Purchasing Entity, provided the contractual documents are duly executed in writing.

f. If (i) Contractor is or becomes aware of any infringement claim made against a third-party branded product offered by Contractor through this Master Agreement, (ii) the third-party branded product is determined to infringe upon the intellectual property rights of another third party, and (iii) such infringement is not remedied by the third party so that the product is no longer infringing, Contractor shall immediately cease offering the product under this Master Agreement and notify the Lead State, NASPO, Participating Entities, and purchasers of the product.

21. **Warranty.**

The Contractor must ensure warranty service and maintenance for all equipment, including third party products provided. The Contractor must facilitate the Manufacturer or Publisher warranty and maintenance of third party products furnished through the Master Agreement. The Contractor shall provide the warranty service and maintenance for equipment and all peripherals on the Master Agreement.

22. **System Failure or Damage.**

In the event of system failure or damage caused by the Contractor or its Product, the Contractor shall use reasonable efforts to restore or assist in restoring the system to operational capacity. The Contractor shall be responsible under this provision to the extent a 'system' is defined at the time of the Order; otherwise the rights of the Purchasing Entity shall be governed by the Warranty.

23. **Payment.**

Payment after Acceptance is normally made within 30 days following the date the entire order is delivered or the date a correct invoice is received, whichever is later. After 45 days the Contractor may assess overdue account charges up to a maximum rate of one percent per month on the outstanding balance, unless a different late payment amount is specified in a Participating Addendum, Order, or otherwise prescribed by applicable law.

Payments will be remitted by mail or electronically. Payments may be made via a State or political subdivision "Purchasing Card" with no additional charge.

Prices are exclusive of taxes, duties, and fees, unless otherwise quoted. If a withholding tax is required by law, the tax will be added and identified on the applicable invoice. All applicable taxes, duties, and fees must be identified on the quote.

24. **Leasing or Alternative Financing Methods.**

Lease purchase and term leases are allowable only for Purchasing Entities whose rules and regulations permit leasing of software. Individual Purchasing Entities may enter into a lease agreement for the products covered in this Master Agreement, if they have the legal authority to enter into these types of agreements without going through a competitive process and if the applicable PAs permit leasing. No lease agreements will be reviewed or evaluated as part of the RFP evaluation process.

25. **Contract Provisions for Orders Utilizing Federal Funds.**

Pursuant to Appendix II to 2 Code of Federal Regulations (CFR) Part 200, Contract Provisions for Non-Federal Entity Contracts Under Federal Awards, Orders funded with federal funds may have additional contractual requirements or certifications that must be satisfied at the time the Order is placed or upon delivery. These federal requirements may be

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proposed by Participating Entities in Participating Addenda and Purchasing Entities for incorporation in Orders placed under this Master Agreement.

26. **Self Audit.**
The Contractor must conduct at a minimum a quarterly self-audit, unless approved by the Lead State. The audit will sample a minimum of one tenth of one percent (.001) of orders with a maximum of 100 audits per quarter conducted. For example: Up to 1,000 sales = 1 audit; 10,000 sales = 10 audits; Up to 100,000 sales = 100 audits. This will be a random sample of orders and invoices and must include documentation of pricing. Summary findings must be reported to Lead State with actions to correct documented findings.

27. **Assignment/Subcontracts.**

a. Contractor shall not assign, sell or otherwise transfer all or any part of this Master Agreement without prior written consent from the Lead State, such consent not to be unreasonably withheld.

b. The Lead State, or Participating Entity, shall not assign, delegate or otherwise transfer all or any part of this Master Agreement without prior written consent from Contractor, except for assignment or delegation to a Participating Entity State agency or eligible Purchasing Entity. The Lead State reserves the right to assign any rights or duties, including written assignment of contract administration duties to NASPO ValuePoint and other third parties.

28. **Insurance.**

a. Contractor shall, during the term of this Master Agreement, maintain in full force and effect, the insurance described in this section. Contractor shall acquire such insurance from an insurance carrier or carriers legally authorized to conduct business in the Lead State and in each Participating Entity's state and having a rating of A-, Class VII or better, in the most recently published edition of A.M. Best's Insurance Reports. Failure to buy and maintain the required insurance may result in this Master Agreement's termination or, at a Participating Entity's option, result in termination of its Participating Addendum.

b. Coverage shall be written on an occurrence basis. The minimum acceptable limits shall be as indicated below:

1. Commercial General Liability covering premises operations, independent contractors, products and completed operations, blanket contractual liability, personal injury (including death), advertising liability, and property damage, with a limit of not less than $1 million per occurrence/$2 million general aggregate;

2. Contractor must comply with any applicable State Workers Compensation or Employers Liability Insurance requirements.

c. Contractor shall pay premiums on all insurance policies. Contractor will use reasonable efforts to give thirty (30) days prior written notice to State prior to cancellation or non-renewal of any of the policies providing such coverage; provided, however that Contractor shall not be obligated to provide such notice if, concurrently with such cancellation or non-renewal, Contractor obtains coverage from different insurer(s) meeting the requirements described herein.

d. Prior to commencement of performance, Contractor shall provide to the Participating Entity a certificate of insurance showing the Contractor's general liability insurance policy or other documentary evidence acceptable to the Lead State that (1) names the Participating Entity as an additional insured, (2) provides that written notice of cancellation shall be delivered in accordance with the policy provisions, and (3) provides that the Contractor's liability insurance policy shall be primary, with any liability insurance of any Participating Entity as secondary and noncontributory. Unless otherwise agreed in any Participating Addendum, other state Participating Entities' rights

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and Contractor's obligations are the same as those specified in the first sentence of this subsection except the endorsement is provided to the applicable state.

e. During the term of this Master Agreement, Contractor shall upon request provide to the Lead State and Participating Entities evidence of coverage that meets the requirements of this Section and the applicable Participating Addendum. Failure to provide evidence of coverage, within thirty (30) calendar days of receipt of request may, at the sole option of the Lead State, or any Participating Entity, result in this Master Agreement's termination or the termination of any Participating Addendum.

f. Coverage and limits shall not limit Contractor's liability and obligations under this Master Agreement, any Participating Addendum, or any Purchase Order.

29. **Administrative Fees.**

a. The Contractor shall pay to NASPO ValuePoint, or its assignee, a NASPO ValuePoint Administrative Fee of one-quarter of one percent (0.25% or 0.0025) no later than sixty (60) days following the end of each calendar quarter. The NASPO ValuePoint Administrative Fee shall be submitted quarterly and is based on all sales of products and services under the Master Agreement (less any charges for taxes or shipping). The NASPO ValuePoint Administrative Fee is not negotiable.

b. The NASPO ValuePoint Administrative Fee in this section shall be based on the gross amount of all sales (less any charges for taxes or shipping) at the adjusted prices (if any) in Participating Addenda.

c. Additionally, some states may require an additional fee be paid directly to the state only on purchases made by Purchasing Entities within that state. For all such requests, the fee level, payment method and schedule for such reports and payments will be incorporated into the Participating Addendum that is made a part of the Master Agreement. The Purchasing Entity may allow the Contractor to adjust the Master Agreement pricing to account for these additional fees for purchases made by Purchasing Entities within the jurisdiction of the Participating Entity. All such agreements shall not affect the NASPO ValuePoint Administrative Fee percentage or the prices paid by the Purchasing Entities outside the jurisdiction of the state requesting the additional fee.

30. **NASPO ValuePoint Reports**

a. Sales Data Reporting. In accordance with this section, Contractor shall report to NASPO ValuePoint all Orders under this Master Agreement for which Contractor has invoiced the ordering entity or individual, including Orders invoiced to Participating Entity or Purchasing Entity employees for personal use if such use is permitted by this Master Agreement and the applicable Participating Addendum ("Sales Data"). Timely and complete reporting of Sales Data is a material requirement of this Master Agreement. Reporting requirements, including those related to the format, contents, frequency, or delivery of reports, may be updated by NASPO ValuePoint with reasonable notice to Contractor and without amendment to this Master Agreement. NASPO ValuePoint shall have exclusive ownership of any media on which reports are submitted and shall have a perpetual, irrevocable, non-exclusive, royalty free, and transferable right to display, modify, copy, and otherwise use reports, data, and information provided under this section.

b. Summary Sales Data. "Summary Sales Data" is Sales Data reported as cumulative totals by state. Contractor shall, using the reporting tool or template provided by NASPO ValuePoint, report Summary Sales Data to NASPO ValuePoint for each calendar quarter no later than thirty (30) days following the end of the quarter. If Contractor has no reportable Sales Data for the quarter, Contractor shall submit a zero-sales report.

c. Detailed Sales Data. "Detailed Sales Data" is Sales Data that includes for each Order all information required by the Solicitation or by NASPO ValuePoint, including customer information, Order information, and line-item details.

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Contractor shall, using the reporting tool or template provided by NASPO ValuePoint, report Detailed Sales Data to NASPO ValuePoint for each calendar quarter no later than thirty (30) days following the end of the quarter. Detailed Sales Data shall be reported in the format provided in the Solicitation or provided by NASPO ValuePoint. The total sales volume of reported Detailed Sales Data shall be consistent with the total sales volume of reported Summary Sales Data.

d. Sales Data Crosswalks. Reserved.

e. Executive Summary. Contractor shall, upon request by NASPO ValuePoint, provide NASPO ValuePoint with an executive summary that includes but is not limited to a list of states with an active Participating Addendum, states with which Contractor is in negotiations, and any Participating Addendum roll-out or implementation activities and issues. NASPO ValuePoint and Contractor will determine the format and content of the executive summary.

31. **NASPO ValuePoint Cooperative Program Marketing, Training, and Performance Review.**

a. Contractor agrees to work cooperatively with NASPO ValuePoint personnel. Contractor agrees to present plans to NASPO ValuePoint for the education of Contractor's contract administrator(s) and sales/marketing workforce regarding the Master Agreement contract, including the competitive nature of NASPO ValuePoint procurements, the Master agreement and participating addendum process, and the manner in which qualifying entities can participate in the Master Agreement.

b. Contractor agrees, as Participating Addendums become executed, if requested by ValuePoint personnel to provide plans to launch the program within the Participating Entity. Plans will include time frames to launch the agreement and confirmation that the Contractor's website has been updated to properly reflect the contract offer as available in the Participating Entity.

c. Contractor agrees, absent anything to the contrary outlined in a Participating Addendum, to consider customer proposed terms and conditions, as deemed important to the customer, for possible inclusion into the customer agreement. Contractor will ensure that their sales force is aware of this contracting option.

d. Contractor agrees to participate in an annual contract performance review at a location selected by the Lead State and NASPO ValuePoint, which may include a discussion of marketing action plans, target strategies, marketing materials, as well as Contractor reporting and timeliness of payment of administration fees.

e. Contractor acknowledges that the NASPO ValuePoint logos may not be used by Contractor in sales and marketing until a logo use agreement is executed with NASPO ValuePoint.

f. The Lead State expects to evaluate the utilization of the Master Agreement at the annual performance review. Lead State may, in its discretion, cancel the Master Agreement pursuant to Paragraph 42 of Exhibit A, or not exercise an option to renew, when Contractor utilization does not warrant further administration of the Master Agreement. The Lead State may exercise its right to not renew the Master Agreement if contractor fails to record or report revenue for three consecutive quarters, upon 60-calendar day written notice to the Contractor. Cancellation based on nonuse or under-utilization will not occur sooner than two years after award of the Master Agreement. This subsection does not limit the discretionary right of either the Lead State or Contractor to cancel the Master Agreement pursuant to Paragraph 42 of Exhibit A or to terminate for default pursuant to Paragraph 44 of Exhibit A.

g. Contractor agrees to notify the Lead State and NASPO ValuePoint of any contractual most-favored-customer provisions in any Cooperative Purchasing Agreements that may affect the promotion of this Master Agreements or whose terms provide for adjustments to future rates or pricing based on rates, pricing in, or Orders from this master agreement. Upon request of the Lead State or NASPO ValuePoint, Contractor shall provide a copy of any such provisions. For the purposes of this paragraph, Cooperative Purchasing Agreement shall mean a cooperative

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purchasing program facilitating public procurement solicitations and agreements using a lead agency model. This does not include contracts with any federal agency or any federal contract.

32. **Right to Publish.**

Throughout the duration of this Master Agreement, Contractor must secure from the Lead State prior approval for the public release of information that pertains to the potential work or activities covered by the Master Agreement. This limitation does not preclude publication about the award of the Master Agreement or marketing activities consistent with any proposed and accepted marketing plan. The Contractor shall not make any representations of NASPO ValuePoint's opinion or position as to the quality or effectiveness of the services that are the subject of this Master Agreement without prior written consent. Failure to adhere to this requirement may result in termination of the Master Agreement for cause.

33. **Records Administration and Audit.**

a. The Contractor shall maintain books, records, documents, and other evidence pertaining to this Master Agreement and Orders placed by Purchasing Entities under it to the extent and in such detail as shall adequately reflect performance and administration of payments and fees. Contractor shall permit the Lead State, a Participating Entity, a Purchasing Entity, the federal government (including its grant awarding entities and the U.S. Comptroller General), and any other duly authorized agent of a governmental agency, to audit, inspect, examine, copy and transcribe Contractor's books, documents, papers and records directly pertinent to this Master Agreement or orders placed by a Purchasing Entity under it for the purpose of making audits, examinations, excerpts, and transcriptions. This right shall survive for a period of six (6) years following termination of this Agreement or final payment for any order placed by a Purchasing Entity against this Agreement, whichever is later, or such longer period as is required by the Purchasing Entity's state statutes, to assure compliance with the terms hereof or to evaluate performance hereunder.

b. Without limiting any other remedy available to any governmental entity, the Contractor shall reimburse the applicable Lead State, Participating Entity, or Purchasing Entity for any overpayments inconsistent with the terms of the Master Agreement or Orders or underpayment of fees found as a result of the examination of the Contractor's records.

c. The rights and obligations herein exist in addition to any quality assurance obligation in the Master Agreement requiring the Contractor to self-audit contract obligations and that permits the Lead State to review compliance with those obligations.

34. **Indemnification**

a. General Indemnity. Contractor shall indemnify, defend (to the extent permitted by a state's Attorney General), and hold harmless an Indemnified Party from any claims or causes of action, including attorney's fees, to the extent arising from Contractor's intentional, willful, or negligent acts or omissions; actions that give rise to strict liability; and actions arising from breach of contract or warranty.

"Indemnified Party" means NASPO, NASPO ValuePoint, the Lead State, Participating Entities, and Purchasing Entities, along with their officers and employees.

The indemnification obligations of this section do not apply in the event the claim or cause of action is the result of the Indemnified Party's sole negligence. This clause will not be construed to bar any legal remedies the Contractor may have for the Indemnified Party's failure to fulfill its obligation under this Contract.

b. Intellectual Property Indemnification.

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1. In the event of any such claim by any third party against the Indemnified Party that Products, Software, Services or Deliverables prepared, produced, or branded by Contractor and delivered pursuant to this Master Agreement infringe or misappropriate that third party's U.S. patent, copyright, trade secret, or other intellectual property rights ("Indemnified Claims"), the Indemnified Party shall promptly notify the Contractor. The Contractor, at its own expense, shall indemnify, defend to the extent permitted by the Indemnified Party's laws, and hold harmless the Indemnified Party against any loss, cost, expense, or liability (including legal fees) arising out of such a claim, whether or not such claim is successful against the Indemnified Party.

2. If Contractor receives prompt notice of such a claim that in the Contractor's opinion is likely to result in an adverse ruling, the Contractor shall at its option (1) obtain a right for the Indemnified Party to continue using such Products, Deliverables, or Software or allow Contractor to continue performing the Services; (2) modify such Products, Software, Services, or Deliverables to make them non-infringing without materially affecting their utility or functionality; (3) replace such Products, Software, Services, or Deliverables with a non-infringing equivalent; or (4) refund any pre-paid fees for the allegedly infringing Services that have not been performed or provide a reasonable depreciated or pro rata refund for the allegedly infringing Product, Deliverables, or Software.

3. Notwithstanding the foregoing, Contractor shall have no obligation under this Section for any claim resulting or arising from (1) modifications of the Products, Software, Services, or Deliverables that were not performed by, on behalf of, or at the direction of Contractor; (2) the combination, operation, or use of the Products, Software, Services, or Deliverables in connection with a third-party product, software or service (the combination of which causes the claimed infringement); or (3) Contractor's compliance with Indemnified Party's written specifications or directions, including the incorporation of any software or other materials or processes provided by or requested by Indemnified Party. Contractor's duty to indemnify and defend under this Section is contingent upon: (a) Contractor receiving prompt written notice of the third-party claim or action for which Contractor must indemnify Indemnified Party, (b) Contractor having the right to solely control the defense and resolution of such claim or action, unless the Indemnified Party's law requires approval for a third party to defend the Indemnified Party and such approval is not received, and (c) Indemnified Party's cooperation with Contractor in defending and resolving such claim or action. This Section states Indemnified Party's exclusive remedies for any third-party intellectual property claim or action and nothing in this Master Agreement or elsewhere will obligate Contractor to provide any greater indemnity to Indemnified Party.

35. **Limitations of Liability**

a. The Parties agree that neither Contractor nor the indemnified party shall be liable to each other, regardless of the form of action, for consequential, incidental, indirect, or special damages except any claim related to bodily injury or death; an unauthorized release or breach of not public data as set forth more fully in Minn. Ch. 13; or a claim or demand based on patent, copyright, or other intellectual property infringement.

b. Contractor's liability is limited to 2 times the amount paid by Purchasing Entity to Contractor during the 12 months preceding the date of the dispute concerning any products and services, or $5,000,000, whichever is greater. This limit on liability does not apply to claims for bodily injury or death or for intellectual property infringement.

c. Contractor's obligations under this section shall not extend to any combination of the Product with any other product, system or method, unless the Product, system or method is:

1. provided by the Contractor or the Contractor's subsidiaries or affiliates;

2. specified by the Contractor to work with the Product; or

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3. reasonably required, in order to use the Product in its intended manner, and the infringement could not have been avoided by substituting another reasonably available product, system or method capable of performing the same function; or

4. It would be reasonably expected to use the Product in combination with such product, system or method.

36. **License of Pre-Existing Intellectual Property.**
Intentionally deleted.

37. **Assignment of Antitrust Rights.**
Contractor irrevocably assigns to a Participating Entity who is a state any claim for relief or cause of action which the Contractor now has or which may accrue to the Contractor in the future by reason of any violation of state or federal antitrust laws (15 U.S.C. § 1-15 or a Participating Entity's state antitrust provisions), as now in effect and as may be amended from time to time, in connection with any goods or services provided in that state for the purpose of carrying out the Contractor's obligations under this Master Agreement or Participating Addendum, including, at the Participating Entity's option, the right to control any such litigation on such claim for relief or cause of action.

38. **Debarment.**
The Contractor certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction (contract) by any governmental department or agency. This certification represents a recurring certification made at the time any Order is placed under this Master Agreement. If the Contractor cannot certify this statement, attach a written explanation for review by the Lead State.

39. **Governing Law and Venue.**

a. The construction and effect of the Master Agreement after award shall be governed by the law of the state serving as Lead State. The construction and effect of any Participating Addendum or Order against the Master Agreement shall be governed by and construed in accordance with the laws of the Participating Entity's or Purchasing Entity's State.

b. Venue for any claim, dispute or action concerning the terms of the Master Agreement shall be in the state serving as Lead State. Venue for any claim, dispute, or action concerning any Order placed against the Master Agreement or the effect of a Participating Addendum shall be in the Purchasing Entity's State.

c. If a claim is brought in a federal forum, then it must be brought and adjudicated solely and exclusively within the United States District Court for (in decreasing order of priority): the Lead State for claims relating to contract performance or administration if the Lead State is a party; a Participating State if a named party; the state where the Participating Entity or Purchasing Entity is located if either is a named party.

40. **Confidentiality, Non-Disclosure, and Injunctive Relief.**

a. Confidentiality. Contractor acknowledges that it and its employees or agents may, in the course of providing a Product under this Master Agreement, be exposed to or acquire information that is confidential to Purchasing Entity or Purchasing Entity's clients.

1. Any and all information of any form that is marked as confidential by one party (the "originating party") and is or would by its nature be deemed confidential obtained by the other party or its employees or agents (the "receiving party") in the performance of this Master Agreement, including, but not necessarily limited to (1) any Purchasing Entity's records, (2) personnel records, and (3) information concerning individuals, is confidential information of the originating party ("Confidential Information").

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2. Any reports or other documents or items (including software) that result from the use of the Confidential Information by the receiving party shall be treated in the same manner as the Confidential Information.

3. Confidential Information does not include information that (1) is or becomes (other than by disclosure by the receiving party) publicly known; (2) is furnished by the originating party to others without restrictions similar to those imposed by this Master Agreement; (3) is rightfully in the receiving party's possession without the obligation of nondisclosure prior to the time of its disclosure under this Master Agreement; (4) is obtained from a source other than the originating party without the obligation of confidentiality, (5) is disclosed with the written consent of the originating party or; (6) is independently developed by employees, agents or subcontractors of the receiving party who can be shown to have had no access to the Confidential Information.

b. Non-Disclosure. The receiving party shall hold Confidential Information in confidence, using at least the industry standard of confidentiality, and shall not copy, reproduce, sell, assign, license, market, transfer or otherwise dispose of, give, or disclose Confidential Information to third parties or use Confidential Information for any purposes whatsoever other than what is necessary to the performance of Orders placed under this Master Agreement.

1. Each party shall advise each of its employees and agents of their obligations to keep Confidential Information confidential. Contractor shall use commercially reasonable efforts to assist Purchasing Entity in identifying and preventing any unauthorized use or disclosure of any Confidential Information.

2. Without limiting the generality of the foregoing, the receiving party shall advise the originating party, and the applicable Participating Entity, and the Lead State if the originating party is a Purchasing Entity, and the Lead State if the originating party is a Participating Entity, immediately if the receiving party learns or has reason to believe that any person who has had access to Confidential Information has violated or intends to violate the terms of this Master Agreement, and the receiving party shall at its expense cooperate with advise the originating party in seeking injunctive or other equitable relief in the name of either party against any such person.

3. Except as directed by the originating party, the receiving party will not at any time during or after the term of this Master Agreement disclose, directly or indirectly, any Confidential Information to any person, except in accordance with this Master Agreement, and that upon termination of this Master Agreement or at the originating party's request, the receiving party shall turn over to the originating party all documents, papers, and other matter in the receiving party's possession that embody Confidential Information.

4. Notwithstanding the foregoing, Contractor may keep one copy of such Confidential Information necessary for quality assurance, audits and evidence of the performance of this Master Agreement, and Purchasing Entity may retain Confidential Information to the extent and for the duration required by applicable law.

c. Injunctive Relief. Each party acknowledges that the other party's breach of this section, including disclosure of any Confidential Information, will cause irreparable injury to originating party that is inadequately compensable in damages. Accordingly, the originating party may seek and obtain injunctive relief against the breach or threatened breach of the foregoing undertakings, in addition to any other legal remedies that may be available. Contractor acknowledges and agrees that the covenants contained herein are necessary for the protection of the legitimate business interests of Purchasing Entity and are reasonable in scope and content.

d. Purchasing Entity Law. These provisions shall be applicable only to extent they are not in conflict with the applicable public disclosure laws of any Purchasing Entity.

e. The rights granted Purchasing Entities and Contractor obligations under this section shall also extend to the cooperative's Confidential Information, defined to include Participating Addenda, as well as Orders or transaction data relating to Orders under this Master Agreement that identify the entity/customer, Order dates, line item

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descriptions and volumes, and prices/rates. This provision does not apply to disclosure to the Lead State, a Participating State, or any governmental entity exercising an audit, inspection, or examination pursuant to Paragraph 33 of Exhibit A. To the extent permitted by law, Contractor shall notify the Lead State of the identity of any entity seeking access to the Confidential Information described in this subsection.

41. **Public Information.**
This Master Agreement and all related documents are subject to disclosure pursuant to the Lead State's public information laws.

42. **Cancellation.**
Unless otherwise set forth in this Master Agreement, this Master Agreement may be canceled by either party upon 60 days written notice prior to the effective date of the cancellation. Further, any Participating Entity may cancel its participation upon 30 days written notice, unless otherwise stated in the Participating Addendum. Cancellation may be in whole or in part. Any cancellation under this provision shall not affect the rights and obligations attending orders outstanding at the time of cancellation, including any right of a Purchasing Entity to indemnification by the Contractor, rights of payment for Products delivered and accepted, rights attending any warranty or default in performance in association with any Order, and requirements for records administration and audit. Cancellation of the Master Agreement due to Contractor default may be immediate as set forth in Paragraph 44 of Exhibit A.

43. **Force Majeure.**
Neither party to this Master Agreement shall be held responsible for delay or default caused by fire, riot, unusually severe weather, other acts of God, or war which are beyond that party's reasonable control. The Lead State may terminate this Master Agreement after determining such delay or default will reasonably prevent successful performance of the Master Agreement.

44. **Defaults and Remedies.**

a. The occurrence of any of the following events shall be an event of default under this Master Agreement:

1. Nonperformance of contractual requirements; or

2. A material breach of this Master Agreement; or

3. Any certification, representation or warranty by Contractor in response to the RFP or in this Master Agreement that proves to be untrue or materially misleading; or

4. Institution of proceedings under any bankruptcy, insolvency, court-ordered reorganization or similar law, by or against Contractor, or the appointment of a receiver or similar officer for Contractor or any of its property, which is not vacated or fully stayed within thirty (30) calendar days after the institution or occurrence thereof; or

5. Any default specified in another section of this Master Agreement.

b. Upon the occurrence of an event of default, except for material breach, the Lead State shall issue a written notice of default, identifying the nature of the default, and providing a period of 30 calendar days in which Contractor shall have an opportunity to cure the default. The Lead State shall not be required to provide advance written notice or a cure period and may immediately terminate this Master Agreement in whole or in part if the Lead State, in its sole discretion, determines that it is reasonably necessary to preserve public safety or prevent immediate public crisis. Time allowed for cure shall not diminish or eliminate Contractor's liability for damages, including liquidated damages to the extent provided for under this Master Agreement. The Lead State may immediately terminate this Master Agreement upon material breach of the Master Agreement by Contractor.

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c. If Contractor is afforded an opportunity to cure and fails to cure the default within the period specified in the written notice of default, Contractor shall be in breach of its obligations under this Master Agreement and the Lead State shall have the right to exercise any or all of the following remedies:

1. Exercise any remedy provided by law; and
2. Terminate this Master Agreement and any related contracts or portions thereof; and
3. Impose liquidated damages as provided in this Master Agreement; and
4. Suspend Contractor from being able to respond to future bid solicitations; and
5. Suspend Contractor's performance; and
6. Withhold payment until the default is remedied.

d. Unless otherwise specified in the Participating Addendum, in the event of a default under a Participating Addendum, a Participating Entity shall provide a written notice of default as described in this section and shall have all of the rights and remedies under this paragraph regarding its participation in the Master Agreement, in addition to those set forth in its Participating Addendum. Unless otherwise specified in a Purchase Order, a Purchasing Entity shall provide written notice of default as described in this section and have all of the rights and remedies under this paragraph and any applicable Participating Addendum with respect to an Order placed by the Purchasing Entity. Nothing in these Master Agreement Terms and Conditions shall be construed to limit the rights and remedies available to a Purchasing Entity under the applicable commercial code.

45. **Waiver of Breach.**
Failure of the Lead State, Participating Entity, or Purchasing Entity to declare a default or enforce any rights and remedies shall not operate as a waiver under this Master Agreement or Participating Addendum. Any waiver by the Lead State, Participating Entity, or Purchasing Entity must be in writing. Waiver by the Lead State or Participating Entity of any default, right or remedy under this Master Agreement or Participating Addendum, or by Purchasing Entity with respect to any Purchase Order, or breach of any terms or requirements of this Master Agreement, a Participating Addendum, or Purchase Order shall not be construed or operate as a waiver of any subsequent default or breach of such term or requirement, or of any other term or requirement under this Master Agreement, Participating Addendum, or Purchase Order.

46. **Notices.**
If one party is required to give notice to the other under the Master Agreement, such notice shall be in writing and shall be effective upon receipt. Delivery may be by certified United States mail or by hand, in which case a signed receipt shall be obtained. A facsimile or electronic transmission shall constitute sufficient notice, provided the receipt of the transmission is confirmed by the receiving party. Either party must notify the other of a change in address for notification purposes. All notices to the Lead State shall be addressed as follows:

Elizabeth Randa, Acquisition Management Specialist
112 Administration Bldg.
50 Sherburne Avenue
St. Paul, MN 55155
elizabeth.randa@state.mn.us

47. **No Waiver of Sovereign Immunity.**
In no event shall this Master Agreement, any Participating Addendum or any contract or any Purchase Order issued thereunder, or any act of the Lead State, a Participating Entity, or a Purchasing Entity be a waiver of any form of defense

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or immunity, whether sovereign immunity, governmental immunity, immunity based on the Eleventh Amendment to the Constitution of the United States or otherwise, from any claim or from the jurisdiction of any court.

This section applies to a claim brought against the Participating Entities who are states only to the extent Congress has appropriately abrogated the state's sovereign immunity and is not consent by the state to be sued in federal court. This section is also not a waiver by the state of any form of immunity, including but not limited to sovereign immunity and immunity based on the Eleventh Amendment to the Constitution of the United States.

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Exhibit B: Minnesota Terms and Conditions

1. **Change Requests.**

The Lead State reserves the right to request, during the term of the Master Agreement, changes to the products offered within the Band(s). Products introduced during the term of the Master Agreement shall go through a formal review process. The process for updating the products offered within a Band is outlined in Paragraph 2 of Exhibit B. The Contractor shall evaluate and recommend products for which agencies have an expressed need. The Lead State shall require the Contractor to provide a summary of its research of those products being recommended for inclusion in the Master Agreement as well as defining how adding the product will enhance the Master Agreement. The Lead State may request that products, other than those recommended, are added to the Master Agreement.

In the event that the Lead State desires to add new products and services that are not included in the original Master Agreement, the Lead State requires that independent manufacturers and resellers cooperate with the already established Contractor in order to meet the Lead State's requirements. Evidence of the need to add products or services should be demonstrated to the Lead State. The Master Agreement shall be modified via supplement or amendment. The Lead State will negotiate the inclusion of the products and services with the Contractor. No products or services will be added to the Master Agreement without the Lead State's prior approval.

2. **Product and Service Schedule (PSS).**

a. Creating the Product and Service Schedule (PSS). Contractor will use the attached sample PSS to create and maintain a complete listing of all products and services offered under the Master Agreement. The PSS must conform to the contracted minimum discounts. Contractor may create and maintain a separate PSS for a Participating Entity based on the requirements and restrictions of the Participating Entity.

Contractors are encouraged to provide remote learning bundles for K-12 Education. These bundles can be included in the response to the PSS.

b. Maintaining the PSS.

1. In General. Throughout the term of the Master Agreement, on a quarterly basis, Contractor may update the PSS to make model changes, add new products or services, or remove obsolete or discontinued products or services. Any updates to the PSS must conform to the Master Agreement requirements, including the scope of the Master Agreement and contracted minimum discounts.

2. Process. Contractor must provide notification to the Lead State of any changes to their PSS using the attached Action Request Form (ARF).

a) The Lead State does not need to approve Contractor's request to make model changes, add their own manufactured products, or remove discontinued or obsolete products or services, and Contractor does not need the Lead State's approval prior to posting an updated PSS.

b) The Lead State must approve Contractor's request to add new third party manufacturers to Contractor's PSS. If the proposed third-party manufacturer holds a NASPO Master Agreement for Computer Equipment, Contractor must obtain written authorization from that manufacturer. Contractor must have the Lead State's approval prior to posting the updated PSS.

c) Contractor must maintain a historic record of all past PSSs on their dedicated NASPO ValuePoint website.

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d) Pursuant to the audit provisions of the Master Agreement, upon the request of NASPO ValuePoint, the Lead State, or a Participating Entity, Contractor must provide an historic version of any Baseline Price List.

3. **Purchase Orders.**

There will be no minimum order requirements or charges to process an individual purchase order. The Participating Addendum number and the PO number must appear on all documents (e.g., invoices, packing slips, etc.). The Ordering Entity's purchase order constitutes a binding contract.

4. **Risk of Loss or Damage.**

The Purchasing Entity is relieved of all risks of loss or damage to the goods or equipment during periods of transportation, and installation by the Contractor and in the possession of the Contractor or their authorized agent.

5. **Payment Card Industry Data Security Standard and Cardholder Information Security.**

Contractor assures all of its Network Components, Applications, Servers, and Subcontractors (if any) comply with the Payment Card Industry Data Security Standard ("PCIDSS"). "Network Components" shall include, but are not limited to, Contractor's firewalls, switches, routers, wireless access points, network appliances, and other security appliances; "Applications" shall include, but are not limited to, all purchased and custom external (web) applications. "Servers" shall include, but are not limited to, all of Contractor's web, database, authentication, DNS, mail, proxy, and NTP servers. "Cardholder Data" shall mean any personally identifiable data associated with a cardholder, including, by way of example and without limitation, a cardholder's account number, expiration date, name, address, social security number, or telephone number.

Subcontractors (if any) must be responsible for the security of all Cardholder Data in its possession; and will only use Cardholder Data for assisting cardholders in completing a transaction, providing fraud control services, or for other uses specifically required by law. Contractor must have a business continuity program which conforms to PCIDSS to protect Cardholder Data in the event of a major disruption in its operations or in the event of any other disaster or system failure which may occur to operations; will continue to safeguard Cardholder Data in the event this Agreement terminates or expires; and ensure that a representative or agent of the payment card industry and a representative or agent of the Purchasing Entity shall be provided with full cooperation and access to conduct a thorough security review of Contractor's operations, systems, records, procedures, rules, and practices in the event of a security intrusion in order to validate compliance with PCIDSS.

6. **Foreign Outsourcing of Work.**

Upon request, the Contractor is required to provide information regarding the location of where services, data storage, and location of data processing under the Master Agreement will be performed.

7. **State Audits (Minn. Stat. § 16C.05, subd. 5).**

The books, records, documents, and accounting procedures and practices of the Contractor or other party, that are relevant to the Master Agreement or transaction are subject to examination by the contracting agency and either the Lead State's Legislative Auditor or State Auditor as appropriate for a minimum of six years after the end of the Master Agreement or transaction. The Lead State reserves the right to authorize delegate(s) to audit this Master Agreement and transactions.

8. **Certification of Nondiscrimination (in accordance with Minn. Stat. § 16C.053).**

If the value of this Contract, including all extensions, is $50,000 or more, Contractor certifies it does not engage in and has no present plans to engage in discrimination against Israel, or against persons or entities doing business in Israel, when making decisions related to the operation of the contractor's business. For purposes of this section, "discrimination" includes but is not limited to engaging in refusals to deal, terminating business activities, or other actions that are intended to limit commercial relations with Israel, or persons or entities doing business in Israel, when such actions are taken in a manner that in any way discriminates on the basis of nationality or national origin and is not based on a valid business reason.

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9. **Human Rights/Affirmative Action.**

The Lead State requires affirmative action compliance by its Contractors in accordance with Minn. Stat. § 363A.36 and Minn. R. 5000.3400 to 5000.3600.

a. Covered Contracts and Contractors. If the Contract exceeds $100,000 and the Contractor employed more than 40 full-time employees on a single working day during the previous 12 months in Minnesota or in the state where it has its principal place of business, then the Contractor must comply with the requirements of Minn. Stat. § 363A.36 and Minn. R. 5000.3400-5000.3600.

b. Minn. R. 5000.3400-5000.3600 implement Minn. Stat. § 363A.36. These rules include, but are not limited to, criteria for contents, approval, and implementation of affirmative action plans; procedures for issuing certificates of compliance and criteria for determining a contractor's compliance status; procedures for addressing deficiencies, sanctions, and notice and hearing; annual compliance reports; procedures for compliance review; and contract consequences for noncompliance. The specific criteria for approval or rejection of an affirmative action plan are contained in various provisions of Minn. R. 5000.3400 5000.3600 including, but not limited to, parts 5000.3420-5000.3500 and parts 5000.3552 5000.3559.

c. Disabled Workers. Minn. R. 5000.3550 provides the Contractor must comply with the following affirmative action requirements for disabled workers.

AFFIRMATIVE ACTION FOR DISABLED WORKERS

(a) The Contractor must not discriminate against any employee or applicant for employment because of physical or mental disability in regard to any position for which the employee or applicant for employment is qualified. The Contractor agrees to take affirmative action to employ, advance in employment, and otherwise treat qualified disabled persons without discrimination based upon their physical or mental disability in all employment practices such as the following: employment, upgrading, demotion or transfer, recruitment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

(b) The Contractor agrees to comply with the rules and relevant orders of the Minnesota Department of Human Rights issued pursuant to the Minnesota Human Rights Act.

(c) In the event of the Contractor's noncompliance with the requirements of this clause, actions for noncompliance may be taken in accordance with Minn. Stat. § 363A.36 and the rules and relevant orders of the Minnesota Department of Human Rights issued pursuant to the Minnesota Human Rights Act.

(d) The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices in a form to be prescribed by the commissioner of the Minnesota Department of Human Rights. Such notices must state the Contractor's obligation under the law to take affirmative action to employ and advance in employment qualified disabled employees and applicants for employment, and the rights of applicants and employees.

(e) The Contractor must notify each labor union or representative of workers with which it has a collective bargaining agreement or other contract understanding, that the Contractor is bound by the terms of Minn. Stat. § 363A.36 of the Minnesota Human Rights Act and is committed to take affirmative action to employ and advance in employment physically and mentally disabled persons.

d. Consequences. The consequences of a Contractor's failure to implement its affirmative action plan or make a good faith effort to do so include, but are not limited to, suspension or revocation of a certificate of compliance by

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the commissioner, refusal by the commissioner to approve subsequent plans, and termination of all or part of the Contract by the commissioner or the State.

e. Certification. The Contractor hereby certifies that it is in compliance with the requirements of Minn. Stat. § 363A.36, subd. 1 and Minn. R. 5000.3400-5000.3600 and is aware of the consequences for noncompliance. It is agreed between the parties that Minn. Stat. 363.36 and Minn. R. 5000.3400 to 5000.3600 are incorporated into any contract between these parties based upon this specification or any modification of it. A copy of Minn. Stat. § 363A.36 and Minn. R. 5000.3400 to 5000.3600 are available upon request from the contracting agency.

10. **Equal Pay Certification.**

If required by Minn. Stat. §363A.44, the Contractor must have a current Equal Pay Certificate prior to Contract execution. If Contractor's Equal Pay Certificate expires during the term of this Contract, Contractor must promptly re-apply for an Equal Pay Certificate with the Minnesota Department of Human Rights and notify the State's Authorized Representative once the Contractor has received the renewed Equal Pay Certificate. If Contractor claims to be exempt, the Lead State may require Contractor to verify its exempt status.

11. **Americans with Disabilities Act (ADA).**

Products provided under the Master Agreement must comply with the requirements of the Americans with Disabilities Act (ADA). The Contractor's catalog and other marketing materials utilized to offer products under the Master Agreement must state when a product is not in compliance. If any descriptive marketing materials are silent as to these requirements, the Contractor agrees that the customer can assume the product meets or exceeds the ADA requirements.

12. **Nonvisual Access Standards.**

Pursuant to Minn. Stat. § 16C.145, the Contractor shall comply with the following nonvisual technology access standards:

a. That the effective interactive control and use of the technology, including the operating system applications programs, prompts, and format of the data presented, are readily achievable by nonvisual means;

b. That the nonvisual access technology must be compatible with information technology used by other individuals with whom the blind or visually impaired individual must interact;

c. That nonvisual access technology must be integrated into networks used to share communications among employees, program participants, and the public; and

d. That the nonvisual access technology must have the capability of providing equivalent access by nonvisual means to telecommunications or other interconnected network services used by persons who are not blind or visually impaired.

These standards do not require the installation of software or peripheral devices used for nonvisual access when the information technology is being used by individuals who are not blind or visually impaired.

13. **Accessibility Standards.**

Contractor acknowledges and is fully aware that the Lead State (Executive branch state agencies) has developed IT Accessibility Standard effective September 1, 2010. The standard entails, in part, the Web Content Accessibility Guidelines (WCAG) and Section 508 which can be viewed at: https://mn.gov/mnit/government/policies/accessibility/.

The Standards apply to web sites, software applications, electronic reports and output documentation, training delivered in electronic formats (including, but not limited to, documents, videos, and webinars), among others. As upgrades are made to the software, products, or subscriptions available through this Contract, the Contractor agrees to

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develop functionality which supports accessibility. If any issues arise due to nonconformance with the above-mentioned accessibility Standards, the Contractor agrees to provide alternative solutions upon request at no additional charge to the State.

When updates or upgrades are made to the products or services available through this Contract, the Contractor agrees to document how the changes will impact or improve the product's or service's accessibility and usability. This documentation, upon request, must be provided to the Lead State in advance of the change, occurring within an agreed upon timeframe sufficient for the state to review the changes and either approve them or request a remediation plan from the Contractor. Contractor warrants that its Products comply with the above-mentioned accessibility Standards and agrees to indemnify, defend, and hold harmless the Lead State against any claims related to non-compliance of Contractor's Product with the above-mentioned accessibility Standards. If agreed-upon updates fail to improve the product or service's accessibility or usability as planned, the failure to comply with this requirement may be cause for contract cancellation or for the Lead State to consider the Contractor in default.

14. **Conflict Minerals.**
Contractor agrees to provide information upon request regarding adherence to the Conflict Minerals section of the Dodd-Frank Wall Street Reform and Consumer Protection Act (Section 1502).

See: http://beta.congress.gov/111/bills/hr4173/111hr4173enr.pdf#page=838
http://www.sec.gov/news/press/2012/2012-163.htm

15. **Hazardous Substances.**
To the extent that the goods to be supplied by the Contractor contain or may create hazardous substances, harmful physical agents or infectious agents as set forth in applicable state and federal laws and regulations, the Contractor must provide Material Safety Data Sheets regarding those substances. A copy must be included with each delivery.

16. **Copyrighted Material Waiver.**
The Lead State reserves the right to use, reproduce and publish proposals in any manner necessary for State agencies and local units of government to access the responses, including but not limited to photocopying, State Intranet/Internet postings, broadcast faxing, and direct mailing. In the event that the response contains copyrighted or trademarked materials, it is the responder's responsibility to obtain permission for the Lead State to reproduce and publish the information, regardless of whether the responder is the manufacturer or reseller of the products listed in the materials. By signing its response, the responder certifies that it has obtained all necessary approvals for the reproduction and distribution of the contents of its response and agrees to indemnify, protect, save and hold the Lead State, its representatives and employees harmless from any and all claims arising from the violation of this section and agrees to pay all legal fees incurred by the Lead State in the defense of any such action.

17. **Publicity.**
The Contractor shall make no representations of the State's opinion or position as to the quality or effectiveness of the products or services that are the subject of the Master Agreement without the prior written consent of the State's Assistant Director or designee of Office of State Procurement. Representations include any publicity, including but not limited to advertisements, notices, press releases, reports, signs, and similar public notices.

18. **Performance While Dispute is Pending.**
Notwithstanding the existence of a dispute, the parties shall continue without delay to carry out all of their responsibilities under the Master Agreement that are not affected by the dispute. If a party fails to continue without delay to perform its responsibilities under the Master Agreement, in the accomplishment of all undisputed work, any additional cost incurred by the other parties as a result of such failure to proceed shall be borne by the responsible party.

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19. **Organizational Conflicts of Interest.**

An organizational conflict of interest exists when, because of existing or planned activities or because of relationships with other persons:

a. the Contractor is unable or potentially unable to render impartial assistance or advice to the State;

b. the Contractor's objectivity in performing the work is or might be otherwise impaired; or

c. the Contractor has an unfair competitive advantage.

The Contractor agrees that if an organizational conflict of interest is discovered after award, an immediate and full disclosure in writing shall be made to the Assistant Director of the Lead State's Department of Administration's Office of State Procurement that shall include a description of the action the Contractor has taken or proposes to take to avoid or mitigate such conflicts. If an organizational conflict of interest is determined to exist, the Lead State may, at its discretion, cancel the Master Agreement. In the event the Contractor was aware of an organizational conflict of interest prior to the award of the Master Agreement and did not disclose the conflict to the Master Agreement Administrator, the Lead State may terminate the Master Agreement for default. The provisions of this clause shall be included in all subcontracts for work to be performed, and the terms "Contract," "Contractor," "Master Agreement", "Master Agreement Administrator" and "Contract Administrator" modified appropriately to preserve the State's rights.

20. **Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion**

a. Certification regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions. Instructions for certification:

1. By signing and submitting this proposal, the prospective lower tier participant [responder] is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal [response] is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or had become erroneous by reason of changed circumstances.

4. The terms covered transaction, debarred, suspended, ineligible lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and Coverages section of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this response that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction [subcontract equal to or exceeding $25,000] with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

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6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled, "Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from covered transactions, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of parties excluded from federal procurement and nonprocurement programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and debarment.

b. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions.

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

21. **Government Data Practices.**

The Contractor and the Lead State must comply with the Minnesota Government Data Practices Act, Minn. Stat. Ch. 13, (and where applicable, if the Lead State contracting party is part of the judicial branch, with the Rules of Public Access to Records of the Judicial Branch promulgated by the Minnesota Supreme Court as the same may be amended from time to time) as it applies to all data provided by the Lead State to the Contractor and all data provided to the Lead State by the Contractor. In addition, the Minnesota Government Data Practices Act applies to all data created, collected, received, stored, used, maintained, or disseminated by the Contractor in accordance with the Master Agreement that is private, nonpublic, protected nonpublic, or confidential as defined by the Minnesota Government Data Practices Act, Ch. 13 (and where applicable, that is not accessible to the public under the Rules of Public Access to Records of the Judicial Branch).

In the event the Contractor receives a request to release the data referred to in this article, the Contractor must immediately notify the Lead State. The Lead State will give the Contractor instructions concerning the release of the data to the requesting party before the data is released. The civil remedies of Minn. Stat. § 13.08, apply to the release of the data by either the Contractor or the Lead State.

The Contractor agrees to indemnify, save, and hold the Lead State, its agent and employees, harmless from all claims arising out of, resulting from, or in any manner attributable to any violation of any provision of the Minnesota

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Government Data Practices Act (and where applicable, the Rules of Public Access to Records of the Judicial Branch), including legal fees and disbursements paid or incurred to enforce this provision of the Master Agreement. In the event that the Contractor subcontracts any or all of the work to be performed under the Master Agreement, the Contractor shall retain responsibility under the terms of this article for such work.

22. **Survivability.**
Certain rights and duties of the Lead State and Contractor will survive the expiration or cancellation of the RFP and resulting Master Agreement. These rights and duties include but are not limited to paragraphs: Indemnification; Limitations of Liability; State Audits; Government Data Practices; Governing Law and Venue; Publicity; and Administrative Fees.

23. **Severability.**
If any provision of the Master Agreement, including items incorporated by reference, is found to be illegal, unenforceable, or void, then both the Lead State and the Contractor shall be relieved of all obligations arising under such provisions. If the remainder of the Master Agreement is capable of performance it shall not be affected by such declaration or finding and shall be fully performed.

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Exhibit C: Requirements

1. **Contractor Verification.**

Contractor must be a manufacturer of a Product in the Band(s) it is awarded a Master Agreement. “Re-branding” a product that is manufactured by another company does not meet this requirement. If the Contractor ceases production, sells or assigns their manufacturing to another vendor, or otherwise no longer manufactures a product during the life of the Master Agreement the Lead State reserves the right to terminate the Contractor’s Master Agreement.

2. **Warranty and Maintenance.**

Contractor must ensure warranty service and maintenance for all equipment, including third party products provided. The Contractor must facilitate the Manufacturer or Publisher warranty and maintenance of third party products furnished through the Master Agreement. The Contractor shall provide the warranty service and maintenance for equipment and all peripherals on the Master Agreement.

3. **Website.**

Contractor must develop and maintain a URL to a web site specific to the awarded Master Agreement. Contractor’s Master Agreement website must offer twenty-four (24) hours per day, seven (7) days per week availability, except for regularly scheduled maintenance times. The website must be separate from the Contractor’s commercially available (i.e., public) on-line catalog and ordering systems. No other items or pricing may be shown on the website without written approval from the Lead State

a. Mandatory Specifications:

- Designated Baseline Price List(s) (e.g., MSRP, List, or Education)
- Product and Service Schedule (PSS)
- Product specifications, pricing, and configuration aids for the major product categories proposed that can be used to obtain an on-line quote,
- Service options and service agreements available on the contract. Please refer to Paragraph 5.
- Contact information for order placement, service concerns (warranty and maintenance), problem reporting, and billing concerns
- Sales representatives for participating entities
- Links to environmental certification, including but not limited to take-back/recycling programs, EPEAT, Energy Star, etc.

b. Desirable Specifications:

- Purchase order tracking
- Information on accessibility and accessible products
- Signed Master Agreement
- Online ordering capability with the ability to remember multiple ship to locations (if applicable to product)
- List of approved partners, if applicable

Within 30 calendar days of the notice of intent to award a Master Agreement, Contractor must provide a sample URL of the Master Agreement webpage to the Lead State for review and approval. The Lead State will review and determine acceptability of the website format and data. If the information is determined to be unacceptable or incorrect, the Contractor will have 15 calendar days to provide revisions to the Lead State. After the Lead State approves the website, Contractor may not make material changes to the website without notifying the Lead State through the ARF process and receiving written approval of the changes.

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4. **Environmental Certifications.**
Contractor must include environmental or supply chain responsibility certifications and registrations for products sold through this Contract on their website. Contractor must provide these certifications and registrations for specific products to Participating Entities upon request.

5. **EPEAT Registration.**
Contractor agrees that applicable products offered that have EPEAT Standards provided under the Master Agreement must have achieved a minimum EPEAT Bronze registration. This requirement does not apply to Band 3.

Contractor may propose the addition of a product that has not yet achieved a minimum EPEAT Bronze registration. The Lead State, in its sole discretion may require Contractor to provide the following documentation to support the addition of the proposed product:

- A letter from the Green Electronics Council (GEC) on GEC's letterhead confirming that the verification process is underway; or
- A copy of Contractor's GEC contract, Conformity Assurance Board (CAB) contract, and a letter from Contractor's CAB stating that the relevant product has been registered with the CAB and that verification is underway.

The Lead State reserves the right to reject the inclusion of such product, or if approved, require Contractor to remove the product at a later date if the product does not achieve a minimum EPEAT Bronze registration. The Contractor must remove any products that subsequently exit the verification process without achieving EPEAT Bronze or greater from the Master Agreement.

6. **Third-Party Products.**
Some products offered may be manufactured by a third party. Contractor, however, must provide or facilitate the warranty service and maintenance for all Third-Party Products on the Master Agreement either directly or pass-through from the manufacturer. Contractor may not offer products manufactured by another Contractor holding a Minnesota NASPO ValuePoint Master Agreement for Computer Equipment without approval from the Lead State. Warranty for third-party products must be provided by the Contractor. Warranty documents for products manufactured by a third party are preferred to be delivered to the Participating Entity with the products. Contractor can only offer Third-Party Products in a Band they have been awarded.

Third-Party Products are intended to enhance or supplement a Contractor's own product line, and are not intended to represent more than a third of Contractor's total sales under this Master Agreement. The Lead State may limit the sale of Third-Party Products through the Master Agreement during the life of the Master Agreement should Third-Party Product sales be determined to consistently exceed one third of the total sales under this Master Agreement. Such limitation may take the form of any action the Lead State so chooses, up to and including non-renewal or cancellation of the Master Agreement.

7. **Partner Utilization.**
If utilizing partners, the Contractor is responsible for the partners providing products and services, as well as warranty service and maintenance for equipment the partner provides. Participating Entities have the option of utilizing partners. Contractor must provide a Participating Entity a copy of its plan for partner utilization upon request. Contractor must make available a list of approved partners for each Participating Entity. Participating Entities must approve specific Partners as outlined within the relevant Participating Addendum, and only partners approved by the Participating Entity may be deployed. The Participating Entity will define the process to add and remove partners in their Participating Addendum.

8. **2019 National Defense Authorization Act, Section 889(f)(3).**
Under the 2019 National Defense Authorization Act, Section 889(f)(3), the US military is prohibited from purchasing video surveillance and telecommunications equipment from certain Chinese-owned technology firms. While US state are

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not subject to this act, there is increasing concern for the security of state data. Contractor certifies for the term of this Master Agreement that it is not subject to laws, rules, or policies potentially requiring disclosure of, or provision of access to, customer data to foreign governments or entities controlled by foreign governments, and that Contractor's Products do not contain, include, or utilize components or services supplied by any entity subject to the same. Contractor also certifies that its Products do not contain, include, or utilize any covered technology prohibited under Section 889 of the National Defense Authorization Act, as amended.

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Exhibit D: Pricing Schedule

Attached and incorporated into this Master Agreement as Exhibit D is the Price Schedule.

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Exhibit D: Price Schedule

NASPO ValuePoint Computer Equipment (2023-2028)
CONTROL SET

Master Agreement: 23004
Contractor Name: Dell Marketing, LP

Awarded Bands:

x Band 1: Personal Computing Devices (Windows)
x Band 2: Personal Computing Devices (Non-Windows)
x Band 3: Servers and Storage

Band	Category Code	Category Description	Discount off Baseline List
1	1B	Band 1 - Minimum Discount	18.0%
1	1T	Band 1 - Third Party Product Minimum Discount	5.5%
2	2B	Band 2 - Minimum Discount	18.0%
2	2T	Band 2 - Third Party Product Minimum Discount	5.5%
3	3B	Band 3 - Minimum Discount	18.0%
3	3T	Band 3 - Third Party Product Minimum Discount	5.5%
	S-1	Standalone Services	4.0%
	S-2	Warranty Services	4.0%
	S-3	Training and Other Professional Services	4.0%

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Exhibit D: Price Schedule

Discount Structure

Master Agreement: 23004
Contractor Name: Dell Marketing, LP
Baseline Price List: Posted on Contractor's dedicated NASPO ValuePoint website

Band 1: Personal Computer Equipment (Windows OS)

Band	Category Code	Category Description	Discount off Baseline List
1	**1B**	**Band 1 - Minimum Discount**	**18.0%**
1	1B-1	Desktops - Alienware, Inspiron, Vostro, XPS	0.5%
1	1B-2	Notebooks - Alienware, Inspiron, Vostro, XPS	2.5%
1	1B-3	Projectors/Monitors/Other Electronics	2.5%
1	1B-4	Displays	2.5%
1	1B-5	Imaging	2.5%
1	1B-6	Dell Branded - Printer accessories, parts, and toner	1.5%
1	1B-7	Spare Parts related to Band 1	0.5%
1	1B-8	Customer Kits	15.0%
1	1B-9	Ready to Ship configurations	4.0%
1	**1T**	**Band 1 - Third Party Product Minimum Discount**	**5.5%**
1	1T-1	Selected Third Party - Software and Peripherals	0.5%

Band 2: Personal Computer Equipment (Non-Windows OS)

Band	Category Code	Category Description	Discount off Baseline List
2	**2B**	**Band 2 - Minimum Discount**	**18.0%**
2	2B-1	Commercial Chromebooks	15.0%
2	2B-2	Consumer Chromebooks	15.0%
2	2B-3	Projectors/Monitors/Other Electronics	2.5%
2	2B-4	Displays	2.5%
2	2B-5	Imaging	2.5%
2	2B-6	Dell Branded - Printer accessories, parts, and toner	1.5%
2	2B-7	Spare Parts related to Band 2	0.5%
2	2B-8	Customer Kits	15.0%
2	2B-9	Ready to Ship configurations	4.0%
2	**2T**	**Band 2 - Third Party Product Minimum Discount**	**5.5%**
2	2T-1	Selected Third Party - Software and Peripherals (Non-discountable)	0.5%

Band 3: Servers and Storage

Band	Category Code	Category Description	Discount off Baseline List
3	**3B**	**Band 3 - Minimum Discount**	**18.0%**
3	3B-1	Spare Parts related to Band 3	0.5%
3	3B-2	Customer Kits	15.0%
3	**3T**	**Band 3 - Third Party Product Minimum Discount**	**5.5%**
3	3T-1	Selected Third Party - Software and Peripherals	0.5%

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Exhibit D: Price Schedule

Volume-Based Discounts

Master Agreement: 23004
Contractor Name: Dell Marketing, LP

Bands 1 & 2

1. Per Transaction Multiple Unit Discount(s)

Contractor provides a contractual volume discount program as follows based on dollars in a single purchase order or combination of purchase orders submitted at one time by a Purchasing Entity, or multiple entities conducting a cooperative purchase.

Min $ Single Transaction	Max $ Single Transaction	Per Transaction Multiple Unit Discount
$100,000.00	$199,999.99	1.0%
$200,000.00	$399,999.99	2.0%
$400,000.00	$599,999.99	4.0%
$600,000.00	$999,999.99	6.0%
$1,000,000.00	No Maximum	8.0%

Note: Per Transaction Multiple Unit Discount does not apply to Category Exceptions, 3rd party products, services, and special promotional offers

2. Cumulative Discount(s)

Contractor provides a cumulative volume discount as follows based on dollars resulting from the cumulative purchases by all purchases made by Purchasing Entities for the duration of the Master Agreement.

Threshold	Discount Level
Up to 2B	0.0%
$2B to $4B	1.0%
$4B to $6B	2.0%
$6B to $8B	3.0%
$8B to $10B	4.0%
Greater than $10B	5.0%

Note: Cumulative Discount does not apply to Category Exceptions, 3rd party products, services, and special promotional offers

3. Other Discount(s)

none

Band 3

1. Per Transaction Multiple Unit Discount(s)

Contractor provides a contractual volume discount program as follows based on dollars in a single purchase order or combination of purchase orders submitted at one time by a Purchasing Entity, or multiple entities conducting a cooperative purchase.

Min $ Single Transaction	Max $ Single Transaction	Per Transaction Multiple Unit Discount
$250,000.00	$499,999.99	1.0%
$500,000.00	$999,999.99	2.0%
$1,000,000.00	$1,499,999.99	4.0%
$1,500,000.00	$1,999,999.99	6.0%

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	Maximum	8.0%

Note: Per Transaction Multiple Unit Discount does not apply to Category Exceptions, 3rd party products, services, and special promotional offers.

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Exhibit D: Price Schedule

2. Cumulative Discount(s)

Contractor provides a cumulative volume discount as follows based on dollars resulting from the cumulative purchases by all purchases made by Purchasing Entities for the duration of the Master Agreement.

Column1	Discount Level
Up to 2B	0.0%
$2B to $4B	1.0%
$4B to $6B	2.0%
$6B to $8B	3.0%
$8B to $10B	4.0%

Greater than $10B 5.0%

Note: Cumulative Discount does not apply to Category Exceptions, 3rd party products, services, and special promotional offers.

3. Other Discount(s)

Additional discount(s) available.

none

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Exhibit D: Price Schedule

Master Agreement: 23004
Contractor Name: Dell Marketing, LP

Each Purchasing Entity will determine if and how services will be offered in the Participating

Travel for Services will be negotiated with each Participating Entity in the Participating Addendum.

All Awarded Bands		
Category Code	**Description of Service**	**Percent Discount**
S-1	Standalone Services	4.0%
S-2	Warranty Services	4.0%
S-3	Training and Other Professional Services	4.0%

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Exhibit D: Price Schedule

Master Agreement: 23004
Contractor Name: Dell Marketing, LP

All Awarded Bands

Optional: Lease Rates

Dell Financial Services (DFS') payment solutions offer flexible end-of term options designed to suit each entity's unique needs. Payment terms are generally from 24 through 60 months and are tailored to match the essential useful life of the equipment to the payment term. Payments can be billed monthly, quarterly, semi-annually or annually.

DFS payment solution rates are adjusted quarterly in accordance with a formula based on fluctuations in treasury notes. Our rates are a function of several factors including estimates of future residual values, prevailing interest rates, borrowing costs, general and administrative expenses, and solution structure. Once a payment schedule has commenced, the rate remains constant for the term of the schedule.

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Exhibit D: Price Schedule

Prompt Payment Discount

Master Agreement: 23004
Contractor Name: Dell Marketing, LP

All Awarded Bands

		in 30
		in 15, Net 30
		in 10, Net 30
X		Net 30
	Other (specify):	

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Exhibit E: Contractor Terms and Conditions

Attached by reference as Exhibit E are the following Contractor document(s):

- **Software Licenses.** Customer's rights to use the Software delivered by Supplier are governed by the terms of the applicable end-user license agreement. Unless different terms have been agreed between the parties, the terms posted on www.dell.com/eula (the "EULA") shall apply. Supplier will provide a hard copy of the applicable terms upon request. Unless expressly otherwise agreed, microcode, firmware or operating system software required to enable the Equipment with which it is shipped to perform its basic or enhanced functions, is licensed for use solely on such Equipment.

- **Dell Return Policy.** Customer may return Products to Supplier pursuant to the return policy at www.dell.com/returnspolicy.

- **Equipment Warranty.** Unless provided otherwise in a Schedule, additional terms governing the limited warranties for Equipment are found at https://www.dell.com/learn/us/en/uscorp1/terms-of-sale-commercial-and-public-sector-warranties?c=us&l=en&s=corp or in the applicable documentation or Product Notice for the specific Equipment.

- **Product- and Service-Specific Terms.** Scope and details of Services and Product-specific terms are specified in the applicable standard service description that is attached to or referred in a Schedule or Quote, or is made available through the then-current Supplier website for product- or service-specific terms, currently located at www.dell.com/offeringspecificterms. Such standard descriptions are from time to time referred to as "Service Description(s)", "Product Notices" or "Service Briefs." The version of the applicable document that is effective as of the date of the applicable Quote, shall be deemed incorporated into the Order. Scope and details of customized Professional Services not covered by such a standard description shall be documented in a mutually agreed Statement of Work ("SOW").

These Contractor terms and conditions are being provided for **informational purposes only**. They are intended to be negotiated by Contractor and a Participating Entity as part of a Participating Addendum, or by Contractor and a Purchasing Entity as part of an Order, and shall apply only as agreed to in writing by the parties. Unless such terms are expressly accepted in writing, terms in the following document(s) that derogate the application to a Purchasing Entity of a corresponding term in this Master Agreement or applicable Participating Addendum shall be deemed void.

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STATE OF CALIFORNIA
PARTICIPATING ADDENDUM NUMBER 7-23-70-55-01
Computer Equipment, Peripherals & Related Services
Minnesota NASPO ValuePoint Master Agreement Number 23026
Dell Marketing L.P. (Contractor)

This Participating Addendum Number 7-23-70-55-01 is entered into between the State of California, Department of General Services (hereafter referred to as "State" or "DGS") and Dell Marketing L.P. (hereafter referred to as "Contractor") under the lead state of Minnesota NASPO ValuePoint Master Agreement Number 23026.

1. SCOPE

   A. This Participating Addendum covers the purchase of computer equipment (desktops, laptops, tablets, servers, and storage, including related peripherals & services) under the Minnesota NASPO ValuePoint Master Agreement. The Minnesota NASPO ValuePoint Master Agreement is hereby incorporated by reference. Product/service categories included under this Participating Addendum are identified in Section 5 (Available Products and Services).

   B. This Participating Addendum is available for use by California state agencies and local governments. A local government is defined as any city, county, city and county, district, or other local governmental body, school district or corporation empowered to expend public funds. The State Agency Listing (https://www.ca.gov/agenciesall/) provides a comprehensive list of state agencies.

   C. Each local government is to make its own determination whether this Participating Addendum and the Minnesota NASPO ValuePoint Master Agreement are consistent with its procurement policies and regulations.

2. TERM

   A. The term of this Participating Addendum shall begin February 1, 2024, or upon signature approval by the State whichever occurs later, and will end June 30, 2025, or upon termination by the State, whichever occurs first.

   B. Lead state amendments to extend the NASPO ValuePoint Master Agreement term date are not automatically incorporated into this Participating Addendum. Extension(s) to the term of this Participating Addendum will be through a written amendment upon mutual agreement between the State and the Contractor.

   C. Order placement and execution shall be on or before the expiration of this Participating Addendum. However, delivery of products or completion of services may be up to 120 days after the Participating Addendum expiration date.

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3. TERMS AND CONDITIONS/INCORPORATION OF DOCUMENTS

   A. Terms and conditions listed below are hereby incorporated by reference and made a part of this Participating Addendum as if attached herein and shall apply to the purchase of goods or services made under this Participating Addendum.

      1) General Provisions – Information Technology (GSPD-401IT) effective 6/21/2022

   B. Terms can be viewed on the DGS Procurement Division website (https://www.dgs.ca.gov/PD/Resources/Page-Content/Procurement-Division-Resources-List-Folder/Required-Language-for-Solicitations-and-Contracts).

4. ORDER OF PRECEDENCE

   A. In the event of any inconsistency between the articles, attachments, or provisions which constitute this agreement, the following descending order of precedence shall apply:

      1) California Participating Addendum Number 7-23-70-55-01
      2) Minnesota NASPO ValuePoint Master Agreement Number 23026

5. AVAILABLE PRODUCTS AND SERVICES

   A. The following product and service offerings from the Minnesota NASPO ValuePoint Master Agreement Number 23026 are allowed under this Participating Addendum:

      1) Band 1, Personal Computing Devices – Windows Operating Systems: Desktops, Laptops, Tablets
      2) Band 2, Personal Computing Devices – Non-Windows Operating Systems: Desktops, Laptops, Tablets
      3) Band 3, Servers and Storage

6. RESTRICTIONS/DISALLOWED PRODUCTS AND SERVICES

   A. Configuration limits: The dollar limits identified below are based on a SINGLE computer/system configuration. This is NOT a restriction on the purchase of multiple configurations (e.g., an entity could purchase 10 laptops at $15,000 each, for a total purchase price of $150,000).

ITEM	CONFIGURATION
Band 1	$15,000
Band 2	$15,000
Band 3	$1,000,000
Peripherals	$10,000
Services	Addressed in the customer specific Purchase Orders

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B. Services must be related to the procurement of equipment.

C. The following restrictions apply to state agency purchases under this Participating Addendum:

1) Product and service categories that are available on mandatory California statewide contracts cannot be purchased from this Participating Addendum by state agencies without an exemption. State agencies are responsible for obtaining a mandatory statewide contract exemption from DGS prior to issuing a purchase order.

2) Service-only purchases are disallowed. (Exception: Equipment maintenance service purchases are allowed).

3) Services that fall within the definition of "public works" as defined in Public Contract Code section 1101 and Labor Code section 1720 are disallowed under this Participating Addendum and must be procured by alternate means. This restriction is not applicable to local governments.

4) Leasing/rental is not allowed.

5) Professional services are not allowed.

6) Cloud services are not allowed.

7. PRICING

A. Contractor's pricing is outlined in the Minnesota NASPO ValuePoint Master Agreement Number 23026.

B. Contractor shall notify the State Contract Administrator of any amendments and pricing adjustments approved and executed by the state of Minnesota.

8. AUTHORIZED RESELLERS

A. Contractor may use State-approved Authorized Resellers under this Participating Addendum for sales and service functions as defined herein.

1) Authorized Resellers must accept purchase orders and accept payment from ordering agencies for products and services offered under this Participating Addendum.

2) Authorized Resellers are responsible for sending a copy of all purchase orders and invoices to the Contractor for compliance with quarterly usage reporting and administrative fee requirements.

3) All purchase documents to Authorized Resellers shall reference the Participating Addendum Number and Contractor Name.

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B. Contractor shall be responsible for successful performance and compliance with all requirements in accordance with the terms and conditions under this Participating Addendum, even if work is performed by Authorized Resellers. All State policies, guidelines, and requirements shall apply to Authorized Resellers.

C. Contractor will be the sole point of contact with regard to Participating Addendum contractual matters, reporting, and administrative fee requirements.

D. Subject to the approval of the State, Authorized Resellers may be added on a quarterly basis during the term of the Participating Addendum. Contractors shall notify the State in writing of any deleted Authorized Resellers or changes to current Authorized Resellers' information at any time.

E. Contractor will be required to submit Authorized Reseller requests, in a format specified by the State, to the State Contract Administrator for approval.

F. State-approved Authorized Resellers will be posted on the State's Cal eProcure website.

9. SUBCONTRACTORS

A. Nothing contained in this Participating Addendum or otherwise, shall create any contractual relation between the State and any subcontractors, and no subcontract shall relieve Contractor of its responsibilities and obligations hereunder. Contractor agrees to be as fully responsible to the State for the acts and omissions of its subcontractors and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by the Contractor. Contractor's obligation to pay its subcontractors is an independent obligation from the State's obligation to make payments to the Contractor.

B. Contractor shall perform the work contemplated with resources available within its own organization and no portion of the work shall be subcontracted except for subcontractors listed on the Bidder Declaration (GSPD-05-105) provided to ordering agencies at the time an order is quoted.

C. As the prime Contractor, Contractor is responsible for reports and fees required by the terms and conditions of the NASPO ValuePoint Master Agreement and Participating Addendum.

D. Any subcontract in excess of $25,000, entered into as a result of this Participating Addendum, shall contain all the provisions stipulated in this Participating Addendum to be applicable to subcontractors.

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10. ORDERING AGENCY RESPONSIBILITIES

A. State agency and local government use of this Participating Addendum is optional.

B. State agencies and local governments must follow the ordering procedures outlined within the User Instructions guide, administered by the State Contract Administrator, to execute orders against this Participating Addendum. User Instructions are posted on the State's Cal eProcure website.

C. All purchase orders executed under this Participating Addendum shall include the Participating Addendum Number 7-23-70-55-01.

11. STATE AGENCY BUY RECYCLED CAMPAIGN (SABRC)

A. State agencies are required to report purchases made within the eleven product categories in the California Department of Resources Recycling and Recovery's State Agency Buy Recycled Campaign (SABRC) per Public Contract Code sections 12200-12217.

B. Contractor will be required to complete and return a Postconsumer Recycled-Content Certification form (https://calrecycle.ca.gov/buyrecycled/stateagency/vendored/form74guide/) upon request by the state agency.

12. DELIVERY

A. Delivery shall occur within 30 days after receipt of order, or as negotiated between ordering agency and Contractor and included in the purchase order, or as otherwise stipulated in the NASPO ValuePoint Master Agreement.

B. Free On Board (F.O.B.) Destination, freight prepaid by the Contractor, to the ordering agency's receiving point.

13. INVOICING AND PAYMENT

A. Payment will be made in accordance with IT General Provisions Paragraph 30 (Required Payment Date).

B. Invoices shall be sent to the address identified in the ordering agency's purchase order. The Participating Addendum Number and ordering agency purchase order number shall appear on each invoice for all purchases placed under this Participating Addendum.

C. Contractor does not accept the State of California credit card (CAL-Card) for payment of invoices.

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14. USAGE REPORTING

A. Contractor shall submit usage reports on a quarterly basis to the State Contract Administrator for all California entity purchases using the report template attached hereto as Attachment A. The report is due even when there is no activity.

B. The State Contract Administrator reserves the right to modify Attachment A and require Contractor to provide additional order information during the course of this Participating Addendum.

C. The report shall be an Excel spreadsheet transmitted electronically to the DGS Cooperatives mailbox (PDCooperatives@dgs.ca.gov).

D. Any report that does not follow the required format or that excludes information will be deemed incomplete. Contractor will be responsible for submitting corrected reports within five (5) business days of the date of written notification from the State.

E. Tax must not be included in the report, even if it is on the purchase order.

F. Reports are due for each quarter as follows:

Reporting Period	Due Date
January 1 to March 31	April 30
April 1 to June 30	July 31
July 1 to September 30	October 31
October 1 to December 31	January 31

G. Failure to meet reporting requirements and submit the reports on a timely basis shall constitute grounds for suspension of this Participating Addendum.

H. Time extensions may be approved only if all due reports have been submitted to the State.

15. ADMINISTRATIVE FEE

A. Contractor is required to remit to DGS an administrative fee amount equal to 1.25% of the sales for the quarterly reporting period less freight, taxes, returned products and credits. (For example, if the net sales for the reporting quarter totals $100,000.00, the incentive fee due to DGS would be $1,250.00.)

B. The administrative fee shall not be included as an adjustment to Contractor's NASPO ValuePoint Master Agreement pricing.

C. The administrative fee shall not be invoiced or charged to the ordering agency.

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D. Payment of the administrative fee is due irrespective of payment status from ordering agencies.

E. Payment may be made in the form of an electronic payment using the LPA Payment Portal website (https://www.dgs.ca.gov/PD/Services/Page-Content/Procurement-Division-Services-List-Folder/Access-LPA-Payment-Portal) or by submitting a check payable to the State of California, Department of General Services.

F. Administrative fee payments made by check must include the Participating Addendum Number on the check and be submitted to the following address:

Department of General Services
Procurement Division
Attn: MAPS Payment Processing
707 Third Street, 2nd Floor
West Sacramento, CA 95605

G. Administrative fee payments are due for each quarter as follows:

Reporting Period	Due Date
January 1 to March 31	April 30
April 1 to June 30	July 31
July 1 to September 30	October 31
October 1 to December 31	January 31

H. Failure to meet administrative fee requirements and submit fees on a timely basis shall constitute grounds for suspension of this Participating Addendum.

16. CONTRACT MANAGEMENT

A. The primary Contractor Contract Manager for this Participating Addendum shall be as follows:

Contractor	Contract Manager
Name:	Ashley Salinas
Phone:	(512) 542-1237
Fax:	n/a
Email	A.Salinas@dell.com
Address:	Dell Marketing L.P. Attn: Ashley Salinas One Dell Way Round Rock, TX 78682

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B. The State Contract Administrator for this Participating Addendum shall be as follows:

State	Contract Administrator
Name:	Katelynne Leisenring
Phone:	(279) 946-8129
Email	katelynne.leisenring@dgs.ca.gov
Address:	State of California Department of General Services Procurement Division 707 Third Street, 2nd Floor, MS 2-202 West Sacramento, CA 95605

C. Should the contact information for either party change, the party will provide written notice with updated information no later than ten (10) business days after the change.

17. TERMINATION OF AGREEMENT

The State may terminate this Participating Addendum at any time upon 30 days prior written notice to the Contractor. Upon termination or other expiration of this Participating Addendum, each party will assist the other party in orderly termination of the Participating Addendum and the transfer of all assets, tangible, and intangible, as may facilitate the orderly, non-disrupted business continuation of each party. This provision shall not relieve the Contractor of the obligation to perform under any purchase order or other similar ordering document executed prior to the termination becoming effective.

18. AMENDMENT

No amendment or variation of the terms of this Participating Addendum shall be valid unless made in writing, signed by the parties, and approved as required. No oral understanding or agreement not incorporated in the Participating Addendum is binding on any of the parties.

19. NEWS RELEASES

Unless otherwise exempted, news releases, endorsements, advertising, and social media content pertaining to this Participating Addendum shall not be made without prior written approval from the State.

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20. EXECUTIVE ORDER N-6-22 – RUSSIA SANCTIONS

On March 4, 2022, Governor Gavin Newsom issued Executive Order N-6-22 (the EO) regarding Economic Sanctions against Russia and Russian entities and individuals. "Economic Sanctions" refers to sanctions imposed by the U.S. government in response to Russia's actions in Ukraine, as well as any sanctions imposed under state law. The EO directs state agencies to terminate contracts with, and to refrain from entering any new contracts with, individuals or entities that are determined to be a target of Economic Sanctions. Accordingly, should the State determine Contractor is a target of Economic Sanctions or is conducting prohibited transactions with sanctioned individuals or entities, that shall be grounds for termination of this Participating Addendum. The State shall provide Contractor advance written notice of such termination, allowing Contractor at least thirty (30) calendar days to provide a written response. Termination shall be at the sole discretion of the State.

21. AGREEMENT

A. This Participating Addendum and the Master Agreement together with its exhibits and/or amendments, set forth the entire agreement between the parties with respect to the subject matter of all previous communications, representations, or agreements, whether oral or written, with respect to the subject matter hereof. Terms and conditions inconsistent with, contrary or in addition to the terms and conditions of this Participating Addendum and the Master Agreement, together with its exhibits and/or amendments, shall not be added to or incorporated into this Participating Addendum or the Master Agreement and its exhibits and/or amendments, by any subsequent purchase order or otherwise, and any such attempts to add or incorporate such terms and conditions are hereby rejected. The terms and conditions of this Participating Addendum and the Master Agreement and its exhibits and/or amendments shall prevail and govern in the case of any such inconsistent or additional terms.

B. By signing this Participating Addendum, Contractor agrees to offer the same products/services available on the Minnesota NASPO ValuePoint Master Agreement Number 23026, at prices equal to or lower than the prices on that agreement.

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IN WITNESS WHEREOF, the parties have executed this Participating Addendum as of the date of execution by both parties below.

STATE OF CALIFORNIA	CONTRACTOR
Department of General Services	Dell Marketing L.P.
Agency Name	Contractor Name
Julie Matthews Digitally signed by Julie Matthews Date: 2024.01.23 13:54:09 -08'00' 1/23/2024	Katherine Castillo 01/22/2024
Authorized Signature Date Signed	Authorized Signature Date Signed
Julie Matthews, MAU2 Supervisor	Katherine Castillo- Paralegal Advisor
Printed Name/Title of Person Signing	Printed Name/Title of Person Signing
707 Third Street West Sacramento, CA 95605	One Dell Way Round Rock, TX 78682
Address	Address

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EXHIBIT C

City's Insurance and Indemnity

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Exhibit C

Insurance and Indemnity

INDEMNIFICATION

To the furthest extent allowed by law, VENDOR shall indemnify, hold harmless and defend CITY and each of its officers, officials, employees, agents and volunteers from any and all loss, liability, fines, penalties, forfeitures, costs and damages (whether in contract, tort or strict liability, including but not limited to personal injury, death at any time and property damage) incurred by CITY, VENDOR or any other person, and from any and all claims, demands and actions in law or equity (including reasonable attorney's fees, litigation expenses and cost to enforce this agreement), arising or alleged to have arisen directly or indirectly out of performance of this Contract. VENDOR'S obligations under the preceding sentence shall apply regardless of whether CITY or any of its officers, officials, employees, agents or volunteers are passively negligent, but shall not apply to any loss, liability, fines, penalties, forfeitures, costs or damages caused by the active or sole negligence, or the willful misconduct, of CITY or any of its officers, officials, employees, agents or volunteers.

If VENDOR should subcontract all or any portion of the work to be performed under this Contract, VENDOR shall require each subcontractor to indemnify, hold harmless and defend CITY and each of its officers, officials, employees, agents and volunteers in accordance with the terms of the preceding paragraph.

This section shall survive termination or expiration of this Contract.

INSURANCE REQUIREMENTS

(a) Throughout the life of this Agreement, VENDOR shall pay for and maintain in full force and effect all insurance as required herein with an insurance company(ies) either (i) admitted by the California Insurance Commissioner to do business in the State of California and rated no less than “A-VII” in the Best’s Insurance Rating Guide, or (ii) as may be authorized in writing by CITY'S Risk Manager or his/her designee at any time and in his/her sole discretion. The required policies of insurance as stated herein shall maintain limits of liability of not less than those amounts stated therein. However, the insurance limits available to CITY, its officers, officials, employees, agents and volunteers as additional insureds, shall be the greater of the minimum limits specified therein or the full limit of any insurance proceeds to the named insured.

(b) If at any time during the life of the Agreement or any extension, VENDOR or any of its subcontractors fail to maintain any required insurance in full force and effect, all services and work under this Agreement shall be discontinued immediately, and all payments due or that become due to VENDOR shall be withheld until notice is received by CITY that the required insurance has been restored to full force and effect and that the premiums therefore have been paid for a period satisfactory to CITY. Any failure to maintain the required insurance shall be sufficient cause for CITY to terminate this

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Agreement. No action taken by CITY pursuant to this section shall in any way relieve VENDOR of its responsibilities under this Agreement. The phrase “fail to maintain any required insurance” shall include, without limitation, notification received by CITY that an insurer has commenced proceedings, or has had proceedings commenced against it, indicating that the insurer is insolvent.

(c) The fact that insurance is obtained by VENDOR shall not be deemed to release or diminish the liability of VENDOR, including, without limitation, liability under the indemnity provisions of this Agreement. The duty to indemnify CITY shall apply to all claims and liability regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by VENDOR. Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of VENDOR, vendors, suppliers, invitees, contractors, sub-contractors, subcontractors, or anyone employed directly or indirectly by any of them.

Coverage shall be at least as broad as:

1. The most current version of Insurance Services Office (ISO) Commercial General Liability Coverage Form CG 00 01, providing liability coverage arising out of your business operations. The Commercial General Liability policy shall be written on an occurrence form and shall provide coverage for “bodily injury,” “property damage” and “personal and advertising injury” with coverage for premises and operations (including the use of owned and non-owned equipment), products and completed operations, and contractual liability (including, without limitation, indemnity obligations under the Agreement) with limits of liability not less than those set forth under “Minimum Limits of Insurance.”

2. The most current version of ISO *Commercial Auto Coverage Form CA 00 01, providing liability coverage arising out of the ownership, maintenance or use of automobiles in the course of your business operations. The Automobile Policy shall be written on an occurrence form and shall provide coverage for all owned, hired, and non-owned automobiles or other licensed vehicles (Code 1- Any Auto).

3. Workers’ Compensation insurance as required by the State of California and Employer’s Liability Insurance.

4. Technology Liability (Errors and Omissions) insurance appropriate to VENDOR’S profession. Coverage shall be sufficiently broad to respond to duties and obligations as is undertaken by VENDOR in this agreement and shall include but not be limited to, claims involving infringement of intellectual property, including but not limited to infringement of copyright, trademark, trade dress, invasion of privacy violations, information theft, damage to or destruction of electronic information, release of private

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information, alteration of electronic information, extortion and network security. The policy shall provide coverage for breach response costs as well as regulatory fines penalties and credit monitoring expenses with limits sufficient to respond to these obligations.

5. Cyber Liability (Privacy and Data breach) insurance appropriate to VENDOR'S profession.

MINIMUM LIMITS OF INSURANCE

VENDOR shall procure and maintain for the duration of the contract, and for 5 years thereafter, insurance with limits of liability not less than those set forth below. However, insurance limits available to CITY, its officers, officials, employees, agents and volunteers as additional insureds, shall be the greater of the minimum limits specified herein or the full limit of any insurance proceeds available to the named insured:

1. COMMERCIAL GENERAL LIABILITY

(i) $1,000,000 per occurrence for bodily injury and property damage;

(ii) $1,000,000 per occurrence for personal and advertising injury;

(iii) $2,000,000 aggregate for products and completed operations; and,

(iv) $2,000,000 general aggregate applying separately to the work performed under the Agreement.

2. COMMERCIAL AUTOMOBILE LIABILITY

$1,000,000 per accident for bodily injury and property damage.

3. Workers' Compensation Insurance as required by the State of California with statutory limits and EMPLOYER'S LIABILITY with limits of liability not less than:

(i) $1,000,000 each accident for bodily injury;

(ii) $1,000,000 disease each employee; and,

(iii) $1,000,000 disease policy limit.

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4. TECHNOLOGY PROFESSIONAL LIABILITY :

(i) $1,000,000 per claim/occurrence; and,

(ii) $2,000,000 policy aggregate.

5. CYBER LIABILITY insurance with limits of not less than:

(i) $1,000,000 per claim/occurrence; and,

(ii) $2,000,000 policy aggregate

UMBRELLA OR EXCESS INSURANCE

In the event VENDOR purchases an Umbrella or Excess insurance policy(ies) to meet the “Minimum Limits of Insurance,” this insurance policy(ies) shall “follow form” and afford no less coverage than the primary insurance policy(ies). In addition, such Umbrella or Excess insurance policy(ies) shall also apply on a primary and non-contributory basis for the benefit of the CITY, its officers, officials, employees, agents and volunteers.

DEDUCTIBLES AND SELF-INSURED RETENTIONS

VENDOR shall be responsible for payment of any deductibles contained in any insurance policy(ies) required herein and VENDOR shall also be responsible for payment of any self-insured retentions.

OTHER INSURANCE PROVISIONS/ENDORSEMENTS

(i) All policies of insurance required herein shall be endorsed to provide that the coverage shall not be cancelled, non-renewed, reduced in coverage or in limits except after thirty (30) calendar days written notice has been given to CITY, except ten (10) days for nonpayment of premium. VENDOR is also responsible for providing written notice to the CITY under the same terms and conditions. Upon issuance by the insurer, broker, or agent of a notice of cancellation, non-renewal, or reduction in coverage or in limits, VENDOR shall furnish CITY with a new certificate and applicable endorsements for such policy(ies). In the event any policy is due to expire during the work to be performed for CITY, VENDOR shall provide a new certificate, and applicable endorsements, evidencing renewal of such policy not less than fifteen (15) calendar days prior to the expiration date of the expiring policy.

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(ii) The Commercial General and Automobile Liability insurance policies shall be written on an occurrence form.

(iii) The Commercial General and Automobile Liability insurance policies shall be endorsed to name City, its officers, officials, agents, employees and volunteers as an additional insured all ongoing and completed operations. Additional Insured endorsements under the General Liability policy must be as broad as that contained in ISO Forms: GC 20 10 11 85 or both CG 20 10 & CG 20 37.

(iv) The Commercial General and Automobile Liability insurance shall contain, or be endorsed to contain, that VENDOR'S insurance shall be primary to and require no contribution from the City. Primary and Non Contributory language under the General Liability policy must be as broad as that contained in ISO Form CG 20 01 04 13. These coverages shall contain no special limitations on the scope of protection afforded to City, its officers, officials, employees, agents and volunteers.

(v) Should any of these policies provide that the defense costs are paid within the Limits of Liability, thereby reducing the available limits by defense costs, then the requirement for the Limits of Liability of these polices will be twice the above stated limits.

(vi) All insurance policies required herein shall contain, or be endorsed to contain, a waiver of subrogation as to CITY, its officers, officials, agents, employees and volunteers.

The Cyber and Technology Professional Liability insurance shall cover claims involving privacy violations, information theft, damage to or destruction of electronic information, intentional and/or unintentional release of private information (including credit monitoring costs), alteration of electronic information, extortion and network security. Such coverage is required for claims involving any professional services for which VENDOR is engaged with the City for such length of time as necessary to cover any and all claims

If the Technology Professional and Cyber Liability insurance policies) are written on a claims-made form:

1. The retroactive date must be shown, and must be before the effective date of the Agreement or the commencement of work by VENDOR.

2. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the Agreement work or termination of the Agreement, whichever occurs first, or, in the alternative, the policy shall be endorsed to provide not less than a five (5) year discovery period.

3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a retroactive date prior to the effective date of the Agreement or

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the commencement of work by VENDOR, VENDOR must purchase “extended reporting” coverage for a minimum of five (5) years completion of the Agreement work or termination of the Agreement, whichever occurs first.

4. A copy of the claims reporting requirements must be submitted to CITY for review.

5. These requirements shall survive expiration or termination of the Agreement.

Should any of these policies provide that the defense costs are paid within the Limits of Liability, thereby reducing the available limits by defense costs, then the requirement for the Limits of Liability of these polices will be twice the above stated limits.

PROVIDING OF DOCUMENTS

VENDOR shall furnish CITY with all certificate(s) and applicable endorsements effecting coverage required herein. All certificates and applicable endorsements are to be received and approved by the CITY’S Risk Manager or his/her designee prior to CITY’S execution of the Agreement and before work commences. All non-ISO endorsements amending policy coverage shall be executed by a licensed and authorized agent or broker. Upon request of CITY, VENDOR shall immediately furnish CITY with a complete copy of any insurance policy required under this Agreement, including all endorsements, with said copy certified by the underwriter to be a true and correct copy of the original policy. This requirement shall survive expiration or termination of this Agreement. All subcontractors working under the direction of VENDOR shall also be required to provide all documents noted herein.

SUBCONTRACTORS

If VENDOR subcontracts any or all of the services to be performed under this Agreement, VENDOR shall require, at the discretion of the CITY Risk Manager or designee, subcontractor(s) to enter into a separate Side Agreement with the City to provide required indemnification and insurance protection. Any required Side Agreement(s) and associated insurance documents for the subcontractor must be reviewed and preapproved by CITY Risk Manager or designee. If no Side Agreement is required, VENDOR will be solely responsible for ensuring that it’s subcontractors maintain insurance coverage at levels no less than those required by applicable law and is customary in the relevant industry.

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EXHIBIT D

VENDOR QUOTE

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[re]DESIGN

Q-005781 Version 1
Tuesday, September 2

WMD + RASWAS Storage Refresh

City of Fresno

by Sarah Reynolds
Senior Account Manager and Team Lead
The [RE]DESIGN Group
sreynolds@redesign-group.com

for Luke Draper
City of Fresno
luke.draper@fresno.gov

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NASPO Contract Code

Description	Qty
Master Contract Code: California NASPO Participating Addendum No. 7-23-70-55-01 under the Master Agreement No. 23026 NASPO ValuePoint Cooperative Purchasing Program **Contract Number**: No. 23026 NASPO ValuePoint Cooperative Purchasing Program **Contractor Name**: Dell Marketing L.P. **[re]DESIGN Unique Contract Number**: C000001148050 **Contact Website**: https://www.naspovaluepoint.org/portfolio/computer-equipment-peripherals-related-services-2023-2028/dell-marketing-lp/	

(1) Dell UnityXT 380H Storage Array [WMD]

Description		Price	Qty	Ext. Price
BUILD	**(1) Dell UnityXT 380H Storage Array [WMD] with 60 Months ProSupport 4 Hour**	**$116,421.00**	**1**	**$116,421.00**
~~210-ASKK~~	~~**Unity XT 380 DPE 25 x 2.5 Dell FLD RCK**~~		~~1~~	
~~400-BGCO~~	~~**Unity SYSPACK 4X600GB 10K SAS 25X2.5**~~		~~1~~	
~~528-CNRZ~~	~~**File Level Retention=IC**~~		~~1~~	
~~528-CNSB~~	~~**Unity ISCSI=IC**~~		~~1~~	
~~528-CNSC~~	~~**Unity NFS=IC**~~		~~1~~	
~~528-CNSD~~	~~**File System Events Publishing=IC**~~		~~1~~	
~~528-CNSF~~	~~**Unity VASA/vVols=IC**~~		~~1~~	
~~528-CNSG~~	~~**Unity FAST Cache=IC**~~		~~1~~	
~~528-CNSH~~	~~**Unity Replication=IC**~~		~~1~~	
~~528-CNSI~~	~~**Unity Quality of service=IC**~~		~~1~~	
~~528-CNSJ~~	~~**Unity ESA Adapter=IC**~~		~~1~~	
~~528-CNSK~~	~~**Inline Compression=IC**~~		~~1~~	
~~528-CNSL~~	~~**Unity EMC Proactive Assist=IC**~~		~~1~~	
~~528-CNSM~~	~~**Cloud Tiering**~~		~~1~~	
~~528-CNSN~~	~~**Unity Local Copies**~~		~~1~~	
~~528-CNSO~~	~~**Unity Fibre Channel=IC**~~		~~1~~	
~~528-CNSP~~	~~**Unity FAST VP=IC**~~		~~1~~	
~~528-CNSQ~~	~~**Unity Antivirus=IC**~~		~~1~~	
~~528-CNSS~~	~~**Operating System V4.0=IC**~~		~~1~~	

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(1) Dell UnityXT 380H Storage Array [WMD]

Description		Price	Qty	Ext. Price
528-CNST	**Unity CIFS=IC**		1	
528-CNSU	**Unity Thin provisioning=IC**		1	
528-CNSV	**Unity Unisphere=IC**		1	
528-CNSW	**IP Multi-Tenancy=IC**		1	
406-BBNC	**Unity CNA 4x10GbE OPT SFPs**		1	
343-BBMP	**Unity 380 DPE Install Kit**		1	
379-BDOI	**Pair of C13/C14 cables (Highline Power) or C19/C20 cables (480/680 Lowline Power) included with DPE**		1	
379-BDPD	**ISG Product (info)**		1	
876-5068	**Dell Hardware Limited Warranty**		1	
890-5196	**ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended**		1	
890-5197	**ProSupport 4-Hour 7x24 Onsite Service 3 Years**		1	
890-5272	**ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Years**		1	
955-9041	**Dell Hardware Limited Warranty Plus On Site Service Extended Year**		1	
989-3439	**Thank you choosing Dell ProSupport. For tech support, visit //www.dell.com/support or call 1-800- 945-3355**		1	
825-8624	**Certified Deployment Partner T2**		1	
826-9748	**ProSupport, Software Support Maintenance 5 Years**		1	
400-BFXP	**Unity 400GB FAST CACHE 25X2.5 SSD**		3	
400-BFXS	**Unity 600GB 10K SAS 25X2.5 DRIVE**		10	
400-BFXU	**D4 800GB SAS FLASH 25X2.5 SSD**		6	
565-BBIE	**UNITY 2X4 PORT IO 25GBE OPT**		1	
470-ADQW	**Unity 2x3M OM4 Fiber CBL**		4	
891-3380	**ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years**		14	
891-3388	**ProSupport 4-Hour 7x24 Onsite Low Capacity SSD Add On 5 Years**		9	
210-ASLH	**Unity XT 3U 15x3.5 DAE FLD RCK**		2	
800-BBQV	**Informational Purposes Only**		2	
379-BDPD	**ISG Product (info)**		2	

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(1) Dell UnityXT 380H Storage Array [WMD]

Description		Price	Qty	Ext. Price
876-4863	**Dell Hardware Limited Warranty**		2	
890-5186	**ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended**		2	
890-5187	**ProSupport 4-Hour 7x24 Onsite Service 3 Years**		2	
890-5262	**ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Years**		2	
955-9041	**Dell Hardware Limited Warranty Plus On Site Service Extended Year**		2	
989-3439	**Thank you choosing Dell ProSupport. For tech support, visit //www.dell.com/support or call 1-800- 945-3355**		2	
825-8623	**Certified Deployment Partner T1 or Distributors**		2	
400-BFVT	**D4 12TB NLSAS 15X3.5 DRIVE**		22	
470-AEBH	**Unity 2x2M DAE SAS CBL**		2	
891-3380	**ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years**		22	

Subtotal: **$116,421.00**

(2) Dell PowerEdge R660xs Servers [RAS/WAS]

Description		Price	Qty	Ext. Price
BUILD	**(2) Dell PowerEdge R660xs Servers [RAS/WAS] with 60 Months ProSupport 4 Hour**	**$45,276.00**	**1**	**$45,276.00**
210-BFUZ	**PowerEdge R660xs**		2	
461-AAIG	**Trusted Platform Module 2.0 V5**		2	
470-AFQI	**2.5" Chassis with up to 8 Hard Drives (SAS/SATA), 2 CPU**		2	
338-CPBV	**Intel Xeon Gold 6526Y 2.8G, 16C/32T, 20GT/s, 37.5M Cache, Turbo, HT (195W) DDR5-5200**		2	
338-CPBV	**Intel Xeon Gold 6526Y 2.8G, 16C/32T, 20GT/s, 37.5M Cache, Turbo, HT (195W) DDR5-5200**		2	
379-BDCO	**Additional Processor Selected**		2	
412-ABEQ	**Heatsink for 2 CPU configuration (CPU more than 150W)**		2	
370-AAIP	**Performance Optimized**		2	
370-BBRX	**5600MT/s RDIMMs**		2	
780-BCDN	**RAID 1**		2	
405-AAZB	**PERC H755 SAS Front**		2	

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(2) Dell PowerEdge R660xs Servers [RAS/WAS]

Description		Price	Qty	Ext. Price
750-ACFR	**Front PERC Mechanical Parts, front load**		2	
384-BBBL	**Performance BIOS Settings**		2	
800-BBDM	**UEFI BIOS Boot Mode with GPT Partition**		2	
387-BBEY	**No Energy Star**		2	
384-BDJC	**Standard Fan X7**		2	
450-AKLF	**Dual, Redundant(1+1), Hot-Plug Power Supply,1100W MM(100-240Vac) Titanium**		2	
330-BCBZ	**Riser Config 2, Low Profile, 1x16 LP Slots (Gen4) + 1x16 LP Slot (Gen5), 2CPU**		2	
338-CNWJ	**PowerEdge R660xs Motherboard with Broadcom 5720 Dual Port 1Gb On-Board LOM, MX, MLK**		2	
379-BFXT	**Dell Connectivity Client - Disabled**		2	
634-CYDF	**Dell Connectivity Module**		2	
528-COYT	**Secured Component Verification**		2	
528-CTID	**iDRAC9, Datacenter 16G**		2	
528-CTZH	**OpenManage Enterprise Advanced Plus**		2	
540-BCRX	**Broadcom 57504 Quad Port 10/25GbE, SFP28, OCP 3.0 NIC**		2	
325-BEUF	**Dell Luggage Tag, 0/6/8/10**		2	
325-BEUG	**PowerEdge 1U LCD Bezel**		2	
350-BCEM	**No Quick Sync**		2	
379-BCSF	**iDRAC,Factory Generated Password**		2	
379-BCQX	**iDRAC Service Module (ISM), NOT Installed**		2	
379-BCQY	**iDRAC Group Manager, Disabled**		2	
634-BJCK	**VMware ESXi NFI (License Not Included)**		2	
605-BBFN	**No Media Required**		2	
770-BBHJ	**No Rack Rails or Cable Management Arm**		2	
340-DCZI	**PowerEdge R660xs Shipping**		2	
340-DFKP	**PowerEdge R660xs, 8x2.5, Short Drive Shipping Material**		2	

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(2) Dell PowerEdge R660xs Servers [RAS/WAS]

Description		Price	Qty	Ext. Price
389-FBMC	**PowerEdge R660xs HS5610 Label, CCC Marking, No CE Marking, for below 1300W PSU**		2	
892-9164	**Dell Hardware Limited Warranty Plus On-Site Service**		2	
898-5129	**ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended**		2	
898-5184	**ProSupport 4-Hour 7x24 Onsite Service 3 Years**		2	
898-5374	**ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Years**		2	
975-3462	**Dell Limited Hardware Warranty Plus Service, Extended Year(s)**		2	
989-3439	**Thank you choosing Dell ProSupport. For tech support, visit //www.dell.com/support or call 1-800- 945-3355**		2	
825-8624	**Certified Deployment Partner T2**		2	
370-BBRY	**32GB RDIMM, 5600MT/s, Dual Rank**		32	
400-AZUT	**480GB SSD SATA Mixed Use 6Gbps 512e 2.5in Hot-plug AG Drive, 3 DWPD**		4	
492-BBDI	**C13 to C14, PDU Style, 12 AMP, 6.5 Feet (2m) Power Cord, North America**		4	
540-BDGV	**Broadcom 57414 Dual Port 10/25GbE SFP28 Adapter, PCIe Low Profile, V2**		2	
407-BCGJ	**SFP28 SR Optic, 25GbE, 85C**		8	
770-BCKW	**ReadyRails Sliding Rails Without Cable Management Arm, CK**		2	
770-BBIE	**1U Cable Management Arm,Customer Kit**		2	
210-ASKK	**Unity XT 380 DPE 25 x 2.5 Dell FLD RCK**		1	
400-BGCO	**Unity SYSPACK 4X600GB 10K SAS 25X2.5**		1	
528-CNRZ	**File Level Retention=IC**		1	
528-CNSB	**Unity ISCSI=IC**		1	
528-CNSC	**Unity NFS=IC**		1	
528-CNSD	**File System Events Publishing=IC**		1	
528-CNSF	**Unity VASA/vVols=IC**		1	
528-CNSG	**Unity FAST Cache=IC**		1	
528-CNSH	**Unity Replication=IC**		1	
528-CNSI	**Unity Quality of service=IC**		1	

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(2) Dell PowerEdge R660xs Servers [RAS/WAS]

Description		Price	Qty	Ext. Price
528-CNSJ	**Unity ESA Adapter=IC**		1	
528-CNSK	**Inline Compression=IC**		1	
528-CNSL	**Unity EMC Proactive Assist=IC**		1	
528-CNSM	**Cloud Tiering**		1	
528-CNSN	**Unity Local Copies**		1	
528-CNSO	**Unity Fibre Channel=IC**		1	
528-CNSP	**Unity FAST VP=IC**		1	
528-CNSQ	**Unity Antivirus=IC**		1	
528-CNSS	**Operating System V4.0=IC**		1	
528-CNST	**Unity CIFS=IC**		1	
528-CNSU	**Unity Thin provisioning=IC**		1	
528-CNSV	**Unity Unisphere=IC**		1	
528-CNSW	**IP Multi-Tenancy=IC**		1	
406-BBNC	**Unity CNA 4x10GbE OPT SFPs**		1	
343-BBMP	**Unity 380 DPE Install Kit**		1	
379-BDOI	**Pair of C13/C14 cables (Highline Power) or C19/C20 cables (480/680 Lowline Power) included with DPE**		1	
379-BDPD	**ISG Product (info)**		1	
876-5068	**Dell Hardware Limited Warranty**		1	
890-5196	**ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended**		1	
890-5197	**ProSupport 4-Hour 7x24 Onsite Service 3 Years**		1	
890-5272	**ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Years**		1	
955-9041	**Dell Hardware Limited Warranty Plus On Site Service Extended Year**		1	
989-3439	**Thank you choosing Dell ProSupport. For tech support, visit //www.dell.com/support or call 1-800- 945-3355**		1	
825-8624	**Certified Deployment Partner T2**		1	
826-9748	**ProSupport, Software Support Maintenance 5 Years**		1	
400-BFXP	**Unity 400GB FAST CACHE 25X2.5 SSD**		3	

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(2) Dell PowerEdge R660xs Servers [RAS/WAS]

Description		Price	Qty	Ext. Price
400-BFXS	**Unity 600GB 10K SAS 25X2.5 DRIVE**		10	
400-BFXU	**D4 800GB SAS FLASH 25X2.5 SSD**		6	
565-BBIE	**UNITY 2X4 PORT IO 25GBE OPT**		1	
470-ADQW	**Unity 2x3M OM4 Fiber CBL**		4	
891-3380	**ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years**		14	
891-3388	**ProSupport 4-Hour 7x24 Onsite Low Capacity SSD Add On 5 Years**		9	
210-ASLH	**Unity XT 3U 15x3.5 DAE FLD RCK**		2	
800-BBQV	**Informational Purposes Only**		2	
379-BDPD	**ISG Product (info)**		2	
876-4863	**Dell Hardware Limited Warranty**		2	
890-5186	**ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended**		2	
890-5187	**ProSupport 4-Hour 7x24 Onsite Service 3 Years**		2	
890-5262	**ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Years**		2	
955-9041	**Dell Hardware Limited Warranty Plus On Site Service Extended Year**		2	
989-3439	**Thank you choosing Dell ProSupport. For tech support, visit //www.dell.com/support or call 1-800- 945-3355**		2	
825-8623	**Certified Deployment Partner T1 or Distributors**		2	
400-BFVT	**D4 12TB NLSAS 15X3.5 DRIVE**		22	
470-AEBH	**Unity 2x2M DAE SAS CBL**		2	
891-3380	**ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years**		22	

Subtotal: **$45,276.00**

(1) Dell UnityXT 380H Storage Array [RAS/WAS]

Description		Price	Qty	Ext. Price
BUILD	**(1) Dell UnityXT 380H Storage Array [RAS/WAS] with 60 Months ProSupport 4 Hour**	**$116,421.00**	**1**	**$116,421.00**
210-ASKK	**Unity XT 380 DPE 25 x 2.5 Dell FLD RCK**		1	
400-BGCO	**Unity SYSPACK 4X600GB 10K SAS 25X2.5**		1	
528-CNRZ	**File Level Retention=IC**		1	

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(1) Dell UnityXT 380H Storage Array [RAS/WAS]

Description		Price	Qty	Ext. Price
528-CNSB	**Unity ISCSI=IC**		1	
528-CNSC	**Unity NFS=IC**		1	
528-CNSD	**File System Events Publishing=IC**		1	
528-CNSF	**Unity VASA/vVols=IC**		1	
528-CNSG	**Unity FAST Cache=IC**		1	
528-CNSH	**Unity Replication=IC**		1	
528-CNSI	**Unity Quality of service=IC**		1	
528-CNSJ	**Unity ESA Adapter=IC**		1	
528-CNSK	**Inline Compression=IC**		1	
528-CNSL	**Unity EMC Proactive Assist=IC**		1	
528-CNSM	**Cloud Tiering**		1	
528-CNSN	**Unity Local Copies**		1	
528-CNSO	**Unity Fibre Channel=IC**		1	
528-CNSP	**Unity FAST VP=IC**		1	
528-CNSQ	**Unity Antivirus=IC**		1	
528-CNSS	**Operating System V4.0=IC**		1	
528-CNST	**Unity CIFS=IC**		1	
528-CNSU	**Unity Thin provisioning=IC**		1	
528-CNSV	**Unity Unisphere=IC**		1	
528-CNSW	**IP Multi-Tenancy=IC**		1	
406-BBNC	**Unity CNA 4x10GbE OPT SFPs**		1	
343-BBMP	**Unity 380 DPE Install Kit**		1	
379-BDOI	**Pair of C13/C14 cables (Highline Power) or C19/C20 cables (480/680 Lowline Power) included with DPE**		1	
379-BDPD	**ISG Product (info)**		1	
876-5068	**Dell Hardware Limited Warranty**		1	
890-5196	**ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended**		1	
890-5197	**ProSupport 4-Hour 7x24 Onsite Service 3 Years**		1	

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(1) Dell UnityXT 380H Storage Array [RAS/WAS]

Description		Price	Qty	Ext. Price
890-5272	**ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Years**		1	
955-9041	**Dell Hardware Limited Warranty Plus On Site Service Extended Year**		1	
989-3439	**Thank you choosing Dell ProSupport. For tech support, visit //www.dell.com/support or call 1-800- 945-3355**		1	
825-8624	**Certified Deployment Partner T2**		1	
826-9748	**ProSupport, Software Support Maintenance 5 Years**		1	
400-BFXP	**Unity 400GB FAST CACHE 25X2.5 SSD**		3	
400-BFXS	**Unity 600GB 10K SAS 25X2.5 DRIVE**		10	
400-BFXU	**D4 800GB SAS FLASH 25X2.5 SSD**		6	
565-BBIE	**UNITY 2X4 PORT IO 25GBE OPT**		1	
470-ADQW	**Unity 2x3M OM4 Fiber CBL**		4	
891-3380	**ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years**		14	
891-3388	**ProSupport 4-Hour 7x24 Onsite Low Capacity SSD Add On 5 Years**		9	
210-ASLH	**Unity XT 3U 15x3.5 DAE FLD RCK**		2	
800-BBQV	**Informational Purposes Only**		2	
379-BDPD	**ISG Product (info)**		2	
876-4863	**Dell Hardware Limited Warranty**		2	
890-5186	**ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended**		2	
890-5187	**ProSupport 4-Hour 7x24 Onsite Service 3 Years**		2	
890-5262	**ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Years**		2	
955-9041	**Dell Hardware Limited Warranty Plus On Site Service Extended Year**		2	
989-3439	**Thank you choosing Dell ProSupport. For tech support, visit //www.dell.com/support or call 1-800- 945-3355**		2	
825-8623	**Certified Deployment Partner T1 or Distributors**		2	
400-BFVT	**D4 12TB NLSAS 15X3.5 DRIVE**		22	
470-AEBH	**Unity 2x2M DAE SAS CBL**		2	
891-3380	**ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years**		22	

Subtotal: **$116,421.00**

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Implementation

Description		Price	Qty	Ext. Price
IMPLEM	**Implementation Services Included**	$0.00	1	$0.00

Subtotal: **$0.00**

Incentives

Description		Price	Qty	Ext. Price
~~TBINC2025~~	~~**Time-Bound Incentive: Signed Quote by Oct 24th, 2025**~~	~~($25,000.00)~~	~~1~~	~~($25,000.00)~~

Subtotal: **($25,000.00)**

Cost Breakdown

Description	Qty

HW $182,705.82
SW $653.66
SUP $74,758.52

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WMD + RASWAS Storage Refresh

Prepared by:
The [RE]DESIGN Group
Sarah Reynolds
405.831.8395
sreynolds@redesign-group.com

Prepared for:
City of Fresno
5607 W. Jensen Ave Fresno,
CA 93706
Luke Draper
luke.draper@fresno.gov

Quote Information:
Quote #: 005781
Version: 1
Delivery Date: 09/02/2025
Expiration Date: 12/10/2025

Quote Summary

Description	Amount
(1) Dell UnityXT 380H Storage Array [WMD]	$116,421.00
(2) Dell PowerEdge R660xs Servers [RAS/WAS]	$45,276.00
(1) Dell UnityXT 380H Storage Array [RAS/WAS]	$116,421.00
Implementation	$0.00
Incentives	($25,000.00)
Subtotal:	**$258,118.00**
Estimated Tax:	**$21,498.27**
Total:	**$279,616.27**

Acceptance and Incorporation by Reference

Acceptance of this Order Form is binding and the above item(s) will be purchased in reliance thereon. All sales are final. After orders are placed, a final invoice will be provided that shall include all applicable taxes and shipping charges not included herein.

The hardware purchases under this Order Form shall be governed by the (State) NASPO Participating Addendum under the Master Agreement No. (Contract # C000001148050) ValuePoint Cooperative Purchasing Program (the "Agreement"). The implementation services shall be governed by the Cooperative Purchasing Agreement attached to this document as Exhibit A.

This Order Form is effective as of the date both parties have signed below (the “Effective Date”). Both Provider and Client are sometimes referred to individually as a “Party”, or together as the “Parties”. Any capitalized terms in this Order Form not directly defined are referred to in the Agreement. There will be no Deliverables in this Order Form as defined in the Agreement. If there is a conflict between this Order Form and the Agreement, the Agreement will control.

The parties hereby agree that electronic signatures to this Order Form shall be relied upon and will bind them to the obligations stated herein. Each party hereby warrants and represents that it has the express authority to execute this Agreement(s).

The parties, acting through their authorized officers, hereby execute this Agreement.

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The [RE]DESIGN Group		City of Fresno	
Signature:	_____	Signature:	_____
Name:	_____	Name:	_____
Title:	_____	Title:	_____
Date:	_____	Date:	_____

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[re]DESIGN

The [RE]DESIGN Group
2629 Manhattan Ave, Suite 307
Hermosa Beach, CA 90254

The Future Belongs to the Curious

redesign-group.com

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[re]DESIGN

Q-011427 Version 1
Tuesday, September 2

Switch Refresh

Fresno, City of (CA)

by Sarah Reynolds
Senior Account Manager and Team Lead
The [RE]DESIGN Group

for sreynolds@redesign-group.com

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Stephanie Ciehoski
Fresno, City of (CA)
stephanie.ciehoski@fresno.gov

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Contract Code

Description	Qty
Master Contract Code: California NASPO Participating Addendum No. 7-23-70-55-01 under the Master Agreement No. 23026 NASPO ValuePoint Cooperative Purchasing Program **Contract Number**: No. 23026 NASPO ValuePoint Cooperative Purchasing Program **Contractor Name**: Dell Marketing L.P. **Contact Website**: https://www.naspovaluepoint.org/portfolio/computer-equipment-peripherals-related-services-2023-2028/dell-marketing-lp/	

(4) Dell PowerSwitch S5224 Switches

Description		Price	Qty	Ext. Price
BUILD	**(4) Dell PowersSwitch S5224 switches with with 60 months ProSupport 4 hour**	**$48,154.00**	**1**	**$48,154.00**
210-APHT	**Dell EMC S5224F-ON Switch 24x 25GbE SFP28 4x 100GbE QSFP28 ports PSU to IO air 2x PSU**		2	
343-BBLP	**Dell EMC S52XX-ON Series User Guide**		2	
634-BRWJ	**OS10 Enterprise S5224F-ON**		2	
818-4983	**Dell Hardware Limited Warranty 1 Year**		2	
892-0646	**ProSupport 4-Hour 7x24 Onsite Service 1 Year**		2	
892-0650	**ProSupport 4-Hour 7x24 Onsite Service 4 Years Extended**		2	
892-0863	**ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Years**		2	
975-3461	**Dell Limited Hardware Warranty Extended Year(s)**		2	
989-3439	**Thank you choosing Dell ProSupport. For tech support, visit //www.dell.com/support or call 1-800- 945-3355**		2	
997-6306	**Info 3rd Party Software Warranty provided by Vendor**		2	
825-8624	**Certified Deployment Partner T2**		2	
848-8539	**5 Years ProSupport OS10 Enterprise Software Support-Maintenance**		2	
407-BDDG	**Dell Networking Transceiver SFP+ 1/10GBASE-T 30m rate-adaptive**		4	
470-ABOU	**Dell Networking Cable 100GbE QSFP28 to QSFP28 Passive Copper Direct Attach Cable 0.5 Meter**		2	
470-BBCX	**Dell Networking Cable SFP28 to SFP28 25GbE Passive Copper Twinax Direct Attach Cable 3 Meter**		16	
450-AASX	**Dell Networking Jumper Cord 250V 12A 2 Meters C13/C14 US QTY 2**		2	
450-AASX	**Dell Networking Jumper Cord 250V 12A 2 Meters C13/C14 US QTY 2**		2	

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Docusign Envelope ID: 555715C8-E4F1-4F5C-9714-A9275909A2B9

(4) Dell PowerSwitch S5224 Switches

Description		Price	Qty	Ext. Price
210-APHT	**Dell EMC S5224F-ON Switch 24x 25GbE SFP28 4x 100GbE QSFP28 ports PSU to IO air 2x PSU**		2	
343-BBLP	**Dell EMC S52XX-ON Series User Guide**		2	
634-BRWJ	**OS10 Enterprise S5224F-ON**		2	
818-4983	**Dell Hardware Limited Warranty 1 Year**		2	
892-0646	**ProSupport 4-Hour 7x24 Onsite Service 1 Year**		2	
892-0650	**ProSupport 4-Hour 7x24 Onsite Service 4 Years Extended**		2	
892-0863	**ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Years**		2	
975-3461	**Dell Limited Hardware Warranty Extended Year(s)**		2	
989-3439	**Thank you choosing Dell ProSupport. For tech support, visit //www.dell.com/support or call 1-800- 945-3355**		2	
997-6306	**Info 3rd Party Software Warranty provided by Vendor**		2	
825-8624	**Certified Deployment Partner T2**		2	
848-8539	**5 Years ProSupport OS10 Enterprise Software Support-Maintenance**		2	
407-BDDG	**Dell Networking Transceiver SFP+ 1/10GBASE-T 30m rate-adaptive**		4	
470-ABOU	**Dell Networking Cable 100GbE QSFP28 to QSFP28 Passive Copper Direct Attach Cable 0.5 Meter**		2	
470-BBCX	**Dell Networking Cable SFP28 to SFP28 25GbE Passive Copper Twinax Direct Attach Cable 3 Meter**		16	
450-AASX	**Dell Networking Jumper Cord 250V 12A 2 Meters C13/C14 US QTY 2**		2	
450-AASX	**Dell Networking Jumper Cord 250V 12A 2 Meters C13/C14 US QTY 2**		2	

Subtotal: **$48,154.00**

Cost Breakdown

Description		Qty
HW	$ 27,203.24	
SW	$ 3,880.23	
SUP	$ 17,070.52	

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Docusign Envelope ID: 555715C8-E4F1-4F5C-9714-A9275909A2B9

Switch Refresh

Prepared by:
The [RE]DESIGN Group
Sarah Reynolds
405.831.8395
sreynolds@redesign-group.com

Prepared for:
Fresno, City of (CA)
5607 W. Jensen Ave Fresno,
CA 93706
Stephanie Ciehoski
stephanie.ciehoski@fresno.gov

Quote Information:
Quote #: 011427
Version: 1
Delivery Date: 09/02/2025
Expiration Date: 12/25/2025

Quote Summary

Description	Amount
(4) Dell PowerSwitch S5224 Switches	$48,154.00
Subtotal:	**$48,154.00**
Estimated Tax:	**$3,696.86**
Total:	**$51,850.86**

Acceptance and Incorporation by Reference

Acceptance of this Order Form is binding and the above item(s) will be purchased in reliance thereon. All sales are final. After orders are placed, a final invoice will be provided that shall include all applicable taxes and shipping charges not included herein.

The hardware purchases under this Order Form shall be governed by the (State) NASPO Participating Addendum under the Master Agreement No. (Contract #C000001148050) ValuePoint Cooperative Purchasing Program (the "Agreement"). The implementation services shall be governed by the Cooperative Purchasing Agreement attached to this document as Exhibit A.

This Order Form is effective as of the date both parties have signed below (the “Effective Date”). Both Provider and Client are sometimes referred to individually as a “Party”, or together as the “Parties”. Any capitalized terms in this Order Form not directly defined are referred to in the Agreement. There will be no Deliverables in this Order Form as defined in the Agreement. If there is a conflict between this Order Form and the Agreement, the Agreement will control.

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The parties, acting through their authorized officers, hereby execute this Agreement.

Is a PO Required?

☐Yes - PO# _____ ☐No

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The [RE]DESIGN Group		Fresno, City of (CA)	
Signature:	_____	Signature:	_____
Name:	_____	Name:	_____
Title:	_____	Title:	_____
Date:	_____	Date:	_____

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[re]DESIGN

City of Fresno DPU - Migration Services

Project Proposal

[re]

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The [RE]DESIGN Group
2629 Manhattan Ave, Suite 307
Hermosa Beach, CA 90254
www.redesign-group.com

EXHIBIT Q-32299

A. Description of Services

The Drala Project, Inc. doing business as The [RE]DESIGN Group ("[RE]DESIGN") shall provide **Fresno, City of (CA)** with the following services:

Product Name	Product Description	QTY
[RE]DESIGN_IT Professional Services	**Project Overview:** This project involves the migration of 87 virtual machines totaling approximately 16.5 TBs of data to new storage infrastructure. The scope includes the conversion and migration of 4 VMs currently utilizing Raw Device Mappings (RDMs). VMware Converter will be used to convert the RDMs to VMDK format, followed by Storage vMotion to move the resulting virtual disks to the new Dell Unity storage array. This approach avoids the complexities and risks of converting to SMB/NAS-based storage. **Scope of Work:** Standard VM Migration: • Migrate 83 VMs (non-RDM) from legacy datastore to Unity storage • Use Storage vMotion to ensure zero-downtime migration for supported VMs • Validate OS and application functionality post-migration RDM VM Migration: • Identify and prepare 4 VMs using RDMs for conversion • Use VMware Converter to convert RDMs to VMDK format • Validate VM integrity and functionality after conversion • Perform Storage vMotion of VMDK-based VMs to Unity storage Post-Migration Validation: • Confirm network connectivity and storage performance • Validate backup jobs or replication (if applicable)	1.00

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- Verify licensing, agents, and monitoring are functioning
- Deliver post-migration report and summary

Assumptions and Dependencies:

- Client will provide all required access, credentials, and documentation
- VMware vSphere environment supports Storage vMotion
- All destination Unity storage is pre-configured and reachable
- No guest OS or application-level changes are required
- Maintenance window will be scheduled with the client for conversion and cutover

Exclusions:

- Guest OS, database, or application tuning
- Reconfiguration of networking beyond storage access
- Ongoing management of VMs or storage infrastructure post-migration
- Backup software reconfiguration or post-migration policy changes

Roles and Responsibilities:

Redesign:

- Execute migration and conversion steps as defined
- Provide real-time status updates and schedule coordination
- Deliver validation report and support client during post-migration testing

Client:

- Provide access and availability for validation and sign-off
- Schedule downtime (if required) for RDM conversion
- Validate application and data integrity post-migration

Change Management:

All changes to this scope must be requested and approved in writing by both Redesign and the Client. Requests must include a detailed description of the change, its impact on scope and schedule, and the requestor's contact information.

B. Payment Terms

Client shall pay a one-time fee of **USD 12,500.00** for the services detailed above

Payment shall be made to [RE]DESIGN and is due on net 30 terms upon signing this agreement.

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C. SOW Term

Client will have the following allotment of time to schedule and complete the services:

- START DATE : **07-28-2025**
- END DATE : **07-28-2026**

D. Acceptance and Incorporation by Reference

Acceptance and Incorporation by Reference

Acceptance of this Order Form is binding and the above item(s) will be purchased in reliance thereon. All sales are final. After orders are placed, a final invoice will be provided that shall include all applicable taxes and shipping charges not included herein.

The professional services shall be governed by the Cooperative Purchasing Agreement attached to this document as Exhibit A.

This Order Form is effective as of the date both parties have signed below (the “Effective Date”). Both Provider and Client are sometimes referred to individually as a “Party”, or together as the “Parties”. Any capitalized terms in this Order Form not directly defined are referred to in the Agreement. There will be no Deliverables in this Order Form as defined in the Agreement. If there is a conflict between this Order Form and the Agreement, the Agreement will control.

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The parties, acting through their authorized officers, hereby execute this Agreement.

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The [RE]DESIGN Group

Signature

Name

Date

Fresno, City of (CA)

Signature

Name

Date

Docusign Envelope ID: 555715C8-E4F1-4F5C-9714-A9275909A2B9

[re]DESIGN

The [RE]DESIGN Group
2629 Manhattan Ave, Suite 307
Hermosa Beach, CA 90254

The Future Belongs to the Curious

redesign-group.com

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[re]DESIGN

Exhibit A: Master Services Agreement

This Master Services Agreement (the "MSA") is between Provider and the Client found on the applicable quotation, statement of work, proposal or order, (the "Order") and, together with the Order, the terms and conditions, and relevant Service Attachments forms the Agreement between the parties (the "Terms"). Client accepts these Terms by signing an Order, using the services, or continuing to use the services after being notified of a change to these Terms.

The parties agree as follows:

STATEMENT OF SERVICES

Service Attachments
The services to be delivered by Provider (the "Services") and the fees for those Services, and the specific terms applicable to those Services are described in the Order or in one or more Service Attachments referencing this Agreement.

Except for Supplemental Services or Project Services (described below), and unless otherwise agreed in writing, the services Provider will deliver to Client are limited to those Services specifically identified in the Order and described in the Service Attachments or Schedule of Services. Provider may decline to perform any services requested by Client that are in violation of any applicable law or that are not typically associated with the Services provided by Provider.

Supplemental Services
"Supplemental Services" include additional services and equipment Client may need on a "one-off" or emergency basis that are not included within the scope of the Services described in an Order or the applicable Service Attachments. You will incur additional Service Fees for Supplemental Services. We will notify Client of any such additional Service Fees and will obtain Client's approval prior to providing them. However, Provider has no obligation to determine the need for or to provide any Supplemental Services. All Supplemental Services are provided on an "as-is" basis and include no warranties of any kind, whether express or implied. In addition, if Provider determines that any additional services Client requests would be inappropriate for treatment as Supplemental Services under this paragraph, Provider may deliver to Client a proposed Service Attachment for Project Services or a Proposal prior to providing Supplemental Services.

Project Services
In some cases, Client may ask Provider to deliver services outside the scope of any Order or

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Service Attachment and inappropriate for treatment as Supplemental Services. Examples of such services include major system upgrades, new computer, machine or device setup, network changes, datacenter moves or setups, cybersecurity remediations, incident response or installations. In those cases, Provider will prepare a separate Service Attachment for Project Services describing the proposed scope of those services and Provider's fee to deliver them. Installation dates are estimates only. Client shall be responsible for preparation and maintenance of the site for such Project Services or installations, including, but not limited to, providing necessary electrical power and communication lines and proper air conditioning and humidity control.

FEES FOR SERVICES | PAYMENT TERMS

Service Fees
Fees for Services are set forth in Order or Statement of Work. Unless otherwise indicated in writing, all Services will be performed on a time-and-materials basis at Provider's then-current rates.

Adjustments to Service Fees
Except as may be specified in an Order, Provider may adjust the Service Fees charged under this Agreement as follows:

- End-User, devices or Network Growth. During the term of an Order, if the number of users or devices in Client's environment or the Service or Equipment types or quantities to be covered within the scope of the Order exceeds the numbers, types or quantities previously ordered, Provider may apply a pro rata adjustment to the total Service Fees. You shall pay all Service Fees owed as they become due following any such adjustment.

  Similarly, during the term of an Order, if the number of users or devices in Client's environment or the Service or Equipment types or quantities to be covered within the scope of the Order is less than the numbers, types or quantities previously ordered, upon request, Provider will apply a pro rata adjustment to the total Service Fees. You shall pay all Service Fees owed as they become due following any such adjustment. However, under no circumstances may any such adjustments result in a number of users or devices in Client's environment or in any Service or Equipment types or quantities to be covered within the scope of the Order that is less than the numbers, types or quantities ordered at the time Client signed that Order.

  "User" means Client's employees, consultants, contractors or agents who are authorized to use the Service and have been supplied user identifications and passwords by Client (or by Provider upon Client's request). Users do not include any clients of Client or other third parties otherwise not noted here.

  "Device" means any equipment included in the Services, whether owned by Client or provided by Provider for Client's use, including, but not limited to computers, printers, servers, routers, and mobile or handheld microcomputers as well as the software necessary to operate such equipment.

- Surcharges. At any time after the parties sign an Order, Provider may adjust its rates and charges or impose additional rates and charges to recover amounts required or permitted by governmental or quasi-governmental authorities to collect from others or pay to others in support of statutory or regulatory funds or programs. You shall pay all Service Fees owed as

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they become due following any such adjustment.

- Service Fee Rate Increases. At any time after the parties sign an Order, Provider may elect to raise the fees that it charges under that Order. If the increase is greater than 10% annually, Provider shall give Client no less than thirty (30) days' notice of any such increase in fees to be charged. Following Client's receipt of such notice, Client may terminate the Order without incurring any additional charges or penalties, if any, that Client ordinarily would incur for such termination.

- Third-Party Services. Client understands and agrees that Provider uses third-party solutions and service providers to perform some or all of the managed services and/or professional services offered to Client ("Third-Party Service Providers"). Provider's current Third-Party Service providers and the governing terms and conditions related to those services are listed on the Schedule of Third-Party Services which may be updated by Provider without further notice to Client and is incorporated by reference as if fully set forth in this Agreement.

- Off-Boarding. Client's cancellation, termination, or transition of the Services to Client's control or to another service provider ("Off-Boarding") may trigger a billable project. Any Off-Boarding projects will be subject to a separate Order or Project Service Attachment or Statement of Work, which will be billed at Provider's then-prevailing rates.

- Client Delay. If Provider is unable to commence delivery of the Services on the service start date because of any failure on Client's part including but not limited to the failure to provide access to Client's resources in a timely manner, Client nonetheless will begin to incur Service Fees, which Client shall pay in accordance with the Order, the Service Attachment and the Master Services Agreement.

Pass-Through Expenses

Client shall pay Provider's reasonable out-of-pocket expenses, including incremental third-party service fees, travel expenses, lodging, meals, or other similar expenses, which may be incurred by Provider in performing Services. Any such "Pass-Through Expenses" will be billed at cost and invoiced monthly.

Payment Terms

Client shall pay the full amount reflected on any invoice as owed to Provider on the first (1st) day of each month. Without waiving any of its other remedies, Provider reserves the right to suspend services if payment is not received within thirty (30) days following Client's receipt of that invoice. Client shall pay a late charge of one- and one-half percent (1.5%) per month or the maximum lawful rate, whichever is less, for all invoiced amounts not paid within thirty (30) days following Client's receipt of that invoice (the "Payment Deadline").

If Client disputes in good faith all or any portion of the amount owed to us, or if Client otherwise requests any adjustment to an invoiced amount, Client must notify Provider in writing, prior to the Payment Deadline, of the nature and basis of the dispute and/or adjustment. If Provider is unable to resolve the dispute prior to the Payment Deadline, Client nevertheless shall pay the entire invoiced amount by the Payment Deadline. If Provider ultimately determines that such

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amount should not have been paid, Provider shall apply a credit equal to such amount against any Service Fees owed for the following month.

Special rates may apply for services requested outside of normal business hours or on holidays. Special rates are one-and-one-half (1.5) times normal hourly rates, with a one-hour minimum. Holiday hour rates are two (2) times normal hourly rates, with a one-hour minimum.

Client shall pay Provider's invoices in full and in the same currency as Provider's invoice within the time noted on Provider's invoice. Standard terms are Net30. Any invoice amounts not timely paid will be subject to a daily interest charge, at the prorated amount of 1.5% per month, or at the highest interest rate allowable under applicable law.

If Client advises Provider of a material error, (a) any amounts corrected by Provider shall be paid by Client within 14 days of correction, and (b) all other amounts shall be paid by Client by the due date. If Client withholds payment because Client believes an invoiced amount is incorrect, and Provider concludes the amount is accurate, Client must pay interest of 1.5% on the unpaid disputed amount from the due date until Provider's receipt of payment. Client may offset, defer or deduct any invoiced amounts that Provider determines are incorrect following the notification of the process stated above.

Invoicing
Provider shall invoice Client in the currency agreed in the Order. If Client is tax exempt, client must provide tax exemption letter to Provider. Otherwise, Provider is obligated by applicable law to collect and remit any taxes or fees from Client on final invoice for Order. It will be added as a separate line item in accordance with statutory requirements. Provider will invoice Client on Net30 terms from date of shipment of Order. All invoice terms will be deemed accurate unless Client advises Provider within 10 days following receipt.

Taxes
Client is responsible for all governmental taxes, levies, fees, value added tax (VAT), or similar taxes or fees resulting from Client's purchase. If Client qualifies for tax exemption, Client must provide Provider with a valid certificate of exemption or other appropriate proof of exemption. If Client is required to withhold taxes, then Client will within 60 days of remittance to the applicable tax authority provide Provider with satisfactory evidence (e.g., official withholding tax receipts) that Client has accounted to the relevant authority for the sum withheld or deducted. Otherwise, Provider will charge client for the amount that Client has deducted for the transaction.

Suspension of Service
If Client fails to pay all amounts owed under this Agreement when due, then upon at least ten (10) business days' prior written notice, and in addition to any other remedies available to Provider, Provider may suspend Services and withhold Confidential Information (defined below) under this Agreement until full payment is made. Following any suspension of service under this provision, and after Client makes full payment to Provider, Provider may restore the Services after validating that all components to be monitored and/or managed under any applicable Order or Service Attachment comply with Provider's level of security, updates, and best practices. Client shall pay a "Reactivation Fee" for such restoration equal to one month of the Service Fees. Provider's right to suspend Services under this section is in addition to Provider's right to terminate this Agreement.

Taxes

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Unless otherwise indicated on an invoice, all charges and fees owed under this Agreement are exclusive of any applicable sales, use, excise, or services taxes that may be assessed on the provision of the Services. In the event that any taxes are assessed on the provision of any of the Services, Client shall pay the taxes directly to the taxing authority or shall reimburse Provider for their payment.

TERM AND TERMINATION

Term
This Agreement commences on the Order Effective Date, and it will remain in effect until either party terminates it as permitted below.

Month-to-Month Services
If the Order specifies no Initial Term with respect to any or all Services, then Provider will deliver those Services on a month-to-month basis until one party provides written notice to the other party of its intent to terminate those Services, in which case Provider will cease delivering those Services at the end of the next calendar month following receipt of such written notice by the other party.

Termination
Either party may terminate this MSA for any reason or no reason upon at least thirty (30) days advance, written notice given to the other party. However, termination of this MSA will not, by itself, result in the termination of any Order or Service Attachments, and this MSA will remain in effect notwithstanding any notice of termination unless and until all Orders and/or Service Attachments are terminated or expire according to their terms.

INDEPENDENT CONTRACTOR
Unless otherwise agreed, Provider will perform all Services solely as an independent contractor and not as an employee, agent, or representative of Client.

INTELLECTUAL PROPERTY RIGHTS

Provider Works
Unless specifically identified in a separate Statement of Work, any writing or work of authorship, regardless of medium, created or developed by Provider or Client in the course of performance under this Agreement and related to existing works owned by Provider is a “Provider Work,” is not to be deemed a “work made for hire,” and is and will remain the sole, exclusive property of Provider. To the extent any Provider Work for any reason is determined not to be owned by Provider, Client hereby irrevocably assigns and conveys to Provider all of its copyright in such Provider Work. Client further hereby irrevocably assigns to Provider all of its patent, copyright, trade secret, know-how, and other proprietary and associated rights in any Provider Work.

License to Provider Works
If any Provider Work is located on hardware or equipment owned by Client, Provider hereby grants Client a perpetual, non-exclusive, revocable, royalty-free license to use any Provider Work during the term of this Agreement (“Limited License”). The Limited License will be immediately and automatically revoked without the need for notice in the event that either party terminates the Services or this Agreement.

License Restrictions

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You shall not:

- Modify, copy, or create derivative works based on the Services or on the Provider Technology; • Build a product or service using similar ideas, features, functions, or graphics of the Service, or
- Copy any ideas, features, functions, or graphics of the Service.

Additional license restrictions may be set forth in the Service Attachments.

Improvements to Services

Client hereby assigns to Provider any and all suggestions, ideas, enhancement requests, feedback, recommendations, or other information provided by Client or Client's users relating to any proposed improvements of or modifications to the Services.

NON-DISCLOSURE AND CONFIDENTIALITY

Confidential Information

During the course of performance under this Agreement, either party may be exposed to or may acquire the other's proprietary or confidential information. Each party shall hold all such "Confidential Information" in strict confidence and shall not disclose any such information to any third party.

Confidential Information includes but is not limited to: (a) with respect to Provider, Provider's unpublished prices for Services, audit and security reports, server/network configuration designs, firewall and other hardware configurations, passwords, all business plans, technical information or data, product ideas, methodologies, calculation algorithms and analytical routines, and other proprietary technology, (b) with respect to Client, content transmitted to or from, or stored by Client on, Provider' servers, and (c) with respect to both parties, other information that is conspicuously marked as "confidential" or if disclosed in non-tangible form, is verbally designated as "confidential" at the time of disclosure.

Non-Confidential Information

Notwithstanding the preceding provision, Confidential Information does not include:

- Information that at the time of disclosure is, without fault of the recipient, available to the public by publication or otherwise;
- Information that either party can show was in its possession at the time of disclosure and was not acquired, directly or indirectly, from the other;
- Information received from a third party with the right to transmit same without violation of any secrecy agreement with the other party; and
- Information that must be disclosed pursuant to court order or permitted by law.

Agreement Confidentiality

To the extent allowable, no copy of the Order, this MSA, any Service Attachment or Schedule of Services, discussions, negotiations, terms or conditions relating to the Order, the MSA, Service Attachment, or any other information relating to the Order, this MSA, or any Service Attachment may be disclosed to any third party, except by reason of legal, accounting or regulatory requirements, without the prior written consent of the parties hereto.

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PROVIDER-SUPPLIED EQUIPMENT

"Equipment" may include, but is not limited to, any computer, networking or telephony equipment, racking, or associated hardware, or other equipment (if any) that Provider installs on Client's premises or that Provider ships to Client's location to facilitate the delivery of Services. Equipment does not include any hardware or devices that Provider may sell to Client or that Provider procures on Client's behalf.

Provider is and will remain the sole owner of any Equipment, which is provided on a rental or temporary basis only. This agreement transfers to Client no Equipment ownership rights of any kind.

Provider retains sole discretion to determine the appropriate Equipment and associated software and/or technology, if any, to be used at Client's location, provided that Provider's determination does not materially impair the availability or delivery of services under this Agreement. Provider also retains sole discretion to determine the necessity of maintenance, repairs, and/or improvement of the Equipment.

Except as otherwise may be specified in an applicable Service Attachment, Provider makes no independent representations or warranties with respect to the Equipment. Any third-party warranties are Client's exclusive remedies with respect to such Equipment. In the event of an Equipment malfunction, Provider will take commercially reasonable steps to ensure that Client receives the benefit of any manufacturer warranties applicable to the Equipment in use at Client's location.

Client shall take reasonable care of the Equipment and shall not damage it, tamper with it, move or remove it, attempt to repair it, or attempt to install any software on it. Client is financially responsible, up to the full replacement value of all Equipment, for all damage to or loss of the Equipment used at Client's location, other than loss or damage caused by Provider. In addition, Client shall obtain and maintain insurance with a reputable insurer for the full replacement value of the Equipment. Such policy or policies of insurance must cover the Equipment against loss or damage (including, without limitation, accidental loss or damage) and must name Provider as an insured beneficiary with respect to the Equipment. Upon demand, Client must produce evidence that such insurance is being maintained and is valid.

Client is responsible for providing the necessary power, space, cooling, physical security, network connection, and any other appropriate environment to support the Equipment.

Client shall not remove any sign, label, or other marking on the Equipment identifying Provider as the owner of the Equipment. Client does not acquire and will not acquire any rights of ownership in the Equipment by virtue of this Agreement, and Client does not have and will not have, by operation of law or otherwise, any lien or other similar right over or in relation to the Equipment.

On termination of any Agreement pursuant to which Client obtained any Provider-owned Equipment, Client shall allow Provider and its employees and contractors reasonable access to

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its premises to remove the Equipment. Alternatively, upon Provider's request, Client shall return the Equipment to Provider via the carrier of Provider's choice, for which Provider will pay all applicable shipping charges. Upon termination, Client is responsible for removing all Client Data from the equipment. Upon pickup or return of equipment to Provider, Provider will not be responsible for lost Client Data.

PROVIDER-SUPPLIED SOFTWARE

"Software" means all and any software installed on the Equipment or provided by Provider for installation on Client's computer equipment to facilitate the delivery of the Services.

This Agreement does not transfer any right, title, or interest in the Software to Client. Client's use of the Software is subject to all applicable terms of any end-user license agreement pertaining to the Software, a copy of which will be made available to Client, upon request.

You shall not, and shall not permit any third party, to:

- distribute or allow others to distribute copies of the Software or any part thereof to any third party,
- tamper with, remove, reproduce, modify, or copy the Software or any part thereof,
- provide, rent, sell, lease, or otherwise transfer the Software or any copy or part thereof or use it for the benefit of a third party, or
- reverse assemble, reverse compile or reverse engineer the Software or any part thereof, or otherwise attempt to discover any Software source code or underlying proprietary information except as may be permitted by law.

CLIENT COVENANTS AND OBLIGATIONS

Assistance

Client shall provide in a timely and professional manner, and at no cost to Provider, assistance, cooperation, complete and accurate information and data, equipment, access to applicable computer and telecommunications facilities, networks, firewalls, servers, programs, files, documentation, passwords, a suitable work environment, and other resources requested by Provider to enable it to perform the Services (collectively, "Assistance"). Provider shall not be liable for any deficiency in performing the Services if such deficiency results from Client's failure to provide full Assistance as required hereunder. Assistance includes, but is not limited to, designating a project manager or contact person to interface with Provider during the course of Services.

Software Licensing

Unless specifically otherwise agreed to in an applicable Order, Client represents and warrants that Client has title to or has a license or the right to use or modify the Software and has a license or right to permit Provider to use, access, or modify any software that Client has requested Provider to use, access, or modify as part of the Services.

It is the Client's responsibility to independently ensure that **ALL** software in use by Client is properly licensed, and Client agrees to maintain records of applicable licenses. Provider will not promote the use of, or knowingly support software which is not properly licensed by Client. Assistance with software audits or licensing compliance matters are billable at Provider's then-prevailing hourly rates.

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Unsupported Software
Provider shall not be responsible or liable to Client for any consequences from the use of software no longer under manufacturer product support or no longer supported by the software publisher ("Unsupported Software").

Provider Access
Client shall supply Provider necessary access to its personnel, appropriate documentation and records, and facilities in order for Provider to timely perform the Services.

Broadband Internet access must be provided. Provider must be provided with remote access (via VPN or other secure reasonable remote access) to covered equipment. Appropriate cabling to all covered computers and devices must be provided. Appropriate air conditioning and ventilation for all covered computers and devices must be provided, in order to maintain temperature and air quality as specified by the applicable hardware manufacturers. Power surge protection must be provided for all covered computers and devices. Provider must be allowed convenient and timely access to the Equipment covered under this Agreement, adequate working space and facilities within a reasonable distance of the equipment, and access to and use of all information, internal resources, and facilities determined necessary to service the equipment. Client may be required to conduct preliminary diagnostic steps or provide additional information related to a support request, prior to a technician being dispatched to Client's facility. Client must agree to assign one employee to be liaison or contact person to Provider in order to make communications between both parties effective.

Remote Access
Client grants to Provider the explicit right to remotely access Client's network systems without the need to obtain expressed permission or consent each time remote access is established.

Third-Party Service Provider Fees
Unless expressly undertaken by Provider in writing**,** Client is responsible for any Third-Party Service Provider service fees, charges and to arrange for disconnection or termination and payment of charges related to the disconnection or termination of any related services with Client's current carrier(s) or service provider(s).

Client's Responsibilities for Cybersecurity and Data Protection
Unless specifically otherwise agreed to in an applicable Order, it is Client's sole responsibility to determine whatever actions deemed necessary to make Client's data and voice networks and circuits secure from unauthorized access. The Client shall cooperate fully with the Provider in all matters. Hardware firewall must be in place. Wireless data traffic in the environment must be securely encrypted. Provider is not responsible for the security of Client's network and circuits from third parties, or for any damages that may result from any unauthorized access to Client's network unless unauthorized access is the result of actions or inactions on the part of the provider that have resulted in credentials not being secured from unauthorized parties.

An anti-malware solution must be in place, and updated with valid update subscription. Provider is not responsible for any harm that may be caused by Client's access to third-party application programming interfaces or the execution or transmission of malicious code or similar occurrences, including without limitation, disabling devices, drop dead devices, time bombs, trap doors, Trojan horses, worms, viruses, and similar mechanisms. Any costs or fees to rebuild or

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service machines are provided and sold separately by Provider.

Although it is under no obligation to do so, from time to time, Provider may make recommendations regarding regulatory compliance, safety, and security related to Client's network and practices (e.g., multi-factored authentication). If Client fails to adopt or implement the recommended protocols, Client is responsible for any and all damages related to regulatory, security, privacy, or data protection, including but not limited to fines, data breach notification, malware or ransomware costs, restoration, forensic investigation, restoring backups, or any other costs or damages related to Client's refusal to implement the recommended protocols.

If Provider provides password management services to Client, Client shall be responsible and liable for any unauthorized use of passwords. **THEREFORE, CLIENT AGREES TO HOLD PROVIDER HARMLESS FROM ANY LOSS, INJURY, OR DAMAGE TO CLIENT OR ANY THEFT OF PASSWORDS CAUSED BY SUCH USE OF THE PASSWORD SERVICES BY CLIENT.**

Malicious Events and Third-Party Criminal Activity
Client has an affirmative obligation to protect Client's network environment, and to train its employees for spam, malware, phishing, virus protection, and prevention from criminal acts of third parties.

If a security system for Client's network is included within the Services to be provided by Provider, Provider agrees to use commercially reasonable efforts to protect Client's network from malicious attacks by computer viruses, computer worms, and/or computer hackers (collectively, "malicious activities"). However, Client understands that no security system can guarantee complete protection against malicious activities as such attacks often involve the intentional action by third parties to invade and injure computer systems unless it can be reasonably proven that any negative impacts on the client were the result of negligence on the part of the provider.

Theft of Service
Client shall notify Provider immediately, in writing, by electronic mail or by calling the Provider client support line, if Client becomes aware at any time that the Services are being stolen or used fraudulently. Failure to do so in a timely manner may result in the immediate termination of the Services and additional charges billed to Client. Client will be liable for all use of the Service using Equipment stolen from Client and any and all stolen Service or fraudulent use of the Services. Credits will not be issued for charges resulting from fraud that arises out of third parties hacking into any Equipment. This includes, but is not limited to, modem hijacking, wireless hijacking, or other fraud arising out of a failure of Client's internal/corporate procedures. Provider will not issue credit for invoiced charges for fraudulent use resulting from Client's

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negligent or willful acts or those of an authorized user of Client's service.

Hardware Equipment
Client Equipment must be in working order and maintained under a manufacturer's warranty or maintenance contract. Provider is not responsible for client equipment that is not maintained under manufacturer's warranty or maintenance contract or that is otherwise out of order. All fees, warranties, and liabilities against Provider assumes equipment is under manufacturer's warranty or maintenance contract or is in working order.

Provider in its reasonable opinion and supported by manufacturer information, may designate certain equipment as obsolete or defective, and therefore exclude it from coverage under this Agreement.

Cloud and Hosted Infrastructure
Software and publicly-hosted infrastructure or cloud-hosted infrastructure must be in working order and maintained under a manufacturer's warranty or maintenance contract. Provider is not responsible for client or third-party infrastructure that is not maintained under manufacturer's warranty, properly licensed, or under a maintenance contract or that is otherwise out of order. All fees, warranties, and liabilities against Provider assumes equipment is under manufacturer's warranty or maintenance contract or is in working order.

Provider in its reasonable opinion and supported by manufacturer information, may designate certain infrastructure as obsolete or defective, and therefore exclude it from coverage under this Agreement.

Quoting and Ordering
Client may request a quote through Provider for any products from associated vendors. Quoted prices are effective until the expiration date of the Quote. Client may place an Order for the offerings quoted by (i) issuing a Client Purchase Order that references such Quote and, if applicable, contract code or (ii) executing Provider Quote in the form of signature and date. Orders may be returned if product arrives damaged, missing items, or is incorrect based on agreed upon Quote.

Product Delivery, Shipment, Transfer of Risk & Title & Acceptance
Unless otherwise agreed, Provider will arrange for shipment of the ordered products to the ship-to address indicated by Client. Delivery dates are indicative and will be provided as soon as available, updates provided to Client directly by Provider. Software may be provided by delivery of physical media or through electronic means to the email address provided by Client. Client shall notify Provider within 21 days of invoice date if Client believes any product included in the order is missing, wrong, or damaged and shall ensure that the intended installation site meets the specifications as per the product documentation.

<u>Transfer of Risk and Title</u>
Costs Risk of loss for equipment and physical media transfers to Client upon delivery. Title to sold Equipment passes to Client upon delivery. "Delivery" for equipment occurs when carrier

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completes delivery at Clients designated point of shipment. "Delivery" of software occurs either when Client is notified by Provider that software is available for download, or when carrier completes delivery at Clients designated point of shipment. Unless otherwise agreed, cost of transit insurance on behalf of Client shall be included in the total price on the stated Quote.

Acceptance
All products will be deemed to be accepted upon Delivery. Client may return products if damaged, missing items, incorrect per Quote agreed upon.

Physical Security
Client is responsible for the physical security of its on-premises hardware and software systems.

Independent Backup
Unless specifically otherwise agreed to in an applicable Order or Service Attachment, Client must maintain an independent backup of all files that are sent to either the cloud or a data backup service. A backup solution must be in place, with backup copies stored off-site. It is the Client's responsibility to verify that backups are made regularly, as well as the integrity of the backups. Provider shall not be held liable in the event of data loss, backup software failure, backup selection, backup hardware failure, backup media failure, or backup system failure even in the event that Provider was tasked to perform the backups. Client will be solely responsible for all lost data.

Hardware and Software Configurations
All Hardware and Software Configurations implemented by Provider shall belong to Provider, and shall constitute Provider's Confidential Information.

Provider's Responsibilities for Protecting Client Data
Confidentiality and Non-Disclosure: The Provider shall treat all client data received or accessed during the course of providing services as confidential and shall not disclose, sell, or transfer any such data to any unauthorized third party.

Data Security Measures: The Provider shall implement and maintain appropriate technical, physical, and organizational measures to ensure the security and integrity of client data. These measures shall be designed to protect against unauthorized access, accidental or unlawful destruction, loss, alteration, or disclosure of client data.

Access Controls: The Provider shall enforce strict access controls to limit access to client data only to authorized personnel who require access for the purpose of providing the services. Access privileges shall be reviewed regularly and promptly revoked for personnel who no longer need such access.

Encryption: The Provider shall, where applicable and appropriate, use encryption techniques to protect client data both during transmission and storage.

Security Incident Response: In the event of a data breach or security incident involving client data, the Provider shall promptly notify the Client and take immediate action to mitigate the breach, investigate its root cause, and implement measures to prevent similar incidents in the future.

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Data Retention and Deletion: The Provider shall retain client data only for the duration necessary to provide the services unless otherwise required by law or agreed upon with the Client. Upon termination or completion of the services, the Provider shall, at the Client's request, securely delete or return all client data in its possession.

Personnel Training: The Provider shall ensure that its personnel involved in handling client data are appropriately trained on data protection best practices and their responsibilities for maintaining data confidentiality and security.

Third-Party Data Processors: If the Provider engages any third-party data processors to assist in providing the services, the Provider shall conduct due diligence to ensure that these processors adhere to data protection requirements and implement adequate security measures.

Data Breach Notification: In the event of a data breach involving client data, the Provider shall promptly notify the Client and provide all necessary information and cooperation to support the Client in meeting its legal and regulatory obligations regarding data breach notification.

Compliance with Laws and Regulations: The Provider shall comply with all applicable data protection laws, regulations, and industry standards concerning the processing and protection of client data.

PROVIDER REPRESENTATIONS AND WARRANTY

Internal Network Security Compromise Policy
Provider monitors the availability and performance of its internal firewall and network security. This process involves monitoring for intrusion attempts and potential security breaches. In order to minimize a possible compromise of security, all services and applications exposed to the Internet on Provider's servers are updated with all commonly available security hotfixes and best practices. As appropriate
, Provider proactively evaluates, investigates, and reports security-related incidents to the appropriate authorities. Provider also monitors and proactively manages the anti-virus protection of its servers and applications using industry-recognized anti-virus software systems.

Service Warranty
We warrant that the Services will be performed in a professional and workmanlike manner and as described in an applicable Service Attachment or Schedule of Services. All Services will be deemed to be accepted unless Client notifies Provider in writing within ten (10) working days after performance that the Services did not conform to this warranty. Provider promptly will correct any non-conformities and will notify Client in writing that the non-conformities have been corrected.

DISCLAIMER OF WARRANTY
PROVIDER DOES NOT WARRANT THAT THE SERVICES WILL BE PERFORMED ERROR-FREE OR UNINTERRUPTED, THAT PROVIDER WILL CORRECT ALL SERVICES ERRORS, OR THAT THE SERVICES WILL MEET CLIENT'S REQUIREMENTS OR EXPECTATIONS, OR THAT THE SERVICE WILL BE COMPLETELY SECURE. THERE ARE RISKS INHERENT IN INTERNET CONNECTIVITY THAT COULD RESULT IN THE TEMPORARY LOSS OF SERVICE AVAILABILITY. PROVIDER IS NOT RESPONSIBLE FOR ANY ISSUES RELATED TO THE PERFORMANCE, OPERATION, OR SECURITY OF THE SERVICES THAT ARISE FROM CLIENT'S CONTENT. PROVIDER SHALL HAVE NO OBLIGATION WITH RESPECT TO A

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WARRANTY CLAIM IF NOTIFIED OF SUCH A CLAIM AFTER THE WARRANTY PERIOD.

FOR ANY BREACH OF THE SERVICES WARRANTY, CLIENT'S EXCLUSIVE REMEDY AND PROVIDER'S ENTIRE LIABILITY SHALL BE THE CORRECTION OF THE DEFICIENT SERVICES THAT CAUSED THE BREACH OF WARRANTY, OR, IF PROVIDER CANNOT SUBSTANTIALLY CORRECT THE DEFICIENCY IN A COMMERCIALLY REASONABLE MANNER, CLIENT MAY END THE DEFICIENT SERVICES AND PROVIDER WILL REFUND TO CLIENT THE FEES FOR THE TERMINATED SERVICES THAT CLIENT PRE-PAID TO PROVIDER FOR THE PERIOD FOLLOWING THE EFFECTIVE DATE OF TERMINATION.

TO THE EXTENT NOT PROHIBITED BY LAW, CLIENT ACKNOWLEDGES THESE WARRANTIES ARE EXCLUSIVE AND THERE ARE NO OTHER EXPRESS OR IMPLIED WARRANTIES OR CONDITIONS BY THE PROVIDER OR ANY THIRD-PARTY VENDORS INCLUDING FOR SOFTWARE, HARDWARE, SYSTEMS, NETWORKS OR ENVIRONMENTS, OR FOR MERCHANTABILITY, SATISFACTORY QUALITY, AND FITNESS FOR A PARTICULAR PURPOSE.
PROVIDER MAY LINK TO OR OFFER THIRD-PARTY SERVICES FOR RESALE. ANY PURCHASE, ENABLING, OR ENGAGEMENT OF THIRD-PARTY SERVICES, INCLUDING BUT NOT LIMITED TO IMPLEMENTATION, CUSTOMIZATION, CONSULTING SERVICES, E-MAIL, WEB HOSTING, SERVER HOSTING, PHONE SERVICE, AND ANY EXCHANGE OF DATA BETWEEN CLIENT AND ANY THIRD-PARTY SERVICE, IS SOLELY BETWEEN CLIENT AND THE APPLICABLE THIRD-PARTY SERVICE PROVIDER AND IS SUBJECT TO THE TERMS AND CONDITIONS OF SUCH THIRD-PARTY PROVIDER. PROVIDER DOES NOT WARRANT THIRD-PARTY SERVICES AND IS NOT RESPONSIBLE OR LIABLE FOR SUCH SERVICES OR ANY LOSSES OR ISSUES THAT RESULT FROM CLIENT'S USE OF SUCH SERVICES. IF CLIENT PURCHASES, ENABLES, OR ENGAGES ANY THIRD-PARTY SERVICE FOR USE IN CONNECTION WITH THE SERVICES, CLIENT ACKNOWLEDGES THAT PROVIDER MAY ALLOW THIRD-PARTY SERVICES PROVIDERS TO ACCESS CLIENT DATA USED IN CONNECTION WITH THE SERVICES AS REQUIRED FOR THE INTEROPERATION OF SUCH THIRD-PARTY SERVICES WITH THE SERVICES. CLIENT REPRESENTS AND WARRANTS THAT CLIENT'S USE OF ANY THIRD-PARTY SERVICE SIGNIFIES CLIENT'S INDEPENDENT CONSENT TO THE ACCESS AND USE OF CLIENT'S DATA BY THE THIRD-PARTY SERVICE PROVIDER, AND THAT SUCH CONSENT, USE, AND ACCESS IS OUTSIDE OF PROVIDERS'S CONTROL. PROVIDER WILL NOT BE RESPONSIBLE OR LIABLE FOR ANY DISCLOSURE, MODIFICATION, OR DELETION OF DATA RESULTING FROM ANY SUCH ACCESS BY THIRD-PARTY SERVICE PROVIDERS.

COMPLIANCE WITH LAWS
Provider shall comply with all laws applicable to Provider in its role as a Managed IT Provider. For the avoidance of doubt, unless otherwise provided in a separate Data Processing Agreement ("DPA"), Provider is not responsible for complying with the laws applicable to Client or Client's industry. Client shall comply with all laws applicable to Client or in Client's industry. Although it is under no obligation to do so, from time to time, Provider may make recommendations regarding legal requirements and regulatory compliance protocols related to Client's network and practices. If Client fails to adopt or implement the recommended legal requirements or regulatory compliance protocols, Client is responsible for any and all damages

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related to legal and regulatory compliance.

NO HIRING
Client shall not solicit for employment with Client any Provider employee with whom Client has had direct contact in connection with the Services during the Term of this Agreement and for twelve (12) months following termination of this Agreement.

Client acknowledges that injury resulting from any breach of this provision would be significant and irreparable and that it would be extremely difficult to ascertain the actual amount of damages resulting from such breach. Therefore, in the event of a violation of this provision, in addition to any other right Provider may have at law or in equity, Client shall make a one-time payment to Provider in the amount of one hundred percent (100%) of the affected employee's base salary for one year, which accurately reflects the reasonable value of the employee's time and costs. We agree that such amount is not intended as a penalty and is reasonably calculated based upon the projected costs the injured party would incur to identify, recruit, hire, and train suitable replacements for such personnel.

DISPUTE RESOLUTION

Procedures
Each party shall attempt to settle amicably by mutual discussions any disputes, differences, or claims related to this Agreement within sixty (60) days of the date any such dispute arises.

Continued Service
Unless Provider is bringing an action for Client's failure to make payments for Services not otherwise in dispute, Provider will continue to provide Services under this Agreement, and Client shall continue to make payments to us, in accordance with this Agreement, during the period in which the parties seek resolution of the dispute.

Attorneys' Fees

In the event that there is any dispute, difference, or claim related to this Agreement that is resolved either through litigation, the prevailing party will be entitled to an award of reasonable attorneys' fees incurred while defending or prosecuting such dispute, difference, or claim.

DATA PRIVACY & PROTECTION

Client Data
Provider agrees that any electronic data or personal information submitted by Client to Provider as a part of the Service ("Client Data") remains the property of Client and/or its end-user or other third party. Provider agrees that it will comply with all applicable United States data privacy

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and data security laws that the Services are subject to and as stated herein.

California Consumer Privacy Act ("CCPA")
Client agrees not to provide any data to Provider subject to the California Consumer Privacy Act ("CCPA") without first entering into an appropriate Data Processing Agreement with Provider that specifically references CCPA.

Gramm-Leach-Bliley Act ("GLBA") & Health Insurance Portability and Accountability Act ("HIPAA") Data Processing
Client agrees not to provide any data to Provider subject to the Gramm-Leach-Bliley Act ("GLBA") or Health Insurance Portability and Accountability Act ("HIPAA") without first entering into an appropriate Data Processing Agreement with Provider that specifically references GLBA and/or HIPAA.

General Data Protection Regulation ("GDPR") & United Kingdom Data Processing Client agrees not to provide any data to Provider from any data subject of the European Union or the United Kingdom that is regulated under the General Data Protection Regulation ("GDPR") or similar data protection regulation without first entering into an appropriate Data Processing Agreement with Provider that specifically references GDPR.

New York SHIELD ACT ("SHIELD")
Client agrees not to provide any data to Provider subject to the New York SHIELD Act ("SHIELD") without first entering into an appropriate Data Processing Agreement with Provider that specifically references SHIELD.

Data Processing Agreement
For Clients who require the processing of CCPA, GLBA, HIPAA, GDPR, or United Kingdom data processing or similar data privacy and/or data protection regulation, Client must enter into an applicable agreement with Provider in the form of a data processing agreement (the "Data Processing Addendum"). Each data privacy or data protection regulation may contain its own separate addendum (or combined addendum) depending on Provider or Client's regulated activities.

GENERAL

Observed Holidays
Provider reserves the right to identify observed holidays and adjust its holiday schedules from time to time. When a holiday falls on a weekend, Provider may close on the closest business day in observance of that holiday. After-hours emergency support is still available during these times, and Client will be charged for Services at Provider's then-prevailing Holiday support rates.

Notices
Except as otherwise provided under this Agreement, all notices, demands or requests to be given by any party to the other party shall be in writing and shall be deemed to have been duly given on the date delivered in person, or sent via fax, courier service, electronic mail, or on the date of the third business day after deposit, postage prepaid, in the United States Mail via Certified Mail, return receipt requested, and addressed as set forth on the applicable Order.

The address to which such notices, demands, requests, elections or other communications are to be given by either party may be changed by written notice given by such party to the other

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party pursuant to this Section.

Force Majeure
Provider will not be liable for any failure of performance of the Services due to causes beyond its reasonable control, including, but not limited to, fire, flood, electric power interruptions, national or regional emergencies, epidemics, pandemics, public health emergencies, stay-at-home orders, furloughs, quarantines, or other restriction or prohibition, civil disorder, acts of terrorism, riots, strikes, Acts of God, or any law, regulation, directive, or order of the United States government, or any other governmental agency, including state and local governments having jurisdiction over Provider or the Services provided hereunder (the "Affected Performance").

Any party whose performance is so affected shall give written notice to the other party describing the Affected Performance. The parties promptly shall confer, in good faith, to agree upon equitable, reasonable action to minimize the impact on both parties of such condition. If the delay caused by the force majeure event lasts for a period of more than thirty (30) days, the parties shall attempt to negotiate an equitable modification to the Agreement pertaining to the Affected Performance. If the parties are unable to agree upon an equitable modification, then either party may serve thirty (30) days' written notice of termination on the other party with respect only to the portion of the Agreement relating to the Affected Performance. Client shall pay Provider for that portion of the Affected Performance that was completed or that was in the process of being completed through the effective termination date of the Affected Performance.

Waiver
No delay in exercising, no course of dealing with respect to, and no partial exercise of, any right or remedy hereunder will constitute a waiver of any right or remedy, or future exercise thereof.

Assignment
Neither party may assign this Agreement, in whole or in part, or any of its rights or obligations hereunder without the prior written consent of the other party. However, Provider may assign or otherwise transfer its rights, interests, and obligations under this Agreement without Client's consent in the event of a change in control of 50% or more of the equity of Provider, the sale of substantially all the assets of Provider, or the restructuring or reorganization of Provider or its affiliate entities. If Client transfers its rights, interests, and obligations under this Agreement without Provider consent, then such assignment will not be valid, and Client shall remain responsible for all Fees under this Agreement and any Attachment regardless of whether Client continues to derive any benefit from the Services. In addition, unless otherwise agreed, Provider may contract with third parties to deliver some or all of the Services, and no such third-party contract is to be interpreted as an assignment of this Agreement. However, Provider will use commercially reasonable efforts to ensure that any and all such third parties abide by all of the terms of this Agreement, and, except as otherwise agreed, Provider will remain solely responsible for the fulfillment of all of Provider's obligations under this Agreement. This Agreement is binding upon the parties, their successors, and permitted assigns.

Marketing
Client hereby grants Provider the right to reference Client's name, industry, logo, and URLs in its marketing literature, website, and/or correspondence to potential new clients, so as to identify Client as a client of Provider for marketing purposes and for Provider's benefit. Such information is not considered Confidential Information subject to non-disclosure.

Notifications and Alerts

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Client hereby grants Provider the right to utilize Client information to send alerts, notifications, news, and general correspondence to Client to provide the Services.

Survival
The parties' respective duties and obligations with respect to proprietary rights, intellectual property rights, and non-disclosure and confidentiality will survive and remain in effect, notwithstanding the termination or expiration of this Agreement.

Governing Law
This MSA is to be governed by and construed in accordance with the laws of California.

Severability
If any term or provision of this agreement is declared invalid by a court of competent jurisdiction, the remaining terms and provisions will remain unimpaired, and the invalid terms or provisions are to be replaced by such valid terms and provisions that most nearly fulfill the parties' intention underlying the invalid term or provision.

Third-Party Beneficiaries
This Agreement is for the sole benefit of the parties hereto and their respective successors and permitted assigns, and nothing herein is to be construed to give any person or entity, other than the parties hereto and their respective successors and permitted assigns, any legal or equitable rights hereunder.

No Disparagement
Neither Party, nor any of its respective partners, principals, shareholders, members, officers, directors, employees, affiliates, subsidiaries, agents, or representatives, shall initiate or participate in any action or conduct tending to injure, bring into disrepute, ridicule, damage, or destroy the goodwill of Provider or Client, or the others' affiliates. The foregoing shall not be construed to prevent or prohibit a Provider or Client, or any of its respective partners, principals, shareholders, members, officers, directors, employees, affiliates, subsidiaries, agents, or representatives, from: (i) exercising its rights under this Agreement; (ii) complying with a legal obligation or a professional responsibility; or, (iii) reporting, providing, or disclosing information to federal, state, municipal, or local government agencies, authorities, or officials in the ordinary course of business or as required by law. Further, in the event Provider or Client or any of its respective partners, principals, shareholders, members, officers, directors, employees, affiliates, subsidiaries, agents, or representatives breach this Section, the non-breaching party and its respective partners, principals, shareholders, members, officers, directors, employees, affiliates, subsidiaries, agents, and representatives shall no longer be bound by the obligations set forth under this Section.

redesign

Q-36110 Version1
Monday, April 6

FRESNO, CITY OF (CA)

WMD + RAS/WAS Refresh

BY:
Bobby Mock
[re]DESIGN
bmock@redesign-group.com

FOR:
Fresno, City of (CA)

redesign

City of Fresno - WMD + RAS/WAS Refresh

PREPARED BY:

[re]DESIGN
Bobby Mock
bmock@redesign-group.com

PREPARED FOR:

Fresno, City of (CA)
1910 East University Avenue
Fresno, CA 93703

QUOTE INFORMATION:

Quote #: Q-36110
Version: 1
Expiration Date: 04/16/2026

Quote Lines

(1) Dell UnityXT 380H with 60 Months ProSupport 4 Hour - [WMD]

SKU	Description	Qty
528-CNSS	Operating System V4.0=IC	1
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	1
955-9041	Dell Hardware Limited Warranty Plus On Site Service Extended	1
890-5262	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	1
890-5187	ProSupport 4-Hour 7x24 Onsite Service 3 Years	1
890-5186	ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended	1
876-4863	Dell Hardware Limited Warranty	1
379-BDPD	ISG Product (info)	1
800-BBQV	Informational Purposes Only	1
210-ASLH	Unity 3U 15x3.5 DAE FLD RCK	1
891-3380	ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years	15
470-AEBH	Unity 2x2M DAE SAS CBL	1
400-BFVT	D4 12TB NLSAS 15X3.5 DRIVE	15
825-8623	Certified Deployment Partner T1 or Distributors	1
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	1
955-9041	Dell Hardware Limited Warranty Plus On Site Service Extended	1
890-5262	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	1
890-5187	ProSupport 4-Hour 7x24 Onsite Service 3 Years	1

890-5186	ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended	1
876-4863	Dell Hardware Limited Warranty	1
379-BDPD	ISG Product (info)	1
800-BBQV	Informational Purposes Only	1
210-ASLH	Unity 3U 15x3.5 DAE FLD RCK	1
891-3388	ProSupport 4-Hour 7x24 Onsite Low Capacity SSD Add On 5 Year	9
891-3380	ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years	14
470-ADQW	Unity 2x3M OM4 Fiber CBL	4
470-ADQT	UNITY 2X3M ACTIVE TWINAX CBL 10G	4
470-AEFV	2M SFP+ to SFP+ 25G Passive Twinax Cable	4
565-BBIG	UNITY 2X4 PORT IO 25GBE TWINAX	1
400-BFXU	D4 800GB SAS FLASH 25X2.5 SSD	6
400-BFXS	Unity 600GB 10K SAS 25X2.5 DRIVE	10
400-BFXP	Unity 400GB FAST CACHE 25X2.5 SSD	3
826-9748	ProSupport Mission Critical, Software Support Maintenance 5	1
825-8624	Certified Deployment Partner T2	1
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	1
955-9041	Dell Hardware Limited Warranty Plus On Site Service Extended	1
890-5272	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	1
890-5197	ProSupport 4-Hour 7x24 Onsite Service 3 Years	1
890-5196	ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended	1
876-5068	Dell Hardware Limited Warranty	1
379-BDPD	ISG Product (info)	1
379-BDOI	Pair of C13/C14 cables (Highline Power) or C19/C20 cables (4	1
343-BBMP	Unity 380 DPE Install Kit	1
406-BBNC	Unity CNA 4x10GbE OPT SFPs	1

528-CNSW	IP Multi-Tenancy=IC	1
528-CNSV	Unity Unisphere=IC	1
528-CNSU	Unity Thin provisioning=IC	1
210-ASKK	Unity 380 DPE 25 x 2.5 Dell FLD RCK	1
389-FNYG	Unity XT 380 PSNT	1
400-BGCO	Unity SYSPACK 4X600GB 10K SAS 25X2.5	1
528-CNRZ	File Level Retention=IC	1
528-CNSB	Unity ISCSI=IC	1
528-CNSC	Unity NFS=IC	1
528-CNSD	File System Events Publishing=IC	1
528-CNSF	Unity VASA/vVols=IC	1
528-CNSG	Unity FAST Cache=IC	1
528-CNSH	Unity Replication=IC	1
528-CNSI	Unity Quality of service=IC	1
528-CNSJ	Unity ESA Adapter=IC	1
528-CNSK	Inline Compression=IC	1
528-CNSL	Unity EMC Proactive Assist=IC	1
528-CNSM	Cloud Tiering	1
528-CNSN	Unity Local Copies	1
528-CNSO	Unity Fibre Channel=IC	1
528-CNSP	Unity FAST VP=IC	1
528-CNSQ	Unity Antivirus=IC	1
825-8623	Certified Deployment Partner T1 or Distributors	1
528-CNST	Unity CIFS=IC	1
891-3380	ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years	7
400-BFVT	D4 12TB NLSAS 15X3.5 DRIVE	7

	Subtotal	**$132,502.93**

(2) Dell PowerSwitch S5224F Switches with 60 Months ProSupport 4 Hour - [WMD]

SKU	Description	Qty
470-ABOU	Dell Networking Cable 100GbE QSFP28 to QSFP28 Passive Copper	2
407-BDDG	Dell Networking Transceiver SFP+ 1/10GBASE-T 30m, rate-adapt	4
407-BBXX	Dell Networking, Transceiver, 25GbE SFP28 SR, No FEC, MMF, D	8
848-8539	5 Years ProSupport OS10 Enterprise Software Support-Maintena	2
825-8624	Certified Deployment Partner T2	2
997-6306	Info 3rd Party Software Warranty provided by Vendor	2
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	2
975-3461	Dell Limited Hardware Warranty Extended Year(s)	2
892-0863	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	2
892-0650	ProSupport 4-Hour 7x24 Onsite Service 4 Years Extended	2
892-0646	ProSupport 4-Hour 7x24 Onsite Service 1 Year	2
818-4983	Dell Hardware Limited Warranty 1 Year	2
634-BRWJ	OS10 Enterprise S5224F-ON	2
343-BBLP	Dell EMC S52XX-ON Series User Guide	2
210-APHT	Dell EMC S5224F-ON Switch 24x 25GbE SFP28 4x 100GbE QSFP28 p	2
450-AASX	Dell Networking Jumper Cord 250V 12A 2 Meters C13/C14 US	2
450-AASX	Dell Networking Jumper Cord 250V 12A 2 Meters C13/C14 US	2

	Subtotal	**$25,281.02**

(1) Dell UnityXT 380H with 60 Months ProSupport 4 Hour - [RAS/WAS]

SKU	Description	Qty
470-AEBH	Unity 2x2M DAE SAS CBL	1
389-FNYG	Unity XT 380 PSNT	1
400-BGCO	Unity SYSPACK 4X600GB 10K SAS 25X2.5	1
528-CNRZ	File Level Retention=IC	1

528-CNSB	Unity ISCSI=IC	1
528-CNSC	Unity NFS=IC	1
528-CNSD	File System Events Publishing=IC	1
528-CNSF	Unity VASA/vVols=IC	1
528-CNSG	Unity FAST Cache=IC	1
528-CNSH	Unity Replication=IC	1
528-CNSI	Unity Quality of service=IC	1
528-CNSJ	Unity ESA Adapter=IC	1
528-CNSK	Inline Compression=IC	1
528-CNSL	Unity EMC Proactive Assist=IC	1
528-CNSM	Cloud Tiering	1
528-CNSN	Unity Local Copies	1
528-CNSO	Unity Fibre Channel=IC	1
528-CNSP	Unity FAST VP=IC	1
528-CNSQ	Unity Antivirus=IC	1
528-CNSS	Operating System V4.0=IC	1
528-CNST	Unity CIFS=IC	1
528-CNSU	Unity Thin provisioning=IC	1
528-CNSV	Unity Unisphere=IC	1
528-CNSW	IP Multi-Tenancy=IC	1
406-BBNC	Unity CNA 4x10GbE OPT SFPs	1
343-BBMP	Unity 380 DPE Install Kit	1
379-BDOI	Pair of C13/C14 cables (Highline Power) or C19/C20 cables (4	1
379-BDPD	ISG Product (info)	1
876-5068	Dell Hardware Limited Warranty	1
890-5196	ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended	1

890-5197	ProSupport 4-Hour 7x24 Onsite Service 3 Years	1
890-5272	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	1
955-9041	Dell Hardware Limited Warranty Plus On Site Service Extended	1
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	1
825-8624	Certified Deployment Partner T2	1
826-9748	ProSupport Mission Critical, Software Support Maintenance 5	1
400-BFXP	Unity 400GB FAST CACHE 25X2.5 SSD	3
400-BFXS	Unity 600GB 10K SAS 25X2.5 DRIVE	10
400-BFXU	D4 800GB SAS FLASH 25X2.5 SSD	6
565-BBIE	UNITY 2X4 PORT IO 25GBE OPT	1
470-ADQW	Unity 2x3M OM4 Fiber CBL	4
891-3380	ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years	14
891-3388	ProSupport 4-Hour 7x24 Onsite Low Capacity SSD Add On 5 Year	9
210-ASLH	Unity 3U 15x3.5 DAE FLD RCK	1
800-BBQV	Informational Purposes Only	1
379-BDPD	ISG Product (info)	1
876-4863	Dell Hardware Limited Warranty	1
890-5186	ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended	1
890-5187	ProSupport 4-Hour 7x24 Onsite Service 3 Years	1
890-5262	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	1
955-9041	Dell Hardware Limited Warranty Plus On Site Service Extended	1
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	1
825-8623	Certified Deployment Partner T1 or Distributors	1
400-BFVT	D4 12TB NLSAS 15X3.5 DRIVE	15
210-ASKK	Unity 380 DPE 25 x 2.5 Dell FLD RCK	1
891-3380	ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years	15

210-ASLH	Unity 3U 15x3.5 DAE FLD RCK	1
800-BBQV	Informational Purposes Only	1
379-BDPD	ISG Product (info)	1
876-4863	Dell Hardware Limited Warranty	1
890-5186	ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended	1
890-5187	ProSupport 4-Hour 7x24 Onsite Service 3 Years	1
890-5262	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	1
955-9041	Dell Hardware Limited Warranty Plus On Site Service Extended	1
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	1
825-8623	Certified Deployment Partner T1 or Distributors	1
400-BFVT	D4 12TB NLSAS 15X3.5 DRIVE	7
891-3380	ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years	7
	Subtotal	**$132,502.91**

(2) Dell PowerEdge R470 Servers with 60 Months ProSupport 4 Hour - [RAS/WAS]

SKU	Description	Qty
210-BNMR	PowerEdge R470 Server, Enterprise	2
350-BDDK	Dell Luggage Tag for x8 and x10 Chassis	2
325-BFXF	PowerEdge 1U Standard Bezel	2
470-AEYU	No Cables Required	2
470-BCHM	Rear Filler Blank for BOSS/OCP	2
330-BCYD	PowerEdge R470 Motherboard fo RTS 1.1, DAO	2
330-BCXZ	Riser Config 8, 2x16 LP Slots (Gen 5), 1x16 FLOP OCP, 1x16 O	2
450-BCWZ	Dual,Redundant(1+1),Hot-PlugMHSPowerSupply,1100WMM(100-240Va	2
384-BDQL	PowerEdge 1U High Performance Silver Fan	2
800-BBDM	UEFI BIOS Boot Mode with GPT Partition	2
384-BBBL	Performance BIOS Settings	2

403-BDMY	PERC H965i Controller, Front, DCMHS	2
780-BCDN	RAID 1	2
370-BCCX	6400MT/s RDIMMs	2
370-AAIP	Performance Optimized	2
412-BBLP	Extended heatsink with DIMM blanks	2
338-CTBC	Intel Xeon 6 Performance 6731P 2.5G, 32C/64T, 144M Cache, Tu	2
321-BLDY	2.5" Chassis with up to 8 Hard Drives (SAS/SATA), Smart Flow	2
470-ACEV	Dell Networking Cable SFP28 to SFP28 25GbE Passive Copper Tw	8
540-BFXN	Broadcom 57414 25GbE SFP28 Dual Port Adapter, PCIe Low Profi	2
540-BFPV	Broadcom 57414 Dual Port 25GbE SFP28 Adapter, OCP 3.0 NIC +S	2
492-BBDI	C13 to C14 PDU Style 12 AMP 6.5 Feet (2m) Power Cord North A	4
400-AZUT	480GB SSD SATA Mix Use 6Gbps 512 2.5in Hot-plug AG Drive 3 D	4
370-BCCY	32GB RDIMM, 6400MT/s, Dual Rank	32
900-9997	On-Site Installation Declined	2
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	2
975-3462	Dell Limited Hardware Warranty Plus Service, Extended Year(s	2
713-8441	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	2
713-8432	ProSupport 4-Hour 7x24 Onsite Service 3 Years	2
713-8430	ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended	2
713-8356	Dell Hardware Limited Warranty Plus Onsite Service	2
389-FHHX	PowerEdge CCC, No CE Label Marking	2
340-DNSY	PowerEdge 1U Shipping Material	2
340-DSBN	PowerEdge R470 Shipping	2
340-DNSW	PowerEdge Shipping	2
770-BECD	ReadyRails Sliding Rails Without Cable Management Arm or Str	2
770-BDMT	Cable Management Arm	2

379-BETE	iDRAC9 Force Change Password for OCP cards	2
350-BCYJ	Blank Left Ear Module	2
634-CZWJ	Dell Secure Onboarding Client 17G - Disabled	2
634-CZRP	Dell Connectivity Module 17G	2
379-BFXT	Dell Connectivity Client - Disabled	2
634-CSHV	iDRAC10, Datacenter 17G	2
634-CSHT	Secured Component Verification	2
634-CSHS	Secure Enterprise Key Manager License 3.0	2
634-CSGX	OpenManage Enterprise Advanced Plus	2
605-BBFN	No Media Required	2
611-BBBF	No Operating System	2
470-BCHM	Rear Filler Blank for BOSS/OCP	2
	Subtotal	**$60,733.00**

(2) Dell PowerSwitch S5224F Switches with 60 Months ProSupport 4 Hour - [RAS/WAS

SKU	Description	Qty
450-AASX	Dell Networking Jumper Cord 250V 12A 2 Meters C13/C14 US	2
470-ABOU	Dell Networking Cable 100GbE QSFP28 to QSFP28 Passive Copper	2
407-BDDG	Dell Networking Transceiver SFP+ 1/10GBASE-T 30m, rate-adapt	4
407-BBXX	Dell Networking, Transceiver, 25GbE SFP28 SR, No FEC, MMF, D	8
848-8539	5 Years ProSupport OS10 Enterprise Software Support-Maintena	2
825-8624	Certified Deployment Partner T2	2
997-6306	Info 3rd Party Software Warranty provided by Vendor	2
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	2
975-3461	Dell Limited Hardware Warranty Extended Year(s)	2
892-0863	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	2
892-0650	ProSupport 4-Hour 7x24 Onsite Service 4 Years Extended	2

892-0646	ProSupport 4-Hour 7x24 Onsite Service 1 Year	2
818-4983	Dell Hardware Limited Warranty 1 Year	2
634-BRWJ	OS10 Enterprise S5224F-ON	2
343-BBLP	Dell EMC S52XX-ON Series User Guide	2
210-APHT	Dell EMC S5224F-ON Switch 24x 25GbE SFP28 4x 100GbE QSFP28 p	2
450-AASX	Dell Networking Jumper Cord 250V 12A 2 Meters C13/C14 US	2

Subtotal **$25,280.94**

Total: **$376,300.80**

redesign

City of Fresno - WMD + RAS/WAS Refresh

PREPARED BY:

[re]DESIGN
Bobby Mock
bmock@redesign-group.com

PREPARED FOR:

Fresno, City of (CA)
1910 East University Avenue
Fresno, CA 93703

QUOTE INFORMATION:

Quote #: Q-36110
Version: 1
Expiration Date: 04/16/2026

DESCRIPTION

Master Contract Code: California NASPO Participating Addendum No. 7-23-70-55-01 under the Master Agreement No. 23026 NASPO ValuePoint Cooperative Purchasing Program
Contract Number: No. 23026 NASPO ValuePoint Cooperative Purchasing Program
Contractor Name: Dell Marketing L.P.
Contact Website: https://www.naspovaluepoint.org/portfolio/computer-equipment-peripherals-related-services-2023-2028/dell-marketing-lp/

Quote Summary

Quote valid until: April 16, 2026

Description	Amount
(1) Dell UnityXT 380H with 60 Months ProSupport 4 Hour - [WMD]	**$132,502.93**
(2) Dell PowerSwitch S5224F Switches with 60 Months ProSupport 4 Hour - [WMD]	**$25,281.02**
(1) Dell UnityXT 380H with 60 Months ProSupport 4 Hour - [RAS/WAS]	**$132,502.91**
(2) Dell PowerEdge R470 Servers with 60 Months ProSupport 4 Hour - [RAS/WAS]	**$60,733.00**
(2) Dell PowerSwitch S5224F Switches with 60 Months ProSupport 4 Hour - [RAS/WAS	**$25,280.94**
Total:	**$376,300.80**

Acceptance and Incorporation by Reference

This Order Form is issued in connection with the cooperative purchasing agreement referenced herein (the "Agreement") and any applicable participating addendum or similar instrument. This Order Form supplements the Agreement by identifying the specific products, pricing, and other order details applicable to the proposed transaction.

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This Order Form supersedes all prior proposals, quotations, and communications between the parties with respect to the specific products, pricing, and timing described herein, but only to the extent consistent with the Agreement.

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To place an order under the Agreement, Customer must attach this Order Form to its purchase order and return the combined document to Redesign. Customer's submission of a purchase order with this Order Form attached shall constitute Customer's offer to purchase the products identified herein under the Agreement. Redesign's written acknowledgment of such purchase order, or commencement of fulfillment, shall constitute Redesign's acceptance, and the resulting order shall be effective as of the earlier of such events.

Customer acknowledges and agrees that pricing, configurations, and estimated lead times reflected in this Order Form are based on current market conditions and current OEM pricing available on the date of issuance. If Customer submits a purchase order after the stated quote validity period, or requests changes to configuration, quantities, or delivery timing before Redesign's acceptance, Redesign may issue a refreshed quotation reflecting then-current pricing, lead times, and configuration availability under the Agreement.

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THE REDESIGN GROUP

Authorized Signature Date

FRESNO, CITY OF (CA)

Authorized Signature Date

redesign
redesign-group.com

The Drala Project Inc.
222 Pacific Coast Highway, Floor 10
El Segundo, CA 90245

Set a new *standard.*

redesign

Q-36110 Version1
Monday, April 6

FRESNO, CITY OF (CA)

WMD + RAS/WAS Refresh

BY:
Bobby Mock
[re]DESIGN
bmock@redesign-group.com

FOR:
Fresno, City of (CA)

redesign

City of Fresno - WMD + RAS/WAS Refresh

PREPARED BY:

[re]DESIGN
Bobby Mock
bmock@redesign-group.com

PREPARED FOR:

Fresno, City of (CA)
1910 East University Avenue
Fresno, CA 93703

QUOTE INFORMATION:

Quote #: Q-36110
Version: 1
Expiration Date: 04/16/2026

Quote Lines

(1) Dell UnityXT 380H with 60 Months ProSupport 4 Hour - [WMD]

SKU	Description	Qty
528-CNSS	Operating System V4.0=IC	1
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	1
955-9041	Dell Hardware Limited Warranty Plus On Site Service Extended	1
890-5262	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	1
890-5187	ProSupport 4-Hour 7x24 Onsite Service 3 Years	1
890-5186	ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended	1
876-4863	Dell Hardware Limited Warranty	1
379-BDPD	ISG Product (info)	1
800-BBQV	Informational Purposes Only	1
210-ASLH	Unity 3U 15x3.5 DAE FLD RCK	1
891-3380	ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years	15
470-AEBH	Unity 2x2M DAE SAS CBL	1
400-BFVT	D4 12TB NLSAS 15X3.5 DRIVE	15
825-8623	Certified Deployment Partner T1 or Distributors	1
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	1
955-9041	Dell Hardware Limited Warranty Plus On Site Service Extended	1
890-5262	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	1
890-5187	ProSupport 4-Hour 7x24 Onsite Service 3 Years	1

890-5186	ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended	1
876-4863	Dell Hardware Limited Warranty	1
379-BDPD	ISG Product (info)	1
800-BBQV	Informational Purposes Only	1
210-ASLH	Unity 3U 15x3.5 DAE FLD RCK	1
891-3388	ProSupport 4-Hour 7x24 Onsite Low Capacity SSD Add On 5 Year	9
891-3380	ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years	14
470-ADQW	Unity 2x3M OM4 Fiber CBL	4
470-ADQT	UNITY 2X3M ACTIVE TWINAX CBL 10G	4
470-AEFV	2M SFP+ to SFP+ 25G Passive Twinax Cable	4
565-BBIG	UNITY 2X4 PORT IO 25GBE TWINAX	1
400-BFXU	D4 800GB SAS FLASH 25X2.5 SSD	6
400-BFXS	Unity 600GB 10K SAS 25X2.5 DRIVE	10
400-BFXP	Unity 400GB FAST CACHE 25X2.5 SSD	3
826-9748	ProSupport Mission Critical, Software Support Maintenance 5	1
825-8624	Certified Deployment Partner T2	1
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	1
955-9041	Dell Hardware Limited Warranty Plus On Site Service Extended	1
890-5272	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	1
890-5197	ProSupport 4-Hour 7x24 Onsite Service 3 Years	1
890-5196	ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended	1
876-5068	Dell Hardware Limited Warranty	1
379-BDPD	ISG Product (info)	1
379-BDOI	Pair of C13/C14 cables (Highline Power) or C19/C20 cables (4	1
343-BBMP	Unity 380 DPE Install Kit	1
406-BBNC	Unity CNA 4x10GbE OPT SFPs	1

528-CNSW	IP Multi-Tenancy=IC	1
528-CNSV	Unity Unisphere=IC	1
528-CNSU	Unity Thin provisioning=IC	1
210-ASKK	Unity 380 DPE 25 x 2.5 Dell FLD RCK	1
389-FNYG	Unity XT 380 PSNT	1
400-BGCO	Unity SYSPACK 4X600GB 10K SAS 25X2.5	1
528-CNRZ	File Level Retention=IC	1
528-CNSB	Unity ISCSI=IC	1
528-CNSC	Unity NFS=IC	1
528-CNSD	File System Events Publishing=IC	1
528-CNSF	Unity VASA/vVols=IC	1
528-CNSG	Unity FAST Cache=IC	1
528-CNSH	Unity Replication=IC	1
528-CNSI	Unity Quality of service=IC	1
528-CNSJ	Unity ESA Adapter=IC	1
528-CNSK	Inline Compression=IC	1
528-CNSL	Unity EMC Proactive Assist=IC	1
528-CNSM	Cloud Tiering	1
528-CNSN	Unity Local Copies	1
528-CNSO	Unity Fibre Channel=IC	1
528-CNSP	Unity FAST VP=IC	1
528-CNSQ	Unity Antivirus=IC	1
825-8623	Certified Deployment Partner T1 or Distributors	1
528-CNST	Unity CIFS=IC	1
891-3380	ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years	7
400-BFVT	D4 12TB NLSAS 15X3.5 DRIVE	7

	Subtotal	**$132,502.93**

(2) Dell PowerSwitch S5224F Switches with 60 Months ProSupport 4 Hour - [WMD]

SKU	Description	Qty
470-ABOU	Dell Networking Cable 100GbE QSFP28 to QSFP28 Passive Copper	2
407-BDDG	Dell Networking Transceiver SFP+ 1/10GBASE-T 30m, rate-adapt	4
407-BBXX	Dell Networking, Transceiver, 25GbE SFP28 SR, No FEC, MMF, D	8
848-8539	5 Years ProSupport OS10 Enterprise Software Support-Maintena	2
825-8624	Certified Deployment Partner T2	2
997-6306	Info 3rd Party Software Warranty provided by Vendor	2
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	2
975-3461	Dell Limited Hardware Warranty Extended Year(s)	2
892-0863	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	2
892-0650	ProSupport 4-Hour 7x24 Onsite Service 4 Years Extended	2
892-0646	ProSupport 4-Hour 7x24 Onsite Service 1 Year	2
818-4983	Dell Hardware Limited Warranty 1 Year	2
634-BRWJ	OS10 Enterprise S5224F-ON	2
343-BBLP	Dell EMC S52XX-ON Series User Guide	2
210-APHT	Dell EMC S5224F-ON Switch 24x 25GbE SFP28 4x 100GbE QSFP28 p	2
450-AASX	Dell Networking Jumper Cord 250V 12A 2 Meters C13/C14 US	2
450-AASX	Dell Networking Jumper Cord 250V 12A 2 Meters C13/C14 US	2

	Subtotal	**$25,281.02**

(1) Dell UnityXT 380H with 60 Months ProSupport 4 Hour - [RAS/WAS]

SKU	Description	Qty
470-AEBH	Unity 2x2M DAE SAS CBL	1
389-FNYG	Unity XT 380 PSNT	1
400-BGCO	Unity SYSPACK 4X600GB 10K SAS 25X2.5	1
528-CNRZ	File Level Retention=IC	1

528-CNSB	Unity ISCSI=IC	1
528-CNSC	Unity NFS=IC	1
528-CNSD	File System Events Publishing=IC	1
528-CNSF	Unity VASA/vVols=IC	1
528-CNSG	Unity FAST Cache=IC	1
528-CNSH	Unity Replication=IC	1
528-CNSI	Unity Quality of service=IC	1
528-CNSJ	Unity ESA Adapter=IC	1
528-CNSK	Inline Compression=IC	1
528-CNSL	Unity EMC Proactive Assist=IC	1
528-CNSM	Cloud Tiering	1
528-CNSN	Unity Local Copies	1
528-CNSO	Unity Fibre Channel=IC	1
528-CNSP	Unity FAST VP=IC	1
528-CNSQ	Unity Antivirus=IC	1
528-CNSS	Operating System V4.0=IC	1
528-CNST	Unity CIFS=IC	1
528-CNSU	Unity Thin provisioning=IC	1
528-CNSV	Unity Unisphere=IC	1
528-CNSW	IP Multi-Tenancy=IC	1
406-BBNC	Unity CNA 4x10GbE OPT SFPs	1
343-BBMP	Unity 380 DPE Install Kit	1
379-BDOI	Pair of C13/C14 cables (Highline Power) or C19/C20 cables (4	1
379-BDPD	ISG Product (info)	1
876-5068	Dell Hardware Limited Warranty	1
890-5196	ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended	1

890-5197	ProSupport 4-Hour 7x24 Onsite Service 3 Years	1
890-5272	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	1
955-9041	Dell Hardware Limited Warranty Plus On Site Service Extended	1
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	1
825-8624	Certified Deployment Partner T2	1
826-9748	ProSupport Mission Critical, Software Support Maintenance 5	1
400-BFXP	Unity 400GB FAST CACHE 25X2.5 SSD	3
400-BFXS	Unity 600GB 10K SAS 25X2.5 DRIVE	10
400-BFXU	D4 800GB SAS FLASH 25X2.5 SSD	6
565-BBIE	UNITY 2X4 PORT IO 25GBE OPT	1
470-ADQW	Unity 2x3M OM4 Fiber CBL	4
891-3380	ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years	14
891-3388	ProSupport 4-Hour 7x24 Onsite Low Capacity SSD Add On 5 Year	9
210-ASLH	Unity 3U 15x3.5 DAE FLD RCK	1
800-BBQV	Informational Purposes Only	1
379-BDPD	ISG Product (info)	1
876-4863	Dell Hardware Limited Warranty	1
890-5186	ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended	1
890-5187	ProSupport 4-Hour 7x24 Onsite Service 3 Years	1
890-5262	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	1
955-9041	Dell Hardware Limited Warranty Plus On Site Service Extended	1
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	1
825-8623	Certified Deployment Partner T1 or Distributors	1
400-BFVT	D4 12TB NLSAS 15X3.5 DRIVE	15
210-ASKK	Unity 380 DPE 25 x 2.5 Dell FLD RCK	1
891-3380	ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years	15

210-ASLH	Unity 3U 15x3.5 DAE FLD RCK	1
800-BBQV	Informational Purposes Only	1
379-BDPD	ISG Product (info)	1
876-4863	Dell Hardware Limited Warranty	1
890-5186	ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended	1
890-5187	ProSupport 4-Hour 7x24 Onsite Service 3 Years	1
890-5262	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	1
955-9041	Dell Hardware Limited Warranty Plus On Site Service Extended	1
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	1
825-8623	Certified Deployment Partner T1 or Distributors	1
400-BFVT	D4 12TB NLSAS 15X3.5 DRIVE	7
891-3380	ProSupport 4-Hour 7x24 Onsite Hard Disk Drive Add On 5 Years	7
	Subtotal	**$132,502.91**

(2) Dell PowerEdge R470 Servers with 60 Months ProSupport 4 Hour - [RAS/WAS]

SKU	Description	Qty
210-BNMR	PowerEdge R470 Server, Enterprise	2
350-BDDK	Dell Luggage Tag for x8 and x10 Chassis	2
325-BFXF	PowerEdge 1U Standard Bezel	2
470-AEYU	No Cables Required	2
470-BCHM	Rear Filler Blank for BOSS/OCP	2
330-BCYD	PowerEdge R470 Motherboard fo RTS 1.1, DAO	2
330-BCXZ	Riser Config 8, 2x16 LP Slots (Gen 5), 1x16 FLOP OCP, 1x16 O	2
450-BCWZ	Dual,Redundant(1+1),Hot-PlugMHSPowerSupply,1100WMM(100-240Va	2
384-BDQL	PowerEdge 1U High Performance Silver Fan	2
800-BBDM	UEFI BIOS Boot Mode with GPT Partition	2
384-BBBL	Performance BIOS Settings	2

403-BDMY	PERC H965i Controller, Front, DCMHS	2
780-BCDN	RAID 1	2
370-BCCX	6400MT/s RDIMMs	2
370-AAIP	Performance Optimized	2
412-BBLP	Extended heatsink with DIMM blanks	2
338-CTBC	Intel Xeon 6 Performance 6731P 2.5G, 32C/64T, 144M Cache, Tu	2
321-BLDY	2.5" Chassis with up to 8 Hard Drives (SAS/SATA), Smart Flow	2
470-ACEV	Dell Networking Cable SFP28 to SFP28 25GbE Passive Copper Tw	8
540-BFXN	Broadcom 57414 25GbE SFP28 Dual Port Adapter, PCIe Low Profi	2
540-BFPV	Broadcom 57414 Dual Port 25GbE SFP28 Adapter, OCP 3.0 NIC +S	2
492-BBDI	C13 to C14 PDU Style 12 AMP 6.5 Feet (2m) Power Cord North A	4
400-AZUT	480GB SSD SATA Mix Use 6Gbps 512 2.5in Hot-plug AG Drive 3 D	4
370-BCCY	32GB RDIMM, 6400MT/s, Dual Rank	32
900-9997	On-Site Installation Declined	2
989-3439	Thank you choosing Dell ProSupport. For tech support visit /	2
975-3462	Dell Limited Hardware Warranty Plus Service, Extended Year(s	2
713-8441	ProSupport 4-Hour 7x24 Technical Support and Assistance 5 Ye	2
713-8432	ProSupport 4-Hour 7x24 Onsite Service 3 Years	2
713-8430	ProSupport 4-Hour 7x24 Onsite Service 2 Years Extended	2
713-8356	Dell Hardware Limited Warranty Plus Onsite Service	2
389-FHHX	PowerEdge CCC, No CE Label Marking	2
340-DNSY	PowerEdge 1U Shipping Material	2
340-DSBN	PowerEdge R470 Shipping	2
340-DNSW	PowerEdge Shipping	2
770-BECD	ReadyRails Sliding Rails Without Cable Management Arm or Str	2
770-BDMT	Cable Management Arm	2

379-BETE	iDRAC9 Force Change Password for OCP cards	2
350-BCYJ	Blank Left Ear Module	2
634-CZWJ	Dell Secure Onboarding Client 17G - Disabled	2
634-CZRP	Dell Connectivity Module 17G	2
379-BFXT	Dell Connectivity Client - Disabled	2
634-CSHV	iDRAC10, Datacenter 17G	2
634-CSHT	Secured Component Verification	2
634-CSHS	Secure Enterprise Key Manager License 3.0	2
634-CSGX	OpenManage Enterprise Advanced Plus	2
605-BBFN	No Media Required	2
611-BBBF	No Operating System	2
470-BCHM	Rear Filler Blank for BOSS/OCP	2
	Subtotal	**$60,733.00**

(2) Dell PowerSwitch S5224F Switches with 60 Months ProSupport 4 Hour - [RAS/WAS

SKU	Description	Qty
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407-BDDG	Dell Networking Transceiver SFP+ 1/10GBASE-T 30m, rate-adapt	4
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848-8539	5 Years ProSupport OS10 Enterprise Software Support-Maintena	2
825-8624	Certified Deployment Partner T2	2
997-6306	Info 3rd Party Software Warranty provided by Vendor	2
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Subtotal **$25,280.94**

Total: **$376,300.80**

redesign

City of Fresno - WMD + RAS/WAS Refresh

PREPARED BY:

[re]DESIGN
Bobby Mock
bmock@redesign-group.com

PREPARED FOR:

Fresno, City of (CA)
1910 East University Avenue
Fresno, CA 93703

QUOTE INFORMATION:

Quote #: Q-36110
Version: 1
Expiration Date: 04/16/2026

DESCRIPTION

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Contract Number: No. 23026 NASPO ValuePoint Cooperative Purchasing Program
Contractor Name: Dell Marketing L.P.
Contact Website: https://www.naspovaluepoint.org/portfolio/computer-equipment-peripherals-related-services-2023-2028/dell-marketing-lp/

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Quote valid until: April 16, 2026

Description	Amount
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THE REDESIGN GROUP

Authorized Signature Date

FRESNO, CITY OF (CA)

Authorized Signature Date

redesign
redesign-group.com

The Drala Project Inc.
222 Pacific Coast Highway, Floor 10
El Segundo, CA 90245

Set a new *standard.*

File #: ID 26-642 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-S.

REPORT TO THE CITY COUNCIL

FROM: SUMEET MALHI, Director
Personnel Services Department

BY: VANESSA DE LA TORRE, Human Resources Manager
Personnel Services Department

SUBJECT

***RESOLUTION - Adopt the Twentieth Amendment to the FY 2026 Salary Resolution No. 2025-177 amending Exhibit 2, Unit 2, Non-Represented Management and Confidential Classes, by adding the new classification of Deputy Chief Investment Officer and the respective E5 salary range, effective May 18, 2026 (Subject to Mayor's Veto)

RECOMMENDATION

It is recommended that Council adopt the Twentieth Amendment to the Fiscal Year 2026 Salary Resolution No. 2025-177 to add the new classification of Deputy Chief Investment Officer and the respective E5 salary range, effective May 18, 2026.

EXECUTIVE SUMMARY

The Retirement Office added one (1) new Deputy Chief Investment Officer position with the adoption of the FY 2026 budget to optimize investment performance, effectively manage an increasingly complex portfolio and provide strategic planning and coordination of the investment program. This classification will be placed at the E5 salary range of $9,876 - $17,054 monthly which amounts to $118,512 - $204,648 annually.

The City provided notice to the respective bargaining units and has met its meet and confer obligation.

This action will not require additional appropriations.

BACKGROUND

With the adoption of the FY 2026 budget, the Retirement Office added one (1) Deputy Chief Investment Officer position to lead the day-to-day oversight, management, and administration of the City's Retirement System investment portfolios. This new classification is expected to optimize investment performance, effectively manage an increasingly complex portfolio and provide strategic

planning and coordination of the investment program. This new classification is recommended to be placed at the E5 salary range of $9,876 - $17,054 monthly which amounts to $118,512 - $204,648 annually.

The City provided notice to the respective bargaining units and has met its meet and confer obligation.

The City Attorney's Office has approved the Twentieth Amendment to Salary Resolution No. 2025-177 as to form.

ENVIRONMENTAL FINDINGS

By the definition provided in the California Environmental Quality Act Guidelines (CEQA) Section 15378, this item does not qualify as a "project" and is therefore exempt from CEQA.

LOCAL PREFERENCE

Local preference is not implicated because this item does not involve public contracting or bidding with the City of Fresno.

FISCAL IMPACT

The amendment will not require any additional appropriations for Fiscal Year 2026.

Attachments:
Resolution: Twentieth Amendment to FY26 Salary Resolution No. 2025-177
Salary Tables: Twentieth Amendment to FY26 Salary Resolution No. 2025-177 Redline
Salary Tables: Twentieth Amendment to FY26 Salary Resolution No. 2025-177 Veto)

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO MAKING THE TWENTIETH AMENDMENT TO RESOLUTION NO. 2025-177 ENTITLED "A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO ESTABLISHING RULES FOR THE APPLICATION OF CITY EMPLOYEE COMPENSATION RATES AND SCHEDULES AND RELATED REQUIREMENTS, AND ESTABLISHING COMPENSATION RATES AND SCHEDULES FOR FISCAL YEAR 2026"

NOW, THEREFORE, BE IT RESOLVED, by the Council of the City of Fresno, as follows:

SECTION 1.

Exhibit 2, Unit 2, Non-Represented Management and Confidential Classes, is hereby amended to add the new classification of Deputy Chief Investment Officer and the respective E5 salary range $9,876 - $17,054 monthly, effective May 18, 2026.

SECTION 2.

Upon final legislative approval, this Resolution shall become effective May 18, 2026.

Date Adopted:
Date Approved:
Effective Date: 5/18/2026
City Attorney Approval:

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing Resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

By: _____
Deputy Date

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____ Date
Jennifer DeRuosi
Assistant City Attorney

EXHIBIT 2 Unit 2 – Non-Represented Management and Confidential Classes						
CLASS TITLE	JOB CODE	PROB PER	RANGE	Minimum		Maximum
Airports Public Safety Manager	310004e	-	E7	8968	-	12701
Airports Public Safety Assistant Manager	310170e	-	E8	7957	-	11546
Assistant City Attorney	160008e	-	E4	12317	-	20029
Assistant City Manager	150135e	-	E3	16429	-	23267
Assistant Controller	135020e	-	E5	9876	-	17054
Assistant Director	150160e	-	E5	9876	-	17054
Assistant Director of Personnel Services	150043e	-	E5	9876	-	17054
Assistant Director of Public Utilities	620100e	-	E5	9876	-	17054
Assistant Director of Public Works	210089e	-	E5	9876	-	17054
Assistant Police Chief	415010e	-	E5	9876	-	17054
Assistant Retirement Administrator	135040e	-	E5	9876	-	17054
Background Investigator	410055	-	E16	5051	-	7045
Budget Analyst	135006e	-	E15	5713	-	8026
Budget Manager	135008e	-	E7	8968	-	12701
Chief Assistant City Attorney	160015e	-	E3	16429	-	23267
Chief Information Officer	125067e	-	E4	12317	-	20029
Chief Labor Negotiator	150030e	-	E6	10579	-	14684
Chief of Staff to Councilmember	150086e	-	E10	4023	-	11546
Chief of Staff to the Mayor	150123e	-	E5	9876	-	17054
City Attorney	160009e	-	E1	19354	-	27411
City Attorney Investigator	160003	-	E15	5713	-	8026
City Clerk	150125e	-	E4	12317	-	20029
City Engineer	210080e	-	E4	12317	-	20029
City Manager	150130e	-	E1	19354	-	27411
Community Coordinator	150075e	-	E11	4314	-	7750
Community Outreach Specialist	150230e	-	E11	4314	-	7750
Controller	135021e	-	E4	12317	-	20029
Council Assistant	150085e	-	E10	4023	-	11546
Deputy Chief Investment Officer[XX]	135060e	-	E5	9876	-	17054
Deputy City Attorney II	160006e	-	E8	7957	-	11546
Deputy City Attorney III	160007e	-	E24	8968	-	12701

[E] Exempt class, see Section 4.

[XX] Effective 5/18/2026, by the Twentieth Amendment to the Salary Resolution No. 2025-177.

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SEE APPENDIX FOR FOOTNOTES

EXHIBIT 2 Unit 2 – Non-Represented Management and Confidential Classes						
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Deputy City Attorney III	160007e	-	E24	8968	-	12701

[E] Exempt class, see Section 4.

[XX] Effective 5/18/2026, by the Twentieth Amendment to the Salary Resolution No. 2025-177.

SEE APPENDIX FOR FOOTNOTES

File #: ID 26-38 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-T.

REPORT TO THE CITY COUNCIL

FROM: JENNIFER K. CLARK, AICP, Director
Planning & Development Department

BY: LILIANA VIDRIO FLORES, Program Manager
Planning & Development Department

SUBJECT

Actions pertaining to establishing Entertainment Zones

1. ADOPTION of a finding that the proposed amendment is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3)
2. BILL (for Introduction) Adding Section 9-3801 and Amending Section 9-2503 of the Fresno Municipal Code relating to Establishing Entertainment Zones.

RECOMMENDATION

Staff is recommending approval of the Amendment and adoption of the related environmental findings, amending Chapter 9, Article 2503 of the Fresno Municipal Code (FMC) “Drinking on Street or Playground” and addition of Chapter 9, Article 38 “Establishing Entertainment Zones” relating to Entertainment Zones.

EXECUTIVE SUMMARY

City Council approval is recommended in accordance with the provisions of California Senate Bill 969, which enables local jurisdictions to create defined areas that support enhanced entertainment activities, outdoor programming, and expanded operational flexibility.

BACKGROUND

Senate Bill 969, effective January 1, 2025, authorizes California cities to establish designated Entertainment Zones where brick-and-mortar licensed businesses may sell alcoholic beverages in open containers for outdoor consumption during City-permitted special events.

Chapter 9, Article 38 will establish Entertainment Zone provisions in the FMC. Initially three zones are identified.

Amendment Section 9-2503 - Drinking on Street or Playground

Proposed amendment to Section 9-2503 for the implementation of an entertainment zone. This

section, which relates to drinking on streets or playgrounds, will be amended to allow alcoholic beverage containers from ABC-licensed establishments within the entertainment zones to be taken into designated public areas. Currently, the FMC prohibits alcohol outside of premises. The entertainment zones as recommended will allow the consumption of alcohol in certain approved public rights-of-way.

Initial Entertainment Zones Identified

Proposed Zone Boundary & Hours:

Three potential zones suitable for the Entertainment Zone designation have been identified within the Fulton Corridor area. Consistent with other cities in California, the proposed ordinance designates the maximum geographic boundaries of each entertainment zone which is subject to any additional conditions outlined in the zone management plan or special event permit requirements. The initial proposed zones are as follows:

- Entertainment Zone A will encompass Fulton Street, between the southern edge of Inyo Street and the northern edge of Mono Street, including all public streets, sidewalks, and public rights-of-way within the boundary;
- Entertainment Zone B will encompass Fulton Street, between the southern edge of Tulare Street and the northern edge of Mono Street. The zone shall also include Kern Street, east of Homerun Alley to Fulton Street, along with all public streets, sidewalks, and public rights-of-way within the boundary; and
- Entertainment Zone C will encompass the eastern edge of Fulton Street, between the southern edge of Inyo Street, northern edge of Mono Street, and the eastern edge of Broadway Street, along with all public streets, sidewalks, and public rights-of-way within the boundary. The zone shall also include the alleyway within these same boundaries, as well as the sidewalk along the east side of Broadway Street, between the southern edge of Inyo Street and the northern edge of Mono Street.

Entertainment Zone Activation Through a Special Event Permit

The Entertainment Zone will only be activated in conjunction with an approved special event permit and after careful review from the City Manager's Office. The Special Event permit has an established model that will provide efficient coordination, regulatory compliance, and technical assistance for event organizers and participating businesses. Staff will update the Special Event Guidelines and Application to incorporate specific requirements to operate an entertainment zone event.

The City Manager maintains authority to impose additional conditions or, if warranted, to deny activation of the Entertainment Zone for specific events to ensure public safety and community compatibility. By leveraging the City's proven Special Event permitting framework, the Entertainment Zone Activation can be implemented thoughtfully and efficiently, ensuring a safe and vibrant experience for all participants.

The maximum permissible hours for an Entertainment Zone Event are from 10:00am-11:59pm. Event hours will be restricted by the special event permit requirements, the zone's management plan, and State of California Department of Alcoholic Beverage Control (ABC) licenses.

The Entertainment Zone ordinance requires that a specific management plan be developed to regulate the operation of the zone with input from city agencies, participating businesses, special event organizers and public safety personnel. The management plan will detail operational requirements including, but not limited to:

- Proposed Security Plan
- The maximum geographic boundary and days and hours of operation
- A Special Event permit application
- Specific requirements for:
    - Age verification
    - Signage
    - Cup material and disposal
    - Business notification for Special Event permit holders
    - Insurance for Special Event permit holders

The Chief of Police, or their designee, will review and approve Security Plans as submitted by Entertainment Zone leads. The City Manager, or their designee, will review and approve Management Plans as submitted by Entertainment Zone leads.

ENVIRONMENTAL FINDINGS

An environmental assessment was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines.

The State Guidelines for the implementation of the California Environmental Quality Act provide for the exemption of projects which will have no potential for causing a significant effect on the environment. More specifically, Section 15061(b)(3) of the CEQA Guidelines states: "…CEQA applies only to projects which have the potential for causing a significant effect on the environment.

Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA." The City of Fresno has determined that a Finding of No Possibility that the project will have impacts on the environment pursuant to Section 15061(b)(3) of the CEQA Guidelines is appropriate.

LOCAL PREFERENCE

Local preference was not considered because this is not a competitive bid.

FISCAL IMPACT

The proposed Entertainment Zone is anticipated to generate positive economic impact by allowing downtown bars, restaurants, wineries, and breweries ("eligible businesses") to participate directly in special events, increasing local sales for eligible businesses and nearby businesses as well as potentially boosting sales tax revenue.

Conclusion:

Staff recommends adoption of the related environmental finding and approval of an amendment to Chapter 9 Article 25 “Drinking on Street or Playground" relating to Entertainment Zones and addition of Chapter 9 Article 38 “Establishing Entertainment Zones” relating to Entertainment Zones.

Attachments:

Environmental Assessment - CEQA Exemption
Ordinance - Relating to Entertainment Zones
Initial Entertainment Zone Boundaries

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
EMERYVILLE
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: May 11, 2026

TO: Liliana Vidrio Flores, MBA, Cannabis Program Manager
City of Fresno, Office of Cannabis Oversight

FROM: Kyle Simpson, Principal

SUBJECT: Entertainment Zone Ordinance – Common Sense/No Possibility of Effects Exemption

INTRODUCTION

The City of Fresno (City) proposes to establish Entertainment Zones in the city allowing for the purchase and consumption of open container alcoholic beverages subject to issuance of applicable Special Event Permits. This memorandum has been prepared to support the City's determination that the proposed ordinance is exempt from the California Environmental Quality Act (CEQA).

Section 15061(b)(3) of the CEQA Guidelines states that if there is no possibility that a proposed activity would result in a significant effect on the environment, the activity is not subject to CEQA. This memorandum provides a description of the proposed ordinance and describes the basis for the ordinance to be exempt from CEQA.

PROJECT DESCRIPTION

The California State Legislature enacted Senate Bill (SB) 969, effective January 1, 2025, that authorizes cities to establish designated Entertainment Zones where alcoholic beverages purchased from eligible licensed businesses may be consumed in open containers in approved outdoor areas during City-permitted special events.

In response to SB 969, the City proposes to adopt an Entertainment Zone Ordinance to establish and regulate Entertainment Zones to allow for the purchase of open container alcoholic beverages from local bars, restaurants, wineries, breweries and on-sale licensees for consumption outside in common spaces such as plazas, public streets, sidewalks, or public rights of-way during certain hours, subject to a Special Event Permit issued pursuant to Section 14-2404 of the Fresno Municipal Code (FMC). The proposed Entertainment Zone Ordinance establishes three Entertainment Zones in downtown Fresno in which purchasing open container alcoholic beverages and consuming alcoholic beverages would be allowed. In addition, the proposed Entertainment Zone Ordinance establishes regulations for all activities conducted within the proposed Entertainment Zones pursuant to appliable Special Event Permits.

2565 Alluvial Avenue, Suite 172, Clovis, California 93611 559.490.1210 www.lsa.net

At this time, the proposed Entertainment Zone Ordinance establishes three Entertainment Zones, however, in the future, the proposed Entertainment Zone Ordinance may be amended to include additional Entertainment Zones throughout the city.

The proposed text of the Entertainment Zone Ordinance is attached to this memorandum.

EXEMPTION FROM CEQA

Section 15061 of the CEQA Guidelines states the following:

> *15061. Review For Exemption*
>
> *(a) Once a lead agency has determined that an activity is a project subject to CEQA, a lead agency shall determine whether the project is exempt from CEQA.*
>
> *(b) A project is exempt from CEQA if:*
>
> *(1) The project is exempt by statute (see, e.g. Article 18, commencing with Section 15260).*
>
> *(2) The project is exempt pursuant to a categorical exemption (see Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in Section 15300.2.*
>
> *(3) The activity is covered by the common sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.*
>
> *(4) The project will be rejected or disapproved by a public agency. (See Section 15270(b)).*
>
> *(5) The project is exempt pursuant to the provisions of Article 12.5 of this Chapter.*
>
> *[…]*

As stated in Section 15061(b)(3), an activity is exempt from CEQA where it can be seen with certainty that there is no possibility that the activity in question would result in a significant effect on the environment. This is referred to as the Common Sense Exemption or the No Possibility of Effects Exemption, as it can be stated with certainty that the proposed activity does not affect the environment.

The adoption of the proposed Entertainment Zone Ordinance would allow for purchasing and consuming open container alcoholic beverages during events that have obtained a Special Event Permit from the City. In addition, the events allowed under the Special Event Permit in which purchasing and consuming open container alcoholic beverages would be allowed and would be required to be located within one of three Entertainment Zones established by the Entertainment

Zone Ordinance. The adoption of the proposed ordinance would not result in direct physical impacts because the proposed ordinance would be limited to allowing for additional activities to occur under a Special Event Permit, and those activities would be limited to the three designated Entertainment Zones. The proposed Entertainment Zone Ordinance may be amended in the future to include additional Entertainment Zones throughout the city. If the proposed Entertainment Zone Ordinance is amended, all future activities would be required to obtain a Special Event Permit, and would be required to meet the requirements of the FMC, including all applicable vehicular and pedestrian traffic laws, noise regulations, and all lawful direction from law enforcement authorities.

CEQA Guidelines section 15382 defines a "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." The purpose and expected outcome of the proposed ordinance is intended to allow for specific activities within Entertainment Zones, subject to applicable Special Events Permits and requirements of the FMC. As a result, the adoption of this ordinance would not result in an adverse impact on the environment because no physical changes to the environment would occur.

SUMMARY

On the basis of the explanation provided above, the proposed Entertainment Zone Ordinance is exempt from CEQA because it can be seen with certainty that there is no possibility that the proposed ordinance would result in a significant effect on the environment. As a result, a Notice of Exemption may be prepared for the proposed ordinance.

ATTACHMENT

PROPOSED ENTERTAINMENT ZONE ORDINANCE

BILL NO. _____

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF FRESNO, CALIFORNIA, ADDING ARTICLE 38 TO CHAPTER 9 AND AMENDING SECTION 9-2503, OF THE FRESNO MUNICIPAL CODE, RELATING TO ESTABLISHING ENTERTAINMENT ZONES

WHEREAS, the City of Fresno is committed to supporting a vibrant and economically thriving downtown; and

WHEREAS, there are several City-permitted special events in the downtown area that draw thousands of attendees and contribute to the City of Fresno cultural and economic vitality; and

WHEREAS, current state law prevents breweries, wineries, bars, and restaurants within special event areas from fully participating in these events, which limits their ability to benefit economically from increased attendance; and

WHEREAS, the California State Legislature enacted Senate Bill 969, effective January 1, 2025, authorizing cities to establish designated Entertainment Zones where alcoholic beverages purchased from eligible licensed businesses may be consumed in open containers in approved outdoor areas during City-permitted special events; and

WHEREAS, establishing Entertainment Zones will enhance the success of City-permitted special events, support local business, increase economic activity, and create a community-friendly, lively atmosphere; and

WHEREAS, all legal prerequisites to the adoption of the Ordinance have occurred.

THE COUNCIL OF THE CITY OF FRESNO DOES ORDAIN AS FOLLOWS:

Date Adopted:
Date Approved
Effective Date:
City Attorney Approval: _____

SECTION 1. Article 38 of Chapter 9 is added to the Fresno Municipal Code to read:

[ARTICLE 38. – ENTERTAINMENT ZONES.

SECTION 9-3800. – ENTERTAINMENT ZONES ORDINANCE.

SECTION 9-3801. – PURPOSE.

The purpose if this article is to implement California State Senate Bill 969 (2024) – The Alcoholic Beverage Control Act - through the establishment and regulation of Entertainment Zones to allow the purchase of open container alcoholic beverages from local bars, restaurants, wineries, breweries and on-sale licensees for consumption outside in common spaces such as plazas, public streets, sidewalks, or public rights of-way during certain hours, subject to a Special Event permit issued pursuant to Section 14-2404.

SECTION 9-3802 - DEFINITIONS

a) "ABC" means the California Department of Alcoholic Beverage Control.

b) "Alcoholic beverage" has the same meaning as set forth in California Business and Professions Code section 23004.

c) "Entertainment Zone" has the meaning set forth in California Business and Professions Code Section 23039.5. .

d) "Entertainment Zone event" means an event during which the consumption of one or more types of alcoholic beverages is authorized on public streets, sidewalks, or public rights-of-way within the boundaries of an entertainment zone established in accordance with this chapter.

e) "Entertainment Zone Lead" means the designated individual responsible for the on-site management and oversight of the Entertainment Zone event.

f) "Licensee" has the same meaning set forth in California Business and Professions Code section 23009.

g) "Management plan" means a plan approved by the City Manager or designee for the management and regulation of an Entertainment Zone.

h) "Open container" means any bottle, can, plastic cup, paper cup, jug, box, or other receptacle that is open or has been opened and contains any alcoholic beverage

SECTION 9-3803. – ENTERTAINMENT ZONE LOCATIONS.

Pursuant to California Business and Professions Code sections 23039.5 and 25690, the city council hereby establishes the following Entertainment Zones, which include adjacent sidewalks, and adjacent premises within the Entertainment Zone area, which include:

a. ENTERTAINMENT ZONE A

Entertainment Zone A will encompass Fulton Street, between the southern edge of Inyo Street and the northern edge of Mono Street., including all public streets, sidewalks, and public rights-of-way within the boundary.

b. ENTERTAINMENT ZONE B

Entertainment Zone B will encompass Fulton Street, between the southern edge of Tulare Street and the northern edge of Mono Street. The zone shall also include Kern Street, east of Homerun Alley to Fulton Street, along with all public streets, sidewalks, and public rights-of-way within the boundary.

c. ENTERTAINMENT ZONE C

Entertainment Zone C will encompass the eastern edge of Fulton Street, between the southern edge of Inyo Street, northern edge of Mono Street, and the eastern edge of Broadway Street, , along with all public streets, sidewalks, and public rights-of-way within the boundary. The zone shall also include the alleyway within these same boundaries, as well as the sidewalk along the east side of Broadway Street, between the southern edge of Inyo Street and the northern edge of Mono Street

SECTION 9-3804. - ENTERTAINMENT ZONES CONTROL.

a) No person shall conduct an Entertainment Zone event without obtaining a Special Event permit issued in accordance with the provisions of Section 14-2404.

b) All licensees sponsoring or selling alcoholic beverages within an Entertainment Zone shall comply with all applicable state and local laws and regulations, including, but not limited to, the following:

i. All applicable ABC license and permitting requirements.

ii. All other laws governing the sale and consumption of alcoholic beverages and all permits and licenses issued pursuant thereto.

iii. Any applicable Administrative Regulations issued by the City pursuant to this Chapter.

iv. Any applicable Special Events permit conditions.

c) Open alcoholic beverages may be consumed on any public street, avenue, sidewalk, stairway, alley, or thoroughfare within an active Entertainment Zone, subject to any other restrictions imposed by State or local law.

d) All open alcoholic beverages shall be purchased only from a premises located within the active Entertainment Zone that is authorized under California Business and Professions Code Section 23357, 23358, or 23396, to permit consumers to leave the premises with open containers of alcoholic beverages for consumption off the premises.

e) No alcoholic beverages purchased at a participating licensed premises may leave the premises in an open glass or metal container.

f) Delivery of alcoholic beverages to consumers within the Entertainment Zone by a participating licensee or third-party delivery service is prohibited unless the delivery is to a residential building or private business that is not a licensee.

g) Licensees participating in Entertainment Zones must execute an Indemnity agreement, in a form approved by the City Attorney.

h) Requires any person seeking a Special Event permit for an Entertainment Zone to maintain insurance at coverage limits and with conditions thereon determined necessary and appropriate from time to time by the City Manager.

i) All activities conducted pursuant to any Special Event Permit applicable to Entertainment Zones shall remain fully subject to the City's noise regulations unless exempted by approval of City Manager or its designee:

   i. Compliance with all standards set forth in Section 14 2409(I), with any applicable ordinance, regulation, or law; and

   ii. If an activity proposed under a Special Event Permit applicable to Entertainment Zones may or will result in a noise level that exceeds the thresholds established in Chapter 10, Article 1 of the Municipal Code, the applicant shall obtain a Noise Permit pursuant to Section 10-110.

   iii. No exemption from the City's noise ordinances shall be granted under Entertainment Zones unless the City Manager or its designee has determined that the exemption is consistent with the California

Environmental Quality Act (CEQA), including any required environmental review or documentation.

iv. Failure to obtain any required Noise Permit or to comply with Section 14-2409 shall render the Special Event Permit applicable to Entertainment Zones invalid with respect to the non-compliant activity and may constitute grounds for suspension or revocation of the permit.

SECTION 9-3805. - ENTERTAINMENT ZONES HOURS.

Outdoor consumption of alcoholic beverages may only occur during an Entertainment Zone Event between the hours of 10:00 a.m. and 11:59 p.m., inclusive, subject to any additional limitations imposed by any ABC permit or license, Business and Professions Code section 25691, or by the Special Events permit issued under section 14-2404.

SECTION 9-3806. - IMPLEMENTATION.

a) Upon the establishment or modification of an Entertainment Zone, the Entertainment Zone lead shall submit a proposed Management Plan to the City Manager or designee for review and approval. Upon issuance or revision of a Management Plan, the City Manager or designee shall transmit a copy to ABC.

b) Any holder of an ABC license or permit that wishes to

allow customers to leave the premises with open containers of alcoholic beverages for consumption off the premises within the Entertainment Zone shall provide to the City Manager or designee a copy of the notice provided to ABC under Section 23357, 23358, or 23396 of the California Business and Professions Code, as applicable, at the same time such notice is provided to ABC.

c) Upon the establishment or modification of an Entertainment Zone, the Entertainment Zone lead shall submit a proposed Security Plan to the City for review and approval by the Chief of Police or designee.

d) The City Manager is authorized to promulgate rules and regulations under this Chapter.

SECTION 9-3807. - ADMINISTRATIVE REGULATIONS.

The City Manager may adopt administrative regulations to implement the provisions of this Chapter, including, but not limited to, application procedures, permit conditions and requirements, and health and safety measures. The City Manager may revise these regulations from time to time as it is deemed appropriate. The Entertainment Zone Management Plan shall be considered enforceable administrative regulation.

SECTION 9-3809. - PERIODIC REVIEW.

Every two years, the City Manager shall review the operation of the Entertainment Zone to ensure that the Zone is being maintained in a manner that protects the health and safety of the general public. This review shall be conducted in consultation with the Police Department and Code Enforcement. The City Manager shall present the findings to the city council and any reports produced during the review shall be made available to ABC upon request.]

SECTION 2. Section 9-2503(a) is Amended to read:

SECTION 9-2503

(a) No person shall drink any beer, wine or other intoxicating beverage on any street, sidewalk, pedestrian mall, alley, highway, playground, parking lot open to the general public or other lot open to the general public[, unless expressly authorized through a Special Event Permit].

SECTION 3. This ordinance shall become effective and in full force and effect at 12:01 a.m. on the thirty-first day after its final passage.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing ordinance was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

By: _____
Date

Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Kristi Costa Date
Supervising Deputy City Attorney

BILL NO. _____

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF FRESNO, CALIFORNIA, ADDING ARTICLE 38 TO CHAPTER 9 AND AMENDING SECTION 9-2503, OF THE FRESNO MUNICIPAL CODE, RELATING TO ESTABLISHING ENTERTAINMENT ZONES

WHEREAS, the City of Fresno is committed to supporting a vibrant and economically thriving downtown; and

WHEREAS, there are several City-permitted special events in the downtown area that draw thousands of attendees and contribute to the City of Fresno cultural and economic vitality; and

WHEREAS, current state law prevents breweries, wineries, bars, and restaurants within special event areas from fully participating in these events, which limits their ability to benefit economically from increased attendance; and

WHEREAS, the California State Legislature enacted Senate Bill 969, effective January 1, 2025, authorizing cities to establish designated Entertainment Zones where alcoholic beverages purchased from eligible licensed businesses may be consumed in open containers in approved outdoor areas during City-permitted special events; and

WHEREAS, establishing Entertainment Zones will enhance the success of City-permitted special events, support local business, increase economic activity, and create a community-friendly, lively atmosphere; and

WHEREAS, all legal prerequisites to the adoption of the Ordinance have occurred.

THE COUNCIL OF THE CITY OF FRESNO DOES ORDAIN AS FOLLOWS:

Date Adopted:
Date Approved
Effective Date:
City Attorney Approval: _____

SECTION 1. Article 38 of Chapter 9 is added to the Fresno Municipal Code to read:

[ARTICLE 38. – ENTERTAINMENT ZONES.

SECTION 9-3800. – ENTERTAINMENT ZONES ORDINANCE.

SECTION 9-3801. – PURPOSE.

The purpose if this article is to implement California State Senate Bill 969 (2024) – The Alcoholic Beverage Control Act - through the establishment and regulation of Entertainment Zones to allow the purchase of open container alcoholic beverages from local bars, restaurants, wineries, breweries and on-sale licensees for consumption outside in common spaces such as plazas, public streets, sidewalks, or public rights of-way during certain hours, subject to a Special Event permit issued pursuant to Section 14-2404.

SECTION 9-3802 - DEFINITIONS

a) "ABC" means the California Department of Alcoholic Beverage Control.

b) "Alcoholic beverage" has the same meaning as set forth in California Business and Professions Code section 23004.

c) "Entertainment Zone" has the meaning set forth in California Business and Professions Code Section 23039.5. .

d) "Entertainment Zone event" means an event during which the consumption of one or more types of alcoholic beverages is authorized on public streets, sidewalks, or public rights-of-way within the boundaries of an entertainment zone established in accordance with this chapter.

e) "Entertainment Zone Lead" means the designated individual responsible for the on-site management and oversight of the Entertainment Zone event.

f) "Licensee" has the same meaning set forth in California Business and Professions Code section 23009.

g) "Management plan" means a plan approved by the City Manager or designee for the management and regulation of an Entertainment Zone.

h) "Open container" means any bottle, can, plastic cup, paper cup, jug, box, or other receptacle that is open or has been opened and contains any alcoholic beverage

SECTION 9-3803. – ENTERTAINMENT ZONE LOCATIONS.

Pursuant to California Business and Professions Code sections 23039.5 and 25690, the city council hereby establishes the following Entertainment Zones, which include adjacent sidewalks, and adjacent premises within the Entertainment Zone area, which include:

a. ENTERTAINMENT ZONE A

Entertainment Zone A will encompass Fulton Street, between the southern edge of Inyo Street and the northern edge of Mono Street., including all public streets, sidewalks, and public rights-of-way within the boundary.

b. ENTERTAINMENT ZONE B

Entertainment Zone B will encompass Fulton Street, between the southern edge of Tulare Street and the northern edge of Mono Street. The zone shall also include Kern Street, east of Homerun Alley to Fulton Street, along with all public streets, sidewalks, and public rights-of-way within the boundary.

c. ENTERTAINMENT ZONE C

Entertainment Zone C will encompass the eastern edge of Fulton Street, between the southern edge of Inyo Street, northern edge of Mono Street, and the eastern edge of Broadway Street, , along with all public streets, sidewalks, and public rights-of-way within the boundary. The zone shall also include the alleyway within these same boundaries, as well as the sidewalk along the east side of Broadway Street, between the southern edge of Inyo Street and the northern edge of Mono Street

SECTION 9-3804. - ENTERTAINMENT ZONES CONTROL.

a) No person shall conduct an Entertainment Zone event without obtaining a Special Event permit issued in accordance with the provisions of Section 14-2404.

b) All licensees sponsoring or selling alcoholic beverages within an Entertainment Zone shall comply with all applicable state and local laws and regulations, including, but not limited to, the following:

i. All applicable ABC license and permitting requirements.

ii. All other laws governing the sale and consumption of alcoholic beverages and all permits and licenses issued pursuant thereto.

iii. Any applicable Administrative Regulations issued by the City pursuant to this Chapter.

iv. Any applicable Special Events permit conditions.

c) Open alcoholic beverages may be consumed on any public street, avenue, sidewalk, stairway, alley, or thoroughfare within an active Entertainment Zone, subject to any other restrictions imposed by State or local law.

d) All open alcoholic beverages shall be purchased only from a premises located within the active Entertainment Zone that is authorized under California Business and Professions Code Section 23357, 23358, or 23396, to permit consumers to leave the premises with open containers of alcoholic beverages for consumption off the premises.

e) No alcoholic beverages purchased at a participating licensed premises may leave the premises in an open glass or metal container.

f) Delivery of alcoholic beverages to consumers within the Entertainment Zone by a participating licensee or third-party delivery service is prohibited unless the delivery is to a residential building or private business that is not a licensee.

g) Licensees participating in Entertainment Zones must execute an Indemnity agreement, in a form approved by the City Attorney.

h) Requires any person seeking a Special Event permit for an Entertainment Zone to maintain insurance at coverage limits and with conditions thereon determined necessary and appropriate from time to time by the City Manager.

i) All activities conducted pursuant to any Special Event Permit applicable to Entertainment Zones shall remain fully subject to the City's noise regulations unless exempted by approval of City Manager or its designee:

   i. Compliance with all standards set forth in Section 14 2409(I), with any applicable ordinance, regulation, or law; and

   ii. If an activity proposed under a Special Event Permit applicable to Entertainment Zones may or will result in a noise level that exceeds the thresholds established in Chapter 10, Article 1 of the Municipal Code, the applicant shall obtain a Noise Permit pursuant to Section 10-110.

   iii. No exemption from the City's noise ordinances shall be granted under Entertainment Zones unless the City Manager or its designee has determined that the exemption is consistent with the California

Environmental Quality Act (CEQA), including any required environmental review or documentation.

iv. Failure to obtain any required Noise Permit or to comply with Section 14-2409 shall render the Special Event Permit applicable to Entertainment Zones invalid with respect to the non-compliant activity and may constitute grounds for suspension or revocation of the permit.

SECTION 9-3805. - ENTERTAINMENT ZONES HOURS.

Outdoor consumption of alcoholic beverages may only occur during an Entertainment Zone Event between the hours of 10:00 a.m. and 11:59 p.m., inclusive, subject to any additional limitations imposed by any ABC permit or license, Business and Professions Code section 25691, or by the Special Events permit issued under section 14-2404.

SECTION 9-3806. - IMPLEMENTATION.

a) Upon the establishment or modification of an Entertainment Zone, the Entertainment Zone lead shall submit a proposed Management Plan to the City Manager or designee for review and approval. Upon issuance or revision of a Management Plan, the City Manager or designee shall transmit a copy to ABC.

b) Any holder of an ABC license or permit that wishes to

allow customers to leave the premises with open containers of alcoholic beverages for consumption off the premises within the Entertainment Zone shall provide to the City Manager or designee a copy of the notice provided to ABC under Section 23357, 23358, or 23396 of the California Business and Professions Code, as applicable, at the same time such notice is provided to ABC.

c) Upon the establishment or modification of an Entertainment Zone, the Entertainment Zone lead shall submit a proposed Security Plan to the City for review and approval by the Chief of Police or designee.

d) The City Manager is authorized to promulgate rules and regulations under this Chapter.

SECTION 9-3807. - ADMINISTRATIVE REGULATIONS.

The City Manager may adopt administrative regulations to implement the provisions of this Chapter, including, but not limited to, application procedures, permit conditions and requirements, and health and safety measures. The City Manager may revise these regulations from time to time as it is deemed appropriate. The Entertainment Zone Management Plan shall be considered enforceable administrative regulation.

SECTION 9-3809. - PERIODIC REVIEW.

Every two years, the City Manager shall review the operation of the Entertainment Zone to ensure that the Zone is being maintained in a manner that protects the health and safety of the general public. This review shall be conducted in consultation with the Police Department and Code Enforcement. The City Manager shall present the findings to the city council and any reports produced during the review shall be made available to ABC upon request.]

SECTION 2. Section 9-2503(a) is Amended to read:

SECTION 9-2503

(a) No person shall drink any beer, wine or other intoxicating beverage on any street, sidewalk, pedestrian mall, alley, highway, playground, parking lot open to the general public or other lot open to the general public[, unless expressly authorized through a Special Event Permit].

SECTION 3. This ordinance shall become effective and in full force and effect at 12:01 a.m. on the thirty-first day after its final passage.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing ordinance was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

By: _____
Date

Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Kristi Costa Date
Supervising Deputy City Attorney

Initial Entertainment Zone Boundaries

ENTERTAINMENT ZONE A
Entertainment Zone A will encompass Fulton Street, between the southern edge of Inyo Street and the northern edge of Mono Street, including all public streets, sidewalks, and public rights-of-way within the boundary.
ENTERTAINMENT ZONE B
Entertainment Zone B will encompass Fulton Street, between the southern edge of Tulare Street and the northern edge of Mono Street. The zone shall also include Kern Street, east of Homerun Alley to Fulton Street, along with all public streets, sidewalks, and public rights-of-way within the boundary.
ENTERTAINMENT ZONE C
Entertainment Zone C will encompass the eastern edge of Fulton Street, between the southern edge of Inyo Street, northern edge of Mono Street, and the eastern edge of Broadway Street, along with all public streets, sidewalks, and public rights-of-way within the boundary. The zone shall also include the alleyway within these same boundaries, as well as the sidewalk along the east side of Broadway Street, between the southern edge of Inyo Street and the northern edge of Mono Street



Footprint A
Fulton; Mono to Inyo



Footprint B



Footprint C
Fulton; Mono to Inyo;
Broadway Sidewalks + Alleyways
Mono; Northside Sidewalks

File #: ID 26-643 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-U.

REPORT TO THE CITY COUNCIL

FROM: MINDY CASTO, Chief of Police
Office of the Chief

BY: BURKE FARRAH, Deputy Chief
Police Department/Support Division

SUBJECT

***RESOLUTION - Naming the “Arakelian Family Kennels” (Subject to Mayor’s Veto)

RECOMMENDATION

Staff recommends Council adopt the Resolution naming the “Arakelian Family Kennels”.

EXECUTIVE SUMMARY

The Fresno Police Department is recommending the soon to be completed new K9 kennel facility be named the Arakelian Family Kennels. The Fresno Police Department (FPD) K9 Unit was established in 1993 and is located on a 16.29 acre site at 4772 E. Robinson Avenue. The FPD K9 Unit is a specialized unit under the Support Division.

BACKGROUND

The police dogs are utilized every day, assisting patrol and other specialized department units with warrant arrests, building searches, suspect tracking, evidence location, vehicle stop, narcotic searches, dignitary protection, and accompanied by special units if necessary. The department currently has 12 canine handlers and canines. In 2024, the K9 Unit responded to more than 3,200 calls for service and assisted in over 800 arrests. Although response to K9 requests for patrol is the department’s top priority, members of the K9 Unit do respond to community “meet and greets”. The community strongly supports our K9 Unit that almost on a weekly basis they are being requested for various events at local schools, career fairs, service clubs, and the Big Fresno Fair.

The FPD K9 Unit has several K9s that are certified in fentanyl-detection the first in Fresno County. In addition, the K9s and their handlers have competed in regional K9 trials and has won awards in agility, obedience, explosive detection, and patrol competitions. The competitions have occurred throughout California and Las Vegas, Nevada.

The canines reside with their respective handlers; however, there are occasions where the canine will be kenneled. Currently, there isn’t a location the department can utilize for kenneling, resulting in other handlers overseeing that canine until the handler returns from either vacation or training. This can be very contentious resulting in possible anxiety or aggressiveness for one or both canines. The department makes every effort to minimize this type of situation.

As a result of these issues, private donations were sought with the funds being deposited in the Fresno Police Officers Foundation (FPOF) for future disbursements to the K9 Unit. Based on the need for a safety K9 kennel, a substantial private donation from Fresno/Clovis native Eddie Kay Arakelian was made. This donation is designated to support the development of the pre- and actual construction of the 1,300 square foot kennel. Eddie Arakelian is a lifelong resident of Fresno/Clovis, a respected businessman, and a strong supporter of law enforcement. Because of his commitment to serving the community and supporting law enforcement, he donated funds to construct an energy-efficient and

sustainable kennel for the department's K9s.

ENVIRONMENTAL FINDINGS

This is not a "project" for the purposes of CEQA, pursuant to CEQA Guidelines Section 15378.

LOCAL PREFERENCE

Local preference was not considered because the renaming of a City kennel does not include a bid or award of construction or service.

FISCAL IMPACT

Funding for this project will have no impact on the City of Fresno's General Fund. The funds were donated by a private donor to fund the construction of a K9 kennel.

Attachment:
Resolution

powered by Legistar™

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, NAMING THE "ARAKELIAN FAMILY KENNELS"

WHEREAS, the Fresno Police Department K9 field at 4772 East Robinson Avenue in Fresno does not currently have a formal designation; and

WHEREAS, Eddie K. Arakelian, Jr. is a lifelong Central Valley and Fresno/Clovis native who has dedicated his life to serving this community; and

WHEREAS, Eddie Arakelian is a businessman involved in real estate and construction industries; and

WHEREAS, Eddie Arakelian served in leadership roles of multiple private companies, including flooring contracting and real estate holdings in Fresno; and

WHEREAS, Eddie Arakelian serves as the President, Chief Financial Officer, Director and Secretary of several companies in Fresno/Clovis; and

WHEREAS, Eddie Arakelian has made it his mission in life to continue his entrepreneurial work; and

WHEREAS, Eddie Arakelian has made it a priority to continue to support law enforcement in providing a substantial private donation to support the development of the pre- and actual construction of the 1,300 square foot kennel to provide safety and shelter to our four-legged partners (K9's).

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: 

1. The K9 field at 4772 East Robinson Avenue in Fresno shall hereafter be named the "Arakelian Family Kennels"

2. This resolution is exempt from the 2020-272 Council Resolution requiring review by the Historic Preservation Commission.

3. This resolution shall be effective upon final approval.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

By: _____
Date

Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Darcy Brown Date
Deputy City Attorney

File #: ID 26-290 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-V.

REPORT TO THE CITY COUNCIL

FROM: PAUL AMICO, PE, Director
Department of Public Utilities

BY: JILLIAN GAYTAN, Business Manager
Department of Public Utilities - Administration

CHRISTINA SEMONIOUS, Management Analyst II
Department of Public Utilities - Administration

SUBJECT

Approve the First Amendment to the Consultant Services Agreement with Bodewell Group LLC for stakeholder engagement and public education support services to increase the compensation by $1,156,632, for a total contract amount not to exceed $2,494,632 (Citywide)

RECOMMENDATION

Staff recommend City Council approve the First Amendment to the Consultant Services Agreement (Amendment) with Bodewell Group LLC (Consultant) for stakeholder engagement and public education support services, to increase compensation by $1,156,632 for a total contract amount not to exceed $2,494,632, change the name of Consultant, and authorize the Director of Public Utilities, or designee, to sign the amendment.

EXECUTIVE SUMMARY

The Department of Public Utilities (DPU) provides high quality utility services professionally, efficiently and in an environmentally responsible manner to ensure the health and safety of our community. Stakeholder engagement and public education are essential for communicating and demonstrating the value of utility services and building and maintaining the trust and support of customers. DPU uses a programmatic approach to engagement and education that addresses the unique cultural, linguistic, and socioeconomic diversity of Fresno to maximize the efficiency and impact of its different customer education and outreach efforts.

DPU entered into the original agreement with the Consultant in December 2024 to prepare a strategic communications plan and provide programmatic support for DPU's Stakeholder Engagement and Public Education Program (Program). This amendment provides compensation to continue the consulting support services for the Program.

BACKGROUND

Stakeholder engagement and public education services have been provided by outside consultants to DPU since 1993. DPU relies on outside consultants for these services because the specific knowledge and skills for engagement and education are not possessed by DPU. The need for stakeholder engagement and public education is constant, and DPU needs to continue to work with outside consultants to expand and enhance these efforts.

On December 16, 2024, the City entered into an agreement with the Consultant to provide Program support, expert opinions, and management consulting services on the most effective means and methods for conducting specific engagement and education campaigns for each of DPU's operating divisions. The services included an audit of current education and outreach materials and development of a five-year implementation strategy. The Consultant has been collaborating with DPU on specific campaign messaging related to topics such as organic waste recycling, disposal of household hazardous waste, the used motor oil collection program, water conservation, lawn to garden conversion, water conservation rebates, and providing other stakeholder engagement support.

All work performed by the Consultant to date has been completed to DPU's satisfaction in a timely and professional manner. The original agreement anticipated that the compensation would fund one-year of professional services, with subsequent amendments for the additional years in the contract term. The First Amendment includes $1,156,632 in additional compensation to continue the services, for a total contract amount not to exceed $2,494,632.

The City Attorney's Office has reviewed the amendment and approved as to form. Upon approval by the City Council, the Amendment will be signed by the Director of Public Utilities, or designee.

ENVIRONMENTAL FINDINGS

By definition of the California Environmental Quality Act (CEQA) Guidelines Section 15378, the approval of this agreement is not a "Project" for the purposes of CEQA.

LOCAL PREFERENCE

Local Preference was not implemented because this is an amendment to an existing consultant services agreement.

FISCAL IMPACT

There is no impact to the General Fund. Funding for this agreement is included in DPU's Fiscal Year 2026 Administration, Water, Solid Waste Management, and Wastewater Management Enterprise Funds. Future funding will be budgeted in the various Enterprise Funds as recommended in the communications plan in alignment with the five-year budget and DPU's financial plan.

Attachments:
First Amendment
Consultant Services Agreement

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FIRST AMENDMENT TO AGREEMENT

THIS FIRST AMENDMENT TO CONSULTANT SERVICES AGREEMENT (Amendment) made and entered into as of _____, 2026 between the City of Fresno, a California municipal corporation, (City), and Bodewell Group LLC, a Delaware Limited Liability Company (Consultant).

RECITALS

A. On December 16, 2024, the City and the Consultant entered into a Consultant Services Agreement (Agreement) for the Consultant to provide professional consulting services for Stakeholder Engagement and Public Education Program Support (Project) for a total fee not to exceed $1,338,000.00, paid on the basis of the rates set forth in the Agreement.

B. Following execution of the Agreement, the City and the Consultant determined that additional funding was necessary to complete the scope of work over the three-year term of the agreement, as the original contract amount was for one year of work.

C. The City and the Consultant desire to enter into a First Amendment to the Agreement to increase the compensation by $1,156,632.00, for a total contract amount not to exceed $2,494,632, for stakeholder engagement and public education services, and to update the Consultant's schedule of fees and expenses to reflect the Consultant's current rates.

D. Additionally, the City and Consultant determined that the Agreement erroneously identified the Consultant as Southwest Strategies Group. At the time the Agreement was executed, the Consultant's name was Southwest Strategies, LLC. Since executing the Agreement, Consultant has changed its name to Bodewell Group LLC.

E. With entry into this Amendment, the Consultant agrees it has no claim, demand, or dispute against the City.

AGREEMENT

NOW, THEREFORE, in consideration of the above recitals, which recitals are contractual in nature, the mutual promises herein conditioned, and for other good and valuable consideration hereby acknowledge, the parties agree that the aforesaid Agreement be amended as follows:

1. The above recitals are incorporated and made part of this Amendment.

2. Section 3(a) of the Agreement is amended in its entirety to read as follows:

> "(a) The Consultant's sole compensation for satisfactory performance of all services required or rendered pursuant to this Agreement shall not exceed $2,494,632, paid on the basis of the rates set forth in the schedule of fees and expenses contained in **Exhibit A**."

3. The schedule of fees and expenses contained in Exhibit A to the Agreement is replaced in its entirety with the attached Exhibit A-1.

4. In the event of any conflict between the body of this Amendment and the Agreement, the terms and conditions of the body of this Amendment shall control and take precedence over the terms and conditions expressed within the Agreement. Furthermore, any terms or conditions contained within the Agreement which purport to modify the allocation of risk between the parties, provided for within the body of this Amendment, shall be null and void.

5. Except as otherwise provided herein, the Agreement entered into by the City and the Consultant on December 16, 2024, remains in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment at Fresno, California, the day and year first above written.

CITY OF FRESNO,
A California municipal corporation

By: _____
PAUL AMICO, PE
Director of Public Utilities

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: Signed by: Jennifer M. Quintanilla & ' #!#' 71318AF32A24406... Date
Jennifer M. Quintanilla
Senior Deputy City Attorney

ATTEST:
AMY K. ALLER
Interim City Clerk

By: _____ Date
Deputy

Bodewell Group LLC,
A Delaware Limited Liability Company

By: Signed by: Chris Wahl 4880D107FEC0432... _____

Name: <B=CÃ67<>

Title: .04
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

By: Signed by: Malle Vaddi 4F477D809CF34AF... _____

Name: 37>>:Ã5799=

Title: .14
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

ATTACHMENT:
Exhibit A-1 – Updated Schedule of Frees and Expenses

Exhibit A-1
UPDATED SCHEDULE OF FEES AND EXPENSES

Bodewell Group LLC | Rate Sheet for Fresno DPU (Year 2)

BODEWELL GROUP LLC	RATES
PRESIDENT/CEO	$250
SENIOR VICE PRESIDENT/VICE PRESIDENT	$232
SENIOR DIRECTOR/DIRECTOR	$206
SENIOR MANAGER	$190
MANAGER	$185
SENIOR ACCOUNT EXECUTIVE	$180
ACCOUNT EXECUTIVE	$170
ACCOUNT COORDINATOR	$155
SENIOR DESIGN MANAGER/ART DIRECTOR	$170
DESIGN MANAGER	$155
DESIGNER	$130

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AGREEMENT
CITY OF FRESNO, CALIFORNIA
CONSULTANT SERVICES

THIS AGREEMENT (Agreement) is made and entered into, effective on December 16, 2024, by and between the CITY OF FRESNO, a California municipal corporation (City), and Southwest Strategies Group, a Delaware corporation (Consultant).

RECITALS

WHEREAS, the City desires to obtain professional consulting services for Stakeholder Engagement and Public Education Program Support (Project); and

WHEREAS, the Consultant is engaged in the business of furnishing services as a engagement, education, and communications consultant and hereby represents that it desires to and is professionally and legally capable of performing the services called for by this Agreement; and

WHEREAS, the Consultant acknowledges that this Agreement is subject to the requirements of Fresno Municipal Code Section 4-107 and Administrative Order No. 6-19; and

WHEREAS, this Agreement will be administered for the City by its Director of Public Utilities (Administrator) or designee.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing and of the covenants, conditions, and premises hereinafter contained to be kept and performed by the respective parties, it is mutually agreed as follows:

1. Scope of Services. The Consultant shall perform to the satisfaction of the City the services described in **Exhibit A**, including all work incidental to, or necessary to perform, such services even though not specifically described in **Exhibit A**.

2. Term of Agreement and Time for Performance. This Agreement shall be effective from the date first set forth above (Effective Date) and shall continue in full force and effect through December 31, 2027, subject to any earlier termination in accordance with this Agreement. The services of the Consultant as described in **Exhibit A** are to commence upon the Effective Date and shall be completed in a sequence assuring expeditious completion, but in any event, all such services shall be completed prior to expiration of this Agreement and in accordance with any performance schedule set forth in **Exhibit A**.

3. Compensation.

   (a) The Consultant's sole compensation for satisfactory performance of all services required or rendered pursuant to this Agreement shall not exceed $1,338,000, paid on the basis of the rates set forth in the schedule of fees and expenses contained in **Exhibit A**.

(b) Detailed statements shall be rendered monthly for services performed in the preceding month and will be payable in the normal course of City business. The City shall not be obligated to reimburse any expense for which it has not received a detailed invoice with applicable copies of representative and identifiable receipts or records substantiating such expense.

(c) The parties may modify this Agreement to increase or decrease the scope of services or provide for the rendition of services not required by this Agreement, which modification shall include an adjustment to the Consultant's compensation. Any change in the scope of services must be made by written amendment to the Agreement signed by an authorized representative for each party. The Consultant shall not be entitled to any additional compensation if services are performed prior to a signed written amendment.

4. Termination, Remedies, and Force Majeure.

(a) This Agreement shall terminate without any liability of the City to the Consultant upon the earlier of: (i) the Consultant's filing for protection under the federal bankruptcy laws, or any bankruptcy petition or petition for receiver commenced by a third party against the Consultant; (ii) seven calendar days prior written notice with or without cause by the City to the Consultant; (iii) the City's non-appropriation of funds sufficient to meet its obligations hereunder during any City fiscal year of this Agreement, or insufficient funding for the Project; or (iv) expiration of this Agreement.

(b) Immediately upon any termination or expiration of this Agreement, the Consultant shall (i) immediately stop all work hereunder; (ii) immediately cause any and all of its subcontractors to cease work; and (iii) return to the City any and all unearned payments and all properties and materials in the possession of the Consultant that are owned by the City. Subject to the terms of this Agreement, the Consultant shall be paid compensation for services satisfactorily performed prior to the effective date of termination. The Consultant shall not be paid for any work or services performed or costs incurred which reasonably could have been avoided.

(c) In the event of termination due to failure of the Consultant to satisfactorily perform in accordance with the terms of this Agreement, the City may withhold an amount that would otherwise be payable as an offset to, but not in excess of, the City's damages caused by such failure. In no event shall any payment by the City pursuant to this Agreement constitute a waiver by the City of any breach of this Agreement which may then exist on the part of the Consultant, nor shall such payment impair or prejudice any remedy available to the City with respect to the breach.

(d) Upon any breach of this Agreement by the Consultant, the City may (i) exercise any right, remedy (in contract, law or equity), or privilege which may be available to it under applicable laws of the State of California or any other applicable law; (ii) proceed by appropriate court action to enforce the terms of the Agreement; and/or (iii) recover all direct, indirect, consequential,

economic and incidental damages for the breach of the Agreement. If it is determined that the City improperly terminated this Agreement for default, such termination shall be deemed a termination for convenience.

(e) The Consultant shall provide the City with adequate written assurances of future performance, upon Administrator's request, in the event the Consultant fails to comply with any terms or conditions of this Agreement.

(f) The Consultant shall be liable for default unless nonperformance is caused by an occurrence beyond the reasonable control of the Consultant and without its fault or negligence such as, acts of God or the public enemy, acts of the City in its contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, unusually severe weather, and delays of common carriers. The Consultant shall notify Administrator in writing as soon as it is reasonably possible after the commencement of any excusable delay, setting forth the full particulars in connection therewith, and shall remedy such occurrence with all reasonable dispatch, and shall promptly give written notice to Administrator of the cessation of such occurrence.

5. Confidential Information and Ownership of Documents.

(a) Any reports, information, or other data prepared or assembled by the Consultant pursuant to this Agreement shall not be made available to any individual or organization by the Consultant without the prior written approval of the Administrator. During the term of this Agreement, and thereafter, the Consultant shall not, without the prior written consent of the City, disclose to anyone any Confidential Information. The term Confidential Information for the purposes of this Agreement shall include all proprietary and confidential information of the City, including but not limited to business plans, marketing plans, financial information, materials, compilations, documents, instruments, models, source or object codes and other information disclosed or submitted, orally, in writing, or by any other medium or media. All Confidential Information shall be and remain confidential and proprietary in the City.

(b) Any and all writings and documents prepared or provided by the Consultant pursuant to this Agreement are the property of the City at the time of preparation and shall be turned over to the City upon expiration or termination of the Agreement. The Consultant shall not permit the reproduction or use thereof by any other person except as otherwise expressly provided herein.

(c) If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall cause each subcontractor to also comply with the requirements of this Section 5.

(d) This Section 5 shall survive expiration or termination of this Agreement.

6. Professional Skill. It is further mutually understood and agreed by and between the parties hereto that inasmuch as the Consultant represents to the City that the Consultant and its subcontractors, if any, are skilled in the profession and shall perform in accordance with the standards of said profession necessary to perform

the services agreed to be done by it under this Agreement, the City relies upon the skill of the Consultant and any subcontractors to do and perform such services in a skillful manner and the Consultant agrees to thus perform the services and require the same of any subcontractors. Therefore, any acceptance of such services by the City shall not operate as a release of the Consultant or any subcontractors from said professional standards.

7. Indemnification. To the furthest extent allowed by law, including California Civil Code section 2782, Consultant shall indemnify, hold harmless and defend City and each of its officers, officials, employees, agents, and volunteers from any and all loss, liability, fines, penalties, forfeitures, costs and damages (whether in contract, tort or strict liability, including but not limited to personal injury, death at any time and property damage), and from any and all claims, demands and actions in law or equity (including reasonable attorney's fees, litigation expenses and cost to enforce this Agreement) that arise out of, pertain to, or relate to the negligence, recklessness or willful misconduct of Consultant, its principals, officers, employees, agents or volunteers in the performance of this Agreement.

If Consultant should subcontract all or any portion of the services to be performed under this Agreement, Consultant shall require each subcontractor to indemnify, hold harmless and defend City and each of its officers, officials, employees, agents, and volunteers in accordance with the terms of the preceding paragraph.

This section shall survive termination or expiration of this Agreement.

8. Insurance.

(a) Throughout the life of this Agreement, the Consultant shall pay for and maintain in full force and effect all insurance as required in **Exhibit B**, which is incorporated into and part of this Agreement, with an insurance company(ies) either (i) admitted by the California Insurance Commissioner to do business in the State of California and rated no less than “A-VII” in the Best’s Insurance Rating Guide, or (ii) as may be authorized in writing by the City’s Risk Manager or designee at any time and in its sole discretion. The required policies of insurance as stated in **Exhibit B** shall maintain limits of liability of not less than those amounts stated therein. However, the insurance limits available to the City, its officers, officials, employees, agents, and volunteers as additional insureds, shall be the greater of the minimum limits specified therein or the full limit of any insurance proceeds to the named insured.

(b) If at any time during the life of the Agreement or any extension, the Consultant or any of its subcontractors/sub-consultants fail to maintain any required insurance, all services and work under this Agreement shall be discontinued immediately, and all payments due, or that become due, to the Consultant shall be withheld until insurance is in compliance with the requirements. Any failure to maintain the required insurance shall be sufficient cause for the City to terminate this Agreement. No action taken by the City pursuant to this section shall in any way relieve the Consultant of its responsibilities under this Agreement. The phrase “fail to maintain any required insurance” shall include, without limitation, notification received by the City that an insurer has commenced proceedings, or has had proceedings commenced against it, indicating that the insurer is insolvent.

(c) The fact that insurance is obtained by the Consultant shall not be deemed to release or diminish the liability of the Consultant, including, without limitation, liability under the indemnity provisions of this Agreement. The duty to indemnify the City shall apply to all claims and liability regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by the Consultant. Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of the Consultant, its principals, officers, agents, employees, persons under the supervision of the Consultant, vendors, suppliers, invitees, consultants, sub-consultants, subcontractors, or anyone employed directly or indirectly by any of them.

9. Conflict of Interest and Non-Solicitation.

(a) Prior to the City's execution of this Agreement, the Consultant shall complete a City of Fresno conflict of interest disclosure statement in the form as set forth in **Exhibit C**. During the term of this Agreement, the Consultant shall have the obligation and duty to immediately notify the City in writing of any change to the information provided by the Consultant in such statement.

(b) The Consultant shall comply, and require its subcontractors to comply, with all applicable (i) professional canons and requirements governing avoidance of impermissible client conflicts; and (ii) federal, state, and local conflict of interest laws and regulations including, without limitation, California Government Code Section 1090 et. seq., the California Political Reform Act (California Government Code Section 87100 et. seq.) and the regulations of the Fair Political Practices Commission concerning disclosure and disqualification (2 California Code of Regulations Section 18700 et. seq.). At any time, upon written request of the City, the Consultant shall provide a written opinion of its legal counsel and that of any subcontractor that, after a due diligent inquiry, the Consultant and the respective subcontractor(s) are in full compliance with all laws and regulations. The Consultant shall take, and require its subcontractors to take, reasonable steps to avoid any appearance of a conflict of interest. Upon discovery of any facts giving rise to the appearance of a conflict of interest, the Consultant shall immediately notify the City of these facts in writing.

(c) Consultant's duties and services under this Agreement shall not include preparing or assisting the City with any portion of the City's preparation of a request for proposals, request for qualifications, or any other solicitation regarding a subsequent or additional contract with the City. The City entering this Agreement shall at all times retain responsibility for public contracting, including with respect to any subsequent phase of this Project. Consultant's participation in the planning, discussions, or drawing of project plans or specifications shall be limited to conceptual, preliminary, or initial plans or specifications. Consultant shall cooperate with the City to ensure that all bidders for a subsequent contract on any subsequent phase of this Project have access to the same information, including all conceptual, preliminary, or

initial plans or specifications prepared by Consultant pursuant to this Agreement.

(d) In performing the work or services to be provided hereunder, the Consultant shall not employ or retain the services of any person while such person either is employed by the City or is a member of any City council, commission, board, committee, or similar City body. This requirement may be waived in writing by the City Manager, if no actual or potential conflict is involved.

(e) The Consultant represents and warrants that it has not paid or agreed to pay any compensation, contingent or otherwise, direct or indirect, to solicit, or procure this Agreement or any rights/benefits hereunder.

(f) Neither the Consultant, nor any of the Consultant's subcontractors performing any services on this Project, shall bid for, assist anyone in the preparation of a bid for, or perform any services pursuant to, any other contract in connection with this Project unless fully disclosed to and approved by the City Manager, in advance and in writing. The Consultant and any of its subcontractors shall have no interest, direct or indirect, in any other contract with a third party in connection with this Project unless such interest is in accordance with all applicable law and fully disclosed to and approved by the City Manager, in advance and in writing. Notwithstanding any approval given by the City Manager under this provision, the Consultant shall remain responsible for complying with Section 9(b), above.

(g) If the Consultant should subcontract all or any portion of the work to be performed or services to be provided under this Agreement, the Consultant shall include the provisions of this Section 9 in each subcontract and require its subcontractors to comply therewith.

(h) This Section 9 shall survive expiration or termination of this Agreement.

10. Recycling Program. In the event the Consultant maintains an office or operates a facility(ies), or is required herein to maintain or operate same, within the incorporated limits of the City of Fresno, the Consultant at its sole cost and expense shall:

(a) Immediately establish and maintain a viable and ongoing recycling program, approved by the City's Solid Waste Management Division, for each office and facility. Literature describing the City recycling programs is available from the City's Solid Waste Management Division and by calling City of Fresno Recycling Hotline at (559) 621-1111.

(b) Immediately contact the City's Solid Waste Management Division at (559) 621-1452 and schedule a free waste audit, and cooperate with such Division in their conduct of the audit for each office and facility.

(c) Cooperate with and demonstrate to the satisfaction of the City's Solid Waste Management Division the establishment of the recycling program in paragraph (a) above and the ongoing maintenance thereof.

11. General Terms.

(a) Except as otherwise provided by law, all notices expressly required of the City within the body of this Agreement, and not otherwise specifically provided for, shall be effective only if signed by the Administrator or designee.

(b) Records of the Consultant's expenses pertaining to the Project shall be kept on a generally recognized accounting basis and shall be available to the City or its authorized representatives upon request during regular business hours throughout the life of this Agreement and for a period of three years after final payment or, if longer, for any period required by law. In addition, all books, documents, papers, and records of the Consultant pertaining to the Project shall be available for the purpose of making audits, examinations, excerpts, and transcriptions for the same period of time. If any litigation, claim, negotiations, audit or other action is commenced before the expiration of said time period, all records shall be retained and made available to the City until such action is resolved, or until the end of said time period whichever shall later occur. If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall cause each subcontractor to also comply with the requirements of this paragraph. This Section 11(b) shall survive expiration or termination of this Agreement.

(c) Prior to execution of this Agreement by the City, the Consultant shall have provided evidence to the City that the Consultant is licensed to perform the services called for by this Agreement (or that no license is required). If the Consultant should subcontract all or any portion of the work or services to be performed under this Agreement, the Consultant shall require each subcontractor to provide evidence to the City that subcontractor is licensed to perform the services called for by this Agreement (or that no license is required) before beginning work.

12. Nondiscrimination. To the extent required by controlling federal, state and local law, the Consultant shall not employ discriminatory practices in the provision of services, employment of personnel, or in any other respect on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era. Subject to the foregoing and during the performance of this Agreement, the Consultant agrees as follows:

(a) The Consultant will comply with all applicable laws and regulations providing that no person shall, on the grounds of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity made possible by or resulting from this Agreement.

(b) The Consultant will not discriminate against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry,

physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era. The Consultant shall ensure that applicants are employed, and the employees are treated during employment, without regard to their race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era. Such requirement shall apply to the Consultant's employment practices including, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Consultant agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provision of this nondiscrimination clause.

(c) The Consultant will, in all solicitations or advertisements for employees placed by or on behalf of the Consultant in pursuit hereof, state that all qualified applicants will receive consideration for employment without regard to race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, age, sexual orientation, ethnicity, status as a disabled veteran or veteran of the Vietnam era.

(d) The Consultant will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice advising such labor union or workers' representatives of the Consultant's commitment under this section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(e) If the Consultant should subcontract all or any portion of the services to be performed under this Agreement, the Consultant shall cause each subcontractor to also comply with the requirements of this Section 12.

13. Independent Contractor.

(a) In the furnishing of the services provided for herein, the Consultant is acting solely as an independent contractor. Neither the Consultant, nor any of its officers, agents, or employees shall be deemed an officer, agent, employee, joint venturer, partner or associate of the City for any purpose. The City shall have no right to control or supervise or direct the manner or method by which the Consultant shall perform its work and functions. However, the City shall retain the right to administer this Agreement so as to verify that the Consultant is performing its obligations in accordance with the terms and conditions thereof.

(b) This Agreement does not evidence a partnership or joint venture between the Consultant and the City. The Consultant shall have no authority to bind the City absent the City's express written consent. Except to the extent otherwise

provided in this Agreement, the Consultant shall bear its own costs and expenses in pursuit thereof.

(c) Because of its status as an independent contractor, the Consultant and its officers, agents, and employees shall have absolutely no right to employment rights and benefits available to the City employees. The Consultant shall be solely liable and responsible for all payroll and tax withholding and for providing to, or on behalf of, its employees all employee benefits including, without limitation, health, welfare and retirement benefits. In addition, together with its other obligations under this Agreement, the Consultant shall be solely responsible**,** indemnify, defend and save the City harmless from all matters relating to employment and tax withholding for and payment of the Consultant's employees, including, without limitation, (i) compliance with Social Security and unemployment insurance withholding, payment of workers' compensation benefits, and all other laws and regulations governing matters of employee withholding, taxes and payment; and (ii) any claim of right or interest in the City employment benefits, entitlements, programs and/or funds offered employees of the City whether arising by reason of any common law, de facto, leased, or co-employee rights or other theory**.** It is acknowledged that during the term of this Agreement, the Consultant may be providing services to others unrelated to the City or to this Agreement.

14. Notices. Any notice required or intended to be given to either party under the terms of this Agreement shall be in writing and shall be deemed to be duly given if delivered personally, transmitted by facsimile followed by telephone confirmation of receipt, or sent by United States registered or certified mail, with postage prepaid, return receipt requested, addressed to the party to which notice is to be given at the party's address set forth on the signature page of this Agreement or at such other address as the parties may from time to time designate by written notice. Notices served by United States mail in the manner above described shall be deemed sufficiently served or given at the time of the mailing thereof.

15. Binding. Subject to Section 16, below, once this Agreement is signed by all parties, it shall be binding upon, and shall inure to the benefit of, all parties, and each parties' respective heirs, successors, assigns, transferees, agents, servants, employees, and representatives.

16. Assignment.

(a) This Agreement is personal to the Consultant and there shall be no assignment by the Consultant of its rights or obligations under this Agreement without the prior written approval of the City Manager or designee. Any attempted assignment by the Consultant, its successors or assigns, shall be null and void unless approved in writing by the City Manager or designee.

(b) The Consultant hereby agrees not to assign the payment of any monies due the Consultant from the City under the terms of this Agreement to any other individual(s), corporation(s) or entity(ies). The City retains the right to pay any and all monies due the Consultant directly to the Consultant.

17. Compliance With Law. In providing the services required under this Agreement, the Consultant shall at all times comply with all applicable laws of the United States, the State of California and the City, and with all applicable regulations promulgated by federal, state, regional, or local administrative and regulatory agencies, now in force and as they may be enacted, issued, or amended during the term of this Agreement.

18. Waiver. The waiver by either party of a breach by the other of any provision of this Agreement shall not constitute a continuing waiver or a waiver of any subsequent breach of either the same or a different provision of this Agreement. No provisions of this Agreement may be waived unless in writing and signed by all parties to this Agreement. Waiver of any one provision herein shall not be deemed to be a waiver of any other provision herein.

19. Governing Law and Venue. This Agreement shall be governed by, and construed and enforced in accordance with, the laws of the State of California, excluding, however, any conflict of laws rule which would apply the law of another jurisdiction. Venue for purposes of the filing of any action regarding the enforcement or interpretation of this Agreement and any rights and duties hereunder shall be Fresno County, California.

20. Headings. The section headings in this Agreement are for convenience and reference only and shall not be construed or held in any way to explain, modify or add to the interpretation or meaning of the provisions of this Agreement.

21. Severability. The provisions of this Agreement are severable. The invalidity, or unenforceability of any one provision in this Agreement shall not affect the other provisions.

22. Interpretation. The parties acknowledge that this Agreement in its final form is the result of the combined efforts of the parties and that, should any provision of this Agreement be found to be ambiguous in any way, such ambiguity shall not be resolved by construing this Agreement in favor of or against either party, but rather by construing the terms in accordance with their generally accepted meaning.

23. Attorney's Fees. If either party is required to commence any proceeding or legal action to enforce or interpret any term, covenant or condition of this Agreement, the prevailing party in such proceeding or action shall be entitled to recover from the other party its reasonable attorney's fees and legal expenses.

24. Exhibits. Each exhibit and attachment referenced in this Agreement is, by the reference, incorporated into and made a part of this Agreement.

25. Precedence of Documents. In the event of any conflict between the body of this Agreement and any Exhibit or Attachment hereto, the terms and conditions of the body of this Agreement shall control and take precedence over the terms and conditions expressed within the Exhibit or Attachment. Furthermore, any terms or conditions contained within any Exhibit or Attachment hereto which purport to modify the allocation of risk between the parties, provided for within the body of this Agreement, shall be null and void.

26. Cumulative Remedies. No remedy or election hereunder shall be deemed exclusive but shall, wherever possible, be cumulative with all other remedies at law or in equity.

27. No Third Party Beneficiaries. The rights, interests, duties and obligations defined within this Agreement are intended for the specific parties hereto as identified in the preamble of this Agreement. Notwithstanding anything stated to the contrary in this Agreement, it is not intended that any rights or interests in this Agreement benefit or flow to the interest of any third parties.

28. Extent of Agreement. Each party acknowledges that they have read and fully understand the contents of this Agreement. This Agreement represents the entire and integrated agreement between the parties with respect to the subject matter hereof and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be modified only by written instrument duly authorized and executed by both the City and the Consultant.

29. The City Manager, or designee, is hereby authorized and directed to execute and implement this Agreement. The previous sentence is not intended to delegate any authority to the City Manager to administer the Agreement, any delegation of authority must be expressly included in the Agreement.

[SIGNATURES FOLLOW ON THE NEXT PAGE.]

IN WITNESS WHEREOF, the parties have executed this Agreement at Fresno, California, the day and year first above written.

CITY OF FRESNO,
a California municipal corporation

By: Signed by: 850A517DB3DD42F... 12/15/2024
[redacted], PE, PLS
Director of Public Utilities

No signature of City Attorney required. Standard Document **#ALL-S Generic CSA – Not to Exceed (11-2024)** has been used without modification, as certified by the undersigned.

By: Signed by: 3F1A91A408624ED... 11/26/2024
Paul Amico, PE
Assistant Director of Public Utilities

ATTEST:
TODD STERMER, CMC
City Clerk

By: Signed by: CAB3057983E04D4... 12/16/2024
Tina M. Your
Deputy

Addresses:

CITY:
City of Fresno
Attention: Paul Amico, PE,
Assistant Director of Public Utilities
1626 E Street
Fresno, CA 93706
Phone: (559) 621-8612
E-mail: paul.amico@fresno.gov

Southwest Strategies Group,
a Delaware corporation

By: Signed by: Malle Vaddi B2DA24832AF844B... 11/26/2024
Name: Malle Vaddi

Title: Vice President Finance
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

By DocuSigned by: Chris Wahl 5BDF028427EE48D... 11/26/2024
Name: Chris Wahl

Title: Chief Executive Officer
(If corporation or LLC., CFO, Treasurer, Secretary or Assistant Secretary)

Any Applicable Professional License:
Number: N/A
Name: N/A
Date of Issuance: N/A

CONSULTANT:
Southwest Strategies Group
Attention: Sarah Rossetto, Vice President
12770 El Camino Real, Suite 100
San Diego, CA 92130
Phone: (530) 304-8704
E-mail: srossetto@katzandassociates.com

Attachments:
1. Exhibit A - Scope of Services
2. Exhibit B - Insurance Requirements
3. Exhibit C - Conflict of Interest Disclosure Form

EXHIBIT A

SCOPE OF SERVICES
Consultant Service Agreement between City of Fresno (City)
and Southwest Strategies Group (Consultant)
Stakeholder Engagement and Public Education Program Support

PROGRAM GOALS AND OBJECTIVES

Key goals of the Department of Public Utilities' (DPU) Stakeholder Engagement and Public Education Program include informing customers about the following:

1. The services DPU provides and the value customers receive.
2. The importance of utility rate adjustments.
3. Schedule and program changes.
4. Service requirements, local regulations and requirements, and resources and programs available.
5. Environmental issues and the role customers play in preventing and/or resolving them.
6. Environmental and resource protection.
7. How utility issues affect our community and economy.
8. Statutory and regulatory mandates, and other regulatory-required communication.
9. Resource management plans and programs, including water conservation, recycled water, solid waste recycling, etc.
10. The importance of asset management.
11. Other Department and Division issues.

DPU's Administration Division is responsible for leading and managing the Stakeholder Engagement and Public Education Program and will be managing this scope of work. In this role, DPU Administration oversees and coordinates engagement and education activities across the operating divisions, prioritizes messaging needs, drives consistency in engagement and education materials and messaging, and approves all engagement and education activities and deliverables. DPU Administration is also responsible for communication with City Administration regarding Department operations, utility services, emergencies, and all other DPU business.

SCOPE OF SERVICES

The Scope of Services includes providing engagement and education program management consulting services for the following tasks over a three-year period starting January 1, 2025:

1. Leveraging the experience and expertise of public engagement and education experts to develop DPU's strategic communications plan.
2. Developing the Stakeholder Engagement and Public Education Program plan and advising on the annual Program budget.
3. Providing expert opinions on the most effective means and methods for conducting stakeholder engagement and public education and on specific engagement and education campaigns.
4. Developing themes and content for routine customer communications and providing communications experts' services for designing collateral materials.
5. Translating collateral materials into Spanish, Hmong, Punjabi, or other languages as needed.
6. Provide services such as videography, photography, graphic design, animation, copy writing, voiceover, and on-air talent for social media and mainstream media messaging.
7. Supporting the Proposition 218 process communication and notice printing.
8. Providing as-needed Stakeholder Engagement and Public Education activities for unplanned or emergency communications.
9. Managing DPU customer polling and research.

TASK 1: PROGRAM PLANNING, BUDGETING, AND MANAGEMENT

This task will be used to establish the overall Stakeholder Engagement and Public Education Program strategy and 5-year plan and budget. The following activities will be used to complete this task:

1. Prepare for and conduct an in-person kickoff meeting to clarify and discuss the project goals, scope of work, schedule, project communications plan, invoicing and progress reporting, and other related project management topics. Prepare and distribute a meeting summary and high-level project management plan. Assumes participation by four consultants – project manager and three Division leads.
2. Review past outreach and education materials. Develop file library of all messaging, templates, plans and education materials that will be used to inform future strategy. Develop recommendation summary of thematic or global changes to be made for future materials and include recommendation summary as appendix to Strategic Stakeholder Engagement and Public Education Plan. Assumes City will provide all relevant past materials for team review.
3. Prepare for and conduct a strategic outreach planning session or sessions with DPU and prepare a Strategic Stakeholder Engagement and Public Education Plan that includes a vision and strategy for Department-wide engagement and education programming for the duration of the contract. Prepare a draft Strategic Stakeholder Engagement and Public Education Plan, conduct one virtual meeting to review and discuss DPU comments, and prepare a final Strategic Stakeholder Engagement and Public Education Plan. Include a roadmap as an appendix to the Strategic Stakeholder Engagement and Public Education Plan, which will serve as an overall schedule of milestones and priorities. Advise on annual budget appropriations for implementing the Stakeholder Engagement and Public

Education Program strategy and plan. Assist DPU in preparation of documents and data that support the budget appropriations.

4. Coordinate monthly with DPU Administration and the City Communications Team on engagement and education activities. Meetings will include strategizing and prioritizing Department and Division engagement and education needs, reporting on outstanding and completed activities, and discussing any new engagement and education needs. Manage the meeting series, facilitate agenda development, prepare meeting summaries, and track Stakeholder Engagement and Public Education Program activities. Meetings can be a mix of virtual and in-person, and a minimum of quarterly in-person meetings or included. Assumes one quarterly in-person meeting and two quarterly virtual meetings, attended by four consultant staff (project manager and Division leads).

TASK 2: ENGAGEMENT AND EDUCATION CAMPAIGNS

This task will be used to conduct specific engagement and education campaigns for each of the operating divisions. DPU recognizes that the level of effort will vary depending on the specific campaign, campaign goals, media selected for the campaign, and the number and frequency of campaign events. An overarching level of effort is included for this task, but specific purchase orders will be developed and issued for each campaign.

This task includes an overall level of effort and cost to provide management consulting services and expert opinions to conduct the following stakeholder engagement and public education campaigns:

1. Solid waste:
    a. Reducing contamination of recycling and green waste carts
    b. SB1383 organics recycling
    c. Disposal of flexible plastic materials
    d. Proper household hazardous waste disposal (crossover with Wastewater)

2. Wastewater:
    a. Proper disposal of fats, oils, and grease (FOG)
    b. Reducing the use of and the proper disposal of so-called flushable wipes

3. Water:
    a. Drought stages and the requirements for each stage
    b. Water conservation and reducing water waste
    c. Drought tolerant landscaping practices and lawn-to-garden conversion

4. Administration and Utilities Planning & Engineering
    a. Highlight facilities, technology, and projects by the Department that benefit our customers
    b. Promote capital improvement projects

The types of tasks to be included in each campaign may include informational materials (digital and print), notifications, paid advertising, community engagement activities, education programs for a range of audiences, partnerships and special events.

TASK 3: CONTENT DEVELOPMENT AND SUPPORT

This task will be used to develop content for DPU's routine customer- and public-facing communications through social media, bill inserts, and the website.

1. Develop DPU social media plan and content (Facebook, Twitter/X, Instagram, Nextdoor)
    a. Develop a rolling three-month social media lookahead schedule incorporating content from all Divisions, Department priority messaging, recruiting opportunities, and other messaging goals identified in the strategy and plan developed in Task 1. The schedule should also track past social media posts and themes to illustrate the ongoing DPU storyline and how the customers and DPU work together to deliver DPU's mission.
    b. Deliver the social media content prior to the start of each month to DPU Administration for posting on either DPU's or City of Fresno's social media platforms. In accordance with City of Fresno Administrative Order 8-20, content will be provided in a manner that allows members of the public with disabilities to access information that is comparable to information provided to persons with disabilities.
    c. Photos and videos will be provided as needed to supplement existing DPU assets, and graphics will be identified for all posts (assumes 50/50 split between photos/videos and graphics).
2. Design monthly utility inserts with timely information about key services and issues, in harmony with the social media plan and overall messaging strategy developed in Task 1.
    a. Develop content and provide graphic design of ADA-compliant monthly standard envelope-size pieces to be sent to a third-party print and mail house for printing and insertion into the City's monthly utility bills. DPU pays for printing directly; this task does not include bill insert printing.
    b. Includes as-needed translation into Spanish, Hmong, Punjabi, or other languages. Assumes approximately 10,000 words in Hmong and 10,000 words in Punjabi. Spanish translation will be completed in-house.
3. Assist in developing quarterly website updates and revisions, including creating digital image files, videos, and other creative content. DPU will provide high-resolution digital photographs and videos for the website.
4. Support development of required Annual Water Quality Report. Includes content outline and development schedule, coordination with subject matter expert authors to produce draft content, editing services, development of the executive summary, identification of graphics and images, development of layout, translation into Spanish, Hmong and Punjabi, and final production of an ADA-compliant document. Includes two rounds of City review for Annual Water Quality Report – one for draft content and one for full layout. Does not include printing and mailing.

5. Provide as-needed graphic design, digital photo and video editing, and translation services for social media, presentations, community meetings, posters, display materials, presentations, and literature. Includes rough level of effort for as-needed tasks.

TASK 4: PROPOSITION 218 SUPPORT AND NOTICE DEVELOPMENT

Additional engagement and education support for the Proposition 218 rate-setting process may include media buys through mediums such as television, radio, print, and digital to amplify key messaging. Develop communication materials (presentations, collateral pieces, media outreach materials, etc.) and conduct logistical support as part of the Proposition 218 process for Water and Wastewater rate updates.

Develop communication plans specific to each Proposition 218 process with messaging, schedule, audiences, strategies, tactics and metrics. Develop core materials for each Proposition 218 process (including fact sheet, Frequently Asked Questions document, presentation, website landing page content and explainer video), and provide recommendations and support for community meetings and stakeholder group presentations.

PacWest should assume that 250,000 notices will need to be sent. Assume that the notice is two to three sheets, printed on both sides, a single protest card, and a return envelope.

TASK 5: OTHER AS-NEEDED ENGAGEMENT AND EDUCATION SUPPORT

DPU envisions that the above scope includes most or all services that will be performed over the contract term, but other needs may arise from time to time that may require management consulting services and providing expert opinions related to strategic communication and/or engagement and education activities. A general level of effort is was not included for Task 5, and as needs arise, activities will be discussed with DPU to receive concurrence on scope and budget, and the contract may be amended to conduct additional scope activities.

TASK 6: CUSTOMER POLLING AND RESEARCH

Surveys can provide quantitative and statistically valid results for a given topic depending upon the survey design and population queried. This effort would be managed by the consultant but conducted by a third-party research firm. The purposes of the survey would be to:

- Gauge general awareness of and sentiment about DPU
- Identify depth of knowledge around specific DPU issues of interest
- Identify support or opposition around specific DPU issues of interest
- Identify trusted messengers for communications
- Identify willingness to pay for investments

As with any survey, upfront general questions will be asked to guide the participant down a swift path to drill deep into the specific subject matter.

With a third-party polling partner, one (1) city-wide survey would be conducted to determine awareness, depth of knowledge and support for DPU issues of interest. The survey would be conducted in English and Spanish via phone and online. Additional languages are also available as needed.

The survey would have a statistical accuracy of about 10%, which is roughly 90% accuracy. The sample size can be increased to improve accuracy, but the additional cost will be disproportionate to the improvement in accuracy.

The third-party research firm will conduct the survey as a result of their extensive experience conducting public opinion polls with California public agencies and municipalities. The City will review and approve the survey questionnaire prior to the survey implementation, and a detailed findings report will be provided following the survey including all demographics and cross-tabulations. The research firm will present a review of the findings to the City and discuss insights and recommendations.

SCHEDULE OF FEES AND EXPENSES

Southwest Strategies Group | Rate Sheet for Fresno DPU

SOUTHWEST STRATEGIES GROUP	RATES
PRESIDENT/CEO	$250
SENIOR VICE PRESIDENT/VICE PRESIDENT	$225
SENIOR DIRECTOR/DIRECTOR	$200
SENIOR MANAGER	$185
MANAGER	$180
SENIOR ACCOUNT EXECUTIVE	$175
ACCOUNT EXECUTIVE	$165
ACCOUNT COORDINATOR	$150
SENIOR DESIGN MANAGER/ART DIRECTOR	$165
DESIGN MANAGER	$150
DESIGNER	$125

EXHIBIT B

INSURANCE REQUIREMENTS
Consultant Service Agreement between City of Fresno (City) And Southwest Strategies Group (Consultant)
Stakeholder Engagement and Public Education Program Support

MINIMUM SCOPE OF INSURANCE

Coverage shall be at least as broad as:

1. The most current version of Insurance Services Office (ISO) Commercial General Liability Coverage Form CG 00 01, providing liability coverage arising out of your business operations. The Commercial General Liability policy shall be written on an occurrence form and shall provide coverage for "bodily injury," "property damage" and "personal and advertising injury" with coverage for premises and operations (including the use of owned and non-owned equipment), products and completed operations, and contractual liability (including, without limitation, indemnity obligations under the Agreement) with limits of liability not less than those set forth under "Minimum Limits of Insurance."

2. The most current version of Commercial Auto Coverage Form CA 00 01, providing liability coverage arising out of the ownership, maintenance or use of automobiles in the course of your business operations. The Automobile Policy shall be written on an occurrence form and shall provide coverage for all owned, hired, and non-owned automobiles or other licensed vehicles (Code 1- Any Auto).

3. Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

4. Professional Liability (Errors and Omissions) insurance appropriate to Consultant's profession.

MINIMUM LIMITS OF INSURANCE

The Consultant, or any party the Consultant subcontracts with, shall maintain limits of liability of not less than those set forth below. However, insurance limits available to the City, its officers, officials, employees, agents, and volunteers as additional insureds, shall be the greater of the minimum limits specified herein or the full limit of any insurance proceeds available to the named insured:

1. COMMERCIAL GENERAL LIABILITY:

   (i) $1,000,000 per occurrence for bodily injury and property damage;
   (ii) $1,000,000 per occurrence for personal and advertising injury;
   (iii) $2,000,000 aggregate for products and completed operations; and,
   (iv) $2,000,000 general aggregate applying separately to the work performed under the Agreement.

2. COMMERCIAL AUTOMOBILE LIABILITY:

   $1,000,000 per accident for bodily injury and property damage.

3. WORKERS' COMPENSATION INSURANCE as required by the State of California with statutory limits.

4. EMPLOYER'S LIABILITY:

(i) $1,000,000 each accident for bodily injury;
(ii) $1,000,000 disease each employee; and,
(iii) $1,000,000 disease policy limit.

5. PROFESSIONAL LIABILITY (Errors and Omissions):

(i) $1,000,000 per claim/occurrence; and,
(ii) $2,000,000 policy aggregate.

UMBRELLA OR EXCESS INSURANCE

In the event the Consultant purchases an Umbrella or Excess insurance policy(ies) to meet the "Minimum Limits of Insurance," this insurance policy(ies) shall "follow form" and afford no less coverage than the primary insurance policy(ies). In addition, such Umbrella or Excess insurance policy(ies) shall also apply on a primary and non-contributory basis for the benefit of the City, its officers, officials, employees, agents, and volunteers.

DEDUCTIBLES AND SELF-INSURED RETENTIONS

The Consultant shall be responsible for payment of any deductibles contained in any insurance policy(ies) required herein and the Consultant shall also be responsible for payment of any self-insured retentions.

OTHER INSURANCE PROVISIONS/ENDORSEMENTS

The General Liability and Automobile Liability insurance policies are to contain, or be endorsed to contain, the following provisions:

1. The City, its officers, officials, employees, agents, and volunteers are to be covered as additional insureds. Consultant shall establish additional insured status for the City under the General Liability policy for all ongoing and completed operations by use of endorsements providing additional insured status as broad as that contained in ISO Form CG 20 10 11 85 or CG 20 10 04 13.

2. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees, agents, and volunteers. Any available insurance proceeds in excess of the specified minimum limits and coverage shall be available to the Additional Insured.

3. Consultant's insurance coverage shall be primary insurance with respect to the City, its officers, officials, employees, agents, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, agents, and volunteers shall be excess of the Consultant's insurance and shall not contribute with it. The Consultant shall establish primary and non-contributory status on the General Liability policy by use of ISO Form CG 20 01 04 13, or by an executed endorsement that provides primary and non-contributory status as broad as that contained in ISO Form CG 20 01 04 13.

4. All policies of insurance shall contain, or be endorsed to contain, the following provision: the Consultant and its insurer shall waive any right of subrogation against the City, its officers, officials, employees, agents, and volunteers.

5. All policies of insurance required herein shall be endorsed to provide that the coverage shall not be cancelled, non-renewed, reduced in coverage or in limits except after 30 calendar days written notice by certified mail, return receipt requested, has been given to the City. The Consultant is also responsible for providing written notice to the City under the same terms and conditions. Upon issuance by the insurer, broker, or agent, of a notice of cancellation, non-renewal, or reduction in coverage or in limits, the Consultant shall furnish the City with a new certificate and applicable endorsements for such policy(ies). In the event any policy is due to expire during the work to be performed for the City, the Consultant shall provide a new certificate, and applicable endorsements, evidencing renewal of such policy not less than 15 calendar days prior to the expiration date of the expiring policy.

6. Should any of the required policies provide that the defense costs are paid within the Limits of Liability, thereby reducing the available limits by any defense costs, then the requirement for the Limits of Liability of these polices will be twice the above stated limits.

7. The fact that insurance is obtained by the Consultant shall not be deemed to release or diminish the liability of the Consultant, including, without limitation, liability under the indemnity provisions of this Agreement. The policy limits do not act as a limitation upon the amount of indemnification to be provided by the Consultant. Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of the Consultant, its principals, officers, agents, employees, persons under the supervision of the Consultant, vendors, suppliers, invitees, consultants, sub-consultants, subcontractors, or anyone employed directly or indirectly by any of them.

CLAIMS-MADE POLICIES

If the Professional Liability (Errors and Omissions) insurance policy is written on a claims-made form:

1. The retroactive date must be shown, and must be before the effective date of the Agreement or the commencement of work by the Consultant.

2. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the Agreement work or termination of the Agreement, whichever occurs first, or, in the alternative, the policy shall be endorsed to provide not less than a five-year discovery period.

3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a retroactive date prior to the effective date of the Agreement or the commencement of work by the Consultant, the Consultant must purchase “extended reporting” coverage for a minimum of five (5) years completion of the Agreement work or termination of the Agreement, whichever occurs first.

4. A copy of the claims reporting requirements must be submitted to the City for review.

5. These requirements shall survive expiration or termination of the Agreement.

VERIFICATION OF COVERAGE

the Consultant shall furnish City with all certificate(s) and applicable endorsements effecting coverage required hereunder. All certificates and applicable endorsements are to be received and approved by the City's Risk Manager or designee prior to City's execution of the Agreement and before work commences. All non-ISO endorsements amending policy coverage shall be executed by a licensed and authorized agent or broker. Upon request of City, the Consultant shall immediately furnish City with a complete copy of any insurance policy required under this Agreement, including all endorsements, with said copy certified by the underwriter to be a true and correct copy of the original policy. This requirement shall survive expiration or termination of this Agreement.

SUBCONTRACTORS

If the Consultant subcontracts any or all of the services to be performed under this Agreement, the Consultant shall require, at the discretion of the City Risk Manager or designee, subcontractor(s) to enter into a separate side agreement with the City to provide required indemnification and insurance protection. Any required side agreement(s) and associated insurance documents for the subcontractor must be reviewed and preapproved by City Risk Manager or designee. If no side agreement is required, the Consultant shall require and verify that subcontractors maintain insurance meeting all the requirements stated herein and the Consultant shall ensure that City, its officers, officials, employees, agents, and volunteers are additional insureds. The subcontractors' certificates and endorsements shall be on file

EXHIBIT C

DISCLOSURE OF CONFLICT OF INTEREST

Stakeholder Engagement and Public Education Program Support

		YES*	NO
1	Are you currently in litigation with the City of Fresno or any of its agents?	☐	☒
2	Do you represent any firm, organization, or person who is in litigation with the City of Fresno?	☐	☒
3	Do you currently represent or perform work for any clients who do business with the City of Fresno?	☐	☒
4	Are you or any of your principals, managers, or professionals, owners or investors in a business which does business with the City of Fresno, or in a business which is in litigation with the City of Fresno?	☐	☒
5	Are you or any of your principals, managers, or professionals, related by blood or marriage to any City of Fresno employee who has any significant role in the subject matter of this service?	☐	☒
6	Do you or any of your subcontractors have, or expect to have, any interest, direct or indirect, in any other contract in connection with this Project?	☐	☒
* If the answer to any question is yes, please explain in full below.			

Explanation: To the best of my knowledge, there is no Conflict of interest.

☐ Additional page(s) attached.

Signed by: Malle Vaddi B2DA24832AF844B...

Signature

11/26/2024

Date

Malle Vaddi, VP Finance

(Name)

Southwest Strategies Group

(Company)

12770 El Camino Real, Suite 100

(Address)

San Diego CA 92130

(City, State Zip)

File #: ID 26-587 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-W.

REPORT TO THE CITY COUNCIL

FROM: PAUL AMICO, PE, Director
Department of Public Utilities

BY: AHMED ALY, PE, Assistant Director
Department of Public Utilities - Utilities Planning & Engineering

JOSHUA MERTEN, Engineer II
Department of Public Utilities - Utilities, Planning & Engineering

SUBJECT

Actions pertaining to the Rebid - Fresno-Clovis Regional Wastewater Reclamation Facility Training Building Roof Abatement and Replacement (Bid File 12601180) (Council District 3):

1. Adopt a finding of Categorical Exemption pursuant to Sections 15301/Class 1 and 15302/Class 2 of the California Environmental Quality Act (CEQA) Guidelines;
2. Award a Construction Contract to United Restorations, LLC, of Fresno, California, in the amount of $256,312.50, and authorize the Director of Public Utilities, or designee, to sign and execute all related documents on behalf of the City.

RECOMMENDATIONS

Staff recommends that City Council adopt a finding of Categorical Exemption pursuant to Sections 15301/Class 1 and 15302/Class 2 of the CEQA Guidelines for the Rebid - Roof Abatement and Replacement at the Fresno-Clovis Regional Wastewater Reclamation Facility Training Building (Project), and award a Construction Contract to United Restorations, LLC, (United Restorations) in the amount of $256,312.50 as the lowest responsive and responsible bidder, and authorize the Director of Public Utilities, or designee, to sign and execute all related documents on behalf of the City of Fresno (City).

EXECUTIVE SUMMARY

The Training Building at the Fresno-Clovis Regional Wastewater Reclamation Facility (RWRF) has experienced recurring roof leaks due to age and deterioration and requires replacement. This project will remove the existing roof that includes asbestos-containing materials (ACM) and lead-based paint (LBP) and replace it and all associated components. The Project was initially bid in July of 2025, and the three proposals received were non-responsive. The project was rebid on January 27, 2026, and five proposals were received. Staff recommends that the City Council award a Construction Contract in the amount of $256,312.50 to United Restorations as the lowest responsive and responsible

bidder.

BACKGROUND

The Training Building at the RWRF was built in 1972 and has the original wood shake roof on a portion of the building and a built-up roof on the remainder, and roof leaks occur frequently. The roof has exceeded its useful life and requires replacement. Due to the age of the building, an ACM survey report was conducted, and the report identified the presence of ACM within the roof assembly and mechanical wells. In addition to this, due to the risk of LBP, regulatory requirements mandate the use of lead safe procedures whenever painted surfaces are disturbed.

The Project scope includes the removal of ACM and LBP, the removal of the existing wood shake roofing, and the removal of the existing built-up roofing. The Project will install new wood sheathing with factory-applied radiant barriers, asphalt shingle roofing and fiber cement siding, and new thermoplastic membrane roofing. All new roof or finish systems and related flashing elements will have a 20-year manufacturer's warranty.

The Project was initially bid in July of 2025, and the three proposals received were non-responsive. A formal Notice Inviting Bids was re-issued on January 27, 2026, and posted on the City's PlanetBids website. Five sealed bids were received and publicly opened on March 3, 2026, and four bids were deemed responsive and responsible, and one bid was withdrawn. Bids ranged from $256,312.50 to $318,915.00 and United Restorations was deemed the lowest responsive and responsible bid. The bids expire on May 24, 2026, and rejecting or allowing them to expire would require rebidding and delaying the Project by approximately 120 days.

Staff recommends that City Council award a Construction Contract to United Restorations in the amount of $256,312.50 as the lowest responsive and responsible bidder, and authorize the Public Utilities Director, or designee, to execute all associated documents on behalf of the City.

The City Attorney's Office has reviewed and approved the attached Standard Construction Contract as to form.

ENVIRONMENTAL FINDINGS

Staff performed a preliminary environmental assessment for this Project and determined that it falls within Sections 15301/Class 1 and 15302/Class 2 Categorical Exemptions set forth in the CEQA Guidelines.

LOCAL PREFERENCE

Local preference was implemented according to Fresno Municipal Code Section 4-108. The apparent lowest responsive and responsible bidder is a local business as defined by the Fresno Municipal Code.

FISCAL IMPACT

There is no impact to the General Fund. Funding for this Project is included in the Fiscal Year 2026 Capital Improvement Budget within the Wastewater Management Division's Wastewater Operating Fund 40501. The Project is located in Council District 3.

Attachments:
Environmental Assessment
Notice of Exemption
Bid Evaluation and Fiscal Impact Statement
Standard Construction Contract
Vicinity Map
Location Map

CITY OF FRESNO
CATEGORICAL EXEMPTION
ENVIRONMENTAL ASSESSMENT

THE PROJECT DESCRIBED HEREIN IS DETEMINED TO BE CATEGORICALLY EXEMPT FROM THE PREPARATION OF ENVIRONMENTAL DOCUMENTS PURSUANT TO ARTICLE 19 OF THE STATE CEQA GUIDELINES.

CONTACT: Joshua Merten, Engineer II
City of Fresno - Department of Public Utilities
747 R Street
Fresno, CA 93721
Phone: 559-621-1625
Email: joshua.merten@fresno.gov

PROJECT TITLE: Roof Abatement and Replacement at Fresno-Clovis Regional Wastewater Reclamation Facility (RWRF) Training Building

PROJECT LOCATIONS: Fresno-Clovis Regional Wastewater Reclamation Facility
5607 W Jensen Ave
Fresno, CA 93706

PROJECT DESCRIPTION: The project involves removing lead-based paint, asbestos-containing materials, existing wood shake roofing and siding, and the current built-up roofing system. After demolition, the work will include installing new wood sheathing with a factory-applied radiant barrier, asphalt shingle roofing, and fiber-cement siding, along with a new thermoplastic membrane roofing system within the parapet wall area.

The Project is exempt under Section 15301/Class 1 and Section 15302/Class 2 of the California Environmental Quality Act (CEQA) Guidelines.

Under Section 15301/Class 1, projects are exempt from CEQA requirements when they consist of operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.

Under Section 15302/Class 2, projects are exempt from CEQA requirements when they consist of the replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced.

The Project described involves the removal of lead-based paint, asbestos-containing materials, existing wood shake roofing and siding, and the existing built-up roofing system at the facility. The work will include demolition of these materials and installation of materials that include new wood sheathing with factory-applied radiant barrier, asphalt shingle roofing, fiber-cement siding, and new thermoplastic membrane roofing within the parapet wall area.

The Project does not expand the use, size, or capacity of the existing facility and consists solely of necessary repairs and replacements to address hazardous materials and deteriorated exterior elements.

None of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2, apply:

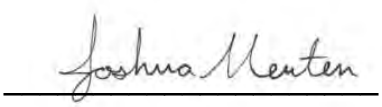
(a) Location	The Project is not located in a sensitive environment or an environmental resource of hazardous or critical concern as designated by federal, state, or local agencies. The work is entirely located at the RWRF.
(b) Cumulative Impact	The Project will not have a cumulative negative impact over time that is significant. The Project merely entails repair and/or replacement work at an existing facility.
(c) Significant Effect	The Project will not have a significant effect on the environment due to unusual circumstances. All work will be limited to an existing facility at the RWRF.
(d) Scenic Highways	The Project will not result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. The Project is not located near scenic highways.
(e) Hazardous Waste Sites	The Project is not located on a hazardous waste site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
(f) Historical Resources	The Project will not cause a substantial adverse change in the significance of a historical resource. The existing facilities at the RWRF are not considered historical resources.

Furthermore, the proposed project is not expected to have a significant effect on the environment. Accordingly, a categorical exemption, as noted above, has been prepared for the project.

Date: April 8, 2026

Prepared by: Joshua Merten, Engineer II

Date: April 8, 2026

Prepared by: 

Joshua Merten

Engineer II

City of Fresno

Department of Public Utilities

(559) 621-1625

Date: Arpil 28, 2026

Submitted by: 

Debbie Khounsavath

Project Manager

City of Fresno

Department of Public Utilities

(559) 621-162

Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Fresno
2220 Tulare Street
Fresno, CA 93721

From: (Public Agency): City of Fresno
Department of Public Utilities - Utilities, Planning and Engineering
747 R Street, 2nd Floor, Fresno CA, 93721
(Address)

Project Title: RWRF Training Building Roof Abatement and Replacement

Project Applicant: City of Fresno

Project Location - Specific:

5607 W. Jensen Avenue, Fresno, CA 93706.

Project Location - City: Fresno Project Location - County: Fresno

Description of Nature, Purpose and Beneficiaries of Project:

The project entails the removal of asbestos containing materials and replacement of the roof.

Name of Public Agency Approving Project: City of Fresno

Name of Person or Agency Carrying Out Project: City of Fresno

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Section 15301(b), Section 15302(a)
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:

The project is exempt from CEQA pursuant to Section 15301(b) (Existing Facilities) and Section 15302(a) (Replacement or Reconstruction) of the CEQA Guidelines. The work consists of the removal of asbestos-containing materials and the in-kind replacement of the existing roof. These activities involve maintenance, repair, and replacement of an existing structure with no expansion of footprint, capacity, or use. The project will restore the facility to its pre-project condition and does not result in any changes that would increase environmental impacts. None of the exceptions to the use of categorical exemptions under Section 15300.2 apply.

Lead Agency Contact Person: Joshua Merten Area Code/Telephone/Extension: (559) 621-1625

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes ▪ No

Signature: Joshua Merten Date: 4/8/2026 Title: Engineer II

▪ Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

City of FRESNO

File#: 12601180 Opening Date: 3/3/2026

Procurement Evaluation Form

Procurement Title: *Rebid-RWRF Training Building Roof Abatement and Replacement*

Procurement Type:Bid - Must be awarded to the lowest responsive and responsible bidder.

Advertisement Date: *1/27/2026*

Opening Date: *3/3/2026*

Bid/Proposal Expiration Date: *5/6/2026*

Number of Building Exchanges Notified: *3*

Number of prospective bidders/proposers: *14*

Format of bids received: Electronic

	Bidders/Proposers	Amount
1	United Restorations, LLC 1454 N Clark St Fresno, CA 93703	$256,312.50
2	Graham Prewett, Inc. 2773 N. Business Park Avenue # 102 Fresno, CA 93727	$284,000.00
3	Nations Roof LLC 6120 S Lincoln CT Fowler, CA 93625	$311,581.50
4	Sustainable Living Builders, Inc 4399 Gravenstein Hwy S Sebastopol, CA 95472	$318,915.00
5	Ben Franklin Construction 1003 J St Sanger, CA 93657	*Withdrawn*

Additional Information	Applicable	Not Applicable	Comments
Project Labor Agreement (PLA)	☐	☒	N/A
Local Preference	☒	☐	Local preference was applicable but did not affect the outcome of the bid.
Non-Responsive Findings	☐	☒	N/A
Special Contract Terms (i.e., RC)	☐	☒	N/A
Min/Max Terms	☐	☒	N/A
DBE Requirements	☐	☒	N/A

City of FRESNO

File#: 12601180 Opening Date: 3/3/2026

Department Recommendation

(To be completed by the Department)

Background:

The existing Training Building at the Fresno Clovis Regional Wastewater Reclamation Facility (RWRF), constructed in the 1970s, has the original built-up roof and wood shake roof. This built-up roofing experiences recurring leaks affecting the use of the building. Due to the age of the building, the Wastewater Department and Utility Planning & Engineering Department confirmed with survey reports that the existing wood shake roof was installed with asbestos felt underlayment, there is asbestos-containing mastic at the HVAC penetrations, and no lead-based paint is present as determined by relevant authorities.

This project will remove the existing asbestos-containing materials, wood shake roofing and siding, and the existing built-up roofing. Following removal of the existing roof and asbestos-containing materials, the work involves the installation of new wood sheathing with factory-applied radiant barrier, asphalt shingle roofing, and fiber cement siding in place of the wood shake. The work also involves new thermoplastic membrane roofing in place of the built-up roofing.

☒ Award a contract as follows:

Bidder/Proposer	Award Amount
United Restorations, LLC	$256,312.50

The Budget Allocation for this expenditure is $340,000. The contract price is 24.6% below. *(If the overage is greater than 10% provide an explanation below.)*

☐ Reject all bids/proposals. *(If electing to reject all, provide an explanation below.)*

Anticipated Council Date: 5/21/2026

City of FRESNO

File#: 12601180 Opening Date: 3/3/2026

Fiscal Impact Statement

(To be completed by the Department)

Indicate the **total fiscal impact** of the action requested, including operating and capital costs. Indicate costs for the current fiscal year and continuing costs in future years. Include all related costs.

Is the contract funded in the current year budget and/or through reallocation of existing Department resources:

☒ Yes ☐ No

If no, how will this item be funded? *(Provide an explanation below.)*

Is the action funded by a grant received by the City?

☐ Yes ☐ No

If yes, provide the following:

Additional Information	Comments
Grant Name	
Grantor name, granting agency, or office name (if any)	
Fiscal year of the funding award	
Date grant agreement was approved by Council	

Fiscal Impact Table:

Type	Current Year Estimate	Annual Continuing Costs Thereafter	Number of Years
Operating	$65,600.00	$0.00	
Capital	$256,312.50	$0.00	
Total	**$321,912.50**	$0.00	
Describe all 'soft-cost' expenses: Project Management, Contract Compliance, Permitting Fees, Consultant Services, Construction Management, Construction Cit Staff.			

Approvals

The signature below constitutes approval from the department head.

Department Head — Date: 3/24/2026

DIRECTOR OF PUBLIC UTILITIES
Title

The signatures below constitute approval of the department recommendation.

Purchasing Manager — Date: 03/27/2026

For General Services Department Director — Date: 3/30/26

City Manager — Date: 3/30/26

SAMPLE CONTRACT
CITY OF FRESNO, CALIFORNIA
PUBLIC WORK OF IMPROVEMENT

THIS CONTRACT is made and entered into by and between CITY OF FRESNO, a California municipal corporation (City), and [Contractor Name], [Legal Identity] (Contractor) as follows:

1. Contract Documents. The "Notice Inviting Bids," "Instructions to Bidders," "Bid Proposal," and the "Specifications" including "General Conditions," "Special Conditions," and "Technical Specifications" for the following: [Title] (Bid File No. [Bid File No.]) [Alternates (if any)] copies of which are annexed hereto, together with all the drawings, plans, and documents specifically referred to in said annexed documents, including Performance and Payment Bonds, if required, and are hereby incorporated into and made a part of this Contract, and shall be known as the Contract Documents.

2. Price and Work. For the monetary consideration of [Written Dollar Amount] dollars and [Written Cents Amount] cents ($[Amount]), as set forth in the Bid Proposal, Contractor promises and agrees to perform or cause to be performed, in a good and workmanlike manner, under the direction and to the satisfaction of the City's "Engineer," and in strict accordance with the Specifications, all of the work as set forth in the Contract Documents.

3. Payment. The City accepts the Contractor's Bid Proposal as stated and agrees to pay the consideration stated, at the times, in the amounts, and under the conditions specified in the Contract Documents.

4. Indemnification. To the furthest extent allowed by law, including California Civil Code section 2782, CONTRACTOR shall indemnify, defend and hold harmless CITY and each of its officers, officials, employees, agents, and volunteers from any and all claims, demands, actions in law or equity, loss, liability, fines, penalties, forfeitures, interest, costs including legal fees, and damages (whether in contract, tort, or strict liability, including but not limited to personal injury, death at any time, property damage, or loss of any type) arising or alleged to have arisen directly or indirectly out of (1) any voluntary or involuntary act or omission, (2) error, omission or negligence, or (3) the performance or non-performance of this Contract . CONTRACTOR'S obligations as set forth in this section shall apply regardless of whether CITY or any of its officers, officials, employees, agents, or volunteers are passively negligent, but shall not apply to any loss, liability, fines, penalties, forfeitures, costs or damages caused by the active or sole negligence, or the willful misconduct, of CITY or any of its officers, officials, employees, agents or volunteers.

To the fullest extent allowed by law, and in addition to the express duty to indemnify, CONTRACTOR, whenever there is any causal connection between the CONTRACTOR's performance or non-performance of the work or services required under this Contract and any claim or loss, injury or damage of any type, CONTRACTOR expressly agrees to undertake a duty to defend CITY and any of its officers, officials, employees, agents, or volunteers, as a separate duty, independent of and broader that the duty to indemnify. The duty to defend as herein agreed to by CONTRACTOR expressly includes all costs of litigation, attorneys fees, settlement costs and expenses in connection with claims or litigation, whether or not the claims are valid, false or groundless, as long as the claims could be in any manner be causally connected to CONTRACTOR as reasonably determined by CITY.

Upon the tender by CITY to CONTRACTOR, CONTRACTOR shall be bound and obligated to assume the defense of CITY and any of its officers, officials, employees, agents, or volunteers,

including the a duty to settle and otherwise pursue settlement negotiations, and shall pay, liquidate, discharge and satisfy any and all settlements, judgments, awards, or expenses resulting from or arising out of the claims without reimbursement from CITY or any of its officers, officials, employees, agents, or volunteers.

It is further understood and agreed by CONTRACTOR that if CITY tenders a defense of a claim on behalf of CITY or any of its officers, officials, employees, agents, or volunteers and CONTRACTOR fails, refuses or neglects to assume the defense thereof, CITY and its officers, officials, employees, agents, or volunteers may agree to compromise and settle or defend any such claim or action and CONTRACTOR shall be bound and obligated to reimburse CITY and its officers, officials, employees, agents, or volunteers for the amounts expended by each in defending or settling such claim, or in the amount required to pay any judgment rendered therein.

The defense and indemnity obligations set forth above shall be direct obligations and shall be separate from and shall not be limited in any manner by any insurance procured in accordance with the insurance requirements set forth in this Contract. In addition, such obligations remain in force regardless of whether CITY provided approval for, or did not review or object to, any insurance CONTRACTOR may have procured in a accordance with the insurance requirements set forth in this Contract. The defense and indemnity obligations shall arise at such time that any claim is made, or loss, injury or damage of any type has been incurred by CITY, and the entry of judgment, arbitration, or litigation of any claim shall not be a condition precedent to these obligations.

The defense and indemnity obligations set forth in this section shall survive termination or expiration of this Contract.

If CONTRACTOR should subcontract all or any portion of the work to be performed under this Contract, CONTRACTOR shall require each subcontractor to Indemnify, hold harmless and defend CITY and each of its officers, officials, employees, agents and volunteers in accordance with the terms as set forth above.

5. Trench Shoring Detailed Plan. Contractor acknowledges the provisions of Section 6705 of the California Labor Code and, if said provisions are applicable to this Contract, agrees to comply therewith.

6. Worker's Compensation Certification. In compliance with the provisions of Section 1861 of the California Labor Code, Contractor hereby certifies as follows:

> I am aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of work of this Contract and will make my subcontractors aware of this provision.

IN WITNESS WHEREOF, the parties have executed this Contract on the day and year here below written, of which the date of execution by City shall be subsequent to that of Contractor's, and this Contract shall be binding and effective upon execution by both parties.

[Contractor Name],
[Legal Identity]

By: _____

Name: _____
(Type or print written signature.)

Title: _____
(If corporation or LLC, Board Chair, Pres. or Vice Pres.)

Dated: _____

By: _____

Name: _____
(Type or print written signature.)

Title: _____
(If corporation or LLC, CFO, Treasurer, Secretary or Assistant Secretary)

Dated: _____

CITY OF FRESNO,
a California municipal corporation

By: _____
[Name],
[Title]
Department of Public Works

Dated: _____

ATTEST:
AMY K. ALLER
Interim City Clerk

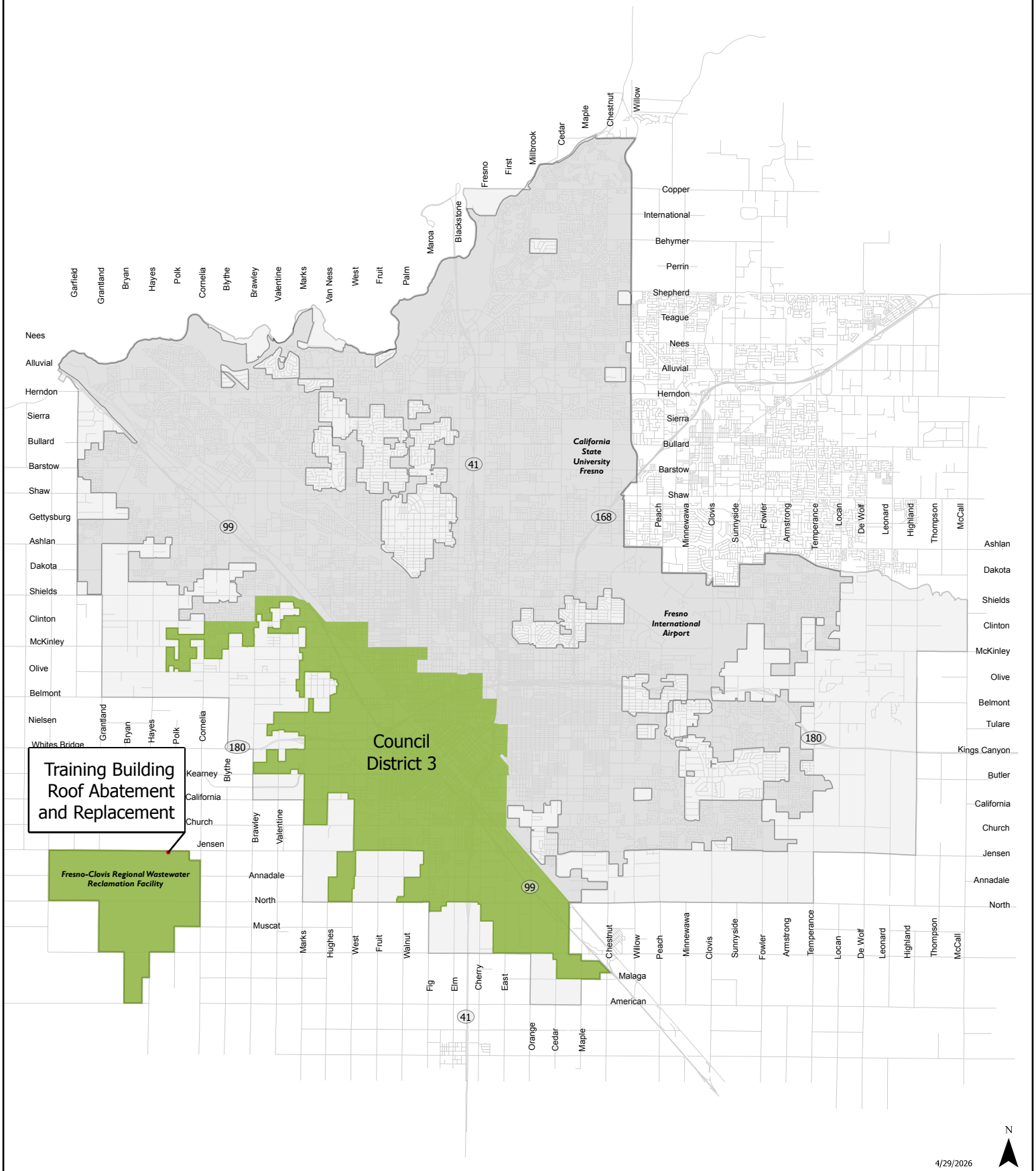
By: _____
Deputy

No signature of City Attorney required. Standard Document # 2022-11 DPW-SFormalBidContract-PublicWorkofImprovement has been used without modification as certified by the undersigned.

By: _____
[City Certifier Name]
[City Certifier Title]
Department of Public Works

City address:

City of Fresno
Attention: [Name], [Title]
[Street Address]
Fresno, CA [Zip]



Vicinity Map

0 0.5 1 2 Miles

Roof Abatement and Replacement
Fresno-Clovis Regional Wastewater Reclamation Facility (RWRF)
Training Building

5607 W. Jensen Ave, Fresno, CA 93706

City of FRESNO
PUBLIC UTILITIES



Location Map

0 125 250 500 Feet

Roof Abatement and Replacement
Fresno-Clovis Regional Wastewater Reclamation Facility (RWRF)
Training Building
5607 W. Jensen Ave, Fresno, CA 93706

City of FRESNO
PUBLIC UTILITIES

File #: ID 26-439 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-X.

REPORT TO THE CITY COUNCIL

FROM: SCOTT L. MOZIER, PE, Director
Public Works Department

BY: HARMANJIT DHALIWAL, PE, Assistant Director
Public Works Department, Special Projects and Capital Management Division

RAFAEL SAUCEDO, Chief Engineering Technician
Public Works Department, Special Projects and Capital Management Division

SUBJECT

Actions pertaining to agreements with State of California Department of Transportation (Caltrans) (Council Districts 1, 2, and 3)

1. Approve the revised State Route 99 Freeway Maintenance Agreement
2. Approve the Non-Vehicular Overcrossing Maintenance Agreement

RECOMMENDATION

Staff recommend City Council 1) approve the revised Freeway Maintenance Agreement for State Route 99; 2) approve the Non-Vehicular Overcrossing Maintenance Agreement; and 3) authorize the City Manager, or designee, to execute these agreements.

EXECUTIVE SUMMARY

The City of Fresno (City) and Caltrans mutually desire to clarify and define respective maintenance responsibilities along the State Route 99 within the City of Fresno limits. This updated maintenance agreement incorporates portions of the freeway corridor that have been realigned due to the California High- Speed Rail and the Veterans Boulevard Interchange. The Freeway Maintenance Agreement includes roles and responsibilities for the City and Caltrans that are consistent with other freeway maintenance agreements.

BACKGROUND

The State of California (Caltrans) declared State Highway Route 99 (SR 99) a freeway by Resolution of the California Highway Commission on July 20, 1944, May 19, 1949 and August 21, 1956.

The City of Fresno entered into a Freeway Agreement with Caltrans for SR 99 from Inyo Street to Thorne Avenue and from Belmont Avenue to West Avenue on January 13, 1966.

Caltrans and the County of Fresno (County) entered into a supplemental Freeway Agreement on October 28, 1952, for a portion of SR 99 between Thorne (Tehama) Street to Belmont Avenue and from West Avenue to Clinton Avenue. The City subsequently annexed certain areas including

portions of freeway covered in the Caltrans and County Freeway Agreement dated October 28, 1952.

Caltrans and the County entered into a supplemental Freeway Agreement on July 26, 1960, for a portion of SR 99 between Clinton Avenue to the Fresno-Madera County Line. The City subsequently annexed certain areas including portions of freeway covered in the Caltrans and County Freeway Agreement dated July 26, 1960.

The City entered into a Freeway Agreement with Caltrans for SR 99 from El Dorado Street to 0.9 miles south of Herndon Avenue on June 6, 2013.

The City entered into a Freeway Agreement with Caltrans for SR 99 from 0.3 mile north of West Shaw Avenue to 0.9 mile south of Herndon Avenue on October 3, 2013.

This Freeway Maintenance Agreement will supersede the Freeway Maintenance Agreement dated May 27,1992.

The Freeway Maintenance Agreement will clarify and define respective maintenance responsibilities along SR 99 within the City limits. Further, this agreement does not create any new responsibilities for the City other than the potential new pedestrian overcrossing between Parkway Drive and Roeding Park should it be constructed.

The City Council approved Resolution 2026-22 authorizing the submission of Grant Application to the Office of Secretary, US Department of Transportation for the 2026 Better Utilizing Investments to Leverage Development (BUILD) Program for the Roeding Park Pedestrian Overcrossing. Caltrans has agreed to the location and requires the City to enter into a Non-Vehicular Overcrossing Maintenance Agreement to clarify and define respective maintenance responsibilities for the Roeding Park Pedestrian Overcrossing.

The City Attorney's Office has reviewed and approved both the Freeway Maintenance Agreement and Non-Vehicular Overcrossing Maintenance Agreement as to form.

ENVIRONMENTAL FINDINGS

By the definition provide in the California Environmental Quality Act (CEQA) Guidelines Section 15378 this item does not qualify as a "project."

LOCAL PREFERENCE

Local Preference was not implemented as this item does not involve the bid or award of a construction or services contract.

FISCAL IMPACT

State Route 99 is located within Council Districts 1, 2, and 3 and this Freeway Maintenance Agreement and Non-Vehicular Overcrossing Maintenance Agreement will not impact the City's General Fund. Funds for the City's maintenance responsibility will be utilized from Gas Tax and Measure C Street Maintenance Fund.

Attachments:

Freeway Maintenance Agreement
Non-Vehicular Overcrossing Maintenance Agreement
Current Freeway Maintenance Agreement (dated May 27, 1992)
Current Freeway Agreement (dated April 20, 2023)

FREEWAY MAINTENANCE AGREEMENT
WITH
CITY OF FRESNO

This Freeway Maintenance Agreement ("AGREEMENT") is made by and between the State of California, acting by and through the Department of Transportation ("STATE"), and the City of Fresno ("LOCAL AGENCY"), a California municipal corporation; each may be referred to individually as a "PARTY," and jointly as "PARTIES."

RECITALS

1. WHEREAS, a Freeway Agreement dated April 20, 2023 was executed between LOCAL AGENCY and STATE, to document the understanding between PARTIES regarding the planned traffic circulation features of the State Highway Route (SR) 99 and the adjustments of the local street and road system required for the development of that portion of SR 99 within the jurisdictional limits of the LOCAL AGENCY; and, a plan Map for such freeway was attached to the Freeway Agreement showing the delineation of STATE Highway and LOCAL AGENCY's streets.

2. WHEREAS, pursuant to the above Freeway Agreement and the attached Map, LOCAL AGENCY will resume control and maintenance over each of the affected relocated or reconstructed LOCAL AGENCY streets, frontage roads, and other STATE constructed local streets, except for those portions adopted as a part of the freeway proper.

3. WHEREAS, the PARTIES executed a prior Freeway Maintenance Agreement dated May 27, 1992. This AGREEMENT supersedes the prior Freeway Maintenance Agreement.

4. WHEREAS, PARTIES hereto mutually desire to clarify and define the PARTIES respective division of maintenance, and responsibilities as to their respective Right of Way (ROW) and towards STATE HIGHWAY SYSTEM (SHS) facilities that include but are not limited to.

    - Vehicular Undercrossing
    - Vehicular Overcrossings
    - Non-vehicular Overcrossings
    - Non-vehicular Undercrossing
    - Walls- Retaining Walls, Columns, Soundwalls
    - Landscaped Areas
    - Screening
    - Interchange Operation
    - Bicycle Paths

5. State Highway System (SHS) Facilities.

Categories of SHS facilities covered under this AGREEMENT may include but are not limited to the following which are specifically identified in Exhibit A:

- **Vehicular overcrossings and bridges over STATE right of way**: These overcrossings are roadways constructed over and situated within State ROW supported by the deck, superstructure, and substructure ("Vehicular Overcrossings and Appurtenant Structures").
- **Non-vehicular pedestrian and bicycle overcrossings and bridges:** These overcrossings are pedestrian/bicycle path(s) and structures constructed over and within STATE ROW ("Non-Vehicular Overcrossings" (NVOC)).
- **Vehicular and Non-vehicular undercrossing(s):** These undercrossings are roadway(s) or non-vehicular pathways crossing under STATE ROW and appurtenant structures situated within STATE ROW.
- **Walls- Sound walls, Retaining walls**: These improvements include structural components of embankments and noise- reduction structures constructed within STATE ROW.
- **Landscaped areas:** These areas include hardscaping, planting, vegetation and related landscaping improvements situated within STATE ROW outside of the fenced control area.
- **Screening**: This includes fencing installed on a bridge safety barrier to protect the safety of the traveling public.

6. Definitions of Facility Components.

A. **Deck surface** (wearing surface) – The surface of a bridge deck for vehicular, pedestrian, and bicycle traffic over the SHS (e.g., roadway surface).
B. **Deck** – The structural component of a bridge that supports and is below the deck surface (wearing surfaces) and above the superstructure.
C. **Superstructure** – Structural portions of a bridge supported by bridge columns/piers which are located below the deck.
D. **Substructure** – Structural components of a bridge that support the superstructure and distribute the load to bridge footings and foundations.
E. **Bridge rails and posts** – Portions of a bridge attached to the bridge deck and deck surface on overcrossings.
F. **Structural/Roadway Drainage Facilities** – Any facility that provides drainage to any location, including but not limited to, culverts, wing walls, drains, drain inlets, gutters, curbs, and inlet grates.
G. **Lighting** – Electrical lamps and light posts installed within State ROW that facilitate safe passage of traveling public.
H. **Signage** – Signs that provide any traffic related guidance.

OPERATIVE PROVISIONS

1. **Prior Freeway Maintenance Agreements.** This AGREEMENT supersedes the PARTIES' prior Freeway Maintenance Agreement dated May 27, 1992.

2. **Maintenance Standards.** PARTIES shall perform all maintenance in compliance with the standards set forth in Streets and Highways Code section 27, and in accordance with California laws, regulations and STATE standards, including STATE'S Maintenance Manual, Code of Safe Operating Practices, policies, procedures and specifications in effect and as amended. "Maintain" or "maintenance" under this AGREEMENT includes routine inspections of all structures and facilities, repairs, cleaning, replacements, and improvements, if necessary.

3. **Control of Streets/Roads.** STATE is not responsible for maintaining, repairing, improving or replacing any property or improvements that do not constitute part of the State Highway System (SHS). STATE agrees to continue control those portions adopted as a part of SR 99 Freeway proper as shown in Exhibit A which is attached to and made a part of this AGREEMENT. PARTIES agree to their respective maintenance responsibility towards SHS facilities as specified in this AGREEMENT.

4. **Revising Exhibits.** When another planned future improvement has been constructed and/or a minor revision has been affected within the limits of the freeway herein described. PARTIES can revise this maintenance agreement by mutually amending, replacing, or providing additional pages to the exhibits that have to be signed by authorized representatives of PARTIES. No formal amendment to the body of the Agreement will be necessary. The revised exhibit will thereafter supersede the previous exhibit and become part of this Agreement**.**

5. **Amendment to Agreement**. Except as provided in the preceding section concerning exhibit amendments, the terms of this AGREEMENT can be changed only by a formal written amendment executed by all PARTIES.

6. **Successors.** This AGREEMENT shall be binding upon and inure to the benefit of each of the PARTIES and their respective successors-in-interest including, any subsequently incorporated city or other municipality established within the LOCAL AGENCY's jurisdictional limits. If the successor city or municipality fails to accept the obligations of the LOCAL AGENY by entering into a new agreement with STATE, LOCAL AGENCY shall continue to be contractually bound by the terms of this AGREEMENT.

7. **Encroachment Permits.** Before LOCAL AGENCY may enter STATE ROW to install any encroachment or perform any maintenance or work in the areas covered by this AGREEMENT, LOCAL AGENCY must first apply for and obtain an encroachment permit(s) from the STATE's District 06 Encroachment Permit Office as per STATE's EP policy. LOCAL AGENCY must apply for and obtain additional encroachment permits, if necessary, to enter or perform any work within STATE ROW not covered

by this AGREEMENT. An encroachment permit issued by the STATE will be at no cost to LOCAL AGENCY.

8. **Overcrossings (Vehicular and Non-vehicular).** STATE and LOCAL AGENCY shall maintain Overcrossings respectively as follows:

   A. STATE shall inspect and maintain at STATE's expense, the structural components of the Overcrossing(s) which include the deck, superstructure, and substructure.

   B. LOCAL AGENCY shall perform all maintenance, inspections, repair, replace or complete other improvements necessary to maintain the safety of the following components of the Overcrossing:

      1. Deck and road/street surface(s) installed on the deck;
      2. Structural Drainage facilities;
      3. All portions of the overcrossing structure situated on and above the bridge deck, including but not limited to lighting, sidewalks, LOCAL AGENCY signs, bike paths, pavement overlays, bridge rails and posts, pavement markings, striping, and improvements for compliance with the Americans with Disabilities Act (ADA); and
      4. Other improvements that may be constructed above or on the bridge deck with STATE's prior written approval.

   C. LOCAL AGENCY, at LOCAL AGENCY's expense, shall remove all graffiti and legally remove and dispose of all debris and trash from the facilities described in this Section. Any graffiti that resembles or is on a mural, artwork, paintings, or other similar elements may not be removed without first consulting and obtaining approval from the STATE's District 06 Transportation Art Coordinator.

   D. Unsheltered Encampments. LOCAL AGENCY shall remove Persons Experiencing Homelessness (PEH) and any structures, personal property, debris, and/or other items related to the encampment from the overcrossing, subject to STATE's Encampment Removal policy, MPD 1001 R1 and applicable State and Federal law.

      Nothing in this Agreement grants or waives the right of California Highway Patrol (CHP) and other law enforcement agencies having jurisdiction over the Overcrossings.

   E. Screening. LOCAL AGENCY is not responsible for maintaining screening that STATE installs on STATE freeway overcrossings pursuant to Streets and Highways Code section 92.6

9. **Undercrossings (Vehicular and Non-Vehicular).** STATE and LOCAL AGENCY shall maintain Undercrossing(s) respectively as follows:

A. STATE shall inspect and maintain, at STATE's expense, the structural components of the Undercrossing(s) including deck, deck surfaces, superstructure, substructure, structural drainage facilities and undercrossing facilities and improvements.

B. LOCAL AGENCY, at LOCAL AGENCY's expense, shall inspect, maintain, repair, replace, or complete other improvements necessary to maintain the safety of the facilities noted below:

1. LOCAL AGENCY's improved and unimproved roadway sections, including but not limited to road surfaces, shoulders, curbs, sidewalks, gutters and wall surfaces;
2. Roadway drainage facilities;
3. All portions above the LOCAL AGENCY's improved and unimproved roadway facilities, including but not limited to lighting, sidewalks, local signs, bike paths, pavement markings, and posts, striping, and improvements for compliance with the ADA; and
4. Other improvements that may be constructed on the improved or unimproved roadway section(s) with STATE's prior written approval.

C. Graffiti Removal. LOCAL AGENCY, at LOCAL AGENCY's sole cost and expense, shall remove all graffiti from the locations shown on Exhibit A. LOCAL AGENCY is solely responsible for ensuring that any graffiti that in any way resembles a mural, artwork, paintings, or other similar elements shall not be removed without the written authorization of STATE. Graffiti removal must protect air and water quality as required by law. LOCAL AGENCY shall conform to the terms stated in STATE's Maintenance Manual, Volume 1, Family D Chapter, D1.06.

D. Unsheltered Encampments. LOCAL AGENCY shall remove Persons Experiencing Homelessness (PEH) and any structures, personal property, debris, and/or other items related to the encampment from the undercrossing, subject to STATE's Encampment Removal policy, MPD 1001 R1 and applicable State and Federal law.

Nothing in this Agreement grants or waives the right of California Highway Patrol (CHP) and other law enforcement agencies having jurisdiction over the Overcrossings.

10. **Walls, Columns. Retaining wall and Soundwalls.** LOCAL AGENCY shall remove debris, trash, and graffiti and clean and paint any walls, soundwalls and similar structures on the sides facing LOCAL AGENCY's streets/roadways. Any graffiti on a mural, artwork, paintings, or other similar elements may not be removed without prior consultation with and approval from the STATE's District 06 Transportation Art Coordinator.

11. **Bicycle, Pedestrian Paths, Lanes and trails (TRAIL).**

A. LOCAL AGENCY is solely responsible for, and will maintain, TRAIL and all its related facilities including, but not limited to: paving, supportive structural components, aggregate base shoulder, retaining walls, bridges (of any sort), all railings, bollards, storm water control measures, all fences, guard railing, drainage facilities, and slope and structural adequacy of bicycle/pedestrian TRAIL and any plantings or other types of roadside development installed as part of PROJECT located and constructed within LOCAL AGENCY jurisdiction in STATE's right of way.

B. In addition, LOCAL AGENCY will provide a safe facility for bicycle and pedestrian travel along the entire length of the TRAIL by providing sweeping and debris removal when necessary. LOCAL AGENCY will maintain all signing and striping, electrical facilities (solar or otherwise), and pavement markings required for the direction and operation of that non-motorized facility.

C. Failure by LOCAL AGENCY to maintain TRAIL as per the terms of this Agreement will amount to a breach of the terms of the Encroachment Permit and this Agreement and subject to the remedies stated in the Encroachment Permit.

D. LOCAL AGENCY, at LOCAL AGENCY's expense, shall remove all graffiti and remove and legally dispose of all debris and trash from TRAIL. Any graffiti that resembles or is on a mural, artwork, paintings, or other similar elements may not be removed without prior consultation with and approval from the STATE's District 06 Transportation Art Coordinator.

E. LOCAL AGENCY shall perform routine structural and maintenance inspections and repair, replace or complete other improvements necessary to ensure the TRAIL retain their integrity for the safety of the public using this/these structure(s) and travelers using State right of way.

12. **Landscaped Areas.** LOCAL AGENCY is responsible for the maintenance of any plantings or other types of roadside improvements installed and owned by LOCAL AGENCY as permitted encroachments lying inside and outside of freeway right-of-way as shown in Exhibit A. LOCAL AGENCY shall restrict walk-on access to the freeway.

13. **Street Lightings.** LOCAL AGENCY at its sole expense is responsible to maintain all streetlights installed and owned by LOCAL AGENCY as permitted encroachments within the State's right of way including, but not limited to, ground mounted poles, conduits, and pull boxes.

14. **Legal Relations and Responsibilities.**

A. No Third-Party Beneficiaries.

This AGREEMENT is not intended to create duties, obligations, or rights of third parties beyond the PARTIES to this AGREEMENT. Nor does this AGREEMENT affect a PARTY's legal liability by imposing any standard of care for the operation and maintenance of STATE highways and LOCAL AGENCY facilities different from the standard of care imposed by law.

B. Indemnification.

Neither LOCAL AGENCY nor any of its officers or employees is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE in connection with any work, authority or jurisdiction conferred upon STATE pursuant to this AGREEMENT. To the fullest extent permitted by law, STATE, shall fully defend, indemnify, and save harmless LOCAL AGENCY and its officers and employees from all claims, suits or actions of every kind occurring by reason of anything done or omitted to be done by STATE, its contractors, sub-contractors, and/or its agents pursuant to this AGREEMENT.

Neither STATE nor any of its officers or employees is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by LOCAL AGENCY in connection with any work, authority or jurisdiction conferred upon LOCAL AGENCY pursuant to this AGREEMENT. To the fullest extent permitted by law, LOCAL AGENCY, shall fully defend, indemnify, and save harmless STATE and its officers and employees from all claims, suits or actions of every kind occurring by reason of anything done or omitted to be done by LOCAL AGENCY, its contractors, sub-contractors, and/or its agents pursuant to this AGREEMENT.

C. Prevailing Wages and Labor Code Compliance. LOCAL AGENCY shall comply with any and all applicable labor and prevailing wage requirements in Labor Code Sections 1720 through 1815 and implementing regulations for any public works or maintenance contracts and subcontracts executed for the LOCAL AGENCY's work under this AGREEMENT.

D. Insurance.

Self-Insured- LOCAL AGENCY is self-insured. LOCAL AGENCY shall deliver evidence of self-insured coverage providing general liability insurance, coverage of bodily injury and property damage liability, in an amount of $1 million per occurrence and $2 million in aggregate and $5 million in excess, as may be amended as the minimum liability coverage limits codified in the State's Standard Specifications, by delivering a Letter Certifying Self-

Insurance. The Letter of Self-Insurance must be substantially in the form of Exhibit B, and identify the AGREEMENT number, and location as depicted in Exhibit A. LOCAL AGENCY shall provide the original Letter Certifying Self-Insurance as a condition to STATE's execution of this AGREEMENT. A copy of the original letter shall be attached to this AGREEMENT as Exhibit B.

Self-Insured- using Contractor. If the work performed under this AGREEMENT is done by LOCAL AGENCY's contractor(s), LOCAL AGENCY shall require its contractor(s) to maintain in force, during the term of this AGREEMENT, a policy of general liability insurance, including coverage of bodily injury and property damage liability, naming STATE, its officers, agents and employees as the additional insured in an amount of $1 million per occurrence and $2 million in aggregate and $5 million in excess, as may be amended as the minimum liability coverage limits codified in the State's Standard Specifications. LOCAL AGENCY will provide a certificate of insurance evidencing this insurance in a form satisfactory to STATE as a condition to STATE's execution of this AGREEMENT.

15. **Default**. If a PARTY fails to perform obligations assumed under this Agreement, the non-defaulting PARTY may by written notice request that the default be remedied within thirty (30) calendar days. If the defaulting PARTY fails or refuses to do so, the non-defaulting PARTY may complete the obligations and seek reimbursement from the defaulting PARTY who shall pay the invoice within thirty (30) calendar days. If there is an immediate threat to maintain the structural integrity of, or prevent imminent danger of destruction to, the NVOC, either PARTY may perform necessary maintenance or remedial measures to maintain the structural integrity and/or prevent destruction of the NVOC without notice or delay.

16. **Cost.** Any PARTY who is assigned obligation under this AGREEMENT shall complete them at their own costs, unless expressly stated otherwise in this AGREEMENT.

17. **Termination.** This Agreement may be terminated by the mutual written consent of each PARTY.

18. **Effective Date.** This AGREEMENT shall become effective on the last of the dates each PARTY's authorized representative has executed this AGREEMENT.

19. **Authority.** Each individual executing this AGREEMENT on behalf of each PARTY represents and warrants that he/she is duly authorized to execute this AGREEMENT. LOCAL AGENCY represents and certifies that it has, through its regular political process, authorized the execution of this AGREEMENT by appropriate resolution, delegation, or plenary authority, as required. A true and correct copy of the local resolution or ordinance has been provided to the STATE.

20. **Electronic Signatures.** Electronic signatures of the PARTIES, whether digital or encrypted, are intended to authenticate this written AGREEMENT and shall have the same force and effect as manual signatures for this AGREEMENT.

IN WITNESS WHEREOF, the parties have executed this Agreement at Fresno, California, on the day and year first above written.

CITY OF FRESNO,
A California municipal corporation

By: _____
Georgeanne A White Date
City Manager

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Jennifer M. Quintanilla Date
Senior Deputy City Attorney

ATTEST:
AMY K. ALLER
Interim City Clerk

By: _____
Deputy Date

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: _____
Jason Miao, Acting Date
Deputy District Director,
Maintenance and Operations

Attachments:
Exhibit A
Exhibit B

EXHIBIT A

FREEWAY MAINTENANCE AGREEMENT FOR ROUTE 99

MAINTENANCE LOCATIONS

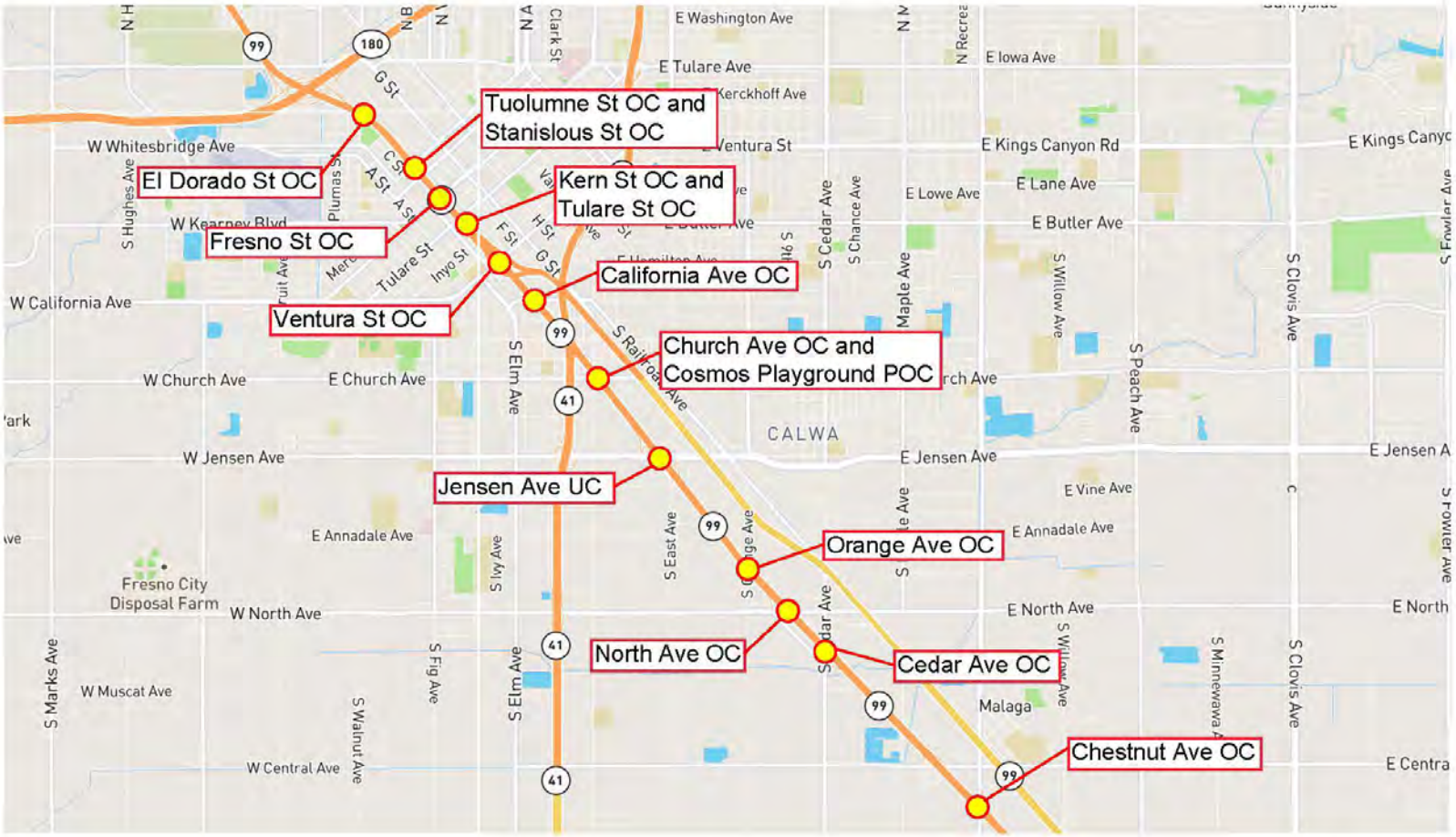


EXHIBIT A

FREEWAY MAINTENANCE AGREEMENT FOR ROUTE 99

MAINTENANCE LOCATIONS

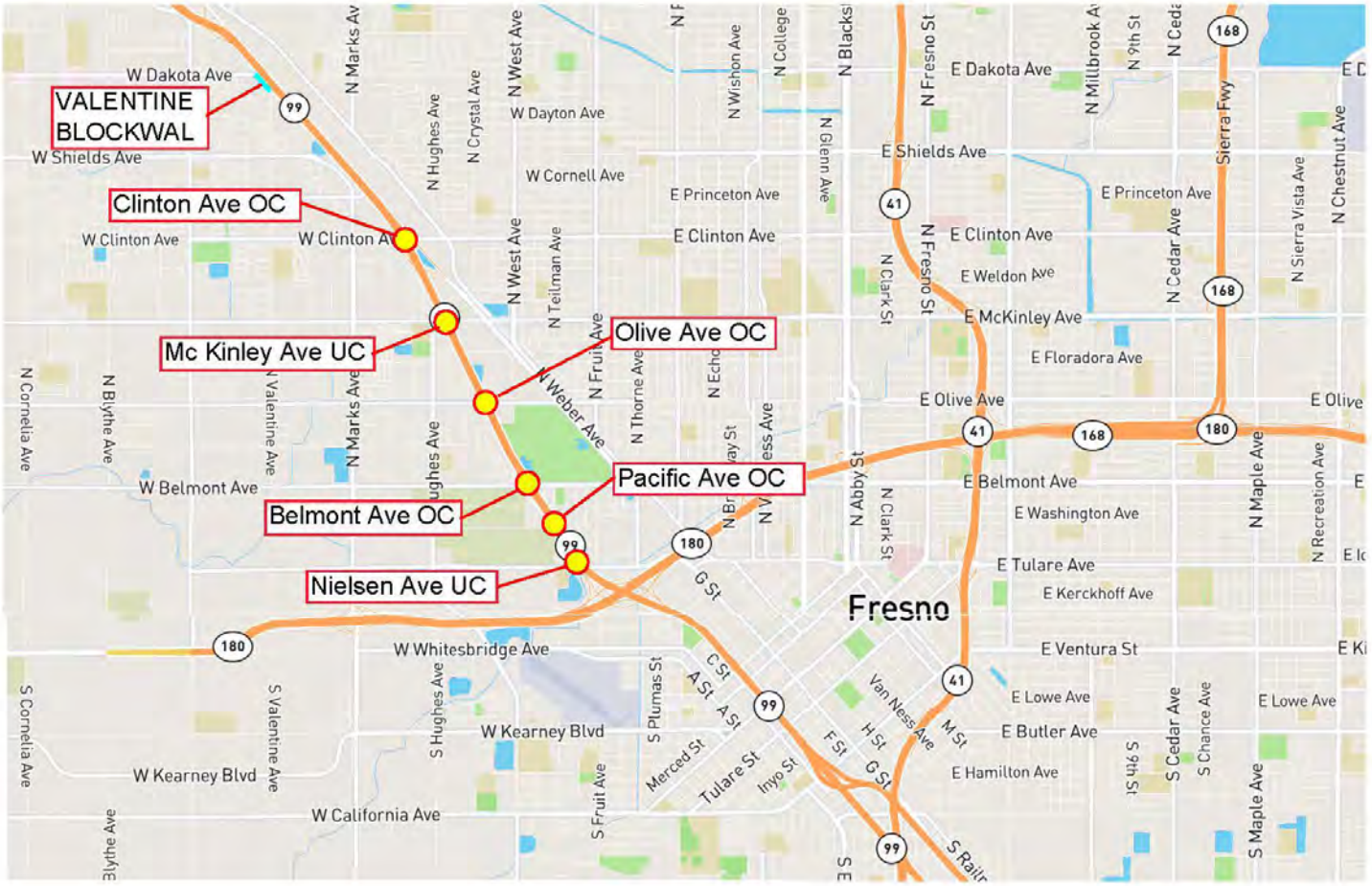
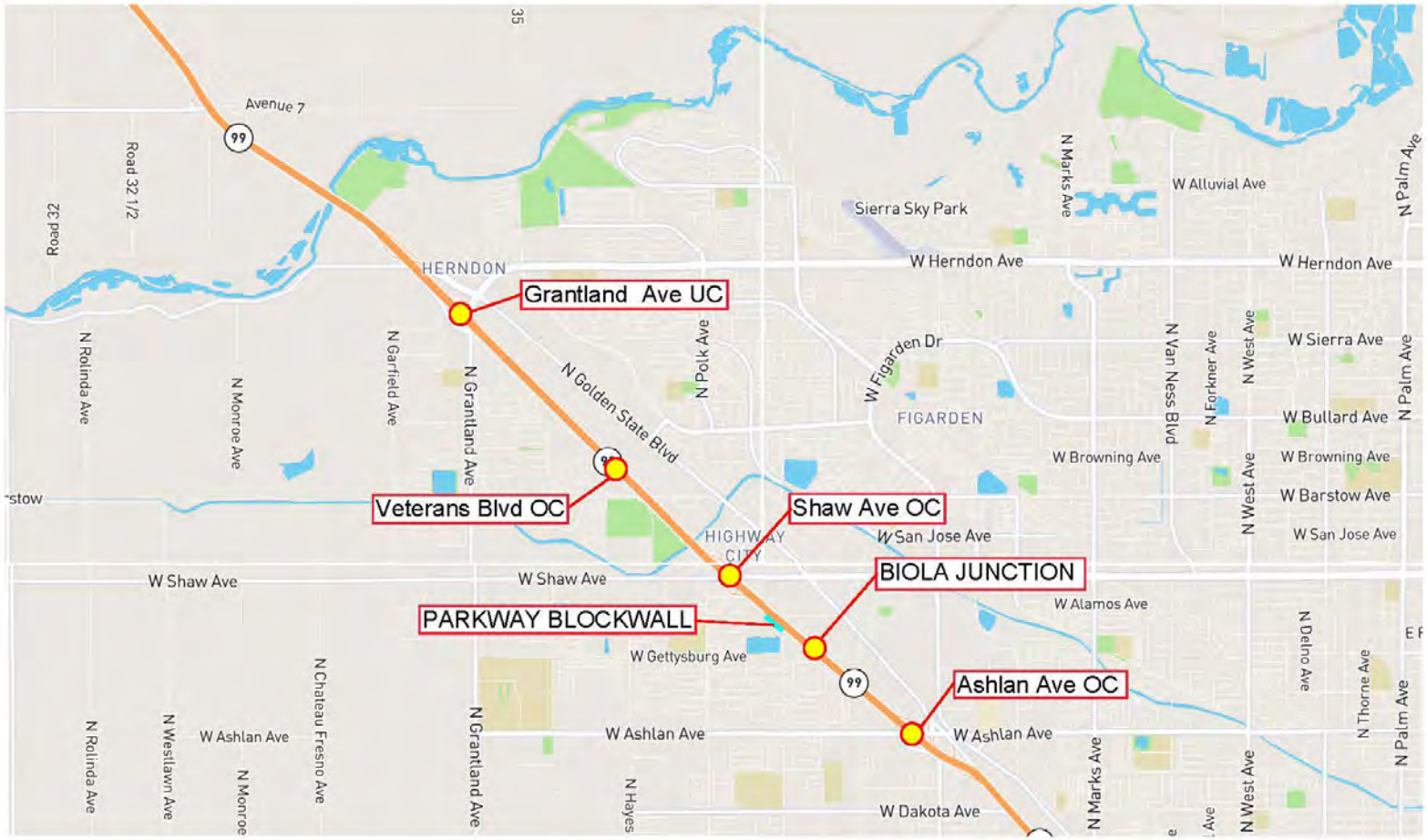


EXHIBIT A

FREEWAY MAINTENANCE AGREEMENT FOR ROUTE 99

MAINTENANCE LOCATIONS



326071v3

EXHIBIT A

CHESTNUT AVE OC
Br. 42-0206, PM 15.49



RIGHT OF WAY LINE

CITY OF FRESNO/COUNTY OF FRESNO BOUNDARY

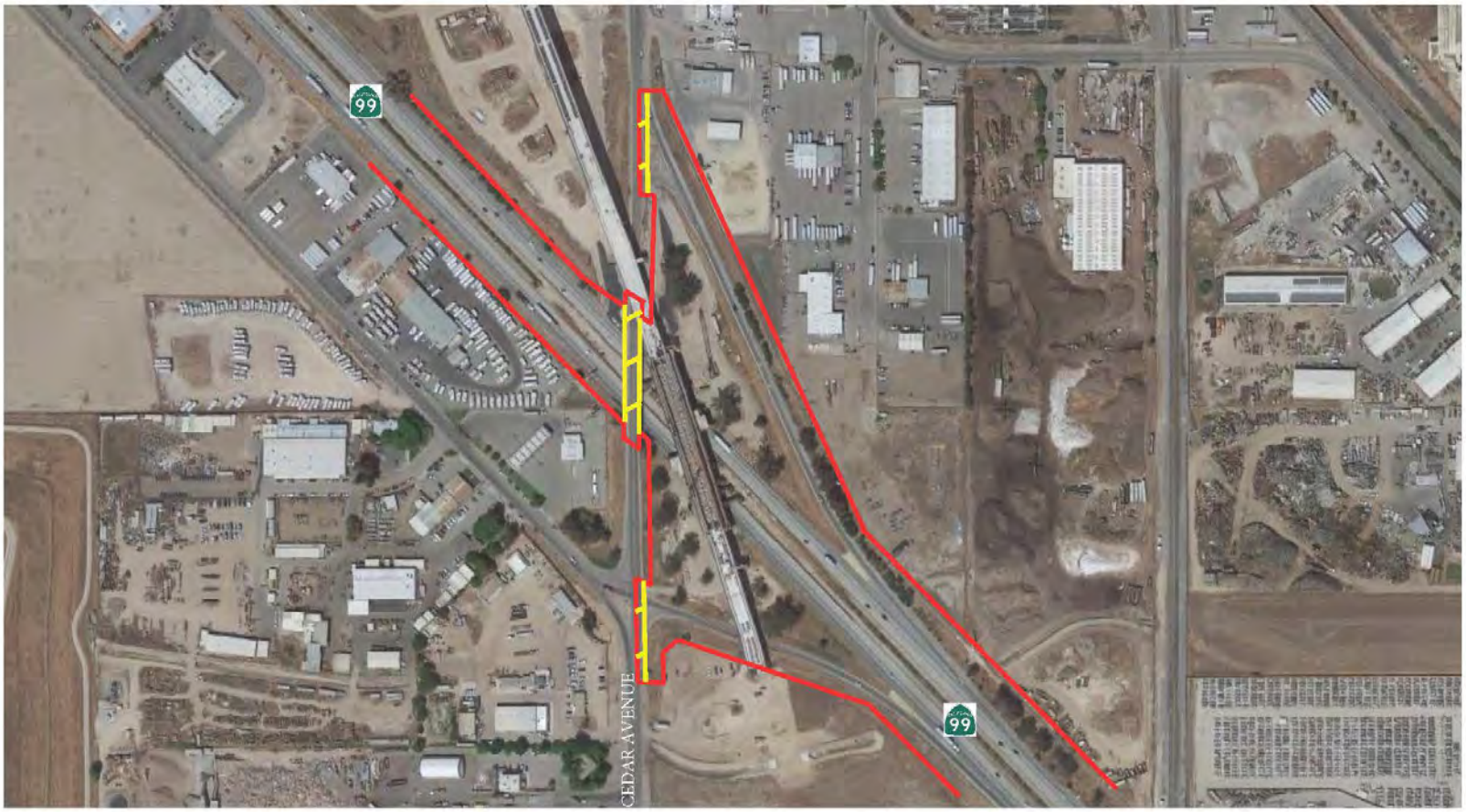
AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

326071v3

EXHIBIT A

CEDAR AVE OC
Br. 42-209, PM 16.93



RIGHT OF WAY LINE

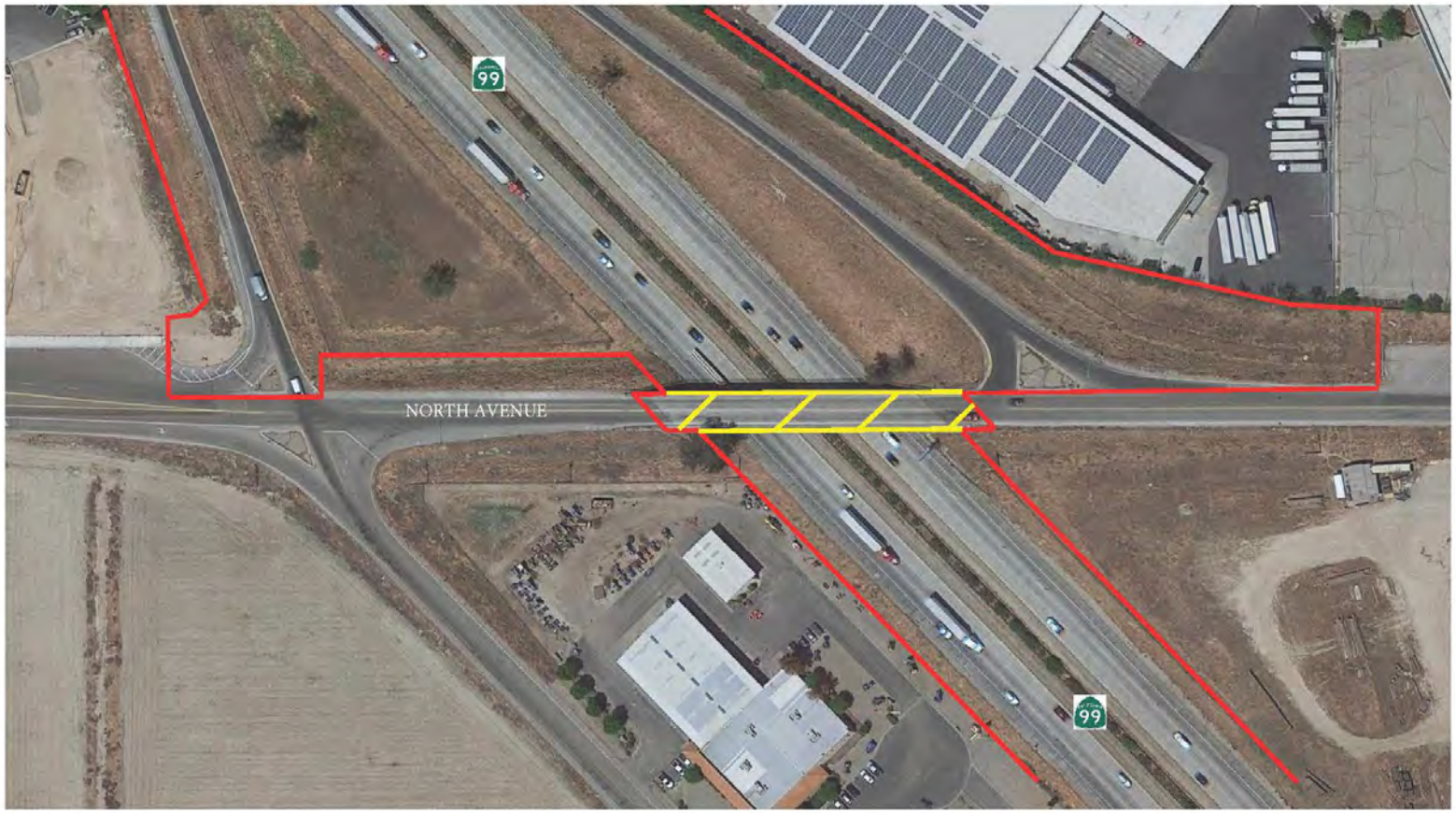
AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

326071v3

EXHIBIT A

NORTH AVE OC
Br. 42-210, PM 17.26



RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

326071v3

EXHIBIT A

ORANGE AVE OC
Br. 42-211, PM 17.65



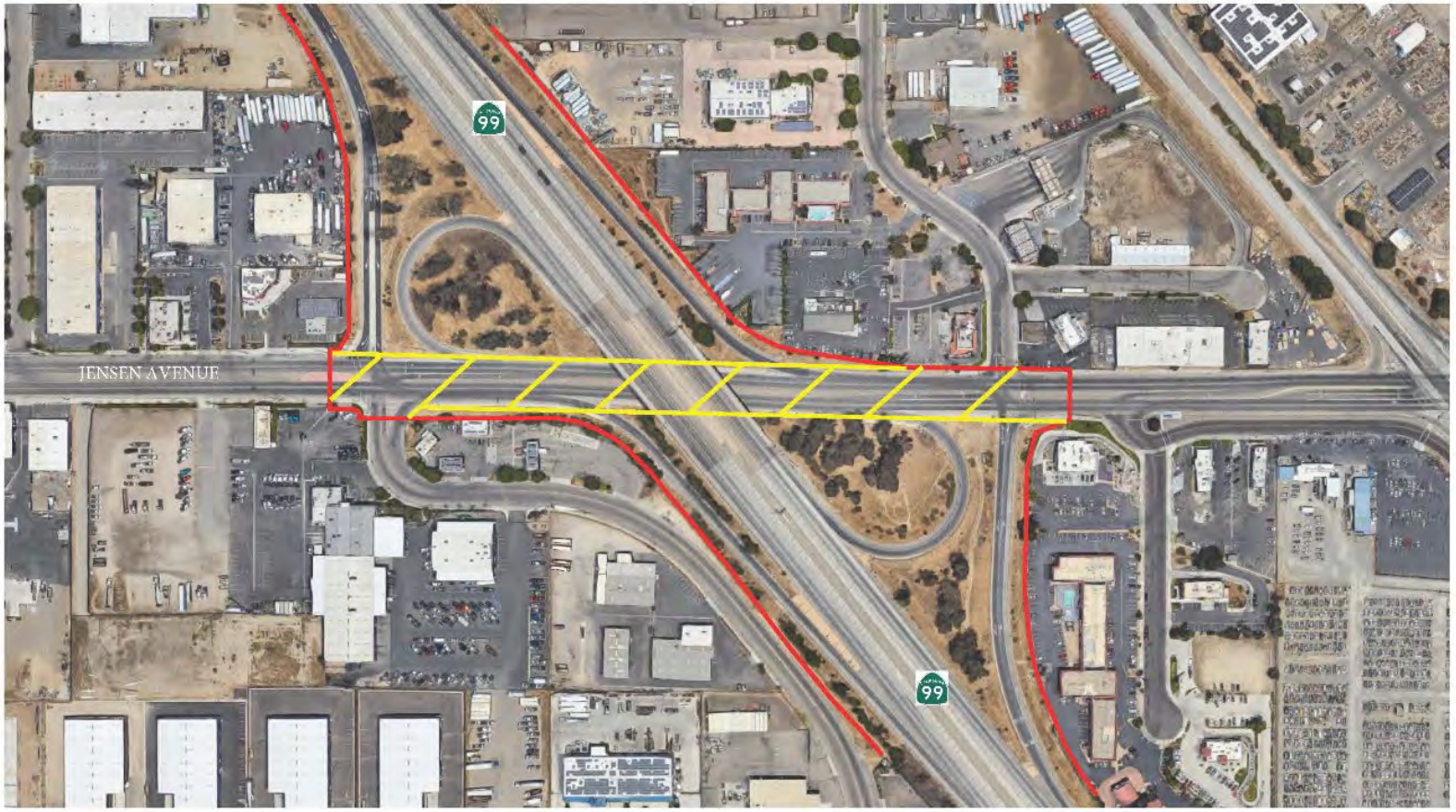
RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

EXHIBIT A

JENSEN AVE UC
Br. 42-213, PM 18.54



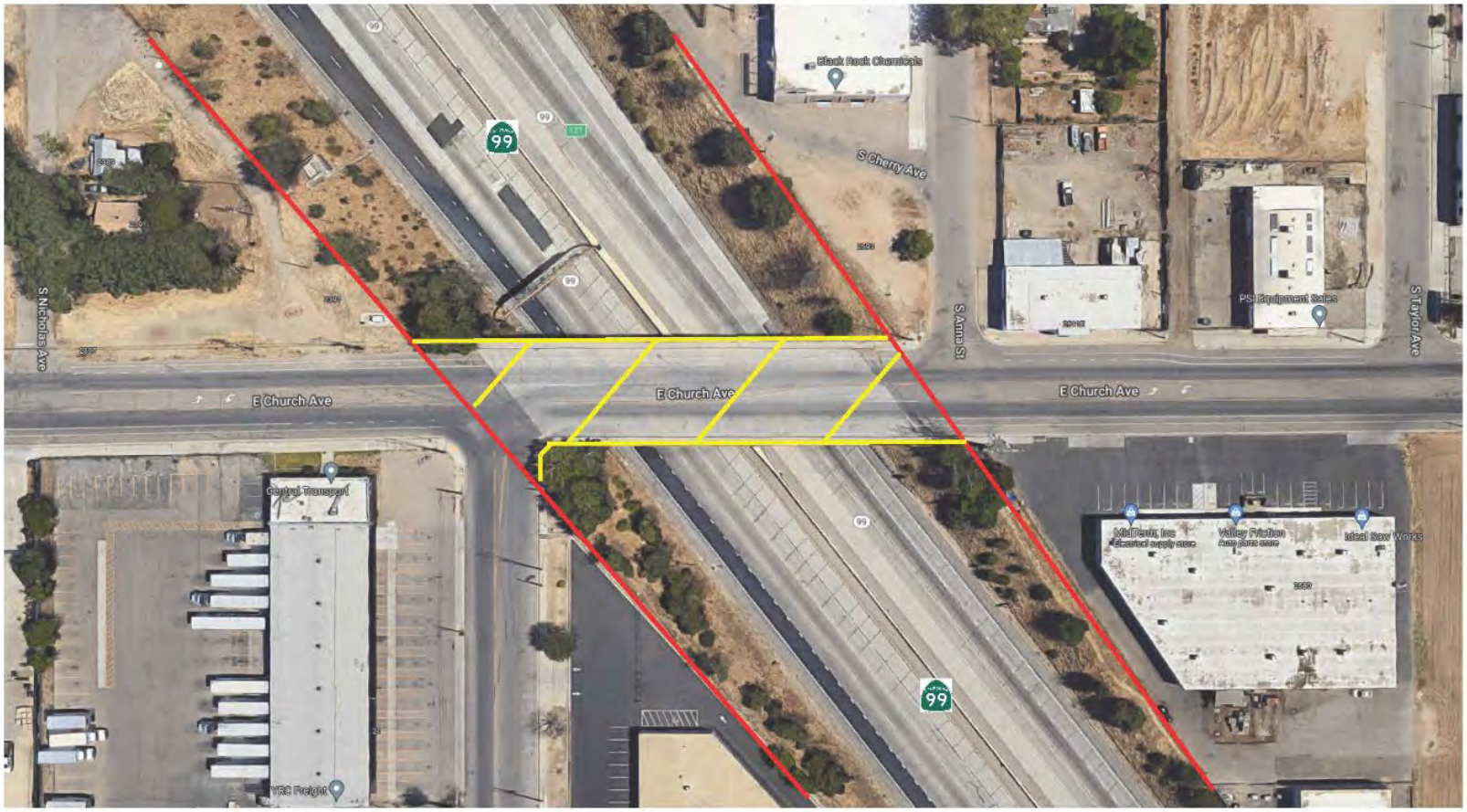
RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

326071v3

EXHIBIT A

CHURCH AVE OC
Br. 42-214, PM 19.20



RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

EXHIBIT A

COSMOS PLAYGROUND POC
Br. 42-215, PM 19.37

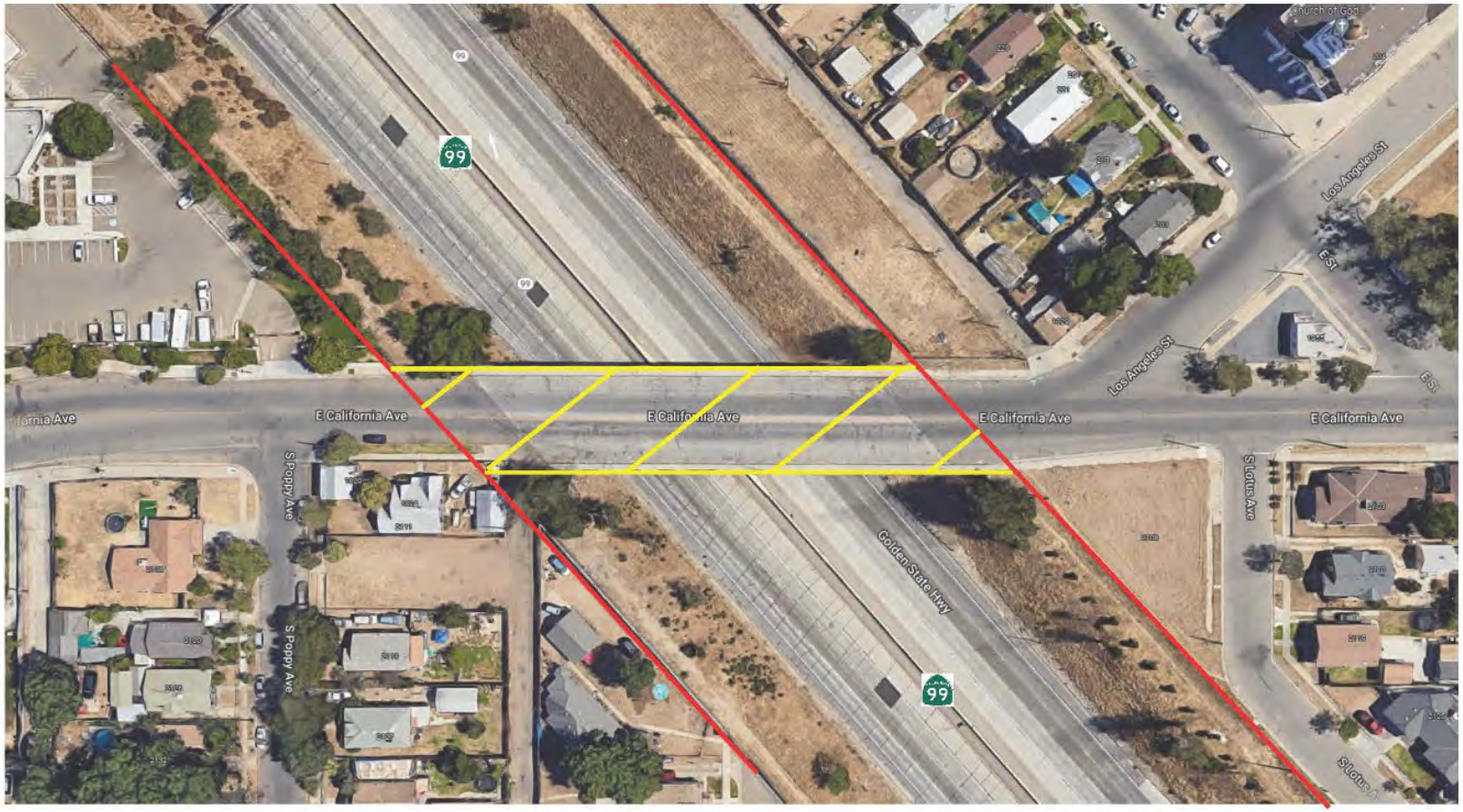
RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

326071v3

EXHIBIT A

CALIFORNIA AVE OC
Br. 42-217, PM 19.86



RIGHT OF WAY LINE

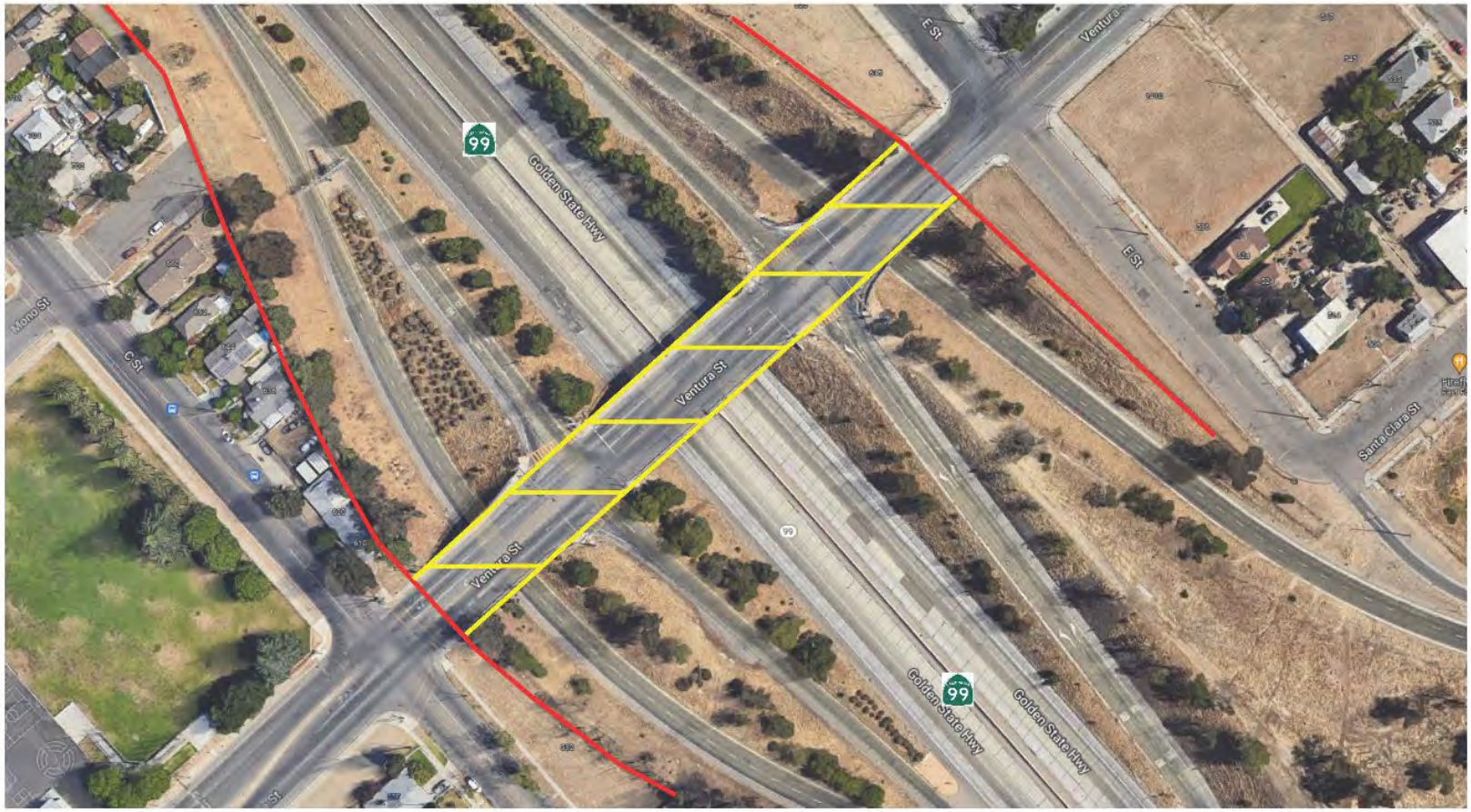
AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

326071v3

EXHIBIT A

VENTURA ST OC
Br. 42-158E AND 42-384, PM 19.86



RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

326071v3

EXHIBIT A

KERN ST OC, Br. 42-159 , PM 20.46
TULARE ST OC, Br. 42-169, PM 20.55



RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

326071v3

EXHIBIT A

FRESNO ST OC, Br. 42-170 , PM 20.74



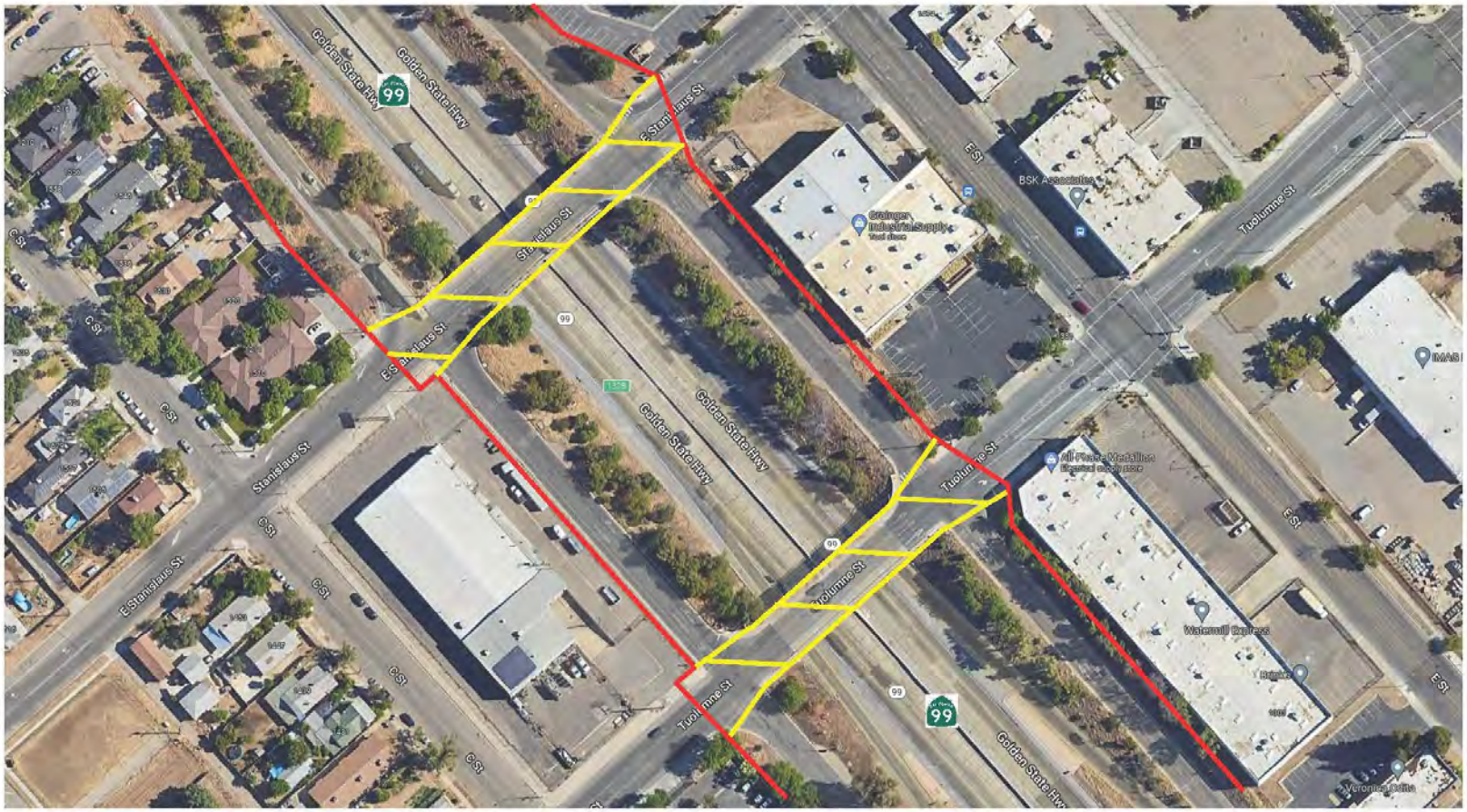
RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

EXHIBIT A

TUOLUMNE ST OC, Br. 42-171 , PM 20.92
STANISLAUS, ST OC, Br. 42-172, PM 21.01



RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

326071v3

EXHIBIT A

EL DORADO ST OC, Br. 42-184 , PM 21.46



RIGHT OF WAY LINE

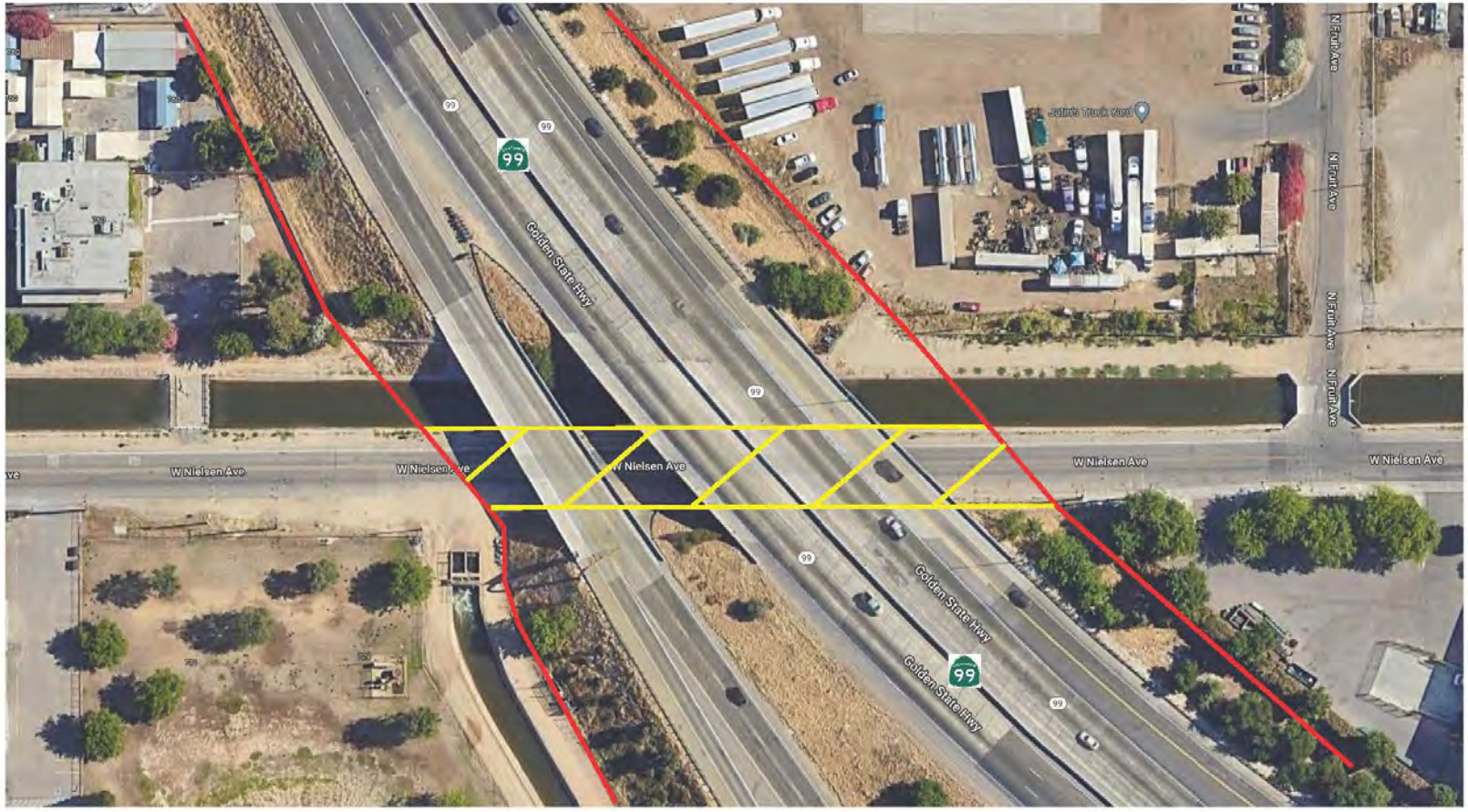
AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

326071v3

EXHIBIT A

NIELSEN AVE UC, Br. 42-188 , PM 22.13
SB 99/EB & WB CONNECTOR UC, 42-0188F, PM 22.15



RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

326071v3

EXHIBIT A

PACIFIC/TEILMAN AVE OC, Br. 42-189 , PM 22.39



RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

326071v3

EXHIBIT A

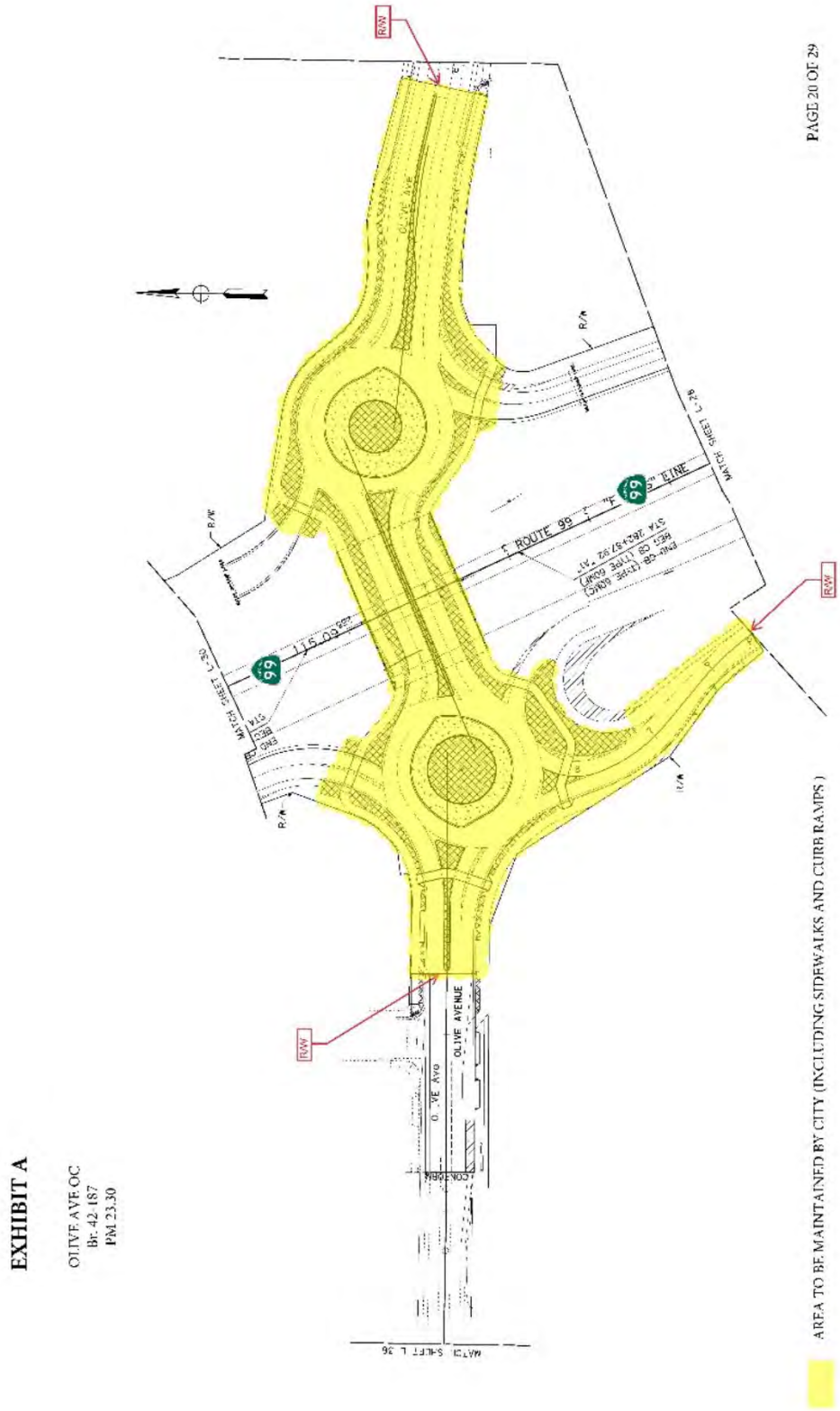
BELMONT AVE OC, Br. 42-186 , PM 22.74



RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA



PAGE 20 OF 29

EXHIBIT A

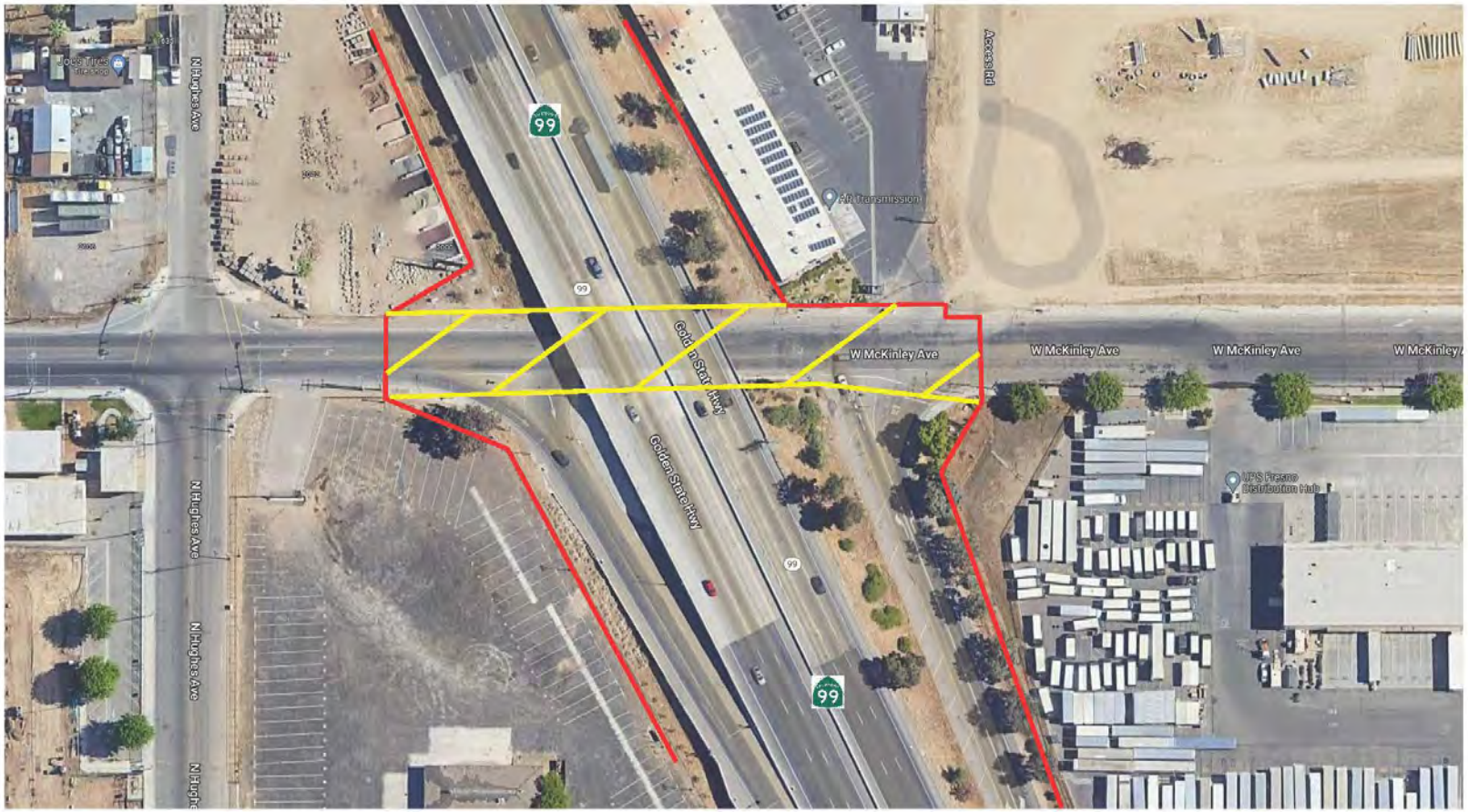
OLIVE AVE OC
Br. 42-187
PM 23.30

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

326071v3

EXHIBIT A

MCKINLEY AVE UC, Br. 42-181, PM 23.90



RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

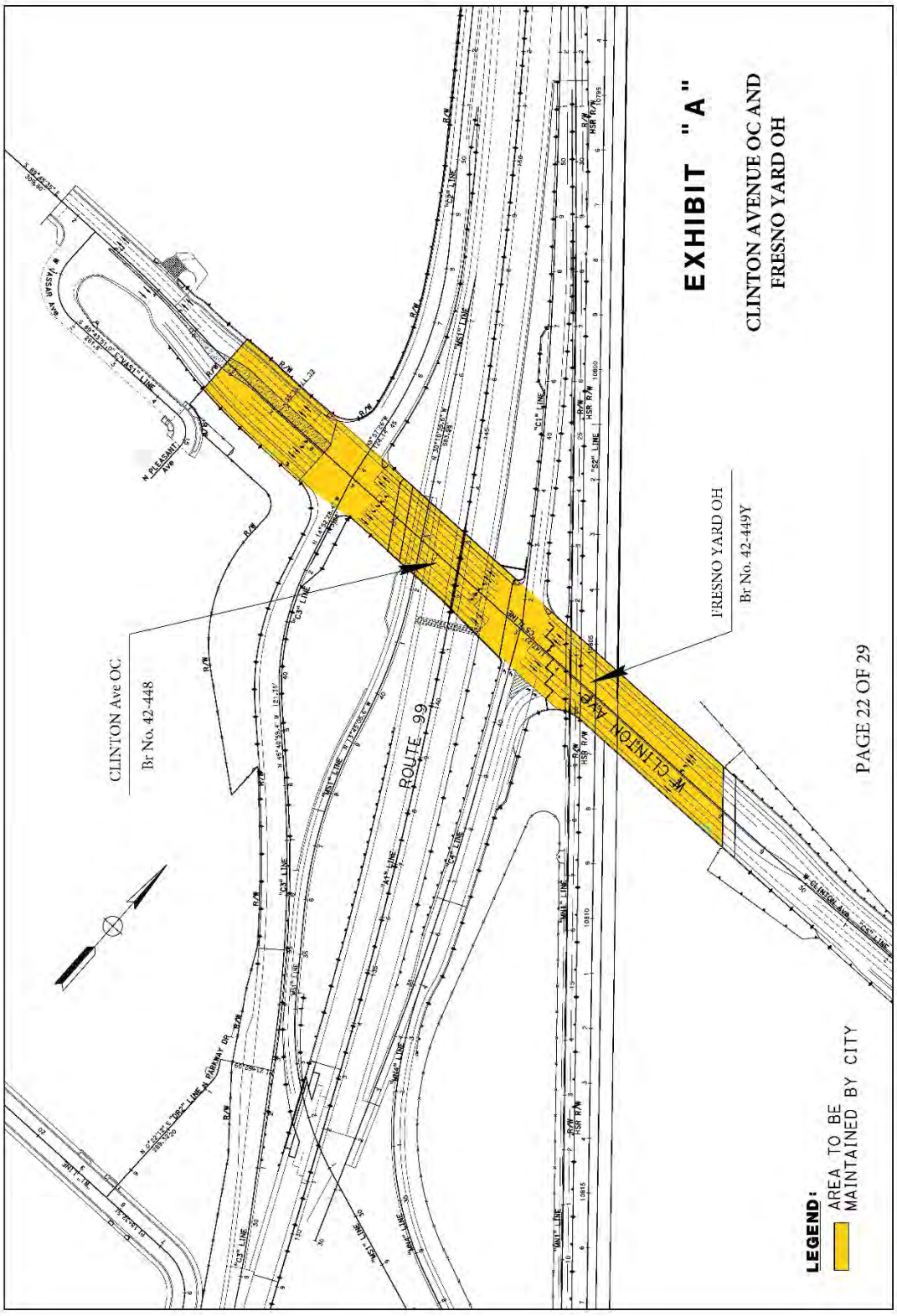
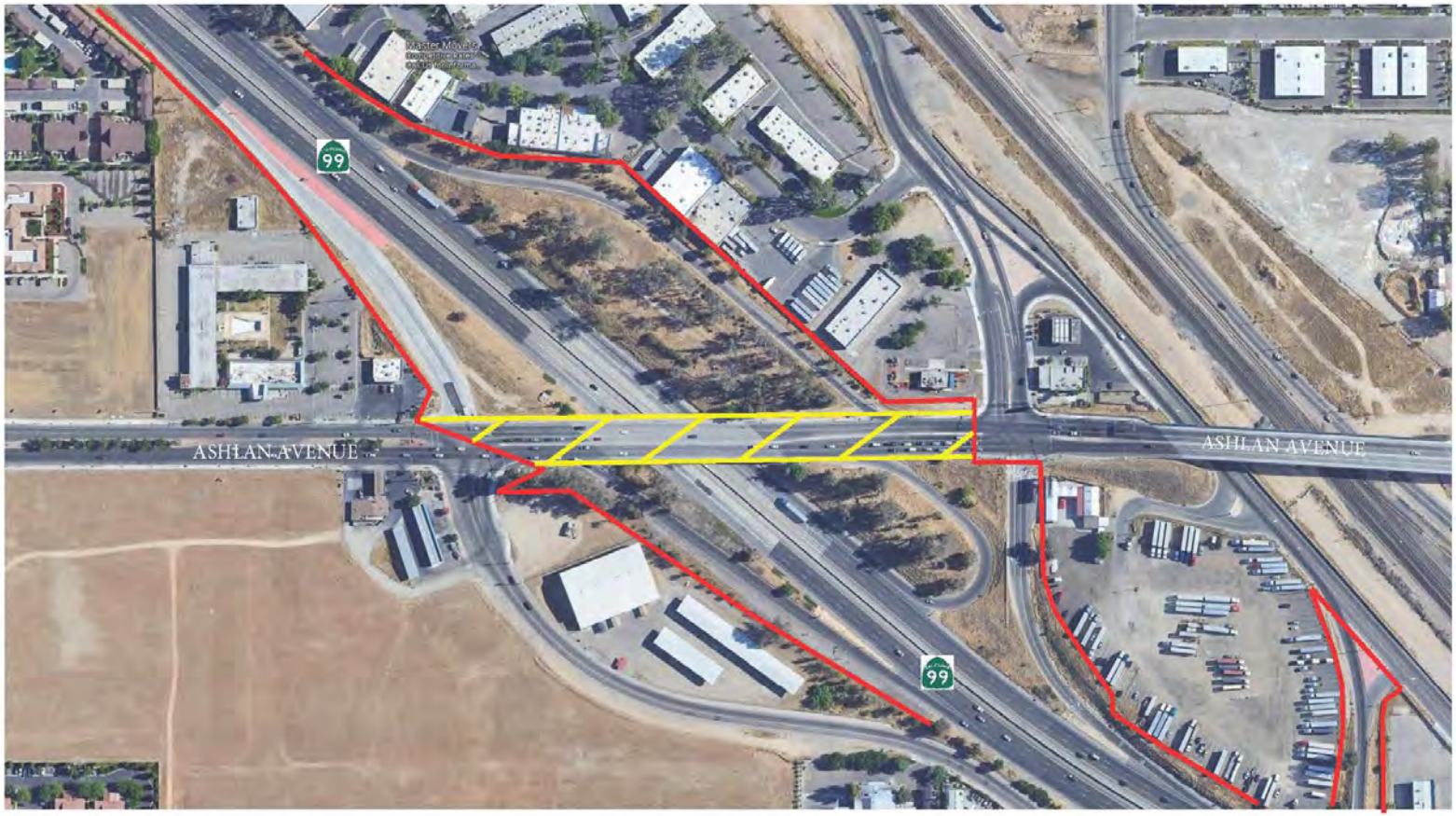


EXHIBIT "A"
CLINTON AVENUE OC AND
FRESNO YARD OH
CLINTON Ave OC
Br No. 42-448
FRESNO YARD OH
Br No. 42-449Y
ROUTE 99
W. CLINTON AVE
N. PLEASANT AVE
PAGE 22 OF 29
LEGEND:
AREA TO BE MAINTAINED BY CITY

326071v3

EXHIBIT A

ASHLAN AVE OC, Br. 42-140, PM 26.55



RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

326071v3

EXHIBIT A

BIOLA JUNCTION, Br. 42-131, PM 27.31



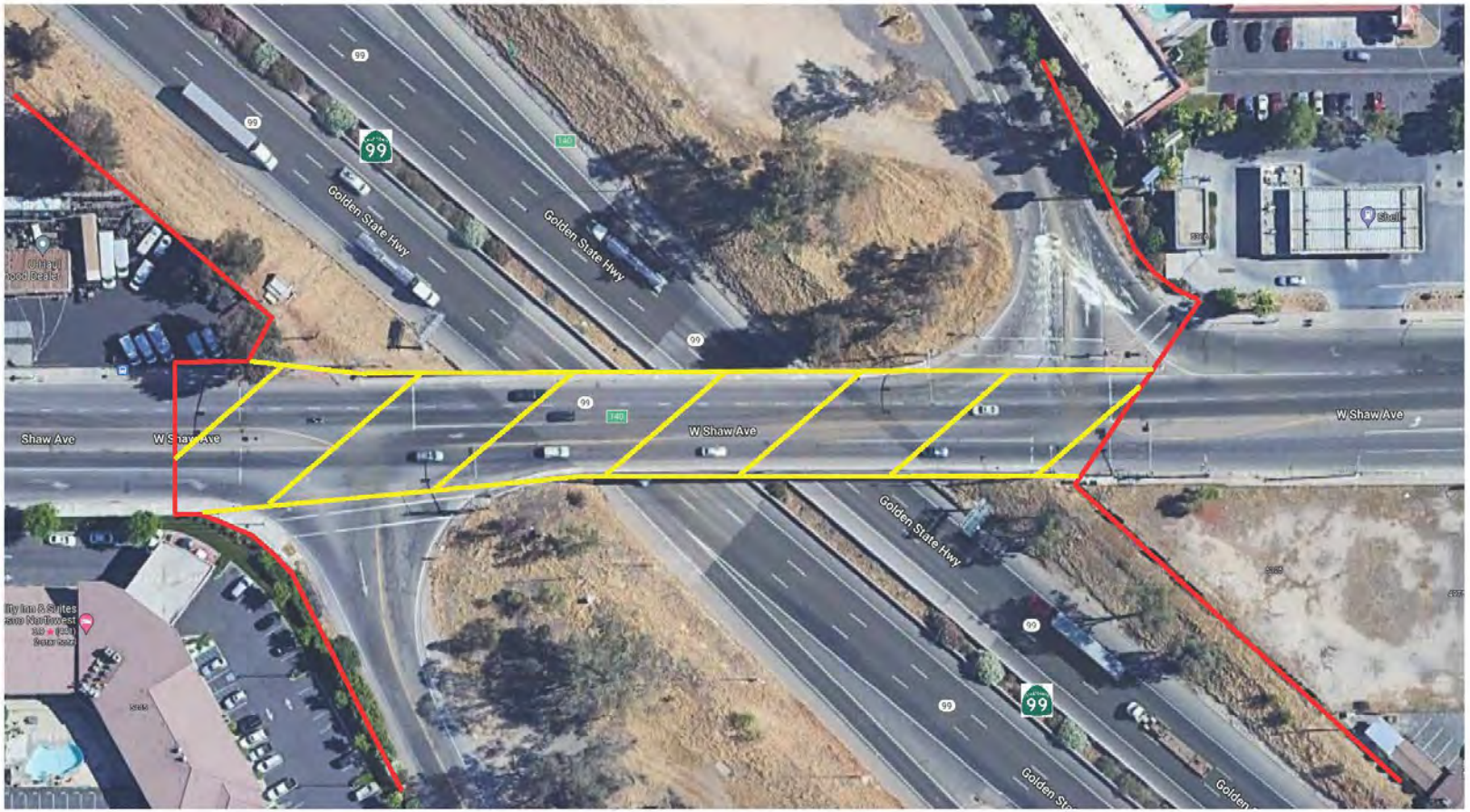
RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

EXHIBIT A

SHAW AVE OC, Br. 42-130, PM 28.10



RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

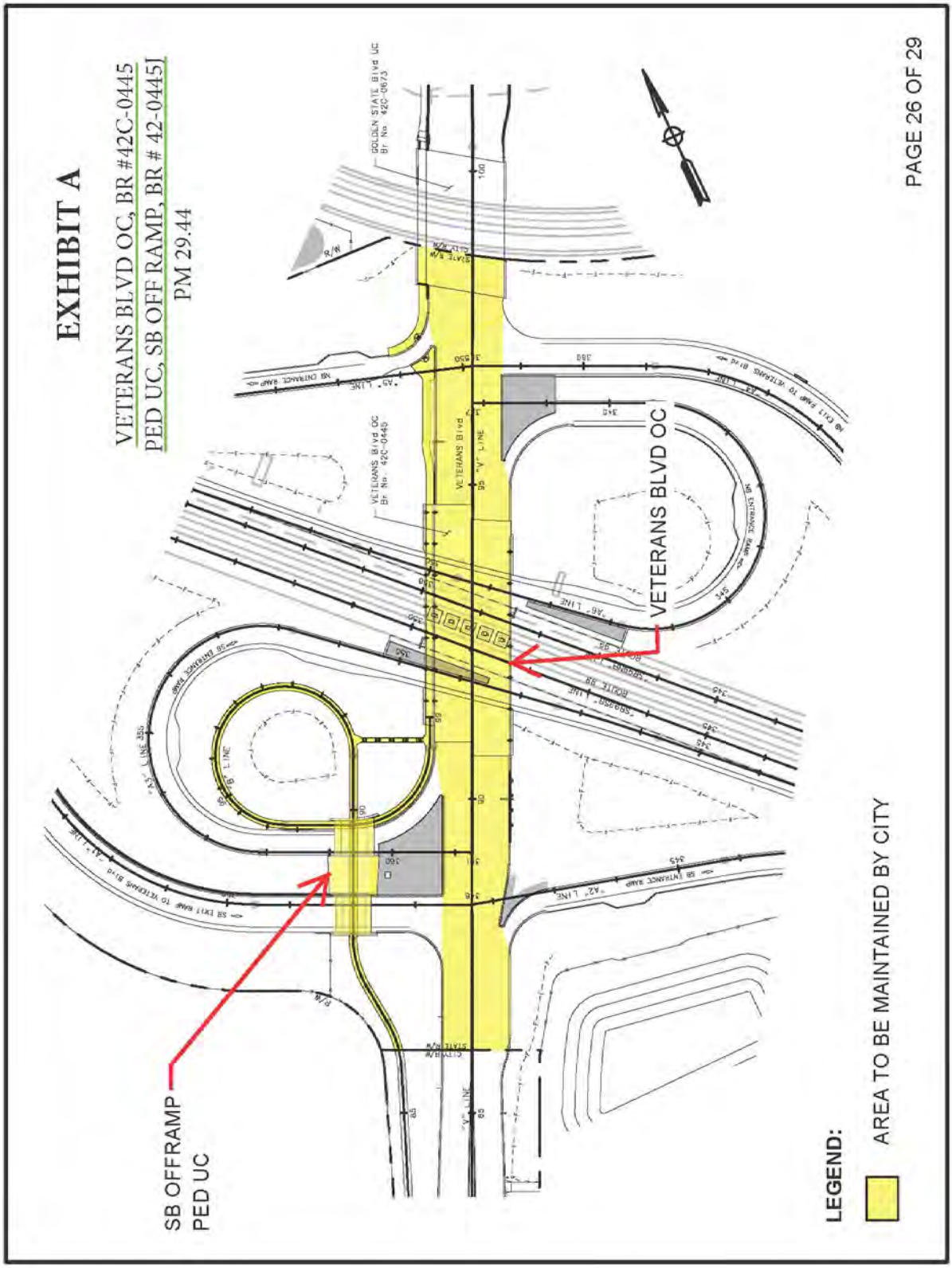
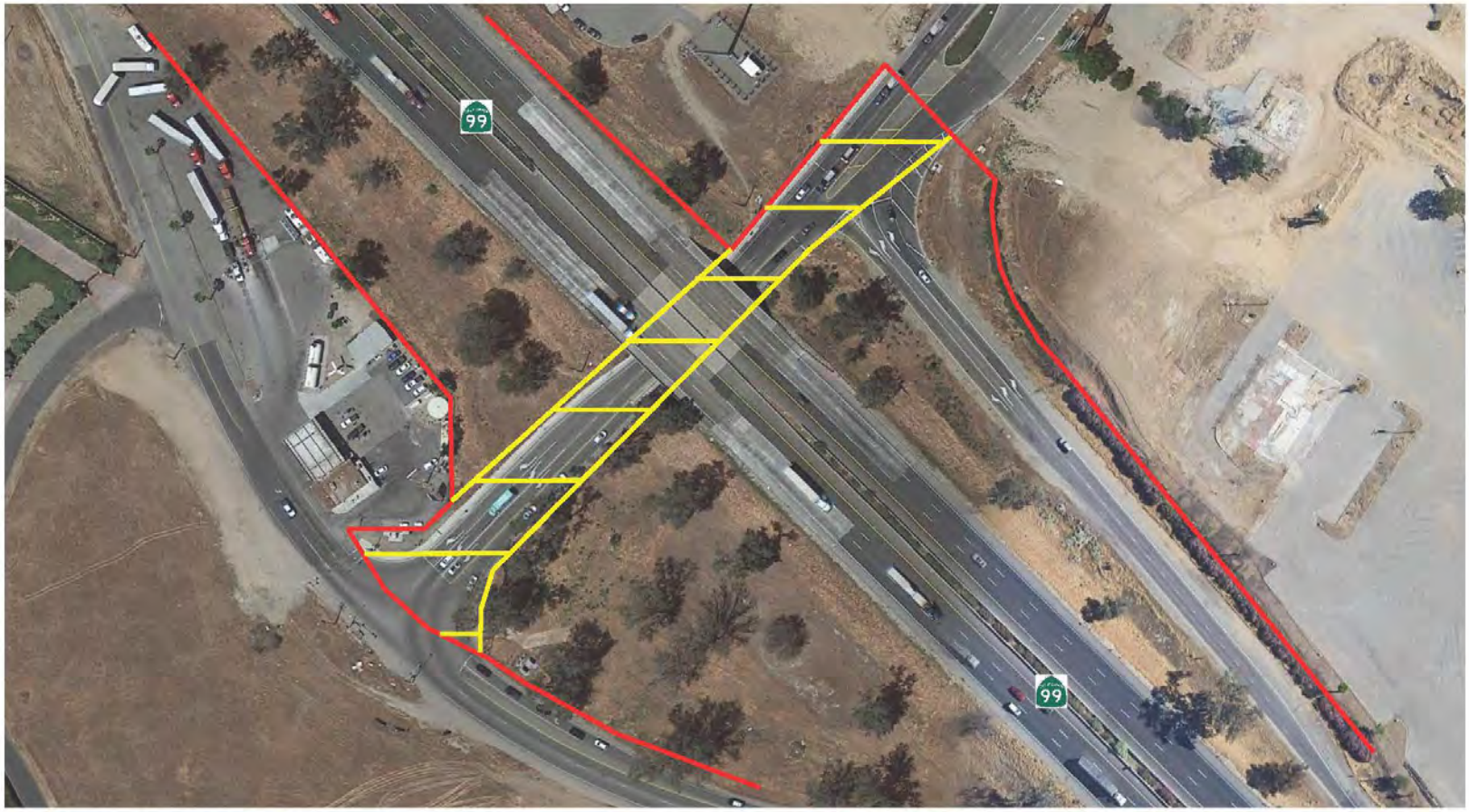


EXHIBIT A
VETERANS BLVD OC, BR #42C-0445
PED UC, SB OFF RAMP, BR # 42-0445J
PM 29.44
PAGE 26 OF 29
VETERANS BLVD OC
SB OFFRAMP
PED UC
LEGEND:
AREA TO BE MAINTAINED BY CITY

326071v3

EXHIBIT A

GRANTLAND (HERNDON) AVE UC, Br. 42-127, PM 28.40



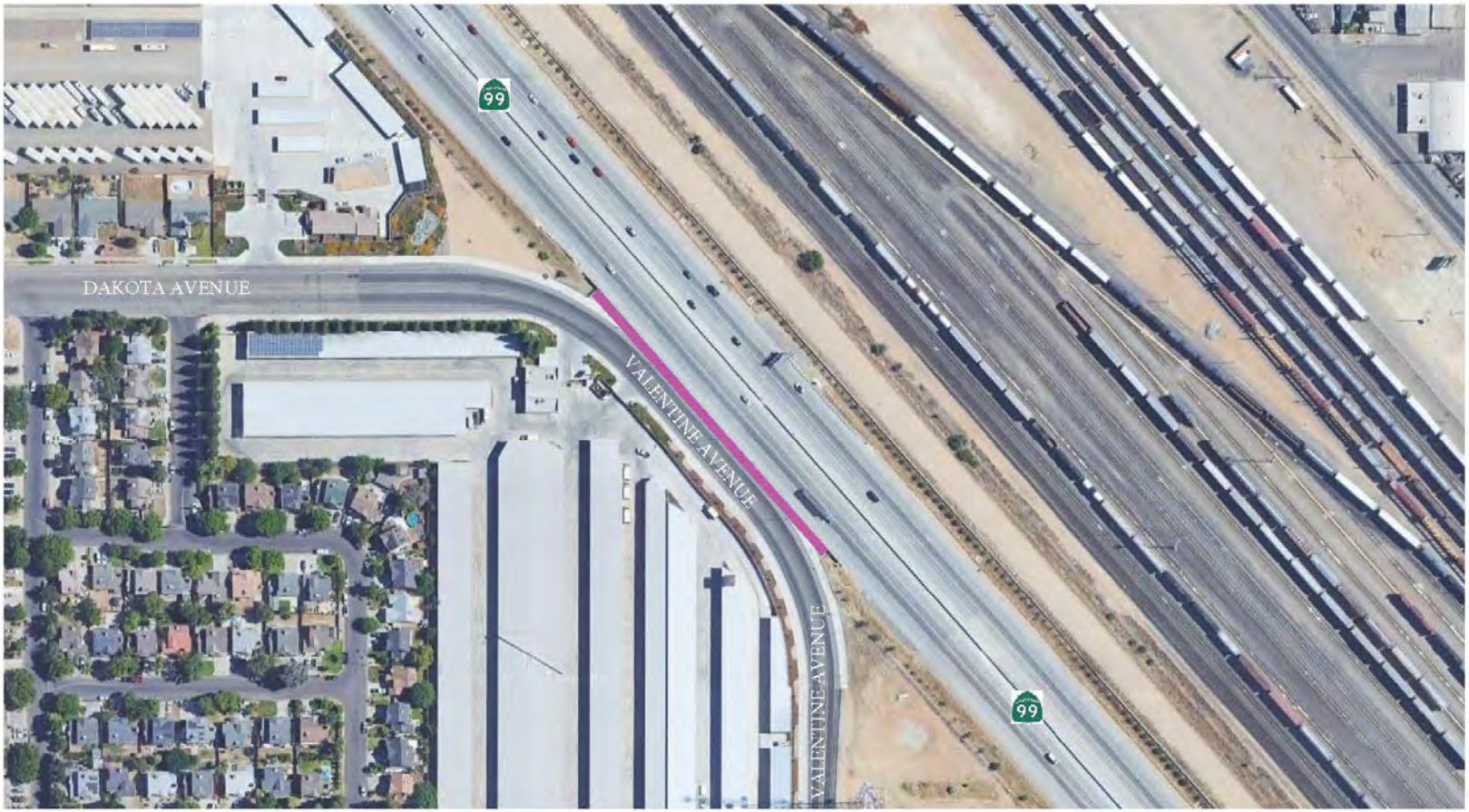
RIGHT OF WAY LINE

AREA TO BE MAINTAINED BY CITY (INCLUDING SIDEWALKS AND CURB RAMPS)

4/23/2026
Rev. 2
MA # TR 06-4-0001
Fre 99 FMA

EXHIBIT A

BLOCKWALL BETWEEN SR 99 AND VALENTINE AVENUE, PM 25.66/25.76



STATE IS TO MAINTAIN THE BLOCKWALL. AND CITY IS TO MAINTAIN BLOCKWALL SURFACE FACING CITY STREET FREE OF GRAFFITI.

EXHIBIT A

BLOCKWALL BETWEEN SR 99 AND PARKWAY DRIVE, PM 27.61/27.73



STATE IS TO MAINTAIN THE BLOCKWALL. AND CITY IS TO MAINTAIN BLOCKWALL SURFACE FACING CITY STREET FREE OF GRAFFITI.

EXHIBIT B

LETTER CERTIFYING CITY'S/COUNTY'S SELF-INSURED STATUS

On Local Agency letterhead

Department of Transportation, District 6
1352 W. Olive Avenue
Fresno, CA 93728
ATTN: Daniel Lum

_____20__

Re: Statement of Self-Insurance for City of Fresno for Freeway Maintenance Agreement No. TR 06-4-0001 with California Department of Transportation for the maintenance along SR 180 within the City limits

Dear Lum:

This letter certifies that the City of Fresno is self-insured and self-funded covering third-party claims arising out of its general operations (i.e.; commercial general liability and automobile liability insurance). Further, the CITY is self-insured covering workers' compensation claims and has received the consent of the State Department of Industrial Relations to do so.

Each fiscal year, as a part of its budgetary process, the CITY appropriates funds specifically to satisfy valid third-party claims and workers' compensation claims, which may be brought against the CITY.

The CITY certifies its self-insured, general liability coverage for bodily injury and property damage liability, meets the required coverage amounts in section 14.D (Insurance) of the Freeway Maintenance Agreement, specifically general liability insurance, coverage of bodily injury and property damage liability in an amount of $1 million per occurrence and $2 million in aggregate and $5 million in excess.

If you need any additional information regarding this letter, please direct those inquiries through my office.

Sincerely,

Finance Manager/Risk Manager/Authorized Representative's Title

NON-VEHICULAR OVERCROSSING (NVOC) MAINTENANCE AGREEMENT WITH CITY OF FRESNO

This Maintenance Agreement ("AGREEMENT") is made by and between the State of California, acting by and through the Department of Transportation ("STATE"), and the City of Fresno ("LOCAL AGENCY"), a California municipal corporation; each may be referred to individually as a "PARTY," and jointly as "PARTIES."

RECITALS

1. The Roeding Park Pedestrian Overcrossing ("Non-Vehicular Overcrossing") on STATE Highway Route (SR) 99 at PM 23.01, hereinafter referred to as the "NVOC."

2. It was agreed by the PARTIES that prior to construction, the LOCAL AGENCY and STATE will enter into a Maintenance Agreement for the inspection, maintenance and their respective financial responsibility towards the NVOC.

The PARTIES hereto mutually agree as follows:

OPERATIVE PROVISIONS

1. **Maintenance Standards.** The LOCAL AGENCY shall perform all maintenance in compliance with the standards set forth in Streets and Highways Code Section 27, and in accordance with California laws, regulations, and STATE standards, including STATE'S Maintenance Manual, Code of Safe Operating Practices, policies, procedures, and specifications in effect and as amended. "Maintain" or "maintenance" under this AGREEMENT includes inspections of all structures and facilities, repairs, cleaning, replacements, and improvements, if necessary, as described herein.

2. **Amendment to Agreement**. This AGREEMENT may only be amended by a written agreement executed by all PARTIES.

3. **Successors.** This AGREEMENT shall be binding upon and inure to the benefit of each of the PARTIES and their respective successors-in-interest any subsequently incorporated city or other municipality established within the LOCAL AGENCY's jurisdictional limits. If the successor city or municipality fails to accept the obligations of the LOCAL AGENCY by entering into a new agreement with STATE, LOCAL AGENCY shall continue to be contractually bound by the terms of this AGREEMENT.

4. **Encroachment Permits.** Before LOCAL AGENCY may enter STATE ROW to perform any maintenance or work in the areas covered by this AGREEMENT, LOCAL AGENCY must first apply for and obtain an encroachment permit for maintenance work from the STATE's District 6 Encroachment Permit Office. LOCAL AGENCY must apply for and obtain additional encroachment permits, if necessary, to enter or perform any work within STATE ROW not covered by this AGREEMENT. An encroachment permit issued by the STATE will be at no cost to LOCAL AGENCY.

5. **Definitions of Structure and Facility Components:**

1. **NON-COMPLEX STRUCTURE** - Typical standard ordinary bridge structure types/components as determined by the STATE, e.g., reinforced concrete box girder bridges.

2. **COMPLEX STRUCTURE** – These are bridge structure types that employ structural systems/ components that are more complex than standard ordinary bridge types, or possess complex structural characteristics such as movable, suspension, cable stayed, tied arch, and others. These may include unique bridge structures as determined by the STATE that may be proposed by LOCAL AGENCY or STATE, as Gateway, Signature, or Blue-Ribbon transportation facilities that are more structurally complex than the typical standard ordinary highway bridge structure.

3. **NVOC's Non-Complex or Complex STRUCTURAL COMPONENTS** including, but not limited to, the following:

a) **DECK** – The structural component of the NVOC that supports, and is below, the DECK SURFACE (Wearing Surface), and distributes loads to the superstructure.

b) **SUPERSTRUCTURE** – The structural component(s) of the NVOC that support the DECK and distribute loads to and are supported by columns/piers (including but not limited to girders, beam, truss, stringer, floor beam, arch, cable, pin-and-hanger assemblies, bearing and/or gusset plate elements).

c) **SUBSTRUCTURE** – Structural components of the NVOC that support the superstructure and distribute loads to and are supported by footings and foundations (including but not limited to column, pier wall, abutment, pier cap, footing, pile cap and/or pile elements).

4. **NVOC's NON-STRUCTURAL COMPONENTS** facilities and improvements including, but not limited to, the following:

a. **DECK SURFACE** (Wearing Surface) – The top surface of road/street surfaces above the DECK for pedestrian and bicycle traffic (e.g., roadway surface).

b. **DRAINAGE FACILITIES** – Any facility which provides drainage to any location, including but not limited to, wing walls, drains, drain inlets, gutters, curbs, and inlet grates.

c. All portions of the NVOC structure above the bridge DECK, including, but not limited to, lighting, sidewalks, signs, bike paths, pavement overlays, decorative artwork integral or attached to SCREENING, concrete pilasters, pavement

markings, striping, architectural details, and improvements for compliance with the Americans with Disabilities Act, as depicted on Exhibit "A."

d. **BRIDGE RAILS & POSTS** – Portions of the NVOC that act as a safety barrier to keep pedestrian, bicycle traffic, etc., from falling from the structure, typically attached to the bridge DECK and DECK SURFACE.

e. **LIGHTING** – Electrical lamps and light posts installed within STATE's RIGHT-OF-WAY that facilitate safe passage of the traveling public.

f. **SCREENING** - Fencing installed on NVOC bridge, inclusive of rails/posts/safety barriers, to protect the safety of the traveling public.

g. **SIGNAGE** - Signs that provide any traffic related guidance.

h. **Other improvements** that may be constructed above the bridge DECK, with STATE's prior written approval, such as traffic controls, traffic lights, sidewalks, signs, bike paths, pavement overlays, bridge rails and posts, decorative artwork integral or attached to SCREENING, concrete pilasters, pavement markings, striping, architectural details, and improvements for compliance with the Americans with Disabilities Act, as depicted in Exhibit "A."

6. **Portions of Non-Vehicular Overcrossings (NVOCs), at State's determination, have been classified as follows, depending on their location relative to State's ROW, and are distinguished by zones as depicted in Exhibit "A":**

a) Category I – NVOC structure entirely located within STATE's RIGHT OF WAY, or portions of the NVOC structure located within STATE's RIGHT OF WAY.

b) Category II – Portions of the NVOC structure located outside STATE's RIGHT OF WAY but contributing towards the safety and structural integrity of portions of the NVOC structure within the STATE's RIGHT OF WAY.

c) Category III – Portions of the NVOC structure located entirely outside STATE's RIGHT OF WAY and NOT contributing towards the safety and structural integrity of the NVOC structure within the STATE's RIGHT OF WAY.

7. **Non-Complex NVOC Structure Provisions:**

Non-Vehicular Overcrossing (NVOC) Zone Classifications have been categorized depending on their location relative to State's ROW, and have related responsibilities as follows - and are as depicted and described in Exhibit "A":

A. **Category I – NVOC structure entirely located within STATE's RIGHT OF WAY, or portions of the NVOC structure located within STATE's RIGHT OF WAY.**

a) LOCAL AGENCY shall own Category I portion of the NVOC.

b) STATE shall inspect and maintain, at STATE's expense, NVOC's structural components and SCREENING (except maintaining the integral or attached decorative artwork on the SCREENING), and perform inspections or activities, as determined by STATE.

c) LOCAL AGENCY shall inspect and maintain, at LOCAL AGENCY's expense, NVOC's NON-STRUCTURAL COMPONENTS, excluding the SCREENING.

d) LOCAL AGENCY understands and acknowledges that structural and maintenance inspections must be made to ensure the NVOC retains its integrity for the safety of the public using this structure and for travelers using the STATE RIGHT OF WAY. LOCAL AGENCY also shall perform structural and maintenance inspections necessary to maintain the safety and structural integrity of the NVOC structure and facilities noted above, which are under LOCAL AGENCY's responsibilities.

e) LOCAL AGENCY understands and acknowledges that structural and maintenance repairs must be made to ensure the NVOC retains its integrity for the safety of the public using this structure and for travelers using the STATE RIGHT OF WAY. LOCAL AGENCY also shall perform structural and maintenance repairs, and replace or complete other improvements necessary, to maintain the safety and structural integrity of the NVOC structure and facilities noted above, which are under LOCAL AGENCY's responsibilities.

f) In the event STATE determines that repairs to the facilities or improvements under LOCAL AGENCY's responsibilities must be made, to ensure that the NVOC in STATE's RIGHT OF WAY retains its integrity for the safety of the public, the STATE may perform repairs and seek reimbursement from the LOCAL AGENCY which the LOCAL AGENCY shall reimburse the State within thirty (30) calendar days of receipt of invoice from STATE.

g) **Encampments Removal:**

STATE shall remove Persons Experiencing Homelessness (PEH) and any structures, personal property, debris, and/or other items related to the encampment within Category I zone of the NVOC, subject to STATE's Encampment Removal policy, MPD 1001 R1 and applicable State and Federal Law.

Nothing in this Agreement grants or waives the right of California Highway Patrol (CHP) and other law enforcement agencies having jurisdiction over the NVOC.

B. **Category II – Portions of the NVOC structure located outside STATE's RIGHT OF WAY but contributing towards the safety and structural integrity of portions of the NVOC structure within the STATE's RIGHT OF WAY.**

a. LOCAL AGENCY shall own Category II portions of the NVOC structure.

b. LOCAL AGENCY shall inspect and maintain, at LOCAL AGENCY's expense, structural components and perform maintenance inspections or activities on NVOC's STRUCTURAL COMPONENTS, as determined by State.

c. LOCAL AGENCY shall inspect and maintain, at LOCAL AGENCY's expense, NVOC's NON-STRUCTURAL COMPONENTS.

d. LOCAL AGENCY understands and acknowledges that structural and maintenance inspections must be made to ensure the NVOC retains its integrity for the safety of the public using this structure and for travelers using the STATE RIGHT OF WAY. LOCAL AGENCY also shall perform structural and maintenance inspections necessary to maintain the safety and structural integrity of the NVOC structure and facilities noted above, which are under LOCAL AGENCY's responsibilities.

e. LOCAL AGENCY understands and acknowledges that structural and maintenance repairs must be made to ensure the NVOC retains its integrity for the safety of the public using this structure and for travelers using the STATE RIGHT OF WAY. LOCAL AGENCY also shall perform structural and maintenance repairs, and replace or complete other improvements necessary, to maintain the safety and structural integrity of the NVOC structure and facilities noted above, which are under LOCAL AGENCY's responsibilities.

f. In the event STATE determines repairs to the facilities or improvements under LOCAL AGENCY's responsibilities must be made to ensure that the NVOC in STATE's RIGHT OF WAY retains its integrity for the safety of the public, the STATE may perform repairs and seek reimbursement from the LOCAL AGENCY which the LOCAL AGENCY shall reimburse the STATE within thirty (30) calendar days of receipt of invoice from STATE.

g. Where access is controlled, LOCAL AGENCY shall provide means of access to STATE. If necessary, STATE shall have unrestricted access to portions of the NVOC in Category II to perform inspections and maintenance, at STATE's expense on NVOC's STRUCTURAL COMPONENTS.

h. **Encampments Removal:**

LOCAL AGENCY shall remove Persons Experiencing Homelessness (PEH) and any structures, personal property, debris, and/or other items related to the encampment within Category II zone subject to STATE's Encampment Removal policy, MPD 1001 R1 and applicable State and Federal law.

Nothing in this Agreement grants or waives the right of California Highway Patrol (CHP) and other law enforcement agencies having jurisdiction over the NVOC.

C. **Category III – Portions of the NVOC structure located entirely outside STATE's RIGHT OF WAY and NOT contributing towards the safety and structural integrity of the NVOC structure within the STATE's RIGHT OF WAY.**

a. LOCAL AGENCY shall own Category III portions of the NVOC structure.

b. LOCAL AGENCY shall inspect and maintain, at LOCAL AGENCY's expense, SCREENING and NVOC's STRUCTURAL COMPONENTS and NON-STRUCTURAL COMPONENT.

c. **Encampments Removal:**

LOCAL AGENCY shall remove Persons Experiencing Homelessness (PEH) and any structures, personal property, debris, and/or other items related to the encampment within Category III zone, subject to applicable State and Federal law.

Nothing in this Agreement grants or waives the right of California Highway Patrol (CHP) and other law enforcement agencies having jurisdiction over the NVOC.

8. **Graffiti Abatement.** LOCAL AGENCY, at LOCAL AGENCY's expense, shall remove all graffiti and legally remove and dispose of all debris and trash from the entire NVOC. Any graffiti on a mural, artwork, paintings, or other similar elements within STATE ROW may not be removed without first consulting and obtaining approval from the STATE's District 6 Transportation Art Coordinator.

9. **Weed Abatement**. LOCAL AGENCY shall control weeds at a level acceptable to the STATE. Any weed control performed by chemical weed sprays (herbicides) shall comply with all laws, rules, and regulations established by the California Department of Food and Agriculture. All chemical spray operations shall be reported quarterly (form LA17) to STATE via the Landscape Specialist, Maintenance Support, Caltrans District 6 Office, at 1635 West Pine Avenue, Fresno, CA 93728.

10. **Default.** If a PARTY fails to perform obligations assumed under this AGREEMENT, the non-defaulting PARTY may by written notice request that the default be remedied within thirty (30) calendar days. If the defaulting PARTY fails or refuses to do so; the non-defaulting PARTY may complete the obligations and seek reimbursement from the defaulting PARTY who shall pay the invoice within thirty (30) calendar days. If there is an immediate threat to maintain the structural integrity of, or prevent imminent danger of destruction to, the NVOC, either PARTY may perform necessary maintenance or remedial measures to maintain the structural integrity and/or prevent destruction of the NVOC without notice or delay.

11. Any PARTY who is assigned obligation under this AGREEMENT shall complete them at their own costs, unless expressly stated otherwise in this AGREEMENT.

12. **Legal Relations and Responsibilities.**

A. **No Third-Party Beneficiaries.**

This AGREEMENT is not intended to create duties, obligations, or rights of third parties beyond the PARTIES to this AGREEMENT. Nor does this AGREEMENT affect a PARTY's legal liability by imposing any standard of care for the operation and maintenance of STATE highways and LOCAL AGENCY facilities different from the standard of care imposed by law.

B. **Indemnification.**

Neither LOCAL AGENCY nor any of its officers or employees is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE in connection with any work, authority or jurisdiction conferred upon STATE pursuant to this AGREEMENT. To the fullest extent permitted by Law, STATE, shall fully defend, indemnify, and save harmless LOCAL AGENCY and its officers and employees from all claims, suits or actions of every kind occurring by reason of anything done or omitted to be done by STATE, its contractors, sub-contractors, and/or its agents pursuant to this AGREEMENT.

Neither STATE nor any of its officers or employees is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by LOCAL AGENCY in connection with any work, authority or jurisdiction conferred upon LOCAL AGENCY pursuant to this AGREEMENT. To the fullest extent permitted by Law, LOCAL AGENCY, shall fully defend, indemnify, and save harmless STATE and its officers and employees from all claims, suits or actions of every kind occurring by reason of anything done or omitted to be done by LOCAL AGENCY, its contractors, sub-contractors, and/or its agents pursuant to this AGREEMENT.

C. **Prevailing Wages and Labor Code Compliance.** LOCAL AGENCY shall comply with any and all applicable labor and prevailing wage requirements in Labor Code Sections 1720 through 1815 and implementing regulations for any public works or maintenance contracts and subcontracts executed for the LOCAL AGENCY's work under this AGREEMENT.

D. **Insurance.**

Self-Insured. LOCAL AGENCY is self-insured. LOCAL AGENCY shall deliver evidence of self-insured coverage providing general liability insurance, coverage of bodily injury and property damage liability, in an amount of $1 million per occurrence and $2 million in aggregate and $5 million in excess, as may be amended as the minimum liability coverage limits codified in the State's Standard Specifications. by delivering a Letter Certifying Self-Insurance. The Letter of Self-Insurance must be substantially in the form of Exhibit B, and identify the AGREEMENT by location as depicted in Exhibit A. LOCAL AGENCY shall provide the original Letter Certifying Self-Insurance as a condition to STATE's

execution of this AGREEMENT. A copy of the original letter shall be attached to this AGREEMENT as Exhibit B.

Self-Insured using Contractor. If the work performed under this AGREEMENT is done by LOCAL AGENCY's contractor(s), LOCAL AGENCY shall require its contractor(s) to maintain in force, during the term of this AGREEMENT, a policy of general liability insurance, including coverage of bodily injury and property damage liability, naming STATE, its officers, agents and employees as the additional insured in an amount of $1 million per occurrence and $2 million in aggregate and $5 million in excess, as may be amended as the minimum liability coverage limits codified in the State's Standard Specifications. LOCAL AGENCY will provide a certificate of insurance evidencing this insurance in a form satisfactory to STATE as a condition to STATE's execution of this AGREEMENT.

13. **Termination.** This Agreement may be terminated by the mutual written consent of each PARTY.

14. **Effective Date.** This AGREEMENT shall become effective on the last of the dates each PARTY's authorized representative has executed this AGREEMENT.

15. **Authority.** Each individual executing this AGREEMENT on behalf of each PARTY represents and warrants that he/she is duly authorized to execute this AGREEMENT. LOCAL AGENCY represents and certifies that it has, through its regular political process, authorized the execution of this AGREEMENT by appropriate resolution, delegation, or plenary authority, as required. A true and correct copy of the local resolution or ordinance has been provided to the STATE.

16. **Electronic Signatures.** Electronic signatures of the PARTIES, whether digital or encrypted, are intended to authenticate this written AGREEMENT, and shall have the same force and effect as manual signatures for this AGREEMENT.

[SIGNATURES FOLLOW ON THE NEXT PAGE.]

IN WITNESS WHEREOF, the parties have executed this Agreement at Fresno, California, on the day and year first above written.

CITY OF FRESNO,
A California municipal corporation

By: _____
Georgeanne A White Date
City Manager

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Jennifer M. Quintanilla Date
Senior Deputy City Attorney

ATTEST:
AMY K. ALLER
Interim City Clerk

By: _____
Deputy Date

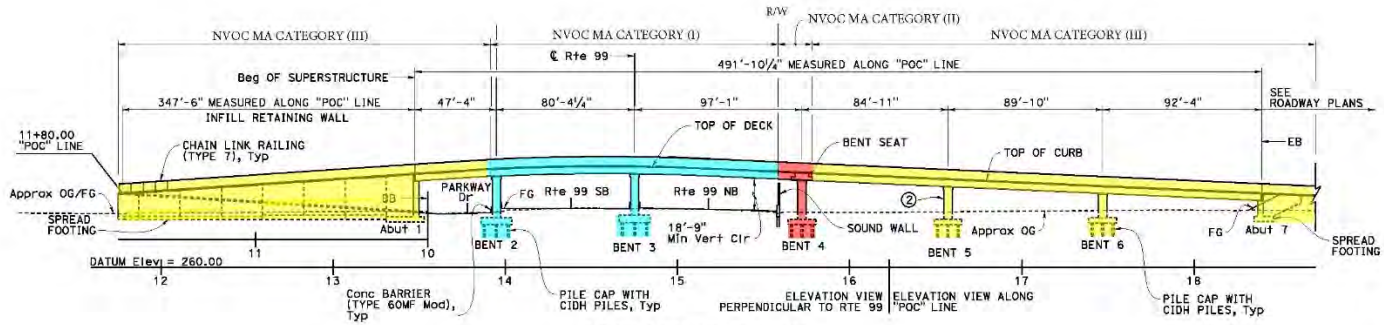
Attachments:
Exhibit A
Exhibit B

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

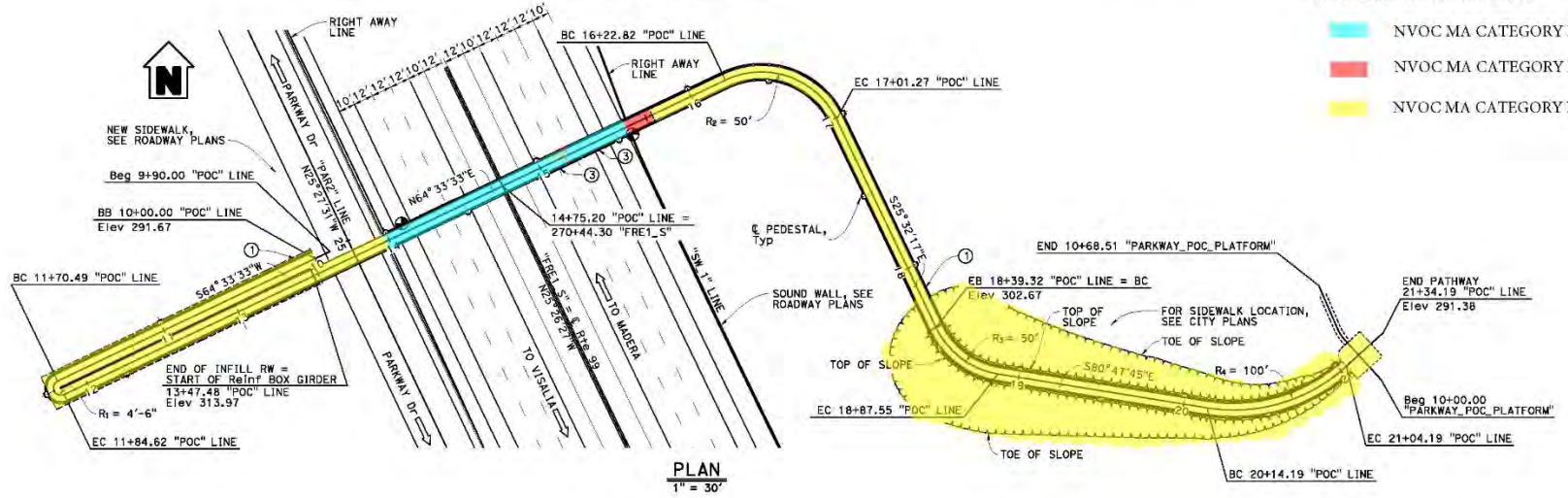
By: _____
Jason Miao, Acting Date
Deputy District Director,
Maintenance and Operations

EXHIBIT A

ROEDING PARK POC
Br #42-0463
PM 23.01



DEVELOPED ELEVATION
1" = 30'



PLAN
1" = 30'

MAINTENANCE LIMITS:

- NVOC MA CATEGORY I
- NVOC MA CATEGORY II
- NVOC MA CATEGORY III

EXHIBIT B
LETTER CERTIFYING CITY's SELF-INSURED STATUS

On Local Agency letterhead

Department of Transportation _____, 20___
1352 W. Olive Avenue
Fresno, CA 93728
ATTN: Daniel Lum

Re: Statement of Self-Insurance for City of Fresno for NVOC Maintenance Agreement No. TR 06-4-0002 with California Department of Transportation for the Non-Vehicular Overcrossing along SR 99 at postmile 23.01

Dear Mr Lum:

This letter certifies that the City of Fresno is self-insured and self-funded covering third-party claims arising out of its general operations (e.g., commercial general liability and automobile liability insurance). Further, the CITY is self-insured covering workers' compensation claims and has received the consent of the State Department of Industrial Relations to do so.

Each fiscal year, as a part of its budgetary process, the CITY appropriates funds specifically to satisfy valid third-party claims and workers' compensation claims, which may be brought against the CITY.

The CITY certifies its self-insured, general liability coverage for bodily injury and property damage liability, and meets the required coverage amounts in section 12D (Insurance) of the NVOC Maintenance Agreement, specifically general liability insurance, coverage of bodily injury and property damage liability in an amount of $1 million per occurrence and $2 million in aggregate and $5 million in excess.

If you need any additional information regarding this letter, please direct those inquiries through my office.

Sincerely,

Finance Manager/Risk Manager/Authorized Representative's Title

TO: MS 56
ADMINISTRATIVE SERVICES
CENTRAL FILES

ATTENTION: JAMES JOHNSON

FROM: MS 31
DIVISION OF MAINTENANCE
AGREEMENT DESK

ATTENTION: SUE FOSTER

DELEGATED MAINTENANCE AGREEMENT:

CITY / COUNTY: _____

Effective Date: _____

Document File Number: _____

FREEWAY MAINTENANCE AGREEMENT:

~~DISTRICT:~~ 06 ~~COUNTY~~ City: Fresno ROUTE: 99

Post Mile: all locations to Post Mile: within City of Fresno

Date of Execution: May 27, 1992

Document File Number: FRE-10- 8242
(supersedes FRE-10- 183015)

ELECTRICAL AGREEMENT:

CITY / COUNTY: _____

Type: _____

Effective Date: _____

Document File Number: _____

MISCELLANEOUS AGREEMENT:

CITY / COUNTY: _____

Type: _____

Effective Date: _____

Document File Number: _____

State of California Business, Transportation and Housing Agency

Memorandum

To: John L. Allison, Chief
Division of Maintenance

Attn: Joyce Glass, Chief
Resource Control Branch

Date: June 2, 1992

File: 5610-Agreements

From: **DEPARTMENT OF TRANSPORTATION**
District 6 Maintenance Agreements

Subject: Freeway Maintenance Agreement--Fresno--Route 99

Enclosed are one signed original and three copies of a new Freeway Maintenance Agreement for all of Route 99 within the City of Fresno. Annexations have moved the City limits a considerable distance particularly to the north. This Agreement brings the responsibilities up to date.

Lee

LEE HALDERMAN
Maintenance Agreements

Enclosures

FREEWAY MAINTENANCE AGREEMENT

IN THE CITY OF FRESNO

THIS AGREEMENT, made and executed in duplicate this 27th day of May,1992, by and between the State of California, acting by and through the Department of Transportation, hereinafter referred to as the "STATE" and the City of Fresno, hereinafter referred to as the "CITY".

W I T N E S S E T H

WHEREAS,freeway agreements were executed between the County of Fresno and the STATE wherein the County of Fresno agreed and consented to certain adjustments of the County road system required for the development of that portion of State Highway Route 99, within the current limits of the CITY of Fresno, as a freeway, and the CITY has annexed areas within the COUNTY and has assumed the obligation of maintenance from the COUNTY, and

WHEREAS, said freeway has now been completed, and the parties hereto mutually desire to clarify the division of maintenance responsibility as to separation structures and CITY streets or portions thereof and landscaped areas, within the freeway limits, and

WHEREAS, under the above freeway agreements, the CITY has resumed control and maintenance over each of the relocated or reconstructed CITY streets except those portions thereof adopted as a part of the freeway proper.

MAINTENANCE DEFINED:

Maintenance is defined in Section 27 of the Streets and Highways Code as follows:

Sec. 27

"(a) The preservation and keeping of rights-of-way, and each type of roadway, structure, safety concenience or devise, planting, illumination equipment or othe facility, in the safe and usable condition to which it has been improved or constructed, but does not include reconstruction, or other improvement.

"(b) Operation of special safety conveniences and devises, and illuminating equipment.

"(c) The special or emergency maintenance or repair necessitated by accidents or by storms or other weather conditions, slides, settlements or other unusual or unexpected damage to a roadway, structure or facility."

NOW THERFORE IT IS AGREED:

1. When a planned future improvement has been constructed and/or a minor revision has been effected within the limits of the freeway herein described, which affects the division of maintenance, the Department will provide a new dated and revised Exhibit "A", which is made a part hereof by this reference, which will supersede the original exhibit and will become part of this agreement.

2. VEHICULAR OVERCROSSINGS

   The STATE will maintain, at STATE expense, the entire structure below the deck surface except as herein provided. The CITY will maintain, at CITY expense, the deck and/or surfacing and shall perform such work as may be nessary to ensure an impervious and/or otherwise suitable surface. The CITY will also maintain all portions of the structure above the bridge deck, as above specified, including lighting installations, as well as all traffic service facilities (signals, signs, pavement markings, rails, etc.) that may be required for the benefit or control of CITY street traffic.

   At such locations, as shall be determined by the STATE, screening shall be placed on STATE freeway overpasses on which pedestrians are allowed (as directed by Sec. 92.6 of the Streets and Highways Code). All screens installed under this program will be maintained by the STATE at STATE expense.

3. VEHICULAR UNDERCROSSINGS

   The STATE will maintain the structure proper. The roadway section, including the traveled way, shoulders, curbs, sidewalks, walls (including eliminating graffiti), drainage installations, lighting installations and traffic service facilities that may be required for the benefit or control of CITY street traffic will be maintained by the CITY.

3. PEDESTRIAN OVERCROSSINGS

The STATE will maintain, at STATE expense, the entire structure below the top of the concrete deck surface, exclusive of any surface treatment thereon. The CITY will maintain, at CITY expense, the top of the concrete deck surface, together with any surface treatment thereon, and all portions of the structure above the concrete deck surface, EXCEPT SCREENING which will be maintained by the STATE at STATE expense, and shall perform such other work as may be necessary to ensure an impervious and otherwise suitable surface.

The CITY will also maintain all traffic service facilities provided for the benifit or control of pedestrian traffic.

6. SOUND WALLS

The STATE will maintain the structure from a structural standpoint. The CITY will be responsible for all cleaning and painting as may be required to keep the CITY's side of the structure free of debris and graffiti.

7. LANDSCAPED AREAS ADJACENT TO CROSSING STRUCTURES

Landscaped areas within the limits reserved for freeway use, including traffic interchanges and on and off ramp areas but excluding frontage road areas, will be maintained by the STATE at STATE expense. All plantings or other types of roadside development lying outside the areas reserved for freeway use will be maintained by the CITY at CITY expense.

8. INTERCHANGE OPERATION

It is the responsibility of the STATE to provide efficient operation of freeway interchanges including ramp connections to local streets. The STATE will not pay for the maintenance, repair, servicing, or power for ordinary street lighting; however, lighting at intersections which qualifies as safety lighting under current warrants will be paid for by the STATE. The maintenance and operating of safety lighting, traffic signals or other necessary electrically operated traffic control devises at ramp connections to CITY streets shall be shared, between the STATE and CITY on a prorata basis in the same ratio as the number of legs of the interchange under each jurisdiction bears to the total number of legs. Timing of traffic signals shall be the responsibility of the STATE.

10. LEGAL RELATIONS AND RESPONSIBILITIES:

Nothing in the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this contract or affect the legal liability of either party to the contract by imposing any standard of care respecting the maintenance of State highways different from the standard of care imposed by law.

It is understood and agreed that neither the STATE nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by the CITY under or in connection with any work, authority or jurisdiction delegated to the CITY under this Agreementfor Maintenance. It is also understood and agreed that pursuant to Government Code Section 895.4 the CITY shall defend, indemnify and save harmless the STATE, all officers and employees from all claims, suits or actions of every name, kind and description brought for or in account of injuries to or death of any person or damage to property resulting from anything done or omitted to be done by the CITY under or in connection with any work, authority or jurisdiction delegated to the CITY under this Agreement.

It is understood and agreed that neither the CITY nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by the STATE under or in connection with any work, authority or jurisdiction delegated to the STATE under this Agreementfor Maintenance. It is also understood and agreed that pursuant to Government Code Section 895.4 the STATE shall defend, indemnify and save harmless the CITY, all officers and employees from all claims, suits or actions of every name, kind and description brought for or in account of injuries to or death of any person or damage to property resulting from anything done or omitted to be done by the STATE under or in connection with any work, authority or jurisdiction delegated to the STATE under this Agreement.

J. EFFECTIVE DATE:

This Agreement shall be effective upon the date of its execution by the STATE, it being understood and agreed, however, that the execution of this Freeway Maintenance Agreement shall not affect any pre-existing obligations of the CITY to maintain designated areas pursuant to prior written notice from the STATE that work in such areas, which the CITY has agreed to maintain pursuant to the terms of the Freeway Agreement, has been completed.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year first above written.

CITY OF FRESNO

By Paul Romito

ATTEST: Elvia Sommerville
City Clerk Deputy

Approved as to form and procedure July 1, 1987:

STANDARD FORM APPROVED
NO SIGNATURE REQUIRED

Attorney
Department of Transportation

City Attorney

By

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

James van Loben Sels
Director of Transportation

By
District Director

RLG

DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	16.5/31.6	1	26

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

LOCATION MAP
FREEWAY MAINTENANCE AGREEMENT
WITHIN THE CITY OF FRESNO
ON ROUTE 99

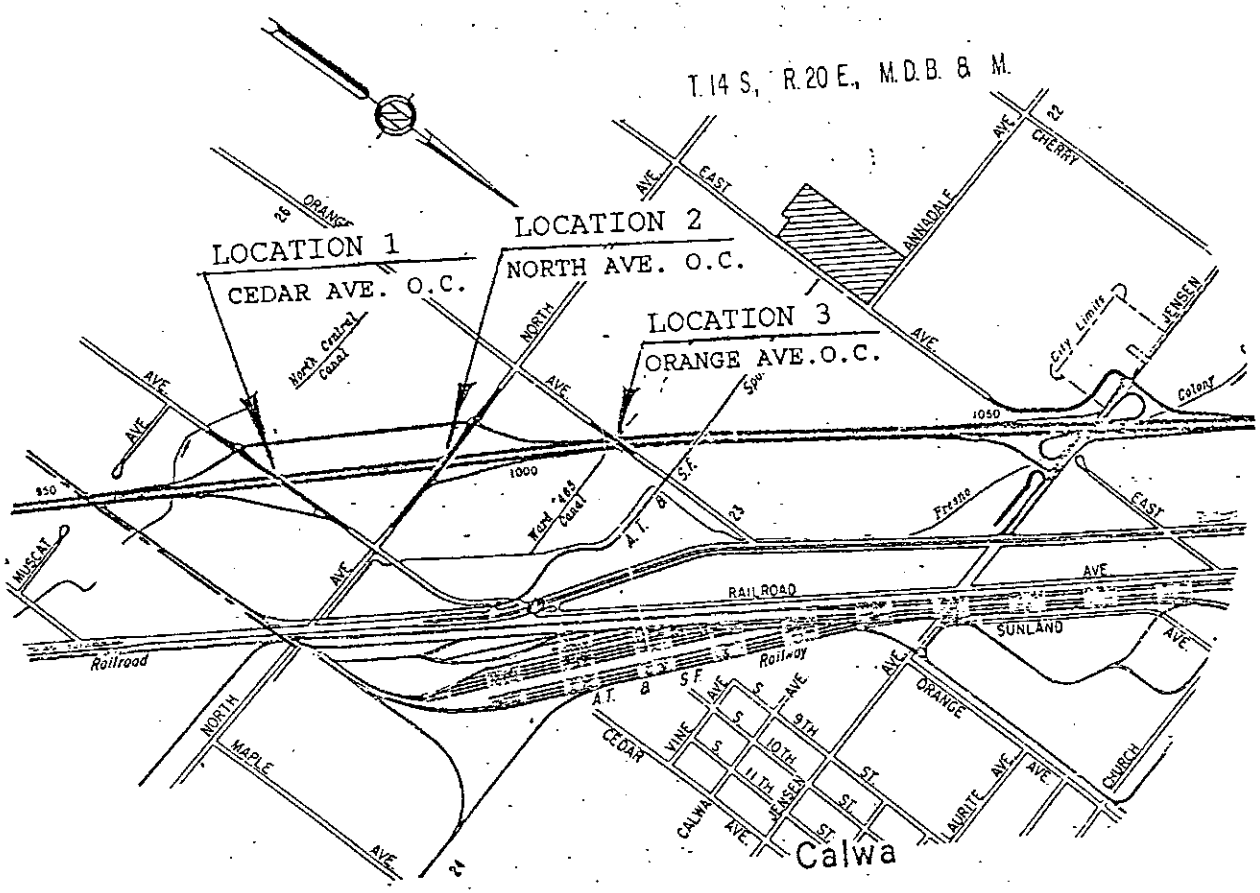


EXHIBIT "A"

AREA TO BE MAINTAINED BY THE CITY

DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	16.5/31.6	2	26

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

LOCATION MAP
FREEWAY MAINTENANCE AGREEMENT
WITHIN THE CITY OF FRESNO
ON ROUTE 99

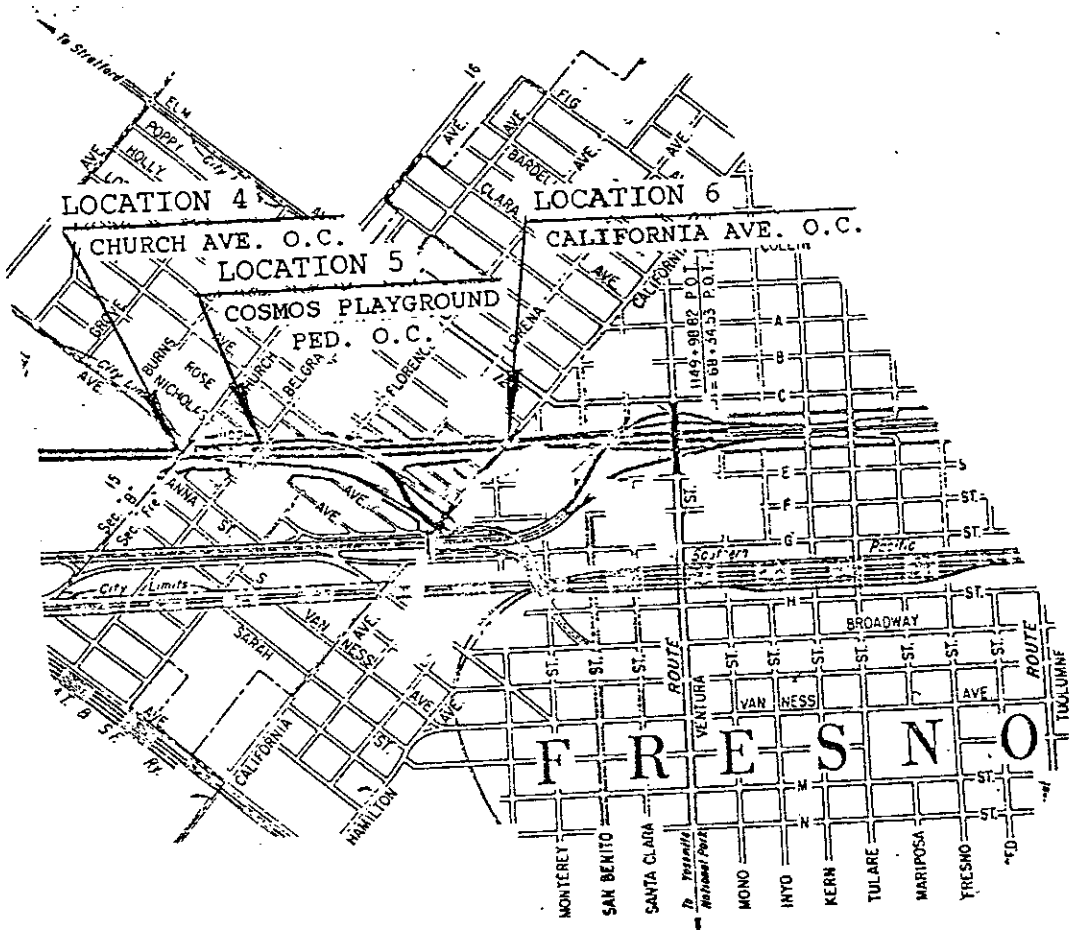


EXHIBIT "A"

AREA TO BE MAINTAINED BY THE CITY

DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	16.5/31.6	3	26

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

LOCATION MAP
FREEWAY MAINTENANCE AGREEMENT
WITHIN THE CITY OF FRESNO
ON ROUTE 99

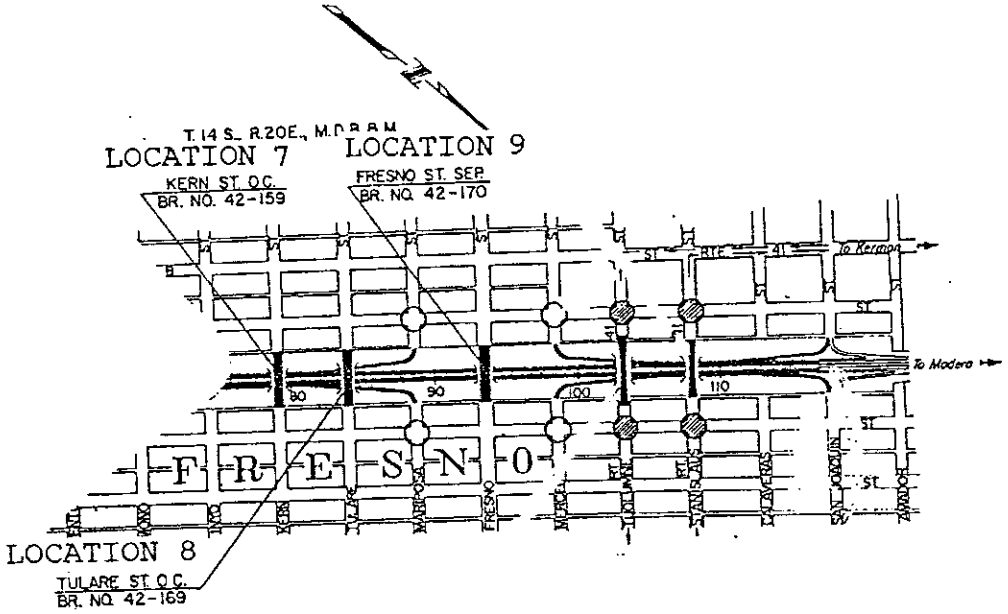


EXHIBIT "A"

AREA TO BE MAINTAINED BY THE CITY

DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	16.5/31.6	4	26

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

LOCATION MAP
FREEWAY MAINTENANCE AGREEMENT
WITHIN THE CITY OF FRESNO
ON ROUTE 99

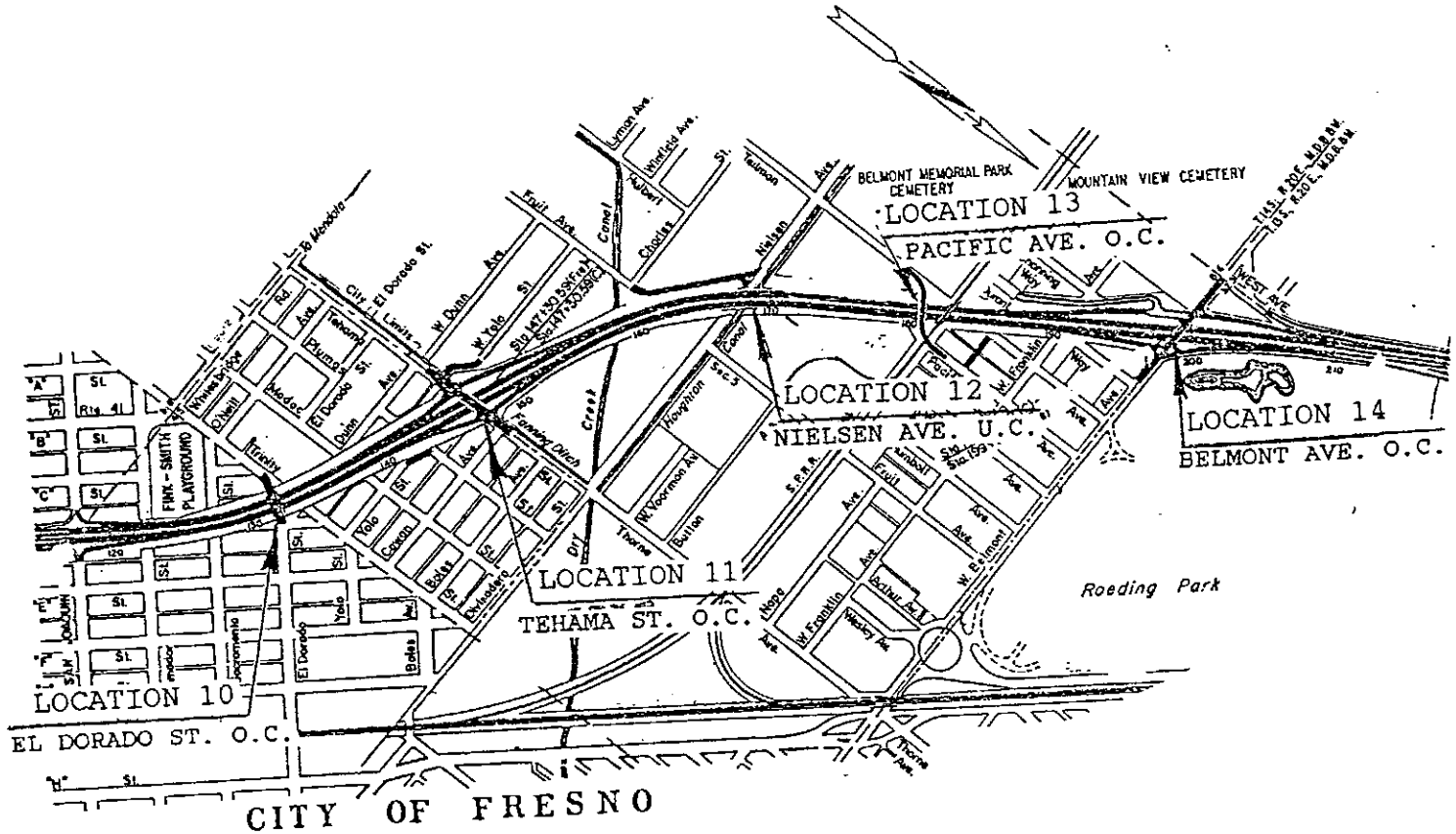


EXHIBIT "A"

AREA TO BE MAINTAINED BY THE CITY

DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	16.5/31.6	5	26

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

LOCATION MAP
FREEWAY MAINTENANCE AGREEMENT
WITHIN THE CITY OF FRESNO
ON ROUTE 99

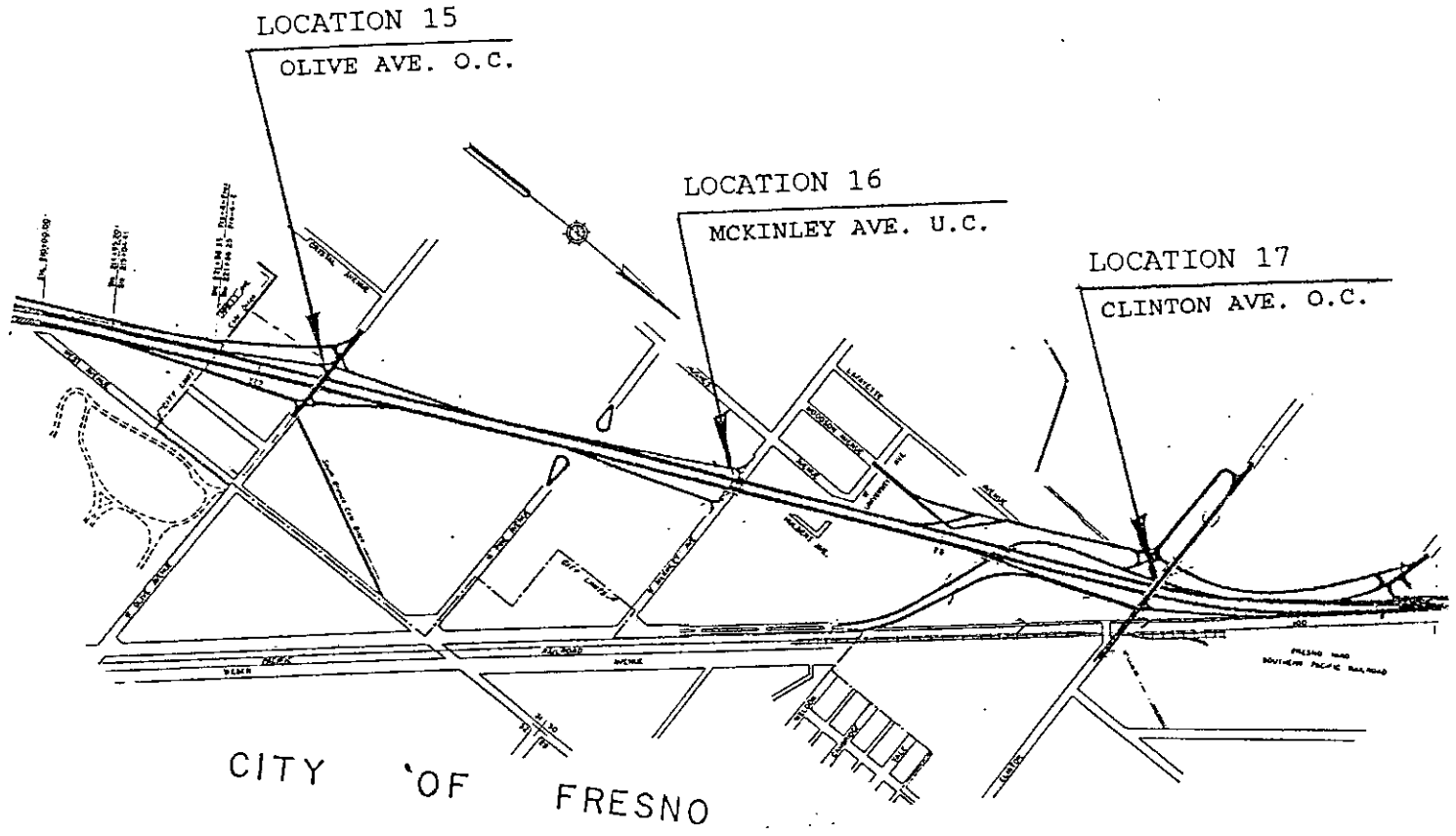


EXHIBIT "A"

AREA TO BE MAINTAINED BY THE CITY

DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	16.5/31.6	6	26

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

LOCATION MAP
FREEWAY MAINTENANCE AGREEMENT
WITHIN THE CITY OF FRESNO
ON ROUTE 99

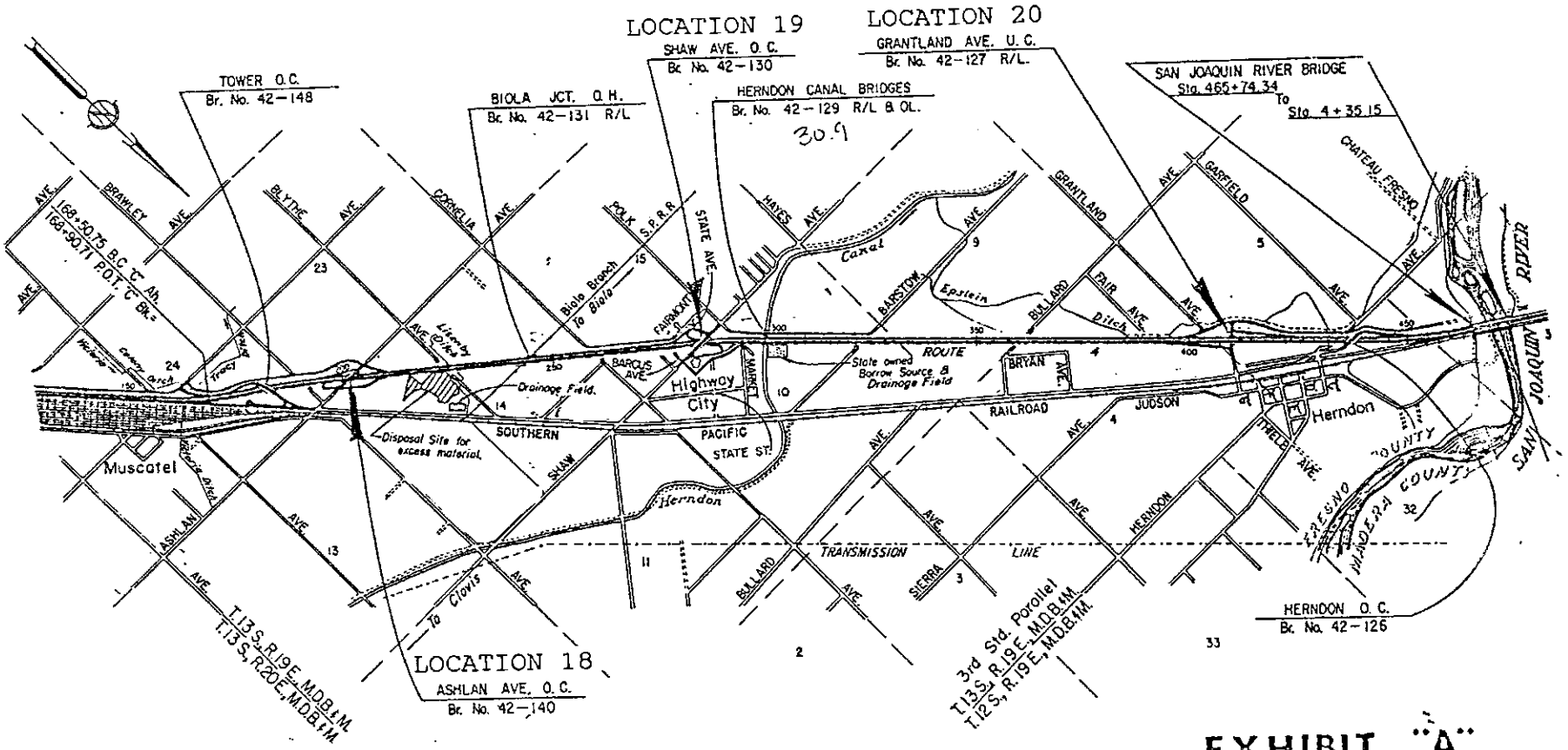
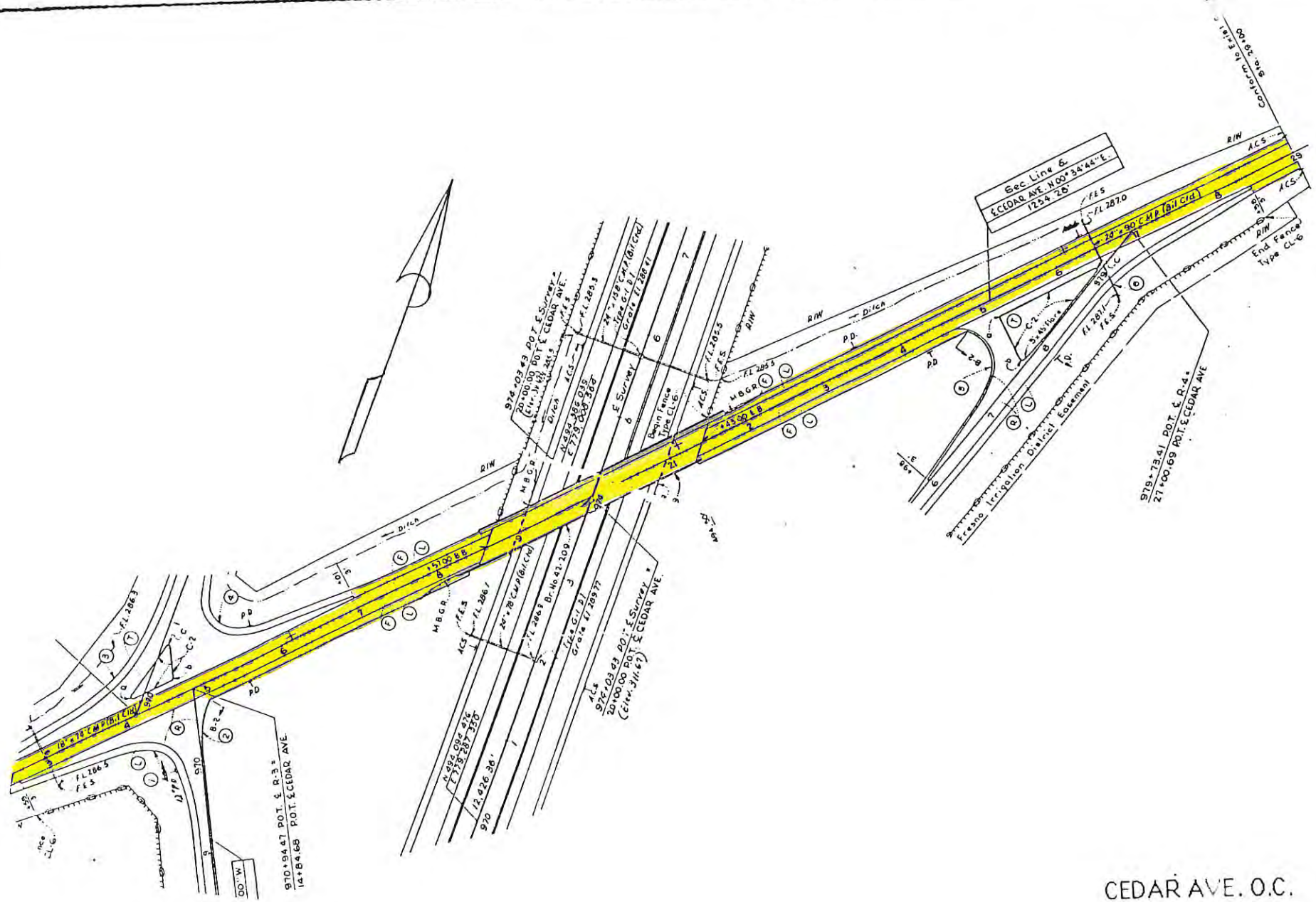


EXHIBIT "A"

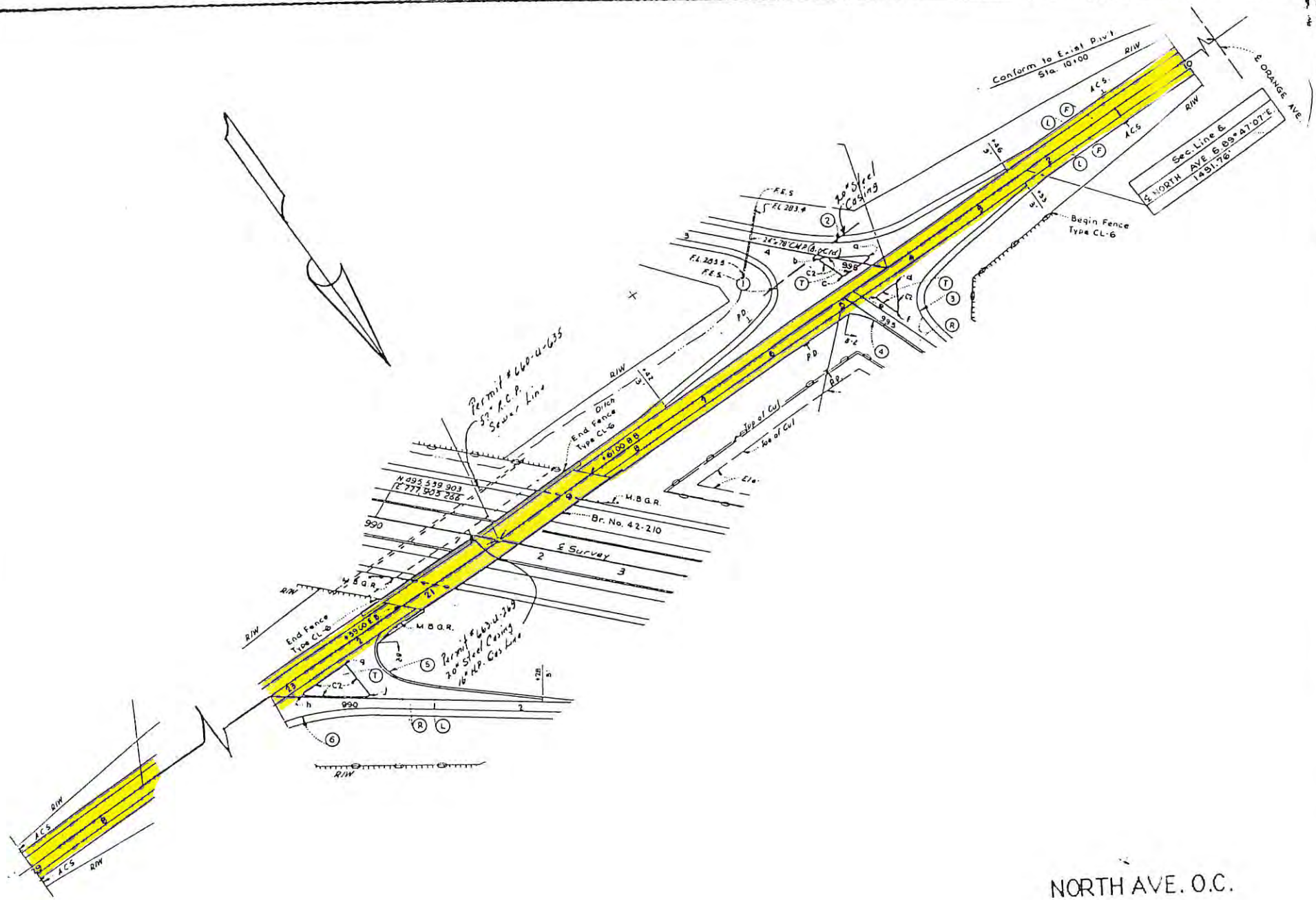
AREA TO BE MAINTAINED BY THE CITY

DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	16.93	7	26



AREA TO BE MAINTAINED BY THE CITY

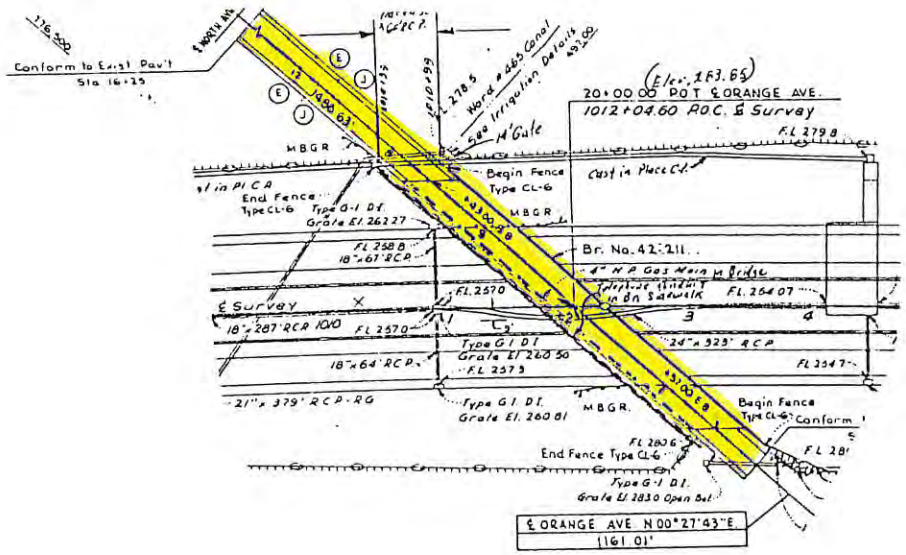
DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
08	~~ERI~~	99	17.25	8	26



NORTH AVE. O.C.
LOCATION 2

AREA TO BE MAINTAINED BY THE CITY

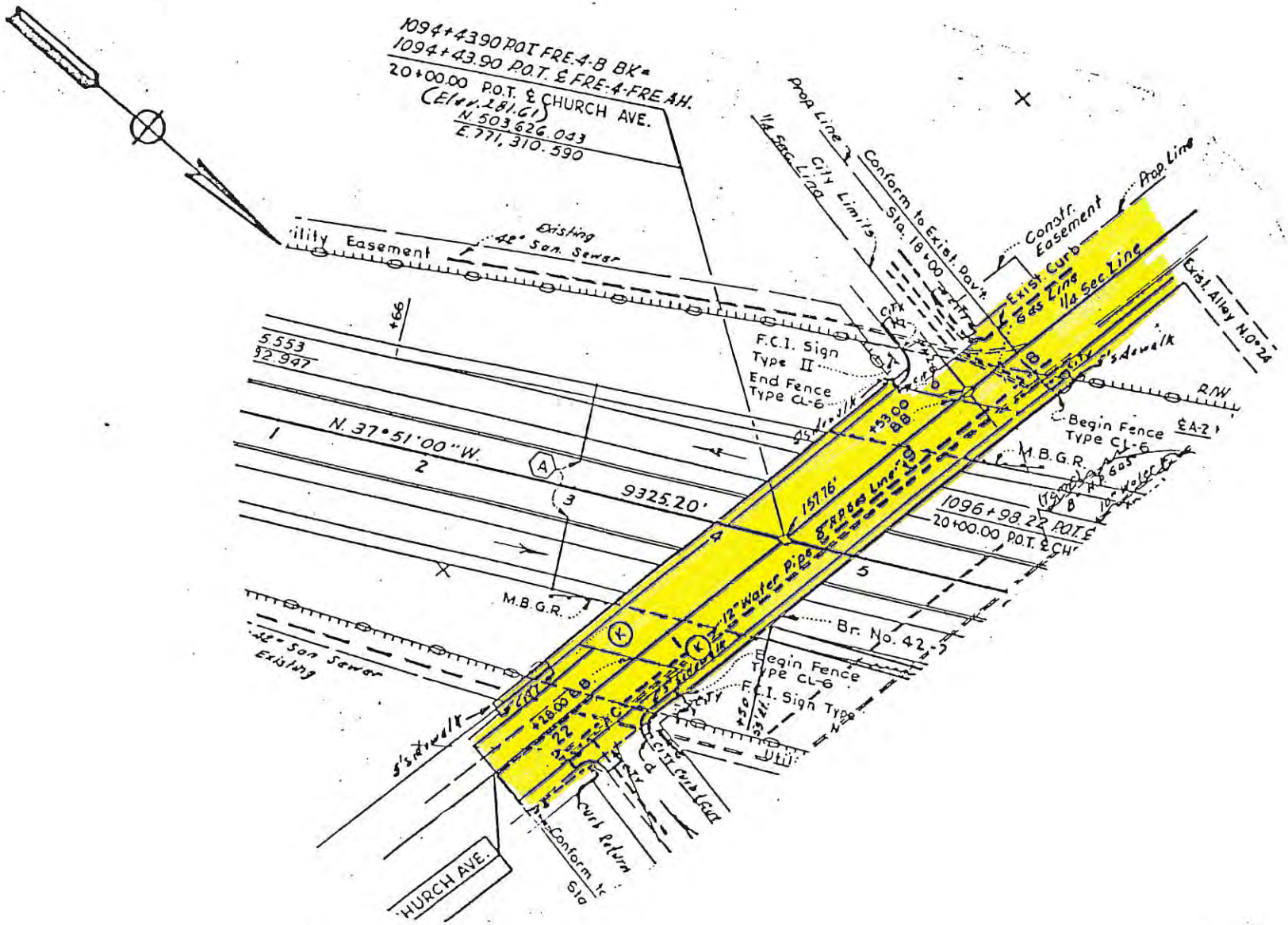
DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	17.65	9	26



ORANGE AVE. O.C.
LOCATION 3

AREA TO BE MAINTAINED BY THE CITY

DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	19.20	10	26

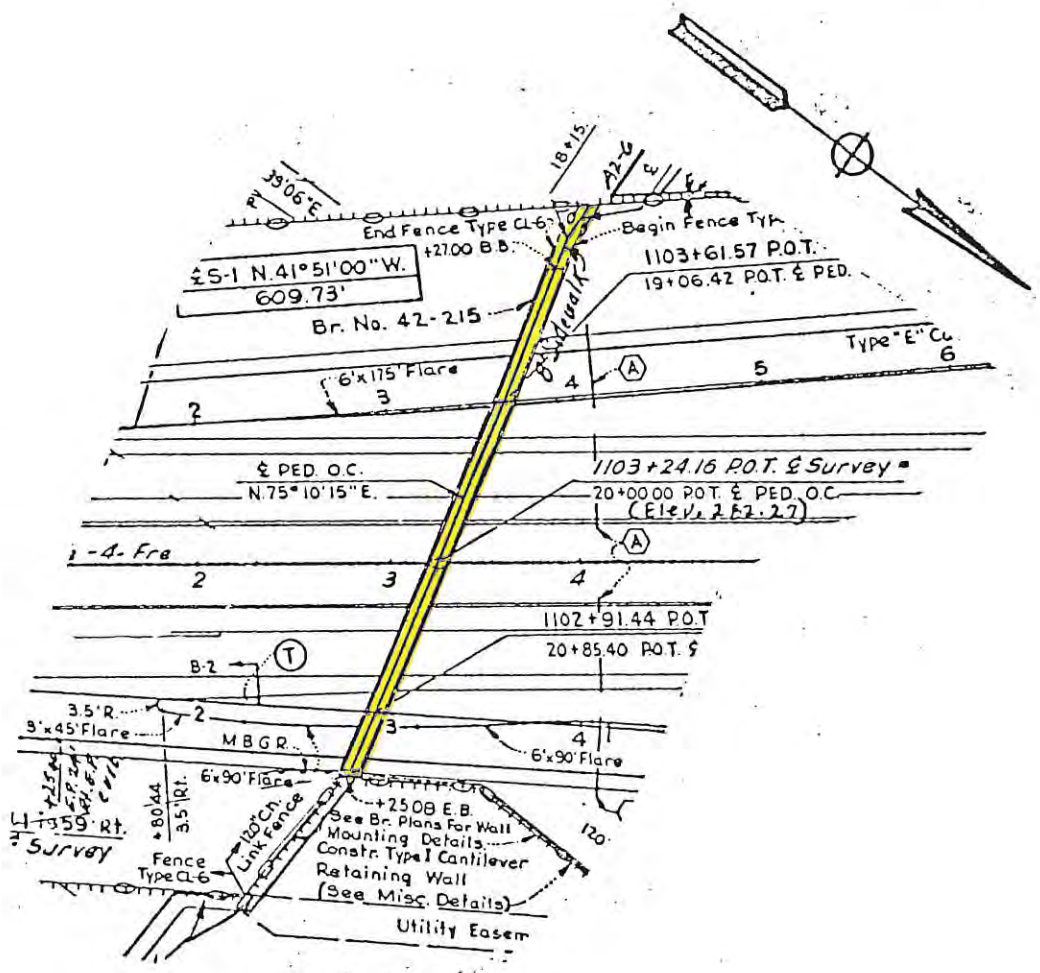


CHURCH AVE. O.C.

LOCATION 4

AREA TO BE MAINTAINED BY THE CITY

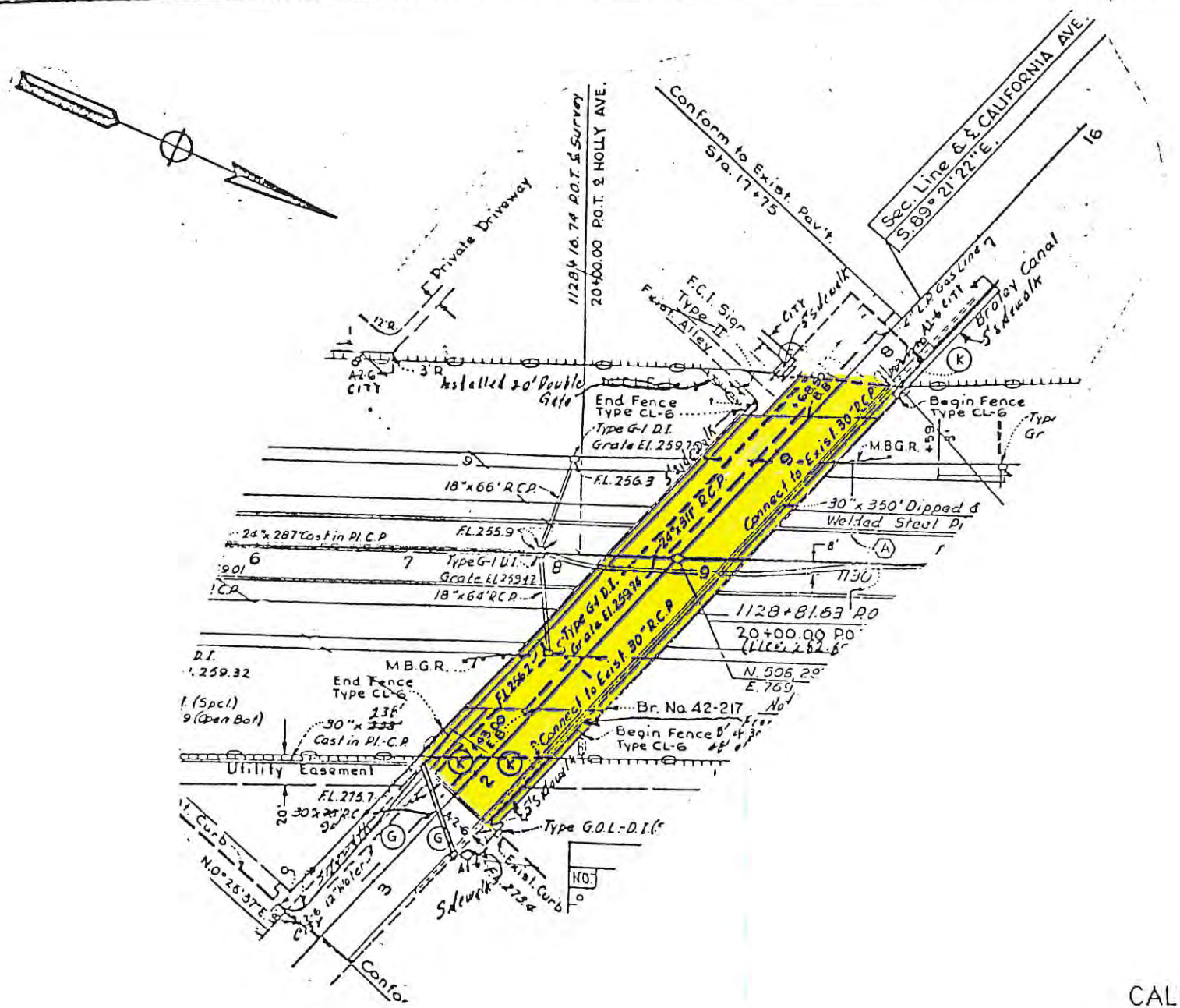
DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	19.37	1	26



COSMOS PLAYGROUND PED. O.C.
LOCATION 5

AREA TO BE MAINTAINED BY THE CITY

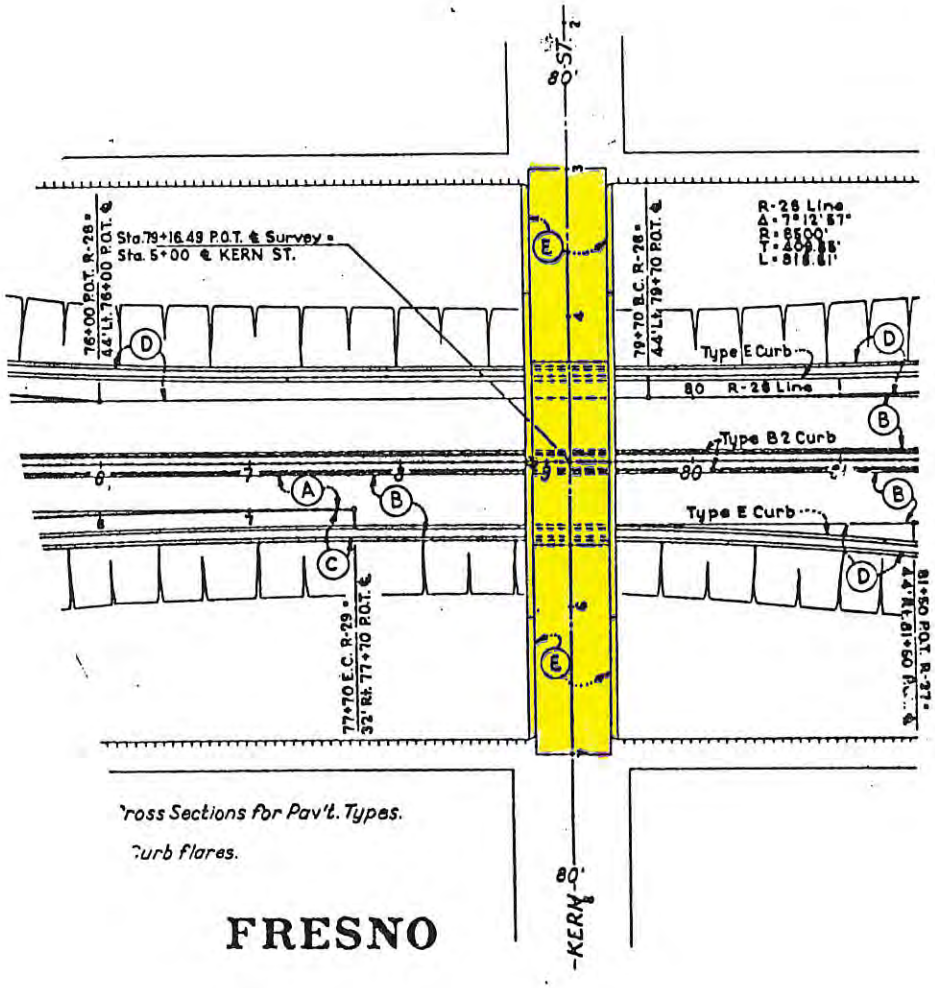
DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	19.86	12	26



CALIFORNIA AVE. O.C.
LOCATION 6

AREA TO BE MAINTAINED BY THE CITY

DIST.	COUN	ROUTE	POST MILE	SHEET	OF
06	FRE	99	20.46	13	26

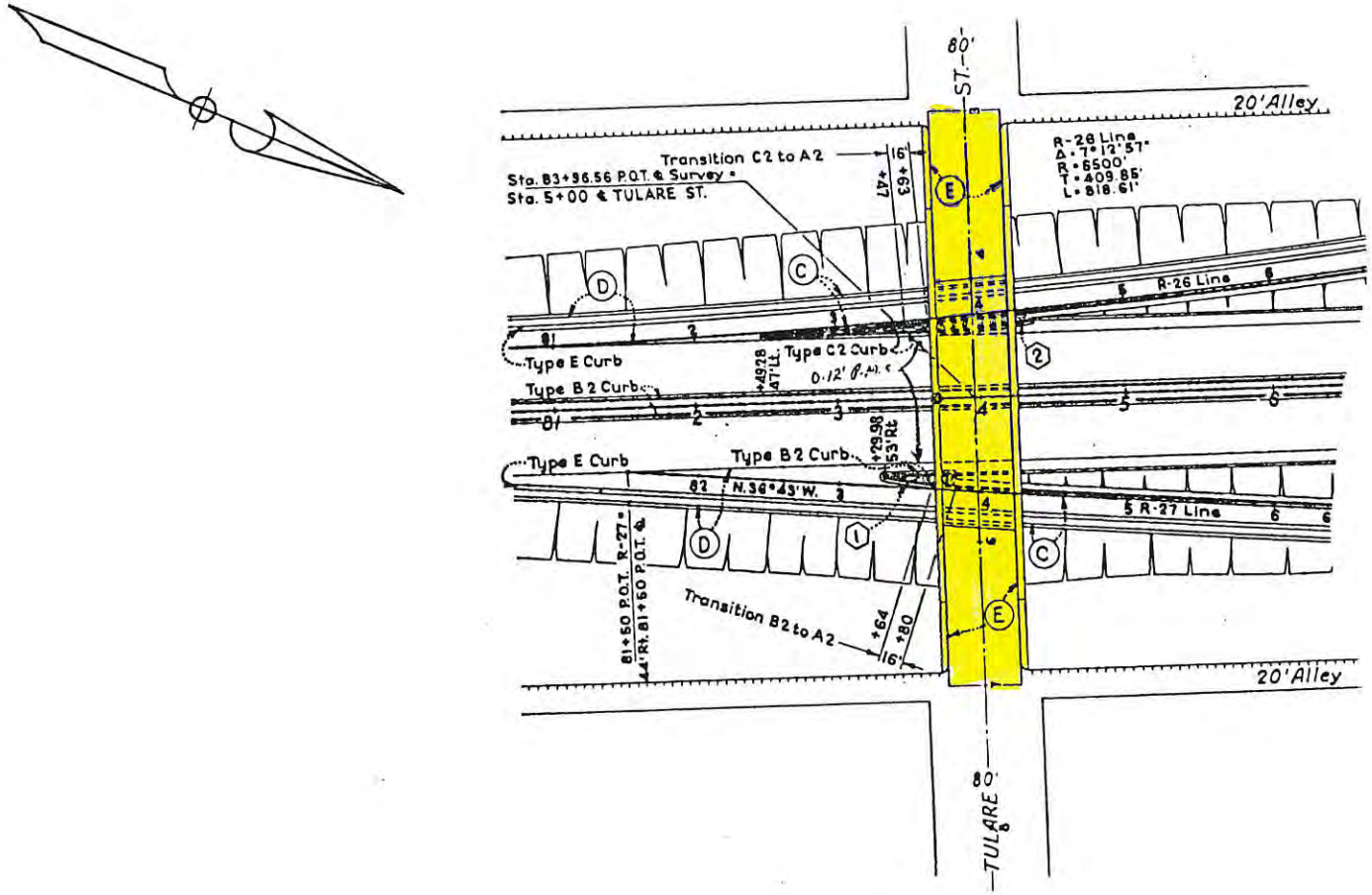


FRESNO

KERN ST. O.C.
LOCATION 7

AREA TO BE MAINTAINED BY THE CITY

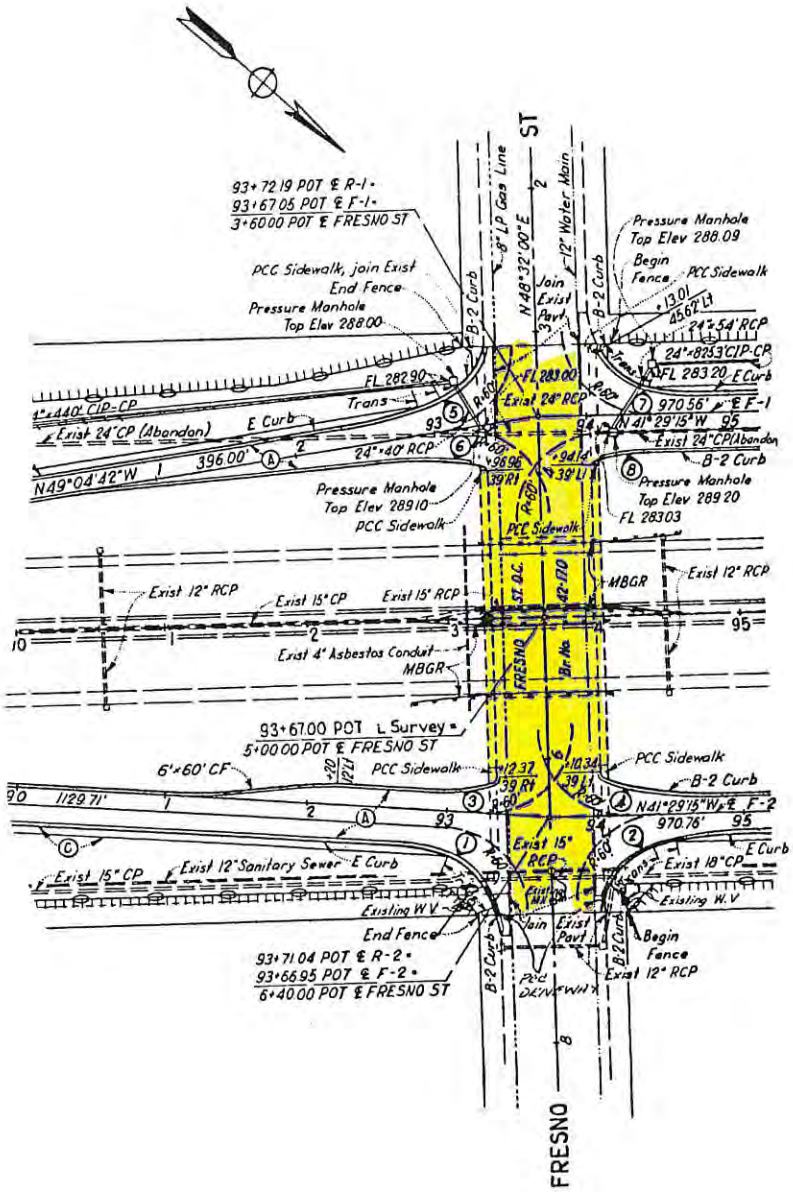
DIST.	COUN	ROUTE	POST MILE	SHEET	OF
06	FRE	99	20.55	14	26



TULARE ST. O.C.
LOCATION 8

AREA TO BE MAINTAINED BY THE STATE

DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	20.74	15	26

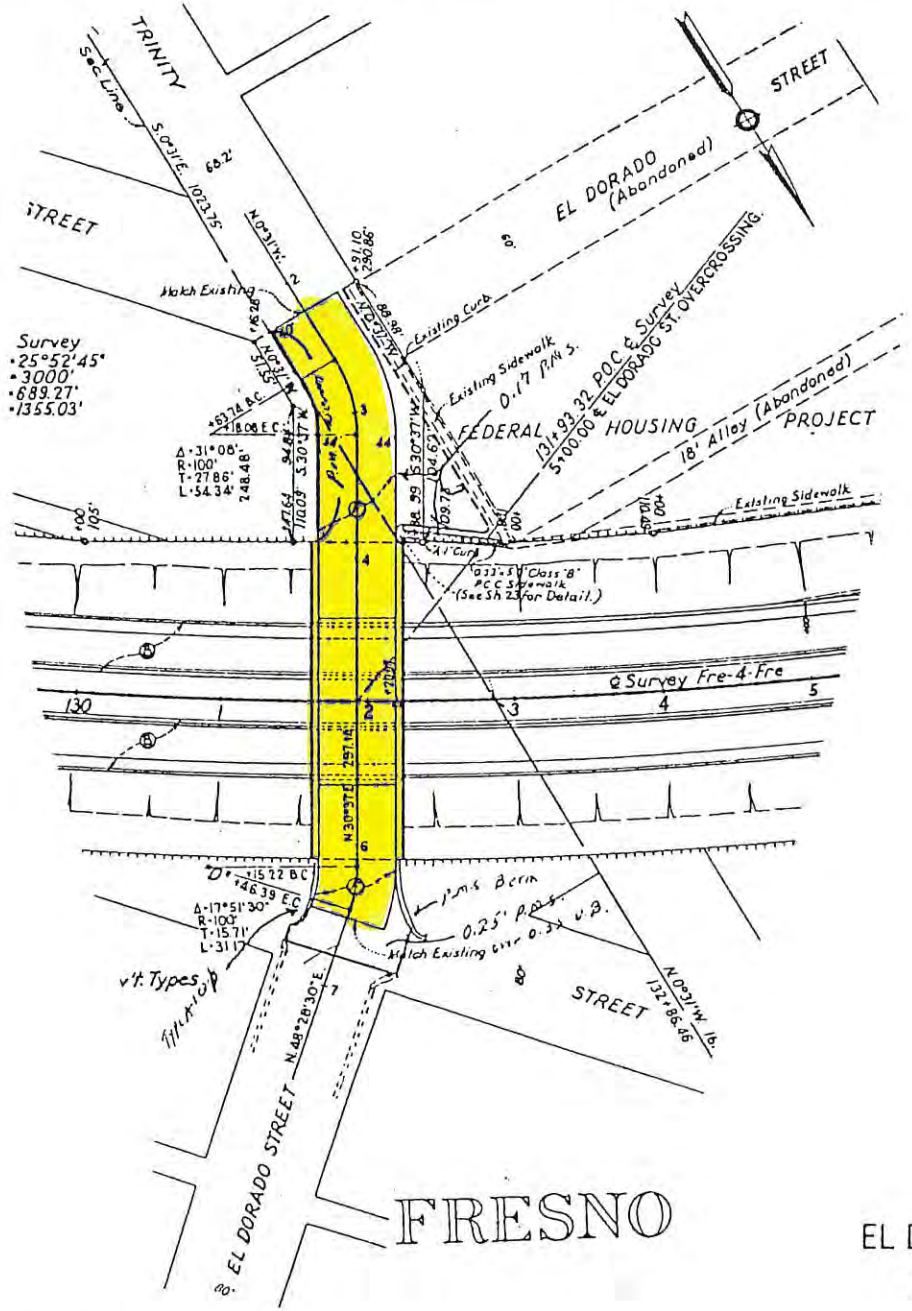


FRESNO ST. O.C.

LOCATION 9

AREA TO BE MAINTAINED BY THE CITY

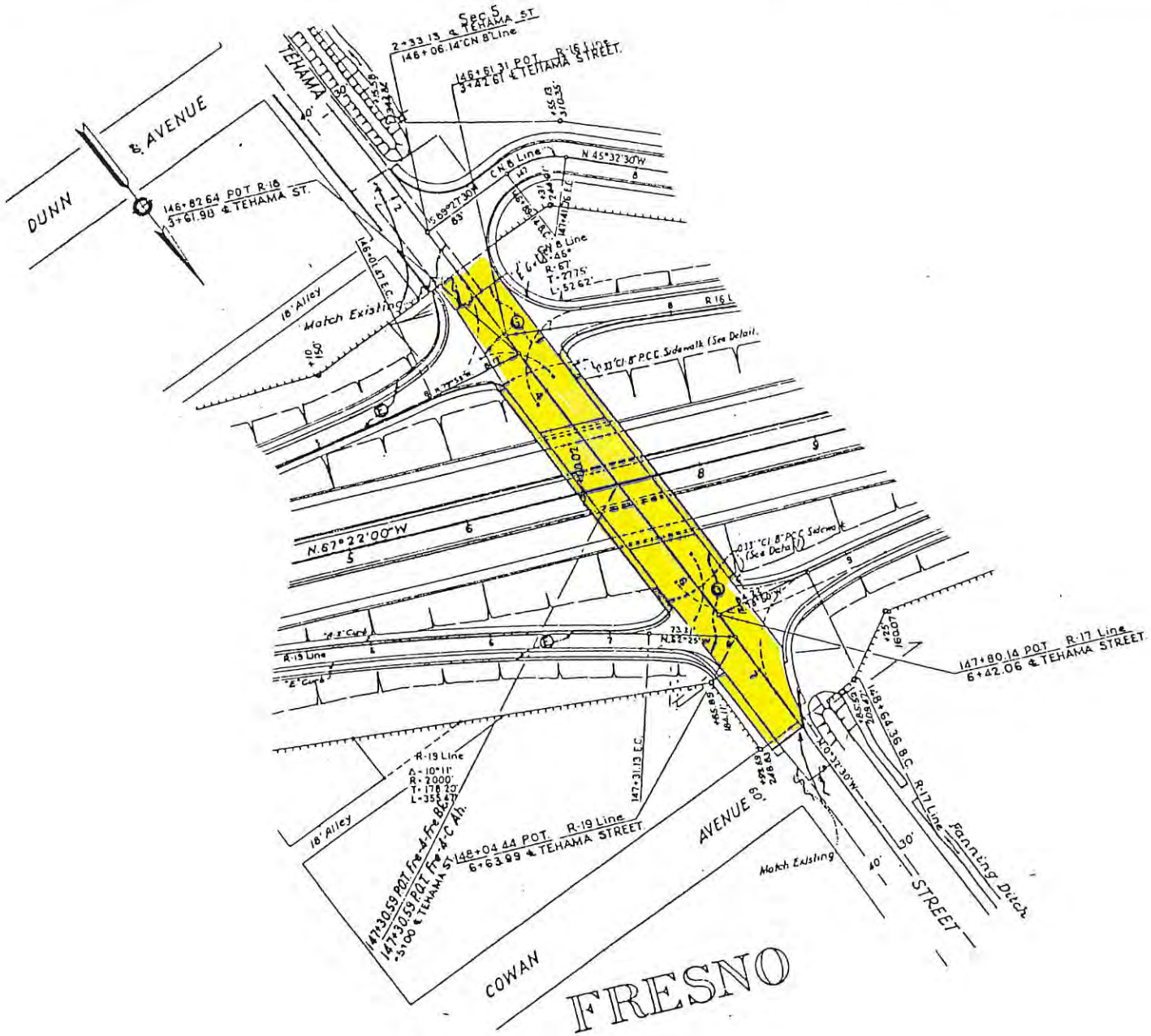
DIST.	COUN	ROUTE	POST MILE	SHEET	OF
06	FRE	99	21.46	16	26



EL DORADO ST. O.C.
LOCATION 10

AREA TO BE MAINTAINED BY THE CITY

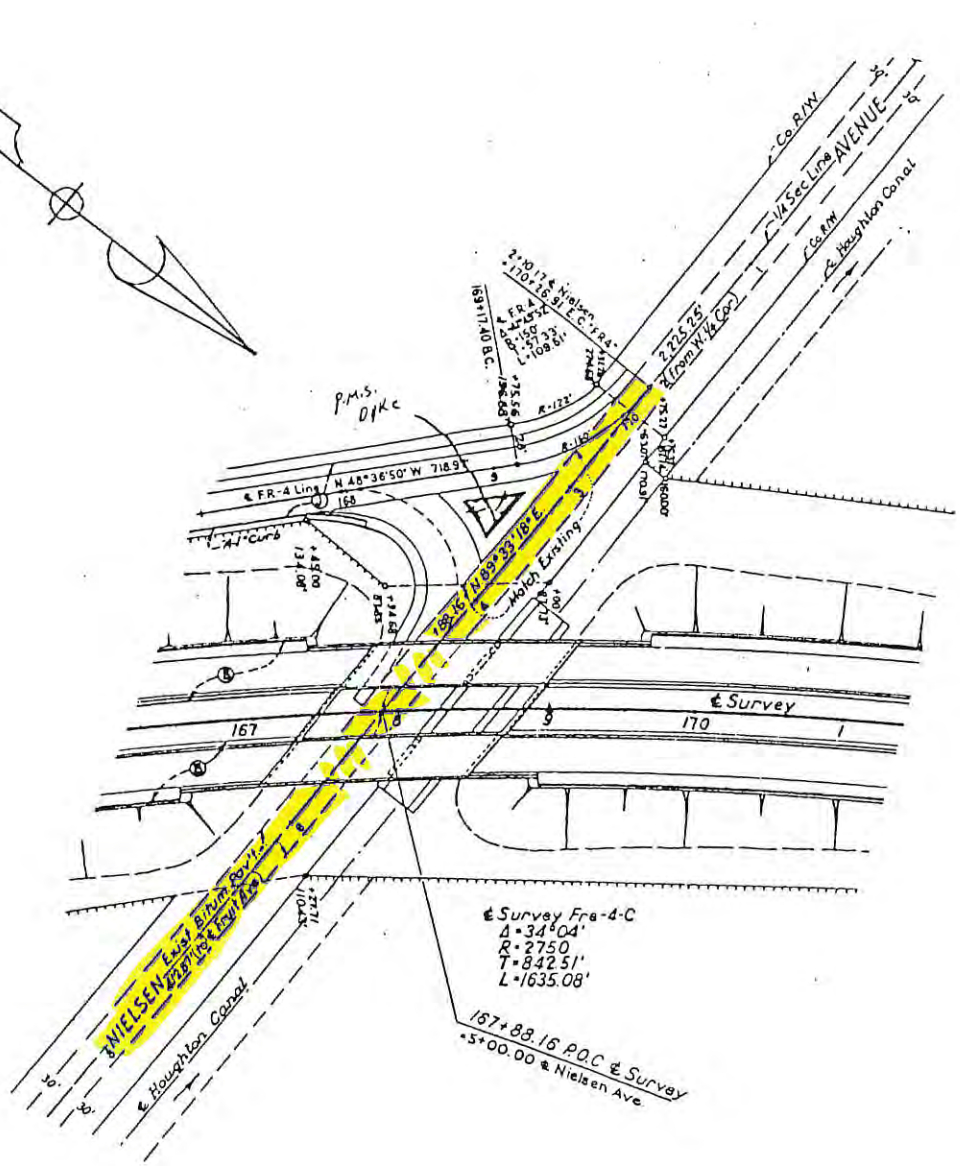
DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	21.75	17	26



TEHAMA ST. O.C.
LOCATION 11

AREA TO BE MAINTAINED BY THE CITY

DIST.	COUN	ROUTE	POST MILE	SHEET	OF
06	FRE	99	22.15	8	26

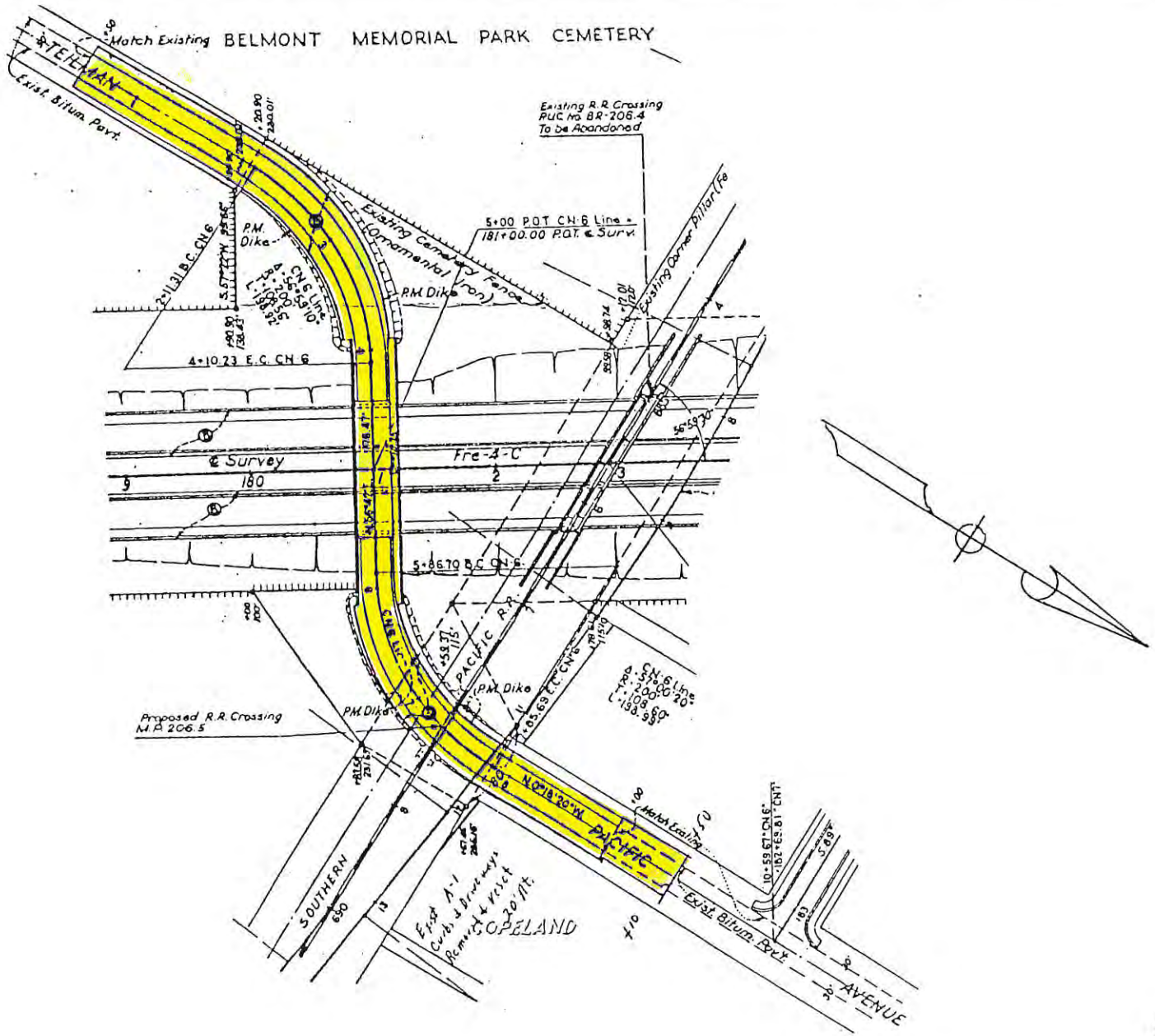


NIELSEN AVE. U.C.

LOCATION 12

AREA TO BE MAINTAINED BY THE CITY

DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	22.39	19	26

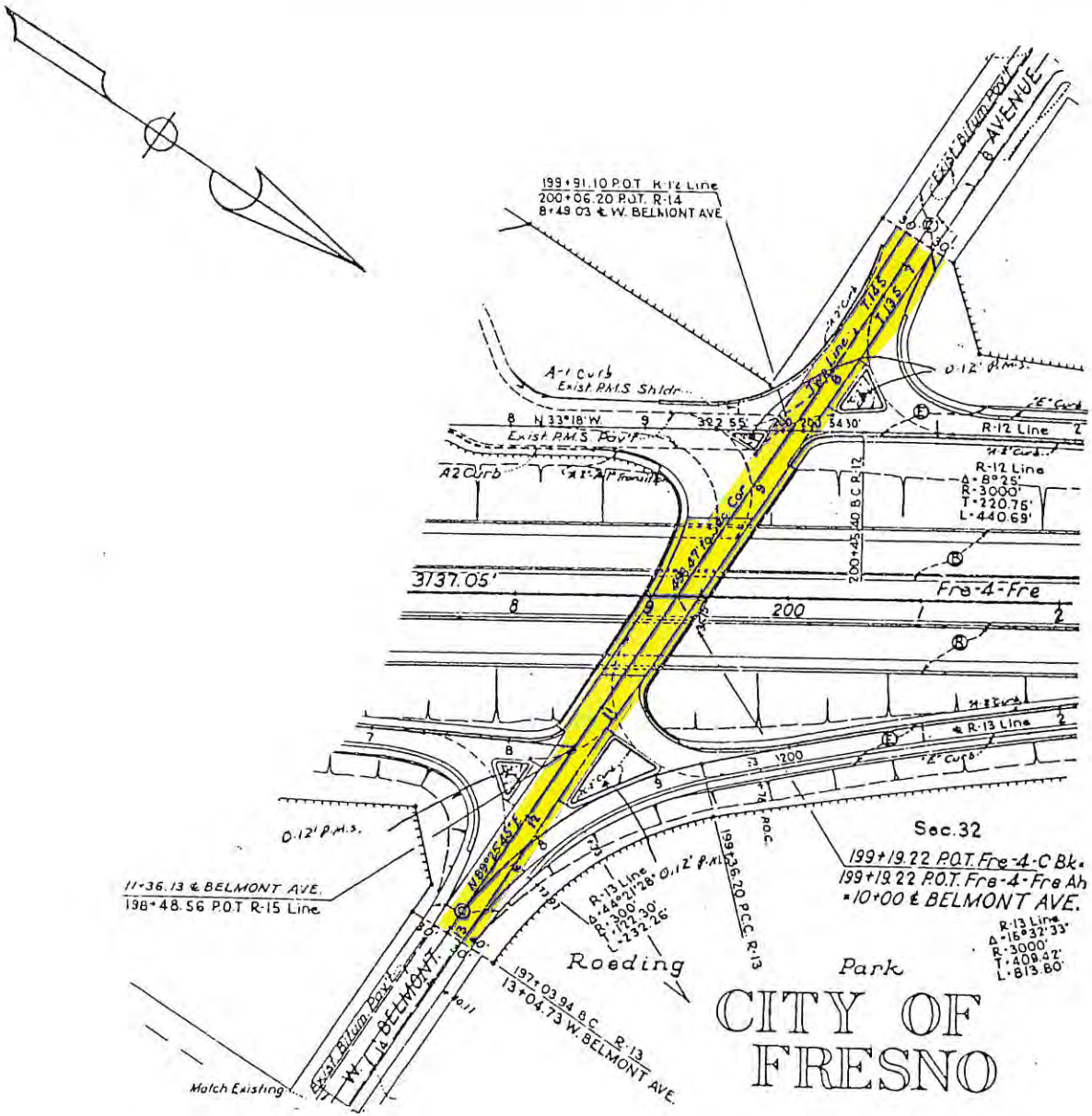


PACIFIC AVE. O.C.

LOCATION 13

AREA TO BE MAINTAINED BY THE CITY

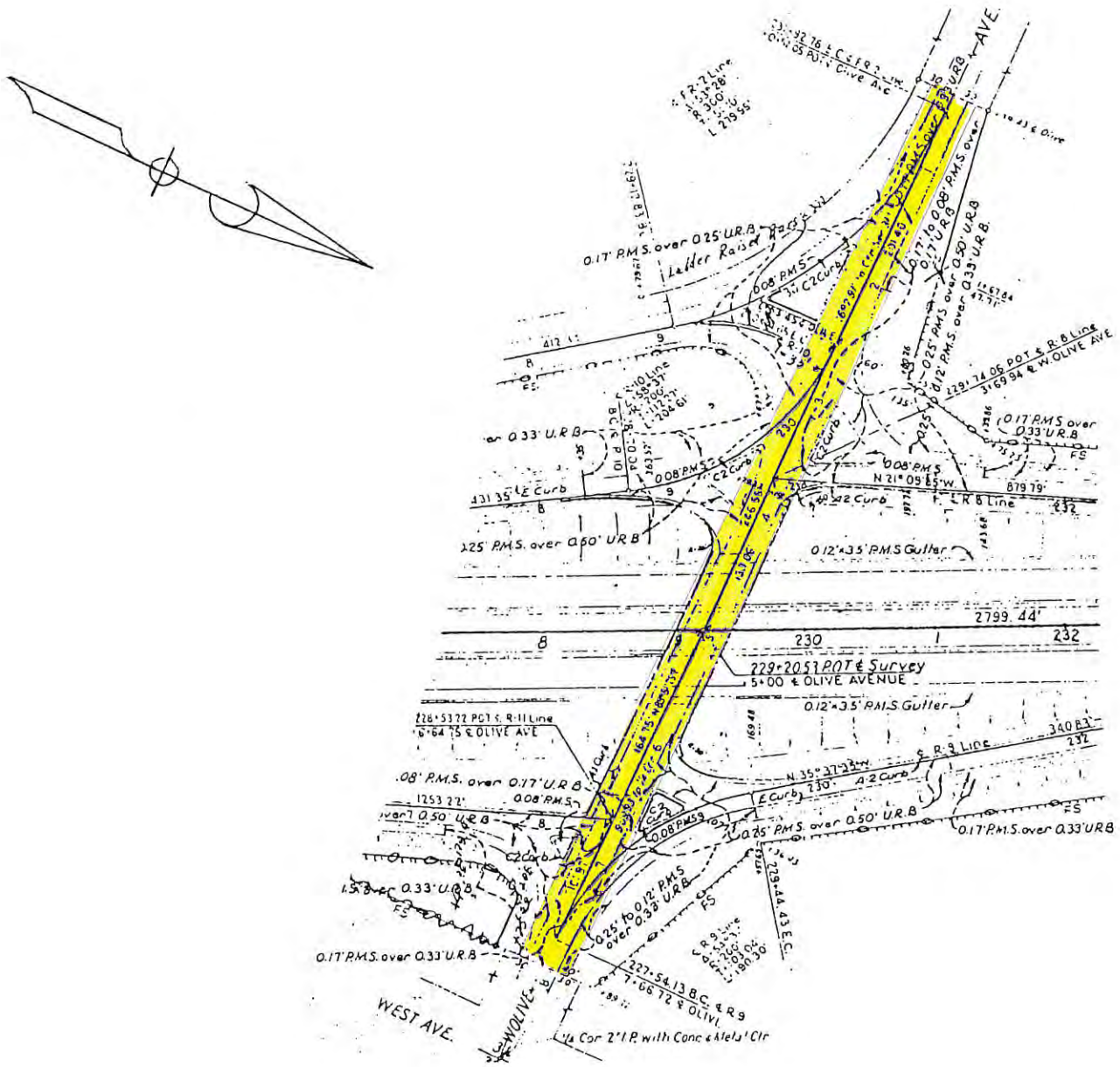
DIST.	COUN	ROUTE	POST MILE	SHEET	OF
06	FRE	99	22.74	20	26



BELMONT AVE. O.C.
LOCATION 14

AREA TO BE MAINTAINED BY THE CITY

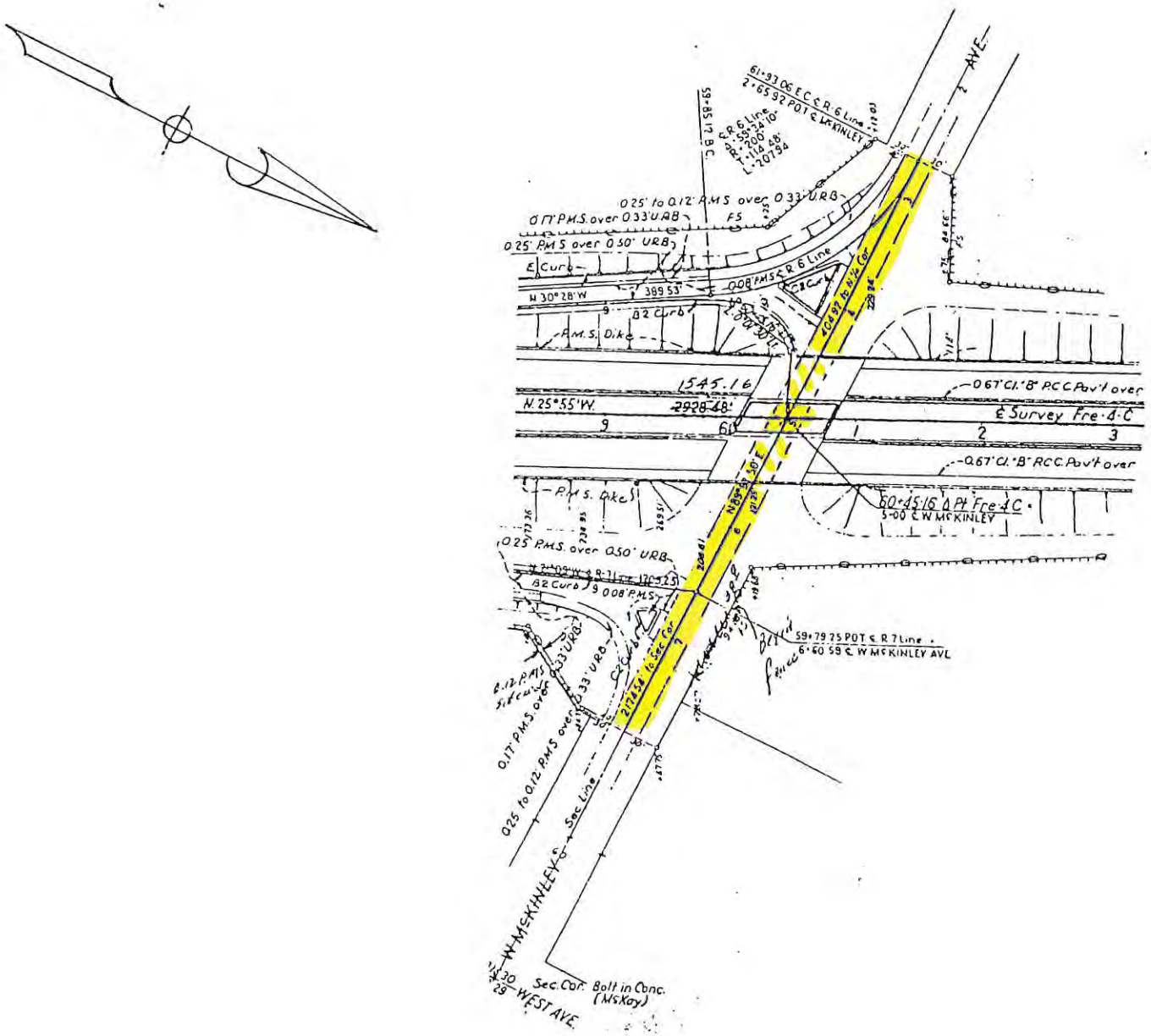
DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	23.30	21	26



OLIVE AVE. O.C.
LOCATION 15

AREA TO BE MAINTAINED BY THE CITY

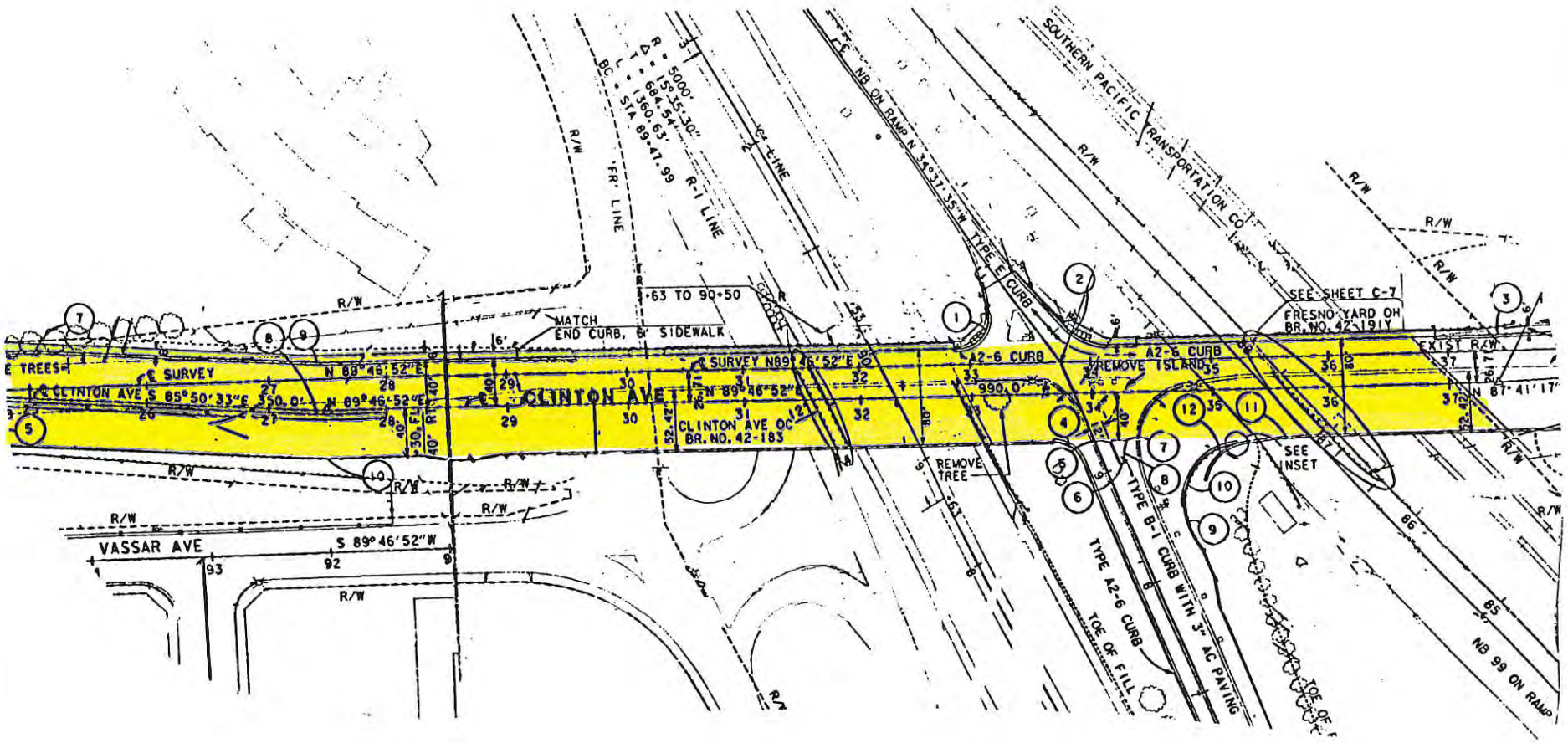
DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	23.86	22	26



MCKINLEY AVE. U.C.
LOCATION 16

AREA TO BE MAINTAINED BY THE CITY

DIST.	COUI	ROUTE	POST MILE	SHEET	OF
06	FRE	99	24.42	23	26

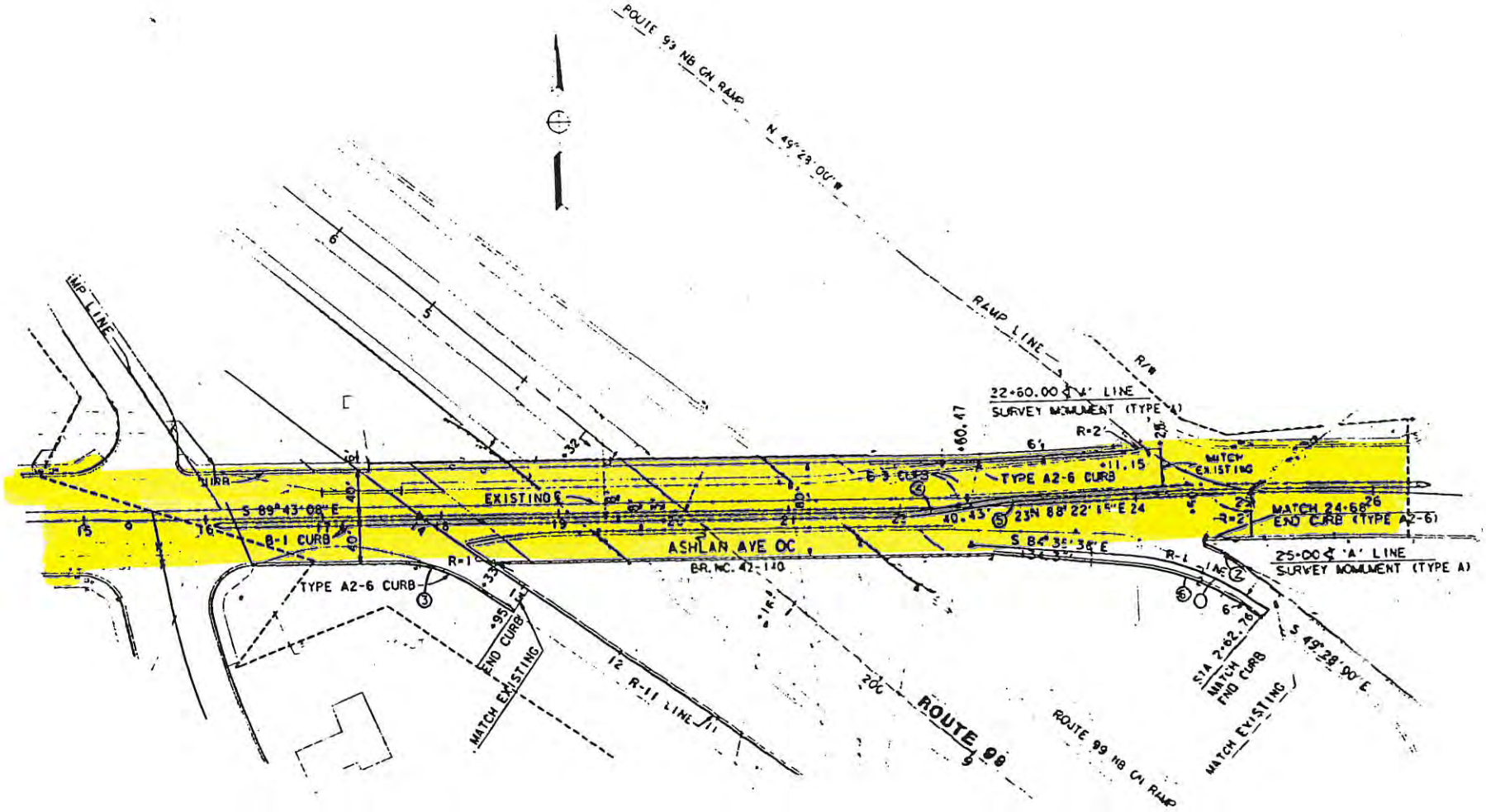


CLINTON AVE. O.C.

LOCATION 17

AREA TO BE MAINTAINED BY THE CITY

DIST.	COUNT	ROUTE	POST MILE	SHEET	OF
06	FRE	99	26.55	24	26

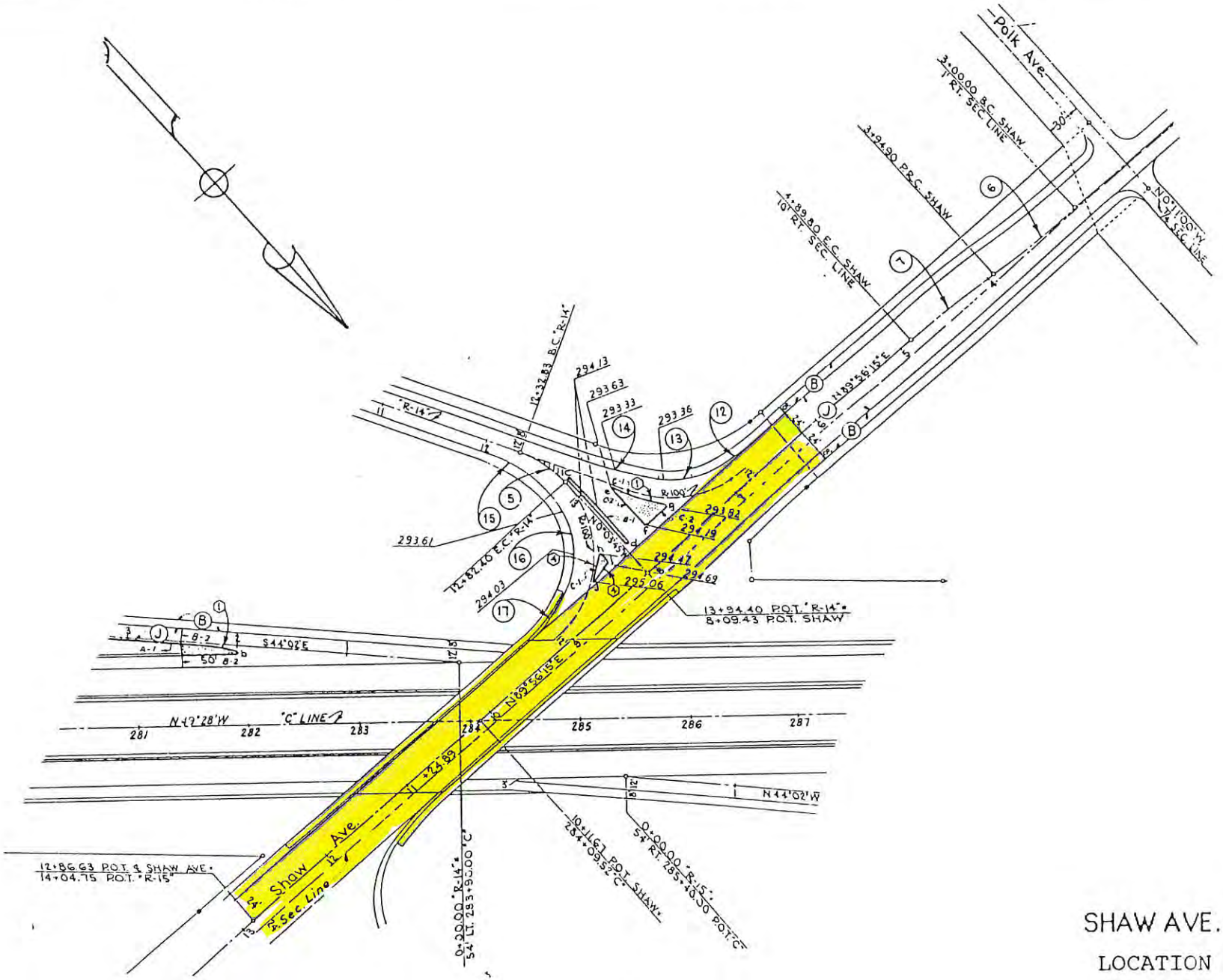


ASHLAN AVE. O.C.

LOCATION 18

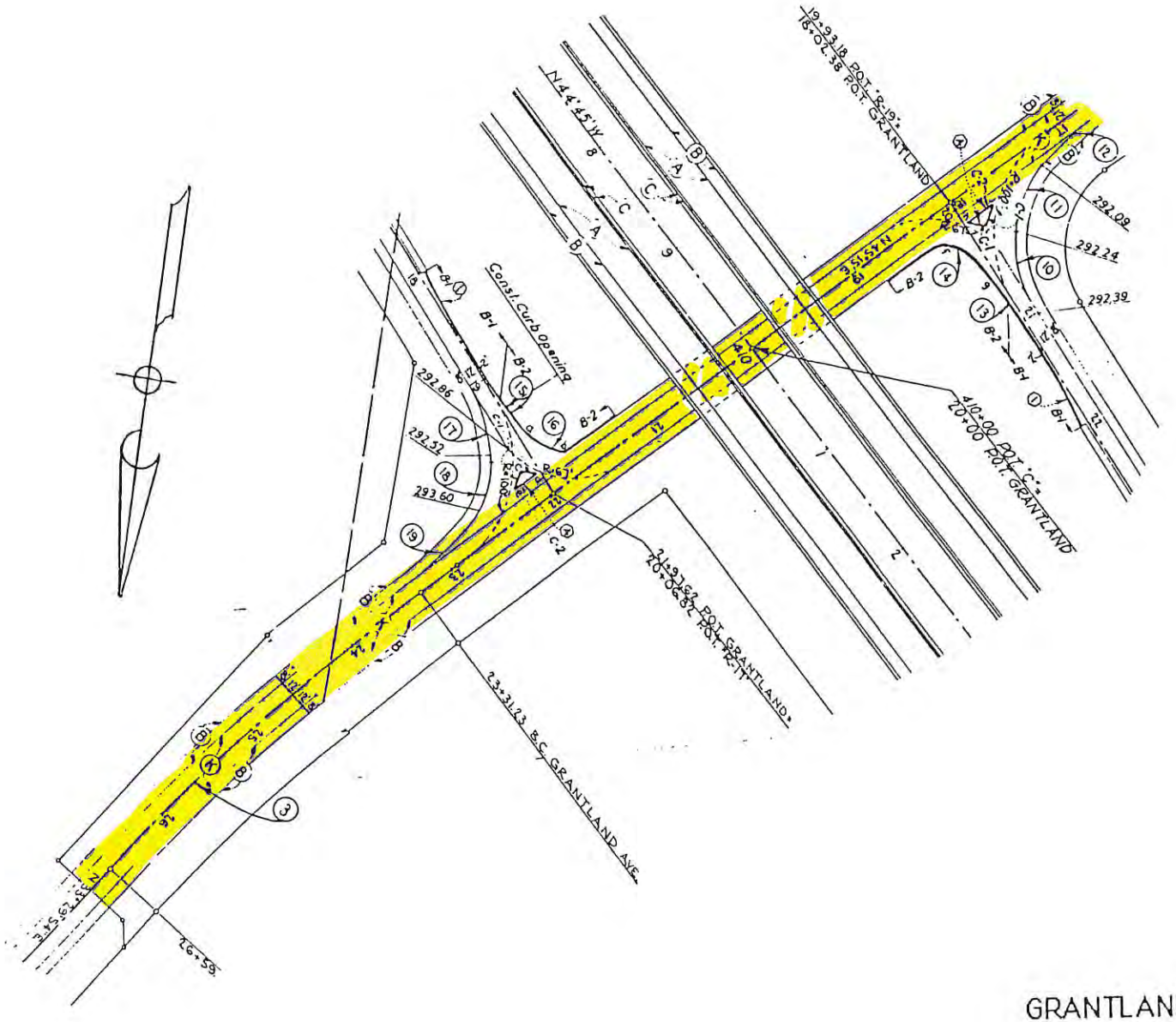
AREA TO BE MAINTAINED BY THE CITY

DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	28.10	25	26,



AREA TO BE MAINTAINED BY THE CITY

DIST.	COUNTY	ROUTE	POST MILE	SHEET	OF
06	FRE	99	30.48	26	26



GRANTLAND AVE. U.C.
LOCATION 20

AREA TO BE MAINTAINED BY THE CITY

FREEWAY AGREEMENT

THIS AGREEMENT, made and entered into on this 20th day of April, 2023, by and between the STATE OF CALIFORNIA acting by and through the Department of Transportation (herein referred to as "STATE"), and the City of Fresno (herein referred to as "CITY"),

WITNESSETH:

WHEREAS, the highway described above has been declared to be a freeway by Resolution of the California Highway Commission on July 20, 1944; May 19, 1949; and August 21, 1956; and

WHEREAS, STATE and CITY have entered into a Freeway Agreement dated June 6, 2013, relating to that portion of State Highway Route 99 from El Dorado Street to 0.9 miles south of Herndon Avenue; and

WHEREAS, STATE and CITY have entered into a Freeway Agreement dated October 3, 2013, relating to that portion of State Highway Route 99 from 0.3 mile north of West Shaw Avenue to 0.9 mile south of Herndon Avenue; and

WHEREAS, a revised plan map for such freeway has been prepared showing the proposed plan of the STATE as it affects streets of the CITY; and

WHEREAS, it is the mutual desire of the parties hereto to enter into a new freeway agreement in accordance with the revised plan of said freeway;

NOW, THEREFORE, IT IS AGREED:

1. This Agreement supersedes in its entirety said Freeway Agreement dated June 6, 2013.

2. This Agreement supersedes in its entirety said Freeway Agreement dated October 3, 2013.

3. CITY agrees and consents to the closing of CITY streets, relocation of CITY streets, construction of frontage roads and other local roads, and other construction affecting CITY streets, all as shown on the plan map attached hereto marked Exhibit A and made a part hereof by this reference.

4. The obligations of STATE and CITY with respect to the funding and construction of the freeway project will always be dealt with in separate Cooperative Agreement(s) between the parties dated, and any amendments thereto, or Encroachment Permits issued to CITY. The parties responsible for shall make any changes affecting CITY streets only in accordance with the plan map attached hereto, marked Exhibit A.

5. The obligations of STATE and CITY with respect to the acquisition of rights of way required for the construction, reconstruction, or alteration of the freeway and CITY streets, frontage roads, and other local roads will always be dealt with in separate Cooperative Agreement(s) between the parties dated, and any amendments thereto, or Encroachment Permits issued to CITY.

6. It is understood between the parties that the rights of way may be acquired in sections or units, and that both as to the acquisition of right of way and the construction of the freeway projects, the obligations of STATE hereunder shall be carried out at such time and for such unit or units of the projects as funds are budgeted and made lawfully available for such expenditures.

7. CITY will accept control and maintenance over each of the relocated or reconstructed CITY streets, and the frontage roads, and other STATE constructed local roads on receipt of written notice to CITY from STATE that the work thereon has been completed, except for any portion which is adopted by STATE as a part of the freeway proper. CITY will accept title to the portions of such roads lying outside the freeway limits upon relinquishment by STATE.

8. This Agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary for the best accomplishment, through STATE and CITY cooperation, of the whole freeway project for the benefit of the people of the STATE and of the CITY.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective duly authorized officers.

STATE OF CALIFORNIA
Department of Transportation

TONY TAVARES
Director of Transportation
By

DIANA GOMEZ
District 6 Director

APPROVED AS TO FORM:

Attorney (State)

THE CITY OF FRESNO
By

SCOTT MOZIER
Public Works Director

APPROVED AS TO FORM:

7-6-23

Attorney (City)

File #: ID 26-572 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-Y.

REPORT TO THE CITY COUNCIL

FROM: SCOTT MOZIER, PE, Director
Public Works Department

BY: JILL M. GORMLEY, TE, Assistant Director
Public Works Department, Traffic & Engineering Services Division

JAIRO MATA, Public Works Manager
Public Works Department, Traffic and Land Planning Section

SUBJECT

RESOLUTION - Approve the Final Map of Tract No. 6463, accepting dedicated public uses offered therein except for dedications offered subject to City acceptance of developer installed required improvements - located on the north side of McKinley Avenue just east of Armstrong Avenue. (Council District 7)

RECOMMENDATION

Staff recommends the City Council adopt a resolution approving the Final Map of Tract No. 6463 and accepting the dedicated public uses offered therein.

EXECUTIVE SUMMARY

The landowner, Wilson Premier Homes, Inc., a California Corporation, has filed for approval of the Final Map of Tract No. 6463, a 216-lot single-family residential subdivision on the north side of McKinley Avenue east of Armstrong Avenue on 18.72 acres.

BACKGROUND

On July 3, 2024, the Fresno City Planning Commission approved Vesting Tentative Map No. 6360 (Tentative Map), a 326-lot single-family residential subdivision on 31.72 acres. The Tentative Map was approved consistent with the Fresno General Plan to comply with the provisions of the Subdivision Map Act. Tract No. 6463 is the second phase of Tentative Map No. 6360.

The Final Map is technically correct and conforms to the approved Tentative Map, the Subdivision Map Act, and the Fresno Municipal Code. The provisions of Section 66474.1 of the Subdivision Map Act require a final map that is in substantial compliance with the approved tentative map to be approved by the City Council.

The Subdivider has satisfied all other conditions of approval and has paid the miscellaneous and development impact fees due as a condition of approval for the Final Map. Covenants have been executed to defer eligible development impact fees to the time of final occupancy of each unit, acknowledging right-to-farm law, relinquishing access rights for certain lots, and providing for sanitary sewer capacity in the Fowler Avenue Trunk Sewer. The City Attorney's Office has approved all documents as to form.

Maintenance District: A condition of approval of the Tentative Map is to maintain the concrete sidewalks, curb, gutter, pads, and mow strip, landscaping, irrigation, hardscaping, trails, asphalt concrete paving, streetlights, and parks associated with the Final Map in accordance with the adopted standards of the City. The Subdivider has satisfied the maintenance requirement by annexing the subdivision into the City's CFD 11 on May 1, 2025.

ENVIRONMENTAL FINDINGS

Pursuant to CEQA Guidelines Section 15268(b)(3), approval of final subdivision maps is ministerial action and is exempt from the requirements of CEQA.

LOCAL PREFERENCE

Local preference was not considered because this resolution does not include a bid or award a construction or services contract.

FISCAL IMPACT

The Final Map is in Council District 7. There will be no impact to the City's General Fund. Approval by the Council will result in timely deliverance of the review and processing of the Final Map as is reasonably expected by the Subdivider. Prudent financial management is demonstrated by the expeditious completion of this Final Map inasmuch as the Subdivider has paid the City a fee for the processing of this Final Map and that fee is, in turn, funding the respective operations of the Public Works Department.

Attachments:
Resolution Approving the Final Map of Tract No. 6463
Final Map of Tract No. 6463
Vicinity Map Tract No. 6463
Levine Act Disclosure Statement Form

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, TO APPROVE THE FINAL MAP OF TRACT NO. 6463, ACCEPTING DEDICATED PUBLIC USES OFFERED THEREIN EXCEPT FOR DEDICATIONS OFFERED SUBJECT TO CITY ACCEPTANCE OF DEVELOPER INSTALLED REQUIRED IMPROVEMENTS

WHEREAS, WILSON PREMIER HOMES, INC., A CALIFORNIA CORPORATION, as Owner, has offered for approval a Final Map designated as Tract No. 6463, ("map"), pursuant to approved Vesting Tentative Map No. 6360 ("tentative map"); and,

WHEREAS, all the certificates which appear on the map (except the approval certificate of the Council of the City of Fresno and the recording certificate of the Recorder of the County of Fresno) have been signed and acknowledged and said map has been filed for approval; and,

WHEREAS, the subdivision lies within the boundaries of the City of Fresno; and,

WHEREAS, the map conforms to all of the requirements of the Subdivision Map Act of the State of California, and City ordinances, resolutions and standards, except that Section 66492 and 66493 of the Subdivision Map Act may not be fully complied with at the time of passage of this resolution and owner having previously filed with the Clerk of the Board of Supervisors of Fresno County a Tax Compliance Certificate Request along with copies of the map considered herewith by the Council; and,

WHEREAS, the Council finds that the proposed subdivision, together with the provisions for its design and improvement, is consistent with all applicable general and

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: HT

669479v1

specific plans of the City; and,

WHEREAS, the Subdivider and the Owners, whose signatures appear on the map, and others have offered for dedication certain streets, public utility easements, access rights and other public properties and uses as shown and delineated upon said map; and,

WHEREAS, the Planning Commission of the City of Fresno, by formal resolution, approved said tentative map.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. The Council finds that the map is in substantial compliance with said tentative map, any deviations therefrom being deemed to be approved by the Council.

2. That the map is hereby approved and any and all of the streets, public utility easements, public utility facilities, access rights and all parcels of land and easements offered for dedication on the map are hereby accepted, unless it is stated on the Final Map that said dedications are subject to City acceptance of Developer installed improvements, subject to complete compliance with Sections 66492 and 66493 of the Subdivision Map Act prior to release of the map for recordation.

3. This Resolution shall be effective upon final approval.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____, 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

AMY K. ALLER
Interim City Clerk

BY:_____
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
CITY ATTORNEY

BY:_____
Heather Thomas Date
Deputy City Attorney

669479v1

FINAL MAP OF

TRACT NO. 6463

PHASE 2 OF TENTATIVE TRACT NO. 6360
IN THE CITY OF FRESNO, COUNTY OF FRESNO, STATE OF CALIFORNIA
SURVEYED AND PLATTED IN JULY, 2024 BY HARBOUR & ASSOCIATES
CONSISTING OF 3 SHEETS
SHEET 1 OF 3

RECORD TITLE INTEREST STATEMENT

THE UNDERSIGNED, BEING ALL PARTIES HAVING ANY RECORD TITLE INTEREST IN THE LAND WITHIN THIS SUBDIVISION, HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF THIS MAP AND OFFER FOR DEDICATION FOR PUBLIC USE THE PARCELS AND EASEMENTS SPECIFIED ON SAID MAP AS INTENDED FOR PUBLIC USE FOR THE PURPOSES SPECIFIED THEREIN.

WILSON PREMIER HOMES, INC., A CALIFORNIA CORPORATION

BY: _____
TODD A. WILSON
SECRETARY

UNITED SECURITY BANK

BY: _____
DENNIS R. WOODS
PRESIDENT AND CEO

NOTARY ACKNOWLEDGEMENTS

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF _____)

ON _____ , 202__ , BEFORE ME _____ , NOTARY PUBLIC, PERSONALLY APPEARED TODD A. WILSON , WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.
WITNESS MY HAND.

NAME _____ SIGNATURE _____

MY COMMISSION EXPIRES _____ COUNTY OF _____

COMMISSION NUMBER _____

NOTARY ACKNOWLEDGEMENTS

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF _____)

ON _____ , 202__ , BEFORE ME _____ , NOTARY PUBLIC, PERSONALLY APPEARED DENNIS R. WOODS , WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.
WITNESS MY HAND.

NAME _____ SIGNATURE _____

MY COMMISSION EXPIRES _____ COUNTY OF _____

COMMISSION NUMBER _____

LEGAL DESCRIPTION

OUTLOT T OF THE FINAL MAP OF TRACT NO. 6360, RECORDED APRIL 16, 2025 UNDER RECORDER'S SERIAL NUMBER 2025-0036829, IN BOOK 94 OF PLATS AT PAGES 52 THROUGH 54, FRESNO COUNTY RECORDS.

THIS PROPERTY IS SUBJECT TO THE FOLLOWING:

1. SAID LAND LIES WITHIN THE FRESNO METROPOLITAN FLOOD CONTROL DISTRICT AND IS SUBJECT TO DRAINAGE FEES AND/OR REQUIREMENTS TO CONSTRUCT PLANNED LOCAL DRAINAGE FACILITIES, AS DISCLOSED BY INSTRUMENT ENTITLED RESOLUTION NO. 1816 - THE BOARD OF DIRECTORS OF THE FRESNO METROPOLITAN FLOOD CONTROL DISTRICT BY THE BOARD OF DIRECTORS OF THE FRESNO METROPOLITAN FLOOD CONTROL DISTRICT RECORDED JULY 31, 1995 AS DOCUMENT NUMBER 95092128.
2. TERMS AND PROVISIONS AS CONTAINED IN AN INSTRUMENT, ENTITLED "AN ORDINANCE OF THE CITY OF FRESNO, ADOPTING THE OFFICIAL PLAN LINES FOR EAST MCKINLEY AVENUE BETWEEN NORTH SUNNYSIDE AND NORTH TEMPERANCE AVENUE, RECORDED MAY 11, 2017 IN OFFICIAL RECORDS UNDER RECORDER'S SERIAL NUMBER 2017-0057989.
3. A NOTICE OF SPECIAL TAX LIEN CITY OF FRESNO COMMUNITY FACILITIES DISTRICT NO. 11 ANNEXATION NO. 152 (FINAL TRACT MAP NO. 6360) FRESNO COUNTY TAX ID # 6667, RECORDED FEBRUARY 4, 2025 IN OFFICIAL RECORDS UNDER A RECORDER'S SERIAL NUMBER 2025-0010021.
4. A NOTICE OF SPECIAL TAX LIEN CITY OF FRESNO COMMUNITY FACILITIES DISTRICT NO. 11 ANNEXATION NO. 155 (FINAL TRACT MAP NO. 6463) FRESNO COUNTY TAX ID # 6667, RECORDED MAY 14, 2025 IN OFFICIAL RECORDS UNDER A RECORDER'S SERIAL NUMBER 2025-0046929.
5. A STATEMENT OF COVENANTS AFFECTING LAND DEVELOPMENT ACKNOWLEDGING RIGHT-TO-FARM LAW FOR THE FINAL MAP OF TRACT NO. 6360, PHASE 1 OF VESTING TENTATIVE MAP NO. 6360, RECORDED APRIL 16, 2025 IN OFFICIAL RECORDS UNDER RECORDER'S SERIAL NO. 2025-0036830.
6. A SUBDIVISION AGREEMENT FINAL MAP OF TRACT NO. 6360, PHASE 1 OF VESTING TENTATIVE MAP NO. 6360, RECORDED APRIL 16, 2025 IN OFFICIAL RECORDS UNDER RECORDER'S SERIAL NUMBER 2025-0036831.
7. A STATEMENT OF COVENANTS AFFECTING LAND DEVELOPMENT FOR THE MAINTENANCE OF CERTAIN IMPROVEMENTS FOR THE FINAL MAP OF TRACT NO. 6360, PHASE 1 OF TENTATIVE MAP NO. 6360, RECORDED UNDER RECORDER'S SERIAL NUMBER 2025-0036832.
8. A STATEMENT OF COVENANTS AFFECTING LAND DEVELOPMENT PROVIDING FOR SANITARY SEWER CAPACITY IN THE FOWLER AVENUE TRUNK SEWER AND DEFERRING PAYMENT OF INTERIM FEE SURETY TO THE TIME OF ISSUANCE OF CERTIFICATE OF OCCUPANCY AND CREATION OF LIEN FOR THE FINAL MAP OF TRACT NO. 6360, PHASE 1 OF TENTATIVE MAP NO. 6360, RECORDED APRIL 16, 2025 IN OFFICIAL RECORDS UNDER RECORDER'S SERIAL NUMBER 2025-0036833.
9. A STATEMENT OF COVENANTS AFFECTING LAND DEVELOPMENT DEFERRING CERTAIN SEWER CONNECTION CHARGES, WATER CONNECTION CHARGES, URBAN GROWTH MANAGEMENT FEES, CITY WIDE FEES AND DEVELOPMENT FEES TO THE TIME OF ISSUANCE OF CERTIFICATE OF OCCUPANCY AND CREATION OF LIEN FOR THE FINAL MAP OF TRACT NO. 6360, PHASE 1 OF TENTATIVE MAP NO. 6360 RECORDED APRIL 16, 2025 IN OFFICIAL RECORDS UNDER RECORDER'S SERIAL NUMBER 2025-0036834.
10. A STATEMENT OF COVENANTS AFFECTING LAND DEVELOPMENT FOR THE MAINTENANCE OF CERTAIN IMPROVEMENTS FOR THE FINAL MAP OF TRACT NO. 6463, PHASE 2 OF TENTATIVE MAP NO. 6360, RECORDED _____ , DOCUMENT NO. _____ , FRESNO COUNTY RECORDS.
11. A STATEMENT OF COVENANTS AFFECTING LAND DEVELOPMENT PROVIDING FOR SANITARY SEWER CAPACITY IN THE FOWLER AVENUE TRUNK SEWER AND DEFERRING PAYMENT OF INTERIM FEE SURETY TO THE TIME OF ISSUANCE OF CERTIFICATE OF OCCUPANCY AND CREATION OF LIEN FOR THE FINAL MAP OF TRACT NO. 6463, PHASE 2 OF TENTATIVE MAP NO. 6360, RECORDED _____ , DOCUMENT NO. _____ , FRESNO COUNTY RECORDS.
12. A STATEMENT OF COVENANTS AFFECTING LAND DEVELOPMENT DEFERRING CERTAIN SEWER CONNECTION CHARGES, WATER CONNECTION CHARGES, URBAN GROWTH MANAGEMENT FEES, CITY WIDE FEES AND DEVELOPMENT FEES TO THE TIME OF ISSUANCE OF CERTIFICATE OF OCCUPANCY AND CREATION OF LIEN FOR THE FINAL MAP OF TRACT NO. 6463, PHASE 2 OF TENTATIVE MAP NO. 6360 RECORDED _____ , DOCUMENT NO. _____ , FRESNO COUNTY RECORDS.
13. A STATEMENT OF COVENANTS AFFECTING LAND DEVELOPMENT RELINQUISHING ACCESS RIGHTS FOR CERTAIN LOTS WITHIN THE FINAL MAP OF TRACT NO. 6463, PHASE 2 OF TENTATIVE MAP NO. 6360 RECORDED _____ , AS DOCUMENT NO. _____ , FRESNO COUNTY RECORDS.
14. A STATEMENT OF COVENANTS AFFECTING LAND DEVELOPMENT ACKNOWLEDGING RIGHT-TO-FARM FOR THE FINAL MAP OF TRACT NO. 6463, PHASE 2 OF TENTATIVE MAP NO. 6360 RECORDED _____ , AS DOCUMENT NO. _____ , FRESNO COUNTY RECORDS.

CITY CLERK'S CERTIFICATE

I HEREBY CERTIFY THAT THE COUNCIL OF THE CITY OF FRESNO, BY RESOLUTION NO. _____ ADOPTED ON _____, APPROVED THE WITHIN MAP AND ACCEPTED ON BEHALF OF THE PUBLIC ALL PARCELS OF LAND AND EASEMENTS OFFERED FOR DEDICATION FOR PUBLIC USE IN CONFORMITY WITH THE TERMS OF THE OFFER OF DEDICATION.

AMY K. ALLER
INTERIM CITY CLERK

BY: _____ _____
DEPUTY DATE

PROFESSIONAL LAND SURVEYOR
AARON D. SPRAY
P.L.S. 9484
STATE OF CALIFORNIA

SURVEYOR'S STATEMENT

THE SURVEY FOR THIS MAP WAS MADE BY ME OR UNDER MY DIRECTION AND IS TRUE AND COMPLETE AS SHOWN.

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF WILSON PREMIER HOMES, INC. ON JULY 1, 2024. I HEREBY STATE THAT ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED, OR THAT THEY WILL BE SET IN THOSE POSITIONS ON OR BEFORE ONE YEAR OF THE DATE THIS MAP IS RECORDED, OR ANY TIME EXTENSION APPROVED BY THE CITY ENGINEER. THE MONUMENTS ARE, OR WILL BE, SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, AND THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP.

_____ _____
AARON D. SPRAY, PLS 9484 DATE

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS MAP, THAT THE SUBDIVISION SHOWN IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE APPROVED TENTATIVE MAP AND ANY APPROVED ALTERATIONS THEREOF. THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP, HAVE BEEN COMPLIED WITH.

_____ _____
SCOTT L. MOZIER, P.E. 54417 DATE
LICENSE EXPIRES 12-31-2027
CITY ENGINEER

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS MAP AND THAT I AM SATISFIED THAT THE MAP IS TECHNICALLY CORRECT.

BY: _____ _____
JASON A. CAMIT, L.S. 8636 DATE
LICENSE EXPIRES 12-31-2027
CHIEF SURVEYOR

PLANNING COMMISSION CERTIFICATE

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS MAP. THAT THE SUBDIVISION SHOWN CONFORMS TO AND IS IN COMPLIANCE WITH THE APPROVED TENTATIVE MAP AND THE REQUIREMENTS IMPOSED BY THE FRESNO CITY PLANNING COMMISSION AS A CONDITION TO THE ACCEPTANCE OF THE FINAL MAP.

_____ _____
JENNIFER K. CLARK DATE
SECRETARY OF THE FRESNO CITY PLANNING COMMISSION

RECORDER'S CERTIFICATE

DOCUMENT NO. _____ FEE $ _____

FILED THIS ___ DAY OF _____, 202__, AT_____ __M. IN VOLUME ____

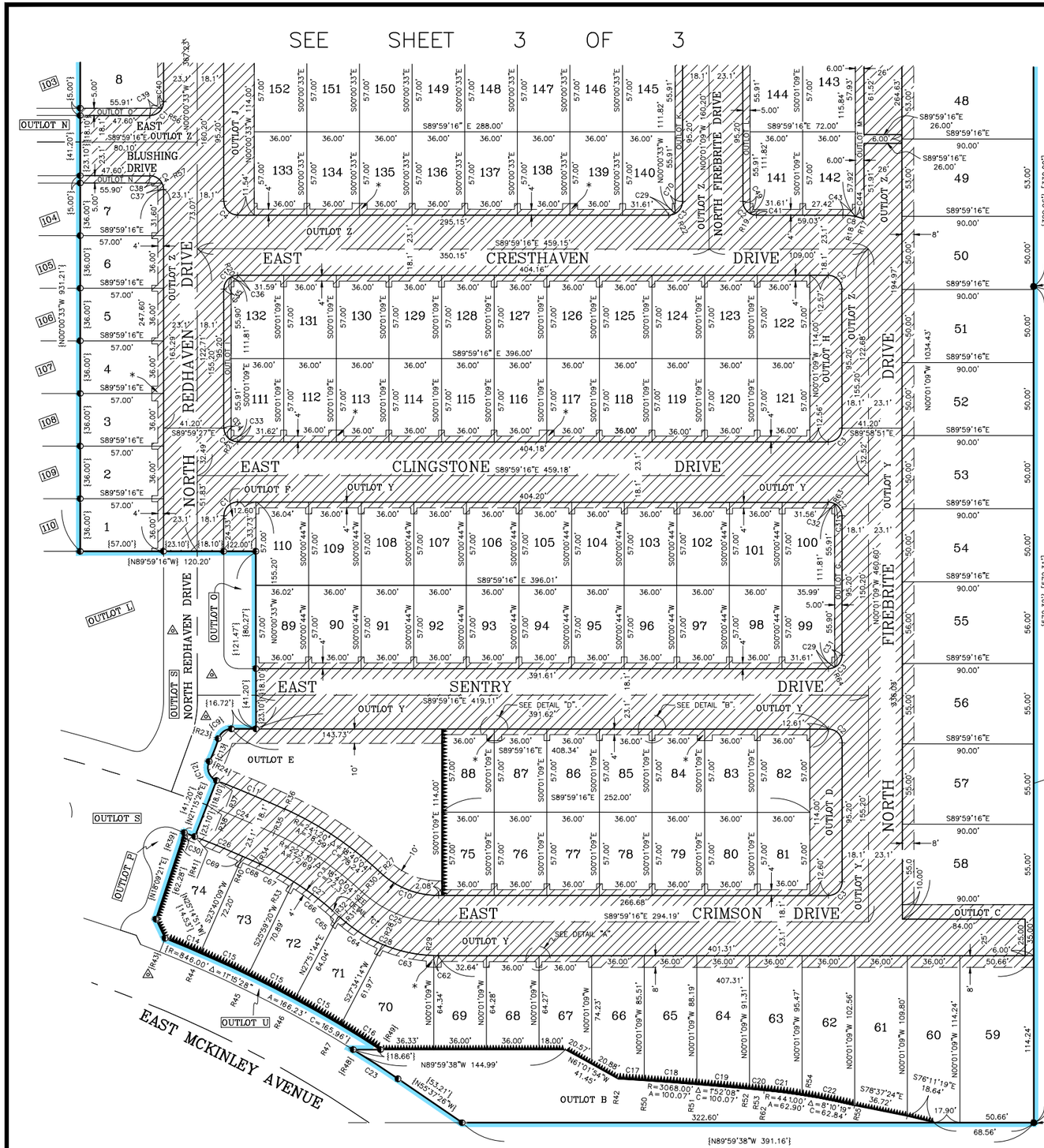
OF PLATS, AT PAGES _____, AT THE REQUEST OF OLD REPUBLIC TITLE COMPANY

FRESNO COUNTY RECORDS.
PAUL DICTOS, C.P.A., RECORDER

BY: _____
DEPUTY

Harbour & Associates
Civil Engineers
389 Clovis Avenue, Suite 300 • Clovis, California 93612
(559) 325-7676 • Fax (559) 325-7699

W.O. #21-014



TRACT NO. 6463

PHASE 2 OF TENTATIVE TRACT NO. 6360
IN THE CITY OF FRESNO, COUNTY OF FRESNO, STATE OF CALIFORNIA
SURVEYED AND PLATTED IN JULY, 2024 BY HARBOUR AND ASSOCIATES
CONSISTING OF 3 SHEETS
SHEET 2 OF 3

LEGEND:

- ● MONUMENT FOUND AND ACCEPTED AS NOTED.
- ◐ FOUND AND ACCEPTED 3/4" IRON PIPE, DOWN 6", TAGGED LS 9484.
- ◦ FOUND AND ACCEPTED DURABLE MONUMENT, DOWN 6", TAGGED PLS 9484.
- ◎ SET 3/4" x 30" IRON PIPE, UP 4" IN 6" DIAMETER x 30" P.C.C. MONUMENT, DOWN 6", TAGGED LS 9484.
- △ INDICATES PREVIOUSLY DEDICATED FOR STREET AND PUBLIC UTILITY PURPOSES WITH TRACT No. 6360 RECORDED IN VOLUME 94 OF PLATS AT PAGES 52 THROUGH 54, F.C.R.
- (XX) INDICATES LOT NUMBER OF THE MAP OF THE SUBDIVISION OF SECTION 27, TOWNSHIP 13 SOUTH, RANGE 21 EAST RECORDED IN VOLUME 5 OF PLATS AT PAGE 14, F.C.R.
- (/) INDICATES LOT NUMBER OF TRACT No. 4708 CARMALEE ESTATES RECORDED IN VOLUME 59 OF PLATS AT PAGES 56 THROUGH 58, F.C.R.
- (XX) INDICATES LOT NUMBER OF TRACT No. 6285 RECORDED IN VOLUME 91 OF PLATS AT PAGES 1 THROUGH 3, F.C.R.
- XX INDICATES LOT NUMBER OF TRACT No. 6360 RECORDED IN VOLUME 94 OF PLATS AT PAGES 52 THROUGH 54, F.C.R.
- ( ) RECORD DATA PER TRACT No. 6285 RECORDED IN VOLUME 91 OF PLATS AT PAGES 1 THROUGH 3, F.C.R., ALSO INDICATES MEASURED DATA.
- [ ] RECORD DATA PER TRACT No. 4708 CARMALEE ESTATES RECORDED IN VOLUME 59 OF PLATS AT PAGES 56 THROUGH 58, F.C.R.
- { } RECORD DATA SHOWN ON OR CALCULATED FROM TRACT No. 6360 RECORDED IN VOLUME 94 OF PLATS AT PAGES 52 THROUGH 54, F.C.R., ALSO INDICATES MEASURED DATA UNLESS OTHERWISE SHOWN.
- < > RECORD DATA PER PARCEL MAP No. 1061 RECORDED IN BOOK 4 OF PARCEL MAPS AT PAGE 44, F.C.R.
- (( )) RECORD DATA PER, OR CALCULATED FROM, RECORD OF SURVEY RECORDED IN BOOK 41 OF RECORD OF SURVEYS AT PAGE 23, F.C.R.
- INDICATES LIMITS OF THIS SUBDIVISION.
- F.C.R. FRESNO COUNTY RECORDS.
- O.R.F.C. OFFICIAL RECORDS OF FRESNO COUNTY.
- INDICATES PUBLIC UTILITY EASEMENT RECORDED APRIL 15, 2026 AS DOCUMENT No. 2026-0017848, O.R.F.C.
- INDICATES RELINQUISHMENT OF DIRECT VEHICULAR ACCESS RIGHTS.

FOUND 3/4" IRON PIPE, DOWN 8", TAG NOT READABLE.

BASIS OF BEARINGS

THE EAST LINE OF OUTLOT T OF TRACT No. 6360 WAS TAKEN TO BE NORTH 00°01'09" WEST AS SHOWN ON THE MAP OF TRACT No. 6630 RECORDED IN VOLUME 94 OF PLATS AT PAGES 52 THROUGH 54, F.C.R.

NOTES

1. 3/4" X 30" IRON PIPE, DOWN 6", TAGGED LS 9484 SET AT ALL LOT CORNERS, BLOCK CORNERS AND BEGINNING AND ENDING OF ALL CURVES, OR WILL BE SET WITHIN ONE YEAR OR ANY APPROVED EXTENSION THEREOF.
2. DISTANCES NOT MONUMENTED ARE CALCULATED.

OUTLOT SCHEDULE

OUTLOTS A,Y & Z:	IS FOR PRIVATE STREET AND PUBLIC UTILITY EASEMENT PURPOSES.
OUTLOT B:	IS TO BE DEEDED IN FEE TO THE FRESNO IRRIGATION DISTRICT, PER SEPARATE INSTRUMENT.
OUTLOT C,G,I,K,L,M,N,O,P,Q,R,T,V, & X:	ARE FOR PRIVATE LANDSCAPING AND PUBLIC UTILITY EASEMENT PURPOSES.
OUTLOT D,F,H,J,S,U, & W:	ARE FOR PRIVATE PARKING, PRIVATE LANDSCAPING AND PUBLIC UTILITY EASEMENT PURPOSES.
OUTLOT E:	IS FOR PRIVATE OPEN SPACE PURPOSES.

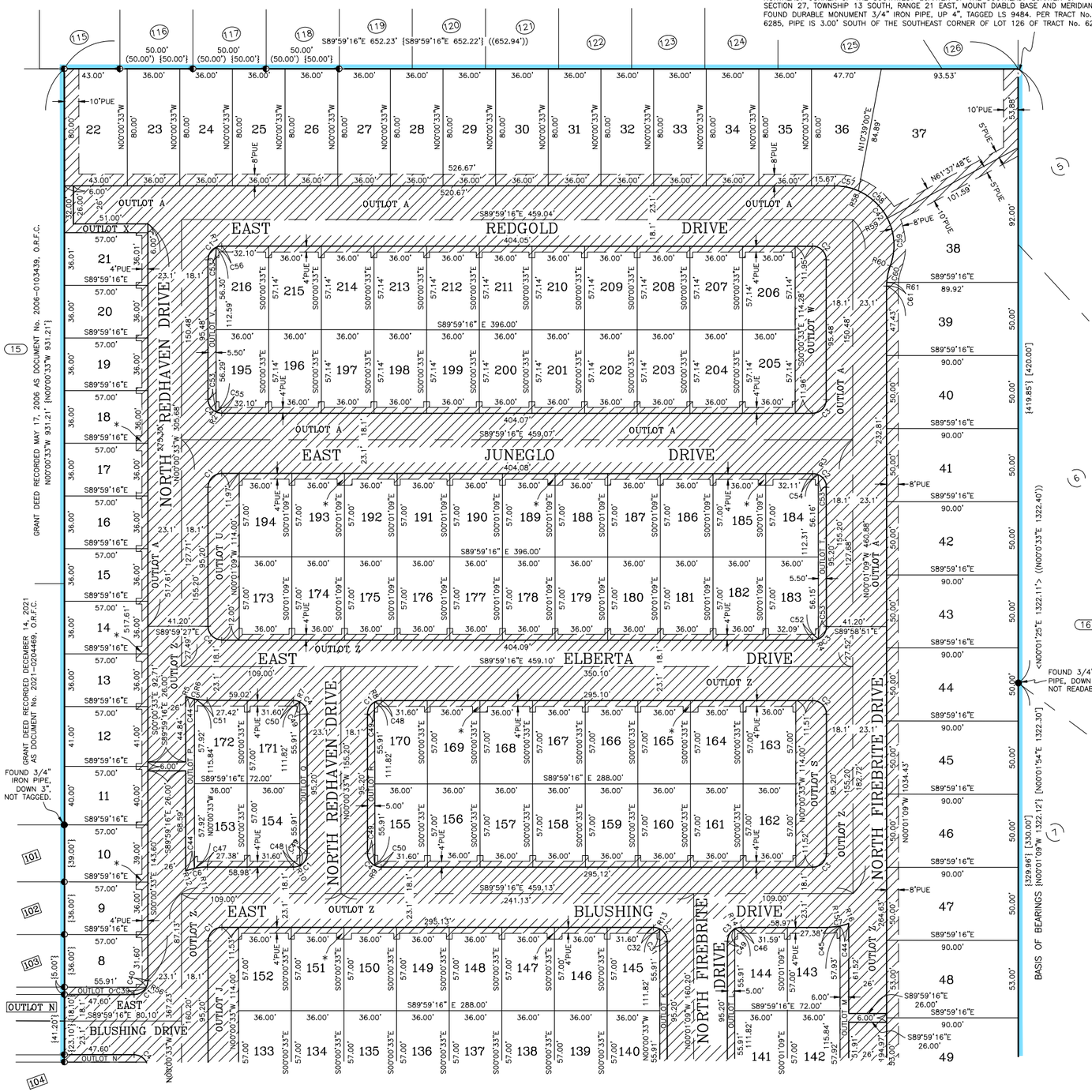
SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 13 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN. FOUND 3/4" IRON PIPE, DOWN 6", TAGGED RCE 12486.

21-077 / 6463
H&A Armstrong & McKinley

Harbour & Associates
Civil Engineers
389 CLOVIS AVENUE # 300 ● Clovis, California 93612
(559) 325 - 7676 ● Fax (559) 325 - 7699 ● e - mail ● ha_ce@msn.com

TRACT NO. 6463

PHASE 2 OF TENTATIVE TRACT NO. 6360
IN THE CITY OF FRESNO, COUNTY OF FRESNO, STATE OF CALIFORNIA
SURVEYED AND PLATTED IN JULY, 2024 BY HARBOUR AND ASSOCIATES
CONSISTING OF 3 SHEETS
SHEET 3 OF 3



CURVE DATA:

CURVE NUMBER	DELTA	RADIUS	ARC LENGTH	CHORD LENGTH
C1	90°01'17"	9.40'	14.77'	13.30'
C2	89°58'07"	9.40'	14.76'	13.29'
C3	90°01'53"	9.40'	14.77'	13.30'
C4	89°58'43"	9.40'	14.76'	13.29'
C5	21°03'17"	40.60'	14.92'	14.84'
C6	21°05'51"	40.60'	14.95'	14.87'
C7	21°06'27"	40.60'	14.96'	14.87'
C8	21°02'40"	40.60'	14.91'	14.83'
C9	73°33'51"	9.40'	12.07'	11.26'
C10	42°56'23"	58.80'	44.07'	43.04'
C11	3°01'37"	959.40'	50.69'	50.68'
C12	95°44'05"	9.40'	15.71'	13.94'
C13	10°32'38"	91.20'	16.78'	16.76'
C14	1°45'40"	846.00'	26.00'	26.00'
C15	2°26'18"	846.00'	36.00'	36.00'
C16	2°10'55"	846.00'	32.22'	32.21'
C17	0°19'55"	3068.00'	17.78'	17.78'
C18	0°40'27"	3068.00'	36.10'	36.10'
C19	0°40'29"	3068.00'	36.14'	36.14'
C20	0°11'16"	3068.00'	10.06'	10.06'
C21	3°24'10"	441.00'	26.19'	26.19'
C22	4°46'09"	441.00'	36.71'	36.70'
C23	2°30'14"	836.00'	36.53'	36.53'
C24	3°01'37"	941.30'	49.73'	49.72'
C25	42°56'23"	76.80'	57.63'	56.29'
C26	3°29'54"	918.20'	56.06'	56.05'
C27	18°40'04"	200.00'	65.16'	64.87'
C28	42°56'23"	100.00'	74.94'	73.20'
C29	27°58'54"	9.40'	4.59'	4.54'
C30	0°28'17"	918.20'	7.55'	7.55'
C31	62°03'20"	9.40'	10.18'	9.69'
C32	27°54'47"	9.40'	4.58'	4.53'
C33	27°49'15"	9.40'	4.56'	4.52'
C34	62°09'28"	9.40'	10.20'	9.70'
C35	62°01'19"	9.40'	10.18'	9.69'
C36	27°59'58"	9.40'	4.59'	4.55'
C37	27°55'26"	9.40'	4.58'	4.54'
C38	62°03'17"	9.40'	10.18'	9.69'
C39	62°05'41"	9.40'	10.19'	9.70'
C40	27°55'36"	9.40'	4.58'	4.54'
C41	27°52'02"	9.40'	4.57'	4.53'
C42	110°21'13"	40.60'	78.20'	66.66'
C43	12°11'52"	40.60'	8.64'	8.63'
C44	8°50'49"	40.60'	6.27'	6.26'
C45	12°15'38"	40.60'	8.69'	8.67'
C46	27°55'49"	9.40'	4.58'	4.54'
C47	12°15'07"	40.60'	8.68'	8.67'
C48	27°55'12"	9.40'	4.58'	4.54'
C49	62°06'05"	9.40'	10.19'	9.70'
C50	27°52'38"	9.40'	4.57'	4.53'
C51	12°12'28"	40.60'	8.65'	8.63'
C52	24°32'39"	9.40'	4.03'	4.00'
C53	65°29'15"	9.40'	10.74'	10.17'
C54	24°28'52"	9.40'	4.02'	3.99'
C55	24°29'28"	9.40'	4.02'	3.99'
C56	24°32'02"	9.40'	4.03'	3.99'
C57	23°42'51"	40.60'	16.80'	16.68'
C58	39°17'22"	40.60'	27.84'	27.30'
C59	47°20'59"	40.60'	33.55'	32.61'
C60	16°39'02"	39.40'	11.45'	11.41'
C61	3°44'04"	39.40'	2.57'	2.57'
C62	1°55'35"	100.00'	3.36'	3.36'
C63	20°37'34"	100.00'	36.00'	35.81'
C64	20°23'14"	100.00'	35.58'	35.40'
C65	0°07'10"	200.00'	0.42'	0.42'
C66	11°08'35"	200.00'	38.90'	38.84'
C67	7°24'18"	200.00'	25.85'	25.83'
C68	0°49'04"	918.20'	13.11'	13.11'
C69	2°40'49"	918.20'	42.95'	42.95'
C70	62°12'56"	9.40'	10.21'	9.70'

RADIAL DATA:

RADIAL NUMBER	BEARING	RADIUS
R1	N24°31'18"W	9.40'
R2	S24°30'12"W	9.40'
R3	N24°29'36"E	9.40'
R4	S24°31'55"E	9.40'
R5	S21°04'01"W	40.60'
R6	S12°13'12"W	40.60'
R7	N27°53'22"E	9.40'
R8	N27°54'28"W	9.40'
R9	S27°53'22"W	9.40'
R10	S27°54'28"E	9.40'
R11	S12°14'18"E	40.60'
R12	N21°05'07"W	40.60'
R13	N27°54'03"E	9.40'
R14	N27°55'05"W	9.40'
R15	S12°14'54"E	40.60'
R16	S21°05'43"E	40.60'
R17	N21°03'24"E	40.60'
R18	N12°12'36"E	40.60'
R19	S27°52'40"W	9.40'
R20	N27°59'14"W	9.40'
R21	S27°49'59"W	9.40'
R22	S27°48'13"E	9.40'
R23	N73°33'07"W	9.40'
R24	N63°00'29"W	9.40'
R27	S42°57'07"W	58.80'
R28	S22°33'52"E	100.00'
R29	S01°56'19"W	100.00'
R30	S42°57'07"W	76.90'
R31	S42°57'07"W	100.00'
R32	N42°49'56"E	200.00'
R33	N31°41'21"E	200.00'
R34	N24°17'03"E	200.00'
R35	N24°17'03"E	223.10'
R36	N24°17'03"E	241.20'
R37	N21°15'26"E	959.40'
R38	N21°15'26"E	941.30'
R39	N20°47'09"E	918.20'
R40	N23°27'59"E	918.20'
R41	N21°15'26"E	918.20'
R42	N03°36'32"E	3068.00'
R43	N21°41'16"E	846.00'
R44	N23°26'56"E	846.00'
R45	N25°53'14"E	846.00'
R46	N28°19'32"E	846.00'
R47	N30°45'50"E	846.00'
R48	N31°52'21"E	836.00'
R49	N32°56'45"E	846.00'
R50	N03°56'27"E	3068.00'
R51	N04°36'55"E	3068.00'
R52	N05°17'24"E	3068.00'
R53	N05°22'25"E	441.00'
R54	N08°46'35"E	441.00'
R55	N13°32'44"E	441.00'
R56	S62°04'57"E	9.40'
R57	N62°04'01"E	9.40'
R58	N23°41'35"E	40.60'
R59	N63°00'58"E	40.60'
R60	S69°38'03"E	40.60'
R61	N86°17'05"W	39.40'
R62	N05°28'40"E	3068.00'
R63	N27°55'31"E	9.40'
R64	S27°57'50"E	9.40'

BASIS OF BEARINGS

THE EAST LINE OF OUTLOT T OF TRACT No. 6360 WAS TAKEN TO BE NORTH 00°01'09" WEST AS SHOWN ON THE MAP OF TRACT No. 6630 RECORDED IN VOLUME 94 OF PLATS AT PAGES 52 THROUGH 54, F.C.R.

NOTES

1. 3/4" X 30" IRON PIPE, DOWN 6", TAGGED LS 9484 SET AT ALL LOT CORNERS, BLOCK CORNERS AND BEGINNING AND ENDING OF ALL CURVES, OR WILL BE SET WITHIN ONE YEAR OR ANY APPROVED EXTENSION THEREOF.

2. DISTANCES NOT MONUMENTED ARE CALCULATED.

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OUTLOT B:	IS TO BE DEEDED IN FEE TO THE FRESNO IRRIGATION DISTRICT, PER SEPARATE INSTRUMENT.
OUTLOT C,G,I,K,L,M,N,O,P,Q,R,T,V, & X:	ARE FOR PRIVATE LANDSCAPING AND PUBLIC UTILITY EASEMENT PURPOSES.
OUTLOT D,F,H,J,S,U, & W:	ARE FOR PRIVATE PARKING, PRIVATE LANDSCAPING AND PUBLIC UTILITY EASEMENT PURPOSES.
OUTLOT E:	IS FOR PRIVATE OPEN SPACE PURPOSES.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES:

PUE PUBLIC UTILITY EASEMENT NOW OFFERED FOR DEDICATION FOR PUBLIC USE.

SEE SHEET 2 OF 3

SEE SHEET 2 OF 3 FOR LEGEND AND DETAILS.

21-077 / 6463
H&A Armstrong & McKinley

Harbour & Associates
Civil Engineers
389 CLOVIS AVENUE # 300 ● Clovis, California 93612
(559) 325 • 7676 ● Fax (559) 325 • 7699 ● e • mail ● ha_ce@msn.com

CITY OF

FRESNO

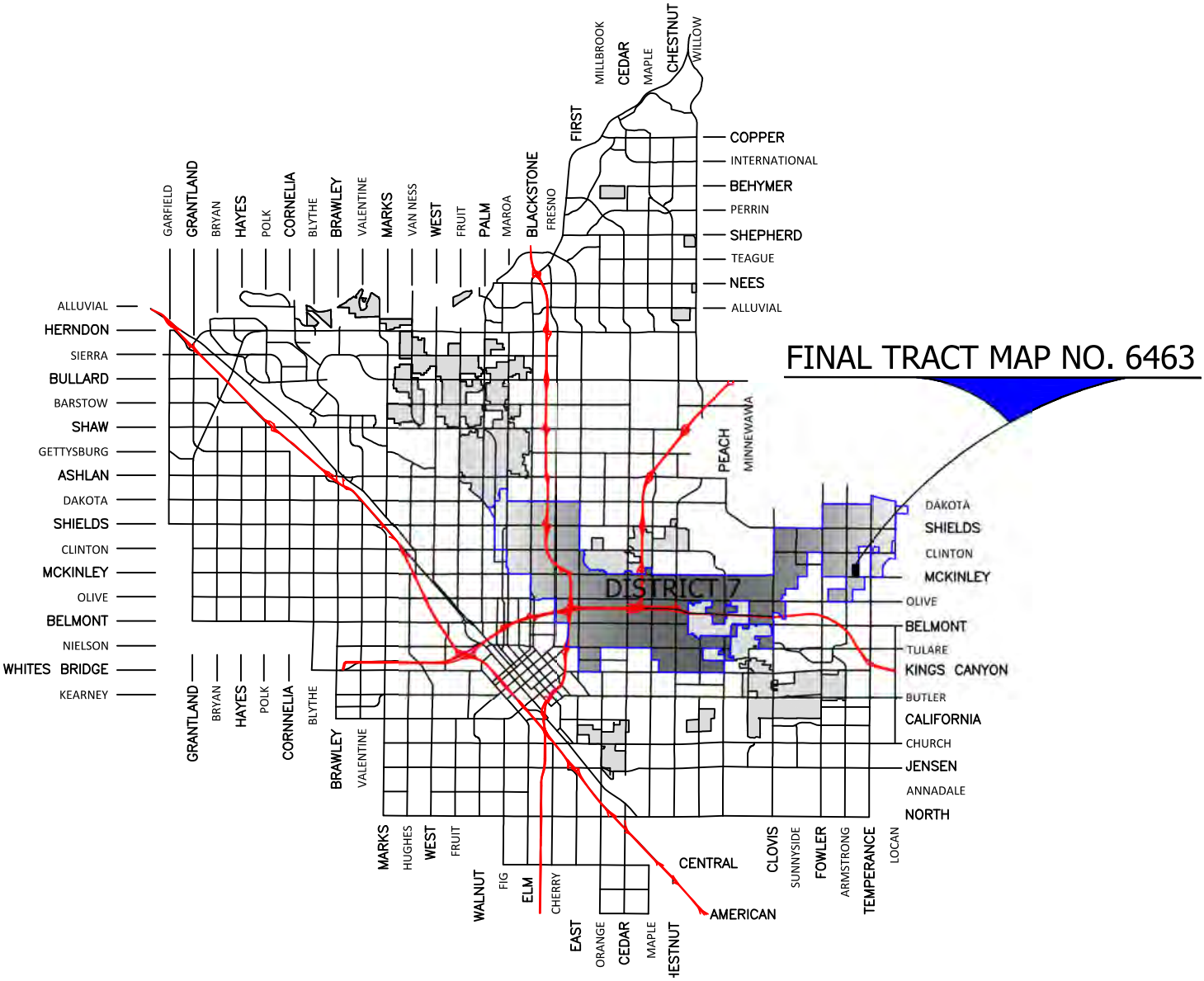
PUBLIC WORKS DEPARTMENT

LAND PLANNING SECTION

N

NOT TO SCALE

February 14, 2025



FINAL TRACT MAP NO. 6463

VICINITY MAP

APPLICANT'S NAME: WILSON PREMIER HOMES, INC.
(Submit with Application)

THIS FORM IS A PUBLIC RECORD

LEVINE ACT DISCLOSURE STATEMENT FOR LICENSES, PERMITS, OR OTHER ENTITLEMENTS FOR USE (DEVELOPMENT)

Background: California Government Code § 84308, commonly referred to as the "Levine Act," prohibits City Officers from participating in any proceeding concerning a license, permit, other entitlement for use, franchise, or contract (collectively "license, permit, or contract") if they receive campaign contribution(s) from a Party or Participant to the proceeding, or their Agents, totaling more than $500 in the preceding 12 months. The Levine Act also prohibits City Officers from accepting, soliciting, or directing campaign contributions over $500 from Parties or Participants to a proceeding, or in *any* amount by their Agents, while a proceeding is pending and for 12 months following the final decision in a proceeding. See definitions of Party, Participant, and Agent in the Definitions attached.

Levine Act requirements apply when the City Officer or the body of which they are a member has the authority to make any decision or recommendation in the proceeding. City Officers include City elected or appointed officers, their alternates, and any candidate for elective office. City Officers are listed at the following sites:

- *City elected officers* - https://www.fresno.gov/cityofficials/
- *Board members and Commissioners* - https://www.fresno.gov/cityclerk/#boards-&-commission- application

Parties are responsible for reviewing and disclosing on the record of a proceeding their and their Agent's campaign contributions to City Officers over $500 in the 12 months preceding any decision rendered by the agency. A "Party" to a proceeding means the applicant as well as the subject of the proceeding.

Both the applicant and the subject of a proceeding are required to provide information about campaign contributions to City Officers made by them, their Agents on behalf of them or their organization(s), their organization(s) subject to the proceeding with the City, and any organization they direct or control pursuant to the aggregation rules set forth by FPPC Reg. § 18438.5, except for uncompensated officers of a nonprofit organization. When a closed corporation is a Party or Participant to a proceeding subject to the Levine Act, the majority shareholder is subject to the disclosure and prohibition requirements of the Levine Act.

DISCLOSURES

Applicants and subjects of proceedings are responsible for reviewing the names of the City Officers and aggregation rules linked above prior to making the following disclosures:

FOR THE APPLICANT: Have you or your company, or any Agent on behalf of you or your company, or any organization you direct or control, made campaign contributions of more than $500 to a City Officer in the 12 months preceding the date of the submission of your bid or proposal, or the anticipated date of any action by a City Officer related to this proceeding?

YES:____ NO: X

If yes, please identify the City Officer(s), Contributing Entity and if they are a Party or an Agent, and date(s) of contribution(s) in the spaces below:

City Officer(s) Name(s) Contributing Entity Date(s) of Contribution(s)

_____

_____

_____

APPLICANT'S NAME: _____
(Submit with Application)

FOR THE ENTITY OR PERSON THAT IS THE SUBJECT OF PROCEEDING: Have you or your company, or any Agent on behalf of you or your company, or any organization you direct or control, made campaign contributions of more than $500 to a City Officer in the 12 months preceding the date of the submission of your bid or proposal, or the anticipated date of any action by a City Officer related to this proceeding?

YES:____ NO: X

If yes, please identify the City Officer(s), Contributing Entity and if they are a Party or an Agent, and date(s) of contribution(s) in the spaces below:

City Officer(s) Name(s) Contributing Entity Date(s) of Contribution(s)

_____

_____

_____

Answering yes to the question above does not preclude the City of Fresno from awarding a license, permit, or contract or taking any subsequent action related to the proceeding.

ENTITY OWNERSHIP

To facilitate City Officials' compliance with the Levine Act, the City requests Parties (both applicants and subjects of the proceeding) disclose the ownership of their companies or entities they control. **Applications will not be denied if this information is not provided, but the disclosure above is legally required.**

Name of **Applicant**:
Wilson Premier Homes, Inc.

Address:
7550 N. Palm Avenue #102, Fresno, CA. 93711

List the names of all principals, partners, and/or trustees. For corporations, provide names of officers, directors, and all stockholders owning more than 10% equity interest in corporation:

_____

_____

_____

APPLICANT'S NAME: _____
(Submit with Application)

Name of the entity or person that is the **Subject of Proceeding:**
Wilson Premier Homes, Inc.

Address:
7550 N. Palm Ave. #102, Fresno, CA. 93711

List the names of all principals, partners, and/or trustees. For corporations, provide names of officers, directors, and all stockholders owning more than 10% equity interest in corporation:

SIGNATURES

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Wilson Premier Homes, Inc.
Name of Applicant

Todd A. Wilson
Print Name and Title of Authorized Representative

Signature

5.6.26
Date

Wilson Premier Homes, inc.
Name of Entity or Person that is the Subject of the Proceeding

Todd A. Wilson
Print Name and Title of Authorized Representative

Signature

5.6.26
Date

APPLICANT'S NAME: _____
(Submit with Application)

LEVINE ACT DISCLOSURE STATEMENT
DEFINITIONS

Term	Definition	Law
Covered Proceedings	A license, permit, or other entitlement for use, meaning all business, professional, trade, and land use licenses and permits and all other entitlements for use, including all entitlements for land use, all contracts, and all franchises. Including a proceeding to grant, deny, revoke, restrict, or modify a license, permit or other entitlement for use, that does not solely involve purely ministerial decisions and is: (1) Applied for by the party; (2) Formally or informally requested by the party; or (3) A contract between the agency and the party or a franchisee granted by the agency to the party, *other than those* competitively bid, labor contract, personal employment contract, valued under $50,000, between two or more agencies, where no party receives financial compensation, periodic review of or renewal of a development agreement with no material changes; or a periodic review or renewal of competitively bid contracts (unless material modifications or amendments valued at >10% value of the contract $50,000, whichever is less).	FPPC Reg 18438.2(a)
Party	Any person who files an application for, or is the subject of, a proceeding involving a license, permit, or other entitlement for use.	Gov. Code 84308(a)(1)
Participant	Any person who is not a party but who actively supports or opposes a particular decision in a proceeding involving a license, permit, or other entitlement for use and who has a financial interest in the decision. A person actively supports or opposes a particular decision in a proceeding if that person lobbies in person the officers or employees of the agency, testifies in person before the agency, or otherwise acts to influence officers of the agency.	Gov. Code 84308(a)(2); *see also* FPPC Reg. 18348.4
Agent	A person who represents a party or participant for compensation and appears before or otherwise communicates with the governmental agency for the purpose of influencing the pending proceeding. See FPPC Reg 18438.3 for exceptions for certain consultants.	FPPC Reg 18438.3
Competitively Bid	Competitively bid contracts are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process. A contract required by law to be awarded to the lowest responsible bidder with a responsive bid, or, if the successful bidder refuses or fails to execute the contract, to the next lowest responsive bidder.	Gov. Code 84308(a)(5)(B); FPPC Reg 18438.2(a)(3)(A)
Labor Contract	A contract or agreement reached through collective bargaining or with a representative group regarding the salary, benefits, or terms and conditions under an employment or retirement policy for employees or retirees, including a project labor agreement entered under Public Contract Code Section 2500.	FPPC Reg 18438.2(a)(3)(B)
Personal Employment Contract	A contract for employment, including the terms and conditions of employment, between the agency and an agency employee. A contract with an independent contractor is NOT a personal employment contract.	FPPC Reg 18438.2(a)(3)(C)-(D)

Additional information on the Levine Act: https://www.fppc.ca.gov/content/dam/fppc/NS-Documents/TAD/Campaign%20Documents/84308/Section%2084308%20and%20Parties%20and%20Participants%20Guide.pdf

File #: ID 26-582 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-Z.

REPORT TO THE CITY COUNCIL

FROM: SCOTT L. MOZIER, PE, Director
Public Works Department

BY: JILL M. GORMLEY, TE, Assistant Director
Public Works Department, Traffic & Engineering Services Division

CHERYL L. BURNS, Grants Development Manager
Public Works Department, Traffic & Engineering Services Division

SUBJECT

***RESOLUTION - Authorizing the Submission of Grant Applications to the California Department of Transportation's Active Transportation Program Cycle 8 Call for Projects that Support Active Transportation and Authorizing the Execution of Grant Applications and Acceptance of Grant Funds, and Execution of Grant Agreement Documents by the Public Works Director or Designee (Citywide) (Subject to Mayor's Veto)

RECOMMENDATION

Staff recommends that the City Council adopt a resolution authorizing the submission of grant applications to the California Department of Transportation's Active Transportation Program (ATP) Cycle 8 Call for Projects and authorize the execution of all grant applications and acceptance of grant funds and the execution of grant agreement documents by the Public Works Director or Designee.

EXECUTIVE SUMMARY

The ATP Grant Cycle 8 call for projects was released in March 2026. The ATP encourages the use of active modes of transportation, such as biking and walking, by funding education and infrastructure projects which support active travel. The grant program is competitive, with a minimum requirement of 25 percent of funds distributed to disadvantaged communities. The call for projects occurs at both the state and regional (Fresno County) level. Applications for the statewide call are due on June 22, 2026, and applications to the regional call are due on November 18, 2026. Projects not funded at the state level and that can be scaled will be repackaged and submitted for regional consideration. All proposed projects have been evaluated using the Active Transportation Prioritization Tool and have been grouped to maximize the competitiveness of the grant proposals. The proposed project list (see attachment) covers all seven City Council districts and includes improvements to existing bikeways, safe routes to school neighborhood sidewalk projects, school area traffic signals, a proposed pedestrian bridge over State Route 99, a school safety education program, and implementation of

trail identification and wayfinding.

BACKGROUND

The ATP is a competitive statewide program created to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) created the ATP, and Senate Bill 1 (SB 1) (Beall, Chapter 5, Statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP. The Cycle 8 call for projects is projected to have an estimated $619 million dollars available to be awarded. Of that total, the City of Fresno is eligible to compete for approximately $309 million in funding at the state level and approximately $6.8 million at the regional level. Infrastructure projects with or without a non-infrastructure component can be submitted as small (less than $3.5 million), medium (between $3.5 million and $10 million), or large ($10 million or more). ATP also funds non-infrastructure projects, which include educational programs, and the development of active transportation plans. The program is administered by the California Transportation Commission, Caltrans, and Fresno Council of Governments. Project funding can be programmed for use in Fiscal Years 2027/28, 2028/29, 2029/30, and 2030/31. The minimum project size at the State application level is $250,000. There is no minimum at the regional level, but applicants are encouraged to request less than $3.5 million per project.

The Active Transportation Plan (the Plan) and the complementary Active Transportation Project Prioritization Tool (the Tool) both were adopted by the City Council in March 2017. An update of the Plan is in process with an expected adoption date in June 2026. The Draft Plan update was presented as a workshop to the City Council on April 23, 2026. The Draft Plan has been referenced to identify potential projects based on community requests and the Tool has been used to calculate each project's priority score. Summaries of the proposed projects are included by attachment. None of the proposed projects include the reduction of travel lanes or on-street parking.

Notification of grant awards for state applications are expected by December 3-4, 2026, and notification for regional applications are expected in February 2027.

ENVIRONMENTAL FINDINGS

This action is not subject to California Environmental Quality Act (CEQA) Guidelines Section 15378 (CEQA) at this time. This action involves an application for funding, and it is uncertain if funding will be awarded. If sufficient funds are awarded to complete a future project, the appropriate CEQA analysis will be prepared and brought to Council for approval along with formal project approval.

LOCAL PREFERENCE

Local preference is not included because this resolution does not include a bid or award of a construction or services contract.

FISCAL IMPACT

This resolution will have no impact on the General Fund. No matching funds are required. Should the

grant be awarded, ATP funds will be incorporated into the City of Fresno annual budget for the fiscal year(s) in which they will be available for reimbursement.

Attachments:
Resolution
Proposed Project Summary List

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, AUTHORIZING THE SUBMISSION OF GRANT APPLICATIONS TO THE CALIFORNIA DEPARTMENT OF TRANSPORTATION'S ACTIVE TRANSPORTATION PROGRAM CYCLE 8 CALL FOR PROJECTS THAT SUPPORT ACTIVE TRANSPORTATION AND AUTHORIZING THE EXECUTION OF GRANT APPLICATIONS AND ACCEPTANCE OF GRANT FUNDS, AND EXECUTION OF GRANT AGREEMENT DOCUMENTS BY THE PUBLIC WORKS DIRECTOR OR DESIGNEE

WHEREAS, the City of Fresno is an eligible applicant of the 2026 Active Transportation Program (ATP) Cycle 8 grant program; and

WHEREAS, the ATP provides grant funding for eligible local agencies for the purpose of increasing the proportion of trips accomplished by biking and walking, increasing the safety and mobility of non-motorized users, advancing the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals, enhancing public health, ensuring disadvantaged communities fully share in the benefits of the program, and providing a broad spectrum of projects to benefit many types of active transportation users; and

WHEREAS, the California Transportation Commission, California Department of Transportation, and Fresno Council of Governments administer the program and have requested applications from eligible agencies;

WHEREAS, the Department of Public Works intends to submit grant applications for funding of the projects to support active transportation;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: TH

1. The Council approves and supports the submission of applications for grant funding from the ATP for the projects and participation therein consistent with constitutional and local law requirements and this resolution.

2. The Council appoints and authorizes the Public Works director or designee, to execute and submit all grant application related documents and accept grant funds and execute grant related agreements on behalf of the City of Fresno, subject to prior approval as to form by the City Attorney's Office.

3. This resolution shall be effective upon final approval.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

AMY K. ALLER
Interim City Clerk

By: _____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Tricia Herrera Date
Deputy City Attorney

Active Transportation Program Cycle 8
Proposed Projects

1. First Street Class IV Protected Bikeway

Cost Estimate: TBD
Council District(s): District 4, District 6, District 7

This project proposes to install a Class IV protected bikeway along First Street from Nees Avenue to Alluvial Avenue and Bullard Avenue to McKinley Avenue, enhancing a north-south spine for Fresno's bicycle network stretching from northern residential neighborhoods, commercial centers, and a regional park to Downtown. Through the project limits, a lane width reduction will be implemented, but there will be no reduction in the number of lanes or on-street parking. The separated bikeway along this corridor would provide a low-stress alternative and will be a context-sensitive bikeway, serving as a primary corridor linking residential neighborhoods to employment centers, educational facilities, and civic destinations. The project will also include the installation of high-visibility intersections at locations where high pedestrian volumes are expected.

This project was identified as a Priority Corridor development project in the 2026 Active Transportation Plan (ATP) Update and was selected for 30% design development to add or improve bicycle facilities.

2. Safe Routes to Schools Neighborhood Sidewalks

Cost Estimate: TBD
Council District(s): District 2, District 4, District 5

This project would assist in creating "Safe Routes to School" by constructing missing sidewalks and potentially upgrading curb ramps to modern standards in three neighborhoods. The project includes lighting improvements when feasible and the removal of obstructive landscaping. These improvements will encourage more families to walk or bike to school by providing a secure, well-lit, and accessible environment. Specific neighborhoods have been selected based on staff analysis of the feasibility for sidewalk installation in school zones with missing sidewalks.

The following neighborhoods have been identified for this project:

a. Nelson Neighborhood (District 2)
    i. Boundaries: Spruce – Harrison – Herndon – Farris
    ii. Nearby School: Nelson Elementary

b. Pyle Neighborhood (District 4)
    i. Boundaries: Ashlan – First – Dakota – Angus
    ii. Nearby School: Pyle Elementary

c. South Sequoia Neighborhood (District 5)
    i. Boundaries: Woodward – Cedar – Dwight – Orange
    ii. Nearby School: Sequoia Middle School

3. **School Safety Traffic Signals**
Cost Estimate: TBD
Council District(s): District 1

This project plans to install traffic signal improvements to implement a pedestrian scramble phase at key intersections adjacent to school facilities. By creating a dedicated crossing window and providing a high-visibility environment to protect vulnerable road users, this will significantly enhance safety for students and pedestrians by addressing conflicts between pedestrians and turning vehicles. The project includes the installation of traffic signal poles and loops, sidewalk improvements, the upgrade of existing curb ramps to ADA-compliant curb ramps, and pavement repairs as needed.

The intersections included in this project are:

a. West & Princeton
b. West & Garland
c. Dakota & Channing

The City was awarded funds in the 2024 ATP regional call for projects for the design phase for improvements at these intersections. This proposed project will fund the implementation and construction of the improvements.

4. **Parkway Drive Pedestrian Bridge**

Cost Estimate: $25,000,000
Council District(s): District 3

This project proposes to construct a pedestrian bridge over State Route 99 from Parkway Drive at Harvey Avenue to Roeding Park. The project will connect the Jane Addams Neighborhood on the west to green space, amenities, and services on the east. The pedestrian bridge will consist of an 8-foot wide pathway spanning 1,100 feet with chain-link fencing, tubular handrails, signage, and lighting.

This project was first identified in the 2016 Downtown Neighborhoods Community Plan as part of the community's vision for improving connectivity and encouraging walking, bicycling, and overall pedestrian access to and from the Jane Addams Neighborhood.

5. **Walk, Bike, and Roll School Routes Education Program**
Cost Estimate: TBD
Council District(s): TBD

This non-infrastructure project proposes to conduct walk audits at up to 28 schools across Fresno and assess the existing infrastructure for walking, biking, and rolling near the selected schools. A traffic garden will be installed at each selected school to educate students and community members on the navigation of roadway

infrastructure. Finally, the project includes the development of recommended Walk, Bike, and Roll School Routes brochures and/or online guides for the selected schools.

Staff are currently analyzing data to identify the specific school locations for this project. Prioritization and selection of the school sites will be based on areas with the highest fatality and serious injury rates in children ranging from 5-18 years old.

6. **Trail Wayfinding Plan Implementation & Trail Count Hardware**
   Cost Estimate: TBD
   Council District(s): TBD

   This project proposes the implementation of recommendations included in the 2022 *Travel by Trail, Fresno! Wayfinding Plan*. Implementation will include the installation of signage at trailheads and along trail routes to assist trail users with navigation along the trail network. The sign design and color palette were included and adopted as part of the Plan, but each trail name will need to be identified and adopted by City Council prior to sign manufacturing. In addition to wayfinding signage, this project includes the installation of trail count hardware at select locations to encourage the use of the trail system and provide city staff with data on trail usage that can be used to inform city priorities and future grant opportunities.

   This project aligns with the wayfinding priority identified in the 2026 Active Transportation Plan Update.

File #: ID 26-584 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-AA.

REPORT TO THE CITY COUNCIL

FROM: SCOTT L. MOZIER, PE, Director
Public Works Department

BY: JILL M. GORMLEY, TE, Assistant Director
Public Works Department, Traffic & Engineering Services Division

CHERYL L. BURNS, MPA, Business Manager
Public Works Department, Traffic & Engineering Services Division

SUBJECT

***RESOLUTION - Authorizing the Submission of a Safe Streets and Roads for All Implementation Grant Application to the United States Department of Transportation and Authorizing the Public Works Director or Designee to Accept and Execute All Application and Grant Agreement Documents on Behalf of the City of Fresno (Council Districts 3 and 7) (Subject to Mayor's Veto)

RECOMMENDATION

Staff recommends that the City Council adopt a resolution authorizing the submission of a Safe Streets and Roads for All (SS4A) grant application to the United States Department of Transportation (DOT) and authorize the acceptance, along with the execution, of all grant agreement documents by the Public Works Director or Designee.

EXECUTIVE SUMMARY

Staff is requesting authorization to submit an application to the Safe Streets and Roads for All (SS4A) Discretionary Grant Program. SS4A is a grant program authorized under Section 24112 of the Infrastructure Investment and Jobs Act (IIJA). The purpose of this grant is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through the development of Action Plans and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, and commercial vehicle operators. The Fiscal Year 2026 SS4A program provides funding for two types of grants: Planning and Demonstration Grants and Implementation Grants.

The proposed Public Works Department (DPW) application for a SS4A Implementation Grant would request funding for up to $5,000,000 for the purpose of implementing the Belmont Avenue Safe Streets Project to implement the recommended safety improvements identified in the Vision Zero Action Plan.

BACKGROUND

Section 24112 of the IIJA authorized and appropriated approximately $1 billion to be awarded by the Department of Transportation for Fiscal Year 2026 for the SS4A discretionary grant program. The purpose of the SS4A program is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through the development of Action Plans and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, and commercial vehicle operators. The program provides funding to develop tools to strengthen a community's approach to roadway safety and save lives.

A Notice of Funding Opportunity (NOFO) was published on March 27, 2026, with nearly $1 billion available in funding for Federal Fiscal Year 2026. SS4A provides funding for two types of grants: Planning and Demonstration Grants and Implementation Grants.

Implementation Grants fund projects and strategies identified in an Action Plan that address roadway safety problems. To be eligible for an Implementation Grant, applicants must have an adopted eligible Action Plan.

In the Fiscal Year 2022 funding cycle, the City was awarded a planning grant for the development of the Vision Zero Action Plan (VZAP). Vision Zero is a strategy that strives to eliminate all traffic fatalities and severe injuries, while increasing safety, health, and equitable mobility for all. Vision Zero is a commitment to approach traffic safety in fundamentally different ways through systemic changes. The City's VZAP is scheduled for City Council adoption on May 21, 2026. Once adopted, the VZAP will serve as the City's eligible Action Plan, making the City eligible to apply for an SS4A implementation grant.

In the Fiscal Year 2025 funding cycle, the City was awarded an SS4A grant for a supplemental planning project to conduct a supplemental intersection safety audit to further the work being done as part of the VZAP.

After analyzing five years of collision data; demographic, land use, and destination data; and community input, the VZAP project team identified the top five (5) priority street segments and five (5) priority intersections. The final ten (10) locations represent key opportunities in Fresno for reducing fatal and severe injuries through coordinated infrastructure and non-infrastructure strategies. These locations reflect not only crash history, but also community context, access needs, and equity considerations.

The proposed Belmont Avenue Safe Streets Project (Project) will implement recommended safety improvements identified in the VZAP along one of the top priority corridors - Belmont Avenue between Palm Avenue and Abby Street. Improvements will consist of elements such traffic signal modification, Leading Pedestrian Interval (LPI)/Accessible Pedestrian Signals (APS), high-visibility crosswalks, left turn phasing, video detection, and bike boxes at key intersections along the corridor. The Project also proposes a corridor study to determine the feasibility of enhanced active transportation components along Belmont Avenue between Abby Street and Cedar Avenue and the feasibility of improved pedestrian crossings featuring Rectangular Rapid Flashing Beacons (RRFBs) and/or High-Intensity Activated Crosswalks (HAWKs) along the corridor.

Grant applications for the FY 2026 SS4A Grant Program are due on May 26, 2026. The expected period of performance for Planning and Demonstration Grant agreements is between 24 months and 5 years. Federal share of the SS4A grant may not exceed 80% of total activity costs, therefore, recipients are required to provide a 20% non-Federal matching share.

The City Attorney's office has reviewed and approved the resolution as to form.

ENVIRONMENTAL FINDINGS

This action is not subject to California Environmental Quality Act (CEQA) Guidelines Section 15378 (CEQA) at this time. This action involves an application for funding, and it is uncertain if funding will be awarded. If sufficient funds are awarded to complete a future project, the appropriate CEQA analysis will be prepared and brought to Council for approval along with formal project approval.

LOCAL PREFERENCE

Local preference is not included because this resolution does not include a bid or award of a construction or services contract.

FISCAL IMPACT

This resolution will have no impact on the General Fund. Should the grants be awarded, local matching funds will be identified through future fiscal year capital budgets.

Attachments:
Resolution
Vicinity Map

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, AUTHORIZING THE SUBMISSION OF A SAFE STREETS AND ROADS FOR ALL IMPLEMENTATION GRANT APPLICATION TO THE UNITED STATES DEPARTMENT OF TRANSPORTATION AND AUTHORIZING THE PUBLIC WORKS DIRECTOR OR DESIGNEE TO ACCEPT AND EXECUTE ALL APPLICATION AND GRANT AGREEMENT DOCUMENTS ON BEHALF OF THE CITY OF FRESNO

WHEREAS, safe, convenient, and accessible transportation for all users is an adopted priority of the City of Fresno; and

WHEREAS, crashes that result in death or serious injury are not inevitable but largely preventable and stem in part from human inattention and designs that are ineffective in accommodating multimodal uses in urban environments; and

WHEREAS, it is the role of government to do its part to serve and protect the populace; and

WHEREAS, the City of Fresno is designated as a Pedestrian Safety Focus City by the Federal Highways Administration (FHWA); and

WHEREAS, the Safe Streets and Roads for All Planning and Demonstration Grant Opportunity provides grant funds for eligible agencies for the purpose of improving roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through developing, completing, and supplementing the city's safety action plan; and

WHEREAS, the United States Department of Transportation administers the Safe Streets and Roads for All Implementation Grant and has requested applications from

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: _____ Resolution No.
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eligible agencies; and

WHEREAS, the City of Fresno is eligible to apply for a maximum available funding of $25,000,000 for the Safe Streets and Roads for All Implementation Grant to implement a project or strategy identified in the city's safety action plan (Vision Zero Action Plan).

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. The Council authorizes the Public Works Director or designee to apply for a maximum available funding of $25,000,000 from the United States Department of Transportation Safe Streets and Roads for All Implementation Grant Opportunity and participation therein consistent with constitutional and local law requirements and this resolution.

2. The Council certifies, consistent with constitutional and local law requirements, and this resolution, that the City has or will have sufficient funds to provide the matching funds required.

3. The Council certifies that the City has reviewed, understands and to the extent consistent with all constitutional and local laws requirements and this resolution, agrees to the provisions contained in the application and program guidelines and related documents.

4. The Director of Public Works or Designee, is appointed as a representative of the City of Fresno to accept funding, execute and submit all documents including but not limited to grant application documents and grant related agreements which may be necessary for the completion of the proposed project.

5. This resolution shall be effective upon final approval.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

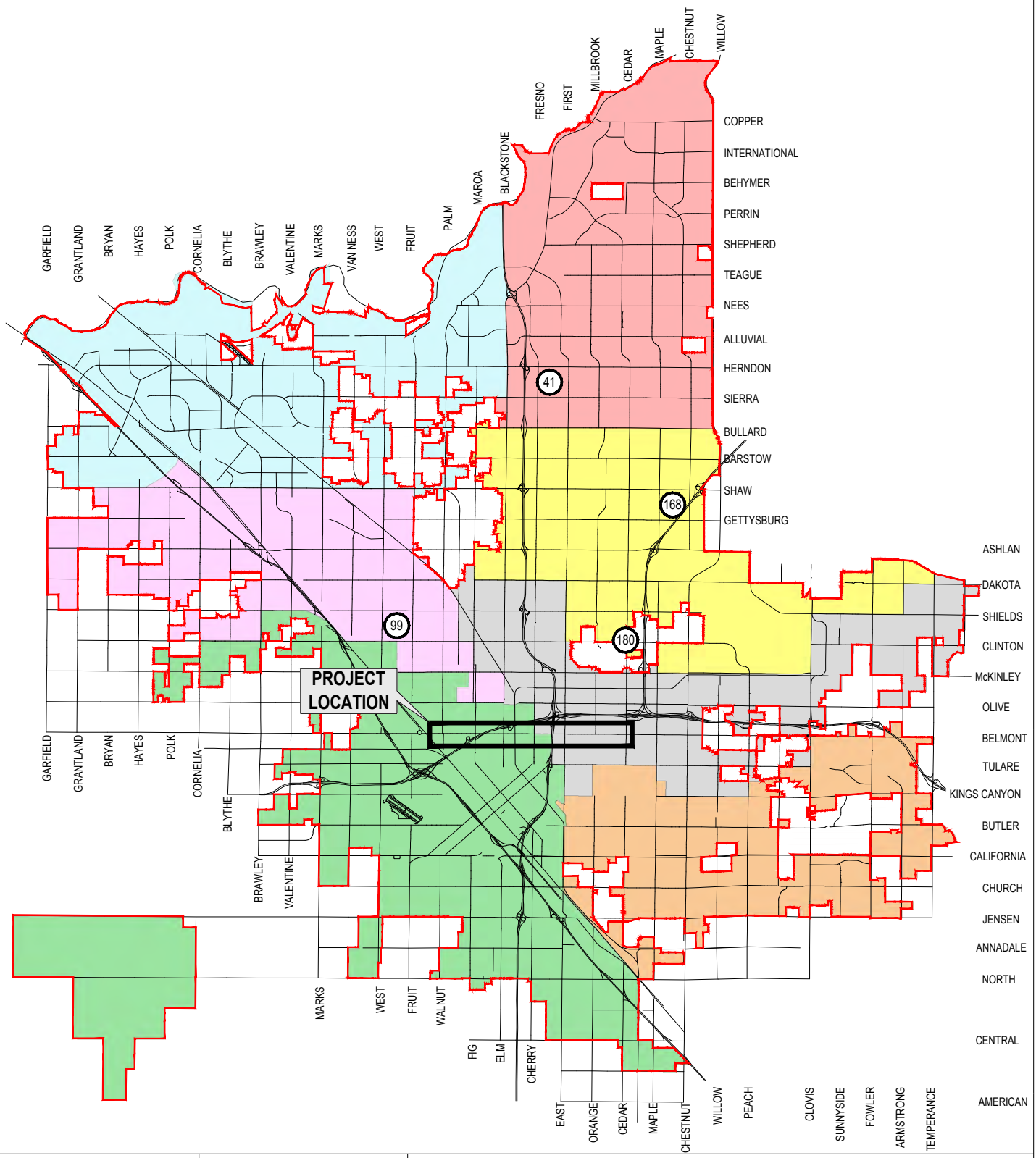
AMY K. ALLER
Interim City Clerk

By: _____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Jennifer M. Wharton Date
Deputy City Attorney

672390v1



CITY OF FRESNO
DEPARTMENT OF PUBLIC WORKS

SCALE: NTS

VICINITY MAP

SAFE STREETS AND ROADS FOR ALL (SS4A)

Project ID: Proposed
Council District: 3,7

LEGEND:

- CITY OF FRESNO LIMITS
- DISTRICT 1
- DISTRICT 2
- DISTRICT 3
- DISTRICT 4
- DISTRICT 5
- DISTRICT 6
- DISTRICT 7

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File #: ID 26-593 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-BB.

REPORT TO THE CITY COUNCIL

FROM: SCOTT L. MOZIER, PE, Director
Public Works Department

BY: HARMANJIT DHALIWAL, PE, Assistant Director
Public Works Department, Special Projects and Capital Management Division

ADRIAN GONZALEZ, Supervising Engineering Technician
Public Works Department, Land Planning Section

SUBJECT

Actions pertaining to Initiating Proceedings and Declaring Intention to Levy the Annual Assessment for the City of Fresno Landscaping and Lighting Maintenance District No. 1 and setting the public hearing for June 18, 2026, at 9:10 a.m. (Citywide)

1. RESOLUTION - Initiating proceedings for the annual levy of assessment for Landscaping and Lighting Maintenance District No. 1
2. RESOLUTION - To levy and collect the annual assessment for Landscaping and Lighting Maintenance District No. 1

RECOMMENDATION

Staff recommends the City Council 1) adopt a resolution initiating proceedings for the annual levy of assessment for Landscaping and Lighting Maintenance District No. 1; and 2) adopt a resolution of Intention to levy and collect the annual assessments for Landscaping and Lighting Maintenance District No. 1.

EXECUTIVE SUMMARY

The Landscaping and Lighting Maintenance Act of 1972 requires an annual Engineer's Report and levy of assessments for the City of Fresno Landscaping and Lighting Maintenance District No. 1 (LLMD). The LLMD provides $712,998 for maintenance of the City landscaping easements along the streets adjacent to the 145 City subdivisions that are included in this particular maintenance district. By adopting the resolutions, the Council will begin the levy process, approve the Engineer's Report, and set the required public hearing for June 18, 2026, at 9:10 a.m. Staff recommends approval of these resolutions to continue to collect assessments and operate the LLMD landscape maintenance functions.

BACKGROUND

On March 22, 1983, the Council adopted Resolution 83-93 ordering the formation of Assessment District 89 (District) subsequently renamed LLMD No. 1. The District was formed to recover the City's costs of maintaining the landscaping within the public rights-of-way and easements adjacent to existing and newly developed subdivisions. The District is comprised of 145 subdivisions with 14,869 individual assessments. The staff report includes the enclosed vicinity maps showing the locations of the subdivisions included in the LLMD.
The landscaping improvements are maintained from funds derived through assessments levied by the LLMD. These improvements are generally limited to "back-up" and "side-on" treatments primarily on major streets and do not include the maintenance of landscaping in median islands or frontage road islands. The assessments also do not cover the costs to maintain pocket parks, utility easements, trails, bike paths, and greenways.

The District was formed pursuant to the Landscaping and Lighting Act of 1972 which requires that a noticed public hearing be held before August 10th of each year in order to levy the annual assessments for continued maintenance and related expenses.

The assessments will remain predominantly the same in FY 2026-2027 due to the constraints placed by the approval of California Proposition No. 218 in November of 1996. Prior to 1996, the Council could increase the assessments for maintenance annually to compensate for the increased cost of operations. However, after 1996, assessments in 144 out of 145 zones have not been increased; so, the current assessments 30 years later are still based on 1996 maintenance costs. At the current time, many LLMD landscapes are in need of irrigation rehabilitation and tree/shrub replacement. A special registered voter election would be required in order to increase the amount of the assessments. Currently staff is preparing a rate study to evaluate election options to increase the special tax rate and fund maintenance improvements.

The attached Resolution of Intention sets the required public hearing for June 18, 2026, at 9:10 a.m. in the City Council Chamber. A notice stating the date and time of the hearing will be published in the Fresno Business Journal a minimum of ten days prior to the scheduled hearing. An individual notice to each property owner is not required by the Landscaping and Lighting act of 1972 if there is no increase in the assessment.

ENVIRONMENTAL FINDINGS

Pursuant to the definition in California Environmental Quality Act Guidelines Section 15378, this item is not a project.

LOCAL PREFERENCE

Local preference was not implemented, as this item does not include a bid or award of a construction or services contract.

FISCAL IMPACT

The Public Works Department performed the maintenance in the past LLMD fiscal year using only assessment funds collected ($712,998). Approval of the annual levy of the LLMD assessments will

provide funding for a continuation of the current service levels within the LLMD subdivisions. The General Fund is not impacted.

Attachments:
Resolution Initiating Proceedings
Resolution of Intention
Engineers Report FY26_27

RESOLUTION NO. _____

RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, INITIATING PROCEEDINGS FOR THE ANNUAL LEVY OF ASSESSMENT FOR LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1

WHEREAS, the City of Fresno Landscaping and Lighting Maintenance District No. 1 ("LLMD No.1") was formed March 22, 1983, by Council Resolution No. 83-93 under the Landscaping and Lighting Act of 1972 (Streets and Highways Code Sections 22500-22679) (the Act); and

WHEREAS, LLMD No.1 provides certain landscaping services in the public domain that specially benefit areas within the City of Fresno; and

WHEREAS, the City of Fresno (City) has subsequently levied annual assessments; and

WHEREAS, as authorized by the Act, the Council intends to initiate proceedings for levying the annual assessment for LLMD No. 1 for Fiscal Year 2026-2027.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. That proceedings for levy of the annual assessments for LLMD No. 1 under Chapter 3 of the Act are hereby initiated.

2. The Director of the Public Works Department, or his designee, is directed, under Section 22622 of the Act, to prepare a report in accordance with Article 4 (beginning with Section 22565) of Chapter 1 of the Act and to file the report with the City Clerk.

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval:

3. The City Clerk is directed, upon receiving the report, to submit the report to the Council for approval.

4. This resolution shall be effective upon final approval.

* * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

AMY K. ALLER
Interim City Clerk

By: _____
Deputy Date

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Brent Richardson Date
Deputy City Attorney

RESOLUTION NO. 2026 - _____

RESOLUTION OF INTENTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, TO LEVY AND COLLECT THE ANNUAL ASSESSMENT FOR LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1

WHEREAS, the Council of the City of Fresno ("Council") intends to order the levy and collection of an annual assessment for the City of Fresno Landscaping and Lighting Maintenance District No. 1 ("LLMD No. 1") for fiscal year 2026-2027; and

WHEREAS, the Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the Streets and Highways Code (beginning with Section 22500 of said Code and referred to herein as the "Act") provides the authority for the annual assessment; and

WHEREAS, the territory of LLMD No. 1 is composed of various territories, generally located as shown on the maps attached hereto as Exhibit "A"; and

WHEREAS, the benefitting territory within LLMD No. 1 is to be assessed for the maintenance and operation of the LLMD No. 1 landscaping facilities that are generally described in Exhibit "B," attached hereto and incorporated herein by reference; and

WHEREAS, the Director of the Public Works Department, or his designee, has prepared and filed with the Clerk of the City of Fresno a report labeled Engineer's Report of City of Fresno LLMD No. 1, dated April 28, 2026 ("Report"), incorporated herein by this reference; and

WHEREAS, the Report contains a description of the existing improvements, any substantial changes in existing improvements, detached properties, the boundaries of the

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval:

Resolution No.

672175v4

assessment district and any zones therein (including the general location), and the proposed assessments upon assessable lots and parcels of land within LLMD No. 1; and

WHEREAS, the proposed 2026–2027 assessments do not reflect an increase in assessments over the 2025–2026 assessments, and do not assess any added or annexed properties, except that the assessments for Tract 3884 of LLMD No. 1 are subject to a previously approved annual increase as provided in the Engineer's Report and in accordance with Government Code Section 53750.NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. ENGINEER'S REPORT APPROVED. Council, upon review and consideration of the Engineer's Report that the Director of the Public Works Department, or his designee, prepared and filed, in accordance with Council direction, with the City Clerk, approves the Report.

2. NOTICE IS HEREBY GIVEN that a public hearing on levying and collecting the proposed assessments will be held June 18, 2026, at 9:10 a.m. in the Council Chambers, Second Floor of City Hall, 2600 Fresno Street, Fresno, California 93721. All interested persons are invited to be heard on the levy and collection of proposed assessments. Written protests may be filed with the City Clerk any time before the hearing concludes. A written protest shall state all grounds for objecting and shall contain a description sufficient to identify the property owned by the protesting person or persons.

Attachments:
Exhibit A – Boundary Map of LLMD No. 1
Exhibit B – Description of Existing Improvements

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____, 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

AMY K. ALLER
Interim City Clerk

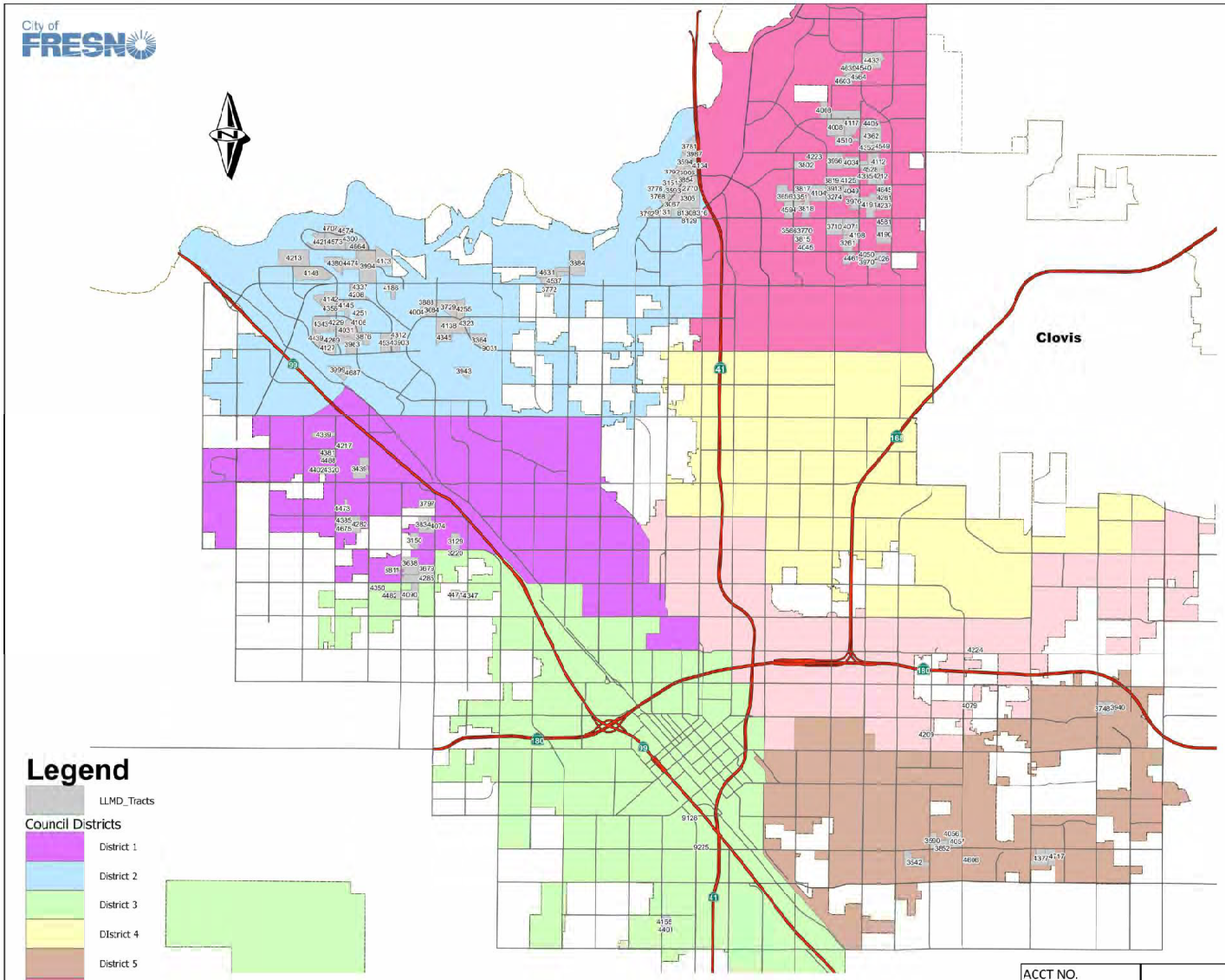
BY: _____
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

BY: _____
Brent Richardson Date
Deputy City Attorney

672175v4

Exhibit A



DOC. NO. _____

FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF FRESNO THIS _____ DAY OF _____, 2026.

ATTEST:
AMY K. ALLER
IINTERIM CITY CLERK OF THE CITY OF FRESNO

BY: _____
DEPUTY

A RESOLUTION CONFIRMING THE DIAGRAM AND ASSESSMENT FOR THE LEVY OF ANNUAL ASSESSMENTS AFTER FORMATION OF CITY OF FRESNO LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1 WAS ADOPTED BY THE COUNCIL OF THE CITY OF FRESNO BY RESOLUTION NO. 2026- ___ ON _____, 2026

ATTEST:
AMY K. ALLER
INTERIM CITY CLERK OF THE CITY OF FRESNO

BY: _____
DEPUTY

THE ASSESSMENT DIAGRAM OF THE CITY OF FRESNO LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1, WAS FILED THIS _____ DAY OF _____, 2026 AT THE HOUR OF _____ O'CLOCK ___M AT BOOK __, PAGES _____ THROUGH _____ OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS IN THE OFFICE OF THE COUNTY RECORDER IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA.

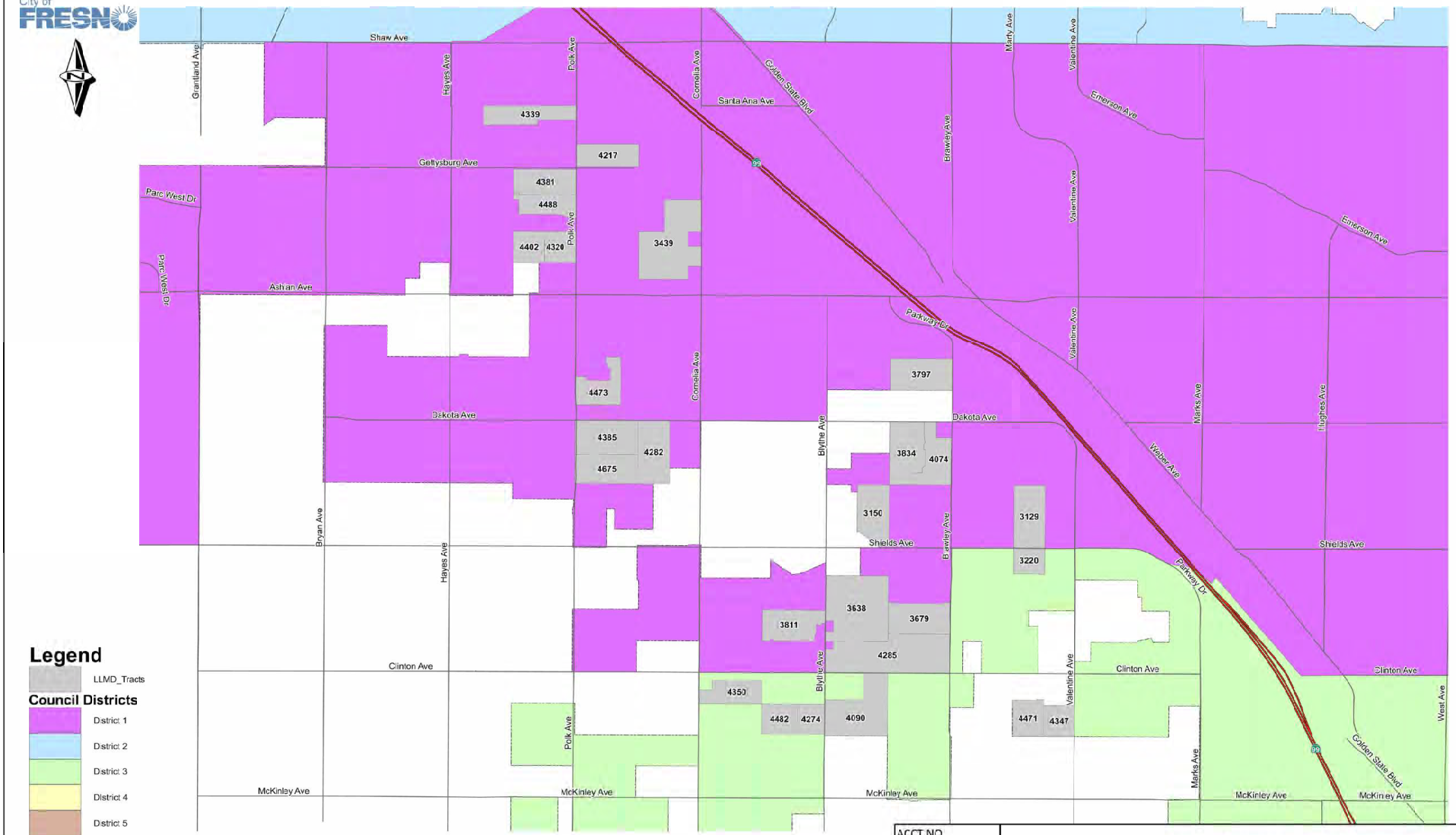
PAUL DICTOS, C.P.A.
COUNTY RECORDER OF THE COUNTY OF FRESNO

BY: _____

BOUNDARY MAP OF CITY OF FRESNO CFD MAINTENANCE DISTRICTS

CITY OF FRESNO, COUNTY OF FRESNO, STATE OF CALIFORNIA

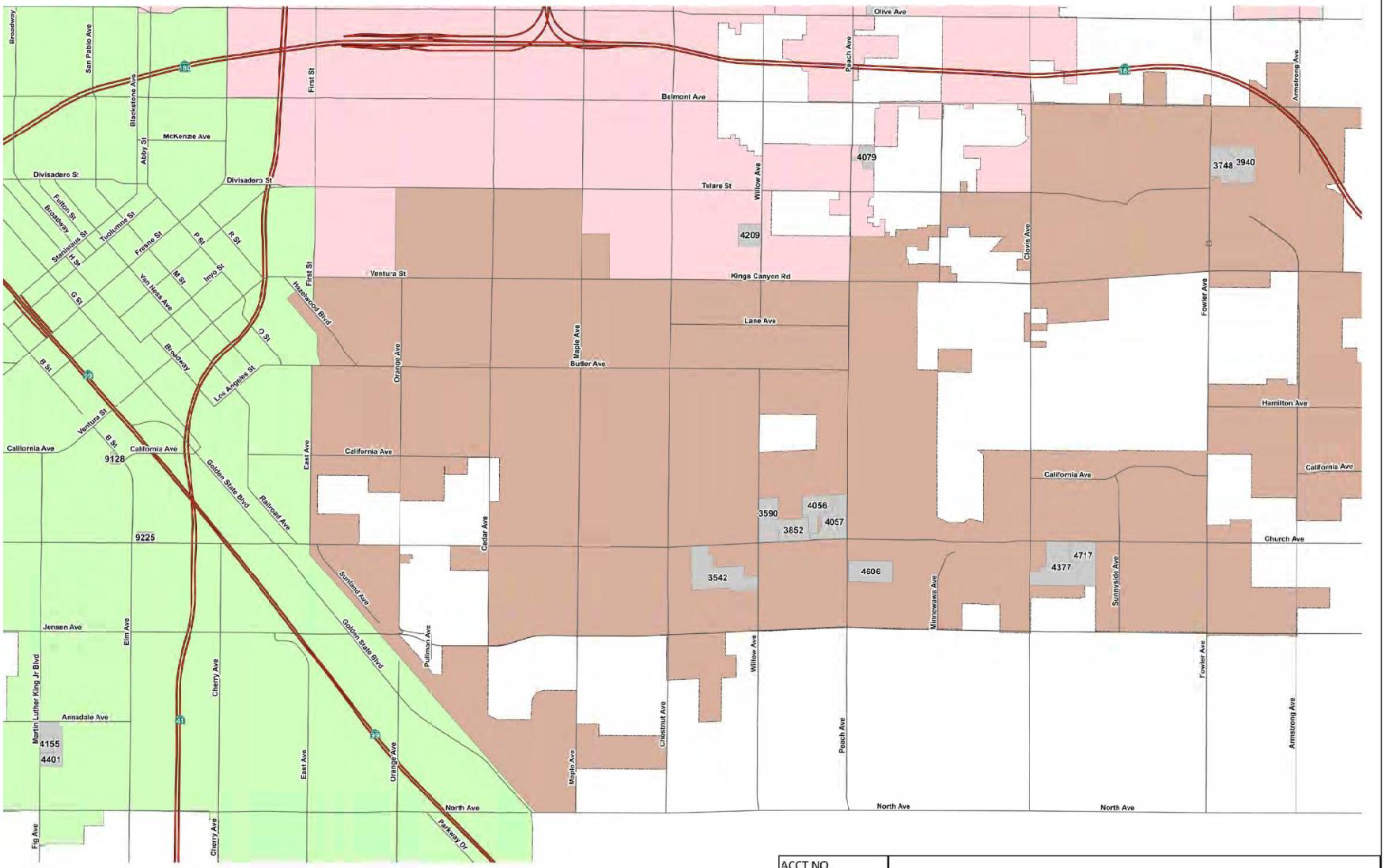
ACCT NO. P.W. FILE NO.	CITY OF FRESNO - Public Works Department		
REF. & REV.	BOUNDARY MAP OF LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1	CONSTR. ENG.: _____ OFFICE ENG: CITY ENGINEER:	
		DR. BY: S. MOZIER CH. By: DATE: 3/30/2026	SHEET NO 1 SHEETS



BOUNDARY MAP OF CITY OF FRESNO
LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1

CITY OF FRESNO, COUNTY OF FRESNO, STATE OF CALIFORNIA

ACCT NO. P.W. FILE NO.	CITY OF FRESNO - Public Works Department	
REF. & REV.	BOUNDARY MAP OF LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1	CONSTR. ENG.: OFFICE ENG. CITY ENGINEER: DR. BY: S. MOZIER CH. By: DATE: 3/30/2026 SHEET NO 2 SHEETS



Legend

- LLMD_Tracts

Council Districts

- District 1
- District 2
- District 3
- District 4
- District 5
- District 6
- District 7

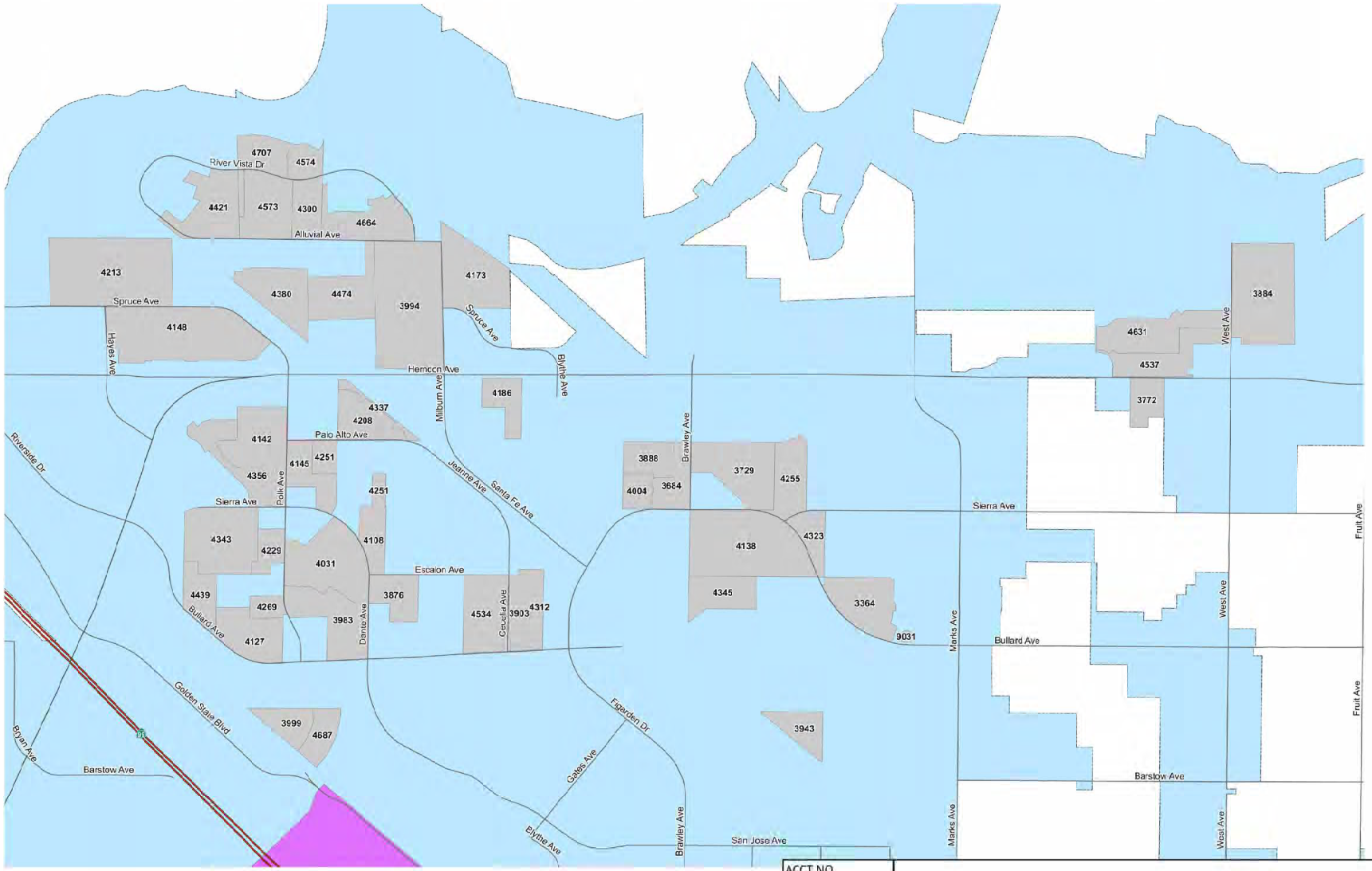
LOCATION MAP

PORTION OF FRESNO METROPOLITAN AREA

BOUNDARY MAP OF CITY OF FRESNO LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1

CITY OF FRESNO, COUNTY OF FRESNO, STATE OF CALIFORNIA

ACCT NO. P.W. FILE NO.	CITY OF FRESNO - Public Works Department		
REF. & REV.	BOUNDARY MAP OF LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1	CONSTR. ENG.: _____ OFFICE ENG: _____ CITY ENGINEER: _____	
		DR. BY: S. MOZIER CH. By: _____ DATE: 3/30/2026	SHEET NO 3 SHEETS



Legend

LLMD_Tracts

Council Districts

- District 1
- District 2
- District 3
- District 4
- District 5
- District 6
- District 7

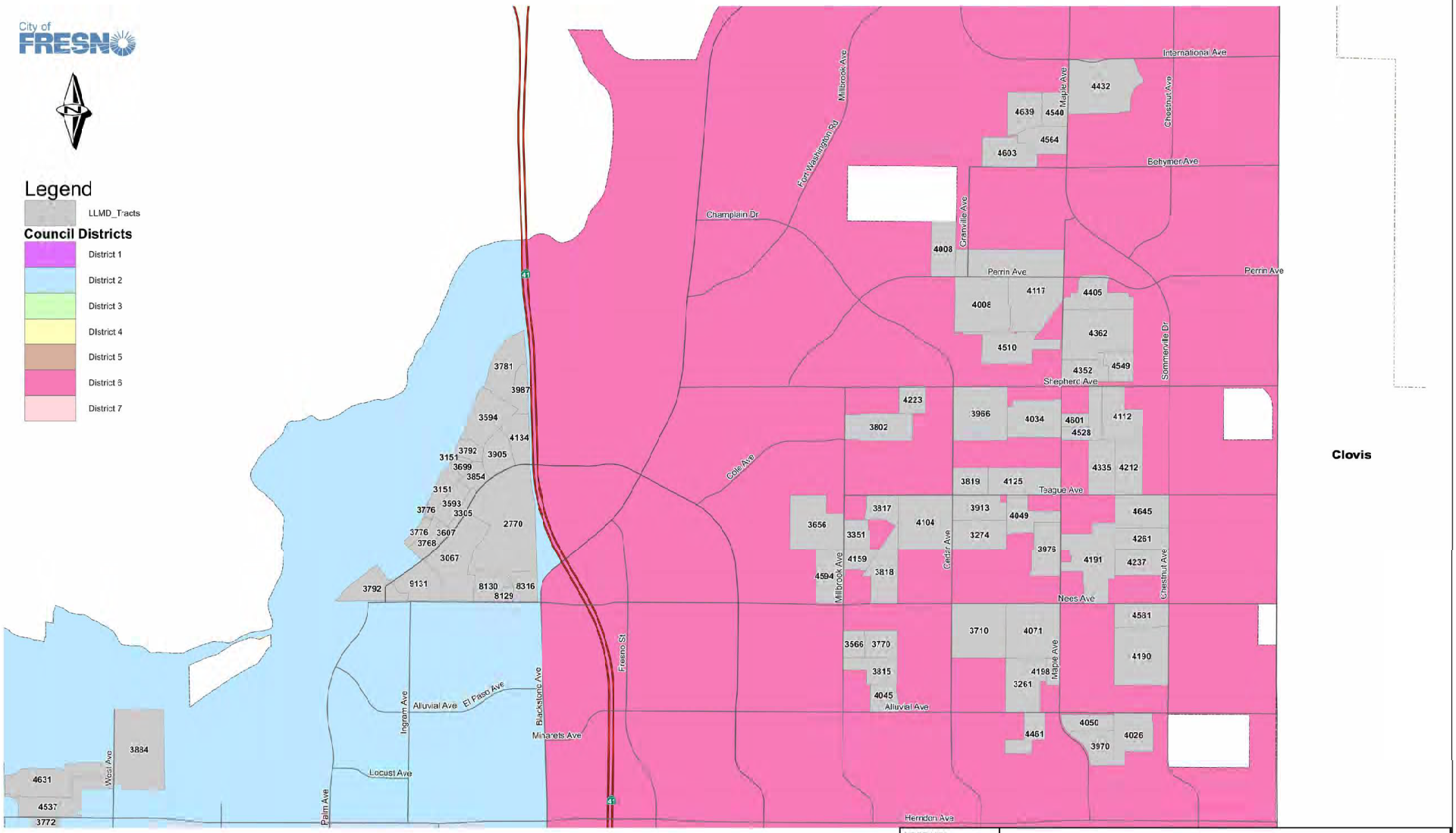
LOCATION MAP

PORTION OF FRESNO METROPOLITAN AREA

BOUNDARY MAP OF CITY OF FRESNO LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1

CITY OF FRESNO, COUNTY OF FRESNO, STATE OF CALIFORNIA

ACCT NO. P.W. FILE NO.	CITY OF FRESNO - Public Works Department	
REF. & REV.	BOUNDARY MAP OF LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1	CONSTR. ENG.: OFFICE ENG: CITY ENGINEER: DR. BY: S. MOZIER CH. By: DATE: 3/30/2026
		SHEET NO 4 SHEETS



BOUNDARY MAP OF CITY OF FRESNO
LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1

CITY OF FRESNO, COUNTY OF FRESNO, STATE OF CALIFORNIA

LOCATION MAP

PORTION OF FRESNO METROPOLITAN AREA

ACCT NO. P.W. FILE NO.	CITY OF FRESNO - Public Works Department	
REF. & REV.	BOUNDARY MAP OF LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1	CONSTR. ENG.: OFFICE ENG: CITY ENGINEER: DR. BY: S. MOZIER CH. By: DATE: 3/30/2026
		SHEET NO 5 SHEETS

EXHIBIT “B”

DESCRIPTION OF EXISTING IMPROVEMENTS

The existing improvements consist of the following:

[1] Landscaping and irrigation system along Shields Avenue, adjacent to Tract 3129, of the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-5421 and 5422.

[2] Landscaping and irrigation system along Shields Avenue, adjacent to Tract 3150, of the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-5201.

[3] Landscaping and irrigation system along Shields Avenue, adjacent to Tract 3220, of the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-5174b.

[4] Landscaping and irrigation system along East Alluvial Avenue, adjacent to Tract 3261 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6787 and 6788.

[5] Landscaping and irrigation system along North Cedar Avenue, adjacent to Tract 3274 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6277 and 6278.

[6] Landscaping and irrigation system along Millbrook Avenue, adjacent to Tract 3351 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-5326.

[7] Landscaping and irrigation system along West Figarden Drive, adjacent to Tract 3364 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6435 (a,b,c,d,e,f,g,h and i).

[8] Landscaping and irrigation system along Cornelia Avenue, adjacent to Tract 3439 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-5080 (a,b and c).

[9] Landscaping and irrigation system along South Willow and East Church Avenues, adjacent to Tract 3542 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8448 to 8454.

[10] Landscaping and irrigation system along Millbrook Avenue, adjacent to Tract 3566 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-5278b.

[11] Landscaping and irrigation system along South Willow and East Church Avenues, adjacent to Tract 3590 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6136 thru 6138.

[12] Landscaping and irrigation system along North Blythe Avenue, adjacent to Tract 3638 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-5870 (a and b).

[13] Landscaping and irrigation system along Millbrook Avenue, adjacent to Tract 3656 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-5498.

[14] Landscaping and irrigation system along North Brawley Avenue, adjacent to Tract 3679 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6420a.

[15] Landscaping and irrigation system along Brawley, Sierra and Palo Alto Avenues, adjacent to Tract 3684 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-5719 (b,c and d).

[16] Landscaping and irrigation system along North Cedar and East Nees Avenues, adjacent to Tract 3710 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15C-5854 and 5855.

[17] Landscaping and irrigation system along North Brawley, West Sierra and West Palo Alto Avenues, adjacent to Tract 3729 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7077 thru 7081.

[18] Landscaping and irrigation system along North Fowler Avenue, adjacent to Tract 3748 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6003 and 6004.

[19] Tract 3770 (phase II of Tract 3566, #10) in the County of Fresno.

[20] Landscaping and irrigation system along West Herndon Avenue, adjacent to Tract 3772 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6530 and 6531.

[21] Landscaping and irrigation system along North Brawley Avenue, adjacent to Tract 3797 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6677 thru 6680.

[22] Landscaping and irrigation system along North Seventh Street, adjacent to Tract 3802 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6024.

[23] Landscaping and irrigation system along North Blythe Avenue, adjacent to Tract 3811 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6267a.

[24] Landscaping and irrigation system along North Millbrook and East El Paso Avenues, adjacent to Tract 3815 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-5974a.

[25] Landscaping and irrigation system along East Teague Avenue, adjacent to Tract 3817 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6091.

[26] Landscaping and irrigation system along East Nees Avenue, adjacent to Tract 3818 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6289.

[27] Landscaping and irrigation system along North Cedar and East Teague Avenues, adjacent to Tract 3819 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6123 and 6124.

[28] Landscaping and irrigation system along West Dakota Avenue, adjacent to Tract 3834 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6249, 6250 and 6251.

[29] Landscaping and irrigation system along East Church Avenue, adjacent to Tract 3852 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6498 and 6499.

[30] Landscaping and irrigation system along West Escalon and North Dante Avenues, adjacent to Tract 3876 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6564, 6565, 6566 and 6567.

[31] Landscaping and irrigation system along North West Avenue, adjacent to Tract 3884 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6361 (a,b,c,d,e,f,g,h and i).

[32] Landscaping and irrigation system along West Palo Alto Avenue, adjacent to Tract 3888 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-5719 (b,c,d,e,f and g).

[33] Landscaping and irrigation system along West Bullard Avenue, adjacent to Tract 3903 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6410.

[34] Landscaping and irrigation system along North Cedar and East Teague Avenues, adjacent to Tract 3913 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6447.

[35] Tract 3940 (phase II of Tract 3748, #18) in the County of Fresno.

[36] Landscaping and irrigation system along North Santa Fe Avenue, adjacent to Tract 3943 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6633, 6634, 6635 and 6636.

[37] Landscaping and irrigation system along North Cedar and East Shepherd Avenues, adjacent to Tract 3966 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6746, 6747, 6748 and 6749.

[38] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 3970 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6546 and 6547.

[39] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 3976 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6690.

[40] Landscaping and irrigation system along Dante, Polk and Bullard Avenues, adjacent to Tract 3983 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6586, 6587, 6588 and 6589.

[41] Landscaping and irrigation system along North Milburn and West Alluvial Avenues, adjacent to Tract 3994 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7284 thru 7289.

[42] Landscaping and irrigation system along North Weber Avenue adjacent to the Southern Pacific right-of-way within Tract 3999, of the City of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8672 to 8677.

[43] Landscaping and irrigation system along West Sierra Avenue, adjacent to Tract 4004 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-5719.

[44] Landscaping and irrigation system along East Perrin Avenue and East Plymouth Way, adjacent to Tract 4008 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6922 thru 6925.

[45] Landscaping and irrigation system along East Alluvial Avenue and North Sierra Vista Avenue, adjacent to Tract 4026 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8187 and 8188.

[46] Landscaping and irrigation system along Bullard, Escalon, Dante, Sierra and Polk Avenues, adjacent to Tract 4031 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6985 thru 6994.

[47] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 4034 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7234 and 7235.

[48] Landscaping and irrigation system along East Alluvial Avenue, adjacent to Tract 4045 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6873.

[49] Landscaping and irrigation system along East Teague and North Maple Avenues, adjacent to Tract 4049 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6880 and 6881.

[50] Landscaping and irrigation system along North Maple and East Alluvial Avenues, adjacent to Tract 4050 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7035 thru 7037.

[51] Tract 4056 (phase III of Tract 3590, #11) in the County of Fresno.

[52] Landscaping and irrigation system along South Peach and East Church Avenues and in the East Belgravia Avenue entryway, adjacent to Tract 4057 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-7860 thru 7865.

[53] Landscaping and irrigation system along North Maple, North Barton and East Nees Avenues, adjacent to Tract 4071 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7115 thru 7118i.

[54] Landscaping and irrigation system along North Brawley and West Dakota Avenues, adjacent to Tract 4074 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6858.

[55] Landscaping and irrigation system along both sides of East Nevada Avenue and within the proposed entry island on this street within Tract 4079 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-7011.

[56] Landscaping and irrigation system along West Clinton Avenue and North Blythe Avenue, adjacent to Tract 4090 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-7956 thru 7966.

[57] Landscaping and irrigation system along North Cedar and East Teague Avenues, adjacent to Tract 4104 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7132 thru 7135.

[58] Landscaping and irrigation system along North Dante and West Escalon Avenues, adjacent to Tract 4108 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7001 thru 7004.

[59] Landscaping and irrigation system along East Shepherd Avenue, adjacent to Tract 4112 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8131 thru 8133.

[60] Landscaping and irrigation system along East Perrin, North Maple and North Cedar Avenues, adjacent to Tract 4117 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7368 thru 7372.

[61] Landscaping and irrigation system along East Teague Avenue and North Maple Avenue, adjacent to Tract 4125 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8007 thru 8010.

[62] Landscaping and irrigation system along West Bullard Avenue, adjacent to Tract 4127 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7450 thru 7454.

[63] Landscaping and irrigation system along North Brawley and North Alva Avenues and West Figarden Drive, adjacent to Tract 4138 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7427 thru 7431.

[64] Landscaping and irrigation system along North Polk and North Grantland Avenues, adjacent to Tract 4142 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7314 thru 7318.

[65] Landscaping and irrigation system along North Polk, North Dante and West Palo Alto Avenues, adjacent to Tract 4145 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7389 thru 7393.

[66] Landscaping and irrigation system along North Polk, West Spruce, and North Hayes Avenues, adjacent to Tract 4148 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7748 thru 7754.

[67] Landscaping and irrigation system along South Martin Luther King Blvd., adjacent to Tract 4155 in the County of Fresno as shown in City of Fresno street plan drawing no. 15C-7569.

[68] Landscaping and irrigation system along North Millbrook Avenue, adjacent to Tract 4159 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-7546.

[69] Landscaping and irrigation system along North Milburn Avenue, adjacent to Tract 4173 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7477 thru 7488b.

[70] Landscaping and irrigation system along West Herndon Avenue, adjacent to Tract 4186 in the County of Fresno as shown in City of Fresno street plan drawing no. 7-C-35.

[71] Landscaping and irrigation system along North Chestnut Avenue, adjacent to Tract 4190 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8248 thru 8260.

[72] Landscaping and irrigation system along East Nees Avenue and North Maple Avenue, adjacent to Tract 4191 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8060 thru 8064.

[73] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 4198 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7440 thru 7442.

[74 Landscaping and irrigation system along West Palo Alto Avenue, adjacent to Tract 4208 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7528 thru 7532.

[75] Landscaping and irrigation system along South Fine and South Willow Avenues, adjacent to Tract 4209 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15C-7676 and 7677.

[76] Landscaping and irrigation system along East Teague Avenue, adjacent to Tract 4212 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C7784 and 7785.

[77] Landscaping and irrigation system along West Spruce Avenue, adjacent to Tract 4213 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8323 thru 8328a.

[78] Landscaping and irrigation system along North Polk and West Gettysburg Avenues, adjacent to Tract 4217 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8645 thru 8655.

[79] Landscaping and irrigation system along East Shepherd Blvd., adjacent to Tract 4223 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-7554.

[80] Landscaping and irrigation system along East Olive Avenue, adjacent to Tract 4224 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-7693b and 7693c.

[81] Landscaping and irrigation system along North Polk Avenue, adjacent to Tract 4229 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7683 and 7684.

[82] Landscaping and irrigation system along North Chestnut Avenue, adjacent to Tract 4237 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8625 thru 8637.

[83] Landscaping and irrigation system along West Palo Alto Avenue, adjacent to Tract 4251 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C7947 and 7948.

[84] Landscaping and irrigation system along West Sierra Avenue, adjacent to Tract 4255 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7626 thru 7628.

[85] Landscaping and irrigation system along North Chestnut Avenue, adjacent to Tract 4261 of the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8953 thru 8962.

[86] Landscaping and irrigation system along North Polk Avenue, adjacent to Tract 4269 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-7666.

[87] Landscaping and irrigation system along North Blythe Avenue, adjacent to Tract 4274 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8077.

[88] Landscaping and irrigation system along West Dakota Avenue, adjacent to Tract 4282 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C7926 thru 7928.

[89] Landscaping and irrigation system along North Brawley, Clinton and Blythe Avenues, adjacent to Tract 4285 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7809 thru 7810e.

[90] Landscaping and irrigation system along West Alluvial Avenue and West River Vista Drive, adjacent to Tract 4300 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8491 thru 8494.

[91] Landscaping and irrigation system along West Bullard Avenue, adjacent to Tract 4312 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C7949 thru 7952.

[92] Landscaping and irrigation system along North Polk Avenue, adjacent to Tract 4320 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8092 and 8093.

[93] Landscaping and irrigation system along North Valentine Avenue, West Sierra Avenue and North Figarden Drive, adjacent to Tract 4323 in the County of Fresno as shown on City of Fresno street plan drawing no. 15-C-7645.

[94] Landscaping and irrigation system along East Teague Avenue, adjacent to Tract 4335 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8244 and 8245.

[95] Landscaping and irrigation system along North Jeanne Avenue and West Palo Alto Avenue, adjacent to Tract 4337 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-7530 thru 7532b.

[96] Landscaping and irrigation system along North Polk Avenue, adjacent to Tract 4339 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-9111 thru 9121.

[97] Landscaping and irrigation system along West Sierra Avenue, adjacent to Tract 4343 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7830 thru 7834.

[98] Landscaping and irrigation system along North Brawley Avenue, adjacent to Tract 4345 in the County of Fresno as shown on City of Fresno street plan drawing no. 15-C8206.

[99] Landscaping and irrigation system along North Valentine Avenue, adjacent to Tract 4347 in the County of Fresno as shown on City of Fresno street plan drawing no. 15-C7936.

[100] Landscaping and irrigation system along North Cornelia Avenue, adjacent to Tract 4350 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8611 thru 8612.

[101] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 4352 in the County of Fresno as shown on City of Fresno street plan drawing no. 15-C8448.

[102] Landscaping and irrigation system along North Corona Avenue and North Polk Avenue, adjacent to Tract 4356 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-7877 thru 7884.

[103] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 4362 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C7988 and 7989.

[104] Landscaping and irrigation system along South Clovis and East Church Avenues, adjacent to Tract 4377 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8348 thru 8358.

[105] Landscaping and irrigation system along North Polk Avenue, adjacent to Tract 4380 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8915 thru 8952.

[106] Landscaping and irrigation system along West Gettysburg and North Polk Avenues, adjacent to Tract 4381 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8108 thru 8116.

[107] Landscaping and irrigation system along West Dakota and North Polk Avenues, adjacent to Tract 4385 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8143 thru 8145.

[108] Landscaping and irrigation system along South Martin Luther King Jr. Boulevard, adjacent to Tract 4401 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-7901 thru 7903.

[109] Tract 4402 (phase II of Tract 4320, #92) in the County of Fresno.

[110] Landscaping and irrigation system along North Maple and East Perrin Avenues, adjacent to Tract 4405 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8214 thru 8216.

[111] Landscaping and irrigation system along West River Vista Drive and West Alluvial Avenue, adjacent to Tract 4421 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-9124 thru 9149.

[112] Landscaping and irrigation system along North Maple and East International Avenues, adjacent to Tract 4432 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-9056 thru 9087.

[113] Landscaping and irrigation system along West Bullard Avenue, adjacent to Tract 4439 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8773 thru 8775.

[114] Landscaping and irrigation system along East Alluvial Avenue, adjacent to Tract 4461 in the County of Fresno as shown on City of Fresno street plan drawing no. 15-C8176.

[115] Tract 4471 (phase II of Tract 4347, #99) in the County of Fresno.

[116] Landscaping and irrigation system along North Polk Avenue, adjacent to Tract 4473 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8998 thru 9014.

[117] Landscaping and irrigation system along North Polk and West Alluvial Avenues, adjacent to Tract 4474 in the County of Fresno as shown on City of Fresno street plan drawing no. 15-C-8204.

[118] Tract 4482 (phase II of Tract 4274, #87) in the County of Fresno.

[119] Landscaping and irrigation system along West Gettysburg Avenue, adjacent to Tract 4488 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8108 thru 8116.

[120] Landscaping and irrigation system along East Greenwich Avenue, adjacent to Tract 4510 in the County of Fresno as shown on City of Fresno street plan drawing 15-C8530.

[121] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 4528 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8522 thru 8524b.

[122] Landscaping and irrigation system along West Bullard, West Escalon and North Cecelia Avenues, adjacent to Tract 4534 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-9165 thru 9185.

[123] Landscaping and irrigation system along North West and West Atlanta Avenues, adjacent to Tract 4537 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8892 thru 8912.

[124] Landscaping and irrigation system along North Maple Avenue and the north side of East Saint Andrew Drive, adjacent to Tract 4540 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8856 thru 8857d.

[125] Tract 4549 (Phase II of Tract 4352 #101) in the County of Fresno.

[126] Landscaping and irrigation system along East Saint Andrew Drive and North Maple Avenue, adjacent to Tract 4564 in the County of Fresno as shown on City of Fresno street plan drawing no. 15-C-8415.

[127] Landscaping and irrigation system along West River Vista Drive and West Alluvial Avenue, adjacent to Tract 4573 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8491 thru 8494.

[128] Landscaping and irrigation system along West River Vista Drive adjacent to Tract 4574 in the County of Fresno as shown on City of Fresno street plan drawing nos. 8889 thru 8891.

[129] Landscaping and irrigation system along North Chestnut and East Nees Avenues, adjacent to Tract 4581 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8248 thru 8260.

[130] Landscaping and irrigation system along East Nees and North Millbrook Avenues, adjacent to Tract 4594 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8753 thru 8763.

[131] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 4601 in the County of Fresno as shown on City of Fresno street plan drawing nos. 8708 thru 8710.

[132] Landscaping and irrigation system along East Behymer Avenue and the south side and median islands of East Saint Andrew Drive, adjacent to Tract 4603 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8722 thru 8729.

[133] Landscaping and irrigation system along East Grove and South Peach Avenues, adjacent to Tract 4606 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8818 thru 8827.

[134] Landscaping and irrigation system along North West Avenue, adjacent to Tract 4631 in the County of Fresno as shown on City of Fresno street plan drawing nos. 8813 thru 8817.

[135] Landscaping and irrigation system along East Saint Andrew Drive, adjacent to Tract 4639 in the County of Fresno as shown on City of Fresno street plan drawing nos. 9288 thru 9292.

[136] Landscaping and irrigation system along East Teague and North Chestnut Avenues, adjacent to Tract 4645 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8795 thru 8802.

[137] Landscaping and irrigation system along West Alluvial Avenue and West River Vista Drive, adjacent to Tract 4664 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-9193 thru 9210.

[138] Landscaping and irrigation system along North Polk Avenue, adjacent to Tract 4675 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8859 thru 8868.

[139] Landscaping and irrigation system and noise barrier wall along North Weber Avenue, adjacent to Tract 4687 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-9024 thru 9033.

[140] Landscaping and irrigation system along West River Vista Drive, adjacent to Tract 4707 in the County of Fresno as shown on City of Fresno street plan drawing nos. 9150 thru 9164.

[141] Landscaping and irrigation system along East Church Avenue, adjacent to Tract 4717 in the County of Fresno as shown on City of Fresno street plan drawing nos. 9091 thru 9110.

[142] Landscaping and irrigation system along Figarden Drive, adjacent to Parcel Map 90-31 in the County of Fresno as shown on Exhibit of Parcel Map Agreement No. 90-31.

[143] Landscaping and irrigation system along “B” Street, adjacent to Parcel Map 91-28 in the County of Fresno.

[144] Landscaping and irrigation system along East Church Avenue, adjacent to Parcel Map No. 92-25 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8362 thru 8363.

[145] Riverview Estates:

[A] Landscaping and irrigation system along North Del Mar, North Glenn and West Audubon Avenues, adjacent to Tract 3905 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6467 (a,b,c,d,e,f,g,h and i)

[B] Landscaping and irrigation system along West Audubon Avenue, adjacent to Tract 3768 in the County of Fresno as shown in City of Fresno street plan drawing nos. C-5889 thru 5892b.

CITY OF FRESNO
DEPARTMENT OF PUBLIC WORKS
COUNTY OF FRESNO, STATE OF CALIFORNIA

ENGINEER'S REPORT
OF CITY OF FRESNO LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1
FISCAL YEAR 2026-2027

SCOTT MOZIER, P.E.
PUBLIC WORKS DIRECTOR

April 28, 2026

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ENGINEER'S REPORT
OF CITY OF FRESNO LANDSCAPING AND
LIGHTING MAINTENANCE DISTRICT NO. 1
FISCAL YEAR 2026-2027

INTRODUCTION

This Engineer's Report is prepared for the Landscaping and Lighting Maintenance District No. 1 administered by the City of Fresno (City) for the district fiscal year FY 2026-2027. This report is prepared to meet the requirements of the California Streets and Highways Code Sections 22565 through 22574 which states "A report shall be prepared for each fiscal year for which the assessments are to be levied and collected to the costs of the improvements described in the report". This report for Landscaping and Lighting Maintenance District No. 1 (LLMD) includes the following required contents:

a) Plans and Specifications for the improvements.
b) An estimate of the costs of the improvements.
c) A diagram for the assessment district.
d) An assessment of the estimated costs of the improvements.
c) If bonds or notes will be issued pursuant to 22662.5, an estimate of their principal amount.

As of the date of this report, the costs for all improvements within the LLMD are for maintenance of landscapes only. During this fiscal year and since 1996, no new improvements have been added to the 145 districts within the LLMD. Therefore, there are no bonds or notes associated with any of the improvements. Also, since there is no new construction, there are no plans or specifications for improvements included in this report.

The report includes information about the location and size of the landscapes maintained by the district. Section 1 includes Table No. 1 listing the Tracts included in the LLMD including the year recorded, when the landscapes were accepted for maintenance by the City, the area of the landscape maintained, and the number of lots assessed within the district or equivalent district units (EDUs). Section 2 provides a description of the improvements for each tract including references to City of Fresno Street drawings for each maintained landscape. Section 3 includes information about changes to the district improvements and any parcel number changes that were noted in FY 2026-2027. Section 4 includes estimates of total costs to maintain the LLMD and each tract, as well as any carryover or deficit in each tract for FY 2026-2027. Section 5 details the proposed assessments and provides more detailed assessment diagrams; and, Section 8 details the recording history of the LLMD.

Section 1 - The boundaries of the District are described in Table No. 1

Item	Tract or Parcel Map	Recorded	Landscaping Accepted	AREA (SF)	EDU's
[1]	Tract 3129	8/22/1984	6/17/1985	11,724	103
[2]	Tract 3150	7/26/1983	7/10/1984	3,337	85
[3]	Tract 3220	7/7/1983	7/29/1985	11,824	54
[4]	Tract 3261	11/13/1988	9/20/1990	10,284	85
[5]	Tract 3274	6/11/1987	4/8/1988	13,128	70
[6]	Tract 3351	5/16/1984	12/18/1985	13,544	37
[7]	Tract 3364	11/4/1987	2/21/1989	33,765	114
[8]	Tract 3439	9/30/1982	12/22/1983	20,276	202
[9]	Tract 3542	5/17/1993	4/8/1996	16,137	175
[10]	Tract 3566	2/23/1984	12/23/1985	4,203	42
[11]	Tract 3590	9/23/1987	12/8/1988	18,950	71
[12]	Tract 3638	5/9/1986	1/11/1988	20,603	259
[13]	Tract 3656	1/4/1985	7/12/1987	16,628	114
[14]	Tract 3679	11/13/1987	12/28/1988	12,375	136
[15]	Tract 3684	3/21/1986	1/1/1987	22,327	56
[16]	Tract 3710	6/25/1986	7/26/1988	32,623	113
[17]	Tract 3729	7/12/1990	2/24/1993	53,139	107
[18]	Tract 3748	11/24/1986	11/13/1987	10,963	67
[19]	Tract 3770	5/23/1986	5/1/1988	7,705	77
[20]	Tract 3772	8/8/1988	3/1/1989	12,378	20
[21]	Tract 3797	5/16/1990	11/6/1991	9,676	89
[22]	Tract 3802	1/9/1987	12/1/1987	3,873	73
[23]	Tract 3811	7/10/1987	2/25/1988	4,993	90
[24]	Tract 3815	8/12/1986	6/28/1988	10,679	66
[25]	Tract 3817	12/5/1986	5/1/1988	13,949	51
[26]	Tract 3818	6/29/1987	4/15/1988	11,804	105
[27]	Tract 3819	1/29/1987	12/1/1987	26,136	54
[28]	Tract 3834	6/26/1987	3/13/1990	20,531	102
[29]	Tract 3852	9/30/1988	7/7/1989	15,747	59
[30]	Tract 3876	6/13/1988	10/9/1989	23,201	72
[31]	Tract 3884	10/2/1987	3/1/1989	47,860	173
[32]	Tract 3888	9/5/1987	11/28/1989	23,524	59
[33]	Tract 3903	12/10/1987	3/1/1994	7,567	67
[34]	Tract 3913	12/15/1987	11/24/1989	33,418	54

Table No. 1 (Continued)

Item	Tract or Parcel Map	Recorded	Landscaping Accepted	AREA (SF)	EDU's
[35]	Tract 3940	7/28/1988	1/15/1991	9,817	60
[36]	Tract 3943	6/21/1988	3/20/1989	9,094	80
[37]	Tract 3966	9/8/1988	6/22/1990	46,315	181
[38]	Tract 3970	6/17/1988	3/15/1991	29,183	95
[39]	Tract 3976	8/25/1988	8/14/1989	9,688	100
[40]	Tract 3983	6/13/1988	1/12/1990	44,468	138
[41]	Tract 3994	8/8/1990	9/30/1991	80,046	211
[42]	Tract 3999	5/11/1995	7/24/1996	15,089	60
[43]	Tract 4004	12/9/1988	3/22/1991	16,347	41
[44]	Tract 4008	6/29/1989	2/21/1991	45,454	295
[45]	Tract 4026	1/27/1993	2/1/1994	25,126	83
[46]	Tract 4031	7/14/1989	8/10/1990	57,035	177
[47]	Tract 4034	7/25/1991	2/18/1994	16,594	131
[48]	Tract 4045	5/2/1989	4/28/1990	13,536	45
[49]	Tract 4049	5/17/1989	4/23/1990	13,898	67
[50]	Tract 4050	10/20/1989	6/3/1991	23,347	76
[51]	Tract 4056	8/15/1990	12/14/1990	21,618	81
[52]	Tract 4057	4/14/1994	2/17/1995	22,419	84
[53]	Tract 4071	12/20/1989	12/26/1990	54,245	219
[54]	Tract 4074	4/27/1989	4/13/1990	15,499	77
[55]	Tract 4079	8/3/1989	5/10/1990	13,926	34
[56]	Tract 4090	8/5/1992	7/2/1993	21,937	207
[57]	Tract 4104	12/21/1989	10/2/1991	50,150	208
[58]	Tract 4108	10/13/1989	8/10/1990	18,689	58
[59]	Tract 4112	9/10/1993	6/7/1995	19,603	115
[60]	Tract 4117	8/10/1990	7/1/1992	131,015	342
[61]	Tract 4125	4/30/1992	6/5/1994	44,511	105
[62]	Tract 4127	11/27/1990	12/26/1991	35,392	110
[63]	Tract 4138	12/14/1990	7/17/1992	134,089	270
[64]	Tract 4142	9/27/1990	1/25/1993	19,329	153
[65]	Tract 4145	8/14/1990	8/6/1991	31,577	72
[66]	Tract 4148	11/5/1991	3/12/1993	78,035	326
[67]	Tract 4155	10/3/1991	10/17/1994	4,766	22
[68]	Tract 4159	6/17/1991	2/19/1992	11,415	46
[69]	Tract 4173	8/30/1991	12/4/1992	60,965	113

Table No. 1 (Continued)

Item	Tract or Parcel Map	Recorded	Landscaping Accepted	AREA (SF)	EDU's
[70]	Tract 4186	5/20/1990	3/23/1993	28,622	240
[71]	Tract 4190	10/15/1992	11/16/1994	63,754	203
[72]	Tract 4191	7/27/1992	10/12/1996	27,185	160
[73]	Tract 4198	11/14/1990	10/30/1991	11,742	19
[74]	Tract 4208	2/25/1991	1/17/1992	32,501	124
[75]	Tract 4209	9/25/1991	N/A	0	35
[76]	Tract 4212	10/12/1992	11/19/1993	11,996	96
[77]	Tract 4213	12/4/1992	1/14/1994	44,901	351
[78]	Tract 4217	1/5/1994	3/18/1995	32,037	81
[79]	Tract 4223	6/19/1991	3/5/1993	24,897	28
[80]	Tract 4224	10/8/1992	5/23/1994	15,537	54
[81]	Tract 4229	8/21/1991	9/12/1991	8,282	59
[82]	Tract 4237	9/8/1995	11/13/1996	17,500	94
[83]	Tract 4251	10/22/1992	2/5/1997	8,687	54
[84]	Tract 4255	9/20/1991	3/23/1993	33,274	67
[85]	Tract 4261	6/16/1995	4/25/1998	29,732	75
[86]	Tract 4269	2/18/1992	9/10/1993	4,742	40
[87]	Tract 4274	7/8/1992	8/12/1993	5,175	39
[88]	Tract 4282	4/14/1992	2/1/1994	7,125	92
[89]	Tract 4285	11/22/1991	6/16/1992	61,931	198
[90]	Tract 4300	10/29/1993	6/7/1996	18,645	61
[91]	Tract 4312	12/16/1996	4/1/1997	5,340	54
[92]	Tract 4320	8/14/1992	7/16/1993	5,202	50
[93]	Tract 4323	8/4/1992	10/28/1994	17,382	35
[94]	Tract 4335	2/19/1993	4/28/1994	11,224	91
[95]	Tract 4337	3/16/1993	1/17/1992	2,883	11
[96]	Tract 4339	9/8/1995	11/20/1996	4,561	77
[97]	Tract 4343	12/18/1991	11/12/1992	40,428	288
[98]	Tract 4345	8/27/1992	1/20/1995	15,888	86
[99]	Tract 4347	4/10/1992	10/9/1992	4,612	44
[100]	Tract 4350	10/27/1993	1/30/1995	4,836	70
[101]	Tract 4352	12/21/1992	5/16/1994	5,271	57
[102]	Tract 4356	7/15/1992	9/13/1993	11,496	91
[103]	Tract 4362	4/24/1992	5/17/1997	22,602	208
[104]	Tract 4377	5/31/1994	6/13/1995	25,825	124
[105]	Tract 4380	8/24/1995	5/14/1996	25,686	122

Table No. 1 (Continued)

Item	Tract or Parcel Map	Recorded	Landscaping Accepted	AREA (SF)	EDU's
[106]	Tract 4381	8/11/1992	10/22/1993	15,994	100
[107]	Tract 4385	6/15/1993	5/6/1995	22,995	98
[108]	Tract 4401	8/6/1992	10/17/1994	16,683	77
[109]	Tract 4402	8/17/1993	7/16/1993	5,202	50
[110]	Tract 4405	11/24/1993	2/21/1997	19,355	97
[111]	Tract 4421	9/8/1995	8/20/1997	35,163	135
[112]	Tract 4432	10/5/1995	10/11/1999	69,840	212
[113]	Tract 4439	9/21/1994	11/27/1995	11,230	80
[114]	Tract 4461	2/12/1993	9/9/1993	8,361	70
[115]	Tract 4471	2/17/1993	10/9/1992	5,661	54
[116]	Tract 4473	3/24/1995	10/30/1996	10,552	64
[117]	Tract 4474	12/14/1993	1/20/1995	15,828	84
[118]	Tract 4482	11/18/1992	8/12/1993	7,563	57
[119]	Tract 4488	1/19/1994	4/8/1996	11,515	72
[120]	Tract 4510	12/23/1993	N/A	0	0
[121]	Tract 4528	6/3/1993	6/23/1995	16,930	57
[122]	Tract 4534	10/27/1995	1/15/1997	69,054	130
[123]	Tract 4537	4/19/1995	6/26/1996	4,938	106
[124]	Tract 4540	11/4/1994	10/3/1995	19,936	39
[125]	Tract 4549	6/24/1993	2/24/1994	4,716	51
[126]	Tract 4564	11/23/1993	5/1/1995	29,137	57
[127]	Tract 4573	10/29/1993	6/11/1996	35,786	119
[128]	Tract 4574	12/28/1994	1/15/1997	12,029	40
[129]	Tract 4581	7/27/1993	11/16/1994	23,555	75
[130]	Tract 4594	5/12/1994	6/4/1996	41,806	86
[131]	Tract 4601	4/28/1994	6/23/1995	5,622	18
[132]	Tract 4603	3/30/1994	6/30/1997	40,383	79
[133]	Tract 4606	7/13/1994	3/28/1996	38,966	117
[134]	Tract 4631	10/19/1994	6/26/1996	8,160	70
[135]	Tract 4639	10/5/1995	6/11/1997	13,491	66
[136]	Tract 4645	8/10/1994	4/25/1997	30,536	76
[137]	Tract 4664	2/21/1996	2/28/1997	53,307	120
[138]	Tract 4675	12/23/1994	3/31/1997	22,995	98
[139]	Tract 4687	9/11/1995	4/25/1997	8,015	65
[140]	Tract 4707	10/12/1995	1/15/1997	25,561	85
[141]	Tract 4717	12/27/1995	12/20/1996	18,741	92

Table No. 1 (Continued)

Item	Tract or Parcel Map	Recorded	Landscaping Accepted	AREA (SF)	EDU's
[142]	Parcel Map 90-31	10/18/1991	5/24/1993	3,918	4
[143]	Parcel Map 91-28	3/25/1994	11/21/1993	8,693	10
[144]	Parcel Map 92-25	6/2/1994	5/25/1994	8,873	15
[145]	Riverview Estates Tract 2770 Tract 3067 Tract 3151 Tract 3305 Tract 3593 Tract 3594 Tract 3607 Tract 3699 Tract 3768 Tract 3776 Tract 3781 Tract 3792 Tract 3854 Tract 3905 Tract 3987 Tract 4134 Parcel Map 79-16 Parcel Map 81-29 Parcel Map 81-30 Parcel Map 83-16 Parcel Map 91-31	7/24/1979	3/16/1990	81,659	2061

Section 2 - Description of the Improvements

I, SCOTT MOZIER PE, Public Works Director for the City of Fresno in responsible charge of Landscaping and Lighting Maintenance District No. 1, hereby submit the Engineer's Report of said Assessment District as follows:

Plans and specifications for the existing improvements are filed herewith and are incorporated herein by reference to the items as listed and enumerated in the documents entitled:

[1] Landscaping and irrigation system along Shields Avenue, adjacent to Tract 3129, of the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-5421 and 5422.

[2] Landscaping and irrigation system along Shields Avenue, adjacent to Tract 3150, of the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-5201.

[3] Landscaping and irrigation system along Shields Avenue, adjacent to Tract 3220, of the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-5174b.

[4] Landscaping and irrigation system along East Alluvial Avenue, adjacent to Tract 3261 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6787 and 6788.

[5] Landscaping and irrigation system along North Cedar Avenue, adjacent to Tract 3274 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6277 and 6278.

[6] Landscaping and irrigation system along Millbrook Avenue, adjacent to Tract 3351 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-5326.

[7] Landscaping and irrigation system along West Figarden Drive, adjacent to Tract 3364 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6435 (a,b,c,d,e,f,g,h and i).

[8] Landscaping and irrigation system along Cornelia Avenue, adjacent to Tract 3439 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-5080 (a,b and c).

[9] Landscaping and irrigation system along South Willow and East Church Avenues, adjacent to Tract 3542 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8448 to 8454.

Section 2 – Description of Improvements (Continued)

[10] Landscaping and irrigation system along Millbrook Avenue, adjacent to Tract 3566 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-5278b.

[11] Landscaping and irrigation system along South Willow and East Church Avenues, adjacent to Tract 3590 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6136 thru 6138.

[12] Landscaping and irrigation system along North Blythe Avenue, adjacent to Tract 3638 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-5870 (a and b).

[13] Landscaping and irrigation system along Millbrook Avenue, adjacent to Tract 3656 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-5498.

[14] Landscaping and irrigation system along North Brawley Avenue, adjacent to Tract 3679 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6420a.

[15] Landscaping and irrigation system along Brawley, Sierra and Palo Alto Avenues, adjacent to Tract 3684 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-5719 (b,c and d).

[16] Landscaping and irrigation system along North Cedar and East Nees Avenues, adjacent to Tract 3710 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15C-5854 and 5855.

[17] Landscaping and irrigation system along North Brawley, West Sierra and West Palo Alto Avenues, adjacent to Tract 3729 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7077 thru 7081.

[18] Landscaping and irrigation system along North Fowler Avenue, adjacent to Tract 3748 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6003 and 6004.

[19] Tract 3770 (phase II of Tract 3566, #10) in the County of Fresno.

[20] Landscaping and irrigation system along West Herndon Avenue, adjacent to Tract 3772 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6530 and 6531.

[21] Landscaping and irrigation system along North Brawley Avenue, adjacent to Tract 3797 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6677 thru 6680.

Section 2 – Description of Improvements (Continued)

[22] Landscaping and irrigation system along North Seventh Street, adjacent to Tract 3802 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6024.

[23] Landscaping and irrigation system along North Blythe Avenue, adjacent to Tract 3811 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6267a.

[24] Landscaping and irrigation system along North Millbrook and East El Paso Avenues, adjacent to Tract 3815 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-5974a.

[25] Landscaping and irrigation system along East Teague Avenue, adjacent to Tract 3817 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6091.

[26] Landscaping and irrigation system along East Nees Avenue, adjacent to Tract 3818 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6289.

[27] Landscaping and irrigation system along North Cedar and East Teague Avenues, adjacent to Tract 3819 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6123 and 6124.

[28] Landscaping and irrigation system along West Dakota Avenue, adjacent to Tract 3834 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6249, 6250 and 6251.

[29] Landscaping and irrigation system along East Church Avenue, adjacent to Tract 3852 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6498 and 6499.

[30] Landscaping and irrigation system along West Escalon and North Dante Avenues, adjacent to Tract 3876 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6564, 6565, 6566 and 6567.

[31] Landscaping and irrigation system along North West Avenue, adjacent to Tract 3884 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6361 (a,b,c,d,e,f,g,h and i).

[32] Landscaping and irrigation system along West Palo Alto Avenue, adjacent to Tract 3888 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-5719 (b,c,d,e,f and g).

Section 2 – Description of Improvements (Continued)

[33] Landscaping and irrigation system along West Bullard Avenue, adjacent to Tract 3903 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6410.

[34] Landscaping and irrigation system along North Cedar and East Teague Avenues, adjacent to Tract 3913 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6447.

[35] Tract 3940 (phase II of Tract 3748, #18) in the County of Fresno.

[36] Landscaping and irrigation system along North Santa Fe Avenue, adjacent to Tract 3943 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6633, 6634, 6635 and 6636.

[37] Landscaping and irrigation system along North Cedar and East Shepherd Avenues, adjacent to Tract 3966 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6746, 6747, 6748 and 6749.

[38] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 3970 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6546 and 6547.

[39] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 3976 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6690.

[40] Landscaping and irrigation system along Dante, Polk and Bullard Avenues, adjacent to Tract 3983 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6586, 6587, 6588 and 6589.

[41] Landscaping and irrigation system along North Milburn and West Alluvial Avenues, adjacent to Tract 3994 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7284 thru 7289.

[42] Landscaping and irrigation system along North Weber Avenue adjacent to the Southern Pacific right-of-way within Tract 3999, of the City of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8672 to 8677.

[43] Landscaping and irrigation system along West Sierra Avenue, adjacent to Tract 4004 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-5719.

[44] Landscaping and irrigation system along East Perrin Avenue and East Plymouth

Section 2 – Description of Improvements (Continued)

Way, adjacent to Tract 4008 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6922 thru 6925.

[45] Landscaping and irrigation system along East Alluvial Avenue and North Sierra Vista Avenue, adjacent to Tract 4026 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8187 and 8188.

[46] Landscaping and irrigation system along Bullard, Escalon, Dante, Sierra and Polk Avenues, adjacent to Tract 4031 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6985 thru 6994.

[47] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 4034 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7234 and 7235.

[48] Landscaping and irrigation system along East Alluvial Avenue, adjacent to Tract 4045 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6873.

[49] Landscaping and irrigation system along East Teague and North Maple Avenues, adjacent to Tract 4049 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6880 and 6881.

[50] Landscaping and irrigation system along North Maple and East Alluvial Avenues, adjacent to Tract 4050 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7035 thru 7037.

[51] Tract 4056 (phase III of Tract 3590, #11) in the County of Fresno.

[52] Landscaping and irrigation system along South Peach and East Church Avenues and in the East Belgravia Avenue entryway, adjacent to Tract 4057 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-7860 thru 7865.

[53] Landscaping and irrigation system along North Maple, North Barton and East Nees Avenues, adjacent to Tract 4071 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7115 thru 7118i.

[54] Landscaping and irrigation system along North Brawley and West Dakota Avenues, adjacent to Tract 4074 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-6858.

Section 2 – Description of Improvements (Continued)

[55] Landscaping and irrigation system along both sides of East Nevada Avenue and within the proposed entry island on this street within Tract 4079 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-7011.

[56] Landscaping and irrigation system along West Clinton Avenue and North Blythe Avenue, adjacent to Tract 4090 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-7956 thru 7966.

[57] Landscaping and irrigation system along North Cedar and East Teague Avenues, adjacent to Tract 4104 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7132 thru 7135.

[58] Landscaping and irrigation system along North Dante and West Escalon Avenues, adjacent to Tract 4108 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7001 thru 7004.

[59] Landscaping and irrigation system along East Shepherd Avenue, adjacent to Tract 4112 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8131 thru 8133.

[60] Landscaping and irrigation system along East Perrin, North Maple and North Cedar Avenues, adjacent to Tract 4117 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7368 thru 7372.

[61] Landscaping and irrigation system along East Teague Avenue and North Maple Avenue, adjacent to Tract 4125 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8007 thru 8010.

[62] Landscaping and irrigation system along West Bullard Avenue, adjacent to Tract 4127 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7450 thru 7454.

[63] Landscaping and irrigation system along North Brawley and North Alva Avenues and West Figarden Drive, adjacent to Tract 4138 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7427 thru 7431.

[64] Landscaping and irrigation system along North Polk and North Grantland Avenues, adjacent to Tract 4142 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7314 thru 7318.

[65] Landscaping and irrigation system along North Polk, North Dante and West Palo Alto Avenues, adjacent to Tract 4145 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7389 thru 7393.

Section 2 – Description of Improvements (Continued)

[66] Landscaping and irrigation system along North Polk, West Spruce, and North Hayes Avenues, adjacent to Tract 4148 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7748 thru 7754.

[67] Landscaping and irrigation system along South Martin Luther King Blvd., adjacent to Tract 4155 in the County of Fresno as shown in City of Fresno street plan drawing no. 15C-7569.

[68] Landscaping and irrigation system along North Millbrook Avenue, adjacent to Tract 4159 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-7546.

[69] Landscaping and irrigation system along North Milburn Avenue, adjacent to Tract 4173 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7477 thru 7488b.

[70] Landscaping and irrigation system along West Herndon Avenue, adjacent to Tract 4186 in the County of Fresno as shown in City of Fresno street plan drawing no. 7-C-35.

[71] Landscaping and irrigation system along North Chestnut Avenue, adjacent to Tract 4190 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8248 thru 8260.

[72] Landscaping and irrigation system along East Nees Avenue and North Maple Avenue, adjacent to Tract 4191 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8060 thru 8064.

[73] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 4198 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7440 thru 7442.

[74 Landscaping and irrigation system along West Palo Alto Avenue, adjacent to Tract 4208 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7528 thru 7532.

[75] Landscaping and irrigation system along South Fine and South Willow Avenues, adjacent to Tract 4209 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15C-7676 and 7677.

[76] Landscaping and irrigation system along East Teague Avenue, adjacent to Tract 4212 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C7784 and 7785.

Section 2 – Description of Improvements (Continued)

[77] Landscaping and irrigation system along West Spruce Avenue, adjacent to Tract 4213 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8323 thru 8328a.

[78] Landscaping and irrigation system along North Polk and West Gettysburg Avenues, adjacent to Tract 4217 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8645 thru 8655.

[79] Landscaping and irrigation system along East Shepherd Blvd., adjacent to Tract 4223 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-7554.

[80] Landscaping and irrigation system along East Olive Avenue, adjacent to Tract 4224 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-7693b and 7693c.

[81] Landscaping and irrigation system along North Polk Avenue, adjacent to Tract 4229 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7683 and 7684.

[82] Landscaping and irrigation system along North Chestnut Avenue, adjacent to Tract 4237 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8625 thru 8637.

[83] Landscaping and irrigation system along West Palo Alto Avenue, adjacent to Tract 4251 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C7947 and 7948.

[84] Landscaping and irrigation system along West Sierra Avenue, adjacent to Tract 4255 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7626 thru 7628.

[85] Landscaping and irrigation system along North Chestnut Avenue, adjacent to Tract 4261 of the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8953 thru 8962.

[86] Landscaping and irrigation system along North Polk Avenue, adjacent to Tract 4269 in the County of Fresno as shown in City of Fresno street plan drawing no. 15-C-7666.

[87] Landscaping and irrigation system along North Blythe Avenue, adjacent to Tract 4274 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8077.

Section 2 – Description of Improvements (Continued)

[88] Landscaping and irrigation system along West Dakota Avenue, adjacent to Tract 4282 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C7926 thru 7928.

[89] Landscaping and irrigation system along North Brawley, Clinton and Blythe Avenues, adjacent to Tract 4285 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7809 thru 7810e.

[90] Landscaping and irrigation system along West Alluvial Avenue and West River Vista Drive, adjacent to Tract 4300 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8491 thru 8494.

[91] Landscaping and irrigation system along West Bullard Avenue, adjacent to Tract 4312 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C7949 thru 7952.

[92] Landscaping and irrigation system along North Polk Avenue, adjacent to Tract 4320 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8092 and 8093.

[93] Landscaping and irrigation system along North Valentine Avenue, West Sierra Avenue and North Figarden Drive, adjacent to Tract 4323 in the County of Fresno as shown on City of Fresno street plan drawing no. 15-C-7645.

[94] Landscaping and irrigation system along East Teague Avenue, adjacent to Tract 4335 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8244 and 8245.

[95] Landscaping and irrigation system along North Jeanne Avenue and West Palo Alto Avenue, adjacent to Tract 4337 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-7530 thru 7532b.

[96] Landscaping and irrigation system along North Polk Avenue, adjacent to Tract 4339 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-9111 thru 9121.

[97] Landscaping and irrigation system along West Sierra Avenue, adjacent to Tract 4343 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-7830 thru 7834.

[98] Landscaping and irrigation system along North Brawley Avenue, adjacent to Tract 4345 in the County of Fresno as shown on City of Fresno street plan drawing no. 15-C8206.

Section 2 – Description of Improvements (Continued)

[99] Landscaping and irrigation system along North Valentine Avenue, adjacent to Tract 4347 in the County of Fresno as shown on City of Fresno street plan drawing no. 15-C7936.

[100] Landscaping and irrigation system along North Cornelia Avenue, adjacent to Tract 4350 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8611 thru 8612.

[101] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 4352 in the County of Fresno as shown on City of Fresno street plan drawing no. 15-C8448.

[102] Landscaping and irrigation system along North Corona Avenue and North Polk Avenue, adjacent to Tract 4356 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-7877 thru 7884.

[103] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 4362 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C7988 and 7989.

[104] Landscaping and irrigation system along South Clovis and East Church Avenues, adjacent to Tract 4377 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8348 thru 8358.

[105] Landscaping and irrigation system along North Polk Avenue, adjacent to Tract 4380 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8915 thru 8952.

[106] Landscaping and irrigation system along West Gettysburg and North Polk Avenues, adjacent to Tract 4381 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8108 thru 8116.

[107] Landscaping and irrigation system along West Dakota and North Polk Avenues, adjacent to Tract 4385 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8143 thru 8145.

[108] Landscaping and irrigation system along South Martin Luther King Jr. Boulevard, adjacent to Tract 4401 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-7901 thru 7903.

[109] Tract 4402 (phase II of Tract 4320, #92) in the County of Fresno.

Section 2 – Description of Improvements (Continued)

[110] Landscaping and irrigation system along North Maple and East Perrin Avenues, adjacent to Tract 4405 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8214 thru 8216.

[111] Landscaping and irrigation system along West River Vista Drive and West Alluvial Avenue, adjacent to Tract 4421 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-9124 thru 9149.

[112] Landscaping and irrigation system along North Maple and East International Avenues, adjacent to Tract 4432 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-9056 thru 9087.

[113] Landscaping and irrigation system along West Bullard Avenue, adjacent to Tract 4439 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8773 thru 8775.

[114] Landscaping and irrigation system along East Alluvial Avenue, adjacent to Tract 4461 in the County of Fresno as shown on City of Fresno street plan drawing no. 15-C8176.

[115] Tract 4471 (phase II of Tract 4347, #99) in the County of Fresno.

[116] Landscaping and irrigation system along North Polk Avenue, adjacent to Tract 4473 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8998 thru 9014.

[117] Landscaping and irrigation system along North Polk and West Alluvial Avenues, adjacent to Tract 4474 in the County of Fresno as shown on City of Fresno street plan drawing no. 15-C-8204.

[118] Tract 4482 (phase II of Tract 4274, #87) in the County of Fresno.

[119] Landscaping and irrigation system along West Gettysburg Avenue, adjacent to Tract 4488 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8108 thru 8116.

[120] Landscaping and irrigation system along East Greenwich Avenue, adjacent to Tract 4510 in the County of Fresno as shown on City of Fresno street plan drawing 15-C8530.

[121] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 4528 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C8522 thru 8524b.

Section 2 – Description of Improvements (Continued)

[122] Landscaping and irrigation system along West Bullard, West Escalon and North Cecelia Avenues, adjacent to Tract 4534 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-9165 thru 9185.

[123] Landscaping and irrigation system along North West and West Atlanta Avenues, adjacent to Tract 4537 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8892 thru 8912.

[124] Landscaping and irrigation system along North Maple Avenue and the north side of East Saint Andrew Drive, adjacent to Tract 4540 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8856 thru 8857d.

[125] Tract 4549 (Phase II of Tract 4352 #101) in the County of Fresno.

[126] Landscaping and irrigation system along East Saint Andrew Drive and North Maple Avenue, adjacent to Tract 4564 in the County of Fresno as shown on City of Fresno street plan drawing no. 15-C-8415.

[127] Landscaping and irrigation system along West River Vista Drive and West Alluvial Avenue, adjacent to Tract 4573 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8491 thru 8494.

[128] Landscaping and irrigation system along West River Vista Drive adjacent to Tract 4574 in the County of Fresno as shown on City of Fresno street plan drawing nos. 8889 thru 8891.

[129] Landscaping and irrigation system along North Chestnut and East Nees Avenues, adjacent to Tract 4581 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8248 thru 8260.

[130] Landscaping and irrigation system along East Nees and North Millbrook Avenues, adjacent to Tract 4594 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8753 thru 8763.

[131] Landscaping and irrigation system along North Maple Avenue, adjacent to Tract 4601 in the County of Fresno as shown on City of Fresno street plan drawing nos. 8708 thru 8710.

[132] Landscaping and irrigation system along East Behymer Avenue and the south side and median islands of East Saint Andrew Drive, adjacent to Tract 4603 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8722 thru 8729.

Section 2 – Description of Improvements (Continued)

[133] Landscaping and irrigation system along East Grove and South Peach Avenues, adjacent to Tract 4606 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8818 thru 8827.

[134] Landscaping and irrigation system along North West Avenue, adjacent to Tract 4631 in the County of Fresno as shown on City of Fresno street plan drawing nos. 8813 thru 8817.

[135] Landscaping and irrigation system along East Saint Andrew Drive, adjacent to Tract 4639 in the County of Fresno as shown on City of Fresno street plan drawing nos. 9288 thru 9292.

[136] Landscaping and irrigation system along East Teague and North Chestnut Avenues, adjacent to Tract 4645 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8795 thru 8802.

[137] Landscaping and irrigation system along West Alluvial Avenue and West River Vista Drive, adjacent to Tract 4664 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-9193 thru 9210.

[138] Landscaping and irrigation system along North Polk Avenue, adjacent to Tract 4675 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8859 thru 8868.

[139] Landscaping and irrigation system and noise barrier wall along North Weber Avenue, adjacent to Tract 4687 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-9024 thru 9033.

[140] Landscaping and irrigation system along West River Vista Drive, adjacent to Tract 4707 in the County of Fresno as shown on City of Fresno street plan drawing nos. 9150 thru 9164.

[141] Landscaping and irrigation system along East Church Avenue, adjacent to Tract 4717 in the County of Fresno as shown on City of Fresno street plan drawing nos. 9091 thru 9110.

[142] Landscaping and irrigation system along Figarden Drive, adjacent to Parcel Map 90-31 in the County of Fresno as shown on Exhibit of Parcel Map Agreement No. 90-31.

[143] Landscaping and irrigation system along “B” Street, adjacent to Parcel Map 91-28 in the County of Fresno.

Section 2 – Description of Improvements (Continued)

[144] Landscaping and irrigation system along East Church Avenue, adjacent to Parcel Map No. 92-25 in the County of Fresno as shown on City of Fresno street plan drawing nos. 15-C-8362 thru 8363.

[145] Riverview Estates:

[A] Landscaping and irrigation system along North Del Mar, North Glenn and West Audubon Avenues, adjacent to Tract 3905 in the County of Fresno as shown in City of Fresno street plan drawing nos. 15-C-6467 (a,b,c,d,e,f,g,h and i)

[B] Landscaping and irrigation system along West Audubon Avenue, adjacent to Tract 3768 in the County of Fresno as shown in City of Fresno street plan drawing nos. C-5889 thru 5892b.

Section 3 – Changes to District

Typical changes to the district include changes to the improvements and/or changes in parcel numbers for selected lots within the districts.

There were no significant changes to the “Described Improvements” this year. The landscapes and irrigation systems maintained by the LLMD were accepted from 1984 through 1997. Therefore the vegetation is mature, and the irrigation components are showing signs of age. Over the years, most LLMD landscapes have suffered plant loss due to irrigation system issues and natural mortality of selected landscape types. These landscape removals were generally not re-planted due to lack of LLMD assessment funds for new plant materials. Also, minor irrigation repairs were completed using district funds.

Also, there were no noted changes to the APN numbers of properties included in the “existing assessments” for FY 2026-2027.

Section 4 – Estimate of Costs

A breakdown of the estimated cost of the maintenance, servicing, incidental expenses, and prior year adjustments in connection with City of Fresno Landscaping and Lighting Maintenance District No. 1 is described in Tables Nos. 2 and 3.

Table No. 2 includes a summary of district costs including direct and non-direct expenses. Direct expenses are costs that are charged directly to each of the 145 tracts in the LLMD. Non-Direct expenses are costs that are not charged to a specific tract. Table No. 3, included in Appendix B of this report, describes expenses and assessments on a tract-by-tract basis with the carry over or deficit for each tract estimated.

Direct expenses include landscape maintenance labor costs, irrigation water costs, and irrigation repair expenses. The direct labor includes field staff to clean debris, remove weeds, trim landscaping, and perform minor irrigation repair in the LLMD improvements. Utility costs are mostly metered water for irrigation, but also do include some costs for energy to run irrigation controllers.

Non-Direct expenses include labor for supervision of field personnel, administrative staff to post direct and indirect expenses, as well as costs to administer the district levy of assessments, prepare the engineer's report, and coordinate approval by City Council. Also, included in non-direct expenses are small tools for the field personnel that are not specific to a location, as well as office supplies in support of LLMD operations. Non-Direct expenses also include a minor amount of field labor, green waste, chemical herbicide, and utility costs that could not be directed to a specific tract.

Overall, the LLMD has been impacted most by the approval of California Proposition No. 218 in November of 1996. Prior to 1996, the Council could increase the assessments for maintenance annually to compensate for the increased cost of operations. However, after 1996 rates in the LLMD assessments have not been increased; so, the current assessments 30 years later are still based on 1996 maintenance costs.

The LLMD assessment revenue funded roughly four to six service cycles throughout the 78 acres along 30 miles of LLMD landscapes throughout the City during the FY 2026-2027 period. The service levels have remained consistent over the past several years.

Although the service intervals provided minimum basic landscape services similar to the level the City provides for non-District landscapes; the level of service was not comparable to more recent Community Facilities District (CFD) landscapes which were formed and annexed after 1996. The CFDs have automatic rate escalators to keep up with operational costs and provide a higher level of service. Many of the CFD landscapes are directly adjacent to LLMD landscapes and are in a better condition. Consequently, the City continues to receive complaints from LLMD district households requesting CFD level services. However, none of these complaints were elevated to a formal request to raise rates and provide more frequent service similar to CFD locations.

It should be noted that the LLMD assessment funding does not provide any enhanced level of service; however, the continued efforts by City staff over the years to explore different service delivery methods has yielded an acceptable level of service using only LLMD funding. LLMD landscapes are being maintained by a private landscaping service contract.

Although basic weed and clean services are being met, many landscapes are in need of major irrigation system rehabilitation and tree/shrub replacement efforts. The current lack of assessment growth limits the ability of the City to provide any such rehabilitation or replacement level service. Also, increases in labor costs, irrigation costs, etc. will increase in the coming years, so recent service gains are likely non-sustainable with the current level of funding. Again, this will require non-district funding to maintain minimum levels of service at some point in the future as it has in the past. This non-district funding is not guaranteed for the LLMD in future years as the assessment funding is, so it is not known if the subsidy will be available year-to-year as Citywide service priorities are reconsidered.

A special registered voter election would be required in order to increase the amount of the LLMD assessments. City staff is evaluating options and studying the rates needed for various levels of service. It is expected that these studies will lead to initiating an election process to increase special tax rates and fund more than just frequent basic cleaning service. This process will continue throughout the coming FY 2026/2027 LLMD fiscal year.

Table No. 2
Summary of LLMD Costs
FY 2026-2027

Direct Cost Summary

Description	Expense
Labor	8,080.56
Specialized/Outside Service	340,686.89
Materials and Equipment (Direct)	6,940.45
Utilities	127,680.91
Overhead	2,431.25
Total:	**$ 485,820.06**

Non Direct Cost Summary

Description	Expense
Labor-Supervision/Administrative	87,023.00
District Administration Non-Personnel	7,519.43
Greenwaste Landfill Fees non tract specific	0.00
Utilities-Non Tract Specific	69.96
Small Tools, Inventory, Equipment etc.	17,917.07
ISF's	33,436.72
Total:	**$ 146,626.27**

Previous Year Carry Over (not including delinquent)	342,249.43
Total Expense:	632,446.33
Total Assessment:	712,997.82
Carryover/Deficit:	**422,800.92**

Section 5 – Proposed Assessments

The City Engineer hereby assesses and apportions the total amount of the costs and expenses for the formation of the assessment district and the maintenance and servicing of landscaping and facilities upon the subdivisions of land liable therefore and benefitted thereby, all as is more particularly set forth in the assessment roll filed herewith, marked Table No. 4 included with this report in Appendix C, and incorporated herein. The numbers of said assessment roll correspond with the assigned numbers upon the parcels of land within said district in proportion to the estimated benefits to be received by each subdivision respectively, from the improvement. For a more particular description of said property, reference is made to the assessment diagram to be filed and of record in the office of the County Recorder of the County of Fresno.

Section 6 – Assessment Diagram

The diagram entitled "ASSESSMENT DIAGRAM OF CITY OF FRESNO LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1, (PREVIOUSLY KNOWN AS CITY OF FRESNO ASSESSMENT DISTRICT NO. 89, RECORDED APRIL 27, 1983 IN BOOK 22 AT PAGES 26 AND 27, FRESNO COUNTY RECORDS) CITY OF FRESNO, COUNTY OF FRESNO, STATE OF CALIFORNIA", consisting of five (5) sheets, filed herewith, marked Exhibit "A", and hereby incorporated herein as though set forth in full, delineates the boundaries and dimensions of the respective subdivisions of land within said district as the same existed at the time of the passage of the Resolution of Intention, each subdivision of land within having been assigned a separate number upon said diagram.

Section 7 – Recapitulation of Assessments

A recapitulation of prior year assessments including actual maintenance costs and incidental expenses as incurred, are described in Table No. 3 included in Appendix B, attached hereto and incorporated herein as though set in full.

Dated this 28th day of April, 2026.

Signed: _____

SCOTT MOZIER, P.E.
Public Works Director
City of Fresno



Section 8 – Recording History

Each Recording will list the new subdivisions added that fiscal year. For a complete listing of the subdivisions in the District, see the District Boundary listing starting on page one.

INITIAL RECORDING -- APRIL 27, 1983
SUBDIVISIONS INCLUDED:

Tract 3439

SECOND RECORDING -- JUNE 7, 1984
SUBDIVISIONS ADDED:

Tract 3150	Tract 3220	Tract 3566

THIRD RECORDING -- JUNE 7, 1985
SUBDIVISIONS ADDED:

Tract 3129	Tract 3351	Tract 3656

FOURTH RECORDING -- JUNE 3, 1986
SUBDIVISIONS ADDED:

Tract 3684

FIFTH RECORDING -- JUNE 3, 1987
SUBDIVISIONS ADDED:

Tract 3638	Tract 3770	Tract 3817
Tract 3710	Tract 3802	Tract 3819
Tract 3748	Tract 3815	

and a Subdivision that later becomes part of Riverview Estates:
Tract 3768

Section 8 – Recording History (Continued)

SIXTH RECORDING -- JUNE 7, 1988
SUBDIVISIONS ADDED:

Tract 3274	Tract 3811	Tract 3888
Tract 3364	Tract 3818	Tract 3903
Tract 3590	Tract 3834	Tract 3913
Tract 3679	Tract 3884	

and Subdivisions that later become part of Riverview Estates:

Tract 2770	Tract 3607	Parcel Map 79-16
Tract 3067	Tract 3699	Parcel Map 81-29
Tract 3151	Tract 3776	Parcel Map 81-30
Tract 3305	Tract 3854	Parcel Map 83-16
Tract 3593	Tract 3905	
Tract 3594		

SEVENTH RECORDING -- JUNE 6, 1989
SUBDIVISIONS ADDED:

Tract 3261	Tract 3940	Tract 3976
Tract 3772	Tract 3943	Tract 3983
Tract 3852	Tract 3966	Tract 4004
Tract 3876	Tract 3970	Riverview Estates

EIGHTH RECORDING -- JUNE 5, 1990
SUBDIVISIONS ADDED:

Tract 4008	Tract 4050	Tract 4086
Tract 4031	Tract 4071	Tract 4104
Tract 4045	Tract 4074	Tract 4108
Tract 4049	Tract 4079	

NINTH RECORDING -- JULY 16, 1991
SUBDIVISIONS ADDED:

Tract 3729	Tract 4117	Tract 4145
Tract 3797	Tract 4127	Tract 4186
Tract 3994	Tract 4138	Tract 4198
Tract 4056	Tract 4142	Tract 4208

TENTH RECORDING -- JUNE 30, 1992

Section 8 – Recording History (Continued)

SUBDIVISIONS ADDED:

Tract 4034	Tract 4209	Tract 4285
Tract 4148	Tract 4223	Tract 4343
Tract 4155	Tract 4229	Parcel Map 90-31
Tract 4159	Tract 4255	
Tract 4173	Tract 4269	

ELEVENTH RECORDING -- JUNE 29, 1993

SUBDIVISIONS ADDED:

Tract 4026	Tract 4274	Tract 4356
Tract 4090	Tract 4282	Tract 4362
Tract 4125	Tract 4320	Tract 4381
Tract 4190	Tract 4323	Tract 4401
Tract 4191	Tract 4335	Tract 4461
Tract 4212	Tract 4337	Tract 4471
Tract 4213	Tract 4345	Tract 4474
Tract 4224	Tract 4347	Tract 4482
Tract 4251	Tract 4352	

TWELFTH RECORDING -- JUNE 14, 1994

SUBDIVISIONS ADDED:

Tract 3542	Tract 4402	Tract 4564
Tract 4112	Tract 4405	Tract 4573
Tract 4217	Tract 4488	Tract 4581
Tract 4300	Tract 4510	Parcel Map 91-28
Tract 4350	Tract 4528	
Tract 4385	Tract 4549	

THIRTEENTH RECORDING -- JUNE 6, 1995

SUBDIVISIONS ADDED:

Tract 3999	Tract 4574	Tract 4631
Tract 4057	Tract 4594	Tract 4645
Tract 4377	Tract 4601	Tract 4675
Tract 4439	Tract 4603	Parcel Map 92-25
Tract 4540	Tract 4606	

Section 8 – Recording History (Continued)

FOURTEENTH RECORDING -- JUNE 4, 1996
SUBDIVISIONS ADDED:

Tract 4237	Tract 4421	Tract 4639
Tract 4261	Tract 4432	Tract 4664
Tract 4312	Tract 4473	Tract 4687
Tract 4339	Tract 4534	Tract 4707
Tract 4380	Tract 4537	Tract 4717

FIFTEENTH RECORDING -- JUNE 17, 1997
NO SUBDIVISIONS ADDED

SIXTEENTH RECORDING -- JULY 21, 1998
NO SUBDIVISIONS ADDED

SEVENTEENTH RECORDING -- JULY 29, 1999
NO SUBDIVISIONS ADDED

EIGHTEENTH RECORDING – JULY 17, 2000
NO SUBDIVISIONS ADDED

NINETEENTH RECORDING – JULY 17, 2001
NO SUBDIVISIONS ADDED

TWENTIETH RECORDING – JULY 17, 2002
NO SUBDIVISIONS ADDED

TWENTY-FIRST RECORDING – JULY 17, 2003
NO SUBDIVISIONS ADDED

TWENTY-SECOND RECORDING – JULY 1, 2004
NO SUBDIVISIONS ADDED

TWENTY-THIRD RECORDING – August 16, 2005
NO SUBDIVISIONS ADDED

TWENTY-FOURTH RECORDING – JULY 25, 2006
NO SUBDIVISIONS ADDED

TWENTY-FIFTH RECORDING – JULY 18, 2007
NO SUBDIVISIONS ADDED

TWENTY-SIXTH RECORDING – JULY 8, 2008

Section 8 – Recording History (Continued)

NO SUBDIVISIONS ADDED

TWENTY-SIXTH RECORDING – MAY 29, 2009
NO SUBDIVISIONS ADDED

TWENTY-SEVENTH RECORDING – June 9, 2010
NO SUBDIVISIONS ADDED

TWENTY-EIGHTH RECORDING – June 16, 2011
NO SUBDIVISIONS ADDED

TWENTY-NINTH RECORDING – June 21, 2012
NO SUBDIVISIONS ADDED

THIRTIETH RECORDING – June 20, 2013
NO SUBDIVISIONS ADDED

THIRTY-FIRST RECORDING – June 19, 2014
NO SUBDIVISIONS ADDED

THIRTY-SECOND RECORDING – June 18, 2015
NO SUBDIVISIONS ADDED

THIRTY-THIRD RECORDING – June 30, 2016
NO SUBDIVISIONS ADDED

THIRTY-FOURTH RECORDING – June 29, 2017
NO SUBDIVISIONS ADDED

THIRTY-FIFTH RECORDING – June 28, 2018
NO SUBDIVISIONS ADDED

THIRTY-SIXTH RECORDING – June 27, 2019
NO SUBDIVISIONS ADDED

THIRTY-SEVENTH RECORDING – May 14, 2020
NO SUBDIVISIONS ADDED

THIRTY-EIGHTH RECORDING – May 13, 2021
NO SUBDIVISIONS ADDED
THIRTY-NINTH RECORDING – May 26, 2022
NO SUBDIVISIONS ADDED

FORTIETH RECORDING – May 25, 2023

Section 8 – Recording History (Continued)

NO SUBDIVISIONS ADDED

FORTY-FIRST RECORDING – May 2, 2024

NO SUBDIVISIONS ADDED

FORTY-SECOND RECORDING – May 1, 2025

NO SUBDIVISIONS ADDED

FORTY-THIRD RECORDING – April 28, 2026

NO SUBDIVISIONS ADDED

Appendix A
Diagram of Boundaries and Dimensions

The following (5) sheets, filed herewith, marked Exhibit "A", delineate the boundaries and dimensions of the respective subdivisions of land within said district as the same existed at the time of the passage of the Resolution of Intention, each subdivision of land within having been assigned a separate number upon said diagram.

Appendix B

Table No. 3
Summary of LLMD Costs by Tract

The following eight (8) pages include Table No. 3 as referenced in the Report. Table No. 3 provides a summary of all expenses (Direct and Indirect) and assessments for each tract in the LLMD for FY 2026-2027.

Note: Tracts groups with Peach Shading are all phases of the same formed District Tract and the costs and assessment are grouped for Carryover computation purposes. Also, note that the sum total of the Carryover/Deficit column does not match the total in Table No. 2 because Community Sanitation labor is included in this table.

Table No. 3

Tract	Primary Tract	Direct City Labor	Direct Utilities & Contract Services	Overhead	Direct Expenses Total	Indirect	2026 Assessment	Carryover Deficit
L3129	L3129	-	1,211.10	-	1,211.10	506.17	2,622.38	905.11
L3150	L3150	-	419.15	-	419.15	144.07	455.92	(107.30)
P8326	L3150	-	-	-	-		255.76	255.76
P8329	L3150	-	-	-	-		222.40	222.40
P8527	L3150	-	-	-	-		11.12	11.12
L3220	L3220	-	1,330.08	-	1,330.08	510.49	2,453.76	613.19
L3261	L3261	-	1,343.67	-	1,343.67	444.00	2,279.70	492.03
L3274	L3274	-	1,515.22	-	1,515.22	566.79	2,762.20	680.19
L3351	L3351	-	1,655.51	-	1,655.51	584.75	2,715.06	474.80
L3364	L3364	-	3,696.57	-	3,696.57	1,457.77	6,851.40	1,697.06
L3439	L3439	-	2,046.32	-	2,046.32	875.40	4,313.46	1,391.74
T2828CI	L3439	-		-			21.46	21.46
L3542	L3542	-	2,416.75	-	2,416.75	696.70	3,738.00	624.55
L3566	L3566	-	1,606.88	-	1,606.88	181.46	918.96	(869.38)
L3770	L3566	-	-	-	-	332.66	1,684.76	1,352.10
L3590	L3590	-	7,154.29	-	7,154.29	818.15	3,872.34	(4,100.10)
L3852	L3590	-	1,847.46	-	1,847.46	679.86	3,217.86	690.54
L4056	L3590	-	-	-	-	933.33	4,308.66	3,375.33
L4057	L3590	-	2,007.70	-	2,007.70	967.92	4,417.74	1,442.12
P0315CI	L3590	-	-	-	-	-	272.70	272.70
L3638	L3638	-	2,492.04	-	2,111.00	889.51	4,886.52	1,504.97
L3656	L3656	603.79	4,831.83	267.66	5,703.28	717.90	3,595.56	(2,825.62)
L3664	L3664	-	131.79	-	24.56			(131.79)
L3679	L3679	-	1,431.85	-	1,044.28	534.28	2,872.32	906.19
L3684	L3684	-	8,756.09	-	8,756.09	963.95	4,456.48	(5,263.56)
L3888	L3684	-	1,729.41	-	1,729.41	1,015.62	4,695.22	1,950.19
L4004	L3684	-	638.19	-	638.19	705.76	3,262.78	1,918.83
L3710	L3710	-	3,234.73	-	3,234.73	1,408.46	6,630.84	1,987.65
L3729	L3729	790.55	14,485.35	350.46	14,485.35	2,294.22	10,505.26	(7,415.32)
L4138	L3729	-	11,326.57	-	11,326.57	5,789.15	26,508.60	9,392.88
L4255	L3729	-	1,750.71	-	1,750.71	1,436.57	6,578.06	3,390.78

L4323	L3729	-	6,356.55	-	6,356.55	750.45	3,436.30	(3,670.70)
L3748	L3748	-	2,646.79	-	2,646.79	473.32	2,130.12	(989.99)
L3940	L3748	-	-	-	-	423.84	2,095.20	1,671.36
P8725	L3748	-	-	-	-	-	209.52	209.52
L3772	L3772	-	2,131.09	-	2,131.09	534.41	2,428.40	(237.10)
L3797	L3797	-	1,787.44	-	1,787.44	417.75	2,178.72	(26.47)
L3802	L3802	-	722.94	-	722.94	167.21	1,016.16	126.01
L3811	L3811	-	658.96	-	658.96	215.57	1,294.20	419.67
L3815	L3815	-	1,420.11	-	1,420.11	461.05	2,282.28	401.12
L3817	L3817	-	1,715.48	-	1,715.48	602.23	2,845.80	528.09
L3818	L3818	-	1,480.22	-	1,480.22	509.63	2,643.90	654.05
L3819	L3819	-	3,787.83	-	3,787.83	1,128.39	5,173.20	256.98
L3834	L3834	990.46	1,898.53	241.18	3,130.17	886.40	4,292.16	275.59
L4074	L3834	-	2,470.75		2,470.75	669.15	3,156.00	16.10
L3876	L3876	-	5,481.22		5,481.22	1,001.68	4,684.32	(1,798.58)
L3983	L3876	-	5,255.79		5,255.79	1,919.86	8,978.28	1,802.63
L4031	L3876	-	5,588.65		5,588.65	2,462.43	11,515.62	3,464.54
L4108	L3876	-	1,858.53		1,858.53	806.88	3,773.48	1,108.07
L3884	L3884	4,316.18	9,333.74	1,050.98	14,700.90	2,066.31	19,967.66	3,200.45
L3903	L3903	-	1,142.08		1,142.08	326.70	1,693.76	224.98
L3913	L3913	-	4,142.07		4,142.07	1,442.79	6,556.68	971.82
L3943	L3943	-	1,088.22		1,088.22	392.62	2,033.60	552.76
L3966	L3966	-	5,838.10		5,838.10	1,999.60	9,491.64	1,653.94
L3970	L3970	-	2,459.59		2,459.59	1,259.95	5,909.00	2,189.46
L4050	L3970	-	3,451.64		3,451.64	1,007.98	4,727.20	267.58
L3976	L3976	-	1,066.40		1,066.40	418.27	2,224.00	739.33
L3994	L3994	-	8,543.21		8,543.21	3,455.90	15,956.68	3,957.57
L3999	L3999	-	3,242.58		3,242.58	651.45	3,097.20	(796.83)
L4687	L3999	-	749.79		749.79	346.04	3,355.30	2,259.47
L4008	L4008	-	6,516.36	-	6,516.36	1,962.43	9,764.50	1,285.71
L4026	L4026	-	3,675.20	-	3,675.20	1,084.79	4,907.20	147.21
T4032	T4032	-	-	-	-	-	-	-
L4034	L4034	-	2,208.14	-	2,208.14	716.43	3,654.90	730.33
L4045	L4045	-	1,526.64	-	1,526.64	584.40	2,744.10	633.06
L4049	L4049	-	1,869.07	-	1,869.07	600.03	2,853.84	384.74

L4071	L4071	-	7,503.24	-	7,503.24	2,341.97	11,147.10	1,301.89
L4079	L4079	-	1,660.89	-	1,660.89	601.24	2,776.44	514.31
L4090	L4090	-	2,687.48	-	2,687.48	947.11	4,959.72	1,325.13
L4104	L4104	-	5,535.13	-	5,535.13	2,165.17	10,325.12	2,624.82
L4112	L4112	-	2,426.34	-	2,426.34	846.34	3,369.50	96.82
L4117	L4117	-	13,964.76	-	13,964.76	5,656.44	22,756.68	3,135.48
L4125	L4125	-	5,312.46	-	5,312.46	1,921.72	8,859.90	1,625.72
L4127	L4127	-	4,516.59	-	4,516.59	1,528.01	7,145.60	1,101.00
L4142	L4142	-	2,727.65	-	2,727.65	834.51	4,259.52	697.36
L4356	L4142	-	790.22	-	790.22	496.33	2,533.44	1,246.89
L4145	L4145	-	4,408.70	-	4,408.70	1,363.30	6,275.52	503.52
L4148	L4148	-	8,445.86	-	8,445.86	3,369.08	16,078.32	4,263.38
L4155	L4155	-	1,604.08	-	1,604.08	205.77	990.00	(819.85)
L4401	L4155	-	1,509.53	-	1,509.53	720.27	3,465.00	1,235.20
L4159	L4159	-	12,691.13	-	12,691.13	492.83	2,345.08	(10,838.88)
L4173	L4173	-	8,703.18	-	8,703.18	2,632.10	12,016.42	681.14
L4186	L4186	-	3,009.65	-	3,009.65	1,235.73	6,355.20	2,109.82
L4190	L4190	-	5,636.78	-	5,636.78	2,752.51	12,890.50	4,501.21
L4581	L4190	-	4,771.47	-	4,771.47	1,016.96	4,762.50	(1,025.93)
L4191	L4191	-	3,661.26	-	3,661.26	1,173.68	5,779.20	944.26
L4198	L4198	-	1,581.25	-	1,581.25	506.95	2,303.94	215.74
L4208	L4208	-	4,907.66	-	4,907.66	1,403.20	6,648.88	338.02
L4337	L4208	-	79.21	-	79.21	124.47	589.82	386.14
L4212	L4212	-	2,151.83	-	2,151.83	517.91	2,647.68	(22.06)
L4213	L4213	-	5,198.14	-	5,198.14	1,938.55	9,877.14	2,740.45
L4217	L4217	-	4,047.91	-	4,047.91	1,383.16	6,397.38	966.31
L4223	L4223	-	3,045.69	-	3,045.69	1,074.90	4,837.84	717.25
L4224	L4224	-	1,743.05	-	1,743.05	670.79	3,159.00	745.16
L4229	L4229	-	2,887.79	-	2,887.79	357.57	1,799.50	(1,445.86)
L4343	L4229	-	2,839.06	-	2,839.06	1,745.44	8,784.00	4,199.50
L4439	L4229	-	1,772.11	-	1,772.11	484.84	2,440.00	183.05
L4237	L4237	-	1,917.17	-	1,917.17	755.54	3,650.96	978.25
L4251	L4251	453.41	1,141.24	110.40	1,705.05	375.05	1,857.60	(222.50)
L4261	L4261	-	1,953.19	-	1,953.19	1,283.65	5,617.52	2,380.68
L4645	L4261	-	4,777.27	-	4,777.27	1,318.36	6,093.68	(1.95)

P9510	L4261	-		-			316.48	316.48
L4269	L4269	-	701.25	-	701.25	204.73	1,054.40	148.42
L4274	L4274	-	1,452.30	-	1,452.30	223.43	1,132.56	(543.17)
L4482	L4274	-		-		326.52	1,655.28	1,328.76
L4282	L4282	-	1,644.44	-	1,644.44	307.61	1,705.68	(246.37)
L4285	L4285	-	7,968.91	-	7,968.91	2,673.81	12,525.48	1,882.76
L4300	L4300	-	7,035.50	-	7,035.50	804.98	3,292.20	(4,548.28)
L4573	L4300	-	3,560.21	-	3,560.21	1,545.02	6,223.70	1,118.47
L4574	L4300	-	1,198.13	-	1,198.13	519.34	2,092.00	374.53
L4707	L4300	-	1,956.60	-	1,956.60	1,103.57	4,445.50	1,385.33
L4312	L4312	-	387.39	-	387.39	230.55	1,192.32	574.38
L4320	L4320	-	1,781.83	-	1,781.83	224.59	1,180.00	(826.42)
L4402	L4320	-	-	-	-	224.59	1,180.00	955.41
L4335	L4335	-	1,479.92	-	1,479.92	484.58	2,480.66	516.16
L4339	L4339	-	2,962.69	-	2,962.69	196.92	924.00	(2,235.61)
L4345	L4345	-	2,455.50	-	2,455.50	685.95	3,348.84	207.39
L4347	L4347	-	1,317.99	-	1,317.99	199.12	1,044.56	(472.55)
L4471	L4347	-		-		244.41	1,281.96	1,037.55
L4350	L4350	-	793.42	-	793.42	208.79	1,187.20	184.99
L4352	L4352	-	1,607.31	-	1,607.31	227.57	1,219.80	(615.08)
L4549	L4352	-		-		203.61	1,091.40	887.79
L4362	L4362	-	2,544.81	-	2,544.81	975.82	5,091.84	1,571.21
L4377	L4377	-	7,197.40	-	7,197.40	1,114.97	5,294.80	(3,017.57)
L4717	L4377	-	1,755.79	-	1,755.79	809.12	3,992.80	1,427.89
L4380	L4380	-	3,757.54	-	3,757.54	1,108.97	5,348.48	481.97
L4381	L4381	-	6,146.57	-	6,146.57	690.52	3,422.00	(3,415.09)
L4488	L4381	-	799.47	-	799.47	497.15	2,463.84	1,167.22
L4385	L4385	-	4,162.61	-	4,162.61	992.79	4,745.16	(410.24)
L4675	L4385	-	974.39	-	974.39	443.40	4,745.16	3,327.37
L4405	L4405	-	2,875.22	-	2,875.22	835.63	4,048.78	337.93
L4421	L4421	-	5,386.44	-	5,386.44	1,518.13	7,222.50	317.93
L4432	L4432	-	8,098.92	-	8,098.92	3,015.27	10,879.84	(234.35)
L4461	L4461	-	1,128.75	-	1,128.75	360.98	1,856.40	366.67
L4473	L4473	-	1,177.41	-	1,177.41	455.57	2,337.28	704.30
L4474	L4474	-	2,258.02	-	2,258.02	683.36	3,329.76	388.38

L4528	L4528	-	2,367.92	-	2,367.92	730.94	3,434.82	335.96
L4534	L4534	926.17	9,863.06	410.57	11,199.80	2,981.34	12,519.00	(1,662.14)
L4537	L4537	-	4,987.24	-	4,987.24	213.19	2,753.88	(2,446.55)
L4631	L4537	-	647.05	-	647.05	352.30	1,818.60	819.25
L1496	L4537	-	-	-	-	-	-	-
L4540	L4540	-	6,332.48	-	6,332.48	860.72	3,937.44	(3,255.76)
L4564	L4540	-	4,980.66	-	4,980.66	1,257.96	5,754.72	(483.90)
L4603	L4540	-	2,847.93	-	2,847.93	1,743.49	7,975.84	3,384.42
L4639	L4540	-	994.17	-	994.17	582.46	6,663.36	5,086.73
L4594	L4594	-	4,646.86	-	4,646.86	1,804.93	8,273.20	1,821.41
L4601	L4601	-	907.64	-	907.64	242.72	1,137.24	(13.12)
L4606	L4606	-	6,510.02	-	6,510.02	1,682.32	7,850.70	(341.64)
L4664	L4664	-	9,069.80	-	9,069.80	2,301.47	9,216.00	(2,155.27)
L9031	L9031	-	-	-	-	-	-	-
P9031	L9031	-	483.90	-	483.90	169.16	759.76	106.70
L9128	L9128	-	-	-	-	-	-	-
P9128	L9128	-	1,294.14	-	1,294.14	375.31	1,690.00	20.55
L9225	L9225	-	-	-	-	-	-	-
P9225	L9225	-	979.66	-	979.66	383.08	1,743.30	380.56
L3768	RIV	-	1,116.64	-	1,116.64	85.92	192.24	(1,010.32)
L3905	RIV	-	7,930.41	-	7,930.41	137.60	363.12	(7,704.89)
L2770	RIV	-	-	-	-	777.26	7,063.38	6,286.12
L3067	RIV	-	-	-	-	397.72	929.16	531.44
L3151	RIV	-	-	-	-	109.53	192.24	82.71
L3305	RIV	-	-	-	-	41.02	106.80	65.78
L3593	RIV	-	-	-	-	100.60	224.28	123.68
L3594	RIV	-	-	-	-	230.76	512.64	281.88
L3607	RIV	-	-	-	-	24.95	64.08	39.13
L3699	RIV	-	-	-	-	28.49	149.52	121.03
L3776	RIV	-	-	-	-	39.94	74.76	34.82
L3781	RIV	-	-	-	-	219.37	523.32	303.95
L3792	RIV	-	-	-	-	246.52	128.16	(118.36)
L3854	RIV	-	-	-	-	67.48	202.92	135.44
L3987	RIV	-	-	-	-	88.81	363.12	274.31
L4134	RIV	-	-	-	-	133.58	1,922.40	1,788.82

P0407CI	RIV	-	-	-	-	-	1,400.38	1,400.38
P7916	RIV	-	-	-	-	-	598.64	598.64
P8129	RIV	-	-	-	-	30.39	630.70	600.31
P8130	RIV	-	-	-	-	113.89	1,849.36	1,735.47
P8316	RIV	-	-	-	-	99.69	1,550.02	1,450.33
P9131	RIV	-	-	-	-	187.63	2,822.16	2,634.53
TPC10	RIV	-	-	-	-	-	-	-
					-			
Grand Total		**8,080.56**	**475,308.25**	**2,431.25**	**483,803.21**	**146,626.27**	**712,997.82**	**80,551.49**

Appendix C
Assessment Roll
FY 2026-2027

The following 227 pages include Table No. 4 as referenced in the Report. Table No.4 lists the assessment proposed for each property in the LLMD for FY 2026-2027.

City of Fresno
Landscaping and Lighting Maintenance Dist #1
Final Assessment Roll
Fiscal Year 2026/27

Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
312-451-01	4380 W CORNELL AVE	0.149	3638	$18.95	$18.94
312-451-02	4372 W CORNELL AVE	0.130	3638	18.95	18.94
312-451-03	4364 W CORNELL AVE	0.128	3638	18.95	18.94
312-451-04	4356 W CORNELL AVE	0.130	3638	18.95	18.94
312-451-05	4348 W CORNELL AVE	0.128	3638	18.95	18.94
312-451-06	4340 W CORNELL AVE	0.128	3638	18.95	18.94
312-451-07	4332 W CORNELL AVE	0.130	3638	18.95	18.94
312-451-08	4324 W CORNELL AVE	0.130	3638	18.95	18.94
312-451-09	4316 W CORNELL AVE	0.128	3638	18.95	18.94
312-451-10	4308 W CORNELL AVE	0.130	3638	18.95	18.94
312-451-11	4298 W CORNELL AVE	0.126	3638	18.95	18.94
312-451-12	4290 W CORNELL AVE	0.128	3638	18.95	18.94
312-451-13	4282 W CORNELL AVE	0.146	3638	18.95	18.94
312-452-01	4361 W CORNELL AVE	0.125	3638	18.95	18.94
312-452-02	4353 W CORNELL AVE	0.125	3638	18.95	18.94
312-452-03	4345 W CORNELL AVE	0.128	3638	18.95	18.94
312-452-04	4337 W CORNELL AVE	0.126	3638	18.95	18.94
312-452-05	4329 W CORNELL AVE	0.126	3638	18.95	18.94
312-452-06	4321 W CORNELL AVE	0.126	3638	18.95	18.94
312-452-07	4313 W CORNELL AVE	0.126	3638	18.95	18.94
312-452-08	4305 W CORNELL AVE	0.128	3638	18.95	18.94
312-452-09	4293 W CORNELL AVE	0.126	3638	18.95	18.94
312-452-10	4285 W CORNELL AVE	0.126	3638	18.95	18.94
312-452-11	4277 W CORNELL AVE	0.126	3638	18.95	18.94
312-452-12	4269 W CORNELL AVE	0.126	3638	18.95	18.94
312-452-13	4261 W CORNELL AVE	0.128	3638	18.95	18.94
312-452-14	4253 W CORNELL AVE	0.126	3638	18.95	18.94
312-452-15	4245 W CORNELL AVE	0.126	3638	18.95	18.94
312-452-16	4237 W CORNELL AVE	0.126	3638	18.95	18.94
312-452-17	4229 W CORNELL AVE	0.149	3638	18.95	18.94
312-452-18	4228 W AMHERST AVE	0.149	3638	18.95	18.94
312-452-19	4236 W AMHERST AVE	0.126	3638	18.95	18.94
312-452-20	4244 W AMHERST AVE	0.126	3638	18.95	18.94
312-452-21	4252 W AMHERST AVE	0.126	3638	18.95	18.94
312-452-22	4260 W AMHERST AVE	0.128	3638	18.95	18.94
312-452-23	4268 W AMHERST AVE	0.126	3638	18.95	18.94
312-452-24	4276 W AMHERST AVE	0.126	3638	18.95	18.94
312-452-25	4284 W AMHERST AVE	0.126	3638	18.95	18.94
312-452-26	4292 W AMHERST AVE	0.126	3638	18.95	18.94
312-452-27	4304 W AMHERST AVE	0.128	3638	18.95	18.94
312-452-28	4312 W AMHERST AVE	0.126	3638	18.95	18.94
312-452-29	4320 W AMHERST AVE	0.126	3638	18.95	18.94
312-452-30	4328 W AMHERST AVE	0.126	3638	18.95	18.94
312-452-31	4336 W AMHERST AVE	0.126	3638	18.95	18.94
312-452-32	4344 W AMHERST AVE	0.128	3638	18.95	18.94
312-452-33	4352 W AMHERST AVE	0.128	3638	18.95	18.94
312-452-34	4360 W AMHERST AVE	0.149	3638	18.95	18.94
312-453-01	4323 W AMHERST AVE	0.149	3638	18.95	18.94
312-453-02	4315 W AMHERST AVE	0.130	3638	18.95	18.94
312-453-03	4307 W AMHERST AVE	0.133	3638	18.95	18.94
312-453-04	4295 W AMHERST AVE	0.133	3638	18.95	18.94
312-453-05	4287 W AMHERST AVE	0.130	3638	18.95	18.94
312-453-06	4279 W AMHERST AVE	0.133	3638	18.95	18.94
312-453-07	4271 W AMHERST AVE	0.133	3638	18.95	18.94
312-453-08	4263 W AMHERST AVE	0.130	3638	18.95	18.94
312-453-09	4255 W AMHERST AVE	0.133	3638	18.95	18.94
312-453-10	4247 W AMHERST AVE	0.133	3638	18.95	18.94
312-453-11	4239 W AMHERST AVE	0.130	3638	18.95	18.94
312-453-12	4231 W AMHERST AVE	0.149	3638	18.95	18.94
312-453-13	4232 W MICHIGAN AVE	0.149	3638	18.95	18.94
312-453-14	4240 W MICHIGAN AVE	0.130	3638	18.95	18.94
312-453-15	4248 W MICHIGAN AVE	0.133	3638	18.95	18.94
312-453-16	4256 W MICHIGAN AVE	0.133	3638	18.95	18.94
312-453-17	4264 W MICHIGAN AVE	0.130	3638	18.95	18.94
312-453-18	4272 W MICHIGAN AVE	0.133	3638	18.95	18.94
312-453-19	4280 W MICHIGAN AVE	0.133	3638	18.95	18.94

City of Fresno
Landscaping and Lighting Maintenance Dist #1
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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
312-453-20	4288 W MICHIGAN AVE	0.130	3638	18.95	18.94
312-453-21	4296 W MICHIGAN AVE	0.133	3638	18.95	18.94
312-453-22	4308 W MICHIGAN AVE	0.133	3638	18.95	18.94
312-453-23	4316 W MICHIGAN AVE	0.130	3638	18.95	18.94
312-453-24	4324 W MICHIGAN AVE	0.149	3638	18.95	18.94
312-454-01	2673 N PIMA AVE	0.167	3638	18.95	18.94
312-454-02	2665 N PIMA AVE	0.133	3638	18.95	18.94
312-454-03	2657 N PIMA AVE	0.149	3638	18.95	18.94
312-454-04	2649 N PIMA AVE	0.149	3638	18.95	18.94
312-454-05	2641 N PIMA AVE	0.149	3638	18.95	18.94
312-454-06	2633 N PIMA AVE	0.149	3638	18.95	18.94
312-454-07	2625 N PIMA AVE	0.149	3638	18.95	18.94
312-454-08	2617 N PIMA AVE	0.149	3638	18.95	18.94
312-454-09	2609 N PIMA AVE	0.133	3638	18.95	18.94
312-455-01	2598 N PIMA AVE	0.133	3638	18.95	18.94
312-455-02	2608 N PIMA AVE	0.130	3638	18.95	18.94
312-455-03	2616 N PIMA AVE	0.130	3638	18.95	18.94
312-455-04	2624 N PIMA AVE	0.130	3638	18.95	18.94
312-455-05	2632 N PIMA AVE	0.130	3638	18.95	18.94
312-455-06	2640 N PIMA AVE	0.146	3638	18.95	18.94
312-455-07	2643 N BENDEL AVE	0.146	3638	18.95	18.94
312-455-08	2635 N BENDEL AVE	0.130	3638	18.95	18.94
312-455-09	2627 N BENDEL AVE	0.133	3638	18.95	18.94
312-455-10	2619 N BENDEL AVE	0.137	3638	18.95	18.94
312-455-11	2611 N BENDEL AVE	0.172	3638	18.95	18.94
312-455-12	4331 W MICHIGAN AVE	0.137	3638	18.95	18.94
312-455-13	4323 W MICHIGAN AVE	0.130	3638	18.95	18.94
312-455-14	4315 W MICHIGAN AVE	0.128	3638	18.95	18.94
312-455-15	4307 W MICHIGAN AVE	0.128	3638	18.95	18.94
312-455-16	4297 W MICHIGAN AVE	0.128	3638	18.95	18.94
312-455-17	4289 W MICHIGAN AVE	0.137	3638	18.95	18.94
312-455-18	4281 W MICHIGAN AVE	0.128	3638	18.95	18.94
312-455-19	4273 W MICHIGAN AVE	0.128	3638	18.95	18.94
312-455-20	4265 W MICHIGAN AVE	0.128	3638	18.95	18.94
312-455-21	4257 W MICHIGAN AVE	0.130	3638	18.95	18.94
312-455-22	4249 W MICHIGAN AVE	0.128	3638	18.95	18.94
312-455-23	4241 W MICHIGAN AVE	0.128	3638	18.95	18.94
312-455-24	4233 W MICHIGAN AVE	0.144	3638	18.95	18.94
312-456-01	4262 W CORNELL AVE	0.146	3638	18.95	18.94
312-456-02	4254 W CORNELL AVE	0.133	3638	18.95	18.94
312-456-03	4246 W CORNELL AVE	0.135	3638	18.95	18.94
312-456-04	4238 W CORNELL AVE	0.133	3638	18.95	18.94
312-456-05	4230 W CORNELL AVE	0.133	3638	18.95	18.94
312-456-06	4222 W CORNELL AVE	0.137	3638	18.95	18.94
312-456-07	2688 N BRUNSWICK AVE	0.183	3638	18.95	18.94
312-456-08	2680 N BRUNSWICK AVE	0.137	3638	18.95	18.94
312-456-09	2672 N BRUNSWICK AVE	0.133	3638	18.95	18.94
312-456-10	2664 N BRUNSWICK AVE	0.133	3638	18.95	18.94
312-456-11	2656 N BRUNSWICK AVE	0.135	3638	18.95	18.94
312-456-12	2648 N BRUNSWICK AVE	0.133	3638	18.95	18.94
312-456-13	2640 N BRUNSWICK AVE	0.133	3638	18.95	18.94
312-456-14	2632 N BRUNSWICK AVE	0.133	3638	18.95	18.94
312-456-15	2624 N BRUNSWICK AVE	0.135	3638	18.95	18.94
312-456-16	2616 N BRUNSWICK AVE	0.133	3638	18.95	18.94
312-456-17	2608 N BRUNSWICK AVE	0.146	3638	18.95	18.94
312-461-01	2587 N PIMA AVE	0.141	3638	18.95	18.94
312-461-02	2581 N PIMA AVE	0.124	3638	18.95	18.94
312-461-03	2575 N PIMA AVE	0.127	3638	18.95	18.94
312-461-04	2569 N PIMA AVE	0.137	3638	18.95	18.94
312-461-06	2517 N PIMA AVE	0.117	3638	18.95	18.94
312-461-07	2513 N PIMA AVE	0.117	3638	18.95	18.94
312-461-08	2507 N PIMA AVE	0.137	3638	18.95	18.94
312-462-01	4362 W PRINCETON AVE	0.121	3638	18.95	18.94
312-462-02	4356 W PRINCETON AVE	0.094	3638	18.95	18.94
312-462-03	4350 W PRINCETON AVE	0.199	3638	18.95	18.94
312-462-04	4344 W PRINCETON AVE	0.091	3638	18.95	18.94

City of Fresno
Landscaping and Lighting Maintenance Dist #1
Final Assessment Roll
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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
312-462-05	4338 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-06	4332 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-07	4326 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-08	4320 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-09	4314 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-10	4308 W PRINCETON AVE		3638	18.95	18.94
312-462-11	4302 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-12	4296 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-13	4290 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-14	4284 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-15	4278 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-16	4272 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-17	4266 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-18	4260 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-19	4254 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-20	4248 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-21	4242 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-22	4236 W PRINCETON AVE	0.091	3638	18.95	18.94
312-462-23	4230 W PRINCETON AVE	0.085	3638	18.95	18.94
312-463-01	4361 W PRINCETON AVE	0.093	3638	18.95	18.94
312-463-02	4355 W PRINCETON AVE	0.066	3638	18.95	18.94
312-463-03	4349 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-04	4343 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-05	4337 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-06	4331 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-07	4325 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-08	4319 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-09	4313 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-10	4307 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-11	4301 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-12	4295 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-13	4289 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-14	4283 W PRINCETON AVE	9.000	3638	18.95	18.94
312-463-15	4277 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-16	4271 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-17	4265 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-18	4259 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-19	4253 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-20	4247 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-21	4241 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-22	4235 W PRINCETON AVE	0.091	3638	18.95	18.94
312-463-23	4229 W PRINCETON AVE	0.105	3638	18.95	18.94
312-463-24	4232 W BROWN AVE	0.105	3638	18.95	18.94
312-463-25	4238 W BROWN AVE	0.091	3638	18.95	18.94
312-463-26	4244 W BROWN AVE	0.091	3638	18.95	18.94
312-463-27	4250 W BROWN AVE	0.091	3638	18.95	18.94
312-463-28	4256 W BROWN AVE	0.091	3638	18.95	18.94
312-463-29	4262 W BROWN AVE	0.091	3638	18.95	18.94
312-463-30	4268 W BROWN AVE	0.091	3638	18.95	18.94
312-463-31	4274 W BROWN AVE	0.091	3638	18.95	18.94
312-463-32	4280 W BROWN AVE	0.091	3638	18.95	18.94
312-463-33	4286 W BROWN AVE	0.091	3638	18.95	18.94
312-463-34	4292 W BROWN AVE	0.091	3638	18.95	18.94
312-463-35	4298 W BROWN AVE	0.091	3638	18.95	18.94
312-463-36	4304 W BROWN AVE	0.091	3638	18.95	18.94
312-463-37	4310 W BROWN AVE	0.091	3638	18.95	18.94
312-463-38	4316 W BROWN AVE	0.091	3638	18.95	18.94
312-463-39	4322 W BROWN AVE	0.091	3638	18.95	18.94
312-463-40	4328 W BROWN AVE	0.091	3638	18.95	18.94
312-463-41	4334 W BROWN AVE	0.091	3638	18.95	18.94
312-463-42	4340 W BROWN AVE	0.091	3638	18.95	18.94
312-463-43	4346 W BROWN AVE	0.091	3638	18.95	18.94
312-463-44	4352 W BROWN AVE	0.091	3638	18.95	18.94
312-463-45	4358 W BROWN AVE	0.091	3638	18.95	18.94
312-463-46	4364 W BROWN AVE	0.105	3638	18.95	18.94
312-464-01	4363 W BROWN AVE	0.105	3638	18.95	18.94

City of Fresno
Landscaping and Lighting Maintenance Dist #1
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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
312-464-02	4357 W BROWN AVE	0.091	3638	18.95	18.94
312-464-03	4351 W BROWN AVE	0.091	3638	18.95	18.94
312-464-04	4345 W BROWN AVE	0.091	3638	18.95	18.94
312-464-05	4339 W BROWN AVE	0.091	3638	18.95	18.94
312-464-06	4333 W BROWN AVE	0.091	3638	18.95	18.94
312-464-07	4327 W BROWN AVE	0.091	3638	18.95	18.94
312-464-08	4321 W BROWN AVE	0.091	3638	18.95	18.94
312-464-09	4315 W BROWN AVE	0.091	3638	18.95	18.94
312-464-10	4309 W BROWN AVE	0.091	3638	18.95	18.94
312-464-11	4303 W BROWN AVE	0.091	3638	18.95	18.94
312-464-12	4297 W BROWN AVE	0.091	3638	18.95	18.94
312-464-13	4291 W BROWN AVE	0.091	3638	18.95	18.94
312-464-14	4285 W BROWN AVE	0.091	3638	18.95	18.94
312-464-15	4279 W BROWN AVE	0.091	3638	18.95	18.94
312-464-16	4273 W BROWN AVE	0.091	3638	18.95	18.94
312-464-17	4267 W BROWN AVE	0.091	3638	18.95	18.94
312-464-18	4261 W BROWN AVE	0.091	3638	18.95	18.94
312-464-19	4255 W BROWN AVE	0.091	3638	18.95	18.94
312-464-20	4249 W BROWN AVE	0.091	3638	18.95	18.94
312-464-21	4243 W BROWN AVE	0.091	3638	18.95	18.94
312-464-22	4237 W BROWN AVE	0.091	3638	18.95	18.94
312-464-23	4231 W BROWN AVE	0.105	3638	18.95	18.94
312-464-24	4228 W HARVARD AVE	0.105	3638	18.95	18.94
312-464-25	4234 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-26	4240 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-27	4246 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-28	4252 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-29	4258 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-30	4264 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-31	4270 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-32	4276 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-33	4282 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-34	4288 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-35	4294 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-36	4300 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-37	4306 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-38	4312 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-39	4318 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-40	4324 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-41	4330 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-42	4336 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-43	4342 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-44	4348 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-45	4354 W HARVARD AVE	0.092	3638	18.95	18.94
312-464-46	4360 W HARVARD AVE	0.091	3638	18.95	18.94
312-465-01	2590 N BRUNSWICK AVE	0.107	3638	18.95	18.94
312-465-02	2582 N BRUNSWICK AVE	0.091	3638	18.95	18.94
312-465-03	2576 N BRUNSWICK AVE	0.091	3638	18.95	18.94
312-465-04	2570 N BRUNSWICK AVE	0.091	3638	18.95	18.94
312-465-05	2564 N BRUNSWICK AVE	0.091	3638	18.95	18.94
312-465-06	2558 N BRUNSWICK AVE	0.091	3638	18.95	18.94
312-465-07	2552 N BRUNSWICK AVE	0.091	3638	18.95	18.94
312-465-08	2546 N BRUNSWICK AVE	0.091	3638	18.95	18.94
312-465-09	2540 N BRUNSWICK AVE	0.091	3638	18.95	18.94
312-465-10	2534 N BRUNSWICK AVE	0.091	3638	18.95	18.94
312-465-11	2528 N BRUNSWICK AVE	0.091	3638	18.95	18.94
312-465-12	2522 N BRUNSWICK AVE	0.091	3638	18.95	18.94
312-465-13	2516 N BRUNSWICK AVE	0.091	3638	18.95	18.94
312-465-14	2510 N BRUNSWICK AVE	0.091	3638	18.95	18.94
312-465-15	2504 N BRUNSWICK AVE	0.110	3638	18.95	18.94
312-471-17	2609 N HANOVER AVE	0.126	3679	21.12	21.12
312-471-20	2615 N HANOVER AVE	0.114	3679	21.12	21.12
312-471-21	2603 N HANOVER AVE	0.137	3679	21.12	21.12
312-474-01	4169 W MICHIGAN AVE	0.105	3679	21.12	21.12
312-474-02	4163 W MICHIGAN AVE	0.093	3679	21.12	21.12
312-474-03	4157 W MICHIGAN AVE	0.093	3679	21.12	21.12

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312-474-04	4151 W MICHIGAN AVE	0.093	3679	21.12	21.12
312-474-05	4145 W MICHIGAN AVE	0.093	3679	21.12	21.12
312-474-06	4139 W MICHIGAN AVE	0.093	3679	21.12	21.12
312-474-07	4133 W MICHIGAN AVE	0.093	3679	21.12	21.12
312-474-08	4127 W MICHIGAN AVE	0.093	3679	21.12	21.12
312-474-09	4121 W MICHIGAN AVE	0.093	3679	21.12	21.12
312-474-10	4115 W MICHIGAN AVE	0.093	3679	21.12	21.12
312-474-11	4109 W MICHIGAN AVE	0.093	3679	21.12	21.12
312-474-12	4103 W MICHIGAN AVE	0.093	3679	21.12	21.12
312-474-13	4099 W MICHIGAN AVE	0.093	3679	21.12	21.12
312-474-14	4091 W MICHIGAN AVE	0.093	3679	21.12	21.12
312-474-15	4085 W MICHIGAN AVE	0.093	3679	21.12	21.12
312-474-16	4075 W MICHIGAN AVE	0.133	3679	21.12	21.12
312-474-17	4067 W MICHIGAN AVE	0.133	3679	21.12	21.12
312-474-18	4059 W MICHIGAN AVE	0.133	3679	21.12	21.12
312-474-19	4051 W MICHIGAN AVE	0.133	3679	21.12	21.12
312-474-20	4043 W MICHIGAN AVE	0.133	3679	21.12	21.12
312-474-21	4035 W MICHIGAN AVE	0.159	3679	21.12	21.12
312-474-22	4036 W PRINCETON AVE	0.159	3679	21.12	21.12
312-474-23	4044 W PRINCETON AVE	0.133	3679	21.12	21.12
312-474-24	4052 W PRINCETON AVE	0.133	3679	21.12	21.12
312-474-25	4060 W PRINCETON AVE	0.133	3679	21.12	21.12
312-474-26	4068 W PRINCETON AVE	0.133	3679	21.12	21.12
312-474-27	4076 W PRINCETON AVE	0.133	3679	21.12	21.12
312-474-28	4084 W PRINCETON AVE	0.093	3679	21.12	21.12
312-474-29	4090 W PRINCETON AVE	0.093	3679	21.12	21.12
312-474-30	4100 W PRINCETON AVE	0.093	3679	21.12	21.12
312-474-31	4106 W PRINCETON AVE	0.093	3679	21.12	21.12
312-474-32	4112 W PRINCETON AVE	0.093	3679	21.12	21.12
312-474-33	4118 W PRINCETON AVE	0.093	3679	21.12	21.12
312-474-34	4124 W PRINCETON AVE	0.093	3679	21.12	21.12
312-474-35	4130 W PRINCETON AVE	0.093	3679	21.12	21.12
312-474-36	4136 W PRINCETON AVE	0.093	3679	21.12	21.12
312-474-37	4142 W PRINCETON AVE	0.093	3679	21.12	21.12
312-474-38	4148 W PRINCETON AVE	0.093	3679	21.12	21.12
312-474-39	4154 W PRINCETON AVE	0.093	3679	21.12	21.12
312-474-40	4160 W PRINCETON AVE	0.093	3679	21.12	21.12
312-474-41	4166 W PRINCETON AVE	0.093	3679	21.12	21.12
312-474-42	4172 W PRINCETON AVE	0.105	3679	21.12	21.12
312-475-01	2622 N VERNAL AVE	0.165	3679	21.12	21.12
312-475-02	2614 N VERNAL AVE	0.186	3679	21.12	21.12
312-481-01	2527 N MILBURN AVE	0.149	3811	14.38	14.38
312-481-02	2537 N MILBURN AVE	0.137	3811	14.38	14.38
312-481-03	2545 N MILBURN AVE	0.137	3811	14.38	14.38
312-481-04	2555 N MILBURN AVE	0.137	3811	14.38	14.38
312-481-05	2563 N MILBURN AVE	0.137	3811	14.38	14.38
312-481-06	2573 N MILBURN AVE	0.153	3811	14.38	14.38
312-481-07	2581 N MILBURN AVE	0.215	3811	14.38	14.38
312-481-08	4582 W PRINCETON AVE	0.243	3811	14.38	14.38
312-481-09	4572 W PRINCETON AVE	0.149	3811	14.38	14.38
312-481-10	4564 W PRINCETON AVE	0.137	3811	14.38	14.38
312-481-11	4554 W PRINCETON AVE	0.137	3811	14.38	14.38
312-481-12	4546 W PRINCETON AVE	0.137	3811	14.38	14.38
312-481-13	4536 W PRINCETON AVE	0.137	3811	14.38	14.38
312-481-14	4528 W PRINCETON AVE	0.137	3811	14.38	14.38
312-481-15	4518 W PRINCETON AVE	0.137	3811	14.38	14.38
312-481-16	4510 W PRINCETON AVE	0.137	3811	14.38	14.38
312-481-17	4498 W PRINCETON AVE	0.137	3811	14.38	14.38
312-481-18	4490 W PRINCETON AVE	0.137	3811	14.38	14.38
312-481-19	4480 W PRINCETON AVE	0.137	3811	14.38	14.38
312-481-20	4472 W PRINCETON AVE	0.149	3811	14.38	14.38
312-482-01	4571 W PRINCETON AVE	0.149	3811	14.38	14.38
312-482-02	4563 W PRINCETON AVE	0.137	3811	14.38	14.38
312-482-03	4553 W PRINCETON AVE	0.137	3811	14.38	14.38
312-482-04	4545 W PRINCETON AVE	0.137	3811	14.38	14.38
312-482-05	4535 W PRINCETON AVE	0.137	3811	14.38	14.38

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312-482-06	4527 W PRINCETON AVE	0.137	3811	14.38	14.38
312-482-07	4517 W PRINCETON AVE	0.137	3811	14.38	14.38
312-482-08	4509 W PRINCETON AVE	0.137	3811	14.38	14.38
312-482-09	4497 W PRINCETON AVE	0.137	3811	14.38	14.38
312-482-10	4489 W PRINCETON AVE	0.137	3811	14.38	14.38
312-482-11	4479 W PRINCETON AVE	0.137	3811	14.38	14.38
312-482-12	4471 W PRINCETON AVE	0.160	3811	14.38	14.38
312-482-13	2557 N MITRE AVE	0.142	3811	14.38	14.38
312-482-14	2547 N MITRE AVE	0.142	3811	14.38	14.38
312-482-15	2539 N MITRE AVE	0.142	3811	14.38	14.38
312-482-16	2529 N MITRE AVE	0.160	3811	14.38	14.38
312-482-17	2528 N CECELIA AVE	0.156	3811	14.38	14.38
312-482-18	2538 N CECELIA AVE	0.172	3811	14.38	14.38
312-482-19	2546 N CECELIA AVE	0.206	3811	14.38	14.38
312-482-20	2552 N CECELIA AVE	0.215	3811	14.38	14.38
312-482-21	2551 N CECELIA AVE	0.215	3811	14.38	14.38
312-482-22	2545 N CECELIA AVE	0.215	3811	14.38	14.38
312-482-23	2537 N CECELIA AVE	0.160	3811	14.38	14.38
312-482-24	2527 N CECELIA AVE	0.149	3811	14.38	14.38
312-482-25	2526 N KATY LN	0.149	3811	14.38	14.38
312-482-26	2536 N KATY LN	0.160	3811	14.38	14.38
312-482-27	2544 N KATY LN	0.200	3811	14.38	14.38
312-482-28	2550 N KATY LN	0.184	3811	14.38	14.38
312-482-29	2549 N KATY LN	0.184	3811	14.38	14.38
312-482-30	2543 N KATY LN	0.192	3811	14.38	14.38
312-482-31	2535 N KATY LN	0.149	3811	14.38	14.38
312-482-32	2525 N KATY LN	0.156	3811	14.38	14.38
312-482-33	2528 N MILBURN AVE	0.160	3811	14.38	14.38
312-482-34	2538 N MILBURN AVE	0.142	3811	14.38	14.38
312-482-35	2546 N MILBURN AVE	0.142	3811	14.38	14.38
312-482-36	2556 N MILBURN AVE	0.142	3811	14.38	14.38
312-483-01	4413 W PRINCETON AVE	0.183	3811	14.38	14.38
312-483-02	4423 W PRINCETON AVE	0.149	3811	14.38	14.38
312-483-03	4433 W PRINCETON AVE	0.149	3811	14.38	14.38
312-483-04	4443 W PRINCETON AVE	0.149	3811	14.38	14.38
312-483-05	4453 W PRINCETON AVE	0.160	3811	14.38	14.38
312-483-06	2568 N MITRE	0.160	3811	14.38	14.38
312-483-07	4442 W BROWN AVE	0.142	3811	14.38	14.38
312-483-08	4434 W BROWN AVE	0.142	3811	14.38	14.38
312-483-09	4422 W BROWN AVE	0.142	3811	14.38	14.38
312-483-10	4412 W BROWN AVE	0.220	3811	14.38	14.38
312-483-11	4435 W BROWN AVE	0.142	3811	14.38	14.38
312-483-12	4443 W BROWN AVE	0.137	3811	14.38	14.38
312-483-13	4453 W BROWN AVE	0.156	3811	14.38	14.38
312-483-14	4454 W HARVARD AVE	0.163	3811	14.38	14.38
312-483-15	4444 W HARVARD AVE	0.144	3811	14.38	14.38
312-483-16	4436 W HARVARD AVE	0.142	3811	14.38	14.38
312-484-01	4593 W HARVARD AVE	0.142	3811	14.38	14.38
312-484-02	4583 W HARVARD AVE	0.137	3811	14.38	14.38
312-484-03	4575 W HARVARD AVE	0.137	3811	14.38	14.38
312-484-04	4565 W HARVARD AVE	0.137	3811	14.38	14.38
312-484-05	4557 W HARVARD AVE	0.137	3811	14.38	14.38
312-484-06	4547 W HARVARD AVE	0.137	3811	14.38	14.38
312-484-07	4539 W HARVARD AVE	0.137	3811	14.38	14.38
312-484-08	4529 W HARVARD AVE	0.137	3811	14.38	14.38
312-484-09	4521 W HARVARD AVE	0.137	3811	14.38	14.38
312-484-10	4511 W HARVARD AVE	0.137	3811	14.38	14.38
312-484-11	4503 W HARVARD AVE	0.137	3811	14.38	14.38
312-484-12	4493 W HARVARD AVE	0.137	3811	14.38	14.38
312-484-13	4485 W HARVARD AVE	0.137	3811	14.38	14.38
312-484-14	4475 W HARVARD AVE	0.137	3811	14.38	14.38
312-484-15	4465 W HARVARD AVE	0.133	3811	14.38	14.38
312-484-16	4457 W HARVARD AVE	0.134	3811	14.38	14.38
312-484-17	4449 W HARVARD AVE	0.141	3811	14.38	14.38
312-484-18	4439 W HARVARD AVE	0.158	3811	14.38	14.38
312-491-01	2589 N HANOVER AVE	0.101	3679	21.12	21.12

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312-491-02	2581 N HANOVER AVE	0.091	3679	21.12	21.12
312-491-03	2575 N HANOVER AVE	0.091	3679	21.12	21.12
312-491-04	2569 N HANOVER AVE	0.091	3679	21.12	21.12
312-491-05	2563 N HANOVER AVE	0.091	3679	21.12	21.12
312-491-06	2557 N HANOVER AVE	0.091	3679	21.12	21.12
312-491-07	2551 N HANOVER AVE	0.091	3679	21.12	21.12
312-491-08	2545 N HANOVER AVE	0.091	3679	21.12	21.12
312-491-09	2539 N HANOVER AVE	0.091	3679	21.12	21.12
312-491-10	2533 N HANOVER AVE	0.091	3679	21.12	21.12
312-491-11	2527 N HANOVER AVE	0.094	3679	21.12	21.12
312-492-01	4171 W PRINCETON AVE	0.107	3679	21.12	21.12
312-492-02	4165 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-03	4159 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-04	4153 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-05	4147 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-06	4141 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-07	4135 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-08	4129 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-09	4123 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-10	4117 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-11	4111 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-12	4105 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-16	4075 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-17	4069 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-18	4063 W PRINCETON AVE	0.097	3679	21.12	21.12
312-492-19	4057 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-20	4051 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-21	4045 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-22	4039 W PRINCETON AVE	0.096	3679	21.12	21.12
312-492-23	4033 W PRINCETON AVE	0.107	3679	21.12	21.12
312-492-24	4032 W BROWN AVE	0.107	3679	21.12	21.12
312-492-25	4038 W BROWN AVE	0.096	3679	21.12	21.12
312-492-26	4044 W BROWN AVE	0.096	3679	21.12	21.12
312-492-27	4050 W BROWN AVE	0.096	3679	21.12	21.12
312-492-28	4056 W BROWN AVE	0.096	3679	21.12	21.12
312-492-29	4062 W BROWN AVE	0.096	3679	21.12	21.12
312-492-30	4068 W BROWN AVE	0.096	3679	21.12	21.12
312-492-31	4074 W BROWN AVE	0.096	3679	21.12	21.12
312-492-32	4080 W BROWN AVE	0.096	3679	21.12	21.12
312-492-33	4086 W BROWN AVE	0.096	3679	21.12	21.12
312-492-34	4092 W BROWN AVE	0.096	3679	21.12	21.12
312-492-35	4104 W BROWN AVE	0.096	3679	21.12	21.12
312-492-36	4110 W BROWN AVE	0.096	3679	21.12	21.12
312-492-37	4116 W BROWN AVE	0.096	3679	21.12	21.12
312-492-38	4122 W BROWN AVE	0.096	3679	21.12	21.12
312-492-39	4128 W BROWN AVE	0.096	3679	21.12	21.12
312-492-40	4134 W BROWN AVE	0.096	3679	21.12	21.12
312-492-41	4140 W BROWN AVE	0.096	3679	21.12	21.12
312-492-42	4146 W BROWN AVE	0.096	3679	21.12	21.12
312-492-43	4152 W BROWN AVE	0.096	3679	21.12	21.12
312-492-44	4158 W BROWN AVE	0.096	3679	21.12	21.12
312-492-45	4164 W BROWN AVE	0.096	3679	21.12	21.12
312-492-46	4170 W BROWN AVE	0.107	3679	21.12	21.12
312-492-48	4081 W PRINCETON AVE	0.142	3679	21.12	21.12
312-492-49	4093 W PRINCETON AVE	0.142	3679	21.12	21.12
312-493-01	2534 N HANOVER	0.109	3679	21.12	21.12
312-493-02	4167 W BROWN AVE	0.095	3679	21.12	21.12
312-493-03	4161 W BROWN AVE	0.095	3679	21.12	21.12
312-493-04	4155 W BROWN AVE	0.095	3679	21.12	21.12
312-493-05	4149 W BROWN AVE	0.095	3679	21.12	21.12
312-493-06	4143 W BROWN AVE	0.095	3679	21.12	21.12
312-493-07	4137 W BROWN AVE	0.095	3679	21.12	21.12
312-493-08	4131 W BROWN AVE	0.095	3679	21.12	21.12
312-493-09	4125 W BROWN AVE	0.095	3679	21.12	21.12
312-493-10	4119 W BROWN AVE	0.095	3679	21.12	21.12
312-493-11	4113 W BROWN AVE	0.095	3679	21.12	21.12

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312-493-12	4107 W BROWN AVE	0.095	3679	21.12	21.12
312-493-13	4101 W BROWN AVE	0.095	3679	21.12	21.12
312-493-14	4089 W BROWN AVE	0.095	3679	21.12	21.12
312-493-15	4083 W BROWN AVE	0.095	3679	21.12	21.12
312-493-16	4077 W BROWN AVE	0.095	3679	21.12	21.12
312-493-17	4071 W BROWN AVE	0.095	3679	21.12	21.12
312-493-18	4065 W BROWN AVE	0.095	3679	21.12	21.12
312-493-19	4059 W BROWN AVE	0.095	3679	21.12	21.12
312-493-20	4053 W BROWN AVE	0.095	3679	21.12	21.12
312-493-21	4047 W BROWN AVE	0.095	3679	21.12	21.12
312-493-22	4041 W BROWN AVE	0.095	3679	21.12	21.12
312-493-23	4035 W BROWN AVE	0.097	3679	21.12	21.12
312-493-24	4029 W BROWN AVE	0.121	3679	21.12	21.12
312-493-25	4023 W BROWN AVE	0.129	3679	21.12	21.12
312-493-26	2538 N VERNAL AVE	0.129	3679	21.12	21.12
312-493-27	2544 N VERNAL AVE	0.113	3679	21.12	21.12
312-493-28	2550 N VERNAL AVE	0.103	3679	21.12	21.12
312-493-29	2556 N VERNAL AVE	0.104	3679	21.12	21.12
312-493-30	2562 N VERNAL AVE	0.104	3679	21.12	21.12
312-493-31	2568 N VERNAL AVE	0.104	3679	21.12	21.12
312-493-32	2576 N VERNAL AVE	0.155	3679	21.12	21.12
312-493-33	2584 N VERNAL AVE	0.165	3679	21.12	21.12
312-541-01	4365 W HARVARD AVE	0.137	4285	63.26	63.26
312-541-02	4357 W HARVARD AVE	0.137	4285	63.26	63.26
312-541-03	4347 W HARVARD AVE	0.137	4285	63.26	63.26
312-541-04	4339 W HARVARD AVE		4285	63.26	63.26
312-541-05	2475 N BENDEL AVE	0.149	4285	63.26	63.26
312-541-06	2469 N BENDEL AVE	0.149	4285	63.26	63.26
312-541-07	2465 N BENDEL AVE	0.149	4285	63.26	63.26
312-541-08	2459 N BENDEL AVE	0.149	4285	63.26	63.26
312-541-09	2455 N BENDEL AVE	0.149	4285	63.26	63.26
312-541-10	2436 N PIMA AVE	0.149	4285	63.26	63.26
312-541-11	2444 N PIMA AVE	0.137	4285	63.26	63.26
312-541-12	2452 N PIMA AVE	0.149	4285	63.26	63.26
312-541-13	2460 N PIMA AVE	0.179	4285	63.26	63.26
312-541-14	2468 N PIMA AVE	0.164	4285	63.26	63.26
312-541-15	2465 N PIMA AVE	0.189	4285	63.26	63.26
312-541-16	2457 N PIMA AVE	0.168	4285	63.26	63.26
312-541-17	2449 N PIMA AVE	0.154	4285	63.26	63.26
312-541-18	2441 N PIMA AVE	0.167	4285	63.26	63.26
312-541-19	2433 N PIMA AVE	0.184	4285	63.26	63.26
312-541-20	2425 N PIMA AVE	0.192	4285	63.26	63.26
312-541-21	4369 W PROVIDENCE AVE	0.159	4285	63.26	63.26
312-541-22	4361 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-541-23	4351 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-541-24	4343 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-541-25	4333 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-541-26	4325 W PROVIDENCE AVE	0.164	4285	63.26	63.26
312-542-01	4307 W PROVIDENCE AVE	0.164	4285	63.26	63.26
312-542-02	4297 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-542-03	4289 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-542-04	4279 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-542-05	4271 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-542-06	4261 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-542-07	4253 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-542-08	4243 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-542-09	4235 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-542-10	4225 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-542-11	4217 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-542-12	4207 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-543-01	4206 W PROVIDENCE AVE	0.141	4285	63.26	63.26
312-543-02	4216 W PROVIDENCE AVE	0.141	4285	63.26	63.26
312-543-03	4226 W PROVIDENCE AVE	0.153	4285	63.26	63.26
312-543-04	4236 W PROVIDENCE AVE	0.165	4285	63.26	63.26
312-543-05	2438 N WAPOMA AVE	0.162	4285	63.26	63.26
312-543-06	2448 N WAPOMA AVE	0.162	4285	63.26	63.26

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312-543-07	2460 N WAPOMA AVE	0.162	4285	63.26	63.26
312-543-08	2470 N WAPOMA AVE	0.162	4285	63.26	63.26
312-543-09	2482 N WAPOMA AVE	0.162	4285	63.26	63.26
312-543-10	2492 N WAPOMA AVE	0.162	4285	63.26	63.26
312-543-11	2493 N BRUNSWICK AVE	0.160	4285	63.26	63.26
312-543-12	2483 N BRUNSWICK AVE	0.137	4285	63.26	63.26
312-543-13	2473 N BRUNSWICK AVE	0.130	4285	63.26	63.26
312-543-14	2463 N BRUNSWICK AVE	0.165	4285	63.26	63.26
312-543-15	4221 W TERRACE AVE	0.179	4285	63.26	63.26
312-543-16	4215 W TERRACE AVE	0.160	4285	63.26	63.26
312-543-17	4209 W TERRACE AVE	0.141	4285	63.26	63.26
312-544-01	2476 N BRUNSWICK AVE	0.160	4285	63.26	63.26
312-544-02	2486 N BRUNSWICK AVE	0.137	4285	63.26	63.26
312-544-03	2496 N BRUNSWICK AVE	0.153	4285	63.26	63.26
312-545-01	2473 N WAPOMA AVE	0.149	4285	63.26	63.26
312-545-02	2465 N WAPOMA AVE	0.149	4285	63.26	63.26
312-545-03	2455 N WAPOMA AVE	0.149	4285	63.26	63.26
312-545-04	2447 N WAPOMA AVE	0.149	4285	63.26	63.26
312-545-05	2437 N WAPOMA AVE	0.149	4285	63.26	63.26
312-545-06	2438 N EL CAPITAN AVE	0.149	4285	63.26	63.26
312-545-07	2446 N EL CAPITAN AVE	0.137	4285	63.26	63.26
312-545-08	2452 N EL CAPITAN AVE	0.134	4285	63.26	63.26
312-545-09	2460 N EL CAPITAN AVE	0.164	4285	63.26	63.26
312-545-10	2466 N EL CAPITAN AVE	0.171	4285	63.26	63.26
312-545-11	2465 N EL CAPITAN AVE	0.171	4285	63.26	63.26
312-545-12	2459 N EL CAPITAN AVE	0.164	4285	63.26	63.26
312-545-13	2451 N EL CAPITAN AVE	0.134	4285	63.26	63.26
312-545-14	2445 N EL CAPITAN AVE	0.137	4285	63.26	63.26
312-545-15	2437 N EL CAPITAN AVE	0.149	4285	63.26	63.26
312-545-16	2456 N BENDEL AVE	0.149	4285	63.26	63.26
312-545-17	2460 N BENDEL AVE	0.149	4285	63.26	63.26
312-545-18	2466 N BENDEL AVE	0.149	4285	63.26	63.26
312-545-19	2470 N BENDEL AVE	0.149	4285	63.26	63.26
312-545-20	2476 N BENDEL AVE	0.149	4285	63.26	63.26
312-545-21	4321 W HARVARD AVE	0.160	4285	63.26	63.26
312-545-22	4311 W HARVARD AVE	0.142	4285	63.26	63.26
312-545-23	4303 W HARVARD AVE	0.142	4285	63.26	63.26
312-545-24	4293 W HARVARD AVE	0.142	4285	63.26	63.26
312-545-25	4285 W HARVARD AVE	0.142	4285	63.26	63.26
312-545-26	4275 W HARVARD AVE	0.142	4285	63.26	63.26
312-545-27	4267 W HARVARD AVE	0.160	4285	63.26	63.26
312-551-01	4199 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-551-02	4189 W PROVIDENCE AVE	0.147	4285	63.26	63.26
312-551-03	4181 W PROVIDENCE AVE	0.159	4285	63.26	63.26
312-551-04	2422 N HANOVER AVE	0.189	4285	63.26	63.26
312-551-05	2432 N HANOVER AVE	0.149	4285	63.26	63.26
312-551-06	2440 N HANOVER AVE	0.146	4285	63.26	63.26
312-551-07	2450 N HANOVER AVE	0.142	4285	63.26	63.26
312-551-08	2458 N HANOVER AVE	0.160	4285	63.26	63.26
312-551-09	2457 N SONORA AVE	0.167	4285	63.26	63.26
312-551-10	2445 N SONORA AVE	0.167	4285	63.26	63.26
312-551-11	2435 N SONORA AVE	0.167	4285	63.26	63.26
312-551-12	2423 N SONORA AVE	0.160	4285	63.26	63.26
312-551-13	2413 N SONORA AVE	0.174	4285	63.26	63.26
312-552-01	4131 W PROVIDENCE AVE	0.164	4285	63.26	63.26
312-552-02	4123 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-552-03	4113 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-552-04	4105 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-552-05	4095 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-552-06	4087 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-552-07	4077 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-552-08	4069 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-552-09	4059 W PROVIDENCE AVE	0.151	4285	63.26	63.26
312-552-10	4051 W PROVIDENCE AVE	0.159	4285	63.26	63.26
312-552-11	4041 W PROVIDENCE AVE	0.173	4285	63.26	63.26
312-552-12	4033 W PROVIDENCE AVE	0.179	4285	63.26	63.26

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312-552-13	2426 N VERNAL AVE	0.179	4285	63.26	63.26
312-552-14	2434 N VERNAL AVE	0.149	4285	63.26	63.26
312-552-15	2444 N VERNAL AVE	0.151	4285	63.26	63.26
312-552-16	2452 N VERNAL AVE	0.151	4285	63.26	63.26
312-552-17	2462 N VERNAL AVE	0.151	4285	63.26	63.26
312-552-18	2470 N VERNAL AVE	0.189	4285	63.26	63.26
312-553-01	4040 W PROVIDENCE AVE	0.149	4285	63.26	63.26
312-553-02	4050 W PROVIDENCE AVE	0.137	4285	63.26	63.26
312-553-03	4058 W PROVIDENCE AVE	0.137	4285	63.26	63.26
312-553-04	4068 W PROVIDENCE AVE	0.137	4285	63.26	63.26
312-553-05	4076 W PROVIDENCE AVE	0.137	4285	63.26	63.26
312-553-06	4086 W PROVIDENCE AVE	0.137	4285	63.26	63.26
312-553-07	4094 W PROVIDENCE AVE	0.137	4285	63.26	63.26
312-553-08	4104 W PROVIDENCE AVE	0.137	4285	63.26	63.26
312-553-09	4112 W PROVIDENCE AVE	0.137	4285	63.26	63.26
312-553-10	4122 W PROVIDENCE AVE	0.137	4285	63.26	63.26
312-553-11	4130 W PROVIDENCE AVE	0.149	4285	63.26	63.26
312-553-12	4129 W TERRACE AVE	0.149	4285	63.26	63.26
312-553-13	4121 W TERRACE AVE	0.137	4285	63.26	63.26
312-553-14	4111 W TERRACE AVE	0.137	4285	63.26	63.26
312-553-15	4103 W TERRACE AVE	0.137	4285	63.26	63.26
312-553-16	4093 W TERRACE AVE	0.137	4285	63.26	63.26
312-553-17	4085 W TERRACE AVE	0.137	4285	63.26	63.26
312-553-18	4075 W TERRACE AVE	0.137	4285	63.26	63.26
312-553-19	4067 W TERRACE AVE	0.137	4285	63.26	63.26
312-553-20	4057 W TERRACE AVE	0.137	4285	63.26	63.26
312-553-21	4049 W TERRACE AVE	0.137	4285	63.26	63.26
312-553-22	4039 W TERRACE AVE	0.149	4285	63.26	63.26
312-554-01	2511 N BRAWLEY AVE	0.988	4285	316.30	316.30
312-554-02	4018 W TERRACE AVE	0.160	4285	63.26	63.26
312-554-03	4024 W TERRACE AVE	0.146	4285	63.26	63.26
312-554-04	4030 W TERRACE AVE	0.179	4285	63.26	63.26
312-554-05	2481 N VERNAL AVE	0.179	4285	63.26	63.26
312-554-06	2475 N VERNAL AVE	0.144	4285	63.26	63.26
312-554-07	2476 N BERLIN AVE	0.149	4285	63.26	63.26
312-554-08	2482 N BERLIN AVE	0.153	4285	63.26	63.26
312-554-09	2490 N BERLIN AVE	0.153	4285	63.26	63.26
312-554-10	2498 N BERLIN AVE	0.149	4285	63.26	63.26
312-554-11	4062 W HARVARD AVE	0.156	4285	63.26	63.26
312-554-12	4070 W HARVARD AVE	0.155	4285	63.26	63.26
312-554-13	4080 W HARVARD AVE	0.141	4285	63.26	63.26
312-554-14	4088 W HARVARD AVE	0.141	4285	63.26	63.26
312-554-15	4098 W HARVARD AVE	0.141	4285	63.26	63.26
312-554-16	4106 W HARVARD AVE	0.141	4285	63.26	63.26
312-554-17	4116 W HARVARD AVE	0.141	4285	63.26	63.26
312-554-18	4124 W HARVARD AVE	0.141	4285	63.26	63.26
312-554-19	4134 W HARVARD AVE	0.141	4285	63.26	63.26
312-554-20	4142 W HARVARD AVE	0.141	4285	63.26	63.26
312-554-21	4152 W HARVARD AVE	0.141	4285	63.26	63.26
312-554-22	4160 W HARVARD AVE	0.141	4285	63.26	63.26
312-554-23	4170 W HARVARD AVE	0.153	4285	63.26	63.26
312-555-01	2519 N HANOVER AVE	0.137	4285	63.26	63.26
312-555-02	2511 N HANOVER AVE	0.130	4285	63.26	63.26
312-555-03	2503 N HANOVER AVE	0.179	4285	63.26	63.26
312-555-04	4181 W HARVARD AVE	0.179	4285	63.26	63.26
312-555-05	4171 W HARVARD AVE	0.163	4285	63.26	63.26
312-555-06	4163 W HARVARD AVE	0.143	4285	63.26	63.26
312-555-07	4153 W HARVARD AVE	0.143	4285	63.26	63.26
312-555-08	4145 W HARVARD AVE	0.152	4285	63.26	63.26
312-555-09	4135 W HARVARD AVE	0.155	4285	63.26	63.26
312-555-10	4127 W HARVARD AVE	0.155	4285	63.26	63.26
312-555-11	4117 W HARVARD AVE	0.155	4285	63.26	63.26
312-555-12	4109 W HARVARD AVE	0.155	4285	63.26	63.26
312-555-13	4099 W HARVARD AVE	0.155	4285	63.26	63.26
312-555-14	4091 W HARVARD AVE	0.155	4285	63.26	63.26
312-555-15	4081 W HARVARD AVE	0.155	4285	63.26	63.26

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312-555-16	4078 W TERRACE AVE	0.155	4285	63.26	63.26
312-555-17	4088 W TERRACE AVE	0.143	4285	63.26	63.26
312-555-18	4096 W TERRACE AVE	0.143	4285	63.26	63.26
312-555-19	4106 W TERRACE AVE	0.143	4285	63.26	63.26
312-555-20	4114 W TERRACE AVE	0.143	4285	63.26	63.26
312-555-21	4124 W TERRACE AVE	0.143	4285	63.26	63.26
312-555-22	4132 W TERRACE AVE	0.143	4285	63.26	63.26
312-555-23	4142 W TERRACE AVE	0.143	4285	63.26	63.26
312-555-24	4150 W TERRACE AVE	0.143	4285	63.26	63.26
312-555-25	4160 W TERRACE AVE	0.143	4285	63.26	63.26
312-555-26	4168 W TERRACE AVE	0.143	4285	63.26	63.26
312-555-27	4178 W TERRACE AVE	0.143	4285	63.26	63.26
312-555-28	4186 W TERRACE AVE	0.143	4285	63.26	63.26
312-555-29	4196 W TERRACE AVE	0.155	4285	63.26	63.26
312-556-01	4197 W TERRACE AVE	0.141	4285	63.26	63.26
312-556-02	4185 W TERRACE AVE	0.153	4285	63.26	63.26
312-556-03	4188 W PROVIDENCE AVE	0.153	4285	63.26	63.26
312-556-04	4198 W PROVIDENCE AVE	0.141	4285	63.26	63.26
312-561-01	4416 W WELDON	0.167	4274	29.05	29.04
312-561-02	2218 N MITRE AVE	0.154	4274	29.05	29.04
312-561-03	2228 N MITRE AVE	0.154	4274	29.05	29.04
312-561-04	2236 N MITRE AVE	0.154	4274	29.05	29.04
312-561-05	2246 N MITRE AVE	0.154	4274	29.05	29.04
312-561-06	2254 N MITRE AVE	0.154	4274	29.05	29.04
312-561-07	2264 N MITRE AVE	0.154	4274	29.05	29.04
312-561-08	2272 N MITRE AVE	0.155	4274	29.05	29.04
312-561-09	2282 N MITRE AVE	0.223	4274	29.05	29.04
312-561-10	4430 W BERKELEY AVE	0.223	4274	29.05	29.04
312-561-11	4438 W BERKELEY AVE	0.142	4274	29.05	29.04
312-561-12	4448 W BERKELEY AVE	0.142	4274	29.05	29.04
312-561-13	4456 W BERKELEY AVE	0.142	4274	29.05	29.04
312-561-14	4466 W BERKELEY AVE	0.142	4274	29.05	29.04
312-561-15	4474 W BERKELEY AVE	0.142	4274	29.05	29.04
312-561-16	4486 W BERKELEY AVE	0.137	4482	29.05	29.04
312-561-17	4496 W BERKELEY AVE	0.137	4482	29.05	29.04
312-561-18	4506 W BERKELEY AVE	0.137	4482	29.05	29.04
312-561-19	4516 W BERKELEY AVE	0.137	4482	29.05	29.04
312-561-20	4526 W BERKELEY AVE	0.137	4482	29.05	29.04
312-561-21	4536 W BERKELEY AVE	0.137	4482	29.05	29.04
312-561-22	4546 W BERKELEY AVE	0.137	4482	29.05	29.04
312-561-23	4556 W BERKELEY AVE	0.208	4482	29.05	29.04
312-561-24	2273 N BABIGIAN AVE	0.137	4482	29.05	29.04
312-561-25	2263 N BABIGIAN AVE	0.137	4482	29.05	29.04
312-561-26	2255 N BABIGIAN AVE	0.137	4482	29.05	29.04
312-561-27	2245 N BABIGIAN AVE	0.137	4482	29.05	29.04
312-561-28	2237 N BABIGIAN AVE	0.137	4482	29.05	29.04
312-561-29	2227 N BABIGIAN AVE	0.137	4482	29.05	29.04
312-561-30	2219 N BABIGIAN AVE	0.137	4482	29.05	29.04
312-561-31	2209 N BABIGIAN AVE	0.149	4482	29.05	29.04
312-561-32	2210 N MILBURN AVE	0.149	4482	29.05	29.04
312-561-33	2220 N MILBURN AVE	0.137	4482	29.05	29.04
312-561-34	2228 N MILBURN AVE	0.137	4482	29.05	29.04
312-561-35	2238 N MILBURN AVE	0.137	4482	29.05	29.04
312-561-36	2246 N MILBURN AVE	0.137	4482	29.05	29.04
312-561-37	2256 N MILBURN AVE	0.137	4482	29.05	29.04
312-561-38	2264 N MILBURN AVE	0.137	4482	29.05	29.04
312-561-39	2274 N MILBURN AVE	0.137	4482	29.05	29.04
312-561-40	4582 W BERKELEY AVE	0.275	4482	29.05	29.04
312-561-41	4590 W BERKELEY AVE	0.216	4482	29.05	29.04
312-562-01	4475 W BERKELEY	0.149	4274	29.05	29.04
312-562-02	2267 N CECELIA AVE	0.137	4274	29.05	29.04
312-562-03	2257 N CECELIA AVE	0.137	4274	29.05	29.04
312-562-04	2249 N CECELIA AVE	0.137	4274	29.05	29.04
312-562-05	2239 N CECELIA AVE	0.137	4274	29.05	29.04
312-562-06	2231 N CECELIA AVE	0.137	4274	29.05	29.04
312-562-07	2221 N CECELIA AVE	0.137	4274	29.05	29.04

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312-562-08	2213 N CECELIA AVE	0.149	4274	29.05	29.04
312-562-09	2206 N KATY AVE	0.149	4482	29.05	29.04
312-562-10	2216 N KATY AVE	0.137	4482	29.05	29.04
312-562-11	2224 N KATY AVE	0.137	4482	29.05	29.04
312-562-12	2234 N KATY AVE	0.137	4482	29.05	29.04
312-562-13	2242 N KATY AVE	0.137	4482	29.05	29.04
312-562-14	2252 N KATY AVE	0.137	4482	29.05	29.04
312-562-15	2260 N KATY AVE	0.137	4482	29.05	29.04
312-562-16	2270 N KATY AVE	0.149	4482	29.05	29.04
312-563-01	2212 N CECELIA AVE	0.149	4274	29.05	29.04
312-563-02	2220 N CECELIA AVE	0.137	4274	29.05	29.04
312-563-03	2230 N CECELIA AVE	0.137	4274	29.05	29.04
312-563-04	2238 N CECELIA AVE	0.137	4274	29.05	29.04
312-563-05	2248 N CECELIA AVE	0.137	4274	29.05	29.04
312-563-06	2256 N CECELIA AVE	0.137	4274	29.05	29.04
312-563-07	2266 N CECELIA AVE	0.137	4274	29.05	29.04
312-563-08	2274 N CECELIA AVE	0.149	4274	29.05	29.04
312-563-09	2273 N MITRE AVE	0.149	4274	29.05	29.04
312-563-10	2265 N MITRE AVE	0.137	4274	29.05	29.04
312-563-11	2255 N MITRE AVE	0.137	4274	29.05	29.04
312-563-12	2247 N MITRE AVE	0.137	4274	29.05	29.04
312-563-13	2237 N MITRE AVE	0.137	4274	29.05	29.04
312-563-14	2229 N MITRE AVE	0.137	4274	29.05	29.04
312-563-15	2219 N MITRE AVE	0.137	4274	29.05	29.04
312-563-16	2211 N MITRE AVE	0.151	4274	29.05	29.04
312-564-01	2272 N BABIGIAN AVE	0.149	4482	29.05	29.04
312-564-02	2262 N BABIGIAN AVE	0.137	4482	29.05	29.04
312-564-03	2254 N BABIGIAN AVE	0.137	4482	29.05	29.04
312-564-04	2244 N BABIGIAN AVE	0.137	4482	29.05	29.04
312-564-05	2236 N BABIGIAN AVE	0.137	4482	29.05	29.04
312-564-06	2226 N BABIGIAN AVE	0.137	4482	29.05	29.04
312-564-07	2218 N BABIGIAN AVE	0.137	4482	29.05	29.04
312-564-08	2208 N BABIGIAN AVE	0.149	4482	29.05	29.04
312-564-09	2207 N KATY AVE	0.137	4482	29.05	29.04
312-564-10	2217 N KATY AVE	0.137	4482	29.05	29.04
312-564-11	2225 N KATY AVE	0.137	4482	29.05	29.04
312-564-12	2235 N KATY AVE	0.137	4482	29.05	29.04
312-564-13	2243 N KATY AVE	0.137	4482	29.05	29.04
312-564-14	2253 N KATY AVE	0.137	4482	29.05	29.04
312-564-15	2261 N KATY AVE	0.137	4482	29.05	29.04
312-564-16	2271 N KATY AVE	0.149	4482	29.05	29.04
312-565-01	2271 N MILBURN AVE	0.162	4482	29.05	29.04
312-565-02	2261 N MILBURN AVE	0.144	4482	29.05	29.04
312-565-03	2251 N MILBURN AVE	0.144	4482	29.05	29.04
312-565-04	2241 N MILBURN AVE	0.144	4482	29.05	29.04
312-565-05	2231 N MILBURN AVE	0.144	4482	29.05	29.04
312-565-06	2221 N MILBURN AVE	0.144	4482	29.05	29.04
312-565-07	2211 N MILBURN AVE	0.172	4482	29.05	29.04
312-571-01-S	4394 W YALE AVE	0.137	4090	23.97	23.96
312-571-02-S	4388 W YALE AVE	0.096	4090	23.97	23.96
312-571-03-S	4380 W YALE AVE	0.096	4090	23.97	23.96
312-571-04-S	4374 W YALE AVE	0.096	4090	23.97	23.96
312-571-05-S	4366 W YALE AVE	0.096	4090	23.97	23.96
312-571-06-S	4360 W YALE AVE	0.096	4090	23.97	23.96
312-571-07-S	4352 W YALE AVE	0.096	4090	23.97	23.96
312-571-08-S	4346 W YALE AVE	0.096	4090	23.97	23.96
312-571-09-S	4338 W YALE AVE	0.096	4090	23.97	23.96
312-571-10-S	4332 W YALE AVE	0.096	4090	23.97	23.96
312-571-11-S	4324 W YALE AVE	0.096	4090	23.97	23.96
312-571-12-S	4318 W YALE AVE	0.096	4090	23.97	23.96
312-571-13-S	4310 W YALE AVE	0.096	4090	23.97	23.96
312-571-14-S	4304 W YALE AVE	0.096	4090	23.97	23.96
312-571-15-S	4296 W YALE AVE	0.096	4090	23.97	23.96
312-571-16-S	4290 W YALE AVE	0.096	4090	23.97	23.96
312-571-17-S	4282 W YALE AVE	0.096	4090	23.97	23.96
312-571-18-S	2303 N WAPOMA AVE	0.133	4090	23.97	23.96

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312-571-19-S	2311 N WAPOMA AVE	0.096	4090	23.97	23.96
312-571-20-S	2317 N WAPOMA AVE	0.098	4090	23.97	23.96
312-571-21-S	2325 N WAPOMA AVE	0.096	4090	23.97	23.96
312-571-22-S	2331 N WAPOMA AVE	0.096	4090	23.97	23.96
312-571-23-S	2339 N WAPOMA AVE	0.098	4090	23.97	23.96
312-571-24-S	2345 N WAPOMA AVE	0.096	4090	23.97	23.96
312-571-25-S	2355 N WAPOMA AVE	0.140	4090	23.97	23.96
312-571-26-S	2365 N WAPOMA AVE	0.140	4090	23.97	23.96
312-571-27-S	2375 N WAPOMA AVE	0.140	4090	23.97	23.96
312-571-28-S	2387 N WAPOMA AVE	0.137	4090	23.97	23.96
312-571-29-S	2395 N WAPOMA AVE	0.172	4090	23.97	23.96
312-572-08-S	2346 N WAPOMA AVE	0.100	4090	23.97	23.96
312-572-09-S	2340 N WAPOMA AVE	0.096	4090	23.97	23.96
312-572-10-S	2332 N WAPOMA AVE	0.096	4090	23.97	23.96
312-572-11-S	2326 N WAPOMA AVE	0.100	4090	23.97	23.96
312-572-12-S	2318 N WAPOMA AVE	0.100	4090	23.97	23.96
312-572-13-S	2312 N WAPOMA AVE	0.100	4090	23.97	23.96
312-572-14-S	2304 N WAPOMA AVE	0.117	4090	23.97	23.96
312-572-15-S	2305 N BRUNSWICK AVE	0.117	4090	23.97	23.96
312-572-16-S	2313 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-572-17-S	2319 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-572-18-S	2327 N BRUNSWICK AVE	0.098	4090	23.97	23.96
312-572-19-S	2333 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-572-20-S	2341 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-572-21-S	2347 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-572-22-S	2357 N BRUNSWICK AVE	0.140	4090	23.97	23.96
312-572-23-S	2367 N BRUNSWICK AVE	0.140	4090	23.97	23.96
312-572-24-S	2377 N BRUNSWICK AVE	0.139	4090	23.97	23.96
312-572-25-S	2387 N BRUNSWICK AVE	0.137	4090	23.97	23.96
312-572-26-S	2397 N BRUNSWICK AVE	0.160	4090	23.97	23.96
312-572-30-S	2396 N WAPOMA AVE	0.140	4090	23.97	23.96
312-572-31-S	2390 N WAPOMA AVE	0.114	4090	23.97	23.96
312-572-32-S	2382 N WAPOMA AVE	0.114	4090	23.97	23.96
312-572-33-S	2374 N WAPOMA AVE	0.114	4090	23.97	23.96
312-572-34-S	2360 N WAPOMA AVE	0.114	4090	23.97	23.96
312-572-35-S	2354 N WAPOMA AVE	0.114	4090	23.97	23.96
312-573-01-S	2398 N BRUNSWICK AVE	0.144	4090	23.97	23.96
312-573-02-S	2390 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-573-03-S	2384 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-573-04-S	2376 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-573-05-S	2370 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-573-06-S	2362 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-573-07-S	2356 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-573-08-S	2348 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-573-09-S	2342 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-573-10-S	2334 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-573-11-S	2328 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-573-12-S	2320 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-573-13-S	2314 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-573-14-S	2306 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-581-01-S	2285 N PIMA AVE	0.131	4090	23.97	23.96
312-581-02-S	2277 N PIMA AVE	0.106	4090	23.97	23.96
312-581-03-S	2271 N PIMA AVE	0.096	4090	23.97	23.96
312-581-04-S	2263 N PIMA AVE	0.096	4090	23.97	23.96
312-581-05-S	2257 N PIMA AVE	0.096	4090	23.97	23.96
312-581-06-S	2249 N PIMA AVE	0.096	4090	23.97	23.96
312-581-07-S	2243 N PIMA AVE	0.096	4090	23.97	23.96
312-581-08-S	2235 N PIMA AVE	0.096	4090	23.97	23.96
312-581-09-S	2229 N PIMA AVE	0.096	4090	23.97	23.96
312-581-10-S	2221 N PIMA AVE	0.096	4090	23.97	23.96
312-581-11-S	2215 N PIMA AVE	0.096	4090	23.97	23.96
312-581-12-S	2207 N PIMA AVE	0.096	4090	23.97	23.96
312-581-13-S	2201 N PIMA AVE	0.131	4090	23.97	23.96
312-582-01-S	4369 W YALE AVE	0.114	4090	23.97	23.96
312-582-02-S	4363 W YALE AVE	0.096	4090	23.97	23.96
312-582-03-S	4355 W YALE AVE	0.096	4090	23.97	23.96

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312-582-04-S	4349 W YALE AVE	0.096	4090	23.97	23.96
312-582-05-S	4341 W YALE AVE	0.096	4090	23.97	23.96
312-582-06-S	4335 W YALE AVE	0.096	4090	23.97	23.96
312-582-07-S	4327 W YALE AVE	0.096	4090	23.97	23.96
312-582-08-S	4321 W YALE AVE	0.975	4090	23.97	23.96
312-582-09-S	4313 W YALE AVE	0.096	4090	23.97	23.96
312-582-10-S	4307 W YALE AVE	0.096	4090	23.97	23.96
312-582-11-S	4299 W YALE AVE	0.096	4090	23.97	23.96
312-582-12-S	4293 W YALE AVE	0.096	4090	23.97	23.96
312-582-13-S	4285 W YALE AVE	0.096	4090	23.97	23.96
312-582-14-S	4279 W YALE AVE	0.098	4090	23.97	23.96
312-582-15-S	4271 W YALE AVE	0.096	4090	23.97	23.96
312-582-16-S	4265 W YALE AVE	0.096	4090	23.97	23.96
312-582-17-S	4257 W YALE AVE	0.096	4090	23.97	23.96
312-582-18-S	4251 W YALE AVE	0.096	4090	23.97	23.96
312-582-19-S	4243 W YALE AVE	0.096	4090	23.97	23.96
312-582-20-S	4237 W YALE AVE	0.096	4090	23.97	23.96
312-582-21-S	4229 W YALE AVE	0.096	4090	23.97	23.96
312-582-22-S	4223 W YALE AVE	0.114	4090	23.97	23.96
312-582-23-S	4224 W CAMBRIDGE AVE	0.114	4090	23.97	23.96
312-582-24-S	4230 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-25-S	4238 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-26-S	4244 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-27-S	4252 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-28-S	4258 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-29-S	4266 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-30-S	4272 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-31-S	4280 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-32-S	4286 W CAMBRIDGE AVE	0.098	4090	23.97	23.96
312-582-33-S	4294 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-34-S	4302 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-35-S	4308 W CAMBRIDGE AVE	0.098	4090	23.97	23.96
312-582-36-S	4314 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-37-S	4322 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-38-S	4328 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-39-S	4336 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-40-S	4342 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-41-S	4350 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-42-S	4356 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-43-S	4364 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-582-44-S	4370 W CAMBRIDGE AVE	0.114	4090	23.97	23.96
312-583-01-S	4371 W CAMBRIDGE AVE	0.117	4090	23.97	23.96
312-583-02-S	4365 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-03-S	4357 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-04-S	4351 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-05-S	4343 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-06-S	4337 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-07-S	4329 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-08-S	4323 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-09-S	4315 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-10-S	4309 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-11-S	4301 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-12-S	4295 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-13-S	4287 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-14-S	4281 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-15-S	4273 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-16-S	4267 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-17-S	4259 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-18-S	4253 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-19-S	4245 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-20-S	4239 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-21-S	4231 W CAMBRIDGE AVE	0.096	4090	23.97	23.96
312-583-22-S	4225 W CAMBRIDGE AVE	0.117	4090	23.97	23.96
312-583-23-S	4226 W WELDON AVE	0.117	4090	23.97	23.96
312-583-24-S	4232 W WELDON AVE	0.096	4090	23.97	23.96
312-583-25-S	4240 W WELDON AVE	0.096	4090	23.97	23.96

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312-583-26-S	4246 W WELDON AVE	0.096	4090	23.97	23.96
312-583-27-S	4254 W WELDON AVE	0.096	4090	23.97	23.96
312-583-28-S	4260 W WELDON AVE	0.096	4090	23.97	23.96
312-583-29-S	4268 W WELDON AVE	0.096	4090	23.97	23.96
312-583-30-S	4274 W WELDON AVE	0.096	4090	23.97	23.96
312-583-31-S	4282 W WELDON AVE	0.096	4090	23.97	23.96
312-583-32-S	4288 W WELDON AVE	0.096	4090	23.97	23.96
312-583-33-S	4296 W WELDON AVE	0.096	4090	23.97	23.96
312-583-34-S	4302 W WELDON AVE	0.096	4090	23.97	23.96
312-583-35-S	4310 W WELDON AVE	0.096	4090	23.97	23.96
312-583-36-S	4316 W WELDON AVE	0.096	4090	23.97	23.96
312-583-37-S	4324 W WELDON AVE	0.096	4090	23.97	23.96
312-583-38-S	4330 W WELDON AVE	0.096	4090	23.97	23.96
312-583-39-S	4338 W WELDON AVE	0.096	4090	23.97	23.96
312-583-40-S	4344 W WELDON AVE	0.096	4090	23.97	23.96
312-583-41-S	4352 W WELDON AVE	0.096	4090	23.97	23.96
312-583-42-S	4358 W WELDON AVE	0.096	4090	23.97	23.96
312-583-43-S	4366 W WELDON AVE	0.096	4090	23.97	23.96
312-583-44-S	4372 W WELDON AVE	0.117	4090	23.97	23.96
312-584-01-S	4373 W WELDON AVE	0.114	4090	23.97	23.96
312-584-02-S	4367 W WELDON AVE	0.096	4090	23.97	23.96
312-584-03-S	4359 W WELDON AVE	0.096	4090	23.97	23.96
312-584-04-S	4353 W WELDON AVE	0.096	4090	23.97	23.96
312-584-05-S	4345 W WELDON AVE	0.096	4090	23.97	23.96
312-584-06-S	4339 W WELDON AVE	0.096	4090	23.97	23.96
312-584-07-S	4331 W WELDON AVE	0.096	4090	23.97	23.96
312-584-08-S	4325 W WELDON AVE	0.096	4090	23.97	23.96
312-584-09-S	4317 W WELDON AVE	0.096	4090	23.97	23.96
312-584-10-S	4311 W WELDON AVE	0.096	4090	23.97	23.96
312-584-11-S	4303 W WELDON AVE	0.096	4090	23.97	23.96
312-584-12-S	4297 W WELDON AVE	0.096	4090	23.97	23.96
312-584-13-S	4289 W WELDON AVE	0.096	4090	23.97	23.96
312-584-14-S	4283 W WELDON AVE	0.096	4090	23.97	23.96
312-584-15-S	4275 W WELDON AVE	0.096	4090	23.97	23.96
312-584-16-S	4269 W WELDON AVE	0.096	4090	23.97	23.96
312-584-17-S	4261 W WELDON AVE	0.096	4090	23.97	23.96
312-584-18-S	4255 W WELDON AVE	0.096	4090	23.97	23.96
312-584-19-S	4247 W WELDON AVE	0.096	4090	23.97	23.96
312-584-20-S	4241 W WELDON AVE	0.096	4090	23.97	23.96
312-584-21-S	4233 W WELDON AVE	0.096	4090	23.97	23.96
312-584-22-S	4227 W WELDON AVE	0.096	4090	23.97	23.96
312-584-23-S	4221 W WELDON AVE	0.096	4090	23.97	23.96
312-584-24-S	4215 W WELDON AVE	0.096	4090	23.97	23.96
312-584-25-S	4209 W WELDON AVE	0.096	4090	23.97	23.96
312-584-26-S	4203 W WELDON AVE	0.103	4090	23.97	23.96
312-585-01-S	2222 N BRUNSWICK AVE	0.124	4090	23.97	23.96
312-585-02-S	2228 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-585-03-S	2236 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-585-04-S	2242 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-585-05-S	2250 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-585-06-S	2256 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-585-07-S	2264 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-585-08-S	2270 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-585-09-S	2278 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-585-10-S	2284 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-585-11-S	2292 N BRUNSWICK AVE	0.098	4090	23.97	23.96
312-585-12-S	2298 N BRUNSWICK AVE	0.096	4090	23.97	23.96
312-611-01-S	4794 W YALE AVE	0.186	4350	16.96	16.96
312-611-02-S	4784 W YALE AVE	0.163	4350	16.96	16.96
312-611-03-S	4774 W YALE AVE	0.168	4350	16.96	16.96
312-611-04-S	4764 W YALE AVE	0.154	4350	16.96	16.96
312-611-05-S	4754 W YALE AVE	0.149	4350	16.96	16.96
312-611-06-S	2351 N GILROY AVE	0.154	4350	16.96	16.96
312-611-07-S	2361 N GILROY AVE	0.123	4350	16.96	16.96
312-611-08-S	4752 W VASSAR AVE	0.151	4350	16.96	16.96
312-611-09-S	4742 W VASSAR AVE	0.137	4350	16.96	16.96

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312-611-10-S	4732 W VASSAR AVE	0.139	4350	16.96	16.96
312-611-11-S	4722 W VASSAR AVE	0.140	4350	16.96	16.96
312-611-12-S	4712 W VASSAR AVE	0.140	4350	16.96	16.96
312-611-13-S	4702 W VASSAR AVE	0.140	4350	16.96	16.96
312-611-14-S	4692 W VASSAR AVE	0.140	4350	16.96	16.96
312-611-15-S	4682 W VASSAR AVE	0.140	4350	16.96	16.96
312-611-16-S	4672 W VASSAR AVE	0.140	4350	16.96	16.96
312-611-17-S	4662 W VASSAR AVE	0.140	4350	16.96	16.96
312-611-18-S	4652 W VASSAR AVE	0.140	4350	16.96	16.96
312-611-19-S	4642 W VASSAR AVE	0.140	4350	16.96	16.96
312-611-20-S	4632 W VASSAR AVE	0.132	4350	16.96	16.96
312-611-21-S	4622 W VASSAR AVE	0.120	4350	16.96	16.96
312-611-22-S	2360 N LODI AVE	0.114	4350	16.96	16.96
312-611-23-S	2350 N LODI AVE	0.149	4350	16.96	16.96
312-611-24-S	2353 N MILBURN AVE	0.149	4350	16.96	16.96
312-611-25-S	2363 N MILBURN AVE	0.137	4350	16.96	16.96
312-611-26-S	2373 N MILBURN AVE	0.149	4350	16.96	16.96
312-612-01-S	4733 W VASSAR AVE	0.149	4350	16.96	16.96
312-612-02-S	4723 W VASSAR AVE	0.142	4350	16.96	16.96
312-612-03-S	4713 W VASSAR AVE	0.142	4350	16.96	16.96
312-612-04-S	4703 W VASSAR AVE	0.142	4350	16.96	16.96
312-612-05-S	4693 W VASSAR AVE	0.142	4350	16.96	16.96
312-612-06-S	4683 W VASSAR AVE	0.142	4350	16.96	16.96
312-612-07-S	4673 W VASSAR AVE	0.142	4350	16.96	16.96
312-612-08-S	4663 W VASSAR AVE	0.142	4350	16.96	16.96
312-612-09-S	4653 W VASSAR AVE	0.142	4350	16.96	16.96
312-612-10-S	4643 W VASSAR AVE	0.149	4350	16.96	16.96
312-612-11-S	4644 W YALE AVE	0.149	4350	16.96	16.96
312-612-12-S	4654 W YALE AVE	0.140	4350	16.96	16.96
312-612-13-S	4664 W YALE AVE	0.140	4350	16.96	16.96
312-612-14-S	4674 W YALE AVE	0.140	4350	16.96	16.96
312-612-15-S	4684 W YALE AVE	0.140	4350	16.96	16.96
312-612-16-S	4694 W YALE AVE	0.140	4350	16.96	16.96
312-612-17-S	4704 W YALE AVE	0.140	4350	16.96	16.96
312-612-18-S	4714 W YALE AVE	0.140	4350	16.96	16.96
312-612-19-S	4724 W YALE AVE	0.140	4350	16.96	16.96
312-612-20-S	4734 W YALE AVE	0.149	4350	16.96	16.96
312-613-01-S	4795 W YALE AVE	0.192	4350	16.96	16.96
312-613-02-S	4785 W YALE AVE	0.159	4350	16.96	16.96
312-613-03-S	4775 W YALE AVE	0.155	4350	16.96	16.96
312-613-04-S	4765 W YALE AVE	0.147	4350	16.96	16.96
312-613-05-S	4755 W YALE AVE	0.140	4350	16.96	16.96
312-613-06-S	4745 W YALE AVE	0.137	4350	16.96	16.96
312-613-07-S	4735 W YALE AVE	0.137	4350	16.96	16.96
312-613-08-S	4725 W YALE AVE	0.137	4350	16.96	16.96
312-613-09-S	4715 W YALE AVE	0.137	4350	16.96	16.96
312-613-10-S	4705 W YALE AVE	0.137	4350	16.96	16.96
312-613-11-S	4695 W YALE AVE	0.137	4350	16.96	16.96
312-613-12-S	4685 W YALE AVE	0.137	4350	16.96	16.96
312-613-13-S	4675 W YALE AVE	0.137	4350	16.96	16.96
312-613-14-S	4665 W YALE AVE	0.137	4350	16.96	16.96
312-613-15-S	4655 W YALE AVE	0.137	4350	16.96	16.96
312-613-16-S	4645 W YALE AVE	0.137	4350	16.96	16.96
312-613-17-S	4635 W YALE AVE	0.130	4350	16.96	16.96
312-613-18-S	4625 W YALE AVE	0.179	4350	16.96	16.96
312-613-19-S	2320 N LODI AVE	0.126	4350	16.96	16.96
312-613-20-S	2330 N LODI AVE	0.126	4350	16.96	16.96
312-613-21-S	2333 N MILBURN AVE	0.137	4350	16.96	16.96
312-613-22-S	2323 N MILBURN AVE	0.137	4350	16.96	16.96
312-613-23-S	2313 N MILBURN AVE	0.137	4350	16.96	16.96
312-613-24-S	2303 N MILBURN AVE	0.137	4350	16.96	16.96
313-511-02	6036 E ILLINOIS AVE	0.138	3748	34.92	34.92
313-511-03	6044 E ILLINOIS AVE	0.166	3748	34.92	34.92
313-511-04	6052 E ILLINOIS AVE	0.189	3748	34.92	34.92
313-511-05	6060 E ILLINOIS AVE	0.186	3748	34.92	34.92
313-511-06	6068 E ILLINOIS AVE	0.192	3748	34.92	34.92

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313-511-07	6076 E ILLINOIS AVE	0.156	3748	34.92	34.92
313-511-08	6084 E ILLINOIS AVE	0.169	3748	34.92	34.92
313-511-10	6138 E NEVADA AVE	0.143	3940	34.92	34.92
313-511-11	6140 E NEVADA AVE	0.106	3940	34.92	34.92
313-511-12	6142 E NEVADA AVE	0.329	3940	34.92	34.92
313-511-13	6144 E NEVADA AVE	0.166	3940	34.92	34.92
313-511-14	6150 E NEVADA AVE	0.156	3940	34.92	34.92
313-511-15	6166 E NEVADA AVE	0.156	3940	34.92	34.92
313-511-16	6176 E NEVADA AVE	0.156	3940	34.92	34.92
313-511-17	6188 E NEVADA AVE	0.156	3940	34.92	34.92
313-511-18	6198 E NEVADA AVE	0.156	3940	34.92	34.92
313-511-19	6212 E NEVADA AVE	0.156	3940	34.92	34.92
313-511-20	6234 E NEVADA AVE	0.156	3940	34.92	34.92
313-511-21	6242 E NEVADA AVE	0.156	3940	34.92	34.92
313-511-22	6250 E NEVADA AVE	0.156	3940	34.92	34.92
313-511-28	6024 E ILLINOIS AVE	0.175	3748	34.92	34.92
313-512-01	6104 E ILLINOIS AVE	0.169	3748	34.92	34.92
313-512-02	6112 E ILLINOIS AVE	0.126	3748	34.92	34.92
313-512-03	6116 E ILLINOIS AVE	0.236	3748	34.92	34.92
313-512-04	6130 E ILLINOIS AVE	0.413	3748	34.92	34.92
313-512-05	6139 E NEVADA AVE	0.229	3940	34.92	34.92
313-512-06	6141 E NEVADA AVE	0.212	3940	34.92	34.92
313-512-07	677 N LAVERNE AVE	0.136	3940	34.92	34.92
313-512-08	669 N LAVERNE AVE	0.156	3940	34.92	34.92
313-512-09	651 N LAVERNE AVE	0.156	3940	34.92	34.92
313-512-10	639 N LAVERNE AVE	0.156	3940	34.92	34.92
313-512-11	627 N LAVERNE AVE	0.156	3940	34.92	34.92
313-512-12	619 N LAVERNE AVE	0.151	3940	34.92	34.92
313-513-01	6003 E ILLINOIS AVE	0.149	3748	34.92	34.92
313-513-02	6029 E ILLINOIS AVE	0.156	3748	34.92	34.92
313-513-03	6041 E ILLINOIS AVE	0.157	3748	34.92	34.92
313-513-04	6053 E ILLINOIS AVE	0.179	3748	34.92	34.92
313-513-05	6071 E ILLINOIS AVE	0.151	3748	34.92	34.92
313-513-06	6077 E ILLINOIS AVE	0.156	3748	34.92	34.92
313-513-07	6089 E ILLINOIS AVE	0.156	3748	34.92	34.92
313-513-08	6101 E ILLINOIS AVE	0.138	3748	34.92	34.92
313-513-09	6109 E ILLINOIS AVE	0.156	3748	34.92	34.92
313-513-10	6113 E ILLINOIS AVE	0.172	3748	34.92	34.92
313-513-11	6072 E IOWA AVE	0.171	3748	34.92	34.92
313-513-12	6064 E IOWA AVE	0.138	3748	34.92	34.92
313-513-13	6056 E IOWA AVE	0.161	3748	34.92	34.92
313-513-14	6048 E IOWA AVE	0.161	3748	34.92	34.92
313-513-15	6040 E IOWA AVE	0.141	3748	34.92	34.92
313-513-16	6032 E IOWA AVE	0.167	3748	34.92	34.92
313-513-17	6024 E IOWA AVE	0.167	3748	34.92	34.92
313-513-18	6016 E IOWA AVE	0.238	3748	34.92	34.92
313-514-01	678 N LAVERNE AVE	0.156	3940	34.92	34.92
313-514-02	670 N LAVERNE AVE	0.156	3940	34.92	34.92
313-514-03	652 N LAVERNE AVE	0.156	3940	34.92	34.92
313-514-04	640 N LAVERNE AVE	0.156	3940	34.92	34.92
313-514-05	628 N LAVERNE AVE	0.156	3940	34.92	34.92
313-514-06	620 N LAVERNE AVE	0.154	3940	34.92	34.92
313-514-07	623 N BURGAN AVE	0.156	3940	34.92	34.92
313-514-08	629 N BURGAN AVE	0.156	3940	34.92	34.92
313-514-09	643 N BURGAN AVE	0.156	3940	34.92	34.92
313-514-10	649 N BURGAN AVE	0.156	3940	34.92	34.92
313-514-11	663 N BURGAN AVE	0.156	3940	34.92	34.92
313-514-12	675 N BURGAN AVE	0.156	3940	34.92	34.92
313-515-01	674 N BURGAN AVE	0.156	3940	34.92	34.92
313-515-02	662 N BURGAN AVE	0.156	3940	34.92	34.92
313-515-03	650 N BURGAN AVE	0.156	3940	34.92	34.92
313-515-04	642 N BURGAN AVE	0.156	3940	34.92	34.92
313-515-05	630 N BURGAN AVE	0.156	3940	34.92	34.92
313-515-06	622 N BURGAN AVE	0.156	3940	34.92	34.92
313-521-01	6017 E IOWA AVE	0.202	3748	34.92	34.92
313-521-02	6035 E IOWA AVE	0.184	3748	34.92	34.92

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313-521-03	6047 E IOWA AVE	0.163	3748	34.92	34.92
313-521-04	6055 E IOWA AVE	0.171	3748	34.92	34.92
313-521-05	6048 E CIMARRON AVE	0.211	3748	34.92	34.92
313-521-06	6026 E CIMARRON AVE	0.243	3748	34.92	34.92
313-522-01	6139 E ILLINOIS AVE	0.253	3748	34.92	34.92
313-522-02	6131 E ILLINOIS AVE	0.149	3748	34.92	34.92
313-522-03	6123 E ILLINOIS AVE	0.172	3748	34.92	34.92
313-522-04	6102 E IOWA AVE	0.171	3748	34.92	34.92
313-522-05	6110 E IOWA AVE	0.159	3748	34.92	34.92
313-522-06	6118 E IOWA AVE	0.126	3748	34.92	34.92
313-522-07	6126 E IOWA AVE	0.189	3748	34.92	34.92
313-522-08	6148 E IOWA AVE	0.167	3748	34.92	34.92
313-522-09	6156 E IOWA AVE	0.173	3748	34.92	34.92
313-522-10	6164 E IOWA AVE	0.170	3748	34.92	34.92
313-522-11	6176 E IOWA AVE	0.173	3940	34.92	34.92
313-522-12	6188 E IOWA AVE	0.170	3940	34.92	34.92
313-522-13	6198 E IOWA AVE	0.173	3940	34.92	34.92
313-522-14	6212 E IOWA AVE	0.179	3940	34.92	34.92
313-522-15	6213 E ILLINOIS AVE	0.199	3940	34.92	34.92
313-522-16	6199 E ILLINOIS AVE	0.185	3940	34.92	34.92
313-522-17	6187 E ILLINOIS AVE	0.156	3940	34.92	34.92
313-522-18	6175 E ILLINOIS AVE	0.185	3940	34.92	34.92
313-522-19	6165 E ILLINOIS AVE	0.156	3940	34.92	34.92
313-522-20	6143 E ILLINOIS AVE	0.188	3940	34.92	34.92
313-523-01	6019 E CIMARRON AVE	0.266	3748	34.92	34.92
313-523-02	6031 E CIMARRON AVE	0.266	3748	34.92	34.92
313-523-03	6039 E CIMARRON AVE	0.156	3748	34.92	34.92
313-523-04	6047 E CIMARRON AVE	0.156	3748	34.92	34.92
313-523-05	6055 E CIMARRON AVE	0.126	3748	34.92	34.92
313-523-06	6061 E CIMARRON AVE	0.171	3748	34.92	34.92
313-523-07	547 N MILLARD AVE	0.148	3748	34.92	34.92
313-523-08	535 N MILLARD AVE	0.159	3748	34.92	34.92
313-523-09	523 N MILLARD AVE	0.159	3748	34.92	34.92
313-523-10	511 N MILLARD AVE	0.191	3748	34.92	34.92
313-523-11	524 N MILLARD AVE	0.179	3748	34.92	34.92
313-523-12	6119 E IOWA AVE	0.162	3748	34.92	34.92
313-523-14	6147 E IOWA AVE	0.252	3748	34.92	34.92
313-523-15	6155 E IOWA AVE	0.386	3748	34.92	34.92
313-523-16	6163 E IOWA AVE	0.261	3748	34.92	34.92
313-523-17	6131 E IOWA AVE	1.492	3748	139.68	139.68
313-523-18	500 N MILLARD AVE	0.544	3748	69.84	69.84
313-523-19	6173 E IOWA AVE	0.288	3940	34.92	34.92
313-523-20	6189 E IOWA AVE	0.182	3940	34.92	34.92
313-523-21	6197 E IOWA AVE	0.279	3940	34.92	34.92
313-523-22	6215 E IOWA AVE	0.198	3940	34.92	34.92
313-523-23	505 N BURGAN AVE	0.198	3940	34.92	34.92
313-523-24	506 N BURGAN AVE	0.138	3940	34.92	34.92
313-523-25	522 N BURGAN AVE	0.156	3940	34.92	34.92
313-523-27	554 N BURGAN AVE	0.156	3940	34.92	34.92
313-523-28	570 N BURGAN AVE	0.156	3940	34.92	34.92
313-523-29	586 N BURGAN AVE	0.156	3940	34.92	34.92
313-523-30	602 N BURGAN AVE	0.156	3940	34.92	34.92
316-191-02	5611 E GROVE AVE	0.151	4377	43.41	43.40
316-191-03	5623 E GROVE AVE	0.151	4377	43.41	43.40
316-191-04	5625 E GROVE AVE	0.164	4377	43.41	43.40
316-191-05	5624 E BOOKER AVE	0.155	4377	43.41	43.40
316-191-06	5622 E BOOKER AVE	0.173	4377	43.41	43.40
316-191-10	5623 E BOOKER AVE	0.174	4377	43.41	43.40
316-191-11	5625 E BOOKER AVE	0.156	4377	43.41	43.40
316-191-12	NO SITUS AVAILABLE		4377	43.41	43.40
316-191-13	5610 E BOOKER AVE	0.304	4377	43.41	43.40
316-191-14	5608 E BOOKER AVE	0.243	4377	43.41	43.40
316-191-15	5611 E BOOKER AVE	0.234	4377	43.41	43.40
316-192-01	2489 S JUDY	0.156	4377	43.41	43.40
316-192-02	2485 S JUDY	0.152	4377	43.41	43.40
316-192-03	2481 S JUDY	0.152	4377	43.41	43.40

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316-192-04	2477 S JUDY	0.152	4377	43.41	43.40
316-192-05	2471 S JUDY	0.152	4377	43.41	43.40
316-192-06	2465 S JUDY	0.160	4377	43.41	43.40
316-192-09	5638 E LAURITE AVE	0.375	4377	43.41	43.40
316-192-10	5640 E LAURITE AVE	0.337	4377	43.41	43.40
316-192-11	5642 E LAURITE AVE	0.223	4377	43.41	43.40
316-192-12	5652 E LAURITE AVE	0.175	4377	43.41	43.40
316-192-13	5656 E LAURITE AVE	0.149	4377	43.41	43.40
316-192-14	5664 E LAURITE AVE	0.158	4377	43.41	43.40
316-192-15	5666 E LAURITE AVE	0.170	4377	43.41	43.40
316-192-16	5671 E GROVE AVE	0.159	4377	43.41	43.40
316-192-17	5667 E GROVE AVE	0.153	4377	43.41	43.40
316-192-18	5663 E GROVE AVE	0.137	4377	43.41	43.40
316-192-19	5657 E GROVE AVE	0.137	4377	43.41	43.40
316-192-20	5651 E GROVE AVE	0.137	4377	43.41	43.40
316-192-21	5649 E GROVE AVE	0.156	4377	43.41	43.40
316-192-22	5643 E GROVE AVE	0.248	4377	43.41	43.40
316-192-23	2484 S SABRE AVE	0.209	4377	43.41	43.40
316-192-24	2488 S SABRE AVE	0.158	4377	43.41	43.40
316-193-01	5648 E GROVE AVE	0.156	4377	43.41	43.40
316-193-02	5652 E GROVE AVE	0.146	4377	43.41	43.40
316-193-03	5658 E GROVE AVE	0.146	4377	43.41	43.40
316-193-04	5664 E GROVE AVE	0.146	4377	43.41	43.40
316-193-05	5668 E GROVE AVE	0.146	4377	43.41	43.40
316-193-06	5672 E GROVE AVE	0.183	4377	43.41	43.40
316-193-07	5676 E GROVE AVE	0.218	4377	43.41	43.40
316-193-08	5678 E GROVE AVE	0.216	4377	43.41	43.40
316-193-09	5684 E GROVE AVE	0.193	4377	43.41	43.40
316-193-10	5688 E GROVE AVE	0.170	4377	43.41	43.40
316-194-01	5698 E GROVE AVE	0.164	4377	43.41	43.40
316-195-01	5699 E GROVE AVE	0.151	4377	43.41	43.40
316-195-02	5695 E GROVE AVE	0.151	4377	43.41	43.40
316-195-03	5689 E GROVE AVE	0.166	4377	43.41	43.40
316-195-04	5683 E GROVE AVE	0.180	4377	43.41	43.40
316-195-05	2479 S PREUSS	0.184	4377	43.41	43.40
316-195-06	2475 S PREUSS	0.174	4377	43.41	43.40
316-195-07	2469 S PREUSS	0.188	4377	43.41	43.40
316-195-08	2462 S PHILLIP AVE	0.184	4377	43.41	43.40
316-195-09	2464 S PHILLIP AVE	0.179	4377	43.41	43.40
316-195-10	2466 S PHILLIP AVE	0.197	4377	43.41	43.40
316-195-11	2468 S PHILLIP AVE	0.241	4377	43.41	43.40
316-195-12	2469 S PHILLIP AVE	0.247	4377	43.41	43.40
316-195-13	2463 S PHILLIP AVE	0.268	4377	43.41	43.40
316-195-14	2461 S PHILLIP AVE	0.294	4377	43.41	43.40
316-196-01	5699 E LAURITE AVE	0.149	4377	43.41	43.40
316-196-02	5695 E LAURITE AVE	0.156	4377	43.41	43.40
316-196-03	5689 E LAURITE AVE	0.160	4377	43.41	43.40
316-196-04	5685 E LAURITE AVE	0.159	4377	43.41	43.40
316-196-05	5683 E LAURITE AVE	0.146	4377	43.41	43.40
316-196-06	5681 E LAURITE AVE	0.144	4377	43.41	43.40
316-196-07	5677 E LAURITE AVE	0.144	4377	43.41	43.40
316-196-08	5673 E LAURITE AVE	0.144	4377	43.41	43.40
316-196-09	5671 E LAURITE AVE	0.158	4377	43.41	43.40
316-196-10	5665 E LAURITE AVE	0.176	4377	43.41	43.40
316-196-11	5650 E BURNS AVE	0.160	4377	43.41	43.40
316-196-12	5652 E BURNS AVE	0.148	4377	43.41	43.40
316-196-13	5658 E BURNS AVE	0.149	4377	43.41	43.40
316-196-14	5664 E BURNS AVE	0.139	4377	43.41	43.40
316-196-15	5668 E BURNS AVE	0.144	4377	43.41	43.40
316-196-16	5670 E BURNS AVE	0.144	4377	43.41	43.40
316-196-17	5672 E BURNS AVE	0.144	4377	43.41	43.40
316-196-18	5676 E BURNS AVE	0.147	4377	43.41	43.40
316-196-19	5680 E BURNS AVE	0.154	4377	43.41	43.40
316-196-20	5684 E BURNS AVE	0.143	4377	43.41	43.40
316-201-01	2403 S SABRE AVE	0.188	4377	43.41	43.40
316-201-02	2409 S SABRE AVE	0.157	4377	43.41	43.40

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316-201-03	2415 S SABRE AVE	0.298	4377	43.41	43.40
316-201-04	2421 S SABRE AVE	0.157	4377	43.41	43.40
316-201-05	2423 S SABRE AVE	0.157	4377	43.41	43.40
316-201-06	2431 S SABRE AVE	0.157	4377	43.41	43.40
316-201-07	2435 S SABRE AVE	0.157	4377	43.41	43.40
316-201-08	2439 S SABRE AVE	0.157	4377	43.41	43.40
316-201-09	2441 S SABRE AVE	0.157	4377	43.41	43.40
316-201-10	2447 S SABRE AVE	0.154	4377	43.41	43.40
316-201-11	2451 S SABRE AVE	0.193	4377	43.41	43.40
316-201-12	5639 E LAURITE AVE	0.198	4377	43.41	43.40
316-201-13	2452 S PREUSS AVE	0.203	4377	43.41	43.40
316-201-14	2446 S PREUSS AVE	0.172	4377	43.41	43.40
316-201-15	2440 S PREUSS AVE	0.148	4377	43.41	43.40
316-201-16	2438 S PREUSS AVE	0.148	4377	43.41	43.40
316-201-17	2434 S PREUSS AVE	0.148	4377	43.41	43.40
316-201-18	2430 S PREUSS AVE	0.148	4377	43.41	43.40
316-201-19	2426 S PREUSS AVE	0.148	4377	43.41	43.40
316-201-20	2420 S PREUSS AVE	0.148	4377	43.41	43.40
316-201-21	2416 S PREUSS AVE	0.218	4377	43.41	43.40
316-201-22	5657 E EUGENIA AVE	0.332	4377	43.41	43.40
316-201-23	5659 E EUGENIA AVE	0.192	4377	43.41	43.40
316-201-24	5663 E EUGENIA AVE	0.165	4377	43.41	43.40
316-201-25	5669 E EUGENIA AVE	0.165	4377	43.41	43.40
316-201-26	5677 E EUGENIA AVE	0.220	4377	43.41	43.40
316-201-27	5683 E EUGENIA AVE	0.205	4377	43.41	43.40
316-201-28	2417 S LARKIN AVE	0.188	4377	43.41	43.40
316-201-29	2423 S LARKIN AVE	0.148	4377	43.41	43.40
316-201-30	2427 S LARKIN AVE	0.148	4377	43.41	43.40
316-201-31	2431 S LARKIN AVE	0.148	4377	43.41	43.40
316-201-32	2437 S LARKIN AVE	0.161	4377	43.41	43.40
316-202-01	2445 S PREUSS	0.197	4377	43.41	43.40
316-202-02	2439 S PREUSS	0.136	4377	43.41	43.40
316-202-03	2437 S PREUSS	0.136	4377	43.41	43.40
316-202-04	2433 S PREUSS	0.136	4377	43.41	43.40
316-202-05	2429 S PREUSS	0.136	4377	43.41	43.40
316-202-06	2425 S PREUSS	0.136	4377	43.41	43.40
316-202-07	2421 S PREUSS	0.166	4377	43.41	43.40
316-202-08	2422 S LARKIN AVE	0.166	4377	43.41	43.40
316-202-09	2426 S LARKIN AVE	0.161	4377	43.41	43.40
316-202-10	2430 S LARKIN AVE	0.161	4377	43.41	43.40
316-202-11	2436 S LARKIN AVE	0.174	4377	43.41	43.40
316-202-12	2440 S LARKIN AVE	0.266	4377	43.41	43.40
316-211-01	2436 S PHILLIP AVE	0.159	4717	43.40	43.40
316-211-02	2424 S PHILLIP AVE	0.148	4717	43.40	43.40
316-211-03	2420 S PHILLIP AVE	0.148	4717	43.40	43.40
316-211-04	2416 S PHILLIP AVE	0.175	4717	43.40	43.40
316-211-05	2410 S PHILLIP AVE	0.223	4717	43.40	43.40
316-211-06	2406 S PHILLIP AVE	0.223	4717	43.40	43.40
316-211-07	2407 S PHILLIP AVE	0.223	4717	43.40	43.40
316-211-08	2409 S PHILLIP AVE	0.223	4717	43.40	43.40
316-211-09	2415 S PHILLIP AVE	0.175	4717	43.40	43.40
316-211-10	2419 S PHILLIP AVE	0.148	4717	43.40	43.40
316-211-11	2425 S PHILLIP AVE	0.148	4717	43.40	43.40
316-211-12	2437 S PHILLIP AVE	0.161	4717	43.40	43.40
316-211-13	2434 S MARION AVE	0.161	4717	43.40	43.40
316-211-14	2426 S MARION AVE	0.148	4717	43.40	43.40
316-211-15	2420 S MARION AVE	0.148	4717	43.40	43.40
316-211-16	2416 S MARION AVE	0.175	4717	43.40	43.40
316-211-17	2410 S MARION AVE	0.230	4717	43.40	43.40
316-211-18	2408 S MARION AVE	0.230	4717	43.40	43.40
316-211-19	2409 S MARION AVE	0.230	4717	43.40	43.40
316-211-20	2411 S MARION AVE	0.230	4717	43.40	43.40
316-211-21	2417 S MARION AVE	0.175	4717	43.40	43.40
316-211-22	2421 S MARION AVE	0.154	4717	43.40	43.40
316-211-23	2427 S MARION AVE	0.154	4717	43.40	43.40
316-211-24	2435 S MARION AVE	0.154	4717	43.40	43.40

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316-211-25	2434 S MANILA AVE	0.157	4717	43.40	43.40
316-211-26	2426 S MANILA AVE	0.152	4717	43.40	43.40
316-211-27	2422 S MANILA AVE	0.152	4717	43.40	43.40
316-211-28	2416 S MANILA AVE	0.152	4717	43.40	43.40
316-211-29	2408 S MANILA AVE	0.152	4717	43.40	43.40
316-211-30	2402 S MANILA AVE	0.185	4717	43.40	43.40
316-212-01	2403 S MANILA AVE	0.172	4717	43.40	43.40
316-212-02	2409 S MANILA AVE	0.137	4717	43.40	43.40
316-212-03	2415 S MANILA AVE	0.137	4717	43.40	43.40
316-212-04	2419 S MANILA AVE	0.137	4717	43.40	43.40
316-212-05	2423 S MANILA AVE	0.137	4717	43.40	43.40
316-212-06	2431 S MANILA AVE	0.137	4717	43.40	43.40
316-212-07	2435 S MANILA AVE	0.137	4717	43.40	43.40
316-212-08	2439 S MANILA AVE	0.149	4717	43.40	43.40
316-213-01	5688 E BURNS AVE	0.150	4717	43.40	43.40
316-213-02	5694 E BURNS AVE	0.150	4717	43.40	43.40
316-213-03	5698 E BURNS AVE	0.144	4717	43.40	43.40
316-213-04	5702 E BURNS AVE	0.144	4717	43.40	43.40
316-213-05	5706 E BURNS AVE	0.144	4717	43.40	43.40
316-213-06	5710 E BURNS AVE	0.144	4717	43.40	43.40
316-213-07	5714 E BURNS AVE	0.144	4717	43.40	43.40
316-213-08	5718 E BURNS AVE	0.149	4717	43.40	43.40
316-213-09	5722 E BURNS AVE	0.144	4717	43.40	43.40
316-213-10	5728 E BURNS AVE	0.156	4717	43.40	43.40
316-213-11	5727 E LAURITE	0.156	4717	43.40	43.40
316-213-12	5721 E LAURITE	0.144	4717	43.40	43.40
316-213-13	5717 E LAURITE	0.144	4717	43.40	43.40
316-213-14	5713 E LAURITE	0.144	4717	43.40	43.40
316-213-15	5709 E LAURITE	0.144	4717	43.40	43.40
316-213-16	5705 E LAURITE	0.144	4717	43.40	43.40
316-213-17	5701 E LAURITE	0.144	4717	43.40	43.40
316-214-03	2451 S MANILA AVE	0.144	4717	43.40	43.40
316-214-04	2447 S MANILA AVE	0.151	4717	43.40	43.40
316-221-01	2458 S MARION AVE	0.200	4717	43.40	43.40
316-221-02	2460 S MARION AVE	0.204	4717	43.40	43.40
316-221-03	2464 S MARION AVE	0.230	4717	43.40	43.40
316-221-04	2470 S MARION AVE	0.230	4717	43.40	43.40
316-221-05	2471 S MARION AVE	0.230	4717	43.40	43.40
316-221-06	2465 S MARION AVE	0.230	4717	43.40	43.40
316-221-07	2461 S MARION AVE	0.204	4717	43.40	43.40
316-221-08	2459 S MARION AVE	0.200	4717	43.40	43.40
316-221-09	2458 S MANILA AVE	0.168	4717	43.40	43.40
316-221-10	2462 S MANILA AVE	0.166	4717	43.40	43.40
316-221-11	2464 S MANILA AVE	0.163	4717	43.40	43.40
316-221-12	2468 S MANILA AVE	0.163	4717	43.40	43.40
316-221-13	2476 S MANILA AVE	0.163	4717	43.40	43.40
316-221-14	2480 S MANILA AVE	0.168	4717	43.40	43.40
316-221-15	5719 E GROVE	0.168	4717	43.40	43.40
316-221-16	5713 E GROVE	0.159	4717	43.40	43.40
316-221-17	5709 E GROVE	0.159	4717	43.40	43.40
316-221-18	5705 E GROVE	0.159	4717	43.40	43.40
316-221-19	5701 E GROVE	0.154	4717	43.40	43.40
316-222-03	2455 S MANILA AVE	0.144	4717	43.40	43.40
316-222-04	2459 S MANILA AVE	0.144	4717	43.40	43.40
316-222-05	2463 S MANILA AVE	0.144	4717	43.40	43.40
316-222-06	2465 S MANILA AVE	0.144	4717	43.40	43.40
316-222-07	2471 S MANILA AVE	0.144	4717	43.40	43.40
316-222-08	2477 S MANILA AVE	0.144	4717	43.40	43.40
316-222-09	2481 S MANILA AVE	0.144	4717	43.40	43.40
316-222-10	2485 S MANILA AVE	0.230	4717	43.40	43.40
316-222-11	5730 E GROVE	0.230	4717	43.40	43.40
316-222-12	5728 E GROVE	0.151	4717	43.40	43.40
316-222-13	5722 E GROVE	0.151	4717	43.40	43.40
316-222-14	5718 E GROVE	0.151	4717	43.40	43.40
316-222-15	5714 E GROVE	0.151	4717	43.40	43.40
316-222-16	5710 E GROVE	0.151	4717	43.40	43.40

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316-222-17	5706 E GROVE	0.151	4717	43.40	43.40
316-222-18	5702 E GROVE	0.151	4717	43.40	43.40
328-271-01	928 E JOSH AVE	0.180	4155	45.00	45.00
328-271-02	942 E JOSH AVE	0.125	4155	45.00	45.00
328-271-03	958 E JOSH AVE	0.139	4155	45.00	45.00
328-271-04	972 E JOSH AVE	0.229	4155	45.00	45.00
328-271-05	988 E JOSH AVE	0.275	4155	45.00	45.00
328-271-06	991 E JOSH AVE	0.252	4155	45.00	45.00
328-271-07	987 E JOSH AVE	0.275	4155	45.00	45.00
328-271-08	971 E JOSH AVE	0.215	4155	45.00	45.00
328-271-09	957 E JOSH AVE	0.139	4155	45.00	45.00
328-271-10	941 E JOSH AVE	0.125	4155	45.00	45.00
328-271-11	927 E JOSH AVE	0.180	4155	45.00	45.00
328-271-12	926 E AMBER AVE	0.182	4155	45.00	45.00
328-271-13	940 E AMBER AVE	0.126	4155	45.00	45.00
328-271-14	956 E AMBER AVE	0.141	4155	45.00	45.00
328-271-15	970 E AMBER AVE	0.144	4155	45.00	45.00
328-271-16	986 E AMBER AVE	0.206	4155	45.00	45.00
328-271-17	990 E AMBER AVE	0.229	4155	45.00	45.00
328-271-18	985 E AMBER AVE	0.206	4155	45.00	45.00
328-271-19	969 E AMBER AVE	0.218	4155	45.00	45.00
328-271-20	955 E AMBER AVE	0.133	4155	45.00	45.00
328-271-21	939 E AMBER AVE	0.126	4155	45.00	45.00
328-271-22	925 E AMBER AVE	0.182	4155	45.00	45.00
328-271-23	924 E COMMERCE AVE	0.172	4401	45.00	45.00
328-271-36	940 E COMMERCE AVE	0.144	4401	45.00	45.00
328-271-37	958 E COMMERCE AVE	0.148	4401	45.00	45.00
328-271-38	974 E COMMERCE AVE	0.151	4401	45.00	45.00
328-271-39	992 E COMMERCE AVE	0.144	4401	45.00	45.00
328-271-40	1008 E COMMERCE AVE	0.145	4401	45.00	45.00
328-271-41	1024 E COMMERCE AVE	0.179	4401	45.00	45.00
328-271-42	2836 S BARDELL AVE	0.171	4401	45.00	45.00
328-271-43	2840 S BARDELL AVE	0.171	4401	45.00	45.00
328-271-44	2844 S BARDELL AVE	0.166	4401	45.00	45.00
328-271-45	2848 S BARDELL AVE	0.166	4401	45.00	45.00
328-272-01	1054 E ANNADALE AVE	0.154	4401	45.00	45.00
328-272-02	1038 E ANNADALE AVE	0.146	4401	45.00	45.00
328-272-03	1022 E ANNADALE AVE	0.146	4401	45.00	45.00
328-272-04	1006 E ANNADALE AVE	0.146	4401	45.00	45.00
328-272-05	990 E ANNADALE AVE	0.146	4401	45.00	45.00
328-272-06	972 E ANNADALE AVE	0.146	4401	45.00	45.00
328-272-07	956 E ANNADALE AVE	0.146	4401	45.00	45.00
328-272-08	938 E ANNADALE AVE	0.143	4401	45.00	45.00
328-272-09	922 E ANNADALE AVE	0.203	4401	45.00	45.00
328-272-10	923 E COMMERCE AVE	0.172	4401	45.00	45.00
328-272-11	939 E COMMERCE AVE	0.119	4401	45.00	45.00
328-272-12	957 E COMMERCE AVE	0.119	4401	45.00	45.00
328-272-13	973 E COMMERCE AVE	0.120	4401	45.00	45.00
328-272-14	991 E COMMERCE AVE	0.121	4401	45.00	45.00
328-272-15	1007 E COMMERCE AVE	0.121	4401	45.00	45.00
328-272-16	1023 E COMMERCE AVE	0.122	4401	45.00	45.00
328-272-17	1039 E COMMERCE AVE	0.122	4401	45.00	45.00
328-272-18	1055 E COMMERCE AVE	0.125	4401	45.00	45.00
328-272-19	1067 E COMMERCE AVE	0.125	4401	45.00	45.00
328-272-20	2821 S BARDELL AVE	0.121	4401	45.00	45.00
328-272-21	2825 S BARDELL AVE	0.121	4401	45.00	45.00
328-272-22	2829 S BARDELL AVE	0.121	4401	45.00	45.00
328-272-23	2833 S BARDELL AVE	0.121	4401	45.00	45.00
328-272-24	2837 S BARDELL AVE	0.119	4401	45.00	45.00
328-272-25	2841 S BARDELL AVE	0.119	4401	45.00	45.00
328-272-26	2845 S BARDELL AVE	0.121	4401	45.00	45.00
328-272-27	2849 S BARDELL AVE	0.120	4401	45.00	45.00
328-281-01	929 E JOLSON AVE	0.172	4401	45.00	45.00
328-281-14	2852 S BARDELL AVE	0.169	4401	45.00	45.00
328-281-15	2856 S BARDELL AVE	0.166	4401	45.00	45.00
328-281-16	2860 S BARDELL AVE	0.166	4401	45.00	45.00

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328-281-17	2864 S BARDELL AVE	0.166	4401	45.00	45.00
328-281-18	1029 E JOLSON AVE	0.179	4401	45.00	45.00
328-281-19	1013 E JOLSON AVE	0.137	4401	45.00	45.00
328-281-20	997 E JOLSON AVE	0.146	4401	45.00	45.00
328-281-21	979 E JOLSON AVE	0.137	4401	45.00	45.00
328-281-22	963 E JOLSON AVE	0.137	4401	45.00	45.00
328-281-23	945 E JOLSON AVE	0.144	4401	45.00	45.00
328-282-01	1091 E EDGAR AVE	0.144	4401	45.00	45.00
328-282-02	1073 E EDGAR AVE	0.144	4401	45.00	45.00
328-282-03	1055 E EDGAR AVE	0.144	4401	45.00	45.00
328-282-04	1037 E EDGAR AVE	0.144	4401	45.00	45.00
328-282-05	1019 E EDGAR AVE	0.206	4401	45.00	45.00
328-282-06	999 E EDGAR AVE	0.144	4401	45.00	45.00
328-282-07	981 E EDGAR AVE	0.147	4401	45.00	45.00
328-282-08	965 E EDGAR AVE	0.147	4401	45.00	45.00
328-282-09	947 E EDGAR AVE	0.147	4401	45.00	45.00
328-282-10	931 E EDGAR AVE	0.156	4401	45.00	45.00
328-282-11	930 E JOLSON AVE	0.172	4401	45.00	45.00
328-282-12	946 E JOLSON AVE	0.119	4401	45.00	45.00
328-282-13	964 E JOLSON AVE	0.119	4401	45.00	45.00
328-282-14	980 E JOLSON AVE	0.119	4401	45.00	45.00
328-282-15	998 E JOLSON AVE	0.121	4401	45.00	45.00
328-282-16	1006 E JOLSON AVE	0.119	4401	45.00	45.00
328-282-17	1022 E JOLSON AVE	0.119	4401	45.00	45.00
328-282-18	1036 E JOLSON AVE	0.119	4401	45.00	45.00
328-282-19	1052 E JOLSON AVE	0.119	4401	45.00	45.00
328-282-20	1066 E JOLSON AVE	0.138	4401	45.00	45.00
328-282-21	2881 S BARDELL AVE	0.119	4401	45.00	45.00
328-282-22	2877 S BARDELL AVE	0.121	4401	45.00	45.00
328-282-23	2873 S BARDELL AVE	0.121	4401	45.00	45.00
328-282-24	2869 S BARDELL AVE	0.121	4401	45.00	45.00
328-282-25	2865 S BARDELL AVE	0.121	4401	45.00	45.00
328-282-26	2861 S BARDELL AVE	0.121	4401	45.00	45.00
328-282-27	2857 S BARDELL AVE	0.121	4401	45.00	45.00
328-282-28	2853 S BARDELL AVE	0.121	4401	45.00	45.00
402-030-70	NO SITUS AVAILABLE	3.060	Riverview	427.60	427.60
402-030-77-S	NO SITUS AVAILABLE	1.190	Riverview	171.04	171.04
402-041-01	281 W AUDUBON DR	0.283	Riverview	10.69	10.68
402-041-02	273 W AUDUBON DR	0.283	Riverview	10.69	10.68
402-041-03	261 W AUDUBON DR	0.283	Riverview	10.69	10.68
402-041-04	249 W AUDUBON DR	0.283	Riverview	10.69	10.68
402-041-05	241 W AUDUBON DR	0.298	Riverview	10.69	10.68
402-041-06	8549 N DEL MAR AVE	0.241	Riverview	10.69	10.68
402-041-07	234 W TEAGUE AVE	0.211	Riverview	10.69	10.68
402-041-08	242 W TEAGUE AVE	0.216	Riverview	10.69	10.68
402-041-09	248 W TEAGUE AVE	0.211	Riverview	10.69	10.68
402-041-10	254 W TEAGUE AVE	0.209	Riverview	10.69	10.68
402-041-11	258 W TEAGUE AVE	0.209	Riverview	10.69	10.68
402-042-01	245 W TEAGUE AVE	0.282	Riverview	10.69	10.68
402-042-02	227 W TEAGUE AVE	0.247	Riverview	10.69	10.68
402-042-03	8491 N DEL MAR AVE	0.214	Riverview	10.69	10.68
402-043-01	8476 N DEL MAR AVE	0.205	Riverview	10.69	10.68
402-043-02	8490 N DEL MAR AVE	0.209	Riverview	10.69	10.68
402-043-03	8506 N DEL MAR AVE	0.214	Riverview	10.69	10.68
402-043-04	8520 N DEL MAR AVE	0.216	Riverview	10.69	10.68
402-043-05	8536 N DEL MAR AVE	0.220	Riverview	10.69	10.68
402-043-06	219 W AUDUBON DR	0.247	Riverview	10.69	10.68
402-043-07	207 W AUDUBON DR	0.229	Riverview	10.69	10.68
402-043-08	193 W AUDUBON DR	0.229	Riverview	10.69	10.68
402-043-09	185 W AUDUBON DR	0.227	Riverview	10.69	10.68
402-043-10	8575 N CALAVERAS	0.234	Riverview	10.69	10.68
402-043-11	8561 N CALAVERAS	0.266	Riverview	10.69	10.68
402-043-12	8547 N CALAVERAS	0.344	Riverview	10.69	10.68
402-043-13	8539 N CALAVERAS	0.252	Riverview	10.69	10.68
402-043-14	8531 N CALAVERAS	0.316	Riverview	10.69	10.68
402-043-15	8525 N CALAVERAS	0.239	Riverview	10.69	10.68

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402-043-16	8495 N CALAVERAS	0.211	Riverview	10.69	10.68
402-043-17	8483 N CALAVERAS	0.298	Riverview	10.69	10.68
402-044-01	8588 N CALAVERAS ST	0.282	Riverview	10.69	10.68
402-044-02	8576 N CALAVERAS ST	0.219	Riverview	10.69	10.68
402-044-03	8564 N CALAVERAS ST	0.236	Riverview	10.69	10.68
402-044-04	8550 N CALAVERAS ST	0.236	Riverview	10.69	10.68
402-044-05	8538 N CALAVERAS ST	0.236	Riverview	10.69	10.68
402-044-06	8526 N CALAVERAS ST	0.236	Riverview	10.69	10.68
402-044-07	8510 N CALAVERAS ST	0.236	Riverview	10.69	10.68
402-044-08	8498 N CALAVERAS ST	0.236	Riverview	10.69	10.68
402-051-01	262 W TEAGUE AVE	0.209	Riverview	10.69	10.68
402-051-02	266 W TEAGUE AVE	0.209	Riverview	10.69	10.68
402-051-03	272 W TEAGUE AVE	0.207	Riverview	10.69	10.68
402-051-04	278 W TEAGUE AVE	0.209	Riverview	10.69	10.68
402-051-05	298 W QUINCY AVE	0.289	Riverview	10.69	10.68
402-051-06	317 W AUDUBON DR	0.293	Riverview	10.69	10.68
402-051-07	311 W AUDUBON DR	0.324	Riverview	10.69	10.68
402-051-08	307 W AUDUBON DR	0.306	Riverview	10.69	10.68
402-051-09	299 W AUDUBON DR	0.283	Riverview	10.69	10.68
402-051-10	289 W AUDUBON DR	0.306	Riverview	10.69	10.68
402-052-01	325 W AUDUBON DR	0.293	Riverview	10.69	10.68
402-052-02	297 W QUINCY AVE	0.234	Riverview	10.69	10.68
402-052-03	289 W QUINCY AVE	0.234	Riverview	10.69	10.68
402-052-04	281 W QUINCY AVE	0.234	Riverview	10.69	10.68
402-052-05	275 W QUINCY AVE	0.229	Riverview	10.69	10.68
402-053-01	8435 N POPLAR AVE	0.275	Riverview	10.69	10.68
402-053-02	8421 N POPLAR AVE	0.247	Riverview	10.69	10.68
402-053-03	8389 N POPLAR AVE	0.369	Riverview	10.69	10.68
402-053-04	8363 N POPLAR AVE	0.237	Riverview	10.69	10.68
402-053-05	268 W QUINCY AVE	0.237	Riverview	10.69	10.68
402-053-06	274 W QUINCY AVE	0.237	Riverview	10.69	10.68
402-053-07	281 W TEAGUE AVE	0.250	Riverview	10.69	10.68
402-053-08	277 W TEAGUE AVE	0.224	Riverview	10.69	10.68
402-053-09	271 W TEAGUE AVE	0.248	Riverview	10.69	10.68
402-053-10	265 W TEAGUE AVE	0.248	Riverview	10.69	10.68
402-053-11	8481 N POPLAR AVE	0.250	Riverview	10.69	10.68
402-054-01	8360 N POPLAR AVE	0.258	Riverview	10.69	10.68
402-054-02	8374 N POPLAR AVE	0.245	Riverview	10.69	10.68
402-054-03	8388 N POPLAR AVE	0.205	Riverview	10.69	10.68
402-054-04	8402 N POPLAR AVE	0.222	Riverview	10.69	10.68
402-054-05	8420 N POPLAR AVE	0.216	Riverview	10.69	10.68
402-054-06	8432 N POPLAR AVE	0.230	Riverview	10.69	10.68
402-054-07	8450 N POPLAR AVE	0.234	Riverview	10.69	10.68
402-054-08	8466 N POPLAR AVE	0.277	Riverview	10.69	10.68
402-055-01	324 W AUDUBON DR	0.328	Riverview	10.69	10.68
402-055-02	318 W AUDUBON DR	0.328	Riverview	10.69	10.68
402-055-03	314 W AUDUBON DR	0.328	Riverview	10.69	10.68
402-055-04	310 W AUDUBON DR	0.328	Riverview	10.69	10.68
402-055-05	302 W AUDUBON DR	0.328	Riverview	10.69	10.68
402-061-01	8477 N DEL MAR AVE	0.216	Riverview	10.69	10.68
402-061-02	8465 N DEL MAR AVE	0.216	Riverview	10.69	10.68
402-061-03	8449 N DEL MAR AVE	0.216	Riverview	10.69	10.68
402-061-04	8431 N DEL MAR AVE	0.216	Riverview	10.69	10.68
402-061-05	8417 N DEL MAR AVE	0.216	Riverview	10.69	10.68
402-061-06	8403 N DEL MAR AVE	0.218	Riverview	10.69	10.68
402-061-07	8389 N DEL MAR AVE	0.216	Riverview	10.69	10.68
402-061-08	8375 N DEL MAR AVE	0.216	Riverview	10.69	10.68
402-061-09	8363 N DEL MAR AVE	0.216	Riverview	10.69	10.68
402-061-10	8345 N DEL MAR AVE	0.293	Riverview	10.69	10.68
402-062-01	8481 N CALAVERAS	0.266	Riverview	10.69	10.68
402-062-02	8479 N CALAVERAS	0.261	Riverview	10.69	10.68
402-062-03	8475 N CALAVERAS	0.160	Riverview	10.69	10.68
402-062-04	8441 N CALAVERAS	0.172	Riverview	10.69	10.68
402-062-05	8429 N CALAVERAS	0.252	Riverview	10.69	10.68
402-062-06	8421 N CALAVERAS	0.268	Riverview	10.69	10.68
402-062-07	8415 N CALAVERAS	0.266	Riverview	10.69	10.68

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402-062-08	8405 N CALAVERAS	0.229	Riverview	10.69	10.68
402-062-09	8383 N CALAVERAS ST	0.229	Riverview	10.69	10.68
402-062-10	166 W QUINCY AVE	0.229	Riverview	10.69	10.68
402-062-11	178 W QUINCY AVE	0.218	Riverview	10.69	10.68
402-062-12	8376 N DEL MAR AVE	0.232	Riverview	10.69	10.68
402-062-13	8390 N DEL MAR AVE	0.216	Riverview	10.69	10.68
402-062-14	8404 N DEL MAR AVE	0.220	Riverview	10.69	10.68
402-062-15	8418 N DEL MAR AVE	0.214	Riverview	10.69	10.68
402-062-16	8430 N DEL MAR AVE	0.213	Riverview	10.69	10.68
402-062-17	8450 N DEL MAR AVE	0.209	Riverview	10.69	10.68
402-062-18	8464 N DEL MAR AVE	0.207	Riverview	10.69	10.68
402-063-01	195 W QUINCY AVE	0.200	Riverview	10.69	10.68
402-063-02	187 W QUINCY AVE	0.199	Riverview	10.69	10.68
402-063-03	179 W QUINCY AVE	0.199	Riverview	10.69	10.68
402-063-04	167 W QUINCY AVE	0.209	Riverview	10.69	10.68
402-063-05	159 W QUINCY AVE	0.215	Riverview	10.69	10.68
402-063-06	151 W QUINCY AVE	0.266	Riverview	10.69	10.68
402-063-07	143 W QUINCY AVE	0.367	Riverview	10.69	10.68
402-063-08	8364 N CALAVERAS ST	0.359	Riverview	10.69	10.68
402-063-09	8376 N CALAVERAS ST	0.249	Riverview	10.69	10.68
402-063-10	8390 N CALAVERAS ST	0.249	Riverview	10.69	10.68
402-063-11	8406 N CALAVERAS ST	0.249	Riverview	10.69	10.68
402-063-12	8418 N CALAVERAS ST	0.249	Riverview	10.69	10.68
402-063-13	8432 N CALAVERAS ST	0.249	Riverview	10.69	10.68
402-063-14	8444 N CALAVERAS ST	0.245	Riverview	10.69	10.68
402-063-15	8458 N CALAVERAS ST	0.236	Riverview	10.69	10.68
402-063-16	8474 N CALAVERAS ST	0.233	Riverview	10.69	10.68
402-063-17	8486 N CALAVERAS ST	0.239	Riverview	10.69	10.68
402-071-01	265 W QUINCY AVE	0.220	Riverview	10.69	10.68
402-071-02	257 W QUINCY AVE	0.206	Riverview	10.69	10.68
402-071-03	245 W QUINCY AVE	0.206	Riverview	10.69	10.68
402-071-04	233 W QUINCY AVE	0.206	Riverview	10.69	10.68
402-071-05	225 W QUINCY AVE	0.206	Riverview	10.69	10.68
402-071-06	8315 N DEL MAR AVE	0.206	Riverview	10.69	10.68
402-071-07	234 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-071-08	240 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-071-09	248 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-071-10	256 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-071-11	8311 N POPLAR AVE	0.137	Riverview	10.69	10.68
402-071-12	8299 N POPLAR AVE	0.183	Riverview	10.69	10.68
402-071-13	8293 N POPLAR AVE	0.144	Riverview	10.69	10.68
402-071-14	8285 N POPLAR AVE	0.146	Riverview	10.69	10.68
402-071-15	8277 N POPLAR AVE	0.144	Riverview	10.69	10.68
402-071-16	8263 N POPLAR AVE	0.144	Riverview	10.69	10.68
402-071-17	8255 N POPLAR AVE	0.144	Riverview	10.69	10.68
402-072-01	8262 N POPLAR AVE	0.137	Riverview	10.69	10.68
402-072-02	8276 N POPLAR AVE	0.137	Riverview	10.69	10.68
402-072-03	8284 N POPLAR AVE	0.137	Riverview	10.69	10.68
402-072-04	8292 N POPLAR AVE	0.137	Riverview	10.69	10.68
402-072-05	8298 N POPLAR AVE	0.137	Riverview	10.69	10.68
402-072-06	8277 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-072-07	8263 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-072-08	8255 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-072-09	8247 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-073-01	8254 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-073-02	8262 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-073-03	8276 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-073-04	8288 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-073-05	8296 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-073-06	205 W PORTLAND AVE	0.196	Riverview	10.69	10.68
402-073-07	199 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-073-08	195 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-073-09	185 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-073-10	177 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-073-11	169 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-073-12	161 W PORTLAND AVE	0.137	Riverview	10.69	10.68

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402-073-13	155 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-073-14	152 W OMAHA AVE	0.149	Riverview	10.69	10.68
402-073-15	160 W OMAHA AVE	0.137	Riverview	10.69	10.68
402-073-16	168 W OMAHA AVE	0.137	Riverview	10.69	10.68
402-073-17	176 W OMAHA AVE	0.137	Riverview	10.69	10.68
402-073-18	184 W OMAHA AVE	0.137	Riverview	10.69	10.68
402-073-19	190 W OMAHA AVE	0.137	Riverview	10.69	10.68
402-073-20	196 W OMAHA AVE	0.202	Riverview	10.69	10.68
402-073-21	8255 N SAN PABLO AVE	0.137	Riverview	10.69	10.68
402-073-22	8247 N SAN PABLO AVE	0.137	Riverview	10.69	10.68
402-073-23	8235 N SAN PABLO AVE	0.137	Riverview	10.69	10.68
402-074-01	134 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-074-02	146 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-074-03	152 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-074-04	160 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-074-05	168 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-074-06	176 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-074-07	184 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-074-08	196 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-074-09	204 W PORTLAND AVE	0.137	Riverview	10.69	10.68
402-075-01	8242 N CALAVERAS ST	0.137	Riverview	10.69	10.68
402-075-02	8250 N CALAVERAS ST	0.137	Riverview	10.69	10.68
402-075-03	8264 N CALAVERAS ST	0.137	Riverview	10.69	10.68
402-075-04	8278 N CALAVERAS ST	0.137	Riverview	10.69	10.68
402-075-05	8286 N CALAVERAS ST	0.137	Riverview	10.69	10.68
402-075-06	8298 N CALAVERAS ST	0.137	Riverview	10.69	10.68
402-076-01	8232 N SAN PABLO AVE	0.137	Riverview	10.69	10.68
402-076-02	8240 N SAN PABLO AVE	0.137	Riverview	10.69	10.68
402-076-03	191 W OMAHA AVE	0.137	Riverview	10.69	10.68
402-076-04	183 W OMAHA AVE	0.137	Riverview	10.69	10.68
402-076-05	175 W OMAHA AVE	0.137	Riverview	10.69	10.68
402-076-06	167 W OMAHA AVE	0.137	Riverview	10.69	10.68
402-076-07	159 W OMAHA AVE	0.137	Riverview	10.69	10.68
402-076-08	151 W OMAHA AVE	0.137	Riverview	10.69	10.68
402-081-01	8241 N POPLAR AVE	0.158	Riverview	10.69	10.68
402-081-02	8233 N POPLAR AVE	0.151	Riverview	10.69	10.68
402-081-03	8223 N POPLAR AVE	0.176	Riverview	10.69	10.68
402-081-04	8215 N POPLAR AVE	0.192	Riverview	10.69	10.68
402-081-05	8201 N POPLAR AVE	0.207	Riverview	10.69	10.68
402-082-01	309 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-082-02	301 W MUNCIE AVE	0.169	Riverview	10.69	10.68
402-082-03	308 W LEXINGTON AVE	0.247	Riverview	10.69	10.68
402-082-04	316 W LEXINGTON AVE	0.228	Riverview	10.69	10.68
402-084-08	284 W LEXINGTON AVE	0.224	Riverview	10.69	10.68
402-084-09	8172 N POPLAR AVE	0.137	Riverview	10.69	10.68
402-084-10	8190 N POPLAR AVE	0.137	Riverview	10.69	10.68
402-084-11	8198 N POPLAR AVE	0.137	Riverview	10.69	10.68
402-084-12	8214 N POPLAR AVE	0.137	Riverview	10.69	10.68
402-084-13	8226 N POPLAR AVE	0.137	Riverview	10.69	10.68
402-084-14	8240 N POPLAR AVE	0.137	Riverview	10.69	10.68
402-084-15	8254 N POPLAR AVE	0.137	Riverview	10.69	10.68
402-084-16	8237 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-084-17	8225 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-084-18	8219 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-084-19	8207 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-084-20	8195 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-084-21	8187 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-084-22	8181 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-084-23	255 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-084-24	249 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-084-25	241 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-084-26	233 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-084-27	225 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-084-28	217 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-084-29	209 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-084-33	220 W LEXINGTON AVE	0.232	Riverview	10.69	10.68

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402-084-35	232 W LEXINGTON AVE	0.221	Riverview	10.69	10.68
402-084-36	276 W LEXINGTON AVE	0.881	Riverview	42.76	42.76
402-085-01	8227 N SAN PABLO AVE	0.137	Riverview	10.69	10.68
402-085-02	8219 N SAN PABLO AVE	0.137	Riverview	10.69	10.68
402-085-03	8211 N SAN PABLO AVE	0.137	Riverview	10.69	10.68
402-085-04	8193 N SAN PABLO AVE	0.137	Riverview	10.69	10.68
402-085-05	8185 N SAN PABLO AVE	0.137	Riverview	10.69	10.68
402-085-06	8196 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-085-07	8216 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-085-08	8224 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-085-09	8226 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-085-10	8250 N DEL MAR AVE	0.137	Riverview	10.69	10.68
402-086-01	8188 N SAN PABLO AVE	0.137	Riverview	10.69	10.68
402-086-02	8206 N SAN PABLO AVE	0.137	Riverview	10.69	10.68
402-086-03	8214 N SAN PABLO AVE	0.137	Riverview	10.69	10.68
402-086-04	8224 N SAN PABLO AVE	0.137	Riverview	10.69	10.68
402-091-01	148 W NILES AVE	0.137	Riverview	10.69	10.68
402-091-02	156 W NILES AVE	0.137	Riverview	10.69	10.68
402-091-03	164 W NILES AVE	0.137	Riverview	10.69	10.68
402-091-04	172 W NILES AVE	0.137	Riverview	10.69	10.68
402-091-05	176 W NILES AVE	0.137	Riverview	10.69	10.68
402-091-06	178 W NILES AVE	0.137	Riverview	10.69	10.68
402-091-07	175 W NILES AVE	0.137	Riverview	10.69	10.68
402-091-08	171 W NILES AVE	0.137	Riverview	10.69	10.68
402-091-09	163 W NILES AVE	0.137	Riverview	10.69	10.68
402-091-10	155 W NILES AVE	0.137	Riverview	10.69	10.68
402-091-11	147 W NILES AVE	0.137	Riverview	10.69	10.68
402-091-12	144 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-091-13	152 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-091-14	160 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-091-15	168 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-091-16	176 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-091-17	188 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-091-18	202 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-092-01	201 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-092-02	195 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-092-04	212 W LEXINGTON AVE	0.495	Riverview	21.38	21.38
402-093-01	177 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-093-02	169 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-093-03	161 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-093-04	153 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-093-05	145 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-093-06	137 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-093-07	131 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-093-08	8166 N CALAVERAS ST	0.137	Riverview	10.69	10.68
402-093-09	8178 N CALAVERAS ST	0.137	Riverview	10.69	10.68
402-093-10	8190 N CALAVERAS ST	0.137	Riverview	10.69	10.68
402-093-11	8198 N CALAVERAS ST	0.137	Riverview	10.69	10.68
402-093-12	8210 N CALAVERAS ST	0.137	Riverview	10.69	10.68
402-093-13	8220 N CALAVERAS ST	0.137	Riverview	10.69	10.68
402-093-14	8228 N CALAVERAS ST	0.137	Riverview	10.69	10.68
402-390-01	333 W AUDUBON DR	0.298	Riverview	10.69	10.68
402-390-02	345 W AUDUBON DR	0.292	Riverview	10.69	10.68
402-390-03	351 W AUDUBON DR	0.292	Riverview	10.69	10.68
402-390-04	363 W AUDUBON DR	0.292	Riverview	10.69	10.68
402-390-05	377 W AUDUBON DR	0.292	Riverview	10.69	10.68
402-390-06	389 W AUDUBON DR	0.292	Riverview	10.69	10.68
402-390-07	376 W TEAGUE AVE	0.158	Riverview	10.69	10.68
402-390-08	370 W TEAGUE AVE	0.158	Riverview	10.69	10.68
402-390-09	364 W TEAGUE AVE	0.158	Riverview	10.69	10.68
402-390-10	358 W TEAGUE AVE	0.137	Riverview	10.69	10.68
402-390-11	352 W TEAGUE AVE	0.156	Riverview	10.69	10.68
402-390-12	346 W TEAGUE AVE	0.183	Riverview	10.69	10.68
402-390-13	340 W TEAGUE AVE	0.137	Riverview	10.69	10.68
402-390-14	306 W PORTLAND AVE	0.152	Riverview	10.69	10.68
402-390-15	298 W PORTLAND AVE	0.160	Riverview	10.69	10.68

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402-390-16	290 W PORTLAND AVE	0.172	Riverview	10.69	10.68
402-390-17	282 W PORTLAND AVE	0.172	Riverview	10.69	10.68
402-390-18	8318 N COLLEGE AVE	0.139	Riverview	10.69	10.68
402-390-19	8306 N COLLEGE AVE	0.145	Riverview	10.69	10.68
402-390-20	8298 N COLLEGE AVE	0.139	Riverview	10.69	10.68
402-390-21	8290 N COLLEGE AVE	0.139	Riverview	10.69	10.68
402-390-22	8282 N COLLEGE AVE	0.137	Riverview	10.69	10.68
402-390-23	8274 N COLLEGE AVE	0.137	Riverview	10.69	10.68
402-390-24	8267 N COLLEGE AVE	0.139	Riverview	10.69	10.68
402-390-25	8275 N COLLEGE AVE	0.150	Riverview	10.69	10.68
402-390-26	8283 N COLLEGE AVE	0.149	Riverview	10.69	10.68
402-390-27	8291 N COLLEGE AVE	0.179	Riverview	10.69	10.68
402-390-28	349 W TEAGUE AVE	0.169	Riverview	10.69	10.68
402-390-29	355 W TEAGUE AVE	0.150	Riverview	10.69	10.68
402-390-30	361 W TEAGUE AVE	0.150	Riverview	10.69	10.68
402-390-31	367 W TEAGUE AVE	0.137	Riverview	10.69	10.68
402-390-32	373 W TEAGUE AVE	0.149	Riverview	10.69	10.68
402-390-33	382 W AUDUBON DR	0.343	Riverview	10.69	10.68
402-390-34	370 W AUDUBON DR	0.370	Riverview	10.69	10.68
402-390-35	358 W AUDUBON DR	0.358	Riverview	10.69	10.68
402-390-36	346 W AUDUBON DR	0.358	Riverview	10.69	10.68
402-390-37	334 W AUDUBON DR	0.328	Riverview	10.69	10.68
402-400-01	431 W AUDUBON DR	0.298	Riverview	10.69	10.68
402-400-02	425 W AUDUBON DR	0.298	Riverview	10.69	10.68
402-400-03	417 W AUDUBON DR	0.298	Riverview	10.69	10.68
402-400-04	409 W AUDUBON DR	0.298	Riverview	10.69	10.68
402-400-05	395 W AUDUBON DR	0.298	Riverview	10.69	10.68
402-400-06	382 W TEAGUE AVE	0.156	Riverview	10.69	10.68
402-400-07	388 W TEAGUE AVE	0.156	Riverview	10.69	10.68
402-400-08	402 W TEAGUE AVE	0.151	Riverview	10.69	10.68
402-400-09	408 W TEAGUE AVE	0.137	Riverview	10.69	10.68
402-400-10	414 W TEAGUE AVE	0.151	Riverview	10.69	10.68
402-400-11	420 W TEAGUE AVE	0.151	Riverview	10.69	10.68
402-400-12	426 W TEAGUE AVE	0.180	Riverview	10.69	10.68
402-400-13	389 W MUNCIE AVE	0.228	Riverview	10.69	10.68
402-400-14	381 W MUNCIE AVE	0.153	Riverview	10.69	10.68
402-400-15	373 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-400-16	365 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-400-17	357 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-400-18	349 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-400-19	341 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-400-20	333 W MUNCIE AVE	0.137	Riverview	10.69	10.68
402-400-21	325 W MUNCIE AVE	0.139	Riverview	10.69	10.68
402-400-22	317 W MUNCIE AVE	0.139	Riverview	10.69	10.68
402-400-23	8204 N COLLEGE AVE	0.224	Riverview	10.69	10.68
402-400-24	8212 N COLLEGE AVE	0.179	Riverview	10.69	10.68
402-400-25	8220 N COLLEGE AVE	0.151	Riverview	10.69	10.68
402-400-26	8236 N COLLEGE AVE	0.146	Riverview	10.69	10.68
402-400-27	8244 N COLLEGE AVE	0.153	Riverview	10.69	10.68
402-400-28	8252 N COLLEGE AVE	0.139	Riverview	10.69	10.68
402-400-29	8258 N COLLEGE AVE	0.139	Riverview	10.69	10.68
402-400-30	8266 N COLLEGE AVE	0.149	Riverview	10.69	10.68
402-400-31	8259 N COLLEGE AVE	0.137	Riverview	10.69	10.68
402-400-32	8253 N COLLEGE AVE	0.142	Riverview	10.69	10.68
402-400-33	8241 N COLLEGE AVE	0.149	Riverview	10.69	10.68
402-400-34	8237 N COLLEGE AVE	0.143	Riverview	10.69	10.68
402-400-35	8223 N COLLEGE AVE	0.149	Riverview	10.69	10.68
402-400-36	8215 N COLLEGE AVE	0.151	Riverview	10.69	10.68
402-400-37	8209 N COLLEGE AVE	0.158	Riverview	10.69	10.68
402-400-38	8203 N COLLEGE AVE	0.200	Riverview	10.69	10.68
402-400-39	419 W TEAGUE AVE	0.137	Riverview	10.69	10.68
402-400-40	411 W TEAGUE AVE	0.137	Riverview	10.69	10.68
402-400-41	405 W TEAGUE AVE	0.150	Riverview	10.69	10.68
402-400-42	393 W TEAGUE AVE	0.150	Riverview	10.69	10.68
402-400-43	387 W TEAGUE AVE	0.137	Riverview	10.69	10.68
402-400-44	381 W TEAGUE AVE	0.146	Riverview	10.69	10.68

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402-400-45	379 W TEAGUE AVE	0.139	Riverview	10.69	10.68
402-410-16	322 W LEXINGTON AVE	0.750	Riverview	10.69	10.68
402-410-17	328 W LEXINGTON AVE	0.218	Riverview	10.69	10.68
402-410-18	334 W LEXINGTON AVE	0.228	Riverview	10.69	10.68
402-410-19	340 W LEXINGTON AVE	0.228	Riverview	10.69	10.68
402-410-20	346 W LEXINGTON AVE	0.228	Riverview	10.69	10.68
402-410-21	352 W LEXINGTON AVE	0.228	Riverview	10.69	10.68
402-410-22	358 W LEXINGTON AVE	0.228	Riverview	10.69	10.68
402-410-23	366 W LEXINGTON AVE	0.219	Riverview	10.69	10.68
402-410-24	374 W LEXINGTON AVE	0.209	Riverview	10.69	10.68
402-410-25	439 W AUDUBON DR	0.340	Riverview	10.69	10.68
402-430-13	8065 N GLENN AVE	4.590	Riverview	855.20	855.20
402-430-14	216 W NEES AVE	2.460	Riverview	630.71	630.70
402-430-15	248 W NEES AVE	3.900	Riverview	994.17	994.16
402-440-06	130 W NEES AVE	2.479	Riverview	395.53	395.52
402-440-07	160 W NEES AVE	1.380	Riverview	224.49	224.48
402-440-08	8060 N GLENN AVE	5.420	Riverview	930.03	930.02
402-520-12	404 W BLUFF AVE	0.667	Riverview	10.69	10.68
402-520-13	390 W BLUFF AVE	0.337	Riverview	10.69	10.68
402-520-14	380 W BLUFF AVE	0.294	Riverview	10.69	10.68
402-520-15	8511 N RIO LINDA AVE	0.537	Riverview	10.69	10.68
402-520-16	8516 N RIO LINDA AVE	0.598	Riverview	10.69	10.68
402-520-17	8514 N RIO LINDA AVE	0.659	Riverview	10.69	10.68
402-520-18	8502 N RIO LINDA AVE	0.315	Riverview	10.69	10.68
402-520-21-S	420 W BLUFF AVE	0.552	Riverview	10.69	10.68
402-520-22-S	416 W BLUFF AVE	0.498	Riverview	10.69	10.68
402-520-23-S	412 W BLUFF AVE	0.583	Riverview	10.69	10.68
402-520-26	398 W HAGLER AVE	0.339	Riverview	10.69	10.68
402-520-27	415 W BLUFF AVE	0.447	Riverview	10.69	10.68
402-520-28	394 W HAGLER AVE	0.447	Riverview	10.69	10.68
402-520-29	390 W HAGLER AVE	0.328	Riverview	10.69	10.68
402-520-30	372 W HAGLER AVE	0.411	Riverview	10.69	10.68
402-520-31	366 W HAGLER AVE	0.482	Riverview	10.69	10.68
402-520-32	360 W HAGLER AVE	0.440	Riverview	10.69	10.68
402-520-33	354 W HAGLER AVE	0.315	Riverview	10.69	10.68
402-520-34	8485 N RIDGEVIEW AVE	0.315	Riverview	10.69	10.68
402-520-35	367 W BLUFF AVE	0.306	Riverview	10.69	10.68
402-520-36	349 W BLUFF AVE	0.306	Riverview	10.69	10.68
402-520-37	8486 N RIDGEVIEW AVE	0.363	Riverview	10.69	10.68
402-520-38	8472 N RIDGEVIEW AVE	0.344	Riverview	10.69	10.68
402-520-39	333 W HAGLER AVE	0.277	Riverview	10.69	10.68
402-520-40	347 W HAGLER AVE	0.285	Riverview	10.69	10.68
402-520-41	355 W HAGLER AVE	0.285	Riverview	10.69	10.68
402-520-42	369 W HAGLER AVE	0.285	Riverview	10.69	10.68
402-520-43	375 W HAGLER AVE	0.260	Riverview	10.69	10.68
402-520-44	387 W HAGLER AVE	0.275	Riverview	10.69	10.68
402-520-45	393 W HAGLER AVE	0.280	Riverview	10.69	10.68
402-520-46	399 W HAGLER AVE	0.290	Riverview	10.69	10.68
402-520-48	408 W BLUFF AVE	0.337	Riverview	10.69	10.68
402-520-49	406 W BLUFF AVE	0.705	Riverview	10.69	10.68
402-530-01	356 W BLUFF AVE	0.385	Riverview	10.69	10.68
402-530-02	8557 N RIDGEVIEW AVE	0.265	Riverview	10.69	10.68
402-530-03	8561 N RIDGEVIEW AVE	0.670	Riverview	10.69	10.68
402-530-04	8564 N RIDGEVIEW AVE	0.837	Riverview	10.69	10.68
402-530-05	8560 N RIDGEVIEW AVE	0.393	Riverview	10.69	10.68
402-530-06	342 W BLUFF AVE	0.328	Riverview	10.69	10.68
402-530-13	315 W BLUFF AVE	0.206	Riverview	10.69	10.68
402-530-14	313 W BLUFF AVE	0.207	Riverview	10.69	10.68
402-530-15	311 W BLUFF AVE	0.328	Riverview	10.69	10.68
402-530-16	309 W BLUFF AVE	0.214	Riverview	10.69	10.68
402-530-17	307 W BLUFF AVE	0.206	Riverview	10.69	10.68
402-530-18	305 W BLUFF AVE	0.183	Riverview	10.69	10.68
402-530-19	341 W BLUFF AVE	0.216	Riverview	10.69	10.68
402-530-20	339 W BLUFF AVE	0.275	Riverview	10.69	10.68
402-530-21	337 W BLUFF AVE	1.490	Riverview	10.69	10.68
402-530-22	335 W BLUFF AVE	0.303	Riverview	10.69	10.68

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402-530-23	333 W BLUFF AVE	0.234	Riverview	10.69	10.68
402-530-24	331 W BLUFF AVE	0.213	Riverview	10.69	10.68
402-530-25	329 W BLUFF AVE	0.206	Riverview	10.69	10.68
402-530-26	327 W BLUFF AVE	0.245	Riverview	10.69	10.68
402-530-27	325 W BLUFF AVE	0.215	Riverview	10.69	10.68
402-530-28	323 W BLUFF AVE	0.179	Riverview	10.69	10.68
402-530-29	321 W BLUFF AVE	0.252	Riverview	10.69	10.68
402-530-30	319 W BLUFF AVE	0.257	Riverview	10.69	10.68
402-530-31	317 W BLUFF AVE	0.160	Riverview	10.69	10.68
402-541-01	8459 N FOURTH	0.323	3656	31.55	31.54
402-541-02	8443 N FOURTH	0.271	3656	31.55	31.54
402-541-03	8427 N FOURTH	0.239	3656	31.55	31.54
402-541-04	8411 N FOURTH	0.240	3656	31.55	31.54
402-541-05	8395 N FOURTH	0.240	3656	31.55	31.54
402-541-06	8379 N FOURTH	0.240	3656	31.55	31.54
402-541-07	8363 N FOURTH	0.240	3656	31.55	31.54
402-542-01	8352 N FOURTH	0.226	3656	31.55	31.54
402-542-02	863 E RICHMOND AVE	0.218	3656	31.55	31.54
402-542-03	875 E RICHMOND AVE	0.216	3656	31.55	31.54
402-542-04	887 E RICHMOND AVE	0.239	3656	31.55	31.54
402-542-05	891 E RICHMOND AVE	0.192	3656	31.55	31.54
402-542-06	892 E RICHMOND AVE	0.216	3656	31.55	31.54
402-542-07	886 E RICHMOND AVE	0.250	3656	31.55	31.54
402-542-08	874 E RICHMOND AVE	0.218	3656	31.55	31.54
402-542-09	862 E RICHMOND AVE	0.218	3656	31.55	31.54
402-542-10	850 E RICHMOND AVE	0.226	3656	31.55	31.54
402-542-11	8408 N FOURTH	0.247	3656	31.55	31.54
402-542-12	879 E SALEM AVE	0.231	3656	31.55	31.54
402-542-13	893 E SALEM AVE	0.231	3656	31.55	31.54
402-542-14	907 E SALEM AVE	0.231	3656	31.55	31.54
402-542-15	921 E SALEM AVE	0.231	3656	31.55	31.54
402-542-16	935 E SALEM AVE	0.250	3656	31.55	31.54
402-542-17	8391 N SIXTH	0.216	3656	31.55	31.54
402-542-18	8375 N SIXTH	0.216	3656	31.55	31.54
402-542-19	8359 N SIXTH	0.216	3656	31.55	31.54
402-543-02	965 E TEAGUE AVE	0.231	3656	31.55	31.54
402-543-03	951 E TEAGUE AVE	0.237	3656	31.55	31.54
402-543-04	937 E TEAGUE AVE	0.239	3656	31.55	31.54
402-543-05	923 E TEAGUE AVE	0.237	3656	31.55	31.54
402-543-06	909 E TEAGUE AVE	0.237	3656	31.55	31.54
402-543-07	895 E TEAGUE AVE	0.237	3656	31.55	31.54
402-543-08	881 E TEAGUE AVE	0.237	3656	31.55	31.54
402-543-09	865 E TEAGUE AVE	0.254	3656	31.55	31.54
402-543-10	864 E SALEM AVE	0.266	3656	31.55	31.54
402-543-11	880 E SALEM AVE	0.239	3656	31.55	31.54
402-543-12	894 E SALEM AVE	0.239	3656	31.55	31.54
402-543-13	908 E SALEM AVE	0.239	3656	31.55	31.54
402-543-14	922 E SALEM AVE	0.239	3656	31.55	31.54
402-543-15	938 E SALEM AVE	0.239	3656	31.55	31.54
402-543-16	950 E SALEM AVE	0.258	3656	31.55	31.54
402-543-17	8420 N SIXTH	0.250	3656	31.55	31.54
402-543-18	8408 N SIXTH	0.224	3656	31.55	31.54
402-543-19	962 E RICHMOND AVE	0.228	3656	31.55	31.54
402-543-20	976 E RICHMOND AVE	0.214	3656	31.55	31.54
402-543-21	980 E RICHMOND AVE	0.214	3656	31.55	31.54
402-543-22	986 E RICHMOND AVE	0.214	3656	31.55	31.54
402-543-23	992 E RICHMOND AVE	0.261	3656	31.55	31.54
402-543-24	998 E RICHMOND AVE	0.252	3656	31.55	31.54
402-543-25	999 E RICHMOND AVE	0.277	3656	31.55	31.54
402-543-26	993 E RICHMOND AVE	0.275	3656	31.55	31.54
402-543-27	987 E RICHMOND AVE	0.214	3656	31.55	31.54
402-543-28	981 E RICHMOND AVE	0.214	3656	31.55	31.54
402-543-29	975 E RICHMOND AVE	0.214	3656	31.55	31.54
402-543-30	961 E RICHMOND AVE	0.228	3656	31.55	31.54
402-551-01	8347 N FOURTH	0.240	3656	31.55	31.54
402-551-02	8331 N FOURTH	0.240	3656	31.55	31.54

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402-551-03	8315 N FOURTH	0.240	3656	31.55	31.54
402-551-04	8293 N FOURTH	0.240	3656	31.55	31.54
402-551-05	828 E PORTLAND AVE	0.266	3656	31.55	31.54
402-552-01	823 E PORTLAND AVE	0.202	3656	31.55	31.54
402-552-02	827 E PORTLAND AVE	0.206	3656	31.55	31.54
402-552-03	851 E PORTLAND AVE	0.206	3656	31.55	31.54
402-552-04	865 E PORTLAND AVE	0.206	3656	31.55	31.54
402-552-05	877 E PORTLAND AVE	0.206	3656	31.55	31.54
402-552-06	889 E PORTLAND AVE	0.227	3656	31.55	31.54
402-552-07	897 E PORTLAND AVE	0.343	3656	31.55	31.54
402-552-08	896 E PORTLAND AVE	0.229	3656	31.55	31.54
402-552-09	890 E PORTLAND AVE	0.252	3656	31.55	31.54
402-552-10	878 E PORTLAND AVE	0.226	3656	31.55	31.54
402-552-11	866 E PORTLAND AVE	0.226	3656	31.55	31.54
402-552-12	8282 N FOURTH	0.226	3656	31.55	31.54
402-552-13	8296 N FOURTH	0.226	3656	31.55	31.54
402-552-14	865 E QUINCY AVE	0.218	3656	31.55	31.54
402-552-15	877 E QUINCY AVE	0.218	3656	31.55	31.54
402-552-16	889 E QUINCY AVE	0.275	3656	31.55	31.54
402-552-17	895 E QUINCY AVE	0.202	3656	31.55	31.54
402-552-18	894 E QUINCY AVE	0.229	3656	31.55	31.54
402-552-19	888 E QUINCY AVE	0.252	3656	31.55	31.54
402-552-20	876 E QUINCY AVE	0.218	3656	31.55	31.54
402-552-21	864 E QUINCY AVE	0.218	3656	31.55	31.54
402-552-22	852 E QUINCY AVE	0.226	3656	31.55	31.54
402-552-23	8343 N SIXTH	0.216	3656	31.55	31.54
402-552-24	8327 N SIXTH	0.216	3656	31.55	31.54
402-552-25	8311 N SIXTH	0.216	3656	31.55	31.54
402-552-26	8295 N SIXTH	0.216	3656	31.55	31.54
402-552-27	8281 N SIXTH	0.216	3656	31.55	31.54
402-552-28	8273 N SIXTH	0.239	3656	31.55	31.54
402-552-29	8269 N SIXTH	0.283	3656	31.55	31.54
402-552-30	951 E PORTLAND AVE	0.227	3656	31.55	31.54
402-552-31	969 E PORTLAND AVE	0.206	3656	31.55	31.54
402-552-32	979 E PORTLAND AVE	0.206	3656	31.55	31.54
402-552-33	983 E PORTLAND AVE	0.206	3656	31.55	31.54
402-552-34	987 E PORTLAND AVE	0.206	3656	31.55	31.54
402-552-35	991 E PORTLAND AVE	0.214	3656	31.55	31.54
402-552-36	995 E PORTLAND AVE	0.227	3656	31.55	31.54
402-553-01	8328 N SIXTH	0.228	3656	31.55	31.54
402-553-02	974 E QUINCY AVE	0.214	3656	31.55	31.54
402-553-03	978 E QUINCY AVE	0.214	3656	31.55	31.54
402-553-04	982 E QUINCY AVE	0.214	3656	31.55	31.54
402-553-05	986 E QUINCY AVE	0.252	3656	31.55	31.54
402-553-06	992 E QUINCY AVE	0.252	3656	31.55	31.54
402-553-07	991 E QUINCY AVE	0.275	3656	31.55	31.54
402-553-08	985 E QUINCY AVE	0.261	3656	31.55	31.54
402-553-09	981 E QUINCY AVE	0.214	3656	31.55	31.54
402-553-10	977 E QUINCY AVE	0.214	3656	31.55	31.54
402-553-11	973 E QUINCY AVE	0.214	3656	31.55	31.54
402-553-12	959 E QUINCY AVE	0.228	3656	31.55	31.54
402-553-13	8280 N SIXTH	0.234	3656	31.55	31.54
402-553-14	978 E PORTLAND AVE	0.220	3656	31.55	31.54
402-553-15	982 E PORTLAND AVE	0.220	3656	31.55	31.54
402-553-16	986 E PORTLAND AVE	0.220	3656	31.55	31.54
402-553-17	990 E PORTLAND AVE	0.217	3656	31.55	31.54
402-553-18	994 E PORTLAND AVE	0.275	3656	31.55	31.54
402-560-01	320 W BLUFF AVE	0.063	Riverview	10.69	10.68
402-560-02	320 W BLUFF AVE	0.033	Riverview	10.69	10.68
402-560-03	320 W BLUFF AVE	0.033	Riverview	10.69	10.68
402-560-04	320 W BLUFF AVE	0.041	Riverview	10.69	10.68
402-560-05	320 W BLUFF AVE	0.044	Riverview	10.69	10.68
402-560-06	320 W BLUFF AVE	0.043	Riverview	10.69	10.68
402-560-07	320 W BLUFF AVE	0.041	Riverview	10.69	10.68
402-560-08	320 W BLUFF AVE	0.033	Riverview	10.69	10.68
402-560-09	320 W BLUFF AVE	0.056	Riverview	10.69	10.68

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402-560-10	320 W BLUFF AVE		Riverview	10.69	10.68
402-560-11	320 W BLUFF AVE	0.041	Riverview	10.69	10.68
402-560-12	320 W BLUFF AVE	0.056	Riverview	10.69	10.68
402-560-13	320 W BLUFF AVE	0.056	Riverview	10.69	10.68
402-560-14	320 W BLUFF AVE	0.041	Riverview	10.69	10.68
402-570-01	360 W NEES AVE	16.340	Riverview	4,104.96	4,104.96
402-570-05	481 W AUDUBON DR	16.700	Riverview	2,822.16	2,822.16
402-570-10	8050 N PALM AVE	3.000	Riverview	427.60	427.60
402-570-13	8080 N PALM AVE	4.290	Riverview	598.64	598.64
402-570-14	NO SITUS AVAILABLE		Riverview	374.15	374.14
402-580-01	8351 N CHURCHILL AVE	0.332	Riverview	10.69	10.68
402-580-02	8337 N CHURCHILL AVE	0.340	Riverview	10.69	10.68
402-580-03	390 W AUDUBON DR	0.322	Riverview	10.69	10.68
402-580-04	400 W AUDUBON DR	0.328	Riverview	10.69	10.68
402-580-05	408 W AUDUBON DR	0.328	Riverview	10.69	10.68
402-580-06	416 W AUDUBON DR	0.328	Riverview	10.69	10.68
402-580-07	435 W BLUFF AVE	0.344	Riverview	10.69	10.68
402-580-08	441 W BLUFF AVE	0.319	Riverview	10.69	10.68
402-580-09	8308 N VICTOR AVE	0.330	Riverview	10.69	10.68
402-580-10	8302 N VICTOR AVE	0.378	Riverview	10.69	10.68
402-580-11	8305 N VICTOR AVE	0.385	Riverview	10.69	10.68
402-580-12	455 W BLUFF AVE	0.330	Riverview	10.69	10.68
402-580-13	465 W BLUFF AVE	0.353	Riverview	10.69	10.68
402-580-14	458 W LEXINGTON AVE	0.340	Riverview	10.69	10.68
402-580-15	428 W AUDUBON DR	0.328	Riverview	10.69	10.68
402-580-16	455 W HAGLER AVE	0.349	Riverview	10.69	10.68
402-580-17	467 W HAGLER AVE	0.403	Riverview	10.69	10.68
402-580-18	475 W HAGLER AVE	0.447	Riverview	10.69	10.68
402-580-19	480 W HAGLER AVE	0.385	Riverview	10.69	10.68
402-580-20	474 W HAGLER AVE	0.309	Riverview	10.69	10.68
402-580-21	462 W HAGLER AVE	0.290	Riverview	10.69	10.68
402-580-22	481 W BLUFF AVE	0.287	Riverview	10.69	10.68
402-580-23	493 W BLUFF AVE	0.379	Riverview	10.69	10.68
402-580-24	499 W BLUFF AVE	0.371	Riverview	10.69	10.68
402-580-25-S	498 W BLUFF AVE	0.491	Riverview	10.69	10.68
402-580-26-S	490 W BLUFF AVE	0.418	Riverview	10.69	10.68
402-580-27-S	480 W BLUFF AVE	0.466	Riverview	10.69	10.68
402-580-28-S	470 W BLUFF AVE	0.487	Riverview	10.69	10.68
402-580-29-S	460 W BLUFF AVE	0.504	Riverview	10.69	10.68
402-580-30-S	450 W BLUFF AVE	0.601	Riverview	10.69	10.68
402-580-31-S	440 W BLUFF AVE	0.407	Riverview	10.69	10.68
402-591-01	296 W BLUFF AVE	0.742	Riverview	10.69	10.68
402-591-02	304 W BLUFF AVE	0.633	Riverview	10.69	10.68
402-591-03	310 W BLUFF AVE	0.523	Riverview	10.69	10.68
402-591-07	318 W BLUFF AVE	0.509	Riverview	10.69	10.68
402-592-01	291 W BLUFF AVE	0.358	Riverview	10.69	10.68
402-592-02	297 W BLUFF AVE	0.327	Riverview	10.69	10.68
402-592-03	301 W BLUFF AVE	0.311	Riverview	10.69	10.68
402-592-04	303 W BLUFF AVE	0.280	Riverview	10.69	10.68
402-592-05	288 W CANADIAN AVE	0.289	Riverview	10.69	10.68
402-592-06	280 W CANADIAN AVE	0.275	Riverview	10.69	10.68
402-592-07	8703 N DEL MAR AVE	0.275	Riverview	10.69	10.68
402-592-08	8713 N DEL MAR AVE	0.358	Riverview	10.69	10.68
402-592-09	8723 N DEL MAR AVE	0.378	Riverview	10.69	10.68
402-592-10	8733 N DEL MAR AVE	0.277	Riverview	10.69	10.68
402-592-11	8753 N GLENN AVE	0.298	Riverview	10.69	10.68
402-592-12	8761 N GLENN AVE	0.316	Riverview	10.69	10.68
402-593-01	NO SITUS AVAILABLE	2.430	Riverview	10.69	10.68
402-601-01	258 W BLUFF AVE	0.606	Riverview	10.69	10.68
402-601-02	266 W BLUFF AVE	0.743	Riverview	10.69	10.68
402-601-03	272 W BLUFF AVE	0.606	Riverview	10.69	10.68
402-601-04	276 W BLUFF AVE	0.611	Riverview	10.69	10.68
402-601-05	280 W BLUFF AVE	0.625	Riverview	10.69	10.68
402-601-06	284 W BLUFF AVE	0.652	Riverview	10.69	10.68
402-601-07	290 W BLUFF AVE	0.787	Riverview	10.69	10.68
402-602-01	259 W BLUFF AVE	0.344	Riverview	10.69	10.68

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402-602-02	267 W BLUFF AVE	0.341	Riverview	10.69	10.68
402-602-03	273 W BLUFF AVE	0.344	Riverview	10.69	10.68
402-602-04	277 W BLUFF AVE	0.347	Riverview	10.69	10.68
402-602-05	281 W BLUFF AVE	0.346	Riverview	10.69	10.68
402-602-06	285 W BLUFF AVE	0.355	Riverview	10.69	10.68
402-602-07	8773 N GLENN AVE	0.328	Riverview	10.69	10.68
402-602-08	8774 N GLENN AVE	0.385	Riverview	10.69	10.68
402-602-09	8762 N GLENN AVE	0.303	Riverview	10.69	10.68
402-602-10	8754 N GLENN AVE	0.280	Riverview	10.69	10.68
402-602-11	8797 N DEL MAR	0.272	Riverview	10.69	10.68
402-602-12	223 W HUBERT CT	0.274	Riverview	10.69	10.68
402-602-13	235 W HUBERT CT	0.272	Riverview	10.69	10.68
402-602-14	243 W HUBERT CT	0.340	Riverview	10.69	10.68
402-602-15	251 W HUBERT CT	0.290	Riverview	10.69	10.68
402-602-16	250 W HUBERT CT	0.327	Riverview	10.69	10.68
402-602-19	218 W HUBERT CT	0.291	Riverview	10.69	10.68
402-602-20	206 W HUBERT CT	0.301	Riverview	10.69	10.68
402-602-21	183 W RIVERRIDGE AVE	0.352	Riverview	10.69	10.68
402-602-22	195 W RIVERRIDGE AVE	0.304	Riverview	10.69	10.68
402-602-23	209 W RIVERRIDGE AVE	0.292	Riverview	10.69	10.68
402-602-24	221 W RIVERRIDGE AVE	0.300	Riverview	10.69	10.68
402-602-25	233 W RIVERRIDGE AVE	0.300	Riverview	10.69	10.68
402-602-26	242 W HUBERT CT	0.300	Riverview	10.69	10.68
402-602-28	230 W HUBERT CT	0.260	Riverview	10.69	10.68
402-603-01	253 W BLUFF AVE	0.341	Riverview	10.69	10.68
402-603-02	228 W RIVERRIDGE AVE	0.308	Riverview	10.69	10.68
402-604-01	267 W RIDGEPOINT DR	0.248	Riverview	10.69	10.68
402-604-02	259 W RIDGEPOINT DR	0.245	Riverview	10.69	10.68
402-610-01	201 W BRIER CIR	0.216	Riverview	10.69	10.68
402-610-02	203 W BRIER CIR	0.214	Riverview	10.69	10.68
402-610-03	205 W BRIER CIR	0.211	Riverview	10.69	10.68
402-610-04	207 W BRIER CIR	0.177	Riverview	10.69	10.68
402-610-05	209 W BRIER CIR	0.189	Riverview	10.69	10.68
402-610-06	211 W BRIER CIR	0.189	Riverview	10.69	10.68
402-610-07	213 W BRIER CIR	0.189	Riverview	10.69	10.68
402-610-08	215 W BRIER CIR	0.189	Riverview	10.69	10.68
402-610-09	217 W BRIER CIR	0.189	Riverview	10.69	10.68
402-610-10	219 W BRIER CIR	0.247	Riverview	10.69	10.68
402-610-11	8731 N GLENN AVE	0.200	Riverview	10.69	10.68
402-610-12	8715 N GLENN AVE	0.190	Riverview	10.69	10.68
402-610-13	221 W BRIER CIR	0.192	Riverview	10.69	10.68
402-610-14	223 W BRIER CIR	0.194	Riverview	10.69	10.68
402-610-15	225 W BRIER CIR	0.202	Riverview	10.69	10.68
402-610-16	227 W BRIER CIR	0.191	Riverview	10.69	10.68
402-610-17	229 W BRIER CIR	0.202	Riverview	10.69	10.68
402-610-18	231 W BRIER CIR	0.238	Riverview	10.69	10.68
402-610-19	233 W BRIER CIR	0.221	Riverview	10.69	10.68
402-610-20	235 W BRIER CIR	0.191	Riverview	10.69	10.68
402-610-21	237 W BRIER CIR	0.192	Riverview	10.69	10.68
402-610-22	239 W BRIER CIR	0.192	Riverview	10.69	10.68
402-610-23	241 W BRIER CIR	0.218	Riverview	10.69	10.68
402-610-24	243 W BRIER CIR	0.215	Riverview	10.69	10.68
402-610-25	245 W BRIER CIR	0.268	Riverview	10.69	10.68
402-610-28	208 W BRIER CIR	0.210	Riverview	10.69	10.68
402-610-29	212 W BRIER CIR	0.206	Riverview	10.69	10.68
402-610-30	214 W BRIER CIR	0.263	Riverview	10.69	10.68
402-610-31	232 W BRIER CIR	0.220	Riverview	10.69	10.68
402-610-32	236 W BRIER CIR	0.201	Riverview	10.69	10.68
402-610-33	238 W BRIER CIR	0.202	Riverview	10.69	10.68
402-610-35	202 W BRIER CIR	0.273	Riverview	10.69	10.68
402-610-36	204 W BRIER CIR	0.202	Riverview	10.69	10.68
402-621-01	250 W BLUFF AVE	0.486	Riverview	10.69	10.68
402-621-02	242 W BLUFF AVE	0.577	Riverview	10.69	10.68
402-621-03	236 W BLUFF AVE	0.570	Riverview	10.69	10.68
402-621-04	228 W BLUFF AVE	0.646	Riverview	10.69	10.68
402-621-05	220 W BLUFF AVE	0.583	Riverview	10.69	10.68

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402-621-06	216 W BLUFF AVE	0.567	Riverview	10.69	10.68
402-622-01	245 W BLUFF AVE	0.321	Riverview	10.69	10.68
402-622-02	239 W BLUFF AVE	0.313	Riverview	10.69	10.68
402-622-03	231 W BLUFF AVE	0.305	Riverview	10.69	10.68
402-622-04	225 W BLUFF AVE	0.300	Riverview	10.69	10.68
402-622-05	217 W BLUFF AVE	0.292	Riverview	10.69	10.68
402-622-06	215 W BLUFF AVE	0.322	Riverview	10.69	10.68
402-622-07	213 W BLUFF AVE	0.355	Riverview	10.69	10.68
402-622-08	214 W RIDGEPOINT DR	0.352	Riverview	10.69	10.68
402-622-09	218 W RIDGEPOINT DR	0.272	Riverview	10.69	10.68
402-622-10	222 W RIDGEPOINT DR	0.252	Riverview	10.69	10.68
402-622-11	226 W RIDGEPOINT DR	0.252	Riverview	10.69	10.68
402-622-12	234 W RIDGEPOINT DR	0.269	Riverview	10.69	10.68
402-622-13	240 W RIDGEPOINT DR	0.289	Riverview	10.69	10.68
402-622-14	248 W RIDGEPOINT DR	0.301	Riverview	10.69	10.68
402-622-15	260 W RIDGEPOINT DR	0.297	Riverview	10.69	10.68
402-623-01	209 W RIDGEPOINT DR	0.215	Riverview	10.69	10.68
402-623-02	207 W RIDGEPOINT DR	0.258	Riverview	10.69	10.68
402-623-03	111 W PEACE RIVER DR	0.367	Riverview	10.69	10.68
402-623-04	115 W PEACE RIVER DR	0.321	Riverview	10.69	10.68
402-623-05	121 W PEACE RIVER DR	0.268	Riverview	10.69	10.68
402-623-06	127 W PEACE RIVER DR	0.256	Riverview	10.69	10.68
402-624-01	251 W RIDGEPOINT DR	0.241	Riverview	10.69	10.68
402-624-02	243 W RIDGEPOINT DR	0.243	Riverview	10.69	10.68
402-624-03	241 W RIDGEPOINT DR	0.249	Riverview	10.69	10.68
402-624-04	235 W RIDGEPOINT DR	0.266	Riverview	10.69	10.68
402-624-05	227 W RIDGEPOINT DR	0.268	Riverview	10.69	10.68
402-624-06	225 W RIDGEPOINT DR	0.208	Riverview	10.69	10.68
402-624-07	110 W PEACE RIVER DR	0.252	Riverview	10.69	10.68
402-624-08	128 W PEACE RIVER DR	0.247	Riverview	10.69	10.68
402-631-01	214 W BLUFF AVE	0.495	Riverview	10.69	10.68
402-631-02	212 W BLUFF AVE	0.508	Riverview	10.69	10.68
402-631-03	210 W BLUFF AVE	0.512	Riverview	10.69	10.68
402-631-04	208 W BLUFF AVE	0.512	Riverview	10.69	10.68
402-631-05	206 W BLUFF AVE	0.496	Riverview	10.69	10.68
402-631-08	203 W BLUFF AVE	0.390	Riverview	10.69	10.68
402-631-09	205 W BLUFF AVE	0.248	Riverview	10.69	10.68
402-631-10	207 W BLUFF AVE	0.316	Riverview	10.69	10.68
402-631-11	209 W BLUFF AVE	0.316	Riverview	10.69	10.68
402-631-12	9048 N FLETCHER AVE	0.303	Riverview	10.69	10.68
402-631-17	202 W RIDGEPOINT DR	0.367	Riverview	10.69	10.68
402-631-18	201 W RIDGEPOINT DR	0.330	Riverview	10.69	10.68
402-631-19	203 W RIDGEPOINT DR	0.367	Riverview	10.69	10.68
402-631-20	205 W RIDGEPOINT DR	0.223	Riverview	10.69	10.68
402-631-21	202 W BLUFF AVE	0.642	Riverview	10.69	10.68
402-631-22	204 W BLUFF AVE	0.601	Riverview	10.69	10.68
402-640-01	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-02	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-03	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-04	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-05	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-06	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-07	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-08	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-09	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-10	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-11	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-12	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-13	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-14	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-15	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-16	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-17	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-18	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-19	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-20	8680 N GLENN AVE		Riverview	10.69	10.68

City of Fresno
Landscaping and Lighting Maintenance Dist #1
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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
402-640-21	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-22	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-23	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-24	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-25	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-26	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-27	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-28	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-29	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-30	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-31	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-32	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-33	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-34	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-35	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-36	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-37	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-38	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-39	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-40	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-41	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-42	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-43	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-44	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-45	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-46	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-47	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-48	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-49	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-50	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-51	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-52	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-53	8680 N GLENN AVE		Riverview	10.69	10.68
402-640-54	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-01	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-02	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-03	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-04	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-05	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-06	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-07	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-08	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-09	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-10	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-11	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-12	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-13	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-14	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-15	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-16	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-17	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-18	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-19	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-20	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-21	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-22	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-23	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-24	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-25	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-26	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-27	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-28	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-29	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-30	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-31	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-32	8680 N GLENN AVE		Riverview	10.69	10.68

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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
402-650-33	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-34	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-35	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-36	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-37	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-38	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-39	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-40	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-41	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-42	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-43	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-44	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-45	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-46	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-47	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-48	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-49	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-50	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-51	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-52	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-53	8680 N GLENN AVE		Riverview	10.69	10.68
402-650-54	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-01	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-02	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-03	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-04	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-05	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-06	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-07	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-08	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-09	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-10	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-11	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-12	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-13	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-14	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-15	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-16	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-17	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-18	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-19	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-20	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-21	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-22	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-23	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-24	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-25	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-26	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-27	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-28	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-29	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-30	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-31	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-32	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-33	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-34	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-35	8680 N GLENN AVE		Riverview	10.69	10.68
402-660-36	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-01	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-02	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-03	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-04	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-05	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-06	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-07	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-08	8680 N GLENN AVE		Riverview	10.69	10.68

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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
402-670-09	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-10	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-11	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-12	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-13	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-14	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-15	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-16	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-17	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-18	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-19	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-20	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-21	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-22	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-23	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-24	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-25	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-26	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-27	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-28	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-29	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-30	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-31	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-32	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-33	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-34	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-35	8680 N GLENN AVE		Riverview	10.69	10.68
402-670-36	8680 N GLENN AVE		Riverview	10.69	10.68
402-691-01	202 W RIVERRIDGE AVE	0.248	Riverview	10.69	10.68
402-691-02	166 W PEACE RIVER DR	0.242	Riverview	10.69	10.68
402-691-03	160 W PEACE RIVER DR	0.245	Riverview	10.69	10.68
402-691-04	152 W PEACE RIVER DR	0.233	Riverview	10.69	10.68
402-691-05	144 W PEACE RIVER DR	0.232	Riverview	10.69	10.68
402-691-06	136 W PEACE RIVER DR	0.268	Riverview	10.69	10.68
402-692-01	133 W PEACE RIVER DR	0.261	Riverview	10.69	10.68
402-692-02	139 W PEACE RIVER DR	0.247	Riverview	10.69	10.68
402-692-03	145 W PEACE RIVER DR	0.207	Riverview	10.69	10.68
402-692-04	151 W PEACE RIVER DR	0.202	Riverview	10.69	10.68
402-692-05	157 W PEACE RIVER DR	0.214	Riverview	10.69	10.68
402-692-06	163 W PEACE RIVER DR	0.219	Riverview	10.69	10.68
402-692-07	169 W PEACE RIVER DR	0.224	Riverview	10.69	10.68
402-692-08	175 W PEACE RIVER DR	0.214	Riverview	10.69	10.68
402-692-09	8848 N DEL MAR AVE	0.063	Riverview	10.69	10.68
402-692-10	8852 N DEL MAR AVE	0.070	Riverview	10.69	10.68
402-692-11	8856 N DEL MAR AVE	0.072	Riverview	10.69	10.68
402-692-12	8860 N DEL MAR AVE	0.073	Riverview	10.69	10.68
402-692-13	8864 N DEL MAR AVE	0.073	Riverview	10.69	10.68
402-692-14	8868 N DEL MAR AVE	0.067	Riverview	10.69	10.68
402-692-15	8872 N DEL MAR AVE	0.075	Riverview	10.69	10.68
402-692-16	8876 N DEL MAR AVE	0.071	Riverview	10.69	10.68
402-692-17	8880 N DEL MAR AVE	0.054	Riverview	10.69	10.68
402-692-18	8884 N DEL MAR AVE	0.046	Riverview	10.69	10.68
402-692-19	8888 N DEL MAR AVE	0.047	Riverview	10.69	10.68
402-692-20	8844 N DEL MAR AVE	0.059	Riverview	10.69	10.68
402-692-21	8840 N DEL MAR AVE	0.056	Riverview	10.69	10.68
402-692-22	8836 N DEL MAR AVE	0.059	Riverview	10.69	10.68
402-701-01	326 W RIVER CT	0.504	Riverview	10.69	10.68
402-701-02	334 W RIVER CT	0.486	Riverview	10.69	10.68
402-701-03	342 W RIVER CT	0.859	Riverview	10.69	10.68
402-701-04	341 W RIVER CT	0.664	Riverview	10.69	10.68
402-701-05	333 W RIVER CT	0.347	Riverview	10.69	10.68
402-701-06	325 W RIVER CT	0.337	Riverview	10.69	10.68
402-701-07	328 W EAGLE CT	0.307	Riverview	10.69	10.68
402-701-08	336 W EAGLE CT	0.252	Riverview	10.69	10.68
402-701-09	344 W EAGLE CT	0.367	Riverview	10.69	10.68
402-701-10	343 W EAGLE CT	0.206	Riverview	10.69	10.68

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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
402-701-11	339 W EAGLE CT	0.229	Riverview	10.69	10.68
402-701-12	331 W EAGLE CT	0.227	Riverview	10.69	10.68
402-731-01	994 E OMAHA AVE	0.173	4594	96.20	96.20
402-731-02	990 E OMAHA AVE	0.139	4594	96.20	96.20
402-731-03	986 E OMAHA AVE	0.139	4594	96.20	96.20
402-731-04	982 E OMAHA AVE	0.137	4594	96.20	96.20
402-731-05	976 E OMAHA AVE	0.137	4594	96.20	96.20
402-731-06	964 E OMAHA AVE	0.137	4594	96.20	96.20
402-731-07	960 E OMAHA AVE	0.172	4594	96.20	96.20
402-731-08	958 E OMAHA AVE	0.165	4594	96.20	96.20
402-731-09	956 E OMAHA AVE	0.214	4594	96.20	96.20
402-731-10	955 E OMAHA AVE	0.227	4594	96.20	96.20
402-731-11	957 E OMAHA AVE	0.175	4594	96.20	96.20
402-731-12	963 E OMAHA AVE	0.195	4594	96.20	96.20
402-731-13	960 E NILES AVE	0.147	4594	96.20	96.20
402-731-14	956 E NILES AVE	0.172	4594	96.20	96.20
402-731-15	8199 N SIXTH	0.192	4594	96.20	96.20
402-731-16	8193 N SIXTH	0.176	4594	96.20	96.20
402-731-17	8185 N SIXTH	0.150	4594	96.20	96.20
402-731-18	8171 N SIXTH	0.140	4594	96.20	96.20
402-731-19	8165 N SIXTH	0.140	4594	96.20	96.20
402-731-20	8153 N SIXTH	0.140	4594	96.20	96.20
402-732-01	993 E OMAHA AVE	0.181	4594	96.20	96.20
402-732-02	989 E OMAHA AVE	0.142	4594	96.20	96.20
402-732-03	985 E OMAHA AVE	0.142	4594	96.20	96.20
402-732-04	981 E OMAHA AVE	0.142	4594	96.20	96.20
402-732-05	975 E OMAHA AVE	0.149	4594	96.20	96.20
402-732-06	978 E NILES AVE	0.149	4594	96.20	96.20
402-732-07	984 E NILES AVE	0.160	4594	96.20	96.20
402-732-08	990 E NILES AVE	0.183	4594	96.20	96.20
402-732-09	992 E NILES AVE	0.192	4594	96.20	96.20
402-732-10	993 E NILES AVE	0.202	4594	96.20	96.20
402-732-11	991 E NILES AVE	0.227	4594	96.20	96.20
402-732-12	989 E NILES AVE	0.387	4594	96.20	96.20
402-732-13	983 E NILES AVE	0.137	4594	96.20	96.20
402-732-14	977 E NILES AVE	0.137	4594	96.20	96.20
402-732-15	969 E NILES AVE	0.137	4594	96.20	96.20
402-732-16	963 E NILES AVE	0.149	4594	96.20	96.20
402-732-17	962 E MUNCIE AVE	0.160	4594	96.20	96.20
402-732-18	968 E MUNCIE AVE	0.149	4594	96.20	96.20
402-732-19	980 E MUNCIE AVE	0.149	4594	96.20	96.20
402-732-20	984 E MUNCIE AVE	0.149	4594	96.20	96.20
402-732-21	988 E MUNCIE AVE	0.149	4594	96.20	96.20
402-732-22	992 E MUNCIE AVE	0.149	4594	96.20	96.20
402-732-23	996 E MUNCIE AVE	0.174	4594	96.20	96.20
402-741-01	995 E MUNCIE AVE	0.174	4594	96.20	96.20
402-741-02	991 E MUNCIE AVE	0.149	4594	96.20	96.20
402-741-03	987 E MUNCIE AVE	0.149	4594	96.20	96.20
402-741-04	983 E MUNCIE AVE	0.149	4594	96.20	96.20
402-741-05	979 E MUNCIE AVE	0.149	4594	96.20	96.20
402-741-06	967 E MUNCIE AVE	0.149	4594	96.20	96.20
402-741-07	961 E MUNCIE AVE	0.160	4594	96.20	96.20
402-741-08	960 E LEXINGTON AVE	0.149	4594	96.20	96.20
402-741-09	974 E LEXINGTON AVE	0.137	4594	96.20	96.20
402-741-10	978 E LEXINGTON AVE	0.137	4594	96.20	96.20
402-741-11	982 E LEXINGTON AVE	0.137	4594	96.20	96.20
402-741-12	986 E LEXINGTON AVE	0.165	4594	96.20	96.20
402-741-13	988 E LEXINGTON AVE	0.176	4594	96.20	96.20
402-741-14	990 E LEXINGTON AVE	0.252	4594	96.20	96.20
402-741-15	987 E LEXINGTON AVE	0.275	4594	96.20	96.20
402-741-16	985 E LEXINGTON AVE	0.165	4594	96.20	96.20
402-741-17	981 E LEXINGTON AVE	0.137	4594	96.20	96.20
402-741-18	977 E LEXINGTON AVE	0.137	4594	96.20	96.20
402-741-19	973 E LEXINGTON AVE	0.137	4594	96.20	96.20
402-741-20	959 E LEXINGTON AVE	0.149	4594	96.20	96.20
402-741-21	964 E KENOSHA AVE	0.149	4594	96.20	96.20

Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
402-741-22	978 E KENOSHA AVE	0.137	4594	96.20	96.20
402-741-23	982 E KENOSHA AVE	0.137	4594	96.20	96.20
402-741-24	986 E KENOSHA AVE	0.137	4594	96.20	96.20
402-741-25	990 E KENOSHA AVE	0.163	4594	96.20	96.20
402-741-26	992 E KENOSHA AVE	0.238	4594	96.20	96.20
402-741-27	994 E KENOSHA AVE	0.252	4594	96.20	96.20
402-741-28	995 E KENOSHA AVE	0.258	4594	96.20	96.20
402-741-29	991 E KENOSHA AVE	0.254	4594	96.20	96.20
402-741-30	987 E KENOSHA AVE	0.172	4594	96.20	96.20
402-741-31	983 E KENOSHA AVE	0.170	4594	96.20	96.20
402-741-32	979 E KENOSHA AVE	0.169	4594	96.20	96.20
402-741-33	963 E KENOSHA AVE	0.162	4594	96.20	96.20
402-742-01	8001 N SIXTH	0.201	4594	96.20	96.20
402-742-02	8019 N SIXTH	0.140	4594	96.20	96.20
402-742-03	8027 N SIXTH	0.140	4594	96.20	96.20
402-742-04	8045 N SIXTH	0.140	4594	96.20	96.20
402-742-05	8063 N SIXTH	0.140	4594	96.20	96.20
402-742-06	8081 N SIXTH	0.140	4594	96.20	96.20
402-742-07	8097 N SIXTH	0.140	4594	96.20	96.20
402-742-08	8113 N SIXTH	0.140	4594	96.20	96.20
402-742-09	8121 N SIXTH	0.140	4594	96.20	96.20
402-742-10	8139 N SIXTH	0.140	4594	96.20	96.20
403-030-14	8879 N HAYSTON AVE	0.151	4034	27.90	27.90
403-030-15	8867 N HAYSTON AVE	0.151	4034	27.90	27.90
403-030-16	1776 E EVERGLADE AVE	0.169	4034	27.90	27.90
403-030-17	1786 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-030-18	1796 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-030-19	1806 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-030-20	1818 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-030-21	1828 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-030-22	1838 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-030-23	1848 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-030-24	1858 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-030-25	1868 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-030-26	1880 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-030-27	1890 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-030-28	1908 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-030-29	1918 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-030-30	1928 E EVERGLADE AVE	0.169	4034	27.90	27.90
403-030-31	8860 N MERIDIAN AVE	0.166	4034	27.90	27.90
403-030-32	8870 N MERIDIAN AVE	0.160	4034	27.90	27.90
403-030-33	8878 N MERIDIAN AVE	0.159	4034	27.90	27.90
403-030-34	8888 N MERIDIAN AVE	0.159	4034	27.90	27.90
403-030-35	8896 N MERIDIAN AVE	0.157	4034	27.90	27.90
403-030-36	1927 E SERENA AVE	0.169	4034	27.90	27.90
403-030-37	1917 E SERENA AVE	0.148	4034	27.90	27.90
403-030-38	1907 E SERENA AVE	0.148	4034	27.90	27.90
403-030-39	1889 E SERENA AVE	0.148	4034	27.90	27.90
403-030-40	1879 E SERENA AVE	0.148	4034	27.90	27.90
403-030-41	1869 E SERENA AVE	0.148	4034	27.90	27.90
403-030-42	1859 E SERENA AVE	0.148	4034	27.90	27.90
403-030-43	1849 E SERENA AVE	0.148	4034	27.90	27.90
403-030-44	1839 E SERENA AVE	0.148	4034	27.90	27.90
403-030-45	1829 E SERENA AVE	0.148	4034	27.90	27.90
403-030-46	1819 E SERENA AVE	0.148	4034	27.90	27.90
403-030-47	1809 E SERENA AVE	0.148	4034	27.90	27.90
403-030-48	1797 E SERENA AVE	0.148	4034	27.90	27.90
403-030-49	1787 E SERENA AVE	0.148	4034	27.90	27.90
403-030-50	1777 E SERENA AVE	0.169	4034	27.90	27.90
403-060-56	8144 N MILLBROOK AVE	1.530	4159	509.80	509.80
403-081-01	1016 E QUINCY AVE	0.183	3351	73.39	73.38
403-081-02	1030 E QUINCY AVE	0.183	3351	73.39	73.38
403-081-03	1044 E QUINCY AVE	0.160	3351	73.39	73.38
403-081-04	1058 E QUINCY AVE	0.183	3351	73.39	73.38
403-081-05	1072 E QUINCY AVE	0.160	3351	73.39	73.38
403-081-06	1086 E QUINCY AVE	0.160	3351	73.39	73.38

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403-081-07	1098 E QUINCY AVE	0.172	3351	73.39	73.38
403-081-28	1091 E PORTLAND AVE	0.149	3351	73.39	73.38
403-081-29	1079 E PORTLAND AVE	0.149	3351	73.39	73.38
403-081-30	1067 E PORTLAND AVE	0.183	3351	73.39	73.38
403-081-31	1053 E PORTLAND AVE	0.160	3351	73.39	73.38
403-081-32	1041 E PORTLAND AVE	0.149	3351	73.39	73.38
403-081-33	1029 E PORTLAND AVE	0.183	3351	73.39	73.38
403-081-34	1015 E PORTLAND AVE	0.195	3351	73.39	73.38
403-081-41	1109 E PORTLAND AVE	0.160	3351	73.39	73.38
403-082-01	8295 N SEVENTH	0.227	3351	73.39	73.38
403-082-02	8283 N SEVENTH	0.198	3351	73.39	73.38
403-082-03	8271 N SEVENTH	0.211	3351	73.39	73.38
403-082-04	8259 N SEVENTH	0.211	3351	73.39	73.38
403-082-05	8247 N SEVENTH	0.232	3351	73.39	73.38
403-083-01	1097 E QUINCY AVE	0.149	3351	73.39	73.38
403-083-02	1085 E QUINCY AVE	0.160	3351	73.39	73.38
403-083-03	1073 E QUINCY AVE	0.183	3351	73.39	73.38
403-083-04	1059 E QUINCY AVE	0.149	3351	73.39	73.38
403-083-05	1047 E QUINCY AVE	0.149	3351	73.39	73.38
403-083-06	8280 N SEVENTH	0.192	3351	73.39	73.38
403-083-07	8268 N SEVENTH	0.173	3351	73.39	73.38
403-083-08	8256 N SEVENTH	0.192	3351	73.39	73.38
403-083-09	8244 N SEVENTH	0.180	3351	73.39	73.38
403-083-10	8243 N EIGHTH	0.209	3351	73.39	73.38
403-083-11	8255 N EIGHTH	0.220	3351	73.39	73.38
403-083-12	8267 N EIGHTH	0.181	3351	73.39	73.38
403-083-13	8279 N EIGHTH	0.229	3351	73.39	73.38
403-083-14	8278 N EIGHTH	0.200	3351	73.39	73.38
403-083-15	8266 N EIGHTH	0.207	3351	73.39	73.38
403-083-16	8254 N EIGHTH	0.198	3351	73.39	73.38
403-083-17	8242 N EIGHTH	0.239	3351	73.39	73.38
403-091-01	1126 E SALEM AVE	0.179	3817	55.80	55.80
403-091-02	1138 E SALEM AVE	0.159	3817	55.80	55.80
403-091-03	1150 E SALEM AVE	0.174	3817	55.80	55.80
403-091-04	1162 E SALEM AVE	0.179	3817	55.80	55.80
403-091-05	1174 E SALEM AVE	0.179	3817	55.80	55.80
403-091-06	1186 E SALEM AVE	0.165	3817	55.80	55.80
403-091-07	1198 E SALEM AVE	0.146	3817	55.80	55.80
403-091-08	1204 E SALEM AVE	0.156	3817	55.80	55.80
403-092-01	1125 E SALEM AVE	0.155	3817	55.80	55.80
403-092-02	1137 E SALEM AVE	0.148	3817	55.80	55.80
403-092-03	1149 E SALEM AVE	0.150	3817	55.80	55.80
403-092-04	1161 E SALEM AVE	0.148	3817	55.80	55.80
403-092-05	1173 E SALEM AVE	0.146	3817	55.80	55.80
403-092-06	1185 E SALEM AVE	0.149	3817	55.80	55.80
403-092-07	1197 E SALEM AVE	0.143	3817	55.80	55.80
403-092-08	1203 E SALEM AVE	0.134	3817	55.80	55.80
403-092-09	1202 E RICHMOND AVE	0.150	3817	55.80	55.80
403-092-10	1196 E RICHMOND AVE	0.134	3817	55.80	55.80
403-092-11	1184 E RICHMOND AVE	0.144	3817	55.80	55.80
403-092-12	1172 E RICHMOND AVE	0.147	3817	55.80	55.80
403-092-13	1160 E RICHMOND AVE	0.148	3817	55.80	55.80
403-092-14	1148 E RICHMOND AVE	0.150	3817	55.80	55.80
403-092-15	1136 E RICHMOND AVE	0.150	3817	55.80	55.80
403-092-16	1124 E RICHMOND AVE	0.152	3817	55.80	55.80
403-093-01	8473 N EIGHTH	0.160	3817	55.80	55.80
403-093-02	8461 N EIGHTH	0.137	3817	55.80	55.80
403-093-03	8449 N EIGHTH	0.137	3817	55.80	55.80
403-093-04	8437 N EIGHTH	0.137	3817	55.80	55.80
403-093-05	8425 N EIGHTH	0.137	3817	55.80	55.80
403-093-06	8413 N EIGHTH	0.151	3817	55.80	55.80
403-093-07	8401 N EIGHTH	0.172	3817	55.80	55.80
403-093-08	1111 E RICHMOND AVE	0.208	3817	55.80	55.80
403-093-09	1117 E RICHMOND AVE	0.176	3817	55.80	55.80
403-093-10	1123 E RICHMOND AVE	0.161	3817	55.80	55.80
403-093-11	1135 E RICHMOND AVE	0.156	3817	55.80	55.80

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403-093-12	1147 E RICHMOND AVE	0.148	3817	55.80	55.80
403-093-13	1159 E RICHMOND AVE	0.139	3817	55.80	55.80
403-093-14	1171 E RICHMOND AVE	0.148	3817	55.80	55.80
403-093-15	1183 E RICHMOND AVE	0.165	3817	55.80	55.80
403-093-16	1195 E RICHMOND AVE	0.176	3817	55.80	55.80
403-093-17	8387 N NINTH	0.183	3817	55.80	55.80
403-093-18	8386 N NINTH	0.275	3817	55.80	55.80
403-093-19	8390 N NINTH	0.220	3817	55.80	55.80
403-093-20	8398 N NINTH	0.165	3817	55.80	55.80
403-093-21	8406 N NINTH	0.140	3817	55.80	55.80
403-093-22	8418 N NINTH	0.140	3817	55.80	55.80
403-093-23	8430 N NINTH	0.140	3817	55.80	55.80
403-093-24	8442 N NINTH	0.140	3817	55.80	55.80
403-093-25	8454 N NINTH	0.140	3817	55.80	55.80
403-093-26	8466 N NINTH	0.140	3817	55.80	55.80
403-093-27	8478 N NINTH	0.160	3817	55.80	55.80
403-101-01	8818 N MILLBROOK AVE	0.325	3802	13.92	13.92
403-101-02	8802 N MILLBROOK AVE	0.269	3802	13.92	13.92
403-101-03	8786 N MILLBROOK AVE	0.269	3802	13.92	13.92
403-101-04	8770 N MILLBROOK AVE	0.269	3802	13.92	13.92
403-101-07	8739 N SEVENTH	0.264	3802	13.92	13.92
403-101-08	8755 N SEVENTH	0.247	3802	13.92	13.92
403-101-09	8771 N SEVENTH	0.247	3802	13.92	13.92
403-101-10	8787 N SEVENTH	0.247	3802	13.92	13.92
403-101-11	8803 N SEVENTH	0.247	3802	13.92	13.92
403-101-12	8819 N SEVENTH	0.289	3802	13.92	13.92
403-101-13	8754 N MILLBROOK AVE	0.567	3802	27.84	27.84
403-102-01	1080 E KELSO AVE	0.352	3802	13.92	13.92
403-102-02	1090 E KELSO AVE	0.319	3802	13.92	13.92
403-102-03	1102 E KELSO AVE	0.316	3802	13.92	13.92
403-102-04	1112 E KELSO AVE	0.355	3802	13.92	13.92
403-102-05	1140 E KELSO AVE	0.355	3802	13.92	13.92
403-102-06	1152 E KELSO AVE	0.316	3802	13.92	13.92
403-103-01	1073 E KELSO AVE	0.242	3802	13.92	13.92
403-103-02	1089 E KELSO AVE	0.234	3802	13.92	13.92
403-103-03	1105 E KELSO AVE	0.234	3802	13.92	13.92
403-103-04	1121 E KELSO AVE	0.234	3802	13.92	13.92
403-103-05	1137 E KELSO AVE	0.234	3802	13.92	13.92
403-103-06	1153 E KELSO AVE	0.234	3802	13.92	13.92
403-103-07	1154 E COLE AVE	0.234	3802	13.92	13.92
403-103-08	1138 E COLE AVE	0.234	3802	13.92	13.92
403-103-09	1122 E COLE AVE	0.234	3802	13.92	13.92
403-103-10	1106 E COLE AVE	0.234	3802	13.92	13.92
403-103-11	1090 E COLE AVE	0.234	3802	13.92	13.92
403-103-12	1074 E COLE AVE	0.242	3802	13.92	13.92
403-104-01	1075 E COLE AVE	0.250	3802	13.92	13.92
403-104-02	1091 E COLE AVE	0.228	3802	13.92	13.92
403-104-03	1107 E COLE AVE	0.228	3802	13.92	13.92
403-104-04	1123 E COLE AVE	0.228	3802	13.92	13.92
403-104-05	1139 E COLE AVE	0.228	3802	13.92	13.92
403-104-06	1155 E COLE AVE	0.228	3802	13.92	13.92
403-111-01	1158 E KELSO AVE	0.316	3802	13.92	13.92
403-111-02	1172 E KELSO AVE	0.355	3802	13.92	13.92
403-111-03	1198 E KELSO AVE	0.355	3802	13.92	13.92
403-111-04	1210 E KELSO AVE	0.316	3802	13.92	13.92
403-111-05	1216 E KELSO AVE	0.316	3802	13.92	13.92
403-111-06	1230 E KELSO AVE	0.355	3802	13.92	13.92
403-111-07	1254 E KELSO AVE	0.269	3802	13.92	13.92
403-111-08	8831 N SPALDING AVE	0.247	3802	13.92	13.92
403-112-01	8830 N SPALDING AVE	0.234	3802	13.92	13.92
403-112-02	8814 N SPALDING AVE	0.234	3802	13.92	13.92
403-112-03	8798 N SPALDING AVE	0.234	3802	13.92	13.92
403-112-04	8784 N SPALDING AVE	0.234	3802	13.92	13.92
403-112-05	8768 N SPALDING AVE	0.234	3802	13.92	13.92
403-112-06	8754 N SPALDING AVE	0.224	3802	13.92	13.92
403-112-07	8742 N SPALDING AVE	0.289	3802	13.92	13.92

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403-112-08	1277 E COLE AVE	0.303	3802	13.92	13.92
403-112-09	1261 E COLE AVE	0.228	3802	13.92	13.92
403-112-10	1245 E COLE AVE	0.228	3802	13.92	13.92
403-112-11	1229 E COLE AVE	0.228	3802	13.92	13.92
403-112-12	1213 E COLE AVE	0.228	3802	13.92	13.92
403-112-13	1199 E COLE AVE	0.228	3802	13.92	13.92
403-112-14	1187 E COLE AVE	0.228	3802	13.92	13.92
403-112-15	1171 E COLE AVE	0.228	3802	13.92	13.92
403-113-01	1170 E COLE AVE	0.234	3802	13.92	13.92
403-113-02	1186 E COLE AVE	0.234	3802	13.92	13.92
403-113-03	1198 E COLE AVE	0.234	3802	13.92	13.92
403-113-04	1212 E COLE AVE	0.234	3802	13.92	13.92
403-113-05	1228 E COLE AVE	0.234	3802	13.92	13.92
403-113-06	1244 E COLE AVE	0.234	3802	13.92	13.92
403-113-07	1260 E COLE AVE	0.247	3802	13.92	13.92
403-113-08	1259 E KELSO AVE	0.247	3802	13.92	13.92
403-113-09	1243 E KELSO AVE	0.234	3802	13.92	13.92
403-113-10	1227 E KELSO AVE	0.234	3802	13.92	13.92
403-113-11	1211 E KELSO AVE	0.234	3802	13.92	13.92
403-113-12	1197 E KELSO AVE	0.234	3802	13.92	13.92
403-113-13	1185 E KELSO AVE	0.234	3802	13.92	13.92
403-113-14	1169 E KELSO AVE	0.234	3802	13.92	13.92
403-121-01	1504 E UTAH AVE	0.183	3819	95.80	95.80
403-121-02	1514 E UTAH AVE	0.144	3819	95.80	95.80
403-121-03	1524 E UTAH AVE	0.147	3819	95.80	95.80
403-121-04	1534 E UTAH AVE	0.147	3819	95.80	95.80
403-121-05	1544 E UTAH AVE	0.147	3819	95.80	95.80
403-121-06	1554 E UTAH AVE	0.147	3819	95.80	95.80
403-121-07	1564 E UTAH AVE	0.147	3819	95.80	95.80
403-121-08	1574 E UTAH AVE	0.147	3819	95.80	95.80
403-121-09	1584 E UTAH AVE	0.147	3819	95.80	95.80
403-121-10	1594 E UTAH AVE	0.163	3819	95.80	95.80
403-121-11	1604 E UTAH AVE	0.207	3819	95.80	95.80
403-121-12	8582 N ROWELL AVE	0.210	3819	95.80	95.80
403-121-13	8572 N ROWELL AVE	0.167	3819	95.80	95.80
403-121-14	8562 N ROWELL AVE	0.153	3819	95.80	95.80
403-121-15	8552 N ROWELL AVE	0.153	3819	95.80	95.80
403-121-16	8542 N ROWELL AVE	0.151	3819	95.80	95.80
403-121-17	8532 N ROWELL AVE	0.151	3819	95.80	95.80
403-121-18	8522 N ROWELL AVE	0.150	3819	95.80	95.80
403-121-19	8512 N ROWELL AVE	0.262	3819	95.80	95.80
403-121-20	1722 E UTAH AVE	0.173	4125	84.38	84.38
403-121-21	1712 E UTAH AVE	0.173	4125	84.38	84.38
403-121-22	1702 E UTAH AVE	0.173	4125	84.38	84.38
403-121-23	1696 E UTAH AVE	0.173	4125	84.38	84.38
403-121-24	1684 E UTAH AVE	0.173	4125	84.38	84.38
403-121-25	1676 E UTAH AVE	0.202	4125	84.38	84.38
403-121-26	1664 E UTAH AVE	0.268	4125	84.38	84.38
403-121-27	1656 E UTAH AVE	0.252	4125	84.38	84.38
403-121-28	1663 E UTAH AVE	0.268	4125	84.38	84.38
403-121-29	1675 E UTAH AVE	0.183	4125	84.38	84.38
403-121-30	1683 E UTAH AVE	0.179	4125	84.38	84.38
403-121-31	1678 E TRENTON AVE	0.199	4125	84.38	84.38
403-121-32	1668 E TRENTON AVE	0.173	4125	84.38	84.38
403-121-33	1660 E TRENTON AVE	0.238	4125	84.38	84.38
403-121-34	1658 E TRENTON AVE	0.241	4125	84.38	84.38
403-121-35	1659 E TRENTON AVE	0.344	4125	84.38	84.38
403-121-36	1669 E TRENTON AVE	0.218	4125	84.38	84.38
403-121-37	1679 E TRENTON AVE	0.169	4125	84.38	84.38
403-121-38	1689 E TRENTON AVE	0.169	4125	84.38	84.38
403-121-39	1701 E TRENTON AVE	0.163	4125	84.38	84.38
403-121-40	1711 E TRENTON AVE	0.169	4125	84.38	84.38
403-121-41	1721 E TRENTON AVE	0.163	4125	84.38	84.38
403-122-01	8564 N ARCHIE AVE	0.159	3819	95.80	95.80
403-122-02	8554 N ARCHIE AVE	0.147	3819	95.80	95.80
403-122-03	8544 N ARCHIE AVE	0.147	3819	95.80	95.80

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403-122-04	8534 N ARCHIE AVE	0.147	3819	95.80	95.80
403-122-05	8524 N ARCHIE AVE	0.156	3819	95.80	95.80
403-122-06	8525 N BOYD AVE	0.156	3819	95.80	95.80
403-122-07	8535 N BOYD AVE	0.147	3819	95.80	95.80
403-122-08	8545 N BOYD AVE	0.147	3819	95.80	95.80
403-122-09	8555 N BOYD AVE	0.147	3819	95.80	95.80
403-122-10	8565 N BOYD AVE	0.155	3819	95.80	95.80
403-123-01	8566 N BOYD AVE	0.155	3819	95.80	95.80
403-123-02	8556 N BOYD AVE	0.147	3819	95.80	95.80
403-123-03	8546 N BOYD AVE	0.147	3819	95.80	95.80
403-123-04	8536 N BOYD AVE	0.147	3819	95.80	95.80
403-123-05	8526 N BOYD AVE	0.155	3819	95.80	95.80
403-123-06	8521 N ROWELL AVE	0.155	3819	95.80	95.80
403-123-07	8531 N ROWELL AVE	0.147	3819	95.80	95.80
403-123-08	8541 N ROWELL AVE	0.147	3819	95.80	95.80
403-123-09	8551 N ROWELL AVE	0.147	3819	95.80	95.80
403-123-10	8561 N ROWELL AVE	0.155	3819	95.80	95.80
403-124-01	1597 E TRENTON AVE	0.150	3819	95.80	95.80
403-124-02	1587 E TRENTON AVE	0.152	3819	95.80	95.80
403-124-03	1577 E TRENTON AVE	0.152	3819	95.80	95.80
403-124-04	1567 E TRENTON AVE	0.152	3819	95.80	95.80
403-124-05	1557 E TRENTON AVE	0.152	3819	95.80	95.80
403-124-06	1547 E TRENTON AVE	0.147	3819	95.80	95.80
403-124-07	1537 E TRENTON AVE	0.152	3819	95.80	95.80
403-124-08	1527 E TRENTON AVE	0.151	3819	95.80	95.80
403-124-09	1517 E TRENTON AVE	0.160	3819	95.80	95.80
403-124-10	8513 N ARCHIE AVE	0.207	3819	95.80	95.80
403-124-11	8523 N ARCHIE AVE	0.163	3819	95.80	95.80
403-124-12	8533 N ARCHIE AVE	0.163	3819	95.80	95.80
403-124-13	8543 N ARCHIE AVE	0.163	3819	95.80	95.80
403-124-14	8553 N ARCHIE AVE	0.163	3819	95.80	95.80
403-124-15	8563 N ARCHIE AVE	0.164	3819	95.80	95.80
403-125-01	8526 N CHANCE AVE	0.169	4125	84.38	84.38
403-125-02	8538 N CHANCE AVE	0.176	4125	84.38	84.38
403-125-03	8550 N CHANCE AVE	0.176	4125	84.38	84.38
403-125-04	8562 N CHANCE AVE	0.169	4125	84.38	84.38
403-125-05	8563 N BARTON AVE	0.169	4125	84.38	84.38
403-125-06	8551 N BARTON AVE	0.176	4125	84.38	84.38
403-125-07	8539 N BARTON AVE	0.176	4125	84.38	84.38
403-125-08	8527 N BARTON AVE	0.169	4125	84.38	84.38
403-151-01	8353 N ARCHIE AVE	0.258	3274	39.47	39.46
403-151-02	8339 N ARCHIE AVE	0.229	3274	39.47	39.46
403-151-03	8325 N ARCHIE AVE	0.229	3274	39.47	39.46
403-151-04	8311 N ARCHIE AVE	0.229	3274	39.47	39.46
403-151-05	8297 N ARCHIE AVE	0.229	3274	39.47	39.46
403-151-06	8283 N ARCHIE AVE	0.229	3274	39.47	39.46
403-151-07	8269 N ARCHIE AVE	0.229	3274	39.47	39.46
403-151-08	8259 N ARCHIE AVE	0.229	3274	39.47	39.46
403-152-01	1527 E PORTLAND AVE	0.257	3274	39.47	39.46
403-152-02	1541 E PORTLAND AVE	0.220	3274	39.47	39.46
403-152-03	1555 E PORTLAND AVE	0.220	3274	39.47	39.46
403-152-04	1569 E PORTLAND AVE	0.220	3274	39.47	39.46
403-152-05	1583 E PORTLAND AVE	0.217	3274	39.47	39.46
403-152-06	1601 E PORTLAND AVE	0.220	3274	39.47	39.46
403-152-07	1615 E PORTLAND AVE	0.220	3274	39.47	39.46
403-152-08	1629 E PORTLAND AVE	0.220	3274	39.47	39.46
403-152-09	1643 E PORTLAND AVE	0.220	3274	39.47	39.46
403-152-10	1657 E PORTLAND AVE	0.220	3274	39.47	39.46
403-152-11	1671 E PORTLAND AVE	0.252	3274	39.47	39.46
403-152-12	1676 E OMAHA AVE	0.250	3274	39.47	39.46
403-152-13	1664 E OMAHA AVE	0.199	3274	39.47	39.46
403-152-14	1652 E OMAHA AVE	0.199	3274	39.47	39.46
403-152-15	1638 E OMAHA AVE	0.199	3274	39.47	39.46
403-152-16	1624 E OMAHA AVE	0.199	3274	39.47	39.46
403-152-17	1610 E OMAHA AVE	0.199	3274	39.47	39.46
403-152-18	1596 E OMAHA AVE	0.199	3274	39.47	39.46

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403-152-19	1582 E OMAHA AVE	0.199	3274	39.47	39.46
403-152-20	1568 E OMAHA AVE	0.199	3274	39.47	39.46
403-152-21	1554 E OMAHA AVE	0.199	3274	39.47	39.46
403-152-22	1540 E OMAHA AVE	0.199	3274	39.47	39.46
403-152-23	8254 N ARCHIE AVE	0.223	3274	39.47	39.46
403-153-01	1529 E QUINCY AVE	0.264	3274	39.47	39.46
403-153-02	1545 E QUINCY AVE	0.240	3274	39.47	39.46
403-153-03	1561 E QUINCY AVE	0.240	3274	39.47	39.46
403-153-04	1577 E QUINCY AVE	0.240	3274	39.47	39.46
403-153-05	1593 E QUINCY AVE	0.240	3274	39.47	39.46
403-153-06	1609 E QUINCY AVE	0.240	3274	39.47	39.46
403-153-07	1625 E QUINCY AVE	0.240	3274	39.47	39.46
403-153-08	1641 E QUINCY AVE	0.240	3274	39.47	39.46
403-153-09	1657 E QUINCY AVE	0.240	3274	39.47	39.46
403-153-10	1673 E QUINCY AVE	0.264	3274	39.47	39.46
403-153-11	1672 E PORTLAND AVE	0.264	3274	39.47	39.46
403-153-12	1656 E PORTLAND AVE	0.240	3274	39.47	39.46
403-153-13	1640 E PORTLAND AVE	0.240	3274	39.47	39.46
403-153-14	1624 E PORTLAND AVE	0.240	3274	39.47	39.46
403-153-15	1608 E PORTLAND AVE	0.240	3274	39.47	39.46
403-153-16	1592 E PORTLAND AVE	0.240	3274	39.47	39.46
403-153-17	1576 E PORTLAND AVE	0.240	3274	39.47	39.46
403-153-18	1560 E PORTLAND AVE	0.240	3274	39.47	39.46
403-153-19	1544 E PORTLAND AVE	0.240	3274	39.47	39.46
403-153-20	1528 E PORTLAND AVE	0.264	3274	39.47	39.46
403-154-01	1530 E QUINCY AVE	0.261	3274	39.47	39.46
403-154-02	1546 E QUINCY AVE	0.237	3274	39.47	39.46
403-154-03	1562 E QUINCY AVE	0.237	3274	39.47	39.46
403-154-04	1578 E QUINCY AVE	0.237	3274	39.47	39.46
403-154-05	1594 E QUINCY AVE	0.237	3274	39.47	39.46
403-154-06	1610 E QUINCY AVE	0.237	3274	39.47	39.46
403-154-07	1626 E QUINCY AVE	0.237	3274	39.47	39.46
403-154-08	1642 E QUINCY AVE	0.237	3274	39.47	39.46
403-154-09	1658 E QUINCY AVE	0.237	3274	39.47	39.46
403-154-10	1674 E QUINCY AVE	0.237	3274	39.47	39.46
403-154-11	1690 E QUINCY AVE	0.290	3274	39.47	39.46
403-154-12	8344 N CHANCE AVE	0.277	3274	39.47	39.46
403-154-13	8330 N CHANCE AVE	0.252	3274	39.47	39.46
403-154-14	8316 N CHANCE AVE	0.194	3274	39.47	39.46
403-154-15	8302 N CHANCE AVE	0.194	3274	39.47	39.46
403-154-16	8288 N CHANCE AVE	0.194	3274	39.47	39.46
403-154-17	8274 N CHANCE AVE	0.194	3274	39.47	39.46
403-154-18	8260 N CHANCE AVE	0.194	3274	39.47	39.46
403-154-19	8246 N CHANCE AVE	0.194	3274	39.47	39.46
403-161-01	8135 N YORKTOWN DR	0.546	3818	25.19	25.18
403-161-02	1117 E MUNCIE AVE	0.321	3818	25.19	25.18
403-161-03	1127 E MUNCIE AVE	0.147	3818	25.19	25.18
403-161-04	1139 E MUNCIE AVE	0.171	3818	25.19	25.18
403-161-05	8117 N EIGHTH	0.159	3818	25.19	25.18
403-161-06	8105 N EIGHTH	0.167	3818	25.19	25.18
403-161-07	8093 N EIGHTH	0.137	3818	25.19	25.18
403-161-08	8071 N EIGHTH	0.137	3818	25.19	25.18
403-161-09	8059 N EIGHTH	0.137	3818	25.19	25.18
403-161-10	8047 N EIGHTH	0.137	3818	25.19	25.18
403-161-11	8035 N EIGHTH	0.137	3818	25.19	25.18
403-161-12	8023 N EIGHTH	0.137	3818	25.19	25.18
403-161-13	8011 N EIGHTH	0.195	3818	25.19	25.18
403-162-01	1167 E MUNCIE AVE	0.185	3818	25.19	25.18
403-162-02	1177 E MUNCIE AVE	0.158	3818	25.19	25.18
403-162-03	1187 E MUNCIE AVE	0.137	3818	25.19	25.18
403-162-04	1197 E MUNCIE AVE	0.137	3818	25.19	25.18
403-162-05	1207 E MUNCIE AVE	0.137	3818	25.19	25.18
403-162-06	1217 E MUNCIE AVE	0.137	3818	25.19	25.18
403-162-07	1227 E MUNCIE AVE	0.149	3818	25.19	25.18
403-162-08	1226 E LEXINGTON AVE	0.149	3818	25.19	25.18
403-162-09	1216 E LEXINGTON AVE	0.137	3818	25.19	25.18

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403-162-10	1206 E LEXINGTON AVE	0.135	3818	25.19	25.18
403-162-11	1196 E LEXINGTON AVE	0.137	3818	25.19	25.18
403-162-12	1186 E LEXINGTON AVE	0.135	3818	25.19	25.18
403-162-13	1176 E LEXINGTON AVE	0.135	3818	25.19	25.18
403-162-14	1166 E LEXINGTON AVE	0.137	3818	25.19	25.18
403-162-15	1156 E LEXINGTON AVE	0.139	3818	25.19	25.18
403-163-01	8060 N EIGHTH	0.149	3818	25.19	25.18
403-163-02	1165 E LEXINGTON AVE	0.137	3818	25.19	25.18
403-163-03	1175 E LEXINGTON AVE	0.137	3818	25.19	25.18
403-163-04	1185 E LEXINGTON AVE	0.137	3818	25.19	25.18
403-163-05	1195 E LEXINGTON AVE	0.137	3818	25.19	25.18
403-163-06	1205 E LEXINGTON AVE	0.137	3818	25.19	25.18
403-163-07	1215 E LEXINGTON AVE	0.137	3818	25.19	25.18
403-163-08	1225 E LEXINGTON AVE	0.149	3818	25.19	25.18
403-163-09	8039 N NINTH	0.137	3818	25.19	25.18
403-163-10	1216 E KENOSHA AVE	0.137	3818	25.19	25.18
403-163-11	1206 E KENOSHA AVE	0.133	3818	25.19	25.18
403-163-12	1194 E KENOSHA AVE	0.137	3818	25.19	25.18
403-163-13	1184 E KENOSHA AVE	0.133	3818	25.19	25.18
403-163-14	1174 E KENOSHA AVE	0.133	3818	25.19	25.18
403-163-15	1164 E KENOSHA AVE	0.137	3818	25.19	25.18
403-163-16	1154 E KENOSHA AVE	0.149	3818	25.19	25.18
403-164-01	1153 E KENOSHA AVE	0.179	3818	25.19	25.18
403-164-02	1165 E KENOSHA AVE	0.187	3818	25.19	25.18
403-164-03	1177 E KENOSHA AVE	0.187	3818	25.19	25.18
403-164-04	1189 E KENOSHA AVE	0.187	3818	25.19	25.18
403-164-05	1199 E KENOSHA AVE	0.187	3818	25.19	25.18
403-164-06	1211 E KENOSHA AVE	0.187	3818	25.19	25.18
403-164-07	1223 E KENOSHA AVE	0.187	3818	25.19	25.18
403-171-01	8215 N YORKTOWN DR	0.179	3818	25.19	25.18
403-171-02	8205 N YORKTOWN DR	0.179	3818	25.19	25.18
403-171-03	8195 N YORKTOWN DR	0.179	3818	25.19	25.18
403-171-04	8185 N YORKTOWN DR	0.179	3818	25.19	25.18
403-171-05	8175 N YORKTOWN DR	0.179	3818	25.19	25.18
403-171-06	8165 N YORKTOWN DR	0.180	3818	25.19	25.18
403-171-07	8155 N YORKTOWN DR	0.180	3818	25.19	25.18
403-171-08	8145 N YORKTOWN DR	0.216	3818	25.19	25.18
403-172-01	1185 E OMAHA AVE	0.167	3818	25.19	25.18
403-172-02	1195 E OMAHA AVE	0.165	3818	25.19	25.18
403-172-03	1205 E OMAHA AVE	0.156	3818	25.19	25.18
403-172-04	1215 E OMAHA AVE	0.137	3818	25.19	25.18
403-172-05	1225 E OMAHA AVE	0.149	3818	25.19	25.18
403-172-06	1224 E NILES AVE	0.149	3818	25.19	25.18
403-172-07	1214 E NILES AVE	0.137	3818	25.19	25.18
403-172-08	1204 E NILES AVE	0.137	3818	25.19	25.18
403-172-09	1194 E NILES AVE	0.149	3818	25.19	25.18
403-172-10	1184 E NILES AVE	0.149	3818	25.19	25.18
403-172-11	1172 E NILES AVE	0.167	3818	25.19	25.18
403-173-01	1163 E NILES AVE	0.149	3818	25.19	25.18
403-173-02	1173 E NILES AVE	0.165	3818	25.19	25.18
403-173-03	1183 E NILES AVE	0.180	3818	25.19	25.18
403-173-04	1193 E NILES AVE	0.149	3818	25.19	25.18
403-173-05	1203 E NILES AVE	0.149	3818	25.19	25.18
403-173-06	1213 E NILES AVE	0.149	3818	25.19	25.18
403-173-07	1223 E NILES AVE	0.149	3818	25.19	25.18
403-173-08	1228 E MUNCIE AVE	0.149	3818	25.19	25.18
403-173-09	1218 E MUNCIE AVE	0.137	3818	25.19	25.18
403-173-10	1208 E MUNCIE AVE	0.137	3818	25.19	25.18
403-173-11	1198 E MUNCIE AVE	0.137	3818	25.19	25.18
403-173-12	1188 E MUNCIE AVE	0.137	3818	25.19	25.18
403-173-13	1178 E MUNCIE AVE	0.127	3818	25.19	25.18
403-173-14	1168 E MUNCIE AVE	0.132	3818	25.19	25.18
403-173-15	1156 E MUNCIE AVE	0.130	3818	25.19	25.18
403-173-16	1140 E MUNCIE AVE	0.149	3818	25.19	25.18
403-181-01	8225 N YORKTOWN DR	0.179	3818	25.19	25.18
403-181-02	8233 N YORKTOWN DR	0.193	3818	25.19	25.18

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403-181-03	8241 N YORKTOWN DR	0.179	3818	25.19	25.18
403-181-04	8249 N YORKTOWN DR	0.179	3818	25.19	25.18
403-181-05	8257 N YORKTOWN DR	0.179	3818	25.19	25.18
403-181-06	8265 N YORKTOWN DR	0.179	3818	25.19	25.18
403-181-07	8273 N YORKTOWN DR	0.179	3818	25.19	25.18
403-181-08	8281 N YORKTOWN DR	0.179	3818	25.19	25.18
403-181-09	8289 N YORKTOWN DR	0.215	3818	25.19	25.18
403-181-10	8295 N YORKTOWN DR	0.257	3818	25.19	25.18
403-181-11	8299 N YORKTOWN DR	0.587	3818	25.19	25.18
403-181-12	8280 N YORKTOWN DR	0.261	3818	25.19	25.18
403-181-13	8272 N YORKTOWN DR	0.185	3818	25.19	25.18
403-181-14	8264 N YORKTOWN DR	0.179	3818	25.19	25.18
403-181-15	8256 N YORKTOWN DR	0.137	3818	25.19	25.18
403-181-16	8248 N YORKTOWN DR	0.147	3818	25.19	25.18
403-181-17	8240 N YORKTOWN DR	0.192	3818	25.19	25.18
403-181-18	1220 E OMAHA AVE	0.241	3818	25.19	25.18
403-181-19	1230 E OMAHA AVE	0.215	3818	25.19	25.18
403-291-01	8365 N ARCHIE AVE	0.272	3913	121.42	121.42
403-291-02	8379 N ARCHIE AVE	0.249	3913	121.42	121.42
403-291-03	8393 N ARCHIE AVE	0.249	3913	121.42	121.42
403-291-04	8403 N ARCHIE AVE	0.249	3913	121.42	121.42
403-291-05	8413 N ARCHIE AVE	0.399	3913	121.42	121.42
403-291-06	1516 E SALEM AVE	0.385	3913	121.42	121.42
403-291-07	1530 E SALEM AVE	0.258	3913	121.42	121.42
403-291-08	1544 E SALEM AVE	0.260	3913	121.42	121.42
403-292-01	8418 N BOYD	0.262	3913	121.42	121.42
403-292-02	1596 E SALEM AVE	0.241	3913	121.42	121.42
403-292-03	1614 E SALEM AVE	0.241	3913	121.42	121.42
403-292-04	1626 E SALEM AVE	0.241	3913	121.42	121.42
403-292-05	1640 E SALEM AVE	0.241	3913	121.42	121.42
403-292-06	1656 E SALEM AVE	0.241	3913	121.42	121.42
403-292-07	1672 E SALEM AVE	0.241	3913	121.42	121.42
403-292-08	1694 E SALEM AVE	0.262	3913	121.42	121.42
403-293-01	1529 E SALEM AVE	0.252	3913	121.42	121.42
403-293-02	1545 E SALEM AVE	0.218	3913	121.42	121.42
403-293-03	1561 E SALEM AVE	0.218	3913	121.42	121.42
403-293-04	1577 E SALEM AVE	0.218	3913	121.42	121.42
403-293-05	1595 E SALEM AVE	0.218	3913	121.42	121.42
403-293-06	1613 E SALEM AVE	0.218	3913	121.42	121.42
403-293-07	1625 E SALEM AVE	0.218	3913	121.42	121.42
403-293-08	1641 E SALEM AVE	0.218	3913	121.42	121.42
403-293-09	1657 E SALEM AVE	0.218	3913	121.42	121.42
403-293-10	1673 E SALEM AVE	0.218	3913	121.42	121.42
403-293-11	1693 E SALEM AVE	0.250	3913	121.42	121.42
403-293-12	1692 E RICHMOND AVE	0.250	3913	121.42	121.42
403-293-13	1676 E RICHMOND AVE	0.218	3913	121.42	121.42
403-293-14	1660 E RICHMOND AVE	0.218	3913	121.42	121.42
403-293-15	1644 E RICHMOND AVE	0.218	3913	121.42	121.42
403-293-16	1628 E RICHMOND AVE	0.218	3913	121.42	121.42
403-293-17	1612 E RICHMOND AVE	0.218	3913	121.42	121.42
403-293-18	1596 E RICHMOND AVE	0.218	3913	121.42	121.42
403-293-19	1580 E RICHMOND AVE	0.218	3913	121.42	121.42
403-293-20	1564 E RICHMOND AVE	0.218	3913	121.42	121.42
403-293-21	1548 E RICHMOND AVE	0.218	3913	121.42	121.42
403-293-22	1532 E RICHMOND AVE	0.252	3913	121.42	121.42
403-294-01	1531 E RICHMOND AVE	0.258	3913	121.42	121.42
403-294-02	1547 E RICHMOND AVE	0.215	3913	121.42	121.42
403-294-03	1563 E RICHMOND AVE	0.215	3913	121.42	121.42
403-294-04	1579 E RICHMOND AVE	0.215	3913	121.42	121.42
403-294-05	1595 E RICHMOND AVE	0.215	3913	121.42	121.42
403-294-06	1611 E RICHMOND AVE	0.215	3913	121.42	121.42
403-294-07	1627 E RICHMOND AVE	0.215	3913	121.42	121.42
403-294-08	1643 E RICHMOND AVE	0.215	3913	121.42	121.42
403-294-09	1659 E RICHMOND AVE	0.215	3913	121.42	121.42
403-294-10	1675 E RICHMOND AVE	0.215	3913	121.42	121.42
403-294-11	1691 E RICHMOND AVE	0.215	3913	121.42	121.42

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403-294-12	1701 E RICHMOND AVE	0.344	3913	121.42	121.42
403-294-13	8360 N CHANCE AVE	0.358	3913	121.42	121.42
403-294-14	8374 N CHANCE AVE	0.239	3913	121.42	121.42
403-294-15	8388 N CHANCE AVE	0.217	3913	121.42	121.42
403-294-16	8402 N CHANCE AVE	0.217	3913	121.42	121.42
403-301-01	1843 E OMAHA AVE	0.152	3976	22.24	22.24
403-301-02	1855 E OMAHA AVE	0.152	3976	22.24	22.24
403-301-03	1865 E OMAHA AVE	0.152	3976	22.24	22.24
403-301-04	1877 E OMAHA AVE	0.152	3976	22.24	22.24
403-301-05	1887 E OMAHA AVE	0.152	3976	22.24	22.24
403-301-06	1899 E OMAHA AVE	0.152	3976	22.24	22.24
403-301-07	1909 E OMAHA AVE	0.152	3976	22.24	22.24
403-301-08	1921 E OMAHA AVE	0.152	3976	22.24	22.24
403-301-09	1931 E OMAHA AVE	0.152	3976	22.24	22.24
403-301-10	1943 E OMAHA AVE	0.203	3976	22.24	22.24
403-301-11	1942 E NILES AVE	0.189	3976	22.24	22.24
403-301-12	1930 E NILES AVE	0.141	3976	22.24	22.24
403-301-13	1920 E NILES AVE	0.144	3976	22.24	22.24
403-301-14	1908 E NILES AVE	0.144	3976	22.24	22.24
403-301-15	1898 E NILES AVE	0.144	3976	22.24	22.24
403-301-16	1886 E NILES AVE	0.144	3976	22.24	22.24
403-301-17	1876 E NILES AVE	0.144	3976	22.24	22.24
403-301-18	1864 E NILES AVE	0.144	3976	22.24	22.24
403-301-19	1854 E NILES AVE	0.144	3976	22.24	22.24
403-301-20	1842 E NILES AVE	0.144	3976	22.24	22.24
403-301-37	1835 E OMAHA AVE	0.154	3976	22.24	22.24
403-301-38	1834 E NILES AVE	0.144	3976	22.24	22.24
403-302-01	1841 E NILES AVE	0.144	3976	22.24	22.24
403-302-02	1853 E NILES AVE	0.144	3976	22.24	22.24
403-302-03	1863 E NILES AVE	0.144	3976	22.24	22.24
403-302-04	1875 E NILES AVE	0.144	3976	22.24	22.24
403-302-05	1885 E NILES AVE	0.144	3976	22.24	22.24
403-302-06	1897 E NILES AVE	0.144	3976	22.24	22.24
403-302-07	1907 E NILES AVE	0.144	3976	22.24	22.24
403-302-08	1919 E NILES AVE	0.144	3976	22.24	22.24
403-302-09	1929 E NILES AVE	0.141	3976	22.24	22.24
403-302-10	1941 E NILES AVE	0.189	3976	22.24	22.24
403-302-11	1940 E MUNCIE AVE	0.189	3976	22.24	22.24
403-302-12	1928 E MUNCIE AVE	0.141	3976	22.24	22.24
403-302-13	1918 E MUNCIE AVE	0.144	3976	22.24	22.24
403-302-14	1906 E MUNCIE AVE	0.144	3976	22.24	22.24
403-302-15	1896 E MUNCIE AVE	0.144	3976	22.24	22.24
403-302-16	1884 E MUNCIE AVE	0.144	3976	22.24	22.24
403-302-17	1874 E MUNCIE AVE	0.144	3976	22.24	22.24
403-302-18	1862 E MUNCIE AVE	0.144	3976	22.24	22.24
403-302-19	1852 E MUNCIE AVE	0.144	3976	22.24	22.24
403-302-20	1840 E MUNCIE AVE	0.144	3976	22.24	22.24
403-302-37	1834 E MUNCIE AVE	0.151	3976	22.24	22.24
403-302-38	1833 E NILES AVE	0.149	3976	22.24	22.24
403-303-01	1829 E MUNCIE AVE	0.151	3976	22.24	22.24
403-303-02	1839 E MUNCIE AVE	0.153	3976	22.24	22.24
403-303-03	1851 E MUNCIE AVE	0.153	3976	22.24	22.24
403-303-04	1861 E MUNCIE AVE	0.153	3976	22.24	22.24
403-303-05	1873 E MUNCIE AVE	0.153	3976	22.24	22.24
403-303-06	1883 E MUNCIE AVE	0.153	3976	22.24	22.24
403-303-07	1895 E MUNCIE AVE	0.153	3976	22.24	22.24
403-303-08	1907 E MUNCIE AVE	0.153	3976	22.24	22.24
403-303-09	1919 E MUNCIE AVE	0.153	3976	22.24	22.24
403-303-10	1929 E MUNCIE AVE	0.153	3976	22.24	22.24
403-303-11	1941 E MUNCIE AVE	0.194	3976	22.24	22.24
403-311-01	8353 N JACKSON AVE	0.173	3976	22.24	22.24
403-311-02	8365 N JACKSON AVE	0.149	3976	22.24	22.24
403-311-03	8377 N JACKSON AVE	0.149	3976	22.24	22.24
403-311-04	8389 N JACKSON AVE	0.149	3976	22.24	22.24
403-311-05	8399 N JACKSON AVE	0.149	3976	22.24	22.24
403-311-06	8411 N JACKSON AVE	0.149	3976	22.24	22.24

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403-311-07	8423 N JACKSON AVE	0.149	3976	22.24	22.24
403-311-08	8433 N JACKSON AVE	0.168	3976	22.24	22.24
403-311-09	8441 N JACKSON AVE	0.198	3976	22.24	22.24
403-311-10	1864 E QUINCY AVE	0.183	3976	22.24	22.24
403-311-11	1874 E QUINCY AVE	0.168	3976	22.24	22.24
403-311-12	1884 E QUINCY AVE	0.149	3976	22.24	22.24
403-311-13	1894 E QUINCY AVE	0.149	3976	22.24	22.24
403-311-14	1906 E QUINCY AVE	0.149	3976	22.24	22.24
403-311-15	1916 E QUINCY AVE	0.149	3976	22.24	22.24
403-311-16	1926 E QUINCY AVE	0.146	3976	22.24	22.24
403-311-17	1936 E QUINCY AVE	0.189	3976	22.24	22.24
403-311-41	1757 E QUINCY AVE	0.202	4049	43.25	43.24
403-311-42	1771 E QUINCY AVE	0.176	4049	43.25	43.24
403-311-43	1783 E QUINCY AVE	0.176	4049	43.25	43.24
403-311-44	1797 E QUINCY AVE	0.176	4049	43.25	43.24
403-311-45	1809 E QUINCY AVE	0.189	4049	43.25	43.24
403-311-46	1823 E QUINCY AVE	0.330	4049	43.25	43.24
403-311-47	1836 E QUINCY AVE	0.265	4049	43.25	43.24
403-311-48	1824 E QUINCY AVE	0.238	4049	43.25	43.24
403-311-49	1810 E QUINCY AVE	0.183	4049	43.25	43.24
403-311-50	1798 E QUINCY AVE	0.184	4049	43.25	43.24
403-311-51	1784 E QUINCY AVE	0.176	4049	43.25	43.24
403-311-52	1772 E QUINCY AVE	0.176	4049	43.25	43.24
403-311-53	1756 E QUINCY AVE	0.202	4049	43.25	43.24
403-312-01	1937 E QUINCY AVE	0.191	3976	22.24	22.24
403-312-02	1927 E QUINCY AVE	0.148	3976	22.24	22.24
403-312-03	1917 E QUINCY AVE	0.149	3976	22.24	22.24
403-312-04	1907 E QUINCY AVE	0.149	3976	22.24	22.24
403-312-05	1897 E QUINCY AVE	0.149	3976	22.24	22.24
403-312-06	1887 E QUINCY AVE	0.149	3976	22.24	22.24
403-312-07	1877 E QUINCY AVE	0.163	3976	22.24	22.24
403-312-08	1876 E PORTLAND AVE	0.164	3976	22.24	22.24
403-312-09	1886 E PORTLAND AVE	0.150	3976	22.24	22.24
403-312-10	1896 E PORTLAND AVE	0.150	3976	22.24	22.24
403-312-11	1908 E PORTLAND AVE	0.150	3976	22.24	22.24
403-312-12	1918 E PORTLAND AVE	0.163	3976	22.24	22.24
403-312-13	1928 E PORTLAND AVE	0.206	3976	22.24	22.24
403-312-14	1932 E PORTLAND AVE	0.183	3976	22.24	22.24
403-312-15	1931 E PORTLAND AVE	0.189	3976	22.24	22.24
403-312-16	1925 E PORTLAND AVE	0.206	3976	22.24	22.24
403-312-17	1915 E PORTLAND AVE	0.183	3976	22.24	22.24
403-312-18	1905 E PORTLAND AVE	0.150	3976	22.24	22.24
403-312-19	1895 E PORTLAND AVE	0.151	3976	22.24	22.24
403-312-20	1885 E PORTLAND AVE	0.151	3976	22.24	22.24
403-312-21	1875 E PORTLAND AVE	0.164	3976	22.24	22.24
403-312-22	8354 N JACKSON	0.156	3976	22.24	22.24
403-312-23	1888 E OMAHA AVE	0.149	3976	22.24	22.24
403-312-24	1898 E OMAHA AVE	0.149	3976	22.24	22.24
403-312-25	1904 E OMAHA AVE	0.149	3976	22.24	22.24
403-312-26	1914 E OMAHA AVE	0.149	3976	22.24	22.24
403-312-27	1924 E OMAHA AVE	0.149	3976	22.24	22.24
403-312-28	1934 E OMAHA AVE	0.192	3976	22.24	22.24
403-313-07	8311 N BARTON AVE	0.176	4049	43.25	43.24
403-313-08	8323 N BARTON AVE	0.176	4049	43.25	43.24
403-313-09	8335 N BARTON AVE	0.176	4049	43.25	43.24
403-313-10	8357 N BARTON AVE	0.176	4049	43.25	43.24
403-313-11	8359 N BARTON AVE	0.176	4049	43.25	43.24
403-321-01	1635 E EVERGLADE AVE	0.238	3966	52.45	52.44
403-321-02	1649 E EVERGLADE AVE	0.103	3966	52.45	52.44
403-321-03	1657 E EVERGLADE AVE	0.126	3966	52.45	52.44
403-321-04	1661 E EVERGLADE AVE	0.108	3966	52.45	52.44
403-321-05	1671 E EVERGLADE AVE	0.122	3966	52.45	52.44
403-321-06	1670 E LESTER AVE	0.120	3966	52.45	52.44
403-321-07	1664 E LESTER AVE	0.108	3966	52.45	52.44
403-321-08	1652 E LESTER AVE	0.108	3966	52.45	52.44
403-321-09	1642 E LESTER AVE	0.108	3966	52.45	52.44

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403-321-10	1630 E LESTER AVE	0.108	3966	52.45	52.44
403-321-11	1622 E LESTER AVE	0.206	3966	52.45	52.44
403-321-12	1607 E LESTER AVE	0.220	3966	52.45	52.44
403-321-13	1621 E LESTER AVE	0.128	3966	52.45	52.44
403-321-14	1629 E LESTER AVE	0.103	3966	52.45	52.44
403-321-15	1641 E LESTER AVE	0.108	3966	52.45	52.44
403-321-16	1651 E LESTER AVE	0.108	3966	52.45	52.44
403-321-17	1665 E LESTER AVE	0.108	3966	52.45	52.44
403-321-18	1673 E LESTER AVE	0.120	3966	52.45	52.44
403-321-19	1668 E COLE AVE	0.160	3966	52.45	52.44
403-321-20	1652 E COLE AVE	0.142	3966	52.45	52.44
403-321-21	1642 E COLE AVE	0.142	3966	52.45	52.44
403-321-22	1630 E COLE AVE	0.142	3966	52.45	52.44
403-321-23	1618 E COLE AVE	0.142	3966	52.45	52.44
403-321-24	1606 E COLE AVE	0.321	3966	52.45	52.44
403-321-25	1564 E COLE AVE	0.252	3966	52.45	52.44
403-321-26	1538 E COLE AVE	0.149	3966	52.45	52.44
403-321-27	1518 E COLE AVE	0.160	3966	52.45	52.44
403-321-28	1519 E LESTER AVE	0.149	3966	52.45	52.44
403-321-29	1539 E LESTER AVE	0.149	3966	52.45	52.44
403-321-30	1565 E LESTER AVE	0.146	3966	52.45	52.44
403-321-31	1587 E LESTER AVE	0.247	3966	52.45	52.44
403-321-34	1544 E LESTER AVE	0.128	3966	52.45	52.44
403-321-35	1534 E LESTER AVE	0.130	3966	52.45	52.44
403-321-36	1524 E LESTER AVE	0.137	3966	52.45	52.44
403-321-37	1512 E LESTER AVE	0.137	3966	52.45	52.44
403-321-38	1502 E LESTER AVE	0.195	3966	52.45	52.44
403-321-39	1503 E EVERGLADE AVE	0.195	3966	52.45	52.44
403-321-40	1511 E EVERGLADE AVE	0.137	3966	52.45	52.44
403-321-41	1523 E EVERGLADE AVE	0.137	3966	52.45	52.44
403-321-42	1541 E EVERGLADE AVE	0.137	3966	52.45	52.44
403-321-43	1565 E EVERGLADE AVE	0.137	3966	52.45	52.44
403-321-44	1587 E EVERGLADE AVE	0.137	3966	52.45	52.44
403-321-45	1593 E EVERGLADE AVE	0.206	3966	52.45	52.44
403-321-46	1595 E EVERGLADE AVE	0.289	3966	52.45	52.44
403-321-47	1584 E LESTER AVE	0.223	3966	52.45	52.44
403-321-49	1554 E LESTER AVE	0.222	3966	52.45	52.44
403-322-01	8867 N BARTON AVE	0.103	3966	52.45	52.44
403-322-02	8865 N BARTON AVE	0.103	3966	52.45	52.44
403-322-03	8853 N BARTON AVE	0.103	3966	52.45	52.44
403-322-04	8841 N BARTON AVE	0.103	3966	52.45	52.44
403-322-05	8823 N BARTON AVE	0.103	3966	52.45	52.44
403-322-06	8817 N BARTON AVE	0.103	3966	52.45	52.44
403-322-07	8805 N BARTON AVE	0.103	3966	52.45	52.44
403-322-08	8797 N BARTON AVE	0.103	3966	52.45	52.44
403-322-09	8791 N BARTON AVE	0.103	3966	52.45	52.44
403-322-10	8783 N BARTON AVE	0.103	3966	52.45	52.44
403-322-11	8775 N BARTON AVE	0.114	3966	52.45	52.44
403-322-12	8776 N CHANCE AVE	0.114	3966	52.45	52.44
403-322-13	8784 N CHANCE AVE	0.103	3966	52.45	52.44
403-322-14	8790 N CHANCE AVE	0.103	3966	52.45	52.44
403-322-15	8798 N CHANCE AVE	0.103	3966	52.45	52.44
403-322-16	8806 N CHANCE AVE	0.103	3966	52.45	52.44
403-322-17	8818 N CHANCE AVE	0.103	3966	52.45	52.44
403-322-18	8824 N CHANCE AVE	0.103	3966	52.45	52.44
403-322-19	8840 N CHANCE AVE	0.103	3966	52.45	52.44
403-322-20	8852 N CHANCE AVE	0.103	3966	52.45	52.44
403-322-21	8866 N CHANCE AVE	0.103	3966	52.45	52.44
403-322-22	8868 N CHANCE AVE	0.103	3966	52.45	52.44
403-323-01	1501 E LESTER AVE	0.164	3966	52.45	52.44
403-323-02	8785 N ARCHIE AVE	0.151	3966	52.45	52.44
403-323-03	8773 N ARCHIE AVE	0.164	3966	52.45	52.44
403-323-04	8763 N ARCHIE AVE	0.172	3966	52.45	52.44
403-323-05	8751 N ARCHIE AVE	0.202	3966	52.45	52.44
403-323-06	1517 E COLE AVE	0.152	3966	52.45	52.44
403-323-07	1537 E COLE AVE	0.229	3966	52.45	52.44

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403-323-08	1563 E COLE AVE	0.275	3966	52.45	52.44
403-323-09	1585 E COLE AVE	0.137	3966	52.45	52.44
403-323-10	1605 E COLE AVE	0.137	3966	52.45	52.44
403-323-11	1617 E COLE AVE	0.137	3966	52.45	52.44
403-323-12	1629 E COLE AVE	0.137	3966	52.45	52.44
403-323-13	1641 E COLE AVE	0.137	3966	52.45	52.44
403-323-14	1653 E COLE AVE	0.137	3966	52.45	52.44
403-323-15	1667 E COLE AVE	0.137	3966	52.45	52.44
403-323-16	1675 E COLE AVE	0.137	3966	52.45	52.44
403-323-17	1683 E COLE AVE	0.137	3966	52.45	52.44
403-323-18	1691 E COLE AVE	0.137	3966	52.45	52.44
403-323-19	1701 E COLE AVE	0.137	3966	52.45	52.44
403-323-20	1711 E COLE AVE	0.183	3966	52.45	52.44
403-323-21	1725 E COLE AVE	0.183	3966	52.45	52.44
403-323-22	8762 N BARTON AVE	0.144	3966	52.45	52.44
403-323-23	8774 N BARTON AVE	0.103	3966	52.45	52.44
403-323-24	8782 N BARTON AVE	0.103	3966	52.45	52.44
403-323-25	8790 N BARTON AVE	0.103	3966	52.45	52.44
403-323-26	8796 N BARTON AVE	0.103	3966	52.45	52.44
403-323-27	8804 N BARTON AVE	0.103	3966	52.45	52.44
403-323-28	8816 N BARTON AVE	0.103	3966	52.45	52.44
403-323-29	8822 N BARTON AVE	0.103	3966	52.45	52.44
403-323-30	8840 N BARTON AVE	0.103	3966	52.45	52.44
403-323-31	8852 N BARTON AVE	0.103	3966	52.45	52.44
403-323-32	8864 N BARTON AVE	0.103	3966	52.45	52.44
403-323-33	8866 N BARTON AVE	0.103	3966	52.45	52.44
403-331-01	8863 N ARCHIE AVE	0.179	3966	52.45	52.44
403-331-02	8871 N ARCHIE AVE	0.158	3966	52.45	52.44
403-331-03	8883 N ARCHIE AVE	0.158	3966	52.45	52.44
403-331-04	8895 N ARCHIE AVE	0.158	3966	52.45	52.44
403-331-05	8919 N ARCHIE AVE	0.158	3966	52.45	52.44
403-331-06	8937 N ARCHIE AVE	0.158	3966	52.45	52.44
403-331-07	8949 N ARCHIE AVE	0.152	3966	52.45	52.44
403-331-08	8955 N ARCHIE AVE	0.252	3966	52.45	52.44
403-331-09	8963 N ARCHIE AVE	0.238	3966	52.45	52.44
403-331-10	1524 E SERENA AVE	0.186	3966	52.45	52.44
403-331-11	1540 E SERENA AVE	0.158	3966	52.45	52.44
403-331-12	1564 E SERENA AVE	0.158	3966	52.45	52.44
403-331-13	1578 E SERENA AVE	0.158	3966	52.45	52.44
403-331-14	1582 E SERENA AVE	0.158	3966	52.45	52.44
403-331-15	1596 E SERENA AVE	0.158	3966	52.45	52.44
403-331-16	1604 E SERENA AVE	0.171	3966	52.45	52.44
403-332-01	8950 N ARCHIE AVE	0.159	3966	52.45	52.44
403-332-02	8938 N ARCHIE AVE	0.144	3966	52.45	52.44
403-332-03	8920 N ARCHIE AVE	0.144	3966	52.45	52.44
403-332-04	8896 N ARCHIE AVE	0.144	3966	52.45	52.44
403-332-05	8884 N ARCHIE AVE	0.144	3966	52.45	52.44
403-332-06	8872 N ARCHIE AVE	0.144	3966	52.45	52.44
403-332-07	8864 N ARCHIE AVE	0.156	3966	52.45	52.44
403-332-08	8861 N BOYD AVE	0.159	3966	52.45	52.44
403-332-09	8873 N BOYD AVE	0.144	3966	52.45	52.44
403-332-10	8881 N BOYD AVE	0.144	3966	52.45	52.44
403-332-11	8897 N BOYD AVE	0.144	3966	52.45	52.44
403-332-12	8921 N BOYD AVE	0.144	3966	52.45	52.44
403-332-13	8935 N BOYD AVE	0.144	3966	52.45	52.44
403-332-14	8951 N BOYD AVE	0.156	3966	52.45	52.44
403-333-01	1632 E SERENA AVE	0.179	3966	52.45	52.44
403-333-02	1648 E SERENA AVE	0.158	3966	52.45	52.44
403-333-03	1662 E SERENA AVE	0.158	3966	52.45	52.44
403-333-04	1676 E SERENA AVE	0.158	3966	52.45	52.44
403-333-05	1680 E SERENA AVE	0.158	3966	52.45	52.44
403-333-06	1688 E SERENA AVE	0.198	3966	52.45	52.44
403-333-07	1696 E SERENA AVE	0.344	3966	52.45	52.44
403-333-08	1689 E SERENA AVE	0.344	3966	52.45	52.44
403-333-09	1675 E SERENA AVE	0.168	3966	52.45	52.44
403-333-10	1661 E SERENA AVE	0.147	3966	52.45	52.44

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403-333-11	1647 E SERENA AVE	0.140	3966	52.45	52.44
403-333-12	1631 E SERENA AVE	0.140	3966	52.45	52.44
403-333-13	1617 E SERENA AVE	0.140	3966	52.45	52.44
403-333-14	1603 E SERENA AVE	0.140	3966	52.45	52.44
403-333-15	1595 E SERENA AVE	0.151	3966	52.45	52.44
403-333-16	1598 E EVERGLADE AVE	0.159	3966	52.45	52.44
403-333-17	1606 E EVERGLADE AVE	0.156	3966	52.45	52.44
403-333-18	1618 E EVERGLADE AVE	0.168	3966	52.45	52.44
403-333-19	1636 E EVERGLADE AVE	0.156	3966	52.45	52.44
403-333-20	1647 E EVERGLADE AVE	0.404	3966	52.45	52.44
403-333-21	1621 E EVERGLADE AVE	0.241	3966	52.45	52.44
403-333-22	1607 E EVERGLADE AVE	0.155	3966	52.45	52.44
403-333-23	1597 E EVERGLADE AVE	0.171	3966	52.45	52.44
403-333-24	8862 N BOYD AVE	0.293	3966	52.45	52.44
403-333-25	1648 E EVERGLADE AVE	0.358	3966	52.45	52.44
403-333-26	1660 E EVERGLADE AVE	0.130	3966	52.45	52.44
403-333-27	1672 E EVERGLADE AVE	0.120	3966	52.45	52.44
403-333-28	8881 N CHANCE AVE	0.208	3966	52.45	52.44
403-333-29	8885 N CHANCE AVE	0.149	3966	52.45	52.44
403-333-30	8891 N CHANCE AVE	0.129	3966	52.45	52.44
403-333-31	8893 N CHANCE AVE	0.129	3966	52.45	52.44
403-333-32	8901 N CHANCE AVE	0.129	3966	52.45	52.44
403-333-33	8911 N CHANCE AVE	0.129	3966	52.45	52.44
403-333-34	8923 N CHANCE AVE	0.160	3966	52.45	52.44
403-333-35	8935 N CHANCE AVE	0.160	3966	52.45	52.44
403-333-36	8947 N CHANCE AVE	0.140	3966	52.45	52.44
403-333-37	8961 N CHANCE AVE	0.137	3966	52.45	52.44
403-333-38	8975 N CHANCE AVE	0.149	3966	52.45	52.44
403-333-39	8991 N CHANCE AVE	0.227	3966	52.45	52.44
403-334-01	8872 N CHANCE AVE	0.103	3966	52.45	52.44
403-334-02	8882 N CHANCE AVE	0.137	3966	52.45	52.44
403-334-03	8883 N BARTON AVE	0.160	3966	52.45	52.44
403-334-04	8879 N BARTON AVE	0.103	3966	52.45	52.44
403-334-05	8875 N BARTON AVE	0.103	3966	52.45	52.44
403-335-01	1737 E SERENA AVE	0.144	3966	52.45	52.44
403-335-02	8896 N BARTON AVE	0.137	3966	52.45	52.44
403-335-03	8886 N BARTON AVE	0.116	3966	52.45	52.44
403-335-04	8880 N BARTON AVE	0.105	3966	52.45	52.44
403-335-05	8878 N BARTON AVE	0.103	3966	52.45	52.44
403-335-06	8874 N BARTON AVE	0.103	3966	52.45	52.44
403-341-01	1778 E SALEM AVE	0.206	4049	43.25	43.24
403-341-02	1766 E SALEM AVE	0.192	4049	43.25	43.24
403-341-03	1754 E SALEM AVE	0.160	4049	43.25	43.24
403-341-04	1742 E SALEM AVE	0.275	4049	43.25	43.24
403-341-05	1731 E SALEM AVE	0.195	4049	43.25	43.24
403-341-06	1743 E SALEM AVE	0.227	4049	43.25	43.24
403-341-07	1755 E SALEM AVE	0.198	4049	43.25	43.24
403-341-08	1767 E SALEM AVE	0.200	4049	43.25	43.24
403-341-09	1779 E SALEM AVE	0.222	4049	43.25	43.24
403-341-10	1780 E RICHMOND AVE	0.241	4049	43.25	43.24
403-341-11	1768 E RICHMOND AVE	0.204	4049	43.25	43.24
403-341-12	1756 E RICHMOND AVE	0.176	4049	43.25	43.24
403-341-13	1744 E RICHMOND AVE	0.211	4049	43.25	43.24
403-341-14	8395 N BARTON AVE	0.204	4049	43.25	43.24
403-341-15	8383 N BARTON AVE	0.202	4049	43.25	43.24
403-341-16	8371 N BARTON AVE	0.176	4049	43.25	43.24
403-342-01	8368 N BARTON AVE	0.179	4049	43.25	43.24
403-342-02	8380 N BARTON AVE	0.176	4049	43.25	43.24
403-342-03	1775 E RICHMOND AVE	0.223	4049	43.25	43.24
403-342-04	1789 E RICHMOND AVE	0.192	4049	43.25	43.24
403-342-05	1803 E RICHMOND AVE	0.192	4049	43.25	43.24
403-342-06	1815 E RICHMOND AVE	0.176	4049	43.25	43.24
403-342-07	1829 E RICHMOND AVE	0.176	4049	43.25	43.24
403-342-08	1841 E RICHMOND AVE	0.176	4049	43.25	43.24
403-342-09	1855 E RICHMOND AVE	0.176	4049	43.25	43.24
403-342-10	1867 E RICHMOND AVE	0.176	4049	43.25	43.24

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403-342-11	1881 E RICHMOND AVE	0.176	4049	43.25	43.24
403-342-12	1893 E RICHMOND AVE	0.176	4049	43.25	43.24
403-342-13	1905 E RICHMOND AVE	0.176	4049	43.25	43.24
403-342-14	1917 E RICHMOND AVE	0.176	4049	43.25	43.24
403-342-15	1929 E RICHMOND AVE	0.176	4049	43.25	43.24
403-342-16	1941 E RICHMOND AVE	0.202	4049	43.25	43.24
403-343-01	8464 N HAYSTON AVE	0.214	4049	43.25	43.24
403-343-02	8450 N HAYSTON AVE	0.179	4049	43.25	43.24
403-343-03	8438 N HAYSTON AVE	0.179	4049	43.25	43.24
403-343-04	8424 N HAYSTON AVE	0.179	4049	43.25	43.24
403-343-05	8412 N HAYSTON AVE	0.179	4049	43.25	43.24
403-343-06	8398 N HAYSTON AVE	0.189	4049	43.25	43.24
403-343-07	1824 E RICHMOND AVE	0.202	4049	43.25	43.24
403-343-08	1836 E RICHMOND AVE	0.176	4049	43.25	43.24
403-343-09	1850 E RICHMOND AVE	0.184	4049	43.25	43.24
403-343-10	1862 E RICHMOND AVE	0.184	4049	43.25	43.24
403-343-11	1876 E RICHMOND AVE	0.184	4049	43.25	43.24
403-343-12	1888 E RICHMOND AVE	0.184	4049	43.25	43.24
403-343-13	1902 E RICHMOND AVE	0.184	4049	43.25	43.24
403-343-14	1916 E RICHMOND AVE	0.184	4049	43.25	43.24
403-343-15	1928 E RICHMOND AVE	0.184	4049	43.25	43.24
403-343-16	1942 E RICHMOND AVE	0.210	4049	43.25	43.24
403-391-01	1316 E SALEM AVE	0.123	4104	49.65	49.64
403-391-02	1326 E SALEM AVE	0.119	4104	49.65	49.64
403-391-03	1334 E SALEM AVE	0.119	4104	49.65	49.64
403-391-04	1344 E SALEM AVE	0.119	4104	49.65	49.64
403-391-05	1352 E SALEM AVE	0.119	4104	49.65	49.64
403-391-06	1362 E SALEM AVE	0.119	4104	49.65	49.64
403-391-07	1370 E SALEM AVE	0.116	4104	49.65	49.64
403-391-08	1380 E SALEM AVE	0.115	4104	49.65	49.64
403-391-09	1388 E SALEM AVE	0.113	4104	49.65	49.64
403-391-10	1398 E SALEM AVE	0.112	4104	49.65	49.64
403-391-11	1408 E SALEM AVE	0.111	4104	49.65	49.64
403-391-12	1418 E SALEM AVE	0.110	4104	49.65	49.64
403-391-13	1426 E SALEM AVE	0.109	4104	49.65	49.64
403-391-14	1436 E SALEM AVE	0.106	4104	49.65	49.64
403-391-15	1444 E SALEM AVE	0.126	4104	49.65	49.64
403-391-16	8452 N SHARON AVE	0.238	4104	49.65	49.64
403-391-17	8444 N SHARON AVE	0.148	4104	49.65	49.64
403-391-18	8434 N SHARON AVE	0.119	4104	49.65	49.64
403-391-19	8426 N SHARON AVE	0.119	4104	49.65	49.64
403-391-20	8416 N SHARON AVE	0.119	4104	49.65	49.64
403-391-21	8408 N SHARON AVE	0.119	4104	49.65	49.64
403-391-22	8398 N SHARON AVE	0.115	4104	49.65	49.64
403-391-23	8390 N SHARON AVE	0.115	4104	49.65	49.64
403-391-24	8380 N SHARON AVE	0.115	4104	49.65	49.64
403-391-25	8372 N SHARON AVE	0.115	4104	49.65	49.64
403-391-26	8362 N SHARON AVE	0.121	4104	49.65	49.64
403-391-27	8354 N SHARON AVE	0.162	4104	49.65	49.64
403-391-28	8344 N SHARON AVE	0.159	4104	49.65	49.64
403-392-01	1267 E SALEM AVE	0.123	4104	49.65	49.64
403-392-02	1275 E SALEM AVE	0.107	4104	49.65	49.64
403-392-03	1285 E SALEM AVE	0.107	4104	49.65	49.64
403-392-04	1293 E SALEM AVE	0.107	4104	49.65	49.64
403-392-05	1303 E SALEM AVE	0.107	4104	49.65	49.64
403-392-06	1311 E SALEM AVE	0.107	4104	49.65	49.64
403-392-07	1321 E SALEM AVE	0.107	4104	49.65	49.64
403-392-08	1329 E SALEM AVE	0.107	4104	49.65	49.64
403-392-09	1339 E SALEM AVE	0.107	4104	49.65	49.64
403-392-10	1347 E SALEM AVE	0.107	4104	49.65	49.64
403-392-11	1357 E SALEM AVE	0.107	4104	49.65	49.64
403-392-12	1365 E SALEM AVE	0.107	4104	49.65	49.64
403-392-13	1375 E SALEM AVE	0.107	4104	49.65	49.64
403-392-14	1383 E SALEM AVE	0.107	4104	49.65	49.64
403-392-15	1393 E SALEM AVE	0.107	4104	49.65	49.64
403-392-16	1403 E SALEM AVE	0.107	4104	49.65	49.64

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403-392-17	1413 E SALEM AVE	0.107	4104	49.65	49.64
403-392-18	1421 E SALEM AVE	0.107	4104	49.65	49.64
403-392-19	1431 E SALEM AVE	0.107	4104	49.65	49.64
403-392-20	1439 E SALEM AVE	0.125	4104	49.65	49.64
403-392-21	1440 E RICHMOND AVE	0.125	4104	49.65	49.64
403-392-22	1432 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-23	1422 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-24	1414 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-25	1404 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-26	1394 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-27	1384 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-28	1376 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-29	1366 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-30	1358 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-31	1348 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-32	1340 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-33	1330 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-34	1322 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-35	1312 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-36	1304 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-37	1294 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-38	1286 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-39	1276 E RICHMOND AVE	0.107	4104	49.65	49.64
403-392-40	1268 E RICHMOND AVE	0.123	4104	49.65	49.64
403-393-01	1292 E SALEM AVE	0.161	4104	49.65	49.64
403-393-02	1284 E SALEM AVE	0.119	4104	49.65	49.64
403-393-03	1274 E SALEM AVE	0.119	4104	49.65	49.64
403-393-04	1266 E SALEM AVE	0.151	4104	49.65	49.64
403-393-05	1258 E SALEM AVE	0.224	4104	49.65	49.64
403-393-06	8449 N TENTH	0.137	4104	49.65	49.64
403-393-07	8441 N TENTH	0.097	4104	49.65	49.64
403-393-08	8431 N TENTH	0.106	4104	49.65	49.64
403-393-09	8423 N TENTH	0.118	4104	49.65	49.64
403-393-10	8413 N TENTH	0.174	4104	49.65	49.64
403-393-11	1255 E RICHMOND AVE	0.229	4104	49.65	49.64
403-393-12	1265 E RICHMOND AVE	0.130	4104	49.65	49.64
403-393-13	1273 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-14	1283 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-15	1291 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-16	1301 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-17	1309 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-18	1319 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-19	1327 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-20	1337 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-21	1345 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-22	1355 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-23	1363 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-24	1373 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-25	1381 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-26	1391 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-27	1399 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-28	1409 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-29	1417 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-30	1427 E RICHMOND AVE	0.104	4104	49.65	49.64
403-393-31	1435 E RICHMOND AVE	0.119	4104	49.65	49.64
403-393-32	1438 E QUINCY AVE	0.181	4104	49.65	49.64
403-393-33	1426 E QUINCY AVE	0.151	4104	49.65	49.64
403-393-34	1414 E QUINCY AVE	0.151	4104	49.65	49.64
403-393-35	1404 E QUINCY AVE	0.156	4104	49.65	49.64
403-393-36	1396 E QUINCY AVE	0.156	4104	49.65	49.64
403-393-37	1384 E QUINCY AVE	0.156	4104	49.65	49.64
403-393-38	1372 E QUINCY AVE	0.156	4104	49.65	49.64
403-393-39	1360 E QUINCY AVE	0.156	4104	49.65	49.64
403-393-40	1348 E QUINCY AVE	0.156	4104	49.65	49.64
403-393-41	1336 E QUINCY AVE	0.156	4104	49.65	49.64
403-393-42	1324 E QUINCY AVE	0.156	4104	49.65	49.64

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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
403-393-43	1312 E QUINCY AVE	0.156	4104	49.65	49.64
403-393-44	1302 E QUINCY AVE	0.156	4104	49.65	49.64
403-393-45	1290 E QUINCY AVE	0.156	4104	49.65	49.64
403-393-46	1280 E QUINCY AVE	0.156	4104	49.65	49.64
403-393-47	1270 E QUINCY AVE	0.202	4104	49.65	49.64
403-393-48	8355 N TENTH	0.238	4104	49.65	49.64
403-401-01	1437 E QUINCY AVE	0.164	4104	49.65	49.64
403-401-02	1425 E QUINCY AVE	0.154	4104	49.65	49.64
403-401-03	1413 E QUINCY AVE	0.156	4104	49.65	49.64
403-401-04	1403 E QUINCY AVE	0.151	4104	49.65	49.64
403-401-05	1395 E QUINCY AVE	0.156	4104	49.65	49.64
403-401-06	1383 E QUINCY AVE	0.156	4104	49.65	49.64
403-401-07	1371 E QUINCY AVE	0.156	4104	49.65	49.64
403-401-08	1359 E QUINCY AVE	0.151	4104	49.65	49.64
403-401-09	1347 E QUINCY AVE	0.156	4104	49.65	49.64
403-401-10	1335 E QUINCY AVE	0.156	4104	49.65	49.64
403-401-11	1323 E QUINCY AVE	0.156	4104	49.65	49.64
403-401-12	1311 E QUINCY AVE	0.151	4104	49.65	49.64
403-401-13	1301 E QUINCY AVE	0.156	4104	49.65	49.64
403-401-14	1289 E QUINCY AVE	0.156	4104	49.65	49.64
403-401-15	1279 E QUINCY AVE	0.164	4104	49.65	49.64
403-401-16	1282 E PORTLAND AVE	0.152	4104	49.65	49.64
403-401-17	1292 E PORTLAND AVE	0.145	4104	49.65	49.64
403-401-18	1304 E PORTLAND AVE	0.145	4104	49.65	49.64
403-401-19	1314 E PORTLAND AVE	0.140	4104	49.65	49.64
403-401-20	1326 E PORTLAND AVE	0.145	4104	49.65	49.64
403-401-21	1338 E PORTLAND AVE	0.145	4104	49.65	49.64
403-401-22	1350 E PORTLAND AVE	0.145	4104	49.65	49.64
403-401-23	1362 E PORTLAND AVE	0.140	4104	49.65	49.64
403-401-24	1374 E PORTLAND AVE	0.145	4104	49.65	49.64
403-401-25	1386 E PORTLAND AVE	0.145	4104	49.65	49.64
403-401-26	1398 E PORTLAND AVE	0.145	4104	49.65	49.64
403-401-27	1406 E PORTLAND AVE	0.140	4104	49.65	49.64
403-401-28	1416 E PORTLAND AVE	0.145	4104	49.65	49.64
403-401-29	1428 E PORTLAND AVE	0.142	4104	49.65	49.64
403-401-30	1440 E PORTLAND AVE	0.152	4104	49.65	49.64
403-402-01	1439 E PORTLAND AVE	0.152	4104	49.65	49.64
403-402-02	1427 E PORTLAND AVE	0.142	4104	49.65	49.64
403-402-03	1415 E PORTLAND AVE	0.145	4104	49.65	49.64
403-402-04	1405 E PORTLAND AVE	0.145	4104	49.65	49.64
403-402-05	1397 E PORTLAND AVE	0.140	4104	49.65	49.64
403-402-06	1385 E PORTLAND AVE	0.145	4104	49.65	49.64
403-402-07	1373 E PORTLAND AVE	0.145	4104	49.65	49.64
403-402-08	1361 E PORTLAND AVE	0.145	4104	49.65	49.64
403-402-09	1349 E PORTLAND AVE	0.145	4104	49.65	49.64
403-402-10	1337 E PORTLAND AVE	0.140	4104	49.65	49.64
403-402-11	1325 E PORTLAND AVE	0.145	4104	49.65	49.64
403-402-12	1313 E PORTLAND AVE	0.145	4104	49.65	49.64
403-402-13	1303 E PORTLAND AVE	0.145	4104	49.65	49.64
403-402-14	1291 E PORTLAND AVE	0.140	4104	49.65	49.64
403-402-15	1281 E PORTLAND AVE	0.152	4104	49.65	49.64
403-402-16	1284 E OMAHA AVE	0.164	4104	49.65	49.64
403-402-17	1294 E OMAHA AVE	0.151	4104	49.65	49.64
403-402-18	1306 E OMAHA AVE	0.156	4104	49.65	49.64
403-402-19	1316 E OMAHA AVE	0.156	4104	49.65	49.64
403-402-20	1328 E OMAHA AVE	0.156	4104	49.65	49.64
403-402-21	1340 E OMAHA AVE	0.151	4104	49.65	49.64
403-402-22	1352 E OMAHA AVE	0.156	4104	49.65	49.64
403-402-23	1364 E OMAHA AVE	0.156	4104	49.65	49.64
403-402-24	1376 E OMAHA AVE	0.156	4104	49.65	49.64
403-402-25	1388 E OMAHA AVE	0.156	4104	49.65	49.64
403-402-26	1402 E OMAHA AVE	0.151	4104	49.65	49.64
403-402-27	1408 E OMAHA AVE	0.156	4104	49.65	49.64
403-402-28	1418 E OMAHA AVE	0.156	4104	49.65	49.64
403-402-29	1430 E OMAHA AVE	0.156	4104	49.65	49.64
403-402-30	1442 E OMAHA AVE	0.164	4104	49.65	49.64

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403-403-01	8345 N TENTH	0.176	4104	49.65	49.64
403-403-02	8335 N TENTH	0.156	4104	49.65	49.64
403-403-03	8325 N TENTH	0.151	4104	49.65	49.64
403-403-04	8315 N TENTH	0.151	4104	49.65	49.64
403-403-05	8305 N TENTH	0.156	4104	49.65	49.64
403-403-06	8295 N TENTH	0.151	4104	49.65	49.64
403-403-07	8285 N TENTH	0.151	4104	49.65	49.64
403-403-08	8275 N TENTH	0.189	4104	49.65	49.64
403-403-09	8265 N TENTH	0.378	4104	49.65	49.64
403-403-10	1279 E OMAHA AVE	0.213	4104	49.65	49.64
403-403-11	1289 E OMAHA AVE	0.165	4104	49.65	49.64
403-403-12	1299 E OMAHA AVE	0.165	4104	49.65	49.64
403-403-13	1311 E OMAHA AVE	0.165	4104	49.65	49.64
403-403-14	1321 E OMAHA AVE	0.165	4104	49.65	49.64
403-403-15	1333 E OMAHA AVE	0.175	4104	49.65	49.64
403-403-16	1345 E OMAHA AVE	0.165	4104	49.65	49.64
403-403-17	1357 E OMAHA AVE	0.156	4104	49.65	49.64
403-403-18	1369 E OMAHA AVE	0.156	4104	49.65	49.64
403-403-19	1383 E OMAHA AVE	0.165	4104	49.65	49.64
403-403-20	1393 E OMAHA AVE	0.165	4104	49.65	49.64
403-403-21	1405 E OMAHA AVE	0.159	4104	49.65	49.64
403-403-22	1413 E OMAHA AVE	0.165	4104	49.65	49.64
403-403-23	1423 E OMAHA AVE	0.165	4104	49.65	49.64
403-403-24	1435 E OMAHA AVE	0.165	4104	49.65	49.64
403-403-25	1447 E OMAHA AVE	0.159	4104	49.65	49.64
403-403-26	1459 E OMAHA AVE	0.159	4104	49.65	49.64
403-403-27	1471 E OMAHA AVE	0.203	4104	49.65	49.64
403-404-01	8278 N SHARON AVE	0.179	4104	49.65	49.64
403-404-02	8288 N SHARON AVE	0.170	4104	49.65	49.64
403-404-03	8298 N SHARON AVE	0.170	4104	49.65	49.64
403-404-04	8308 N SHARON AVE	0.170	4104	49.65	49.64
403-404-05	8318 N SHARON AVE	0.192	4104	49.65	49.64
403-451-01	1018 E OMAHA AVE	0.183	4159	50.98	50.98
403-451-02	1028 E OMAHA AVE	0.149	4159	50.98	50.98
403-451-03	1038 E OMAHA AVE	0.149	4159	50.98	50.98
403-451-04	1048 E OMAHA AVE	0.149	4159	50.98	50.98
403-451-05	1058 E OMAHA AVE	0.149	4159	50.98	50.98
403-451-06	1068 E OMAHA AVE	0.149	4159	50.98	50.98
403-451-07	1078 E OMAHA AVE	0.149	4159	50.98	50.98
403-451-08	1088 E OMAHA AVE	0.149	4159	50.98	50.98
403-451-09	1098 E OMAHA AVE	0.196	4159	50.98	50.98
403-451-10	8188 N EIGHTH	0.351	4159	50.98	50.98
403-451-11	8180 N EIGHTH	0.185	4159	50.98	50.98
403-451-12	8172 N EIGHTH	0.149	4159	50.98	50.98
403-451-13	8164 N EIGHTH	0.149	4159	50.98	50.98
403-451-14	8156 N EIGHTH	0.149	4159	50.98	50.98
403-451-15	8148 N EIGHTH	0.149	4159	50.98	50.98
403-451-16	8140 N EIGHTH	0.227	4159	50.98	50.98
403-451-17	1061 E NILES AVE	0.274	4159	50.98	50.98
403-451-18	1051 E NILES AVE	0.149	4159	50.98	50.98
403-451-19	1041 E NILES AVE	0.149	4159	50.98	50.98
403-451-20	1031 E NILES AVE	0.149	4159	50.98	50.98
403-451-21	1021 E NILES AVE	0.149	4159	50.98	50.98
403-451-22	1011 E NILES AVE	0.183	4159	50.98	50.98
403-452-01	1012 E NILES AVE	0.183	4159	50.98	50.98
403-452-02	1022 E NILES AVE	0.158	4159	50.98	50.98
403-452-03	1032 E NILES AVE	0.158	4159	50.98	50.98
403-452-04	1044 E NILES AVE	0.158	4159	50.98	50.98
403-452-05	1054 E NILES AVE	0.158	4159	50.98	50.98
403-452-06	1064 E NILES AVE	0.175	4159	50.98	50.98
403-452-07	1083 E OMAHA AVE	0.151	4159	50.98	50.98
403-452-08	1073 E OMAHA AVE	0.137	4159	50.98	50.98
403-452-09	1063 E OMAHA AVE	0.137	4159	50.98	50.98
403-452-10	1053 E OMAHA AVE	0.137	4159	50.98	50.98
403-452-11	1043 E OMAHA AVE	0.137	4159	50.98	50.98
403-452-12	1033 E OMAHA AVE	0.137	4159	50.98	50.98

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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
403-452-13	1023 E OMAHA AVE	0.137	4159	50.98	50.98
403-452-14	1013 E OMAHA AVE	0.183	4159	50.98	50.98
403-461-01	1296 E SERENA AVE	0.223	4223	172.78	172.78
403-461-02	1282 E SERENA AVE	0.255	4223	172.78	172.78
403-461-03	1268 E SERENA AVE	0.319	4223	172.78	172.78
403-461-04	8921 N SPALDING AVE	0.303	4223	172.78	172.78
403-461-05	8907 N SPALDING AVE	0.192	4223	172.78	172.78
403-461-06	8891 N SPALDING AVE	0.208	4223	172.78	172.78
403-461-07	8877 N SPALDING AVE	0.210	4223	172.78	172.78
403-461-08	8861 N SPALDING AVE	0.243	4223	172.78	172.78
403-461-09	8847 N SPALDING AVE	0.301	4223	172.78	172.78
403-462-01	1285 E EVERGLADE AVE	0.237	4223	172.78	172.78
403-462-02	1305 E EVERGLADE AVE	0.242	4223	172.78	172.78
403-462-03	1319 E EVERGLADE AVE	0.242	4223	172.78	172.78
403-463-01	8846 N TENTH	0.203	4223	172.78	172.78
403-463-02	8860 N TENTH	0.203	4223	172.78	172.78
403-463-03	8872 N TENTH	0.203	4223	172.78	172.78
403-463-04	8886 N TENTH	0.203	4223	172.78	172.78
403-463-05	8898 N TENTH	0.203	4223	172.78	172.78
403-463-06	8912 N TENTH	0.206	4223	172.78	172.78
403-463-07	1334 E SERENA AVE	0.305	4223	172.78	172.78
403-463-08	1324 E SERENA AVE	0.233	4223	172.78	172.78
403-464-01	1321 E SERENA AVE	0.211	4223	172.78	172.78
403-464-02	1309 E SERENA AVE	0.211	4223	172.78	172.78
403-464-03	1291 E SERENA AVE	0.211	4223	172.78	172.78
403-464-04	1281 E SERENA AVE	0.211	4223	172.78	172.78
403-464-05	1282 E EVERGLADE AVE	0.211	4223	172.78	172.78
403-464-06	1290 E EVERGLADE AVE	0.211	4223	172.78	172.78
403-464-07	1308 E EVERGLADE AVE	0.211	4223	172.78	172.78
403-464-08	1320 E EVERGLADE AVE	0.211	4223	172.78	172.78
403-471-01	1775 E EVERGLADE AVE	0.169	4034	27.90	27.90
403-471-02	1785 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-471-03	1795 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-471-04	1807 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-471-05	1817 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-471-06	1827 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-471-07	1839 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-471-08	1849 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-471-09	1859 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-471-10	1869 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-471-11	1881 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-471-12	1891 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-471-13	1909 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-471-14	1919 E EVERGLADE AVE	0.148	4034	27.90	27.90
403-471-15	1929 E EVERGLADE AVE	0.169	4034	27.90	27.90
403-471-16	1926 E LESTER AVE	0.169	4034	27.90	27.90
403-471-17	1916 E LESTER AVE	0.148	4034	27.90	27.90
403-471-18	1906 E LESTER AVE	0.148	4034	27.90	27.90
403-471-19	1888 E LESTER AVE	0.148	4034	27.90	27.90
403-471-20	1878 E LESTER AVE	0.148	4034	27.90	27.90
403-471-21	1866 E LESTER AVE	0.148	4034	27.90	27.90
403-471-22	1856 E LESTER AVE	0.148	4034	27.90	27.90
403-471-23	1846 E LESTER AVE	0.148	4034	27.90	27.90
403-471-24	1834 E LESTER AVE	0.148	4034	27.90	27.90
403-471-25	1824 E LESTER AVE	0.148	4034	27.90	27.90
403-471-26	1814 E LESTER AVE	0.148	4034	27.90	27.90
403-471-27	1804 E LESTER AVE	0.148	4034	27.90	27.90
403-471-28	1794 E LESTER AVE	0.148	4034	27.90	27.90
403-471-29	1784 E LESTER AVE	0.148	4034	27.90	27.90
403-471-30	1774 E LESTER AVE	0.169	4034	27.90	27.90
403-472-01	8850 N MERIDIAN AVE	0.166	4034	27.90	27.90
403-472-02	8840 N MERIDIAN AVE	0.166	4034	27.90	27.90
403-472-03	8828 N MERIDIAN AVE	0.198	4034	27.90	27.90
403-473-01	1773 E LESTER AVE	0.169	4034	27.90	27.90
403-473-02	1783 E LESTER AVE	0.152	4034	27.90	27.90
403-473-03	1793 E LESTER AVE	0.152	4034	27.90	27.90

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403-473-04	1805 E LESTER AVE	0.152	4034	27.90	27.90
403-473-05	1815 E LESTER AVE	0.152	4034	27.90	27.90
403-473-06	1825 E LESTER AVE	0.152	4034	27.90	27.90
403-473-07	1837 E LESTER AVE	0.152	4034	27.90	27.90
403-473-08	1847 E LESTER AVE	0.152	4034	27.90	27.90
403-473-09	1857 E LESTER AVE	0.152	4034	27.90	27.90
403-473-10	1867 E LESTER AVE	0.152	4034	27.90	27.90
403-473-11	1879 E LESTER AVE	0.152	4034	27.90	27.90
403-473-12	1889 E LESTER AVE	0.152	4034	27.90	27.90
403-473-13	1907 E LESTER AVE	0.152	4034	27.90	27.90
403-473-14	1917 E LESTER AVE	0.152	4034	27.90	27.90
403-473-15	1927 E LESTER AVE	0.152	4034	27.90	27.90
403-473-16	1937 E LESTER AVE	0.152	4034	27.90	27.90
403-473-17	1947 E LESTER AVE	0.195	4034	27.90	27.90
403-473-18	1948 E COLE AVE	0.192	4034	27.90	27.90
403-473-19	1938 E COLE AVE	0.149	4034	27.90	27.90
403-473-20	1928 E COLE AVE	0.151	4034	27.90	27.90
403-473-21	1918 E COLE AVE	0.152	4034	27.90	27.90
403-473-22	1908 E COLE AVE	0.152	4034	27.90	27.90
403-473-23	1890 E COLE AVE	0.152	4034	27.90	27.90
403-473-24	1880 E COLE AVE	0.152	4034	27.90	27.90
403-473-25	1868 E COLE AVE	0.152	4034	27.90	27.90
403-473-26	1858 E COLE AVE	0.152	4034	27.90	27.90
403-473-27	1848 E COLE AVE	0.152	4034	27.90	27.90
403-473-28	1838 E COLE AVE	0.152	4034	27.90	27.90
403-473-29	1826 E COLE AVE	0.152	4034	27.90	27.90
403-473-30	1816 E COLE AVE	0.152	4034	27.90	27.90
403-473-31	1806 E COLE AVE	0.152	4034	27.90	27.90
403-473-32	1796 E COLE AVE	0.152	4034	27.90	27.90
403-473-33	1786 E COLE AVE	0.152	4034	27.90	27.90
403-473-34	1776 E COLE AVE	0.169	4034	27.90	27.90
403-474-01	8855 N HAYSTON AVE	0.151	4034	27.90	27.90
403-474-02	8843 N HAYSTON AVE	0.151	4034	27.90	27.90
403-474-03	8831 N HAYSTON AVE	0.151	4034	27.90	27.90
403-474-04	8819 N HAYSTON AVE	0.151	4034	27.90	27.90
403-474-05	8807 N HAYSTON AVE	0.151	4034	27.90	27.90
403-474-06	8783 N HAYSTON AVE	0.151	4034	27.90	27.90
403-474-07	8769 N HAYSTON AVE	0.151	4034	27.90	27.90
403-474-08	8755 N HAYSTON AVE	0.162	4034	27.90	27.90
403-474-09	1755 E COLE AVE	0.220	4034	27.90	27.90
403-474-10	1765 E COLE AVE	0.177	4034	27.90	27.90
403-474-11	1775 E COLE AVE	0.163	4034	27.90	27.90
403-474-12	1785 E COLE AVE	0.168	4034	27.90	27.90
403-474-13	1795 E COLE AVE	0.151	4034	27.90	27.90
403-474-14	1807 E COLE AVE	0.151	4034	27.90	27.90
403-474-15	1817 E COLE AVE	0.151	4034	27.90	27.90
403-474-16	1827 E COLE AVE	0.151	4034	27.90	27.90
403-474-17	1839 E COLE AVE	0.151	4034	27.90	27.90
403-474-18	1849 E COLE AVE	0.151	4034	27.90	27.90
403-474-19	1859 E COLE AVE	0.151	4034	27.90	27.90
403-474-20	1869 E COLE AVE	0.151	4034	27.90	27.90
403-474-21	1881 E COLE AVE	0.151	4034	27.90	27.90
403-474-22	1891 E COLE AVE	0.151	4034	27.90	27.90
403-474-23	1909 E COLE AVE	0.151	4034	27.90	27.90
403-474-24	1919 E COLE AVE	0.151	4034	27.90	27.90
403-474-25	1929 E COLE AVE	0.151	4034	27.90	27.90
403-474-26	1939 E COLE AVE	0.148	4034	27.90	27.90
403-474-27	1949 E COLE AVE	0.189	4034	27.90	27.90
403-481-01	1944 E UTAH AVE	0.173	4125	84.38	84.38
403-481-02	1932 E UTAH AVE	0.173	4125	84.38	84.38
403-481-03	1920 E UTAH AVE	0.168	4125	84.38	84.38
403-481-04	1908 E UTAH AVE	0.168	4125	84.38	84.38
403-481-05	1898 E UTAH AVE	0.173	4125	84.38	84.38
403-481-06	1888 E UTAH AVE	0.173	4125	84.38	84.38
403-481-07	1878 E UTAH AVE	0.173	4125	84.38	84.38
403-481-08	1868 E UTAH AVE	0.173	4125	84.38	84.38

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403-481-09	1858 E UTAH AVE	0.173	4125	84.38	84.38
403-481-10	1848 E UTAH AVE	0.173	4125	84.38	84.38
403-481-11	1838 E UTAH AVE	0.188	4125	84.38	84.38
403-481-12	1828 E UTAH AVE	0.309	4125	84.38	84.38
403-481-13	8561 N JACKSON AVE	0.198	4125	84.38	84.38
403-481-14	8551 N JACKSON AVE	0.151	4125	84.38	84.38
403-481-15	8543 N JACKSON AVE	0.151	4125	84.38	84.38
403-481-16	8535 N JACKSON AVE	0.151	4125	84.38	84.38
403-481-17	8527 N JACKSON AVE	0.164	4125	84.38	84.38
403-481-18	8528 N HAYSTON AVE	0.164	4125	84.38	84.38
403-481-19	8538 N HAYSTON AVE	0.151	4125	84.38	84.38
403-481-20	8548 N HAYSTON AVE	0.151	4125	84.38	84.38
403-481-21	8558 N HAYSTON AVE	0.151	4125	84.38	84.38
403-481-22	8568 N HAYSTON AVE	0.164	4125	84.38	84.38
403-481-23	1782 E UTAH AVE	0.321	4125	84.38	84.38
403-481-24	1772 E UTAH AVE	0.208	4125	84.38	84.38
403-481-25	1762 E UTAH AVE	0.173	4125	84.38	84.38
403-481-26	1752 E UTAH AVE	0.173	4125	84.38	84.38
403-481-27	1742 E UTAH AVE	0.173	4125	84.38	84.38
403-481-28	1732 E UTAH AVE	0.173	4125	84.38	84.38
403-482-01	8565 N HAYSTON AVE	0.156	4125	84.38	84.38
403-482-02	8553 N HAYSTON AVE	0.176	4125	84.38	84.38
403-482-03	8541 N HAYSTON AVE	0.176	4125	84.38	84.38
403-482-04	8529 N HAYSTON AVE	0.169	4125	84.38	84.38
403-482-05	8528 N BARTON AVE	0.169	4125	84.38	84.38
403-482-06	8540 N BARTON AVE	0.176	4125	84.38	84.38
403-482-07	8552 N BARTON AVE	0.176	4125	84.38	84.38
403-482-08	8564 N BARTON AVE	0.169	4125	84.38	84.38
403-483-01	1731 E TRENTON AVE	0.163	4125	84.38	84.38
403-483-02	1743 E TRENTON AVE	0.177	4125	84.38	84.38
403-484-01	1763 E TRENTON AVE	0.185	4125	84.38	84.38
403-484-02	1773 E TRENTON AVE	0.163	4125	84.38	84.38
403-484-03	1785 E TRENTON AVE	0.163	4125	84.38	84.38
403-484-04	1795 E TRENTON AVE	0.163	4125	84.38	84.38
403-484-05	1805 E TRENTON AVE	0.165	4125	84.38	84.38
403-484-06	1815 E TRENTON AVE	0.165	4125	84.38	84.38
403-484-07	1827 E TRENTON AVE	0.165	4125	84.38	84.38
403-484-08	1837 E TRENTON AVE	0.165	4125	84.38	84.38
403-484-09	1847 E TRENTON AVE	0.165	4125	84.38	84.38
403-484-10	1857 E TRENTON AVE	0.165	4125	84.38	84.38
403-484-11	1869 E TRENTON AVE	0.165	4125	84.38	84.38
403-484-12	1879 E TRENTON AVE	0.165	4125	84.38	84.38
403-484-13	1889 E TRENTON AVE	0.165	4125	84.38	84.38
403-484-14	1901 E TRENTON AVE	0.165	4125	84.38	84.38
403-484-15	1911 E TRENTON AVE	0.247	4125	84.38	84.38
403-484-16	1921 E TRENTON AVE	0.344	4125	84.38	84.38
403-484-17	8526 N MERIDIAN AVE	0.192	4125	84.38	84.38
403-484-18	8534 N MERIDIAN AVE	0.155	4125	84.38	84.38
403-484-19	8542 N MERIDIAN AVE	0.158	4125	84.38	84.38
403-484-20	8552 N MERIDIAN AVE	0.158	4125	84.38	84.38
403-484-21	8562 N MERIDIAN AVE	0.188	4125	84.38	84.38
403-485-01	8561 N MERIDIAN AVE	0.169	4125	84.38	84.38
403-485-02	8551 N MERIDIAN AVE	0.176	4125	84.38	84.38
403-485-03	8541 N MERIDIAN AVE	0.176	4125	84.38	84.38
403-485-04	8531 N MERIDIAN AVE	0.169	4125	84.38	84.38
403-485-05	8530 N JOHN ALBERT AVE	0.169	4125	84.38	84.38
403-485-06	8540 N JOHN ALBERT AVE	0.176	4125	84.38	84.38
403-485-07	8550 N JOHN ALBERT AVE	0.176	4125	84.38	84.38
403-485-08	8560 N JOHN ALBERT AVE	0.169	4125	84.38	84.38
403-486-01	8559 N JOHN ALBERT AVE	0.169	4125	84.38	84.38
403-486-02	8549 N JOHN ALBERT AVE	0.176	4125	84.38	84.38
403-486-03	8539 N JOHN ALBERT AVE	0.176	4125	84.38	84.38
403-486-04	8529 N JOHN ALBERT AVE	0.169	4125	84.38	84.38
403-486-05	8528 N JACKSON AVE	0.169	4125	84.38	84.38
403-486-06	8538 N JACKSON AVE	0.176	4125	84.38	84.38
403-486-07	8548 N JACKSON AVE	0.176	4125	84.38	84.38

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403-486-08	8558 N JACKSON AVE	0.169	4125	84.38	84.38
403-501-01	8253 N PRICE AVE	0.240	4191	36.12	36.12
403-501-02	8263 N PRICE AVE	0.205	4191	36.12	36.12
403-501-03	8275 N PRICE AVE	0.227	4191	36.12	36.12
403-501-04	8285 N PRICE AVE	0.402	4191	36.12	36.12
403-501-05	8284 N PRICE AVE	0.358	4191	36.12	36.12
403-501-06	8274 N PRICE AVE	0.204	4191	36.12	36.12
403-501-07	8262 N PRICE AVE	0.196	4191	36.12	36.12
403-501-08	8252 N PRICE AVE	0.229	4191	36.12	36.12
403-501-09	8249 N BACKER AVE	0.197	4191	36.12	36.12
403-501-10	8261 N BACKER AVE	0.187	4191	36.12	36.12
403-501-11	8273 N BACKER AVE	0.206	4191	36.12	36.12
403-501-12	8285 N BACKER AVE	0.252	4191	36.12	36.12
403-501-13	2090 E PORTLAND AVE	0.198	4191	36.12	36.12
403-501-14	2102 E PORTLAND AVE	0.192	4191	36.12	36.12
403-501-15	2116 E PORTLAND AVE	0.195	4191	36.12	36.12
403-501-16	2128 E PORTLAND AVE	0.218	4191	36.12	36.12
403-501-17	8293 N CLASSICS AVE	0.211	4191	36.12	36.12
403-501-18	8307 N CLASSICS AVE	0.184	4191	36.12	36.12
403-501-19	8321 N CLASSICS AVE	0.184	4191	36.12	36.12
403-501-20	8335 N CLASSICS AVE	0.303	4191	36.12	36.12
403-501-21	2164 E QUINCY AVE	0.227	4191	36.12	36.12
403-501-22	2176 E QUINCY AVE	0.185	4191	36.12	36.12
403-502-01	2198 E QUINCY AVE	0.209	4191	36.12	36.12
403-502-02	2210 E QUINCY AVE	0.222	4191	36.12	36.12
403-502-03	8336 N MC DONALD	0.227	4191	36.12	36.12
403-502-04	8324 N MC DONALD	0.227	4191	36.12	36.12
403-503-01	2101 E PORTLAND AVE	0.202	4191	36.12	36.12
403-503-02	2113 E PORTLAND AVE	0.181	4191	36.12	36.12
403-503-03	2125 E PORTLAND AVE	0.179	4191	36.12	36.12
403-503-04	2137 E PORTLAND AVE	0.181	4191	36.12	36.12
403-503-05	2149 E PORTLAND AVE	0.181	4191	36.12	36.12
403-503-06	2161 E PORTLAND AVE	0.252	4191	36.12	36.12
403-503-07	8278 N CLASSICS AVE	0.275	4191	36.12	36.12
403-503-08	8292 N CLASSICS AVE	0.183	4191	36.12	36.12
403-503-09	8306 N CLASSICS AVE	0.183	4191	36.12	36.12
403-503-10	8320 N CLASSICS AVE	0.209	4191	36.12	36.12
403-503-11	8319 N MC DONALD	0.209	4191	36.12	36.12
403-503-12	8305 N MC DONALD	0.191	4191	36.12	36.12
403-503-13	8291 N MC DONALD	0.191	4191	36.12	36.12
403-503-14	8277 N MC DONALD	0.191	4191	36.12	36.12
403-503-15	8263 N MC DONALD	0.209	4191	36.12	36.12
403-503-16	2206 E OMAHA AVE	0.189	4191	36.12	36.12
403-503-17	2192 E OMAHA AVE	0.176	4191	36.12	36.12
403-503-18	2180 E OMAHA AVE	0.176	4191	36.12	36.12
403-503-19	2166 E OMAHA AVE	0.176	4191	36.12	36.12
403-503-24	2102 E OMAHA AVE	0.191	4191	36.12	36.12
403-503-25	2154 E OMAHA AVE	0.234	4191	36.12	36.12
403-503-26	2128 E OMAHA AVE	0.227	4191	36.12	36.12
403-503-27	2114 E OMAHA AVE	0.234	4191	36.12	36.12
403-504-01	8298 N MC DONALD	0.189	4191	36.12	36.12
403-504-02	8284 N MC DONALD	0.181	4191	36.12	36.12
403-504-06	8272 N MC DONALD	0.227	4191	36.12	36.12
403-504-07	8258 N MC DONALD	0.227	4191	36.12	36.12
403-504-08-S	8232 N MC DONALD	0.227	4191	36.12	36.12
403-511-01-S	2047 E OMAHA AVE	0.228	4191	36.12	36.12
403-511-02-S	2059 E OMAHA AVE	0.198	4191	36.12	36.12
403-511-03-S	2073 E OMAHA AVE	0.179	4191	36.12	36.12
403-511-09-S	2151 E OMAHA AVE	0.179	4191	36.12	36.12
403-511-10-S	2163 E OMAHA AVE	0.179	4191	36.12	36.12
403-511-11-S	2177 E OMAHA AVE	0.179	4191	36.12	36.12
403-511-12-S	2189 E OMAHA AVE	0.179	4191	36.12	36.12
403-511-13-S	2203 E OMAHA AVE	0.202	4191	36.12	36.12
403-511-14-S	2204 E NILES AVE	0.225	4191	36.12	36.12
403-511-15-S	2190 E NILES AVE	0.209	4191	36.12	36.12
403-511-16-S	2176 E NILES AVE	0.196	4191	36.12	36.12

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403-511-17-S	2162 E NILES AVE	0.235	4191	36.12	36.12
403-511-18-S	2148 E NILES AVE	0.272	4191	36.12	36.12
403-511-19-S	2142 E NILES AVE	0.303	4191	36.12	36.12
403-511-20-S	2149 E NILES AVE	0.252	4191	36.12	36.12
403-511-21-S	2163 E NILES AVE	0.198	4191	36.12	36.12
403-511-22-S	2177 E NILES AVE	0.198	4191	36.12	36.12
403-511-23-S	2191 E NILES AVE	0.211	4191	36.12	36.12
403-511-24-S	2205 E NILES AVE	0.227	4191	36.12	36.12
403-511-25-S	2206 E MUNCIE AVE	0.221	4191	36.12	36.12
403-511-26-S	2192 E MUNCIE AVE	0.205	4191	36.12	36.12
403-511-27-S	2178 E MUNCIE AVE	0.192	4191	36.12	36.12
403-511-28-S	2164 E MUNCIE AVE	0.231	4191	36.12	36.12
403-511-29-S	2150 E MUNCIE AVE	0.268	4191	36.12	36.12
403-511-30-S	2143 E MUNCIE AVE	0.265	4191	36.12	36.12
403-511-31-S	2147 E MUNCIE AVE	0.283	4191	36.12	36.12
403-511-32-S	2159 E MUNCIE AVE	0.224	4191	36.12	36.12
403-511-33-S	2173 E MUNCIE AVE	0.198	4191	36.12	36.12
403-511-34-S	2185 E MUNCIE AVE	0.184	4191	36.12	36.12
403-511-35-S	2199 E MUNCIE AVE	0.211	4191	36.12	36.12
403-511-36-S	8152 N BACKER AVE	0.118	4191	36.12	36.12
403-511-37-S	8162 N BACKER AVE	0.118	4191	36.12	36.12
403-511-38-S	8172 N BACKER AVE	0.118	4191	36.12	36.12
403-511-39-S	8182 N BACKER AVE	0.118	4191	36.12	36.12
403-511-40-S	8192 N BACKER AVE	0.122	4191	36.12	36.12
403-511-41-S	2098 E NILES AVE	0.165	4191	36.12	36.12
403-511-42-S	2092 E NILES AVE	0.134	4191	36.12	36.12
403-511-43-S	2086 E NILES AVE	0.118	4191	36.12	36.12
403-511-44-S	2080 E NILES AVE	0.138	4191	36.12	36.12
403-511-45-S	2074 E NILES AVE	0.122	4191	36.12	36.12
403-511-46-S	2068 E NILES AVE	0.151	4191	36.12	36.12
403-511-47-S	8185 N PRICE AVE	0.106	4191	36.12	36.12
403-511-48-S	2056 E MUNCIE AVE	0.113	4191	36.12	36.12
403-511-49-S	2046 E MUNCIE AVE	0.114	4191	36.12	36.12
403-511-50-S	2036 E MUNCIE AVE	0.107	4191	36.12	36.12
403-511-51-S	2026 E MUNCIE AVE	0.107	4191	36.12	36.12
403-511-52-S	2016 E MUNCIE AVE	0.138	4191	36.12	36.12
403-511-55-S	2137 E OMAHA AVE	0.219	4191	36.12	36.12
403-511-56-S	2125 E OMAHA AVE	0.227	4191	36.12	36.12
403-511-57-S	2099 E OMAHA AVE	0.227	4191	36.12	36.12
403-511-58-S	2085 E OMAHA AVE	0.219	4191	36.12	36.12
403-512-01-S	2017 E MUNCIE AVE	0.155	4191	36.12	36.12
403-512-02-S	2027 E MUNCIE AVE	0.125	4191	36.12	36.12
403-512-03-S	2037 E MUNCIE AVE	0.128	4191	36.12	36.12
403-512-04-S	2047 E MUNCIE AVE	0.128	4191	36.12	36.12
403-512-05-S	2057 E MUNCIE AVE	0.139	4191	36.12	36.12
403-512-06-S	2067 E MUNCIE AVE	0.138	4191	36.12	36.12
403-512-07-S	8160 N PRICE AVE	0.099	4191	36.12	36.12
403-512-08-S	8170 N PRICE AVE	0.101	4191	36.12	36.12
403-512-09-S	8180 N PRICE AVE	0.108	4191	36.12	36.12
403-512-10-S	8181 N BACKER AVE	0.108	4191	36.12	36.12
403-512-11-S	8171 N BACKER AVE	0.101	4191	36.12	36.12
403-512-12-S	8161 N BACKER AVE	0.101	4191	36.12	36.12
403-512-13-S	8151 N BACKER AVE	0.111	4191	36.12	36.12
403-513-11-S	8220 N MC DONALD	0.227	4191	36.12	36.12
403-513-12-S	8206 N MC DONALD	0.227	4191	36.12	36.12
403-513-13-S	8194 N MC DONALD	0.227	4191	36.12	36.12
403-513-14-S	8168 N MC DONALD	0.227	4191	36.12	36.12
403-513-15-S	8154 N MC DONALD	0.227	4191	36.12	36.12
403-513-16-S	8142 N MC DONALD	0.233	4191	36.12	36.12
403-513-18-S	8128 N MC DONALD	0.204	4191	36.12	36.12
403-513-19-S	8116 N MC DONALD	0.237	4191	36.12	36.12
403-521-02-S	8073 N BACKER AVE	0.207	4191	36.12	36.12
403-521-03-S	8061 N BACKER AVE	0.189	4191	36.12	36.12
403-521-04-S	8047 N BACKER AVE	0.189	4191	36.12	36.12
403-521-05-S	8035 N BACKER AVE	0.189	4191	36.12	36.12
403-521-06-S	8021 N BACKER AVE	0.227	4191	36.12	36.12

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403-522-01-S	8142 N BACKER AVE	0.118	4191	36.12	36.12
403-522-02-S	8132 N BACKER AVE	0.118	4191	36.12	36.12
403-522-03-S	8122 N BACKER AVE	0.118	4191	36.12	36.12
403-522-04-S	8112 N BACKER AVE	0.118	4191	36.12	36.12
403-522-05-S	8102 N BACKER AVE	0.128	4191	36.12	36.12
403-522-06-S	2132 E LEXINGTON AVE	0.191	4191	36.12	36.12
403-522-07-S	2146 E LEXINGTON AVE	0.176	4191	36.12	36.12
403-522-08-S	2158 E LEXINGTON AVE	0.179	4191	36.12	36.12
403-522-09-S	2172 E LEXINGTON AVE	0.176	4191	36.12	36.12
403-522-10-S	2186 E LEXINGTON AVE	0.176	4191	36.12	36.12
403-522-11-S	2198 E LEXINGTON AVE	0.199	4191	36.12	36.12
403-523-01-S	2145 E LEXINGTON AVE	0.194	4191	36.12	36.12
403-523-02-S	2157 E LEXINGTON AVE	0.179	4191	36.12	36.12
403-523-03-S	2171 E LEXINGTON AVE	0.179	4191	36.12	36.12
403-523-04-S	2183 E LEXINGTON AVE	0.181	4191	36.12	36.12
403-523-05-S	2197 E LEXINGTON AVE	0.179	4191	36.12	36.12
403-523-06-S	2209 E LEXINGTON AVE	0.179	4191	36.12	36.12
403-523-07-S	2208 E KENOSHA AVE	0.179	4191	36.12	36.12
403-523-08-S	2196 E KENOSHA AVE	0.179	4191	36.12	36.12
403-523-09-S	2182 E KENOSHA AVE	0.181	4191	36.12	36.12
403-523-10-S	2170 E KENOSHA AVE	0.179	4191	36.12	36.12
403-523-11-S	2156 E KENOSHA AVE	0.179	4191	36.12	36.12
403-523-12-S	2144 E KENOSHA AVE	0.194	4191	36.12	36.12
403-524-01-S	2143 E KENOSHA AVE	0.220	4191	36.12	36.12
403-524-02-S	2155 E KENOSHA AVE	0.192	4191	36.12	36.12
403-524-03-S	2169 E KENOSHA AVE	0.192	4191	36.12	36.12
403-524-04-S	2181 E KENOSHA AVE	0.192	4191	36.12	36.12
403-524-05-S	2195 E KENOSHA AVE	0.192	4191	36.12	36.12
403-524-06-S	2207 E KENOSHA AVE	0.192	4191	36.12	36.12
403-531-01	8715 N WHITNEY AVE	0.160	4212	27.58	27.58
403-531-02	8703 N WHITNEY AVE	0.137	4212	27.58	27.58
403-531-03	8691 N WHITNEY AVE	0.137	4212	27.58	27.58
403-531-04	8679 N WHITNEY AVE	0.137	4212	27.58	27.58
403-531-05	8669 N WHITNEY AVE	0.137	4212	27.58	27.58
403-531-06	8657 N WHITNEY AVE	0.137	4212	27.58	27.58
403-531-07	8647 N WHITNEY AVE	0.137	4212	27.58	27.58
403-531-08	8635 N WHITNEY AVE	0.137	4212	27.58	27.58
403-531-09	8625 N WHITNEY AVE	0.137	4212	27.58	27.58
403-531-10	8613 N WHITNEY AVE	0.137	4212	27.58	27.58
403-532-01	2246 E WARWICK AVE	0.150	4212	27.58	27.58
403-532-02	2258 E WARWICK AVE	0.139	4212	27.58	27.58
403-532-03	2268 E WARWICK AVE	0.139	4212	27.58	27.58
403-532-04	2282 E WARWICK AVE	0.139	4212	27.58	27.58
403-532-05	2290 E WARWICK AVE	0.140	4212	27.58	27.58
403-532-06	2302 E WARWICK AVE	0.140	4212	27.58	27.58
403-532-07	2312 E WARWICK AVE	0.244	4212	27.58	27.58
403-532-08	8694 N RECREATION AVE	0.229	4212	27.58	27.58
403-532-09	8684 N RECREATION AVE	0.137	4212	27.58	27.58
403-532-10	8674 N RECREATION AVE	0.137	4212	27.58	27.58
403-532-11	8664 N RECREATION AVE	0.137	4212	27.58	27.58
403-532-12	8654 N RECREATION AVE	0.239	4212	27.58	27.58
403-532-13	2315 E POWERS AVE	0.247	4212	27.58	27.58
403-532-14	2305 E POWERS AVE	0.140	4212	27.58	27.58
403-532-15	2293 E POWERS AVE	0.140	4212	27.58	27.58
403-532-16	2285 E POWERS AVE	0.140	4212	27.58	27.58
403-532-17	2271 E POWERS AVE	0.140	4212	27.58	27.58
403-532-18	2261 E POWERS AVE	0.140	4212	27.58	27.58
403-532-19	2249 E POWERS AVE	0.152	4212	27.58	27.58
403-532-20	2250 E VERMONT AVE	0.152	4212	27.58	27.58
403-532-21	2262 E VERMONT AVE	0.140	4212	27.58	27.58
403-532-22	2272 E VERMONT AVE	0.140	4212	27.58	27.58
403-532-23	2286 E VERMONT AVE	0.140	4212	27.58	27.58
403-532-24	2294 E VERMONT AVE	0.140	4212	27.58	27.58
403-532-25	2306 E VERMONT AVE	0.140	4212	27.58	27.58
403-532-26	2316 E VERMONT AVE	0.289	4212	27.58	27.58
403-532-27	8598 N RECREATION AVE	0.206	4212	27.58	27.58

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403-533-01	2247 E WARWICK AVE	0.149	4212	27.58	27.58
403-533-02	2259 E WARWICK AVE	0.140	4212	27.58	27.58
403-533-03	2269 E WARWICK AVE	0.140	4212	27.58	27.58
403-533-04	2283 E WARWICK AVE	0.140	4212	27.58	27.58
403-533-05	2291 E WARWICK AVE	0.140	4212	27.58	27.58
403-533-06	2303 E WARWICK AVE	0.149	4212	27.58	27.58
403-533-07	2304 E POWERS AVE	0.149	4212	27.58	27.58
403-533-08	2292 E POWERS AVE	0.140	4212	27.58	27.58
403-533-09	2284 E POWERS AVE	0.140	4212	27.58	27.58
403-533-10	2270 E POWERS AVE	0.140	4212	27.58	27.58
403-533-11	2260 E POWERS AVE	0.140	4212	27.58	27.58
403-533-12	2248 E POWERS AVE	0.149	4212	27.58	27.58
403-541-01	2261 E TRENTON AVE	0.179	4212	27.58	27.58
403-541-02	2251 E TRENTON AVE	0.205	4212	27.58	27.58
403-541-03	2239 E TRENTON AVE	0.328	4212	27.58	27.58
403-541-04	8509 N WHITNEY AVE	0.192	4212	27.58	27.58
403-541-05	8523 N WHITNEY AVE	0.137	4212	27.58	27.58
403-541-06	8537 N WHITNEY AVE	0.137	4212	27.58	27.58
403-541-07	8551 N WHITNEY AVE	0.160	4212	27.58	27.58
403-541-08	8565 N WHITNEY AVE	0.137	4212	27.58	27.58
403-541-09	8579 N WHITNEY AVE	0.137	4212	27.58	27.58
403-541-10	8593 N WHITNEY AVE	0.160	4212	27.58	27.58
403-541-11	8603 N WHITNEY AVE	0.137	4212	27.58	27.58
403-542-01	2251 E VERMONT AVE	0.149	4212	27.58	27.58
403-542-02	2263 E VERMONT AVE	0.140	4212	27.58	27.58
403-542-03	2273 E VERMONT AVE	0.140	4212	27.58	27.58
403-542-04	2287 E VERMONT AVE	0.140	4212	27.58	27.58
403-542-05	2295 E VERMONT AVE	0.140	4212	27.58	27.58
403-542-06	2307 E VERMONT AVE	0.149	4212	27.58	27.58
403-542-07	2308 E UTAH AVE	0.149	4212	27.58	27.58
403-542-08	2296 E UTAH AVE	0.140	4212	27.58	27.58
403-542-09	2288 E UTAH AVE	0.140	4212	27.58	27.58
403-542-10	2274 E UTAH AVE	0.140	4212	27.58	27.58
403-542-11	2264 E UTAH AVE	0.140	4212	27.58	27.58
403-542-12	2252 E UTAH AVE	0.149	4212	27.58	27.58
403-543-01	2289 E TRENTON AVE	0.179	4212	27.58	27.58
403-543-02	2299 E TRENTON AVE	0.154	4212	27.58	27.58
403-543-03	2311 E TRENTON AVE	0.211	4212	27.58	27.58
403-543-04	2321 E TRENTON AVE	0.289	4212	27.58	27.58
403-543-05	8518 N RECREATION AVE	0.185	4212	27.58	27.58
403-543-06	8528 N RECREATION AVE	0.137	4212	27.58	27.58
403-543-07	8538 N RECREATION AVE	0.137	4212	27.58	27.58
403-543-08	8548 N RECREATION AVE	0.137	4212	27.58	27.58
403-543-09	8558 N RECREATION AVE	0.137	4212	27.58	27.58
403-543-10	8568 N RECREATION AVE	0.137	4212	27.58	27.58
403-543-11	8578 N RECREATION AVE	0.137	4212	27.58	27.58
403-543-12	8588 N RECREATION AVE	0.137	4212	27.58	27.58
403-544-01	2253 E UTAH AVE	0.149	4212	27.58	27.58
403-544-02	2265 E UTAH AVE	0.140	4212	27.58	27.58
403-544-03	2275 E UTAH AVE	0.140	4212	27.58	27.58
403-544-04	2289 E UTAH AVE	0.140	4212	27.58	27.58
403-544-05	2297 E UTAH AVE	0.140	4212	27.58	27.58
403-544-06	2309 E UTAH AVE	0.149	4212	27.58	27.58
403-544-07	2310 E TRENTON AVE	0.149	4212	27.58	27.58
403-544-08	2298 E TRENTON AVE	0.140	4212	27.58	27.58
403-544-09	2288 E TRENTON AVE	0.140	4212	27.58	27.58
403-544-10	2276 E TRENTON AVE	0.140	4212	27.58	27.58
403-544-11	2266 E TRENTON AVE	0.140	4212	27.58	27.58
403-544-12	2254 E TRENTON AVE	0.149	4212	27.58	27.58
403-551-01	8681 N WOODROW AVE	0.171	4335	27.27	27.26
403-551-02	8671 N WOODROW AVE	0.163	4335	27.27	27.26
403-551-03	8661 N WOODROW AVE	0.163	4335	27.27	27.26
403-551-04	8651 N WOODROW AVE	0.158	4335	27.27	27.26
403-551-05	8641 N WOODROW AVE	0.163	4335	27.27	27.26
403-551-06	8631 N WOODROW AVE	0.158	4335	27.27	27.26
403-551-07	8621 N WOODROW AVE	0.163	4335	27.27	27.26

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403-551-08	8611 N WOODROW AVE	0.158	4335	27.27	27.26
403-552-01	2102 E WARWICK AVE	0.151	4335	27.27	27.26
403-552-02	2108 E WARWICK AVE	0.148	4335	27.27	27.26
403-552-03	2116 E WARWICK AVE	0.148	4335	27.27	27.26
403-552-04	2124 E WARWICK AVE	0.148	4335	27.27	27.26
403-552-05	2134 E WARWICK AVE	0.148	4335	27.27	27.26
403-552-06	2144 E WARWICK AVE	0.148	4335	27.27	27.26
403-552-07	2154 E WARWICK AVE	0.153	4335	27.27	27.26
403-552-08	2166 E WARWICK AVE	0.148	4335	27.27	27.26
403-552-09	2178 E WARWICK AVE	0.202	4335	27.27	27.26
403-552-10	8692 N SIERRA VISTA AVE	0.247	4335	27.27	27.26
403-552-11	8682 N SIERRA VISTA AVE	0.211	4335	27.27	27.26
403-552-12	8672 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-552-13	8662 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-552-14	8652 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-552-15	8642 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-552-16	8632 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-552-17	8622 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-552-18	8612 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-553-01	2125 E WARWICK AVE	0.165	4335	27.27	27.26
403-553-02	2135 E WARWICK AVE	0.167	4335	27.27	27.26
403-553-03	2145 E WARWICK AVE	0.152	4335	27.27	27.26
403-553-04	2155 E WARWICK AVE	0.152	4335	27.27	27.26
403-553-05	2167 E WARWICK AVE	0.164	4335	27.27	27.26
403-553-06	2168 E POWERS AVE	0.158	4335	27.27	27.26
403-553-07	2156 E POWERS AVE	0.146	4335	27.27	27.26
403-553-08	2146 E POWERS AVE	0.146	4335	27.27	27.26
403-553-09	2136 E POWERS AVE	0.163	4335	27.27	27.26
403-553-10	2126 E POWERS AVE	0.160	4335	27.27	27.26
403-554-01	2127 E POWERS AVE	0.159	4335	27.27	27.26
403-554-02	2137 E POWERS AVE	0.145	4335	27.27	27.26
403-554-03	2147 E POWERS AVE	0.145	4335	27.27	27.26
403-554-04	2157 E POWERS AVE	0.161	4335	27.27	27.26
403-554-05	2169 E POWERS AVE	0.156	4335	27.27	27.26
403-554-06	2166 E VERMONT AVE	0.158	4335	27.27	27.26
403-554-07	2154 E VERMONT AVE	0.163	4335	27.27	27.26
403-554-08	2144 E VERMONT AVE	0.146	4335	27.27	27.26
403-554-09	2134 E VERMONT AVE	0.146	4335	27.27	27.26
403-554-10	2124 E VERMONT AVE	0.160	4335	27.27	27.26
403-561-01	8503 N WOODROW AVE	0.203	4335	27.27	27.26
403-561-02	8509 N WOODROW AVE	0.163	4335	27.27	27.26
403-561-03	8521 N WOODROW AVE	0.158	4335	27.27	27.26
403-561-04	8531 N WOODROW AVE	0.163	4335	27.27	27.26
403-561-05	8541 N WOODROW AVE	0.158	4335	27.27	27.26
403-561-06	8551 N WOODROW AVE	0.163	4335	27.27	27.26
403-561-07	8561 N WOODROW AVE	0.158	4335	27.27	27.26
403-561-08	8571 N WOODROW AVE	0.163	4335	27.27	27.26
403-561-09	8581 N WOODROW AVE	0.158	4335	27.27	27.26
403-561-10	8591 N WOODROW AVE	0.163	4335	27.27	27.26
403-562-01	2125 E VERMONT AVE	0.159	4335	27.27	27.26
403-562-02	2135 E VERMONT AVE	0.161	4335	27.27	27.26
403-562-03	2145 E VERMONT AVE	0.145	4335	27.27	27.26
403-562-04	2155 E VERMONT AVE	0.145	4335	27.27	27.26
403-562-05	2167 E VERMONT AVE	0.156	4335	27.27	27.26
403-562-06	2168 E UTAH AVE	0.158	4335	27.27	27.26
403-562-07	2156 E UTAH AVE	0.146	4335	27.27	27.26
403-562-08	2146 E UTAH AVE	0.146	4335	27.27	27.26
403-562-09	2136 E UTAH AVE	0.163	4335	27.27	27.26
403-562-10	2126 E UTAH AVE	0.160	4335	27.27	27.26
403-563-01	2127 E UTAH AVE	0.159	4335	27.27	27.26
403-563-02	2137 E UTAH AVE	0.145	4335	27.27	27.26
403-563-03	2147 E UTAH AVE	0.145	4335	27.27	27.26
403-563-04	2157 E UTAH AVE	0.161	4335	27.27	27.26
403-563-05	2169 E UTAH AVE	0.156	4335	27.27	27.26
403-563-06	2166 E TRENTON AVE	0.158	4335	27.27	27.26
403-563-07	2154 E TRENTON AVE	0.163	4335	27.27	27.26

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403-563-08	2144 E TRENTON AVE	0.146	4335	27.27	27.26
403-563-09	2134 E TRENTON AVE	0.146	4335	27.27	27.26
403-563-10	2124 E TRENTON AVE	0.160	4335	27.27	27.26
403-564-01	8504 N SIERRA VISTA AVE	0.203	4335	27.27	27.26
403-564-02	8510 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-564-03	8520 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-564-04	8530 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-564-05	8540 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-564-06	8550 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-564-07	8560 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-564-08	8570 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-564-09	8580 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-564-10	8590 N SIERRA VISTA AVE	0.163	4335	27.27	27.26
403-565-01	2125 E TRENTON AVE	0.176	4335	27.27	27.26
403-565-02	2135 E TRENTON AVE	0.158	4335	27.27	27.26
403-565-03	2145 E TRENTON AVE	0.160	4335	27.27	27.26
403-565-04	2155 E TRENTON AVE	0.160	4335	27.27	27.26
403-565-05	2167 E TRENTON AVE	0.173	4335	27.27	27.26
403-571-01	8975 N WOODROW AVE	0.298	4528	60.27	60.26
403-571-02	8959 N WOODROW AVE	0.192	4528	60.27	60.26
403-571-03	8945 N WOODROW AVE	0.185	4528	60.27	60.26
403-571-04	8931 N WOODROW AVE	0.180	4528	60.27	60.26
403-571-05	8917 N WOODROW AVE	0.189	4528	60.27	60.26
403-571-06	8903 N WOODROW AVE	0.179	4528	60.27	60.26
403-571-07	8889 N WOODROW AVE	0.185	4528	60.27	60.26
403-571-08	8875 N WOODROW AVE	0.194	4528	60.27	60.26
403-571-09	8861 N WOODROW AVE	0.204	4528	60.27	60.26
403-571-10	8847 N WOODROW AVE	0.210	4528	60.27	60.26
403-571-11	8833 N WOODROW AVE	0.212	4528	60.27	60.26
403-572-01	8976 N WOODROW AVE	0.267	4528	60.27	60.26
403-572-02	8960 N WOODROW AVE	0.186	4528	60.27	60.26
403-572-03	8946 N WOODROW AVE	0.196	4528	60.27	60.26
403-572-04	8932 N WOODROW AVE	0.207	4528	60.27	60.26
403-572-05	8918 N WOODROW AVE	0.217	4528	60.27	60.26
403-572-06	8904 N WOODROW AVE	0.217	4528	60.27	60.26
403-572-07	8890 N WOODROW AVE	0.206	4528	60.27	60.26
403-572-08	8876 N WOODROW AVE	0.203	4528	60.27	60.26
403-572-09	8862 N WOODROW AVE	0.192	4528	60.27	60.26
403-572-10	8848 N WOODROW AVE	0.180	4528	60.27	60.26
403-572-11	8834 N WOODROW AVE	0.185	4528	60.27	60.26
403-581-01	2004 E COLE AVE	0.176	4528	60.27	60.26
403-581-02	2016 E COLE AVE	0.158	4528	60.27	60.26
403-581-03	2026 E COLE AVE	0.175	4528	60.27	60.26
403-581-04	2036 E COLE AVE	0.181	4528	60.27	60.26
403-581-05	2046 E COLE AVE	0.200	4528	60.27	60.26
403-581-06	2056 E COLE AVE	0.206	4528	60.27	60.26
403-581-07	2066 E COLE AVE	0.203	4528	60.27	60.26
403-581-08	2078 E COLE AVE	0.193	4528	60.27	60.26
403-581-09	2090 E COLE AVE	0.183	4528	60.27	60.26
403-581-10	2104 E COLE AVE	0.173	4528	60.27	60.26
403-581-11	2116 E COLE AVE	0.165	4528	60.27	60.26
403-581-12	2130 E COLE AVE	0.192	4528	60.27	60.26
403-581-13	8791 N WOODROW AVE	0.246	4528	60.27	60.26
403-581-14	8805 N WOODROW AVE	0.212	4528	60.27	60.26
403-581-15	8819 N WOODROW AVE	0.212	4528	60.27	60.26
403-581-16	2006 E LESTER AVE	0.227	4601	63.18	63.18
403-581-17	2018 E LESTER AVE	0.184	4601	63.18	63.18
403-581-18	2028 E LESTER AVE	0.193	4601	63.18	63.18
403-581-19	2038 E LESTER AVE	0.187	4601	63.18	63.18
403-581-20	2048 E LESTER AVE	0.193	4601	63.18	63.18
403-581-21	2058 E LESTER AVE	0.193	4601	63.18	63.18
403-581-22	2068 E LESTER AVE	0.176	4601	63.18	63.18
403-581-23	2080 E LESTER AVE	0.247	4601	63.18	63.18
403-581-24	2088 E LESTER AVE	0.298	4601	63.18	63.18
403-581-25	2087 E LESTER AVE	0.247	4601	63.18	63.18
403-581-26	2079 E LESTER AVE	0.283	4601	63.18	63.18

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403-581-27	2067 E LESTER AVE	0.176	4601	63.18	63.18
403-581-28	2057 E LESTER AVE	0.194	4601	63.18	63.18
403-581-29	2047 E LESTER AVE	0.194	4601	63.18	63.18
403-581-30	2037 E LESTER AVE	0.188	4601	63.18	63.18
403-581-31	2027 E LESTER AVE	0.194	4601	63.18	63.18
403-581-32	2017 E LESTER AVE	0.185	4601	63.18	63.18
403-581-33	2005 E LESTER AVE	0.238	4601	63.18	63.18
403-582-01	8750 N WOODROW AVE	0.187	4528	60.27	60.26
403-582-02	8764 N WOODROW AVE	0.208	4528	60.27	60.26
403-582-03	8778 N WOODROW AVE	0.179	4528	60.27	60.26
403-582-04	8792 N WOODROW AVE	0.185	4528	60.27	60.26
403-582-05	8806 N WOODROW AVE	0.185	4528	60.27	60.26
403-582-06	8820 N WOODROW AVE	0.185	4528	60.27	60.26
403-583-01	2003 E COLE AVE	0.275	4528	60.27	60.26
403-583-02	2015 E COLE AVE	0.217	4528	60.27	60.26
403-583-03	2027 E COLE AVE	0.206	4528	60.27	60.26
403-583-04	2039 E COLE AVE	0.220	4528	60.27	60.26
403-583-05	2051 E COLE AVE	0.208	4528	60.27	60.26
403-583-06	2063 E COLE AVE	0.204	4528	60.27	60.26
403-583-07	2075 E COLE AVE	0.212	4528	60.27	60.26
403-583-08	2087 E COLE AVE	0.226	4528	60.27	60.26
403-583-09	2101 E COLE AVE	0.237	4528	60.27	60.26
403-583-10	2115 E COLE AVE	0.244	4528	60.27	60.26
403-583-11	2129 E COLE AVE	0.237	4528	60.27	60.26
403-583-12	2141 E COLE AVE	0.165	4528	60.27	60.26
403-583-13	2153 E COLE AVE	0.137	4528	60.27	60.26
403-583-14	2167 E COLE AVE	0.137	4528	60.27	60.26
403-591-01	8949 N SIERRA VISTA AVE	0.144	4112	29.30	29.30
403-591-02	8937 N SIERRA VISTA AVE	0.144	4112	29.30	29.30
403-591-03	8923 N SIERRA VISTA AVE	0.144	4112	29.30	29.30
403-591-04	8909 N SIERRA VISTA AVE	0.144	4112	29.30	29.30
403-591-05	8893 N SIERRA VISTA AVE	0.144	4112	29.30	29.30
403-591-06	8879 N SIERRA VISTA AVE	0.144	4112	29.30	29.30
403-591-07	8865 N SIERRA VISTA AVE	0.144	4112	29.30	29.30
403-591-08	8851 N SIERRA VISTA AVE	0.144	4112	29.30	29.30
403-592-01	2204 E SERENA AVE	0.187	4112	29.30	29.30
403-592-02	2214 E SERENA AVE	0.168	4112	29.30	29.30
403-592-03	2224 E SERENA AVE	0.168	4112	29.30	29.30
403-592-04	2234 E SERENA AVE	0.165	4112	29.30	29.30
403-592-05	2244 E SERENA AVE	0.165	4112	29.30	29.30
403-592-06	2254 E SERENA AVE	0.187	4112	29.30	29.30
403-593-01	2205 E SERENA AVE	0.192	4112	29.30	29.30
403-593-02	2215 E SERENA AVE	0.140	4112	29.30	29.30
403-593-03	2225 E SERENA AVE	0.140	4112	29.30	29.30
403-593-04	2235 E SERENA AVE	0.137	4112	29.30	29.30
403-593-05	2245 E SERENA AVE	0.137	4112	29.30	29.30
403-593-06	2255 E SERENA AVE	0.156	4112	29.30	29.30
403-593-07	2256 E EVERGLADE AVE	0.156	4112	29.30	29.30
403-593-08	2246 E EVERGLADE AVE	0.137	4112	29.30	29.30
403-593-09	2236 E EVERGLADE AVE	0.137	4112	29.30	29.30
403-593-10	2226 E EVERGLADE AVE	0.140	4112	29.30	29.30
403-593-11	2216 E EVERGLADE AVE	0.140	4112	29.30	29.30
403-593-12	2206 E EVERGLADE AVE	0.192	4112	29.30	29.30
403-594-01	2207 E EVERGLADE AVE	0.169	4112	29.30	29.30
403-594-02	2217 E EVERGLADE AVE	0.140	4112	29.30	29.30
403-594-03	2227 E EVERGLADE AVE	0.140	4112	29.30	29.30
403-594-04	2237 E EVERGLADE AVE	0.137	4112	29.30	29.30
403-594-05	2247 E EVERGLADE AVE	0.137	4112	29.30	29.30
403-594-06	2257 E EVERGLADE AVE	0.153	4112	29.30	29.30
403-594-07	2254 E KELSO AVE	0.153	4112	29.30	29.30
403-594-08	2244 E KELSO AVE	0.137	4112	29.30	29.30
403-594-09	2234 E KELSO AVE	0.137	4112	29.30	29.30
403-594-10	2224 E KELSO AVE	0.140	4112	29.30	29.30
403-594-11	2214 E KELSO AVE	0.140	4112	29.30	29.30
403-594-12	2204 E KELSO AVE	0.169	4112	29.30	29.30
403-595-01	2264 E KELSO AVE	0.160	4112	29.30	29.30

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403-595-02	2274 E KELSO AVE	0.144	4112	29.30	29.30
403-595-03	2284 E KELSO AVE	0.146	4112	29.30	29.30
403-595-04	2294 E KELSO AVE	0.175	4112	29.30	29.30
403-595-05	8858 N RECREATION AVE	0.321	4112	29.30	29.30
403-595-06	8848 N RECREATION AVE	0.176	4112	29.30	29.30
403-601-01	8751 N SIERRA VISTA AVE	0.174	4112	29.30	29.30
403-601-02	8765 N SIERRA VISTA AVE	0.151	4112	29.30	29.30
403-601-03	8779 N SIERRA VISTA AVE	0.166	4112	29.30	29.30
403-601-04	8793 N SIERRA VISTA AVE	0.169	4112	29.30	29.30
403-601-05	8807 N SIERRA VISTA AVE	0.161	4112	29.30	29.30
403-601-06	8821 N SIERRA VISTA AVE	0.156	4112	29.30	29.30
403-601-07	8835 N SIERRA VISTA AVE	0.150	4112	29.30	29.30
403-602-01	2205 E KELSO AVE	0.172	4112	29.30	29.30
403-602-02	2215 E KELSO AVE	0.142	4112	29.30	29.30
403-602-03	2225 E KELSO AVE	0.153	4112	29.30	29.30
403-602-04	2235 E KELSO AVE	0.153	4112	29.30	29.30
403-602-05	2245 E KELSO AVE	0.153	4112	29.30	29.30
403-602-06	2255 E KELSO AVE	0.153	4112	29.30	29.30
403-602-07	2265 E KELSO AVE	0.153	4112	29.30	29.30
403-602-08	2275 E KELSO AVE	0.153	4112	29.30	29.30
403-602-09	2285 E KELSO AVE	0.153	4112	29.30	29.30
403-602-10	2295 E KELSO AVE	0.172	4112	29.30	29.30
403-602-11	2296 E LESTER AVE	0.172	4112	29.30	29.30
403-602-12	2286 E LESTER AVE	0.153	4112	29.30	29.30
403-602-13	2276 E LESTER AVE	0.153	4112	29.30	29.30
403-602-14	2266 E LESTER AVE	0.153	4112	29.30	29.30
403-602-15	2256 E LESTER AVE	0.153	4112	29.30	29.30
403-602-16	2246 E LESTER AVE	0.153	4112	29.30	29.30
403-602-17	2236 E LESTER AVE	0.153	4112	29.30	29.30
403-602-18	2226 E LESTER AVE	0.153	4112	29.30	29.30
403-602-19	2216 E LESTER AVE	0.142	4112	29.30	29.30
403-602-20	2206 E LESTER AVE	0.162	4112	29.30	29.30
403-603-01	2207 E LESTER AVE	0.160	4112	29.30	29.30
403-603-02	2217 E LESTER AVE	0.137	4112	29.30	29.30
403-603-03	2227 E LESTER AVE	0.137	4112	29.30	29.30
403-603-04	2235 E LESTER AVE	0.137	4112	29.30	29.30
403-603-05	2243 E LESTER AVE	0.137	4112	29.30	29.30
403-603-06	2251 E LESTER AVE	0.137	4112	29.30	29.30
403-603-07	2259 E LESTER AVE	0.137	4112	29.30	29.30
403-603-08	2269 E LESTER AVE	0.137	4112	29.30	29.30
403-603-09	2279 E LESTER AVE	0.137	4112	29.30	29.30
403-603-10	2289 E LESTER AVE	0.137	4112	29.30	29.30
403-603-11	2297 E LESTER AVE	0.153	4112	29.30	29.30
403-603-12	2298 E COLE AVE	0.163	4112	29.30	29.30
403-603-13	2290 E COLE AVE	0.146	4112	29.30	29.30
403-603-14	2280 E COLE AVE	0.146	4112	29.30	29.30
403-603-15	2270 E COLE AVE	0.146	4112	29.30	29.30
403-603-16	2260 E COLE AVE	0.146	4112	29.30	29.30
403-603-17	2252 E COLE AVE	0.146	4112	29.30	29.30
403-603-18	2244 E COLE AVE	0.146	4112	29.30	29.30
403-603-19	2238 E COLE AVE	0.146	4112	29.30	29.30
403-603-20	2228 E COLE AVE	0.146	4112	29.30	29.30
403-603-21	2218 E COLE AVE	0.146	4112	29.30	29.30
403-603-22	2208 E COLE AVE	0.194	4112	29.30	29.30
403-604-01	2179 E COLE AVE	0.137	4112	29.30	29.30
403-604-02	2189 E COLE AVE	0.137	4112	29.30	29.30
403-604-03	2199 E COLE AVE	0.137	4112	29.30	29.30
403-604-04	2209 E COLE AVE	0.137	4112	29.30	29.30
403-604-05	2219 E COLE AVE	0.137	4112	29.30	29.30
403-604-06	2229 E COLE AVE	0.137	4112	29.30	29.30
403-604-07	2239 E COLE AVE	0.156	4112	29.30	29.30
403-605-01	2249 E COLE AVE	0.169	4112	29.30	29.30
403-605-02	2259 E COLE AVE	0.142	4112	29.30	29.30
403-605-03	2271 E COLE AVE	0.142	4112	29.30	29.30
403-605-04	2283 E COLE AVE	0.137	4112	29.30	29.30
403-605-05	2295 E COLE AVE	0.137	4112	29.30	29.30

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403-605-06	2307 E COLE AVE	0.137	4112	29.30	29.30
403-605-07	2319 E COLE AVE	0.137	4112	29.30	29.30
403-605-08	2331 E COLE AVE	0.160	4112	29.30	29.30
403-606-01	8750 N RECREATION AVE	0.149	4112	29.30	29.30
403-606-02	8764 N RECREATION AVE	0.140	4112	29.30	29.30
403-606-03	8778 N RECREATION AVE	0.140	4112	29.30	29.30
403-606-04	8792 N RECREATION AVE	0.140	4112	29.30	29.30
403-606-05	8806 N RECREATION AVE	0.140	4112	29.30	29.30
403-606-06	8820 N RECREATION AVE	0.140	4112	29.30	29.30
403-606-07	8834 N RECREATION AVE	0.140	4112	29.30	29.30
403-611-01	8463 N SIERRA VISTA AVE	0.236	4645	80.18	80.18
403-611-02	8449 N SIERRA VISTA AVE	0.187	4645	80.18	80.18
403-611-03	8437 N SIERRA VISTA AVE	0.189	4645	80.18	80.18
403-611-04	8421 N SIERRA VISTA AVE	0.189	4645	80.18	80.18
403-611-05	8409 N SIERRA VISTA AVE	0.189	4645	80.18	80.18
403-611-06	8395 N SIERRA VISTA AVE	0.189	4645	80.18	80.18
403-611-07	8393 N SIERRA VISTA AVE	0.189	4645	80.18	80.18
403-611-08	8391 N SIERRA VISTA AVE	0.229	4645	80.18	80.18
403-611-09	8389 N SIERRA VISTA AVE	0.293	4645	80.18	80.18
403-611-10	2235 E RICHMOND AVE	0.246	4645	80.18	80.18
403-611-11	2251 E RICHMOND AVE	0.200	4645	80.18	80.18
403-612-01	8464 N SIERRA VISTA AVE	0.195	4645	80.18	80.18
403-612-02	8450 N SIERRA VISTA AVE	0.191	4645	80.18	80.18
403-612-03	8438 N SIERRA VISTA AVE	0.191	4645	80.18	80.18
403-612-04	8422 N SIERRA VISTA AVE	0.191	4645	80.18	80.18
403-612-05	8419 N WHITNEY AVE	0.191	4645	80.18	80.18
403-612-06	8435 N WHITNEY AVE	0.191	4645	80.18	80.18
403-612-07	8447 N WHITNEY AVE	0.191	4645	80.18	80.18
403-612-08	8465 N WHITNEY AVE	0.341	4645	80.18	80.18
403-612-09	8464 N WHITNEY AVE	0.341	4645	80.18	80.18
403-612-10	8448 N WHITNEY AVE	0.230	4645	80.18	80.18
403-612-11	8436 N WHITNEY AVE	0.241	4645	80.18	80.18
403-612-12	8420 N WHITNEY AVE	0.247	4645	80.18	80.18
403-612-13	8421 N RECREATION AVE	0.247	4645	80.18	80.18
403-612-14	8437 N RECREATION AVE	0.241	4645	80.18	80.18
403-612-15	8449 N RECREATION AVE	0.230	4645	80.18	80.18
403-612-16	8463 N RECREATION AVE	0.341	4645	80.18	80.18
403-612-17	8464 N RECREATION AVE	0.330	4645	80.18	80.18
403-612-18	8450 N RECREATION AVE	0.230	4645	80.18	80.18
403-612-19	8438 N RECREATION AVE	0.241	4645	80.18	80.18
403-612-20	8422 N RECREATION AVE	0.247	4645	80.18	80.18
403-612-21	8419 N DEARING AVE	0.241	4645	80.18	80.18
403-612-22	8435 N DEARING AVE	0.235	4645	80.18	80.18
403-612-23	8447 N DEARING AVE	0.227	4645	80.18	80.18
403-612-24	8465 N DEARING AVE	0.337	4645	80.18	80.18
403-612-25	8466 N DEARING AVE	0.278	4645	80.18	80.18
403-612-28	8420 N DEARING AVE	0.257	4645	80.18	80.18
403-612-29	8410 N DEARING AVE	0.257	4645	80.18	80.18
403-612-30	8396 N DEARING AVE	0.257	4645	80.18	80.18
403-612-31	8392 N DEARING AVE	0.284	4645	80.18	80.18
403-612-32	8448 N DEARING AVE	0.238	4645	80.18	80.18
403-612-34	8436 N DEARING AVE	0.263	4645	80.18	80.18
403-613-01	2253 E SALEM AVE	0.216	4645	80.18	80.18
403-613-02	2265 E SALEM AVE	0.200	4645	80.18	80.18
403-613-03	2273 E SALEM AVE	0.200	4645	80.18	80.18
403-613-04	2295 E SALEM AVE	0.200	4645	80.18	80.18
403-613-05	2333 E SALEM AVE	0.200	4645	80.18	80.18
403-613-06	2345 E SALEM AVE	0.200	4645	80.18	80.18
403-613-07	2359 E SALEM AVE	0.200	4645	80.18	80.18
403-613-08	2379 E SALEM AVE	0.200	4645	80.18	80.18
403-613-09	2401 E SALEM AVE	0.200	4645	80.18	80.18
403-613-10	2411 E SALEM AVE	0.200	4645	80.18	80.18
403-613-11	2425 E SALEM AVE	0.219	4645	80.18	80.18
403-613-12	2424 E RICHMOND AVE	0.216	4645	80.18	80.18
403-613-13	2410 E RICHMOND AVE	0.200	4645	80.18	80.18
403-613-14	2400 E RICHMOND AVE	0.200	4645	80.18	80.18

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403-613-15	2378 E RICHMOND AVE	0.200	4645	80.18	80.18
403-613-16	2358 E RICHMOND AVE	0.200	4645	80.18	80.18
403-613-17	2344 E RICHMOND AVE	0.200	4645	80.18	80.18
403-613-18	2332 E RICHMOND AVE	0.200	4645	80.18	80.18
403-613-19	2294 E RICHMOND AVE	0.200	4645	80.18	80.18
403-613-20	2272 E RICHMOND AVE	0.200	4645	80.18	80.18
403-613-21	2264 E RICHMOND AVE	0.200	4645	80.18	80.18
403-613-22	2252 E RICHMOND AVE	0.219	4645	80.18	80.18
403-614-01	2271 E RICHMOND AVE	0.195	4645	80.18	80.18
403-614-02	2293 E RICHMOND AVE	0.191	4645	80.18	80.18
403-614-03	2333 E RICHMOND AVE	0.191	4645	80.18	80.18
403-614-04	2343 E RICHMOND AVE	0.191	4645	80.18	80.18
403-614-05	2355 E RICHMOND AVE	0.191	4645	80.18	80.18
403-614-06	2363 E RICHMOND AVE	0.191	4645	80.18	80.18
403-614-07	2381 E RICHMOND AVE	0.191	4645	80.18	80.18
403-614-08	2401 E RICHMOND AVE	0.191	4645	80.18	80.18
403-614-09	2409 E RICHMOND AVE	0.191	4645	80.18	80.18
403-614-10	2423 E RICHMOND AVE	0.188	4645	80.18	80.18
403-614-11	2435 E RICHMOND AVE	0.185	4645	80.18	80.18
403-614-12	2443 E RICHMOND AVE	0.240	4645	80.18	80.18
403-631-01	2236 E QUINCY AVE	0.171	4261	80.17	79.12
403-631-02	2242 E QUINCY AVE	0.162	4261	80.17	79.12
403-631-03	2248 E QUINCY AVE	0.167	4261	80.17	79.12
403-631-04	2254 E QUINCY AVE	0.174	4261	80.17	79.12
403-632-01	2270 E QUINCY AVE	0.159	4261	80.17	79.12
403-632-02	2284 E QUINCY AVE	0.147	4261	80.17	79.12
403-632-03	2298 E QUINCY AVE	0.147	4261	80.17	79.12
403-632-04	2312 E QUINCY AVE	0.147	4261	80.17	79.12
403-632-05	2326 E QUINCY AVE	0.147	4261	80.17	79.12
403-632-06	2342 E QUINCY AVE	0.147	4261	80.17	79.12
403-632-07	2356 E QUINCY AVE	0.147	4261	80.17	79.12
403-632-08	2370 E QUINCY AVE	0.147	4261	80.17	79.12
403-632-09	2384 E QUINCY AVE	0.147	4261	80.17	79.12
403-632-10	2398 E QUINCY AVE	0.147	4261	80.17	79.12
403-632-11	2412 E QUINCY AVE	0.147	4261	80.17	79.12
403-632-12	2426 E QUINCY AVE	0.159	4261	80.17	79.12
403-632-13	2440 E QUINCY AVE	0.183	4261	80.17	79.12
403-632-14	2444 E QUINCY AVE	0.275	4261	80.17	79.12
403-632-15	8298 N DEARING AVE	0.223	4261	80.17	79.12
403-632-16	8294 N DEARING AVE	0.182	4261	80.17	79.12
403-632-18	8292 N DEARING AVE	0.182	4261	80.17	79.12
403-632-19	8280 N DEARING AVE	0.182	4261	80.17	79.12
403-632-20	8268 N DEARING AVE	0.182	4261	80.17	79.12
403-632-21	8246 N DEARING AVE	0.202	4261	80.17	79.12
403-633-01	8299 N SIERRA VISTA AVE	0.159	4261	80.17	79.12
403-633-02	8291 N SIERRA VISTA AVE	0.147	4261	80.17	79.12
403-633-03	8279 N SIERRA VISTA AVE	0.147	4261	80.17	79.12
403-633-04	8267 N SIERRA VISTA AVE	0.147	4261	80.17	79.12
403-633-05	8255 N SIERRA VISTA AVE	0.147	4261	80.17	79.12
403-633-06	8243 N SIERRA VISTA AVE	0.147	4261	80.17	79.12
403-634-01	2249 E QUINCY AVE	0.160	4261	80.17	79.12
403-634-02	2255 E QUINCY AVE	0.148	4261	80.17	79.12
403-634-03	2263 E QUINCY AVE	0.148	4261	80.17	79.12
403-634-04	2271 E QUINCY AVE	0.148	4261	80.17	79.12
403-634-05	2285 E QUINCY AVE	0.148	4261	80.17	79.12
403-634-06	2301 E QUINCY AVE	0.148	4261	80.17	79.12
403-634-07	2315 E QUINCY AVE	0.148	4261	80.17	79.12
403-634-08	2329 E QUINCY AVE	0.148	4261	80.17	79.12
403-634-09	2345 E QUINCY AVE	0.148	4261	80.17	79.12
403-634-10	2359 E QUINCY AVE	0.148	4261	80.17	79.12
403-634-11	2373 E QUINCY AVE	0.148	4261	80.17	79.12
403-634-12	2389 E QUINCY AVE	0.148	4261	80.17	79.12
403-634-13	2403 E QUINCY AVE	0.148	4261	80.17	79.12
403-634-14	2417 E QUINCY AVE	0.148	4261	80.17	79.12
403-634-15	2433 E QUINCY AVE	0.160	4261	80.17	79.12

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403-634-16	2434 E PORTLAND AVE	0.160	4261	80.17	79.12
403-634-17	2418 E PORTLAND AVE	0.148	4261	80.17	79.12
403-634-18	2404 E PORTLAND AVE	0.148	4261	80.17	79.12
403-634-19	2390 E PORTLAND AVE	0.148	4261	80.17	79.12
403-634-20	2374 E PORTLAND AVE	0.148	4261	80.17	79.12
403-634-21	2360 E PORTLAND AVE	0.148	4261	80.17	79.12
403-634-22	2346 E PORTLAND AVE	0.148	4261	80.17	79.12
403-634-23	2330 N PORTLAND	0.148	4261	80.17	79.12
403-634-24	2316 E PORTLAND AVE	0.148	4261	80.17	79.12
403-634-25	2302 E PORTLAND AVE	0.148	4261	80.17	79.12
403-634-26	2286 E PORTLAND AVE	0.148	4261	80.17	79.12
403-634-27	2272 E PORTLAND AVE	0.148	4261	80.17	79.12
403-634-28	2264 E PORTLAND AVE	0.148	4261	80.17	79.12
403-634-29	2256 E PORTLAND AVE	0.148	4261	80.17	79.12
403-634-30	2250 E PORTLAND AVE	0.160	4261	80.17	79.12
403-635-01	2251 E PORTLAND AVE	0.160	4261	80.17	79.12
403-635-02	2257 E PORTLAND AVE	0.148	4261	80.17	79.12
403-635-03	2265 E PORTLAND AVE	0.148	4261	80.17	79.12
403-635-04	2273 E PORTLAND AVE	0.148	4261	80.17	79.12
403-635-05	2287 E PORTLAND AVE	0.148	4261	80.17	79.12
403-635-06	2303 E PORTLAND AVE	0.148	4261	80.17	79.12
403-635-07	2317 E PORTLAND AVE	0.148	4261	80.17	79.12
403-635-08	2331 E PORTLAND AVE	0.148	4261	80.17	79.12
403-635-09	2347 E PORTLAND AVE	0.148	4261	80.17	79.12
403-635-10	2361 E PORTLAND AVE	0.148	4261	80.17	79.12
403-635-11	2375 E PORTLAND AVE	0.148	4261	80.17	79.12
403-635-12	2391 E PORTLAND AVE	0.148	4261	80.17	79.12
403-635-13	2405 E PORTLAND AVE	0.148	4261	80.17	79.12
403-635-14	2419 E PORTLAND AVE	0.148	4261	80.17	79.12
403-635-15	2435 E PORTLAND AVE	0.165	4261	80.17	79.12
403-641-01	8235 N SIERRA VISTA AVE	0.171	4237	38.84	38.84
403-641-02	8223 N SIERRA VISTA AVE	0.159	4237	38.84	38.84
403-641-03	8211 N SIERRA VISTA AVE	0.152	4237	38.84	38.84
403-641-04	8199 N SIERRA VISTA AVE	0.171	4237	38.84	38.84
403-641-05	8187 N SIERRA VISTA AVE	0.152	4237	38.84	38.84
403-641-06	8175 N SIERRA VISTA AVE	0.152	4237	38.84	38.84
403-641-07	8163 N SIERRA VISTA AVE	0.152	4237	38.84	38.84
403-641-08	8151 N SIERRA VISTA AVE	0.152	4237	38.84	38.84
403-641-09	8139 N SIERRA VISTA AVE	0.152	4237	38.84	38.84
403-641-10	8127 N SIERRA VISTA AVE	0.171	4237	38.84	38.84
403-642-01	2250 E OMAHA AVE	0.167	4237	38.84	38.84
403-642-02	2262 E OMAHA AVE	0.143	4237	38.84	38.84
403-642-03	2274 E OMAHA AVE	0.143	4237	38.84	38.84
403-642-04	2286 E OMAHA AVE	0.143	4237	38.84	38.84
403-642-05	2298 E OMAHA AVE	0.143	4237	38.84	38.84
403-642-06	2310 E OMAHA AVE	0.143	4237	38.84	38.84
403-642-07	2322 E OMAHA AVE	0.148	4237	38.84	38.84
403-642-08	2334 E OMAHA AVE	0.148	4237	38.84	38.84
403-642-09	2346 E OMAHA AVE	0.143	4237	38.84	38.84
403-642-10	2358 E OMAHA AVE	0.148	4237	38.84	38.84
403-642-11	2370 E OMAHA AVE	0.148	4237	38.84	38.84
403-642-12	2382 E OMAHA AVE	0.143	4237	38.84	38.84
403-642-13	2394 E OMAHA AVE	0.148	4237	38.84	38.84
403-642-14	2406 E OMAHA AVE	0.148	4237	38.84	38.84
403-642-15	2418 E OMAHA AVE	0.155	4237	38.84	38.84
403-643-01	2249 E OMAHA AVE	0.151	4237	38.84	38.84
403-643-02	2261 E OMAHA AVE	0.142	4237	38.84	38.84
403-643-03	2273 E OMAHA AVE	0.137	4237	38.84	38.84
403-643-04	2285 E OMAHA AVE	0.137	4237	38.84	38.84

Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
403-643-05	2297 E OMAHA AVE	0.137	4237	38.84	38.84
403-643-06	2309 E OMAHA AVE	0.137	4237	38.84	38.84
403-643-07	2321 E OMAHA AVE	0.142	4237	38.84	38.84
403-643-08	2333 E OMAHA AVE	0.142	4237	38.84	38.84
403-643-09	2345 E OMAHA AVE	0.137	4237	38.84	38.84
403-643-10	2357 E OMAHA AVE	0.137	4237	38.84	38.84
403-643-11	2369 E OMAHA AVE	0.137	4237	38.84	38.84
403-643-12	2381 E OMAHA AVE	0.137	4237	38.84	38.84
403-643-13	2393 E OMAHA AVE	0.137	4237	38.84	38.84
403-643-14	2405 E OMAHA AVE	0.160	4237	38.84	38.84
403-643-15	2417 E OMAHA AVE	0.144	4237	38.84	38.84
403-643-16	2416 E NILES AVE	0.148	4237	38.84	38.84
403-643-17	2404 E NILES AVE	0.165	4237	38.84	38.84
403-643-18	2392 E NILES AVE	0.141	4237	38.84	38.84
403-643-19	2380 E NILES AVE	0.141	4237	38.84	38.84
403-643-20	2368 E NILES AVE	0.141	4237	38.84	38.84
403-643-21	2356 E NILES AVE	0.141	4237	38.84	38.84
403-643-22	2344 E NILES AVE	0.141	4237	38.84	38.84
403-643-23	2332 E NILES AVE	0.146	4237	38.84	38.84
403-643-24	2320 E NILES AVE	0.146	4237	38.84	38.84
403-643-25	2308 E NILES AVE	0.141	4237	38.84	38.84
403-643-26	2296 E NILES AVE	0.141	4237	38.84	38.84
403-643-27	2284 E NILES AVE	0.141	4237	38.84	38.84
403-643-28	2272 E NILES AVE	0.141	4237	38.84	38.84
403-643-29	2260 E NILES AVE	0.146	4237	38.84	38.84
403-643-30	2248 E NILES AVE	0.156	4237	38.84	38.84
403-644-01	2247 E NILES AVE	0.154	4237	38.84	38.84
403-644-02	2259 E NILES AVE	0.137	4237	38.84	38.84
403-644-03	2271 E NILES AVE	0.137	4237	38.84	38.84
403-644-04	2283 E NILES AVE	0.137	4237	38.84	38.84
403-644-05	2295 E NILES AVE	0.142	4237	38.84	38.84
403-644-06	2307 E NILES AVE	0.137	4237	38.84	38.84
403-644-07	2319 E NILES AVE	0.142	4237	38.84	38.84
403-644-08	2331 E NILES AVE	0.142	4237	38.84	38.84
403-644-09	2343 E NILES AVE	0.142	4237	38.84	38.84
403-644-10	2355 E NILES AVE	0.142	4237	38.84	38.84
403-644-11	2367 E NILES AVE	0.142	4237	38.84	38.84
403-644-12	2379 E NILES AVE	0.137	4237	38.84	38.84
403-644-13	2391 E NILES AVE	0.142	4237	38.84	38.84
403-644-14	2403 E NILES AVE	0.142	4237	38.84	38.84
403-644-15	2415 E NILES AVE	0.149	4237	38.84	38.84
403-644-16	2414 E MUNCIE AVE	0.152	4237	38.84	38.84
403-644-17	2402 E MUNCIE AVE	0.145	4237	38.84	38.84
403-644-18	2390 E MUNCIE AVE	0.145	4237	38.84	38.84
403-644-19	2378 E MUNCIE AVE	0.140	4237	38.84	38.84
403-644-20	2366 E MUNCIE AVE	0.145	4237	38.84	38.84
403-644-21	2354 E MUNCIE AVE	0.145	4237	38.84	38.84
403-644-22	2342 E MUNCIE AVE	0.145	4237	38.84	38.84
403-644-23	2330 E MUNCIE AVE	0.145	4237	38.84	38.84
403-644-24	2318 E MUNCIE AVE	0.145	4237	38.84	38.84
403-644-25	2306 E MUNCIE AVE	0.140	4237	38.84	38.84
403-644-26	2294 E MUNCIE AVE	0.145	4237	38.84	38.84
403-644-27	2282 E MUNCIE AVE	0.140	4237	38.84	38.84
403-644-28	2270 E MUNCIE AVE	0.140	4237	38.84	38.84
403-644-29	2258 E MUNCIE AVE	0.140	4237	38.84	38.84
403-644-30	2246 E MUNCIE AVE	0.154	4237	38.84	38.84
403-645-01	8234 N DEARING AVE	0.198	4237	38.84	38.84
403-645-02	8222 N DEARING AVE	0.174	4237	38.84	38.84
403-645-03	8210 N DEARING AVE	0.174	4237	38.84	38.84
403-645-04	8198 N DEARING AVE	0.174	4237	38.84	38.84
403-645-05	8186 N DEARING AVE	0.174	4237	38.84	38.84
403-645-06	8174 N DEARING AVE	0.174	4237	38.84	38.84
403-645-07	8162 N DEARING AVE	0.174	4237	38.84	38.84
403-645-08	8150 N DEARING AVE	0.174	4237	38.84	38.84
403-645-09	8138 N DEARING AVE	0.239	4237	38.84	38.84
404-101-01	1015 E GOSHEN AVE	0.152	3566	21.88	21.88

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404-101-02	1025 E GOSHEN AVE	0.117	3566	21.88	21.88
404-101-03	1033 E GOSHEN AVE	0.117	3566	21.88	21.88
404-101-04	1041 E GOSHEN AVE	0.118	3566	21.88	21.88
404-101-05	1049 E GOSHEN AVE	0.118	3566	21.88	21.88
404-101-06	1057 E GOSHEN AVE	0.130	3566	21.88	21.88
404-101-07	1058 E FALLBROOK AVE	0.146	3566	21.88	21.88
404-101-08	1050 E FALLBROOK AVE	0.133	3566	21.88	21.88
404-101-09	1042 E FALLBROOK AVE	0.133	3566	21.88	21.88
404-101-10	1034 E FALLBROOK AVE	0.133	3566	21.88	21.88
404-101-11	1026 E FALLBROOK AVE	0.115	3566	21.88	21.88
404-101-12	1016 E FALLBROOK AVE	0.171	3566	21.88	21.88
404-101-13	1017 E FALLBROOK AVE	0.170	3566	21.88	21.88
404-101-14	1027 E FALLBROOK AVE	0.115	3566	21.88	21.88
404-101-15	1035 E FALLBROOK AVE	0.129	3566	21.88	21.88
404-101-16	1043 E FALLBROOK AVE	0.133	3566	21.88	21.88
404-101-17	1051 E FALLBROOK AVE	0.133	3566	21.88	21.88
404-101-18	1059 E FALLBROOK AVE	0.146	3566	21.88	21.88
404-101-19	1058 E EL PASO AVE	0.146	3566	21.88	21.88
404-101-20	1052 E EL PASO AVE	0.118	3566	21.88	21.88
404-101-21	1044 E EL PASO AVE	0.118	3566	21.88	21.88
404-101-22	1036 E EL PASO AVE	0.118	3566	21.88	21.88
404-101-23	1028 E EL PASO AVE	0.118	3566	21.88	21.88
404-101-24	1018 E EL PASO AVE	0.153	3566	21.88	21.88
404-103-01	1014 E GOSHEN AVE	0.146	3566	21.88	21.88
404-103-02	1024 E GOSHEN AVE	0.114	3566	21.88	21.88
404-103-03	1032 E GOSHEN AVE	0.114	3566	21.88	21.88
404-103-04	1040 E GOSHEN AVE	0.115	3566	21.88	21.88
404-103-05	1048 E GOSHEN AVE	0.107	3566	21.88	21.88
404-103-06	1056 E GOSHEN AVE	0.117	3566	21.88	21.88
404-103-07	1064 E GOSHEN AVE	0.119	3566	21.88	21.88
404-103-08	1072 E GOSHEN AVE	0.120	3566	21.88	21.88
404-103-09	1080 E GOSHEN AVE	0.120	3566	21.88	21.88
404-103-10	1096 E GOSHEN AVE	0.120	3770	21.88	21.88
404-103-11	1102 E GOSHEN AVE	0.121	3770	21.88	21.88
404-103-12	1110 E GOSHEN AVE	0.121	3770	21.88	21.88
404-103-13	1118 E GOSHEN AVE	0.114	3770	21.88	21.88
404-103-14	1126 E GOSHEN AVE	0.114	3770	21.88	21.88
404-103-15	1134 E GOSHEN AVE	0.121	3770	21.88	21.88
404-103-16	1142 E GOSHEN AVE	0.114	3770	21.88	21.88
404-103-17	1150 E GOSHEN AVE	0.114	3770	21.88	21.88
404-103-18	1158 E GOSHEN AVE	0.114	3770	21.88	21.88
404-103-19	1166 E GOSHEN AVE	0.121	3770	21.88	21.88
404-103-20	1174 E GOSHEN AVE	0.114	3770	21.88	21.88
404-103-21	1182 E GOSHEN AVE	0.121	3770	21.88	21.88
404-103-22	1188 E GOSHEN AVE	0.116	3770	21.88	21.88
404-103-23	1194 E GOSHEN AVE	0.146	3770	21.88	21.88
404-103-24	1198 E GOSHEN AVE	0.180	3770	21.88	21.88
404-103-25	7796 N SPALDING AVE	0.170	3770	21.88	21.88
404-103-26	7788 N SPALDING AVE	0.162	3770	21.88	21.88
404-103-27	7780 N SPALDING AVE	0.122	3770	21.88	21.88
404-103-28	7772 N SPALDING AVE	0.120	3770	21.88	21.88
404-103-29	7764 N SPALDING AVE	0.122	3770	21.88	21.88
404-103-30	7756 N SPALDING AVE	0.120	3770	21.88	21.88
404-103-31	7748 N SPALDING AVE	0.122	3770	21.88	21.88
404-103-32	7740 N SPALDING AVE	0.135	3770	21.88	21.88
404-103-33	7728 N SPALDING AVE	0.163	3770	21.88	21.88
404-103-34	7722 N SPALDING AVE	0.179	3770	21.88	21.88
404-103-35	1197 E EL PASO AVE	0.168	3770	21.88	21.88
404-103-36	1193 E EL PASO AVE	0.121	3770	21.88	21.88
404-103-37	1187 E EL PASO AVE	0.122	3770	21.88	21.88
404-103-38	1181 E EL PASO AVE	0.115	3770	21.88	21.88
404-103-39	1173 E EL PASO AVE	0.122	3770	21.88	21.88
404-103-40	1165 E EL PASO AVE	0.115	3770	21.88	21.88
404-103-41	1157 E EL PASO AVE	0.122	3770	21.88	21.88
404-103-42	1149 E EL PASO AVE	0.115	3770	21.88	21.88
404-103-43	1141 E EL PASO AVE	0.122	3770	21.88	21.88

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404-103-44	1133 E EL PASO AVE	0.113	3770	21.88	21.88
404-103-45	1125 E EL PASO AVE	0.120	3770	21.88	21.88
404-103-46	1117 E EL PASO AVE	0.112	3770	21.88	21.88
404-103-47	1109 E EL PASO AVE	0.118	3770	21.88	21.88
404-103-48	1101 E EL PASO AVE	0.110	3770	21.88	21.88
404-103-49	1087 E EL PASO AVE	0.117	3566	21.88	21.88
404-103-50	1079 E EL PASO AVE	0.124	3566	21.88	21.88
404-104-01	1077 E GOSHEN AVE	0.123	3566	21.88	21.88
404-104-02	1085 E GOSHEN AVE	0.117	3566	21.88	21.88
404-104-03	1099 E GOSHEN AVE	0.119	3770	21.88	21.88
404-104-04	1107 E GOSHEN AVE	0.120	3770	21.88	21.88
404-104-05	1115 E GOSHEN AVE	0.119	3770	21.88	21.88
404-104-06	1123 E GOSHEN AVE	0.121	3770	21.88	21.88
404-104-07	1131 E GOSHEN AVE	0.121	3770	21.88	21.88
404-104-08	1139 E GOSHEN AVE	0.121	3770	21.88	21.88
404-104-09	1147 E GOSHEN AVE	0.116	3770	21.88	21.88
404-104-10	1155 E GOSHEN AVE	0.121	3770	21.88	21.88
404-104-11	1163 E GOSHEN AVE	0.121	3770	21.88	21.88
404-104-12	1171 E GOSHEN AVE	0.121	3770	21.88	21.88
404-104-13	1179 E GOSHEN AVE	0.121	3770	21.88	21.88
404-104-14	1187 E GOSHEN AVE	0.121	3770	21.88	21.88
404-104-15	1195 E GOSHEN AVE	0.121	3770	21.88	21.88
404-104-16	7771 N SPALDING AVE	0.131	3770	21.88	21.88
404-104-17	7763 N SPALDING AVE	0.126	3770	21.88	21.88
404-104-18	7755 N SPALDING AVE	0.114	3770	21.88	21.88
404-104-19	7747 N SPALDING AVE	0.114	3770	21.88	21.88
404-104-20	7739 N SPALDING AVE	0.119	3770	21.88	21.88
404-104-21	7730 N WOLTERS AVE	0.125	3770	21.88	21.88
404-104-22	7742 N WOLTERS AVE	0.130	3770	21.88	21.88
404-104-23	7754 N WOLTERS AVE	0.130	3770	21.88	21.88
404-104-24	7762 N WOLTERS AVE	0.127	3770	21.88	21.88
404-104-25	7770 N WOLTERS AVE	0.145	3770	21.88	21.88
404-104-26	7769 N WOLTERS AVE	0.145	3770	21.88	21.88
404-104-27	7761 N WOLTERS AVE	0.132	3770	21.88	21.88
404-104-28	7753 N WOLTERS AVE	0.130	3770	21.88	21.88
404-104-29	7741 N WOLTERS AVE	0.130	3770	21.88	21.88
404-104-30	7729 N WOLTERS AVE	0.125	3770	21.88	21.88
404-104-31	7728 N EIGHTH	0.148	3770	21.88	21.88
404-104-32	7740 N EIGHTH	0.130	3770	21.88	21.88
404-104-33	7752 N EIGHTH	0.130	3770	21.88	21.88
404-104-34	7760 N EIGHTH	0.179	3770	21.88	21.88
404-104-35	7768 N EIGHTH	0.145	3770	21.88	21.88
404-104-36	7767 N EIGHTH	0.155	3770	21.88	21.88
404-104-37	7759 N EIGHTH	0.122	3770	21.88	21.88
404-104-38	7751 N EIGHTH	0.130	3770	21.88	21.88
404-104-39	7739 N EIGHTH	0.130	3770	21.88	21.88
404-104-40	7727 N EIGHTH	0.148	3770	21.88	21.88
404-104-41	7754 N SEVENTH	0.134	3566	21.88	21.88
404-104-42	7762 N SEVENTH	0.121	3566	21.88	21.88
404-104-43	7770 N SEVENTH	0.121	3566	21.88	21.88
404-104-44	7778 N SEVENTH	0.121	3566	21.88	21.88
404-104-45	7786 N SEVENTH	0.126	3566	21.88	21.88
404-131-01	1510 E HOUSTON AVE	0.261	3710	58.69	58.68
404-131-02	7909 N ARCHIE AVE	0.250	3710	58.69	58.68
404-131-03	7921 N ARCHIE AVE	0.250	3710	58.69	58.68
404-131-04	1516 E JORDAN AVE	0.371	3710	58.69	58.68
404-131-05	1528 E JORDAN AVE	0.247	3710	58.69	58.68
404-131-06	1544 E JORDAN AVE	0.294	3710	58.69	58.68
404-131-07	1560 E JORDAN AVE	0.214	3710	58.69	58.68
404-131-08	1578 E JORDAN AVE	0.289	3710	58.69	58.68
404-131-09	1594 E JORDAN AVE	0.214	3710	58.69	58.68
404-131-10	1612 E JORDAN AVE	0.294	3710	58.69	58.68
404-131-11	1626 E JORDAN AVE	0.214	3710	58.69	58.68
404-131-12	1642 E JORDAN AVE	0.250	3710	58.69	58.68
404-131-13	1658 E JORDAN AVE	0.214	3710	58.69	58.68
404-131-14	1674 E JORDAN AVE	0.292	3710	58.69	58.68

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404-131-15	1690 E JORDAN AVE	0.214	3710	58.69	58.68
404-131-16	1698 E JORDAN AVE	0.258	3710	58.69	58.68
404-132-01	1535 E JORDAN AVE	0.282	3710	58.69	58.68
404-132-02	1551 E JORDAN AVE	0.224	3710	58.69	58.68
404-132-03	1569 E JORDAN AVE	0.207	3710	58.69	58.68
404-132-04	1585 E JORDAN AVE	0.229	3710	58.69	58.68
404-132-05	1601 E JORDAN AVE	0.267	3710	58.69	58.68
404-132-06	1619 E JORDAN AVE	0.196	3710	58.69	58.68
404-132-07	1635 E JORDAN AVE	0.250	3710	58.69	58.68
404-132-08	1651 E JORDAN AVE	0.224	3710	58.69	58.68
404-132-09	1669 E JORDAN AVE	0.265	3710	58.69	58.68
404-132-10	1687 E JORDAN AVE	0.224	3710	58.69	58.68
404-132-11	1697 E JORDAN AVE	0.282	3710	58.69	58.68
404-132-12	1696 E HOUSTON AVE	0.282	3710	58.69	58.68
404-132-13	1688 E HOUSTON AVE	0.224	3710	58.69	58.68
404-132-14	1672 E HOUSTON AVE	0.207	3710	58.69	58.68
404-132-15	1656 E HOUSTON AVE	0.229	3710	58.69	58.68
404-132-16	1638 E HOUSTON AVE	0.270	3710	58.69	58.68
404-132-17	1622 E HOUSTON AVE	0.196	3710	58.69	58.68
404-132-18	1604 E HOUSTON AVE	0.265	3710	58.69	58.68
404-132-19	1586 E HOUSTON AVE	0.224	3710	58.69	58.68
404-132-20	1570 E HOUSTON AVE	0.267	3710	58.69	58.68
404-132-21	1550 E HOUSTON AVE	0.224	3710	58.69	58.68
404-132-22	1534 E HOUSTON AVE	0.265	3710	58.69	58.68
404-133-01	1513 E HOUSTON AVE	0.219	3710	58.69	58.68
404-133-02	1525 E HOUSTON AVE	0.224	3710	58.69	58.68
404-133-03	1543 E HOUSTON AVE	0.265	3710	58.69	58.68
404-133-04	1559 E HOUSTON AVE	0.229	3710	58.69	58.68
404-133-05	1579 E HOUSTON AVE	0.224	3710	58.69	58.68
404-133-06	1597 E HOUSTON AVE	0.270	3710	58.69	58.68
404-133-07	1611 E HOUSTON AVE	0.207	3710	58.69	58.68
404-133-08	1625 E HOUSTON AVE	0.224	3710	58.69	58.68
404-133-09	1645 E HOUSTON AVE	0.250	3710	58.69	58.68
404-133-10	1665 E HOUSTON AVE	0.207	3710	58.69	58.68
404-133-11	1685 E HOUSTON AVE	0.280	3710	58.69	58.68
404-134-01	7862 N BARTON AVE	0.260	3710	58.69	58.68
404-141-01	1510 E GOSHEN AVE	0.272	3710	58.69	58.68
404-141-02	1528 E GOSHEN AVE	0.227	3710	58.69	58.68
404-141-03	1544 E GOSHEN AVE	0.229	3710	58.69	58.68
404-141-04	1558 E GOSHEN AVE	0.207	3710	58.69	58.68
404-141-05	1576 E GOSHEN AVE	0.224	3710	58.69	58.68
404-141-06	1592 E GOSHEN AVE	0.270	3710	58.69	58.68
404-141-07	1610 E GOSHEN AVE	0.224	3710	58.69	58.68
404-141-08	1624 E GOSHEN AVE	0.207	3710	58.69	58.68
404-141-09	1644 E GOSHEN AVE	0.270	3710	58.69	58.68
404-141-10	1662 E GOSHEN AVE	0.229	3710	58.69	58.68
404-141-11	1682 E GOSHEN AVE	0.285	3710	58.69	58.68
404-142-01	7812 N CEDAR	0.285	3710	58.69	58.68
404-142-02	1529 E GOSHEN AVE	0.229	3710	58.69	58.68
404-142-03	1541 E GOSHEN AVE	0.207	3710	58.69	58.68
404-142-04	1557 E GOSHEN AVE	0.224	3710	58.69	58.68
404-142-05	1577 E GOSHEN AVE	0.277	3710	58.69	58.68
404-142-06	1593 E GOSHEN AVE	0.229	3710	58.69	58.68
404-142-07	1611 E GOSHEN AVE	0.196	3710	58.69	58.68
404-142-08	1631 E GOSHEN AVE	0.270	3710	58.69	58.68
404-142-09	1647 E GOSHEN AVE	0.229	3710	58.69	58.68
404-142-10	1663 E GOSHEN AVE	0.227	3710	58.69	58.68
404-142-11	1683 E GOSHEN AVE	0.280	3710	58.69	58.68
404-142-12	1682 E FALLBROOK AVE	0.239	3710	58.69	58.68
404-142-13	1660 E FALLBROOK AVE	0.277	3710	58.69	58.68
404-142-14	1644 E FALLBROOK AVE	0.229	3710	58.69	58.68
404-142-15	1630 E FALLBROOK AVE	0.267	3710	58.69	58.68
404-142-16	1612 E FALLBROOK AVE	0.196	3710	58.69	58.68
404-142-17	1596 E FALLBROOK AVE	0.229	3710	58.69	58.68
404-142-18	1578 E FALLBROOK AVE	0.272	3710	58.69	58.68
404-142-19	1560 E FALLBROOK AVE	0.207	3710	58.69	58.68

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404-142-20	1542 E FALLBROOK AVE	0.224	3710	58.69	58.68
404-142-21	1526 E FALLBROOK AVE	0.275	3710	58.69	58.68
404-142-22	1508 E FALLBROOK AVE	0.237	3710	58.69	58.68
404-143-01	1509 E FALLBROOK AVE	0.275	3710	58.69	58.68
404-143-02	1527 E FALLBROOK AVE	0.224	3710	58.69	58.68
404-143-03	1547 E FALLBROOK AVE	0.272	3710	58.69	58.68
404-143-04	1563 E FALLBROOK AVE	0.229	3710	58.69	58.68
404-143-05	1577 E FALLBROOK AVE	0.207	3710	58.69	58.68
404-143-06	1597 E FALLBROOK AVE	0.265	3710	58.69	58.68
404-143-07	1613 E FALLBROOK AVE	0.207	3710	58.69	58.68
404-143-08	1631 E FALLBROOK AVE	0.250	3710	58.69	58.68
404-143-09	1645 E FALLBROOK AVE	0.207	3710	58.69	58.68
404-143-10	1661 E FALLBROOK AVE	0.224	3710	58.69	58.68
404-143-11	1681 E FALLBROOK AVE	0.285	3710	58.69	58.68
404-143-12	1680 E EL PASO AVE	0.285	3710	58.69	58.68
404-143-13	1662 E EL PASO AVE	0.207	3710	58.69	58.68
404-143-14	1644 E EL PASO AVE	0.250	3710	58.69	58.68
404-143-15	1628 E EL PASO AVE	0.205	3710	58.69	58.68
404-143-16	1614 E EL PASO AVE	0.220	3710	58.69	58.68
404-143-17	1596 E EL PASO AVE	0.267	3710	58.69	58.68
404-143-18	1578 E EL PASO AVE	0.222	3710	58.69	58.68
404-143-19	1560 E EL PASO AVE	0.227	3710	58.69	58.68
404-143-20	1544 E EL PASO AVE	0.265	3710	58.69	58.68
404-143-21	1526 E EL PASO AVE	0.220	3710	58.69	58.68
404-143-22	1512 E EL PASO AVE	0.220	3710	58.69	58.68
404-144-01	7844 N BARTON AVE	0.224	3710	58.69	58.68
404-144-02	7828 N BARTON AVE	0.207	3710	58.69	58.68
404-144-03	7814 N BARTON AVE	0.224	3710	58.69	58.68
404-144-04	7790 N BARTON AVE	0.196	3710	58.69	58.68
404-144-05	7776 N BARTON AVE	0.265	3710	58.69	58.68
404-144-06	7758 N BARTON AVE	0.224	3710	58.69	58.68
404-144-07	7742 N BARTON AVE	0.207	3710	58.69	58.68
404-144-08	7728 N BARTON AVE	0.227	3710	58.69	58.68
404-151-01	1058 E EVERETT AVE	0.179	3815	34.58	34.58
404-151-02	1046 E EVERETT AVE	0.179	3815	34.58	34.58
404-151-03	1034 E EVERETT AVE	0.179	3815	34.58	34.58
404-151-04	1022 E EVERETT AVE	0.179	3815	34.58	34.58
404-151-05	1021 E EVERETT AVE	0.179	3815	34.58	34.58
404-151-06	1033 E EVERETT AVE	0.179	3815	34.58	34.58
404-151-07	1045 E EVERETT AVE	0.179	3815	34.58	34.58
404-151-08	1057 E EVERETT AVE	0.179	3815	34.58	34.58
404-151-09	1069 E EVERETT AVE	0.179	3815	34.58	34.58
404-151-10	1083 E EVERETT AVE	0.179	3815	34.58	34.58
404-151-11	1095 E EVERETT AVE	0.179	3815	34.58	34.58
404-151-12	7683 N EIGHTH	0.179	3815	34.58	34.58
404-151-13	7667 N EIGHTH	0.179	3815	34.58	34.58
404-151-14	7655 N EIGHTH	0.179	3815	34.58	34.58
404-151-15	7643 N EIGHTH	0.179	3815	34.58	34.58
404-151-16	7631 N EIGHTH	0.179	3815	34.58	34.58
404-151-17	7619 N EIGHTH	0.179	3815	34.58	34.58
404-151-18	7607 N EIGHTH	0.179	3815	34.58	34.58
404-152-01	1082 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-02	1094 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-03	1106 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-04	1118 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-05	1130 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-06	1142 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-07	1154 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-08	1166 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-09	1172 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-10	1180 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-11	1186 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-12	1192 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-13	1196 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-14	1199 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-15	1195 E EVERETT AVE	0.179	3815	34.58	34.58

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404-152-16	1191 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-17	1185 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-18	1179 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-19	1171 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-20	1165 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-21	1153 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-22	1141 E EVERETT AVE	0.179	3815	34.58	34.58
404-152-23	1140 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-24	1152 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-25	1164 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-26	1170 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-27	1178 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-28	1184 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-29	1190 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-30	1194 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-31	1197 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-32	1193 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-33	1189 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-34	1183 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-35	1177 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-36	1169 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-37	1163 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-38	1151 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-39	1139 E DECATUR AVE	0.179	3815	34.58	34.58
404-152-40	1138 E CROMWELL AVE	0.179	3815	34.58	34.58
404-152-41	1150 E CROMWELL AVE	0.179	3815	34.58	34.58
404-152-42	1162 E CROMWELL AVE	0.179	3815	34.58	34.58
404-152-43	1174 E CROMWELL AVE	0.179	3815	34.58	34.58
404-152-44	1186 E CROMWELL AVE	0.179	3815	34.58	34.58
404-152-45	1198 E CROMWELL AVE	0.179	3815	34.58	34.58
404-152-46	1210 E CROMWELL AVE	0.179	3815	34.58	34.58
404-152-47	1222 E CROMWELL AVE	0.179	3815	34.58	34.58
404-152-48	1234 E CROMWELL AVE	0.179	3815	34.58	34.58
404-211-01	2214 E CHENNAULT AVE	0.098	3970	62.20	62.20
404-211-02	2202 E CHENNAULT AVE	0.096	3970	62.20	62.20
404-211-03	2198 E CHENNAULT AVE	0.096	3970	62.20	62.20
404-211-04	2194 E CHENNAULT AVE	0.096	3970	62.20	62.20
404-211-05	2182 E CHENNAULT AVE	0.096	3970	62.20	62.20
404-211-06	2174 E CHENNAULT AVE	0.096	3970	62.20	62.20
404-211-07	2166 E CHENNAULT AVE	0.096	3970	62.20	62.20
404-211-08	2152 E CHENNAULT AVE	0.096	3970	62.20	62.20
404-211-09	2140 E CHENNAULT AVE	0.096	3970	62.20	62.20
404-211-10	2126 E CHENNAULT AVE	0.096	3970	62.20	62.20
404-211-11	2104 E CHENNAULT AVE	0.096	3970	62.20	62.20
404-211-12	2096 E CHENNAULT AVE	0.096	3970	62.20	62.20
404-211-13	2084 E CHENNAULT AVE	0.096	3970	62.20	62.20
404-211-14	2066 E CHENNAULT AVE	0.165	3970	62.20	62.20
404-211-15	2050 E CHENNAULT AVE	0.195	3970	62.20	62.20
404-211-16	2065 E CHENNAULT AVE	0.219	3970	62.20	62.20
404-211-17	2087 E CHENNAULT AVE	0.121	3970	62.20	62.20
404-211-18	2097 E CHENNAULT AVE	0.101	3970	62.20	62.20
404-211-19	2103 E CHENNAULT AVE	0.088	3970	62.20	62.20
404-211-20	2125 E CHENNAULT AVE	0.096	3970	62.20	62.20
404-211-21	2141 E CHENNAULT AVE	0.096	3970	62.20	62.20
404-211-22	2153 E CHENNAULT AVE	0.096	3970	62.20	62.20
404-211-23	2152 E BIRCH AVE	0.101	3970	62.20	62.20
404-211-24	2144 E BIRCH AVE	0.101	3970	62.20	62.20
404-211-26	2108 E BIRCH AVE	0.117	3970	62.20	62.20
404-211-27	2102 E BIRCH AVE	0.165	3970	62.20	62.20
404-211-28	2124 E BIRCH AVE	0.093	3970	62.20	62.20
404-212-01	2151 E BIRCH AVE	0.137	3970	62.20	62.20
404-212-02	2123 E BIRCH AVE	0.128	3970	62.20	62.20
404-212-03	2109 E BIRCH AVE	0.128	3970	62.20	62.20
404-212-04	7385 N PRICE AVE	0.206	3970	62.20	62.20
404-212-05	7373 N PRICE AVE	0.206	3970	62.20	62.20
404-212-06	7359 N PRICE AVE	0.185	3970	62.20	62.20

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404-212-07	7345 N PRICE AVE	0.157	3970	62.20	62.20
404-212-08	7331 N PRICE AVE	0.137	3970	62.20	62.20
404-212-09	7319 N PRICE AVE	0.117	3970	62.20	62.20
404-212-10	2156 E SPRUCE AVE	0.146	3970	62.20	62.20
404-213-01	7306 N PRICE AVE	0.112	3970	62.20	62.20
404-213-02	7320 N PRICE AVE	0.101	3970	62.20	62.20
404-213-03	7332 N PRICE AVE	0.101	3970	62.20	62.20
404-213-04	7344 N PRICE AVE	0.101	3970	62.20	62.20
404-213-05	7358 N PRICE AVE	0.101	3970	62.20	62.20
404-213-06	7372 N PRICE AVE	0.096	3970	62.20	62.20
404-213-07	7384 N PRICE AVE	0.101	3970	62.20	62.20
404-213-08	7396 N PRICE AVE	0.101	3970	62.20	62.20
404-213-09	7412 N PRICE AVE	0.101	3970	62.20	62.20
404-213-10	7424 N PRICE AVE	0.101	3970	62.20	62.20
404-213-11	7436 N PRICE AVE	0.109	3970	62.20	62.20
404-213-12	7437 N BACKER AVE	0.112	3970	62.20	62.20
404-213-13	7425 N BACKER AVE	0.101	3970	62.20	62.20
404-213-14	7413 N BACKER AVE	0.101	3970	62.20	62.20
404-213-15	7395 N BACKER AVE	0.101	3970	62.20	62.20
404-213-16	7383 N BACKER AVE	0.101	3970	62.20	62.20
404-213-17	7375 N BACKER AVE	0.101	3970	62.20	62.20
404-213-18	7361 N BACKER AVE	0.101	3970	62.20	62.20
404-213-19	7347 N BACKER AVE	0.101	3970	62.20	62.20
404-213-20	7333 N BACKER AVE	0.101	3970	62.20	62.20
404-213-21	7317 N BACKER AVE	0.101	3970	62.20	62.20
404-213-22	7303 N BACKER AVE	0.112	3970	62.20	62.20
404-214-01	2204 E SPRUCE	0.112	3970	62.20	62.20
404-214-02	7322 N BACKER AVE	0.101	3970	62.20	62.20
404-214-03	7334 N BACKER AVE	0.101	3970	62.20	62.20
404-214-04	7346 N BACKER AVE	0.101	3970	62.20	62.20
404-214-05	7356 N BACKER AVE	0.101	3970	62.20	62.20
404-214-06	7370 N BACKER AVE	0.101	3970	62.20	62.20
404-214-07	7382 N BACKER AVE	0.101	3970	62.20	62.20
404-214-08	7398 N BACKER AVE	0.101	3970	62.20	62.20
404-214-09	7410 N BACKER AVE	0.101	3970	62.20	62.20
404-214-10	7422 N BACKER AVE	0.101	3970	62.20	62.20
404-214-11	7434 N BACKER AVE	0.109	3970	62.20	62.20
404-214-12	7435 N WOODROW AVE	0.109	3970	62.20	62.20
404-214-13	7423 N WOODROW AVE	0.101	3970	62.20	62.20
404-214-14	7411 N WOODROW AVE	0.101	3970	62.20	62.20
404-214-15	7397 N WOODROW AVE	0.101	3970	62.20	62.20
404-214-16	7385 N WOODROW AVE	0.101	3970	62.20	62.20
404-214-17	7375 N WOODROW AVE	0.101	3970	62.20	62.20
404-214-18	7361 N WOODROW AVE	0.101	3970	62.20	62.20
404-214-19	7347 N WOODROW AVE	0.101	3970	62.20	62.20
404-214-20	7329 N WOODROW AVE	0.101	3970	62.20	62.20
404-214-21	7317 N WOODROW AVE	0.101	3970	62.20	62.20
404-214-22	7305 N WOODROW AVE	0.112	3970	62.20	62.20
404-215-01	7306 N WOODROW AVE	0.109	3970	62.20	62.20
404-215-02	7318 N WOODROW AVE	0.096	3970	62.20	62.20
404-215-03	7330 N WOODROW AVE	0.096	3970	62.20	62.20
404-215-04	7348 N WOODROW AVE	0.096	3970	62.20	62.20
404-215-05	7360 N WOODROW AVE	0.096	3970	62.20	62.20
404-215-06	7376 N WOODROW AVE	0.096	3970	62.20	62.20
404-215-07	7384 N WOODROW AVE	0.096	3970	62.20	62.20
404-215-08	7398 N WOODROW AVE	0.096	3970	62.20	62.20
404-215-09	7408 N WOODROW AVE	0.096	3970	62.20	62.20
404-215-10	7424 N WOODROW AVE	0.096	3970	62.20	62.20
404-215-11	7434 N WOODROW AVE	0.096	3970	62.20	62.20
404-215-12	7446 N WOODROW AVE	0.096	3970	62.20	62.20
404-215-13	7454 N WOODROW AVE	0.096	3970	62.20	62.20
404-215-14	7466 N WOODROW AVE	0.096	3970	62.20	62.20
404-231-01	7717 N MANSIONETTE DR	0.207	3261	26.82	26.82
404-231-02	7703 N MANSIONETTE DR	0.227	3261	26.82	26.82
404-231-03	7693 N MANSIONETTE DR	0.204	3261	26.82	26.82
404-231-04	7687 N MANSIONETTE DR	0.229	3261	26.82	26.82

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404-231-05	7681 N MANSIONETTE DR	0.196	3261	26.82	26.82
404-231-06	7663 N MANSIONETTE DR	0.270	3261	26.82	26.82
404-232-01	7658 N MANSIONETTE DR	0.207	3261	26.82	26.82
404-232-02	7666 N MANSIONETTE DR	0.267	3261	26.82	26.82
404-232-03	7682 N MANSIONETTE DR	0.227	3261	26.82	26.82
404-232-04	7688 N MANSIONETTE DR	0.207	3261	26.82	26.82
404-232-05	7694 N MANSIONETTE DR	0.247	3261	26.82	26.82
404-232-06	7691 N HAYSTON AVE	0.285	3261	26.82	26.82
404-232-07	7685 N HAYSTON AVE	0.227	3261	26.82	26.82
404-232-08	7679 N HAYSTON AVE	0.207	3261	26.82	26.82
404-232-09	7665 N HAYSTON AVE	0.257	3261	26.82	26.82
404-232-10	7657 N HAYSTON AVE	0.232	3261	26.82	26.82
404-233-01	7656 N HAYSTON AVE	0.267	3261	26.82	26.82
404-233-02	7668 N HAYSTON AVE	0.207	3261	26.82	26.82
404-233-03	7678 N HAYSTON AVE	0.232	3261	26.82	26.82
404-233-04	7686 N HAYSTON AVE	0.207	3261	26.82	26.82
404-233-05	7696 N HAYSTON AVE	0.242	3261	26.82	26.82
404-233-06	7693 N JACKSON AVE	0.282	3261	26.82	26.82
404-233-07	7683 N JACKSON AVE	0.207	3261	26.82	26.82
404-233-08	7677 N JACKSON AVE	0.227	3261	26.82	26.82
404-233-09	7667 N JACKSON AVE	0.207	3261	26.82	26.82
404-233-10	7655 N JACKSON AVE	0.232	3261	26.82	26.82
404-234-01	1762 E DECATUR AVE	0.287	3261	26.82	26.82
404-234-02	1784 E DECATUR AVE	0.227	3261	26.82	26.82
404-234-03	1796 E DECATUR AVE	0.232	3261	26.82	26.82
404-234-04	1818 E DECATUR AVE	0.272	3261	26.82	26.82
404-234-05	1838 E DECATUR AVE	0.227	3261	26.82	26.82
404-234-06	1860 E DECATUR AVE	0.257	3261	26.82	26.82
404-234-07	1882 E DECATUR AVE	0.202	3261	26.82	26.82
404-234-08	1894 E DECATUR AVE	0.298	3261	26.82	26.82
404-234-09	1896 E DECATUR AVE	0.220	3261	26.82	26.82
404-234-10	1895 E DECATUR AVE	0.328	3261	26.82	26.82
404-234-11	1883 E DECATUR AVE	0.289	3261	26.82	26.82
404-234-12	7676 N JACKSON	0.267	3261	26.82	26.82
404-234-13	7674 N JACKSON	0.298	3261	26.82	26.82
404-234-14	7672 N JACKSON	0.220	3261	26.82	26.82
404-234-15	7670 N JACKSON AVE	0.330	3261	26.82	26.82
404-234-16	7668 N JACKSON AVE	0.292	3261	26.82	26.82
404-234-17	7683 N MERIDIAN AVE	0.183	4198	121.26	121.26
404-234-18	7673 N MERIDIAN AVE	0.169	4198	121.26	121.26
404-234-19	7663 N MERIDIAN AVE	0.169	4198	121.26	121.26
404-234-20	7653 N MERIDIAN AVE	0.169	4198	121.26	121.26
404-234-21	7643 N MERIDIAN AVE	0.169	4198	121.26	121.26
404-234-22	7633 N MERIDIAN AVE	0.169	4198	121.26	121.26
404-234-23	7623 N MERIDIAN AVE	0.169	4198	121.26	121.26
404-234-24	7613 N MERIDIAN AVE	0.169	4198	121.26	121.26
404-234-25	7603 N MERIDIAN AVE	0.238	4198	121.26	121.26
404-234-26	1945 E CROMWELL AVE	0.253	4198	121.26	121.26
404-234-27	1957 E CROMWELL AVE	0.183	4198	121.26	121.26
404-234-28	1973 E CROMWELL AVE	0.172	4198	121.26	121.26
404-235-01	7612 N MERIDIAN AVE	0.176	4198	121.26	121.26
404-235-02	7622 N MERIDIAN AVE	0.166	4198	121.26	121.26
404-235-03	7634 N MERIDIAN AVE	0.166	4198	121.26	121.26
404-235-04	7644 N MERIDIAN AVE	0.166	4198	121.26	121.26
404-235-05	7654 N MERIDIAN AVE	0.166	4198	121.26	121.26
404-235-06	7664 N MERIDIAN AVE	0.166	4198	121.26	121.26
404-235-07	7674 N MERIDIAN AVE	0.189	4198	121.26	121.26
404-241-01	7641 N MANSIONETTE DR	0.295	3261	26.82	26.82
404-241-02	7621 N MANSIONETTE DR	0.227	3261	26.82	26.82
404-241-03	7597 N MANSIONETTE DR	0.232	3261	26.82	26.82
404-241-04	7579 N MANSIONETTE DR	0.272	3261	26.82	26.82
404-241-05	7563 N MANSIONETTE DR	0.227	3261	26.82	26.82
404-241-06	7547 N MANSIONETTE DR	0.267	3261	26.82	26.82
404-241-07	7521 N MANSIONETTE DR	0.214	3261	26.82	26.82
404-242-01	7642 N MANSIONETTE DR	0.257	3261	26.82	26.82

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404-242-02	7620 N MANSIONETTE DR	0.227	3261	26.82	26.82
404-242-03	7598 N MANSIONETTE DR	0.207	3261	26.82	26.82
404-242-04	7580 N MANSIONETTE DR	0.232	3261	26.82	26.82
404-242-05	7564 N MANSIONETTE DR	0.272	3261	26.82	26.82
404-242-06	7548 N MANSIONETTE DR	0.207	3261	26.82	26.82
404-242-07	7522 N MANSIONETTE DR	0.242	3261	26.82	26.82
404-242-08	7519 N HAYSTON AVE	0.285	3261	26.82	26.82
404-242-09	7545 N HAYSTON AVE	0.207	3261	26.82	26.82
404-242-10	7561 N HAYSTON AVE	0.227	3261	26.82	26.82
404-242-11	7577 N HAYSTON AVE	0.207	3261	26.82	26.82
404-242-12	7595 N HAYSTON AVE	0.232	3261	26.82	26.82
404-242-13	7619 N HAYSTON AVE	0.227	3261	26.82	26.82
404-242-14	7643 N HAYSTON AVE	0.207	3261	26.82	26.82
404-243-01	7644 N HAYSTON AVE	6.290	3261	26.82	26.82
404-243-02	7622 N HAYSTON AVE	0.232	3261	26.82	26.82
404-243-03	7596 N HAYSTON AVE	0.207	3261	26.82	26.82
404-243-04	7578 N HAYSTON AVE	0.272	3261	26.82	26.82
404-243-05	7562 N HAYSTON AVE	0.207	3261	26.82	26.82
404-243-06	7546 N HAYSTON AVE	0.227	3261	26.82	26.82
404-243-07	7518 N HAYSTON AVE	0.272	3261	26.82	26.82
404-243-08	7517 N JACKSON AVE	0.290	3261	26.82	26.82
404-243-09	7543 N JACKSON AVE	0.227	3261	26.82	26.82
404-243-10	7563 N JACKSON AVE	0.207	3261	26.82	26.82
404-243-11	7575 N JACKSON AVE	0.257	3261	26.82	26.82
404-243-12	7593 N JACKSON AVE	0.232	3261	26.82	26.82
404-243-13	7621 N JACKSON AVE	0.207	3261	26.82	26.82
404-243-14	7641 N JACKSON AVE	0.227	3261	26.82	26.82
404-244-01	7642 N JACKSON AVE	0.196	3261	26.82	26.82
404-244-02	7622 N JACKSON AVE	0.227	3261	26.82	26.82
404-244-03	7598 N JACKSON AVE	0.257	3261	26.82	26.82
404-244-04	7584 N JACKSON AVE	0.232	3261	26.82	26.82
404-244-05	7576 N JACKSON AVE	0.196	3261	26.82	26.82
404-244-06	7560 N JACKSON AVE	0.227	3261	26.82	26.82
404-244-07	7542 N JACKSON AVE	0.232	3261	26.82	26.82
404-244-08	7520 N JACKSON AVE	0.214	3261	26.82	26.82
404-251-01	7609 N SPALDING AVE	0.134	4045	60.99	60.98
404-251-02	7597 N SPALDING AVE	0.148	4045	60.99	60.98
404-251-03	7587 N SPALDING AVE	0.150	4045	60.99	60.98
404-251-04	7575 N SPALDING AVE	0.163	4045	60.99	60.98
404-251-05	7565 N SPALDING AVE	0.165	4045	60.99	60.98
404-251-06	7553 N SPALDING AVE	0.177	4045	60.99	60.98
404-251-07	7543 N SPALDING AVE	0.183	4045	60.99	60.98
404-251-08	7542 N WOLTERS AVE	0.186	4045	60.99	60.98
404-251-09	7552 N WOLTERS AVE	0.177	4045	60.99	60.98
404-251-10	7564 N WOLTERS AVE	0.165	4045	60.99	60.98
404-251-11	7574 N WOLTERS AVE	0.162	4045	60.99	60.98
404-251-12	7586 N WOLTERS AVE	0.151	4045	60.99	60.98
404-251-13	7596 N WOLTERS AVE	0.146	4045	60.99	60.98
404-251-14	7608 N WOLTERS AVE	0.134	4045	60.99	60.98
404-252-01	7607 N WOLTERS AVE	0.156	4045	60.99	60.98
404-252-02	7595 N WOLTERS AVE	0.156	4045	60.99	60.98
404-252-03	7585 N WOLTERS AVE	0.137	4045	60.99	60.98
404-252-04	7573 N WOLTERS AVE	0.151	4045	60.99	60.98
404-252-05	7563 N WOLTERS AVE	0.151	4045	60.99	60.98
404-252-06	7551 N WOLTERS AVE	0.156	4045	60.99	60.98
404-252-07	7541 N WOLTERS AVE	0.164	4045	60.99	60.98
404-252-08	7540 N EIGHTH	0.164	4045	60.99	60.98
404-252-09	7550 N EIGHTH	0.156	4045	60.99	60.98
404-252-10	7562 N EIGHTH	0.151	4045	60.99	60.98
404-252-11	7572 N EIGHTH	0.156	4045	60.99	60.98

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404-252-12	7584 N EIGHTH	0.151	4045	60.99	60.98
404-252-13	7594 N EIGHTH	0.156	4045	60.99	60.98
404-252-14	7606 N EIGHTH	0.164	4045	60.99	60.98
404-253-01	7605 N EIGHTH	0.214	4045	60.99	60.98
404-253-02	7593 N EIGHTH	0.156	4045	60.99	60.98
404-253-03	7583 N EIGHTH	0.156	4045	60.99	60.98
404-253-04	7571 N EIGHTH	0.156	4045	60.99	60.98
404-253-05	7561 N EIGHTH	0.156	4045	60.99	60.98
404-253-06	7549 N EIGHTH	0.156	4045	60.99	60.98
404-253-07	7539 N EIGHTH	0.176	4045	60.99	60.98
404-253-08	7529 N EIGHTH	0.353	4045	60.99	60.98
404-253-09	1141 E ATHENS AVE	0.211	4045	60.99	60.98
404-253-10	1153 E ATHENS AVE	0.158	4045	60.99	60.98
404-253-11	1165 E ATHENS AVE	0.163	4045	60.99	60.98
404-253-12	1177 E ATHENS AVE	0.158	4045	60.99	60.98
404-253-13	1189 E ATHENS AVE	0.163	4045	60.99	60.98
404-253-14	1201 E ATHENS AVE	0.158	4045	60.99	60.98
404-253-15	1213 E ATHENS AVE	0.163	4045	60.99	60.98
404-253-16	1225 E ATHENS AVE	0.158	4045	60.99	60.98
404-253-17	1237 E ATHENS AVE	0.171	4045	60.99	60.98
404-261-01	1796 E JORDAN AVE	0.150	4071	50.90	50.90
404-261-02	1784 E JORDAN AVE	0.117	4071	50.90	50.90
404-261-03	1780 E JORDAN AVE	0.117	4071	50.90	50.90
404-261-04	1774 E JORDAN AVE	0.117	4071	50.90	50.90
404-261-05	1772 E JORDAN AVE	0.117	4071	50.90	50.90
404-261-06	1764 E JORDAN AVE	0.117	4071	50.90	50.90
404-261-09	7955 N MANSIONETTE DR	0.103	4071	50.90	50.90
404-261-10	7931 N MANSIONETTE DR	0.112	4071	50.90	50.90
404-261-11	7905 N MANSIONETTE DR	0.112	4071	50.90	50.90
404-261-12	7895 N MANSIONETTE DR	0.112	4071	50.90	50.90
404-261-13	7887 N MANSIONETTE DR	0.112	4071	50.90	50.90
404-261-14	7857 N MANSIONETTE DR	0.112	4071	50.90	50.90
404-261-15	7831 N MANSIONETTE DR	0.156	4071	50.90	50.90
404-261-16	7819 N MANSIONETTE DR	0.156	4071	50.90	50.90
404-261-17	7815 N MANSIONETTE DR	0.156	4071	50.90	50.90
404-261-18	7813 N MANSIONETTE DR	0.156	4071	50.90	50.90
404-262-01	1812 E JORDAN AVE	0.150	4071	50.90	50.90
404-262-02	1826 E JORDAN AVE	0.117	4071	50.90	50.90
404-262-03	1842 E JORDAN AVE	0.117	4071	50.90	50.90
404-262-04	1858 E JORDAN AVE	0.117	4071	50.90	50.90
404-262-05	1860 E JORDAN AVE	0.117	4071	50.90	50.90
404-262-06	1862 E JORDAN AVE	0.117	4071	50.90	50.90
404-262-07	1870 E JORDAN AVE	0.117	4071	50.90	50.90
404-262-08	1898 E JORDAN AVE	0.117	4071	50.90	50.90
404-262-09	7968 N MERIDIAN AVE	0.117	4071	50.90	50.90
404-262-10	7956 N MERIDIAN AVE	0.117	4071	50.90	50.90
404-262-11	7938 N MERIDIAN AVE	0.117	4071	50.90	50.90
404-262-12	7906 N MERIDIAN AVE	0.117	4071	50.90	50.90
404-262-13	7892 N MERIDIAN AVE	0.117	4071	50.90	50.90
404-262-14	7878 N MERIDIAN AVE	0.117	4071	50.90	50.90
404-262-15	7846 N MERIDIAN AVE	0.117	4071	50.90	50.90
404-262-16	7820 N MERIDIAN AVE	0.117	4071	50.90	50.90
404-263-01	1895 E JORDAN AVE	0.117	4071	50.90	50.90
404-263-02	1873 E JORDAN AVE	0.103	4071	50.90	50.90
404-263-03	1867 E JORDAN AVE	0.117	4071	50.90	50.90
404-263-04	1859 E JORDAN AVE	0.117	4071	50.90	50.90
404-263-05	1843 E JORDAN AVE	0.103	4071	50.90	50.90
404-263-06	1827 E JORDAN AVE	0.103	4071	50.90	50.90
404-263-07	1821 E JORDAN AVE	0.103	4071	50.90	50.90
404-263-08	1809 E JORDAN AVE	0.154	4071	50.90	50.90

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404-263-09	1797 E JORDAN AVE	0.175	4071	50.90	50.90
404-263-10	1785 E JORDAN AVE	0.103	4071	50.90	50.90
404-263-11	1781 E JORDAN AVE	0.103	4071	50.90	50.90
404-263-12	1775 E JORDAN AVE	0.103	4071	50.90	50.90
404-263-13	1771 E JORDAN AVE	0.103	4071	50.90	50.90
404-263-14	1763 E JORDAN AVE	0.106	4071	50.90	50.90
404-263-15	1761 E JORDAN AVE	0.103	4071	50.90	50.90
404-263-16	1762 E HOUSTON AVE	0.103	4071	50.90	50.90
404-263-17	1764 E HOUSTON AVE	0.103	4071	50.90	50.90
404-263-18	1772 E HOUSTON AVE	0.103	4071	50.90	50.90
404-263-19	1776 E HOUSTON AVE	0.103	4071	50.90	50.90
404-263-20	1782 E HOUSTON AVE	0.103	4071	50.90	50.90
404-263-21	1788 E HOUSTON AVE	0.103	4071	50.90	50.90
404-263-22	1794 E HOUSTON AVE	0.103	4071	50.90	50.90
404-263-23	1806 E HOUSTON AVE	0.103	4071	50.90	50.90
404-263-24	1818 E HOUSTON AVE	0.103	4071	50.90	50.90
404-263-25	1822 E HOUSTON AVE	0.103	4071	50.90	50.90
404-263-26	1828 E HOUSTON AVE	0.103	4071	50.90	50.90
404-263-27	1844 E HOUSTON AVE	0.103	4071	50.90	50.90
404-263-28	1860 E HOUSTON AVE	0.103	4071	50.90	50.90
404-263-29	1868 E HOUSTON AVE	0.103	4071	50.90	50.90
404-263-30	1884 E HOUSTON AVE	0.103	4071	50.90	50.90
404-263-31	1894 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-01	1893 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-02	1881 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-03	1861 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-04	1859 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-05	1841 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-06	1827 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-07	1821 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-08	1817 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-09	1805 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-10	1793 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-11	1787 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-12	1779 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-13	1775 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-14	1771 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-15	1763 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-16	1761 E HOUSTON AVE	0.103	4071	50.90	50.90
404-264-17	1762 E GOSHEN AVE	0.103	4071	50.90	50.90
404-264-18	1764 E GOSHEN AVE	0.103	4071	50.90	50.90
404-264-19	1772 E GOSHEN AVE	0.103	4071	50.90	50.90
404-264-20	1780 E GOSHEN AVE	0.103	4071	50.90	50.90
404-264-21	1782 E GOSHEN AVE	0.103	4071	50.90	50.90
404-264-22	1784 E GOSHEN AVE	0.103	4071	50.90	50.90
404-264-23	1790 E GOSHEN AVE	0.103	4071	50.90	50.90
404-264-24	1804 E GOSHEN AVE	0.103	4071	50.90	50.90
404-264-25	1816 E GOSHEN AVE	0.103	4071	50.90	50.90
404-264-26	1820 E GOSHEN AVE	0.103	4071	50.90	50.90
404-264-27	1826 E GOSHEN AVE	0.103	4071	50.90	50.90
404-264-28	1842 E GOSHEN AVE	0.103	4071	50.90	50.90
404-264-29	1858 E GOSHEN AVE	0.103	4071	50.90	50.90
404-264-30	1866 E GOSHEN AVE	0.103	4071	50.90	50.90
404-264-31	1878 E GOSHEN AVE	0.103	4071	50.90	50.90
404-264-32	1892 E GOSHEN AVE	0.103	4071	50.90	50.90
404-265-01	1891 E GOSHEN AVE	0.158	4071	50.90	50.90
404-265-02	1875 E GOSHEN AVE	0.156	4071	50.90	50.90
404-265-03	1865 E GOSHEN AVE	0.106	4071	50.90	50.90
404-265-04	1857 E GOSHEN AVE	0.106	4071	50.90	50.90
404-265-05	1841 E GOSHEN AVE	0.106	4071	50.90	50.90
404-265-06	1825 E GOSHEN AVE	0.106	4071	50.90	50.90
404-265-07	1815 E GOSHEN AVE	0.106	4071	50.90	50.90
404-265-08	1803 E GOSHEN AVE	0.106	4071	50.90	50.90
404-265-09	1791 E GOSHEN AVE	0.106	4071	50.90	50.90
404-265-10	1787 E GOSHEN AVE	0.106	4071	50.90	50.90

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404-265-11	1783 E GOSHEN AVE	0.106	4071	50.90	50.90
404-265-12	1779 E GOSHEN AVE	0.106	4071	50.90	50.90
404-265-13	1773 E GOSHEN AVE	0.106	4071	50.90	50.90
404-265-14	1765 E GOSHEN AVE	0.106	4071	50.90	50.90
404-265-15	1763 E GOSHEN AVE	0.106	4071	50.90	50.90
404-265-16	1758 E FREDERICK AVE	0.099	4071	50.90	50.90
404-265-17	1760 E FREDERICK AVE	0.102	4071	50.90	50.90
404-265-18	1772 E FREDERICK AVE	0.102	4071	50.90	50.90
404-265-19	1774 E FREDERICK AVE	0.102	4071	50.90	50.90
404-265-20	1778 E FREDERICK AVE	0.102	4071	50.90	50.90
404-265-21	1786 E FREDERICK AVE	0.102	4071	50.90	50.90
404-265-22	1792 E FREDERICK AVE	0.102	4071	50.90	50.90
404-265-23	1804 E FREDERICK AVE	0.102	4071	50.90	50.90
404-265-24	1816 E FREDERICK AVE	0.102	4071	50.90	50.90
404-265-25	1828 E FREDERICK AVE	0.102	4071	50.90	50.90
404-265-26	1840 E FREDERICK AVE	0.102	4071	50.90	50.90
404-265-27	1858 E FREDERICK AVE	0.102	4071	50.90	50.90
404-265-28	1864 E FREDERICK AVE	0.102	4071	50.90	50.90
404-265-29	1878 E FREDERICK AVE	0.102	4071	50.90	50.90
404-265-30	1892 E FREDERICK AVE	0.102	4071	50.90	50.90
404-271-01	1895 E FREDERICK AVE	0.106	4071	50.90	50.90
404-271-02	1881 E FREDERICK AVE	0.106	4071	50.90	50.90
404-271-03	1865 E FREDERICK AVE	0.106	4071	50.90	50.90
404-271-04	1855 E FREDERICK AVE	0.106	4071	50.90	50.90
404-271-05	1839 E FREDERICK AVE	0.106	4071	50.90	50.90
404-271-06	1827 E FREDERICK AVE	0.106	4071	50.90	50.90
404-271-07	1815 E FREDERICK AVE	0.106	4071	50.90	50.90
404-271-08	1801 E FREDERICK AVE	0.106	4071	50.90	50.90
404-271-09	1789 E FREDERICK AVE	0.106	4071	50.90	50.90
404-271-10	1787 E FREDERICK AVE	0.106	4071	50.90	50.90
404-271-11	1781 E FREDERICK AVE	0.106	4071	50.90	50.90
404-271-12	1777 E FREDERICK AVE	0.106	4071	50.90	50.90
404-271-13	1773 E FREDERICK AVE	0.106	4071	50.90	50.90
404-271-14	1763 E FREDERICK AVE	0.106	4071	50.90	50.90
404-271-15	1761 E FREDERICK AVE	0.106	4071	50.90	50.90
404-271-16	1760 E FALLBROOK AVE	0.144	4071	50.90	50.90
404-271-17	1762 E FALLBROOK AVE	0.144	4071	50.90	50.90
404-271-18	1770 E FALLBROOK AVE	0.144	4071	50.90	50.90
404-271-19	1778 E FALLBROOK AVE	0.144	4071	50.90	50.90
404-271-20	1780 E FALLBROOK AVE	0.144	4071	50.90	50.90
404-271-21	1786 E FALLBROOK AVE	0.144	4071	50.90	50.90
404-271-22	1790 E FALLBROOK AVE	0.144	4071	50.90	50.90
404-271-23	1802 E FALLBROOK AVE	0.144	4071	50.90	50.90
404-271-24	1816 E FALLBROOK AVE	0.144	4071	50.90	50.90
404-271-25	1828 E FALLBROOK AVE	0.144	4071	50.90	50.90
404-271-26	1840 E FALLBROOK AVE	0.144	4071	50.90	50.90
404-271-27	1854 E FALLBROOK AVE	0.144	4071	50.90	50.90
404-271-28	1866 E FALLBROOK AVE	0.144	4071	50.90	50.90
404-271-29	1880 E FALLBROOK AVE	0.144	4071	50.90	50.90
404-271-30	1894 E FALLBROOK AVE	0.142	4071	50.90	50.90
404-272-01	7809 N MANSIONETTE DR	0.106	4071	50.90	50.90
404-272-02	7805 N MANSIONETTE DR	0.137	4071	50.90	50.90
404-272-03	7801 N MANSIONETTE DR	0.137	4071	50.90	50.90
404-272-04	1753 E FALLBROOK AVE	0.137	4071	50.90	50.90
404-272-05	1759 E FALLBROOK AVE	0.137	4071	50.90	50.90
404-272-06	1761 E FALLBROOK AVE	0.137	4071	50.90	50.90
404-272-07	1771 E FALLBROOK AVE	0.103	4071	50.90	50.90
404-272-08	1775 E FALLBROOK AVE	0.137	4071	50.90	50.90
404-272-09	1779 E FALLBROOK AVE	0.103	4071	50.90	50.90
404-272-10	1785 E FALLBROOK AVE	0.137	4071	50.90	50.90
404-272-11	1787 E FALLBROOK AVE	0.103	4071	50.90	50.90

Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
404-272-12	1791 E FALLBROOK AVE	0.137	4071	50.90	50.90
404-272-13	1803 E FALLBROOK AVE	0.137	4071	50.90	50.90
404-272-14	1815 E FALLBROOK AVE	0.137	4071	50.90	50.90
404-272-15	1827 E FALLBROOK AVE	0.137	4071	50.90	50.90
404-272-16	1841 E FALLBROOK AVE	0.137	4071	50.90	50.90
404-272-17	1853 E FALLBROOK AVE	0.137	4071	50.90	50.90
404-272-18	1865 E FALLBROOK AVE	0.137	4071	50.90	50.90
404-272-19	1877 E FALLBROOK AVE	0.137	4071	50.90	50.90
404-272-20	7775 N MERIDIAN	0.137	4071	50.90	50.90
404-272-21	1892 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-22	1878 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-23	1866 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-24	1854 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-25	1842 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-26	1828 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-27	1816 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-28	1804 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-29	1792 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-30	1784 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-31	1780 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-32	1776 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-33	1772 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-34	1770 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-35	1762 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-36	1758 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-37	1754 E EL PASO AVE	0.137	4071	50.90	50.90
404-272-38	7725 N MANSIONETTE DR	0.137	4071	50.90	50.90
404-272-39	7723 N MANSIONETTE DR	0.137	4071	50.90	50.90
404-273-01	1763 E EL PASO AVE	0.142	4071	50.90	50.90
404-273-02	1769 E EL PASO AVE	0.142	4071	50.90	50.90
404-273-03	1773 E EL PASO AVE	0.142	4071	50.90	50.90
404-273-04	1777 E EL PASO AVE	0.142	4071	50.90	50.90
404-273-05	1781 E EL PASO AVE	0.142	4071	50.90	50.90
404-273-06	1785 E EL PASO AVE	0.142	4071	50.90	50.90
404-273-07	1793 E EL PASO AVE	0.142	4071	50.90	50.90
404-273-08	1805 E EL PASO AVE	0.142	4071	50.90	50.90
404-273-09	1817 E EL PASO AVE	0.142	4071	50.90	50.90
404-273-10	1829 E EL PASO AVE	0.142	4071	50.90	50.90
404-273-11	1843 E EL PASO AVE	0.142	4071	50.90	50.90
404-273-12	1855 E EL PASO AVE	0.142	4071	50.90	50.90
404-273-13	1867 E EL PASO AVE	0.142	4071	50.90	50.90
404-273-14	1879 E EL PASO AVE	0.142	4071	50.90	50.90
404-273-15	1891 E EL PASO AVE	0.142	4071	50.90	50.90
404-274-01	7814 N MERIDIAN AVE	0.151	4071	50.90	50.90
404-274-02	7810 N MERIDIAN AVE	0.151	4071	50.90	50.90
404-274-03	7806 N MERIDIAN AVE	0.151	4071	50.90	50.90
404-274-04	7802 N MERIDIAN AVE	0.151	4071	50.90	50.90
404-274-05	7786 N MERIDIAN AVE	0.151	4071	50.90	50.90
404-274-06	7778 N MERIDIAN AVE	0.137	4071	50.90	50.90
404-274-07	7764 N MERIDIAN AVE	0.151	4071	50.90	50.90
404-274-08	7756 N MERIDIAN AVE	0.137	4071	50.90	50.90
404-274-09	7742 N MERIDIAN AVE	0.151	4071	50.90	50.90
404-274-10	7728 N MERIDIAN AVE	0.151	4071	50.90	50.90
404-281-01	2078 E PINEDALE AVE	0.144	4050	62.20	62.20
404-281-02	2090 E PINEDALE AVE	0.117	4050	62.20	62.20
404-281-03	2098 E PINEDALE AVE	0.123	4050	62.20	62.20
404-281-04	2112 E PINEDALE AVE	0.117	4050	62.20	62.20
404-281-05	2122 E PINEDALE AVE	0.123	4050	62.20	62.20
404-281-06	2134 E PINEDALE AVE	0.115	4050	62.20	62.20
404-281-07	2144 E PINEDALE AVE	0.123	4050	62.20	62.20
404-281-08	2156 E PINEDALE AVE	0.117	4050	62.20	62.20
404-281-09	2166 E PINEDALE AVE	0.123	4050	62.20	62.20
404-281-10	2178 E PINEDALE AVE	0.115	4050	62.20	62.20
404-281-11	2188 E PINEDALE AVE	0.123	4050	62.20	62.20
404-281-12	2198 E PINEDALE AVE	0.117	4050	62.20	62.20
404-281-13	2208 E PINEDALE AVE	0.117	4050	62.20	62.20

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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
404-281-14	2216 E PINEDALE AVE	0.123	4050	62.20	62.20
404-281-15	2226 E PINEDALE AVE	0.144	4050	62.20	62.20
404-282-01	2211 E PINEDALE AVE	0.104	4050	62.20	62.20
404-282-02	2201 E PINEDALE AVE	0.096	4050	62.20	62.20
404-282-03	2189 E PINEDALE AVE	0.096	4050	62.20	62.20
404-282-04	2179 E PINEDALE AVE	0.096	4050	62.20	62.20
404-282-05	2167 E PINEDALE AVE	0.096	4050	62.20	62.20
404-282-06	2157 E PINEDALE AVE	0.096	4050	62.20	62.20
404-282-07	2145 E PINEDALE AVE	0.096	4050	62.20	62.20
404-282-08	2135 E PINEDALE AVE	0.096	4050	62.20	62.20
404-282-09	2123 E PINEDALE AVE	0.096	4050	62.20	62.20
404-282-10	2113 E PINEDALE AVE	0.096	4050	62.20	62.20
404-282-11	2101 E PINEDALE AVE	0.096	4050	62.20	62.20
404-282-12	2091 E PINEDALE AVE	0.096	4050	62.20	62.20
404-282-13	2079 E PINEDALE AVE	0.096	4050	62.20	62.20
404-282-14	2069 E PINEDALE AVE	0.096	4050	62.20	62.20
404-282-15	2057 E PINEDALE AVE	0.096	4050	62.20	62.20
404-282-16	2047 E PINEDALE AVE	0.098	4050	62.20	62.20
404-282-17	2050 E MINARETS AVE	0.130	4050	62.20	62.20
404-282-18	2060 E MINARETS AVE	0.096	4050	62.20	62.20
404-282-19	2072 E MINARETS AVE	0.096	4050	62.20	62.20
404-282-20	2082 E MINARETS AVE	0.096	4050	62.20	62.20
404-282-21	2094 E MINARETS AVE	0.096	4050	62.20	62.20
404-282-22	2104 E MINARETS AVE	0.096	4050	62.20	62.20
404-282-23	2116 E MINARETS AVE	0.096	4050	62.20	62.20
404-282-24	2126 E MINARETS AVE	0.096	4050	62.20	62.20
404-282-25	2138 E MINARETS AVE	0.096	4050	62.20	62.20
404-282-26	2148 E MINARETS AVE	0.096	4050	62.20	62.20
404-282-27	2160 E MINARETS AVE	0.096	4050	62.20	62.20
404-282-28	2170 E MINARETS AVE	0.096	4050	62.20	62.20
404-282-29	2182 E MINARETS AVE	0.096	4050	62.20	62.20
404-282-30	2192 E MINARETS AVE	0.096	4050	62.20	62.20
404-282-31	2204 E MINARETS AVE	0.088	4050	62.20	62.20
404-282-32	2214 E MINARETS AVE	0.096	4050	62.20	62.20
404-283-01	2213 E MINARETS AVE	0.098	4050	62.20	62.20
404-283-02	2203 E MINARETS AVE	0.096	4050	62.20	62.20
404-283-03	2191 E MINARETS AVE	0.096	4050	62.20	62.20
404-283-04	2181 E MINARETS AVE	0.096	4050	62.20	62.20
404-283-05	2169 E MINARETS AVE	0.096	4050	62.20	62.20
404-283-06	2159 E MINARETS AVE	0.096	4050	62.20	62.20
404-283-07	2147 E MINARETS AVE	0.096	4050	62.20	62.20
404-283-08	2137 E MINARETS AVE	0.096	4050	62.20	62.20
404-283-09	2125 E MINARETS AVE	0.096	4050	62.20	62.20
404-283-10	2115 E MINARETS AVE	0.096	4050	62.20	62.20
404-283-11	2103 E MINARETS AVE	0.096	4050	62.20	62.20
404-283-12	2093 E MINARETS AVE	0.096	4050	62.20	62.20
404-283-13	2081 E MINARETS AVE	0.096	4050	62.20	62.20
404-283-14	2071 E MINARETS AVE	0.096	4050	62.20	62.20
404-283-15	2059 E MINARETS AVE	0.096	4050	62.20	62.20
404-283-16	2049 E MINARETS AVE	0.160	4050	62.20	62.20
404-283-17	7469 N PRICE AVE	0.123	4050	62.20	62.20
404-283-18	7473 N PRICE AVE	0.126	4050	62.20	62.20
404-283-19	7483 N PRICE AVE	0.126	4050	62.20	62.20
404-283-20	7491 N PRICE AVE	0.130	4050	62.20	62.20
404-283-21	7499 N PRICE AVE	0.146	4050	62.20	62.20
404-283-22	2026 E PINEDALE AVE	0.257	4050	62.20	62.20
404-283-23	2036 E PINEDALE AVE	0.200	4050	62.20	62.20
404-283-24	2048 E PINEDALE AVE	0.133	4050	62.20	62.20
404-283-25	2058 E PINEDALE AVE	0.134	4050	62.20	62.20
404-284-01	7498 N WOODROW AVE	0.101	4050	62.20	62.20
404-284-02	7490 N WOODROW AVE	0.096	4050	62.20	62.20
404-284-03	7482 N WOODROW AVE	0.096	4050	62.20	62.20
404-284-04	7474 N WOODROW AVE	0.096	4050	62.20	62.20
404-321-01	7847 N BAIRD AVE	0.141	4190	63.51	63.50
404-321-02	7837 N BAIRD AVE	0.183	4190	63.51	63.50
404-321-03	2251 E GOSHEN AVE	0.253	4190	63.51	63.50

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404-321-04	2261 E GOSHEN AVE	0.165	4190	63.51	63.50
404-321-05	2273 E GOSHEN AVE	0.150	4190	63.51	63.50
404-321-06	2274 E FALLBROOK AVE	0.159	4190	63.51	63.50
404-321-07	2264 E FALLBROOK AVE	0.171	4190	63.51	63.50
404-321-08	2252 E FALLBROOK AVE	0.238	4190	63.51	63.50
404-321-09	7781 N BAIRD AVE	0.163	4190	63.51	63.50
404-321-10	7771 N BAIRD AVE	0.149	4190	63.51	63.50
404-321-11	7759 N BAIRD AVE	0.149	4190	63.51	63.50
404-321-12	7749 N BAIRD AVE	0.149	4190	63.51	63.50
404-321-13	7737 N BAIRD AVE	0.145	4190	63.51	63.50
404-321-14	7727 N BAIRD AVE	0.149	4190	63.51	63.50
404-321-15	7715 N BAIRD AVE	0.149	4190	63.51	63.50
404-322-01	2268 E GOSHEN AVE	0.163	4190	63.51	63.50
404-322-02	2278 E GOSHEN AVE	0.142	4190	63.51	63.50
404-322-03	2290 E GOSHEN AVE	0.142	4190	63.51	63.50
404-322-04	2302 E GOSHEN AVE	0.142	4190	63.51	63.50
404-322-05	2312 E GOSHEN AVE	0.142	4190	63.51	63.50
404-322-06	2322 E GOSHEN AVE	0.142	4190	63.51	63.50
404-322-07	2334 E GOSHEN AVE	0.142	4190	63.51	63.50
404-322-08	2344 E GOSHEN AVE	0.142	4190	63.51	63.50
404-322-09	2356 E GOSHEN AVE	0.142	4190	63.51	63.50
404-322-10	2366 E GOSHEN AVE	0.142	4190	63.51	63.50
404-322-11	2378 E GOSHEN AVE	0.142	4190	63.51	63.50
404-322-12	2390 E GOSHEN AVE	0.142	4190	63.51	63.50
404-322-13	2402 E GOSHEN AVE	0.142	4190	63.51	63.50
404-322-14	2414 E GOSHEN AVE	0.142	4190	63.51	63.50
404-322-15	2424 E GOSHEN AVE	0.163	4190	63.51	63.50
404-323-01	2293 E GOSHEN AVE	0.163	4190	63.51	63.50
404-323-02	2305 E GOSHEN AVE	0.140	4190	63.51	63.50
404-323-03	2317 E GOSHEN AVE	0.140	4190	63.51	63.50
404-323-04	2327 E GOSHEN AVE	0.140	4190	63.51	63.50
404-323-05	2339 E GOSHEN AVE	0.140	4190	63.51	63.50
404-323-06	2349 E GOSHEN AVE	0.140	4190	63.51	63.50
404-323-07	2361 E GOSHEN AVE	0.140	4190	63.51	63.50
404-323-08	2371 E GOSHEN AVE	0.140	4190	63.51	63.50
404-323-09	2383 E GOSHEN AVE	0.140	4190	63.51	63.50
404-323-10	2395 E GOSHEN AVE	0.140	4190	63.51	63.50
404-323-11	2407 E GOSHEN AVE	0.140	4190	63.51	63.50
404-323-12	2419 E GOSHEN AVE	0.140	4190	63.51	63.50
404-323-13	2429 E GOSHEN AVE	0.140	4190	63.51	63.50
404-323-14	2441 E GOSHEN AVE	0.214	4190	63.51	63.50
404-323-15	7832 N DEARING AVE	0.202	4190	63.51	63.50
404-323-16	7844 N DEARING AVE	0.206	4190	63.51	63.50
404-323-17	7720 N DEARING AVE	0.185	4190	63.51	63.50
404-323-18	7732 N DEARING AVE	0.170	4190	63.51	63.50
404-323-19	7744 N DEARING AVE	0.170	4190	63.51	63.50
404-323-20	7756 N DEARING AVE	0.170	4190	63.51	63.50
404-323-21	7768 N DEARING AVE	0.170	4190	63.51	63.50
404-323-22	7780 N DEARING AVE	0.303	4190	63.51	63.50
404-323-23	2442 E FALLBROOK AVE	0.238	4190	63.51	63.50
404-323-24	2430 E FALLBROOK AVE	0.143	4190	63.51	63.50
404-323-25	2420 E FALLBROOK AVE	0.143	4190	63.51	63.50
404-323-26	2408 E FALLBROOK AVE	0.143	4190	63.51	63.50
404-323-27	2396 E FALLBROOK AVE	0.143	4190	63.51	63.50
404-323-28	2384 E FALLBROOK AVE	0.143	4190	63.51	63.50
404-323-29	2372 E FALLBROOK AVE	0.143	4190	63.51	63.50
404-323-30	2362 E FALLBROOK AVE	0.143	4190	63.51	63.50
404-323-31	2350 E FALLBROOK AVE	0.143	4190	63.51	63.50
404-323-32	2340 E FALLBROOK AVE		4190	63.51	63.50
404-323-33	2328 E FALLBROOK AVE	0.143	4190	63.51	63.50
404-323-34	2318 E FALLBROOK AVE	0.143	4190	63.51	63.50
404-323-35	2306 E FALLBROOK AVE	0.143	4190	63.51	63.50
404-323-36	2294 E FALLBROOK AVE	0.167	4190	63.51	63.50
404-324-01	2269 E FALLBROOK AVE	0.160	4190	63.51	63.50
404-324-02	2279 E FALLBROOK AVE	0.140	4190	63.51	63.50
404-324-03	2291 E FALLBROOK AVE	0.140	4190	63.51	63.50

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404-324-04	2301 E FALLBROOK AVE	0.140	4190	63.51	63.50
404-324-05	2313 E FALLBROOK AVE	0.137	4190	63.51	63.50
404-324-06	2323 E FALLBROOK AVE	0.140	4190	63.51	63.50
404-324-07	2335 E FALLBROOK AVE	0.140	4190	63.51	63.50
404-324-08	2345 E FALLBROOK AVE	0.140	4190	63.51	63.50
404-324-09	2357 E FALLBROOK AVE	0.140	4190	63.51	63.50
404-324-10	2367 E FALLBROOK AVE	0.140	4190	63.51	63.50
404-324-11	2379 E FALLBROOK AVE	0.140	4190	63.51	63.50
404-324-12	2391 E FALLBROOK AVE	0.140	4190	63.51	63.50
404-324-13	2403 E FALLBROOK AVE	0.140	4190	63.51	63.50
404-324-14	2415 E FALLBROOK AVE	0.140	4190	63.51	63.50
404-324-15	2425 E FALLBROOK AVE	0.160	4190	63.51	63.50
404-324-16	2426 E EL PASO AVE	0.160	4190	63.51	63.50
404-324-17	2416 E EL PASO AVE	0.140	4190	63.51	63.50
404-324-18	2404 E EL PASO AVE	0.140	4190	63.51	63.50
404-324-19	2392 E EL PASO AVE	0.140	4190	63.51	63.50
404-324-20	2380 E EL PASO AVE	0.140	4190	63.51	63.50
404-324-21	2368 E EL PASO AVE	0.140	4190	63.51	63.50
404-324-22	2358 E EL PASO AVE	0.140	4190	63.51	63.50
404-324-23	2346 E EL PASO AVE	0.140	4190	63.51	63.50
404-324-24	2336 E EL PASO AVE	0.140	4190	63.51	63.50
404-324-25	2324 E EL PASO AVE	0.140	4190	63.51	63.50
404-324-26	2314 E EL PASO AVE	0.140	4190	63.51	63.50
404-324-27	2302 E EL PASO AVE	0.140	4190	63.51	63.50
404-324-28	2292 E EL PASO AVE	0.140	4190	63.51	63.50
404-324-29	2280 E EL PASO AVE	0.140	4190	63.51	63.50
404-324-30	2270 E EL PASO AVE	0.160	4190	63.51	63.50
404-331-01	2271 E EL PASO AVE	0.162	4190	63.51	63.50
404-331-02	2281 E EL PASO AVE	0.140	4190	63.51	63.50
404-331-03	2293 E EL PASO AVE	0.141	4190	63.51	63.50
404-331-04	2303 E EL PASO AVE	0.141	4190	63.51	63.50
404-331-05	2315 E EL PASO AVE	0.141	4190	63.51	63.50
404-331-06	2325 E EL PASO AVE	0.141	4190	63.51	63.50
404-331-07	2337 E EL PASO AVE	0.140	4190	63.51	63.50
404-331-08	2347 E EL PASO AVE	0.141	4190	63.51	63.50
404-331-09	2359 E EL PASO AVE	0.141	4190	63.51	63.50
404-331-10	2369 E EL PASO AVE	0.141	4190	63.51	63.50
404-331-11	2381 E EL PASO AVE	0.141	4190	63.51	63.50
404-331-12	2393 E EL PASO AVE	0.141	4190	63.51	63.50
404-331-13	2405 E EL PASO AVE	0.141	4190	63.51	63.50
404-331-14	2417 E EL PASO AVE	0.141	4190	63.51	63.50
404-331-15	2427 E EL PASO AVE	0.162	4190	63.51	63.50
404-331-16	2428 E DECATUR AVE	0.162	4190	63.51	63.50
404-331-17	2418 E DECATUR AVE	0.141	4190	63.51	63.50
404-331-18	2406 E DECATUR AVE	0.141	4190	63.51	63.50
404-331-19	2394 E DECATUR AVE	0.141	4190	63.51	63.50
404-331-20	2382 E DECATUR AVE	0.141	4190	63.51	63.50
404-331-21	2370 E DECATUR AVE	0.141	4190	63.51	63.50
404-331-22	2360 E DECATUR AVE	0.141	4190	63.51	63.50
404-331-23	2348 E DECATUR AVE	0.141	4190	63.51	63.50
404-331-24	2338 E DECATUR AVE	0.141	4190	63.51	63.50
404-331-25	2326 E DECATUR AVE	0.141	4190	63.51	63.50
404-331-26	2316 E DECATUR AVE	0.141	4190	63.51	63.50
404-331-27	2304 E DECATUR AVE	0.141	4190	63.51	63.50
404-331-28	2294 E DECATUR AVE	0.141	4190	63.51	63.50
404-331-29	2282 E DECATUR AVE	0.141	4190	63.51	63.50
404-331-30	2272 E DECATUR AVE	0.162	4190	63.51	63.50
404-332-01	7649 N BAIRD AVE	0.163	4190	63.51	63.50
404-332-02	7661 N BAIRD AVE	0.147	4190	63.51	63.50
404-332-03	7671 N BAIRD AVE	0.147	4190	63.51	63.50
404-332-04	7683 N BAIRD AVE	0.147	4190	63.51	63.50
404-332-05	7693 N BAIRD AVE	0.147	4190	63.51	63.50
404-332-06	7705 N BAIRD AVE	0.147	4190	63.51	63.50
404-333-01	2273 E DECATUR AVE	0.162	4190	63.51	63.50
404-333-02	2283 E DECATUR AVE	0.141	4190	63.51	63.50
404-333-03	2295 E DECATUR AVE	0.141	4190	63.51	63.50

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404-333-04	2305 E DECATUR AVE	0.141	4190	63.51	63.50
404-333-05	2317 E DECATUR AVE	0.141	4190	63.51	63.50
404-333-06	2327 E DECATUR AVE	0.141	4190	63.51	63.50
404-333-07	2339 E DECATUR AVE	0.141	4190	63.51	63.50
404-333-08	2349 E DECATUR AVE	0.141	4190	63.51	63.50
404-333-09	2361 E DECATUR AVE	0.141	4190	63.51	63.50
404-333-10	2371 E DECATUR AVE	0.141	4190	63.51	63.50
404-333-11	2385 E DECATUR AVE	0.141	4190	63.51	63.50
404-333-12	2395 E DECATUR AVE	0.141	4190	63.51	63.50
404-333-13	2407 E DECATUR AVE	0.141	4190	63.51	63.50
404-333-14	2419 E DECATUR AVE	0.141	4190	63.51	63.50
404-333-15	2429 E DECATUR AVE	0.162	4190	63.51	63.50
404-333-16	2430 E CROMWELL AVE	0.162	4190	63.51	63.50
404-333-17	2420 E CROMWELL AVE	0.141	4190	63.51	63.50
404-333-18	2408 E CROMWELL AVE	0.141	4190	63.51	63.50
404-333-19	2396 E CROMWELL AVE	0.141	4190	63.51	63.50
404-333-20	2384 E CROMWELL AVE	0.141	4190	63.51	63.50
404-333-21	2372 E CROMWELL AVE	0.141	4190	63.51	63.50
404-333-22	2362 E CROMWELL AVE	0.141	4190	63.51	63.50
404-333-23	2350 E CROMWELL AVE	0.141	4190	63.51	63.50
404-333-24	2340 E CROMWELL AVE	0.141	4190	63.51	63.50
404-333-25	2328 E CROMWELL AVE	0.141	4190	63.51	63.50
404-333-26	2318 E CROMWELL AVE	0.141	4190	63.51	63.50
404-333-27	2306 E CROMWELL AVE	0.141	4190	63.51	63.50
404-333-28	2296 E CROMWELL AVE	0.141	4190	63.51	63.50
404-333-29	2284 E CROMWELL AVE	0.141	4190	63.51	63.50
404-333-30	2274 E CROMWELL AVE	0.162	4190	63.51	63.50
404-334-01	7698 N DEARING AVE	0.173	4190	63.51	63.50
404-334-02	7686 N DEARING AVE	0.173	4190	63.51	63.50
404-334-03	7676 N DEARING AVE	0.173	4190	63.51	63.50
404-334-04	7664 N DEARING AVE	0.173	4190	63.51	63.50
404-334-05	7654 N DEARING AVE	0.173	4190	63.51	63.50
404-334-06	7644 N DEARING AVE	0.173	4190	63.51	63.50
404-334-07	7634 N DEARING AVE	0.173	4190	63.51	63.50
404-334-08	7622 N DEARING AVE	0.173	4190	63.51	63.50
404-335-01	2275 E CROMWELL AVE	0.162	4190	63.51	63.50
404-335-02	2285 E CROMWELL AVE	0.141	4190	63.51	63.50
404-335-03	2297 E CROMWELL AVE	0.141	4190	63.51	63.50
404-335-04	2307 E CROMWELL AVE	0.141	4190	63.51	63.50
404-335-05	2319 E CROMWELL AVE	0.141	4190	63.51	63.50
404-335-06	2329 E CROMWELL AVE	0.141	4190	63.51	63.50
404-335-07	2341 E CROMWELL AVE	0.141	4190	63.51	63.50
404-335-08	2351 E CROMWELL AVE	0.141	4190	63.51	63.50
404-335-09	2363 E CROMWELL AVE	0.141	4190	63.51	63.50
404-335-10	2373 E CROMWELL AVE	0.149	4190	63.51	63.50
404-335-11	2385 E CROMWELL AVE	0.141	4190	63.51	63.50
404-335-12	2397 E CROMWELL AVE	0.141	4190	63.51	63.50
404-335-13	2409 E CROMWELL AVE	0.141	4190	63.51	63.50
404-335-14	2421 E CROMWELL AVE	0.141	4190	63.51	63.50
404-335-15	2431 E CROMWELL AVE	0.162	4190	63.51	63.50
404-335-16	2432 E BEDFORD AVE	0.162	4190	63.51	63.50
404-335-17	2422 E BEDFORD AVE	0.141	4190	63.51	63.50
404-335-18	2410 E BEDFORD AVE	0.141	4190	63.51	63.50
404-335-19	2398 E BEDFORD AVE	0.141	4190	63.51	63.50
404-335-20	2386 E BEDFORD AVE	0.141	4190	63.51	63.50
404-335-21	2374 E BEDFORD AVE	0.141	4190	63.51	63.50
404-335-22	2364 E BEDFORD AVE	0.141	4190	63.51	63.50
404-335-23	2352 E BEDFORD AVE	0.141	4190	63.51	63.50
404-335-24	2342 E BEDFORD AVE	0.141	4190	63.51	63.50
404-335-25	2330 E BEDFORD AVE	0.141	4190	63.51	63.50
404-335-26	2320 E BEDFORD AVE	0.141	4190	63.51	63.50
404-335-27	2308 E BEDFORD AVE	0.141	4190	63.51	63.50
404-335-28	2298 E BEDFORD AVE	0.141	4190	63.51	63.50
404-335-29	2286 E BEDFORD AVE	0.141	4190	63.51	63.50
404-335-30	2276 E BEDFORD AVE	0.162	4190	63.51	63.50
404-336-01	7603 N BAIRD AVE	0.154	4190	63.51	63.50

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404-336-02	7615 N BAIRD AVE	0.144	4190	63.51	63.50
404-336-03	7625 N BAIRD AVE	0.156	4190	63.51	63.50
404-341-01	2338 E MINARETS AVE	0.238	4026	61.35	61.34
404-341-02	2326 E MINARETS AVE	0.193	4026	61.35	61.34
404-341-03	2314 E MINARETS AVE	0.223	4026	61.35	61.34
404-341-04	2306 E MINARETS AVE	0.193	4026	61.35	61.34
404-341-05	2302 E MINARETS AVE	0.238	4026	61.35	61.34
404-341-06	7445 N SIERRA VISTA AVE	0.234	4026	61.35	61.34
404-341-07	7439 N SIERRA VISTA AVE	0.252	4026	61.35	61.34
404-341-08	7427 N SIERRA VISTA AVE	0.199	4026	61.35	61.34
404-341-21	7401 N SIERRA VISTA AVE	0.213	4026	61.35	61.34
404-341-22	7387 N SIERRA VISTA AVE	0.231	4026	61.35	61.34
404-341-23	7413 N SIERRA VISTA AVE	0.221	4026	61.35	61.34
404-341-25	7361 N SIERRA VISTA AVE	0.213	4026	61.35	61.34
404-342-01	2301 E CHENNAULT AVE	0.208	4026	61.35	61.34
404-342-02	2307 E CHENNAULT AVE	0.223	4026	61.35	61.34
404-342-03	2319 E CHENNAULT AVE	0.199	4026	61.35	61.34
404-342-04	2331 E CHENNAULT AVE	0.223	4026	61.35	61.34
404-342-05	2343 E CHENNAULT AVE	0.227	4026	61.35	61.34
404-342-06	2355 E CHENNAULT AVE	0.321	4026	61.35	61.34
404-342-07	2360 E CHENNAULT AVE	0.277	4026	61.35	61.34
404-342-08	2356 E CHENNAULT AVE	0.390	4026	61.35	61.34
404-342-09	2344 E CHENNAULT AVE	0.234	4026	61.35	61.34
404-342-10	2332 E CHENNAULT AVE	0.196	4026	61.35	61.34
404-342-11	2320 E CHENNAULT AVE	0.223	4026	61.35	61.34
404-342-12	2308 E CHENNAULT AVE	0.193	4026	61.35	61.34
404-342-13	2302 E CHENNAULT AVE	0.238	4026	61.35	61.34
404-342-14	2303 E MINARETS AVE	0.211	4026	61.35	61.34
404-342-15	2309 E MINARETS AVE	0.171	4026	61.35	61.34
404-342-16	2321 E MINARETS AVE	0.198	4026	61.35	61.34
404-342-17	2333 E MINARETS AVE	0.176	4026	61.35	61.34
404-342-18	2345 E MINARETS AVE	0.203	4026	61.35	61.34
404-342-19	2357 E MINARETS AVE	0.173	4026	61.35	61.34
404-342-20	2369 E MINARETS AVE	0.216	4026	61.35	61.34
404-342-21	7429 N RECREATION AVE	0.208	4026	61.35	61.34
404-342-22	7417 N RECREATION AVE	0.203	4026	61.35	61.34
404-342-23	7405 N RECREATION AVE	0.176	4026	61.35	61.34
404-342-24	7393 N RECREATION AVE	0.203	4026	61.35	61.34
404-342-25	7381 N RECREATION AVE	0.176	4026	61.35	61.34
404-342-26	7365 N RECREATION AVE	0.189	4026	61.35	61.34
404-343-01	7398 N RECREATION AVE	0.220	4026	61.35	61.34
404-343-02	7410 N RECREATION AVE	0.206	4026	61.35	61.34
404-343-03	7422 N RECREATION AVE	0.179	4026	61.35	61.34
404-343-04	7434 N RECREATION AVE	0.228	4026	61.35	61.34
404-343-05	7446 N RECREATION AVE	0.252	4026	61.35	61.34
404-343-06	2398 E MINARETS AVE	0.238	4026	61.35	61.34
404-343-07	2386 E MINARETS AVE	0.223	4026	61.35	61.34
404-343-08	2374 E MINARETS AVE	0.193	4026	61.35	61.34
404-343-09	2362 E MINARETS AVE	0.238	4026	61.35	61.34
404-351-01	7257 N SIERRA VISTA AVE	0.234	4026	61.35	61.34
404-351-02	7271 N SIERRA VISTA AVE	0.199	4026	61.35	61.34
404-351-03	7283 N SIERRA VISTA AVE	0.173	4026	61.35	61.34
404-351-04	7297 N SIERRA VISTA AVE	0.199	4026	61.35	61.34
404-351-05	7309 N SIERRA VISTA AVE	0.173	4026	61.35	61.34
404-351-06	7323 N SIERRA VISTA AVE	0.199	4026	61.35	61.34
404-351-11	7349 N SIERRA VISTA AVE	0.213	4026	61.35	61.34
404-351-12	7335 N SIERRA VISTA AVE	0.199	4026	61.35	61.34
404-352-04	2328 E BIRCH AVE	0.203	4026	61.35	61.34
404-352-05	2340 E BIRCH AVE	0.176	4026	61.35	61.34
404-352-06	2354 E BIRCH AVE	0.176	4026	61.35	61.34
404-352-07	2366 E BIRCH AVE	0.203	4026	61.35	61.34
404-352-08	2378 E BIRCH AVE	0.176	4026	61.35	61.34
404-352-09	2392 E BIRCH AVE	0.208	4026	61.35	61.34
404-352-10	2316 E BIRCH AVE	0.243	4026	61.35	61.34
404-352-11	2304 E BIRCH AVE	0.297	4026	61.35	61.34
404-353-01	7370 N RECREATION AVE	0.220	4026	61.35	61.34

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404-353-02	7358 N RECREATION AVE	0.179	4026	61.35	61.34
404-353-03	7346 N RECREATION AVE	0.179	4026	61.35	61.34
404-353-04	7334 N RECREATION AVE	0.252	4026	61.35	61.34
404-353-07	2383 E BIRCH AVE	0.210	4026	61.35	61.34
404-353-08	2371 E BIRCH AVE	0.182	4026	61.35	61.34
404-353-09	2357 E BIRCH AVE	0.210	4026	61.35	61.34
404-353-10	2343 E BIRCH AVE	0.182	4026	61.35	61.34
404-353-11	2331 E BIRCH AVE	0.210	4026	61.35	61.34
404-353-12	2319 E BIRCH AVE	0.182	4026	61.35	61.34
404-353-13	2311 E BIRCH AVE	0.210	4026	61.35	61.34
404-353-14	2303 E BIRCH AVE	0.210	4026	61.35	61.34
404-353-15	7298 N SIERRA VISTA AVE	0.232	4026	61.35	61.34
404-353-16	7284 N SIERRA VISTA AVE	0.218	4026	61.35	61.34
404-353-17	7272 N SIERRA VISTA AVE	0.215	4026	61.35	61.34
404-353-18	7258 N SIERRA VISTA AVE	0.258	4026	61.35	61.34
404-353-21	2399 E BIRCH AVE	0.386	4026	61.35	61.34
404-361-01	7489 N HAYSTON AVE	0.175	4461	26.53	26.52
404-361-02	7477 N HAYSTON AVE	0.117	4461	26.53	26.52
404-361-03	7465 N HAYSTON AVE	0.117	4461	26.53	26.52
404-361-04	7455 N HAYSTON AVE	0.119	4461	26.53	26.52
404-361-05	7445 N HAYSTON AVE	0.119	4461	26.53	26.52
404-361-06	7435 N HAYSTON AVE	0.119	4461	26.53	26.52
404-361-07	7425 N HAYSTON AVE	0.119	4461	26.53	26.52
404-361-08	7415 N HAYSTON AVE	0.119	4461	26.53	26.52
404-361-09	7405 N HAYSTON AVE	0.119	4461	26.53	26.52
404-361-10	7395 N HAYSTON AVE	0.192	4461	26.53	26.52
404-362-01	7490 N HAYSTON AVE	0.175	4461	26.53	26.52
404-362-02	7478 N HAYSTON AVE	0.117	4461	26.53	26.52
404-362-03	7466 N HAYSTON AVE	0.117	4461	26.53	26.52
404-362-04	7456 N HAYSTON AVE	0.119	4461	26.53	26.52
404-362-05	7446 N HAYSTON AVE	0.119	4461	26.53	26.52
404-362-06	7436 N HAYSTON AVE	0.119	4461	26.53	26.52
404-362-07	7426 N HAYSTON AVE	0.119	4461	26.53	26.52
404-362-08	7416 N HAYSTON AVE	0.119	4461	26.53	26.52
404-362-09	7406 N HAYSTON AVE	0.131	4461	26.53	26.52
404-362-10	7407 N MERIDIAN AVE	0.131	4461	26.53	26.52
404-362-11	7417 N MERIDIAN AVE	0.119	4461	26.53	26.52
404-362-12	7427 N MERIDIAN AVE	0.119	4461	26.53	26.52
404-362-13	7437 N MERIDIAN AVE	0.119	4461	26.53	26.52
404-362-14	7447 N MERIDIAN AVE	0.119	4461	26.53	26.52
404-362-15	7457 N MERIDIAN AVE	0.119	4461	26.53	26.52
404-362-16	7467 N MERIDIAN AVE	0.117	4461	26.53	26.52
404-362-17	7479 N MERIDIAN AVE	0.117	4461	26.53	26.52
404-362-18	7491 N MERIDIAN AVE	0.175	4461	26.53	26.52
404-363-01	7492 N MERIDIAN AVE	0.176	4461	26.53	26.52
404-363-02	7480 N MERIDIAN AVE	0.115	4461	26.53	26.52
404-363-03	7468 N MERIDIAN AVE	0.117	4461	26.53	26.52
404-363-04	7458 N MERIDIAN AVE	0.118	4461	26.53	26.52
404-363-05	7448 N MERIDIAN AVE	0.118	4461	26.53	26.52
404-363-06	7438 N MERIDIAN AVE	0.118	4461	26.53	26.52
404-363-07	7428 N MERIDIAN AVE	0.118	4461	26.53	26.52
404-363-08	7418 N MERIDIAN AVE	0.118	4461	26.53	26.52
404-363-09	7408 N MERIDIAN AVE	0.187	4461	26.53	26.52
404-363-10	1847 E CHENNAULT AVE	0.114	4461	26.53	26.52
404-363-11	1839 E CHENNAULT AVE	0.114	4461	26.53	26.52
404-363-12	1831 E CHENNAULT AVE	0.114	4461	26.53	26.52
404-363-13	1823 E CHENNAULT AVE	0.114	4461	26.53	26.52
404-363-14	1815 E CHENNAULT AVE	0.114	4461	26.53	26.52
404-363-15	1807 E CHENNAULT AVE	0.114	4461	26.53	26.52
404-363-16	1801 E CHENNAULT AVE	0.137	4461	26.53	26.52
404-363-17	7378 N HAYSTON AVE	0.146	4461	26.53	26.52
404-371-01	7372 N MANSIONETTE DR	0.112	4461	26.53	26.52
404-371-02	7360 N MANSIONETTE DR	0.112	4461	26.53	26.52
404-371-03	7348 N MANSIONETTE DR	0.138	4461	26.53	26.52
404-371-04	1756 E BIRCH AVE	0.213	4461	26.53	26.52
404-371-05	1768 E BIRCH AVE	0.213	4461	26.53	26.52

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404-371-06	7373 N HAYSTON AVE	0.115	4461	26.53	26.52
404-371-07	7363 N HAYSTON AVE	0.112	4461	26.53	26.52
404-371-08	7351 N HAYSTON AVE	0.140	4461	26.53	26.52
404-372-01	7371 N MANSIONETTE DR	0.136	4461	26.53	26.52
404-372-02	7359 N MANSIONETTE DR	0.136	4461	26.53	26.52
404-372-03	7347 N MANSIONETTE DR	0.132	4461	26.53	26.52
404-372-04	7335 N MANSIONETTE DR	0.252	4461	26.53	26.52
404-372-05	1717 E BIRCH AVE	0.246	4461	26.53	26.52
404-372-06	1727 E BIRCH AVE	0.134	4461	26.53	26.52
404-372-07	1737 E BIRCH AVE	0.143	4461	26.53	26.52
404-372-08	1747 E BIRCH AVE	0.143	4461	26.53	26.52
404-372-09	1757 E BIRCH AVE	0.144	4461	26.53	26.52
404-372-10	1767 E BIRCH AVE	0.144	4461	26.53	26.52
404-372-11	1777 E BIRCH AVE	0.144	4461	26.53	26.52
404-372-12	1787 E BIRCH AVE	0.159	4461	26.53	26.52
404-373-01	7318 N HAYSTON AVE	0.126	4461	26.53	26.52
404-373-02	7330 N HAYSTON AVE	0.114	4461	26.53	26.52
404-373-03	7342 N HAYSTON AVE	0.114	4461	26.53	26.52
404-373-04	7354 N HAYSTON AVE	0.114	4461	26.53	26.52
404-373-05	7366 N HAYSTON AVE	0.114	4461	26.53	26.52
404-391-01	2254 E JORDAN AVE	0.196	4581	63.51	63.50
404-391-02	2262 E JORDAN AVE	0.168	4581	63.51	63.50
404-391-03	2272 E JORDAN AVE	0.168	4581	63.51	63.50
404-391-04	2282 E JORDAN AVE	0.168	4581	63.51	63.50
404-391-05	2294 E JORDAN AVE	0.168	4581	63.51	63.50
404-391-06	2306 E JORDAN AVE	0.168	4581	63.51	63.50
404-391-07	2316 E JORDAN AVE	0.168	4581	63.51	63.50
404-391-08	2326 E JORDAN AVE	0.168	4581	63.51	63.50
404-391-09	2338 E JORDAN AVE	0.168	4581	63.51	63.50
404-391-10	2348 E JORDAN AVE	0.168	4581	63.51	63.50
404-391-11	2360 E JORDAN AVE	0.168	4581	63.51	63.50
404-391-12	2370 E JORDAN AVE	0.168	4581	63.51	63.50
404-391-13	2382 E JORDAN AVE	0.193	4581	63.51	63.50
404-392-01	2406 E JORDAN AVE	0.193	4581	63.51	63.50
404-392-02	2418 E JORDAN AVE	0.168	4581	63.51	63.50
404-392-03	2428 E JORDAN AVE	0.168	4581	63.51	63.50
404-392-04	2438 E JORDAN AVE	0.172	4581	63.51	63.50
404-392-05	2448 E JORDAN AVE	0.238	4581	63.51	63.50
404-392-06	7958 N DEARING AVE	0.208	4581	63.51	63.50
404-392-07	7944 N DEARING AVE	0.169	4581	63.51	63.50
404-392-08	7930 N DEARING AVE	0.170	4581	63.51	63.50
404-392-09	7918 N DEARING AVE	0.170	4581	63.51	63.50
404-392-10	7894 N DEARING AVE	0.170	4581	63.51	63.50
404-392-11	7876 N DEARING AVE	0.170	4581	63.51	63.50
404-393-01	2427 E JORDAN AVE	0.163	4581	63.51	63.50
404-393-02	2417 E JORDAN AVE	0.142	4581	63.51	63.50
404-393-03	2405 E JORDAN AVE	0.142	4581	63.51	63.50
404-393-04	2393 E JORDAN AVE	0.142	4581	63.51	63.50
404-393-05	2381 E JORDAN AVE	0.142	4581	63.51	63.50
404-393-06	2369 E JORDAN AVE	0.142	4581	63.51	63.50
404-393-07	2359 E JORDAN AVE	0.142	4581	63.51	63.50
404-393-08	2347 E JORDAN AVE	0.142	4581	63.51	63.50
404-393-09	2337 E JORDAN AVE	0.142	4581	63.51	63.50
404-393-10	2325 E JORDAN AVE	0.142	4581	63.51	63.50
404-393-11	2315 E JORDAN AVE	0.142	4581	63.51	63.50
404-393-12	2305 E JORDAN AVE	0.142	4581	63.51	63.50
404-393-13	2293 E JORDAN AVE	0.142	4581	63.51	63.50
404-393-14	2281 E JORDAN AVE	0.142	4581	63.51	63.50
404-393-15	2271 E JORDAN AVE	0.163	4581	63.51	63.50
404-393-16	2270 E HOUSTON AVE	0.163	4581	63.51	63.50
404-393-17	2280 E HOUSTON AVE	0.142	4581	63.51	63.50
404-393-18	2292 E HOUSTON AVE	0.142	4581	63.51	63.50
404-393-19	2304 E HOUSTON AVE	0.142	4581	63.51	63.50
404-393-20	2314 E HOUSTON AVE	0.142	4581	63.51	63.50
404-393-21	2324 E HOUSTON AVE	0.142	4581	63.51	63.50
404-393-22	2336 E HOUSTON AVE	0.142	4581	63.51	63.50

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404-393-23	2346 E HOUSTON AVE	0.142	4581	63.51	63.50
404-393-24	2358 E HOUSTON AVE	0.142	4581	63.51	63.50
404-393-25	2368 E HOUSTON AVE		4581	63.51	63.50
404-393-26	2380 E HOUSTON AVE	0.142	4581	63.51	63.50
404-393-27	2392 E HOUSTON AVE	0.142	4581	63.51	63.50
404-393-28	2404 E HOUSTON AVE	0.142	4581	63.51	63.50
404-393-29	2416 E HOUSTON AVE	0.142	4581	63.51	63.50
404-393-30	2426 E HOUSTON AVE	0.163	4581	63.51	63.50
404-394-01	2425 E HOUSTON AVE	0.163	4581	63.51	63.50
404-394-02	2415 E HOUSTON AVE	0.142	4581	63.51	63.50
404-394-03	2403 E HOUSTON AVE	0.142	4581	63.51	63.50
404-394-04	2391 E HOUSTON AVE	0.142	4581	63.51	63.50
404-394-05	2379 E HOUSTON AVE	0.142	4581	63.51	63.50
404-394-06	2367 E HOUSTON AVE	0.142	4581	63.51	63.50
404-394-07	2357 E HOUSTON AVE	0.142	4581	63.51	63.50
404-394-08	2345 E HOUSTON AVE	0.142	4581	63.51	63.50
404-394-09	2335 E HOUSTON AVE	0.142	4581	63.51	63.50
404-394-10	2323 E HOUSTON AVE	0.142	4581	63.51	63.50
404-394-11	2313 E HOUSTON AVE	0.142	4581	63.51	63.50
404-394-12	2303 E HOUSTON AVE	0.142	4581	63.51	63.50
404-394-13	2291 E HOUSTON AVE	0.142	4581	63.51	63.50
404-394-14	2279 E HOUSTON AVE	0.142	4581	63.51	63.50
404-394-15	2269 E HOUSTON AVE	0.163	4581	63.51	63.50
404-395-01	7867 N BAIRD AVE	0.144	4581	63.51	63.50
404-395-02	7887 N BAIRD AVE	0.144	4581	63.51	63.50
404-395-03	7907 N BAIRD AVE	0.144	4581	63.51	63.50
404-395-04	7923 N BAIRD AVE	0.144	4581	63.51	63.50
404-395-05	7931 N BAIRD AVE	0.144	4581	63.51	63.50
404-395-06	7947 N BAIRD AVE	0.156	4581	63.51	63.50
405-113-02-S	2303 W SPRUCE AVE	0.353	4631	25.99	25.98
405-113-03-S	2279 W SPRUCE AVE	0.353	4631	25.99	25.98
405-113-04-S	2263 W SPRUCE AVE	0.353	4631	25.99	25.98
405-113-05-S	2247 W SPRUCE AVE	0.353	4631	25.99	25.98
405-113-06-S	2229 W SPRUCE AVE	0.353	4631	25.99	25.98
405-113-07-S	2211 W SPRUCE AVE	0.353	4631	25.99	25.98
405-113-08-S	2207 W SPRUCE AVE	0.252	4631	25.99	25.98
405-113-09-S	7147 N BENGSTON AVE	0.330	4631	25.99	25.98
405-113-10-S	7125 N BENGSTON AVE	0.315	4631	25.99	25.98
405-113-11-S	7119 N BENGSTON AVE	0.327	4631	25.99	25.98
405-113-12-S	7118 N FORKNER AVE	0.340	4631	25.99	25.98
405-113-13-S	7124 N FORKNER AVE	0.358	4631	25.99	25.98
405-113-14-S	7142 N FORKNER AVE	0.387	4631	25.99	25.98
405-113-15-S	7143 N FORKNER AVE	0.387	4631	25.99	25.98
405-113-16-S	7125 N FORKNER AVE	0.358	4631	25.99	25.98
405-113-17-S	7119 N FORKNER AVE	0.307	4631	25.99	25.98
405-113-18-S	2264 W FIR AVE	0.342	4631	25.99	25.98
405-113-19-S	7122 N FANSLER WAY	0.358	4631	25.99	25.98
405-113-20-S	7140 N FANSLER WAY	0.387	4631	25.99	25.98
405-113-21-S	7141 N FANSLER WAY	0.277	4631	25.99	25.98
405-113-22-S	7123 N FANSLER WAY	0.344	4631	25.99	25.98
405-113-23-S	7117 N FANSLER WAY	0.371	4631	25.99	25.98
405-113-24-S	7118 N SEQUOIA DR	0.353	4631	25.99	25.98
405-113-25-S	7136 N SEQUOIA DR	0.284	4631	25.99	25.98
405-113-26-S	7148 N SEQUOIA DR	0.316	4631	25.99	25.98
405-114-01-S	2319 W SPRUCE AVE	0.433	4631	25.99	25.98
405-114-02-S	7137 N SEQUOIA DR	0.330	4631	25.99	25.98
405-114-03-S	7123 N SEQUOIA DR	0.298	4631	25.99	25.98
405-114-04-S	7115 N SEQUOIA DR	0.298	4631	25.99	25.98
405-114-05-S	7100 N VAN NESS BLVD	0.860	4631	25.99	25.98
405-114-06-S	7108 N VAN NESS BLVD	0.915	4631	25.99	25.98
405-114-07-S	2351 W SPRUCE AVE	0.596	4631	25.99	25.98
405-120-04-S	7118 N BENGSTON AVE	0.296	4631	25.99	25.98
405-120-05	7124 N BENGSTON AVE	0.282	4631	25.99	25.98
405-120-06	7142 N BENGSTON AVE	0.284	4631	25.99	25.98
405-120-07	7156 N BENGSTON AVE	0.286	4631	25.99	25.98
405-120-08	7164 N BENGSTON AVE	0.447	4631	25.99	25.98

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405-120-09	7186 N WARREN AVE	0.449	4631	25.99	25.98
405-120-10	7161 N WARREN AVE	0.298	4631	25.99	25.98
405-120-11	7163 N WARREN AVE	0.328	4631	25.99	25.98
405-120-12	2128 W SPRUCE AVE	0.353	4631	25.99	25.98
405-120-13	2114 W SPRUCE AVE	0.447	4631	25.99	25.98
405-120-14-S	2096 W SPRUCE AVE	0.385	4631	25.99	25.98
405-120-15-S	2084 W SPRUCE AVE	0.385	4631	25.99	25.98
405-120-16-S	2068 W SPRUCE AVE	0.385	4631	25.99	25.98
405-120-17-S	2050 W SPRUCE AVE	0.413	4631	25.99	25.98
405-120-18-S	7186 N ILA AVE	0.328	4631	25.99	25.98
405-120-19-S	7174 N ILA AVE	0.516	4631	25.99	25.98
405-120-20-S	2037 W SPRUCE AVE	0.378	4631	25.99	25.98
405-120-21-S	2049 W SPRUCE AVE	0.293	4631	25.99	25.98
405-120-22-S	2053 W SPRUCE AVE	0.289	4631	25.99	25.98
405-120-23-S	2071 W SPRUCE AVE	0.289	4631	25.99	25.98
405-120-24-S	2085 W SPRUCE AVE	0.289	4631	25.99	25.98
405-120-25-S	2095 W SPRUCE AVE	0.289	4631	25.99	25.98
405-120-26	2101 W SPRUCE AVE	0.289	4631	25.99	25.98
405-120-27	2117 W SPRUCE AVE	0.299	4631	25.99	25.98
405-120-30	7095 N WARREN AVE	0.152	4537	25.99	25.98
405-120-31	7119 N WARREN AVE	0.170	4537	25.99	25.98
405-120-32	7125 N WARREN AVE	0.182	4537	25.99	25.98
405-120-33	7141 N WARREN AVE	0.186	4537	25.99	25.98
405-120-34	7153 N WARREN AVE	0.205	4537	25.99	25.98
405-120-35	2118 W FIR AVE	0.190	4537	25.99	25.98
405-120-36	2106 W FIR AVE	0.208	4537	25.99	25.98
405-120-37-S	2098 W FIR AVE	0.185	4537	25.99	25.98
405-120-38-S	2094 W FIR AVE	0.185	4537	25.99	25.98
405-120-39-S	2086 W FIR AVE	0.185	4537	25.99	25.98
405-120-40-S	2074 W FIR AVE	0.208	4537	25.99	25.98
405-120-41-S	2068 W FIR AVE	0.185	4537	25.99	25.98
405-120-42-S	2056 W FIR AVE	0.185	4537	25.99	25.98
405-120-43-S	2052 W FIR AVE	0.177	4537	25.99	25.98
405-120-44-S	2044 W FIR AVE	0.170	4537	25.99	25.98
405-120-45-S	2036 W FIR AVE	0.167	4537	25.99	25.98
405-120-46-S	2024 W FIR AVE	0.222	4537	25.99	25.98
405-120-47-S	2023 W FIR AVE	0.212	4537	25.99	25.98
405-120-48-S	2035 W FIR AVE	0.166	4537	25.99	25.98
405-120-49-S	2043 W FIR AVE	0.169	4537	25.99	25.98
405-120-50-S	2051 W FIR AVE	0.173	4537	25.99	25.98
405-120-51-S	2055 W FIR AVE	0.202	4537	25.99	25.98
405-120-52-S	2069 W FIR AVE	0.185	4537	25.99	25.98
405-120-53-S	2075 W FIR AVE	0.185	4537	25.99	25.98
405-120-54-S	2087 W FIR AVE	0.185	4537	25.99	25.98
405-120-55-S	2095 W FIR AVE	0.208	4537	25.99	25.98
405-120-56-S	2101 W FIR AVE	0.185	4537	25.99	25.98
405-120-57-S	2107 W FIR AVE	0.185	4537	25.99	25.98
405-120-58-S	2119 W FIR AVE	0.223	4537	25.99	25.98
405-461-01-S	1779 W ALLUVIAL AVE	0.429	3884	116.14	116.14
405-461-02-S	1761 W ALLUVIAL AVE	0.399	3884	116.14	116.14
405-461-03-S	1743 W ALLUVIAL AVE	0.399	3884	116.14	116.14
405-461-04-S	1725 W ALLUVIAL AVE	0.399	3884	116.14	116.14
405-461-05-S	1707 W ALLUVIAL AVE	0.399	3884	116.14	116.14
405-461-06-S	7361 N CHANNING WAY	0.275	3884	116.14	116.14
405-461-07-S	1718 W PINEDALE AVE	0.239	3884	116.14	116.14
405-461-08-S	1732 W PINEDALE AVE	0.239	3884	116.14	116.14
405-461-09-S	1744 W PINEDALE AVE	0.239	3884	116.14	116.14
405-461-10-S	1758 W PINEDALE AVE	0.220	3884	116.14	116.14
405-461-11-S	7361 N BROOKS AVE	0.353	3884	116.14	116.14
405-461-12-S	7353 N BROOKS AVE	0.385	3884	116.14	116.14
405-461-13-S	7341 N BROOKS AVE	0.268	3884	116.14	116.14
405-461-14-S	7327 N BROOKS AVE	0.250	3884	116.14	116.14
405-461-15-S	7315 N BROOKS AVE	0.250	3884	116.14	116.14
405-461-16-S	7301 N BROOKS AVE	0.250	3884	116.14	116.14
405-462-01-S	1623 W ALLUVIAL AVE	0.399	3884	116.14	116.14
405-462-02-S	1641 W ALLUVIAL AVE	0.399	3884	116.14	116.14

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405-462-03-S	1655 W ALLUVIAL AVE	0.399	3884	116.14	116.14
405-462-04-S	1677 W ALLUVIAL AVE	0.399	3884	116.14	116.14
405-462-05-S	7360 N CHANNING WAY	0.275	3884	116.14	116.14
405-462-06-S	1668 W PINEDALE AVE	0.247	3884	116.14	116.14
405-462-07-S	1654 W PINEDALE AVE	0.247	3884	116.14	116.14
405-462-08-S	1640 W PINEDALE AVE	0.247	3884	116.14	116.14
405-462-09-S	7356 N DURANT AVE	0.298	3884	116.14	116.14
405-462-10-S	7344 N DURANT AVE	0.216	3884	116.14	116.14
405-462-11-S	7330 N DURANT AVE	0.243	3884	116.14	116.14
405-463-01-S	7306 N BROOKS AVE	0.260	3884	116.14	116.14
405-463-02-S	7320 N BROOKS AVE	0.260	3884	116.14	116.14
405-463-03-S	7334 N BROOKS AVE	0.268	3884	116.14	116.14
405-463-04-S	7337 N CHANNING WAY	0.241	3884	116.14	116.14
405-463-05-S	7325 N CHANNING WAY	0.225	3884	116.14	116.14
405-463-06-S	7311 N CHANNING WAY	0.225	3884	116.14	116.14
405-463-07-S	7299 N CHANNING WAY	0.225	3884	116.14	116.14
405-464-01-S	7298 N CHANNING WAY	0.225	3884	116.14	116.14
405-464-02-S	7310 N CHANNING WAY	0.225	3884	116.14	116.14
405-464-03-S	7324 N CHANNING WAY	0.227	3884	116.14	116.14
405-464-04-S	7326 N CHANNING WAY	0.241	3884	116.14	116.14
405-464-05-S	1695 W PINEDALE AVE	0.243	3884	116.14	116.14
405-464-06-S	7323 N GERALDINE AVE	0.222	3884	116.14	116.14
405-464-07-S	7309 N GERALDINE AVE	0.222	3884	116.14	116.14
405-464-08-S	7297 N GERALDINE AVE	0.222	3884	116.14	116.14
405-465-01-S	7296 N GERALDINE AVE	0.222	3884	116.14	116.14
405-465-02-S	7308 N GERALDINE AVE	0.222	3884	116.14	116.14
405-465-03-S	7322 N GERALDINE AVE	0.222	3884	116.14	116.14
405-465-04-S	7334 N GERALDINE AVE	0.251	3884	116.14	116.14
405-465-05-S	1653 W PINEDALE AVE	0.258	3884	116.14	116.14
405-465-06-S	7321 N DURANT AVE	0.227	3884	116.14	116.14
405-465-07-S	7307 N DURANT AVE	0.316	3884	116.14	116.14
405-465-08-S	1623 W PINEDALE AVE	0.202	3884	116.14	116.14
405-465-09-S	1611 W PINEDALE AVE	0.202	3884	116.14	116.14
405-471-01	7289 N BROOKS AVE	0.259	3884	116.14	116.14
405-472-01	7292 N BROOKS AVE	0.260	3884	116.14	116.14
405-472-02	7278 N BROOKS AVE	0.270	3884	116.14	116.14
405-472-03	7264 N BROOKS AVE	0.262	3884	116.14	116.14
405-472-04	7250 N BROOKS AVE	0.270	3884	116.14	116.14
405-472-05	7247 N CHANNING WAY	0.244	3884	116.14	116.14
405-472-06	7259 N CHANNING WAY	0.225	3884	116.14	116.14
405-472-07	7273 N CHANNING WAY	0.225	3884	116.14	116.14
405-472-08	7285 N CHANNING WAY	0.225	3884	116.14	116.14
405-473-01-S	7282 N GERALDINE AVE	0.230	3884	116.14	116.14
405-473-02-S	7270 N GERALDINE AVE	0.283	3884	116.14	116.14
405-473-03-S	7255 N GERALDINE AVE	0.275	3884	116.14	116.14
405-473-04-S	7271 N GERALDINE AVE	0.283	3884	116.14	116.14
405-473-05-S	7283 N GERALDINE AVE	0.230	3884	116.14	116.14
405-473-06-S	7284 N CHANNING WAY	0.225	3884	116.14	116.14
405-473-07-S	7272 N CHANNING WAY	0.225	3884	116.14	116.14
405-473-08-S	7258 N CHANNING WAY	0.225	3884	116.14	116.14
405-473-09-S	1708 W BIRCH AVE	0.249	3884	116.14	116.14
405-473-10-S	1696 W BIRCH AVE	0.233	3884	116.14	116.14
405-473-11-S	1682 W BIRCH AVE	0.233	3884	116.14	116.14
405-473-12-S	1668 W BIRCH AVE	0.233	3884	116.14	116.14
405-473-13-S	1654 W BIRCH AVE	0.270	3884	116.14	116.14
405-473-14-S	7263 N DURANT AVE	0.253	3884	116.14	116.14
405-473-15-S	7273 N DURANT AVE	0.256	3884	116.14	116.14
405-473-16-S	7285 N DURANT AVE	0.305	3884	116.14	116.14
405-473-17-S	1622 W MINARETS AVE	0.272	3884	116.14	116.14
405-473-18-S	1610 W MINARETS AVE	0.203	3884	116.14	116.14
405-474-01	7261 N BROOKS AVE	0.298	3884	116.14	116.14
405-474-02	7247 N BROOKS AVE	0.295	3884	116.14	116.14
405-474-03	7237 N BROOKS AVE	0.330	3884	116.14	116.14
405-474-04	1765 W BIRCH AVE	0.250	3884	116.14	116.14
405-474-05	1749 W BIRCH AVE	0.238	3884	116.14	116.14
405-474-06	1735 W BIRCH AVE	0.238	3884	116.14	116.14

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405-474-07	1719 W BIRCH AVE	0.238	3884	116.14	116.14
405-474-08-S	1705 W BIRCH AVE	0.238	3884	116.14	116.14
405-474-09-S	1689 W BIRCH AVE	0.245	3884	116.14	116.14
405-474-10-S	7213 N GERALDINE AVE	0.234	3884	116.14	116.14
405-474-11-S	1702 W SPRUCE AVE	0.215	3884	116.14	116.14
405-474-12	1716 W SPRUCE AVE	0.215	3884	116.14	116.14
405-474-13-S	1730 W SPRUCE AVE	0.215	3884	116.14	116.14
405-474-14	1744 W SPRUCE AVE	0.215	3884	116.14	116.14
405-474-15	1758 W SPRUCE AVE	0.234	3884	116.14	116.14
405-474-16	1772 W SPRUCE AVE	0.229	3884	116.14	116.14
405-474-17-S	7193 N BROOKS AVE	0.275	3884	116.14	116.14
405-475-01-S	7214 N GERALDINE AVE	0.212	3884	116.14	116.14
405-475-02-S	7228 N GERALDINE AVE	0.224	3884	116.14	116.14
405-475-03-S	7227 N DURANT AVE	0.234	3884	116.14	116.14
405-475-04-S	7213 N DURANT AVE	0.221	3884	116.14	116.14
405-476-01-S	1611 W MINARETS AVE	0.229	3884	116.14	116.14
405-476-02-S	7254 N DURANT AVE	0.219	3884	116.14	116.14
405-476-03-S	7240 N DURANT AVE	0.219	3884	116.14	116.14
405-476-04-S	7228 N DURANT AVE	0.219	3884	116.14	116.14
405-476-05-S	7216 N DURANT AVE	0.219	3884	116.14	116.14
405-481-01-S	7190 N BROOKS AVE	0.234	3884	116.14	116.14
405-481-02-S	1743 W SPRUCE AVE	0.215	3884	116.14	116.14
405-481-03-S	1729 W SPRUCE AVE	0.215	3884	116.14	116.14
405-481-04-S	1715 W SPRUCE AVE	0.215	3884	116.14	116.14
405-481-05-S	1701 W SPRUCE AVE	0.215	3884	116.14	116.14
405-481-06-S	1687 W SPRUCE AVE	0.234	3884	116.14	116.14
405-481-07-S	7175 N GERALDINE AVE	0.199	3884	116.14	116.14
405-481-08-S	1698 W LOCUST AVE	0.187	3884	116.14	116.14
405-481-09-S	1710 W LOCUST AVE	0.187	3884	116.14	116.14
405-481-10-S	1722 W LOCUST AVE	0.187	3884	116.14	116.14
405-481-11-S	1734 W LOCUST AVE	0.187	3884	116.14	116.14
405-481-12-S	1746 W LOCUST AVE	0.187	3884	116.14	116.14
405-481-13-S	1758 W LOCUST AVE	0.199	3884	116.14	116.14
405-482-01-S	7150 N BROOKS AVE	0.199	3884	116.14	116.14
405-482-02-S	1745 W LOCUST AVE	0.187	3884	116.14	116.14
405-482-03-S	1733 W LOCUST AVE	0.187	3884	116.14	116.14
405-482-04-S	1721 W LOCUST AVE	0.187	3884	116.14	116.14
405-482-05-S	1709 W LOCUST AVE	0.187	3884	116.14	116.14
405-482-06-S	1697 W LOCUST AVE	0.187	3884	116.14	116.14
405-482-07-S	1685 W LOCUST AVE	0.201	3884	116.14	116.14
405-482-17-S	1720 W FIR AVE	0.156	3884	116.14	116.14
405-482-20-S	1756 W FIR AVE	0.175	3884	116.14	116.14
405-482-22-S	1692 W FIR AVE	0.145	3884	116.14	116.14
405-482-24-S	1684 W FIR AVE	0.133	3884	116.14	116.14
405-482-25-S	1738 W FIR AVE	0.145	3884	116.14	116.14
405-482-28-S	1710 W FIR AVE	0.145	3884	116.14	116.14
405-482-30-S	1746 W FIR AVE	0.140	3884	116.14	116.14
405-482-31-S	1728 W FIR AVE	0.140	3884	116.14	116.14
405-482-32-S	1702 W FIR AVE	0.140	3884	116.14	116.14
405-483-01-S	7173 N BROOKS AVE	0.216	3884	116.14	116.14
405-483-02-S	7161 N BROOKS AVE	0.192	3884	116.14	116.14
405-483-03-S	7149 N BROOKS AVE	0.192	3884	116.14	116.14
405-483-04-S	7137 N BROOKS AVE	0.192	3884	116.14	116.14
405-483-05-S	7125 N BROOKS AVE	0.232	3884	116.14	116.14
405-483-06-S	1761 W FIR AVE	0.211	3884	116.14	116.14
405-483-07-S	1753 W FIR AVE	0.156	3884	116.14	116.14
405-483-08-S	1743 W FIR AVE	0.151	3884	116.14	116.14
405-483-09-S	1735 W FIR AVE	0.156	3884	116.14	116.14
405-483-10-S	1725 W FIR AVE	0.156	3884	116.14	116.14
405-483-11-S	1717 W FIR AVE	0.156	3884	116.14	116.14
405-483-12-S	1707 W FIR AVE	0.156	3884	116.14	116.14
405-483-13-S	1699 W FIR AVE	0.156	3884	116.14	116.14
405-483-14-S	1691 W FIR AVE	0.156	3884	116.14	116.14
405-483-15-S	1681 W FIR AVE	0.156	3884	116.14	116.14
405-483-16-S	1673 W FIR AVE	0.156	3884	116.14	116.14
405-483-17-S	1663 W FIR AVE	0.156	3884	116.14	116.14

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405-483-18-S	1651 W FIR AVE	0.155	3884	116.14	116.14
405-483-19-S	1643 W FIR AVE	0.176	3884	116.14	116.14
405-483-20-S	1642 W FIR AVE	0.176	3884	116.14	116.14
405-483-24-S	7150 N GERALDINE AVE	0.207	3884	116.14	116.14
405-483-25-S	7162 N GERALDINE AVE	0.212	3884	116.14	116.14
405-483-26-S	7176 N GERALDINE AVE	0.212	3884	116.14	116.14
405-483-27-S	7188 N GERALDINE AVE	0.212	3884	116.14	116.14
405-483-28-S	7202 N GERALDINE AVE	0.212	3884	116.14	116.14
405-483-29-S	7201 N DURANT AVE	0.221	3884	116.14	116.14
405-483-30-S	7187 N DURANT AVE	0.221	3884	116.14	116.14
405-483-31-S	7175 N DURANT AVE	0.224	3884	116.14	116.14
405-483-32-S	7165 N DURANT AVE	0.264	3884	116.14	116.14
405-483-33-S	1625 W LOCUST AVE	0.264	3884	116.14	116.14
405-483-34-S	1613 W LOCUST AVE	0.244	3884	116.14	116.14
405-483-35-S	7135 N TEILMAN AVE	0.237	3884	116.14	116.14
405-483-36-S	7121 N TEILMAN AVE	0.206	3884	116.14	116.14
405-483-37-S	7107 N TEILMAN AVE	0.237	3884	116.14	116.14
405-483-39-S	1670 W FIR AVE	0.178	3884	116.14	116.14
405-483-41-S	1662 W FIR AVE	0.157	3884	116.14	116.14
405-483-43-S	1652 W FIR AVE	0.149	3884	116.14	116.14
405-484-01-S	7202 N DURANT AVE	0.219	3884	116.14	116.14
405-484-02-S	7190 N DURANT AVE	0.219	3884	116.14	116.14
405-484-03-S	7176 N DURANT AVE	0.229	3884	116.14	116.14
405-491-01-S	7090 N VAN NESS BLVD	0.860	4631	25.99	25.98
405-491-02-S	7091 N SEQUOIA DR	0.292	4631	25.99	25.98
405-491-03-S	2327 W FIR AVE	0.328	4631	25.99	25.98
405-491-04-S	2319 W FIR AVE	0.275	4631	25.99	25.98
405-491-05-S	2305 W FIR AVE	0.275	4631	25.99	25.98
405-491-06-S	2289 W FIR AVE	0.289	4631	25.99	25.98
405-491-07-S	2277 W FIR AVE	0.275	4631	25.99	25.98
405-491-08-S	2263 W FIR AVE	0.275	4631	25.99	25.98
405-491-09-S	2247 W FIR AVE	0.275	4631	25.99	25.98
405-491-10-S	2229 W FIR AVE	0.275	4631	25.99	25.98
405-491-11-S	2211 W FIR AVE	0.289	4631	25.99	25.98
405-491-12-S	2205 W FIR AVE	0.289	4631	25.99	25.98
405-491-15-S	2348 W BEECHWOOD AVE	0.198	4537	25.99	25.98
405-491-16-S	2336 W BEECHWOOD AVE	0.200	4537	25.99	25.98
405-491-17-S	2328 W BEECHWOOD AVE	0.183	4537	25.99	25.98
405-491-18-S	2322 W BEECHWOOD AVE	0.167	4537	25.99	25.98
405-491-19-S	2316 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-491-20-S	2308 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-491-21-S	2292 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-491-22-S	2286 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-491-23-S	2278 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-491-24-S	2270 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-491-25-S	2262 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-491-26-S	2248 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-491-27-S	2240 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-491-28-S	2230 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-491-29-S	2224 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-491-30-S	2212 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-492-01-S	2331 W BEECHWOOD AVE	0.179	4537	25.99	25.98
405-492-02-S	2327 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-492-03-S	2321 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-492-04-S	2315 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-492-05-S	2307 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-492-06-S	2291 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-492-07-S	2285 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-492-08-S	2277 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-492-09-S	2269 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-492-10-S	2261 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-492-11-S	2247 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-492-12-S	2239 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-492-13-S	2227 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-492-14-S	2223 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-492-15-S	2211 W BEECHWOOD AVE	0.155	4537	25.99	25.98

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405-492-19-S	2238 W ATLANTA AVE	0.155	4537	25.99	25.98
405-492-20-S	2246 W ATLANTA AVE	0.162	4537	25.99	25.98
405-492-21-S	2260 W ATLANTA AVE	0.162	4537	25.99	25.98
405-492-22-S	2268 W ATLANTA AVE	0.157	4537	25.99	25.98
405-492-23-S	2276 W ATLANTA AVE	0.155	4537	25.99	25.98
405-492-24-S	2284 W ATLANTA AVE	0.160	4537	25.99	25.98
405-492-25-S	2290 W ATLANTA AVE	0.155	4537	25.99	25.98
405-492-26-S	2306 W ATLANTA AVE	0.154	4537	25.99	25.98
405-492-27-S	2314 W ATLANTA AVE	0.159	4537	25.99	25.98
405-492-28-S	2320 W ATLANTA AVE	0.154	4537	25.99	25.98
405-492-29-S	2326 W ATLANTA AVE	0.159	4537	25.99	25.98
405-492-30-S	2330 W ATLANTA AVE	0.167	4537	25.99	25.98
405-492-31-S	2210 W ATLANTA AVE	0.188	4537	25.99	25.98
405-492-32-S	2222 W ATLANTA AVE	0.186	4537	25.99	25.98
405-492-33-S	2226 W ATLANTA AVE	0.186	4537	25.99	25.98
405-501-01-S	2201 W FIR AVE	0.298	4631	25.99	25.98
405-501-02-S	7090 N BENGSTON AVE	0.477	4631	25.99	25.98
405-501-09-S	2136 W BEECHWOOD AVE	0.173	4537	25.99	25.98
405-501-10-S	2148 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-501-11-S	2170 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-501-12-S	2184 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-501-13-S	2196 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-501-14-S	2202 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-501-15-S	2208 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-501-16-S	7067 N WARREN AVE	0.156	4537	25.99	25.98
405-501-17-S	7075 N WARREN AVE	0.144	4537	25.99	25.98
405-501-18-S	7089 N WARREN AVE	0.144	4537	25.99	25.98
405-502-01-S	2135 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-502-02-S	2147 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-502-03-S	2169 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-502-04-S	2183 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-502-05-S	2195 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-502-06-S	2201 W BEECHWOOD AVE	0.160	4537	25.99	25.98
405-502-07-S	2207 W BEECHWOOD AVE	0.155	4537	25.99	25.98
405-502-12-S	2168 W ATLANTA AVE	0.166	4537	25.99	25.98
405-502-13-S	2146 W ATLANTA AVE	0.161	4537	25.99	25.98
405-502-14-S	2134 W ATLANTA AVE	0.161	4537	25.99	25.98
405-502-15-S	2182 W ATLANTA AVE	0.193	4537	25.99	25.98
405-502-16-S	2194 W ATLANTA AVE	0.193	4537	25.99	25.98
405-502-17-S	2200 W ATLANTA AVE	0.193	4537	25.99	25.98
405-503-03-S	7026 N WARREN AVE	0.151	4537	25.99	25.98
405-503-04-S	7040 N WARREN AVE	0.151	4537	25.99	25.98
405-503-05-S	7048 N WARREN AVE	0.156	4537	25.99	25.98
405-503-06-S	7056 N WARREN AVE	0.156	4537	25.99	25.98
405-503-07-S	7062 N WARREN AVE	0.151	4537	25.99	25.98
405-503-08-S	7066 N WARREN AVE	0.156	4537	25.99	25.98
405-503-09-S	7074 N WARREN AVE	0.156	4537	25.99	25.98
405-503-10-S	7088 N WARREN AVE	0.169	4537	25.99	25.98
406-060-36	6771 N SEQUOIA AVE	0.523	3772	121.43	121.42
406-060-37-S	6749 N SEQUOIA AVE	0.459	3772	121.43	121.42
406-060-38-S	6727 N SEQUOIA AVE	0.459	3772	121.43	121.42
406-060-39-S	6705 N SEQUOIA AVE	0.459	3772	121.43	121.42
406-060-40-S	6685 N SEQUOIA AVE	0.476	3772	121.43	121.42
406-060-41-S	6675 N SEQUOIA AVE	0.402	3772	121.43	121.42
406-060-42-S	6670 N SEQUOIA AVE	0.449	3772	121.43	121.42
406-060-43-S	6678 N SEQUOIA AVE	0.352	3772	121.43	121.42
406-060-44-S	2259 W MAGILL AVE	0.441	3772	121.43	121.42
406-060-45-S	2243 W MAGILL AVE	0.505	3772	121.43	121.42
406-060-46-S	2227 W MAGILL AVE	0.525	3772	121.43	121.42
406-060-47-S	2211 W MAGILL AVE	0.525	3772	121.43	121.42
406-060-48-S	2212 W MAGILL AVE	0.479	3772	121.43	121.42
406-060-49-S	2228 W MAGILL AVE	0.479	3772	121.43	121.42
406-060-50-S	2244 W MAGILL AVE	0.479	3772	121.43	121.42
406-060-51-S	2260 W MAGILL AVE	0.479	3772	121.43	121.42
406-060-52	6750 N SEQUOIA AVE	0.479	3772	121.43	121.42
406-060-53	2241 W WARNER AVE	0.479	3772	121.43	121.42

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406-060-54	2225 W WARNER AVE	0.479	3772	121.43	121.42
406-060-55	2209 W WARNER AVE	0.479	3772	121.43	121.42
406-451-05S	3462 W PALO ALTO AVE	0.234	4255	98.19	98.18
406-451-06S	3474 W PALO ALTO AVE	0.217	4255	98.19	98.18
406-451-07S	3484 W PALO ALTO AVE	0.279	4255	98.19	98.18
406-451-08S	6563 N RAFAEL AVE	0.325	4255	98.19	98.18
406-451-09S	6551 N RAFAEL AVE	0.250	4255	98.19	98.18
406-451-10S	6539 N RAFAEL AVE	0.248	4255	98.19	98.18
406-451-11S	6527 N RAFAEL AVE	0.244	4255	98.19	98.18
406-451-12S	6515 N RAFAEL AVE	0.237	4255	98.19	98.18
406-451-13S	6503 N RAFAEL AVE	0.235	4255	98.19	98.18
406-451-14S	6496 N SELLAND AVE	0.236	4255	98.19	98.18
406-451-15S	6508 N SELLAND AVE	0.238	4255	98.19	98.18
406-451-16S	6522 N SELLAND AVE	0.238	4255	98.19	98.18
406-451-17S	6534 N SELLAND AVE	0.240	4255	98.19	98.18
406-451-18S	6548 N SELLAND AVE	0.238	4255	98.19	98.18
406-451-19S	6560 N SELLAND AVE	0.238	4255	98.19	98.18
406-451-20S	6572 N SELLAND AVE	0.238	4255	98.19	98.18
406-451-21S	6616 N MARTY AVE	0.206	4255	98.19	98.18
406-451-22S	6618 N MARTY AVE	0.237	4255	98.19	98.18
406-451-23S	6620 N MARTY AVE	0.222	4255	98.19	98.18
406-451-24S	6622 N MARTY AVE	0.222	4255	98.19	98.18
406-451-25S	6624 N MARTY AVE	0.222	4255	98.19	98.18
406-452-13S	6494 N RAFAEL AVE	0.246	4255	98.19	98.18
406-452-14S	6506 N RAFAEL AVE	0.249	4255	98.19	98.18
406-452-15S	6518 N RAFAEL AVE	0.257	4255	98.19	98.18
406-452-16S	6530 N RAFAEL AVE	0.266	4255	98.19	98.18
406-452-17S	6542 N RAFAEL AVE	0.269	4255	98.19	98.18
406-452-18S	3475 W PALO ALTO AVE	0.257	4255	98.19	98.18
406-452-19S	3463 W PALO ALTO AVE	0.241	4255	98.19	98.18
406-453-01S	6587 N SELLAND AVE	0.229	4255	98.19	98.18
406-453-02S	6575 N SELLAND AVE	0.229	4255	98.19	98.18
406-453-03S	6563 N SELLAND AVE	0.229	4255	98.19	98.18
406-453-04S	6551 N SELLAND AVE	0.229	4255	98.19	98.18
406-453-05S	6539 N SELLAND AVE	0.231	4255	98.19	98.18
406-453-06S	6527 N SELLAND AVE	0.242	4255	98.19	98.18
406-453-07S	6515 N SELLAND AVE	0.257	4255	98.19	98.18
406-453-08S	6503 N SELLAND AVE	0.269	4255	98.19	98.18
406-461-21S	6410 N RAFAEL AVE	0.238	4255	98.19	98.18
406-461-22S	6422 N RAFAEL AVE	0.247	4255	98.19	98.18
406-461-23S	6434 N RAFAEL AVE	0.266	4255	98.19	98.18
406-461-24S	6446 N RAFAEL AVE	0.273	4255	98.19	98.18
406-461-25S	6458 N RAFAEL AVE	0.266	4255	98.19	98.18
406-461-26S	6470 N RAFAEL AVE	0.257	4255	98.19	98.18
406-461-27S	6482 N RAFAEL AVE	0.246	4255	98.19	98.18
406-462-01S	6491 N RAFAEL AVE	0.237	4255	98.19	98.18
406-462-02S	6479 N RAFAEL AVE	0.239	4255	98.19	98.18
406-462-03S	6467 N RAFAEL AVE	0.242	4255	98.19	98.18
406-462-04S	6455 N RAFAEL AVE	0.244	4255	98.19	98.18
406-462-05S	6443 N RAFAEL AVE	0.248	4255	98.19	98.18
406-462-06S	6431 N RAFAEL AVE	0.418	4255	98.19	98.18
406-462-07S	6422 N SELLAND AVE	0.252	4255	98.19	98.18
406-462-08S	6434 N SELLAND AVE	0.238	4255	98.19	98.18
406-462-09S	6446 N SELLAND AVE	0.238	4255	98.19	98.18
406-462-10S	6460 N SELLAND AVE	0.240	4255	98.19	98.18
406-462-11S	6472 N SELLAND AVE	0.238	4255	98.19	98.18
406-462-12S	6484 N SELLAND AVE	0.236	4255	98.19	98.18
406-463-01S	6493 N SELLAND AVE	0.271	4255	98.19	98.18
406-463-02S	6481 N SELLAND AVE	0.271	4255	98.19	98.18
406-463-03S	6469 N SELLAND AVE	0.249	4255	98.19	98.18
406-463-04S	6457 N SELLAND AVE	0.238	4255	98.19	98.18
406-463-05S	6445 N SELLAND AVE	0.231	4255	98.19	98.18
406-463-06S	6433 N SELLAND AVE	0.229	4255	98.19	98.18
406-463-07S	6421 N SELLAND AVE	0.223	4255	98.19	98.18
406-470-29	6023 N LEAD AVE	0.170	90-31	189.94	189.94
406-470-30	6025 N LEAD AVE	0.170	90-31	189.94	189.94

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406-470-31	6027 N LEAD AVE	0.229	90-31	189.94	189.94
406-470-32	6021 N LEAD AVE	0.227	90-31	189.94	189.94
406-651-01-S	3343 W MESA AVE	0.242	3364	60.11	60.10
406-651-02-S	3337 W MESA AVE	0.263	3364	60.11	60.10
406-651-03-S	3333 W MESA AVE	0.567	3364	60.11	60.10
406-651-04-S	3327 W MESA AVE	0.213	3364	60.11	60.10
406-651-05-S	3323 W MESA AVE	0.198	3364	60.11	60.10
406-651-06-S	6107 N TAMERA AVE	0.168	3364	60.11	60.10
406-651-07-S	6101 N TAMERA AVE	0.134	3364	60.11	60.10
406-651-08-S	6099 N TAMERA AVE	0.214	3364	60.11	60.10
406-651-09-S	6089 N TAMERA AVE	0.158	3364	60.11	60.10
406-651-10-S	6087 N TAMERA AVE	0.163	3364	60.11	60.10
406-651-11-S	6085 N TAMERA AVE	0.234	3364	60.11	60.10
406-652-01-S	6112 N TAMERA AVE	0.208	3364	60.11	60.10
406-652-02-S	6102 N TAMERA AVE	0.182	3364	60.11	60.10
406-652-03-S	6098 N TAMERA AVE	0.182	3364	60.11	60.10
406-652-04-S	3298 W CALIMYRNA AVE	0.200	3364	60.11	60.10
406-652-05-S	3292 W CALIMYRNA AVE	0.145	3364	60.11	60.10
406-652-06-S	3282 W CALIMYRNA AVE	0.142	3364	60.11	60.10
406-652-07-S	3274 W CALIMYRNA AVE	0.145	3364	60.11	60.10
406-652-08-S	3264 W CALIMYRNA AVE	0.144	3364	60.11	60.10
406-652-09-S	3256 W CALIMYRNA AVE	0.142	3364	60.11	60.10
406-652-10-S	3246 W CALIMYRNA AVE	0.142	3364	60.11	60.10
406-652-11-S	3238 W CALIMYRNA AVE	0.175	3364	60.11	60.10
406-652-12-S	6077 N HAZEL AVE	0.173	3364	60.11	60.10
406-652-13-S	6087 N HAZEL AVE	0.143	3364	60.11	60.10
406-652-14-S	6097 N HAZEL AVE	0.161	3364	60.11	60.10
406-652-15-S	6109 N HAZEL AVE	0.139	3364	60.11	60.10
406-652-16-S	6117 N HAZEL AVE	0.139	3364	60.11	60.10
406-652-17-S	6129 N HAZEL AVE	0.139	3364	60.11	60.10
406-652-18-S	6135 N HAZEL AVE	0.139	3364	60.11	60.10
406-652-19-S	6114 N PROSPECT AVE	0.139	3364	60.11	60.10
406-652-20-S	6112 N PROSPECT AVE	0.139	3364	60.11	60.10
406-652-21-S	6108 N PROSPECT AVE	0.139	3364	60.11	60.10
406-652-22-S	6106 N PROSPECT AVE	0.207	3364	60.11	60.10
406-652-23-S	6104 N PROSPECT AVE	0.545	3364	60.11	60.10
406-652-24-S	6101 N PROSPECT AVE	0.372	3364	60.11	60.10
406-652-25-S	6103 N PROSPECT AVE	0.221	3364	60.11	60.10
406-652-26-S	6107 N PROSPECT AVE	0.190	3364	60.11	60.10
406-652-27-S	6109 N PROSPECT AVE	0.142	3364	60.11	60.10
406-652-28-S	6113 N PROSPECT AVE	0.158	3364	60.11	60.10
406-653-01-S	3217 W MESA AVE	0.203	3364	60.11	60.10
406-653-02-S	3221 W MESA AVE	0.214	3364	60.11	60.10
406-653-03-S	6098 N HAZEL AVE	0.162	3364	60.11	60.10
406-653-04-S	6088 N HAZEL AVE	0.151	3364	60.11	60.10
406-653-05-S	6078 N HAZEL AVE	0.159	3364	60.11	60.10
406-654-01-S	3303 W CALIMYRNA AVE	0.171	3364	60.11	60.10
406-654-02-S	3295 W CALIMYRNA AVE	0.161	3364	60.11	60.10
406-654-03-S	3285 W CALIMYRNA AVE	0.161	3364	60.11	60.10
406-654-04-S	3277 W CALIMYRNA AVE	0.161	3364	60.11	60.10
406-654-05-S	3269 W CALIMYRNA AVE	0.161	3364	60.11	60.10
406-654-06-S	3261 W CALIMYRNA AVE	0.161	3364	60.11	60.10
406-654-07-S	3251 W CALIMYRNA AVE	0.161	3364	60.11	60.10
406-654-08-S	3243 W CALIMYRNA AVE	0.176	3364	60.11	60.10
406-654-09-S	3237 W CALIMYRNA AVE	0.248	3364	60.11	60.10
406-654-10-S	6040 N HAZEL AVE	0.433	3364	60.11	60.10
406-654-11-S	6046 N HAZEL AVE	0.194	3364	60.11	60.10
406-654-12-S	6066 N HAZEL AVE	0.161	3364	60.11	60.10
406-654-13-S	6051 N FELAND AVE	0.218	3364	60.11	60.10
406-654-14-S	6037 N FELAND AVE	0.170	3364	60.11	60.10
406-654-15-S	6025 N FELAND AVE	0.248	3364	60.11	60.10
406-661-01-S	6171 N HASLAM AVE	0.163	3364	60.11	60.10
406-661-02-S	6179 N HASLAM AVE	0.179	3364	60.11	60.10
406-661-03-S	3386 W STUART AVE	0.477	3364	60.11	60.10
406-661-04-S	3374 W STUART AVE	0.254	3364	60.11	60.10
406-661-05-S	3362 W STUART AVE	0.200	3364	60.11	60.10

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406-661-06-S	3350 W STUART AVE	0.188	3364	60.11	60.10
406-661-07-S	3338 W STUART AVE	0.188	3364	60.11	60.10
406-661-08-S	3326 W STUART AVE	0.188	3364	60.11	60.10
406-661-09-S	3314 W STUART AVE	0.188	3364	60.11	60.10
406-661-10-S	3302 W STUART AVE	0.188	3364	60.11	60.10
406-661-11-S	3284 W STUART AVE	0.188	3364	60.11	60.10
406-661-12-S	3272 W STUART AVE	0.188	3364	60.11	60.10
406-661-13-S	3260 W STUART AVE	0.195	3364	60.11	60.10
406-662-01-S	3353 W STUART AVE	0.212	3364	60.11	60.10
406-662-02-S	3345 W STUART AVE	0.139	3364	60.11	60.10
406-662-03-S	3335 W STUART AVE	0.139	3364	60.11	60.10
406-662-04-S	3327 W STUART AVE	0.139	3364	60.11	60.10
406-662-05-S	3317 W STUART AVE	0.139	3364	60.11	60.10
406-662-06-S	3307 W STUART AVE	0.139	3364	60.11	60.10
406-662-07-S	3299 W STUART AVE	0.139	3364	60.11	60.10
406-662-08-S	3289 W STUART AVE	0.139	3364	60.11	60.10
406-662-09-S	3281 W STUART AVE	0.139	3364	60.11	60.10
406-662-10-S	3271 W STUART AVE	0.139	3364	60.11	60.10
406-662-11-S	3263 W STUART AVE	0.162	3364	60.11	60.10
406-662-12-S	3262 W MESA AVE	0.162	3364	60.11	60.10
406-662-13-S	3270 W MESA AVE	0.139	3364	60.11	60.10
406-662-14-S	3280 W MESA AVE	0.139	3364	60.11	60.10
406-662-15-S	3288 W MESA AVE	0.139	3364	60.11	60.10
406-662-16-S	3298 W MESA AVE	0.139	3364	60.11	60.10
406-662-17-S	3306 W MESA AVE	0.139	3364	60.11	60.10
406-662-18-S	3316 W MESA AVE	0.139	3364	60.11	60.10
406-662-19-S	3326 W MESA AVE	0.139	3364	60.11	60.10
406-662-20-S	3334 W MESA AVE	0.139	3364	60.11	60.10
406-662-21-S	3344 W MESA AVE	0.227	3364	60.11	60.10
406-663-01-S	6190 N PROSPECT AVE	0.166	3364	60.11	60.10
406-663-02-S	6182 N PROSPECT AVE	0.139	3364	60.11	60.10
406-663-03-S	6172 N PROSPECT AVE	0.139	3364	60.11	60.10
406-663-04-S	6164 N PROSPECT AVE	0.139	3364	60.11	60.10
406-663-05-S	6154 N PROSPECT AVE	0.139	3364	60.11	60.10
406-663-06-S	6146 N PROSPECT AVE	0.139	3364	60.11	60.10
406-663-07-S	6145 N HAZEL AVE	0.139	3364	60.11	60.10
406-663-08-S	6153 N HAZEL AVE	0.139	3364	60.11	60.10
406-663-09-S	6163 N HAZEL AVE	0.139	3364	60.11	60.10
406-663-10-S	6171 N HAZEL AVE	0.139	3364	60.11	60.10
406-663-11-S	6181 N HAZEL AVE	0.139	3364	60.11	60.10
406-663-12-S	6189 N HAZEL AVE	0.166	3364	60.11	60.10
406-664-01-S	6194 N HAZEL AVE	0.190	3364	60.11	60.10
406-664-02-S	6182 N HAZEL AVE	0.195	3364	60.11	60.10
406-664-03-S	6170 N HAZEL AVE	0.193	3364	60.11	60.10
406-664-04-S	6158 N HAZEL AVE	0.193	3364	60.11	60.10
406-664-05-S	6146 N HAZEL AVE	0.193	3364	60.11	60.10
406-664-06-S	6134 N HAZEL AVE	0.209	3364	60.11	60.10
406-665-01-S	6155 N HASLAM AVE	0.171	3364	60.11	60.10
406-665-02-S	6143 N HASLAM AVE	0.166	3364	60.11	60.10
406-665-03-S	6139 N HASLAM AVE	0.211	3364	60.11	60.10
406-671-01	3708 W LOS ALTOS AVE	0.319	3729	98.19	98.18
406-671-02	3720 W LOS ALTOS AVE	0.239	3729	98.19	98.18
406-671-03	3732 W LOS ALTOS AVE	0.213	3729	98.19	98.18
406-671-04	3744 W LOS ALTOS AVE	0.242	3729	98.19	98.18
406-671-05	3756 W LOS ALTOS AVE	0.222	3729	98.19	98.18
406-671-06	3768 W LOS ALTOS AVE	0.338	3729	98.19	98.18
406-671-07	3769 W LOS ALTOS AVE	0.235	3729	98.19	98.18
406-671-08	3767 W LOS ALTOS AVE	0.316	3729	98.19	98.18
406-671-09	3755 W LOS ALTOS AVE	0.222	3729	98.19	98.18
406-671-10	3743 W LOS ALTOS AVE	0.303	3729	98.19	98.18
406-671-11	3738 W WATHEN AVE	0.202	3729	98.19	98.18
406-671-12	3750 W WATHEN AVE	0.198	3729	98.19	98.18
406-671-13	3762 W WATHEN AVE	0.227	3729	98.19	98.18
406-671-14	3770 W WATHEN AVE	0.296	3729	98.19	98.18
406-671-15	3771 W WATHEN AVE	0.247	3729	98.19	98.18
406-671-16	3769 W WATHEN AVE	0.347	3729	98.19	98.18

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406-671-17	3757 W WATHEN AVE	0.227	3729	98.19	98.18
406-671-18	3745 W WATHEN AVE	0.242	3729	98.19	98.18
406-671-19	3733 W WATHEN AVE	0.238	3729	98.19	98.18
406-672-01	6502 N GENTRY AVE	0.267	3729	98.19	98.18
406-672-02	6512 N GENTRY AVE	0.234	3729	98.19	98.18
406-672-03	6522 N GENTRY AVE	0.191	3729	98.19	98.18
406-672-04	6542 N GENTRY AVE	0.244	3729	98.19	98.18
406-672-05	6552 N GENTRY AVE	0.277	3729	98.19	98.18
406-672-06	6561 N SAN PEDRO AVE	0.272	3729	98.19	98.18
406-672-07	6553 N SAN PEDRO AVE	0.203	3729	98.19	98.18
406-672-08	6545 N SAN PEDRO AVE	0.239	3729	98.19	98.18
406-672-09	6533 N SAN PEDRO AVE	0.272	3729	98.19	98.18
406-672-10	6525 N SAN PEDRO AVE	0.189	3729	98.19	98.18
406-681-01	6612 N MARTY AVE	0.227	3729	98.19	98.18
406-681-02	6610 N MARTY AVE	0.191	3729	98.19	98.18
406-681-03	6608 N MARTY AVE	0.247	3729	98.19	98.18
406-681-04	3584 W WATHEN AVE	0.202	3729	98.19	98.18
406-681-05	3574 W WATHEN AVE	0.209	3729	98.19	98.18
406-681-06	6558 N DEWEY AVE	0.273	3729	98.19	98.18
406-681-07	6544 N DEWEY AVE	0.219	3729	98.19	98.18
406-681-08	6532 N DEWEY AVE	0.267	3729	98.19	98.18
406-681-09	6518 N DEWEY AVE	0.227	3729	98.19	98.18
406-681-10	6506 N DEWEY AVE	0.189	3729	98.19	98.18
406-682-01	3678 W WATHEN AVE	0.237	3729	98.19	98.18
406-682-02	3666 W WATHEN AVE	0.189	3729	98.19	98.18
406-682-03	3654 W WATHEN AVE	0.222	3729	98.19	98.18
406-682-04	3642 W WATHEN AVE	0.189	3729	98.19	98.18
406-682-05	3630 W WATHEN AVE	0.217	3729	98.19	98.18
406-682-06	3618 W WATHEN AVE	0.189	3729	98.19	98.18
406-682-07	3606 W WATHEN AVE	0.260	3729	98.19	98.18
406-682-08	6606 N MARTY AVE	0.229	3729	98.19	98.18
406-682-09	6604 N MARTY AVE	0.232	3729	98.19	98.18
406-682-10	6602 N MARTY AVE	0.189	3729	98.19	98.18
406-682-11	6600 N MARTY AVE	0.227	3729	98.19	98.18
406-682-12	6598 N MARTY AVE	0.189	3729	98.19	98.18
406-682-13	6596 N MARTY AVE	0.237	3729	98.19	98.18
406-682-14	6594 N MARTY AVE	0.227	3729	98.19	98.18
406-683-01	6512 N SAN PEDRO AVE	0.232	3729	98.19	98.18
406-683-02	6520 N SAN PEDRO AVE	0.272	3729	98.19	98.18
406-683-03	6530 N SAN PEDRO AVE	0.246	3729	98.19	98.18
406-683-04	6544 N SAN PEDRO AVE	0.218	3729	98.19	98.18
406-683-05	6539 N KNOLL AVE	0.286	3729	98.19	98.18
406-683-06	6531 N KNOLL AVE	0.227	3729	98.19	98.18
406-683-07	6525 N KNOLL AVE	0.189	3729	98.19	98.18
406-683-08	6519 N KNOLL AVE	0.232	3729	98.19	98.18
406-683-09	6513 N KNOLL AVE	0.227	3729	98.19	98.18
406-683-10	6507 N KNOLL AVE	0.204	3729	98.19	98.18
406-683-11	6501 N KNOLL AVE	0.227	3729	98.19	98.18
406-691-01	6435 N GENTRY AVE	0.252	3729	98.19	98.18
406-691-02	6445 N GENTRY AVE	0.227	3729	98.19	98.18
406-691-03	6455 N GENTRY AVE	0.272	3729	98.19	98.18
406-691-04	6465 N GENTRY AVE	0.232	3729	98.19	98.18
406-691-05	6475 N GENTRY AVE	0.189	3729	98.19	98.18
406-691-06	6485 N GENTRY AVE	0.257	3729	98.19	98.18
406-691-07	6495 N GENTRY AVE	0.227	3729	98.19	98.18
406-691-08	6505 N GENTRY AVE	0.189	3729	98.19	98.18
406-691-09	6515 N GENTRY AVE	0.275	3729	98.19	98.18
406-692-01	6492 N GENTRY AVE	0.189	3729	98.19	98.18
406-692-02	6482 N GENTRY AVE	0.227	3729	98.19	98.18
406-692-03	6472 N GENTRY AVE	0.277	3729	98.19	98.18
406-692-04	6462 N GENTRY AVE	0.189	3729	98.19	98.18
406-692-05	6452 N GENTRY AVE	0.227	3729	98.19	98.18
406-692-06	6442 N GENTRY AVE	0.272	3729	98.19	98.18
406-692-07	6432 N GENTRY AVE	0.194	3729	98.19	98.18
406-692-08	3598 W MENLO AVE	0.239	3729	98.19	98.18
406-692-09	3594 W MENLO AVE	0.239	3729	98.19	98.18

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406-692-10	3584 W MENLO AVE	0.204	3729	98.19	98.18
406-692-11	6461 N SAN PEDRO AVE	0.242	3729	98.19	98.18
406-692-12	6469 N SAN PEDRO AVE	0.197	3729	98.19	98.18
406-692-13	6477 N SAN PEDRO AVE	0.203	3729	98.19	98.18
406-692-14	6485 N SAN PEDRO AVE	0.267	3729	98.19	98.18
406-692-15	6493 N SAN PEDRO AVE	0.227	3729	98.19	98.18
406-692-16	6501 N SAN PEDRO AVE	0.189	3729	98.19	98.18
406-692-17	6509 N SAN PEDRO AVE	0.262	3729	98.19	98.18
406-692-18	6517 N SAN PEDRO AVE	0.232	3729	98.19	98.18
406-693-01	6506 N SAN PEDRO AVE	0.227	3729	98.19	98.18
406-693-02	6496 N SAN PEDRO AVE	0.272	3729	98.19	98.18
406-693-03	6486 N SAN PEDRO AVE	0.200	3729	98.19	98.18
406-693-04	6472 N SAN PEDRO AVE	0.205	3729	98.19	98.18
406-693-05	6468 N SAN PEDRO AVE	0.239	3729	98.19	98.18
406-694-01	6492 N DEWEY AVE	0.232	3729	98.19	98.18
406-694-02	6480 N DEWEY AVE	0.257	3729	98.19	98.18
406-694-03	6466 N DEWEY AVE	0.189	3729	98.19	98.18
406-694-04	6454 N DEWEY AVE	0.227	3729	98.19	98.18
406-694-05	6440 N DEWEY AVE	0.267	3729	98.19	98.18
406-694-06	6428 N DEWEY AVE	0.196	3729	98.19	98.18
406-694-07	3565 W MENLO AVE	0.321	3729	98.19	98.18
406-694-08	3577 W MENLO AVE	0.261	3729	98.19	98.18
406-694-09	3589 W MENLO AVE	0.262	3729	98.19	98.18
406-694-10	3593 W MENLO AVE	0.213	3729	98.19	98.18
406-694-11	3599 W MENLO AVE	0.304	3729	98.19	98.18
406-701-01	3618 W ATWATER AVE	0.185	4138	98.19	98.18
406-701-02	3630 W ATWATER AVE	0.185	4138	98.19	98.18
406-701-03	3644 W ATWATER AVE	0.185	4138	98.19	98.18
406-701-04	3656 W ATWATER AVE	0.185	4138	98.19	98.18
406-701-05	3670 W ATWATER AVE	0.185	4138	98.19	98.18
406-701-06	3682 W ATWATER AVE	0.185	4138	98.19	98.18
406-701-07	3696 W ATWATER AVE	0.185	4138	98.19	98.18
406-701-08	3708 W ATWATER AVE	0.185	4138	98.19	98.18
406-701-09	3714 W ATWATER AVE	0.185	4138	98.19	98.18
406-701-10	3722 W ATWATER AVE	0.185	4138	98.19	98.18
406-701-11S	3728 W ATWATER AVE	0.185	4138	98.19	98.18
406-701-12	3736 W ATWATER AVE	0.185	4138	98.19	98.18
406-701-13	3744 W ATWATER AVE	0.185	4138	98.19	98.18
406-701-14	3752 W ATWATER AVE	0.185	4138	98.19	98.18
406-701-15	3760 W ATWATER AVE	0.319	4138	98.19	98.18
406-701-16	6371 N GENTRY AVE	0.294	4138	98.19	98.18
406-701-17	6361 N GENTRY AVE	0.170	4138	98.19	98.18
406-701-18	6351 N GENTRY AVE	0.170	4138	98.19	98.18
406-702-01	6331 N GENTRY AVE	0.169	4138	98.19	98.18
406-702-02	6321 N GENTRY AVE	0.176	4138	98.19	98.18
406-702-03	6313 N GENTRY AVE	0.167	4138	98.19	98.18
406-702-04	6303 N GENTRY AVE	0.170	4138	98.19	98.18
406-702-05	6295 N GENTRY AVE	0.165	4138	98.19	98.18
406-703-01	3753 W ATWATER AVE	0.171	4138	98.19	98.18
406-703-02	3745 W ATWATER AVE	0.156	4138	98.19	98.18
406-703-03	3737 W ATWATER AVE	0.156	4138	98.19	98.18
406-703-04	3729 W ATWATER AVE	0.156	4138	98.19	98.18
406-703-05	3723 W ATWATER AVE	0.156	4138	98.19	98.18
406-703-06	3715 W ATWATER AVE	0.156	4138	98.19	98.18
406-703-07	3709 W ATWATER AVE	0.156	4138	98.19	98.18
406-703-08	3697 W ATWATER AVE	0.156	4138	98.19	98.18
406-703-09	3683 W ATWATER AVE	0.169	4138	98.19	98.18
406-703-10	3671 W ATWATER AVE	0.151	4138	98.19	98.18
406-703-11	3657 W ATWATER AVE	0.156	4138	98.19	98.18
406-703-12	3645 W ATWATER AVE	0.161	4138	98.19	98.18
406-703-13	3640 W TENAYA WAY	0.168	4138	98.19	98.18
406-703-14	3652 W TENAYA WAY	0.163	4138	98.19	98.18
406-703-15	3664 W TENAYA WAY	0.158	4138	98.19	98.18
406-703-16	3678 W TENAYA WAY	0.176	4138	98.19	98.18
406-703-17	3692 W TENAYA WAY	0.163	4138	98.19	98.18
406-703-18	3704 W TENAYA WAY	0.179	4138	98.19	98.18

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406-703-19	3710 W TENAYA WAY	0.163	4138	98.19	98.18
406-703-20	3718 W TENAYA WAY	0.179	4138	98.19	98.18
406-703-21	3724 W TENAYA WAY	0.163	4138	98.19	98.18
406-703-22	3732 W TENAYA WAY	0.163	4138	98.19	98.18
406-703-23	3740 W TENAYA WAY	0.158	4138	98.19	98.18
406-703-24	3748 W TENAYA WAY	0.179	4138	98.19	98.18
406-704-01	3749 W TENAYA WAY	0.179	4138	98.19	98.18
406-704-02	3741 W TENAYA WAY	0.158	4138	98.19	98.18
406-704-03	3733 W TENAYA WAY	0.184	4138	98.19	98.18
406-704-04	3725 W TENAYA WAY	0.163	4138	98.19	98.18
406-704-05	3719 W TENAYA WAY	0.184	4138	98.19	98.18
406-704-06	3711 W TENAYA WAY	0.163	4138	98.19	98.18
406-704-07	3705 W TENAYA WAY	0.184	4138	98.19	98.18
406-704-08	3693 W TENAYA WAY	0.163	4138	98.19	98.18
406-704-09	3679 W TENAYA WAY	0.163	4138	98.19	98.18
406-704-10	3667 W TENAYA WAY	0.158	4138	98.19	98.18
406-704-11	3653 W TENAYA WAY	0.179	4138	98.19	98.18
406-704-12	3641 W TENAYA WAY	0.168	4138	98.19	98.18
406-704-13	3642 W ELLERY AVE	0.168	4138	98.19	98.18
406-704-14	3654 W ELLERY AVE	0.182	4138	98.19	98.18
406-704-15	3668 W ELLERY AVE	0.158	4138	98.19	98.18
406-704-16	3680 W ELLERY AVE	0.163	4138	98.19	98.18
406-704-17	3694 W ELLERY AVE	0.163	4138	98.19	98.18
406-704-18	3706 W ELLERY AVE	0.184	4138	98.19	98.18
406-704-19	3712 W ELLERY AVE	0.163	4138	98.19	98.18
406-704-20	3720 W ELLERY AVE	0.184	4138	98.19	98.18
406-704-21	3726 W ELLERY AVE	0.163	4138	98.19	98.18
406-704-22	3734 W ELLERY AVE	0.184	4138	98.19	98.18
406-704-23	3742 W ELLERY AVE	0.158	4138	98.19	98.18
406-704-24	3750 W ELLERY AVE	0.179	4138	98.19	98.18
406-705-01	6364 N ALVA AVE	0.171	4138	98.19	98.18
406-705-02	6354 N ALVA AVE	0.151	4138	98.19	98.18
406-705-03	6344 N ALVA AVE	0.151	4138	98.19	98.18
406-705-04	6334 N ALVA AVE	0.151	4138	98.19	98.18
406-705-05	6324 N ALVA AVE	0.151	4138	98.19	98.18
406-705-06	6314 N ALVA AVE	0.151	4138	98.19	98.18
406-705-07	6304 N ALVA AVE	0.151	4138	98.19	98.18
406-705-08	6296 N ALVA AVE	0.151	4138	98.19	98.18
406-711-01	6285 N GENTRY AVE	0.170	4138	98.19	98.18
406-711-02	6277 N GENTRY AVE	0.170	4138	98.19	98.18
406-711-03	6267 N GENTRY AVE	0.170	4138	98.19	98.18
406-711-04	6259 N GENTRY AVE	0.165	4138	98.19	98.18
406-711-05	6249 N GENTRY AVE	0.170	4138	98.19	98.18
406-711-06	6241 N GENTRY AVE	0.170	4138	98.19	98.18
406-711-07	6231 N GENTRY AVE	0.176	4138	98.19	98.18
406-712-01	6276 N GENTRY AVE	0.176	4138	98.19	98.18
406-712-02	6266 N GENTRY AVE	0.159	4138	98.19	98.18
406-712-03	6258 N GENTRY AVE	0.161	4138	98.19	98.18
406-712-04	6248 N GENTRY AVE	0.161	4138	98.19	98.18
406-712-05	6240 N GENTRY AVE	0.156	4138	98.19	98.18
406-712-06	6230 N GENTRY AVE	0.161	4138	98.19	98.18
406-712-07	6229 N CAPRI CT	0.168	4138	98.19	98.18
406-712-08	6239 N CAPRI CT	0.189	4138	98.19	98.18
406-712-09	6247 N CAPRI CT	0.241	4138	98.19	98.18
406-712-10	6257 N CAPRI CT	0.220	4138	98.19	98.18
406-712-11	6256 N CAPRI CT	0.224	4138	98.19	98.18
406-712-12	6246 N CAPRI CT	0.246	4138	98.19	98.18
406-712-13	6238 N CAPRI CT	0.189	4138	98.19	98.18
406-712-14	6228 N CAPRI CT	0.170	4138	98.19	98.18
406-712-15	6227 N KNOLL AVE	0.170	4138	98.19	98.18
406-712-16	6237 N KNOLL AVE	0.189	4138	98.19	98.18
406-712-17	6245 N KNOLL AVE	0.246	4138	98.19	98.18
406-712-18	6255 N KNOLL AVE	0.224	4138	98.19	98.18
406-712-19	6254 N KNOLL AVE	0.224	4138	98.19	98.18
406-712-20	6244 N KNOLL AVE	0.246	4138	98.19	98.18
406-712-21	6236 N KNOLL AVE	0.189	4138	98.19	98.18

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406-712-22	6226 N KNOLL AVE	0.170	4138	98.19	98.18
406-712-23	6231 N ALVA AVE	0.161	4138	98.19	98.18
406-712-24	6239 N ALVA AVE	0.159	4138	98.19	98.18
406-712-25	6249 N ALVA AVE	0.161	4138	98.19	98.18
406-712-26	6259 N ALVA AVE	0.161	4138	98.19	98.18
406-712-27	6269 N ALVA AVE	0.161	4138	98.19	98.18
406-712-28	6277 N ALVA AVE	0.174	4138	98.19	98.18
406-712-29	3663 W ELLERY AVE	0.164	4138	98.19	98.18
406-712-30	3675 W ELLERY AVE	0.156	4138	98.19	98.18
406-712-31	3689 W ELLERY AVE	0.156	4138	98.19	98.18
406-712-32	3701 W ELLERY AVE	0.151	4138	98.19	98.18
406-712-33	3709 W ELLERY AVE	0.156	4138	98.19	98.18
406-712-34	3717 W ELLERY AVE	0.156	4138	98.19	98.18
406-712-35	3723 W ELLERY AVE	0.151	4138	98.19	98.18
406-712-36	3729 W ELLERY AVE	0.156	4138	98.19	98.18
406-712-37	3737 W ELLERY AVE	0.171	4138	98.19	98.18
406-713-01	3793 W SAMPLE AVE	0.189	4138	98.19	98.18
406-713-02	3783 W SAMPLE AVE	0.156	4138	98.19	98.18
406-713-03	3773 W SAMPLE AVE	0.151	4138	98.19	98.18
406-713-04	3763 W SAMPLE AVE	0.156	4138	98.19	98.18
406-713-05	3753 W SAMPLE AVE	0.156	4138	98.19	98.18
406-713-06	3743 W SAMPLE AVE	0.164	4138	98.19	98.18
406-713-07	3733 W SAMPLE AVE	0.164	4138	98.19	98.18
406-713-08	3723 W SAMPLE AVE	0.156	4138	98.19	98.18
406-713-09	3713 W SAMPLE AVE	0.164	4138	98.19	98.18
406-713-10	3703 W SAMPLE AVE	0.164	4138	98.19	98.18
406-713-11	3697 W SAMPLE AVE	0.156	4138	98.19	98.18
406-713-12	3687 W SAMPLE AVE	0.156	4138	98.19	98.18
406-713-13	3677 W SAMPLE AVE	0.151	4138	98.19	98.18
406-713-14	3667 W SAMPLE AVE	0.156	4138	98.19	98.18
406-713-15	3657 W SAMPLE AVE	0.161	4138	98.19	98.18
406-714-01	6286 N ALVA AVE	0.151	4138	98.19	98.18
406-714-02	6278 N ALVA AVE	0.151	4138	98.19	98.18
406-714-03	6268 N ALVA AVE	0.151	4138	98.19	98.18
406-714-04	6260 N ALVA AVE	0.151	4138	98.19	98.18
406-714-05	6250 N ALVA AVE	0.161	4138	98.19	98.18
406-715-01	6234 N ALVA AVE	0.174	4138	98.19	98.18
406-715-02	6224 N ALVA AVE	0.156	4138	98.19	98.18
406-715-03	6214 N ALVA AVE	0.156	4138	98.19	98.18
406-715-04	6204 N ALVA AVE	0.154	4138	98.19	98.18
406-721-01	6305 N MARTY AVE	0.156	4138	98.19	98.18
406-721-02	6297 N MARTY AVE	0.151	4138	98.19	98.18
406-721-03	6287 N MARTY AVE	0.156	4138	98.19	98.18
406-721-04	6279 N MARTY AVE	0.151	4138	98.19	98.18
406-721-05	6269 N MARTY AVE	0.156	4138	98.19	98.18
406-721-06	6261 N MARTY AVE	0.151	4138	98.19	98.18
406-721-07	6251 N MARTY AVE	0.161	4138	98.19	98.18
406-722-01S	6305 N DEWEY AVE	0.199	4138	98.19	98.18
406-722-02S	6309 N DEWEY AVE	0.164	4138	98.19	98.18
406-722-03S	6313 N DEWEY AVE	0.164	4138	98.19	98.18
406-722-04S	6317 N DEWEY AVE	0.207	4138	98.19	98.18
406-722-05S	6296 N MARTY AVE	0.194	4138	98.19	98.18
406-722-06S	6286 N MARTY AVE	0.156	4138	98.19	98.18
406-722-07S	6276 N MARTY AVE	0.151	4138	98.19	98.18
406-722-08S	6266 N MARTY AVE	0.169	4138	98.19	98.18
406-722-09S	6256 N MARTY AVE	0.174	4138	98.19	98.18
406-722-10S	3588 W VARTIKIAN AVE	0.169	4138	98.19	98.18
406-722-11S	3578 W VARTIKIAN AVE	0.156	4138	98.19	98.18
406-722-12S	3568 W VARTIKIAN AVE	0.171	4138	98.19	98.18
406-722-13S	3558 W VARTIKIAN AVE	0.156	4138	98.19	98.18
406-722-14S	3548 W VARTIKIAN AVE	0.224	4138	98.19	98.18
406-722-15S	6273 N DEWEY AVE	0.212	4138	98.19	98.18
406-722-16S	6279 N DEWEY AVE	0.176	4138	98.19	98.18
406-722-17S	6285 N DEWEY AVE	0.176	4138	98.19	98.18

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406-722-18S	6291 N DEWEY AVE	0.212	4138	98.19	98.18
406-722-19S	3563 W ELLERY CT	0.247	4138	98.19	98.18
406-722-20S	3567 W ELLERY CT	0.269	4138	98.19	98.18
406-722-21S	3568 W ELLERY CT	0.274	4138	98.19	98.18
406-722-22S	3564 W ELLERY CT	0.186	4138	98.19	98.18
406-723-01S	6284 N DEWEY AVE	0.168	4138	98.19	98.18
406-723-02S	6280 N DEWEY AVE	0.168	4138	98.19	98.18
406-723-03S	6276 N DEWEY AVE	0.168	4138	98.19	98.18
406-723-04S	6272 N DEWEY AVE	0.171	4138	98.19	98.18
406-723-05S	6275 N SELLAND AVE	0.176	4138	98.19	98.18
406-723-06S	6287 N SELLAND AVE	0.169	4138	98.19	98.18
406-723-07S	6295 N SELLAND AVE	0.161	4138	98.19	98.18
406-723-08S	6307 N SELLAND AVE	0.161	4138	98.19	98.18
406-724-01S	6310 N SELLAND AVE	0.205	4138	98.19	98.18
406-724-02S	6302 N SELLAND AVE	0.196	4138	98.19	98.18
406-724-03S	6292 N SELLAND AVE	0.191	4138	98.19	98.18
406-724-04S	6284 N SELLAND AVE	0.196	4138	98.19	98.18
406-724-05S	6274 N SELLAND AVE	0.191	4138	98.19	98.18
406-724-06S	6266 N SELLAND AVE	0.185	4138	98.19	98.18
406-724-07S	6256 N SELLAND AVE	0.185	4138	98.19	98.18
406-724-08S	6248 N SELLAND AVE	0.185	4138	98.19	98.18
406-724-09S	6238 N SELLAND AVE	0.185	4138	98.19	98.18
406-724-10S	6230 N SELLAND AVE	0.208	4138	98.19	98.18
406-725-01	3621 W VARTIKIAN AVE	0.176	4138	98.19	98.18
406-725-02	3613 W VARTIKIAN AVE	0.163	4138	98.19	98.18
406-725-03S	3603 W VARTIKIAN AVE	0.158	4138	98.19	98.18
406-725-04S	3595 W VARTIKIAN AVE	0.158	4138	98.19	98.18
406-725-05S	3585 W VARTIKIAN AVE	0.158	4138	98.19	98.18
406-725-06S	3577 W VARTIKIAN AVE	0.158	4138	98.19	98.18
406-725-07S	3567 W VARTIKIAN AVE	0.163	4138	98.19	98.18
406-725-08S	3559 W VARTIKIAN AVE	0.158	4138	98.19	98.18
406-725-09S	3549 W VARTIKIAN AVE	0.158	4138	98.19	98.18
406-725-10S	3541 W VARTIKIAN AVE	0.158	4138	98.19	98.18
406-725-11S	3531 W VARTIKIAN AVE	0.202	4138	98.19	98.18
406-725-12S	3523 W VARTIKIAN AVE	0.257	4138	98.19	98.18
406-725-13S	3513 W VARTIKIAN AVE	0.180	4138	98.19	98.18
406-725-14S	3505 W VARTIKIAN AVE	0.166	4138	98.19	98.18
406-725-15S	3495 W VARTIKIAN AVE	0.166	4138	98.19	98.18
406-725-16S	3487 W VARTIKIAN AVE	0.183	4138	98.19	98.18
406-725-17S	3476 W SAMPLE AVE	0.206	4138	98.19	98.18
406-725-18S	3486 W SAMPLE AVE	0.170	4138	98.19	98.18
406-725-19S	3496 W SAMPLE AVE	0.194	4138	98.19	98.18
406-725-20S	6219 N SELLAND AVE	0.190	4138	98.19	98.18
406-725-21S	6211 N SELLAND AVE	0.182	4138	98.19	98.18
406-725-22S	3518 W ESCALON AVE	0.164	4138	98.19	98.18
406-725-23S	3526 W ESCALON AVE	0.156	4138	98.19	98.18
406-725-24S	3534 W ESCALON AVE	0.156	4138	98.19	98.18
406-725-25S	3542 W ESCALON AVE	0.156	4138	98.19	98.18
406-725-26S	3550 W ESCALON AVE	0.156	4138	98.19	98.18
406-725-27S	3558 W ESCALON AVE	0.156	4138	98.19	98.18
406-725-28S	3566 W ESCALON AVE	0.156	4138	98.19	98.18
406-725-29S	3574 W ESCALON AVE	0.156	4138	98.19	98.18
406-725-30S	3582 W ESCALON AVE	0.188	4138	98.19	98.18
406-725-31S	3590 W ESCALON AVE	0.265	4138	98.19	98.18
406-725-32S	3598 W ESCALON AVE	0.326	4138	98.19	98.18
406-726-01S	3483 W SAMPLE AVE	0.174	4138	98.19	98.18
406-726-02S	3473 W SAMPLE AVE	0.166	4138	98.19	98.18
406-726-03S	3463 W SAMPLE AVE	0.176	4138	98.19	98.18

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406-726-04S	3453 W SAMPLE AVE	0.196	4138	98.19	98.18
406-726-05S	3443 W SAMPLE AVE	0.378	4138	98.19	98.18
406-727-01S	6313 N MALSBARY AVE	0.188	4323	98.19	98.18
406-727-02S	6305 N MALSBARY AVE	0.144	4323	98.19	98.18
406-727-03S	6297 N MALSBARY AVE	0.132	4323	98.19	98.18
406-727-04S	6289 N MALSBARY AVE	0.132	4323	98.19	98.18
406-727-05S	6281 N MALSBARY AVE	0.127	4323	98.19	98.18
406-727-06S	6273 N MALSBARY AVE	0.130	4323	98.19	98.18
406-727-07S	6265 N MALSBARY AVE	0.212	4323	98.19	98.18
406-727-08S	6257 N MALSBURY	0.250	4323	98.19	98.18
406-727-09S	6286 N MALSBARY AVE	0.377	4323	98.19	98.18
406-727-10S	6294 N MALSBARY AVE	0.124	4323	98.19	98.18
406-727-11S	6302 N MALSBARY AVE	0.130	4323	98.19	98.18
406-727-12S	6308 N MALSBARY AVE	0.132	4323	98.19	98.18
406-727-13S	6316 N MALSBARY AVE	0.132	4323	98.19	98.18
406-727-14S	6324 N MALSBARY AVE	0.132	4323	98.19	98.18
406-731-01S	6326 N SELLAND AVE	0.208	4138	98.19	98.18
406-731-02S	6330 N SELLAND AVE	0.196	4138	98.19	98.18
406-731-03S	6334 N SELLAND AVE	0.191	4138	98.19	98.18
406-731-04S	6338 N SELLAND AVE	0.196	4138	98.19	98.18
406-731-05S	6342 N SELLAND AVE	0.191	4138	98.19	98.18
406-731-06S	6346 N SELLAND AVE	0.196	4138	98.19	98.18
406-731-07S	6350 N SELLAND AVE	0.191	4138	98.19	98.18
406-731-08S	6354 N SELLAND AVE	0.196	4138	98.19	98.18
406-731-09S	6358 N SELLAND AVE	0.191	4138	98.19	98.18
406-731-10S	6362 N SELLAND AVE	0.196	4138	98.19	98.18
406-731-11S	6366 N SELLAND AVE	0.191	4138	98.19	98.18
406-731-12S	6370 N SELLAND AVE	0.279	4138	98.19	98.18
406-731-13S	6369 N MARTY AVE	0.365	4138	98.19	98.18
406-731-14	6365 N MARTY AVE	0.208	4138	98.19	98.18
406-731-15	6355 N MARTY AVE	0.187	4138	98.19	98.18
406-731-16	6345 N MARTY AVE	0.170	4138	98.19	98.18
406-731-17	6335 N MARTY AVE	0.156	4138	98.19	98.18
406-731-18	6325 N MARTY AVE	0.156	4138	98.19	98.18
406-731-19	6315 N MARTY AVE	0.151	4138	98.19	98.18
406-732-01S	6315 N SELLAND AVE	0.161	4138	98.19	98.18
406-732-02S	6327 N SELLAND AVE	0.161	4138	98.19	98.18
406-732-03S	6331 N SELLAND AVE	0.161	4138	98.19	98.18
406-732-04S	6335 N SELLAND AVE	0.161	4138	98.19	98.18
406-732-05S	6339 N SELLAND AVE	0.161	4138	98.19	98.18
406-732-06S	6345 N SELLAND AVE	0.166	4138	98.19	98.18
406-732-07S	6349 N SELLAND AVE	0.161	4138	98.19	98.18
406-732-08S	6353 N SELLAND AVE	0.196	4138	98.19	98.18
406-732-09S	6357 N SELLAND AVE	0.161	4138	98.19	98.18
406-732-10S	6363 N SELLAND AVE	0.161	4138	98.19	98.18
406-732-11S	6367 N SELLAND AVE	0.171	4138	98.19	98.18
406-732-12S	6318 N DEWEY AVE	0.213	4138	98.19	98.18
406-732-13S	6316 N DEWEY AVE	0.168	4138	98.19	98.18
406-732-14S	6312 N DEWEY AVE	0.168	4138	98.19	98.18
406-732-15S	6310 N DEWEY AVE	0.168	4138	98.19	98.18
406-732-16S	6306 N DEWEY AVE	0.168	4138	98.19	98.18
406-732-17S	6304 N DEWEY AVE	0.168	4138	98.19	98.18
406-732-18S	6302 N DEWEY AVE	0.168	4138	98.19	98.18
406-732-19S	6292 N DEWEY AVE	0.168	4138	98.19	98.18
406-732-20S	6288 N DEWEY AVE	0.174	4138	98.19	98.18
406-733-01S	6409 N SELLAND AVE	0.370	4255	98.19	98.18
406-733-02S	3525 W MENLO AVE	0.241	4255	98.19	98.18
406-733-03S	3515 W MENLO AVE	0.268	4255	98.19	98.18
406-733-04S	3509 W MENLO AVE	0.243	4255	98.19	98.18
406-733-05S	3501 W MENLO AVE	0.237	4255	98.19	98.18
406-734-01S	6325 N RAFAEL AVE	0.173	4323	98.19	98.18
406-734-02S	6331 N RAFAEL AVE	0.149	4323	98.19	98.18
406-734-03S	6337 N RAFAEL AVE	0.149	4323	98.19	98.18
406-734-04S	6343 N RAFAEL AVE	0.149	4323	98.19	98.18

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406-734-05S	6349 N RAFAEL AVE	0.149	4323	98.19	98.18
406-734-06S	6355 N RAFAEL AVE	0.229	4323	98.19	98.18
406-734-07S	6361 N RAFAEL AVE	0.257	4323	98.19	98.18
406-734-08S	3476 W TENAYA WAY	0.188	4323	98.19	98.18
406-734-09S	3470 W TENAYA WAY	0.121	4323	98.19	98.18
406-734-10S	3462 W TENAYA WAY	0.142	4323	98.19	98.18
406-734-11S	3456 W TENAYA WAY	0.170	4323	98.19	98.18
406-735-01S	3440 W TENAYA WAY	0.170	4323	98.19	98.18
406-735-02S	3432 W TENAYA WAY	0.154	4323	98.19	98.18
406-735-03S	3426 W TENAYA WAY	0.250	4323	98.19	98.18
406-735-04S	6374 N MALSBARY AVE	0.225	4323	98.19	98.18
406-735-05S	6368 N MALSBARY AVE	0.145	4323	98.19	98.18
406-735-06S	6360 N MALSBARY AVE	0.132	4323	98.19	98.18
406-735-07S	6352 N MALSBARY AVE	0.132	4323	98.19	98.18
406-735-08S	6346 N MALSBARY AVE	0.132	4323	98.19	98.18
406-735-09S	6338 N MALSBARY AVE	0.132	4323	98.19	98.18
406-735-10S	6330 N MALSBARY AVE	0.132	4323	98.19	98.18
406-741-01-S	3794 W STUART AVE	0.177	4345	38.94	38.94
406-741-02-S	3784 W STUART AVE	0.163	4345	38.94	38.94
406-741-03-S	3774 W STUART AVE	0.163	4345	38.94	38.94
406-741-04-S	3764 W STUART AVE	0.179	4345	38.94	38.94
406-741-05-S	3754 W STUART AVE	0.163	4345	38.94	38.94
406-741-06-S	3744 W STUART AVE	0.179	4345	38.94	38.94
406-741-07-S	3734 W STUART AVE	0.163	4345	38.94	38.94
406-741-08-S	3724 W STUART AVE	0.163	4345	38.94	38.94
406-741-09-S	3714 W STUART AVE	0.163	4345	38.94	38.94
406-741-10-S	3704 W STUART AVE	0.163	4345	38.94	38.94
406-741-11-S	3694 W STUART AVE	0.163	4345	38.94	38.94
406-741-12-S	3682 W STUART AVE	0.163	4345	38.94	38.94
406-741-13-S	3672 W STUART AVE	0.179	4345	38.94	38.94
406-741-14-S	3662 W STUART AVE	0.163	4345	38.94	38.94
406-741-15-S	3652 W STUART AVE	0.168	4345	38.94	38.94
406-742-01-S	6192 N ALVA AVE	0.236	4345	38.94	38.94
406-742-02-S	6182 N ALVA AVE	0.196	4345	38.94	38.94
406-742-03-S	6172 N ALVA AVE	0.165	4345	38.94	38.94
406-742-04-S	6162 N ALVA AVE	0.169	4345	38.94	38.94
406-742-05-S	6163 N MARTY AVE	0.169	4345	38.94	38.94
406-742-06-S	6173 N MARTY AVE	0.156	4345	38.94	38.94
406-742-07-S	6183 N MARTY AVE	0.156	4345	38.94	38.94
406-742-08-S	6193 N MARTY AVE	0.174	4345	38.94	38.94
406-743-01-S	6103 N MARTY AVE	0.171	4345	38.94	38.94
406-743-02-S	6113 N MARTY AVE	0.156	4345	38.94	38.94
406-743-03-S	6123 N MARTY AVE	0.156	4345	38.94	38.94
406-743-04-S	6133 N MARTY AVE	0.171	4345	38.94	38.94
406-743-05-S	3611 W KADOTA	0.169	4345	38.94	38.94
406-743-06-S	6142 N ALVA AVE	0.169	4345	38.94	38.94
406-743-07-S	6132 N ALVA AVE	0.171	4345	38.94	38.94
406-743-08-S	6122 N ALVA AVE	0.141	4345	38.94	38.94
406-743-09-S	6112 N ALVA AVE	0.192	4345	38.94	38.94
406-743-10-S	3649 W MESA AVE	0.237	4345	38.94	38.94
406-743-11-S	3659 W MESA AVE	0.150	4345	38.94	38.94
406-743-12-S	3667 W MESA AVE	0.150	4345	38.94	38.94
406-743-13-S	3677 W MESA AVE	0.150	4345	38.94	38.94
406-743-14-S	3685 W MESA AVE	0.150	4345	38.94	38.94
406-743-15-S	3695 W MESA AVE	0.150	4345	38.94	38.94
406-743-16-S	3703 W MESA AVE	0.150	4345	38.94	38.94
406-743-17-S	3713 W MESA AVE	0.150	4345	38.94	38.94
406-743-18-S	3721 W MESA AVE	0.150	4345	38.94	38.94
406-743-19-S	3731 W MESA AVE	0.150	4345	38.94	38.94
406-743-20-S	3739 W MESA AVE	0.150	4345	38.94	38.94
406-743-21-S	3747 W MESA AVE	0.150	4345	38.94	38.94
406-743-22-S	3757 W MESA AVE	0.185	4345	38.94	38.94
406-743-23-S	3765 W MESA AVE	0.170	4345	38.94	38.94
406-743-24-S	3775 W CALIMYRNA AVE	0.219	4345	38.94	38.94
406-743-25-S	3783 W CALIMYRNA AVE	0.208	4345	38.94	38.94
406-743-26-S	3791 W CALIMYRNA AVE	0.473	4345	38.94	38.94

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406-744-01-S	6113 N GENTRY AVE	0.176	4345	38.94	38.94
406-744-02-S	6123 N GENTRY AVE	0.180	4345	38.94	38.94
406-744-03-S	6133 N GENTRY AVE	0.180	4345	38.94	38.94
406-744-04-S	6143 N GENTRY AVE	0.179	4345	38.94	38.94
406-744-05-S	6153 N GENTRY AVE	0.177	4345	38.94	38.94
406-744-06-S	6163 N GENTRY AVE	0.176	4345	38.94	38.94
406-744-07-S	6173 N GENTRY AVE	0.175	4345	38.94	38.94
406-745-01-S	6172 N GENTRY AVE	0.168	4345	38.94	38.94
406-745-02-S	3751 W STUART AVE	0.171	4345	38.94	38.94
406-745-03-S	3741 W STUART AVE	0.158	4345	38.94	38.94
406-745-04-S	3731 W STUART AVE	0.158	4345	38.94	38.94
406-745-05-S	3721 W STUART AVE	0.158	4345	38.94	38.94
406-745-06-S	3711 W STUART AVE	0.158	4345	38.94	38.94
406-745-07-S	3701 W STUART AVE	0.158	4345	38.94	38.94
406-745-08-S	3693 W STUART AVE	0.158	4345	38.94	38.94
406-745-09-S	3683 W STUART AVE	0.158	4345	38.94	38.94
406-745-10-S	3673 W STUART AVE	0.158	4345	38.94	38.94
406-745-11-S	3663 W STUART AVE	0.171	4345	38.94	38.94
406-745-12-S	6167 N ALVA AVE	0.173	4345	38.94	38.94
406-745-13-S	6157 N ALVA AVE	0.156	4345	38.94	38.94
406-745-14-S	6147 N ALVA AVE	0.156	4345	38.94	38.94
406-745-15-S	6137 N ALVA AVE	0.156	4345	38.94	38.94
406-745-16-S	6127 N ALVA AVE	0.171	4345	38.94	38.94
406-745-17-S	3672 W MESA AVE	0.182	4345	38.94	38.94
406-745-18-S	3678 W MESA AVE	0.154	4345	38.94	38.94
406-745-19-S	3684 W MESA AVE	0.247	4345	38.94	38.94
406-745-20-S	3690 W MESA AVE	0.154	4345	38.94	38.94
406-745-21-S	3698 W MESA AVE	0.173	4345	38.94	38.94
406-745-22-S	3722 W MESA AVE	0.168	4345	38.94	38.94
406-745-23-S	3728 W MESA AVE	0.154	4345	38.94	38.94
406-745-24-S	3734 W MESA AVE	0.247	4345	38.94	38.94
406-745-25-S	3740 W MESA AVE	0.165	4345	38.94	38.94
406-745-26-S	3746 W MESA AVE	0.216	4345	38.94	38.94
406-745-27-S	6132 N GENTRY AVE	0.169	4345	38.94	38.94
406-745-28-S	6142 N GENTRY AVE	0.156	4345	38.94	38.94
406-745-29-S	6152 N GENTRY AVE	0.156	4345	38.94	38.94
406-745-30-S	6162 N GENTRY AVE	0.156	4345	38.94	38.94
415-641-01-S	3629 W BROWNING AVE	0.373	3943	25.43	25.42
415-641-02-S	3619 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-03-S	3599 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-04-S	3597 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-05-S	3591 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-06-S	3583 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-07-S	3573 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-08-S	3565 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-09-S	3543 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-10-S	3527 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-11-S	3515 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-12-S	3503 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-13-S	3495 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-14-S	3481 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-15-S	3473 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-16-S	3465 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-17-S	3449 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-18-S	3437 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-19-S	3429 W BROWNING AVE	0.102	3943	25.43	25.42
415-641-20-S	3411 W BROWNING AVE	0.117	3943	25.43	25.42
415-641-21-S	3412 W DOVEWOOD LN	0.117	3943	25.43	25.42
415-641-22-S	3426 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-641-23-S	3438 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-641-24-S	3450 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-641-25-S	3466 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-641-26-S	3472 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-641-27-S	3484 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-641-28-S	3496 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-641-29-S	3504 W DOVEWOOD LN	0.102	3943	25.43	25.42

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415-641-30-S	3516 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-641-31-S	3528 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-641-32-S	3546 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-641-33-S	3568 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-641-34-S	3576 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-641-35-S	3586 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-641-36-S	3592 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-641-37-S	3596 W DOVEWOOD LN	0.105	3943	25.43	25.42
415-641-38-S	3602 W DOVEWOOD LN	0.264	3943	25.43	25.42
415-642-01-S	3585 W DOVEWOOD LN	0.276	3943	25.43	25.42
415-642-02-S	3567 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-642-03-S	3545 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-642-04-S	3529 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-642-05-S	3517 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-642-06-S	3501 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-642-07-S	3497 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-642-08-S	3483 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-642-09-S	3473 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-642-10-S	3463 W DOVEWOOD LN	0.105	3943	25.43	25.42
415-642-11-S	3451 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-642-12-S	3439 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-642-13-S	3427 W DOVEWOOD LN	0.102	3943	25.43	25.42
415-642-14-S	3409 W DOVEWOOD LN	0.117	3943	25.43	25.42
415-642-15-S	3410 W WRENWOOD AVE	0.117	3943	25.43	25.42
415-642-16-S	3424 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-642-17-S	3436 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-642-18-S	3450 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-642-19-S	3462 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-642-20-S	3474 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-642-21-S	3486 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-642-22-S	3498 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-642-23-S	3502 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-642-24-S	3518 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-642-25-S	3530 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-642-26-S	3546 W WRENWOOD AVE	0.202	3943	25.43	25.42
415-651-01-S	3497 W WRENWOOD AVE	0.204	3943	25.43	25.42
415-651-02-S	3485 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-651-03-S	3473 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-651-04-S	3461 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-651-05-S	3449 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-651-06-S	3437 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-651-07-S	3425 W WRENWOOD AVE	0.102	3943	25.43	25.42
415-651-08-S	3411 W WRENWOOD AVE	0.117	3943	25.43	25.42
415-651-09-S	3412 W ROBINWOOD LN	0.117	3943	25.43	25.42
415-651-10-S	3426 W ROBINWOOD LN	0.102	3943	25.43	25.42
415-651-11-S	3440 W ROBINWOOD LN	0.102	3943	25.43	25.42
415-651-12-S	3452 W ROBINWOOD LN	0.102	3943	25.43	25.42
415-651-13-S	3464 W ROBINWOOD LN	0.102	3943	25.43	25.42
415-651-14-S	3476 W ROBINWOOD LN	0.204	3943	25.43	25.42
415-651-15-S	3427 W ROBINWOOD LN	0.243	3943	25.43	25.42
415-651-16-S	3413 W ROBINWOOD LN	0.202	3943	25.43	25.42
433-481-01	3018 N MARTY AVE	0.196	3129	25.46	25.46
433-481-02	3026 N MARTY AVE	0.126	3129	25.46	25.46
433-481-03	3034 N MARTY AVE	0.126	3129	25.46	25.46
433-481-04	3042 N MARTY AVE	0.126	3129	25.46	25.46
433-481-05	3050 N MARTY AVE	0.126	3129	25.46	25.46
433-481-06	3058 N MARTY AVE	0.126	3129	25.46	25.46
433-481-07	3066 N MARTY AVE	0.126	3129	25.46	25.46
433-481-08	3074 N MARTY AVE	0.126	3129	25.46	25.46
433-481-09	3082 N MARTY AVE	0.140	3129	25.46	25.46
433-481-10	3081 N DEWEY AVE	0.143	3129	25.46	25.46
433-481-11	3073 N DEWEY AVE	0.121	3129	25.46	25.46
433-481-12	3065 N DEWEY AVE	0.121	3129	25.46	25.46
433-481-13	3057 N DEWEY AVE	0.121	3129	25.46	25.46
433-481-14	3049 N DEWEY AVE	0.121	3129	25.46	25.46
433-481-15	3041 N DEWEY AVE	0.107	3129	25.46	25.46

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433-481-16	3033 N DEWEY AVE	0.113	3129	25.46	25.46
433-481-17	3025 N DEWEY AVE	0.171	3129	25.46	25.46
433-481-18	3017 N DEWEY AVE	0.197	3129	25.46	25.46
433-481-19	3016 N DEWEY AVE	0.197	3129	25.46	25.46
433-481-20	3024 N DEWEY AVE	0.167	3129	25.46	25.46
433-481-21	3032 N DEWEY AVE	0.122	3129	25.46	25.46
433-481-22	3040 N DEWEY AVE	0.121	3129	25.46	25.46
433-481-23	3048 N DEWEY AVE	0.121	3129	25.46	25.46
433-481-24	3056 N DEWEY AVE	0.121	3129	25.46	25.46
433-481-25	3064 N DEWEY AVE	0.121	3129	25.46	25.46
433-481-26	3072 N DEWEY AVE	0.121	3129	25.46	25.46
433-481-27	3080 N DEWEY AVE	0.145	3129	25.46	25.46
433-481-28	3079 N SELLAND AVE	0.142	3129	25.46	25.46
433-481-29	3071 N SELLAND AVE	0.126	3129	25.46	25.46
433-481-30	3063 N SELLAND AVE	0.126	3129	25.46	25.46
433-481-31	3055 N SELLAND AVE	0.126	3129	25.46	25.46
433-481-32	3047 N SELLAND AVE	0.126	3129	25.46	25.46
433-481-33	3039 N SELLAND AVE	0.126	3129	25.46	25.46
433-481-34	3031 N SELLAND AVE	0.126	3129	25.46	25.46
433-481-35	3023 N SELLAND AVE	0.126	3129	25.46	25.46
433-481-36	3015 N SELLAND AVE	0.184	3129	25.46	25.46
433-482-01	3590 W FOUNTAIN WAY	0.146	3129	25.46	25.46
433-482-02	3582 W FOUNTAIN WAY	0.126	3129	25.46	25.46
433-482-03	3574 W FOUNTAIN WAY	0.126	3129	25.46	25.46
433-482-04	3566 W FOUNTAIN WAY	0.126	3129	25.46	25.46
433-482-05	3558 W FOUNTAIN WAY	0.126	3129	25.46	25.46
433-482-06	3550 W FOUNTAIN WAY	0.126	3129	25.46	25.46
433-482-07	3542 W FOUNTAIN WAY	0.126	3129	25.46	25.46
433-482-08	3534 W FOUNTAIN WAY	0.126	3129	25.46	25.46
433-482-09	3526 W FOUNTAIN WAY	0.148	3129	25.46	25.46
433-482-10	3518 W FOUNTAIN WAY	0.163	3129	25.46	25.46
433-482-11	3094 N SELLAND AVE	0.192	3129	25.46	25.46
433-482-12	3086 N SELLAND AVE	0.152	3129	25.46	25.46
433-482-13	3078 N SELLAND AVE	0.119	3129	25.46	25.46
433-482-14	3070 N SELLAND AVE	0.119	3129	25.46	25.46
433-482-15	3062 N SELLAND AVE	0.119	3129	25.46	25.46
433-482-16	3054 N SELLAND AVE	0.119	3129	25.46	25.46
433-482-17	3046 N SELLAND AVE	0.119	3129	25.46	25.46
433-482-18	3038 N SELLAND AVE	0.119	3129	25.46	25.46
433-482-19	3030 N SELLAND AVE	0.119	3129	25.46	25.46
433-482-20	3022 N SELLAND AVE	0.119	3129	25.46	25.46
433-482-21	3014 N SELLAND AVE	0.184	3129	25.46	25.46
433-491-01	3594 W DAYTON AVE	0.159	3129	25.46	25.46
433-491-02	3586 W DAYTON AVE	0.136	3129	25.46	25.46
433-491-03	3578 W DAYTON AVE	0.137	3129	25.46	25.46
433-491-04	3570 W DAYTON AVE	0.137	3129	25.46	25.46
433-491-05	3562 W DAYTON AVE	0.137	3129	25.46	25.46
433-491-06	3554 W DAYTON AVE	0.138	3129	25.46	25.46
433-491-07	3546 W DAYTON AVE	0.138	3129	25.46	25.46
433-491-08	3538 W DAYTON AVE	0.138	3129	25.46	25.46
433-491-09	3530 W DAYTON AVE	0.136	3129	25.46	25.46
433-491-10	3522 W DAYTON AVE	0.159	3129	25.46	25.46
433-491-11	3184 N SELLAND AVE	0.220	3129	25.46	25.46
433-491-12	3176 N SELLAND AVE	0.168	3129	25.46	25.46
433-491-13	3168 N SELLAND AVE	0.156	3129	25.46	25.46
433-491-14	3160 N SELLAND AVE	0.120	3129	25.46	25.46
433-491-15	3152 N SELLAND AVE	0.120	3129	25.46	25.46
433-491-16	3144 N SELLAND AVE		3129	25.46	25.46
433-491-17	3136 N SELLAND AVE	0.156	3129	25.46	25.46
433-491-18	3128 N SELLAND AVE	0.202	3129	25.46	25.46
433-491-19	3519 W CORTLAND AVE	0.174	3129	25.46	25.46

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433-491-20	3527 W CORTLAND AVE	0.137	3129	25.46	25.46
433-491-21	3535 W CORTLAND AVE	0.137	3129	25.46	25.46
433-491-22	3543 W CORTLAND AVE	0.137	3129	25.46	25.46
433-491-23	3551 W CORTLAND AVE	0.137	3129	25.46	25.46
433-491-24	3559 W CORTLAND AVE	0.137	3129	25.46	25.46
433-491-25	3567 W CORTLAND AVE	0.137	3129	25.46	25.46
433-491-26	3575 W CORTLAND AVE	0.137	3129	25.46	25.46
433-491-27	3583 W CORTLAND AVE	0.137	3129	25.46	25.46
433-491-28	3591 W CORTLAND AVE	0.153	3129	25.46	25.46
433-492-01	3593 W DAYTON AVE	0.168	3129	25.46	25.46
433-492-02	3585 W DAYTON AVE	0.137	3129	25.46	25.46
433-492-03	3577 W DAYTON AVE	0.137	3129	25.46	25.46
433-492-04	3569 W DAYTON AVE	0.137	3129	25.46	25.46
433-492-05	3561 W DAYTON AVE	0.137	3129	25.46	25.46
433-492-06	3553 W DAYTON AVE	0.137	3129	25.46	25.46
433-492-07	3545 W DAYTON AVE	0.137	3129	25.46	25.46
433-492-08	3537 W DAYTON AVE	0.137	3129	25.46	25.46
433-492-09	3529 W DAYTON AVE	0.170	3129	25.46	25.46
433-492-10	3528 W CORTLAND AVE	0.170	3129	25.46	25.46
433-492-11	3536 W CORTLAND AVE	0.137	3129	25.46	25.46
433-492-12	3544 W CORTLAND AVE	0.137	3129	25.46	25.46
433-492-13	3552 W CORTLAND AVE	0.137	3129	25.46	25.46
433-492-14	3560 W CORTLAND AVE	0.137	3129	25.46	25.46
433-492-15	3568 W CORTLAND AVE	0.137	3129	25.46	25.46
433-492-16	3576 W CORTLAND AVE	0.137	3129	25.46	25.46
433-492-17	3584 W CORTLAND AVE	0.137	3129	25.46	25.46
433-492-18	3592 W CORTLAND AVE	0.168	3129	25.46	25.46
442-400-01	2786 N MARTY AVE	0.130	3220	45.44	45.44
442-400-02	2780 N MARTY AVE	0.088	3220	45.44	45.44
442-400-03	2774 N MARTY AVE	0.086	3220	45.44	45.44
442-400-04	2768 N MARTY AVE	0.097	3220	45.44	45.44
442-400-05	2762 N MARTY AVE	0.097	3220	45.44	45.44
442-400-06	2756 N MARTY AVE	0.097	3220	45.44	45.44
442-400-07	2750 N MARTY AVE	0.097	3220	45.44	45.44
442-400-08	2744 N MARTY AVE	0.121	3220	45.44	45.44
442-400-09	2741 N DEWEY AVE	0.124	3220	45.44	45.44
442-400-10	2747 N DEWEY AVE	0.099	3220	45.44	45.44
442-400-11	2753 N DEWEY AVE	0.099	3220	45.44	45.44
442-400-12	2759 N DEWEY AVE	0.099	3220	45.44	45.44
442-400-13	2765 N DEWEY AVE	0.099	3220	45.44	45.44
442-400-14	2771 N DEWEY AVE	0.101	3220	45.44	45.44
442-400-15	2777 N DEWEY AVE	0.071	3220	45.44	45.44
442-400-16	2783 N DEWEY AVE	0.165	3220	45.44	45.44
442-400-17	2782 N DEWEY AVE	0.165	3220	45.44	45.44
442-400-18	2776 N DEWEY AVE	0.071	3220	45.44	45.44
442-400-19	2770 N DEWEY AVE	0.091	3220	45.44	45.44
442-400-20	2764 N DEWEY AVE	0.099	3220	45.44	45.44
442-400-21	2758 N DEWEY AVE	0.099	3220	45.44	45.44
442-400-22	2752 N DEWEY AVE	0.099	3220	45.44	45.44
442-400-23	2746 N DEWEY AVE	0.099	3220	45.44	45.44
442-400-24	2740 N DEWEY AVE	0.124	3220	45.44	45.44
442-400-25	2743 N SELLAND AVE	0.119	3220	45.44	45.44
442-400-26	2749 N SELLAND AVE	0.099	3220	45.44	45.44
442-400-27	2755 N SELLAND AVE	0.068	3220	45.44	45.44
442-400-28	2761 N SELLAND AVE	0.097	3220	45.44	45.44
442-400-29	2767 N SELLAND AVE	0.097	3220	45.44	45.44
442-400-30	2773 N SELLAND AVE	0.088	3220	45.44	45.44
442-400-31	2779 N SELLAND AVE	0.088	3220	45.44	45.44
442-400-32	2789 N SELLAND AVE	0.135	3220	45.44	45.44
442-400-33	2784 N SELLAND AVE	0.141	3220	45.44	45.44

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442-400-34	2778 N SELLAND AVE	0.088	3220	45.44	45.44
442-400-35	2772 N SELLAND AVE	0.088	3220	45.44	45.44
442-400-36	2766 N SELLAND AVE	0.088	3220	45.44	45.44
442-400-37	2760 N SELLAND AVE	0.088	3220	45.44	45.44
442-400-38	2754 N SELLAND AVE	0.112	3220	45.44	45.44
442-400-39	2748 N SELLAND AVE	0.089	3220	45.44	45.44
442-400-40	2742 N SELLAND AVE	0.089	3220	45.44	45.44
442-400-41	2736 N SELLAND AVE	0.089	3220	45.44	45.44
442-400-42	2730 N SELLAND AVE	0.089	3220	45.44	45.44
442-400-43	2724 N SELLAND AVE	0.089	3220	45.44	45.44
442-400-44	2718 N SELLAND AVE	0.099	3220	45.44	45.44
442-400-45	2719 N SELLAND AVE	0.090	3220	45.44	45.44
442-400-46	2725 N SELLAND AVE	0.109	3220	45.44	45.44
442-400-47	3541 W SIMPSON AVE	0.016	3220	45.44	45.44
442-400-48	3547 W SIMPSON AVE	0.016	3220	45.44	45.44
442-400-49	3553 W SIMPSON AVE	0.016	3220	45.44	45.44
442-400-50	3559 W SIMPSON AVE	0.091	3220	45.44	45.44
442-400-51	3565 W SIMPSON AVE	0.016	3220	45.44	45.44
442-400-52	3571 W SIMPSON AVE	0.104	3220	45.44	45.44
442-400-53	2721 N MARTY AVE	0.099	3220	45.44	45.44
442-400-54	2727 N MARTY AVE	0.093	3220	45.44	45.44
442-521-01	3417 W YALE AVE	0.172	4347	23.75	23.74
442-521-02	3427 W YALE AVE	0.137	4347	23.75	23.74
442-521-03	3437 W YALE AVE	0.137	4347	23.75	23.74
442-521-04	3447 W YALE AVE	0.137	4347	23.75	23.74
442-521-05	3457 W YALE AVE	0.137	4347	23.75	23.74
442-521-06	3467 W YALE AVE	0.137	4347	23.75	23.74
442-521-07	3477 W YALE AVE	0.149	4347	23.75	23.74
442-521-08	3476 W CAMBRIDGE AVE	0.149	4347	23.75	23.74
442-521-09	3466 W CAMBRIDGE AVE	0.137	4347	23.75	23.74
442-521-10	3456 W CAMBRIDGE AVE	0.137	4347	23.75	23.74
442-521-11	3446 W CAMBRIDGE AVE	0.137	4347	23.75	23.74
442-521-12	3436 W CAMBRIDGE AVE	0.137	4347	23.75	23.74
442-521-13	3426 W CAMBRIDGE AVE	0.137	4347	23.75	23.74
442-521-14	3416 W CAMBRIDGE AVE	0.172	4347	23.75	23.74
442-522-01	3415 W CAMBRIDGE AVE	0.172	4347	23.75	23.74
442-522-02	3425 W CAMBRIDGE AVE	0.137	4347	23.75	23.74
442-522-03	3435 W CAMBRIDGE AVE	0.137	4347	23.75	23.74
442-522-04	3445 W CAMBRIDGE AVE	0.137	4347	23.75	23.74
442-522-05	3455 W CAMBRIDGE AVE	0.137	4347	23.75	23.74
442-522-06	3465 W CAMBRIDGE AVE	0.137	4347	23.75	23.74
442-522-07	3475 W CAMBRIDGE AVE	0.149	4347	23.75	23.74
442-522-08	3474 W WELDON AVE	0.149	4347	23.75	23.74
442-522-09	3464 W WELDON AVE	0.137	4347	23.75	23.74
442-522-10	3454 W WELDON AVE	0.137	4347	23.75	23.74
442-522-11	3444 W WELDON AVE		4347	23.75	23.74
442-522-12	3434 W WELDON AVE	0.137	4347	23.75	23.74
442-522-13	3424 W WELDON AVE	0.137	4347	23.75	23.74
442-522-14	3414 W WELDON AVE	0.172	4347	23.75	23.74
442-523-01	3413 W WELDON AVE	0.172	4347	23.75	23.74
442-523-02	3423 W WELDON AVE	0.137	4347	23.75	23.74
442-523-03	3433 W WELDON AVE	0.137	4347	23.75	23.74
442-523-04	3443 W WELDON AVE	0.140	4347	23.75	23.74
442-523-05	3453 W WELDON AVE	0.140	4347	23.75	23.74
442-523-06	3463 W WELDON AVE	0.141	4347	23.75	23.74
442-523-07	3473 W WELDON AVE	0.141	4347	23.75	23.74
442-523-08	3483 W WELDON AVE	0.218	4347	23.75	23.74
442-523-09	2219 N RAFAEL AVE	0.218	4347	23.75	23.74
442-523-10	2227 N RAFAEL AVE	0.231	4347	23.75	23.74
442-523-11	2237 N RAFAEL AVE	0.169	4347	23.75	23.74
442-523-12	2245 N RAFAEL AVE	0.163	4347	23.75	23.74
442-523-13	2255 N RAFAEL AVE	0.163	4347	23.75	23.74
442-523-14	2263 N RAFAEL AVE	0.163	4347	23.75	23.74
442-523-15	2273 N RAFAEL AVE	0.177	4347	23.75	23.74
442-523-16	3503 W YALE AVE	0.161	4471	23.75	23.74
442-523-17	2256 N SELLAND AVE	0.161	4471	23.75	23.74

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442-523-18	2248 N SELLAND AVE	0.159	4471	23.75	23.74
442-523-19	2240 N SELLAND AVE	0.159	4471	23.75	23.74
442-523-20	2234 N SELLAND AVE	0.165	4471	23.75	23.74
442-523-21	2226 N SELLAND AVE	0.200	4471	23.75	23.74
442-523-22	2218 N SELLAND AVE	0.250	4471	23.75	23.74
442-523-23	3511 W WELDON AVE	0.257	4471	23.75	23.74
442-523-24	3521 W WELDON AVE	0.167	4471	23.75	23.74
442-523-25	3531 W WELDON AVE	0.150	4471	23.75	23.74
442-523-26	3541 W WELDON AVE	0.150	4471	23.75	23.74
442-523-27	3551 W WELDON AVE	0.150	4471	23.75	23.74
442-523-28	3561 W WELDON AVE	0.150	4471	23.75	23.74
442-523-29	3571 W WELDON AVE	0.148	4471	23.75	23.74
442-523-30	3581 W WELDON AVE	0.143	4471	23.75	23.74
442-523-31	3591 W WELDON AVE	0.160	4471	23.75	23.74
442-524-01	2291 N RAFAEL AVE	0.196	4347	23.75	23.74
442-524-02	2296 N SELLAND AVE	0.176	4471	23.75	23.74
442-524-03	2288 N SELLAND AVE	0.176	4471	23.75	23.74
442-524-04	2280 N SELLAND AVE	0.189	4471	23.75	23.74
442-525-01	2297 N MARTY AVE	0.158	4471	23.75	23.74
442-525-02	2289 N MARTY AVE	0.158	4471	23.75	23.74
442-525-03	2281 N MARTY AVE	0.150	4471	23.75	23.74
442-525-04	2273 N MARTY AVE	0.141	4471	23.75	23.74
442-525-05	2265 N MARTY AVE	0.141	4471	23.75	23.74
442-525-06	2257 N MARTY AVE	0.141	4471	23.75	23.74
442-525-07	2249 N MARTY AVE	0.141	4471	23.75	23.74
442-525-08	2241 N MARTY AVE	0.141	4471	23.75	23.74
442-525-09	2233 N MARTY AVE	0.141	4471	23.75	23.74
442-525-10	2225 N MARTY AVE	0.153	4471	23.75	23.74
442-526-01	3566 W YALE AVE	0.160	4471	23.75	23.74
442-526-02	3556 W YALE AVE	0.142	4471	23.75	23.74
442-526-03	3544 W YALE AVE	0.142	4471	23.75	23.74
442-526-04	3532 W YALE AVE	0.142	4471	23.75	23.74
442-526-05	3520 W YALE AVE	0.156	4471	23.75	23.74
442-527-01	3519 W YALE AVE	0.160	4471	23.75	23.74
442-527-02	3533 W YALE AVE	0.142	4471	23.75	23.74
442-527-03	3545 W YALE AVE	0.142	4471	23.75	23.74
442-527-04	3557 W YALE AVE	0.142	4471	23.75	23.74
442-527-05	3567 W YALE AVE	0.160	4471	23.75	23.74
442-527-06	3570 W CAMBRIDGE AVE	0.160	4471	23.75	23.74
442-527-07	3560 W CAMBRIDGE AVE	0.142	4471	23.75	23.74
442-527-08	3548 W CAMBRIDGE AVE	0.142	4471	23.75	23.74
442-527-09	3536 W CAMBRIDGE AVE	0.142	4471	23.75	23.74
442-527-10	2261 N SELLAND	0.160	4471	23.75	23.74
442-528-01	3523 W CAMBRIDGE AVE	0.160	4471	23.75	23.74
442-528-02	3535 W CAMBRIDGE AVE	0.142	4471	23.75	23.74
442-528-03	3547 W CAMBRIDGE AVE	0.142	4471	23.75	23.74
442-528-04	3559 W CAMBRIDGE AVE	0.142	4471	23.75	23.74
442-528-05	3569 W CAMBRIDGE AVE	0.160	4471	23.75	23.74
442-528-06	3568 W WELDON AVE	0.160	4471	23.75	23.74
442-528-07	3558 W WELDON AVE	0.142	4471	23.75	23.74
442-528-08	3546 W WELDON AVE	0.142	4471	23.75	23.74
442-528-09	3534 W WELDON AVE	0.142	4471	23.75	23.74
442-528-10	3522 W WELDON AVE	0.160	4471	23.75	23.74
455-273-01-S	5233 E HEDGES AVE	0.154	4224	58.50	58.50
455-273-02-S	5237 E HEDGES AVE	0.154	4224	58.50	58.50
455-273-03-S	5243 E HEDGES AVE	0.154	4224	58.50	58.50
455-273-04-S	5247 E HEDGES AVE	0.162	4224	58.50	58.50
455-273-05-S	5251 E HEDGES AVE	0.154	4224	58.50	58.50
455-273-06-S	5257 E HEDGES AVE	0.154	4224	58.50	58.50
455-273-07-S	5261 E HEDGES AVE	0.154	4224	58.50	58.50
455-273-08-S	5265 E HEDGES AVE	0.154	4224	58.50	58.50
455-273-09-S	5271 E HEDGES AVE	0.154	4224	58.50	58.50
455-273-10-S	5275 E HEDGES AVE	0.154	4224	58.50	58.50
455-273-11-S	5279 E HEDGES AVE	0.154	4224	58.50	58.50
455-273-12-S	5285 E HEDGES AVE	0.154	4224	58.50	58.50
455-273-13-S	5289 E HEDGES AVE	0.143	4224	58.50	58.50

Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
455-273-14-S	1268 N HOMSY AVE	0.143	4224	58.50	58.50
455-273-15-S	1258 N HOMSY AVE	0.151	4224	58.50	58.50
455-273-16-S	1250 N HOMSY AVE	0.151	4224	58.50	58.50
455-273-17-S	1240 N HOMSY AVE	0.151	4224	58.50	58.50
455-273-18-S	1232 N HOMSY AVE	0.143	4224	58.50	58.50
455-273-19-S	5292 E HAMMOND AVE	0.215	4224	58.50	58.50
455-273-20-S	5288 E HAMMOND AVE	0.210	4224	58.50	58.50
455-273-21-S	5284 E HAMMOND AVE	0.168	4224	58.50	58.50
455-273-22-S	5280 E HAMMOND AVE	0.168	4224	58.50	58.50
455-273-23-S	5276 E HAMMOND AVE	0.168	4224	58.50	58.50
455-273-24-S	5272 E HAMMOND AVE	0.210	4224	58.50	58.50
455-274-01-S	5235 E HAMMOND AVE	0.172	4224	58.50	58.50
455-274-02-S	5239 E HAMMOND AVE	0.140	4224	58.50	58.50
455-274-03-S	5245 E HAMMOND AVE	0.140	4224	58.50	58.50
455-274-04-S	5249 E HAMMOND AVE	0.140	4224	58.50	58.50
455-274-05-S	5253 E HAMMOND AVE	0.140	4224	58.50	58.50
455-274-06-S	5259 E HAMMOND AVE	0.140	4224	58.50	58.50
455-274-07-S	5263 E HAMMOND AVE	0.140	4224	58.50	58.50
455-274-08-S	5267 E HAMMOND AVE	0.140	4224	58.50	58.50
455-274-09-S	5273 E HAMMOND AVE	0.140	4224	58.50	58.50
455-274-10-S	5277 E HAMMOND AVE	0.140	4224	58.50	58.50
455-274-11-S	5281 E HAMMOND AVE	0.140	4224	58.50	58.50
455-274-12-S	5287 E HAMMOND AVE	0.172	4224	58.50	58.50
455-274-13-S	5286 E HEDGES AVE	0.172	4224	58.50	58.50
455-274-14-S	5280 E HEDGES AVE	0.140	4224	58.50	58.50
455-274-15-S	5276 E HEDGES AVE	0.140	4224	58.50	58.50
455-274-16-S	5272 E HEDGES AVE	0.140	4224	58.50	58.50
455-274-17-S	5266 E HEDGES AVE	0.140	4224	58.50	58.50
455-274-18-S	5262 E HEDGES AVE	0.140	4224	58.50	58.50
455-274-19-S	5258 E HEDGES AVE	0.140	4224	58.50	58.50
455-274-20-S	5252 E HEDGES AVE	0.140	4224	58.50	58.50
455-274-21-S	5248 E HEDGES AVE	0.140	4224	58.50	58.50
455-274-22-S	5244 E HEDGES AVE	0.140	4224	58.50	58.50
455-274-23-S	5238 E HEDGES AVE	0.140	4224	58.50	58.50
455-274-24-S	5234 E HEDGES AVE	0.172	4224	58.50	58.50
455-275-01-S	5260 E HAMMOND AVE	0.210	4224	58.50	58.50
455-275-02-S	5254 E HAMMOND AVE	0.179	4224	58.50	58.50
455-275-03-S	5250 E HAMMOND AVE	0.179	4224	58.50	58.50
455-275-04-S	5246 E HAMMOND AVE	0.179	4224	58.50	58.50
455-275-05-S	5240 E HAMMOND AVE	0.179	4224	58.50	58.50
455-275-06-S	5236 E HAMMOND AVE	0.210	4224	58.50	58.50
462-210-42	253 N ADRIAN AVE	0.160	4079	81.66	81.66
462-210-43	263 N ADRIAN AVE	0.132	4079	81.66	81.66
462-210-44	273 N ADRIAN AVE	0.132	4079	81.66	81.66
462-210-45	283 N ADRIAN AVE	0.132	4079	81.66	81.66
462-210-46	293 N ADRIAN AVE	0.132	4079	81.66	81.66
462-210-47	288 N ADRIAN AVE	0.129	4079	81.66	81.66
462-210-48	280 N ADRIAN AVE	0.119	4079	81.66	81.66
462-210-49	272 N ADRIAN AVE	0.119	4079	81.66	81.66
462-210-50	256 N ADRIAN AVE	0.119	4079	81.66	81.66
462-210-51	248 N ADRIAN AVE	0.119	4079	81.66	81.66
462-210-52	240 N ADRIAN AVE	0.119	4079	81.66	81.66
462-210-53	232 N ADRIAN AVE	0.119	4079	81.66	81.66
462-210-54	224 N ADRIAN AVE	0.129	4079	81.66	81.66
462-210-55	225 N BUSH AVE	0.129	4079	81.66	81.66
462-210-56	233 N BUSH AVE	0.119	4079	81.66	81.66
462-210-57	241 N BUSH AVE	0.119	4079	81.66	81.66
462-210-58	249 N BUSH AVE	0.119	4079	81.66	81.66
462-210-59	257 N BUSH AVE	0.119	4079	81.66	81.66
462-210-60	273 N BUSH AVE	0.119	4079	81.66	81.66
462-210-61	281 N BUSH AVE	0.119	4079	81.66	81.66
462-210-62	289 N BUSH AVE	0.129	4079	81.66	81.66
462-210-63	294 N BUSH AVE	0.153	4079	81.66	81.66
462-210-64	284 N BUSH AVE	0.122	4079	81.66	81.66
462-210-65	274 N BUSH AVE	0.122	4079	81.66	81.66
462-210-66	264 N BUSH AVE	0.122	4079	81.66	81.66

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462-210-67	254 N BUSH AVE	0.122	4079	81.66	81.66
462-210-68	244 N BUSH AVE	0.122	4079	81.66	81.66
462-210-69	234 N BUSH AVE	0.122	4079	81.66	81.66
462-210-70	224 N BUSH AVE	0.122	4079	81.66	81.66
462-210-71	214 N BUSH AVE	0.122	4079	81.66	81.66
462-210-72	5244 E ILLINOIS AVE	0.101	4079	81.66	81.66
462-210-73	5238 E ILLINOIS AVE	0.119	4079	81.66	81.66
462-210-74	5234 E ILLINOIS AVE	0.136	4079	81.66	81.66
462-210-75	5228 E ILLINOIS AVE	0.158	4079	81.66	81.66
478-073-41	2107 S IVY AVE	0.206	91-28	169.00	169.00
478-073-42	1509 E ATCHISON ST	0.132	91-28	169.00	169.00
478-073-43	1517 E ATCHISON ST	0.137	91-28	169.00	169.00
478-073-44	1523 E ATCHISON ST	0.137	91-28	169.00	169.00
478-073-45	1527 E ATCHISON ST	0.151	91-28	169.00	169.00
478-073-46	1528 E ATCHISON ST	0.126	91-28	169.00	169.00
478-073-47	2146 S GENEVA AVE	0.080	91-28	169.00	169.00
478-073-48	1524 E ATCHISON ST	0.114	91-28	169.00	169.00
478-073-49	1518 E ATCHISON ST	0.091	91-28	169.00	169.00
478-073-50	1510 E ATCHISON ST	0.126	91-28	169.00	169.00
478-261-36	2376 S POPPY AVE	0.137	92-25	116.23	116.22
478-261-37	2382 S POPPY AVE	0.136	92-25	116.23	116.22
478-261-38	2386 S POPPY AVE	0.143	92-25	116.23	116.22
478-261-39	2390 S POPPY AVE	0.182	92-25	116.23	116.22
478-261-40	2396 S POPPY AVE	0.249	92-25	116.23	116.22
478-261-41	2397 S POPPY AVE	0.347	92-25	116.23	116.22
478-261-42	2391 S POPPY AVE	0.279	92-25	116.23	116.22
478-261-43	2387 S POPPY AVE	0.146	92-25	116.23	116.22
478-261-44	2383 S POPPY AVE	0.145	92-25	116.23	116.22
478-261-45	2377 S POPPY AVE	0.143	92-25	116.23	116.22
478-261-46	2380 S HOLLY AVE	0.159	92-25	116.23	116.22
478-261-47	2384 S HOLLY AVE	0.159	92-25	116.23	116.22
478-261-48	2388 S HOLLY AVE	0.159	92-25	116.23	116.22
478-261-49	2394 S HOLLY AVE	0.160	92-25	116.23	116.22
478-261-50	2398 S HOLLY AVE	0.213	92-25	116.23	116.22
481-201-01S	2352 S PIERCE AVE	0.172	3590	54.55	54.54
481-201-02S	2358 S PIERCE AVE	0.172	3590	54.55	54.54
481-201-03S	2362 S PIERCE AVE	0.172	3590	54.55	54.54
481-201-04S	2368 S PIERCE AVE	0.137	3590	54.55	54.54
481-201-05S	2372 S PIERCE AVE	0.172	3590	54.55	54.54
481-201-06S	2378 S PIERCE AVE	0.172	3590	54.55	54.54
481-201-07S	2382 S PIERCE AVE	0.172	3590	54.55	54.54
481-201-08S	2388 S PIERCE AVE	0.172	3590	54.55	54.54
481-201-09S	2392 S PIERCE AVE	0.215	3590	54.55	54.54
481-201-10S	5014 E TOWER AVE	0.215	3590	54.55	54.54
481-201-11S	5018 E TOWER AVE	0.202	3590	54.55	54.54
481-201-12S	5022 E TOWER AVE	0.151	3590	54.55	54.54
481-201-13S	5026 E TOWER AVE	0.151	3590	54.55	54.54
481-201-14S	5030 E TOWER AVE	0.151	3590	54.55	54.54
481-201-15S	5036 E TOWER AVE	0.151	3590	54.55	54.54
481-201-16S	5042 E TOWER AVE	0.163	3590	54.55	54.54
481-202-01S	2353 S PIERCE AVE	0.155	3590	54.55	54.54
481-202-02S	2359 S PIERCE AVE	0.155	3590	54.55	54.54
481-202-03S	2363 S PIERCE AVE	0.153	3590	54.55	54.54
481-202-04S	2369 S PIERCE AVE	0.146	3590	54.55	54.54
481-202-05S	2373 S PIERCE AVE	0.153	3590	54.55	54.54
481-202-06S	2379 S PIERCE AVE	0.153	3590	54.55	54.54
481-202-07S	2383 S PIERCE AVE	0.163	3590	54.55	54.54
481-202-08S	2384 S ADLER	0.163	3590	54.55	54.54
481-202-09S	2380 S ADLER	0.153	3590	54.55	54.54
481-202-10S	2374 S ADLER	0.153	3590	54.55	54.54
481-202-11S	2370 S ADLER	0.153	3590	54.55	54.54
481-202-12S	2364 S ADLER	0.153	3590	54.55	54.54
481-202-13S	2360 S ADLER	0.153	3590	54.55	54.54
481-202-14S	2354 S ADLER	0.153	3590	54.55	54.54
481-203-01S	2381 S ADLER	0.196	3590	54.55	54.54

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481-203-02S	5047 E TOWER AVE	0.193	3590	54.55	54.54
481-203-03S	5051 E TOWER AVE	0.186	3852	54.55	54.54
481-203-04S	5055 E TOWER AVE	0.185	3852	54.55	54.54
481-203-05S	5059 E TOWER AVE	0.185	3852	54.55	54.54
481-203-06S	5063 E TOWER AVE	0.189	3852	54.55	54.54
481-203-07S	5067 E TOWER AVE	0.189	3852	54.55	54.54
481-203-08S	5071 E TOWER AVE	0.195	3852	54.55	54.54
481-203-09S	5075 E TOWER AVE	0.230	3852	54.55	54.54
481-203-10S	5074 E BELGRAVIA AVE	0.235	3852	54.55	54.54
481-203-11S	5070 E BELGRAVIA AVE	0.196	3852	54.55	54.54
481-203-12S	5066 E BELGRAVIA AVE	0.192	3852	54.55	54.54
481-203-13S	5062 E BELGRAVIA AVE	0.191	3852	54.55	54.54
481-203-14S	5058 E BELGRAVIA AVE	0.189	3852	54.55	54.54
481-203-15S	5054 E BELGRAVIA AVE	0.188	3852	54.55	54.54
481-203-16S	5050 E BELGRAVIA AVE	0.188	3852	54.55	54.54
481-203-17S	5040 E BELGRAVIA AVE	0.191	3852	54.55	54.54
481-203-18S	5036 E BELGRAVIA AVE	0.213	3852	54.55	54.54
481-204-01S	5035 E BELGRAVIA AVE	0.196	3852	54.55	54.54
481-204-02S	5041 E BELGRAVIA AVE	0.176	3852	54.55	54.54
481-204-03S	5049 E BELGRAVIA AVE	0.176	3852	54.55	54.54
481-204-04S	5053 E BELGRAVIA AVE	0.176	3852	54.55	54.54
481-204-05S	5057 E BELGRAVIA AVE	0.176	3852	54.55	54.54
481-204-06S	5061 E BELGRAVIA AVE	0.188	3852	54.55	54.54
481-204-07S	5065 E BELGRAVIA AVE	0.176	3852	54.55	54.54
481-204-08S	5069 E BELGRAVIA AVE	0.176	3852	54.55	54.54
481-204-09S	5073 E BELGRAVIA AVE	0.176	3852	54.55	54.54
481-204-10S	5077 E BELGRAVIA AVE	0.176	3852	54.55	54.54
481-204-11S	5081 E BELGRAVIA AVE	0.176	3852	54.55	54.54
481-204-12S	5087 E BELGRAVIA AVE	0.176	3852	54.55	54.54
481-204-13S	5093 E BELGRAVIA AVE	0.181	3852	54.55	54.54
481-205-01S	5052 E TOWER AVE	0.184	3852	54.55	54.54
481-205-02S	5056 E TOWER AVE	0.184	3852	54.55	54.54
481-205-03S	5060 E TOWER AVE	0.181	3852	54.55	54.54
481-205-04S	5064 E TOWER AVE	0.177	3852	54.55	54.54
481-205-05S	5068 E TOWER AVE	0.170	3852	54.55	54.54
481-205-06S	5072 E TOWER AVE	0.168	3852	54.55	54.54
481-205-07S	5076 E TOWER AVE	0.159	3852	54.55	54.54
481-205-08S	5080 E TOWER AVE	0.209	3852	54.55	54.54
481-205-09S	5084 E TOWER AVE	0.157	3852	54.55	54.54
481-205-10S	2385 S TIMMY AVE	0.137	3852	54.55	54.54
481-205-11S	2381 S TIMMY AVE	0.137	3852	54.55	54.54
481-205-12S	2373 S TIMMY AVE	0.137	3852	54.55	54.54
481-205-13S	2365 S TIMMY AVE	0.137	3852	54.55	54.54
481-205-14S	2363 S TIMMY AVE	0.149	3852	54.55	54.54
481-205-15S	2362 S HELM AVE	0.149	3852	54.55	54.54
481-205-16S	2368 S HELM AVE	0.137	3852	54.55	54.54
481-205-17S	2374 S HELM AVE	0.137	3852	54.55	54.54
481-205-18S	2380 S HELM AVE	0.137	3852	54.55	54.54
481-205-19S	2384 S HELM AVE	0.149	3852	54.55	54.54
481-205-20S	2388 S HELM AVE	0.149	3852	54.55	54.54
481-205-21S	2394 S HELM AVE	0.165	3852	54.55	54.54
481-211-01S	2322 S PIERCE AVE	0.172	3590	54.55	54.54
481-211-02S	2318 S PIERCE AVE	0.172	3590	54.55	54.54
481-211-03S	2312 S PIERCE AVE	0.229	3590	54.55	54.54
481-211-04S	2306 S PIERCE AVE	0.192	3590	54.55	54.54
481-211-05S	5013 E PITT AVE	0.172	3590	54.55	54.54
481-211-06S	5017 E PITT AVE	0.137	3590	54.55	54.54
481-211-07S	5021 E PITT AVE	0.137	3590	54.55	54.54
481-211-08S	5025 E PITT AVE	0.137	3590	54.55	54.54
481-211-09S	5029 E PITT AVE	0.137	3590	54.55	54.54
481-211-10S	5033 E PITT AVE	0.172	3590	54.55	54.54
481-211-11S	2307 S ADLER	0.141	3590	54.55	54.54
481-211-12S	2311 S ADLER	0.172	3590	54.55	54.54
481-211-13S	2317 S ADLER	0.158	3590	54.55	54.54
481-211-14S	2321 S ADLER	0.158	3590	54.55	54.54
481-211-15S	2327 S ADLER	0.160	3590	54.55	54.54

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481-211-16S	2331 S ADLER	0.160	3590	54.55	54.54
481-211-17S	2337 S ADLER	0.160	3590	54.55	54.54
481-211-18S	2341 S ADLER	0.160	3590	54.55	54.54
481-211-19S	2347 S ADLER	0.171	3590	54.55	54.54
481-212-01S	2349 S PIERCE AVE	0.153	3590	54.55	54.54
481-212-02S	2343 S PIERCE AVE	0.153	3590	54.55	54.54
481-212-03S	2339 S PIERCE AVE	0.153	3590	54.55	54.54
481-212-04S	2333 S PIERCE AVE	0.153	3590	54.55	54.54
481-212-05S	2329 S PIERCE AVE	0.153	3590	54.55	54.54
481-212-06S	2323 S PIERCE AVE		3590	54.55	54.54
481-212-07S	2319 S PIERCE AVE	0.153	3590	54.55	54.54
481-212-08S	2313 S PIERCE AVE	0.158	3590	54.55	54.54
481-212-09S	2314 S ADLER	0.158	3590	54.55	54.54
481-212-10S	2320 S ADLER	0.153	3590	54.55	54.54
481-212-11S	2324 S ADLER	0.153	3590	54.55	54.54
481-212-12S	2330 S ADLER	0.158	3590	54.55	54.54
481-212-13S	2334 S ADLER	0.160	3590	54.55	54.54
481-212-14S	2340 S ADLER	0.160	3590	54.55	54.54
481-212-15S	2344 S ADLER	0.160	3590	54.55	54.54
481-212-16S	2350 S ADLER	0.155	3590	54.55	54.54
481-213-01S	2332 S PIERCE AVE	0.172	3590	54.55	54.54
481-213-02S	2338 S PIERCE AVE	0.172	3590	54.55	54.54
481-213-03S	2342 S PIERCE AVE	0.172	3590	54.55	54.54
481-213-04S	2348 S PIERCE AVE	0.172	3590	54.55	54.54
481-221-01S	2357 S HELM AVE	0.184	3852	54.55	54.54
481-221-02S	2359 S HELM AVE	0.166	3852	54.55	54.54
481-221-03S	2361 S HELM AVE	0.179	3852	54.55	54.54
481-221-04S	2363 S HELM AVE	0.182	3852	54.55	54.54
481-221-05S	2367 S HELM AVE	0.159	3852	54.55	54.54
481-221-06S	2379 S HELM AVE	0.179	3852	54.55	54.54
481-221-07S	2385 S HELM AVE	0.176	3852	54.55	54.54
481-221-08S	2386 S CINDY AVE	0.158	4056	54.54	54.54
481-221-09S	2380 S CINDY AVE	0.158	4056	54.54	54.54
481-221-10S	2374 S CINDY AVE	0.137	4056	54.54	54.54
481-221-11S	2368 S CINDY AVE	0.158	4056	54.54	54.54
481-221-12S	2362 S CINDY AVE	0.158	4056	54.54	54.54
481-221-13S	2356 S CINDY AVE	0.158	4056	54.54	54.54
481-221-14S	2350 S CINDY AVE	0.158	4056	54.54	54.54
481-222-01S	5104 E TOWER AVE	0.161	3852	54.55	54.54
481-222-02S	5110 E TOWER AVE	0.165	3852	54.55	54.54
481-222-03S	5114 E TOWER AVE	0.151	4057	54.54	54.54
481-222-04S	5118 E TOWER AVE	0.192	4057	54.54	54.54
481-222-05S	5122 E TOWER AVE	0.192	4057	54.54	54.54
481-222-06S	5126 E TOWER AVE	0.192	4057	54.54	54.54
481-222-07S	5130 E TOWER AVE	0.210	4057	54.54	54.54
481-222-08S	5134 E TOWER AVE	0.227	4057	54.54	54.54
481-222-09S	5138 E TOWER AVE	0.228	4057	54.54	54.54
481-222-10S	5142 E TOWER AVE	0.228	4057	54.54	54.54
481-222-11S	5146 E TOWER AVE	0.228	4057	54.54	54.54
481-222-12S	5150 E TOWER AVE	0.228	4057	54.54	54.54
481-222-13S	5156 E TOWER AVE	0.228	4057	54.54	54.54
481-222-14S	5158 E TOWER AVE	0.228	4057	54.54	54.54
481-222-15S	5162 E TOWER AVE	0.228	4057	54.54	54.54
481-222-16S	5166 E TOWER AVE	0.228	4057	54.54	54.54
481-222-17S	5170 E TOWER AVE	0.228	4057	54.54	54.54
481-222-18S	5174 E TOWER AVE	0.401	4057	54.54	54.54
481-222-19S	2381 S KAREN AVE	0.151	4057	54.54	54.54
481-222-20S	2375 S KAREN AVE	0.151	4057	54.54	54.54
481-222-21S	2369 S KAREN AVE	0.151	4057	54.54	54.54
481-222-22S	2363 S KAREN AVE	0.151	4057	54.54	54.54
481-222-23S	2361 S KAREN AVE	0.151	4057	54.54	54.54
481-222-24S	2357 S KAREN AVE	0.137	4057	54.54	54.54
481-223-07S	2353 S CINDY AVE	0.167	4056	54.54	54.54
481-223-08S	2359 S CINDY AVE	0.167	4056	54.54	54.54
481-223-09S	2365 S CINDY AVE	0.167	4056	54.54	54.54
481-223-10S	2371 S CINDY AVE	0.167	4056	54.54	54.54

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481-223-11S	2377 S CINDY AVE	0.167	4056	54.54	54.54
481-223-12S	2383 S CINDY AVE	0.167	4056	54.54	54.54
481-223-13S	5173 E TOWER AVE	0.137	4057	54.54	54.54
481-223-14S	5167 E TOWER AVE	0.137	4057	54.54	54.54
481-223-15S	5163 E TOWER AVE	0.137	4057	54.54	54.54
481-223-16S	5159 E TOWER AVE	0.137	4057	54.54	54.54
481-223-17S	5155 E TOWER AVE	0.137	4057	54.54	54.54
481-223-18S	5151 E TOWER AVE	0.137	4057	54.54	54.54
481-223-19S	5147 E TOWER AVE	0.137	4057	54.54	54.54
481-223-20S	5143 E TOWER AVE	0.137	4057	54.54	54.54
481-223-21S	5139 E TOWER AVE	0.137	4057	54.54	54.54
481-223-22S	5135 E TOWER AVE	0.137	4057	54.54	54.54
481-223-23S	5140 E BELGRAVIA AVE	0.137	4057	54.54	54.54
481-223-24S	5142 E BELGRAVIA AVE	0.137	4057	54.54	54.54
481-223-25-S	5146 E BELGRAVIA AVE	0.140	4057	54.54	54.54
481-223-26S	5152 E BELGRAVIA AVE	0.137	4057	54.54	54.54
481-223-27S	5156 E BELGRAVIA AVE	0.137	4057	54.54	54.54
481-223-28S	5160 E BELGRAVIA AVE	0.137	4057	54.54	54.54
481-223-29S	5164 E BELGRAVIA AVE	0.137	4057	54.54	54.54
481-223-30S	5168 E BELGRAVIA AVE	0.137	4057	54.54	54.54
481-223-31S	5172 E BELGRAVIA AVE	0.137	4057	54.54	54.54
481-223-44S	2354 S SYLMAR AVE	0.158	4057	54.54	54.54
481-223-45S	2358 S SYLMAR AVE	0.146	4057	54.54	54.54
481-223-46S	2360 S SYLMAR AVE	0.200	4057	54.54	54.54
481-223-47S	2366 S SYLMAR AVE	0.220	4057	54.54	54.54
481-223-48S	5129 E TOWER AVE	0.170	4057	54.54	54.54
481-224-01S	5171 E BELGRAVIA AVE	0.137	4057	54.54	54.54
481-224-02S	5169 E BELGRAVIA AVE	0.137	4057	54.54	54.54
481-224-03S	5165 E BELGRAVIA AVE	0.137	4057	54.54	54.54
481-224-04S	5161 E BELGRAVIA AVE	0.137	4057	54.54	54.54
481-224-05S	5157 E BELGRAVIA AVE	0.137	4057	54.54	54.54
481-224-06S	5153 E BELGRAVIA AVE	0.137	4057	54.54	54.54
481-224-07S	2359 S SYLMAR AVE	0.241	4057	54.54	54.54
481-224-08S	2355 S SYLMAR AVE	0.224	4057	54.54	54.54
481-231-01S	5167 E PITT AVE	0.158	4056	54.54	54.54
481-231-02S	5163 E PITT AVE	0.158	4056	54.54	54.54
481-231-03S	5159 E PITT AVE	0.158	4056	54.54	54.54
481-231-04S	5155 E PITT AVE	0.158	4056	54.54	54.54
481-231-05S	5151 E PITT AVE	0.158	4056	54.54	54.54
481-231-06S	5147 E PITT AVE	0.158	4056	54.54	54.54
481-231-07S	5143 E PITT AVE	0.158	4056	54.54	54.54
481-231-08S	5139 E PITT AVE	0.158	4056	54.54	54.54
481-231-09S	5135 E PITT AVE	0.158	4056	54.54	54.54
481-231-10S	5131 E PITT AVE	0.158	4056	54.54	54.54
481-231-11S	5127 E PITT AVE	0.158	4056	54.54	54.54
481-231-12S	5123 E PITT AVE	0.158	4056	54.54	54.54
481-231-13S	5119 E PITT AVE	0.158	4056	54.54	54.54
481-231-14S	5115 E PITT AVE	0.158	4056	54.54	54.54
481-231-15S	5111 E PITT AVE	0.158	4056	54.54	54.54
481-231-16S	5107 E PITT AVE	0.158	4056	54.54	54.54
481-231-17S	5103 E PITT AVE	0.158	4056	54.54	54.54
481-231-18S	5173 E PITT AVE	0.137	4057	54.54	54.54
481-232-01S	5166 E PITT AVE	0.158	4056	54.54	54.54
481-232-02S	5162 E PITT AVE	0.158	4056	54.54	54.54
481-232-03S	5158 E PITT AVE	0.158	4056	54.54	54.54
481-232-04S	5154 E PITT AVE	0.158	4056	54.54	54.54
481-232-05S	5150 E PITT AVE	0.158	4056	54.54	54.54
481-232-06S	5146 E PITT AVE	0.158	4056	54.54	54.54
481-232-07S	5142 E PITT AVE	0.158	4056	54.54	54.54
481-232-08S	5138 E PITT AVE	0.158	4056	54.54	54.54
481-232-09S	5134 E PITT AVE	0.158	4056	54.54	54.54
481-232-10S	5130 E PITT AVE	0.158	4056	54.54	54.54
481-232-11S	5126 E PITT AVE	0.158	4056	54.54	54.54
481-232-12S	5122 E PITT AVE	0.158	4056	54.54	54.54
481-232-13S	5118 E PITT AVE	0.137	4056	54.54	54.54
481-232-14S	5114 E PITT AVE	0.158	4056	54.54	54.54

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481-232-15S	5110 E PITT AVE	0.158	4056	54.54	54.54
481-232-16S	5106 E PITT AVE	0.158	4056	54.54	54.54
481-232-17S	5105 E TRUMAN AVE	0.158	4056	54.54	54.54
481-232-18S	5109 E TRUMAN AVE	0.158	4056	54.54	54.54
481-232-19S	5113 E TRUMAN AVE	0.158	4056	54.54	54.54
481-232-20S	5117 E TRUMAN AVE	0.158	4056	54.54	54.54
481-232-21S	5121 E TRUMAN AVE	0.158	4056	54.54	54.54
481-232-22S	5125 E TRUMAN AVE	0.158	4056	54.54	54.54
481-232-23S	5129 E TRUMAN AVE	0.158	4056	54.54	54.54
481-232-24S	5133 E TRUMAN AVE	0.158	4056	54.54	54.54
481-232-25S	5137 E TRUMAN AVE	0.158	4056	54.54	54.54
481-232-26S	5141 E TRUMAN AVE	0.158	4056	54.54	54.54
481-232-27S	5145 E TRUMAN AVE	0.158	4056	54.54	54.54
481-232-28S	5149 E TRUMAN AVE	0.158	4056	54.54	54.54
481-232-29S	5153 E TRUMAN AVE	0.158	4056	54.54	54.54
481-232-30S	5172 E PITT AVE	0.137	4057	54.54	54.54
481-232-31S	2328 S KAREN AVE	0.137	4057	54.54	54.54
481-232-32S	2332 S KAREN AVE	0.137	4057	54.54	54.54
481-232-33S	2336 S KAREN AVE	0.137	4057	54.54	54.54
481-232-34S	2340 S KAREN AVE	0.137	4057	54.54	54.54
481-232-35S	2342 S KAREN AVE	0.137	4057	54.54	54.54
481-232-36S	2345 S TERRY AVE	0.137	4057	54.54	54.54
481-232-37S	2341 S TERRY AVE	0.137	4057	54.54	54.54
481-232-38S	2337 S TERRY AVE	0.137	4057	54.54	54.54
481-232-39S	2333 S TERRY AVE	0.137	4057	54.54	54.54
481-232-40S	5157 E TRUMAN AVE	0.137	4057	54.54	54.54
481-233-01S	5152 E TRUMAN AVE	0.158	4056	54.54	54.54
481-233-02S	5148 E TRUMAN AVE	0.158	4056	54.54	54.54
481-233-03S	5144 E TRUMAN AVE	0.158	4056	54.54	54.54
481-233-04S	5140 E TRUMAN AVE	0.137	4056	54.54	54.54
481-233-05S	5136 E TRUMAN AVE	0.158	4056	54.54	54.54
481-233-06S	5132 E TRUMAN AVE	0.137	4056	54.54	54.54
481-233-07S	5128 E TRUMAN AVE	0.137	4056	54.54	54.54
481-233-08S	5124 E TRUMAN AVE	0.137	4056	54.54	54.54
481-233-09S	5120 E TRUMAN AVE	0.158	4056	54.54	54.54
481-233-10S	5116 E TRUMAN AVE	0.137	4056	54.54	54.54
481-233-11S	5112 E TRUMAN AVE	0.158	4056	54.54	54.54
481-233-12S	5108 E TRUMAN AVE	0.158	4056	54.54	54.54
481-233-13S	5104 E TRUMAN AVE	0.158	4056	54.54	54.54
481-233-14S	5103 E BELGRAVIA AVE	0.158	4056	54.54	54.54
481-233-15S	5107 E BELGRAVIA AVE	0.158	4056	54.54	54.54
481-233-16S	5111 E BELGRAVIA AVE	0.158	4056	54.54	54.54
481-233-17S	5115 E BELGRAVIA AVE	0.158	4056	54.54	54.54
481-233-18S	5119 E BELGRAVIA AVE	0.158	4056	54.54	54.54
481-233-19S	5123 E BELGRAVIA AVE	0.158	4056	54.54	54.54
481-233-20S	5127 E BELGRAVIA AVE	0.158	4056	54.54	54.54
481-233-21S	5131 E BELGRAVIA AVE	0.158	4056	54.54	54.54
481-233-22S	5135 E BELGRAVIA AVE	0.158	4056	54.54	54.54
481-233-23S	5170 E TRUMAN AVE	0.137	4057	54.54	54.54
481-233-24S	5166 E TRUMAN AVE	0.137	4057	54.54	54.54
481-233-25S	5162 E TRUMAN AVE	0.137	4057	54.54	54.54
481-233-26S	5158 E TRUMAN AVE	0.275	4057	54.54	54.54
481-233-27S	2346 S TERRY AVE	0.321	4057	54.54	54.54
481-233-28S	2344 S TERRY AVE	0.206	4057	54.54	54.54
481-233-29S	2353 S SYLMAR AVE	0.258	4057	54.54	54.54
481-233-30S	2351 S SYLMAR AVE	0.275	4057	54.54	54.54
481-234-01S	2317 S KAREN AVE	0.156	4057	54.54	54.54
481-234-02S	2321 S KAREN AVE	0.156	4057	54.54	54.54

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481-234-03S	2323 S KAREN AVE	0.156	4057	54.54	54.54
481-234-04S	2329 S KAREN AVE	0.156	4057	54.54	54.54
481-234-05S	2333 S KAREN AVE	0.156	4057	54.54	54.54
481-234-06S	2337 S KAREN AVE	0.156	4057	54.54	54.54
481-234-07S	2341 S KAREN AVE	0.156	4057	54.54	54.54
481-234-08S	2345 S KAREN AVE	0.156	4057	54.54	54.54
481-234-09S	2349 S KAREN AVE	0.156	4057	54.54	54.54
481-234-10S	2353 S KAREN AVE	0.156	4057	54.54	54.54
481-241-01	4885 E EDNA AVE	0.146	3542	21.36	21.36
481-241-02	4877 E EDNA AVE	0.151	3542	21.36	21.36
481-241-03	4871 E EDNA AVE	0.155	3542	21.36	21.36
481-241-04	4865 E EDNA AVE	0.162	3542	21.36	21.36
481-241-05	4860 E EDNA AVE	0.191	3542	21.36	21.36
481-241-06	4866 E EDNA AVE	0.191	3542	21.36	21.36
481-241-07	4872 E EDNA AVE	0.204	3542	21.36	21.36
481-241-08	4878 E EDNA AVE	0.133	3542	21.36	21.36
481-241-09	4886 E EDNA AVE	0.127	3542	21.36	21.36
481-241-10	4881 E EUGENIA AVE	0.149	3542	21.36	21.36
481-241-11	4875 E EUGENIA AVE	0.137	3542	21.36	21.36
481-241-12	4869 E EUGENIA AVE	0.200	3542	21.36	21.36
481-241-13	4863 E EUGENIA AVE	0.232	3542	21.36	21.36
481-241-14	2430 S GARDEN AVE	0.227	3542	21.36	21.36
481-241-15	2436 S GARDEN AVE	0.178	3542	21.36	21.36
481-242-01	4870 E EUGENIA AVE	0.160	3542	21.36	21.36
481-242-02	4876 E EUGENIA AVE	0.137	3542	21.36	21.36
481-242-03	4882 E EUGENIA AVE	0.137	3542	21.36	21.36
481-242-04	4888 E EUGENIA AVE	0.137	3542	21.36	21.36
481-242-05	4894 E EUGENIA AVE	0.172	3542	21.36	21.36
481-242-06	4902 E EUGENIA AVE	0.211	3542	21.36	21.36
481-242-07	4908 E EUGENIA AVE	0.238	3542	21.36	21.36
481-242-08	4911 E EUGENIA AVE	0.199	3542	21.36	21.36
481-242-09	4907 E EUGENIA AVE	0.211	3542	21.36	21.36
481-242-10	4901 E EUGENIA AVE	0.198	3542	21.36	21.36
481-242-11	2427 S LAUREEN AVE	0.139	3542	21.36	21.36
481-242-12	2421 S LAUREEN AVE	0.152	3542	21.36	21.36
481-242-13	2415 S LAUREEN AVE	0.140	3542	21.36	21.36
481-242-14	2409 S LAUREEN AVE	0.141	3542	21.36	21.36
481-242-15	2403 S LAUREEN AVE	0.172	3542	21.36	21.36
481-251-01-S	4921 E BURNS AVE	0.150	3542	21.36	21.36
481-251-02-S	4917 E BURNS AVE	0.134	3542	21.36	21.36
481-252-01-S	4929 E BURNS AVE	0.152	3542	21.36	21.36
481-252-02-S	4933 E BURNS AVE	0.140	3542	21.36	21.36
481-252-03-S	4937 E BURNS AVE	0.140	3542	21.36	21.36
481-252-04-S	4941 E BURNS AVE	0.140	3542	21.36	21.36
481-252-05-S	4945 E BURNS AVE	0.140	3542	21.36	21.36
481-252-06-S	4949 E BURNS AVE	0.140	3542	21.36	21.36
481-252-07-S	4953 E BURNS AVE	0.140	3542	21.36	21.36
481-252-08-S	4957 E BURNS AVE	0.140	3542	21.36	21.36
481-252-09-S	4961 E BURNS AVE	0.169	3542	21.36	21.36
481-252-10-S	4965 E BURNS AVE	0.198	3542	21.36	21.36
481-252-11-S	4969 E BURNS AVE	0.162	3542	21.36	21.36
481-252-12-S	2459 S FINE AVE	0.172	3542	21.36	21.36
481-252-13-S	2463 S FINE AVE	0.153	3542	21.36	21.36
481-252-14-S	2467 S FINE AVE	0.155	3542	21.36	21.36
481-252-15-S	2471 S FINE AVE	0.166	3542	21.36	21.36
481-252-16-S	4973 E GROVE AVE	0.169	3542	21.36	21.36
481-252-17-S	4977 E GROVE AVE	0.140	3542	21.36	21.36
481-252-18-S	4981 E GROVE AVE	0.140	3542	21.36	21.36
481-252-19-S	4985 E GROVE AVE	0.130	3542	21.36	21.36
481-252-20-S	4989 E GROVE AVE	0.180	3542	21.36	21.36
481-252-21-S	4993 E GROVE AVE	0.181	3542	21.36	21.36
481-252-22-S	4997 E GROVE AVE	0.198	3542	21.36	21.36
481-252-23-S	4994 E GROVE AVE	0.208	3542	21.36	21.36
481-252-24-S	4990 E GROVE AVE	0.248	3542	21.36	21.36
481-252-25-S	4986 E GROVE AVE	0.174	3542	21.36	21.36

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481-252-26-S	4982 E GROVE AVE	0.140	3542	21.36	21.36
481-252-27-S	4978 E GROVE AVE	0.140	3542	21.36	21.36
481-252-28-S	4974 E GROVE AVE	0.140	3542	21.36	21.36
481-252-29-S	4970 E GROVE AVE	0.152	3542	21.36	21.36
481-252-30-S	4971 E BYRD AVE	0.162	3542	21.36	21.36
481-252-31-S	4975 E BYRD AVE	0.144	3542	21.36	21.36
481-252-32-S	4979 E BYRD AVE	0.144	3542	21.36	21.36
481-252-33-S	4983 E BYRD AVE	0.144	3542	21.36	21.36
481-252-34-S	4987 E BYRD AVE	0.152	3542	21.36	21.36
481-252-35-S	4991 E BYRD AVE	0.144	3542	21.36	21.36
481-252-36-S	4995 E BYRD AVE	0.179	3542	21.36	21.36
481-253-01-S	2490 S PAULA AVE	0.163	3542	21.36	21.36
481-253-02-S	2484 S PAULA AVE	0.183	3542	21.36	21.36
481-253-03-S	2478 S PAULA AVE	0.154	3542	21.36	21.36
481-253-04-S	4931 E LAURITE AVE	0.155	3542	21.36	21.36
481-253-05-S	4935 E LAURITE AVE	0.133	3542	21.36	21.36
481-253-06-S	4939 E LAURITE AVE	0.140	3542	21.36	21.36
481-253-07-S	4943 E LAURITE AVE	0.140	3542	21.36	21.36
481-253-08-S	4947 E LAURITE AVE	0.151	3542	21.36	21.36
481-253-09-S	4951 E LAURITE AVE	0.209	3542	21.36	21.36
481-253-10-S	2479 S ROUGHRIDER AVE	0.190	3542	21.36	21.36
481-253-11-S	2485 S ROUGHRIDER AVE	0.157	3542	21.36	21.36
481-253-12-S	2489 S ROUGHRIDER AVE	0.135	3542	21.36	21.36
481-253-13-S	2493 S ROUGHRIDER AVE	0.137	3542	21.36	21.36
481-253-14-S	2497 S ROUGHRIDER AVE	0.137	3542	21.36	21.36
481-253-15-S	2499 S ROUGHRIDER AVE	0.149	3542	21.36	21.36
481-253-16-S	2494 S FINE AVE	0.149	3542	21.36	21.36
481-253-17-S	2490 S FINE AVE	0.137	3542	21.36	21.36
481-253-18-S	2486 S FINE AVE	0.137	3542	21.36	21.36
481-253-19-S	2482 S FINE AVE	0.137	3542	21.36	21.36
481-253-20-S	2476 S FINE AVE	0.137	3542	21.36	21.36
481-253-21-S	2470 S FINE AVE	0.137	3542	21.36	21.36
481-253-22-S	2466 S FINE AVE	0.137	3542	21.36	21.36
481-253-23-S	4962 E BURNS AVE	0.149	3542	21.36	21.36
481-253-24-S	4958 E BURNS AVE	0.137	3542	21.36	21.36
481-253-25-S	4954 E BURNS AVE	0.137	3542	21.36	21.36
481-253-26-S	4950 E BURNS AVE	0.137	3542	21.36	21.36
481-253-27-S	4946 E BURNS AVE	0.137	3542	21.36	21.36
481-253-28-S	4942 E BURNS AVE	0.137	3542	21.36	21.36
481-253-29-S	4938 E BURNS AVE	0.137	3542	21.36	21.36
481-253-30-S	4934 E BURNS AVE	0.137	3542	21.36	21.36
481-253-31-S	4930 E BURNS AVE	0.137	3542	21.36	21.36
481-253-32-S	4926 E BURNS AVE	0.137	3542	21.36	21.36
481-253-33-S	4922 E BURNS AVE	0.137	3542	21.36	21.36
481-253-34-S	4918 E BURNS AVE	0.137	3542	21.36	21.36
481-254-01-S	2498 S ROUGHRIDER AVE	0.167	3542	21.36	21.36
481-254-02-S	2496 S ROUGHRIDER AVE	0.143	3542	21.36	21.36
481-254-03-S	2492 S ROUGHRIDER AVE	0.143	3542	21.36	21.36
481-254-04-S	2488 S ROUGHRIDER AVE	0.155	3542	21.36	21.36
481-254-05-S	2487 S PAULA AVE	0.155	3542	21.36	21.36
481-254-06-S	2491 S PAULA AVE	0.154	3542	21.36	21.36
481-254-07-S	2495 S PAULA AVE	0.217	3542	21.36	21.36
481-254-08-S	4932 E GROVE AVE	0.249	3542	21.36	21.36
481-254-09-S	4928 E GROVE AVE	0.152	3542	21.36	21.36
481-254-10-S	4924 E GROVE AVE	0.137	3542	21.36	21.36
481-261-01	4869 E BURNS AVE	0.149	3542	21.36	21.36
481-261-02	4875 E BURNS AVE	0.137	3542	21.36	21.36
481-261-03	4881 E BURNS AVE	0.137	3542	21.36	21.36
481-261-04	4887 E BURNS AVE	0.142	3542	21.36	21.36
481-261-05	4893 E BURNS AVE	0.138	3542	21.36	21.36
481-261-06	4899 E BURNS AVE	0.161	3542	21.36	21.36
481-261-07	4903 E BURNS AVE	0.187	3542	21.36	21.36
481-261-08	4907 E BURNS AVE	0.192	3542	21.36	21.36
481-261-09-S	4913 E BURNS AVE	0.138	3542	21.36	21.36
481-262-01	2494 S GARDEN AVE	0.159	3542	21.36	21.36
481-262-02	2490 S GARDEN AVE	0.147	3542	21.36	21.36

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481-262-03	2486 S GARDEN AVE	0.147	3542	21.36	21.36
481-262-04	2482 S GARDEN AVE	0.147	3542	21.36	21.36
481-262-05	2478 S GARDEN AVE	0.147	3542	21.36	21.36
481-262-06	2472 S GARDEN AVE	0.147	3542	21.36	21.36
481-262-07	2468 S GARDEN AVE	0.147	3542	21.36	21.36
481-262-08	2464 S GARDEN AVE	0.147	3542	21.36	21.36
481-262-09	2460 S GARDEN AVE	0.147	3542	21.36	21.36
481-262-10	2456 S GARDEN AVE	0.164	3542	21.36	21.36
481-262-11	2452 S GARDEN AVE	0.159	3542	21.36	21.36
481-262-12	2448 S GARDEN AVE	0.137	3542	21.36	21.36
481-262-13	2442 S GARDEN AVE	0.137	3542	21.36	21.36
481-263-01	2485 S GARDEN AVE	0.160	3542	21.36	21.36
481-263-02	2481 S GARDEN AVE	0.146	3542	21.36	21.36
481-263-03	2475 S GARDEN AVE	0.146	3542	21.36	21.36
481-263-04	2467 S GARDEN AVE	0.146	3542	21.36	21.36
481-263-05	2463 S GARDEN AVE	0.146	3542	21.36	21.36
481-263-06	2459 S GARDEN AVE	0.146	3542	21.36	21.36
481-263-07	2455 S GARDEN AVE	0.160	3542	21.36	21.36
481-263-08	4878 E BURNS AVE	0.149	3542	21.36	21.36
481-263-09	4884 E BURNS AVE	0.127	3542	21.36	21.36
481-263-10	4890 E BURNS AVE	0.147	3542	21.36	21.36
481-263-11	4898 E BURNS AVE	0.144	3542	21.36	21.36
481-263-12	4906 E BURNS AVE	0.137	3542	21.36	21.36
481-263-13	4910 E BURNS AVE	0.143	3542	21.36	21.36
481-263-14-S	4914 E BURNS AVE	0.138	3542	21.36	21.36
481-263-15	2484 S LAUREEN AVE	0.146	3542	21.36	21.36
481-263-16	2480 S LAUREEN AVE	0.146	3542	21.36	21.36
481-263-17	2474 S LAUREEN AVE	0.192	3542	21.36	21.36
481-263-18	2470 S LAUREEN AVE	0.229	3542	21.36	21.36
481-263-19	2466 S LAUREEN AVE	0.224	3542	21.36	21.36
481-263-20	2465 S LAUREEN AVE	0.174	3542	21.36	21.36
481-263-21	2469 S LAUREEN AVE	0.176	3542	21.36	21.36
481-263-22	2473 S LAUREEN AVE	0.163	3542	21.36	21.36
481-263-23	2479 S LAUREEN AVE	0.146	3542	21.36	21.36
481-263-24	2483 S LAUREEN AVE	0.158	3542	21.36	21.36
481-263-25	2486 S WINERY AVE	0.189	3542	21.36	21.36
481-263-26	2482 S WINERY AVE	0.212	3542	21.36	21.36
481-263-27	2476 S WINERY AVE	0.191	3542	21.36	21.36
481-263-28-S	2475 S WINERY AVE	0.173	3542	21.36	21.36
481-263-29-S	2477 S WINERY AVE	0.200	3542	21.36	21.36
481-263-30-S	2481 S WINERY AVE	0.227	3542	21.36	21.36
481-263-31-S	2485 S WINERY AVE	0.183	3542	21.36	21.36
481-264-01	4868 E GROVE AVE	0.149	3542	21.36	21.36
481-264-02	4874 E GROVE AVE	0.137	3542	21.36	21.36
481-264-03	4880 E GROVE AVE	0.137	3542	21.36	21.36
481-264-04	4886 E GROVE AVE	0.137	3542	21.36	21.36
481-264-05	4892 E GROVE AVE	0.137	3542	21.36	21.36
481-264-06	4898 E GROVE AVE	0.137	3542	21.36	21.36
481-264-07	4904 E GROVE AVE	0.137	3542	21.36	21.36
481-264-08-S	4912 E GROVE AVE	0.137	3542	21.36	21.36
481-264-09-S	4916 E GROVE AVE	0.137	3542	21.36	21.36
481-264-10-S	4920 E GROVE AVE	0.137	3542	21.36	21.36
481-271-01-S	5201 E BLOSSOM LN	0.103	4606	67.11	67.10
481-271-02-S	5205 E BLOSSOM LN	0.139	4606	67.11	67.10
481-271-03-S	5211 E BLOSSOM LN	0.103	4606	67.11	67.10
481-271-04-S	5217 E BLOSSOM LN	0.103	4606	67.11	67.10
481-271-05-S	5223 E BLOSSOM LN	0.103	4606	67.11	67.10
481-271-06-S	5229 E BLOSSOM LN	0.103	4606	67.11	67.10
481-271-07-S	5235 E BLOSSOM LN	0.103	4606	67.11	67.10
481-271-08-S	5241 E BLOSSOM LN	0.103	4606	67.11	67.10
481-271-09-S	5245 E BLOSSOM LN	0.103	4606	67.11	67.10
481-271-10-S	5249 E BLOSSOM LN	0.103	4606	67.11	67.10
481-271-11-S	5255 E BLOSSOM LN	0.103	4606	67.11	67.10
481-271-12-S	5261 E BLOSSOM LN	0.103	4606	67.11	67.10
481-271-13-S	5267 E BLOSSOM LN	0.103	4606	67.11	67.10
481-271-14-S	5273 E BLOSSOM LN	0.103	4606	67.11	67.10

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481-271-15-S	5279 E BLOSSOM LN	0.103	4606	67.11	67.10
481-271-16-S	5287 E BLOSSOM LN	0.103	4606	67.11	67.10
481-271-17-S	5293 E BLOSSOM LN	0.103	4606	67.11	67.10
481-271-18-S	5299 E BLOSSOM LN	0.103	4606	67.11	67.10
481-272-01-S	5210 E BLOSSOM LN	0.103	4606	67.11	67.10
481-272-02-S	5216 E BLOSSOM LN	0.103	4606	67.11	67.10
481-272-03-S	5222 E BLOSSOM LN	0.103	4606	67.11	67.10
481-272-04-S	5228 E BLOSSOM LN	0.103	4606	67.11	67.10
481-272-05-S	5234 E BLOSSOM LN	0.103	4606	67.11	67.10
481-272-06-S	5240 E BLOSSOM LN	0.103	4606	67.11	67.10
481-272-07-S	5244 E BLOSSOM LN	0.103	4606	67.11	67.10
481-272-08-S	5266 E BLOSSOM LN	0.103	4606	67.11	67.10
481-272-09-S	5272 E BLOSSOM LN	0.103	4606	67.11	67.10
481-272-10-S	5278 E BLOSSOM LN	0.103	4606	67.11	67.10
481-272-11-S	5286 E BLOSSOM LN	0.103	4606	67.11	67.10
481-272-12-S	5292 E BLOSSOM LN	0.103	4606	67.11	67.10
481-272-13-S	5296 E BLOSSOM LN	0.103	4606	67.11	67.10
481-272-14-S	5298 E BLOSSOM LN	0.103	4606	67.11	67.10
481-272-15-S	5297 E HARVEST LN	0.103	4606	67.11	67.10
481-272-16-S	5295 E HARVEST LN	0.103	4606	67.11	67.10
481-272-17-S	5291 E HARVEST LN	0.103	4606	67.11	67.10
481-272-18-S	5285 E HARVEST LN	0.103	4606	67.11	67.10
481-272-19-S	5277 E HARVEST LN	0.103	4606	67.11	67.10
481-272-20-S	5271 E HARVEST LN	0.103	4606	67.11	67.10
481-272-21-S	5265 E HARVEST LN	0.103	4606	67.11	67.10
481-272-22-S	5243 E HARVEST LN	0.103	4606	67.11	67.10
481-272-23-S	5239 E HARVEST LN	0.103	4606	67.11	67.10
481-272-24-S	5233 E HARVEST LN	0.103	4606	67.11	67.10
481-272-25-S	5227 E HARVEST LN	0.103	4606	67.11	67.10
481-272-26-S	5221 E HARVEST LN	0.103	4606	67.11	67.10
481-272-27-S	5215 E HARVEST LN	0.103	4606	67.11	67.10
481-272-28-S	5209 E HARVEST LN	0.103	4606	67.11	67.10
481-273-01-S	5212 E HARVEST LN	0.103	4606	67.11	67.10
481-273-02-S	5218 E HARVEST LN	0.103	4606	67.11	67.10
481-273-03-S	5224 E HARVEST LN	0.103	4606	67.11	67.10
481-273-04-S	5230 E HARVEST LN	0.103	4606	67.11	67.10
481-273-05-S	5236 E HARVEST LN	0.103	4606	67.11	67.10
481-273-06-S	5242 E HARVEST LN	0.103	4606	67.11	67.10
481-273-07-S	5246 E HARVEST LN	0.103	4606	67.11	67.10
481-273-08-S	5250 E HARVEST LN	0.103	4606	67.11	67.10
481-273-09-S	5256 E HARVEST LN	0.103	4606	67.11	67.10
481-273-10-S	5262 E HARVEST LN	0.103	4606	67.11	67.10
481-273-11-S	5266 E HARVEST LN	0.103	4606	67.11	67.10
481-273-12-S	5270 E HARVEST LN	0.103	4606	67.11	67.10
481-273-13-S	5276 E HARVEST LN	0.103	4606	67.11	67.10
481-273-14-S	5284 E HARVEST LN	0.103	4606	67.11	67.10
481-273-15-S	5290 E HARVEST LN	0.103	4606	67.11	67.10
481-273-16-S	5294 E HARVEST LN	0.103	4606	67.11	67.10
481-273-17-S	5296 E HARVEST LN	0.103	4606	67.11	67.10
481-273-18-S	2482 S APPLEWOOD LN	0.103	4606	67.11	67.10
481-273-19-S	2484 S APPLEWOOD LN	0.103	4606	67.11	67.10
481-273-20-S	5295 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-273-21-S	5293 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-273-22-S	5287 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-273-23-S	5279 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-273-24-S	5273 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-273-25-S	5267 E WILDFLOWER LN	0.157	4606	67.11	67.10
481-273-26-S	5261 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-273-27-S	5255 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-273-28-S	5249 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-273-29-S	5245 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-273-30-S	5241 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-273-31-S	5235 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-273-32-S	2487 S SUMMERFIELD LN	0.103	4606	67.11	67.10
481-273-33-S	2483 S SUMMERFIELD LN	0.103	4606	67.11	67.10
481-273-34-S	2482 S SUMMERFIELD LN	0.103	4606	67.11	67.10

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481-273-35-S	2484 S SUMMERFIELD LN	0.103	4606	67.11	67.10
481-273-36-S	2485 S LEMONWOOD LN	0.103	4606	67.11	67.10
481-273-37-S	2483 S LEMONWOOD LN	0.103	4606	67.11	67.10
481-274-01-S	5234 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-274-02-S	5240 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-274-03-S	5244 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-274-04-S	5252 E WILDFLOWER LN	0.115	4606	67.11	67.10
481-274-05-S	5256 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-274-06-S	5260 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-274-07-S	5266 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-274-08-S	5272 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-274-09-S	5278 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-274-10-S	5286 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-274-11-S	5290 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-274-12-S	5292 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-274-13-S	5294 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-274-14-S	5296 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-274-15-S	5298 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-274-16-S	2489 S APPLEWOOD LN	0.103	4606	67.11	67.10
481-274-17-S	2485 S APPLEWOOD LN	0.103	4606	67.11	67.10
481-274-18-S	2481 S APPLEWOOD LN	0.103	4606	67.11	67.10
481-274-19-S	2475 S APPLEWOOD LN		4606	67.11	67.10
481-274-20-S	2469 S APPLEWOOD LN	0.103	4606	67.11	67.10
481-274-21-S	2463 S APPLEWOOD LN	0.103	4606	67.11	67.10
481-274-22-S	2459 S APPLEWOOD LN	0.103	4606	67.11	67.10
481-274-23-S	2457 S APPLEWOOD LN	0.103	4606	67.11	67.10
481-274-24-S	2453 S APPLEWOOD LN	0.103	4606	67.11	67.10
481-275-01-S	2458 S LEMONWOOD LN	0.103	4606	67.11	67.10
481-275-02-S	2462 S LEMONWOOD LN	0.103	4606	67.11	67.10
481-275-03-S	2468 S LEMONWOOD LN	0.103	4606	67.11	67.10
481-275-04-S	2476 S LEMONWOOD LN	0.103	4606	67.11	67.10
481-275-05-S	2480 S LEMONWOOD LN	0.103	4606	67.11	67.10
481-275-06-S	2484 S LEMONWOOD LN	0.103	4606	67.11	67.10
481-275-07-S	2490 S LEMONWOOD LN	0.103	4606	67.11	67.10
481-275-08-S	5206 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-275-09-S	5210 E WILDFLOWER LN	0.103	4606	67.11	67.10
481-275-10-S	5216 E WILDFLOWER LN	0.103	4606	67.11	67.10
502-031-06	7077 N ANTIOCH AVE	0.273	3994	64.76	64.76
502-031-07	7087 N ANTIOCH AVE	0.358	3994	64.76	64.76
502-031-08	7097 N ANTIOCH AVE	0.443	3994	64.76	64.76
502-031-09	7107 N ANTIOCH AVE	0.373	3994	64.76	64.76
502-031-10	7117 N ANTIOCH AVE	0.370	3994	64.76	64.76
502-031-11	7127 N ANTIOCH AVE	0.400	3994	64.76	64.76
502-031-12	4903 W LOCUST AVE	0.214	3994	64.76	64.76
502-031-13	4913 W LOCUST AVE	0.207	3994	64.76	64.76
502-031-14	4923 W LOCUST AVE	0.214	3994	64.76	64.76
502-031-15	4933 W LOCUST AVE	0.245	3994	64.76	64.76
502-031-16	7118 N LODI AVE	0.207	3994	64.76	64.76
502-031-17	7104 N LODI AVE	0.208	3994	64.76	64.76
502-031-18	7092 N LODI AVE	0.312	3994	64.76	64.76
502-031-19	4959 W FIR AVE	0.241	3994	64.76	64.76
502-031-20	4973 W FIR AVE	0.216	3994	64.76	64.76
502-031-21	4987 W FIR AVE	0.211	3994	64.76	64.76
502-031-22	5001 W FIR AVE	0.211	3994	64.76	64.76
502-031-23	5015 W FIR AVE	0.211	3994	64.76	64.76
502-031-24	5029 W FIR AVE	0.211	3994	64.76	64.76
502-031-25	5043 W FIR AVE	0.205	3994	3.83	3.82
502-031-26	5057 W FIR AVE	0.241	3994	64.76	64.76
502-031-27	7093 N GILROY AVE	0.275	3994	64.76	64.76
502-031-28	7109 N GILROY AVE	0.214	3994	64.76	64.76
502-031-29	7125 N GILROY AVE	0.211	3994	64.76	64.76
502-031-30	7141 N GILROY AVE	0.211	3994	64.76	64.76
502-031-31	7157 N GILROY AVE	0.224	3994	64.76	64.76
502-031-38	4992 W HERNDON AVE	1.240	3994	400.94	400.94
502-031-39	4958 W HERNDON AVE	1.230	3994	400.94	400.94
502-031-40	4924 W HERNDON AVE	1.320	3994	400.94	400.94

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502-031-42	5062 W HERNDON AVE	1.220	3994	400.94	400.94
502-031-43	5028 W HERNDON AVE	1.210	3994	400.94	400.94
502-032-01	7055 N MILBURN AVE	1.530	3994	400.94	400.94
502-032-02	7086 N ANTIOCH	1.460	3994	400.94	400.94
502-033-01	5042 W FIR AVE	0.212	3994	64.76	64.76
502-033-02	5028 W FIR AVE	0.214	3994	64.76	64.76
502-033-03	5012 W FIR AVE	0.214	3994	64.76	64.76
502-033-04	4998 W FIR AVE	0.214	3994	64.76	64.76
502-033-05	4982 W FIR AVE	0.214	3994	64.76	64.76
502-033-06	4968 W FIR AVE	0.212	3994	64.76	64.76
502-033-07	4969 W LOCUST AVE	0.212	3994	64.76	64.76
502-033-08	4985 W LOCUST AVE	0.214	3994	64.76	64.76
502-033-09	5001 W LOCUST AVE	0.214	3994	64.76	64.76
502-033-10	5017 W LOCUST AVE	0.214	3994	64.76	64.76
502-033-11	5033 W LOCUST AVE	0.214	3994	64.76	64.76
502-033-12	5049 W LOCUST AVE	0.212	3994	64.76	64.76
502-041-01	7173 N GILROY AVE	0.221	3994	64.76	64.76
502-041-02	7189 N GILROY AVE	0.216	3994	64.76	64.76
502-041-03	7205 N GILROY AVE	0.216	3994	64.76	64.76
502-041-04	7221 N GILROY AVE	0.216	3994	64.76	64.76
502-041-07	7237 N GILROY AVE	0.216	3994	64.76	64.76
502-042-01	5054 W SPRUCE AVE	0.212	3994	64.76	64.76
502-042-02	5040 W SPRUCE AVE	0.207	3994	64.76	64.76
502-042-03	5026 W SPRUCE AVE	0.207	3994	64.76	64.76
502-042-04	5010 W SPRUCE AVE	0.207	3994	64.76	64.76
502-042-05	4990 W SPRUCE AVE	0.229	3994	64.76	64.76
502-042-06	4970 W SPRUCE AVE	0.280	3994	64.76	64.76
502-042-07	7225 N BELVEDERE AVE	0.307	3994	64.76	64.76
502-042-10	4975 W BIRCH AVE	0.282	3994	64.76	64.76
502-042-17	5025 W BIRCH AVE	0.207	3994	64.76	64.76
502-042-18	5035 W BIRCH AVE	0.207	3994	64.76	64.76
502-042-19	5051 W BIRCH AVE	0.212	3994	64.76	64.76
502-042-20	7245 N BELVEDERE AVE	0.276	3994	64.76	64.76
502-042-21	4989 W BIRCH AVE	0.282	3994	64.76	64.76
502-042-22	5003 W BIRCH AVE	0.314	3994	64.76	64.76
502-042-23	5015 W BIRCH AVE	0.275	3994	64.76	64.76
502-043-01	5052 W LOCUST AVE	0.212	3994	64.76	64.76
502-043-02	5036 W LOCUST AVE	0.207	3994	64.76	64.76
502-043-03	5020 W LOCUST AVE	0.207	3994	64.76	64.76
502-043-04	5004 W LOCUST AVE	0.207	3994	64.76	64.76
502-043-05	4988 W LOCUST AVE	0.207	3994	64.76	64.76
502-043-06	4972 W LOCUST AVE	0.207	3994	64.76	64.76
502-043-07	4956 W LOCUST AVE	0.209	3994	64.76	64.76
502-043-08	4929 W LOCUST AVE	0.215	3994	64.76	64.76
502-043-09	4918 W LOCUST AVE	0.224	3994	64.76	64.76
502-043-10	4908 W LOCUST AVE	0.247	3994	64.76	64.76
502-043-11	7185 N ANTIOCH AVE	0.279	3994	64.76	64.76
502-043-12	7207 N ANTIOCH AVE	0.239	3994	64.76	64.76
502-043-13	7223 N ANTIOCH AVE	0.211	3994	64.76	64.76
502-043-16	7255 N ANTIOCH AVE	0.211	3994	64.76	64.76
502-043-17	7271 N ANTIOCH AVE	0.211	3994	64.76	64.76
502-043-18	7287 N ANTIOCH AVE	0.227	3994	64.76	64.76
502-043-19	4919 W BIRCH AVE	0.248	3994	64.76	64.76
502-043-20	7272 N BELVEDERE AVE	0.251	3994	64.76	64.76
502-043-21	7258 N BELVEDERE AVE	0.282	3994	64.76	64.76
502-043-24	7230 N BELVEDERE AVE	0.247	3994	64.76	64.76
502-043-25	7216 N BELVEDERE AVE	0.236	3994	64.76	64.76
502-043-26	7202 N BELVEDERE AVE	0.234	3994	64.76	64.76
502-043-27	4949 W SPRUCE AVE	0.227	3994	64.76	64.76
502-043-28	4963 W SPRUCE AVE	0.242	3994	64.76	64.76
502-043-29	4979 W SPRUCE AVE	0.227	3994	64.76	64.76
502-043-30	4993 W SPRUCE AVE	0.207	3994	64.76	64.76
502-043-31	5009 W SPRUCE AVE	0.207	3994	64.76	64.76
502-043-32	5023 W SPRUCE AVE	0.207	3994	64.76	64.76
502-043-33	5039 W SPRUCE AVE	0.207	3994	64.76	64.76
502-043-34	5053 W SPRUCE AVE	0.212	3994	64.76	64.76

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502-043-35	7239 N ANTIOCH AVE	0.211	3994	64.76	64.76
502-043-36	7244 N BELVEDERE AVE	0.254	3994	64.76	64.76
502-044-01	7224 N ANTIOCH AVE	0.247	3994	64.76	64.76
502-044-02	7208 N ANTIOCH AVE	0.280	3994	64.76	64.76
502-044-03	7192 N ANTIOCH AVE	0.294	3994	64.76	64.76
502-044-04	7176 N ANTIOCH AVE	0.394	3994	64.76	64.76
502-044-05	4893 W LOCUST AVE	0.249	3994	64.76	64.76
502-051-01	5084 W MINARETS AVE	0.234	3994	64.76	64.76
502-051-02	5070 W MINARETS AVE	0.225	3994	64.76	64.76
502-051-03	5054 W MINARETS AVE	0.225	3994	64.76	64.76
502-051-04	5040 W MINARETS AVE	0.236	3994	64.76	64.76
502-051-05	5024 W MINARETS AVE	0.242	3994	64.76	64.76
502-051-06	5010 W MINARETS AVE	0.234	3994	64.76	64.76
502-051-07	4994 W MINARETS AVE	0.208	3994	64.76	64.76
502-051-08	4980 W MINARETS AVE	0.227	3994	64.76	64.76
502-051-09	4964 W MINARETS AVE	0.245	3994	64.76	64.76
502-051-10	4950 W MINARETS AVE	0.265	3994	64.76	64.76
502-052-01	7285 N GILROY AVE	0.221	3994	64.76	64.76
502-052-02	7269 N GILROY AVE	0.216	3994	64.76	64.76
502-052-03	7253 N GILROY AVE	0.216	3994	64.76	64.76
502-053-01	5052 W BIRCH AVE	0.212	3994	64.76	64.76
502-053-02	5036 W BIRCH AVE	0.207	3994	64.76	64.76
502-053-03	5022 W BIRCH AVE	0.219	3994	64.76	64.76
502-053-04	5006 W BIRCH AVE	0.214	3994	64.76	64.76
502-053-05	4992 W BIRCH AVE	0.207	3994	64.76	64.76
502-053-06	4976 W BIRCH AVE	0.214	3994	64.76	64.76
502-053-07	4962 W BIRCH AVE	0.214	3994	64.76	64.76
502-053-08	4946 W BIRCH AVE	0.232	3994	64.76	64.76
502-053-09	4932 W BIRCH AVE	0.234	3994	64.76	64.76
502-053-10	4916 W BIRCH AVE	0.237	3994	64.76	64.76
502-053-11	7303 N ANTIOCH AVE	0.216	3994	64.76	64.76
502-053-12	7319 N ANTIOCH AVE	0.211	3994	64.76	64.76
502-053-13	7335 N ANTIOCH AVE	0.211	3994	64.76	64.76
502-053-14	7351 N ANTIOCH AVE	0.211	3994	64.76	64.76
502-053-15	7367 N ANTIOCH AVE	0.211	3994	64.76	64.76
502-053-16	7383 N ANTIOCH AVE	0.216	3994	64.76	64.76
502-053-17	7378 N BELVEDERE AVE	0.225	3994	64.76	64.76
502-053-18	7364 N BELVEDERE AVE	0.220	3994	64.76	64.76
502-053-19	7352 N BELVEDERE AVE	0.219	3994	64.76	64.76
502-053-20	7338 N BELVEDERE AVE	0.274	3994	64.76	64.76
502-053-21	4943 W MINARETS AVE	0.272	3994	64.76	64.76
502-053-22	4957 W MINARETS AVE	0.236	3994	64.76	64.76
502-053-23	4973 W MINARETS AVE	0.232	3994	64.76	64.76
502-053-24	4987 W MINARETS AVE	0.227	3994	64.76	64.76
502-053-25	5003 W MINARETS AVE	0.220	3994	64.76	64.76
502-053-26	5017 W MINARETS AVE	0.242	3994	64.76	64.76
502-053-27	5033 W MINARETS AVE	0.233	3994	64.76	64.76
502-053-28	5047 W MINARETS AVE	0.207	3994	64.76	64.76
502-053-29	5063 W MINARETS AVE	0.212	3994	64.76	64.76
502-054-01	7376 N ANTIOCH AVE	0.244	3994	64.76	64.76
502-054-02	7368 N ANTIOCH AVE	0.238	3994	64.76	64.76
502-054-03	7352 N ANTIOCH AVE	0.238	3994	64.76	64.76
502-054-04	7336 N ANTIOCH AVE	0.238	3994	64.76	64.76
502-054-05	7320 N ANTIOCH AVE	0.238	3994	64.76	64.76
502-054-06	7304 N ANTIOCH AVE	0.238	3994	64.76	64.76
502-054-07	7296 N ANTIOCH AVE	0.238	3994	64.76	64.76
502-054-08	7284 N ANTIOCH AVE	0.238	3994	64.76	64.76
502-054-09	7268 N ANTIOCH AVE	0.238	3994	64.76	64.76
502-054-10	7254 N ANTIOCH AVE	0.244	3994	64.76	64.76
502-061-02	7463 N GILROY AVE	0.245	3994	64.76	64.76
502-061-03	7449 N GILROY AVE	0.271	3994	64.76	64.76
502-061-04	7433 N GILROY AVE	0.258	3994	64.76	64.76
502-061-05	7429 N GILROY AVE	0.242	3994	64.76	64.76
502-061-06	7405 N GILROY AVE	0.238	3994	64.76	64.76
502-061-07	7389 N GILROY AVE	0.238	3994	64.76	64.76
502-061-08	7375 N GILROY AVE	0.238	3994	64.76	64.76

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502-061-09	7359 N GILROY AVE	0.247	3994	64.76	64.76
502-061-10	7345 N GILROY AVE	0.366	3994	64.76	64.76
502-061-11	5047 W PINEDALE AVE	0.345	3994	64.76	64.76
502-061-12	5037 W PINEDALE AVE	0.208	3994	64.76	64.76
502-061-13	5027 W PINEDALE AVE	0.247	3994	64.76	64.76
502-061-14	5017 W PINEDALE AVE	0.250	3994	64.76	64.76
502-061-15	5007 W PINEDALE AVE	0.211	3994	64.76	64.76
502-061-16	4997 W PINEDALE AVE	0.227	3994	64.76	64.76
502-061-17	4977 W PINEDALE AVE	0.224	3994	64.76	64.76
502-061-18	4957 W PINEDALE AVE	0.239	3994	64.76	64.76
502-061-19	4937 W PINEDALE AVE	0.267	3994	64.76	64.76
502-062-01	7462 N GILROY AVE	0.225	3994	64.76	64.76
502-062-02	7450 N GILROY AVE	0.216	3994	64.76	64.76
502-062-03	7434 N GILROY AVE	0.220	3994	64.76	64.76
502-062-04	7420 N GILROY AVE	0.240	3994	64.76	64.76
502-062-05	7406 N GILROY AVE	0.229	3994	64.76	64.76
502-062-06	7390 N GILROY AVE	0.211	3994	64.76	64.76
502-062-07	7376 N GILROY AVE	0.220	3994	64.76	64.76
502-062-08	7360 N GILROY AVE	0.224	3994	64.76	64.76
502-062-09	5010 W PINEDALE AVE	0.326	3994	64.76	64.76
502-062-10	4996 W PINEDALE AVE	0.245	3994	64.76	64.76
502-062-11	7399 N LODI AVE	0.312	3994	64.76	64.76
502-062-12	7413 N LODI AVE	0.259	3994	64.76	64.76
502-062-13	7429 N LODI AVE	0.224	3994	64.76	64.76
502-062-14	7443 N LODI AVE	0.222	3994	64.76	64.76
502-062-15	7449 N LODI AVE	0.225	3994	64.76	64.76
502-063-01	7454 N ANTIOCH AVE	0.301	3994	64.76	64.76
502-063-02	7450 N ANTIOCH AVE	0.358	3994	64.76	64.76
502-063-03	7436 N ANTIOCH AVE	0.354	3994	64.76	64.76
502-063-04	7451 N ANTIOCH AVE	0.334	3994	64.76	64.76
502-063-05	7455 N ANTIOCH AVE	0.301	3994	64.76	64.76
502-063-06	7456 N BELVEDERE AVE	0.234	3994	64.76	64.76
502-063-07	7442 N BELVEDERE AVE	0.237	3994	64.76	64.76
502-063-08	7434 N BELVEDERE AVE	0.313	3994	64.76	64.76
502-063-09	7435 N BELVEDERE AVE	0.383	3994	64.76	64.76
502-063-10	7443 N BELVEDERE AVE	0.272	3994	64.76	64.76
502-063-11	7457 N BELVEDERE AVE	0.234	3994	64.76	64.76
502-063-12	7458 N LODI AVE	0.265	3994	64.76	64.76
502-063-13	7444 N LODI AVE	0.235	3994	64.76	64.76
502-063-14	7430 N LODI AVE	0.235	3994	64.76	64.76
502-063-15	7414 N LODI AVE	0.229	3994	64.76	64.76
502-063-16	4968 W PINEDALE AVE	0.252	3994	64.76	64.76
502-063-17	4954 W PINEDALE AVE	0.219	3994	64.76	64.76
502-063-18	4940 W PINEDALE AVE	0.219	3994	64.76	64.76
502-063-19	4926 W PINEDALE AVE	0.219	3994	64.76	64.76
502-063-20	4912 W PINEDALE AVE	0.210	3994	64.76	64.76
502-063-21	4898 W PINEDALE AVE	0.210	3994	64.76	64.76
502-063-22	4884 W PINEDALE AVE	0.210	3994	64.76	64.76
502-063-23	4870 W PINEDALE AVE	0.208	3994	64.76	64.76
502-063-24	4856 W PINEDALE AVE	0.250	3994	64.76	64.76
502-071-01	7357 N BABIGIAN AVE	0.241	4173	106.34	106.34
502-071-02	7369 N BABIGIAN AVE	0.262	4173	106.34	106.34
502-071-03	7381 N BABIGIAN AVE	0.275	4173	106.34	106.34
502-071-04	4775 W ALLUVIAL AVE	0.231	4173	106.34	106.34
502-071-05	4759 W ALLUVIAL AVE	0.257	4173	106.34	106.34
502-072-06	4743 W ALLUVIAL AVE	0.210	4173	106.34	106.34
502-072-07	4733 W ALLUVIAL AVE	0.226	4173	106.34	106.34
502-072-08	4723 W ALLUVIAL AVE	0.257	4173	106.34	106.34
502-072-09	7364 N BABIGIAN AVE	0.275	4173	106.34	106.34
502-072-10	7351 N KATY AVE	0.298	4173	106.34	106.34
502-073-23	4716 W ALLUVIAL AVE		4173	106.34	106.34
502-073-24	4708 W ALLUVIAL AVE		4173	106.34	106.34
502-073-25	4692 W ALLUVIAL AVE		4173	106.34	106.34
502-073-26	4662 W ALLUVIAL AVE		4173	106.34	106.34
502-073-27	4652 W ALLUVIAL AVE		4173	106.34	106.34
502-073-28	4682 W ALLUVIAL AVE		4173	106.34	106.34

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502-073-29	4672 W ALLUVIAL AVE		4173	106.34	106.34
502-073-30	NO SITUS AVAILABLE		4173	106.34	106.34
502-081-01	7285 N BABIGIAN AVE	0.230	4173	106.34	106.34
502-081-02	7297 N BABIGIAN AVE	0.233	4173	106.34	106.34
502-081-03	7309 N BABIGIAN AVE	0.233	4173	106.34	106.34
502-081-04	7321 N BABIGIAN AVE	0.233	4173	106.34	106.34
502-081-05	7333 N BABIGIAN AVE	0.233	4173	106.34	106.34
502-081-06	7345 N BABIGIAN AVE	0.241	4173	106.34	106.34
502-082-01	7352 N BABIGIAN AVE	0.246	4173	106.34	106.34
502-082-02	7340 N BABIGIAN AVE	0.230	4173	106.34	106.34
502-082-03	4740 W PINEDALE AVE	0.316	4173	106.34	106.34
502-083-01	7316 N BABIGIAN AVE	0.217	4173	106.34	106.34
502-083-02	7304 N BABIGIAN AVE	0.211	4173	106.34	106.34
502-083-03	7292 N BABIGIAN AVE	0.211	4173	106.34	106.34
502-083-04	7280 N BABIGIAN AVE	0.211	4173	106.34	106.34
502-083-05	7275 N KATY AVE	0.217	4173	106.34	106.34
502-083-06	7287 N KATY AVE	0.217	4173	106.34	106.34
502-083-07	7303 N KATY AVE	0.217	4173	106.34	106.34
502-083-08	7315 N KATY AVE	0.227	4173	106.34	106.34
502-084-01	7272 N KATY AVE	0.211	4173	106.34	106.34
502-084-02	7284 N KATY AVE	0.211	4173	106.34	106.34
502-084-03	7296 N KATY AVE	0.211	4173	106.34	106.34
502-084-04	7310 N KATY AVE	0.211	4173	106.34	106.34
502-084-05	7324 N KATY AVE	0.227	4173	106.34	106.34
502-084-06	7340 N KATY AVE	0.261	4173	106.34	106.34
502-084-07	7358 N KATY AVE	0.218	4173	106.34	106.34
502-084-08	4691 W ALLUVIAL AVE	0.221	4173	106.34	106.34
502-084-09	4681 W ALLUVIAL AVE	0.223	4173	106.34	106.34
502-084-10	7321 N CECELIA AVE	0.235	4173	106.34	106.34
502-084-11	7309 N CECELIA AVE	0.235	4173	106.34	106.34
502-084-12	7297 N CECELIA AVE	0.206	4173	106.34	106.34
502-084-13	7285 N CECELIA AVE	0.211	4173	106.34	106.34
502-084-14	7273 N CECELIA AVE	0.211	4173	106.34	106.34
502-085-01	7268 N CECELIA AVE	0.206	4173	106.34	106.34
502-085-02	7280 N CECELIA AVE	0.206	4173	106.34	106.34
502-085-03	7292 N CECELIA AVE	0.216	4173	106.34	106.34
502-085-04	7312 N CECELIA AVE	0.203	4173	106.34	106.34
502-085-05	4667 W ALLUVIAL AVE	0.192	4173	106.34	106.34
502-085-06	4657 W ALLUVIAL AVE	0.205	4173	106.34	106.34
502-085-07	4647 W ALLUVIAL AVE	0.218	4173	106.34	106.34
502-085-08	7293 N MITRE AVE	0.229	4173	106.34	106.34
502-085-09	7281 N MITRE AVE	0.206	4173	106.34	106.34
502-085-10	7269 N MITRE AVE	0.206	4173	106.34	106.34
502-086-01	4612 W MINARETS AVE	0.223	4173	106.34	106.34
502-086-02	4622 W MINARETS AVE	0.220	4173	106.34	106.34
502-086-03	4632 W MINARETS AVE	0.220	4173	106.34	106.34
502-086-04	7298 N MITRE AVE	0.261	4173	106.34	106.34
502-086-05	4625 W ALLUVIAL AVE	0.247	4173	106.34	106.34
502-086-06	4622 W ALLUVIAL AVE	0.299	4173	106.34	106.34
502-086-07	4632 W ALLUVIAL AVE	0.220	4173	106.34	106.34
502-086-15	4642 W ALLUVIAL AVE	0.262	4173	106.34	106.34
502-091-01	4611 W MINARETS AVE	0.220	4173	106.34	106.34
502-091-02	4621 W MINARETS AVE	0.220	4173	106.34	106.34
502-091-03	4631 W MINARETS AVE	0.220	4173	106.34	106.34
502-091-04	4634 W BIRCH AVE	0.278	4173	106.34	106.34
502-091-05	4622 W BIRCH AVE	0.273	4173	106.34	106.34
502-091-06	4610 W BIRCH AVE	0.243	4173	106.34	106.34
502-091-07	4621 W BIRCH AVE	0.289	4173	106.34	106.34
502-091-08	4631 W BIRCH AVE	0.252	4173	106.34	106.34
502-091-09	4643 W BIRCH AVE	0.236	4173	106.34	106.34
502-091-10	4655 W BIRCH AVE	0.236	4173	106.34	106.34
502-091-11	4667 W BIRCH AVE	0.236	4173	106.34	106.34
502-091-12	4679 W BIRCH AVE	0.236	4173	106.34	106.34
502-091-13	4691 W BIRCH AVE	0.236	4173	106.34	106.34
502-091-14	4703 W BIRCH AVE	0.236	4173	106.34	106.34
502-091-15	4715 W BIRCH AVE	0.262	4173	106.34	106.34

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502-092-01	4743 W BIRCH AVE	0.274	4173	106.34	106.34
502-092-02	4753 W BIRCH AVE	0.258	4173	106.34	106.34
502-092-03	4765 W BIRCH AVE	0.268	4173	106.34	106.34
502-092-04	7225 N BABIGIAN AVE	0.367	4173	106.34	106.34
502-092-05	7237 N BABIGIAN AVE	0.234	4173	106.34	106.34
502-092-06	7249 N BABIGIAN AVE	0.247	4173	106.34	106.34
502-092-07	7261 N BABIGIAN AVE	0.247	4173	106.34	106.34
502-093-01	7268 N BABIGIAN AVE	0.211	4173	106.34	106.34
502-093-02	7256 N BABIGIAN AVE	0.211	4173	106.34	106.34
502-093-03	4736 W BIRCH	0.235	4173	106.34	106.34
502-093-04	7239 N KATY AVE	0.235	4173	106.34	106.34
502-093-05	7251 N KATY AVE	0.217	4173	106.34	106.34
502-093-06	7263 N KATY AVE	0.217	4173	106.34	106.34
502-094-01	7260 N KATY AVE	0.211	4173	106.34	106.34
502-094-02	7248 N KATY AVE	0.211	4173	106.34	106.34
502-094-03	7236 N KATY AVE	0.235	4173	106.34	106.34
502-094-04	7237 N CECELIA AVE	0.235	4173	106.34	106.34
502-094-05	7249 N CECELIA AVE	0.211	4173	106.34	106.34
502-094-06	7261 N CECELIA AVE	0.211	4173	106.34	106.34
502-095-01	7256 N CECELIA AVE	0.206	4173	106.34	106.34
502-095-02	7244 N CECELIA AVE	0.206	4173	106.34	106.34
502-095-03	7232 N CECELIA AVE	0.216	4173	106.34	106.34
502-095-04	7233 N MITRE AVE	0.216	4173	106.34	106.34
502-095-05	7245 N MITRE AVE	0.206	4173	106.34	106.34
502-095-06	7257 N MITRE AVE	0.206	4173	106.34	106.34
502-101-01	5298 W MINARETS AVE	0.262	4474	39.64	39.64
502-101-02	5282 W MINARETS AVE	0.204	4474	39.64	39.64
502-101-03	5266 W MINARETS AVE	0.242	4474	39.64	39.64
502-101-04	5250 W MINARETS AVE	0.208	4474	39.64	39.64
502-101-05	5234 W MINARETS AVE	0.295	4474	39.64	39.64
502-101-06	5218 W MINARETS AVE	0.237	4474	39.64	39.64
502-101-07	5202 W MINARETS AVE	0.208	4474	39.64	39.64
502-101-08	5188 W MINARETS AVE	0.285	4474	39.64	39.64
502-101-09	5172 W MINARETS AVE	0.242	4474	39.64	39.64
502-101-10	5156 W MINARETS AVE	0.208	4474	39.64	39.64
502-101-11	5140 W MINARETS AVE	0.237	4474	39.64	39.64
502-101-12	5124 W MINARETS AVE	0.293	4474	39.64	39.64
502-102-01	7350 N DANTE AVE	0.206	4474	39.64	39.64
502-102-02	7366 N DANTE AVE	0.247	4474	39.64	39.64
502-102-03	7382 N DANTE AVE	0.311	4474	39.64	39.64
502-102-04	7398 N DANTE AVE	0.253	4474	39.64	39.64
502-102-05	7416 N DANTE AVE	0.217	4474	39.64	39.64
502-102-06	7432 N DANTE AVE	0.247	4474	39.64	39.64
502-102-07	7448 N DANTE AVE	0.294	4474	39.64	39.64
502-111-01	7323 N ELLENDALE AVE	0.275	4474	39.64	39.64
502-111-02	7315 N ELLENDALE AVE	0.226	4474	39.64	39.64
502-111-05	7257 N ELLENDALE AVE	0.312	4474	39.64	39.64
502-111-06	7239 N ELLENDALE AVE	0.258	4474	39.64	39.64
502-111-07	5291 W SPRUCE AVE	0.275	4474	39.64	39.64
502-111-08	5275 W SPRUCE AVE	0.237	4474	39.64	39.64
502-111-11	5231 W SPRUCE AVE	0.295	4474	39.64	39.64
502-111-12	5215 W SPRUCE AVE	0.208	4474	39.64	39.64
502-111-15	5171 W SPRUCE AVE	0.256	4474	39.64	39.64
502-111-16	5185 W SPRUCE AVE	0.274	4474	39.64	39.64
502-111-17	5201 W SPRUCE AVE	0.171	4474	39.64	39.64
502-111-18	5245 W SPRUCE AVE	0.274	4474	39.64	39.64
502-111-19	5261 W SPRUCE AVE	0.176	4474	39.64	39.64
502-111-20	7291 N ELLENDALE AVE	0.261	4474	39.64	39.64
502-111-21	7277 N ELLENDALE AVE	0.264	4474	39.64	39.64
502-112-01	5265 W MINARETS AVE	0.306	4474	39.64	39.64
502-112-02	5249 W MINARETS AVE	0.237	4474	39.64	39.64
502-112-03	5233 W MINARETS AVE	0.208	4474	39.64	39.64
502-112-04	5217 W MINARETS AVE	0.285	4474	39.64	39.64
502-112-05	5201 W MINARETS AVE	0.245	4474	39.64	39.64
502-112-06	5187 W MINARETS AVE	0.208	4474	39.64	39.64
502-112-07	5173 W MINARETS AVE	0.240	4474	39.64	39.64

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502-112-08	5155 W MINARETS AVE	0.245	4474	39.64	39.64
502-112-09	5139 W MINARETS AVE	0.208	4474	39.64	39.64
502-112-10	5123 W MINARETS AVE	0.300	4474	39.64	39.64
502-112-11	5122 W BIRCH AVE	0.250	4474	39.64	39.64
502-112-12	5138 W BIRCH AVE	0.208	4474	39.64	39.64
502-112-13	5154 W BIRCH AVE	0.287	4474	39.64	39.64
502-112-14	5176 W BIRCH AVE	0.245	4474	39.64	39.64
502-112-15	5186 W BIRCH AVE	0.208	4474	39.64	39.64
502-112-18	5232 W BIRCH AVE	0.208	4474	39.64	39.64
502-112-19	5248 W BIRCH AVE	0.245	4474	39.64	39.64
502-112-20	5264 W BIRCH AVE	0.295	4474	39.64	39.64
502-112-21	5204 W BIRCH AVE	0.308	4474	39.64	39.64
502-112-22	5216 W BIRCH AVE	0.227	4474	39.64	39.64
502-113-01	5263 W BIRCH AVE	0.306	4474	39.64	39.64
502-113-02	5247 W BIRCH AVE	0.237	4474	39.64	39.64
502-113-03	5231 W BIRCH AVE	0.208	4474	39.64	39.64
502-113-04	5215 W BIRCH AVE	0.279	4474	39.64	39.64
502-113-05	5203 W BIRCH AVE	0.242	4474	39.64	39.64
502-113-06	5187 W BIRCH AVE	0.237	4474	39.64	39.64
502-113-07	5175 W BIRCH AVE	0.198	4474	39.64	39.64
502-113-08	5155 W BIRCH AVE	0.237	4474	39.64	39.64
502-113-09	5139 W BIRCH AVE	0.242	4474	39.64	39.64
502-113-10	5121 W BIRCH AVE	0.295	4474	39.64	39.64
502-113-11	5126 W SPRUCE AVE	0.300	4474	39.64	39.64
502-113-12	5140 W SPRUCE AVE	0.240	4474	39.64	39.64
502-113-13	5152 W SPRUCE AVE	0.208	4474	39.64	39.64
502-113-14	5170 W SPRUCE AVE	0.245	4474	39.64	39.64
502-113-15	5188 W SPRUCE AVE	0.295	4474	39.64	39.64
502-113-16	5202 W SPRUCE AVE	0.208	4474	39.64	39.64
502-113-17	5218 W SPRUCE AVE	0.240	4474	39.64	39.64
502-113-18	5234 W SPRUCE AVE	0.285	4474	39.64	39.64
502-113-19	5248 W SPRUCE AVE	0.208	4474	39.64	39.64
502-113-20	5264 W SPRUCE AVE	0.253	4474	39.64	39.64
502-114-01	5141 W SPRUCE AVE	0.295	4474	39.64	39.64
502-114-02	5125 W SPRUCE AVE	0.208	4474	39.64	39.64
502-114-03	5111 W SPRUCE AVE	0.237	4474	39.64	39.64
502-114-04	7226 N DANTE AVE	0.259	4474	39.64	39.64
502-114-05	7242 N DANTE AVE	0.239	4474	39.64	39.64
502-114-06	7258 N DANTE AVE	0.217	4474	39.64	39.64
502-114-07	7274 N DANTE AVE	0.250	4474	39.64	39.64
502-114-08	7290 N DANTE AVE	0.261	4474	39.64	39.64
502-115-01	7318 N DANTE AVE	0.322	4474	39.64	39.64
502-115-02	7334 N DANTE AVE	0.253	4474	39.64	39.64
502-121-01	7583 N WHEELER AVE	0.149	4300	53.10	53.10
502-121-02	7595 N WHEELER AVE	0.137	4300	53.10	53.10
502-121-03	7607 N WHEELER AVE	0.137	4300	53.10	53.10
502-121-04	7619 N WHEELER AVE	0.137	4300	53.10	53.10
502-121-05	7631 N WHEELER AVE	0.135	4300	53.10	53.10
502-121-06	7645 N WHEELER AVE	0.215	4300	53.10	53.10
502-121-07	5490 W DECATUR AVE	0.203	4300	53.10	53.10
502-121-08	5480 W DECATUR AVE	0.199	4300	53.10	53.10
502-121-09	5470 W DECATUR AVE	0.199	4300	53.10	53.10
502-122-01	5446 W DECATUR AVE	0.184	4300	53.10	53.10
502-122-02	5434 W DECATUR AVE	0.195	4300	53.10	53.10
502-122-03	5422 W DECATUR AVE	0.194	4300	53.10	53.10
502-122-04	5408 W DECATUR AVE	0.274	4300	53.10	53.10
502-123-01	5473 W DECATUR AVE	0.186	4300	53.10	53.10
502-123-02	5461 W DECATUR AVE	0.172	4300	53.10	53.10
502-123-03	5449 W DECATUR AVE	0.182	4300	53.10	53.10
502-123-04	5437 W DECATUR AVE	0.213	4300	53.10	53.10
502-123-05	7653 N ELLENDALE AVE	0.161	4300	53.10	53.10
502-123-06	7641 N ELLENDALE AVE	0.137	4300	53.10	53.10
502-123-07	7629 N ELLENDALE AVE	0.137	4300	53.10	53.10
502-123-08	7617 N ELLENDALE AVE	0.160	4300	53.10	53.10
502-123-09	5438 W CROMWELL AVE	0.217	4300	53.10	53.10
502-123-10	5450 W CROMWELL AVE	0.182	4300	53.10	53.10

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502-123-11	5462 W CROMWELL AVE	0.172	4300	53.10	53.10
502-123-12	5474 W CROMWELL AVE	0.181	4300	53.10	53.10
502-124-01	5475 W CROMWELL AVE	0.169	4300	53.10	53.10
502-124-02	5465 W CROMWELL AVE	0.157	4300	53.10	53.10
502-124-03	5453 W CROMWELL AVE	0.157	4300	53.10	53.10
502-124-04	5441 W CROMWELL AVE	0.157	4300	53.10	53.10
502-124-05	5429 W CROMWELL AVE	0.157	4300	53.10	53.10
502-124-06	5417 W CROMWELL AVE	0.169	4300	53.10	53.10
502-124-07	5418 W BEDFORD AVE	0.169	4300	53.10	53.10
502-124-08	5430 W BEDFORD AVE	0.157	4300	53.10	53.10
502-124-09	5442 W BEDFORD AVE	0.157	4300	53.10	53.10
502-124-10	5454 W BEDFORD AVE	0.157	4300	53.10	53.10
502-124-11	5466 W BEDFORD AVE	0.157	4300	53.10	53.10
502-124-12	5476 W BEDFORD AVE	0.169	4300	53.10	53.10
502-131-01	7563 N WHEELER AVE	0.149	4300	53.10	53.10
502-131-02	7551 N WHEELER AVE	0.137	4300	53.10	53.10
502-131-03	7539 N WHEELER AVE	0.137	4300	53.10	53.10
502-131-04	7527 N WHEELER AVE	0.137	4300	53.10	53.10
502-131-05	7515 N WHEELER AVE	0.137	4300	53.10	53.10
502-131-06	7503 N WHEELER AVE	0.287	4300	53.10	53.10
502-131-07	5489 W ATHENS AVE	0.239	4300	53.10	53.10
502-131-08	5477 W ATHENS AVE	0.207	4300	53.10	53.10
502-131-09	5465 W ATHENS AVE	0.189	4300	53.10	53.10
502-132-01	5479 W BEDFORD AVE	0.169	4300	53.10	53.10
502-132-02	5467 W BEDFORD AVE	0.157	4300	53.10	53.10
502-132-03	5455 W BEDFORD AVE	0.157	4300	53.10	53.10
502-132-04	5443 W BEDFORD AVE	0.157	4300	53.10	53.10
502-132-05	5431 W BEDFORD AVE	0.157	4300	53.10	53.10
502-132-06	5419 W BEDFORD AVE	0.169	4300	53.10	53.10
502-132-09	5444 W ATHENS AVE	0.157	4300	53.10	53.10
502-132-10	5456 W ATHENS AVE	0.157	4300	53.10	53.10
502-132-11	5468 W ATHENS AVE	0.157	4300	53.10	53.10
502-132-12	5478 W ATHENS AVE	0.157	4300	53.10	53.10
502-132-13	5420 W ATHENS AVE	0.164	4300	53.10	53.10
502-132-14	5432 W ATHENS AVE	0.167	4300	53.10	53.10
502-133-01	5441 W ATHENS AVE	0.186	4300	53.10	53.10
502-133-05S	5399 W ATHENS AVE	0.165	4664	76.81	76.80
502-133-06S	5375 W ATHENS AVE	0.165	4664	76.81	76.80
502-133-07S	5359 W ATHENS AVE	0.165	4664	76.81	76.80
502-133-08S	5343 W ATHENS AVE	0.224	4664	76.81	76.80
502-133-09S	5331 W ATHENS AVE	0.247	4664	76.81	76.80
502-133-10S	7514 N STATE	0.148	4664	76.81	76.80
502-133-11S	7522 N STATE	0.141	4664	76.81	76.80
502-133-12S	7526 N STATE	0.144	4664	76.81	76.80
502-133-13S	7534 N STATE	0.156	4664	76.81	76.80
502-133-14S	7531 N CONSTANCE AVE	0.175	4664	76.81	76.80
502-133-15S	7527 N CONSTANCE AVE	0.162	4664	76.81	76.80
502-133-16S	7521 N CONSTANCE AVE	0.160	4664	76.81	76.80
502-133-17S	7513 N CONSTANCE AVE	0.160	4664	76.81	76.80
502-133-18S	7507 N CONSTANCE AVE	0.183	4664	76.81	76.80
502-133-21	5405 W ATHENS AVE	0.176	4300	53.10	53.10
502-133-24	5429 W ATHENS AVE	0.177	4300	53.10	53.10
502-133-25	5417 W ATHENS AVE	0.177	4300	53.10	53.10
502-134-01S	7564 N ELLENDALE AVE	0.137	4664	76.81	76.80
502-134-02S	7542 N ELLENDALE AVE	0.137	4664	76.81	76.80
502-134-03S	7530 N ELLENDALE AVE	0.137	4664	76.81	76.80
502-134-04S	7526 N ELLENDALE AVE	0.137	4664	76.81	76.80
502-134-05S	7520 N ELLENDALE AVE	0.149	4664	76.81	76.80
502-134-06S	7521 N STATE	0.149	4664	76.81	76.80
502-134-07S	7525 N STATE	0.137	4664	76.81	76.80
502-134-08S	7533 N STATE	0.137	4664	76.81	76.80
502-134-09S	7541 N STATE	0.137	4664	76.81	76.80
502-134-10S	7563 N STATE	0.137	4664	76.81	76.80
502-135-01S	5322 W BEDFORD AVE	0.149	4664	76.81	76.80
502-135-02S	5308 W BEDFORD AVE	0.137	4664	76.81	76.80
502-135-03S	5294 W BEDFORD AVE	0.137	4664	76.81	76.80

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502-135-04S	5278 W BEDFORD AVE	0.137	4664	76.81	76.80
502-141-01	5630 W DECATUR AVE	0.189	4573	52.30	52.30
502-141-02	5640 W DECATUR AVE	0.192	4573	52.30	52.30
502-141-03	7685 N IVANHOE	0.229	4573	52.30	52.30
502-141-04	7677 N IVANHOE	0.214	4573	52.30	52.30
502-141-05	7665 N IVANHOE	0.149	4573	52.30	52.30
502-141-06	7653 N IVANHOE	0.149	4573	52.30	52.30
502-141-07	7641 N IVANHOE	0.149	4573	52.30	52.30
502-141-08	7629 N IVANHOE	0.149	4573	52.30	52.30
502-141-09	7617 N IVANHOE	0.149	4573	52.30	52.30
502-141-10	7605 N IVANHOE	0.149	4573	52.30	52.30
502-141-11	7593 N IVANHOE	0.149	4573	52.30	52.30
502-141-12	7698 N CARNEGIE AVE	0.189	4707	52.31	52.30
502-141-13	7684 N CARNEGIE AVE	0.158	4707	52.31	52.30
502-141-14	7676 N CARNEGIE AVE	0.148	4707	52.31	52.30
502-141-15	7664 N CARNEGIE AVE	0.148	4707	52.31	52.30
502-141-16	7652 N CARNEGIE AVE	0.158	4707	52.31	52.30
502-141-17	7640 N CARNEGIE AVE	0.148	4707	52.31	52.30
502-141-18	7628 N CARNEGIE AVE	0.148	4707	52.31	52.30
502-141-19	7616 N CARNEGIE AVE	0.158	4707	52.31	52.30
502-141-20	7608 N CARNEGIE AVE	0.148	4707	52.31	52.30
502-141-21	7596 N CARNEGIE AVE	0.158	4707	52.31	52.30
502-142-01	5610 W DECATUR AVE	0.220	4573	52.30	52.30
502-142-02	5598 W DECATUR AVE	0.162	4573	52.30	52.30
502-142-03	5586 W DECATUR AVE	0.165	4573	52.30	52.30
502-142-04	5574 W DECATUR AVE	0.165	4573	52.30	52.30
502-142-05	5562 W DECATUR AVE	0.165	4573	52.30	52.30
502-142-06	5550 W DECATUR AVE	0.165	4573	52.30	52.30
502-142-07	5538 W DECATUR AVE	0.165	4573	52.30	52.30
502-142-08	5526 W DECATUR AVE	0.206	4573	52.30	52.30
502-143-01	5629 W DECATUR AVE	0.195	4573	52.30	52.30
502-143-02	5619 W DECATUR AVE	0.152	4573	52.30	52.30
502-143-03	5609 W DECATUR AVE	0.156	4573	52.30	52.30
502-143-04	5597 W DECATUR AVE	0.137	4573	52.30	52.30
502-143-05	5585 W DECATUR AVE	0.137	4573	52.30	52.30
502-143-06	5573 W DECATUR AVE	0.137	4573	52.30	52.30
502-143-07	5561 W DECATUR AVE	0.137	4573	52.30	52.30
502-143-08	5549 W DECATUR AVE	0.137	4573	52.30	52.30
502-143-09	5537 W DECATUR AVE	0.149	4573	52.30	52.30
502-143-10	5525 W DECATUR AVE	0.187	4573	52.30	52.30
502-143-11	5524 W CROMWELL AVE	0.179	4573	52.30	52.30
502-143-12	5536 W CROMWELL AVE	0.152	4573	52.30	52.30
502-143-13	5548 W CROMWELL AVE	0.149	4573	52.30	52.30
502-143-14	5560 W CROMWELL AVE	0.149	4573	52.30	52.30
502-143-15	5572 W CROMWELL AVE	0.149	4573	52.30	52.30
502-143-16	5584 W CROMWELL AVE	0.149	4573	52.30	52.30
502-143-17	5596 W CROMWELL AVE	0.149	4573	52.30	52.30
502-143-18	5608 W CROMWELL AVE	0.149	4573	52.30	52.30
502-143-19	5618 W CROMWELL AVE	0.137	4573	52.30	52.30
502-143-20	5628 W CROMWELL AVE	0.183	4573	52.30	52.30
502-144-01	5627 W CROMWELL AVE	0.204	4573	52.30	52.30
502-144-02	5617 W CROMWELL AVE	0.147	4573	52.30	52.30
502-144-03	5607 W CROMWELL AVE	0.144	4573	52.30	52.30
502-144-04	5595 W CROMWELL AVE	0.144	4573	52.30	52.30
502-144-05	5583 W CROMWELL AVE	0.144	4573	52.30	52.30
502-144-06	5571 W CROMWELL AVE	0.144	4573	52.30	52.30
502-144-07	5559 W CROMWELL AVE	0.144	4573	52.30	52.30
502-144-08	5547 W CROMWELL AVE	0.144	4573	52.30	52.30
502-144-09	5535 W CROMWELL AVE	0.142	4573	52.30	52.30
502-144-10	5523 W CROMWELL AVE	0.179	4573	52.30	52.30
502-144-11	5522 W BEDFORD AVE	0.179	4573	52.30	52.30
502-144-12	5534 W BEDFORD AVE	0.156	4573	52.30	52.30
502-144-13	5546 W BEDFORD AVE	0.144	4573	52.30	52.30
502-144-14	5558 W BEDFORD AVE	0.144	4573	52.30	52.30
502-144-15	5570 W BEDFORD AVE	0.149	4573	52.30	52.30
502-144-16	5582 W BEDFORD AVE	0.149	4573	52.30	52.30

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502-144-17	5596 W BEDFORD AVE	0.149	4573	52.30	52.30
502-144-18	5606 W BEDFORD AVE	0.149	4573	52.30	52.30
502-144-19	5616 W BEDFORD AVE	0.141	4573	52.30	52.30
502-144-20	5626 W BEDFORD AVE	0.182	4573	52.30	52.30
502-145-01	7668 N MC CAFFREY	0.179	4573	52.30	52.30
502-145-02	7656 N MC CAFFREY	0.137	4573	52.30	52.30
502-145-03	7644 N MC CAFFREY	0.137	4573	52.30	52.30
502-145-04	7632 N MC CAFFREY	0.137	4573	52.30	52.30
502-145-05	7620 N MC CAFFREY	0.137	4573	52.30	52.30
502-145-06	7608 N MC CAFFREY	0.137	4573	52.30	52.30
502-145-07	7596 N MC CAFFREY	0.137	4573	52.30	52.30
502-145-08	7584 N MC CAFFREY	0.137	4573	52.30	52.30
502-151-01	7557 N IVANHOE	0.231	4573	52.30	52.30
502-151-02	7569 N IVANHOE	0.137	4573	52.30	52.30
502-151-03	7581 N IVANHOE	0.149	4573	52.30	52.30
502-152-01	5623 W BEDFORD AVE	0.187	4573	52.30	52.30
502-152-02	5613 W BEDFORD AVE	0.157	4573	52.30	52.30
502-152-03	5603 W BEDFORD AVE	0.142	4573	52.30	52.30
502-152-04	5591 W BEDFORD AVE	0.142	4573	52.30	52.30
502-152-05	5577 W BEDFORD AVE	0.142	4573	52.30	52.30
502-152-06	5565 W BEDFORD AVE	0.142	4573	52.30	52.30
502-152-07	5553 W BEDFORD AVE	0.142	4573	52.30	52.30
502-152-08	5541 W BEDFORD AVE	0.137	4573	52.30	52.30
502-152-09	5531 W BEDFORD AVE	0.141	4573	52.30	52.30
502-152-10	5521 W BEDFORD AVE	0.194	4573	52.30	52.30
502-152-11	5520 W ATHENS AVE	0.179	4573	52.30	52.30
502-152-12	5530 W ATHENS AVE	0.137	4573	52.30	52.30
502-152-13	5540 W ATHENS AVE	0.146	4573	52.30	52.30
502-152-14	5550 W ATHENS AVE	0.146	4573	52.30	52.30
502-152-15	5562 W ATHENS AVE	0.149	4573	52.30	52.30
502-152-16	5574 W ATHENS AVE	0.144	4573	52.30	52.30
502-152-17	5588 W ATHENS AVE	0.146	4573	52.30	52.30
502-152-18	5602 W ATHENS AVE	0.146	4573	52.30	52.30
502-152-19	5612 W ATHENS AVE	0.146	4573	52.30	52.30
502-152-20	5622 W ATHENS AVE	0.202	4573	52.30	52.30
502-153-01	5647 W ATHENS AVE	0.162	4573	52.30	52.30
502-153-02	5659 W ATHENS AVE	0.137	4573	52.30	52.30
502-153-03	5671 W ATHENS AVE	0.162	4573	52.30	52.30
502-153-04	7515 N IVANHOE	0.244	4573	52.30	52.30
502-153-05	7509 N IVANHOE	0.345	4573	52.30	52.30
502-153-06	7503 N IVANHOE	0.342	4573	52.30	52.30
502-153-07	7502 N IVANHOE	0.227	4573	52.30	52.30
502-153-08	7508 N IVANHOE	0.242	4573	52.30	52.30
502-153-09	7516 N IVANHOE	0.149	4573	52.30	52.30
502-153-10	7524 N IVANHOE	0.149	4573	52.30	52.30
502-153-16	5565 W ATHENS AVE	0.166	4573	52.30	52.30
502-153-17	7519 N MC CAFFREY	0.165	4573	52.30	52.30
502-153-18	7511 N MC CAFFREY	0.137	4573	52.30	52.30
502-153-19	7503 N MC CAFFREY	0.172	4573	52.30	52.30
502-153-20	5575 W ATHENS AVE	0.286	4573	52.30	52.30
502-153-21	5569 W ATHENS AVE	0.261	4573	52.30	52.30
502-153-22	5579 W ATHENS AVE	0.358	4573	52.30	52.30
502-153-23	5589 W ATHENS AVE	0.147	4573	52.30	52.30
502-153-24	5583 W ATHENS AVE	0.349	4573	52.30	52.30
502-154-01	7508 N MC CAFFREY	0.182	4573	52.30	52.30
502-154-02	7502 N MC CAFFREY	0.182	4573	52.30	52.30
502-154-03	5511 W ATHENS AVE	0.274	4573	52.30	52.30
502-154-04	7510 N MC CAFFREY	0.230	4573	52.30	52.30
502-154-05	7518 N MC CAFFREY	0.214	4573	52.30	52.30
502-154-06	7524 N MC CAFFREY	0.137	4573	52.30	52.30
502-154-07	7534 N MC CAFFREY	0.137	4573	52.30	52.30
502-154-08	7544 N MC CAFFREY	0.137	4573	52.30	52.30
502-154-09	7554 N MC CAFFREY	0.137	4573	52.30	52.30
502-154-10	7564 N MC CAFFREY	0.149	4573	52.30	52.30
502-171-01	5499 W BLUFF AVE	0.156	4574	52.30	52.30
502-171-02	5483 W BLUFF AVE	0.169	4574	52.30	52.30

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502-171-03	5469 W BLUFF AVE	0.193	4574	52.30	52.30
502-171-04	5457 W BLUFF AVE	0.171	4574	52.30	52.30
502-171-05	5445 W BLUFF AVE	0.142	4574	52.30	52.30
502-171-06	5433 W BLUFF AVE	0.178	4574	52.30	52.30
502-171-07	5421 W BLUFF AVE	0.183	4574	52.30	52.30
502-171-08	7745 N POLK AVE	0.162	4574	52.30	52.30
502-171-09	7735 N POLK AVE	0.142	4574	52.30	52.30
502-171-10	7725 N POLK AVE	0.149	4574	52.30	52.30
502-171-11	7715 N POLK AVE	0.146	4574	52.30	52.30
502-171-12	7705 N POLK AVE	0.149	4574	52.30	52.30
502-171-13	7697 N POLK AVE	0.176	4574	52.30	52.30
502-171-14	5499 W EVERETT AVE	0.154	4574	52.30	52.30
502-171-15	5493 W EVERETT AVE	0.159	4574	52.30	52.30
502-171-16	5481 W EVERETT AVE	0.154	4574	52.30	52.30
502-171-17	5471 W EVERETT AVE	0.202	4574	52.30	52.30
502-171-18	5461 W EVERETT AVE	0.176	4574	52.30	52.30
502-171-19	5464 W EVERETT AVE	0.176	4574	52.30	52.30
502-171-20	5468 W EVERETT AVE	0.202	4574	52.30	52.30
502-171-21	5478 W EVERETT AVE	0.183	4574	52.30	52.30
502-171-22	5492 W EVERETT AVE	0.140	4574	52.30	52.30
502-171-23	5498 W EVERETT AVE	0.149	4574	52.30	52.30
502-171-24	5497 W EL PASO AVE	0.137	4574	52.30	52.30
502-171-25	5483 W EL PASO AVE	0.137	4574	52.30	52.30
502-171-26	5471 W EL PASO AVE	0.137	4574	52.30	52.30
502-171-27	5465 W EL PASO AVE	0.146	4574	52.30	52.30
502-171-28	5461 W EL PASO AVE	0.176	4574	52.30	52.30
502-171-29	5464 W EL PASO AVE	0.176	4574	52.30	52.30
502-171-30	5466 W EL PASO AVE	0.151	4574	52.30	52.30
502-171-31	5468 W EL PASO AVE	0.171	4574	52.30	52.30
502-171-32	5472 W EL PASO AVE	0.166	4574	52.30	52.30
502-171-33	5484 W EL PASO AVE	0.152	4574	52.30	52.30
502-171-34	5496 W EL PASO AVE	0.161	4574	52.30	52.30
502-172-01	7756 N POLK AVE	0.146	4574	52.30	52.30
502-172-02	7744 N POLK AVE	0.149	4574	52.30	52.30
502-172-03	7734 N POLK AVE	0.137	4574	52.30	52.30
502-172-04	7724 N POLK AVE	0.137	4574	52.30	52.30
502-172-05	7714 N POLK AVE	0.137	4574	52.30	52.30
502-172-06	7698 N POLK AVE	0.195	4574	52.30	52.30
502-191-01	7270 N LOLA AVE	0.262	4380	43.84	43.84
502-191-02	7269 N MC CAFFREY	0.144	4380	43.84	43.84
502-191-03	7257 N MC CAFFREY	0.243	4380	43.84	43.84
502-192-01	7234 N MC CAFFREY	0.345	4380	43.84	43.84
502-192-02	7252 N MC CAFFREY	0.150	4380	43.84	43.84
502-192-03	7264 N MC CAFFREY	0.163	4380	43.84	43.84
502-192-04	7261 N MICHAEL AVE	0.143	4380	43.84	43.84
502-192-05	7251 N MICHAEL AVE	0.137	4380	43.84	43.84
502-192-06	7239 N MICHAEL AVE	0.137	4380	43.84	43.84
502-192-07	7229 N MICHAEL AVE	0.156	4380	43.84	43.84
502-192-08	7211 N MICHAEL AVE	0.175	4380	43.84	43.84
502-193-01	7198 N MICHAEL AVE	0.240	4380	43.84	43.84
502-193-02	7204 N MICHAEL AVE	0.145	4380	43.84	43.84
502-193-03	7214 N MICHAEL AVE	0.137	4380	43.84	43.84
502-193-04	7228 N MICHAEL AVE	0.137	4380	43.84	43.84
502-193-05	7238 N MICHAEL AVE	0.137	4380	43.84	43.84
502-193-06	7252 N MICHAEL AVE	0.137	4380	43.84	43.84
502-193-07	7262 N MICHAEL AVE	0.156	4380	43.84	43.84
502-193-08	7261 N WHEELER AVE	0.146	4380	43.84	43.84
502-193-09	7251 N WHEELER AVE	0.140	4380	43.84	43.84
502-193-10	7237 N WHEELER AVE	0.140	4380	43.84	43.84
502-193-11	7227 N WHEELER AVE	0.140	4380	43.84	43.84
502-193-12	7213 N WHEELER AVE	0.140	4380	43.84	43.84
502-193-13	7203 N WHEELER AVE	0.140	4380	43.84	43.84
502-193-14	7191 N WHEELER AVE	0.140	4380	43.84	43.84
502-193-15	7173 N WHEELER AVE	0.224	4380	43.84	43.84
502-194-01	7154 N WHEELER AVE	0.321	4380	43.84	43.84
502-194-02	7164 N WHEELER AVE	0.182	4380	43.84	43.84

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502-194-03	7178 N WHEELER AVE	0.151	4380	43.84	43.84
502-194-04	7188 N WHEELER AVE	0.151	4380	43.84	43.84
502-194-05	7200 N WHEELER AVE	0.151	4380	43.84	43.84
502-194-06	7210 N WHEELER AVE	0.151	4380	43.84	43.84
502-194-07	7222 N WHEELER AVE	0.170	4380	43.84	43.84
502-195-01	7242 N WHEELER AVE	0.170	4380	43.84	43.84
502-195-02	7254 N WHEELER AVE	0.151	4380	43.84	43.84
502-195-03	7268 N WHEELER AVE	0.200	4380	43.84	43.84
502-201-01-S	7369 N IVANHOE AVE	0.142	4380	43.84	43.84
502-201-02-S	7351 N IVANHOE AVE	0.255	4380	43.84	43.84
502-202-01	7332 N IVANHOE AVE	0.218	4380	43.84	43.84
502-202-02	7342 N IVANHOE AVE	0.155	4380	43.84	43.84
502-202-03	7352 N IVANHOE AVE	0.141	4380	43.84	43.84
502-202-04	7351 N LOLA AVE	0.160	4380	43.84	43.84
502-202-05	7339 N LOLA AVE	0.140	4380	43.84	43.84
502-202-06	7329 N LOLA AVE	0.140	4380	43.84	43.84
502-202-07	7319 N LOLA AVE	0.211	4380	43.84	43.84
502-202-08	5663 W CHENNAULT AVE	0.161	4380	43.84	43.84
502-202-09	7307 N LOLA AVE	0.157	4380	43.84	43.84
502-202-10	7291 N LOLA AVE	0.202	4380	43.84	43.84
502-203-01	7284 N LOLA AVE	0.139	4380	43.84	43.84
502-203-02	7294 N LOLA AVE	0.137	4380	43.84	43.84
502-203-03	7308 N LOLA AVE	0.152	4380	43.84	43.84
502-203-04	7309 N MC CAFFREY	0.152	4380	43.84	43.84
502-203-05	7295 N MC CAFFREY	0.144	4380	43.84	43.84
502-203-06	7283 N MC CAFFREY	0.144	4380	43.84	43.84
502-204-01	7356 N WHEELER AVE	0.158	4380	43.84	43.84
502-204-02	7348 N WHEELER AVE	0.151	4380	43.84	43.84
502-204-03	7334 N WHEELER AVE	0.151	4380	43.84	43.84
502-204-04	7324 N WHEELER AVE	0.199	4380	43.84	43.84
502-204-05	5509 W CHENNAULT AVE	0.249	4380	43.84	43.84
502-204-06	5519 W CHENNAULT AVE	0.160	4380	43.84	43.84
502-204-07	5529 W CHENNAULT AVE	0.137	4380	43.84	43.84
502-204-08	5539 W CHENNAULT AVE	0.137	4380	43.84	43.84
502-204-09	5549 W CHENNAULT AVE	0.137	4380	43.84	43.84
502-204-10	5559 W CHENNAULT AVE	0.137	4380	43.84	43.84
502-204-11	5571 W CHENNAULT AVE	0.137	4380	43.84	43.84
502-204-12	5585 W CHENNAULT AVE	0.137	4380	43.84	43.84
502-204-13	5595 W CHENNAULT AVE	0.143	4380	43.84	43.84
502-204-14	5594 W BIRCH AVE	0.143	4380	43.84	43.84
502-204-15	5584 W BIRCH AVE	0.137	4380	43.84	43.84
502-204-16	5570 W BIRCH AVE	0.137	4380	43.84	43.84
502-204-17	5558 W BIRCH AVE	0.137	4380	43.84	43.84
502-204-18	5548 W BIRCH AVE	0.137	4380	43.84	43.84
502-204-19	5538 W BIRCH AVE	0.137	4380	43.84	43.84
502-204-20	5528 W BIRCH AVE	0.137	4380	43.84	43.84
502-204-21	5518 W BIRCH AVE	0.173	4380	43.84	43.84
502-204-22	5510 W BIRCH AVE	0.245	4380	43.84	43.84
502-205-01	5651 W MINARETS AVE	0.152	4380	43.84	43.84
502-205-02	5641 W MINARETS AVE	0.144	4380	43.84	43.84
502-205-03	5631 W MINARETS AVE	0.144	4380	43.84	43.84
502-205-04	5621 W MINARETS AVE	0.144	4380	43.84	43.84
502-205-05	5611 W MINARETS AVE	0.144	4380	43.84	43.84
502-205-06	5601 W MINARETS AVE	0.144	4380	43.84	43.84
502-205-07	5593 W MINARETS AVE	0.144	4380	43.84	43.84
502-205-08	5581 W MINARETS AVE	0.144	4380	43.84	43.84
502-205-09	5569 W MINARETS AVE	0.144	4380	43.84	43.84
502-205-10	5557 W MINARETS AVE	0.144	4380	43.84	43.84
502-205-11	5549 W MINARETS AVE	0.144	4380	43.84	43.84
502-205-12	5537 W MINARETS AVE	0.144	4380	43.84	43.84
502-205-13	5527 W MINARETS AVE	0.152	4380	43.84	43.84
502-205-14	5528 W CHENNAULT AVE	0.150	4380	43.84	43.84
502-205-15	5538 W CHENNAULT AVE	0.144	4380	43.84	43.84
502-205-16	5548 W CHENNAULT AVE	0.144	4380	43.84	43.84
502-205-17	5558 W CHENNAULT AVE	0.144	4380	43.84	43.84
502-205-18	5570 W CHENNAULT AVE	0.144	4380	43.84	43.84

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502-205-19	5584 W CHENNAULT AVE	0.144	4380	43.84	43.84
502-205-20	5594 W CHENNAULT AVE	0.144	4380	43.84	43.84
502-205-21	5602 W CHENNAULT AVE	0.144	4380	43.84	43.84
502-205-22	5612 W CHENNAULT AVE	0.144	4380	43.84	43.84
502-205-23	5622 W CHENNAULT AVE	0.144	4380	43.84	43.84
502-205-24	5632 W CHENNAULT AVE	0.144	4380	43.84	43.84
502-205-25	5642 W CHENNAULT AVE	0.144	4380	43.84	43.84
502-205-26	5652 W CHENNAULT AVE	0.152	4380	43.84	43.84
502-206-01	5692 W MINARETS AVE	0.155	4380	43.84	43.84
502-206-02	5682 W MINARETS AVE	0.142	4380	43.84	43.84
502-206-03	5672 W MINARETS AVE	0.144	4380	43.84	43.84
502-206-04	5662 W MINARETS AVE	0.142	4380	43.84	43.84
502-206-05	5652 W MINARETS AVE	0.137	4380	43.84	43.84
502-206-06	5642 W MINARETS AVE	0.137	4380	43.84	43.84
502-206-07	5632 W MINARETS AVE	0.137	4380	43.84	43.84
502-206-08	5622 W MINARETS AVE	0.137	4380	43.84	43.84
502-206-09	5612 W MINARETS AVE	0.137	4380	43.84	43.84
502-206-10	5602 W MINARETS AVE	0.137	4380	43.84	43.84
502-206-11	5592 W MINARETS AVE	0.137	4380	43.84	43.84
502-206-12	5582 W MINARETS AVE	0.137	4380	43.84	43.84
502-206-13	5572 W MINARETS AVE	0.137	4380	43.84	43.84
502-206-14	5562 W MINARETS AVE	0.137	4380	43.84	43.84
502-206-15	5552 W MINARETS AVE	0.137	4380	43.84	43.84
502-206-16	5542 W MINARETS AVE	0.137	4380	43.84	43.84
502-206-17	5532 W MINARETS AVE	0.137	4380	43.84	43.84
502-206-18	5522 W MINARETS AVE	0.140	4380	43.84	43.84
502-206-19	5512 W MINARETS AVE	0.140	4380	43.84	43.84
502-206-20	5502 W MINARETS AVE	0.177	4380	43.84	43.84
502-211-01	7711 N IVANHOE	0.177	4707	52.31	52.30
502-211-02	7717 N IVANHOE	0.137	4707	52.31	52.30
502-211-03	7725 N IVANHOE	0.137	4707	52.31	52.30
502-211-04	7733 N IVANHOE	0.137	4707	52.31	52.30
502-211-05	7741 N IVANHOE	0.137	4707	52.31	52.30
502-211-06	7749 N IVANHOE	0.141	4707	52.31	52.30
502-211-07	7757 N IVANHOE	0.264	4707	52.31	52.30
502-211-08	5646 W EL PASO AVE	0.203	4707	52.31	52.30
502-211-09	5638 W EL PASO AVE	0.142	4707	52.31	52.30
502-211-10	5630 W EL PASO AVE	0.167	4707	52.31	52.30
502-211-11	5622 W EL PASO AVE	0.153	4707	52.31	52.30
502-211-12	5614 W EL PASO AVE	0.153	4707	52.31	52.30
502-211-13	5602 W EL PASO AVE	0.153	4707	52.31	52.30
502-211-14	5590 W EL PASO AVE	0.155	4707	52.31	52.30
502-211-15	5578 W EL PASO AVE	0.152	4707	52.31	52.30
502-211-16	5566 W EL PASO AVE	0.152	4707	52.31	52.30
502-211-17	5552 W EL PASO AVE	0.152	4707	52.31	52.30
502-211-18	5540 W EL PASO AVE	0.152	4707	52.31	52.30
502-211-19	5526 W EL PASO AVE	0.156	4707	52.31	52.30
502-211-20	5525 W BLUFF AVE	0.156	4707	52.31	52.30
502-211-21	5539 W BLUFF AVE	0.152	4707	52.31	52.30
502-211-22	5551 W BLUFF AVE	0.152	4707	52.31	52.30
502-211-23	5565 W BLUFF AVE	0.152	4707	52.31	52.30
502-211-24	5577 W BLUFF AVE	0.155	4707	52.31	52.30
502-211-31	5643 W BLUFF AVE	0.150	4707	52.31	52.30
502-211-32	5655 W BLUFF AVE	0.146	4707	52.31	52.30
502-211-33	5667 W BLUFF AVE	0.158	4707	52.31	52.30
502-211-34	7774 N CARNEGIE AVE	0.180	4707	52.31	52.30
502-211-35	7766 N CARNEGIE AVE	0.161	4707	52.31	52.30
502-211-41	7718 N CARNEGIE AVE	0.161	4707	52.31	52.30
502-211-42	7710 N CARNEGIE AVE	0.190	4707	52.31	52.30
502-211-43	5589 W BLUFF AVE	0.162	4707	52.31	52.30
502-211-44	5601 W BLUFF AVE	0.150	4707	52.31	52.30
502-211-45	5613 W BLUFF AVE	0.148	4707	52.31	52.30
502-211-46	5619 W BLUFF AVE	0.150	4707	52.31	52.30
502-211-47	5627 W BLUFF AVE	0.146	4707	52.31	52.30
502-211-48	5635 W BLUFF AVE	0.156	4707	52.31	52.30
502-211-49	7758 N CARNEGIE AVE	0.141	4707	52.31	52.30

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502-211-50	7750 N CARNEGIE AVE	0.166	4707	52.31	52.30
502-211-51	7742 N CARNEGIE AVE	0.146	4707	52.31	52.30
502-211-52	7734 N CARNEGIE AVE	0.176	4707	52.31	52.30
502-211-53	7726 N CARNEGIE AVE	0.141	4707	52.31	52.30
502-212-01	5637 W EL PASO AVE	0.148	4707	52.31	52.30
502-212-02	5629 W EL PASO AVE	0.142	4707	52.31	52.30
502-212-03	5621 W EL PASO AVE	0.142	4707	52.31	52.30
502-212-04	5611 W EL PASO AVE	0.142	4707	52.31	52.30
502-212-05	5599 W EL PASO AVE	0.142	4707	52.31	52.30
502-212-06	5587 W EL PASO AVE	0.151	4707	52.31	52.30
502-212-07	5575 W EL PASO AVE	0.149	4707	52.31	52.30
502-212-08	5563 W EL PASO AVE	0.137	4707	52.31	52.30
502-212-09	5551 W EL PASO AVE	0.137	4707	52.31	52.30
502-212-10	5539 W EL PASO AVE	0.146	4707	52.31	52.30
502-212-11	5527 W EL PASO AVE	0.213	4707	52.31	52.30
502-212-12	5514 W EVERETT AVE	0.177	4707	52.31	52.30
502-212-13	5528 W EVERETT AVE	0.137	4707	52.31	52.30
502-212-14	5542 W EVERETT AVE	0.160	4707	52.31	52.30
502-212-15	5554 W EVERETT AVE	0.146	4707	52.31	52.30
502-212-16	5568 W EVERETT AVE	0.146	4707	52.31	52.30
502-212-17	5580 W EVERETT AVE	0.146	4707	52.31	52.30
502-212-18	5592 W EVERETT AVE	0.149	4707	52.31	52.30
502-212-19	5604 W EVERETT AVE	0.149	4707	52.31	52.30
502-212-20	5616 W EVERETT AVE	0.140	4707	52.31	52.30
502-212-21	5626 W EVERETT AVE	0.149	4707	52.31	52.30
502-212-22	5634 W EVERETT AVE	0.152	4707	52.31	52.30
502-213-01	5631 W EVERETT AVE	0.168	4707	52.31	52.30
502-213-02	5619 W EVERETT AVE	0.169	4707	52.31	52.30
502-213-03	5607 W EVERETT AVE	0.177	4707	52.31	52.30
502-213-04	5595 W EVERETT AVE	0.156	4707	52.31	52.30
502-213-05	5583 W EVERETT AVE	0.156	4707	52.31	52.30
502-213-06	5571 W EVERETT AVE	0.154	4707	52.31	52.30
502-213-07	5559 W EVERETT AVE	0.164	4707	52.31	52.30
502-213-08	5547 W EVERETT AVE	0.154	4707	52.31	52.30
502-213-09	5535 W EVERETT AVE	0.154	4707	52.31	52.30
502-213-10	5523 W EVERETT AVE	0.172	4707	52.31	52.30
502-213-11	5511 W EVERETT AVE	0.161	4707	52.31	52.30
502-221-01S	5257 W ATHENS AVE	0.160	4664	76.81	76.80
502-221-02S	5241 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-03S	5223 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-04S	5207 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-05S	5191 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-06S	5173 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-07S	5157 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-08S	5141 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-09S	5123 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-10S	5107 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-11S	5089 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-12S	5075 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-13S	5059 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-14S	5037 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-15S	5025 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-16S	5017 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-17S	5007 W ATHENS AVE	0.158	4664	76.81	76.80
502-221-18S	4999 W ATHENS AVE	0.155	4664	76.81	76.80
502-221-19S	4989 W ATHENS AVE	0.230	4664	76.81	76.80
502-221-20S	4979 W ATHENS AVE	0.279	4664	76.81	76.80
502-221-21S	4994 W DECATUR AVE	0.214	4664	76.81	76.80
502-221-22S	4996 W DECATUR AVE	0.166	4664	76.81	76.80
502-221-23S	4998 W DECATUR AVE	0.166	4664	76.81	76.80
502-221-24S	5000 W DECATUR AVE	0.166	4664	76.81	76.80
502-221-25S	5004 W DECATUR AVE	0.165	4664	76.81	76.80
502-222-01S	5257 W BEDFORD AVE	0.141	4664	76.81	76.80
502-222-02S	5241 W BEDFORD AVE	0.137	4664	76.81	76.80
502-222-03S	5223 W BEDFORD AVE	0.137	4664	76.81	76.80
502-222-04S	5207 W BEDFORD AVE	0.137	4664	76.81	76.80

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502-222-05S	5191 W BEDFORD AVE	0.137	4664	76.81	76.80
502-222-06S	5173 W BEDFORD AVE	0.137	4664	76.81	76.80
502-222-07S	5157 W BEDFORD AVE	0.137	4664	76.81	76.80
502-222-08S	5141 W BEDFORD AVE	0.137	4664	76.81	76.80
502-222-09S	5123 W BEDFORD AVE	0.137	4664	76.81	76.80
502-222-10S	5107 W BEDFORD AVE	0.137	4664	76.81	76.80
502-222-11S	5089 W BEDFORD AVE	0.137	4664	76.81	76.80
502-222-12S	5075 W BEDFORD AVE	0.142	4664	76.81	76.80
502-222-13S	5061 W BEDFORD AVE	0.221	4664	76.81	76.80
502-222-14S	5049 W BEDFORD AVE	0.454	4664	76.81	76.80
502-222-15S	5060 W BEDFORD AVE	0.236	4664	76.81	76.80
502-222-16S	5074 W BEDFORD AVE	0.169	4664	76.81	76.80
502-222-17S	5098 W BEDFORD AVE	0.137	4664	76.81	76.80
502-222-18S	5110 W BEDFORD AVE	0.137	4664	76.81	76.80
502-222-19S	5124 W BEDFORD AVE	0.141	4664	76.81	76.80
502-222-20S	5125 W CROMWELL AVE	0.141	4664	76.81	76.80
502-222-21S	5109 W CROMWELL AVE	0.140	4664	76.81	76.80
502-222-22S	5099 W CROMWELL AVE	0.180	4664	76.81	76.80
502-222-23S	5077 W CROMWELL AVE	0.173	4664	76.81	76.80
502-222-24S	5069 W CROMWELL AVE	0.165	4664	76.81	76.80
502-222-25S	5033 W DECATUR AVE	0.149	4664	76.81	76.80
502-222-26S	5021 W DECATUR AVE	0.137	4664	76.81	76.80
502-222-27S	5017 W DECATUR AVE	0.137	4664	76.81	76.80
502-222-28S	5011 W DECATUR AVE	0.137	4664	76.81	76.80
502-222-29S	5009 W DECATUR AVE	0.137	4664	76.81	76.80
502-222-30S	5003 W DECATUR AVE	0.152	4664	76.81	76.80
502-222-31S	4999 W DECATUR AVE	0.149	4664	76.81	76.80
502-222-32S	4997 W DECATUR AVE	0.210	4664	76.81	76.80
502-222-33S	5012 W ATHENS AVE	0.150	4664	76.81	76.80
502-222-34S	5024 W ATHENS AVE	0.137	4664	76.81	76.80
502-222-35S	5036 W ATHENS AVE	0.137	4664	76.81	76.80
502-222-36S	5042 W ATHENS AVE	0.137	4664	76.81	76.80
502-222-37S	5054 W ATHENS AVE	0.137	4664	76.81	76.80
502-222-38S	5086 W ATHENS AVE	0.137	4664	76.81	76.80
502-222-39S	5108 W ATHENS AVE	0.137	4664	76.81	76.80
502-222-40S	5122 W ATHENS AVE	0.137	4664	76.81	76.80
502-222-41S	5142 W ATHENS AVE	0.137	4664	76.81	76.80
502-222-42S	5158 W ATHENS AVE	0.137	4664	76.81	76.80
502-222-43S	5174 W ATHENS AVE	0.137	4664	76.81	76.80
502-222-44S	5192 W ATHENS AVE	0.137	4664	76.81	76.80
502-222-45S	5208 W ATHENS AVE	0.137	4664	76.81	76.80
502-222-46S	5224 W ATHENS AVE	0.137	4664	76.81	76.80
502-222-47S	5240 W ATHENS AVE	0.137	4664	76.81	76.80
502-222-48S	5258 W ATHENS AVE	0.143	4664	76.81	76.80
502-223-01S	5262 W BEDFORD AVE	0.137	4664	76.81	76.80
502-223-02S	5248 W BEDFORD AVE	0.137	4664	76.81	76.80
502-223-03S	5226 W BEDFORD AVE	0.137	4664	76.81	76.80
502-223-04-S	5208 W BEDFORD AVE	0.137	4664	76.81	76.80
502-223-05S	5194 W BEDFORD AVE	0.137	4664	76.81	76.80
502-223-06S	5178 W BEDFORD AVE	0.137	4664	76.81	76.80
502-223-07S	5162 W BEDFORD AVE	0.139	4664	76.81	76.80
502-224-01S	5010 W DECATUR AVE	0.155	4664	76.81	76.80
502-224-02S	5016 W DECATUR AVE	0.154	4664	76.81	76.80
502-224-03S	5020 W DECATUR AVE	0.154	4664	76.81	76.80
502-224-04S	5032 W DECATUR AVE	0.154	4664	76.81	76.80
502-224-05S	5036 W DECATUR AVE	0.154	4664	76.81	76.80
502-224-06S	5040 W DECATUR AVE	0.152	4664	76.81	76.80
502-224-07S	5044 W DECATUR AVE	0.152	4664	76.81	76.80
502-225-01S	5150 W CROMWELL AVE	0.137	4664	76.81	76.80
502-225-02S	5128 W CROMWELL AVE	0.137	4664	76.81	76.80
502-225-03S	5112 W CROMWELL AVE	0.160	4664	76.81	76.80
502-225-04S	5094 W CROMWELL AVE	0.156	4664	76.81	76.80
502-225-05S	5078 W CROMWELL AVE	0.154	4664	76.81	76.80
502-320-14	4738 W ALLUVIAL AVE	0.925	4173	106.34	106.34
502-320-15	NO SITUS AVAILABLE		4173	106.34	106.34
502-320-16	4758 W ALLUVIAL AVE	0.907	4173	106.34	106.34

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502-320-17	4768 W ALLUVIAL AVE	0.851	4173	106.34	106.34
502-320-18	4778 W ALLUVIAL AVE	0.568	4173	106.34	106.34
502-320-19	4788 W ALLUVIAL AVE	2.180	4173	106.34	106.34
503-031-01-S	5992 W LOCUST AVE	0.164	4148	49.32	49.32
503-031-02-S	6002 W LOCUST AVE	0.151	4148	49.32	49.32
503-031-03-S	6014 W LOCUST AVE	0.151	4148	49.32	49.32
503-031-04-S	6024 W LOCUST AVE	0.151	4148	49.32	49.32
503-031-05-S	6034 W LOCUST AVE	0.164	4148	49.32	49.32
503-031-06-S	6046 W LOCUST AVE	0.167	4148	49.32	49.32
503-031-07-S	6056 W LOCUST AVE	0.200	4148	49.32	49.32
503-031-08-S	7199 N BAIN AVE	0.176	4148	49.32	49.32
503-031-09-S	7187 N BAIN AVE	0.151	4148	49.32	49.32
503-031-10-S	7175 N BAIN AVE	0.151	4148	49.32	49.32
503-031-11-S	7163 N BAIN AVE	0.151	4148	49.32	49.32
503-031-12-S	7151 N BAIN AVE	0.151	4148	49.32	49.32
503-031-13-S	7139 N BAIN AVE	0.156	4148	49.32	49.32
503-032-01-S	7127 N BAIN AVE	0.156	4148	49.32	49.32
503-032-02-S	7115 N BAIN AVE	0.156	4148	49.32	49.32
503-032-03-S	6057 W FIR AVE	0.165	4148	49.32	49.32
503-032-04-S	6045 W FIR AVE	0.172	4148	49.32	49.32
503-032-05-S	6035 W FIR AVE	0.137	4148	49.32	49.32
503-032-06-S	6023 W FIR AVE	0.160	4148	49.32	49.32
503-033-01-S	6038 W FIR AVE	0.153	4148	49.32	49.32
503-033-02-S	6026 W FIR AVE	0.137	4148	49.32	49.32
503-033-03-S	6016 W FIR AVE	0.137	4148	49.32	49.32
503-033-04-S	6004 W FIR AVE	0.137	4148	49.32	49.32
503-033-05-S	5994 W FIR AVE	0.137	4148	49.32	49.32
503-033-06-S	5982 W FIR AVE	0.137	4148	49.32	49.32
503-033-07-S	5972 W FIR AVE	0.137	4148	49.32	49.32
503-033-08-S	5960 W FIR AVE	0.137	4148	49.32	49.32
503-033-09-S	5950 W FIR AVE	0.137	4148	49.32	49.32
503-033-10-S	5938 W FIR AVE	0.137	4148	49.32	49.32
503-033-11-S	5928 W FIR AVE	0.137	4148	49.32	49.32
503-033-12-S	5916 W FIR AVE	0.137	4148	49.32	49.32
503-033-13-S	5906 W FIR AVE	0.137	4148	49.32	49.32
503-033-14-S	5896 W FIR AVE	0.137	4148	49.32	49.32
503-033-15-S	5884 W FIR AVE	0.137	4148	49.32	49.32
503-033-16-S	5874 W FIR AVE	0.137	4148	49.32	49.32
503-033-17-S	5873 W FALLON AVE	0.137	4148	49.32	49.32
503-033-18-S	5883 W FALLON AVE	0.137	4148	49.32	49.32
503-033-19-S	5895 W FALLON AVE	0.137	4148	49.32	49.32
503-033-20-S	5905 W FALLON AVE	0.137	4148	49.32	49.32
503-033-21-S	5915 W FALLON AVE	0.137	4148	49.32	49.32
503-033-22-S	5927 W FALLON AVE	0.137	4148	49.32	49.32
503-033-23-S	5937 W FALLON AVE	0.137	4148	49.32	49.32
503-033-24-S	5949 W FALLON AVE	0.137	4148	49.32	49.32
503-033-25-S	5959 W FALLON AVE	0.137	4148	49.32	49.32
503-033-26-S	5971 W FALLON AVE	0.137	4148	49.32	49.32
503-033-27-S	5981 W FALLON AVE	0.137	4148	49.32	49.32
503-033-28-S	5993 W FALLON AVE	0.137	4148	49.32	49.32
503-033-29-S	6003 W FALLON AVE	0.137	4148	49.32	49.32
503-033-30-S	6015 W FALLON AVE	0.137	4148	49.32	49.32
503-033-31-S	6025 W FALLON AVE	0.137	4148	49.32	49.32
503-033-32-S	6037 W FALLON AVE	0.153	4148	49.32	49.32
503-034-01-S	6036 W FALLON AVE	0.167	4148	49.32	49.32
503-034-02-S	6024 W FALLON AVE	0.137	4148	49.32	49.32
503-034-03-S	6014 W FALLON AVE	0.137	4148	49.32	49.32
503-034-04-S	6002 W FALLON AVE	0.137	4148	49.32	49.32
503-034-05-S	5992 W FALLON AVE	0.137	4148	49.32	49.32
503-034-06-S	5980 W FALLON AVE	0.137	4148	49.32	49.32
503-034-07-S	5970 W FALLON AVE	0.137	4148	49.32	49.32
503-034-08-S	5958 W FALLON AVE	0.137	4148	49.32	49.32
503-034-09-S	5948 W FALLON AVE	0.137	4148	49.32	49.32
503-034-10-S	5936 W FALLON AVE	0.137	4148	49.32	49.32
503-034-11-S	5926 W FALLON AVE	0.137	4148	49.32	49.32

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503-034-12-S	5914 W FALLON AVE	0.137	4148	49.32	49.32
503-034-13-S	5904 W FALLON AVE	0.137	4148	49.32	49.32
503-034-14-S	5894 W FALLON AVE	0.137	4148	49.32	49.32
503-034-15-S	5882 W FALLON AVE	0.137	4148	49.32	49.32
503-034-16-S	5872 W FALLON AVE	0.137	4148	49.32	49.32
503-034-17-S	5871 W LOCUST AVE	0.137	4148	49.32	49.32
503-034-18-S	5881 W LOCUST AVE	0.137	4148	49.32	49.32
503-034-19-S	5893 W LOCUST AVE	0.137	4148	49.32	49.32
503-034-20-S	5903 W LOCUST AVE	0.137	4148	49.32	49.32
503-034-21-S	5913 W LOCUST AVE	0.137	4148	49.32	49.32
503-034-22-S	5925 W LOCUST AVE	0.137	4148	49.32	49.32
503-034-23-S	5935 W LOCUST AVE	0.137	4148	49.32	49.32
503-034-24-S	5947 W LOCUST AVE	0.137	4148	49.32	49.32
503-034-25-S	5957 W LOCUST AVE	0.137	4148	49.32	49.32
503-034-26-S	5969 W LOCUST AVE	0.137	4148	49.32	49.32
503-034-27-S	5979 W LOCUST AVE	0.137	4148	49.32	49.32
503-034-28-S	5991 W LOCUST AVE	0.137	4148	49.32	49.32
503-034-29-S	6001 W LOCUST AVE	0.137	4148	49.32	49.32
503-034-30-S	6013 W LOCUST AVE	0.137	4148	49.32	49.32
503-034-31-S	6023 W LOCUST AVE	0.137	4148	49.32	49.32
503-034-32-S	6035 W LOCUST AVE	0.167	4148	49.32	49.32
503-035-01-S	5968 W LOCUST AVE	0.164	4148	49.32	49.32
503-035-02-S	5956 W LOCUST AVE	0.151	4148	49.32	49.32
503-035-03-S	5946 W LOCUST AVE	0.151	4148	49.32	49.32
503-035-04-S	5934 W LOCUST AVE	0.151	4148	49.32	49.32
503-035-05-S	5924 W LOCUST AVE	0.151	4148	49.32	49.32
503-035-06-S	5912 W LOCUST AVE	0.151	4148	49.32	49.32
503-035-07-S	5902 W LOCUST AVE	0.151	4148	49.32	49.32
503-035-08-S	5892 W LOCUST AVE	0.151	4148	49.32	49.32
503-035-09-S	5880 W LOCUST AVE	0.151	4148	49.32	49.32
503-035-10-S	5870 W LOCUST AVE	0.151	4148	49.32	49.32
503-041-01-S	7069 N DURANGO AVE	0.180	4148	49.32	49.32
503-041-02-S	7049 N DURANGO AVE	0.160	4148	49.32	49.32
503-041-03-S	7033 N DURANGO AVE	0.160	4148	49.32	49.32
503-041-04-S	7017 N DURANGO AVE	0.149	4148	49.32	49.32
503-041-05-S	7016 N DURANGO AVE	0.149	4148	49.32	49.32
503-041-06-S	7032 N DURANGO AVE	0.160	4148	49.32	49.32
503-041-07-S	7048 N DURANGO AVE	0.160	4148	49.32	49.32
503-041-08-S	7064 N DURANGO AVE	0.144	4148	49.32	49.32
503-041-09-S	7080 N DURANGO AVE	0.144	4148	49.32	49.32
503-041-10-S	7096 N DURANGO AVE	0.156	4148	49.32	49.32
503-041-11-S	7095 N ERIE AVE	0.156	4148	49.32	49.32
503-041-12-S	7079 N ERIE AVE	0.144	4148	49.32	49.32
503-041-13-S	7063 N ERIE AVE	0.144	4148	49.32	49.32
503-041-14-S	7047 N ERIE AVE	0.149	4148	49.32	49.32
503-041-15-S	7031 N ERIE AVE	0.160	4148	49.32	49.32
503-041-16-S	7015 N ERIE AVE	0.189	4148	49.32	49.32
503-041-17-S	7014 N ERIE AVE	0.189	4148	49.32	49.32
503-041-18-S	7030 N ERIE AVE	0.214	4148	49.32	49.32
503-041-19-S	7046 N ERIE AVE	0.160	4148	49.32	49.32
503-041-20-S	7062 N ERIE AVE	0.144	4148	49.32	49.32
503-041-21-S	7078 N ERIE AVE	0.144	4148	49.32	49.32
503-041-22-S	7094 N ERIE AVE	0.156	4148	49.32	49.32
503-041-23-S	7093 N VISTA AVE	0.149	4148	49.32	49.32
503-041-24-S	7077 N VISTA AVE	0.137	4148	49.32	49.32
503-041-25-S	7061 N VISTA AVE	0.137	4148	49.32	49.32
503-041-26-S	7045 N VISTA AVE	0.137	4148	49.32	49.32
503-041-27-S	7029 N VISTA AVE	0.137	4148	49.32	49.32
503-041-28-S	7013 N VISTA AVE	0.137	4148	49.32	49.32
503-042-01-S	5909 W BEECHWOOD AVE	0.149	4148	49.32	49.32
503-042-02-S	5899 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-042-03-S	5887 W BEECHWOOD AVE		4148	49.32	49.32
503-042-04-S	5877 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-043-01-S	5876 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-043-02-S	5886 W BEECHWOOD AVE	0.137	4148	49.32	49.32

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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
503-043-03-S	5898 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-043-04-S	5908 W BEECHWOOD AVE	0.149	4148	49.32	49.32
503-043-05-S	5907 W FIR AVE	0.149	4148	49.32	49.32
503-043-06-S	5897 W FIR AVE	0.137	4148	49.32	49.32
503-043-07-S	5885 W FIR AVE	0.137	4148	49.32	49.32
503-043-08-S	5875 W FIR AVE	0.137	4148	49.32	49.32
503-051-01-S	5863 W FIR AVE	0.137	4148	49.32	49.32
503-051-02-S	5853 W FIR AVE	0.137	4148	49.32	49.32
503-051-03-S	5841 W FIR AVE	0.137	4148	49.32	49.32
503-051-04-S	5831 W FIR AVE	0.137	4148	49.32	49.32
503-051-05-S	5819 W FIR AVE	0.137	4148	49.32	49.32
503-051-06-S	5809 W FIR AVE	0.149	4148	49.32	49.32
503-051-07-S	5810 W BEECHWOOD AVE	0.149	4148	49.32	49.32
503-051-08-S	5820 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-051-09-S	5832 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-051-10-S	5842 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-051-11-S	5854 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-051-12-S	5864 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-052-01-S	5865 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-052-02-S	5855 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-052-03-S	5843 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-052-04-S	5833 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-052-05-S	5821 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-052-06-S	5811 W BEECHWOOD AVE	0.149	4148	49.32	49.32
503-053-01-S	7054 N GREGORY AVE	0.149	4148	49.32	49.32
503-053-02-S	7064 N GREGORY AVE	0.137	4148	49.32	49.32
503-053-03-S	7076 N GREGORY AVE	0.137	4148	49.32	49.32
503-053-04-S	7086 N GREGORY AVE	0.137	4148	49.32	49.32
503-053-05-S	7098 N GREGORY AVE	0.137	4148	49.32	49.32
503-053-06-S	7108 N GREGORY AVE	0.137	4148	49.32	49.32
503-053-07-S	7107 N CARNEGIE AVE	0.140	4148	49.32	49.32
503-053-08-S	7097 N CARNEGIE AVE	0.140	4148	49.32	49.32
503-053-09-S	7085 N CARNEGIE AVE	0.140	4148	49.32	49.32
503-053-10-S	7075 N CARNEGIE AVE	0.140	4148	49.32	49.32
503-053-11-S	7063 N CARNEGIE AVE	0.140	4148	49.32	49.32
503-053-12-S	7053 N CARNEGIE AVE	0.152	4148	49.32	49.32
503-054-01-S	5743 W FIR AVE	0.155	4148	49.32	49.32
503-054-02-S	5733 W FIR AVE	0.143	4148	49.32	49.32
503-054-03-S	5723 W FIR AVE	0.152	4148	49.32	49.32
503-054-04-S	5713 W FIR AVE	0.227	4148	49.32	49.32
503-054-05-S	5703 W FIR AVE	0.202	4148	49.32	49.32
503-054-06-S	7117 N LOLA AVE	0.168	4148	49.32	49.32
503-054-07-S	5659 W FIR AVE	0.198	4148	49.32	49.32
503-054-08-S	5662 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-054-09-S	5672 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-054-10-S	5682 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-054-11-S	5692 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-054-12-S	5714 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-054-13-S	5724 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-054-14-S	5734 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-054-15-S	5744 W BEECHWOOD AVE	0.149	4148	49.32	49.32
503-055-01-S	5745 W BEECHWOOD AVE	0.149	4148	49.32	49.32
503-055-02-S	5735 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-055-03-S	5725 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-055-04-S	5715 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-055-05-S	5691 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-055-06-S	5681 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-055-07-S	5671 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-055-08-S	5661 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-061-01-S	5858 W LOCUST AVE	0.151	4148	49.32	49.32
503-061-02-S	5848 W LOCUST AVE	0.151	4148	49.32	49.32
503-061-03-S	5836 W LOCUST AVE	0.151	4148	49.32	49.32
503-061-04-S	5826 W LOCUST AVE	0.151	4148	49.32	49.32
503-061-05-S	5814 W LOCUST AVE	0.151	4148	49.32	49.32
503-061-06-S	5804 W LOCUST AVE	0.189	4148	49.32	49.32
503-061-07-S	5802 W LOCUST AVE	0.192	4148	49.32	49.32

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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
503-061-08-S	7198 N GREGORY AVE	0.192	4148	49.32	49.32
503-061-09-S	7186 N GREGORY AVE	0.163	4148	49.32	49.32
503-061-10-S	7183 N CARNEGIE AVE	0.172	4148	49.32	49.32
503-061-11-S	7189 N CARNEGIE AVE	0.160	4148	49.32	49.32
503-061-12-S	7195 N CARNEGIE AVE	0.183	4148	49.32	49.32
503-062-01-S	5806 W FALLON AVE	0.156	4148	49.32	49.32
503-062-02-S	5816 W FALLON AVE	0.137	4148	49.32	49.32
503-062-03-S	5828 W FALLON AVE	0.137	4148	49.32	49.32
503-062-04-S	5838 W FALLON AVE	0.137	4148	49.32	49.32
503-062-05-S	5850 W FALLON AVE	0.137	4148	49.32	49.32
503-062-06-S	5860 W FALLON AVE	0.137	4148	49.32	49.32
503-062-07-S	5859 W LOCUST AVE	0.137	4148	49.32	49.32
503-062-08-S	5849 W LOCUST AVE	0.137	4148	49.32	49.32
503-062-09-S	5837 W LOCUST AVE	0.137	4148	49.32	49.32
503-062-10-S	5827 W LOCUST AVE	0.137	4148	49.32	49.32
503-062-11-S	5815 W LOCUST AVE	0.137	4148	49.32	49.32
503-062-12-S	5805 W LOCUST AVE	0.156	4148	49.32	49.32
503-063-01-S	5807 W FALLON AVE	0.149	4148	49.32	49.32
503-063-02-S	5817 W FALLON AVE	0.137	4148	49.32	49.32
503-063-03-S	5829 W FALLON AVE	0.137	4148	49.32	49.32
503-063-04-S	5839 W FALLON AVE	0.137	4148	49.32	49.32
503-063-05-S	5851 W FALLON AVE	0.137	4148	49.32	49.32
503-063-06-S	5861 W FALLON AVE	0.137	4148	49.32	49.32
503-063-07-S	5862 W FIR AVE	0.137	4148	49.32	49.32
503-063-08-S	5852 W FIR AVE	0.137	4148	49.32	49.32
503-063-09-S	5840 W FIR AVE	0.137	4148	49.32	49.32
503-063-10-S	5830 W FIR AVE	0.137	4148	49.32	49.32
503-063-11-S	5818 W FIR AVE	0.137	4148	49.32	49.32
503-063-12-S	5808 W FIR AVE	0.149	4148	49.32	49.32
503-064-01-S	7174 N GREGORY AVE	0.149	4148	49.32	49.32
503-064-02-S	7164 N GREGORY AVE	0.137	4148	49.32	49.32
503-064-03-S	7152 N GREGORY AVE	0.137	4148	49.32	49.32
503-064-04-S	7142 N GREGORY AVE	0.137	4148	49.32	49.32
503-064-05-S	7130 N GREGORY AVE	0.137	4148	49.32	49.32
503-064-06-S	7120 N GREGORY AVE	0.137	4148	49.32	49.32
503-064-07-S	7119 N CARNEGIE AVE	0.140	4148	49.32	49.32
503-064-08-S	7129 N CARNEGIE AVE	0.140	4148	49.32	49.32
503-064-09-S	7141 N CARNEGIE AVE	0.140	4148	49.32	49.32
503-064-10-S	7151 N CARNEGIE AVE	0.140	4148	49.32	49.32
503-064-11-S	7163 N CARNEGIE AVE	0.140	4148	49.32	49.32
503-064-12-S	7173 N CARNEGIE AVE	0.152	4148	49.32	49.32
503-065-01-S	7151 N LOLA AVE	0.202	4148	49.32	49.32
503-065-02-S	7139 N LOLA AVE	0.151	4148	49.32	49.32
503-065-03-S	7129 N LOLA AVE	0.151	4148	49.32	49.32
503-065-04-S	5702 W FIR AVE	0.202	4148	49.32	49.32
503-065-05-S	5712 W FIR AVE	0.229	4148	49.32	49.32
503-065-06-S	5722 W FIR AVE	0.156	4148	49.32	49.32
503-065-07-S	5732 W FIR AVE	0.144	4148	49.32	49.32
503-065-08-S	5742 W FIR AVE	0.156	4148	49.32	49.32
503-065-09-S	5741 W FALLON AVE	0.149	4148	49.32	49.32
503-065-10-S	5731 W FALLON AVE	0.137	4148	49.32	49.32
503-065-11-S	5721 W FALLON AVE	0.137	4148	49.32	49.32
503-065-12-S	5711 W FALLON AVE	0.137	4148	49.32	49.32
503-065-13-S	5701 W FALLON AVE	0.137	4148	49.32	49.32
503-065-14-S	5691 W FALLON AVE	0.153	4148	49.32	49.32
503-066-01-S	7196 N CARNEGIE AVE	0.183	4148	49.32	49.32
503-066-02-S	7190 N CARNEGIE AVE	0.151	4148	49.32	49.32
503-066-03-S	7184 N CARNEGIE AVE	0.151	4148	49.32	49.32
503-066-04-S	7178 N CARNEGIE AVE	0.152	4148	49.32	49.32
503-066-05-S	7172 N CARNEGIE AVE	0.163	4148	49.32	49.32
503-066-06-S	7175 N IVANHOE AVE	0.164	4148	49.32	49.32
503-066-07-S	7181 N IVANHOE AVE	0.151	4148	49.32	49.32
503-066-08-S	7187 N IVANHOE AVE	0.164	4148	49.32	49.32
503-066-09-S	7193 N IVANHOE AVE	0.176	4148	49.32	49.32
503-066-10-S	7199 N IVANHOE AVE	0.220	4148	49.32	49.32
503-066-11-S	7198 N IVANHOE AVE	0.220	4148	49.32	49.32

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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
503-066-12-S	7192 N IVANHOE AVE	0.206	4148	49.32	49.32
503-066-13-S	7186 N IVANHOE AVE	0.149	4148	49.32	49.32
503-066-14-S	7180 N IVANHOE AVE	0.151	4148	49.32	49.32
503-066-15-S	7174 N IVANHOE AVE	0.164	4148	49.32	49.32
503-066-16-S	7173 N LOLA AVE	0.164	4148	49.32	49.32
503-066-17-S	7181 N LOLA AVE	0.149	4148	49.32	49.32
503-066-18-S	7191 N LOLA AVE	0.192	4148	49.32	49.32
503-066-19-S	7199 N LOLA AVE	0.229	4148	49.32	49.32
503-066-20-S	7198 N LOLA AVE	0.192	4148	49.32	49.32
503-071-01-S	7190 N LOLA AVE	0.233	4148	49.32	49.32
503-071-02-S	7180 N LOLA AVE	0.151	4148	49.32	49.32
503-071-03-S	7172 N LOLA AVE	0.180	4148	49.32	49.32
503-071-04-S	5632 W FALLON AVE	0.208	4148	49.32	49.32
503-071-05-S	5622 W FALLON AVE	0.249	4148	49.32	49.32
503-071-06-S	5612 W FALLON AVE	0.220	4148	49.32	49.32
503-071-07-S	5602 W FALLON AVE	0.200	4148	49.32	49.32
503-071-08-S	5603 W FALLON AVE	0.183	4148	49.32	49.32
503-071-09-S	5613 W FALLON AVE	0.206	4148	49.32	49.32
503-071-10-S	5623 W FALLON AVE	0.143	4148	49.32	49.32
503-071-11-S	5633 W FALLON AVE	0.144	4148	49.32	49.32
503-071-12-S	5643 W FALLON AVE	0.156	4148	49.32	49.32
503-071-13-S	5644 W FIR AVE	0.152	4148	49.32	49.32
503-071-14-S	5634 W FIR AVE	0.140	4148	49.32	49.32
503-071-15-S	5624 W FIR AVE	0.140	4148	49.32	49.32
503-071-16-S	5614 W FIR AVE	0.152	4148	49.32	49.32
503-071-17-S	5592 W FIR AVE	0.195	4148	49.32	49.32
503-071-18	5566 W FIR AVE	0.160	4148	49.32	49.32
503-071-19	5552 W FIR AVE	0.140	4148	49.32	49.32
503-071-20	5540 W FIR AVE	0.187	4148	49.32	49.32
503-072-01	5529 W FIR AVE	0.202	4148	49.32	49.32
503-072-02	5543 W FIR AVE	0.151	4148	49.32	49.32
503-072-03	5557 W FIR AVE	0.167	4148	49.32	49.32
503-072-04	5569 W FIR AVE	0.184	4148	49.32	49.32
503-072-05	5583 W FIR AVE	0.184	4148	49.32	49.32
503-072-06-S	5595 W FIR AVE	0.176	4148	49.32	49.32
503-072-07-S	5609 W FIR AVE	0.143	4148	49.32	49.32
503-072-08-S	5619 W FIR AVE	0.137	4148	49.32	49.32
503-072-09-S	5629 W FIR AVE	0.137	4148	49.32	49.32
503-072-10-S	5639 W FIR AVE	0.137	4148	49.32	49.32
503-072-11-S	5649 W FIR AVE	0.172	4148	49.32	49.32
503-072-12-S	5652 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-072-13-S	5642 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-072-14-S	5632 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-072-15-S	5622 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-072-16-S	5612 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-072-17-S	5592 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-072-18	5582 W BEECHWOOD AVE	0.168	4148	49.32	49.32
503-072-19	5572 W BEECHWOOD AVE	0.170	4148	49.32	49.32
503-072-20	5562 W BEECHWOOD AVE	0.170	4148	49.32	49.32
503-072-21	5552 W BEECHWOOD AVE	0.179	4148	49.32	49.32
503-072-22	5542 W BEECHWOOD AVE	0.151	4148	49.32	49.32
503-072-23	5532 W BEECHWOOD AVE	0.151	4148	49.32	49.32
503-072-24	5522 W BEECHWOOD AVE	0.202	4148	49.32	49.32
503-073-01	5521 W BEECHWOOD AVE	0.172	4148	49.32	49.32
503-073-02	5531 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-073-03	5541 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-073-04	5551 W BEECHWOOD AVE	0.163	4148	49.32	49.32
503-073-05	5557 W BEECHWOOD AVE	0.176	4148	49.32	49.32
503-073-06	5567 W BEECHWOOD AVE	0.186	4148	49.32	49.32
503-073-07	5571 W BEECHWOOD AVE	0.184	4148	49.32	49.32
503-073-08	5577 W BEECHWOOD AVE	0.156	4148	49.32	49.32
503-073-09	5581 W BEECHWOOD AVE	0.160	4148	49.32	49.32
503-073-10-S	5591 W BEECHWOOD AVE	0.189	4148	49.32	49.32
503-074-01-S	5621 W BEECHWOOD AVE	0.149	4148	49.32	49.32
503-074-02-S	5631 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-074-03-S	5641 W BEECHWOOD AVE	0.137	4148	49.32	49.32

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503-074-04-S	5651 W BEECHWOOD AVE	0.137	4148	49.32	49.32
503-081-01-S	7369 N SANDRINI AVE	0.142	4213	28.14	28.14
503-081-02-S	7381 N SANDRINI AVE	0.137	4213	28.14	28.14
503-081-03-S	7391 N SANDRINI AVE	0.137	4213	28.14	28.14
503-081-04-S	7403 N SANDRINI AVE	0.137	4213	28.14	28.14
503-081-05-S	7413 N SANDRINI AVE	0.137	4213	28.14	28.14
503-081-06-S	7425 N SANDRINI AVE	0.137	4213	28.14	28.14
503-081-07-S	7435 N SANDRINI AVE	0.137	4213	28.14	28.14
503-081-08-S	7447 N SANDRINI AVE	0.160	4213	28.14	28.14
503-081-09-S	7457 N SANDRINI AVE	0.202	4213	28.14	28.14
503-081-10-S	6268 W ALLUVIAL AVE	0.176	4213	28.14	28.14
503-081-11-S	6256 W ALLUVIAL AVE	0.177	4213	28.14	28.14
503-081-12-S	6246 W ALLUVIAL AVE	0.163	4213	28.14	28.14
503-081-13-S	6234 W ALLUVIAL AVE	0.163	4213	28.14	28.14
503-081-14-S	6224 W ALLUVIAL AVE	0.163	4213	28.14	28.14
503-081-15-S	6212 W ALLUVIAL AVE	0.163	4213	28.14	28.14
503-081-16-S	6202 W ALLUVIAL AVE	0.163	4213	28.14	28.14
503-081-17-S	6188 W ALLUVIAL AVE	0.163	4213	28.14	28.14
503-081-18-S	6178 W ALLUVIAL AVE	0.163	4213	28.14	28.14
503-081-19-S	6166 W ALLUVIAL AVE	0.163	4213	28.14	28.14
503-081-20-S	6156 W ALLUVIAL AVE	0.163	4213	28.14	28.14
503-081-21-S	6144 W ALLUVIAL AVE	0.163	4213	28.14	28.14
503-081-22-S	6134 W ALLUVIAL AVE	0.163	4213	28.14	28.14
503-081-23-S	6122 W ALLUVIAL AVE	0.189	4213	28.14	28.14
503-081-24-S	6112 W ALLUVIAL AVE	0.202	4213	28.14	28.14
503-081-25-S	7450 N HAYES AVE	0.134	4213	28.14	28.14
503-081-26-S	7438 N HAYES AVE	0.163	4213	28.14	28.14
503-082-01-S	6253 W ALLUVIAL AVE	0.183	4213	28.14	28.14
503-082-02-S	6241 W ALLUVIAL AVE	0.142	4213	28.14	28.14
503-082-03-S	6229 W ALLUVIAL AVE	0.142	4213	28.14	28.14
503-082-04-S	6217 W ALLUVIAL AVE	0.142	4213	28.14	28.14
503-082-05-S	6205 W ALLUVIAL AVE	0.142	4213	28.14	28.14
503-082-06-S	6199 W ALLUVIAL AVE	0.142	4213	28.14	28.14
503-082-07-S	6187 W ALLUVIAL AVE	0.142	4213	28.14	28.14
503-082-08-S	6175 W ALLUVIAL AVE	0.142	4213	28.14	28.14
503-082-09-S	6163 W ALLUVIAL AVE	0.142	4213	28.14	28.14
503-082-10-S	6151 W ALLUVIAL AVE	0.142	4213	28.14	28.14
503-082-11-S	6139 W ALLUVIAL AVE	0.142	4213	28.14	28.14
503-082-12-S	6127 W ALLUVIAL AVE	0.142	4213	28.14	28.14
503-082-13-S	6126 W PINEDALE AVE	0.160	4213	28.14	28.14
503-082-14-S	6138 W PINEDALE AVE	0.142	4213	28.14	28.14
503-082-15-S	6150 W PINEDALE AVE	0.142	4213	28.14	28.14
503-082-16-S	6162 W PINEDALE AVE	0.142	4213	28.14	28.14
503-082-17-S	6174 W PINEDALE AVE	0.142	4213	28.14	28.14
503-082-18-S	6186 W PINEDALE AVE	0.142	4213	28.14	28.14
503-082-19-S	6198 W PINEDALE AVE	0.142	4213	28.14	28.14
503-082-20-S	6204 W PINEDALE AVE	0.142	4213	28.14	28.14
503-082-21-S	6216 W PINEDALE AVE	0.142	4213	28.14	28.14
503-082-22-S	6228 W PINEDALE AVE	0.142	4213	28.14	28.14
503-082-23-S	6240 W PINEDALE AVE	0.142	4213	28.14	28.14
503-082-24-S	6252 W PINEDALE AVE	0.142	4213	28.14	28.14
503-083-01-S	6251 W PINEDALE AVE	0.183	4213	28.14	28.14
503-083-02-S	6239 W PINEDALE AVE	0.142	4213	28.14	28.14
503-083-03-S	6227 W PINEDALE AVE	0.142	4213	28.14	28.14
503-083-04-S	6215 W PINEDALE AVE	0.142	4213	28.14	28.14
503-083-05-S	6203 W PINEDALE AVE	0.142	4213	28.14	28.14
503-083-06-S	6197 W PINEDALE AVE	0.142	4213	28.14	28.14
503-083-07-S	6185 W PINEDALE AVE	0.142	4213	28.14	28.14
503-083-08-S	6173 W PINEDALE AVE	0.142	4213	28.14	28.14
503-083-09-S	6161 W PINEDALE AVE	0.142	4213	28.14	28.14
503-083-10-S	6149 W PINEDALE AVE	0.142	4213	28.14	28.14
503-083-11-S	6137 W PINEDALE AVE	0.142	4213	28.14	28.14
503-083-12-S	6125 W PINEDALE AVE	0.160	4213	28.14	28.14
503-083-13-S	6124 W MINARETS AVE	0.183	4213	28.14	28.14
503-083-14-S	6136 W MINARETS AVE	0.142	4213	28.14	28.14
503-083-15-S	6148 W MINARETS AVE	0.142	4213	28.14	28.14

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503-083-16-S	6160 W MINARETS AVE	0.142	4213	28.14	28.14
503-083-17-S	6172 W MINARETS AVE	0.142	4213	28.14	28.14
503-083-18-S	6184 W MINARETS AVE	0.142	4213	28.14	28.14
503-083-19-S	6196 W MINARETS AVE	0.142	4213	28.14	28.14
503-083-20-S	6202 W MINARETS AVE	0.142	4213	28.14	28.14
503-083-21-S	6214 W MINARETS AVE	0.142	4213	28.14	28.14
503-083-22-S	6226 W MINARETS AVE	0.142	4213	28.14	28.14
503-083-23-S	6238 W MINARETS AVE	0.142	4213	28.14	28.14
503-083-24-S	6250 W MINARETS AVE	0.172	4213	28.14	28.14
503-084-01-S	7416 N HAYES AVE	0.172	4213	28.14	28.14
503-084-02-S	7406 N HAYES AVE	0.140	4213	28.14	28.14
503-084-03-S	7394 N HAYES AVE	0.140	4213	28.14	28.14
503-084-04-S	7384 N HAYES AVE	0.140	4213	28.14	28.14
503-084-05-S	7372 N HAYES AVE	0.140	4213	28.14	28.14
503-084-06-S	7362 N HAYES AVE	0.140	4213	28.14	28.14
503-091-01-S	7281 N SANDRINI AVE	0.137	4213	28.14	28.14
503-091-02-S	7293 N SANDRINI AVE	0.137	4213	28.14	28.14
503-091-03-S	7303 N SANDRINI AVE	0.137	4213	28.14	28.14
503-091-04-S	7315 N SANDRINI AVE	0.137	4213	28.14	28.14
503-091-05-S	7325 N SANDRINI AVE	0.137	4213	28.14	28.14
503-091-06-S	7337 N SANDRINI AVE	0.137	4213	28.14	28.14
503-091-07-S	7347 N SANDRINI AVE	0.137	4213	28.14	28.14
503-091-08-S	7357 N SANDRINI AVE	0.137	4213	28.14	28.14
503-092-01-S	6249 W MINARETS AVE	0.183	4213	28.14	28.14
503-092-02-S	6237 W MINARETS AVE	0.142	4213	28.14	28.14
503-092-03-S	6225 W MINARETS AVE	0.142	4213	28.14	28.14
503-092-04-S	6213 W MINARETS AVE	0.142	4213	28.14	28.14
503-092-05-S	6201 W MINARETS AVE	0.142	4213	28.14	28.14
503-092-06-S	6195 W MINARETS AVE	0.142	4213	28.14	28.14
503-092-07-S	6183 W MINARETS AVE	0.142	4213	28.14	28.14
503-092-08-S	6171 W MINARETS AVE	0.142	4213	28.14	28.14
503-092-09-S	6159 W MINARETS AVE	0.142	4213	28.14	28.14
503-092-10-S	6147 W MINARETS AVE	0.142	4213	28.14	28.14
503-092-11-S	6135 W MINARETS AVE	0.142	4213	28.14	28.14
503-092-12-S	6123 W MINARETS AVE	0.172	4213	28.14	28.14
503-092-13-S	6122 W CHENNAULT AVE	0.183	4213	28.14	28.14
503-092-14-S	6134 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-092-15-S	6146 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-092-16-S	6158 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-092-17-S	6170 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-092-18-S	6182 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-092-19-S	6194 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-092-20-S	6204 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-092-21-S	6212 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-092-22-S	6224 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-092-23-S	6236 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-092-24-S	6248 W CHENNAULT AVE	0.160	4213	28.14	28.14
503-093-01-S	6247 W CHENNAULT AVE	0.172	4213	28.14	28.14
503-093-02-S	6235 W CHENNAULT AVE	0.137	4213	28.14	28.14
503-093-03-S	6223 W CHENNAULT AVE	0.137	4213	28.14	28.14
503-093-04-S	6211 W CHENNAULT AVE	0.137	4213	28.14	28.14
503-093-05-S	6203 W CHENNAULT AVE	0.137	4213	28.14	28.14
503-093-06-S	6193 W CHENNAULT AVE	0.137	4213	28.14	28.14
503-093-07-S	6181 W CHENNAULT AVE	0.137	4213	28.14	28.14
503-093-08-S	6169 W CHENNAULT AVE	0.149	4213	28.14	28.14
503-093-09-S	6168 W BIRCH AVE	0.149	4213	28.14	28.14
503-093-10-S	6180 W BIRCH AVE	0.137	4213	28.14	28.14
503-093-11-S	6192 W BIRCH AVE	0.137	4213	28.14	28.14
503-093-12-S	6202 W BIRCH AVE	0.137	4213	28.14	28.14
503-093-13-S	6210 W BIRCH AVE	0.137	4213	28.14	28.14
503-093-14-S	6222 W BIRCH AVE	0.137	4213	28.14	28.14
503-093-15-S	6234 W BIRCH AVE	0.137	4213	28.14	28.14
503-093-16-S	6246 W BIRCH AVE	0.160	4213	28.14	28.14
503-094-01-S	6245 W BIRCH AVE	0.176	4213	28.14	28.14
503-094-02-S	6233 W BIRCH AVE	0.151	4213	28.14	28.14
503-094-03-S	6221 W BIRCH AVE	0.151	4213	28.14	28.14

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503-094-04-S	6209 W BIRCH AVE	0.151	4213	28.14	28.14
503-094-05-S	6201 W BIRCH AVE	0.151	4213	28.14	28.14
503-094-06-S	6191 W BIRCH AVE	0.151	4213	28.14	28.14
503-094-07-S	6179 W BIRCH AVE	0.151	4213	28.14	28.14
503-094-08-S	6167 W BIRCH AVE	0.168	4213	28.14	28.14
503-094-09-S	6155 W BIRCH AVE	0.214	4213	28.14	28.14
503-094-10-S	7270 N GORMA AVE	0.202	4213	28.14	28.14
503-094-11-S	7282 N GORMA AVE	0.147	4213	28.14	28.14
503-094-12-S	7294 N GORMA AVE	0.151	4213	28.14	28.14
503-094-13-S	7306 N GORMA AVE	0.176	4213	28.14	28.14
503-094-14-S	7309 N HAYES AVE	0.164	4213	28.14	28.14
503-094-15-S	7297 N HAYES AVE	0.157	4213	28.14	28.14
503-094-16-S	7285 N HAYES AVE	0.157	4213	28.14	28.14
503-094-17-S	7273 N HAYES AVE	0.202	4213	28.14	28.14
503-094-18-S	6111 W BIRCH AVE	0.220	4213	28.14	28.14
503-094-19-S	6101 W BIRCH AVE	0.160	4213	28.14	28.14
503-095-01-S	7284 N HAYES AVE	0.160	4213	28.14	28.14
503-095-02-S	7296 N HAYES AVE	0.140	4213	28.14	28.14
503-095-03-S	7306 N HAYES AVE	0.140	4213	28.14	28.14
503-095-04-S	7318 N HAYES AVE	0.140	4213	28.14	28.14
503-095-05-S	7328 N HAYES AVE	0.140	4213	28.14	28.14
503-095-06-S	7340 N HAYES AVE	0.140	4213	28.14	28.14
503-095-07-S	7350 N HAYES AVE	0.140	4213	28.14	28.14
503-101-01-S	7439 N BAIN AVE	0.160	4213	28.14	28.14
503-101-02-S	7451 N BAIN AVE	0.128	4213	28.14	28.14
503-101-03-S	6068 W ALLUVIAL AVE	0.180	4213	28.14	28.14
503-101-04-S	6054 W ALLUVIAL AVE	0.149	4213	28.14	28.14
503-101-05-S	6044 W ALLUVIAL AVE	0.159	4213	28.14	28.14
503-101-06-S	6032 W ALLUVIAL AVE	0.159	4213	28.14	28.14
503-101-07-S	6022 W ALLUVIAL AVE	0.159	4213	28.14	28.14
503-101-08-S	6010 W ALLUVIAL AVE	0.159	4213	28.14	28.14
503-101-09-S	6002 W ALLUVIAL AVE	0.159	4213	28.14	28.14
503-101-10-S	5988 W ALLUVIAL AVE	0.159	4213	28.14	28.14
503-101-11-S	5978 W ALLUVIAL AVE	0.159	4213	28.14	28.14
503-101-12-S	5966 W ALLUVIAL AVE	0.159	4213	28.14	28.14
503-101-13-S	5956 W ALLUVIAL AVE	0.159	4213	28.14	28.14
503-101-14-S	5944 W ALLUVIAL AVE	0.159	4213	28.14	28.14
503-101-15-S	5934 W ALLUVIAL AVE	0.159	4213	28.14	28.14
503-101-16-S	5922 W ALLUVIAL AVE	0.159	4213	28.14	28.14
503-101-17-S	5912 W ALLUVIAL AVE	0.159	4213	28.14	28.14
503-101-18-S	5902 W ALLUVIAL AVE	0.179	4213	28.14	28.14
503-101-19-S	7458 N GREGORY AVE	0.206	4213	28.14	28.14
503-101-20-S	7450 N GREGORY AVE	0.180	4213	28.14	28.14
503-101-21-S	7440 N GREGORY AVE	0.268	4213	28.14	28.14
503-101-22-S	7432 N GREGORY AVE	0.277	4213	28.14	28.14
503-101-23-S	7422 N GREGORY AVE	0.189	4213	28.14	28.14
503-101-24-S	7414 N GREGORY AVE	0.179	4213	28.14	28.14
503-101-25-S	7404 N GREGORY AVE	0.167	4213	28.14	28.14
503-101-26-S	7396 N GREGORY AVE	0.154	4213	28.14	28.14
503-101-27-S	7386 N GREGORY AVE	0.154	4213	28.14	28.14
503-101-28-S	7374 N GREGORY AVE	0.154	4213	28.14	28.14
503-101-29-S	7364 N GREGORY AVE	0.154	4213	28.14	28.14
503-102-01-S	6045 W ALLUVIAL AVE	0.144	4213	28.14	28.14
503-102-02-S	6033 W ALLUVIAL AVE	0.133	4213	28.14	28.14
503-102-03-S	6023 W ALLUVIAL AVE	0.137	4213	28.14	28.14
503-102-04-S	6011 W ALLUVIAL AVE	0.137	4213	28.14	28.14
503-102-05-S	6001 W ALLUVIAL AVE	0.137	4213	28.14	28.14
503-102-06-S	5989 W ALLUVIAL AVE	0.137	4213	28.14	28.14
503-102-07-S	5979 W ALLUVIAL AVE	0.137	4213	28.14	28.14
503-102-08-S	5967 W ALLUVIAL AVE	0.137	4213	28.14	28.14
503-102-09-S	5957 W ALLUVIAL AVE	0.137	4213	28.14	28.14
503-102-10-S	5945 W ALLUVIAL AVE	0.137	4213	28.14	28.14
503-102-11-S	5935 W ALLUVIAL AVE	0.137	4213	28.14	28.14
503-102-12-S	5923 W ALLUVIAL AVE	0.137	4213	28.14	28.14
503-102-13-S	5913 W ALLUVIAL AVE	0.137	4213	28.14	28.14
503-102-14-S	5903 W ALLUVIAL AVE	0.153	4213	28.14	28.14

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503-102-15-S	7459 N GREGORY AVE	0.168	4213	28.14	28.14
503-102-16-S	7433 N GREGORY AVE	0.180	4213	28.14	28.14
503-102-17-S	7417 N GREGORY AVE	0.176	4213	28.14	28.14
503-102-18-S	7403 N GREGORY AVE	0.149	4213	28.14	28.14
503-102-19-S	7395 N GREGORY AVE	0.137	4213	28.14	28.14
503-102-20-S	7385 N GREGORY AVE	0.133	4213	28.14	28.14
503-102-21-S	7373 N GREGORY AVE	0.160	4213	28.14	28.14
503-102-22-S	7374 N VISTA AVE	0.160	4213	28.14	28.14
503-102-23-S	7382 N VISTA AVE	0.137	4213	28.14	28.14
503-102-24-S	7390 N VISTA AVE	0.137	4213	28.14	28.14
503-102-25-S	7398 N VISTA AVE	0.137	4213	28.14	28.14
503-102-26-S	5904 W PINEDALE AVE	0.137	4213	28.14	28.14
503-102-27-S	5914 W PINEDALE AVE	0.149	4213	28.14	28.14
503-102-28-S	5924 W PINEDALE AVE	0.137	4213	28.14	28.14
503-102-29-S	5936 W PINEDALE AVE	0.137	4213	28.14	28.14
503-102-30-S	5946 W PINEDALE AVE	0.137	4213	28.14	28.14
503-102-31-S	5958 W PINEDALE AVE	0.137	4213	28.14	28.14
503-102-32-S	5968 W PINEDALE AVE	0.137	4213	28.14	28.14
503-102-33-S	5980 W PINEDALE AVE	0.137	4213	28.14	28.14
503-102-34-S	5990 W PINEDALE AVE	0.137	4213	28.14	28.14
503-102-35-S	6002 W PINEDALE AVE	0.137	4213	28.14	28.14
503-102-36-S	6012 W PINEDALE AVE	0.137	4213	28.14	28.14
503-102-37-S	6024 W PINEDALE AVE	0.137	4213	28.14	28.14
503-102-38-S	6034 W PINEDALE AVE	0.137	4213	28.14	28.14
503-102-39-S	6046 W PINEDALE AVE	0.160	4213	28.14	28.14
503-103-01-S	6047 W PINEDALE AVE	0.172	4213	28.14	28.14
503-103-02-S	6035 W PINEDALE AVE	0.142	4213	28.14	28.14
503-103-03-S	6025 W PINEDALE AVE	0.142	4213	28.14	28.14
503-103-04-S	6013 W PINEDALE AVE	0.142	4213	28.14	28.14
503-103-05-S	6003 W PINEDALE AVE	0.142	4213	28.14	28.14
503-103-06-S	5991 W PINEDALE AVE	0.142	4213	28.14	28.14
503-103-07-S	5981 W PINEDALE AVE	0.142	4213	28.14	28.14
503-103-08-S	5969 W PINEDALE AVE	0.142	4213	28.14	28.14
503-103-09-S	5959 W PINEDALE AVE	0.142	4213	28.14	28.14
503-103-10-S	5947 W PINEDALE AVE	0.142	4213	28.14	28.14
503-103-11-S	5937 W PINEDALE AVE	0.142	4213	28.14	28.14
503-103-12-S	5925 W PINEDALE AVE	0.160	4213	28.14	28.14
503-103-13-S	5926 W MINARETS AVE	0.183	4213	28.14	28.14
503-103-14-S	5938 W MINARETS AVE	0.142	4213	28.14	28.14
503-103-15-S	5948 W MINARETS AVE	0.142	4213	28.14	28.14
503-103-16-S	5960 W MINARETS AVE	0.142	4213	28.14	28.14
503-103-17-S	5970 W MINARETS AVE	0.142	4213	28.14	28.14
503-103-18-S	5982 W MINARETS AVE	0.142	4213	28.14	28.14
503-103-19-S	5992 W MINARETS AVE	0.142	4213	28.14	28.14
503-103-20-S	6004 W MINARETS AVE	0.142	4213	28.14	28.14
503-103-21-S	6014 W MINARETS AVE	0.142	4213	28.14	28.14
503-103-22-S	6026 W MINARETS AVE	0.142	4213	28.14	28.14
503-103-23-S	6036 W MINARETS AVE	0.142	4213	28.14	28.14
503-103-24-S	6048 W MINARETS AVE	0.160	4213	28.14	28.14
503-104-01-S	7417 N BAIN AVE	0.160	4213	28.14	28.14
503-104-02-S	7407 N BAIN AVE	0.140	4213	28.14	28.14
503-104-03-S	7395 N BAIN AVE	0.140	4213	28.14	28.14
503-104-04-S	7385 N BAIN AVE	0.140	4213	28.14	28.14
503-104-05-S	7373 N BAIN AVE	0.140	4213	28.14	28.14
503-104-06-S	7363 N BAIN AVE	0.140	4213	28.14	28.14
503-111-01-S	7285 N BAIN AVE	0.172	4213	28.14	28.14
503-111-02-S	7297 N BAIN AVE	0.140	4213	28.14	28.14
503-111-03-S	7307 N BAIN AVE	0.140	4213	28.14	28.14
503-111-04-S	7319 N BAIN AVE	0.140	4213	28.14	28.14
503-111-05-S	7329 N BAIN AVE	0.140	4213	28.14	28.14
503-111-06-S	7341 N BAIN AVE	0.140	4213	28.14	28.14
503-111-07-S	7351 N BAIN AVE	0.140	4213	28.14	28.14
503-112-01-S	6049 W MINARETS AVE	0.172	4213	28.14	28.14
503-112-02-S	6037 W MINARETS AVE	0.142	4213	28.14	28.14
503-112-03-S	6027 W MINARETS AVE	0.142	4213	28.14	28.14
503-112-04-S	6015 W MINARETS AVE	0.142	4213	28.14	28.14

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503-112-05-S	6005 W MINARETS AVE	0.142	4213	28.14	28.14
503-112-06-S	5993 W MINARETS AVE	0.142	4213	28.14	28.14
503-112-07-S	5983 W MINARETS AVE	0.142	4213	28.14	28.14
503-112-08-S	5971 W MINARETS AVE	0.142	4213	28.14	28.14
503-112-09-S	5961 W MINARETS AVE	0.142	4213	28.14	28.14
503-112-10-S	5949 W MINARETS AVE	0.142	4213	28.14	28.14
503-112-11-S	5939 W MINARETS AVE	0.142	4213	28.14	28.14
503-112-12-S	5927 W MINARETS AVE	0.142	4213	28.14	28.14
503-112-13-S	5917 W MINARETS AVE	0.142	4213	28.14	28.14
503-112-14-S	5905 W MINARETS AVE	0.142	4213	28.14	28.14
503-112-15-S	5895 W MINARETS AVE	0.142	4213	28.14	28.14
503-112-16-S	5883 W MINARETS AVE	0.160	4213	28.14	28.14
503-112-17-S	5884 W CHENNAULT AVE	0.172	4213	28.14	28.14
503-112-18-S	5896 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-112-19-S	5906 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-112-20-S	5918 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-112-21-S	5928 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-112-22-S	5940 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-112-23-S	5950 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-112-24-S	5962 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-112-25-S	5972 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-112-26-S	5984 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-112-27-S	5994 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-112-28-S	6006 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-112-29-S	6016 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-112-30-S	6028 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-112-31-S	6038 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-112-32-S	6050 W CHENNAULT AVE	0.160	4213	28.14	28.14
503-113-01-S	6051 W CHENNAULT AVE	0.172	4213	28.14	28.14
503-113-02-S	6039 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-113-03-S	6029 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-113-04-S	6017 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-113-05-S	6007 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-113-06-S	5995 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-113-07-S	5985 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-113-08-S	5973 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-113-09-S	5963 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-113-10-S	5951 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-113-11-S	5941 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-113-12-S	5929 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-113-13-S	5919 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-113-14-S	5907 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-113-15-S	5897 W CHENNAULT AVE	0.142	4213	28.14	28.14
503-113-16-S	5885 W CHENNAULT AVE	0.160	4213	28.14	28.14
503-113-17-S	5886 W BIRCH AVE	0.172	4213	28.14	28.14
503-113-18-S	5898 W BIRCH AVE	0.142	4213	28.14	28.14
503-113-19-S	5908 W BIRCH AVE	0.142	4213	28.14	28.14
503-113-20-S	5920 W BIRCH AVE	0.142	4213	28.14	28.14
503-113-21-S	5930 W BIRCH AVE	0.142	4213	28.14	28.14
503-113-22-S	5942 W BIRCH AVE	0.142	4213	28.14	28.14
503-113-23-S	5952 W BIRCH AVE	0.142	4213	28.14	28.14
503-113-24-S	5964 W BIRCH AVE	0.142	4213	28.14	28.14
503-113-25-S	5974 W BIRCH AVE	0.142	4213	28.14	28.14
503-113-26-S	5986 W BIRCH AVE	0.142	4213	28.14	28.14
503-113-27-S	5996 W BIRCH AVE	0.142	4213	28.14	28.14
503-113-28-S	6008 W BIRCH AVE	0.142	4213	28.14	28.14
503-113-29-S	6018 W BIRCH AVE	0.142	4213	28.14	28.14
503-113-30-S	6030 W BIRCH AVE	0.142	4213	28.14	28.14
503-113-31-S	6040 W BIRCH AVE	0.142	4213	28.14	28.14
503-113-32-S	6052 W BIRCH AVE	0.160	4213	28.14	28.14
503-114-01-S	6075 W BIRCH AVE	0.198	4213	28.14	28.14
503-114-02-S	6063 W BIRCH AVE	0.163	4213	28.14	28.14
503-114-03-S	6053 W BIRCH AVE	0.163	4213	28.14	28.14
503-114-04-S	6041 W BIRCH AVE	0.163	4213	28.14	28.14
503-114-05-S	6031 W BIRCH AVE	0.163	4213	28.14	28.14
503-114-06-S	6019 W BIRCH AVE	0.163	4213	28.14	28.14

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503-114-07-S	6009 W BIRCH AVE	0.163	4213	28.14	28.14
503-114-08-S	5997 W BIRCH AVE	0.163	4213	28.14	28.14
503-114-09-S	5987 W BIRCH AVE	0.163	4213	28.14	28.14
503-114-10-S	5975 W BIRCH AVE	0.163	4213	28.14	28.14
503-114-11-S	5965 W BIRCH AVE	0.163	4213	28.14	28.14
503-114-12-S	5953 W BIRCH AVE	0.163	4213	28.14	28.14
503-114-13-S	5943 W BIRCH AVE	0.163	4213	28.14	28.14
503-114-14-S	5931 W BIRCH AVE	0.163	4213	28.14	28.14
503-114-15-S	5921 W BIRCH AVE	0.163	4213	28.14	28.14
503-114-16-S	5909 W BIRCH AVE	0.163	4213	28.14	28.14
503-114-17-S	5899 W BIRCH AVE	0.163	4213	28.14	28.14
503-114-18-S	5887 W BIRCH AVE	0.160	4213	28.14	28.14
503-115-01-S	7254 N GREGORY AVE	0.202	4213	28.14	28.14
503-115-02-S	7264 N GREGORY AVE	0.151	4213	28.14	28.14
503-115-03-S	7276 N GREGORY AVE	0.151	4213	28.14	28.14
503-115-04-S	7286 N GREGORY AVE	0.154	4213	28.14	28.14
503-115-05-S	7298 N GREGORY AVE	0.154	4213	28.14	28.14
503-115-06-S	7308 N GREGORY AVE	0.154	4213	28.14	28.14
503-115-07-S	7320 N GREGORY AVE	0.154	4213	28.14	28.14
503-115-08-S	7330 N GREGORY AVE	0.154	4213	28.14	28.14
503-115-09-S	7342 N GREGORY AVE	0.154	4213	28.14	28.14
503-115-10-S	7352 N GREGORY AVE	0.154	4213	28.14	28.14
503-131-01	5955 W ATHENS AVE	0.148	4421	53.50	53.50
503-131-02	5943 W ATHENS AVE	0.151	4421	53.50	53.50
503-131-03	5931 W ATHENS AVE	0.151	4421	53.50	53.50
503-131-04	5919 W ATHENS AVE	0.151	4421	53.50	53.50
503-131-05	5907 W ATHENS AVE	0.151	4421	53.50	53.50
503-131-06	5895 W ATHENS AVE	0.151	4421	53.50	53.50
503-131-07	5883 W ATHENS AVE	0.161	4421	53.50	53.50
503-131-08	5871 W ATHENS AVE	0.161	4421	53.50	53.50
503-131-09	5859 W ATHENS AVE	0.161	4421	53.50	53.50
503-131-10	5847 W ATHENS AVE	0.161	4421	53.50	53.50
503-131-11	5835 W ATHENS AVE	0.161	4421	53.50	53.50
503-131-12	5823 W ATHENS AVE	0.161	4421	53.50	53.50
503-131-13	5811 W ATHENS AVE	0.161	4421	53.50	53.50
503-131-14	5799 W ATHENS AVE	0.151	4421	53.50	53.50
503-131-15	5787 W ATHENS AVE	0.151	4421	53.50	53.50
503-131-16	5775 W ATHENS AVE	0.151	4421	53.50	53.50
503-131-17	5763 W ATHENS AVE	0.151	4421	53.50	53.50
503-131-18	5751 W ATHENS AVE	0.150	4421	53.50	53.50
503-132-01	5800 W ATHENS AVE	0.143	4421	53.50	53.50
503-132-02	5816 W ATHENS AVE	0.157	4421	53.50	53.50
503-132-03	5832 W ATHENS AVE	0.157	4421	53.50	53.50
503-132-04	5850 W ATHENS AVE	0.212	4421	53.50	53.50
503-132-05	7536 N VISTA AVE	0.170	4421	53.50	53.50
503-132-06	7548 N VISTA AVE	0.137	4421	53.50	53.50
503-132-07	7556 N VISTA AVE	0.149	4421	53.50	53.50
503-132-08	7564 N VISTA AVE	0.137	4421	53.50	53.50
503-132-09	7572 N VISTA AVE	0.149	4421	53.50	53.50
503-132-10	7580 N VISTA AVE	0.137	4421	53.50	53.50
503-132-11	7588 N VISTA AVE	0.137	4421	53.50	53.50
503-132-12	7596 N VISTA AVE	0.187	4421	53.50	53.50
503-132-13	5777 W BEDFORD AVE	0.200	4421	53.50	53.50
503-132-14	5765 W BEDFORD AVE	0.182	4421	53.50	53.50
503-132-15	5753 W BEDFORD AVE	0.196	4421	53.50	53.50
503-132-16	7585 N GREGORY AVE	0.176	4421	53.50	53.50
503-132-17	7573 N GREGORY AVE	0.137	4421	53.50	53.50
503-132-18	7561 N GREGORY AVE	0.149	4421	53.50	53.50
503-132-19	7549 N GREGORY AVE	0.137	4421	53.50	53.50
503-132-20	7537 N GREGORY AVE	0.148	4421	53.50	53.50
503-132-21	7538 N SUNRIVER DR	0.155	4421	53.50	53.50
503-132-22	7550 N SUNRIVER DR	0.137	4421	53.50	53.50
503-132-23	7562 N SUNRIVER DR	0.149	4421	53.50	53.50
503-132-24	7570 N SUNRIVER DR	0.267	4421	53.50	53.50
503-132-25	7578 N SUNRIVER DR	0.285	4421	53.50	53.50
503-132-26	7575 N SUNRIVER DR	0.284	4421	53.50	53.50

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503-132-27	7567 N SUNRIVER DR	0.232	4421	53.50	53.50
503-132-28	7557 N SUNRIVER DR	0.287	4421	53.50	53.50
503-133-01	7508 N GREGORY AVE	0.175	4421	53.50	53.50
503-133-02	7522 N GREGORY AVE	0.149	4421	53.50	53.50
503-133-03	7534 N GREGORY AVE	0.149	4421	53.50	53.50
503-133-04	7546 N GREGORY AVE	0.149	4421	53.50	53.50
503-133-05	7558 N GREGORY AVE	0.149	4421	53.50	53.50
503-133-06	7570 N GREGORY AVE	0.149	4421	53.50	53.50
503-133-07	7582 N GREGORY AVE	0.176	4421	53.50	53.50
503-133-08	5729 W BEDFORD AVE	0.166	4421	53.50	53.50
503-133-09	5717 W BEDFORD AVE	0.149	4421	53.50	53.50
503-133-10	5705 W BEDFORD AVE	0.149	4421	53.50	53.50
503-133-11	5693 W BEDFORD AVE	0.149	4421	53.50	53.50
503-133-12	5681 W BEDFORD AVE	0.164	4421	53.50	53.50
503-133-13	5680 W ATHENS AVE	0.152	4421	53.50	53.50
503-133-14	5688 W ATHENS AVE	0.220	4421	53.50	53.50
503-133-15	7563 N CARNEGIE AVE	0.318	4421	53.50	53.50
503-133-16	7555 N CARNEGIE AVE	0.213	4421	53.50	53.50
503-133-17	7543 N CARNEGIE AVE	0.182	4421	53.50	53.50
503-133-18	7531 N CARNEGIE AVE	0.180	4421	53.50	53.50
503-133-19	7519 N CARNEGIE AVE	0.179	4421	53.50	53.50
503-133-20	7507 N CARNEGIE AVE	0.214	4421	53.50	53.50
503-134-01	7554 N CARNEGIE AVE	0.214	4421	53.50	53.50
503-134-02	7542 N CARNEGIE AVE	0.181	4421	53.50	53.50
503-134-03	7530 N CARNEGIE AVE	0.181	4421	53.50	53.50
503-134-04	7518 N CARNEGIE AVE	0.181	4421	53.50	53.50
503-134-05	7506 N CARNEGIE AVE	0.230	4421	53.50	53.50
503-141-01	5869 W DECATUR AVE	0.174	4421	53.50	53.50
503-141-02	5857 W DECATUR AVE	0.137	4421	53.50	53.50
503-141-03	5845 W DECATUR AVE	0.137	4421	53.50	53.50
503-141-04	5833 W DECATUR AVE	0.137	4421	53.50	53.50
503-141-05	5821 W DECATUR AVE	0.137	4421	53.50	53.50
503-141-06	5809 W DECATUR AVE	0.141	4421	53.50	53.50
503-141-07	5797 W DECATUR AVE	0.147	4421	53.50	53.50
503-141-08	5783 W DECATUR AVE	0.156	4421	53.50	53.50
503-141-09	5767 W DECATUR AVE	0.162	4421	53.50	53.50
503-141-10	5745 W DECATUR AVE	0.155	4421	53.50	53.50
503-141-11	5731 W DECATUR AVE	0.171	4421	53.50	53.50
503-141-12	5730 W CROMWELL AVE	0.143	4421	53.50	53.50
503-141-13	5744 W CROMWELL AVE	0.153	4421	53.50	53.50
503-141-14	5758 W CROMWELL AVE	0.156	4421	53.50	53.50
503-141-15	5776 W CROMWELL AVE	0.152	4421	53.50	53.50
503-141-16	5792 W CROMWELL AVE	0.137	4421	53.50	53.50
503-141-17	5804 W CROMWELL AVE	0.137	4421	53.50	53.50
503-141-18	5816 W CROMWELL AVE	0.137	4421	53.50	53.50
503-141-19	5828 W CROMWELL AVE	0.137	4421	53.50	53.50
503-141-20	5840 W CROMWELL AVE	0.137	4421	53.50	53.50
503-141-21	5852 W CROMWELL AVE	0.137	4421	53.50	53.50
503-141-22	5864 W CROMWELL AVE	0.137	4421	53.50	53.50
503-141-23	5876 W CROMWELL AVE	0.165	4421	53.50	53.50
503-142-01	5786 W DECATUR AVE	0.149	4421	53.50	53.50
503-142-02	5768 W DECATUR AVE	0.164	4421	53.50	53.50
503-142-03	5744 W DECATUR AVE	0.151	4421	53.50	53.50
503-142-04	5730 W DECATUR AVE	0.150	4421	53.50	53.50
503-142-05	5718 W DECATUR AVE	0.251	4421	53.50	53.50
503-142-06	7680 N GREGORY AVE	0.319	4421	53.50	53.50
503-142-07	7668 N GREGORY AVE	0.137	4421	53.50	53.50
503-142-08	7656 N GREGORY AVE	0.149	4421	53.50	53.50
503-142-09	7644 N GREGORY AVE	0.137	4421	53.50	53.50
503-142-10	7632 N GREGORY AVE	0.208	4421	53.50	53.50
503-142-11	5715 W CROMWELL AVE	0.274	4421	53.50	53.50
503-142-12	5723 W CROMWELL AVE	0.186	4421	53.50	53.50
503-142-13	5737 W CROMWELL AVE	0.153	4421	53.50	53.50
503-142-14	5749 W CROMWELL AVE	0.145	4421	53.50	53.50
503-142-15	5761 W CROMWELL AVE	0.156	4421	53.50	53.50
503-142-16	5773 W CROMWELL AVE	0.155	4421	53.50	53.50

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503-142-17	5787 W CROMWELL AVE	0.137	4421	53.50	53.50
503-142-18	5799 W CROMWELL AVE	0.137	4421	53.50	53.50
503-142-19	5811 W CROMWELL AVE	0.137	4421	53.50	53.50
503-142-20	5823 W CROMWELL AVE	0.141	4421	53.50	53.50
503-142-21	5824 W BEDFORD AVE	0.141	4421	53.50	53.50
503-142-22	5812 W BEDFORD AVE	0.137	4421	53.50	53.50
503-142-23	5800 W BEDFORD AVE	0.137	4421	53.50	53.50
503-142-24	5788 W BEDFORD AVE	0.149	4421	53.50	53.50
503-142-25	5776 W BEDFORD AVE	0.149	4421	53.50	53.50
503-142-26	5764 W BEDFORD AVE	0.142	4421	53.50	53.50
503-142-27	5752 W BEDFORD AVE	0.150	4421	53.50	53.50
503-142-28	5740 W BEDFORD AVE	0.142	4421	53.50	53.50
503-142-29	5728 W BEDFORD AVE	0.151	4421	53.50	53.50
503-142-30	5716 W BEDFORD AVE	0.151	4421	53.50	53.50
503-142-31	5704 W BEDFORD AVE	0.137	4421	53.50	53.50
503-142-32	5692 W BEDFORD AVE	0.137	4421	53.50	53.50
503-142-33	5680 W BEDFORD AVE	0.152	4421	53.50	53.50
503-142-34	7613 N CARNEGIE AVE	0.160	4421	53.50	53.50
503-142-35	7625 N CARNEGIE AVE	0.142	4421	53.50	53.50
503-142-36	7637 N CARNEGIE AVE	0.149	4421	53.50	53.50
503-142-37	7649 N CARNEGIE AVE	0.140	4421	53.50	53.50
503-142-38	7661 N CARNEGIE AVE	0.149	4421	53.50	53.50
503-142-39	7673 N CARNEGIE AVE	0.140	4421	53.50	53.50
503-142-40	7685 N CARNEGIE AVE	0.149	4421	53.50	53.50
503-142-41	7697 N CARNEGIE AVE	0.184	4421	53.50	53.50
506-021-01	5730 W FREMONT AVE	0.140	4356	27.84	27.84
506-021-02	5738 W FREMONT AVE	0.374	4356	27.84	27.84
506-021-03	5748 W FREMONT AVE	0.141	4356	27.84	27.84
506-021-04	5756 W FREMONT AVE	0.149	4356	27.84	27.84
506-021-05	5766 W FREMONT AVE	0.156	4356	27.84	27.84
506-021-08	5808 W CORONA AVE	0.150	4356	27.84	27.84
506-021-09	5816 W CORONA AVE	0.150	4356	27.84	27.84
506-021-10	5824 W CORONA AVE	0.181	4356	27.84	27.84
506-021-11	5774 W FREMONT AVE	0.150	4356	27.84	27.84
506-021-12	5784 W FREMONT AVE	0.130	4356	27.84	27.84
506-022-01	5725 W FREMONT AVE	0.192	4356	27.84	27.84
506-022-02	5735 W FREMONT AVE	0.202	4356	27.84	27.84
506-022-03	5745 W FREMONT AVE	0.183	4356	27.84	27.84
506-022-04	5755 W FREMONT AVE	0.223	4356	27.84	27.84
506-022-05	5765 W FREMONT AVE	0.189	4356	27.84	27.84
506-022-06	5775 W FREMONT AVE	0.238	4356	27.84	27.84
506-022-07	5796 W CORONA AVE	0.162	4356	27.84	27.84
506-022-08	5790 W CORONA AVE	0.172	4356	27.84	27.84
506-022-09	5782 W CORONA AVE	0.179	4356	27.84	27.84
506-022-10	5774 W CORONA AVE	0.168	4356	27.84	27.84
506-022-11	5742 W PALO ALTO AVE	0.229	4356	27.84	27.84
506-022-12	5734 W PALO ALTO AVE	0.137	4356	27.84	27.84
506-022-13	5726 W PALO ALTO AVE	0.139	4356	27.84	27.84
506-022-14	5718 W PALO ALTO AVE	0.170	4356	27.84	27.84
506-031-01	5502 W MAGILL AVE	0.176	4142	27.84	27.84
506-031-02	5512 W MAGILL AVE	0.137	4142	27.84	27.84
506-031-03	5522 W MAGILL AVE	0.137	4142	27.84	27.84
506-031-04	5532 W MAGILL AVE	0.137	4142	27.84	27.84
506-031-05	5542 W MAGILL AVE	0.137	4142	27.84	27.84
506-031-06	5552 W MAGILL AVE	0.137	4142	27.84	27.84
506-031-07	5562 W MAGILL AVE	0.137	4142	27.84	27.84
506-031-08	5572 W MAGILL AVE	0.137	4142	27.84	27.84
506-031-09	5582 W MAGILL AVE	0.137	4142	27.84	27.84
506-031-10	5592 W MAGILL AVE	0.137	4142	27.84	27.84
506-031-11	5604 W MAGILL AVE	0.137	4142	27.84	27.84
506-031-12	5614 W MAGILL AVE	0.137	4142	27.84	27.84
506-031-13	5624 W MAGILL AVE	0.137	4142	27.84	27.84
506-031-14	5634 W MAGILL AVE	0.192	4142	27.84	27.84
506-031-15	6679 N LOLA AVE	0.176	4142	27.84	27.84
506-031-16	6675 N LOLA AVE	0.162	4142	27.84	27.84
506-032-01	5619 W MAGILL AVE	0.156	4142	27.84	27.84

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506-032-02	5609 W MAGILL AVE	0.140	4142	27.84	27.84
506-032-03	5597 W MAGILL AVE	0.140	4142	27.84	27.84
506-032-04	5587 W MAGILL AVE	0.140	4142	27.84	27.84
506-032-05	5577 W MAGILL AVE	0.140	4142	27.84	27.84
506-032-06	5567 W MAGILL AVE	0.140	4142	27.84	27.84
506-032-07	5557 W MAGILL AVE	0.140	4142	27.84	27.84
506-032-08	5547 W MAGILL AVE	0.140	4142	27.84	27.84
506-032-09	5537 W MAGILL AVE	0.140	4142	27.84	27.84
506-032-10	5527 W MAGILL AVE	0.161	4142	27.84	27.84
506-032-11	5528 W FREMONT AVE	0.158	4142	27.84	27.84
506-032-12	5538 W FREMONT AVE	0.137	4142	27.84	27.84
506-032-13	5548 W FREMONT AVE	0.137	4142	27.84	27.84
506-032-14	5558 W FREMONT AVE	0.137	4142	27.84	27.84
506-032-15	5568 W FREMONT AVE	0.137	4142	27.84	27.84
506-032-16	5578 W FREMONT AVE	0.137	4142	27.84	27.84
506-032-17	5588 W FREMONT AVE	0.137	4142	27.84	27.84
506-032-18	5598 W FREMONT AVE	0.137	4142	27.84	27.84
506-032-19	5610 W FREMONT AVE	0.137	4142	27.84	27.84
506-032-20	5620 W FREMONT AVE	0.153	4142	27.84	27.84
506-033-01	6651 N LOLA AVE	0.153	4142	27.84	27.84
506-033-02	6643 N LOLA AVE	0.144	4142	27.84	27.84
506-033-03	5635 W FREMONT AVE	0.164	4142	27.84	27.84
506-033-04	5625 W FREMONT AVE	0.137	4142	27.84	27.84
506-033-05	5615 W FREMONT AVE	0.144	4142	27.84	27.84
506-033-06	5605 W FREMONT AVE	0.144	4142	27.84	27.84
506-033-07	5589 W FREMONT AVE	0.144	4142	27.84	27.84
506-033-08	5579 W FREMONT AVE	0.144	4142	27.84	27.84
506-033-09	5569 W FREMONT AVE	0.144	4142	27.84	27.84
506-033-10	5559 W FREMONT AVE	0.144	4142	27.84	27.84
506-033-11	5549 W FREMONT AVE	0.144	4142	27.84	27.84
506-033-12	5539 W FREMONT AVE	0.144	4142	27.84	27.84
506-033-13	5529 W FREMONT AVE	0.158	4142	27.84	27.84
506-033-14	5524 W PALO ALTO AVE	0.158	4142	27.84	27.84
506-033-15	5534 W PALO ALTO AVE	0.144	4142	27.84	27.84
506-033-16	5544 W PALO ALTO AVE	0.144	4142	27.84	27.84
506-033-17	5554 W PALO ALTO AVE	0.144	4142	27.84	27.84
506-033-18	5564 W PALO ALTO AVE	0.144	4142	27.84	27.84
506-033-19	5574 W PALO ALTO AVE	0.144	4142	27.84	27.84
506-033-20	5584 W PALO ALTO AVE	0.144	4142	27.84	27.84
506-033-21	5602 W PALO ALTO AVE	0.144	4142	27.84	27.84
506-033-22	5612 W PALO ALTO AVE	0.144	4142	27.84	27.84
506-033-23	5622 W PALO ALTO AVE	0.144	4142	27.84	27.84
506-033-24	5632 W PALO ALTO AVE	0.144	4142	27.84	27.84
506-033-25	5642 W PALO ALTO AVE	0.153	4142	27.84	27.84
506-033-26	6636 N IVANHOE AVE	0.176	4356	27.84	27.84
506-033-27	6648 N IVANHOE AVE	0.156	4356	27.84	27.84
506-033-28	6658 N IVANHOE AVE	0.156	4356	27.84	27.84
506-033-29	6672 N IVANHOE AVE	0.156	4356	27.84	27.84
506-033-30	6684 N IVANHOE AVE	0.169	4356	27.84	27.84
506-034-01	6674 N WHEELER AVE	0.176	4142	27.84	27.84
506-034-02	6664 N WHEELER AVE	0.151	4142	27.84	27.84
506-034-03	6654 N WHEELER AVE	0.151	4142	27.84	27.84
506-034-04	6644 N WHEELER AVE	0.151	4142	27.84	27.84
506-034-05	6634 N WHEELER AVE	0.151	4142	27.84	27.84
506-034-06	6624 N WHEELER AVE	0.151	4142	27.84	27.84
506-034-07	6614 N WHEELER AVE	0.151	4142	27.84	27.84
506-034-08	6604 N WHEELER AVE	0.126	4142	27.84	27.84
506-035-01	5702 W FREMONT AVE	0.156	4356	27.84	27.84
506-035-02	5712 W FREMONT AVE	0.140	4356	27.84	27.84
506-035-03	5720 W FREMONT AVE	0.140	4356	27.84	27.84
506-036-01	5710 W PALO ALTO AVE	0.151	4356	27.84	27.84
506-036-02	5702 W PALO ALTO AVE	0.260	4356	27.84	27.84
506-036-03	5701 W FREMONT AVE	0.218	4356	27.84	27.84
506-036-04	5715 W FREMONT AVE	0.148	4356	27.84	27.84
506-041-01	5503 W PALO ALTO AVE	0.160	4142	27.84	27.84
506-041-02	5513 W PALO ALTO AVE	0.126	4142	27.84	27.84

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506-041-03	5523 W PALO ALTO AVE	0.125	4142	27.84	27.84
506-041-04	5533 W PALO ALTO AVE	0.125	4142	27.84	27.84
506-041-05	5543 W PALO ALTO AVE	0.125	4142	27.84	27.84
506-041-06	5553 W PALO ALTO AVE	0.125	4142	27.84	27.84
506-041-07	5563 W PALO ALTO AVE	0.125	4142	27.84	27.84
506-041-08	5573 W PALO ALTO AVE	0.125	4142	27.84	27.84
506-041-09	5583 W PALO ALTO AVE	0.125	4142	27.84	27.84
506-041-10	5601 W PALO ALTO AVE	0.125	4142	27.84	27.84
506-041-11	5611 W PALO ALTO AVE	0.125	4142	27.84	27.84
506-041-12	5621 W PALO ALTO AVE	0.127	4142	27.84	27.84
506-041-13	5631 W PALO ALTO AVE	0.111	4142	27.84	27.84
506-041-14	5630 W LOS ALTOS AVE	0.128	4142	27.84	27.84
506-041-15	5612 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-041-16	5604 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-041-17	5592 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-041-18	5582 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-041-19	5570 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-041-20	5560 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-041-21	5548 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-041-22	5538 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-041-23	5526 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-041-24	5516 W LOS ALTOS AVE	0.172	4142	27.84	27.84
506-041-25	6572 N WHEELER AVE	0.137	4142	27.84	27.84
506-041-26	6564 N WHEELER AVE	0.144	4142	27.84	27.84
506-041-27	6554 N WHEELER AVE	0.142	4142	27.84	27.84
506-041-28	6546 N WHEELER AVE	0.142	4142	27.84	27.84
506-041-29	6536 N WHEELER AVE	0.142	4142	27.84	27.84
506-041-30	6528 N WHEELER AVE	0.160	4142	27.84	27.84
506-042-01	6508 N WHEELER AVE	0.160	4142	27.84	27.84
506-043-01	5657 W LOS ALTOS AVE	0.192	4142	27.84	27.84
506-043-02	5649 W LOS ALTOS AVE	0.151	4142	27.84	27.84
506-043-03	5641 W LOS ALTOS AVE	0.133	4142	27.84	27.84
506-043-04	5633 W LOS ALTOS AVE	0.126	4142	27.84	27.84
506-043-05	5625 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-043-06	5617 W LOS ALTOS AVE	0.153	4142	27.84	27.84
506-043-07	5609 W LOS ALTOS AVE	0.131	4142	27.84	27.84
506-043-08	5601 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-043-09	5589 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-043-10	5579 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-043-11	5567 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-043-12	5557 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-043-13	5545 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-043-14	5535 W LOS ALTOS AVE	0.125	4142	27.84	27.84
506-043-15	5523 W LOS ALTOS AVE	0.137	4142	27.84	27.84
506-043-16	5522 W WATHEN AVE	0.137	4142	27.84	27.84
506-043-17	5532 W WATHEN AVE	0.125	4142	27.84	27.84
506-043-18	5542 W WATHEN AVE	0.125	4142	27.84	27.84
506-043-19	5552 W WATHEN AVE	0.125	4142	27.84	27.84
506-043-20	5562 W WATHEN AVE	0.125	4142	27.84	27.84
506-043-21	5572 W WATHEN AVE	0.125	4142	27.84	27.84
506-043-22	5582 W WATHEN AVE	0.125	4142	27.84	27.84
506-043-23	5592 W WATHEN AVE	0.125	4142	27.84	27.84
506-043-24	5604 W WATHEN AVE	0.125	4142	27.84	27.84
506-043-25	5616 W WATHEN AVE	0.143	4142	27.84	27.84
506-043-26	5628 W WATHEN AVE	0.146	4142	27.84	27.84
506-043-27	5640 W WATHEN AVE	0.140	4142	27.84	27.84
506-043-28	5652 W WATHEN AVE	0.137	4142	27.84	27.84
506-043-29	5664 W WATHEN AVE	0.151	4142	27.84	27.84
506-043-30	5676 W WATHEN AVE	0.158	4142	27.84	27.84
506-043-31	5692 W WATHEN AVE	0.158	4142	27.84	27.84
506-043-32	5702 W WATHEN AVE	0.165	4142	27.84	27.84
506-043-33	5710 W WATHEN AVE	0.192	4142	27.84	27.84
506-044-01	5711 W WATHEN AVE	0.160	4142	27.84	27.84
506-044-02	5701 W WATHEN AVE	0.152	4142	27.84	27.84
506-044-03	5691 W WATHEN AVE	0.173	4142	27.84	27.84
506-044-04	5681 W WATHEN AVE	0.137	4142	27.84	27.84

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506-044-05	5671 W WATHEN AVE	0.152	4142	27.84	27.84
506-044-06	5661 W WATHEN AVE	0.164	4142	27.84	27.84
506-044-07	5651 W WATHEN AVE	0.170	4142	27.84	27.84
506-044-08	5641 W WATHEN AVE	0.171	4142	27.84	27.84
506-044-09	5631 W WATHEN AVE	0.179	4142	27.84	27.84
506-044-10	5621 W WATHEN AVE	0.156	4142	27.84	27.84
506-044-11	5611 W WATHEN AVE	0.121	4142	27.84	27.84
506-044-12	5601 W WATHEN AVE	0.131	4142	27.84	27.84
506-044-13	5591 W WATHEN AVE	0.125	4142	27.84	27.84
506-044-14	5581 W WATHEN AVE	0.125	4142	27.84	27.84
506-044-15	5571 W WATHEN AVE	0.125	4142	27.84	27.84
506-044-16	5561 W WATHEN AVE	0.125	4142	27.84	27.84
506-044-17	5551 W WATHEN AVE	0.125	4142	27.84	27.84
506-044-18	5541 W WATHEN AVE	0.125	4142	27.84	27.84
506-044-19	5531 W WATHEN AVE	0.125	4142	27.84	27.84
506-044-20	5521 W WATHEN AVE	0.137	4142	27.84	27.84
506-044-21	5522 W PAUL AVE	0.137	4356	27.84	27.84
506-044-22	5532 W PAUL AVE	0.121	4356	27.84	27.84
506-044-23	5544 W PAUL AVE	0.121	4356	27.84	27.84
506-044-24	5554 W PAUL AVE	0.121	4356	27.84	27.84
506-044-25	5566 W PAUL AVE	0.121	4356	27.84	27.84
506-044-26	5576 W PAUL AVE	0.121	4356	27.84	27.84
506-044-27	5588 W PAUL AVE	0.121	4356	27.84	27.84
506-044-28	5598 W PAUL AVE	0.121	4356	27.84	27.84
506-044-29	5612 W PAUL AVE	0.121	4356	27.84	27.84
506-044-30	5622 W PAUL AVE	0.121	4356	27.84	27.84
506-044-31	5634 W PAUL AVE	0.121	4356	27.84	27.84
506-044-32	5644 W PAUL AVE	0.144	4356	27.84	27.84
506-044-33	5658 W CORONA AVE	0.175	4356	27.84	27.84
506-044-34	5670 W CORONA AVE	0.203	4356	27.84	27.84
506-044-35	5682 W CORONA AVE	0.167	4356	27.84	27.84
506-044-36	5690 W CORONA AVE	0.149	4356	27.84	27.84
506-044-37	5698 W CORONA AVE	0.142	4356	27.84	27.84
506-044-38	5708 W CORONA AVE	0.142	4356	27.84	27.84
506-044-39	5716 W CORONA AVE	0.144	4356	27.84	27.84
506-044-40	5724 W CORONA AVE	0.172	4356	27.84	27.84
506-044-41	5732 W CORONA AVE	0.170	4356	27.84	27.84
506-044-42	5740 W CORONA AVE	0.168	4356	27.84	27.84
506-051-02	5599 W MENLO AVE	0.131	4356	27.84	27.84
506-051-03	5587 W MENLO AVE	0.125	4356	27.84	27.84
506-051-04	5575 W MENLO AVE	0.125	4356	27.84	27.84
506-051-05	5563 W MENLO AVE	0.125	4356	27.84	27.84
506-051-06	5551 W MENLO AVE	0.125	4356	27.84	27.84
506-051-07	5539 W MENLO AVE	0.125	4356	27.84	27.84
506-051-08	5527 W MENLO AVE	0.113	4356	27.84	27.84
506-051-09	5515 W MENLO AVE	0.144	4356	27.84	27.84
506-051-10	5503 W MENLO AVE	0.152	4356	27.84	27.84
506-051-11	6462 N WHEELER AVE	0.206	4356	27.84	27.84
506-051-12	6474 N WHEELER AVE	0.128	4356	27.84	27.84
506-051-13	6486 N WHEELER AVE	0.142	4356	27.84	27.84
506-051-14	6498 N WHEELER AVE	0.144	4356	27.84	27.84
506-052-01	5516 W MENLO AVE	0.137	4356	27.84	27.84
506-052-02	5530 W MENLO AVE	0.141	4356	27.84	27.84
506-052-03	5544 W MENLO AVE	0.131	4356	27.84	27.84
506-052-04	5558 W MENLO AVE	0.131	4356	27.84	27.84
506-052-05	5572 W MENLO AVE	0.141	4356	27.84	27.84
506-052-06	5584 W MENLO AVE	0.151	4356	27.84	27.84
506-052-07	5598 W MENLO AVE	0.134	4356	27.84	27.84
506-052-08	5612 W MENLO AVE	0.141	4356	27.84	27.84
506-052-09	5626 W MENLO AVE	0.184	4356	27.84	27.84
506-052-10	5635 W PAUL AVE	0.171	4356	27.84	27.84
506-052-11	5623 W PAUL AVE	0.125	4356	27.84	27.84
506-052-12	5613 W PAUL AVE	0.121	4356	27.84	27.84
506-052-13	5599 W PAUL AVE	0.121	4356	27.84	27.84
506-052-14	5589 W PAUL AVE	0.121	4356	27.84	27.84
506-052-15	5577 W PAUL AVE	0.121	4356	27.84	27.84

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506-052-16	5567 W PAUL AVE	0.121	4356	27.84	27.84
506-052-17	5555 W PAUL AVE	0.121	4356	27.84	27.84
506-052-18	5545 W PAUL AVE	0.121	4356	27.84	27.84
506-052-19	5533 W PAUL AVE	0.121	4356	27.84	27.84
506-052-20	5523 W PAUL AVE	0.137	4356	27.84	27.84
506-061-01-S	5420 W PAUL AVE	0.180	4145	87.16	87.16
506-061-02-S	5430 W PAUL AVE	0.151	4145	87.16	87.16
506-061-03-S	5440 W PAUL AVE	0.199	4145	87.16	87.16
506-061-04-S	5450 W PAUL AVE	0.197	4145	87.16	87.16
506-061-05-S	5459 W PAUL AVE	0.233	4145	87.16	87.16
506-061-06-S	5449 W PAUL AVE	0.165	4145	87.16	87.16
506-061-07-S	5439 W PAUL AVE	0.151	4145	87.16	87.16
506-061-08-S	5429 W PAUL AVE	0.148	4145	87.16	87.16
506-061-09-S	5419 W PAUL AVE	0.144	4145	87.16	87.16
506-061-10-S	5409 W PAUL AVE	0.144	4145	87.16	87.16
506-061-11-S	5399 W PAUL AVE	0.144	4145	87.16	87.16
506-061-12-S	5389 W PAUL AVE	0.144	4145	87.16	87.16
506-061-13-S	5379 W PAUL AVE	0.156	4145	87.16	87.16
506-061-14-S	6493 N STATE	0.177	4145	87.16	87.16
506-061-15-S	6479 N STATE	0.154	4145	87.16	87.16
506-061-16-S	6467 N STATE	0.154	4145	87.16	87.16
506-061-17-S	6453 N STATE	0.154	4145	87.16	87.16
506-061-18-S	6439 N STATE	0.154	4145	87.16	87.16
506-061-19-S	6427 N STATE	0.137	4145	87.16	87.16
506-061-20-S	6413 N STATE	0.149	4145	87.16	87.16
506-061-21-S	6407 N STATE	0.182	4145	87.16	87.16
506-061-22-S	6412 N STATE	0.179	4145	87.16	87.16
506-061-23-S	6422 N STATE	0.179	4145	87.16	87.16
506-061-24-S	6436 N STATE	0.149	4145	87.16	87.16
506-061-25-S	6437 N CONSTANCE AVE	0.172	4145	87.16	87.16
506-061-26-S	6425 N CONSTANCE AVE	0.179	4145	87.16	87.16
506-061-27-S	6413 N CONSTANCE AVE	0.171	4145	87.16	87.16
506-061-28-S	6401 N CONSTANCE AVE	0.192	4145	87.16	87.16
506-062-01-S	6510 N DELBERT AVE	0.148	4145	87.16	87.16
506-062-02-S	6502 N DELBERT AVE	0.177	4145	87.16	87.16
506-062-03-S	5382 W PAUL AVE	0.151	4145	87.16	87.16
506-062-04-S	5370 W PAUL AVE	0.144	4145	87.16	87.16
506-062-05-S	5358 W PAUL AVE	0.160	4145	87.16	87.16
506-063-01-S	6522 N STATE	0.151	4145	87.16	87.16
506-063-02-S	6510 N STATE	0.141	4145	87.16	87.16
506-063-03-S	6498 N STATE	0.141	4145	87.16	87.16
506-063-04-S	6486 N STATE	0.141	4145	87.16	87.16
506-063-05-S	6474 N STATE	0.141	4145	87.16	87.16
506-063-06-S	6460 N STATE	0.153	4145	87.16	87.16
506-063-07-S	6445 N CONSTANCE AVE	0.153	4145	87.16	87.16
506-063-08-S	6455 N CONSTANCE AVE	0.141	4145	87.16	87.16
506-063-09-S	6467 N CONSTANCE AVE	0.141	4145	87.16	87.16
506-063-10-S	6477 N CONSTANCE AVE	0.141	4145	87.16	87.16
506-063-11-S	6489 N CONSTANCE AVE	0.141	4145	87.16	87.16
506-063-12-S	6499 N CONSTANCE AVE	0.153	4145	87.16	87.16
506-071-08	6546 N WESTERN AVE	0.156	4251	34.40	34.40
506-071-09	6558 N WESTERN AVE	0.144	4251	34.40	34.40
506-071-10	6566 N WESTERN AVE	0.144	4251	34.40	34.40
506-071-11	6574 N WESTERN AVE	0.144	4251	34.40	34.40
506-071-12	6582 N WESTERN AVE	0.160	4251	34.40	34.40
506-071-13	6590 N WESTERN AVE	0.238	4251	34.40	34.40
506-071-14	5316 W LOS ALTOS AVE	0.224	4251	34.40	34.40
506-071-15	5328 W LOS ALTOS AVE	0.167	4251	34.40	34.40
506-071-16	5338 W LOS ALTOS AVE	0.144	4251	34.40	34.40
506-071-17	5350 W LOS ALTOS AVE	0.137	4251	34.40	34.40
506-075-01-S	5424 W LOS ALTOS AVE	0.179	4145	87.16	87.16
506-075-02-S	5434 W LOS ALTOS AVE	0.137	4145	87.16	87.16
506-075-03-S	5444 W LOS ALTOS AVE	0.144	4145	87.16	87.16
506-075-04-S	5454 W LOS ALTOS AVE	0.114	4145	87.16	87.16
506-075-05-S	5455 W LOS ALTOS AVE	0.183	4145	87.16	87.16
506-075-06-S	5453 W LOS ALTOS AVE	0.206	4145	87.16	87.16

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506-075-07-S	5443 W LOS ALTOS AVE	0.192	4145	87.16	87.16
506-075-08-S	5433 W LOS ALTOS AVE	0.171	4145	87.16	87.16
506-075-09-S	5423 W LOS ALTOS AVE	0.164	4145	87.16	87.16
506-075-10-S	5422 W WATHEN AVE	0.174	4145	87.16	87.16
506-075-11-S	5432 W WATHEN AVE	0.184	4145	87.16	87.16
506-075-12-S	5442 W WATHEN AVE	0.179	4145	87.16	87.16
506-075-13-S	5452 W WATHEN AVE	0.176	4145	87.16	87.16
506-075-14-S	5453 W WATHEN AVE	0.182	4145	87.16	87.16
506-075-15-S	5451 W WATHEN AVE	0.188	4145	87.16	87.16
506-075-16-S	5441 W WATHEN AVE	0.158	4145	87.16	87.16
506-075-17-S	5431 W WATHEN AVE	0.176	4145	87.16	87.16
506-075-18-S	5421 W WATHEN AVE	0.166	4145	87.16	87.16
506-076-01-S	6592 N DELBERT AVE	0.184	4145	87.16	87.16
506-076-02-S	6582 N DELBERT AVE	0.148	4145	87.16	87.16
506-076-03-S	6574 N DELBERT AVE	0.146	4145	87.16	87.16
506-076-04-S	6564 N DELBERT AVE	0.146	4145	87.16	87.16
506-076-05-S	6556 N DELBERT AVE	0.146	4145	87.16	87.16
506-076-06-S	6546 N DELBERT AVE	0.146	4145	87.16	87.16
506-076-07-S	6538 N DELBERT AVE	0.146	4145	87.16	87.16
506-076-08-S	6528 N DELBERT AVE	0.146	4145	87.16	87.16
506-076-09-S	6520 N DELBERT AVE	0.146	4145	87.16	87.16
506-076-10	6599 N STATE	0.153	4251	34.40	34.40
506-076-11	6591 N STATE	0.137	4251	34.40	34.40
506-076-12	6583 N STATE	0.137	4251	34.40	34.40
506-076-13	6575 N STATE	0.137	4251	34.40	34.40
506-076-14	6567 N STATE	0.137	4251	34.40	34.40
506-076-15	6559 N STATE	0.137	4251	34.40	34.40
506-076-16	6551 N STATE	0.137	4251	34.40	34.40
506-076-17	6543 N STATE	0.126	4251	34.40	34.40
506-076-18	6535 N STATE	0.128	4251	34.40	34.40
506-076-19	5365 W WATHEN AVE	0.096	4251	34.40	34.40
506-076-20	5353 W WATHEN AVE	0.165	4251	34.40	34.40
506-077-01	6580 N STATE	0.147	4251	34.40	34.40
506-077-02	6572 N STATE	0.134	4251	34.40	34.40
506-077-03	6564 N STATE	0.134	4251	34.40	34.40
506-077-04	6556 N STATE	0.134	4251	34.40	34.40
506-077-05	6548 N STATE	0.147	4251	34.40	34.40
506-077-06	6547 N WESTERN AVE	0.147	4251	34.40	34.40
506-077-07	6555 N WESTERN AVE	0.147	4251	34.40	34.40
506-077-08	6563 N WESTERN AVE	0.147	4251	34.40	34.40
506-077-09	6571 N WESTERN AVE	0.147	4251	34.40	34.40
506-077-10	6579 N WESTERN AVE	0.147	4251	34.40	34.40
506-078-01	5331 W WATHEN AVE	0.172	4251	34.40	34.40
506-078-02	5321 W WATHEN AVE	0.142	4251	34.40	34.40
506-078-03	5309 W WATHEN AVE	0.151	4251	34.40	34.40
506-081-01-S	6748 N CONSTANCE AVE	0.096	4208	53.63	53.62
506-081-02-S	6742 N CONSTANCE AVE	0.096	4208	53.63	53.62
506-081-03-S	6734 N CONSTANCE AVE	0.096	4208	53.63	53.62
506-081-04-S	6728 N CONSTANCE AVE	0.096	4208	53.63	53.62
506-081-05-S	6720 N CONSTANCE AVE	0.096	4208	53.63	53.62
506-081-06-S	6714 N CONSTANCE AVE	0.119	4208	53.63	53.62
506-081-07-S	6715 N DANTE AVE	0.128	4208	53.63	53.62
506-081-08-S	6721 N DANTE AVE	0.102	4208	53.63	53.62
506-081-09-S	6729 N DANTE AVE	0.100	4208	53.63	53.62
506-081-10-S	6735 N DANTE AVE	0.098	4208	53.63	53.62
506-081-11-S	6743 N DANTE AVE	0.098	4208	53.63	53.62
506-081-12-S	6716 N DANTE AVE	0.195	4337	53.63	53.62
506-081-13-S	6726 N DANTE AVE	0.288	4337	53.63	53.62
506-081-14-S	6751 N DANTE AVE	0.238	4337	53.63	53.62
506-081-15-S	6754 N CONSTANCE AVE	0.108	4337	53.63	53.62
506-081-16-S	6762 N CONSTANCE AVE	0.243	4337	53.63	53.62
506-081-17-S	6769 N CONSTANCE AVE	0.229	4337	53.63	53.62
506-081-18-S	6763 N CONSTANCE AVE	0.116	4337	53.63	53.62
506-081-19-S	6757 N CONSTANCE AVE	0.098	4337	53.63	53.62
506-081-20-S	6751 N CONSTANCE AVE	0.098	4208	53.63	53.62
506-081-21-S	6745 N CONSTANCE AVE	0.098	4208	53.63	53.62

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506-081-22-S	6737 N CONSTANCE AVE	0.098	4208	53.63	53.62
506-081-23-S	6731 N CONSTANCE AVE	0.098	4208	53.63	53.62
506-081-24-S	6723 N CONSTANCE AVE	0.098	4208	53.63	53.62
506-081-25-S	6717 N CONSTANCE AVE	0.098	4208	53.63	53.62
506-081-26-S	6711 N CONSTANCE AVE	0.098	4208	53.63	53.62
506-081-27-S	6705 N CONSTANCE AVE	0.098	4208	53.63	53.62
506-081-28-S	6699 N CONSTANCE AVE	0.098	4208	53.63	53.62
506-081-29-S	6691 N CONSTANCE AVE	0.098	4208	53.63	53.62
506-081-30-S	6685 N CONSTANCE AVE	0.098	4208	53.63	53.62
506-081-31-S	6679 N CONSTANCE AVE	0.098	4208	53.63	53.62
506-081-32-S	6671 N CONSTANCE AVE	0.098	4208	53.63	53.62
506-082-01-S	5263 W WARNER AVE	0.115	4208	53.63	53.62
506-082-02-S	5255 W WARNER AVE	0.097	4208	53.63	53.62
506-082-03-S	5249 W WARNER AVE	0.097	4208	53.63	53.62
506-082-04-S	5241 W WARNER AVE	0.097	4208	53.63	53.62
506-082-05-S	5235 W WARNER AVE	0.097	4208	53.63	53.62
506-082-06-S	5227 W WARNER AVE	0.096	4208	53.63	53.62
506-082-07-S	5221 W WARNER AVE	0.103	4208	53.63	53.62
506-082-08-S	5213 W WARNER AVE	0.091	4208	53.63	53.62
506-082-09-S	5207 W WARNER AVE	0.096	4208	53.63	53.62
506-082-10-S	5199 W WARNER AVE	0.096	4208	53.63	53.62
506-082-11-S	5193 W WARNER AVE	0.103	4208	53.63	53.62
506-082-12-S	5166 W MAGILL AVE	0.115	4208	53.63	53.62
506-082-13-S	5174 W MAGILL AVE	0.104	4208	53.63	53.62
506-082-14-S	5182 W MAGILL AVE	0.104	4208	53.63	53.62
506-082-15-S	5190 W MAGILL AVE	0.104	4208	53.63	53.62
506-082-16-S	5198 W MAGILL AVE	0.104	4208	53.63	53.62
506-082-17-S	5206 W MAGILL AVE	0.104	4208	53.63	53.62
506-082-18-S	5214 W MAGILL AVE	0.104	4208	53.63	53.62
506-082-19-S	5222 W MAGILL AVE	0.104	4208	53.63	53.62
506-082-20-S	5230 W MAGILL AVE	0.104	4208	53.63	53.62
506-082-21-S	5238 W MAGILL AVE	0.097	4208	53.63	53.62
506-082-22-S	5246 W MAGILL AVE	0.097	4208	53.63	53.62
506-082-23-S	5254 W MAGILL AVE	0.097	4208	53.63	53.62
506-082-24-S	5262 W MAGILL AVE	0.115	4208	53.63	53.62
506-091-01-S	6667 N JEANNE AVE	0.146	4208	53.63	53.62
506-091-02-S	6671 N JEANNE AVE	0.101	4208	53.63	53.62
506-091-03-S	6677 N JEANNE AVE	0.101	4208	53.63	53.62
506-091-04-S	6681 N JEANNE AVE	0.101	4208	53.63	53.62
506-091-05-S	6687 N JEANNE AVE	0.101	4208	53.63	53.62
506-091-06-S	5163 W MAGILL AVE	0.168	4208	53.63	53.62
506-091-07-S	5173 W MAGILL AVE	0.126	4208	53.63	53.62
506-091-08-S	5181 W MAGILL AVE	0.095	4208	53.63	53.62
506-091-09-S	5187 W MAGILL AVE	0.099	4208	53.63	53.62
506-091-10-S	5195 W MAGILL AVE	0.101	4208	53.63	53.62
506-091-11-S	5201 W MAGILL AVE	0.106	4208	53.63	53.62
506-091-12-S	5209 W MAGILL AVE	0.101	4208	53.63	53.62
506-091-13-S	5215 W MAGILL AVE	0.103	4208	53.63	53.62
506-091-14-S	5223 W MAGILL AVE	0.103	4208	53.63	53.62
506-091-15-S	5229 W MAGILL AVE	0.097	4208	53.63	53.62
506-091-16-S	5237 W MAGILL AVE	0.096	4208	53.63	53.62
506-091-17-S	5243 W MAGILL AVE	0.096	4208	53.63	53.62
506-091-24-S	5240 W FREMONT AVE	0.096	4208	53.63	53.62
506-091-25-S	5232 W FREMONT AVE	0.096	4208	53.63	53.62
506-091-26-S	5224 W FREMONT AVE	0.096	4208	53.63	53.62
506-091-27-S	5216 W FREMONT AVE	0.096	4208	53.63	53.62
506-091-28-S	5208 W FREMONT AVE	0.100	4208	53.63	53.62
506-091-29-S	5202 W FREMONT AVE	0.110	4208	53.63	53.62
506-091-30-S	5192 W FREMONT AVE	0.120	4208	53.63	53.62
506-091-31-S	5184 W FREMONT AVE	0.166	4208	53.63	53.62
506-091-32-S	5168 W FREMONT AVE	0.133	4208	53.63	53.62
506-091-33-S	5162 W FREMONT AVE	0.113	4208	53.63	53.62
506-091-34-S	5156 W FREMONT AVE	0.126	4208	53.63	53.62
506-091-35-S	5150 W FREMONT AVE	0.137	4208	53.63	53.62
506-091-36-S	5144 W FREMONT AVE	0.168	4208	53.63	53.62
506-091-37-S	5138 W FREMONT AVE	0.137	4208	53.63	53.62

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506-091-38-S	5132 W FREMONT AVE	0.120	4208	53.63	53.62
506-091-39-S	6635 N CLEO AVE	0.114	4208	53.63	53.62
506-091-40-S	6639 N CLEO AVE	0.122	4208	53.63	53.62
506-091-41-S	6643 N CLEO AVE	0.121	4208	53.63	53.62
506-091-42-S	6647 N CLEO AVE	0.120	4208	53.63	53.62
506-092-01-S	5097 W FREMONT AVE	0.126	4208	53.63	53.62
506-092-02-S	5087 W FREMONT AVE	0.106	4208	53.63	53.62
506-092-03-S	5077 W FREMONT AVE	0.107	4208	53.63	53.62
506-092-04-S	5067 W FREMONT AVE	0.103	4208	53.63	53.62
506-092-05-S	5057 W FREMONT AVE	0.171	4208	53.63	53.62
506-092-06-S	5047 W FREMONT AVE	0.620	4337	53.63	53.62
506-092-07-S	5086 W FREMONT AVE	0.261	4337	53.63	53.62
506-092-08-S	5096 W FREMONT AVE	0.145	4337	53.63	53.62
506-093-04-S	5239 W FREMONT AVE	0.107	4208	53.63	53.62
506-093-05-S	5231 W FREMONT AVE	0.107	4208	53.63	53.62
506-093-06-S	5223 W FREMONT AVE	0.106	4208	53.63	53.62
506-093-07-S	5215 W FREMONT AVE	0.106	4208	53.63	53.62
506-093-08-S	5207 W FREMONT AVE	0.106	4208	53.63	53.62
506-093-09-S	5199 W FREMONT AVE	0.106	4208	53.63	53.62
506-093-10-S	5191 W FREMONT AVE	0.106	4208	53.63	53.62
506-093-11-S	5183 W FREMONT AVE	0.106	4208	53.63	53.62
506-093-12-S	5175 W FREMONT AVE	0.106	4208	53.63	53.62
506-093-13-S	5167 W FREMONT AVE	0.106	4208	53.63	53.62
506-093-14-S	5159 W FREMONT AVE	0.106	4208	53.63	53.62
506-093-15-S	5151 W FREMONT AVE	0.106	4208	53.63	53.62
506-093-16-S	5143 W FREMONT AVE	0.106	4208	53.63	53.62
506-093-17-S	5135 W FREMONT AVE	0.106	4208	53.63	53.62
506-093-18-S	5127 W FREMONT AVE	0.106	4208	53.63	53.62
506-093-19-S	5119 W FREMONT AVE	0.106	4208	53.63	53.62
506-093-20-S	5111 W FREMONT AVE	0.126	4208	53.63	53.62
506-112-13	5132 W SIERRA AVE	0.144	4251	34.40	34.40
506-112-14	5144 W SIERRA AVE	0.151	4251	34.40	34.40
506-112-15	5154 W SIERRA AVE	0.151	4251	34.40	34.40
506-112-16	5166 W SIERRA AVE	0.151	4251	34.40	34.40
506-112-17	5131 W MENLO AVE	0.153	4251	34.40	34.40
506-112-18	5143 W MENLO AVE	0.151	4251	34.40	34.40
506-112-19	5153 W MENLO AVE	0.214	4251	34.40	34.40
506-112-20	5165 W MENLO AVE	0.202	4251	34.40	34.40
506-112-21	5164 W MENLO AVE	0.202	4251	34.40	34.40
506-112-22	5152 W MENLO AVE	0.202	4251	34.40	34.40
506-112-23	5142 W MENLO AVE	0.168	4251	34.40	34.40
506-112-24	5130 W MENLO AVE	0.156	4251	34.40	34.40
506-112-25	5129 W PAUL AVE	0.156	4251	34.40	34.40
506-112-26	5141 W PAUL AVE	0.163	4251	34.40	34.40
506-112-27	5151 W PAUL AVE	0.202	4251	34.40	34.40
506-112-28	5163 W PAUL AVE	0.202	4251	34.40	34.40
506-112-29	5162 W PAUL AVE	0.202	4251	34.40	34.40
506-112-30	5150 W PAUL AVE	0.202	4251	34.40	34.40
506-112-31	5140 W PAUL AVE	0.141	4251	34.40	34.40
506-112-32	5128 W PAUL AVE	0.156	4251	34.40	34.40
506-141-01-S	6023 N WHEELER AVE	0.176	4127	64.97	64.96
506-141-02-S	6029 N WHEELER AVE	0.179	4127	64.97	64.96
506-141-03-S	6035 N WHEELER AVE	0.179	4127	64.97	64.96
506-141-04-S	6041 N WHEELER AVE	0.164	4127	64.97	64.96
506-141-05-S	6047 N WHEELER AVE	0.179	4127	64.97	64.96
506-141-06-S	6053 N WHEELER AVE	0.140	4127	64.97	64.96
506-141-07-S	6059 N WHEELER AVE	0.168	4127	64.97	64.96
506-141-08-S	6075 N WHEELER AVE	0.176	4127	64.97	64.96
506-141-09-S	6081 N WHEELER AVE	0.151	4127	64.97	64.96
506-141-10-S	6087 N WHEELER AVE	0.164	4127	64.97	64.96
506-141-11-S	6093 N WHEELER AVE	0.138	4127	64.97	64.96
506-141-12-S	6099 N WHEELER AVE	0.126	4127	64.97	64.96
506-141-13-S	6105 N WHEELER AVE	0.138	4127	64.97	64.96
506-141-14-S	6111 N WHEELER AVE	0.198	4127	64.97	64.96
506-141-15-S	5531 W CALIMYRNA AVE	0.149	4127	64.97	64.96
506-141-16-S	5541 W CALIMYRNA AVE	0.137	4127	64.97	64.96

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506-141-17-S	5551 W CALIMYRNA AVE	0.137	4127	64.97	64.96
506-141-18-S	5561 W CALIMYRNA AVE	0.149	4127	64.97	64.96
506-141-19-S	6124 N MC CAFFREY	0.169	4127	64.97	64.96
506-141-20-S	6114 N MC CAFFREY	0.137	4127	64.97	64.96
506-141-21-S	6104 N MC CAFFREY	0.137	4127	64.97	64.96
506-141-22-S	6094 N MC CAFFREY	0.137	4127	64.97	64.96
506-141-23-S	6084 N MC CAFFREY	0.137	4127	64.97	64.96
506-141-24-S	6074 N MC CAFFREY	0.137	4127	64.97	64.96
506-141-25-S	6064 N MC CAFFREY	0.137	4127	64.97	64.96
506-141-26-S	6054 N MC CAFFREY	0.152	4127	64.97	64.96
506-141-27-S	6044 N MC CAFFREY	0.179	4127	64.97	64.96
506-141-28-S	6034 N MC CAFFREY	0.193	4127	64.97	64.96
506-141-29-S	6043 N MC CAFFREY	0.193	4127	64.97	64.96
506-141-30-S	6053 N MC CAFFREY	0.165	4127	64.97	64.96
506-141-31-S	6063 N MC CAFFREY	0.149	4127	64.97	64.96
506-141-32-S	6073 N MC CAFFREY	0.137	4127	64.97	64.96
506-141-33-S	6083 N MC CAFFREY	0.137	4127	64.97	64.96
506-141-34-S	6093 N MC CAFFREY	0.137	4127	64.97	64.96
506-141-35-S	6103 N MC CAFFREY	0.137	4127	64.97	64.96
506-141-36-S	6113 N MC CAFFREY	0.137	4127	64.97	64.96
506-141-37-S	6123 N MC CAFFREY	0.160	4127	64.97	64.96
506-141-38	5607 W CALIMYRNA	0.160	4127	64.97	64.96
506-141-39	6116 N LOLA AVE	0.137	4127	64.97	64.96
506-141-40	6106 N LOLA AVE	0.137	4127	64.97	64.96
506-141-41	6096 N LOLA AVE	0.137	4127	64.97	64.96
506-141-42	6086 N LOLA AVE	0.137	4127	64.97	64.96
506-141-43	6076 N LOLA AVE	0.160	4127	64.97	64.96
506-141-44	6066 N LOLA AVE	0.151	4127	64.97	64.96
506-141-45	6060 N LOLA AVE	0.179	4127	64.97	64.96
506-141-46	6061 N LOLA AVE	0.132	4127	64.97	64.96
506-141-47	6071 N LOLA AVE	0.143	4127	64.97	64.96
506-141-48	6081 N LOLA AVE	0.158	4127	64.97	64.96
506-141-49	6091 N LOLA AVE	0.137	4127	64.97	64.96
506-141-50	6101 N LOLA AVE	0.114	4127	64.97	64.96
506-141-51	6111 N LOLA AVE	0.137	4127	64.97	64.96
506-141-52	6121 N LOLA AVE	0.137	4127	64.97	64.96
506-141-53	6131 N LOLA AVE	0.137	4127	64.97	64.96
506-141-54	6142 N IVANHOE AVE	0.143	4127	64.97	64.96
506-141-55	6134 N IVANHOE AVE	0.143	4127	64.97	64.96
506-141-56	6126 N IVANHOE AVE	0.143	4127	64.97	64.96
506-141-57	6118 N IVANHOE AVE	0.179	4127	64.97	64.96
506-141-58	6110 N IVANHOE AVE	0.184	4127	64.97	64.96
506-141-59	6102 N IVANHOE AVE	0.220	4127	64.97	64.96
506-141-60	6109 N IVANHOE AVE	0.257	4127	64.97	64.96
506-141-61	6119 N IVANHOE AVE	0.184	4127	64.97	64.96
506-141-66-S	6124 N CARNEGIE AVE	0.222	4127	64.97	64.96
506-141-68	6134 N CARNEGIE AVE	0.200	4127	64.97	64.96
506-141-69	6129 N IVANHOE AVE	0.202	4127	64.97	64.96
506-142-01-S	6132 N WHEELER AVE	0.163	4127	64.97	64.96
506-142-02-S	6120 N WHEELER AVE	0.152	4127	64.97	64.96
506-142-03-S	6108 N WHEELER AVE	0.145	4127	64.97	64.96
506-142-04-S	6096 N WHEELER AVE	0.145	4127	64.97	64.96
506-142-05-S	6084 N WHEELER AVE	0.145	4127	64.97	64.96
506-142-06-S	6072 N WHEELER AVE	0.145	4127	64.97	64.96
506-142-07-S	6060 N WHEELER AVE	0.152	4127	64.97	64.96
506-142-08-S	6048 N WHEELER AVE	0.160	4127	64.97	64.96
506-142-09-S	6036 N WHEELER AVE	0.160	4127	64.97	64.96
506-142-10-S	6024 N WHEELER AVE	0.195	4127	64.97	64.96
506-151-01	6192 N CARNEGIE AVE		4127	64.97	64.96
506-151-02	5688 W MESA AVE	0.137	4127	64.97	64.96
506-151-03	5678 W MESA AVE	0.137	4127	64.97	64.96
506-151-04	5668 W MESA AVE	0.137	4127	64.97	64.96
506-151-05	5658 W MESA AVE	0.137	4127	64.97	64.96
506-151-06	5648 W MESA AVE	0.137	4127	64.97	64.96
506-151-07	5638 W MESA AVE	0.137	4127	64.97	64.96
506-151-08	5628 W MESA AVE	0.137	4127	64.97	64.96

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506-151-09	5618 W MESA AVE	0.137	4127	64.97	64.96
506-151-10	6178 N LOLA AVE	0.137	4127	64.97	64.96
506-151-11	6168 N LOLA AVE	0.132	4127	64.97	64.96
506-151-12	6158 N LOLA AVE	0.137	4127	64.97	64.96
506-151-13	6148 N LOLA AVE	0.160	4127	64.97	64.96
506-151-14-S	5598 W CALIMYRNA AVE	0.172	4127	64.97	64.96
506-151-15-S	5588 W CALIMYRNA AVE	0.149	4127	64.97	64.96
506-151-16-S	5578 W CALIMYRNA AVE	0.149	4127	64.97	64.96
506-151-17-S	5568 W CALIMYRNA AVE	0.137	4127	64.97	64.96
506-151-18-S	5558 W CALIMYRNA AVE	0.137	4127	64.97	64.96
506-151-19-S	5548 W CALIMYRNA AVE	0.149	4127	64.97	64.96
506-151-20-S	5538 W CALIMYRNA AVE	0.137	4127	64.97	64.96
506-151-21-S	5528 W CALIMYRNA AVE	0.149	4127	64.97	64.96
506-151-22-S	5518 W CALIMYRNA AVE	0.149	4127	64.97	64.96
506-151-23-S	5508 W CALIMYRNA AVE	0.174	4127	64.97	64.96
506-151-24	5505 W MESA AVE	0.131	4269	26.36	26.36
506-151-25	5515 W MESA AVE	0.104	4269	26.36	26.36
506-151-26	5525 W MESA AVE	0.105	4269	26.36	26.36
506-151-27	5535 W MESA AVE	0.107	4269	26.36	26.36
506-151-28	5545 W MESA AVE	0.108	4269	26.36	26.36
506-151-29	5555 W MESA AVE	0.108	4269	26.36	26.36
506-151-30	5565 W MESA AVE	0.108	4269	26.36	26.36
506-151-31	5575 W MESA AVE	0.108	4269	26.36	26.36
506-151-32	5585 W MESA AVE	0.122	4269	26.36	26.36
506-151-33	5595 W MESA AVE	0.149	4269	26.36	26.36
506-151-34	6155 N MC CAFFREY	0.149	4269	26.36	26.36
506-151-35	6159 N MC CAFFREY	0.122	4269	26.36	26.36
506-151-36	6163 N MC CAFFREY	0.111	4269	26.36	26.36
506-151-37	6167 N MC CAFFREY	0.110	4269	26.36	26.36
506-151-38	6171 N MC CAFFREY	0.114	4269	26.36	26.36
506-151-39	5590 W STUART AVE	0.114	4269	26.36	26.36
506-151-40	5580 W STUART AVE	0.110	4269	26.36	26.36
506-151-41	5570 W STUART AVE	0.108	4269	26.36	26.36
506-151-42	5560 W STUART AVE	0.108	4269	26.36	26.36
506-151-43	5550 W STUART AVE	0.108	4269	26.36	26.36
506-151-44	5540 W STUART AVE	0.108	4269	26.36	26.36
506-151-45	5530 W STUART AVE	0.104	4269	26.36	26.36
506-151-46	5520 W STUART AVE	0.106	4269	26.36	26.36
506-151-47	5510 W STUART AVE	0.137	4269	26.36	26.36
506-152-01	6150 N IVANHOE AVE	0.143	4127	64.97	64.96
506-152-02	6158 N IVANHOE AVE	0.143	4127	64.97	64.96
506-152-03	6166 N IVANHOE AVE	0.167	4127	64.97	64.96
506-152-04	6161 N LOLA AVE	0.167	4127	64.97	64.96
506-152-05	6151 N LOLA AVE	0.143	4127	64.97	64.96
506-152-06	6141 N LOLA AVE	0.143	4127	64.97	64.96
506-153-01	6146 N CARNEGIE AVE	0.189	4127	64.97	64.96
506-153-02	6156 N CARNEGIE AVE	0.168	4127	64.97	64.96
506-153-03	6168 N CARNEGIE AVE	0.168	4127	64.97	64.96
506-153-04	6165 N IVANHOE AVE	0.167	4127	64.97	64.96
506-153-05	6157 N IVANHOE AVE	0.143	4127	64.97	64.96
506-153-06	6149 N IVANHOE AVE	0.143	4127	64.97	64.96
506-153-07	6141 N IVANHOE AVE	0.143	4127	64.97	64.96
506-154-01	5509 W STUART AVE	0.141	4269	26.36	26.36
506-154-02	5519 W STUART AVE	0.109	4269	26.36	26.36
506-154-03	5529 W STUART AVE	0.109	4269	26.36	26.36
506-154-04	5539 W STUART AVE	0.109	4269	26.36	26.36
506-154-05	5549 W STUART AVE	0.111	4269	26.36	26.36
506-154-06	5559 W STUART AVE	0.111	4269	26.36	26.36
506-154-07	5569 W STUART AVE	0.111	4269	26.36	26.36
506-154-08	5579 W STUART AVE	0.131	4269	26.36	26.36
506-154-09	5578 W MESA AVE	0.118	4269	26.36	26.36
506-154-10	5568 W MESA AVE	0.114	4269	26.36	26.36
506-154-11	5558 W MESA AVE	0.114	4269	26.36	26.36
506-154-12	5548 W MESA AVE	0.114	4269	26.36	26.36
506-154-13	5538 W MESA AVE	0.114	4269	26.36	26.36
506-154-14	5528 W MESA AVE	0.111	4269	26.36	26.36

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506-154-15	5518 W MESA AVE	0.110	4269	26.36	26.36
506-154-16	5508 W MESA AVE	0.156	4269	26.36	26.36
506-161-01-S	5589 W VARTIKIAN AVE	0.119	4343	30.51	30.50
506-161-02-S	5597 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-03-S	5605 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-04-S	5613 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-05-S	5621 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-06-S	5629 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-07-S	5637 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-08-S	5645 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-09-S	5653 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-10-S	5661 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-11-S	5669 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-12-S	5677 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-13-S	5685 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-14-S	5693 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-15-S	5701 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-16-S	5709 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-17-S	5717 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-18-S	5725 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-19-S	5733 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-20-S	5741 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-21-S	5749 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-22-S	5757 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-23-S	5765 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-24-S	5773 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-25-S	5781 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-26-S	5789 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-27-S	5797 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-28-S	5805 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-29-S	5813 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-161-30-S	5821 W VARTIKIAN AVE	0.119	4343	30.51	30.50
506-161-31-S	5818 W SAMPLE AVE	0.119	4343	30.51	30.50
506-161-32-S	5810 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-33-S	5802 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-34-S	5794 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-35-S	5786 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-36-S	5778 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-37-S	5770 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-38-S	5762 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-39-S	5754 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-40-S	5746 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-41-S	5738 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-42-S	5730 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-43-S	5722 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-44-S	5714 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-45-S	5706 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-46-S	5698 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-47-S	5690 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-48-S	5682 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-49-S	5674 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-50-S	5666 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-51-S	5658 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-52-S	5650 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-53-S	5642 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-54-S	5634 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-55-S	5626 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-56-S	5618 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-57-S	5610 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-58-S	5602 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-59-S	5594 W SAMPLE AVE	0.096	4343	30.51	30.50
506-161-60-S	5586 W SAMPLE AVE	0.119	4343	30.51	30.50
506-162-01-S	5587 W SAMPLE AVE	0.137	4343	30.51	30.50
506-162-02-S	5595 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-03-S	5603 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-04-S	5611 W SAMPLE AVE	0.098	4343	30.51	30.50

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506-162-05-S	5619 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-06-S	5627 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-07-S	5635 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-08-S	5643 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-09-S	5651 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-10-S	5659 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-11-S	5667 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-12-S	5675 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-13-S	5683 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-14-S	5691 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-15-S	5699 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-16-S	5707 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-17-S	5715 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-18-S	5723 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-19-S	5731 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-20-S	5739 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-21-S	5747 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-22-S	5755 W SAMPLE AVE	0.098	4343	30.51	30.50
506-162-23-S	5763 W SAMPLE AVE	0.114	4343	30.51	30.50
506-162-24-S	5764 W ESCALON AVE	0.114	4343	30.51	30.50
506-162-25-S	5756 W ESCALON AVE	0.096	4343	30.51	30.50
506-162-26-S	5748 W ESCALON AVE	0.096	4343	30.51	30.50
506-162-27-S	5740 W ESCALON AVE	0.096	4343	30.51	30.50
506-162-28-S	5732 W ESCALON AVE	0.112	4343	30.51	30.50
506-162-29-S	5724 W ESCALON AVE	0.128	4343	30.51	30.50
506-162-30-S	5716 W ESCALON AVE	0.143	4343	30.51	30.50
506-162-31-S	6218 N CARNEGIE AVE	0.126	4343	30.51	30.50
506-162-32-S	6212 N CARNEGIE AVE	0.105	4343	30.51	30.50
506-162-33-S	6206 N CARNEGIE AVE	0.119	4343	30.51	30.50
506-162-34-S	5688 W ESCALON AVE	0.120	4343	30.51	30.50
506-162-35-S	5684 W ESCALON AVE	0.128	4343	30.51	30.50
506-162-36-S	5680 W ESCALON AVE	0.159	4343	30.51	30.50
506-162-37-S	5676 W ESCALON AVE	0.158	4343	30.51	30.50
506-162-38-S	5672 W ESCALON AVE	0.158	4343	30.51	30.50
506-162-39-S	5668 W ESCALON AVE	0.159	4343	30.51	30.50
506-162-40-S	5664 W ESCALON AVE	0.117	4343	30.51	30.50
506-162-41-S	5660 W ESCALON AVE	0.120	4343	30.51	30.50
506-162-42-S	5640 W ESCALON AVE	0.120	4343	30.51	30.50
506-162-43-S	5636 W ESCALON AVE	0.118	4343	30.51	30.50
506-162-44-S	5632 W ESCALON AVE	0.159	4343	30.51	30.50
506-162-45-S	5628 W ESCALON AVE	0.159	4343	30.51	30.50
506-162-46-S	5624 W ESCALON AVE	0.159	4343	30.51	30.50
506-162-47-S	5620 W ESCALON AVE	0.159	4343	30.51	30.50
506-162-48-S	5616 W ESCALON AVE	0.117	4343	30.51	30.50
506-162-49-S	5612 W ESCALON AVE	0.120	4343	30.51	30.50
506-163-01-S	5737 W ESCALON AVE	0.114	4343	30.51	30.50
506-163-02-S	5745 W ESCALON AVE	0.096	4343	30.51	30.50
506-163-03-S	5753 W ESCALON AVE	0.096	4343	30.51	30.50
506-163-04-S	5761 W ESCALON AVE	0.096	4343	30.51	30.50
506-163-05-S	5769 W ESCALON AVE	0.110	4343	30.51	30.50
506-163-06-S	5777 W ESCALON AVE	0.120	4343	30.51	30.50
506-163-07-S	6203 N GREGORY AVE	0.126	4343	30.51	30.50
506-163-08-S	6209 N GREGORY AVE	0.120	4343	30.51	30.50
506-163-09-S	6215 N GREGORY AVE	0.109	4343	30.51	30.50
506-163-10-S	6221 N GREGORY AVE	0.114	4343	30.51	30.50
506-163-11-S	5787 W SAMPLE AVE	0.126	4343	30.51	30.50
506-163-12-S	5795 W SAMPLE AVE	0.096	4343	30.51	30.50
506-163-13-S	5803 W SAMPLE AVE	0.096	4343	30.51	30.50
506-163-14-S	5811 W SAMPLE AVE	0.096	4343	30.51	30.50
506-163-15-S	5819 W SAMPLE AVE	0.113	4343	30.51	30.50
506-163-16-S	5827 W SAMPLE AVE	0.132	4343	30.51	30.50
506-163-17-S	6245 N VISTA AVE	0.158	4343	30.51	30.50
506-163-18-S	6251 N VISTA AVE	0.110	4343	30.51	30.50
506-163-19-S	6259 N VISTA AVE	0.122	4343	30.51	30.50
506-164-01-S	6285 N VISTA AVE	0.119	4343	30.51	30.50
506-164-02-S	6291 N VISTA AVE	0.098	4343	30.51	30.50

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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
506-171-01-S	5716 W TENAYA AVE	0.128	4343	30.51	30.50
506-171-02-S	5708 W TENAYA AVE	0.107	4343	30.51	30.50
506-171-03-S	5698 W TENAYA AVE	0.107	4343	30.51	30.50
506-171-04-S	5692 W TENAYA AVE	0.107	4343	30.51	30.50
506-171-05-S	5684 W TENAYA AVE	0.107	4343	30.51	30.50
506-171-06-S	5676 W TENAYA AVE	0.107	4343	30.51	30.50
506-171-07-S	5668 W TENAYA AVE	0.107	4343	30.51	30.50
506-171-08-S	5660 W TENAYA AVE	0.107	4343	30.51	30.50
506-171-09-S	5652 W TENAYA AVE	0.107	4343	30.51	30.50
506-171-10-S	5644 W TENAYA AVE	0.107	4343	30.51	30.50
506-171-11-S	5636 W TENAYA AVE	0.107	4343	30.51	30.50
506-171-12-S	5628 W TENAYA AVE	0.107	4343	30.51	30.50
506-171-13-S	5620 W TENAYA AVE	0.107	4343	30.51	30.50
506-171-14-S	5612 W TENAYA AVE	0.125	4343	30.51	30.50
506-171-15-S	5604 W TENAYA AVE	0.151	4343	30.51	30.50
506-171-16-S	6374 N MC CAFFREY	0.151	4343	30.51	30.50
506-171-17-S	6368 N MC CAFFREY	0.119	4343	30.51	30.50
506-171-18-S	6360 N MC CAFFREY	0.126	4343	30.51	30.50
506-171-19-S	6354 N MC CAFFREY	0.100	4343	30.51	30.50
506-171-20-S	6346 N MC CAFFREY	0.096	4343	30.51	30.50
506-171-21-S	6340 N MC CAFFREY	0.121	4343	30.51	30.50
506-172-01-S	5615 W TENAYA AVE	0.114	4343	30.51	30.50
506-172-02-S	5623 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-03-S	5631 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-04-S	5639 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-05-S	5647 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-06-S	5655 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-07-S	5663 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-08-S	5671 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-09-S	5679 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-10-S	5687 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-11-S	5695 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-12-S	5703 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-13-S	5711 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-14-S	5719 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-15-S	5727 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-16-S	5735 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-17-S	5743 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-18-S	5751 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-19-S	5759 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-20-S	5767 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-21-S	5775 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-22-S	5783 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-23-S	5791 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-24-S	5799 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-25-S	5807 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-26-S	5815 W TENAYA AVE	0.096	4343	30.51	30.50
506-172-27-S	5823 W TENAYA AVE	0.117	4343	30.51	30.50
506-172-28-S	5818 W ELLERY AVE	0.117	4343	30.51	30.50
506-172-29-S	5810 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-30-S	5802 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-31-S	5794 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-32-S	5786 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-33-S	5778 W ELLERY AVE	0.964	4343	30.51	30.50
506-172-34-S	5770 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-35-S	5762 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-36-S	5754 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-37-S	5746 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-38-S	5738 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-39-S	5730 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-40-S	5722 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-41-S	5714 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-42-S	5706 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-43-S	5698 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-44-S	5690 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-45-S	5682 W ELLERY AVE	0.096	4343	30.51	30.50

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506-172-46-S	5674 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-47-S	5666 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-48-S	5658 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-49-S	5650 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-50-S	5642 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-51-S	5634 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-52-S	5626 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-53-S	5618 W ELLERY AVE	0.096	4343	30.51	30.50
506-172-54-S	5610 W ELLERY AVE	0.114	4343	30.51	30.50
506-173-01-S	5585 W ELLERY AVE	0.114	4343	30.51	30.50
506-173-02-S	5593 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-03-S	5601 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-04-S	5609 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-05-S	5617 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-06-S	5625 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-07-S	5633 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-08-S	5641 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-09-S	5649 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-10-S	5657 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-11-S	5665 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-12-S	5673 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-13-S	5681 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-14-S	5689 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-15-S	5697 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-16-S	5705 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-17-S	5713 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-18-S	5721 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-19-S	5729 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-20-S	5737 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-21-S	5745 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-22-S	5753 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-23-S	5761 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-24-S	5769 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-25-S	5777 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-26-S	5785 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-27-S	5793 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-28-S	5801 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-29-S	5809 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-30-S	5817 W ELLERY AVE	0.096	4343	30.51	30.50
506-173-31-S	5822 W VARTIKIAN AVE	0.117	4343	30.51	30.50
506-173-32-S	5814 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-33-S	5806 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-34-S	5798 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-35-S	5790 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-36-S	5782 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-37-S	5774 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-38-S	5766 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-39-S	5758 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-40-S	5750 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-41-S	5742 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-42-S	5734 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-43-S	5726 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-44-S	5718 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-45-S	5710 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-46-S	5702 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-47-S	5694 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-48-S	5686 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-49-S	5678 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-50-S	5670 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-51-S	5662 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-52-S	5654 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-53-S	5646 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-54-S	5638 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-55-S	5630 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-56-S	5622 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-57-S	5614 W VARTIKIAN AVE	0.096	4343	30.51	30.50

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506-173-58-S	5606 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-59-S	5598 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-173-60-S	5590 W VARTIKIAN AVE	0.096	4343	30.51	30.50
506-174-01-S	6299 N VISTA AVE	0.098	4343	30.51	30.50
506-174-02-S	6305 N VISTA AVE	0.096	4343	30.51	30.50
506-174-03-S	6311 N VISTA AVE	0.096	4343	30.51	30.50
506-174-04-S	6317 N VISTA AVE	0.096	4343	30.51	30.50
506-174-05-S	6325 N VISTA AVE	0.096	4343	30.51	30.50
506-174-06-S	6331 N VISTA AVE	0.096	4343	30.51	30.50
506-174-07-S	6339 N VISTA AVE	0.096	4343	30.51	30.50
506-174-08-S	6345 N VISTA AVE	0.096	4343	30.51	30.50
506-174-09-S	6351 N VISTA AVE	0.096	4343	30.51	30.50
506-174-10-S	6359 N VISTA AVE	0.096	4343	30.51	30.50
506-174-11-S	6365 N VISTA AVE	0.096	4343	30.51	30.50
506-174-12-S	6371 N VISTA AVE	0.111	4343	30.51	30.50
506-174-13-S	5826 W TENAYA AVE	0.172	4343	30.51	30.50
506-174-14-S	5810 W TENAYA AVE	0.108	4343	30.51	30.50
506-174-15-S	5802 W TENAYA AVE	0.104	4343	30.51	30.50
506-174-16-S	5794 W TENAYA AVE	0.107	4343	30.51	30.50
506-174-17-S	5786 W TENAYA AVE	0.107	4343	30.51	30.50
506-174-18-S	5778 W TENAYA AVE	0.107	4343	30.51	30.50
506-174-19-S	5770 W TENAYA AVE	0.107	4343	30.51	30.50
506-174-20-S	5762 W TENAYA AVE	0.107	4343	30.51	30.50
506-174-21-S	5754 W TENAYA AVE	0.120	4343	30.51	30.50
506-174-22-S	5746 W TENAYA AVE	0.107	4343	30.51	30.50
506-174-23-S	5738 W TENAYA AVE	0.128	4343	30.51	30.50
506-181-01-S	5568 W ELLERY AVE	0.144	4229	30.51	30.50
506-181-02-S	5562 W ELLERY AVE	0.106	4229	30.51	30.50
506-181-03-S	5556 W ELLERY AVE	0.106	4229	30.51	30.50
506-181-04-S	5550 W ELLERY AVE	0.106	4229	30.51	30.50
506-181-05-S	5544 W ELLERY AVE	0.106	4229	30.51	30.50
506-181-06-S	5538 W ELLERY AVE	0.120	4229	30.51	30.50
506-182-01-S	6328 N WHEELER AVE	0.150	4229	30.51	30.50
506-182-02-S	6324 N WHEELER AVE	0.161	4229	30.51	30.50
506-182-03-S	6318 N WHEELER AVE	0.151	4229	30.51	30.50
506-182-04-S	5527 W ELLERY AVE	0.151	4229	30.51	30.50
506-182-05-S	5533 W ELLERY AVE	0.126	4229	30.51	30.50
506-182-06-S	5539 W ELLERY AVE	0.096	4229	30.51	30.50
506-182-07-S	5545 W ELLERY AVE	0.096	4229	30.51	30.50
506-182-08-S	5551 W ELLERY AVE	0.096	4229	30.51	30.50
506-182-09-S	5557 W ELLERY AVE	0.096	4229	30.51	30.50
506-182-10-S	5563 W ELLERY AVE	0.096	4229	30.51	30.50
506-182-11-S	5569 W ELLERY AVE	0.114	4229	30.51	30.50
506-182-12-S	5570 W VARTIKIAN AVE	0.118	4229	30.51	30.50
506-182-13-S	5564 W VARTIKIAN AVE	0.099	4229	30.51	30.50
506-182-14-S	5558 W VARTIKIAN AVE	0.099	4229	30.51	30.50
506-182-15-S	5552 W VARTIKIAN AVE	0.099	4229	30.51	30.50
506-182-16-S	5546 W VARTIKIAN AVE	0.099	4229	30.51	30.50
506-182-17-S	5540 W VARTIKIAN AVE	0.096	4229	30.51	30.50
506-182-18-S	5534 W VARTIKIAN AVE	0.106	4229	30.51	30.50
506-182-19-S	5528 W VARTIKIAN AVE	0.132	4229	30.51	30.50
506-182-20-S	5522 W VARTIKIAN AVE	0.145	4229	30.51	30.50
506-182-21-S	5523 W VARTIKIAN AVE	0.145	4229	30.51	30.50
506-182-22-S	5529 W VARTIKIAN AVE	0.151	4229	30.51	30.50
506-182-23-S	5535 W VARTIKIAN AVE	0.105	4229	30.51	30.50
506-182-24-S	5541 W VARTIKIAN AVE	0.096	4229	30.51	30.50
506-182-25-S	5547 W VARTIKIAN AVE	0.099	4229	30.51	30.50
506-182-26-S	5553 W VARTIKIAN AVE	0.099	4229	30.51	30.50
506-182-27-S	5559 W VARTIKIAN AVE	0.099	4229	30.51	30.50
506-182-28-S	5565 W VARTIKIAN AVE	0.099	4229	30.51	30.50
506-182-29-S	5571 W VARTIKIAN AVE	0.118	4229	30.51	30.50
506-182-30-S	5572 W SAMPLE AVE	0.118	4229	30.51	30.50
506-182-31-S	5566 W SAMPLE AVE	0.099	4229	30.51	30.50
506-182-32-S	5560 W SAMPLE AVE	0.099	4229	30.51	30.50
506-182-33-S	5554 W SAMPLE AVE	0.099	4229	30.51	30.50
506-182-34-S	5548 W SAMPLE AVE	0.099	4229	30.51	30.50

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506-182-35-S	5538 W SAMPLE AVE	0.137	4229	30.51	30.50
506-182-36-S	5530 W SAMPLE AVE	0.110	4229	30.51	30.50
506-182-37-S	5524 W SAMPLE AVE	0.126	4229	30.51	30.50
506-182-38-S	5531 W SAMPLE AVE	0.137	4229	30.51	30.50
506-182-39-S	5549 W SAMPLE AVE	0.133	4229	30.51	30.50
506-182-40-S	5555 W SAMPLE AVE	0.096	4229	30.51	30.50
506-182-41-S	5561 W SAMPLE AVE	0.096	4229	30.51	30.50
506-182-42-S	5567 W SAMPLE AVE	0.096	4229	30.51	30.50
506-182-43-S	5573 W SAMPLE AVE	0.114	4229	30.51	30.50
506-182-44-S	5574 W ESCALON AVE	0.114	4229	30.51	30.50
506-182-45-S	5568 W ESCALON AVE	0.096	4229	30.51	30.50
506-182-46-S	5562 W ESCALON AVE	0.096	4229	30.51	30.50
506-182-47-S	5556 W ESCALON AVE	0.096	4229	30.51	30.50
506-182-48-S	5550 W ESCALON AVE	0.123	4229	30.51	30.50
506-183-01-S	6207 N MC CAFFREY	0.114	4229	30.51	30.50
506-183-02-S	6215 N MC CAFFREY	0.096	4229	30.51	30.50
506-183-03-S	6221 N MC CAFFREY	0.096	4229	30.51	30.50
506-183-04-S	6229 N MC CAFFREY	0.096	4229	30.51	30.50
506-183-05-S	6235 N MC CAFFREY	0.121	4229	30.51	30.50
506-201-01-S	6180 N CONSTANCE AVE	0.145	3983	65.06	65.06
506-201-02-S	6168 N CONSTANCE AVE	0.145	3983	65.06	65.06
506-201-03-S	6156 N CONSTANCE AVE	0.145	3983	65.06	65.06
506-201-04-S	6144 N CONSTANCE AVE	0.145	3983	65.06	65.06
506-201-05-S	6132 N CONSTANCE AVE	0.145	3983	65.06	65.06
506-201-06-S	6120 N CONSTANCE AVE	0.145	3983	65.06	65.06
506-201-07-S	6108 N CONSTANCE AVE	0.145	3983	65.06	65.06
506-201-08-S	6098 N CONSTANCE AVE	0.145	3983	65.06	65.06
506-201-09-S	6086 N CONSTANCE AVE	0.145	3983	65.06	65.06
506-201-10-S	6074 N CONSTANCE AVE	0.145	3983	65.06	65.06
506-201-11-S	6062 N CONSTANCE AVE	0.142	3983	65.06	65.06
506-201-12-S	6050 N CONSTANCE AVE	0.185	3983	65.06	65.06
506-201-13-S	6051 N BARCUS AVE	0.185	3983	65.06	65.06
506-201-14-S	6063 N BARCUS AVE	0.153	3983	65.06	65.06
506-201-15-S	6075 N BARCUS AVE	0.142	3983	65.06	65.06
506-201-16-S	6087 N BARCUS AVE	0.145	3983	65.06	65.06
506-201-17-S	6099 N BARCUS AVE	0.142	3983	65.06	65.06
506-201-18-S	6109 N BARCUS AVE	0.145	3983	65.06	65.06
506-201-19-S	6121 N BARCUS AVE	0.145	3983	65.06	65.06
506-201-20-S	6133 N BARCUS AVE	0.145	3983	65.06	65.06
506-201-21-S	6145 N BARCUS AVE	0.145	3983	65.06	65.06
506-201-22-S	6157 N BARCUS AVE	0.145	3983	65.06	65.06
506-201-23-S	6169 N BARCUS AVE	0.145	3983	65.06	65.06
506-201-24-S	6181 N BARCUS AVE	0.145	3983	65.06	65.06
506-202-01-S	6178 N BARCUS AVE	0.149	3983	65.06	65.06
506-202-02-S	6166 N BARCUS AVE	0.149	3983	65.06	65.06
506-202-03-S	6154 N BARCUS AVE	0.149	3983	65.06	65.06
506-202-04-S	6142 N BARCUS AVE	0.149	3983	65.06	65.06
506-202-05-S	6130 N BARCUS AVE	0.149	3983	65.06	65.06
506-202-06-S	6118 N BARCUS AVE	0.149	3983	65.06	65.06
506-202-07-S	6106 N BARCUS AVE	0.149	3983	65.06	65.06
506-202-08-S	6094 N BARCUS AVE	0.149	3983	65.06	65.06
506-202-09-S	6082 N BARCUS AVE	0.163	3983	65.06	65.06
506-202-10-S	5276 W CALIMYRNA	0.160	3983	65.06	65.06
506-202-11-S	6095 N CARICA AVE	0.149	3983	65.06	65.06
506-202-12-S	6107 N CARICA AVE	0.149	3983	65.06	65.06
506-202-13-S	6119 N CARICA AVE	0.149	3983	65.06	65.06
506-202-14-S	6131 N CARICA AVE	0.146	3983	65.06	65.06
506-202-15-S	6143 N CARICA AVE	0.149	3983	65.06	65.06
506-202-16-S	6155 N CARICA AVE	0.149	3983	65.06	65.06
506-202-17-S	6167 N CARICA AVE	0.149	3983	65.06	65.06
506-202-18-S	6179 N CARICA AVE	0.146	3983	65.06	65.06
506-203-01-S	6176 N CARICA AVE	0.151	3983	65.06	65.06
506-203-02-S	6166 N CARICA AVE	0.151	3983	65.06	65.06
506-203-03-S	6154 N CARICA AVE	0.151	3983	65.06	65.06
506-203-04-S	6144 N CARICA AVE	0.151	3983	65.06	65.06
506-203-05-S	6134 N CARICA AVE	0.151	3983	65.06	65.06

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506-203-06-S	6122 N CARICA AVE	0.151	3983	65.06	65.06
506-203-07-S	6110 N CARICA AVE	0.151	3983	65.06	65.06
506-203-08-S	6098 N CARICA AVE	0.151	3983	65.06	65.06
506-203-09-S	6084 N CARICA AVE	0.151	3983	65.06	65.06
506-203-10-S	6076 N CARICA AVE	0.131	3983	65.06	65.06
506-203-11-S	5257 W CALIMYRNA AVE	0.113	3983	65.06	65.06
506-203-12-S	5267 W CALIMYRNA AVE	0.130	3983	65.06	65.06
506-203-13-S	5277 W CALIMYRNA AVE	0.154	3983	65.06	65.06
506-203-14-S	5287 W CALIMYRNA AVE	0.154	3983	65.06	65.06
506-203-15-S	5297 W CALIMYRNA AVE	0.176	3983	65.06	65.06
506-211-01-S	6223 N CONSTANCE AVE	0.160	3983	65.06	65.06
506-211-02-S	6233 N CONSTANCE AVE	0.133	3983	65.06	65.06
506-211-03-S	6243 N CONSTANCE AVE	0.133	3983	65.06	65.06
506-211-04-S	6255 N CONSTANCE AVE	0.133	3983	65.06	65.06
506-211-05-S	6265 N CONSTANCE AVE	0.133	3983	65.06	65.06
506-211-06-S	6275 N CONSTANCE AVE	0.133	3983	65.06	65.06
506-211-07-S	6285 N CONSTANCE AVE	0.133	3983	65.06	65.06
506-211-08-S	6289 N CONSTANCE AVE	0.133	4031	65.06	65.06
506-211-09-S	6299 N CONSTANCE AVE	0.183	4031	65.06	65.06
506-212-01-S	6286 N CONSTANCE AVE	0.146	3983	65.06	65.06
506-212-02-S	6274 N CONSTANCE AVE	0.153	3983	65.06	65.06
506-212-03-S	6262 N CONSTANCE AVE	0.158	3983	65.06	65.06
506-212-04-S	6250 N CONSTANCE AVE	0.153	3983	65.06	65.06
506-212-05-S	6238 N CONSTANCE AVE	0.158	3983	65.06	65.06
506-212-06-S	6226 N CONSTANCE AVE	0.149	3983	65.06	65.06
506-212-07-S	5344 W MESA	0.162	3983	65.06	65.06
506-212-08-S	6235 N BARCUS AVE	0.132	3983	65.06	65.06
506-212-09-S	6245 N BARCUS AVE	0.126	3983	65.06	65.06
506-212-10-S	6252 N BARCUS AVE	0.126	3983	65.06	65.06
506-212-11-S	6242 N BARCUS AVE	0.120	3983	65.06	65.06
506-212-12-S	6232 N BARCUS AVE	0.151	3983	65.06	65.06
506-212-13-S	6222 N BARCUS AVE	0.144	3983	65.06	65.06
506-212-14-S	6223 N CARICA AVE	0.130	3983	65.06	65.06
506-212-15-S	6233 N CARICA AVE	0.137	3983	65.06	65.06
506-212-16-S	5279 W CORONA AVE	0.191	4031	65.06	65.06
506-212-17-S	5291 W CORONA AVE	0.184	4031	65.06	65.06
506-212-18-S	5299 W CORONA AVE	0.149	4031	65.06	65.06
506-212-19-S	5309 W CORONA AVE	0.172	4031	65.06	65.06
506-212-20-S	6298 N CONSTANCE AVE	0.149	4031	65.06	65.06
506-212-21-S	6290 N CONSTANCE AVE	0.137	4031	65.06	65.06
506-213-01-S	5268 W MESA AVE	0.119	3983	65.06	65.06
506-213-02-S	5256 W MESA AVE	0.144	3983	65.06	65.06
506-213-03-S	6210 N CARICA AVE	0.158	3983	65.06	65.06
506-213-04-S	6198 N CARICA AVE	0.151	3983	65.06	65.06
506-213-05-S	6188 N CARICA AVE	0.151	3983	65.06	65.06
506-214-01-S	5363 W MESA AVE	0.149	3983	65.06	65.06
506-214-02-S	5375 W MESA AVE	0.137	3983	65.06	65.06
506-214-03-S	5385 W MESA AVE	0.137	3983	65.06	65.06
506-214-04-S	5397 W MESA AVE	0.137	3983	65.06	65.06
506-215-01-S	6192 N CONSTANCE AVE	0.145	3983	65.06	65.06
506-215-02-S	6204 N CONSTANCE AVE	0.145	3983	65.06	65.06
506-215-03-S	6205 N BARCUS AVE	0.145	3983	65.06	65.06
506-215-04-S	6193 N BARCUS AVE	0.145	3983	65.06	65.06
506-216-01-S	6190 N BARCUS AVE	0.149	3983	65.06	65.06
506-216-02-S	6202 N BARCUS AVE	0.149	3983	65.06	65.06
506-216-03-S	6203 N CARICA AVE	0.149	3983	65.06	65.06
506-216-04-S	6191 N CARICA AVE	0.152	3983	65.06	65.06
506-217-01-S	6311 N BARCUS AVE	0.137	4031	65.06	65.06
506-217-02-S	6309 N BARCUS AVE	0.137	4031	65.06	65.06
506-217-03-S	6307 N BARCUS AVE	0.137	4031	65.06	65.06
506-217-04-S	6305 N BARCUS AVE	0.241	4031	65.06	65.06
506-218-01-S	5244 W CORONA AVE	0.137	4031	65.06	65.06
506-218-02-S	5258 W CORONA AVE	0.207	4031	65.06	65.06
506-218-03-S	5270 W CORONA AVE	0.207	4031	65.06	65.06
506-218-04-S	5284 W CORONA AVE	0.156	4031	65.06	65.06
506-218-05-S	5296 W CORONA AVE	0.176	4031	65.06	65.06

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506-218-06-S	6304 N BARCUS AVE	0.160	4031	65.06	65.06
506-218-07-S	6306 N BARCUS AVE	0.229	4031	65.06	65.06
506-218-08-S	6308 N BARCUS AVE	0.179	4031	65.06	65.06
506-218-09-S	6310 N BARCUS AVE	0.186	4031	65.06	65.06
506-218-10-S	6312 N BARCUS AVE	0.223	4031	65.06	65.06
506-221-01-S	6285 N ELLENDALE AVE	0.180	3983	65.06	65.06
506-221-02-S	6275 N ELLENDALE AVE	0.208	3983	65.06	65.06
506-221-03-S	6301 N ELLENDALE AVE	0.184	4031	65.06	65.06
506-221-04-S	6303 N ELLENDALE AVE	0.194	4031	65.06	65.06
506-222-01-S	6255 N ELLENDALE AVE	0.179	3983	65.06	65.06
506-222-02-S	6245 N ELLENDALE AVE	0.165	3983	65.06	65.06
506-222-03-S	6235 N ELLENDALE AVE	0.165	3983	65.06	65.06
506-222-04-S	6225 N ELLENDALE AVE	0.165	3983	65.06	65.06
506-222-05-S	6215 N ELLENDALE AVE	0.126	3983	65.06	65.06
506-222-06-S	6205 N ELLENDALE AVE	0.096	3983	65.06	65.06
506-222-07-S	5485 W MESA AVE	0.113	3983	65.06	65.06
506-222-08-S	5473 W MESA AVE	0.114	3983	65.06	65.06
506-222-09-S	5463 W MESA AVE	0.137	3983	65.06	65.06
506-222-10ST	NO SITUS AVAILABLE	0.137	3983	65.06	65.06
506-222-11-S	5441 W MESA AVE	0.137	3983	65.06	65.06
506-222-12-S	5429 W MESA AVE	0.137	3983	65.06	65.06
506-222-13-S	5419 W MESA AVE	0.137	3983	65.06	65.06
506-222-14-S	5407 W MESA AVE	0.137	3983	65.06	65.06
506-223-01-S	6290 N ELLENDALE AVE	0.156	3983	65.06	65.06
506-223-02-S	6280 N ELLENDALE AVE	0.152	3983	65.06	65.06
506-223-03-S	6260 N ELLENDALE AVE	0.152	3983	65.06	65.06
506-223-04-S	6250 N ELLENDALE AVE	0.140	3983	65.06	65.06
506-223-05-S	6240 N ELLENDALE AVE	0.163	3983	65.06	65.06
506-223-06-S	6230 N ELLENDALE AVE	0.163	3983	65.06	65.06
506-223-07-S	6220 N ELLENDALE AVE	0.163	3983	65.06	65.06
506-223-08-S	6223 N DELBERT AVE	0.178	3983	65.06	65.06
506-223-09-S	6233 N DELBERT AVE	0.133	3983	65.06	65.06
506-223-10-S	6245 N DELBERT AVE	0.133	3983	65.06	65.06
506-223-11-S	6255 N DELBERT AVE	0.140	3983	65.06	65.06
506-223-12-S	6267 N DELBERT AVE	0.140	3983	65.06	65.06
506-223-13-S	6277 N DELBERT AVE	0.147	3983	65.06	65.06
506-223-14-S	6289 N DELBERT AVE	0.140	3983	65.06	65.06
506-223-15-S	6301 N DELBERT AVE	0.152	4031	65.06	65.06
506-223-16-S	6303 N DELBERT AVE	0.152	4031	65.06	65.06
506-223-17-S	6305 N DELBERT AVE	0.152	4031	65.06	65.06
506-223-18-S	6306 N ELLENDALE AVE	0.153	4031	65.06	65.06
506-223-19-S	6304 N ELLENDALE AVE	0.156	4031	65.06	65.06
506-223-20-S	6302 N ELLENDALE AVE	0.156	4031	65.06	65.06
506-224-01-S	6290 N DELBERT AVE	16.068	3983	65.06	65.06
506-224-02-S	6280 N DELBERT AVE	0.160	3983	65.06	65.06
506-224-03-S	6268 N DELBERT AVE	0.172	3983	65.06	65.06
506-224-04-S	5422 W STUART AVE	0.143	3983	65.06	65.06
506-224-05-S	5414 W STUART AVE	0.143	3983	65.06	65.06
506-224-06-S	5409 W STUART AVE	0.137	3983	65.06	65.06
506-224-07-S	5415 W STUART AVE	0.114	3983	65.06	65.06
506-224-08-S	5423 W STUART AVE	0.137	3983	65.06	65.06
506-224-09-S	5439 W STUART AVE	0.165	3983	65.06	65.06
506-224-10-S	5428 W MESA AVE	0.142	3983	65.06	65.06
506-224-11-S	5418 W MESA AVE	0.149	3983	65.06	65.06
506-224-12-S	5406 W MESA AVE	0.156	3983	65.06	65.06
506-224-13-S	6302 N DELBERT AVE	0.160	4031	65.06	65.06
506-224-14-S	6304 N DELBERT AVE	0.160	4031	65.06	65.06
506-224-15-S	6306 N DELBERT AVE	0.137	4031	65.06	65.06
506-224-16-S	6308 N DELBERT AVE	0.140	4031	65.06	65.06
506-224-17-S	6307 N STATE	0.137	4031	65.06	65.06
506-224-18-S	6305 N STATE	0.149	4031	65.06	65.06
506-224-19-S	6303 N STATE	0.160	4031	65.06	65.06
506-224-20-S	6301 N STATE	0.171	4031	65.06	65.06
506-224-21-S	6302 N STATE	0.158	4031	65.06	65.06
506-224-22-S	6304 N STATE	0.140	4031	65.06	65.06
506-224-23-S	6306 N STATE	0.140	4031	65.06	65.06

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506-224-24-S	6308 N STATE	0.153	4031	65.06	65.06
506-224-25-S	6310 N STATE	0.153	4031	65.06	65.06
506-231-01-S	6312 N CONSTANCE AVE	0.164	4031	65.06	65.06
506-231-02-S	6316 N CONSTANCE AVE	0.143	4031	65.06	65.06
506-231-03-S	6320 N CONSTANCE AVE	0.144	4031	65.06	65.06
506-231-04-S	6324 N CONSTANCE AVE	0.123	4031	65.06	65.06
506-231-05-S	6327 N CONSTANCE AVE	0.192	4031	65.06	65.06
506-231-06-S	6325 N CONSTANCE AVE	0.164	4031	65.06	65.06
506-231-07-S	6323 N CONSTANCE AVE	0.165	4031	65.06	65.06
506-231-08-S	6319 N CONSTANCE AVE	0.146	4031	65.06	65.06
506-231-09-S	6315 N CONSTANCE AVE	0.137	4031	65.06	65.06
506-231-10-S	6316 N STATE	0.158	4031	65.06	65.06
506-231-11-S	6318 N STATE	0.146	4031	65.06	65.06
506-231-12-S	6320 N STATE	0.146	4031	65.06	65.06
506-231-13-S	6322 N STATE	0.146	4031	65.06	65.06
506-231-14-S	6324 N STATE	0.152	4031	65.06	65.06
506-231-15-S	6326 N STATE	0.123	4031	65.06	65.06
506-231-16-S	6328 N STATE	0.192	4031	65.06	65.06
506-231-17-S	6329 N STATE	0.186	4031	65.06	65.06
506-231-18-S	6327 N STATE	0.183	4031	65.06	65.06
506-231-19-S	6325 N STATE	0.152	4031	65.06	65.06
506-231-20-S	6323 N STATE	0.146	4031	65.06	65.06
506-231-21-S	6321 N STATE	0.146	4031	65.06	65.06
506-231-22-S	6319 N STATE	0.146	4031	65.06	65.06
506-231-23-S	6317 N STATE	0.206	4031	65.06	65.06
506-231-24-S	6320 N DELBERT AVE	0.206	4031	65.06	65.06
506-231-25-S	6326 N DELBERT AVE	0.148	4031	65.06	65.06
506-231-26-S	6332 N DELBERT AVE	0.146	4031	65.06	65.06
506-231-27-S	6338 N DELBERT AVE	0.146	4031	65.06	65.06
506-231-28-S	6344 N DELBERT AVE	0.146	4031	65.06	65.06
506-231-29-S	6350 N DELBERT AVE	0.141	4031	65.06	65.06
506-231-30-S	6356 N DELBERT AVE	0.179	4031	65.06	65.06
506-231-31-S	6362 N DELBERT AVE	0.220	4031	65.06	65.06
506-231-32-S	6363 N DELBERT AVE	0.176	4031	65.06	65.06
506-231-33-S	6357 N DELBERT AVE	0.144	4031	65.06	65.06
506-231-34-S	6351 N DELBERT AVE	0.137	4031	65.06	65.06
506-231-35-S	6345 N DELBERT AVE	0.146	4031	65.06	65.06
506-231-36-S	6339 N DELBERT AVE	0.146	4031	65.06	65.06
506-231-37-S	6333 N DELBERT AVE	0.144	4031	65.06	65.06
506-231-38-S	6327 N DELBERT AVE	0.146	4031	65.06	65.06
506-231-39-S	6321 N DELBERT AVE	0.194	4031	65.06	65.06
506-232-01-S	5509 W CORONA AVE	0.165	4031	65.06	65.06
506-232-02-S	5499 W CORONA AVE	0.147	4031	65.06	65.06
506-232-03-S	5491 W CORONA AVE	0.151	4031	65.06	65.06
506-232-04-S	5481 W CORONA AVE	0.159	4031	65.06	65.06
506-232-05-S	5473 W CORONA AVE	0.144	4031	65.06	65.06
506-232-06-S	5463 W CORONA AVE	0.137	4031	65.06	65.06
506-232-07-S	5455 W CORONA AVE	0.142	4031	65.06	65.06
506-232-08-S	5445 W CORONA AVE	0.140	4031	65.06	65.06
506-232-09-S	5437 W CORONA AVE	0.149	4031	65.06	65.06
506-232-10-S	5427 W CORONA AVE	0.147	4031	65.06	65.06
506-232-11-S	5421 W CORONA AVE	0.164	4031	65.06	65.06
506-232-12-S	5411 W CORONA AVE	0.151	4031	65.06	65.06
506-232-13-S	5403 W CORONA AVE	0.164	4031	65.06	65.06
506-232-14-S	5430 W SAMPLE AVE	0.149	4031	65.06	65.06
506-232-15-S	5438 W SAMPLE AVE	0.137	4031	65.06	65.06
506-232-16-S	5446 W SAMPLE AVE	0.137	4031	65.06	65.06
506-232-17-S	5454 W SAMPLE AVE	0.137	4031	65.06	65.06
506-232-18-S	5462 W SAMPLE AVE	0.142	4031	65.06	65.06
506-232-19-S	5470 W SAMPLE AVE	0.139	4031	65.06	65.06
506-232-20-S	5476 W SAMPLE AVE	0.137	4031	65.06	65.06
506-232-21-S	5486 W SAMPLE AVE	0.137	4031	65.06	65.06
506-232-22-S	5494 W SAMPLE AVE	0.137	4031	65.06	65.06
506-232-23-S	5502 W SAMPLE AVE	0.180	4031	65.06	65.06
506-232-24-S	5510 W SAMPLE AVE	0.238	4031	65.06	65.06
506-232-25-S	5505 W SAMPLE AVE	0.243	4031	65.06	65.06

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506-232-26-S	5497 W SAMPLE AVE	0.154	4031	65.06	65.06
506-232-27-S	5489 W SAMPLE AVE	0.162	4031	65.06	65.06
506-232-28-S	5481 W SAMPLE AVE	0.150	4031	65.06	65.06
506-232-29-S	5473 W SAMPLE AVE	0.176	4031	65.06	65.06
506-232-30-S	5494 W ESCALON AVE	0.158	4031	65.06	65.06
506-232-31-S	5502 W ESCALON AVE	0.148	4031	65.06	65.06
506-232-32-S	5510 W ESCALON AVE	0.126	4031	65.06	65.06
506-232-33-S	5518 W ESCALON AVE	0.179	4031	65.06	65.06
506-232-34-S	6305 N ELLENDALE AVE	0.292	4031	65.06	65.06
506-233-01-S	6308 N ELLENDALE AVE	0.147	4031	65.06	65.06
506-233-02-S	6310 N ELLENDALE AVE	0.187	4031	65.06	65.06
506-233-03-S	6312 N ELLENDALE AVE	0.187	4031	65.06	65.06
506-233-04-S	6307 N DELBERT AVE	0.195	4031	65.06	65.06
506-234-01-S	6310 N DELBERT AVE	0.137	4031	65.06	65.06
506-234-02-S	6312 N DELBERT AVE	0.137	4031	65.06	65.06
506-234-03-S	6314 N DELBERT AVE	0.172	4031	65.06	65.06
506-234-04-S	6311 N STATE	0.142	4031	65.06	65.06
506-234-05-S	6309 N STATE	0.137	4031	65.06	65.06
506-241-01-S	6377 N GENOA AVE	0.192	4031	65.06	65.06
506-241-02-S	6375 N GENOA AVE	0.152	4031	65.06	65.06
506-241-03-S	6371 N GENOA AVE	0.144	4031	65.06	65.06
506-241-04-S	6369 N GENOA AVE	0.144	4031	65.06	65.06
506-241-05-S	6365 N GENOA AVE	0.144	4031	65.06	65.06
506-241-06-S	6363 N GENOA AVE	0.144	4031	65.06	65.06
506-241-07-S	6359 N GENOA AVE	0.144	4031	65.06	65.06
506-241-08-S	6357 N GENOA AVE	0.144	4031	65.06	65.06
506-241-09-S	6353 N GENOA AVE	0.144	4031	65.06	65.06
506-241-10-S	6351 N GENOA AVE	0.144	4031	65.06	65.06
506-241-11-S	6349 N GENOA AVE	0.192	4031	65.06	65.06
506-242-01-S	6348 N GENOA AVE	0.183	4031	65.06	65.06
506-242-02-S	6350 N GENOA AVE	0.149	4031	65.06	65.06
506-242-03-S	6352 N GENOA AVE	0.149	4031	65.06	65.06
506-242-04-S	6356 N GENOA AVE	0.149	4031	65.06	65.06
506-242-05-S	6358 N GENOA AVE	0.149	4031	65.06	65.06
506-242-06-S	6362 N GENOA AVE	0.149	4031	65.06	65.06
506-242-07-S	6364 N GENOA AVE	0.172	4031	65.06	65.06
506-242-08-S	6373 N BARCUS AVE	0.149	4031	65.06	65.06
506-242-09-S	6369 N BARCUS AVE	0.144	4031	65.06	65.06
506-242-10-S	6365 N BARCUS AVE	0.137	4031	65.06	65.06
506-242-11-S	6361 N BARCUS AVE	0.137	4031	65.06	65.06
506-242-12-S	6357 N BARCUS AVE	0.146	4031	65.06	65.06
506-242-13-S	6353 N BARCUS AVE	0.142	4031	65.06	65.06
506-242-14-S	6349 N BARCUS AVE	0.136	4031	65.06	65.06
506-242-15-S	6345 N BARCUS AVE	0.140	4031	65.06	65.06
506-243-01-S	6378 N BARCUS AVE	0.151	4031	65.06	65.06
506-243-02-S	6374 N BARCUS AVE	0.164	4031	65.06	65.06
506-243-03-S	6370 N BARCUS AVE	0.156	4031	65.06	65.06
506-243-04-S	6364 N BARCUS AVE	0.152	4031	65.06	65.06
506-243-05-S	6360 N BARCUS AVE	0.151	4031	65.06	65.06
506-243-06-S	6356 N BARCUS AVE	0.152	4031	65.06	65.06
506-243-07-S	6352 N BARCUS AVE	0.151	4031	65.06	65.06
506-243-08-S	6348 N BARCUS AVE	0.137	4031	65.06	65.06
506-251-01-S	6395 N CARICA AVE	0.143	4108	65.06	65.06
506-251-02-S	6387 N CARICA AVE	0.151	4108	65.06	65.06
506-251-03-S	6381 N CARICA AVE	0.151	4108	65.06	65.06
506-251-04-S	6377 N CARICA AVE	0.151	4108	65.06	65.06
506-251-05-S	6371 N CARICA AVE	0.151	4108	65.06	65.06
506-251-06-S	6369 N CARICA AVE	0.143	4108	65.06	65.06
506-251-07-S	6365 N CARICA AVE	0.151	4108	65.06	65.06
506-251-08-S	6361 N CARICA AVE	0.148	4108	65.06	65.06
506-251-09-S	6357 N CARICA AVE	0.143	4108	65.06	65.06
506-252-01-S	6358 N CARICA AVE	0.143	4108	65.06	65.06
506-252-02-S	6360 N CARICA AVE	0.143	4108	65.06	65.06
506-252-03-S	6364 N CARICA AVE	0.143	4108	65.06	65.06
506-252-04-S	6368 N CARICA AVE	0.143	4108	65.06	65.06
506-252-05-S	6370 N CARICA AVE	0.143	4108	65.06	65.06

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506-252-06-S	6372 N CARICA AVE	0.143	4108	65.06	65.06
506-252-07-S	6380 N CARICA AVE	0.143	4108	65.06	65.06
506-252-08-S	6386 N CARICA AVE	0.143	4108	65.06	65.06
506-252-09-S	6394 N CARICA AVE	0.143	4108	65.06	65.06
506-252-10-S	6391 N FORESTIERE AVE	0.167	4108	65.06	65.06
506-252-11-S	6387 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-252-12-S	6381 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-252-13-S	6379 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-252-14-S	6375 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-252-15-S	6369 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-252-16-S	6365 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-252-17-S	6361 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-252-18-S	6359 N FORESTIERE AVE	0.173	4108	65.06	65.06
506-253-01-S	6358 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-253-02-S	6360 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-253-03-S	6362 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-253-04-S	6366 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-253-05-S	6370 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-253-06-S	6376 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-253-07-S	6380 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-253-08-S	6382 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-253-09-S	6388 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-253-10-S	6392 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-261-01-S	6341 N BARCUS AVE	0.146	4031	65.06	65.06
506-261-02-S	6337 N BARCUS AVE	0.146	4031	65.06	65.06
506-261-03-S	6333 N BARCUS AVE	0.146	4031	65.06	65.06
506-261-04-S	6329 N BARCUS AVE	0.146	4031	65.06	65.06
506-261-05-S	6325 N BARCUS AVE	0.146	4031	65.06	65.06
506-261-06-S	6321 N BARCUS AVE	0.146	4031	65.06	65.06
506-261-07-S	6317 N BARCUS AVE	0.146	4031	65.06	65.06
506-261-08-S	6313 N BARCUS AVE	0.149	4031	65.06	65.06
506-262-01-S	6314 N BARCUS AVE	0.166	4031	65.06	65.06
506-262-02-S	6316 N BARCUS AVE	0.164	4031	65.06	65.06
506-262-03-S	6318 N BARCUS AVE	0.151	4031	65.06	65.06
506-262-04-S	6322 N BARCUS AVE	0.151	4031	65.06	65.06
506-262-05-S	6326 N BARCUS AVE	0.164	4031	65.06	65.06
506-262-06-S	6330 N BARCUS AVE	0.156	4031	65.06	65.06
506-262-07-S	6334 N BARCUS AVE	0.156	4031	65.06	65.06
506-262-08-S	6336 N BARCUS AVE	0.156	4031	65.06	65.06
506-262-09-S	6340 N BARCUS AVE	0.164	4031	65.06	65.06
506-262-10-S	6344 N BARCUS AVE	0.164	4031	65.06	65.06
506-263-01-S	5173 W ELLERY AVE	0.275	4108	65.06	65.06
506-263-02-S	5165 W ELLERY AVE	0.179	4108	65.06	65.06
506-263-03-S	5153 W ELLERY AVE	0.191	4108	65.06	65.06
506-263-04-S	5150 W VARTIKIAN AVE	0.156	4108	65.06	65.06
506-263-05-S	5162 W VARTIKIAN AVE	0.159	4108	65.06	65.06
506-263-06-S	5174 W VARTIKIAN AVE	0.189	4108	65.06	65.06
506-264-01-S	5163 W VARTIKIAN AVE	0.191	4108	65.06	65.06
506-264-02-S	5151 W VARTIKIAN AVE	0.179	4108	65.06	65.06
506-264-03-S	6329 N FORESTIERE AVE	0.185	4108	65.06	65.06
506-264-04-S	6327 N FORESTIERE AVE	0.220	4108	65.06	65.06
506-264-05-S	6325 N FORESTIERE AVE	0.208	4108	65.06	65.06
506-264-06-S	6323 N FORESTIERE AVE	0.186	4108	65.06	65.06
506-264-07-S	6326 N FORESTIERE AVE	0.192	4108	65.06	65.06
506-264-08-S	6328 N FORESTIERE AVE	0.187	4108	65.06	65.06
506-264-09-S	6330 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-264-10-S	6332 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-264-11-S	6336 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-264-12-S	6342 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-264-13-S	6346 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-264-14-S	6352 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-264-15-S	6354 N FORESTIERE AVE	0.143	4108	65.06	65.06
506-271-01-S	5088 W KADOTA AVE	0.159	3876	65.06	65.06
506-271-02-S	5098 W KADOTA AVE	0.165	3876	65.06	65.06
506-271-03-S	5110 W KADOTA AVE	0.165	3876	65.06	65.06
506-271-04-S	5120 W KADOTA AVE	0.165	3876	65.06	65.06

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506-271-05-S	5130 W KADOTA AVE	0.186	3876	65.06	65.06
506-271-06-S	5140 W KADOTA AVE	0.179	3876	65.06	65.06
506-271-07-S	6305 N FORESTIERE AVE	0.179	3876	65.06	65.06
506-271-08-S	6293 N FORESTIERE AVE	0.176	3876	65.06	65.06
506-271-09-S	6281 N FORESTIERE AVE	0.162	3876	65.06	65.06
506-271-10-S	6273 N FORESTIERE AVE	0.156	3876	65.06	65.06
506-271-11-S	6261 N FORESTIERE AVE	0.196	3876	65.06	65.06
506-271-12-S	6253 N FORESTIERE AVE	0.184	3876	65.06	65.06
506-271-13-S	5137 W STUART AVE	0.176	3876	65.06	65.06
506-271-14-S	5127 W STUART AVE	0.137	3876	65.06	65.06
506-271-15-S	5117 W STUART AVE	0.146	3876	65.06	65.06
506-271-16-S	5107 W STUART AVE	0.163	3876	65.06	65.06
506-271-17-S	6241 N CLEO AVE	0.167	3876	65.06	65.06
506-271-18-S	6231 N CLEO AVE	0.153	3876	65.06	65.06
506-271-19-S	6221 N CLEO AVE	0.153	3876	65.06	65.06
506-271-20-S	6211 N CLEO AVE	0.153	3876	65.06	65.06
506-271-21-S	6197 N CLEO AVE	0.144	3876	65.06	65.06
506-271-22-S	6189 N CLEO AVE	0.172	3876	65.06	65.06
506-271-23-S	5073 W MESA AVE	0.281	3876	65.06	65.06
506-271-24-S	5063 W MESA AVE	0.144	3876	65.06	65.06
506-271-25-S	5053 W MESA AVE	0.150	3876	65.06	65.06
506-271-26-S	5043 W MESA AVE	0.146	3876	65.06	65.06
506-271-27-S	5033 W MESA AVE	0.146	3876	65.06	65.06
506-271-28-S	5023 W MESA AVE	0.146	3876	65.06	65.06
506-271-29-S	5013 W MESA AVE	0.170	3876	65.06	65.06
506-272-01-S	6324 N CLEO AVE	0.176	3876	65.06	65.06
506-272-02-S	6312 N CLEO AVE	0.165	3876	65.06	65.06
506-272-03-S	6304 N CLEO AVE	0.172	3876	65.06	65.06
506-272-04-S	5075 W KADOTA AVE	0.172	3876	65.06	65.06
506-272-05-S	5085 W KADOTA AVE	0.176	3876	65.06	65.06
506-272-06-S	5095 W KADOTA AVE	0.150	3876	65.06	65.06
506-272-07-S	5105 W KADOTA AVE	0.150	3876	65.06	65.06
506-272-08-S	5115 W KADOTA AVE	0.150	3876	65.06	65.06
506-272-09-S	5125 W KADOTA AVE	0.170	3876	65.06	65.06
506-272-10-S	5126 W STUART AVE	0.170	3876	65.06	65.06
506-272-11-S	5116 W STUART AVE	0.150	3876	65.06	65.06
506-272-12-S	5106 W STUART AVE	0.150	3876	65.06	65.06
506-272-13-S	5092 W STUART AVE	0.150	3876	65.06	65.06
506-272-14-S	5082 W STUART AVE	0.126	3876	65.06	65.06
506-272-15-S	5072 W STUART AVE	0.165	3876	65.06	65.06
506-272-16-S	6258 N CLEO AVE	0.200	3876	65.06	65.06
506-272-17-S	6248 N CLEO AVE	0.168	3876	65.06	65.06
506-272-18-S	6238 N CLEO AVE	0.153	3876	65.06	65.06
506-272-19-S	6228 N CLEO AVE	0.153	3876	65.06	65.06
506-272-20-S	6212 N CLEO AVE	0.153	3876	65.06	65.06
506-272-21-S	6208 N CLEO AVE	0.173	3876	65.06	65.06
506-272-22-S	6203 N BRIX AVE	0.175	3876	65.06	65.06
506-272-23-S	6215 N BRIX AVE	0.158	3876	65.06	65.06
506-272-24-S	6227 N BRIX AVE	0.158	3876	65.06	65.06
506-272-25-S	6239 N BRIX AVE	0.158	3876	65.06	65.06
506-272-26-S	6251 N BRIX AVE	0.158	3876	65.06	65.06
506-272-27-S	6263 N BRIX AVE	0.158	3876	65.06	65.06
506-272-28-S	6275 N BRIX AVE	0.158	3876	65.06	65.06
506-272-29-S	6287 N BRIX AVE	0.158	3876	65.06	65.06
506-272-30-S	6299 N BRIX AVE	0.158	3876	65.06	65.06
506-272-31-S	6311 N BRIX AVE	0.155	3876	65.06	65.06
506-272-32-S	6323 N BRIX AVE	0.195	3876	65.06	65.06
506-273-01-S	6322 N BRIX AVE	0.192	3876	65.06	65.06
506-273-02-S	6310 N BRIX AVE	0.179	3876	65.06	65.06
506-273-03-S	6298 N BRIX AVE	0.179	3876	65.06	65.06
506-273-04-S	6286 N BRIX AVE	0.179	3876	65.06	65.06
506-273-05-S	6274 N BRIX AVE	0.182	3876	65.06	65.06
506-273-06-S	6262 N BRIX AVE	0.182	3876	65.06	65.06
506-273-07-S	6250 N BRIX AVE	0.182	3876	65.06	65.06
506-273-08-S	6238 N BRIX AVE	0.182	3876	65.06	65.06
506-273-09-S	6226 N BRIX AVE	0.182	3876	65.06	65.06

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506-273-10-S	6214 N BRIX AVE	0.182	3876	65.06	65.06
506-273-11-S	6202 N BRIX AVE	0.201	3876	65.06	65.06
506-331-01-S	5736 W STUART AVE	0.142	4439	30.51	30.50
506-331-02-S	5744 W STUART AVE	0.117	4439	30.51	30.50
506-331-03-S	5752 W STUART AVE	0.117	4439	30.51	30.50
506-331-04-S	5768 W STUART AVE	0.117	4439	30.51	30.50
506-331-05-S	5776 W STUART AVE	0.117	4439	30.51	30.50
506-331-06-S	5786 W STUART AVE	0.117	4439	30.51	30.50
506-331-07-S	5794 W STUART AVE	0.117	4439	30.51	30.50
506-331-08-S	5802 W STUART AVE	0.117	4439	30.51	30.50
506-331-09-S	5810 W STUART AVE	0.158	4439	30.51	30.50
506-331-10-S	6206 N VISTA AVE	0.161	4439	30.51	30.50
506-331-11-S	6212 N VISTA AVE	0.164	4439	30.51	30.50
506-331-12-S	6218 N VISTA AVE	0.183	4439	30.51	30.50
506-331-13-S	6220 N VISTA AVE	0.210	4439	30.51	30.50
506-331-14-S	6219 N VISTA AVE	0.152	4439	30.51	30.50
506-331-15-S	6217 N VISTA AVE	0.228	4439	30.51	30.50
506-331-16-S	6211 N VISTA AVE	0.117	4439	30.51	30.50
506-331-17-S	6209 N VISTA AVE	0.114	4439	30.51	30.50
506-331-18-S	6207 N VISTA AVE	0.114	4439	30.51	30.50
506-331-19-S	6205 N VISTA AVE	0.126	4439	30.51	30.50
506-331-20-S	6203 N VISTA AVE	0.135	4439	30.51	30.50
506-331-21-S	6201 N VISTA AVE	0.114	4439	30.51	30.50
506-332-01-S	5811 W STUART AVE	0.162	4439	30.51	30.50
506-332-02-S	5803 W STUART AVE	0.114	4439	30.51	30.50
506-332-03-S	5795 W STUART AVE	0.114	4439	30.51	30.50
506-332-04-S	5787 W STUART AVE	0.114	4439	30.51	30.50
506-332-05-S	5777 W STUART AVE	0.114	4439	30.51	30.50
506-332-06-S	5769 W STUART AVE	0.114	4439	30.51	30.50
506-332-07-S	5753 W STUART AVE	0.114	4439	30.51	30.50
506-332-08-S	5745 W STUART AVE	0.114	4439	30.51	30.50
506-332-09-S	5737 W STUART AVE	0.160	4439	30.51	30.50
506-341-01-S	5735 W MESA AVE	0.205	4439	30.51	30.50
506-341-02-S	5743 W MESA AVE	0.148	4439	30.51	30.50
506-341-03-S	5755 W MESA AVE	0.138	4439	30.51	30.50
506-341-04-S	5769 W MESA AVE	0.139	4439	30.51	30.50
506-341-05-S	5773 W MESA AVE	0.134	4439	30.51	30.50
506-341-06-S	5779 W MESA AVE	0.134	4439	30.51	30.50
506-341-07-S	5787 W MESA AVE	0.139	4439	30.51	30.50
506-341-08-S	5793 W MESA AVE	0.139	4439	30.51	30.50
506-341-09-S	5801 W MESA AVE	0.136	4439	30.51	30.50
506-341-10-S	5805 W MESA AVE	0.132	4439	30.51	30.50
506-341-11-S	5809 W MESA AVE	0.132	4439	30.51	30.50
506-341-12-S	5811 W MESA AVE	0.194	4439	30.51	30.50
506-341-13-S	5813 W MESA AVE	0.196	4439	30.51	30.50
506-341-14-S	6189 N VISTA AVE	0.154	4439	30.51	30.50
506-341-15-S	6191 N VISTA AVE	0.141	4439	30.51	30.50
506-341-16-S	6193 N VISTA AVE	0.117	4439	30.51	30.50
506-341-17-S	6195 N VISTA AVE	0.117	4439	30.51	30.50
506-341-18-S	6197 N VISTA AVE	0.117	4439	30.51	30.50
506-341-19-S	6199 N VISTA AVE	0.117	4439	30.51	30.50
506-342-01-S	6163 N CARNEGIE AVE	0.182	4439	30.51	30.50
506-342-02-S	6165 N CARNEGIE AVE	0.121	4439	30.51	30.50
506-342-03-S	6185 N CARNEGIE AVE	0.121	4439	30.51	30.50
506-342-04-S	6187 N CARNEGIE AVE	0.121	4439	30.51	30.50
506-342-05-S	6189 N CARNEGIE AVE	0.121	4439	30.51	30.50
506-342-06-S	6191 N CARNEGIE AVE	0.121	4439	30.51	30.50
506-342-07-S	6193 N CARNEGIE AVE	0.121	4439	30.51	30.50
506-342-08-S	6195 N CARNEGIE AVE	0.121	4439	30.51	30.50
506-342-09-S	6197 N CARNEGIE AVE	0.121	4439	30.51	30.50
506-342-10-S	6199 N CARNEGIE AVE	0.121	4439	30.51	30.50
506-342-11-S	6201 N CARNEGIE AVE	0.117	4439	30.51	30.50
506-342-12-S	5772 W MESA AVE	0.164	4439	30.51	30.50
506-342-13-S	5778 W MESA AVE	0.114	4439	30.51	30.50
506-342-14-S	5788 W MESA AVE	0.144	4439	30.51	30.50
506-342-15-S	6188 N GREGORY AVE	0.171	4439	30.51	30.50

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506-342-16-S	6190 N GREGORY AVE	0.136	4439	30.51	30.50
506-342-17-S	6192 N GREGORY AVE	0.141	4439	30.51	30.50
506-342-18-S	6194 N GREGORY AVE	0.136	4439	30.51	30.50
506-342-19-S	6196 N GREGORY AVE	0.186	4439	30.51	30.50
506-342-20-S	6198 N GREGORY AVE	0.179	4439	30.51	30.50
506-342-21-S	6199 N GREGORY AVE	0.267	4439	30.51	30.50
506-342-22-S	6197 N GREGORY AVE	0.177	4439	30.51	30.50
506-342-23-S	6195 N GREGORY AVE	0.217	4439	30.51	30.50
506-342-24-S	6193 N GREGORY AVE	0.173	4439	30.51	30.50
506-342-25-S	6189 N GREGORY AVE	0.153	4439	30.51	30.50
506-342-26-S	6187 N GREGORY AVE	0.137	4439	30.51	30.50
506-342-27-S	5812 W MESA AVE	0.188	4439	30.51	30.50
506-342-28-S	6192 N VISTA AVE	0.140	4439	30.51	30.50
506-342-29-S	6194 N VISTA AVE	0.126	4439	30.51	30.50
506-342-30-S	6196 N VISTA AVE	0.126	4439	30.51	30.50
506-342-31-S	6198 N VISTA AVE	0.144	4439	30.51	30.50
506-351-01-S	4686 W OAK PARK DR	0.227	4534	96.31	96.30
506-351-02-S	4674 W OAK PARK DR	0.210	4534	96.31	96.30
506-351-03-S	4662 W OAK PARK DR	0.180	4534	96.31	96.30
506-351-04-S	4654 W OAK PARK DR	0.151	4534	96.31	96.30
506-351-05-S	4642 W OAK PARK DR	0.151	4534	96.31	96.30
506-351-06-S	4634 W OAK PARK DR	0.151	4534	96.31	96.30
506-351-07-S	4622 W OAK PARK DR	0.151	4534	96.31	96.30
506-351-08-S	4610 W OAK PARK DR	0.151	4534	96.31	96.30
506-351-09-S	4598 W OAK PARK DR	0.151	4534	96.31	96.30
506-351-10-S	4586 W OAK PARK DR	0.151	4534	96.31	96.30
506-351-11-S	4574 W OAK PARK DR	0.179	4534	96.31	96.30
506-351-12-S	4562 W OAK PARK DR	0.224	4534	96.31	96.30
506-351-13-S	6248 N STOCKDALE DR	0.192	4534	96.31	96.30
506-351-14-S	6236 N STOCKDALE DR	0.151	4534	96.31	96.30
506-351-15-S	6224 N STOCKDALE DR	0.154	4534	96.31	96.30
506-351-16-S	6212 N STOCKDALE DR	0.151	4534	96.31	96.30
506-351-17-S	6200 N STOCKDALE DR	0.151	4534	96.31	96.30
506-351-18-S	6188 N STOCKDALE DR	0.151	4534	96.31	96.30
506-351-19-S	6180 N STOCKDALE DR	0.154	4534	96.31	96.30
506-351-20-S	6168 N STOCKDALE DR	0.151	4534	96.31	96.30
506-351-21-S	6156 N STOCKDALE DR	0.151	4534	96.31	96.30
506-351-22-S	6144 N STOCKDALE DR	0.151	4534	96.31	96.30
506-351-23-S	6132 N STOCKDALE DR	0.151	4534	96.31	96.30
506-352-01-S	6141 N ALEXIS DR	0.137	4534	96.31	96.30
506-352-02-S	6149 N ALEXIS DR	0.137	4534	96.31	96.30
506-352-03-S	6161 N ALEXIS DR	0.137	4534	96.31	96.30
506-352-04-S	6173 N ALEXIS DR	0.137	4534	96.31	96.30
506-352-05-S	6185 N ALEXIS DR	0.173	4534	96.31	96.30
506-352-06-S	6193 N ALEXIS DR	0.189	4534	96.31	96.30
506-352-07-S	6199 N ALEXIS DR	0.192	4534	96.31	96.30
506-352-08-S	4678 W LAURENDALE DR	0.309	4534	96.31	96.30
506-352-09-S	4669 W OAK PARK DR	0.229	4534	96.31	96.30
506-352-10-S	4647 W OAK PARK DR	0.137	4534	96.31	96.30
506-352-11-S	4639 W OAK PARK DR	0.137	4534	96.31	96.30
506-352-12-S	4627 W OAK PARK DR	0.137	4534	96.31	96.30
506-352-13-S	4615 W OAK PARK DR	0.137	4534	96.31	96.30
506-352-14-S	4603 W OAK PARK DR	0.137	4534	96.31	96.30
506-352-15-S	4591 W OAK PARK DR	0.137	4534	96.31	96.30
506-352-16-S	4579 W OAK PARK DR	0.143	4534	96.31	96.30
506-352-17-S	4580 W LAURENDALE DR	0.144	4534	96.31	96.30
506-352-18-S	4592 W LAURENDALE DR	0.137	4534	96.31	96.30
506-352-19-S	4604 W LAURENDALE DR	0.137	4534	96.31	96.30
506-352-20-S	4616 W LAURENDALE DR	0.137	4534	96.31	96.30
506-352-21-S	4628 W LAURENDALE DR	0.137	4534	96.31	96.30
506-352-22-S	4640 W LAURENDALE DR	0.137	4534	96.31	96.30
506-352-23-S	4648 W LAURENDALE DR	0.158	4534	96.31	96.30
506-352-24-S	4660 W LAURENDALE DR	0.165	4534	96.31	96.30
506-353-01-S	6138 N ALEXIS DR	0.137	4534	96.31	96.30
506-353-02-S	6146 N ALEXIS DR	0.137	4534	96.31	96.30
506-353-03-S	6158 N ALEXIS DR	0.137	4534	96.31	96.30

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506-353-04-S	6176 N ALEXIS DR	0.172	4534	96.31	96.30
506-353-05-S	6190 N ALEXIS DR	0.183	4534	96.31	96.30
506-353-06-S	4657 W LAURENDALE DR	0.176	4534	96.31	96.30
506-353-07-S	4643 W LAURENDALE DR	0.183	4534	96.31	96.30
506-353-08-S	4629 W LAURENDALE DR	0.137	4534	96.31	96.30
506-353-09-S	4617 W LAURENDALE DR	0.137	4534	96.31	96.30
506-353-10-S	4605 W LAURENDALE DR	0.137	4534	96.31	96.30
506-353-11-S	4593 W LAURENDALE DR	0.137	4534	96.31	96.30
506-353-12-S	4581 W LAURENDALE DR	0.149	4534	96.31	96.30
506-353-13-S	4578 W POLO CREEK CT	0.149	4534	96.31	96.30
506-353-14-S	4590 W POLO CREEK CT	0.137	4534	96.31	96.30
506-353-15-S	4602 W POLO CREEK CT	0.139	4534	96.31	96.30
506-353-16-S	4614 W POLO CREEK CT	0.140	4534	96.31	96.30
506-353-17-S	4626 W POLO CREEK CT	0.183	4534	96.31	96.30
506-353-18-S	4632 W POLO CREEK CT	0.183	4534	96.31	96.30
506-353-19-S	4640 W POLO CREEK CT	0.237	4534	96.31	96.30
506-353-20-S	4631 W POLO CREEK CT	0.176	4534	96.31	96.30
506-353-21-S	4625 W POLO CREEK CT	0.138	4534	96.31	96.30
506-353-22-S	4613 W POLO CREEK CT	0.142	4534	96.31	96.30
506-353-23-S	4601 W POLO CREEK CT	0.149	4534	96.31	96.30
506-353-24-S	4589 W POLO CREEK CT	0.137	4534	96.31	96.30
506-353-25-S	4577 W POLO CREEK CT	0.144	4534	96.31	96.30
506-361-01-S	6126 N ALEXIS DR	0.149	4534	96.31	96.30
506-361-02-S	4650 W KRISTI DR	0.162	4534	96.31	96.30
506-361-03-S	4642 W KRISTI DR	0.152	4534	96.31	96.30
506-361-04-S	4630 W KRISTI DR	0.143	4534	96.31	96.30
506-361-05-S	4618 W KRISTI DR	0.141	4534	96.31	96.30
506-361-06-S	4606 W KRISTI DR	0.148	4534	96.31	96.30
506-361-07-S	4594 W KRISTI DR	0.137	4534	96.31	96.30
506-361-08-S	4582 W KRISTI DR	0.141	4534	96.31	96.30
506-362-01-S	6093 N DEMURE CT	0.151	4534	96.31	96.30
506-362-02-S	6087 N DEMURE CT	0.149	4534	96.31	96.30
506-362-03-S	6079 N DEMURE CT	0.206	4534	96.31	96.30
506-362-04-S	6070 N DEMURE CT	0.237	4534	96.31	96.30
506-362-05-S	6078 N DEMURE CT	0.189	4534	96.31	96.30
506-362-06-S	6086 N DEMURE CT	0.183	4534	96.31	96.30
506-362-07-S	6094 N DEMURE CT	0.176	4534	96.31	96.30
506-362-08-S	6105 N SUMMER CREEK CT	0.163	4534	96.31	96.30
506-362-09-S	6093 N SUMMER CREEK CT	0.150	4534	96.31	96.30
506-362-10-S	6085 N SUMMER CREEK CT	0.149	4534	96.31	96.30
506-362-11-S	6077 N SUMMER CREEK CT	0.160	4534	96.31	96.30
506-362-12-S	6076 N SUMMER CREEK CT	0.149	4534	96.31	96.30
506-362-13-S	6084 N SUMMER CREEK CT	0.141	4534	96.31	96.30
506-362-14-S	6092 N SUMMER CREEK CT	0.172	4534	96.31	96.30
506-362-15-S	6104 N SUMMER CREEK CT	0.161	4534	96.31	96.30
506-362-16-S	4578 W RIO BRAVO DR	0.162	4534	96.31	96.30
506-362-17-S	4590 W RIO BRAVO DR	0.149	4534	96.31	96.30
506-362-18-S	4604 W RIO BRAVO DR	0.149	4534	96.31	96.30
506-362-19-S	4616 W RIO BRAVO DR	0.149	4534	96.31	96.30
506-362-20-S	4630 W RIO BRAVO DR	0.149	4534	96.31	96.30
506-362-21-S	4638 W RIO BRAVO DR	0.149	4534	96.31	96.30
506-362-22-S	4652 W RIO BRAVO DR	0.149	4534	96.31	96.30
506-362-23-S	4660 W RIO BRAVO DR	0.165	4534	96.31	96.30
506-363-01-S	6100 N STOCKDALE DR	0.160	4534	96.31	96.30
506-363-02-S	6112 N STOCKDALE DR	0.151	4534	96.31	96.30
506-363-03-S	6120 N STOCKDALE DR	0.164	4534	96.31	96.30
506-364-01-S	6072 N STOCKDALE DR	0.164	4534	96.31	96.30
506-364-02-S	6064 N STOCKDALE DR	0.154	4534	96.31	96.30
506-364-03-S	6052 N STOCKDALE DR	0.151	4534	96.31	96.30
506-364-04-S	6040 N STOCKDALE DR	0.184	4534	96.31	96.30
506-364-05-S	4563 W RIO BRAVO DR	0.268	4534	96.31	96.30
506-364-06-S	4575 W RIO BRAVO DR	0.179	4534	96.31	96.30
506-364-07-S	4587 W RIO BRAVO DR	0.163	4534	96.31	96.30
506-364-08-S	4599 W RIO BRAVO DR	0.162	4534	96.31	96.30
506-364-09-S	4611 W RIO BRAVO DR	0.159	4534	96.31	96.30
506-364-10-S	4623 W RIO BRAVO DR	0.158	4534	96.31	96.30

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506-364-11-S	4635 W RIO BRAVO DR	0.158	4534	96.31	96.30
506-364-12-S	4643 W RIO BRAVO DR	0.158	4534	96.31	96.30
506-364-13-S	4655 W RIO BRAVO DR	0.158	4534	96.31	96.30
506-364-14-S	4663 W RIO BRAVO DR	0.216	4534	96.31	96.30
506-364-15-S	4673 W RIO BRAVO DR	0.247	4534	96.31	96.30
506-364-16-S	6041 N ALEXIS DR	0.189	4534	96.31	96.30
506-364-17-S	6053 N ALEXIS DR	0.146	4534	96.31	96.30
506-364-18-S	6061 N ALEXIS DR	0.137	4534	96.31	96.30
506-364-19-S	6073 N ALEXIS DR	0.137	4534	96.31	96.30
506-364-20-S	6085 N ALEXIS DR	0.137	4534	96.31	96.30
506-364-21-S	6097 N ALEXIS DR	0.137	4534	96.31	96.30
506-364-22-S	6105 N ALEXIS DR	0.137	4534	96.31	96.30
506-364-23-S	6117 N ALEXIS DR	0.137	4534	96.31	96.30
506-364-24-S	6129 N ALEXIS DR	0.137	4534	96.31	96.30
506-371-01	6102 N CECELIA AVE	0.170	3903	25.29	25.28
506-371-02	6090 N CECELIA AVE	0.170	3903	25.29	25.28
506-371-03	6084 N CECELIA AVE	0.170	3903	25.29	25.28
506-371-04	6078 N CECELIA AVE	0.170	3903	25.29	25.28
506-371-05	6070 N CECELIA AVE	0.196	3903	25.29	25.28
506-371-06	6071 N MITRE AVE	0.160	3903	25.29	25.28
506-371-07	6079 N MITRE AVE	0.140	3903	25.29	25.28
506-371-08	6085 N MITRE AVE	0.140	3903	25.29	25.28
506-371-09	6091 N MITRE AVE	0.140	3903	25.29	25.28
506-371-10	6101 N MITRE AVE	0.140	3903	25.29	25.28
506-372-01	6006 N CECELIA AVE	0.226	3903	25.29	25.28
506-372-02	6024 N CECELIA AVE	0.196	3903	25.29	25.28
506-372-03	6032 N CECELIA AVE	0.196	3903	25.29	25.28
506-372-04	6040 N CECELIA AVE	0.196	3903	25.29	25.28
506-372-05	6052 N CECELIA AVE	0.204	3903	25.29	25.28
506-372-06	6053 N MITRE AVE	0.123	3903	25.29	25.28
506-372-07	6043 N MITRE AVE	0.096	3903	25.29	25.28
506-372-08	6035 N MITRE AVE	0.096	3903	25.29	25.28
506-372-09	6029 N MITRE AVE	0.151	3903	25.29	25.28
506-372-10	6021 N MITRE AVE	0.202	3903	25.29	25.28
506-372-11	6013 N MITRE AVE	0.248	3903	25.29	25.28
506-372-12	6012 N MITRE AVE	0.254	3903	25.29	25.28
506-372-13	6022 N MITRE AVE	0.198	3903	25.29	25.28
506-372-14	6030 N MITRE AVE	0.153	3903	25.29	25.28
506-372-15	6038 N MITRE AVE	0.096	3903	25.29	25.28
506-372-16	6044 N MITRE AVE	0.096	3903	25.29	25.28
506-372-17	6052 N MITRE AVE	0.096	3903	25.29	25.28
506-372-18	6058 N MITRE AVE	0.096	3903	25.29	25.28
506-372-19	6064 N MITRE AVE	0.137	3903	25.29	25.28
506-372-20	6072 N MITRE AVE	0.137	3903	25.29	25.28
506-372-21	6078 N MITRE AVE	0.137	3903	25.29	25.28
506-372-22	6086 N MITRE AVE	0.137	3903	25.29	25.28
506-372-23	6092 N MITRE AVE	0.137	3903	25.29	25.28
506-372-24	6100 N MITRE AVE	0.137	3903	25.29	25.28
506-372-25S	6103 N TRACY AVE	0.137	4312	22.09	22.08
506-372-26S	6095 N TRACY AVE	0.137	4312	22.09	22.08
506-372-27S	6089 N TRACY AVE	0.137	4312	22.09	22.08
506-372-28S	6081 N TRACY AVE	0.128	4312	22.09	22.08
506-372-29S	6075 N TRACY AVE	0.137	4312	22.09	22.08
506-372-30S	6063 N TRACY AVE	0.137	4312	22.09	22.08
506-372-31S	6051 N TRACY AVE	0.137	4312	22.09	22.08
506-372-32S	6043 N TRACY AVE	0.137	4312	22.09	22.08
506-372-33S	6037 N TRACY AVE	0.137	4312	22.09	22.08
506-372-34S	6025 N TRACY AVE	0.137	4312	22.09	22.08
506-372-35S	6019 N TRACY AVE	0.137	4312	22.09	22.08
506-372-36S	6007 N TRACY AVE	0.153	4312	22.09	22.08
506-373-01S	6008 N TRACY AVE	0.172	4312	22.09	22.08
506-373-02S	6020 N TRACY AVE	0.137	4312	22.09	22.08
506-373-03S	6026 N TRACY AVE	0.137	4312	22.09	22.08
506-373-04S	6038 N TRACY AVE	0.137	4312	22.09	22.08
506-373-05S	6044 N TRACY AVE	0.137	4312	22.09	22.08
506-373-06S	6052 N TRACY AVE	0.137	4312	22.09	22.08

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506-373-07S	6064 N TRACY AVE	0.137	4312	22.09	22.08
506-373-08S	6076 N TRACY AVE	0.137	4312	22.09	22.08
506-373-09S	6082 N TRACY AVE	0.137	4312	22.09	22.08
506-373-10S	6090 N TRACY AVE	0.137	4312	22.09	22.08
506-373-11S	6096 N TRACY AVE	0.137	4312	22.09	22.08
506-373-12S	6104 N TRACY AVE	0.137	4312	22.09	22.08
506-381-01	6110 N CECELIA AVE	0.170	3903	25.29	25.28
506-381-02	6126 N CECELIA AVE	0.170	3903	25.29	25.28
506-381-03	6134 N CECELIA AVE	0.170	3903	25.29	25.28
506-381-04	6142 N CECELIA AVE	0.170	3903	25.29	25.28
506-381-05	6152 N CECELIA AVE	0.170	3903	25.29	25.28
506-381-06	6158 N CECELIA AVE	0.170	3903	25.29	25.28
506-381-07	6166 N CECELIA AVE	0.170	3903	25.29	25.28
506-381-08	6172 N CECELIA AVE	0.170	3903	25.29	25.28
506-381-09	6180 N CECELIA AVE	0.170	3903	25.29	25.28
506-381-10	6188 N CECELIA AVE	0.170	3903	25.29	25.28
506-381-11	6190 N CECELIA AVE	0.190	3903	25.29	25.28
506-381-12	6193 N MITRE AVE	0.156	3903	25.29	25.28
506-381-13	6185 N MITRE AVE	0.140	3903	25.29	25.28
506-381-14	6179 N MITRE AVE	0.140	3903	25.29	25.28
506-381-15	6171 N MITRE AVE	0.140	3903	25.29	25.28
506-381-16	6165 N MITRE AVE	0.140	3903	25.29	25.28
506-381-17	6157 N MITRE AVE	0.140	3903	25.29	25.28
506-381-18	6151 N MITRE AVE	0.140	3903	25.29	25.28
506-381-19	6143 N MITRE AVE	0.140	3903	25.29	25.28
506-381-20	6135 N MITRE AVE	0.140	3903	25.29	25.28
506-381-21	6129 N MITRE AVE	0.140	3903	25.29	25.28
506-381-22	6107 N MITRE AVE	0.140	3903	25.29	25.28
506-382-01	6108 N MITRE AVE	0.137	3903	25.29	25.28
506-382-02	6128 N MITRE AVE	0.137	3903	25.29	25.28
506-382-03	6136 N MITRE AVE	0.137	3903	25.29	25.28
506-382-04	6142 N MITRE AVE	0.137	3903	25.29	25.28
506-382-05	6150 N MITRE AVE	0.137	3903	25.29	25.28
506-382-06	6156 N MITRE AVE	0.137	3903	25.29	25.28
506-382-07	6164 N MITRE AVE	0.137	3903	25.29	25.28
506-382-08	6170 N MITRE AVE	0.137	3903	25.29	25.28
506-382-09	6178 N MITRE AVE	0.140	3903	25.29	25.28
506-382-10	6184 N MITRE AVE	0.137	3903	25.29	25.28
506-382-11	6192 N MITRE AVE	0.160	3903	25.29	25.28
506-382-12S	6193 N TRACY AVE	0.137	4312	22.09	22.08
506-382-13S	6187 N TRACY AVE	0.137	4312	22.09	22.08
506-382-14S	6181 N TRACY AVE	0.137	4312	22.09	22.08
506-382-15S	6173 N TRACY AVE	0.137	4312	22.09	22.08
506-382-16S	6167 N TRACY AVE	0.137	4312	22.09	22.08
506-382-17S	6159 N TRACY AVE	0.137	4312	22.09	22.08
506-382-18S	6153 N TRACY AVE	0.137	4312	22.09	22.08
506-382-19S	6145 N TRACY AVE	0.137	4312	22.09	22.08
506-382-20S	6137 N TRACY AVE	0.137	4312	22.09	22.08
506-382-21S	6125 N TRACY AVE	0.137	4312	22.09	22.08
506-382-22S	6111 N TRACY AVE	0.137	4312	22.09	22.08
506-383-01S	4526 W ESCALON AVE	0.137	4312	22.09	22.08
506-383-02S	4518 W ESCALON AVE	0.137	4312	22.09	22.08
506-383-03S	4510 W ESCALON AVE	0.137	4312	22.09	22.08
506-383-04S	4502 W ESCALON AVE	0.137	4312	22.09	22.08
506-383-05S	4494 W ESCALON AVE	0.137	4312	22.09	22.08
506-383-06S	4486 W ESCALON AVE	0.160	4312	22.09	22.08
506-383-07S	4478 W ESCALON AVE	0.160	4312	22.09	22.08
506-383-08S	6198 N TRACY AVE	0.160	4312	22.09	22.08
506-383-09S	6194 N TRACY AVE	0.137	4312	22.09	22.08
506-383-10S	6188 N TRACY AVE	0.137	4312	22.09	22.08
506-383-11S	6182 N TRACY AVE	0.137	4312	22.09	22.08
506-383-12S	6174 N TRACY AVE	0.137	4312	22.09	22.08
506-383-13S	6168 N TRACY AVE	0.137	4312	22.09	22.08
506-383-14S	6160 N TRACY AVE	0.137	4312	22.09	22.08
506-383-15S	6154 N TRACY AVE	0.137	4312	22.09	22.08
506-383-16S	6146 N TRACY AVE	0.137	4312	22.09	22.08

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506-383-17S	6138 N TRACY AVE	0.137	4312	22.09	22.08
506-383-18-S	6126 N TRACY AVE	0.137	4312	22.09	22.08
506-383-19S	6112 N TRACY AVE	0.137	4312	22.09	22.08
506-464-10-S	6613 N CONSTANCE AVE	0.137	4208	53.63	53.62
506-464-11-S	6619 N CONSTANCE AVE	0.096	4208	53.63	53.62
506-464-12-S	6627 N CONSTANCE AVE	0.096	4208	53.63	53.62
506-464-13-S	6633 N CONSTANCE AVE	0.106	4208	53.63	53.62
506-464-14-S	6639 N CONSTANCE AVE	0.096	4208	53.63	53.62
506-464-15-S	6645 N CONSTANCE AVE	0.096	4208	53.63	53.62
506-464-16-S	6653 N CONSTANCE AVE	0.096	4208	53.63	53.62
506-464-17-S	6659 N CONSTANCE AVE	0.096	4208	53.63	53.62
506-464-18-S	6665 N CONSTANCE AVE	0.110	4208	53.63	53.62
506-465-01-S	5251 W MAGILL AVE	0.096	4208	53.63	53.62
506-465-02-S	5257 W MAGILL AVE	0.096	4208	53.63	53.62
506-465-03-S	5265 W MAGILL AVE	0.114	4208	53.63	53.62
506-465-04-S	5264 W FREMONT AVE	0.114	4208	53.63	53.62
506-465-05-S	5256 W FREMONT AVE	0.096	4208	53.63	53.62
506-465-06-S	5248 W FREMONT AVE	0.096	4208	53.63	53.62
506-466-01-S	5263 W FREMONT AVE	0.127	4208	53.63	53.62
506-466-02-S	5255 W FREMONT AVE	0.107	4208	53.63	53.62
506-466-03-S	5247 W FREMONT AVE	0.107	4208	53.63	53.62
507-080-01S	4580 W PALO ALTO AVE		4186	26.49	26.48
507-080-02S	4580 W PALO ALTO AVE		4186	26.49	26.48
507-080-03S	4580 W PALO ALTO AVE		4186	26.49	26.48
507-080-04S	4580 W PALO ALTO AVE		4186	26.49	26.48
507-080-05S	4564 W PALO ALTO AVE		4186	26.49	26.48
507-080-06S	4564 W PALO ALTO AVE		4186	26.49	26.48
507-080-07S	4564 W PALO ALTO AVE		4186	26.49	26.48
507-080-08S	4564 W PALO ALTO AVE		4186	26.49	26.48
507-080-09S	4566 W PALO ALTO AVE		4186	26.49	26.48
507-080-10S	4566 W PALO ALTO AVE		4186	26.49	26.48
507-080-11S	4566 W PALO ALTO AVE		4186	26.49	26.48
507-080-12S	4566 W PALO ALTO AVE		4186	26.49	26.48
507-080-13S	4576 W PALO ALTO AVE		4186	26.49	26.48
507-080-14S	4576 W PALO ALTO AVE		4186	26.49	26.48
507-080-15S	4576 W PALO ALTO AVE		4186	26.49	26.48
507-080-16S	4576 W PALO ALTO AVE		4186	26.49	26.48
507-080-17S	4576 W PALO ALTO AVE		4186	26.49	26.48
507-080-18S	4576 W PALO ALTO AVE		4186	26.49	26.48
507-080-19S	4576 W PALO ALTO AVE		4186	26.49	26.48
507-080-20S	4576 W PALO ALTO AVE		4186	26.49	26.48
507-080-21S	4570 W PALO ALTO AVE		4186	26.49	26.48
507-080-22S	4570 W PALO ALTO AVE		4186	26.49	26.48
507-080-23S	4570 W PALO ALTO AVE		4186	26.49	26.48
507-080-24S	4570 W PALO ALTO AVE		4186	26.49	26.48
507-080-25S	4570 W PALO ALTO AVE		4186	26.49	26.48
507-080-26S	4570 W PALO ALTO AVE		4186	26.49	26.48
507-080-27S	4572 W PALO ALTO AVE		4186	26.49	26.48
507-080-28S	4572 W PALO ALTO AVE		4186	26.49	26.48
507-080-29S	4572 W PALO ALTO AVE		4186	26.49	26.48
507-080-30S	4572 W PALO ALTO AVE		4186	26.49	26.48
507-090-01S	4580 W PALO ALTO AVE		4186	26.49	26.48
507-090-02S	4580 W PALO ALTO AVE		4186	26.49	26.48
507-090-03S	4580 W PALO ALTO AVE		4186	26.49	26.48
507-090-04S	4580 W PALO ALTO AVE		4186	26.49	26.48
507-090-05S	4564 W PALO ALTO AVE		4186	26.49	26.48
507-090-06S	4564 W PALO ALTO AVE		4186	26.49	26.48
507-090-07S	4564 W PALO ALTO AVE		4186	26.49	26.48
507-090-08S	4564 W PALO ALTO AVE		4186	26.49	26.48
507-090-09S	4566 W PALO ALTO AVE		4186	26.49	26.48
507-090-10S	4566 W PALO ALTO AVE		4186	26.49	26.48
507-090-11S	4566 W PALO ALTO AVE		4186	26.49	26.48
507-090-12S	4566 W PALO ALTO AVE		4186	26.49	26.48
507-090-13S	4576 W PALO ALTO AVE		4186	26.49	26.48
507-090-14S	4576 W PALO ALTO AVE		4186	26.49	26.48
507-090-15S	4576 W PALO ALTO AVE		4186	26.49	26.48

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507-090-16S	4576 W PALO ALTO AVE		4186	26.49	26.48
507-090-17S	4576 W PALO ALTO AVE		4186	26.49	26.48
507-090-18S	4576 W PALO ALTO AVE		4186	26.49	26.48
507-090-19S	4576 W PALO ALTO AVE		4186	26.49	26.48
507-090-20S	4576 W PALO ALTO AVE		4186	26.49	26.48
507-090-21S	4572 W PALO ALTO AVE		4186	26.49	26.48
507-090-22S	4572 W PALO ALTO AVE		4186	26.49	26.48
507-090-23S	4572 W PALO ALTO AVE		4186	26.49	26.48
507-090-24S	4572 W PALO ALTO AVE		4186	26.49	26.48
507-100-01S	4558 W PALO ALTO AVE		4186	26.49	26.48
507-100-02S	4558 W PALO ALTO AVE		4186	26.49	26.48
507-100-03S	4558 W PALO ALTO AVE		4186	26.49	26.48
507-100-04S	4558 W PALO ALTO AVE		4186	26.49	26.48
507-100-05S	4556 W PALO ALTO AVE		4186	26.49	26.48
507-100-06S	4556 W PALO ALTO AVE		4186	26.49	26.48
507-100-07S	4556 W PALO ALTO AVE		4186	26.49	26.48
507-100-08S	4556 W PALO ALTO AVE		4186	26.49	26.48
507-100-09S	4560 W PALO ALTO AVE		4186	26.49	26.48
507-100-10S	4560 W PALO ALTO AVE		4186	26.49	26.48
507-100-11S	4560 W PALO ALTO AVE		4186	26.49	26.48
507-100-12S	4560 W PALO ALTO AVE		4186	26.49	26.48
507-100-13S	4560 W PALO ALTO AVE		4186	26.49	26.48
507-100-14S	4560 W PALO ALTO AVE		4186	26.49	26.48
507-100-15S	4562 W PALO ALTO AVE		4186	26.49	26.48
507-100-16S	4562 W PALO ALTO AVE		4186	26.49	26.48
507-100-17S	4562 W PALO ALTO AVE		4186	26.49	26.48
507-100-18S	4562 W PALO ALTO AVE		4186	26.49	26.48
507-110-01S	4558 W PALO ALTO AVE		4186	26.49	26.48
507-110-02S	4558 W PALO ALTO AVE		4186	26.49	26.48
507-110-03S	4558 W PALO ALTO AVE		4186	26.49	26.48
507-110-04S	4558 W PALO ALTO AVE		4186	26.49	26.48
507-110-05S	4556 W PALO ALTO AVE		4186	26.49	26.48
507-110-06S	4556 W PALO ALTO AVE		4186	26.49	26.48
507-110-07S	4556 W PALO ALTO AVE		4186	26.49	26.48
507-110-08S	4556 W PALO ALTO AVE		4186	26.49	26.48
507-110-09S	4560 W PALO ALTO AVE		4186	26.49	26.48
507-110-10S	4560 W PALO ALTO AVE		4186	26.49	26.48
507-110-11S	4560 W PALO ALTO AVE		4186	26.49	26.48
507-110-12S	4560 W PALO ALTO AVE		4186	26.49	26.48
507-110-13S	4562 W PALO ALTO AVE		4186	26.49	26.48
507-110-14S	4562 W PALO ALTO AVE		4186	26.49	26.48
507-110-15S	4562 W PALO ALTO AVE		4186	26.49	26.48
507-110-16S	4562 W PALO ALTO AVE		4186	26.49	26.48
507-120-01S	4544 W PALO ALTO AVE		4186	26.49	26.48
507-120-02S	4544 W PALO ALTO AVE		4186	26.49	26.48
507-120-03S	4544 W PALO ALTO AVE		4186	26.49	26.48
507-120-04S	4544 W PALO ALTO AVE		4186	26.49	26.48
507-120-05S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-120-06S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-120-07S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-120-08S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-120-09S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-120-10S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-120-11S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-120-12S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-120-13S	4550 W PALO ALTO AVE		4186	26.49	26.48
507-120-14S	4550 W PALO ALTO AVE		4186	26.49	26.48
507-120-15S	4550 W PALO ALTO AVE		4186	26.49	26.48
507-120-16S	4550 W PALO ALTO AVE		4186	26.49	26.48
507-120-17S	4552 W PALO ALTO AVE		4186	26.49	26.48
507-120-18S	4552 W PALO ALTO AVE		4186	26.49	26.48
507-120-19S	4552 W PALO ALTO AVE		4186	26.49	26.48
507-120-20S	4552 W PALO ALTO AVE		4186	26.49	26.48
507-130-01S	4544 W PALO ALTO AVE		4186	26.49	26.48
507-130-02S	4544 W PALO ALTO AVE		4186	26.49	26.48
507-130-03S	4544 W PALO ALTO AVE		4186	26.49	26.48

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507-130-04S	4544 W PALO ALTO AVE		4186	26.49	26.48
507-130-05S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-130-06S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-130-07S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-130-08S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-130-09S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-130-10S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-130-11S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-130-12S	4546 W PALO ALTO AVE		4186	26.49	26.48
507-130-13S	4550 W PALO ALTO AVE		4186	26.49	26.48
507-130-14S	4550 W PALO ALTO AVE		4186	26.49	26.48
507-130-15S	4550 W PALO ALTO AVE		4186	26.49	26.48
507-130-16S	4550 W PALO ALTO AVE		4186	26.49	26.48
507-130-17S	4552 W PALO ALTO AVE		4186	26.49	26.48
507-130-18S	4552 W PALO ALTO AVE		4186	26.49	26.48
507-130-19S	4552 W PALO ALTO AVE		4186	26.49	26.48
507-130-20S	4552 W PALO ALTO AVE		4186	26.49	26.48
507-140-01S	4536 W PALO ALTO AVE		4186	26.49	26.48
507-140-02S	4536 W PALO ALTO AVE		4186	26.49	26.48
507-140-03S	4536 W PALO ALTO AVE		4186	26.49	26.48
507-140-04S	4536 W PALO ALTO AVE		4186	26.49	26.48
507-140-05S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-140-06S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-140-07S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-140-08S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-140-09S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-140-10S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-140-11S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-140-12S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-140-13S	4540 W PALO ALTO AVE		4186	26.49	26.48
507-140-14S	4540 W PALO ALTO AVE		4186	26.49	26.48
507-140-15S	4540 W PALO ALTO AVE		4186	26.49	26.48
507-140-16S	4540 W PALO ALTO AVE		4186	26.49	26.48
507-140-17S	4542 W PALO ALTO AVE		4186	26.49	26.48
507-140-18S	4542 W PALO ALTO AVE		4186	26.49	26.48
507-140-19S	4542 W PALO ALTO AVE		4186	26.49	26.48
507-140-20S	4542 W PALO ALTO AVE		4186	26.49	26.48
507-150-01S	4536 W PALO ALTO AVE		4186	26.49	26.48
507-150-02S	4536 W PALO ALTO AVE		4186	26.49	26.48
507-150-03S	4536 W PALO ALTO AVE		4186	26.49	26.48
507-150-04S	4536 W PALO ALTO AVE		4186	26.49	26.48
507-150-05S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-150-06S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-150-07S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-150-08S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-150-09S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-150-10S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-150-11S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-150-12S	4534 W PALO ALTO AVE		4186	26.49	26.48
507-150-13S	4540 W PALO ALTO AVE		4186	26.49	26.48
507-150-14S	4540 W PALO ALTO AVE		4186	26.49	26.48
507-150-15S	4540 W PALO ALTO AVE		4186	26.49	26.48
507-150-16S	4540 W PALO ALTO AVE		4186	26.49	26.48
507-150-17S	4542 W PALO ALTO AVE		4186	26.49	26.48
507-150-18S	4542 W PALO ALTO AVE		4186	26.49	26.48
507-150-19S	4542 W PALO ALTO AVE		4186	26.49	26.48
507-150-20S	4542 W PALO ALTO AVE		4186	26.49	26.48
507-160-01S	4516 W PALO ALTO AVE		4186	26.49	26.48
507-160-02S	4516 W PALO ALTO AVE		4186	26.49	26.48
507-160-03S	4516 W PALO ALTO AVE		4186	26.49	26.48
507-160-04S	4516 W PALO ALTO AVE		4186	26.49	26.48
507-160-05S	4516 W PALO ALTO AVE		4186	26.49	26.48
507-160-06S	4516 W PALO ALTO AVE		4186	26.49	26.48
507-160-07S	4514 W PALO ALTO AVE		4186	26.49	26.48
507-160-08S	4514 W PALO ALTO AVE		4186	26.49	26.48
507-160-09S	4514 W PALO ALTO AVE		4186	26.49	26.48

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507-160-10S	4514 W PALO ALTO AVE		4186	26.49	26.48
507-160-11S	4514 W PALO ALTO AVE		4186	26.49	26.48
507-160-12S	4514 W PALO ALTO AVE		4186	26.49	26.48
507-160-13S	4526 W PALO ALTO AVE		4186	26.49	26.48
507-160-14S	4526 W PALO ALTO AVE		4186	26.49	26.48
507-160-15S	4526 W PALO ALTO AVE		4186	26.49	26.48
507-160-16S	4526 W PALO ALTO AVE		4186	26.49	26.48
507-160-17S	4524 W PALO ALTO AVE		4186	26.49	26.48
507-160-18S	4524 W PALO ALTO AVE		4186	26.49	26.48
507-160-19S	4524 W PALO ALTO AVE		4186	26.49	26.48
507-160-20S	4524 W PALO ALTO AVE		4186	26.49	26.48
507-160-21S	4532 W PALO ALTO AVE		4186	26.49	26.48
507-160-22S	4532 W PALO ALTO AVE		4186	26.49	26.48
507-160-23S	4532 W PALO ALTO AVE		4186	26.49	26.48
507-160-24S	4532 W PALO ALTO AVE		4186	26.49	26.48
507-160-25S	4532 W PALO ALTO AVE		4186	26.49	26.48
507-160-26S	4532 W PALO ALTO AVE		4186	26.49	26.48
507-160-27S	4530 W PALO ALTO AVE		4186	26.49	26.48
507-160-28S	4530 W PALO ALTO AVE		4186	26.49	26.48
507-160-29S	4530 W PALO ALTO AVE		4186	26.49	26.48
507-160-30S	4530 W PALO ALTO AVE		4186	26.49	26.48
507-170-01S	4516 W PALO ALTO AVE		4186	26.49	26.48
507-170-02S	4516 W PALO ALTO AVE		4186	26.49	26.48
507-170-03S	4516 W PALO ALTO AVE		4186	26.49	26.48
507-170-04S	4516 W PALO ALTO AVE		4186	26.49	26.48
507-170-05S	4524 W PALO ALTO AVE		4186	26.49	26.48
507-170-06S	4524 W PALO ALTO AVE		4186	26.49	26.48
507-170-07S	4524 W PALO ALTO AVE		4186	26.49	26.48
507-170-08S	4524 W PALO ALTO AVE		4186	26.49	26.48
507-170-09S	4526 W PALO ALTO AVE		4186	26.49	26.48
507-170-10S	4526 W PALO ALTO AVE		4186	26.49	26.48
507-170-11S	4526 W PALO ALTO AVE		4186	26.49	26.48
507-170-12S	4526 W PALO ALTO AVE		4186	26.49	26.48
507-170-13S	4530 W PALO ALTO AVE		4186	26.49	26.48
507-170-14S	4530 W PALO ALTO AVE		4186	26.49	26.48
507-170-15S	4530 W PALO ALTO AVE		4186	26.49	26.48
507-170-16S	4530 W PALO ALTO AVE		4186	26.49	26.48
507-180-01S	4508 W PALO ALTO AVE		4186	26.49	26.48
507-180-02S	4508 W PALO ALTO AVE		4186	26.49	26.48
507-180-03S	4508 W PALO ALTO AVE		4186	26.49	26.48
507-180-04S	4508 W PALO ALTO AVE		4186	26.49	26.48
507-180-05S	4512 W PALO ALTO AVE		4186	26.49	26.48
507-180-06S	4512 W PALO ALTO AVE		4186	26.49	26.48
507-180-07S	4512 W PALO ALTO AVE		4186	26.49	26.48
507-180-08S	4512 W PALO ALTO AVE		4186	26.49	26.48
507-180-09S	4512 W PALO ALTO AVE		4186	26.49	26.48
507-180-10S	4512 W PALO ALTO AVE		4186	26.49	26.48
507-180-11S	4510 W PALO ALTO AVE		4186	26.49	26.48
507-180-12S	4510 W PALO ALTO AVE		4186	26.49	26.48
507-180-13S	4510 W PALO ALTO AVE		4186	26.49	26.48
507-180-14S	4510 W PALO ALTO AVE		4186	26.49	26.48
507-190-01S	4508 W PALO ALTO AVE		4186	26.49	26.48
507-190-02S	4508 W PALO ALTO AVE		4186	26.49	26.48
507-190-03S	4508 W PALO ALTO AVE		4186	26.49	26.48
507-190-04S	4508 W PALO ALTO AVE		4186	26.49	26.48
507-190-05S	4512 W PALO ALTO AVE		4186	26.49	26.48
507-190-06S	4512 W PALO ALTO AVE		4186	26.49	26.48
507-190-07S	4512 W PALO ALTO AVE		4186	26.49	26.48
507-190-08S	4512 W PALO ALTO AVE		4186	26.49	26.48
507-190-09S	4510 W PALO ALTO AVE		4186	26.49	26.48
507-190-10S	4510 W PALO ALTO AVE		4186	26.49	26.48
507-190-11S	4510 W PALO ALTO AVE		4186	26.49	26.48
507-190-12S	4510 W PALO ALTO AVE		4186	26.49	26.48
507-301-01-S	6559 N VERNAL AVE	0.141	3684	79.59	79.58
507-301-02-S	6567 N VERNAL AVE	0.160	3684	79.59	79.58
507-301-03-S	6575 N VERNAL AVE	0.247	3684	79.59	79.58

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507-301-04-S	6574 N VERNAL AVE	0.247	3684	79.59	79.58
507-301-05-S	6566 N VERNAL AVE	0.216	3684	79.59	79.58
507-301-06-S	6558 N VERNAL AVE	0.198	3684	79.59	79.58
507-301-07-S	6550 N VERNAL AVE	0.172	3684	79.59	79.58
507-301-08-S	6542 N VERNAL AVE	0.172	3684	79.59	79.58
507-301-09-S	6534 N VERNAL AVE	0.172	3684	79.59	79.58
507-301-10-S	6526 N VERNAL AVE	0.172	3684	79.59	79.58
507-301-11-S	6518 N VERNAL AVE	0.172	3684	79.59	79.58
507-301-12-S	6510 N VERNAL AVE	0.172	3684	79.59	79.58
507-301-13-S	6498 N VERNAL AVE	0.189	3684	79.59	79.58
507-301-14-S	4060 W LOS ALTOS AVE	0.156	3888	79.59	79.58
507-301-15-S	4064 W LOS ALTOS AVE	0.237	3888	79.59	79.58
507-301-16-S	4066 W LOS ALTOS AVE	0.265	3888	79.59	79.58
507-301-17-S	4068 W LOS ALTOS AVE	0.265	3888	79.59	79.58
507-301-18-S	4070 W LOS ALTOS AVE	0.237	3888	79.59	79.58
507-301-19-S	4074 W LOS ALTOS AVE	0.149	3888	79.59	79.58
507-301-20-S	6572 N BERLIN AVE	0.155	3888	79.59	79.58
507-301-21-S	6582 N BERLIN AVE	0.298	3888	79.59	79.58
507-301-22-S	4112 W LOS ALTOS AVE	0.326	3888	79.59	79.58
507-301-23-S	4120 W LOS ALTOS AVE	0.183	3888	79.59	79.58
507-301-24-S	4130 W LOS ALTOS AVE	0.172	3888	79.59	79.58
507-301-25-S	4140 W LOS ALTOS AVE	0.172	3888	79.59	79.58
507-302-01-S	4042 W WATHEN AVE	0.154	3684	79.59	79.58
507-302-02-S	4034 W WATHEN AVE	0.169	3684	79.59	79.58
507-302-03-S	4035 W LOS ALTOS AVE	0.169	3684	79.59	79.58
507-302-04-S	4043 W LOS ALTOS AVE	0.154	3684	79.59	79.58
507-302-05-S	4051 W LOS ALTOS AVE	0.154	3888	79.59	79.58
507-302-06-S	4059 W LOS ALTOS AVE	0.154	3888	79.59	79.58
507-302-07-S	4067 W LOS ALTOS AVE	0.154	3888	79.59	79.58
507-302-08-S	4075 W LOS ALTOS AVE	0.154	3888	79.59	79.58
507-302-09-S	4083 W LOS ALTOS AVE	0.154	3888	79.59	79.58
507-302-10-S	4091 W LOS ALTOS AVE	0.185	3888	79.59	79.58
507-302-11-S	4090 W WATHEN AVE	0.185	3888	79.59	79.58
507-302-12-S	4082 W WATHEN AVE	0.154	3888	79.59	79.58
507-302-13-S	4074 W WATHEN AVE	0.154	3888	79.59	79.58
507-302-14-S	4066 W WATHEN AVE	0.154	3888	79.59	79.58
507-302-15-S	4058 W WATHEN AVE	0.154	3888	79.59	79.58
507-302-16-S	4050 W WATHEN AVE	0.149	3888	79.59	79.58
507-303-01-S	4041 W WATHEN AVE	0.154	3684	79.59	79.58
507-303-02-S	4033 W WATHEN AVE	0.169	3684	79.59	79.58
507-303-03-S	4049 W WATHEN AVE	0.154	3888	79.59	79.58
507-303-04-S	4057 W WATHEN AVE	0.154	3888	79.59	79.58
507-303-05-S	4065 W WATHEN AVE	0.154	3888	79.59	79.58
507-303-06-S	4073 W WATHEN AVE	0.154	3888	79.59	79.58
507-303-07-S	4081 W WATHEN AVE	0.154	3888	79.59	79.58
507-303-08-S	4089 W WATHEN AVE	0.154	3888	79.59	79.58
507-304-01-S	6515 N BERLIN	0.184	3888	79.59	79.58
507-304-02-S	4131 W WATHEN AVE	0.151	3888	79.59	79.58
507-304-03-S	4141 W WATHEN AVE	0.176	3888	79.59	79.58
507-304-04-S	4151 W WATHEN AVE	0.151	3888	79.59	79.58
507-304-05-S	4161 W WATHEN AVE	0.176	3888	79.59	79.58
507-304-06-S	4171 W WATHEN AVE	0.166	3888	79.59	79.58
507-305-01-S	4170 W WATHEN AVE	0.179	3888	79.59	79.58
507-305-02-S	4160 W WATHEN AVE	0.184	3888	79.59	79.58
507-305-03-S	4150 W WATHEN AVE	0.158	3888	79.59	79.58
507-305-04-S	4140 W WATHEN AVE	0.158	3888	79.59	79.58
507-305-05-S	4130 W WATHEN AVE	0.184	3888	79.59	79.58
507-305-06-S	4120 W WATHEN AVE	0.179	3888	79.59	79.58
507-305-07-S	4123 W LOS ALTOS AVE	0.179	3888	79.59	79.58
507-305-08-S	4133 W LOS ALTOS AVE	0.184	3888	79.59	79.58
507-305-09-S	4143 W LOS ALTOS AVE	0.158	3888	79.59	79.58
507-305-10-S	4153 W LOS ALTOS AVE	0.158	3888	79.59	79.58
507-305-11-S	4163 W LOS ALTOS AVE	0.184	3888	79.59	79.58
507-305-12-S	4173 W LOS ALTOS AVE	0.179	3888	79.59	79.58
507-306-01-S	4162 W LOS ALTOS AVE	0.186	3888	79.59	79.58
507-306-02-S	4170 W LOS ALTOS AVE	0.170	3888	79.59	79.58

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507-306-03-S	4180 W LOS ALTOS AVE	0.223	3888	79.59	79.58
507-306-04-S	6583 N HANOVER AVE	0.217	3888	79.59	79.58
507-306-05-S	6573 N HANOVER AVE	0.195	3888	79.59	79.58
507-306-06-S	6563 N HANOVER AVE	0.151	3888	79.59	79.58
507-306-07-S	6553 N HANOVER AVE	0.176	3888	79.59	79.58
507-306-08-S	6543 N HANOVER AVE	0.151	3888	79.59	79.58
507-306-09-S	6533 N HANOVER AVE	0.151	3888	79.59	79.58
507-306-10-S	6523 N HANOVER AVE	0.151	3888	79.59	79.58
507-306-11-S	6513 N HANOVER AVE	0.176	3888	79.59	79.58
507-311-01-S	4113 W PAUL AVE	0.160	3684	79.59	79.58
507-311-02-S	4106 W MENLO AVE	0.164	3684	79.59	79.58
507-311-03-S	4112 W MENLO AVE	0.159	4004	79.59	79.58
507-311-04-S	4124 W MENLO AVE	0.157	4004	79.59	79.58
507-311-05-S	4130 W MENLO AVE	0.157	4004	79.59	79.58
507-311-06-S	4136 W MENLO AVE	0.157	4004	79.59	79.58
507-311-07-S	4150 W MENLO AVE	0.157	4004	79.59	79.58
507-311-08-S	4164 W MENLO AVE	0.157	4004	79.59	79.58
507-311-09-S	4170 W MENLO AVE	0.185	4004	79.59	79.58
507-311-10-S	4173 W PAUL AVE	0.179	4004	79.59	79.58
507-311-11-S	4161 W PAUL AVE	0.151	4004	79.59	79.58
507-311-12-S	4147 W PAUL AVE	0.176	4004	79.59	79.58
507-311-13-S	4137 W PAUL AVE	0.151	4004	79.59	79.58
507-311-14-S	4131 W PAUL AVE	0.176	4004	79.59	79.58
507-311-15-S	4119 W PAUL AVE	0.154	4004	79.59	79.58
507-312-01-S	4080 W PAUL AVE	0.179	3684	79.59	79.58
507-312-02-S	4072 W PAUL AVE	0.154	3684	79.59	79.58
507-312-03-S	4064 W PAUL AVE	0.154	3684	79.59	79.58
507-312-04-S	4056 W PAUL AVE	0.154	3684	79.59	79.58
507-312-05-S	4048 W PAUL AVE	0.154	3684	79.59	79.58
507-312-06-S	4040 W PAUL AVE	0.154	3684	79.59	79.58
507-312-07-S	4032 W PAUL AVE	0.169	3684	79.59	79.58
507-313-01-S	4075 W PAUL AVE	0.186	3684	79.59	79.58
507-313-02-S	4069 W PAUL AVE	0.151	3684	79.59	79.58
507-313-03-S	4061 W PAUL AVE	0.151	3684	79.59	79.58
507-313-04-S	4053 W PAUL AVE	0.151	3684	79.59	79.58
507-313-05-S	4043 W PAUL AVE	0.176	3684	79.59	79.58
507-313-06-S	4031 W PAUL AVE	0.164	3684	79.59	79.58
507-313-07-S	4030 W MENLO AVE	0.185	3684	79.59	79.58
507-313-08-S	4042 W MENLO AVE	0.157	3684	79.59	79.58
507-313-09-S	4052 W MENLO AVE	0.183	3684	79.59	79.58
507-313-10-S	4060 W MENLO AVE	0.157	3684	79.59	79.58
507-313-11-S	4068 W MENLO AVE	0.183	3684	79.59	79.58
507-313-12-S	4074 W MENLO AVE	0.177	3684	79.59	79.58
507-314-01-S	6478 N VERNAL AVE	0.200	3684	79.59	79.58
507-314-02-S	6466 N VERNAL AVE	0.172	3684	79.59	79.58
507-314-03-S	6458 N VERNAL AVE	0.172	3684	79.59	79.58
507-314-04-S	6450 N VERNAL AVE	0.172	3684	79.59	79.58
507-314-05-S	6442 N VERNAL AVE	0.172	3684	79.59	79.58
507-314-06-S	6434 N VERNAL AVE	0.206	3684	79.59	79.58
507-314-07-S	4021 W MENLO AVE	0.289	3684	79.59	79.58
507-314-08-S	4029 W MENLO AVE	0.220	3684	79.59	79.58
507-314-09-S	4039 W MENLO AVE	0.176	3684	79.59	79.58
507-314-10-S	4047 W MENLO AVE	0.176	3684	79.59	79.58
507-314-11-S	4055 W MENLO AVE	0.182	3684	79.59	79.58
507-315-01-S	6437 N BERLIN AVE	0.149	3684	79.59	79.58
507-315-02-S	6429 N BERLIN AVE	0.176	3684	79.59	79.58
507-315-03-S	4089 W MENLO AVE	0.321	3684	79.59	79.58
507-315-04-S	4077 W MENLO AVE	0.206	3684	79.59	79.58
507-315-05-S	4069 W MENLO AVE	0.191	3684	79.59	79.58
507-315-06-S	4125 W MENLO AVE	0.152	4004	79.59	79.58
507-315-07-S	4129 W MENLO AVE	0.180	4004	79.59	79.58
507-315-08-S	4135 W MENLO AVE	0.189	4004	79.59	79.58
507-315-09-S	4137 W MENLO AVE	0.206	4004	79.59	79.58
507-315-10-S	4139 W MENLO AVE	0.206	4004	79.59	79.58
507-315-11-S	4145 W MENLO AVE	0.180	4004	79.59	79.58

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507-315-12-S	4149 W MENLO AVE	0.150	4004	79.59	79.58
507-315-13-S	6434 N HANOVER AVE	0.152	4004	79.59	79.58
507-315-14-S	6422 N HANOVER AVE	0.149	4004	79.59	79.58
507-315-15-S	6410 N HANOVER AVE	0.165	4004	79.59	79.58
507-315-16-S	6404 N HANOVER AVE	0.165	4004	79.59	79.58
507-315-17-S	6403 N HANOVER AVE	0.165	4004	79.59	79.58
507-315-18-S	6411 N HANOVER AVE	0.151	4004	79.59	79.58
507-315-19-S	6423 N HANOVER AVE	0.137	4004	79.59	79.58
507-315-20-S	6435 N HANOVER AVE	0.151	4004	79.59	79.58
507-315-21-S	6447 N HANOVER AVE	0.151	4004	79.59	79.58
507-315-22-S	6459 N HANOVER AVE	0.151	4004	79.59	79.58
507-315-23-S	6477 N HANOVER AVE	0.151	4004	79.59	79.58
507-315-24-S	6489 N HANOVER AVE	0.151	4004	79.59	79.58
507-315-25-S	6497 N HANOVER AVE	0.151	4004	79.59	79.58
507-315-26-S	6503 N HANOVER AVE	0.151	4004	79.59	79.58
507-315-27-S	6509 N HANOVER AVE	0.151	4004	79.59	79.58
507-316-01-S	4172 W PAUL AVE	0.166	4004	79.59	79.58
507-316-02-S	4162 W PAUL AVE	0.176	4004	79.59	79.58
507-316-03-S	4148 W PAUL AVE	0.151	4004	79.59	79.58
507-316-04-S	4138 W PAUL AVE	0.176	4004	79.59	79.58
507-316-05-S	4132 W PAUL AVE	0.151	4004	79.59	79.58
507-316-06-S	4122 W PAUL AVE	0.202	4004	79.59	79.58
509-231-01	5598 N WEBER AVE	0.213	3999	51.62	51.62
509-231-02	5576 N WEBER AVE	0.137	3999	51.62	51.62
509-231-03	5554 N WEBER AVE	0.176	3999	51.62	51.62
509-231-04	5587 N MC CAFFREY	0.244	3999	51.62	51.62
509-232-01	5596 N MC CAFFREY	0.163	3999	51.62	51.62
509-232-02	5540 N MC CAFFREY	0.129	3999	51.62	51.62
509-232-03	5522 N MC CAFFREY	0.134	3999	51.62	51.62
509-232-04	5506 N MC CAFFREY	0.143	3999	51.62	51.62
509-232-05	5511 N WHEELER AVE	0.157	3999	51.62	51.62
509-232-06	5523 N WHEELER AVE	0.160	3999	51.62	51.62
509-232-07	5547 N WHEELER AVE	0.177	3999	51.62	51.62
509-232-08	5569 N WHEELER AVE	0.160	3999	51.62	51.62
509-232-09	5597 N WHEELER AVE	0.153	3999	51.62	51.62
509-233-01	5598 N WHEELER AVE	0.162	3999	51.62	51.62
509-233-02	5592 N WHEELER AVE	0.148	3999	51.62	51.62
509-233-03	5584 N WHEELER AVE	0.150	3999	51.62	51.62
509-233-04	5568 N WHEELER AVE	0.162	3999	51.62	51.62
509-233-05	5544 N WHEELER AVE	0.163	3999	51.62	51.62
509-233-06	5524 N WHEELER AVE	0.163	3999	51.62	51.62
509-233-07	5510 N WHEELER AVE	0.159	3999	51.62	51.62
509-233-08	5509 N POLK AVE	0.143	3999	51.62	51.62
509-233-09	5517 N POLK AVE	0.142	3999	51.62	51.62
509-233-10	5543 N POLK AVE	0.149	3999	51.62	51.62
509-233-11	5555 N POLK AVE	0.149	3999	51.62	51.62
509-233-12	5569 N POLK AVE	0.149	3999	51.62	51.62
509-233-15	5599 N POLK AVE	0.168	3999	51.62	51.62
509-233-16	5484 W BROWNING AVE	0.155	3999	51.62	51.62
509-233-17	5472 W BROWNING AVE	0.137	3999	51.62	51.62
509-233-18	5462 W BROWNING AVE	0.137	3999	51.62	51.62
509-233-19	5450 W BROWNING AVE	0.137	3999	51.62	51.62
509-233-20	5442 W BROWNING AVE	0.137	3999	51.62	51.62
509-233-21	5430 W BROWNING AVE	0.137	3999	51.62	51.62
509-233-22	5583 N POLK AVE	0.142	3999	51.62	51.62
509-233-23	5595 N POLK AVE	0.145	3999	51.62	51.62
509-234-01	5596 N POLK AVE	0.176	3999	51.62	51.62
509-234-02	5582 N POLK AVE	0.164	3999	51.62	51.62
509-234-03	5570 N POLK AVE	0.157	3999	51.62	51.62
509-234-04	5556 N POLK AVE	0.164	3999	51.62	51.62
509-234-05	5544 N POLK AVE	0.164	3999	51.62	51.62
509-234-06	5518 N POLK AVE	0.164	3999	51.62	51.62
509-234-07	5508 N POLK AVE	0.154	3999	51.62	51.62
509-234-08	5511 N ELLENDALE AVE	0.143	3999	51.62	51.62
509-234-09	5521 N ELLENDALE AVE	0.144	3999	51.62	51.62
509-234-10	5533 N ELLENDALE AVE	0.142	3999	51.62	51.62

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509-234-11	5545 N ELLENDALE AVE	0.142	3999	51.62	51.62
509-234-12	5557 N ELLENDALE AVE	0.142	3999	51.62	51.62
509-234-13	5561 N ELLENDALE AVE	0.142	3999	51.62	51.62
509-234-14	5583 N ELLENDALE AVE	0.142	3999	51.62	51.62
509-234-15	5589 N ELLENDALE AVE	0.142	3999	51.62	51.62
509-234-16	5597 N ELLENDALE AVE	0.155	3999	51.62	51.62
509-235-01	5598 N ELLENDALE AVE	0.169	3999	51.62	51.62
509-235-02	5590 N ELLENDALE AVE	0.155	3999	51.62	51.62
509-235-03	5584 N ELLENDALE AVE	0.155	3999	51.62	51.62
509-235-04	5572 N ELLENDALE AVE	0.155	3999	51.62	51.62
509-235-05	5560 N ELLENDALE AVE	0.155	3999	51.62	51.62
509-235-06	5558 N ELLENDALE AVE	0.155	3999	51.62	51.62
509-235-07	5546 N ELLENDALE AVE	0.155	3999	51.62	51.62
509-235-08	5534 N ELLENDALE AVE	0.155	3999	51.62	51.62
509-235-09	5522 N ELLENDALE AVE	0.155	3999	51.62	51.62
509-235-10	5510 N ELLENDALE AVE	0.150	3999	51.62	51.62
509-241-01	5418 W BROWNING AVE	0.137	4687	51.62	51.62
509-241-02	5406 W BROWNING AVE	0.137	4687	51.62	51.62
509-241-03	5394 W BROWNING AVE	0.137	4687	51.62	51.62
509-241-04	5382 W BROWNING AVE	0.137	4687	51.62	51.62
509-241-05	5370 W BROWNING AVE	0.137	4687	51.62	51.62
509-241-06	5358 W BROWNING AVE	0.137	4687	51.62	51.62
509-241-07	5346 W BROWNING AVE	0.137	4687	51.62	51.62
509-241-08	5334 W BROWNING AVE	0.137	4687	51.62	51.62
509-241-09	5322 W BROWNING AVE	0.137	4687	51.62	51.62
509-242-01	5599 N DELBERT AVE	0.150	4687	51.62	51.62
509-242-02	5587 N DELBERT AVE	0.140	4687	51.62	51.62
509-242-03	5575 N DELBERT AVE	0.140	4687	51.62	51.62
509-242-04	5563 N DELBERT AVE	0.140	4687	51.62	51.62
509-242-05	5551 N DELBERT AVE	0.140	4687	51.62	51.62
509-242-06	5539 N DELBERT AVE	0.140	4687	51.62	51.62
509-242-07	5527 N DELBERT AVE	0.140	4687	51.62	51.62
509-243-01	5598 N DELBERT AVE	0.154	4687	51.62	51.62
509-243-02	5592 N DELBERT AVE	0.149	4687	51.62	51.62
509-243-03	5580 N DELBERT AVE	0.149	4687	51.62	51.62
509-243-04	5572 N DELBERT AVE	0.146	4687	51.62	51.62
509-243-05	5558 N DELBERT AVE	0.146	4687	51.62	51.62
509-243-06	5546 N DELBERT AVE	0.146	4687	51.62	51.62
509-243-07	5534 N DELBERT AVE	0.146	4687	51.62	51.62
509-243-12	5547 N STATE ST	0.140	4687	51.62	51.62
509-243-13	5535 N STATE ST	0.137	4687	51.62	51.62
509-243-14	5523 N STATE ST	0.140	4687	51.62	51.62
509-243-15	5511 N STATE ST	0.140	4687	51.62	51.62
509-243-16	5559 N STATE ST	0.142	4687	51.62	51.62
509-243-17	5571 N STATE ST	0.142	4687	51.62	51.62
509-243-18	5583 N STATE ST	0.140	4687	51.62	51.62
509-243-19	5595 N STATE ST	0.143	4687	51.62	51.62
509-244-01	5596 N STATE ST	0.159	4687	51.62	51.62
509-244-02	5584 N STATE ST	0.144	4687	51.62	51.62
509-244-03	5572 N STATE ST	0.144	4687	51.62	51.62
509-244-04	5566 N STATE ST	0.144	4687	51.62	51.62
509-244-05	5554 N STATE ST	0.144	4687	51.62	51.62
509-244-06	5542 N STATE ST	0.144	4687	51.62	51.62
509-244-07	5530 N STATE ST	0.144	4687	51.62	51.62
509-244-08	5518 N STATE ST	0.144	4687	51.62	51.62
509-244-09	5506 N STATE ST	0.144	4687	51.62	51.62
509-251-01	5467 N DELBERT AVE	0.141	4687	51.62	51.62
509-251-02	5479 N DELBERT AVE	0.142	4687	51.62	51.62
509-251-03	5491 N DELBERT AVE	0.140	4687	51.62	51.62
509-251-04	5503 N DELBERT AVE	0.144	4687	51.62	51.62
509-251-05	5515 N DELBERT AVE	0.144	4687	51.62	51.62
509-252-01	5468 N DELBERT AVE	0.146	4687	51.62	51.62
509-252-02	5480 N DELBERT AVE	0.149	4687	51.62	51.62
509-252-03	5490 N DELBERT AVE	0.146	4687	51.62	51.62
509-252-04	5502 N DELBERT AVE	0.146	4687	51.62	51.62
509-252-05	5514 N DELBERT AVE	0.640	4687	51.62	51.62

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509-252-06	5526 N DELBERT AVE	0.149	4687	51.62	51.62
509-252-07	5427 N STATE ST	0.141	4687	51.62	51.62
509-252-08	5439 N STATE ST	0.135	4687	51.62	51.62
509-252-09	5451 N STATE ST	0.140	4687	51.62	51.62
509-252-10	5463 N STATE ST	0.140	4687	51.62	51.62
509-252-11	5475 N STATE ST	0.140	4687	51.62	51.62
509-252-12	5487 N STATE ST	0.140	4687	51.62	51.62
509-252-13	5499 N STATE ST	0.126	4687	51.62	51.62
509-253-01	5426 N STATE ST	0.152	4687	51.62	51.62
509-253-02	5438 N STATE ST	0.144	4687	51.62	51.62
509-253-03	5450 N STATE ST	0.144	4687	51.62	51.62
509-253-04	5462 N STATE ST	0.144	4687	51.62	51.62
509-253-05	5476 N STATE ST	0.144	4687	51.62	51.62
509-253-06	5486 N STATE ST	0.144	4687	51.62	51.62
509-253-07	5494 N STATE ST	0.144	4687	51.62	51.62
510-151-01	5835 W SANTA ANA AVE	0.149	4339	12.00	12.00
510-151-02	5823 W SANTA ANA AVE	0.137	4339	12.00	12.00
510-151-03	5811 W SANTA ANA AVE	0.137	4339	12.00	12.00
510-151-04	5799 W SANTA ANA AVE	0.137	4339	12.00	12.00
510-151-05	5787 W SANTA ANA AVE	0.137	4339	12.00	12.00
510-151-06	5775 W SANTA ANA AVE	0.137	4339	12.00	12.00
510-151-07	5763 W SANTA ANA AVE	0.137	4339	12.00	12.00
510-151-08	5751 W SANTA ANA AVE	0.137	4339	12.00	12.00
510-151-09	5739 W SANTA ANA AVE	0.137	4339	12.00	12.00
510-151-10	5727 W SANTA ANA AVE	0.137	4339	12.00	12.00
510-151-11	5715 W SANTA ANA AVE	0.137	4339	12.00	12.00
510-151-12	5703 W SANTA ANA AVE	0.137	4339	12.00	12.00
510-151-13	5691 W SANTA ANA AVE	0.137	4339	12.00	12.00
510-151-14	5679 W SANTA ANA AVE	0.137	4339	12.00	12.00
510-151-15	5667 W SANTA ANA AVE	0.149	4339	12.00	12.00
510-151-16	5664 W ACACIA AVE	0.160	4339	12.00	12.00
510-151-17	5678 W ACACIA AVE	0.137	4339	12.00	12.00
510-151-18	5690 W ACACIA AVE	0.137	4339	12.00	12.00
510-151-19	5702 W ACACIA AVE	0.137	4339	12.00	12.00
510-151-20	5714 W ACACIA AVE	0.137	4339	12.00	12.00
510-151-21	5726 W ACACIA AVE	0.137	4339	12.00	12.00
510-151-22	5738 W ACACIA AVE	0.137	4339	12.00	12.00
510-151-23	5750 W ACACIA AVE	0.137	4339	12.00	12.00
510-151-24	5762 W ACACIA AVE	0.137	4339	12.00	12.00
510-151-25	5774 W ACACIA AVE	0.137	4339	12.00	12.00
510-151-26	5786 W ACACIA AVE	0.137	4339	12.00	12.00
510-151-27	5798 W ACACIA AVE	0.137	4339	12.00	12.00
510-151-28	5810 W ACACIA AVE	0.137	4339	12.00	12.00
510-151-29	5822 W ACACIA AVE	0.137	4339	12.00	12.00
510-151-30	5834 W ACACIA AVE	0.149	4339	12.00	12.00
510-152-01	5833 W ACACIA AVE	0.149	4339	12.00	12.00
510-152-02	5821 W ACACIA AVE	0.140	4339	12.00	12.00
510-152-03	5809 W ACACIA AVE	0.137	4339	12.00	12.00
510-152-04	5797 W ACACIA AVE	0.137	4339	12.00	12.00
510-152-05	5785 W ACACIA AVE	0.137	4339	12.00	12.00
510-152-06	5773 W ACACIA AVE	0.137	4339	12.00	12.00
510-152-07	5761 W ACACIA AVE	0.137	4339	12.00	12.00
510-152-08	5749 W ACACIA AVE	0.137	4339	12.00	12.00
510-152-09	5737 W ACACIA AVE	0.137	4339	12.00	12.00
510-152-10	5725 W ACACIA AVE	0.137	4339	12.00	12.00
510-152-11	5713 W ACACIA AVE	0.137	4339	12.00	12.00
510-152-12	5701 W ACACIA AVE	0.137	4339	12.00	12.00
510-152-13	5689 W ACACIA AVE	0.137	4339	12.00	12.00
510-152-14	5677 W ACACIA AVE	0.140	4339	12.00	12.00
510-152-15	5663 W ACACIA AVE	0.149	4339	12.00	12.00
510-153-01	4747 N VISTA AVE	0.149	4339	12.00	12.00
510-153-02	4735 N VISTA AVE	0.137	4339	12.00	12.00
510-153-03	4723 N VISTA AVE	0.137	4339	12.00	12.00
510-153-04	4711 N VISTA AVE	0.137	4339	12.00	12.00
510-153-05	4699 N VISTA AVE	0.137	4339	12.00	12.00
510-153-06	4687 N VISTA AVE	0.137	4339	12.00	12.00

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510-161-01	5646 W ACACIA AVE	0.164	4339	12.00	12.00
510-161-02	5634 W ACACIA AVE	0.151	4339	12.00	12.00
510-161-03	5622 W ACACIA AVE	0.151	4339	12.00	12.00
510-161-04	5610 W ACACIA AVE	0.151	4339	12.00	12.00
510-161-05	5598 W ACACIA AVE	0.138	4339	12.00	12.00
510-161-06	5586 W ACACIA AVE	0.151	4339	12.00	12.00
510-161-07	5574 W ACACIA AVE	0.176	4339	12.00	12.00
510-161-08	5562 W ACACIA AVE	0.151	4339	12.00	12.00
510-161-09	5550 W ACACIA AVE	0.138	4339	12.00	12.00
510-161-10	5538 W ACACIA AVE	0.151	4339	12.00	12.00
510-161-11	5526 W ACACIA AVE	0.151	4339	12.00	12.00
510-161-12	5514 W ACACIA AVE	0.176	4339	12.00	12.00
510-161-13	5502 W ACACIA AVE	0.176	4339	12.00	12.00
510-162-01	5503 W ACACIA AVE	0.207	4339	12.00	12.00
510-162-02	5515 W ACACIA AVE	0.177	4339	12.00	12.00
510-162-05	5551 W ACACIA AVE	0.177	4339	12.00	12.00
510-162-06	5563 W ACACIA AVE	0.165	4339	12.00	12.00
510-162-07	5575 W ACACIA AVE	0.177	4339	12.00	12.00
510-162-08	5587 W ACACIA AVE	0.165	4339	12.00	12.00
510-162-09	5599 W ACACIA AVE	0.177	4339	12.00	12.00
510-162-10	5611 W ACACIA AVE	0.177	4339	12.00	12.00
510-162-11	5623 W ACACIA AVE	0.192	4339	12.00	12.00
510-162-12	4722 N ROSENDO AVE	0.181	4339	12.00	12.00
510-162-13	4710 N ROSENDO AVE	0.144	4339	12.00	12.00
510-162-14	5539 W ACACIA AVE	0.165	4339	12.00	12.00
510-162-15	5527 W ACACIA AVE	0.177	4339	12.00	12.00
510-181-01	4463 N CARNEGIE AVE	0.162	4381	34.22	34.22
510-181-02	4455 N CARNEGIE AVE	0.104	4381	34.22	34.22
510-181-03	4447 N CARNEGIE AVE	0.104	4381	34.22	34.22
510-181-04	4439 N CARNEGIE AVE	0.104	4381	34.22	34.22
510-181-05	4431 N CARNEGIE AVE	0.104	4381	34.22	34.22
510-181-06	4423 N CARNEGIE AVE	0.104	4381	34.22	34.22
510-181-07	4415 N CARNEGIE AVE	0.104	4381	34.22	34.22
510-181-08	4407 N CARNEGIE AVE	0.104	4381	34.22	34.22
510-181-09	4399 N CARNEGIE AVE	0.104	4381	34.22	34.22
510-181-10	4391 N CARNEGIE AVE	0.104	4381	34.22	34.22
510-182-01	5684 W NORWICH AVE	0.104	4381	34.22	34.22
510-182-02	5676 W NORWICH AVE	0.104	4381	34.22	34.22
510-182-03	5668 W NORWICH AVE	0.104	4381	34.22	34.22
510-182-04	5660 W NORWICH AVE	0.104	4381	34.22	34.22
510-182-05	5652 W NORWICH AVE	0.104	4381	34.22	34.22
510-182-06	5644 W NORWICH AVE	0.104	4381	34.22	34.22
510-182-07	5636 W NORWICH AVE	0.104	4381	34.22	34.22
510-182-08	5628 W NORWICH AVE	0.104	4381	34.22	34.22
510-182-09	5620 W NORWICH AVE	0.104	4381	34.22	34.22
510-182-10	5612 W NORWICH AVE	0.104	4381	34.22	34.22
510-182-11	5604 W NORWICH AVE	0.104	4381	34.22	34.22
510-182-12	5596 W NORWICH AVE	0.104	4381	34.22	34.22
510-182-13	5588 W NORWICH AVE	0.104	4381	34.22	34.22
510-182-14	5580 W NORWICH AVE	0.104	4381	34.22	34.22
510-182-15	5572 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-01	5681 W NORWICH AVE	0.125	4381	34.22	34.22
510-183-02	5673 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-03	5665 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-04	5657 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-05	5649 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-06	5641 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-07	5633 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-08	5625 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-09	5617 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-10	5609 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-11	5601 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-12	5593 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-13	5585 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-14	5577 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-15	5569 W NORWICH AVE	0.104	4381	34.22	34.22

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510-183-16	5561 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-17	5553 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-18	5545 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-19	5537 W NORWICH AVE	0.104	4381	34.22	34.22
510-183-20	5529 W NORWICH AVE	0.125	4381	34.22	34.22
510-183-21	5528 W DONNER AVE	0.125	4381	34.22	34.22
510-183-22	5536 W DONNER AVE	0.104	4381	34.22	34.22
510-183-23	5544 W DONNER AVE	0.104	4381	34.22	34.22
510-183-24	5552 W DONNER AVE	0.104	4381	34.22	34.22
510-183-25	5560 W DONNER AVE	0.104	4381	34.22	34.22
510-183-26	5568 W DONNER AVE	0.104	4381	34.22	34.22
510-183-27	5576 W DONNER AVE	0.104	4381	34.22	34.22
510-183-28	5584 W DONNER AVE	0.104	4381	34.22	34.22
510-183-29	5592 W DONNER AVE	0.104	4381	34.22	34.22
510-183-30	5602 W DONNER AVE	0.104	4381	34.22	34.22
510-183-31	5610 W DONNER AVE	0.104	4381	34.22	34.22
510-183-32	5618 W DONNER AVE	0.104	4381	34.22	34.22
510-183-33	5626 W DONNER AVE	0.104	4381	34.22	34.22
510-183-34	5634 W DONNER AVE	0.104	4381	34.22	34.22
510-183-35	5642 W DONNER AVE	0.104	4381	34.22	34.22
510-183-36	5650 W DONNER AVE	0.104	4381	34.22	34.22
510-183-37	5658 W DONNER AVE	0.104	4381	34.22	34.22
510-183-38	5664 W DONNER AVE	0.104	4381	34.22	34.22
510-183-39	5674 W DONNER AVE	0.104	4381	34.22	34.22
510-183-40	5682 W DONNER AVE	0.125	4381	34.22	34.22
510-184-01	5685 W DONNER AVE	0.118	4381	34.22	34.22
510-184-02	5677 W DONNER AVE	0.104	4381	34.22	34.22
510-184-03	5669 W DONNER AVE	0.104	4381	34.22	34.22
510-184-04	5661 W DONNER AVE	0.104	4381	34.22	34.22
510-184-05	5653 W DONNER AVE	0.104	4381	34.22	34.22
510-184-06	5645 W DONNER AVE	0.105	4381	34.22	34.22
510-184-07	5637 W DONNER AVE	0.104	4381	34.22	34.22
510-184-08	5629 W DONNER AVE	0.104	4381	34.22	34.22
510-184-09	5621 W DONNER AVE	0.104	4381	34.22	34.22
510-184-10	5613 W DONNER AVE	0.104	4381	34.22	34.22
510-184-11	5605 W DONNER AVE	0.104	4381	34.22	34.22
510-184-12	5597 W DONNER AVE	0.104	4381	34.22	34.22
510-184-13	5589 W DONNER AVE	0.104	4381	34.22	34.22
510-184-14	5581 W DONNER AVE	0.104	4381	34.22	34.22
510-184-15	5573 W DONNER AVE	0.104	4381	34.22	34.22
510-184-16	5565 W DONNER AVE	0.104	4381	34.22	34.22
510-184-17	5557 W DONNER AVE	0.104	4381	34.22	34.22
510-184-18	5549 W DONNER AVE	0.104	4381	34.22	34.22
510-184-19	5541 W DONNER AVE	0.104	4381	34.22	34.22
510-184-20	5533 W DONNER AVE	0.104	4381	34.22	34.22
510-184-21	5525 W DONNER AVE	0.104	4381	34.22	34.22
510-184-22	5517 W DONNER AVE	0.104	4381	34.22	34.22
510-184-23	5509 W DONNER AVE	0.104	4381	34.22	34.22
510-184-24	5501 W DONNER AVE	0.153	4381	34.22	34.22
510-185-01	5554 W NORWICH AVE	0.102	4381	34.22	34.22
510-185-02	5546 W NORWICH AVE	0.101	4381	34.22	34.22
510-185-03	5538 W NORWICH AVE	0.101	4381	34.22	34.22
510-185-04	5530 W NORWICH AVE	0.101	4381	34.22	34.22
510-185-05	5522 W NORWICH AVE	0.109	4381	34.22	34.22
510-185-06	5514 W NORWICH AVE	0.184	4381	34.22	34.22
510-185-07	4444 N WHEELER AVE	0.135	4381	34.22	34.22
510-185-08	4436 N WHEELER AVE	0.114	4381	34.22	34.22
510-185-09	4428 N WHEELER AVE	0.114	4381	34.22	34.22
510-185-10	4420 N WHEELER AVE	0.114	4381	34.22	34.22
510-185-11	4412 N WHEELER AVE	0.137	4381	34.22	34.22
510-191-01	4383 N CARNEGIE AVE	0.104	4488	34.22	34.22
510-191-02	4375 N CARNEGIE AVE	0.104	4488	34.22	34.22
510-191-03	4367 N CARNEGIE AVE	0.104	4488	34.22	34.22
510-192-01	5684 W INDIANAPOLIS AVE	0.115	4488	34.22	34.22
510-192-02	5676 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-03	5668 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22

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510-192-04	5660 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-05	5652 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-06	5644 W INDIANAPOLIS AVE	0.105	4488	34.22	34.22
510-192-07	5636 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-08	5628 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-09	5620 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-10	5612 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-11	5604 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-12	5596 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-13	5588 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-14	5580 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-15	5572 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-16	5564 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-17	5556 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-18	5548 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-19	5540 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-20	5532 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-192-21	5524 W INDIANAPOLIS AVE	0.106	4488	34.22	34.22
510-192-22	5514 W INDIANAPOLIS AVE	0.126	4488	34.22	34.22
510-192-23	4356 N WHEELER AVE	0.200	4488	34.22	34.22
510-192-24	4348 N WHEELER AVE	0.126	4488	34.22	34.22
510-192-25	4340 N WHEELER AVE	0.109	4488	34.22	34.22
510-192-26	4332 N WHEELER AVE	0.109	4488	34.22	34.22
510-192-27	4324 N WHEELER AVE	0.109	4488	34.22	34.22
510-192-28	4316 N WHEELER AVE	0.109	4488	34.22	34.22
510-192-29	4308 N WHEELER AVE	0.146	4488	34.22	34.22
510-193-01	5523 W INDIANAPOLIS AVE	0.137	4488	34.22	34.22
510-193-02	5531 W INDIANAPOLIS AVE	0.119	4488	34.22	34.22
510-193-03	5539 W INDIANAPOLIS AVE	0.117	4488	34.22	34.22
510-193-04	5551 W INDIANAPOLIS AVE	0.104	4488	34.22	34.22
510-193-05	5559 W INDIANAPOLIS AVE	0.108	4488	34.22	34.22
510-193-06	5567 W INDIANAPOLIS AVE	0.108	4488	34.22	34.22
510-193-07	5575 W INDIANAPOLIS AVE	0.108	4488	34.22	34.22
510-193-08	5583 W INDIANAPOLIS AVE	0.108	4488	34.22	34.22
510-193-09	5591 W INDIANAPOLIS AVE	0.108	4488	34.22	34.22
510-193-10	5599 W INDIANAPOLIS AVE	0.108	4488	34.22	34.22
510-193-11	5607 W INDIANAPOLIS AVE	0.108	4488	34.22	34.22
510-193-12	5615 W INDIANAPOLIS AVE	0.108	4488	34.22	34.22
510-193-13	5623 W INDIANAPOLIS AVE	0.108	4488	34.22	34.22
510-193-14	5631 W INDIANAPOLIS AVE	0.108	4488	34.22	34.22
510-193-15	5639 W INDIANAPOLIS AVE	0.108	4488	34.22	34.22
510-193-16	5647 W INDIANAPOLIS AVE	0.108	4488	34.22	34.22
510-193-17	5655 W INDIANAPOLIS AVE	0.108	4488	34.22	34.22
510-193-18	5663 W INDIANAPOLIS AVE	0.108	4488	34.22	34.22
510-193-19	5671 W INDIANAPOLIS AVE	0.108	4488	34.22	34.22
510-193-20	5679 W INDIANAPOLIS AVE	0.122	4488	34.22	34.22
510-193-21	5678 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-22	5670 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-23	5662 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-24	5654 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-25	5646 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-26	5638 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-27	5630 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-28	5622 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-29	5614 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-30	5606 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-31	5598 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-32	5590 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-33	5582 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-34	5574 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-35	5566 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-36	5558 W ASHCROFT AVE	0.108	4488	34.22	34.22
510-193-37	5550 W ASHCROFT AVE	0.111	4488	34.22	34.22
510-193-38	5538 W ASHCROFT AVE	0.115	4488	34.22	34.22
510-193-39	5530 W ASHCROFT AVE	0.126	4488	34.22	34.22
510-193-40	5522 W ASHCROFT AVE	0.158	4488	34.22	34.22

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510-201-01	5596 W RICHERT AVE	0.141	4320	23.60	23.60
510-201-02	5586 W RICHERT AVE	0.141	4320	23.60	23.60
510-201-03	5576 W RICHERT AVE	0.141	4320	23.60	23.60
510-201-04	5566 W RICHERT AVE	0.141	4320	23.60	23.60
510-201-05	5556 W RICHERT AVE	0.141	4320	23.60	23.60
510-201-06	5546 W RICHERT AVE	0.141	4320	23.60	23.60
510-201-07	5536 W RICHERT AVE	0.141	4320	23.60	23.60
510-201-08	5526 W RICHERT AVE	0.141	4320	23.60	23.60
510-201-09	5516 W RICHERT AVE	0.141	4320	23.60	23.60
510-201-10	5506 W RICHERT AVE	0.185	4320	23.60	23.60
510-201-11	5610 W RICHERT AVE	0.141	4402	23.60	23.60
510-201-12	5620 W RICHERT AVE	0.141	4402	23.60	23.60
510-201-13	5630 W RICHERT AVE	0.141	4402	23.60	23.60
510-201-14	5640 W RICHERT AVE	0.141	4402	23.60	23.60
510-201-15	5650 W RICHERT AVE	0.141	4402	23.60	23.60
510-201-16	5660 W RICHERT AVE	0.141	4402	23.60	23.60
510-201-17	5670 W RICHERT AVE	0.141	4402	23.60	23.60
510-201-18	5680 W RICHERT AVE	0.168	4402	23.60	23.60
510-201-19	5690 W RICHERT AVE	0.179	4402	23.60	23.60
510-201-20	4217 N CARNEGIE AVE	0.171	4402	23.60	23.60
510-201-21	4207 N CARNEGIE AVE	0.141	4402	23.60	23.60
510-201-22	4197 N CARNEGIE AVE	0.141	4402	23.60	23.60
510-201-23	4187 N CARNEGIE AVE	0.137	4402	23.60	23.60
510-201-24	4177 N CARNEGIE AVE	0.141	4402	23.60	23.60
510-201-25	4167 N CARNEGIE AVE	0.141	4402	23.60	23.60
510-201-26	4157 N CARNEGIE AVE	0.141	4402	23.60	23.60
510-201-27	4147 N CARNEGIE AVE	0.141	4402	23.60	23.60
510-201-28	4137 N CARNEGIE AVE	0.141	4402	23.60	23.60
510-202-01	5595 W RICHERT AVE	0.141	4320	23.60	23.60
510-202-02	5585 W RICHERT AVE	0.141	4320	23.60	23.60
510-202-03	5575 W RICHERT AVE	0.141	4320	23.60	23.60
510-202-04	5565 W RICHERT AVE	0.141	4320	23.60	23.60
510-202-05	5555 W RICHERT AVE	0.141	4320	23.60	23.60
510-202-06	5545 W RICHERT AVE	0.141	4320	23.60	23.60
510-202-07	5535 W RICHERT AVE	0.141	4320	23.60	23.60
510-202-08	5525 W RICHERT AVE	0.141	4320	23.60	23.60
510-202-09	5515 W RICHERT AVE	0.141	4320	23.60	23.60
510-202-10	5505 W RICHERT AVE	0.183	4320	23.60	23.60
510-202-11	5504 W SWIFT AVE	0.189	4320	23.60	23.60
510-202-12	5514 W SWIFT AVE	0.141	4320	23.60	23.60
510-202-13	5524 W SWIFT AVE	0.141	4320	23.60	23.60
510-202-14	5534 W SWIFT AVE	0.141	4320	23.60	23.60
510-202-15	5544 W SWIFT AVE	0.141	4320	23.60	23.60
510-202-16	5554 W SWIFT AVE	0.141	4320	23.60	23.60
510-202-17	5564 W SWIFT AVE	0.141	4320	23.60	23.60
510-202-18	5574 W SWIFT AVE	0.141	4320	23.60	23.60
510-202-19	5584 W SWIFT AVE	0.141	4320	23.60	23.60
510-202-20	5594 W SWIFT AVE	0.141	4320	23.60	23.60
510-202-21	5608 W SWIFT AVE	0.141	4402	23.60	23.60
510-202-22	5618 W SWIFT AVE	0.141	4402	23.60	23.60
510-202-23	5628 W SWIFT AVE	0.141	4402	23.60	23.60
510-202-24	5638 W SWIFT AVE	0.141	4402	23.60	23.60
510-202-25	5648 W SWIFT AVE	0.141	4402	23.60	23.60
510-202-26	5658 W SWIFT AVE	0.141	4402	23.60	23.60
510-202-27	5668 W SWIFT AVE	0.141	4402	23.60	23.60
510-202-28	5678 W SWIFT AVE	0.167	4402	23.60	23.60
510-202-29	5679 W RICHERT AVE	0.167	4402	23.60	23.60
510-202-30	5669 W RICHERT AVE	0.141	4402	23.60	23.60
510-202-31	5659 W RICHERT AVE	0.141	4402	23.60	23.60
510-202-32	5649 W RICHERT AVE	0.141	4402	23.60	23.60
510-202-33	5639 W RICHERT AVE	0.141	4402	23.60	23.60
510-202-34	5629 W RICHERT AVE	0.141	4402	23.60	23.60
510-202-35	5619 W RICHERT AVE	0.141	4402	23.60	23.60
510-202-36	5609 W RICHERT AVE	0.141	4402	23.60	23.60
510-203-01	5593 W SWIFT AVE	0.141	4320	23.60	23.60
510-203-02	5583 W SWIFT AVE	0.141	4320	23.60	23.60

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510-203-03	5573 W SWIFT AVE	0.141	4320	23.60	23.60
510-203-04	5563 W SWIFT AVE	0.141	4320	23.60	23.60
510-203-05	5553 W SWIFT AVE	0.141	4320	23.60	23.60
510-203-06	5543 W SWIFT AVE	0.141	4320	23.60	23.60
510-203-07	5533 W SWIFT AVE	0.141	4320	23.60	23.60
510-203-08	5523 W SWIFT AVE	0.141	4320	23.60	23.60
510-203-09	5513 W SWIFT AVE	0.141	4320	23.60	23.60
510-203-10	5503 W SWIFT AVE	0.185	4320	23.60	23.60
510-203-11	5502 W WILLIS AVE	0.185	4320	23.60	23.60
510-203-12	5512 W WILLIS AVE	0.141	4320	23.60	23.60
510-203-13	5522 W WILLIS AVE	0.141	4320	23.60	23.60
510-203-14	5532 W WILLIS AVE	0.141	4320	23.60	23.60
510-203-15	5542 W WILLIS AVE	0.141	4320	23.60	23.60
510-203-16	5552 W WILLIS AVE	0.141	4320	23.60	23.60
510-203-17	5562 W WILLIS AVE	0.141	4320	23.60	23.60
510-203-18	5572 W WILLIS AVE	0.141	4320	23.60	23.60
510-203-19	5582 W WILLIS AVE	0.141	4320	23.60	23.60
510-203-20	5592 W WILLIS AVE	0.141	4320	23.60	23.60
510-203-21	5604 W WILLIS AVE	0.141	4402	23.60	23.60
510-203-22	5614 W WILLIS AVE	0.141	4402	23.60	23.60
510-203-23	5624 W WILLIS AVE	0.141	4402	23.60	23.60
510-203-24	5634 W WILLIS AVE	0.141	4402	23.60	23.60
510-203-25	5644 W WILLIS AVE	0.141	4402	23.60	23.60
510-203-26	5654 W WILLIS AVE	0.141	4402	23.60	23.60
510-203-27	5664 W WILLIS AVE	0.141	4402	23.60	23.60
510-203-28	5674 W WILLIS AVE	0.167	4402	23.60	23.60
510-203-29	5675 W SWIFT AVE	0.167	4402	23.60	23.60
510-203-30	5665 W SWIFT AVE	0.141	4402	23.60	23.60
510-203-31	5655 W SWIFT AVE	0.141	4402	23.60	23.60
510-203-32	5645 W SWIFT AVE	0.141	4402	23.60	23.60
510-203-33	5635 W SWIFT AVE	0.141	4402	23.60	23.60
510-203-34	5625 W SWIFT AVE	0.141	4402	23.60	23.60
510-203-35	5615 W SWIFT AVE	0.141	4402	23.60	23.60
510-203-36	5605 W SWIFT AVE	0.141	4402	23.60	23.60
510-261-01	5480 W RIALTO AVE	0.135	4217	78.98	78.98
510-261-02	5470 W RIALTO AVE	0.102	4217	78.98	78.98
510-261-03	5460 W RIALTO AVE	0.102	4217	78.98	78.98
510-261-04	5448 W RIALTO AVE	0.102	4217	78.98	78.98
510-261-05	5436 W RIALTO AVE	0.102	4217	78.98	78.98
510-261-06	5424 W RIALTO AVE	0.105	4217	78.98	78.98
510-261-07	5412 W RIALTO AVE	0.120	4217	78.98	78.98
510-261-08	5404 W RIALTO AVE	0.109	4217	78.98	78.98
510-261-09	4582 N DELBERT AVE	0.097	4217	78.98	78.98
510-261-10	4568 N DELBERT AVE	0.096	4217	78.98	78.98
510-261-11	4552 N DELBERT AVE	0.102	4217	78.98	78.98
510-261-12	4540 N DELBERT AVE	0.110	4217	78.98	78.98
510-261-13	4541 N STATE	0.110	4217	78.98	78.98
510-261-14	4553 N STATE	0.102	4217	78.98	78.98
510-261-15	4569 N STATE	0.096	4217	78.98	78.98
510-261-16	4583 N STATE	0.097	4217	78.98	78.98
510-261-17	5370 W RIALTO AVE	0.107	4217	78.98	78.98
510-261-18	5358 W RIALTO AVE	0.117	4217	78.98	78.98
510-261-19	5346 W RIALTO AVE	0.114	4217	78.98	78.98
510-261-20	5334 W RIALTO AVE	0.114	4217	78.98	78.98
510-261-21	5322 W RIALTO AVE	0.114	4217	78.98	78.98
510-261-22	5310 W RIALTO AVE	0.114	4217	78.98	78.98
510-261-23	5298 W RIALTO AVE	0.114	4217	78.98	78.98
510-261-24	5286 W RIALTO AVE	0.114	4217	78.98	78.98
510-261-25	5274 W RIALTO AVE	0.114	4217	78.98	78.98
510-261-26	5262 W RIALTO AVE	0.128	4217	78.98	78.98
510-262-01	5347 W RIALTO AVE	0.110	4217	78.98	78.98
510-262-02	5333 W RIALTO AVE	0.113	4217	78.98	78.98
510-262-03	5321 W RIALTO AVE	0.115	4217	78.98	78.98
510-262-04	5309 W RIALTO AVE	0.113	4217	78.98	78.98
510-262-05	5297 W RIALTO AVE	0.113	4217	78.98	78.98
510-262-06	5285 W RIALTO AVE	0.113	4217	78.98	78.98

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510-262-07	5273 W RIALTO AVE	0.113	4217	78.98	78.98
510-262-08	5261 W RIALTO AVE		4217	78.98	78.98
510-262-09	5260 W PICO AVE		4217	78.98	78.98
510-262-10	5272 W PICO AVE	0.113	4217	78.98	78.98
510-262-11	5284 W PICO AVE	0.113	4217	78.98	78.98
510-262-12	5296 W PICO AVE	0.113	4217	78.98	78.98
510-262-13	5308 W PICO AVE	0.115	4217	78.98	78.98
510-262-14	5320 W PICO AVE	0.113	4217	78.98	78.98
510-262-15	5332 W PICO AVE	0.115	4217	78.98	78.98
510-262-16	5346 W PICO AVE		4217	78.98	78.98
510-263-01	5479 W RIALTO AVE	0.148	4217	78.98	78.98
510-263-02	5469 W RIALTO AVE	0.112	4217	78.98	78.98
510-263-03	5457 W RIALTO AVE	0.111	4217	78.98	78.98
510-263-04	5445 W RIALTO AVE	0.111	4217	78.98	78.98
510-263-05	5433 W RIALTO AVE	0.111	4217	78.98	78.98
510-263-06	5421 W RIALTO AVE	0.122	4217	78.98	78.98
510-263-07	5420 W PICO AVE	0.131	4217	78.98	78.98
510-263-08	5432 W PICO AVE	0.116	4217	78.98	78.98
510-263-09	5442 W PICO AVE	0.116	4217	78.98	78.98
510-263-10	5452 W PICO AVE	0.116	4217	78.98	78.98
510-263-11	5464 W PICO AVE	0.126	4217	78.98	78.98
510-263-12	5476 W PICO AVE	0.144	4217	78.98	78.98
510-263-13	5475 W PICO AVE	0.136	4217	78.98	78.98
510-263-14	5463 W PICO AVE	0.156	4217	78.98	78.98
510-263-15	5451 W PICO AVE	0.125	4217	78.98	78.98
510-263-16	5439 W PICO AVE	0.125	4217	78.98	78.98
510-263-17	5427 W PICO AVE	0.125	4217	78.98	78.98
510-263-18	5415 W PICO AVE	0.125	4217	78.98	78.98
510-263-19	5403 W PICO AVE	0.125	4217	78.98	78.98
510-263-20	5391 W PICO AVE	0.125	4217	78.98	78.98
510-263-21	5379 W PICO AVE	0.123	4217	78.98	78.98
510-263-22	5367 W PICO AVE	0.122	4217	78.98	78.98
510-263-23	5355 W PICO AVE	0.122	4217	78.98	78.98
510-263-24	5343 W PICO AVE	0.122	4217	78.98	78.98
510-263-25	5331 W PICO AVE	0.122	4217	78.98	78.98
510-263-26	5319 W PICO AVE	0.122	4217	78.98	78.98
510-263-27	5307 W PICO AVE	0.122	4217	78.98	78.98
510-263-28	5295 W PICO AVE	0.122	4217	78.98	78.98
510-263-29	5283 W PICO AVE	0.122	4217	78.98	78.98
510-263-30	5271 W PICO AVE	0.124	4217	78.98	78.98
510-263-31	5259 W PICO AVE	0.149	4217	78.98	78.98
510-264-01	4594 N BARCUS AVE	0.105	4217	78.98	78.98
510-264-02	4582 N BARCUS AVE	0.105	4217	78.98	78.98
510-264-03	4570 N BARCUS AVE	0.105	4217	78.98	78.98
510-264-04	4556 N BARCUS AVE	0.105	4217	78.98	78.98
510-264-05	4544 N BARCUS AVE	0.102	4217	78.98	78.98
510-264-06	4532 N BARCUS AVE	0.102	4217	78.98	78.98
510-264-07	4520 N BARCUS AVE	0.102	4217	78.98	78.98
510-264-08	4508 N BARCUS AVE	0.135	4217	78.98	78.98
510-301-25	5138 W INDIANAPOLIS AVE	0.145	3439	21.47	21.46
510-301-26	5126 W INDIANAPOLIS AVE	0.140	3439	21.47	21.46
510-301-27	5114 W INDIANAPOLIS AVE	0.140	3439	21.47	21.46
510-301-28	5102 W INDIANAPOLIS AVE	0.140	3439	21.47	21.46
510-301-29	5094 W INDIANAPOLIS AVE	0.140	3439	21.47	21.46
510-301-30	5082 W INDIANAPOLIS AVE	0.140	3439	21.47	21.46
510-301-31	5070 W INDIANAPOLIS AVE	0.140	3439	21.47	21.46
510-301-32	5058 W INDIANAPOLIS AVE	0.140	3439	21.47	21.46
510-301-33	5046 W INDIANAPOLIS AVE	0.140	3439	21.47	21.46
510-301-34	5034 W INDIANAPOLIS AVE	0.140	3439	21.47	21.46
510-301-35	5022 W INDIANAPOLIS AVE	0.140	3439	21.47	21.46
510-301-36	5010 W INDIANAPOLIS AVE	0.175	3439	21.47	21.46
510-302-13	4257 N FORESTIERE AVE	0.141	3439	21.47	21.46
510-302-14	4249 N FORESTIERE AVE	0.142	3439	21.47	21.46
510-302-15	5130 W RICHERT AVE	0.168	3439	21.47	21.46
510-302-16	5142 W RICHERT AVE	0.144	3439	21.47	21.46
510-302-17	5154 W RICHERT AVE	0.144	3439	21.47	21.46

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510-302-18	5166 W RICHERT AVE	0.144	3439	21.47	21.46
510-302-19	5178 W RICHERT AVE	0.144	3439	21.47	21.46
510-302-20	5188 W RICHERT AVE	0.144	3439	21.47	21.46
510-302-21	5196 W RICHERT AVE	0.144	3439	21.47	21.46
510-302-22	5212 W RICHERT AVE	0.206	3439	21.47	21.46
510-302-23	5224 W RICHERT AVE	0.220	3439	21.47	21.46
510-302-24	4215 N BARCUS AVE	0.183	3439	21.47	21.46
510-302-25	4333 N FORESTIERE AVE	0.166	3439	21.47	21.46
510-302-26	4321 N FORESTIERE AVE	0.148	3439	21.47	21.46
510-302-27	4309 N FORESTIERE AVE	0.151	3439	21.47	21.46
510-302-28	4297 N FORESTIERE AVE	0.151	3439	21.47	21.46
510-302-29	4285 N FORESTIERE AVE	0.151	3439	21.47	21.46
510-302-30	4273 N FORESTIERE AVE	0.151	3439	21.47	21.46
510-303-35	4286 N BRIX AVE	0.081	3439	21.47	21.46
510-303-36	4280 N BRIX AVE	0.081	3439	21.47	21.46
510-303-39	4262 N BRIX AVE	0.081	3439	21.47	21.46
510-303-40	4256 N BRIX AVE	0.081	3439	21.47	21.46
510-303-41	4250 N BRIX AVE	0.081	3439	21.47	21.46
510-303-42	4244 N BRIX AVE	0.094	3439	21.47	21.46
510-303-43	5113 W INDIANAPOLIS AVE	0.159	3439	21.47	21.46
510-303-44	5101 W INDIANAPOLIS AVE	0.146	3439	21.47	21.46
510-303-45	5089 W INDIANAPOLIS AVE	0.146	3439	21.47	21.46
510-303-46	5077 W INDIANAPOLIS AVE	0.146	3439	21.47	21.46
510-303-47	5065 W INDIANAPOLIS AVE	0.146	3439	21.47	21.46
510-303-48	5053 W INDIANAPOLIS AVE	0.146	3439	21.47	21.46
510-303-49	5041 W INDIANAPOLIS AVE	0.146	3439	21.47	21.46
510-303-50	5029 W INDIANAPOLIS AVE	0.146	3439	21.47	21.46
510-303-51	5019 W INDIANAPOLIS AVE	0.176	3439	21.47	21.46
510-303-52	4268 N BRIX AVE	0.162	3439	21.47	21.46
510-303-53	5036 W ASHCROFT AVE	0.097	3439	21.47	21.46
510-303-57	5112 W ASHCROFT AVE	0.088	3439	21.47	21.46
510-303-58	5048 W ASHCROFT AVE	0.077	3439	21.47	21.46
510-303-60	5030 W ASHCROFT AVE	0.241	3439	21.47	21.46
510-303-61	4292 N BRIX AVE	0.137	3439	21.47	21.46
510-303-62	5060 W ASHCROFT AVE	0.072	3439	21.47	21.46
510-303-64	5066 W ASHCROFT AVE	0.076	3439	21.47	21.46
510-303-66	5078 W ASHCROFT AVE	0.076	3439	21.47	21.46
510-303-68	5084 W ASHCROFT AVE	0.077	3439	21.47	21.46
510-303-69	5090 W ASHCROFT AVE	0.077	3439	21.47	21.46
510-303-70	5096 W ASHCROFT AVE	0.077	3439	21.47	21.46
510-303-71	5100 W ASHCROFT AVE	0.077	3439	21.47	21.46
510-303-72	5106 W ASHCROFT AVE	0.077	3439	21.47	21.46
510-303-73	5072 W ASHCROFT AVE	0.076	3439	21.47	21.46
510-303-74	5054 W ASHCROFT AVE	0.076	3439	21.47	21.46
510-303-75	4238 N JIMMY AVE	0.087	3439	21.47	21.46
510-303-76	4232 N JIMMY AVE	0.075	3439	21.47	21.46
510-303-77	4224 N JIMMY AVE	0.075	3439	21.47	21.46
510-303-78	4218 N JIMMY AVE	0.075	3439	21.47	21.46
510-304-01	5111 W ASHCROFT AVE	0.103	3439	21.47	21.46
510-304-02	5105 W ASHCROFT AVE	0.075	3439	21.47	21.46
510-304-03	5097 W ASHCROFT AVE	0.075	3439	21.47	21.46
510-304-04	5091 W ASHCROFT AVE	0.075	3439	21.47	21.46
510-304-05	5083 W ASHCROFT AVE	0.075	3439	21.47	21.46
510-304-06	5079 W ASHCROFT AVE	0.075	3439	21.47	21.46
510-304-07	5073 W ASHCROFT AVE	0.075	3439	21.47	21.46
510-304-08	5067 W ASHCROFT AVE	0.075	3439	21.47	21.46
510-304-09	5061 W ASHCROFT AVE	0.075	3439	21.47	21.46
510-304-10	5055 W ASHCROFT AVE	0.075	3439	21.47	21.46
510-304-11	5049 W ASHCROFT AVE	0.075	3439	21.47	21.46
510-304-12	5043 W ASHCROFT AVE	0.089	3439	21.47	21.46
510-304-13	5040 W HOLLAND AVE	0.091	3439	21.47	21.46
510-304-14	5046 W HOLLAND AVE	0.074	3439	21.47	21.46
510-304-15	5052 W HOLLAND AVE	0.074	3439	21.47	21.46
510-304-19	4249 N JIMMY AVE	0.176	3439	21.47	21.46
510-304-20	4245 N JIMMY AVE	0.108	3439	21.47	21.46
510-304-23	4223 N JIMMY AVE	0.074	3439	21.47	21.46

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510-304-24	4217 N JIMMY AVE	0.074	3439	21.47	21.46
510-304-25	4220 N FORESTIERE AVE	0.139	3439	21.47	21.46
510-304-26	4232 N FORESTIERE AVE	0.139	3439	21.47	21.46
510-304-27	4244 N FORESTIERE AVE	0.137	3439	21.47	21.46
510-304-28	4252 N FORESTIERE AVE	0.139	3439	21.47	21.46
510-304-29	4264 N FORESTIERE AVE	0.139	3439	21.47	21.46
510-304-32	4239 N JIMMY AVE	0.163	3439	21.47	21.46
510-304-33	5070 W HOLLAND AVE	0.114	3439	21.47	21.46
510-304-35	5058 W HOLLAND AVE	0.077	3439	21.47	21.46
510-304-39	5064 W HOLLAND AVE	0.077	3439	21.47	21.46
510-321-01	4203 N BARCUS AVE	0.144	3439	21.47	21.46
510-321-02	4193 N BARCUS AVE	0.144	3439	21.47	21.46
510-321-03	4181 N BARCUS AVE	0.144	3439	21.47	21.46
510-321-04	4169 N BARCUS AVE	0.156	3439	21.47	21.46
510-322-01	4208 N FORESTIERE AVE	0.139	3439	21.47	21.46
510-322-02	4192 N FORESTIERE AVE	0.162	3439	21.47	21.46
510-322-03	4193 N JIMMY AVE	0.088	3439	21.47	21.46
510-322-04	4197 N JIMMY AVE	0.076	3439	21.47	21.46
510-322-05	4205 N JIMMY AVE	0.076	3439	21.47	21.46
510-322-06	4211 N JIMMY AVE	0.076	3439	21.47	21.46
510-323-01	4212 N JIMMY AVE	0.075	3439	21.47	21.46
510-323-02	4206 N JIMMY AVE	0.075	3439	21.47	21.46
510-323-03	4198 N JIMMY AVE	0.075	3439	21.47	21.46
510-323-04	4194 N JIMMY AVE	0.087	3439	21.47	21.46
510-324-01	4206 N DANTE AVE	0.171	3439	21.47	21.46
510-324-02	4194 N DANTE AVE	0.144	3439	21.47	21.46
510-324-03	4188 N DANTE AVE	0.144	3439	21.47	21.46
510-324-04	4176 N DANTE AVE	0.144	3439	21.47	21.46
510-324-05	4164 N DANTE AVE	0.168	3439	21.47	21.46
510-324-06	5162 W WILLIS AVE	0.168	3439	21.47	21.46
510-324-07	5146 W WILLIS AVE	0.144	3439	21.47	21.46
510-324-08	5134 W WILLIS AVE	0.150	3439	21.47	21.46
510-324-09	5126 W WILLIS AVE	0.151	3439	21.47	21.46
510-324-10	5116 W WILLIS AVE	0.148	3439	21.47	21.46
510-324-12	5056 W WILLIS AVE	0.101	3439	21.47	21.46
510-324-13	5050 W WILLIS AVE	0.093	3439	21.47	21.46
510-324-14	5044 W WILLIS AVE	0.093	3439	21.47	21.46
510-324-15	5038 W WILLIS AVE	0.101	3439	21.47	21.46
510-324-16	5039 W SWIFT AVE	0.100	3439	21.47	21.46
510-324-17	5045 W SWIFT AVE	0.092	3439	21.47	21.46
510-324-18	5051 W SWIFT AVE	0.092	3439	21.47	21.46
510-324-19	5057 W SWIFT AVE	0.092	3439	21.47	21.46
510-324-20	5113 W SWIFT AVE	0.163	3439	21.47	21.46
510-324-21	5125 W SWIFT AVE	0.298	3439	21.47	21.46
510-324-22	4185 N FORESTIERE AVE	0.220	3439	21.47	21.46
510-324-23	4197 N FORESTIERE AVE	0.155	3439	21.47	21.46
510-324-24	4205 N FORESTIERE AVE	0.161	3439	21.47	21.46
510-324-28	5080 W WILLIS AVE	1.230	3439	21.47	21.46
510-325-01	4204 N BARCUS AVE	0.168	3439	21.47	21.46
510-325-02	4198 N BARCUS AVE	0.144	3439	21.47	21.46
510-325-03	4186 N BARCUS AVE	0.144	3439	21.47	21.46
510-325-04	4174 N BARCUS AVE	0.144	3439	21.47	21.46
510-325-05	4162 N BARCUS AVE	0.144	3439	21.47	21.46
510-325-06	4152 N BARCUS AVE	0.144	3439	21.47	21.46
510-325-07	4140 N BARCUS AVE	0.144	3439	21.47	21.46
510-325-08	4128 N BARCUS AVE	0.144	3439	21.47	21.46
510-325-09	4118 N BARCUS AVE	0.144	3439	21.47	21.46
510-325-10	4106 N BARCUS AVE	0.144	3439	21.47	21.46
510-325-11	4096 N BARCUS AVE	0.183	3439	21.47	21.46
510-325-12	5190 W AUSTIN WAY	0.144	3439	21.47	21.46
510-325-13	5180 W AUSTIN WAY	0.144	3439	21.47	21.46
510-325-14	5168 W AUSTIN WAY	0.144	3439	21.47	21.46
510-325-15	5156 W AUSTIN WAY	0.144	3439	21.47	21.46
510-325-16	5144 W AUSTIN WAY	0.144	3439	21.47	21.46
510-325-17	5132 W AUSTIN WAY	0.144	3439	21.47	21.46
510-325-18	5122 W AUSTIN WAY	0.144	3439	21.47	21.46

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510-325-19	5110 W AUSTIN WAY	0.144	3439	21.47	21.46
510-325-20	5098 W AUSTIN WAY	0.144	3439	21.47	21.46
510-325-21	5088 W AUSTIN WAY	0.151	3439	21.47	21.46
510-325-22	5074 W AUSTIN WAY	0.144	3439	21.47	21.46
510-325-23	5062 W AUSTIN WAY	0.161	3439	21.47	21.46
510-325-24	5063 W WILLIS AVE	0.184	3439	21.47	21.46
510-325-25	5075 W WILLIS AVE	0.165	3439	21.47	21.46
510-325-26	5089 W WILLIS AVE	0.165	3439	21.47	21.46
510-325-27	5097 W WILLIS AVE	0.165	3439	21.47	21.46
510-325-28	5111 W WILLIS AVE	0.163	3439	21.47	21.46
510-325-29	5123 W WILLIS AVE	0.172	3439	21.47	21.46
510-325-30	5133 W WILLIS AVE	0.161	3439	21.47	21.46
510-325-31	5143 W WILLIS AVE	0.159	3439	21.47	21.46
510-325-32	5159 W WILLIS AVE	0.166	3439	21.47	21.46
510-325-33	5169 W WILLIS AVE	0.237	3439	21.47	21.46
510-325-34	4125 N DANTE AVE	0.244	3439	21.47	21.46
510-325-35	4139 N DANTE AVE	0.166	3439	21.47	21.46
510-325-36	4151 N DANTE AVE	0.147	3439	21.47	21.46
510-325-37	4163 N DANTE AVE	0.144	3439	21.47	21.46
510-325-38	4175 N DANTE AVE	0.144	3439	21.47	21.46
510-325-39	4187 N DANTE AVE	0.144	3439	21.47	21.46
510-325-40	4195 N DANTE AVE	0.144	3439	21.47	21.46
510-325-41	4207 N DANTE AVE	0.168	3439	21.47	21.46
510-326-01	4147 N BARCUS AVE	0.156	3439	21.47	21.46
510-326-02	4133 N BARCUS AVE	0.144	3439	21.47	21.46
510-326-03	4125 N BARCUS AVE	0.139	3439	21.47	21.46
510-326-04	4113 N BARCUS AVE	0.144	3439	21.47	21.46
510-326-05	4101 N BARCUS AVE	0.139	3439	21.47	21.46
510-326-06	4093 N BARCUS AVE	0.167	3439	21.47	21.46
510-326-07	4081 N BARCUS AVE	0.252	3439	21.47	21.46
510-326-08	5223 W AUSTIN WAY	0.220	3439	21.47	21.46
510-326-09	5211 W AUSTIN WAY	0.160	3439	21.47	21.46
510-326-10	5197 W AUSTIN WAY	0.144	3439	21.47	21.46
510-326-11	5189 W AUSTIN WAY	0.144	3439	21.47	21.46
510-326-12	5179 W AUSTIN WAY	0.144	3439	21.47	21.46
510-326-13	5167 W AUSTIN WAY	0.144	3439	21.47	21.46
510-326-14	5157 W AUSTIN WAY	0.144	3439	21.47	21.46
510-326-15	5145 W AUSTIN WAY	0.144	3439	21.47	21.46
510-326-16	5135 W AUSTIN WAY	0.144	3439	21.47	21.46
510-326-17	5123 W AUSTIN WAY	0.144	3439	21.47	21.46
510-326-18	5113 W AUSTIN WAY	0.144	3439	21.47	21.46
510-326-19	5101 W AUSTIN WAY	0.144	3439	21.47	21.46
510-326-20	5091 W AUSTIN WAY	0.144	3439	21.47	21.46
510-326-21	5077 W AUSTIN WAY	0.144	3439	21.47	21.46
510-326-22	5065 W AUSTIN WAY	0.144	3439	21.47	21.46
510-326-23	5053 W AUSTIN WAY	0.144	3439	21.47	21.46
510-326-25	5041 W WILLIS AVE	0.170	3439	21.47	21.46
510-326-26	5029 W WILLIS AVE	0.298	3439	21.47	21.46
510-326-27	4140 N BRIX AVE	0.291	3439	21.47	21.46
510-326-28	4146 N BRIX AVE	0.113	3439	21.47	21.46
510-326-29	4152 N BRIX AVE	0.091	3439	21.47	21.46
510-326-30	4158 N BRIX AVE	0.091	3439	21.47	21.46
510-326-31	4164 N BRIX AVE	0.091	3439	21.47	21.46
511-111-01	5345 W SAGINAW WAY	0.180	4473	36.53	36.52
511-112-01	5342 W SAGINAW WAY	0.165	4473	36.53	36.52
511-112-02	5347 W PONTIAC WAY	0.165	4473	36.53	36.52
511-112-03	5361 W PONTIAC WAY	0.146	4473	36.53	36.52
511-113-01	3717 N STATE ST	0.141	4473	36.53	36.52
511-114-01	3718 N STATE	0.275	4473	36.53	36.52
511-114-02	3706 N STATE	0.171	4473	36.53	36.52
511-114-03	3694 N STATE	0.141	4473	36.53	36.52
511-114-04	3682 N STATE	0.141	4473	36.53	36.52
511-114-05	3670 N STATE	0.141	4473	36.53	36.52
511-114-06	3658 N STATE	0.141	4473	36.53	36.52
511-114-07	3646 N STATE	0.141	4473	36.53	36.52
511-114-08	3634 N STATE	0.141	4473	36.53	36.52

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511-121-01	3639 N ELLENDALE AVE	0.183	4473	36.53	36.52
511-122-01	3615 N ELLENDALE AVE	0.183	4473	36.53	36.52
511-122-02	3603 N ELLENDALE AVE	0.170	4473	36.53	36.52
511-122-03	3591 N ELLENDALE AVE	0.183	4473	36.53	36.52
511-122-04	3579 N ELLENDALE AVE	0.175	4473	36.53	36.52
511-122-05	3567 N ELLENDALE AVE	0.170	4473	36.53	36.52
511-122-06	3555 N ELLENDALE AVE	0.170	4473	36.53	36.52
511-122-07	3543 N ELLENDALE AVE	0.183	4473	36.53	36.52
511-123-01	5442 W FLINT WAY	0.174	4473	36.53	36.52
511-123-02	5430 W FLINT WAY	0.144	4473	36.53	36.52
511-123-03	5418 W FLINT WAY	0.144	4473	36.53	36.52
511-123-04	5406 W FLINT WAY	0.144	4473	36.53	36.52
511-123-05	5394 W FLINT WAY	0.144	4473	36.53	36.52
511-123-06	5382 W FLINT WAY	0.144	4473	36.53	36.52
511-123-07	5370 W FLINT WAY	0.144	4473	36.53	36.52
511-123-08	5358 W FLINT WAY	0.144	4473	36.53	36.52
511-123-09	5346 W FLINT WAY	0.172	4473	36.53	36.52
511-124-01	5443 W FLINT WAY	0.189	4473	36.53	36.52
511-124-02	5431 W FLINT WAY	0.141	4473	36.53	36.52
511-124-03	5419 W FLINT WAY	0.141	4473	36.53	36.52
511-124-04	5407 W FLINT WAY	0.141	4473	36.53	36.52
511-124-05	5395 W FLINT WAY	0.141	4473	36.53	36.52
511-124-06	5383 W FLINT WAY	0.141	4473	36.53	36.52
511-124-07	5371 W FLINT WAY	0.141	4473	36.53	36.52
511-124-08	5359 W FLINT WAY	0.141	4473	36.53	36.52
511-124-09	5347 W FLINT WAY	0.172	4473	36.53	36.52
511-124-10	5344 W LANSING WAY	0.172	4473	36.53	36.52
511-124-11	5356 W LANSING WAY	0.141	4473	36.53	36.52
511-124-12	5368 W LANSING WAY	0.141	4473	36.53	36.52
511-124-13	5380 W LANSING WAY	0.141	4473	36.53	36.52
511-124-14	5392 W LANSING WAY	0.141	4473	36.53	36.52
511-124-15	5404 W LANSING WAY	0.141	4473	36.53	36.52
511-124-16	5416 W LANSING WAY	0.141	4473	36.53	36.52
511-124-17	5428 W LANSING WAY	0.141	4473	36.53	36.52
511-124-18	5440 W LANSING WAY	0.177	4473	36.53	36.52
511-125-01	5439 W LANSING WAY	0.194	4473	36.53	36.52
511-125-02	5425 W LANSING WAY	0.160	4473	36.53	36.52
511-125-03	5411 W LANSING WAY	0.160	4473	36.53	36.52
511-125-04	5397 W LANSING WAY	0.160	4473	36.53	36.52
511-125-05	5383 W LANSING WAY	0.160	4473	36.53	36.52
511-125-06	5371 W LANSING WAY	0.160	4473	36.53	36.52
511-125-07	5357 W LANSING WAY	0.159	4473	36.53	36.52
511-125-08	5345 W LANSING WAY	0.192	4473	36.53	36.52
511-126-01	3538 N STATE ST	0.165	4473	36.53	36.52
511-126-02	3550 N STATE ST	0.141	4473	36.53	36.52
511-126-03	3562 N STATE ST	0.141	4473	36.53	36.52
511-126-04	3574 N STATE ST	0.141	4473	36.53	36.52
511-126-05	3586 N STATE ST	0.141	4473	36.53	36.52
511-126-06	3598 N STATE ST	0.153	4473	36.53	36.52
511-126-07	3610 N STATE	0.153	4473	36.53	36.52
511-126-08	3622 N STATE	0.141	4473	36.53	36.52
511-131-01	3421 N ELLENDALE AVE	0.165	4385	48.42	48.42
511-131-02	3433 N ELLENDALE AVE	0.165	4385	48.42	48.42
511-131-03	3445 N ELLENDALE AVE	0.165	4385	48.42	48.42
511-131-04	3457 N ELLENDALE AVE	0.179	4385	48.42	48.42
511-131-05	5472 W RAMONA AVE	0.186	4385	48.42	48.42
511-131-06	5460 W RAMONA AVE	0.156	4385	48.42	48.42
511-131-07	5448 W RAMONA AVE	0.137	4385	48.42	48.42
511-131-08	5436 W RAMONA AVE	0.144	4385	48.42	48.42
511-131-09	5424 W RAMONA AVE	0.147	4385	48.42	48.42
511-131-10	5412 W RAMONA AVE	0.150	4385	48.42	48.42
511-131-11	5402 W RAMONA AVE	0.154	4385	48.42	48.42
511-131-12	5388 W RAMONA AVE	0.154	4385	48.42	48.42
511-131-13	5376 W RAMONA AVE	0.154	4385	48.42	48.42
511-131-14	5364 W RAMONA AVE	0.154	4385	48.42	48.42
511-131-15	5350 W RAMONA AVE	0.154	4385	48.42	48.42

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511-131-16	5338 W RAMONA AVE	0.154	4385	48.42	48.42
511-131-17	5326 W RAMONA AVE	0.154	4385	48.42	48.42
511-131-18	5314 W RAMONA AVE	0.154	4385	48.42	48.42
511-131-19	5304 W RAMONA AVE	0.154	4385	48.42	48.42
511-131-20	5288 W RAMONA AVE	0.154	4385	48.42	48.42
511-131-21	5274 W RAMONA AVE	0.154	4385	48.42	48.42
511-131-22	5258 W RAMONA AVE	0.154	4385	48.42	48.42
511-131-23	5242 W RAMONA AVE	0.167	4385	48.42	48.42
511-132-01	3444 N ELLENDALE AVE	0.168	4385	48.42	48.42
511-132-02	5435 W RAMONA AVE	0.137	4385	48.42	48.42
511-132-03	5423 W RAMONA AVE	0.137	4385	48.42	48.42
511-132-04	5411 W RAMONA AVE	0.137	4385	48.42	48.42
511-132-05	5399 W RAMONA AVE	0.137	4385	48.42	48.42
511-132-06	5387 W RAMONA AVE	0.137	4385	48.42	48.42
511-132-07	5375 W RAMONA AVE	0.137	4385	48.42	48.42
511-132-08	5363 W RAMONA AVE	0.137	4385	48.42	48.42
511-132-09	5349 W RAMONA AVE	0.137	4385	48.42	48.42
511-132-10	5337 W RAMONA AVE	0.137	4385	48.42	48.42
511-132-11	5325 W RAMONA AVE	0.137	4385	48.42	48.42
511-132-12	5313 W RAMONA AVE	0.137	4385	48.42	48.42
511-132-13	5303 W RAMONA AVE	0.137	4385	48.42	48.42
511-132-14	5287 W RAMONA AVE	0.137	4385	48.42	48.42
511-132-15	5273 W RAMONA AVE	0.137	4385	48.42	48.42
511-132-16	5257 W RAMONA AVE	0.137	4385	48.42	48.42
511-132-17	5241 W RAMONA AVE	0.149	4385	48.42	48.42
511-132-18	5240 W ROBINSON AVE	0.149	4385	48.42	48.42
511-132-19	5256 W ROBINSON AVE	0.137	4385	48.42	48.42
511-132-20	5272 W ROBINSON AVE	0.137	4385	48.42	48.42
511-132-21	5286 W ROBINSON AVE	0.137	4385	48.42	48.42
511-132-22	5302 W ROBINSON AVE	0.137	4385	48.42	48.42
511-132-23	5312 W ROBINSON AVE	0.137	4385	48.42	48.42
511-132-24	5324 W ROBINSON AVE	0.137	4385	48.42	48.42
511-132-25	5336 W ROBINSON AVE	0.137	4385	48.42	48.42
511-132-26	5348 W ROBINSON AVE	0.137	4385	48.42	48.42
511-132-27	5362 W ROBINSON AVE	0.137	4385	48.42	48.42
511-132-28	5374 W ROBINSON AVE	0.137	4385	48.42	48.42
511-132-29	5386 W ROBINSON AVE	0.137	4385	48.42	48.42
511-132-30	5398 W ROBINSON AVE	0.137	4385	48.42	48.42
511-132-31	5410 W ROBINSON AVE	0.137	4385	48.42	48.42
511-132-32	5422 W ROBINSON AVE	0.137	4385	48.42	48.42
511-132-33	5434 W ROBINSON AVE	0.137	4385	48.42	48.42
511-132-34	5646 W ROBINSON	0.168	4385	48.42	48.42
511-132-35	3432 N ELLENDALE AVE	0.144	4385	48.42	48.42
511-133-01	5481 W ROBINSON AVE	0.179	4385	48.42	48.42
511-133-02	5469 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-03	5457 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-04	5445 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-05	5433 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-06	5421 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-07	5409 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-08	5397 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-09	5385 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-10	5373 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-11	5361 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-12	5347 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-13	5335 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-14	5323 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-15	5311 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-16	5299 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-17	5285 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-18	5271 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-19	5255 W ROBINSON AVE	0.140	4385	48.42	48.42
511-133-20	5239 W ROBINSON AVE	0.152	4385	48.42	48.42
511-133-21	5238 W GARLAND AVE	0.152	4385	48.42	48.42
511-133-22	5254 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-23	5270 W GARLAND AVE	0.140	4385	48.42	48.42

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511-133-24	5284 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-25	5298 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-26	5310 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-27	5322 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-28	5334 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-29	5346 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-30	5360 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-31	5372 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-32	5382 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-33	5396 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-34	5408 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-35	5420 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-36	5432 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-37	5444 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-38	5456 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-39	5468 W GARLAND AVE	0.140	4385	48.42	48.42
511-133-40	5480 W GARLAND AVE	0.179	4385	48.42	48.42
511-141-01	3458 N FORESTIERE AVE	0.160	4282	18.55	18.54
511-141-02	3448 N FORESTIERE AVE	0.142	4282	18.55	18.54
511-141-03	3436 N FORESTIERE AVE	0.140	4282	18.55	18.54
511-141-04	3426 N FORESTIERE AVE	0.142	4282	18.55	18.54
511-141-05	3414 N FORESTIERE AVE	0.142	4282	18.55	18.54
511-141-06	3404 N FORESTIERE AVE	0.140	4282	18.55	18.54
511-141-07	3392 N FORESTIERE AVE	0.152	4282	18.55	18.54
511-142-01	3382 N FORESTIERE AVE	0.152	4282	18.55	18.54
511-142-02	3370 N FORESTIERE AVE	0.145	4282	18.55	18.54
511-143-01	3361 N FORESTIERE AVE	0.137	4282	18.55	18.54
511-143-02	3371 N FORESTIERE AVE	0.137	4282	18.55	18.54
511-143-03	3383 N FORESTIERE AVE	0.140	4282	18.55	18.54
511-143-04	3393 N FORESTIERE AVE	0.140	4282	18.55	18.54
511-143-05	3405 N FORESTIERE AVE	0.140	4282	18.55	18.54
511-143-06	3415 N FORESTIERE AVE	0.149	4282	18.55	18.54
511-143-07	3416 N DANTE AVE	0.149	4282	18.55	18.54
511-143-08	3406 N DANTE AVE	0.140	4282	18.55	18.54
511-143-09	3394 N DANTE AVE	0.140	4282	18.55	18.54
511-143-10	3384 N DANTE AVE	0.140	4282	18.55	18.54
511-143-11	3372 N DANTE AVE	0.137	4282	18.55	18.54
511-143-12	3362 N DANTE AVE	0.137	4282	18.55	18.54
511-144-01	3363 N DANTE AVE	0.140	4282	18.55	18.54
511-144-02	3373 N DANTE AVE	0.140	4282	18.55	18.54
511-144-03	3385 N DANTE AVE	0.140	4282	18.55	18.54
511-144-04	3395 N DANTE AVE	0.140	4282	18.55	18.54
511-144-05	3407 N DANTE AVE	0.137	4282	18.55	18.54
511-144-06	3417 N DANTE AVE	0.183	4282	18.55	18.54
511-144-07	3429 N DANTE AVE	0.183	4282	18.55	18.54
511-144-08	5182 W ROBINSON AVE	0.466	4282	18.55	18.54
511-144-09	3437 N FORESTIERE AVE	0.234	4282	18.55	18.54
511-144-10	3449 N FORESTIERE AVE	0.201	4282	18.55	18.54
511-144-11	3459 N FORESTIERE AVE	0.234	4282	18.55	18.54
511-144-13	3462 N BARCUS AVE	0.160	4282	18.55	18.54
511-144-14	3452 N BARCUS AVE	0.137	4282	18.55	18.54
511-144-15	3440 N BARCUS AVE	0.140	4282	18.55	18.54
511-144-16	3430 N BARCUS AVE	0.140	4282	18.55	18.54
511-144-17	3418 N BARCUS AVE	0.140	4282	18.55	18.54
511-144-18	3408 N BARCUS AVE	0.142	4282	18.55	18.54
511-144-19	3396 N BARCUS AVE	0.142	4282	18.55	18.54
511-144-20	3386 N BARCUS AVE	0.142	4282	18.55	18.54
511-144-21	3374 N BARCUS AVE	0.142	4282	18.55	18.54
511-144-22	3364 N BARCUS AVE	0.142	4282	18.55	18.54
511-151-01	5481 W GARLAND AVE	0.188	4675	48.42	48.42
511-151-02	5469 W GARLAND AVE	0.137	4675	48.42	48.42
511-151-03	5457 W GARLAND AVE	0.137	4675	48.42	48.42
511-151-04	5445 W GARLAND AVE	0.137	4675	48.42	48.42
511-151-05	5433 W GARLAND AVE	0.137	4675	48.42	48.42
511-151-06	5421 W GARLAND AVE	0.137	4675	48.42	48.42
511-151-07	5409 W GARLAND AVE	0.137	4675	48.42	48.42

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511-151-08	5397 W GARLAND AVE	0.137	4675	48.42	48.42
511-151-09	5385 W GARLAND AVE	0.137	4675	48.42	48.42
511-151-10	5373 W GARLAND AVE	0.140	4675	48.42	48.42
511-151-11	5361 W GARLAND AVE	0.140	4675	48.42	48.42
511-151-12	5347 W GARLAND AVE	0.140	4675	48.42	48.42
511-151-13	5335 W GARLAND AVE	0.137	4675	48.42	48.42
511-151-14	5323 W GARLAND AVE	0.137	4675	48.42	48.42
511-151-15	5311 W GARLAND AVE	0.137	4675	48.42	48.42
511-151-16	5299 W GARLAND AVE	0.137	4675	48.42	48.42
511-151-17	5285 W GARLAND AVE	0.137	4675	48.42	48.42
511-151-18	5271 W GARLAND AVE	0.137	4675	48.42	48.42
511-151-19	5255 W GARLAND AVE	0.140	4675	48.42	48.42
511-151-20	5239 W GARLAND AVE	0.160	4675	48.42	48.42
511-151-21	3321 N BARCUS AVE	0.162	4675	48.42	48.42
511-151-22	3309 N BARCUS AVE	0.162	4675	48.42	48.42
511-151-23	3299 N BARCUS AVE	0.162	4675	48.42	48.42
511-151-24	3287 N BARCUS AVE	0.162	4675	48.42	48.42
511-151-25	3275 N BARCUS AVE	0.165	4675	48.42	48.42
511-151-26	3276 N CONSTANCE AVE	0.165	4675	48.42	48.42
511-151-27	3286 N CONSTANCE AVE	0.162	4675	48.42	48.42
511-151-28	3296 N CONSTANCE AVE	0.160	4675	48.42	48.42
511-151-29	3306 N CONSTANCE AVE	0.160	4675	48.42	48.42
511-151-30	5282 W FEDORA AVE	0.160	4675	48.42	48.42
511-151-31	5296 W FEDORA AVE	0.160	4675	48.42	48.42
511-151-32	5308 W FEDORA AVE	0.137	4675	48.42	48.42
511-151-33	5320 W FEDORA AVE	0.137	4675	48.42	48.42
511-151-34	5332 W FEDORA AVE	0.137	4675	48.42	48.42
511-151-35	5344 W FEDORA AVE	0.137	4675	48.42	48.42
511-151-36	5358 W FEDORA AVE	0.137	4675	48.42	48.42
511-151-37	5370 W FEDORA AVE	0.137	4675	48.42	48.42
511-151-38	5382 W FEDORA AVE	0.137	4675	48.42	48.42
511-151-39	5394 W FEDORA AVE	0.137	4675	48.42	48.42
511-151-40	5406 W FEDORA AVE	0.137	4675	48.42	48.42
511-151-41	5418 W FEDORA AVE	0.137	4675	48.42	48.42
511-151-42	5430 W FEDORA AVE	0.137	4675	48.42	48.42
511-151-43	5442 W FEDORA AVE	0.137	4675	48.42	48.42
511-151-44	5454 W FEDORA AVE	0.137	4675	48.42	48.42
511-151-45	5466 W FEDORA AVE	0.137	4675	48.42	48.42
511-151-46	5478 W FEDORA AVE	0.137	4675	48.42	48.42
511-152-01	5479 W FEDORA AVE	0.160	4675	48.42	48.42
511-152-02	5467 W FEDORA AVE	0.137	4675	48.42	48.42
511-152-03	5455 W FEDORA AVE	0.137	4675	48.42	48.42
511-152-04	5443 W FEDORA AVE	0.137	4675	48.42	48.42
511-152-05	5431 W FEDORA AVE	0.137	4675	48.42	48.42
511-152-06	5419 W FEDORA AVE	0.137	4675	48.42	48.42
511-152-07	5407 W FEDORA AVE	0.137	4675	48.42	48.42
511-152-08	5395 W FEDORA AVE	0.137	4675	48.42	48.42
511-152-09	5383 W FEDORA AVE	0.137	4675	48.42	48.42
511-152-10	5371 W FEDORA AVE	0.137	4675	48.42	48.42
511-152-11	5359 W FEDORA AVE	0.137	4675	48.42	48.42
511-152-12	5345 W FEDORA AVE	0.140	4675	48.42	48.42
511-152-13	5333 W FEDORA AVE	0.137	4675	48.42	48.42
511-152-14	5321 W FEDORA AVE	0.137	4675	48.42	48.42
511-152-15	5309 W FEDORA AVE	0.137	4675	48.42	48.42
511-152-16	5297 W FEDORA AVE	0.149	4675	48.42	48.42
511-152-17	5298 W DAYTON AVE	0.152	4675	48.42	48.42
511-152-18	5310 W DAYTON AVE	0.140	4675	48.42	48.42
511-152-19	5322 W DAYTON AVE	0.140	4675	48.42	48.42
511-152-20	5334 W DAYTON AVE	0.140	4675	48.42	48.42
511-152-21	5346 W DAYTON AVE	0.140	4675	48.42	48.42
511-152-22	5360 W DAYTON AVE	0.140	4675	48.42	48.42
511-152-23	5372 W DAYTON AVE	0.140	4675	48.42	48.42
511-152-24	5384 W DAYTON AVE	0.140	4675	48.42	48.42
511-152-25	5396 W DAYTON AVE	0.140	4675	48.42	48.42
511-152-26	5408 W DAYTON AVE	0.140	4675	48.42	48.42
511-152-27	5420 W DAYTON AVE	0.140	4675	48.42	48.42

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511-152-28	5432 W DAYTON AVE	0.140	4675	48.42	48.42
511-152-29	5444 W DAYTON AVE	0.140	4675	48.42	48.42
511-152-30	5456 W DAYTON AVE	0.140	4675	48.42	48.42
511-152-31	5468 W DAYTON AVE	0.140	4675	48.42	48.42
511-152-32	5480 W DAYTON AVE	0.160	4675	48.42	48.42
511-153-01	5481 W DAYTON AVE	0.179	4675	48.42	48.42
511-153-05	5433 W DAYTON AVE	0.142	4675	48.42	48.42
511-153-06	5421 W DAYTON AVE	0.142	4675	48.42	48.42
511-153-07	5409 W DAYTON AVE	0.142	4675	48.42	48.42
511-153-08	5397 W DAYTON AVE	0.151	4675	48.42	48.42
511-153-09	5385 W DAYTON AVE	0.142	4675	48.42	48.42
511-153-10	5373 W DAYTON AVE	0.142	4675	48.42	48.42
511-153-11	5361 W DAYTON AVE	0.142	4675	48.42	48.42
511-153-12	5347 W DAYTON AVE	0.142	4675	48.42	48.42
511-153-13	5335 W DAYTON AVE	0.142	4675	48.42	48.42
511-153-14	5323 W DAYTON AVE	0.142	4675	48.42	48.42
511-153-15	5311 W DAYTON AVE	0.142	4675	48.42	48.42
511-153-16	5299 W DAYTON AVE	0.142	4675	48.42	48.42
511-153-17	5285 W DAYTON AVE	0.142	4675	48.42	48.42
511-153-18	5271 W DAYTON AVE	0.142	4675	48.42	48.42
511-153-19	5255 W DAYTON AVE	0.142	4675	48.42	48.42
511-153-20	5239 W DAYTON AVE	0.149	4675	48.42	48.42
511-153-24	5445 W DAYTON AVE	0.145	4675	48.42	48.42
511-153-25	5457 W DAYTON AVE	0.140	4675	48.42	48.42
511-153-26	5469 W DAYTON AVE	0.147	4675	48.42	48.42
511-161-01	3348 N FORESTIERE AVE	0.142	4282	18.55	18.54
511-161-02	3338 N FORESTIERE AVE	0.142	4282	18.55	18.54
511-161-03	3326 N FORESTIERE AVE	0.140	4282	18.55	18.54
511-161-04	3316 N FORESTIERE AVE	0.140	4282	18.55	18.54
511-161-05	3304 N FORESTIERE AVE	0.140	4282	18.55	18.54
511-161-06	3294 N FORESTIERE AVE	0.140	4282	18.55	18.54
511-161-07	3282 N FORESTIERE AVE	0.140	4282	18.55	18.54
511-161-08	3272 N FORESTIERE AVE	0.140	4282	18.55	18.54
511-161-09	3260 N FORESTIERE AVE	0.140	4282	18.55	18.54
511-161-10	3250 N FORESTIERE AVE	0.152	4282	18.55	18.54
511-162-01	3350 N DANTE AVE	0.137	4282	18.55	18.54
511-162-02	3340 N DANTE AVE	0.137	4282	18.55	18.54
511-162-03	3328 N DANTE AVE	0.137	4282	18.55	18.54
511-162-04	3318 N DANTE AVE	0.137	4282	18.55	18.54
511-162-05	3306 N DANTE AVE	0.137	4282	18.55	18.54
511-162-06	3296 N DANTE AVE	0.137	4282	18.55	18.54
511-162-07	3284 N DANTE AVE	0.137	4282	18.55	18.54
511-162-08	3274 N DANTE AVE	0.137	4282	18.55	18.54
511-162-09	3262 N DANTE AVE	0.137	4282	18.55	18.54
511-162-10	3252 N DANTE AVE	0.149	4282	18.55	18.54
511-162-11	3251 N FORESTIERE AVE	0.149	4282	18.55	18.54
511-162-12	3261 N FORESTIERE AVE	0.137	4282	18.55	18.54
511-162-13	3273 N FORESTIERE AVE	0.137	4282	18.55	18.54
511-162-14	3283 N FORESTIERE AVE	0.137	4282	18.55	18.54
511-162-15	3295 N FORESTIERE AVE	0.137	4282	18.55	18.54
511-162-16	3305 N FORESTIERE AVE	0.137	4282	18.55	18.54
511-162-17	3317 N FORESTIERE AVE	0.137	4282	18.55	18.54
511-162-18	3327 N FORESTIERE AVE	0.137	4282	18.55	18.54
511-162-19	3339 N FORESTIERE AVE	0.137	4282	18.55	18.54
511-162-20	3349 N FORESTIERE AVE	0.137	4282	18.55	18.54
511-163-01	3352 N BARCUS AVE	0.142	4282	18.55	18.54
511-163-02	3342 N BARCUS AVE	0.142	4282	18.55	18.54
511-163-03	3330 N BARCUS AVE	0.142	4282	18.55	18.54
511-163-04	3320 N BARCUS AVE	0.142	4282	18.55	18.54
511-163-05	3308 N BARCUS AVE	0.142	4282	18.55	18.54
511-163-06	3298 N BARCUS AVE	0.142	4282	18.55	18.54
511-163-07	3286 N BARCUS AVE	0.140	4282	18.55	18.54
511-163-08	3276 N BARCUS AVE	0.140	4282	18.55	18.54
511-163-09	3264 N BARCUS AVE	0.140	4282	18.55	18.54
511-163-10	3254 N BARCUS AVE	0.152	4282	18.55	18.54
511-163-11	3253 N DANTE AVE	0.149	4282	18.55	18.54

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511-163-12	3263 N DANTE AVE	0.137	4282	18.55	18.54
511-163-13	3275 N DANTE AVE	0.137	4282	18.55	18.54
511-163-14	3285 N DANTE AVE	0.137	4282	18.55	18.54
511-163-15	3297 N DANTE AVE	0.140	4282	18.55	18.54
511-163-16	3307 N DANTE AVE	0.140	4282	18.55	18.54
511-163-17	3319 N DANTE AVE	0.140	4282	18.55	18.54
511-163-18	3329 N DANTE AVE	0.140	4282	18.55	18.54
511-163-19	3341 N DANTE AVE	0.140	4282	18.55	18.54
511-163-20	3351 N DANTE AVE	0.140	4282	18.55	18.54
511-261-01	3590 N BRUNSWICK AVE	0.162	3797	24.49	24.48
511-261-02	3582 N BRUNSWICK AVE	0.150	3797	24.49	24.48
511-261-03	3572 N BRUNSWICK AVE	0.137	3797	24.49	24.48
511-261-04	3564 N BRUNSWICK AVE	0.150	3797	24.49	24.48
511-261-05	3554 N BRUNSWICK AVE	0.150	3797	24.49	24.48
511-261-06	3546 N BRUNSWICK AVE	0.137	3797	24.49	24.48
511-261-07	3536 N BRUNSWICK AVE	0.147	3797	24.49	24.48
511-261-08	3528 N BRUNSWICK AVE	0.160	3797	24.49	24.48
511-261-09	3527 N SONORA AVE	0.162	3797	24.49	24.48
511-261-10	3535 N SONORA AVE		3797	24.49	24.48
511-261-11	3545 N SONORA AVE	0.150	3797	24.49	24.48
511-261-12	3553 N SONORA AVE	0.137	3797	24.49	24.48
511-261-13	3563 N SONORA AVE	0.150	3797	24.49	24.48
511-261-14	3571 N SONORA AVE	0.150	3797	24.49	24.48
511-261-15	3581 N SONORA AVE	0.137	3797	24.49	24.48
511-261-16	3589 N SONORA AVE	0.162	3797	24.49	24.48
511-262-01	3588 N SONORA AVE	0.162	3797	24.49	24.48
511-262-02	3580 N SONORA AVE	0.150	3797	24.49	24.48
511-262-03	3570 N SONORA AVE	0.137	3797	24.49	24.48
511-262-04	3562 N SONORA AVE	0.150	3797	24.49	24.48
511-262-05	3552 N SONORA AVE	0.150	3797	24.49	24.48
511-262-06	3544 N SONORA AVE	0.137	3797	24.49	24.48
511-262-07	3534 N SONORA AVE	0.150	3797	24.49	24.48
511-262-08	3526 N SONORA AVE	0.162	3797	24.49	24.48
511-262-09	3529 N BERLIN AVE	0.162	3797	24.49	24.48
511-262-10	3537 N BERLIN AVE	0.137	3797	24.49	24.48
511-262-11	3547 N BERLIN AVE	0.150	3797	24.49	24.48
511-262-12	3555 N BERLIN AVE	0.150	3797	24.49	24.48
511-262-13	3565 N BERLIN AVE	0.137	3797	24.49	24.48
511-262-14	3573 N BERLIN AVE	0.150	3797	24.49	24.48
511-262-15	3583 N BERLIN AVE	0.150	3797	24.49	24.48
511-262-16	3591 N BERLIN AVE	0.162	3797	24.49	24.48
511-263-01	3590 N BERLIN AVE	0.162	3797	24.49	24.48
511-263-02	3582 N BERLIN AVE	0.150	3797	24.49	24.48
511-263-03	3572 N BERLIN AVE	0.137	3797	24.49	24.48
511-263-04	3564 N BERLIN AVE	0.150	3797	24.49	24.48
511-263-05	3554 N BERLIN AVE	0.150	3797	24.49	24.48
511-263-06	3546 N BERLIN AVE	0.137	3797	24.49	24.48
511-263-07	3536 N BERLIN AVE	0.150	3797	24.49	24.48
511-263-08	3528 N BERLIN AVE	0.162	3797	24.49	24.48
511-263-09	3527 N SARATOGA AVE	0.162	3797	24.49	24.48
511-263-10	3535 N SARATOGA AVE	0.150	3797	24.49	24.48
511-263-11	3545 N SARATOGA AVE	0.150	3797	24.49	24.48
511-263-12	3553 N SARATOGA AVE	0.137	3797	24.49	24.48
511-263-13	3563 N SARATOGA AVE	0.137	3797	24.49	24.48
511-263-14	3573 N SARATOGA AVE	0.150	3797	24.49	24.48
511-263-15	3581 N SARATOGA AVE	0.137	3797	24.49	24.48
511-263-16	3589 N SARATOGA AVE	0.162	3797	24.49	24.48
511-264-01	3588 N SARATOGA AVE	0.162	3797	24.49	24.48
511-264-02	3580 N SARATOGA AVE	0.150	3797	24.49	24.48
511-264-03	3570 N SARATOGA AVE	0.137	3797	24.49	24.48
511-264-04	3562 N SARATOGA AVE	0.150	3797	24.49	24.48
511-264-05	3552 N SARATOGA AVE	0.150	3797	24.49	24.48
511-264-06	3544 N SARATOGA AVE	0.137	3797	24.49	24.48
511-264-07	3534 N SARATOGA AVE	0.150	3797	24.49	24.48
511-264-08	3526 N SARATOGA AVE	0.162	3797	24.49	24.48
511-264-09	3529 N VERNAL WAY	0.162	3797	24.49	24.48

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511-264-10	3537 N VERNAL WAY	0.126	3797	24.49	24.48
511-264-11	3547 N VERNAL WAY	0.150	3797	24.49	24.48
511-264-12	3555 N VERNAL WAY	0.150	3797	24.49	24.48
511-264-13	3565 N VERNAL WAY	0.137	3797	24.49	24.48
511-264-14	3573 N VERNAL WAY	0.150	3797	24.49	24.48
511-264-15	3583 N VERNAL WAY	0.150	3797	24.49	24.48
511-264-16	3591 N VERNAL WAY	0.162	3797	24.49	24.48
511-265-01	3586 N VERNAL WAY	0.289	3797	24.49	24.48
511-265-02	3578 N VERNAL WAY	0.289	3797	24.49	24.48
511-265-03	3568 N VERNAL WAY	0.289	3797	24.49	24.48
511-265-04	3538 N VERNAL WAY	0.250	3797	24.49	24.48
511-265-07	3530 N VERNAL WAY	0.269	3797	24.49	24.48
511-266-01	4115 W SAGINAW WAY	0.218	3797	24.49	24.48
511-266-02	4123 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-03	4133 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-04	4141 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-05	4151 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-06	4159 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-07	4169 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-08	4177 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-09	4187 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-10	4195 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-11	4205 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-12	4213 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-13	4223 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-14	4231 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-15	4241 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-16	4249 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-17	4259 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-18	4267 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-19	4277 W SAGINAW WAY	0.137	3797	24.49	24.48
511-266-20	4285 W SAGINAW WAY	0.149	3797	24.49	24.48
511-271-01	3325 N HANOVER AVE	0.152	3834	42.08	42.08
511-271-02	3315 N HANOVER AVE	0.140	3834	42.08	42.08
511-271-03	3305 N HANOVER AVE	0.137	3834	42.08	42.08
511-272-01	3302 N HANOVER AVE	0.139	3834	42.08	42.08
511-272-02	3312 N HANOVER AVE	0.150	3834	42.08	42.08
511-272-03	4177 W ROBINSON AVE	0.231	3834	42.08	42.08
511-272-04	4155 W ROBINSON AVE	0.241	3834	42.08	42.08
511-272-05	3313 N SONORA AVE	0.139	3834	42.08	42.08
511-272-06	3303 N SONORA AVE	0.139	3834	42.08	42.08
511-273-01	4190 W RAMONA AVE	0.164	3834	42.08	42.08
511-273-02	4180 W RAMONA AVE	0.151	3834	42.08	42.08
511-273-03	4170 W RAMONA AVE	0.151	3834	42.08	42.08
511-273-04	4160 W RAMONA AVE	0.151	3834	42.08	42.08
511-273-05	4150 W RAMONA AVE	0.114	3834	42.08	42.08
511-273-06	4140 W RAMONA AVE	0.200	3834	42.08	42.08
511-273-07	4130 W RAMONA AVE	0.160	3834	42.08	42.08
511-273-08	4131 W RAMONA AVE	0.149	3834	42.08	42.08
511-273-09	4141 W RAMONA AVE	0.137	3834	42.08	42.08
511-273-10	4151 W RAMONA AVE	0.130	3834	42.08	42.08
511-273-11	4161 W RAMONA AVE	0.137	3834	42.08	42.08
511-273-12	4171 W RAMONA AVE	0.137	3834	42.08	42.08
511-273-13	4181 W RAMONA AVE	0.137	3834	42.08	42.08
511-273-14	4191 W RAMONA AVE	0.149	3834	42.08	42.08
511-273-15	4192 W ROBINSON AVE	0.149	3834	42.08	42.08
511-273-16	4182 W ROBINSON AVE	0.137	3834	42.08	42.08
511-273-17	4172 W ROBINSON AVE	0.137	3834	42.08	42.08
511-273-18	4162 W ROBINSON AVE	0.137	3834	42.08	42.08
511-273-19	4152 W ROBINSON AVE	0.130	3834	42.08	42.08
511-273-20	4142 W ROBINSON AVE	0.144	3834	42.08	42.08
511-273-21	3346 N SONORA AVE	0.130	3834	42.08	42.08
511-273-22	3334 N SONORA AVE	0.130	3834	42.08	42.08
511-273-23	3324 N SONORA AVE	0.137	3834	42.08	42.08
511-273-26	3305 N BERLIN AVE	0.137	3834	42.08	42.08
511-273-27	3315 N BERLIN AVE	0.146	3834	42.08	42.08

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511-273-28	3325 N BERLIN AVE	0.146	3834	42.08	42.08
511-273-29	3335 N BERLIN AVE	0.137	3834	42.08	42.08
511-273-30	3345 N BERLIN AVE	0.140	3834	42.08	42.08
511-273-31	3355 N BERLIN AVE	0.142	3834	42.08	42.08
511-273-32	3365 N BERLIN AVE	0.142	3834	42.08	42.08
511-273-33	3375 N BERLIN AVE	0.137	3834	42.08	42.08
511-273-34	3385 N BERLIN AVE	0.137	3834	42.08	42.08
511-273-35	3395 N BERLIN AVE	0.172	3834	42.08	42.08
511-273-38	3314 N SONORA AVE	0.137	3834	42.08	42.08
511-273-39	3304 N SONORA AVE	0.149	3834	42.08	42.08
511-274-01	4091 W ROBINSON AVE	0.153	3834	42.08	42.08
511-274-02	3306 N BERLIN AVE	0.153	3834	42.08	42.08
511-274-03	4077 W ROBINSON AVE	0.154	4074	42.08	42.08
511-274-04	4071 W ROBINSON AVE	0.137	4074	42.08	42.08
511-274-05	4063 W ROBINSON AVE	0.149	4074	42.08	42.08
511-274-06	4055 W ROBINSON AVE	0.137	4074	42.08	42.08
511-274-07	4043 W ROBINSON AVE	0.149	4074	42.08	42.08
511-274-08	4031 W ROBINSON AVE	0.134	4074	42.08	42.08
511-275-01	3394 N BERLIN AVE	0.172	3834	42.08	42.08
511-275-02	3384 N BERLIN AVE	0.142	3834	42.08	42.08
511-275-03	3374 N BERLIN AVE	0.142	3834	42.08	42.08
511-275-04	3364 N BERLIN AVE	0.125	3834	42.08	42.08
511-275-05	3354 N BERLIN AVE	0.143	3834	42.08	42.08
511-275-06	3344 N BERLIN AVE	0.160	3834	42.08	42.08
511-275-07	3345 N SARATOGA AVE	0.149	4074	42.08	42.08
511-275-08	3355 N SARATOGA AVE	0.137	4074	42.08	42.08
511-275-11	3389 N SARATOGA AVE	0.192	4074	42.08	42.08
511-275-12	3392 N SARATOGA AVE	0.192	4074	42.08	42.08
511-275-13	3388 N SARATOGA AVE	0.165	4074	42.08	42.08
511-275-14	3376 N SARATOGA AVE	0.151	4074	42.08	42.08
511-275-15	3368 N SARATOGA AVE	0.141	4074	42.08	42.08
511-275-16	3356 N SARATOGA AVE	0.143	4074	42.08	42.08
511-275-17	3346 N SARATOGA AVE	0.150	4074	42.08	42.08
511-275-18	4042 W ROBINSON AVE	0.151	4074	42.08	42.08
511-275-19	4030 W ROBINSON AVE	0.151	4074	42.08	42.08
511-275-20	4014 W ROBINSON AVE	0.206	4074	42.08	42.08
511-275-21	3326 N VERNAL AVE	0.192	4074	42.08	42.08
511-275-22	3318 N VERNAL AVE	0.156	4074	42.08	42.08
511-275-23	3308 N VERNAL AVE	0.144	4074	42.08	42.08
511-281-01	3293 N HANOVER AVE	0.140	3834	42.08	42.08
511-281-02	3281 N HANOVER AVE	0.140	3834	42.08	42.08
511-281-03	3271 N HANOVER AVE	0.140	3834	42.08	42.08
511-281-04	3261 N HANOVER AVE	0.140	3834	42.08	42.08
511-281-05	3251 N HANOVER AVE	0.137	3834	42.08	42.08
511-281-06	3241 N HANOVER AVE	0.140	3834	42.08	42.08
511-281-07	3231 N HANOVER AVE	0.140	3834	42.08	42.08
511-281-08	3221 N HANOVER AVE	0.140	3834	42.08	42.08
511-281-09	3211 N HANOVER AVE	0.163	3834	42.08	42.08
511-281-10	3205 N HANOVER AVE	0.152	3834	42.08	42.08
511-281-11	4183 W DAYTON AVE	0.147	3834	42.08	42.08
511-281-12	4177 W DAYTON AVE	0.140	3834	42.08	42.08
511-281-13	4163 W DAYTON AVE	0.140	3834	42.08	42.08
511-281-14	4153 W DAYTON AVE	0.140	3834	42.08	42.08
511-281-15	4143 W DAYTON AVE	0.140	3834	42.08	42.08
511-281-16	4123 W DAYTON AVE	0.140	3834	42.08	42.08
511-281-17	4119 W DAYTON AVE	0.140	4074	42.08	42.08
511-281-18	4111 W DAYTON AVE	0.140	4074	42.08	42.08
511-281-19	4105 W DAYTON AVE	0.140	4074	42.08	42.08
511-281-20	4097 W DAYTON AVE	0.140	4074	42.08	42.08
511-281-21	4081 W DAYTON AVE	0.140	4074	42.08	42.08
511-281-22	4077 W DAYTON AVE	0.140	4074	42.08	42.08
511-281-23	4071 W DAYTON AVE	0.140	4074	42.08	42.08
511-281-24	4063 W DAYTON AVE	0.140	4074	42.08	42.08
511-281-25	4051 W DAYTON AVE	0.140	4074	42.08	42.08
511-281-26	4039 W DAYTON AVE	0.140	4074	42.08	42.08
511-281-27	4027 W DAYTON AVE	0.137	4074	42.08	42.08

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511-281-28	4015 W DAYTON AVE	0.137	4074	42.08	42.08
511-281-29	4003 W DAYTON AVE	0.172	4074	42.08	42.08
511-282-01	3286 N HANOVER AVE	0.139	3834	42.08	42.08
511-282-02	3276 N HANOVER AVE	0.137	3834	42.08	42.08
511-282-03	3266 N HANOVER AVE	0.139	3834	42.08	42.08
511-282-04	3256 N HANOVER AVE	0.139	3834	42.08	42.08
511-282-05	3248 N HANOVER AVE	0.139	3834	42.08	42.08
511-282-06	3238 N HANOVER AVE	0.139	3834	42.08	42.08
511-282-07	3228 N HANOVER AVE	0.139	3834	42.08	42.08
511-282-08	3218 N HANOVER AVE	0.162	3834	42.08	42.08
511-282-09	4162 W DAYTON AVE	0.162	3834	42.08	42.08
511-282-10	3227 N SONORA AVE	0.139	3834	42.08	42.08
511-282-11	3237 N SONORA AVE	0.139	3834	42.08	42.08
511-282-12	3247 N SONORA AVE	0.139	3834	42.08	42.08
511-282-13	3257 N SONORA AVE	0.139	3834	42.08	42.08
511-282-14	3267 N SONORA AVE	0.139	3834	42.08	42.08
511-282-15	3277 N SONORA AVE	0.139	3834	42.08	42.08
511-282-16	3287 N SONORA AVE	0.139	3834	42.08	42.08
511-283-02	3278 N SONORA AVE	0.137	3834	42.08	42.08
511-283-03	3268 N SONORA AVE	0.137	3834	42.08	42.08
511-283-04	3258 N SONORA AVE	0.149	3834	42.08	42.08
511-283-05	3259 N BERLIN AVE	0.149	3834	42.08	42.08
511-283-06	3269 N BERLIN AVE	0.137	3834	42.08	42.08
511-283-07	3279 N BERLIN AVE	0.137	3834	42.08	42.08
511-283-08	3289 N BERLIN AVE	0.137	3834	42.08	42.08
511-283-10	3288 N SONORA AVE	0.137	3834	42.08	42.08
511-284-01	3290 N BERLIN AVE	0.149	3834	42.08	42.08
511-284-02	3280 N BERLIN AVE	0.149	3834	42.08	42.08
511-284-03	3270 N BERLIN AVE	0.149	3834	42.08	42.08
511-284-04	3260 N BERLIN AVE	0.160	3834	42.08	42.08
511-284-05	3261 N SARATOGA AVE	0.155	4074	42.08	42.08
511-284-06	3275 N SARATOGA AVE	0.139	4074	42.08	42.08
511-284-07	3287 N SARATOGA AVE	0.144	4074	42.08	42.08
511-284-08	3295 N SARATOGA AVE	0.195	4074	42.08	42.08
511-284-09	3305 N SARATOGA AVE	0.179	4074	42.08	42.08
511-284-10	3304 N SARATOGA AVE	0.179	4074	42.08	42.08
511-284-11	3296 N SARATOGA AVE	0.179	4074	42.08	42.08
511-284-12	3288 N SARATOGA AVE	0.123	4074	42.08	42.08
511-284-13	3276 N SARATOGA AVE	0.139	4074	42.08	42.08
511-284-14	3262 N SARATOGA AVE	0.150	4074	42.08	42.08
511-284-15	3263 N VERNAL AVE	0.162	4074	42.08	42.08
511-284-16	3277 N VERNAL AVE	0.149	4074	42.08	42.08
511-284-17	3285 N VERNAL AVE	0.149	4074	42.08	42.08
511-284-18	3293 N VERNAL AVE	0.149	4074	42.08	42.08
511-284-19	3301 N VERNAL AVE	0.160	4074	42.08	42.08
511-285-01	3216 N SONORA AVE	0.165	3834	42.08	42.08
511-285-02	3226 N SONORA AVE	0.137	3834	42.08	42.08
511-285-03	3236 N SONORA AVE	0.165	3834	42.08	42.08
511-285-04	4117 W FEDORA AVE	0.154	3834	42.08	42.08
511-285-05	4107 W FEDORA AVE	0.145	3834	42.08	42.08
511-285-06	4097 W FEDORA AVE	0.145	3834	42.08	42.08
511-285-07	4083 W FEDORA AVE	0.140	4074	42.08	42.08
511-285-08	4075 W FEDORA AVE	0.139	4074	42.08	42.08
511-285-09	4069 W FEDORA AVE	0.152	4074	42.08	42.08
511-285-10	4061 W FEDORA AVE	0.140	4074	42.08	42.08
511-285-11	4053 W FEDORA AVE	0.152	4074	42.08	42.08
511-285-12	4041 W FEDORA AVE	0.156	4074	42.08	42.08
511-285-13	4029 W FEDORA AVE	0.142	4074	42.08	42.08
511-285-14	4013 W FEDORA AVE	0.142	4074	42.08	42.08
511-285-15	4001 W FEDORA AVE	0.183	4074	42.08	42.08
511-285-16	4002 W DAYTON AVE	0.183	4074	42.08	42.08
511-285-17	4014 W DAYTON AVE	0.142	4074	42.08	42.08
511-285-18	4028 W DAYTON AVE	0.145	4074	42.08	42.08
511-285-19	4040 W DAYTON AVE	0.156	4074	42.08	42.08
511-285-20	4052 W DAYTON AVE	0.149	4074	42.08	42.08
511-285-21	4062 W DAYTON AVE	0.137	4074	42.08	42.08

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511-285-22	4070 W DAYTON AVE	0.149	4074	42.08	42.08
511-285-23	4076 W DAYTON AVE	0.140	4074	42.08	42.08
511-285-24	4082 W DAYTON AVE	0.137	4074	42.08	42.08
511-285-25	4098 W DAYTON AVE	0.142	4074	42.08	42.08
511-285-26	4106 W DAYTON AVE	0.145	4074	42.08	42.08
511-285-27	4118 W DAYTON AVE	0.151	4074	42.08	42.08
511-286-01	3298 N VERNAL AVE	0.151	4074	42.08	42.08
511-286-02	3294 N VERNAL AVE	0.151	4074	42.08	42.08
511-286-03	3286 N VERNAL AVE	0.151	4074	42.08	42.08
511-286-04	3278 N VERNAL AVE	0.151	4074	42.08	42.08
511-286-05	3264 N VERNAL AVE	0.176	4074	42.08	42.08
511-291-01-S	4294 W DAYTON AVE	0.144	3150	11.12	11.12
511-291-02-S	4282 W DAYTON AVE	0.139	3150	11.12	11.12
511-291-03-S	4274 W DAYTON AVE	0.144	3150	11.12	11.12
511-291-04-S	4266 W DAYTON AVE	0.144	3150	11.12	11.12
511-291-05-S	4258 W DAYTON AVE	0.139	3150	11.12	11.12
511-291-06-S	4250 W DAYTON AVE	0.144	3150	11.12	11.12
511-291-07-S	4242 W DAYTON AVE	0.144	3150	11.12	11.12
511-291-08-S	4234 W DAYTON AVE	0.139	3150	11.12	11.12
511-291-09-S	4226 W DAYTON AVE	0.144	3150	11.12	11.12
511-291-10-S	4218 W DAYTON AVE	0.144	3150	11.12	11.12
511-291-11-S	4204 W DAYTON AVE	0.144	3150	11.12	11.12
511-292-01-S	4295 W DAYTON AVE	0.149	3150	11.12	11.12
511-292-02-S	4281 W DAYTON AVE	0.147	3150	11.12	11.12
511-292-03-S	4273 W DAYTON AVE	0.147	3150	11.12	11.12
511-292-04-S	4265 W DAYTON AVE	0.147	3150	11.12	11.12
511-292-05-S	4257 W DAYTON AVE	0.147	3150	11.12	11.12
511-292-06-S	4249 W DAYTON AVE	0.147	3150	11.12	11.12
511-292-07-S	4241 W DAYTON AVE	0.147	3150	11.12	11.12
511-292-08-S	4233 W DAYTON AVE	0.147	3150	11.12	11.12
511-292-09-S	4225 W DAYTON AVE	0.147	3150	11.12	11.12
511-292-10-S	4217 W DAYTON AVE	0.175	3150	11.12	11.12
511-292-11-S	4216 W CORTLAND AVE	0.160	3150	11.12	11.12
511-292-12-S	4224 W CORTLAND AVE	0.141	3150	11.12	11.12
511-292-13-S	4232 W CORTLAND AVE	0.141	3150	11.12	11.12
511-292-14-S	4240 W CORTLAND AVE	0.137	3150	11.12	11.12
511-292-15-S	4248 W CORTLAND AVE		3150	11.12	11.12
511-292-16-S	4256 W CORTLAND AVE	0.141	3150	11.12	11.12
511-292-17-S	4264 W CORTLAND AVE	0.141	3150	11.12	11.12
511-292-18-S	4272 W CORTLAND AVE	0.128	3150	11.12	11.12
511-292-19-S	4280 W CORTLAND AVE	0.202	3150	11.12	11.12
511-292-20-S	4284 W CORTLAND AVE	0.175	3150	11.12	11.12
511-292-21-S	4279 W CORTLAND AVE	0.214	3150	11.12	11.12
511-292-22-S	4271 W CORTLAND AVE	0.173	3150	11.12	11.12
511-292-23-S	4263 W CORTLAND AVE	0.151	3150	11.12	11.12
511-292-24-S	4255 W CORTLAND AVE	0.141	3150	11.12	11.12
511-292-25-S	4247 W CORTLAND AVE	0.141	3150	11.12	11.12
511-292-26-S	4239 W CORTLAND AVE	0.141	3150	11.12	11.12
511-292-27-S	4231 W CORTLAND AVE	0.141	3150	11.12	11.12
511-292-28-S	4223 W CORTLAND AVE	0.141	3150	11.12	11.12
511-292-29-S	4215 W CORTLAND AVE	0.144	3150	11.12	11.12
511-311-29-S	4210 W FOUNTAIN WAY	0.163	3150	11.12	11.12
511-311-30-S	4218 W FOUNTAIN WAY	0.144	3150	11.12	11.12
511-311-31-S	4226 W FOUNTAIN WAY	0.144	3150	11.12	11.12
511-311-32-S	4234 W FOUNTAIN WAY	0.144	3150	11.12	11.12
511-311-33-S	4242 W FOUNTAIN WAY	0.144	3150	11.12	11.12
511-311-34-S	4250 W FOUNTAIN WAY	0.144	3150	11.12	11.12
511-311-35-S	4258 W FOUNTAIN WAY	0.144	3150	11.12	11.12
511-311-36-S	4266 W FOUNTAIN WAY	0.142	3150	11.12	11.12
511-311-37-S	4274 W FOUNTAIN WAY	0.273	3150	11.12	11.12
511-311-39-S	3079 N EL CAPITAN AVE	0.149	3150	11.12	11.12
511-311-40-S	3071 N EL CAPITAN AVE	0.143	3150	11.12	11.12
511-311-41-S	3063 N EL CAPITAN AVE	0.148	3150	11.12	11.12
511-311-42-S	3055 N EL CAPITAN AVE	0.168	3150	11.12	11.12
511-311-45-S	3087 N EL CAPITAN AVE	0.170	3150	11.12	11.12
511-312-01-S	4260 W ANDREWS AVE	0.082	3150	11.12	11.12

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511-312-26-S	3054 N EL CAPITAN AVE	0.149	3150	11.12	11.12
511-312-27-S	3062 N EL CAPITAN AVE	0.144	3150	11.12	11.12
511-312-28-S	3070 N EL CAPITAN AVE	0.149	3150	11.12	11.12
511-312-31-S	3085 N WAPOMA AVE	0.163	3150	11.12	11.12
511-312-32-S	3077 N WAPOMA AVE	0.144	3150	11.12	11.12
511-312-33-S	3069 N WAPOMA AVE	0.149	3150	11.12	11.12
511-312-34-S	3061 N WAPOMA AVE	0.144	3150	11.12	11.12
511-312-35-S	3053 N WAPOMA AVE	0.149	3150	11.12	11.12
511-312-46-S	3045 N WAPOMA AVE	0.144	3150	11.12	11.12
511-312-47-S	3037 N WAPOMA AVE	0.144	3150	11.12	11.12
511-312-48-S	3086 N EL CAPITAN AVE	0.156	3150	11.12	11.12
511-312-49-S	3078 N EL CAPITAN AVE	0.149	3150	11.12	11.12
511-313-29-S	3036 N WAPOMA AVE	0.162	3150	11.12	11.12
511-313-31-S	3052 N WAPOMA AVE	0.148	3150	11.12	11.12
511-313-32-S	3060 N WAPOMA AVE	0.143	3150	11.12	11.12
511-313-33-S	3068 N WAPOMA AVE	0.148	3150	11.12	11.12
511-313-34-S	3076 N WAPOMA AVE	0.143	3150	11.12	11.12
511-313-36-S	3083 N BRUNSWICK AVE	0.162	3150	11.12	11.12
511-313-38-S	3067 N BRUNSWICK AVE	0.148	3150	11.12	11.12
511-313-39-S	3059 N BRUNSWICK AVE	0.143	3150	11.12	11.12
511-313-40-S	3051 N BRUNSWICK AVE	0.148	3150	11.12	11.12
511-313-42-S	3035 N BRUNSWICK AVE	0.159	3150	11.12	11.12
511-313-51-S	3044 N WAPOMA AVE	0.145	3150	11.12	11.12
511-313-52-S	3043 N BRUNSWICK AVE	0.143	3150	11.12	11.12
511-313-53-S	3075 N BRUNSWICK AVE	0.143	3150	11.12	11.12
511-313-54-S	3084 N WAPOMA AVE	0.162	3150	11.12	11.12
511-314-01-S	4245 W ANDREWS AVE	0.096	3150	11.12	11.12
511-314-08-S	4225 W ANDREWS AVE	0.154	3150	11.12	11.12
511-314-09-S	4217 W ANDREWS AVE	0.164	3150	11.12	11.12
511-314-13-S	4209 W ANDREWS AVE	0.172	3150	11.12	11.12
567-041-01-S	9255 N ARCHIE AVE	0.156	4008	33.11	33.10
567-041-02-S	9265 N ARCHIE AVE	0.142	4008	33.11	33.10
567-041-03-S	9277 N ARCHIE AVE	0.142	4008	33.11	33.10
567-041-04-S	9285 N ARCHIE AVE	0.142	4008	33.11	33.10
567-041-05-S	9297 N ARCHIE AVE	0.142	4008	33.11	33.10
567-041-06-S	9311 N ARCHIE AVE	0.142	4008	33.11	33.10
567-041-07-S	9323 N ARCHIE AVE	0.142	4008	33.11	33.10
567-041-08-S	9331 N ARCHIE AVE	0.142	4008	33.11	33.10
567-041-09-S	9341 N ARCHIE AVE	0.142	4008	33.11	33.10
567-041-10-S	9353 N ARCHIE AVE	0.142	4008	33.11	33.10
567-042-01-S	9354 N ARCHIE AVE	0.137	4008	33.11	33.10
567-042-02-S	9342 N ARCHIE AVE	0.137	4008	33.11	33.10
567-042-03-S	9332 N ARCHIE AVE	0.137	4008	33.11	33.10
567-042-04-S	9320 N ARCHIE AVE	0.137	4008	33.11	33.10
567-042-05-S	9308 N ARCHIE AVE	0.137	4008	33.11	33.10
567-042-06-S	9298 N ARCHIE AVE	0.137	4008	33.11	33.10
567-042-07-S	9286 N ARCHIE AVE	0.137	4008	33.11	33.10
567-042-08-S	9278 N ARCHIE AVE	0.151	4008	33.11	33.10
567-042-09-S	9275 N BOYD AVE	0.151	4008	33.11	33.10
567-042-10-S	9287 N BOYD AVE	0.137	4008	33.11	33.10
567-042-11-S	9299 N BOYD AVE	0.137	4008	33.11	33.10
567-042-12-S	9309 N BOYD AVE	0.137	4008	33.11	33.10
567-042-13-S	9319 N BOYD AVE	0.137	4008	33.11	33.10
567-042-14-S	9331 N BOYD AVE	0.137	4008	33.11	33.10
567-042-15-S	9341 N BOYD AVE	0.141	4008	33.11	33.10
567-042-16-S	9355 N BOYD AVE	0.169	4008	33.11	33.10
567-043-01-S	1578 E SHEA DR	0.153	4008	33.11	33.10
567-043-02-S	1598 E SHEA DR	0.153	4008	33.11	33.10
567-043-03S	1604 E SHEA DR	0.153	4008	33.11	33.10
567-043-04-S	1618 E SHEA DR	0.153	4008	33.11	33.10
567-043-05-S	1630 E SHEA DR	0.153	4008	33.11	33.10
567-043-06-S	1642 E SHEA DR	0.153	4008	33.11	33.10
567-043-07-S	1654 E SHEA DR	0.149	4008	33.11	33.10
567-043-08-S	1666 E SHEA DR	0.149	4008	33.11	33.10
567-043-09-S	1678 E SHEA DR	0.149	4008	33.11	33.10
567-043-10-S	1680 E SHEA DR	0.149	4008	33.11	33.10

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567-043-11-S	1692 E SHEA DR	0.149	4008	33.11	33.10
567-043-12-S	1710 E SHEA DR	0.149	4008	33.11	33.10
567-043-13-S	1725 E RYAN LN	0.149	4008	33.11	33.10
567-043-14-S	1711 E RYAN LN	0.137	4008	33.11	33.10
567-043-15-S	1695 E RYAN LN	0.137	4008	33.11	33.10
567-043-16-S	1671 E RYAN LN	0.137	4008	33.11	33.10
567-043-17-S	1657 E RYAN LN	0.137	4008	33.11	33.10
567-043-18-S	1649 E RYAN LN	0.137	4008	33.11	33.10
567-043-19-S	1641 E RYAN LN	0.142	4008	33.11	33.10
567-043-20-S	1633 E RYAN LN	0.156	4008	33.11	33.10
567-043-21-S	1625 E RYAN LN	0.156	4008	33.11	33.10
567-043-22-S	1617 E RYAN LN	0.156	4008	33.11	33.10
567-043-23-S	1609 E RYAN LN	0.156	4008	33.11	33.10
567-044-01-S	9276 N BOYD AVE	0.149	4008	33.11	33.10
567-044-02-S	9288 N BOYD AVE	0.137	4008	33.11	33.10
567-044-03-S	9296 N BOYD AVE	0.155	4008	33.11	33.10
567-044-04-S	9310 N BOYD AVE	0.161	4008	33.11	33.10
567-044-05-S	9322 N BOYD AVE	0.137	4008	33.11	33.10
567-044-06-S	9330 N BOYD AVE	0.137	4008	33.11	33.10
567-044-07-S	9342 N BOYD AVE	0.153	4008	33.11	33.10
567-044-08-S	1575 E SHEA DR	0.181	4008	33.11	33.10
567-044-09-S	1581 E SHEA DR	0.149	4008	33.11	33.10
567-044-10-S	1603 E SHEA DR	0.149	4008	33.11	33.10
567-044-11-S	1617 E SHEA DR	0.149	4008	33.11	33.10
567-044-12S	1631 E SHEA DR	0.149	4008	33.11	33.10
567-044-13-S	1643 E SHEA DR	0.149	4008	33.11	33.10
567-044-14-S	1655 E SHEA DR	0.146	4008	33.11	33.10
567-044-15-S	1671 E SHEA DR	0.137	4008	33.11	33.10
567-044-16-S	1681 E SHEA DR	0.149	4008	33.11	33.10
567-044-17-S	1670 E PRYOR DR	0.165	4008	33.11	33.10
567-044-18-S	1658 E PRYOR DR	0.149	4008	33.11	33.10
567-044-19-S	1646 E PRYOR DR	0.152	4008	33.11	33.10
567-044-20-S	1634 E PRYOR DR	0.146	4008	33.11	33.10
567-044-21-S	1620 E PRYOR DR	0.208	4008	33.11	33.10
567-044-22-S	1608 E PRYOR DR	0.234	4008	33.11	33.10
567-044-23-S	1596 E PRYOR DR	0.228	4008	33.11	33.10
567-044-24-S	1584 E PRYOR DR	0.217	4008	33.11	33.10
567-045-01-S	1511 E PRYOR DR	0.149	4008	33.11	33.10
567-045-02-S	1523 E PRYOR DR	0.142	4008	33.11	33.10
567-045-03-S	1535 E PRYOR DR	0.142	4008	33.11	33.10
567-045-04-S	1547 E PRYOR DR	0.142	4008	33.11	33.10
567-045-05-S	1559 E PRYOR DR	0.142	4008	33.11	33.10
567-045-06-S	1571 E PRYOR DR	0.142	4008	33.11	33.10
567-045-07-S	1583 E PRYOR DR	0.142	4008	33.11	33.10
567-045-08-S	1595 E PRYOR DR	0.142	4008	33.11	33.10
567-045-09-S	1607 E PRYOR DR	0.142	4008	33.11	33.10
567-045-10-S	1621 E PRYOR DR	0.142	4008	33.11	33.10
567-045-11-S	1633 E PRYOR DR	0.142	4008	33.11	33.10
567-045-12-S	1645 E PRYOR DR	0.142	4008	33.11	33.10
567-045-13-S	1657 E PRYOR DR	0.142	4008	33.11	33.10
567-045-14-S	1669 E PRYOR DR	0.142	4008	33.11	33.10
567-045-15-S	1681 E PRYOR DR	0.167	4008	33.11	33.10
567-045-16-S	1689 E PRYOR DR	0.181	4008	33.11	33.10
567-045-17-S	9264 N CHANCE AVE	0.192	4008	33.11	33.10
567-045-18-S	9274 N CHANCE AVE	0.144	4008	33.11	33.10
567-045-19-S	9286 N CHANCE AVE	0.137	4008	33.11	33.10
567-045-20-S	9298 N CHANCE AVE	0.149	4008	33.11	33.10
567-045-21-S	9297 N BARTON AVE	0.149	4008	33.11	33.10
567-045-22-S	9285 N BARTON AVE	0.137	4008	33.11	33.10
567-045-23-S	9271 N BARTON AVE	0.137	4008	33.11	33.10
567-045-24-S	9265 N BARTON AVE	0.183	4008	33.11	33.10
567-045-25-S	9255 N BARTON AVE	0.197	4008	33.11	33.10
567-051-01-S	1596 E DEYOUNG DR	0.164	4008	33.11	33.10
567-051-02-S	1588 E DEYOUNG DR	0.151	4008	33.11	33.10
567-051-03-S	1572 E DEYOUNG DR	0.151	4008	33.11	33.10
567-051-04-S	1560 E DEYOUNG DR	0.151	4008	33.11	33.10

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567-051-05-S	1548 E DEYOUNG DR	0.151	4008	33.11	33.10
567-051-06-S	1536 E DEYOUNG DR	0.151	4008	33.11	33.10
567-051-07-S	1524 E DEYOUNG DR	0.158	4008	33.11	33.10
567-051-08-S	1510 E DEYOUNG DR	0.184	4008	33.11	33.10
567-051-09-S	9445 N ARCHIE AVE	0.191	4008	33.11	33.10
567-051-10-S	9437 N ARCHIE AVE	0.174	4008	33.11	33.10
567-051-11-S	9427 N ARCHIE AVE	0.142	4008	33.11	33.10
567-051-12-S	9419 N ARCHIE AVE	0.142	4008	33.11	33.10
567-051-13-S	9409 N ARCHIE AVE	0.142	4008	33.11	33.10
567-051-14-S	9399 N ARCHIE AVE	0.142	4008	33.11	33.10
567-051-15-S	9389 N ARCHIE AVE	0.137	4008	33.11	33.10
567-051-16-S	9377 N ARCHIE AVE	0.142	4008	33.11	33.10
567-051-17-S	9365 N ARCHIE AVE	0.142	4008	33.11	33.10
567-052-01-S	9364 N ARCHIE AVE	0.137	4008	33.11	33.10
567-052-02-S	9376 N ARCHIE AVE	0.137	4008	33.11	33.10
567-052-03-S	9388 N ARCHIE AVE	0.137	4008	33.11	33.10
567-052-04-S	9398 N ARCHIE AVE	0.137	4008	33.11	33.10
567-052-05-S	9410 N ARCHIE AVE	0.137	4008	33.11	33.10
567-052-06-S	9418 N ARCHIE AVE	0.137	4008	33.11	33.10
567-052-07-S	9426 N ARCHIE AVE	0.137	4008	33.11	33.10
567-052-08-S	9436 N ARCHIE AVE	0.151	4008	33.11	33.10
567-052-09-S	9435 N BOYD AVE	0.151	4008	33.11	33.10
567-052-10-S	9425 N BOYD AVE	0.139	4008	33.11	33.10
567-052-11-S	9417 N BOYD AVE	0.140	4008	33.11	33.10
567-052-12-S	9401 N BOYD AVE	0.143	4008	33.11	33.10
567-052-13-S	9397 N BOYD AVE	0.151	4008	33.11	33.10
567-052-14-S	9385 N BOYD AVE	0.169	4008	33.11	33.10
567-052-15-S	9373 N BOYD AVE	0.196	4008	33.11	33.10
567-052-16-S	9361 N BOYD AVE	0.202	4008	33.11	33.10
567-053-01-S	1558 E SHEA DR	0.153	4008	33.11	33.10
567-053-02-S	9362 N BOYD AVE	0.153	4008	33.11	33.10
567-053-03-S	9374 N BOYD AVE	0.153	4008	33.11	33.10
567-053-04-S	9396 N BOYD AVE	0.153	4008	33.11	33.10
567-053-05-S	9408 N BOYD AVE	0.158	4008	33.11	33.10
567-053-06-S	9418 N BOYD AVE	0.137	4008	33.11	33.10
567-053-07-S	9426 N BOYD AVE	0.137	4008	33.11	33.10
567-053-08-S	9436 N BOYD AVE	0.149	4008	33.11	33.10
567-053-09-S	9437 N ROWELL AVE	0.149	4008	33.11	33.10
567-053-10-S	9427 N ROWELL AVE	0.137	4008	33.11	33.10
567-053-11-S	9415 N ROWELL AVE	0.137	4008	33.11	33.10
567-053-12-S	9407 N ROWELL AVE	0.143	4008	33.11	33.10
567-053-13-S	9395 N ROWELL AVE	0.152	4008	33.11	33.10
567-053-14-S	9371 N ROWELL AVE	0.154	4008	33.11	33.10
567-053-15-S	1601 N ROWELL	0.145	4008	33.11	33.10
567-054-01-S	1726 E RYAN LN	0.137	4008	33.11	33.10
567-054-02-S	1712 E RYAN LN	0.137	4008	33.11	33.10
567-054-03-S	1694 E RYAN LN	0.137	4008	33.11	33.10
567-054-04-S	1684 E RYAN LN	0.137	4008	33.11	33.10
567-054-05-S	1664 E RYAN LN	0.137	4008	33.11	33.10
567-054-06-S	1652 E RYAN LN	0.137	4008	33.11	33.10
567-054-07-S	1640 E RYAN LN	0.157	4008	33.11	33.10
567-054-08-S	1626 E RYAN LN	0.150	4008	33.11	33.10
567-054-09-S	1614 E RYAN LN	0.162	4008	33.11	33.10
567-054-10-S	1602 E RYAN LN	0.189	4008	33.11	33.10
567-054-11-S	1631 E BRANDON LN	0.174	4008	33.11	33.10
567-054-12-S	1655 E BRANDON LN	0.142	4008	33.11	33.10
567-054-13-S	1659 E BRANDON LN	0.142	4008	33.11	33.10
567-054-14-S	1673 E BRANDON LN	0.142	4008	33.11	33.10
567-054-15-S	1687 E BRANDON LN	0.151	4008	33.11	33.10
567-054-16-S	9384 N CHANCE AVE	0.189	4008	33.11	33.10
567-054-17-S	9396 N CHANCE AVE	0.210	4008	33.11	33.10
567-054-18-S	9408 N CHANCE AVE	0.154	4008	33.11	33.10
567-054-19-S	9416 N CHANCE AVE	0.137	4008	33.11	33.10
567-054-20-S	9428 N CHANCE AVE	0.137	4008	33.11	33.10
567-054-21-S	9440 N CHANCE AVE	0.137	4008	33.11	33.10
567-054-22-S	9448 N CHANCE AVE	0.137	4008	33.11	33.10

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567-054-23-S	9458 N CHANCE AVE	0.160	4008	33.11	33.10
567-055-01-S	1690 E DEYOUNG DR	0.177	4008	33.11	33.10
567-055-02-S	1676 E DEYOUNG DR	0.163	4008	33.11	33.10
567-055-03-S	1662 E DEYOUNG DR	0.163	4008	33.11	33.10
567-055-04-S	1646 E DEYOUNG DR	0.179	4008	33.11	33.10
567-055-05-S	1630 E DEYOUNG DR	0.220	4008	33.11	33.10
567-055-06-S	1624 E DEYOUNG DR	0.261	4008	33.11	33.10
567-055-07-S	1623 E DEYOUNG DR	0.247	4008	33.11	33.10
567-055-08-S	1631 E DEYOUNG DR	0.206	4008	33.11	33.10
567-055-09-S	1645 E DEYOUNG DR	0.167	4008	33.11	33.10
567-055-10-S	1661 E DEYOUNG DR	0.151	4008	33.11	33.10
567-055-11-S	1675 E DEYOUNG DR	0.151	4008	33.11	33.10
567-055-12-S	1689 E DEYOUNG DR	0.164	4008	33.11	33.10
567-055-13-S	1688 E BRANDON LN	0.160	4008	33.11	33.10
567-055-14-S	1674 E BRANDON LN	0.151	4008	33.11	33.10
567-055-15-S	1660 E BRANDON LN	0.151	4008	33.11	33.10
567-055-16-S	1646 E BRANDON LN	0.151	4008	33.11	33.10
567-055-17-S	1632 E BRANDON LN	0.151	4008	33.11	33.10
567-055-18-S	1618 E BRANDON LN	0.165	4008	33.11	33.10
567-055-19-S	9406 N ROWELL AVE	0.158	4008	33.11	33.10
567-055-20-S	9414 N ROWELL AVE	0.137	4008	33.11	33.10
567-055-21-S	9426 N ROWELL AVE	0.137	4008	33.11	33.10
567-055-22-S	9438 N ROWELL AVE	0.137	4008	33.11	33.10
567-055-23-S	9448 N ROWELL AVE	0.137	4008	33.11	33.10
567-055-24-S	9456 N ROWELL AVE	0.160	4008	33.11	33.10
567-061-01-S	9495 N TENTH	0.200	4008	33.11	33.10
567-061-02-S	9507 N TENTH	0.129	4008	33.11	33.10
567-061-03-S	9515 N TENTH	0.129	4008	33.11	33.10
567-061-04-S	9523 N TENTH	0.129	4008	33.11	33.10
567-061-05-S	9531 N TENTH	0.129	4008	33.11	33.10
567-061-06-S	9539 N TENTH	0.129	4008	33.11	33.10
567-061-07-S	9545 N TENTH	0.129	4008	33.11	33.10
567-061-08-S	9551 N TENTH	0.129	4008	33.11	33.10
567-061-09-S	9563 N TENTH	0.129	4008	33.11	33.10
567-061-10-S	9571 N TENTH	0.129	4008	33.11	33.10
567-061-11-S	9579 N TENTH	0.129	4008	33.11	33.10
567-061-12-S	9585 N TENTH	0.129	4008	33.11	33.10
567-062-01-S	9588 N TENTH	0.127	4008	33.11	33.10
567-062-02-S	9580 N TENTH	0.127	4008	33.11	33.10
567-062-03-S	9572 N TENTH	0.127	4008	33.11	33.10
567-062-04-S	9564 N TENTH	0.127	4008	33.11	33.10
567-062-05-S	9556 N TENTH	0.127	4008	33.11	33.10
567-062-06-S	9548 N TENTH	0.127	4008	33.11	33.10
567-062-07-S	9540 N TENTH	0.127	4008	33.11	33.10
567-062-08-S	9532 N TENTH	0.127	4008	33.11	33.10
567-062-09-S	9524 N TENTH	0.126	4008	33.11	33.10
567-062-10-S	9516 N TENTH	0.125	4008	33.11	33.10
567-062-11-S	9508 N TENTH	0.125	4008	33.11	33.10
567-062-12-S	9494 N TENTH	0.169	4008	33.11	33.10
567-062-13-S	9497 N SHARON AVE	0.178	4008	33.11	33.10
567-062-14-S	9505 N SHARON AVE	0.125	4008	33.11	33.10
567-062-15-S	9513 N SHARON AVE	0.125	4008	33.11	33.10
567-062-16-S	9521 N SHARON AVE	0.126	4008	33.11	33.10
567-062-17-S	9533 N SHARON AVE	0.127	4008	33.11	33.10
567-062-18-S	9541 N SHARON AVE	0.127	4008	33.11	33.10
567-062-19-S	9547 N SHARON AVE	0.127	4008	33.11	33.10
567-062-20-S	9551 N SHARON AVE	0.127	4008	33.11	33.10
567-062-21-S	9565 N SHARON AVE	0.127	4008	33.11	33.10
567-062-22-S	9573 N SHARON AVE	0.127	4008	33.11	33.10
567-062-23-S	9577 N SHARON AVE	0.127	4008	33.11	33.10
567-062-24-S	9587 N SHARON AVE	0.127	4008	33.11	33.10
567-063-01-S	9586 N SHARON AVE	0.141	4008	33.11	33.10
567-064-01-S	9566 N SHARON AVE	0.155	4008	33.11	33.10
567-064-02-S	9552 N SHARON AVE	0.138	4008	33.11	33.10
567-064-03-S	9544 N SHARON AVE	0.138	4008	33.11	33.10
567-064-04-S	9536 N SHARON AVE	0.138	4008	33.11	33.10

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567-064-05-S	9528 N SHARON AVE	0.138	4008	33.11	33.10
567-064-06-S	9520 N SHARON AVE	0.138	4008	33.11	33.10
567-064-07-S	9512 N SHARON AVE	0.138	4008	33.11	33.10
567-064-08-S	9504 N SHARON AVE	0.136	4008	33.11	33.10
567-064-09-S	9496 N SHARON AVE	0.194	4008	33.11	33.10
567-071-01-S	9599 N SHARON AVE	0.129	4008	33.11	33.10
567-071-02-S	9605 N SHARON AVE	0.127	4008	33.11	33.10
567-071-03-S	9613 N SHARON AVE	0.127	4008	33.11	33.10
567-071-04-S	9623 N SHARON AVE	0.127	4008	33.11	33.10
567-071-05-S	9633 N SHARON AVE	0.127	4008	33.11	33.10
567-071-06-S	9637 N SHARON AVE	0.127	4008	33.11	33.10
567-071-07-S	9645 N SHARON AVE	0.127	4008	33.11	33.10
567-071-08-S	9653 N SHARON AVE	0.127	4008	33.11	33.10
567-071-09-S	9661 N SHARON AVE	0.127	4008	33.11	33.10
567-071-10-S	9673 N SHARON AVE	0.127	4008	33.11	33.10
567-071-11-S	9683 N SHARON AVE	0.149	4008	33.11	33.10
567-071-12-S	9680 N TENTH	0.149	4008	33.11	33.10
567-071-13-S	9672 N TENTH	0.127	4008	33.11	33.10
567-071-14-S	9664 N TENTH	0.127	4008	33.11	33.10
567-071-15-S	9656 N TENTH	0.127	4008	33.11	33.10
567-071-16-S	9648 N TENTH	0.127	4008	33.11	33.10
567-071-17-S	9640 N TENTH	0.127	4008	33.11	33.10
567-071-18-S	9632 N TENTH	0.127	4008	33.11	33.10
567-071-19-S	9624 N TENTH	0.127	4008	33.11	33.10
567-071-20-S	9616 N TENTH	0.127	4008	33.11	33.10
567-071-21-S	9608 N TENTH	0.127	4008	33.11	33.10
567-071-22-S	9596 N TENTH	0.127	4008	33.11	33.10
567-072-01-S	9597 N TENTH	0.129	4008	33.11	33.10
567-072-02-S	9607 N TENTH	0.129	4008	33.11	33.10
567-072-03-S	9615 N TENTH	0.129	4008	33.11	33.10
567-072-04-S	9625 N TENTH	0.129	4008	33.11	33.10
567-072-05-S	9631 N TENTH	0.129	4008	33.11	33.10
567-072-06-S	9639 N TENTH	0.129	4008	33.11	33.10
567-072-07-S	9647 N TENTH	0.129	4008	33.11	33.10
567-072-08-S	9655 N TENTH	0.129	4008	33.11	33.10
567-072-09-S	9663 N TENTH	0.129	4008	33.11	33.10
567-072-10-S	9671 N TENTH	0.129	4008	33.11	33.10
567-072-11-S	9681 N TENTH	0.129	4008	33.11	33.10
567-072-12-S	9687 N TENTH	0.150	4008	33.11	33.10
567-072-13-S	9695 N TENTH	0.253	4008	33.11	33.10
567-072-14-S	1394 E PALISADE DR	0.250	4008	33.11	33.10
567-072-15-S	1408 E PALISADE DR	0.138	4008	33.11	33.10
567-072-16-S	1422 E PALISADE DR	0.139	4008	33.11	33.10
567-072-17-S	1436 E PALISADE DR	0.139	4008	33.11	33.10
567-072-18-S	1450 E PALISADE DR	0.139	4008	33.11	33.10
567-072-19-S	1464 E PALISADE DR	0.139	4008	33.11	33.10
567-072-20-S	1478 E PALISADE DR	0.131	4008	33.11	33.10
567-072-21-S	1482 E PALISADE DR	0.235	4008	33.11	33.10
567-072-22-S	1490 E PALISADE DR	0.249	4008	33.11	33.10
567-072-23-S	9688 N SHARON AVE	0.138	4008	33.11	33.10
567-072-24-S	9682 N SHARON AVE	0.127	4008	33.11	33.10
567-072-25-S	9674 N SHARON AVE	0.127	4008	33.11	33.10
567-072-26-S	9666 N SHARON AVE	0.127	4008	33.11	33.10
567-072-27-S	9658 N SHARON AVE	0.127	4008	33.11	33.10
567-072-28-S	9646 N SHARON AVE	0.127	4008	33.11	33.10
567-072-29-S	9642 N SHARON AVE	0.127	4008	33.11	33.10
567-072-30-S	9634 N SHARON AVE	0.127	4008	33.11	33.10
567-072-31-S	9622 N SHARON AVE	0.127	4008	33.11	33.10
567-072-32-S	9614 N SHARON AVE	0.127	4008	33.11	33.10
567-072-33-S	9606 N SHARON AVE	0.127	4008	33.11	33.10
567-072-34-S	9598 N SHARON AVE	0.127	4008	33.11	33.10
567-081-01-S	9570 N ARCHIE AVE	0.108	4117	66.55	66.54
567-081-02-S	9562 N ARCHIE AVE	0.108	4117	66.55	66.54
567-081-03-S	9552 N ARCHIE AVE	0.108	4117	66.55	66.54
567-081-04-S	9544 N ARCHIE AVE	0.108	4117	66.55	66.54
567-081-05-S	9534 N ARCHIE AVE	0.108	4117	66.55	66.54

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567-081-06-S	9526 N ARCHIE AVE	0.108	4117	66.55	66.54
567-081-07-S	9516 N ARCHIE AVE	0.108	4117	66.55	66.54
567-081-08-S	9508 N ARCHIE AVE	0.108	4117	66.55	66.54
567-081-09-S	9501 N ARCHIE AVE	0.108	4117	66.55	66.54
567-081-10-S	9507 N ARCHIE AVE	0.108	4117	66.55	66.54
567-081-11-S	9515 N ARCHIE AVE	0.108	4117	66.55	66.54
567-081-12-S	9525 N ARCHIE AVE	0.108	4117	66.55	66.54
567-081-13-S	9533 N ARCHIE AVE	0.108	4117	66.55	66.54
567-081-14-S	9543 N ARCHIE AVE	0.108	4117	66.55	66.54
567-081-15-S	9551 N ARCHIE AVE	0.108	4117	66.55	66.54
567-081-16-S	9561 N ARCHIE AVE	0.108	4117	66.55	66.54
567-081-17-S	9569 N ARCHIE AVE	0.108	4117	66.55	66.54
567-082-01-S	1486 E SOLAR AVE	0.108	4117	66.55	66.54
567-082-02-S	1494 E SOLAR AVE	0.108	4117	66.55	66.54
567-082-03-S	1502 E SOLAR AVE	0.108	4117	66.55	66.54
567-082-04-S	1510 E SOLAR AVE	0.108	4117	66.55	66.54
567-082-05-S	1518 E SOLAR AVE	0.108	4117	66.55	66.54
567-083-01-S	9597 N BOYD AVE	0.108	4117	66.55	66.54
567-083-02-S	9589 N BOYD AVE	0.108	4117	66.55	66.54
567-084-01-S	9571 N BOYD AVE	0.108	4117	66.55	66.54
567-084-02-S	9563 N BOYD AVE	0.108	4117	66.55	66.54
567-084-03-S	9555 N BOYD AVE	0.108	4117	66.55	66.54
567-084-04-S	9547 N BOYD AVE	0.108	4117	66.55	66.54
567-084-05-S	9539 N BOYD AVE	0.108	4117	66.55	66.54
567-084-06-S	9531 N BOYD AVE	0.108	4117	66.55	66.54
567-084-07-S	9523 N BOYD AVE	0.108	4117	66.55	66.54
567-084-08-S	9515 N BOYD AVE	0.108	4117	66.55	66.54
567-084-09-S	1567 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-084-10-S	1575 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-084-11-S	1583 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-084-12-S	1591 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-084-13-S	1599 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-084-14-S	1609 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-084-15-S	1619 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-084-16-S	1629 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-084-17-S	1639 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-085-01-S	9502 N ROWELL	0.108	4117	66.55	66.54
567-085-02-S	1663 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-085-03-S	1671 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-085-04-S	1679 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-085-05-S	1687 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-085-06-S	1695 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-085-07-S	1703 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-085-08-S	1711 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-085-09-S	1719 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-085-10-S	9514 N BARTON AVE	0.273	4117	66.55	66.54
567-085-11-S	9522 N BARTON AVE	0.108	4117	66.55	66.54
567-085-12-S	9530 N BARTON AVE	0.108	4117	66.55	66.54
567-085-13-S	9538 N BARTON AVE	0.108	4117	66.55	66.54
567-085-14-S	9544 N BARTON AVE	0.108	4117	66.55	66.54
567-085-15-S	9552 N BARTON AVE	0.108	4117	66.55	66.54
567-085-16-S	9560 N BARTON AVE	0.108	4117	66.55	66.54
567-085-17-S	9568 N BARTON AVE	0.108	4117	66.55	66.54
567-085-18-S	9574 N BARTON AVE	0.108	4117	66.55	66.54
567-085-19-S	9582 N BARTON AVE	0.108	4117	66.55	66.54
567-085-20-S	9581 N BARTON AVE	0.108	4117	66.55	66.54
567-085-21-S	9573 N BARTON AVE	0.108	4117	66.55	66.54
567-085-22-S	9567 N BARTON AVE	0.108	4117	66.55	66.54
567-085-23-S	1686 E SOLAR AVE	0.108	4117	66.55	66.54
567-085-24-S	1680 E SOLAR AVE	0.108	4117	66.55	66.54
567-085-25-S	1674 E SOLAR AVE	0.108	4117	66.55	66.54
567-085-26-S	1668 E SOLAR AVE	0.108	4117	66.55	66.54
567-085-27-S	1662 E SOLAR AVE	0.108	4117	66.55	66.54
567-085-28-S	1656 E SOLAR AVE	0.108	4117	66.55	66.54
567-085-29-S	1636 E SOLAR AVE	0.176	4117	66.55	66.54
567-085-30-S	1630 E SOLAR AVE	0.224	4117	66.55	66.54

Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
567-085-31-S	1624 E SOLAR AVE	0.108	4117	66.55	66.54
567-085-32-S	1618 E SOLAR AVE	0.108	4117	66.55	66.54
567-085-33-S	1612 E SOLAR AVE	0.108	4117	66.55	66.54
567-085-34-S	1606 E SOLAR AVE	0.163	4117	66.55	66.54
567-085-35-S	9568 N BOYD AVE	0.108	4117	66.55	66.54
567-085-36-S	9578 N BOYD AVE	0.108	4117	66.55	66.54
567-085-37-S	9588 N BOYD AVE	0.108	4117	66.55	66.54
567-085-38-S	9598 N BOYD AVE	0.108	4117	66.55	66.54
567-086-03-S	1599 E SOLAR AVE	0.108	4117	66.55	66.54
567-086-04-S	1607 E SOLAR AVE	0.108	4117	66.55	66.54
567-086-05-S	1615 E SOLAR AVE	0.108	4117	66.55	66.54
567-086-06-S	1625 E SOLAR AVE	0.108	4117	66.55	66.54
567-086-07-S	1633 E SOLAR AVE	0.108	4117	66.55	66.54
567-086-08-S	1641 E SOLAR AVE	0.108	4117	66.55	66.54
567-086-09-S	1651 E SOLAR AVE	0.108	4117	66.55	66.54
567-086-10-S	1659 E SOLAR AVE	0.108	4117	66.55	66.54
567-086-11-S	1667 E SOLAR AVE	0.108	4117	66.55	66.54
567-086-12-S	1677 E SOLAR AVE	0.108	4117	66.55	66.54
567-086-13-S	1685 E SOLAR AVE	0.108	4117	66.55	66.54
567-086-14-S	1693 E SOLAR AVE	0.108	4117	66.55	66.54
567-086-19-S	1692 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-20-S	1684 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-21-S	1676 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-22-S	1666 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-23-S	1658 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-24-S	1650 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-25-S	1640 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-26-S	1632 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-27-S	1624 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-28-S	1614 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-29-S	1606 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-30-S	1598 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-33-S	1589 E SOLAR AVE	0.108	4117	66.55	66.54
567-086-35-S	1710 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-36-S	1702 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-37-S	1588 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-39-S	1581 E SOLAR AVE	0.108	4117	66.55	66.54
567-086-40-S	1703 E SOLAR AVE	0.108	4117	66.55	66.54
567-086-42-S	1580 E ECLIPSE AVE	0.108	4117	66.55	66.54
567-086-43-S	1711 E SOLAR AVE	0.115	4117	66.55	66.54
567-091-01-S	9505 N SHANNON AVE	0.137	4117	66.55	66.54
567-091-02-S	9515 N SHANNON AVE	0.137	4117	66.55	66.54
567-091-03-S	9525 N SHANNON AVE	0.137	4117	66.55	66.54
567-091-04-S	9535 N SHANNON AVE	0.137	4117	66.55	66.54
567-091-05-S	9545 N SHANNON AVE	0.137	4117	66.55	66.54
567-091-06-S	9555 N SHANNON AVE	0.137	4117	66.55	66.54
567-091-07-S	9565 N SHANNON AVE	0.137	4117	66.55	66.54
567-091-08-S	9575 N SHANNON AVE	0.137	4117	66.55	66.54
567-091-09-S	9585 N SHANNON AVE	0.137	4117	66.55	66.54
567-091-10-S	9595 N SHANNON AVE	0.137	4117	66.55	66.54
567-092-01-S	9594 N SHANNON AVE	0.137	4117	66.55	66.54
567-092-02-S	9584 N SHANNON AVE	0.137	4117	66.55	66.54
567-092-03-S	9574 N SHANNON AVE	0.137	4117	66.55	66.54
567-092-04-S	1810 E SOLAR AVE	0.137	4117	66.55	66.54
567-092-05-S	1818 E SOLAR AVE	0.137	4117	66.55	66.54
567-092-06-S	1828 E SOLAR AVE	0.137	4117	66.55	66.54
567-092-07-S	1836 E SOLAR AVE	0.137	4117	66.55	66.54
567-092-08-S	1846 E SOLAR AVE	0.137	4117	66.55	66.54
567-092-09-S	1866 E SOLAR AVE	0.137	4117	66.55	66.54
567-092-10-S	1874 E SOLAR AVE	0.137	4117	66.55	66.54
567-092-11-S	1882 E SOLAR AVE	0.137	4117	66.55	66.54
567-092-12-S	1890 E SOLAR AVE	0.137	4117	66.55	66.54
567-092-13-S	1898 E SOLAR AVE	0.137	4117	66.55	66.54
567-092-14-S	9573 N MERIDIAN AVE	0.137	4117	66.55	66.54
567-092-15-S	9583 N MERIDIAN AVE	0.137	4117	66.55	66.54
567-092-16-S	9593 N MERIDIAN AVE	0.137	4117	66.55	66.54

City of Fresno
Landscaping and Lighting Maintenance Dist #1
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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
567-093-01-S	9584 N MERIDIAN AVE	0.137	4117	66.55	66.54
567-093-02-S	9574 N MERIDIAN AVE	0.137	4117	66.55	66.54
567-093-03-S	9564 N MERIDIAN AVE	0.137	4117	66.55	66.54
567-093-04-S	9554 N MERIDIAN AVE	0.137	4117	66.55	66.54
567-093-05-S	9544 N MERIDIAN AVE	0.137	4117	66.55	66.54
567-093-06-S	9534 N MERIDIAN AVE	0.137	4117	66.55	66.54
567-093-07-S	9524 N MERIDIAN AVE	0.137	4117	66.55	66.54
567-093-08-S	9514 N MERIDIAN AVE	0.137	4117	66.55	66.54
567-093-09-S	1923 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-093-10-S	1913 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-093-11-S	1901 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-093-12-S	1891 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-093-13-S	1879 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-093-14-S	1869 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-093-15-S	1857 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-093-16-S	1847 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-093-17-S	1835 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-093-18-S	1825 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-093-19-S	1813 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-093-20-S	1803 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-094-01-S	1784 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-094-02-S	1796 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-094-03-S	1808 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-094-04-S	1818 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-094-05-S	1830 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-094-06-S	1842 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-094-07-S	1854 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-094-08-S	1864 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-094-09-S	1876 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-094-10-S	1888 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-094-11-S	1898 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-094-12-S	1910 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-094-13-S	1922 E ECLIPSE AVE	0.137	4117	66.55	66.54
567-094-14-S	1923 E SOLAR AVE	0.137	4117	66.55	66.54
567-094-15-S	1911 E SOLAR AVE	0.137	4117	66.55	66.54
567-094-16-S	1899 E SOLAR AVE	0.137	4117	66.55	66.54
567-094-17-S	1889 E SOLAR AVE	0.137	4117	66.55	66.54
567-094-18-S	1877 E SOLAR AVE	0.137	4117	66.55	66.54
567-094-19-S	1865 E SOLAR AVE	0.137	4117	66.55	66.54
567-094-20-S	1855 E SOLAR AVE	0.137	4117	66.55	66.54
567-094-21-S	1843 E SOLAR AVE	0.137	4117	66.55	66.54
567-094-22-S	1831 E SOLAR AVE	0.137	4117	66.55	66.54
567-094-23-S	1819 E SOLAR AVE	0.137	4117	66.55	66.54
567-094-24-S	1809 E SOLAR AVE	0.137	4117	66.55	66.54
567-094-25-S	1797 E SOLAR AVE	0.137	4117	66.55	66.54
567-094-26-S	1785 E SOLAR AVE	0.137	4117	66.55	66.54
567-101-01-S	1832 E DE YOUNG DR	0.137	4117	66.55	66.54
567-101-02-S	1842 E DE YOUNG DR	0.137	4117	66.55	66.54
567-101-03-S	1856 E DE YOUNG DR	0.137	4117	66.55	66.54
567-101-04-S	1866 E DE YOUNG DR	0.137	4117	66.55	66.54
567-101-05-S	1878 E DE YOUNG DR	0.137	4117	66.55	66.54
567-101-06-S	1888 E DE YOUNG DR	0.137	4117	66.55	66.54
567-101-07-S	1902 E DE YOUNG DR	0.137	4117	66.55	66.54
567-101-08-S	1916 E DE YOUNG DR	0.137	4117	66.55	66.54
567-101-09-S	1928 E DE YOUNG DR	0.137	4117	66.55	66.54
567-101-10-S	9446 N MERIDIAN AVE	0.137	4117	66.55	66.54
567-101-11-S	9432 N MERIDIAN AVE	0.137	4117	66.55	66.54
567-101-12-S	9420 N MERIDIAN AVE	0.137	4117	66.55	66.54
567-101-13-S	9406 N MERIDIAN AVE	0.137	4117	66.55	66.54
567-102-01-S	1916 E BRANDON LN	0.137	4117	66.55	66.54
567-102-02-S	1904 E BRANDON LN	0.137	4117	66.55	66.54
567-102-03-S	1894 E BRANDON LN	0.137	4117	66.55	66.54
567-102-04-S	1882 E BRANDON LN	0.137	4117	66.55	66.54
567-102-05-S	1872 E BRANDON LN	0.137	4117	66.55	66.54
567-102-06-S	1860 E BRANDON LN	0.137	4117	66.55	66.54
567-102-07-S	1850 E BRANDON LN	0.137	4117	66.55	66.54

City of Fresno
Landscaping and Lighting Maintenance Dist #1
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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
567-102-08-S	1838 E BRANDON LN	0.137	4117	66.55	66.54
567-102-09-S	1828 E BRANDON LN	0.137	4117	66.55	66.54
567-102-10-S	1816 E BRANDON LN	0.137	4117	66.55	66.54
567-102-11-S	1806 E BRANDON LN	0.137	4117	66.55	66.54
567-102-12-S	1794 E BRANDON LN	0.137	4117	66.55	66.54
567-102-13-S	1784 E BRANDON LN	0.137	4117	66.55	66.54
567-102-14-S	1772 E BRANDON LN	0.137	4117	66.55	66.54
567-102-15-S	1762 E BRANDON LN	0.137	4117	66.55	66.54
567-102-16-S	1750 E BRANDON LN	0.137	4117	66.55	66.54
567-102-17-S	1749 E DE YOUNG DR	0.137	4117	66.55	66.54
567-102-18-S	1761 E DE YOUNG DR	0.137	4117	66.55	66.54
567-102-19-S	1771 E DE YOUNG DR	0.137	4117	66.55	66.54
567-102-20-S	1783 E DE YOUNG DR	0.137	4117	66.55	66.54
567-102-21-S	1793 E DE YOUNG DR	0.137	4117	66.55	66.54
567-102-22-S	1805 E DE YOUNG DR	0.137	4117	66.55	66.54
567-102-23-S	1815 E DE YOUNG DR	0.137	4117	66.55	66.54
567-102-24-S	1827 E DE YOUNG DR	0.137	4117	66.55	66.54
567-102-25-S	1837 E DE YOUNG DR	0.137	4117	66.55	66.54
567-102-26-S	1849 E DE YOUNG DR	0.137	4117	66.55	66.54
567-102-27-S	1859 E DE YOUNG DR	0.137	4117	66.55	66.54
567-102-28-S	1871 E DE YOUNG DR	0.137	4117	66.55	66.54
567-102-29-S	1881 E DE YOUNG DR	0.137	4117	66.55	66.54
567-102-30-S	1893 E DE YOUNG DR	0.137	4117	66.55	66.54
567-102-31-S	1903 E DE YOUNG DR	0.137	4117	66.55	66.54
567-102-32-S	1915 E DE YOUNG DR	0.137	4117	66.55	66.54
567-103-01-S	1806 E DE YOUNG DR	0.137	4117	66.55	66.54
567-103-02-S	1794 E DE YOUNG DR	0.137	4117	66.55	66.54
567-103-03-S	1784 E DE YOUNG DR	0.137	4117	66.55	66.54
567-103-04-S	1772 E DE YOUNG DR	0.137	4117	66.55	66.54
567-103-05-S	1762 E DE YOUNG DR	0.137	4117	66.55	66.54
567-103-06-S	1750 E DE YOUNG DR	0.137	4117	66.55	66.54
567-103-07-S	1738 E DE YOUNG DR	0.137	4117	66.55	66.54
567-103-08-S	9445 N BARTON DR	0.137	4117	66.55	66.54
567-103-09-S	9437 N BARTON DR	0.137	4117	66.55	66.54
567-103-10-S	9427 N BARTON DR	0.137	4117	66.55	66.54
567-103-11-S	9419 N BARTON DR	0.137	4117	66.55	66.54
567-103-12-S	9409 N BARTON DR	0.137	4117	66.55	66.54
567-103-13-S	9401 N BARTON DR	0.137	4117	66.55	66.54
567-103-14-S	1741 E BRANDON LN	0.137	4117	66.55	66.54
567-103-15-S	1751 E BRANDON LN	0.137	4117	66.55	66.54
567-103-16-S	1763 E BRANDON LN	0.137	4117	66.55	66.54
567-103-17-S	1773 E BRANDON LN	0.137	4117	66.55	66.54
567-103-18-S	1785 E BRANDON LN	0.137	4117	66.55	66.54
567-103-19-S	1795 E BRANDON LN	0.137	4117	66.55	66.54
567-103-20-S	1807 E BRANDON LN	0.137	4117	66.55	66.54
567-103-21-S	1817 E BRANDON LN	0.137	4117	66.55	66.54
567-104-01-S	1835 E BRANDON LN	0.137	4117	66.55	66.54
567-104-02-S	1847 E BRANDON LN	0.137	4117	66.55	66.54
567-104-03-S	1859 E BRANDON LN	0.137	4117	66.55	66.54
567-104-04-S	1871 E BRANDON LN	0.137	4117	66.55	66.54
567-104-05-S	1883 E BRANDON LN	0.137	4117	66.55	66.54
567-104-06-S	1895 E BRANDON LN	0.137	4117	66.55	66.54
567-104-07-S	1907 E BRANDON LN	0.137	4117	66.55	66.54
567-104-08-S	1919 E BRANDON LN	0.137	4117	66.55	66.54
567-104-09-S	1931 E BRANDON LN	0.137	4117	66.55	66.54
567-104-10-S	1943 E BRANDON LN	0.137	4117	66.55	66.54
567-111-01-S	1824 E RYAN LN	0.137	4117	66.55	66.54
567-111-02-S	1812 E RYAN LN	0.137	4117	66.55	66.54
567-111-03-S	1802 E RYAN LN	0.137	4117	66.55	66.54
567-111-04-S	1792 E RYAN LN	0.137	4117	66.55	66.54
567-111-05-S	1780 E RYAN LN	0.137	4117	66.55	66.54
567-111-06-S	1770 E RYAN LN	0.137	4117	66.55	66.54
567-111-07-S	9347 N SHANNON AVE	0.137	4117	66.55	66.54
567-111-08-S	9337 N SHANNON AVE	0.137	4117	66.55	66.54
567-111-09-S	9327 N SHANNON AVE	0.137	4117	66.55	66.54
567-111-10-S	9317 N SHANNON AVE	0.137	4117	66.55	66.54

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567-111-11-S	9307 N SHANNON AVE	0.137	4117	66.55	66.54
567-111-12-S	1773 E SHEA DR	0.137	4117	66.55	66.54
567-111-13-S	1783 E SHEA DR	0.137	4117	66.55	66.54
567-111-14-S	1793 E SHEA DR	0.137	4117	66.55	66.54
567-111-15-S	1803 E SHEA DR	0.137	4117	66.55	66.54
567-111-16-S	1813 E SHEA DR	0.137	4117	66.55	66.54
567-111-17-S	1823 E SHEA DR	0.137	4117	66.55	66.54
567-111-18-S	1833 E SHEA DR	0.137	4117	66.55	66.54
567-111-19-S	1843 E SHEA DR	0.137	4117	66.55	66.54
567-111-20-S	1816 E PRYOR DR	0.137	4117	66.55	66.54
567-111-21-S	1810 E PRYOR DR	0.137	4117	66.55	66.54
567-111-22-S	1804 E PRYOR DR	0.137	4117	66.55	66.54
567-111-23-S	1792 E PRYOR DR	0.137	4117	66.55	66.54
567-111-24-S	1780 E PRYOR DR	0.137	4117	66.55	66.54
567-111-25-S	1768 E PRYOR DR	0.137	4117	66.55	66.54
567-111-26-S	1756 E PRYOR DR	0.137	4117	66.55	66.54
567-111-27-S	1744 E PRYOR DR	0.137	4117	66.55	66.54
567-111-28-S	1732 E PRYOR DR	0.137	4117	66.55	66.54
567-111-29-S	9296 N BARTON AVE	0.137	4117	66.55	66.54
567-111-30-S	9306 N BARTON AVE	0.137	4117	66.55	66.54
567-111-31-S	9316 N BARTON AVE	0.137	4117	66.55	66.54
567-111-32-S	9326 N BARTON AVE	0.137	4117	66.55	66.54
567-111-33-S	9336 N BARTON AVE	0.137	4117	66.55	66.54
567-111-34-S	9346 N BARTON AVE	0.137	4117	66.55	66.54
567-111-35-S	9356 N BARTON AVE	0.137	4117	66.55	66.54
567-111-36-S	1732 E RYAN LN	0.137	4117	66.55	66.54
567-112-01-S	1779 E RYAN LN	0.137	4117	66.55	66.54
567-112-02-S	1791 E RYAN LN	0.137	4117	66.55	66.54
567-112-03-S	1803 E RYAN LN	0.137	4117	66.55	66.54
567-112-04-S	1815 E RYAN LN	0.137	4117	66.55	66.54
567-112-05-S	1827 E RYAN LN	0.137	4117	66.55	66.54
567-112-06-S	1839 E RYAN LN	0.137	4117	66.55	66.54
567-112-07-S	1851 E RYAN LN	0.137	4117	66.55	66.54
567-112-08-S	1863 E RYAN LN	0.137	4117	66.55	66.54
567-112-09-S	1875 E RYAN LN	0.137	4117	66.55	66.54
567-112-10-S	1887 E RYAN LN	0.137	4117	66.55	66.54
567-112-11-S	1862 E SHEA DR	0.137	4117	66.55	66.54
567-112-12-S	1850 E SHEA DR	0.137	4117	66.55	66.54
567-112-13-S	1838 E SHEA DR	0.137	4117	66.55	66.54
567-112-14-S	1826 E SHEA DR	0.137	4117	66.55	66.54
567-112-15-S	1814 E SHEA DR	0.137	4117	66.55	66.54
567-112-16-S	1802 E SHEA DR	0.137	4117	66.55	66.54
567-112-17-S	1790 E SHEA DR	0.137	4117	66.55	66.54
567-112-18-S	1778 E SHEA DR	0.137	4117	66.55	66.54
567-113-01-S	1846 E RYAN LN	0.137	4117	66.55	66.54
567-113-02-S	1856 E RYAN LN	0.137	4117	66.55	66.54
567-113-03-S	1866 E RYAN LN	0.137	4117	66.55	66.54
567-113-04-S	1878 E RYAN LN	0.137	4117	66.55	66.54
567-113-05-S	1888 E RYAN LN	0.137	4117	66.55	66.54
567-113-06-S	1898 E RYAN LN	0.137	4117	66.55	66.54
567-113-07-S	9368 N JACKSON AVE	0.137	4117	66.55	66.54
567-113-08-S	9358 N JACKSON AVE	0.137	4117	66.55	66.54
567-113-09-S	9350 N JACKSON AVE	0.137	4117	66.55	66.54
567-113-10-S	9340 N JACKSON AVE	0.137	4117	66.55	66.54
567-113-11-S	9332 N JACKSON AVE	0.137	4117	66.55	66.54
567-113-12-S	9322 N JACKSON AVE	0.137	4117	66.55	66.54
567-113-13-S	9314 N JACKSON AVE	0.137	4117	66.55	66.54
567-113-14-S	9304 N JACKSON AVE	0.137	4117	66.55	66.54
567-113-15-S	9296 N JACKSON AVE	0.137	4117	66.55	66.54
567-113-16-S	9286 N JACKSON AVE	0.137	4117	66.55	66.54
567-113-17-S	9278 N JACKSON AVE	0.137	4117	66.55	66.54
567-113-18-S	9268 N JACKSON AVE	0.137	4117	66.55	66.54
567-113-19-S	9260 N JACKSON AVE	0.137	4117	66.55	66.54
567-113-20-S	1821 E PRYOR DR	0.137	4117	66.55	66.54
567-113-21-S	1815 E PRYOR DR	0.137	4117	66.55	66.54
567-113-22-S	1809 E PRYOR DR	0.137	4117	66.55	66.54

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567-113-23-S	1803 E PRYOR DR	0.137	4117	66.55	66.54
567-113-24-S	1795 E PRYOR DR	0.137	4117	66.55	66.54
567-113-25-S	1783 E PRYOR DR	0.137	4117	66.55	66.54
567-113-26-S	1771 E PRYOR DR	0.137	4117	66.55	66.54
567-113-27-S	1759 E PRYOR DR	0.137	4117	66.55	66.54
567-114-01-S	1739 E PRYOR DR	0.137	4117	66.55	66.54
567-114-02-S	1729 E PRYOR DR	0.137	4117	66.55	66.54
568-031-01-S	9331 N PRICE AVE	0.154	4362	24.48	24.48
568-031-02-S	9321 N PRICE AVE	0.154	4362	24.48	24.48
568-031-03-S	9309 N PRICE AVE	0.154	4362	24.48	24.48
568-031-04-S	9299 N PRICE AVE	0.154	4362	24.48	24.48
568-031-05-S	9289 N PRICE AVE	0.167	4362	24.48	24.48
568-032-01-S	9265 N PRICE AVE	0.167	4362	24.48	24.48
568-032-02-S	9253 N PRICE AVE	0.154	4362	24.48	24.48
568-032-03-S	9243 N PRICE AVE	0.159	4362	24.48	24.48
568-032-04-S	9231 N PRICE AVE	0.159	4362	24.48	24.48
568-033-01-S	9236 N PRICE AVE	0.140	4362	24.48	24.48
568-033-02-S	9248 N PRICE AVE	0.145	4362	24.48	24.48
568-033-03-S	9258 N PRICE AVE	0.145	4362	24.48	24.48
568-033-04-S	9270 N PRICE AVE	0.140	4362	24.48	24.48
568-033-05-S	9282 N PRICE AVE	0.145	4362	24.48	24.48
568-033-06-S	9294 N PRICE AVE	0.145	4362	24.48	24.48
568-033-07-S	9304 N PRICE AVE	0.152	4362	24.48	24.48
568-033-08-S	9299 N BACKER AVE	0.152	4362	24.48	24.48
568-033-09-S	9289 N BACKER AVE	0.140	4362	24.48	24.48
568-033-10-S	9279 N BACKER AVE	0.140	4362	24.48	24.48
568-033-11-S	9269 N BACKER AVE	0.140	4362	24.48	24.48
568-033-12-S	9259 N BACKER AVE	0.140	4362	24.48	24.48
568-033-13-S	9249 N BACKER AVE	0.140	4362	24.48	24.48
568-033-14-S	9239 N BACKER AVE	0.140	4362	24.48	24.48
568-034-01-S	2198 E CHRISTOPHER DR	0.145	4362	24.48	24.48
568-034-02-S	2186 E CHRISTOPHER DR	0.145	4362	24.48	24.48
568-034-03-S	2174 E CHRISTOPHER DR	0.142	4362	24.48	24.48
568-034-04-S	2162 E CHRISTOPHER DR	0.145	4362	24.48	24.48
568-034-05-S	2150 E CHRISTOPHER DR	0.142	4362	24.48	24.48
568-034-06-S	2138 E CHRISTOPHER DR	0.145	4362	24.48	24.48
568-034-07-S	2126 E CHRISTOPHER DR	0.145	4362	24.48	24.48
568-034-08-S	2114 E CHRISTOPHER DR	0.145	4362	24.48	24.48
568-034-09-S	2106 E CHRISTOPHER DR	0.145	4362	24.48	24.48
568-034-10-S	2094 E CHRISTOPHER DR	0.152	4362	24.48	24.48
568-034-11-S	2091 E PRYOR DR	0.152	4362	24.48	24.48
568-034-12-S	2103 E PRYOR DR	0.145	4362	24.48	24.48
568-034-13-S	2115 E PRYOR DR	0.145	4362	24.48	24.48
568-034-14-S	2127 E PRYOR DR	0.145	4362	24.48	24.48
568-034-15-S	2137 E PRYOR DR	0.152	4362	24.48	24.48
568-034-16-S	2147 E PRYOR DR	0.140	4362	24.48	24.48
568-034-17-S	2159 E PRYOR DR	0.140	4362	24.48	24.48
568-034-18-S	2171 E PRYOR DR	0.145	4362	24.48	24.48
568-034-19-S	2185 E PRYOR DR	0.147	4362	24.48	24.48
568-034-20-S	2197 E PRYOR DR	0.145	4362	24.48	24.48
568-035-01-S	2206 E PRYOR DR	0.152	4362	24.48	24.48
568-035-02-S	2196 E PRYOR DR	0.152	4362	24.48	24.48
568-035-03-S	2184 E PRYOR DR	0.147	4362	24.48	24.48
568-035-04-S	2172 E PRYOR DR	0.145	4362	24.48	24.48
568-035-05-S	2160 E PRYOR DR	0.145	4362	24.48	24.48
568-035-06-S	2148 E PRYOR DR	0.145	4362	24.48	24.48
568-035-07-S	2138 E PRYOR DR	0.149	4362	24.48	24.48
568-035-08-S	2126 E PRYOR DR	0.152	4362	24.48	24.48
568-035-09-S	2114 E PRYOR DR	0.145	4362	24.48	24.48
568-035-10-S	2102 E PRYOR DR	0.140	4362	24.48	24.48
568-035-11-S	2090 E PRYOR DR	0.152	4362	24.48	24.48
568-035-12-S	2089 E SHEA DR	0.159	4362	24.48	24.48
568-035-13-S	2101 E SHEA DR	0.140	4362	24.48	24.48
568-035-14-S	2113 E SHEA DR	0.145	4362	24.48	24.48
568-035-15-S	2125 E SHEA DR	0.149	4362	24.48	24.48
568-035-16-S	2135 E SHEA DR	0.145	4362	24.48	24.48

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568-035-17-S	2147 E SHEA DR	0.145	4362	24.48	24.48
568-035-18-S	2159 E SHEA DR	0.145	4362	24.48	24.48
568-035-19-S	2171 E SHEA DR	0.147	4362	24.48	24.48
568-035-20-S	2181 E SHEA DR	0.147	4362	24.48	24.48
568-035-21-S	2193 E SHEA DR	0.147	4362	24.48	24.48
568-035-22-S	2205 E SHEA DR	0.147	4362	24.48	24.48
568-036-01-S	2206 E SHEA DR	0.151	4362	24.48	24.48
568-036-02-S	2194 E SHEA DR	0.146	4362	24.48	24.48
568-036-03-S	2182 E SHEA DR	0.148	4362	24.48	24.48
568-036-04-S	2172 E SHEA DR	0.150	4362	24.48	24.48
568-036-05-S	2160 E SHEA DR	0.160	4362	24.48	24.48
568-036-06-S	2148 E SHEA DR	0.176	4362	24.48	24.48
568-036-07-S	2136 E SHEA DR	0.185	4362	24.48	24.48
568-036-08-S	2126 E SHEA DR	0.190	4362	24.48	24.48
568-036-09-S	2114 E SHEA DR	0.188	4362	24.48	24.48
568-036-10-S	2102 E SHEA DR	0.172	4362	24.48	24.48
568-036-11-S	2090 E SHEA DR	0.161	4362	24.48	24.48
568-036-12-S	2080 E SHEA DR	0.157	4362	24.48	24.48
568-036-13-S	2068 E SHEA DR	0.148	4362	24.48	24.48
568-036-14-S	2056 E SHEA DR	0.147	4362	24.48	24.48
568-036-15-S	2044 E SHEA DR	0.159	4362	24.48	24.48
568-041-01-S	2218 E SHEA DR	0.164	4362	24.48	24.48
568-041-02-S	2228 E SHEA DR	0.173	4362	24.48	24.48
568-041-03-S	2240 E SHEA DR	0.185	4362	24.48	24.48
568-041-04-S	2252 E SHEA DR	0.209	4362	24.48	24.48
568-042-01-S	2274 E SHEA DR	0.209	4362	24.48	24.48
568-042-02-S	2286 E SHEA DR	0.309	4362	24.48	24.48
568-042-03-S	9298 N RECREATION AVE	0.277	4362	24.48	24.48
568-042-04-S	9288 N RECREATION AVE	0.140	4362	24.48	24.48
568-042-05-S	9278 N RECREATION AVE	0.140	4362	24.48	24.48
568-042-06-S	9268 N RECREATION AVE	0.140	4362	24.48	24.48
568-042-07-S	9258 N RECREATION AVE	0.140	4362	24.48	24.48
568-042-08-S	9248 N RECREATION AVE	0.159	4362	24.48	24.48
568-043-01-S	9228 N RECREATION AVE	0.159	4362	24.48	24.48
568-043-02-S	9218 N RECREATION AVE	0.140	4362	24.48	24.48
568-044-01-S	9225 N RECREATION AVE	0.145	4362	24.48	24.48
568-044-02-S	9235 N RECREATION AVE	0.145	4362	24.48	24.48
568-044-03-S	9245 N RECREATION AVE	0.145	4362	24.48	24.48
568-044-04-S	9255 N RECREATION AVE	0.145	4362	24.48	24.48
568-044-05-S	9265 N RECREATION AVE	0.145	4362	24.48	24.48
568-044-06-S	9275 N RECREATION AVE	0.140	4362	24.48	24.48
568-044-07-S	9285 N RECREATION AVE	0.159	4362	24.48	24.48
568-044-08-S	9284 N WHITNEY AVE	0.159	4362	24.48	24.48
568-044-09-S	9274 N WHITNEY AVE	0.140	4362	24.48	24.48
568-044-10-S	9264 N WHITNEY AVE	0.145	4362	24.48	24.48
568-044-11-S	9254 N WHITNEY AVE	0.145	4362	24.48	24.48
568-044-12-S	9244 N WHITNEY AVE	0.145	4362	24.48	24.48
568-044-13-S	9234 N WHITNEY AVE	0.145	4362	24.48	24.48
568-044-14-S	9224 N WHITNEY AVE	0.145	4362	24.48	24.48
568-045-01-S	2208 E CHRISTOPHER DR	0.145	4362	24.48	24.48
568-045-02-S	2220 E CHRISTOPHER DR	0.159	4362	24.48	24.48
568-045-03-S	2232 E CHRISTOPHER DR	0.159	4362	24.48	24.48
568-045-04-S	2231 E PRYOR DR	0.159	4362	24.48	24.48
568-045-05-S	2219 E PRYOR DR	0.140	4362	24.48	24.48
568-045-06-S	2207 E PRYOR DR	0.145	4362	24.48	24.48
568-046-01-S	2218 E PRYOR DR	0.145	4362	24.48	24.48
568-046-02-S	2230 E PRYOR DR	0.159	4362	24.48	24.48
568-046-03-S	2227 E SHEA DR	0.159	4362	24.48	24.48
568-046-04-S	2217 E SHEA DR	0.142	4362	24.48	24.48
568-051-01-S	9208 N RECREATION AVE	0.140	4362	24.48	24.48
568-051-02-S	9198 N RECREATION AVE	0.140	4362	24.48	24.48
568-051-03-S	9188 N RECREATION AVE	0.140	4362	24.48	24.48
568-051-04-S	9178 N RECREATION AVE	0.140	4362	24.48	24.48
568-051-05-S	9168 N RECREATION AVE	0.140	4362	24.48	24.48
568-051-06-S	9158 N RECREATION AVE	0.140	4362	24.48	24.48
568-052-01-S	2271 E JON DR	0.164	4362	24.48	24.48

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568-052-02-S	2261 E JON DR	0.159	4362	24.48	24.48
568-052-03-S	2249 E JON DR	0.160	4362	24.48	24.48
568-052-04-S	2237 E JON DR	0.167	4362	24.48	24.48
568-052-05-S	2225 E JON DR	0.177	4362	24.48	24.48
568-052-06-S	2215 E JON DR	0.190	4362	24.48	24.48
568-052-07-S	2203 E JON DR	0.204	4362	24.48	24.48
568-052-08-S	2191 E JON DR	0.226	4362	24.48	24.48
568-053-01-S	2198 E JON DR	0.156	4362	24.48	24.48
568-053-02-S	2210 E JON DR	0.140	4362	24.48	24.48
568-053-03-S	2222 E JON DR	0.140	4362	24.48	24.48
568-053-04-S	2232 E JON DR	0.156	4362	24.48	24.48
568-053-05-S	2233 E CHRISTOPHER DR	0.159	4362	24.48	24.48
568-053-06-S	2221 E CHRISTOPHER DR	0.145	4362	24.48	24.48
568-053-07-S	2209 E CHRISTOPHER DR	0.147	4362	24.48	24.48
568-053-08-S	2197 E CHRISTOPHER DR	0.152	4362	24.48	24.48
568-054-01-S	9214 N WHITNEY AVE	0.145	4362	24.48	24.48
568-054-02-S	9204 N WHITNEY AVE	0.145	4362	24.48	24.48
568-054-03-S	9194 N WHITNEY AVE	0.140	4362	24.48	24.48
568-054-04-S	9184 N WHITNEY AVE	0.159	4362	24.48	24.48
568-054-05-S	9185 N RECREATION AVE	0.159	4362	24.48	24.48
568-054-06-S	9195 N RECREATION AVE	0.140	4362	24.48	24.48
568-054-07-S	9205 N RECREATION AVE	0.145	4362	24.48	24.48
568-054-08-S	9215 N RECREATION AVE	0.145	4362	24.48	24.48
568-061-01-S	9219 N PRICE AVE	0.159	4362	24.48	24.48
568-061-02-S	9207 N PRICE AVE	0.154	4362	24.48	24.48
568-061-03-S	9197 N PRICE AVE	0.159	4362	24.48	24.48
568-061-04-S	9185 N PRICE AVE	0.159	4362	24.48	24.48
568-061-05-S	9173 N PRICE AVE	0.154	4362	24.48	24.48
568-061-06-S	9161 N PRICE AVE	0.156	4362	24.48	24.48
568-061-07-S	9151 N PRICE AVE	0.179	4362	24.48	24.48
568-062-01-S	2017 E YEARGIN DR	0.197	4362	24.48	24.48
568-062-02-S	2027 E YEARGIN DR	0.199	4362	24.48	24.48
568-062-03-S	2037 E YEARGIN DR	0.321	4362	24.48	24.48
568-062-04-S	9148 N PRICE AVE	0.174	4362	24.48	24.48
568-062-05-S	9158 N PRICE AVE	0.142	4362	24.48	24.48
568-062-06-S	9168 N PRICE AVE	0.156	4362	24.48	24.48
568-062-07-S	9167 N BACKER AVE	0.173	4362	24.48	24.48
568-062-08-S	9157 N BACKER AVE	0.156	4362	24.48	24.48
568-062-09-S	9147 N BACKER AVE	0.156	4362	24.48	24.48
568-062-10-S	9137 N BACKER AVE	0.247	4362	24.48	24.48
568-062-11-S	9127 N BACKER AVE	0.190	4362	24.48	24.48
568-062-12-S	9134 N BACKER AVE	0.247	4362	24.48	24.48
568-062-13-S	9144 N BACKER AVE	0.152	4362	24.48	24.48
568-062-14-S	9154 N BACKER AVE	0.152	4362	24.48	24.48
568-062-15-S	9164 N BACKER AVE	0.185	4362	24.48	24.48
568-062-16-S	9161 N WOODROW CT	0.170	4362	24.48	24.48
568-062-17-S	9151 N WOODROW CT	0.143	4362	24.48	24.48
568-062-18-S	9141 N WOODROW CT	0.147	4362	24.48	24.48
568-062-19-S	9131 N WOODROW CT	0.234	4362	24.48	24.48
568-062-20-S	9121 N WOODROW CT	0.162	4362	24.48	24.48
568-062-21-S	9132 N WOODROW CT	0.234	4362	24.48	24.48
568-062-22-S	9142 N WOODROW CT	0.147	4362	24.48	24.48
568-062-23-S	9152 N WOODROW CT	0.143	4362	24.48	24.48
568-062-24-S	9162 N WOODROW CT	0.175	4362	24.48	24.48
568-062-25-S	9163 N SIERRA VISTA AVE	0.202	4362	24.48	24.48
568-062-26-S	9151 N SIERRA VISTA AVE	0.181	4362	24.48	24.48
568-063-01-S	2186 E JON DR	0.154	4362	24.48	24.48
568-063-02-S	2176 E JON DR	0.140	4362	24.48	24.48
568-063-03-S	2164 E JON DR	0.140	4362	24.48	24.48
568-063-04-S	2152 E JON DR	0.142	4362	24.48	24.48
568-063-05-S	2140 E JON DR	0.142	4362	24.48	24.48
568-063-06-S	2130 E JON DR	0.142	4362	24.48	24.48
568-063-07-S	2118 E JON DR	0.142	4362	24.48	24.48
568-063-08-S	2106 E JON DR	0.142	4362	24.48	24.48
568-063-09-S	2094 E JON DR	0.140	4362	24.48	24.48
568-063-10-S	2084 E JON DR	0.142	4362	24.48	24.48

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568-063-11-S	2072 E JON DR	0.145	4362	24.48	24.48
568-063-12-S	2060 E JON DR	0.154	4362	24.48	24.48
568-063-13-S	9190 N PRICE AVE	0.163	4362	24.48	24.48
568-063-14-S	9202 N PRICE AVE	0.142	4362	24.48	24.48
568-063-15-S	9212 N PRICE AVE	0.142	4362	24.48	24.48
568-063-16-S	9224 N PRICE AVE	0.145	4362	24.48	24.48
568-063-17-S	9229 N BACKER AVE	0.264	4362	24.48	24.48
568-063-18-S	2081 E CHRISTOPHER DR	0.237	4362	24.48	24.48
568-063-19-S	2093 E CHRISTOPHER DR	0.154	4362	24.48	24.48
568-063-20-S	2105 E CHRISTOPHER DR	0.145	4362	24.48	24.48
568-063-21-S	2113 E CHRISTOPHER DR	0.153	4362	24.48	24.48
568-063-22-S	2125 E CHRISTOPHER DR	0.153	4362	24.48	24.48
568-063-23-S	2137 E CHRISTOPHER DR	0.153	4362	24.48	24.48
568-063-24-S	2149 E CHRISTOPHER DR	0.153	4362	24.48	24.48
568-063-25-S	2161 E CHRISTOPHER DR	0.147	4362	24.48	24.48
568-063-26-S	2173 E CHRISTOPHER DR	0.147	4362	24.48	24.48
568-063-27-S	2185 E CHRISTOPHER DR	0.163	4362	24.48	24.48
568-071-01-S	2014 E SKYVIEW AVE	0.179	4352	21.41	21.40
568-071-02-S	2026 E SKYVIEW AVE	0.148	4352	21.41	21.40
568-071-03-S	2038 E SKYVIEW AVE	0.148	4352	21.41	21.40
568-071-04-S	2050 E SKYVIEW AVE	0.148	4352	21.41	21.40
568-071-05-S	2062 E SKYVIEW AVE	0.148	4352	21.41	21.40
568-071-06-S	2074 E SKYVIEW AVE	0.148	4352	21.41	21.40
568-071-07-S	2086 E SKYVIEW AVE	0.148	4352	21.41	21.40
568-071-08-S	2098 E SKYVIEW AVE	0.148	4352	21.41	21.40
568-071-09-S	2104 E SKYVIEW AVE	0.148	4352	21.41	21.40
568-071-10-S	2116 E SKYVIEW AVE	0.148	4352	21.41	21.40
568-071-11-S	2128 E SKYVIEW AVE	0.247	4352	21.41	21.40
568-071-12-S	9092 N WOODROW AVE	0.247	4352	21.41	21.40
568-071-13-S	9082 N WOODROW AVE	0.180	4352	21.41	21.40
568-071-14-S	9072 N WOODROW AVE	0.149	4352	21.41	21.40
568-071-15-S	9062 N WOODROW AVE	0.163	4352	21.41	21.40
568-071-16-S	9055 N SIERRA VISTA AVE	0.157	4352	21.41	21.40
568-071-17-S	9067 N SIERRA VISTA AVE	0.148	4352	21.41	21.40
568-071-18-S	9079 N SIERRA VISTA AVE	0.179	4352	21.41	21.40
568-071-19-S	9091 N SIERRA VISTA AVE	0.183	4352	21.41	21.40
568-071-20-S	9103 N SIERRA VISTA AVE	0.148	4352	21.41	21.40
568-071-21-S	9115 N SIERRA VISTA AVE	0.148	4352	21.41	21.40
568-071-22-S	9127 N SIERRA VISTA AVE	0.152	4352	21.41	21.40
568-071-23-S	9139 N SIERRA VISTA AVE	0.160	4352	21.41	21.40
568-072-01-S	9074 N SIERRA VISTA AVE	0.212	4352	21.41	21.40
568-072-02-S	9060 N SIERRA VISTA AVE	0.169	4352	21.41	21.40
568-072-03-S	9048 N SIERRA VISTA AVE	0.149	4352	21.41	21.40
568-072-04-S	2189 E HILLVIEW AVE	0.273	4352	21.41	21.40
568-072-05-S	2179 E HILLVIEW AVE	0.250	4352	21.41	21.40
568-072-06-S	2169 E HILLVIEW AVE	0.185	4352	21.41	21.40
568-072-07-S	2159 E HILLVIEW AVE	0.185	4352	21.41	21.40
568-072-08-S	2149 E HILLVIEW AVE	0.185	4352	21.41	21.40
568-072-09-S	2139 E HILLVIEW AVE	0.226	4352	21.41	21.40
568-072-10-S	2129 E HILLVIEW AVE	0.309	4352	21.41	21.40
568-072-11-S	9053 N WOODROW AVE	0.175	4352	21.41	21.40
568-072-12-S	9063 N WOODROW AVE	0.149	4352	21.41	21.40
568-072-13-S	9073 N WOODROW AVE	0.149	4352	21.41	21.40
568-072-14-S	9083 N WOODROW AVE	0.163	4352	21.41	21.40
568-072-15-S	9082 N BACKER AVE	0.163	4352	21.41	21.40
568-072-16-S	9072 N BACKER AVE	0.153	4352	21.41	21.40
568-072-17-S	9062 N BACKER AVE	0.169	4352	21.41	21.40
568-072-18-S	9052 N BACKER AVE	0.195	4352	21.41	21.40
568-072-19-S	9042 N BACKER AVE	0.273	4352	21.41	21.40
568-072-20-S	9041 N BACKER AVE	0.273	4352	21.41	21.40
568-072-21-S	9051 N BACKER AVE	0.195	4352	21.41	21.40
568-072-22-S	9061 N BACKER AVE	0.159	4352	21.41	21.40
568-072-23-S	9071 N BACKER AVE	0.150	4352	21.41	21.40
568-072-24-S	9081 N BACKER AVE	0.165	4352	21.41	21.40
568-072-25-S	9080 N PRICE AVE	0.160	4352	21.41	21.40
568-072-26-S	9070 N PRICE AVE	0.150	4352	21.41	21.40

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568-072-27-S	9060 N PRICE AVE	0.159	4352	21.41	21.40
568-072-28-S	9050 N PRICE AVE	0.195	4352	21.41	21.40
568-072-29-S	9038 N PRICE AVE	0.273	4352	21.41	21.40
568-072-30-S	9039 N PRICE AVE	0.289	4352	21.41	21.40
568-072-31-S	9049 N PRICE AVE	0.210	4352	21.41	21.40
568-072-32-S	9059 N PRICE AVE	0.149	4352	21.41	21.40
568-072-33-S	9069 N PRICE AVE	0.163	4352	21.41	21.40
568-072-34-S	9079 N PRICE AVE	0.186	4352	21.41	21.40
568-081-01-S	2190 E YEARGIN DR	0.154	4549	21.40	21.40
568-081-02-S	2204 E YEARGIN DR	0.140	4549	21.40	21.40
568-081-03-S	2216 E YEARGIN DR	0.140	4549	21.40	21.40
568-081-04-S	2228 E YEARGIN DR	0.140	4549	21.40	21.40
568-081-05-S	2240 E YEARGIN DR	0.140	4549	21.40	21.40
568-081-06-S	2252 E YEARGIN DR	0.140	4549	21.40	21.40
568-081-07-S	2264 E YEARGIN DR	0.140	4549	21.40	21.40
568-081-08-S	2276 E YEARGIN DR	0.140	4549	21.40	21.40
568-081-09-S	2286 E YEARGIN DR	0.156	4549	21.40	21.40
568-082-01-S	2189 E YEARGIN DR	0.167	4549	21.40	21.40
568-082-02-S	2203 E YEARGIN DR	0.148	4549	21.40	21.40
568-082-03-S	2215 E YEARGIN DR	0.148	4549	21.40	21.40
568-082-04-S	2227 E YEARGIN DR	0.148	4549	21.40	21.40
568-082-05-S	2239 E YEARGIN DR	0.148	4549	21.40	21.40
568-082-06-S	2251 E YEARGIN DR	0.148	4549	21.40	21.40
568-082-07-S	2263 E YEARGIN DR	0.148	4549	21.40	21.40
568-082-08-S	2275 E YEARGIN DR	0.143	4549	21.40	21.40
568-082-09-S	2285 E YEARGIN DR	0.162	4549	21.40	21.40
568-082-10-S	2284 E SKYVIEW AVE	0.162	4549	21.40	21.40
568-082-11-S	2274 E SKYVIEW AVE	0.143	4549	21.40	21.40
568-082-12-S	2262 E SKYVIEW AVE	0.148	4549	21.40	21.40
568-082-13-S	2250 E SKYVIEW AVE	0.148	4549	21.40	21.40
568-082-14-S	2238 E SKYVIEW AVE	0.148	4549	21.40	21.40
568-082-15-S	2226 E SKYVIEW AVE	0.148	4549	21.40	21.40
568-082-16-S	2214 E SKYVIEW AVE	0.148	4549	21.40	21.40
568-082-17-S	2202 E SKYVIEW AVE	0.148	4549	21.40	21.40
568-082-18-S	2188 E SKY VIEW	0.167	4549	21.40	21.40
568-083-01-S	9075 N WHITNEY AVE	0.188	4549	21.40	21.40
568-083-02-S	9061 N WHITNEY AVE	0.159	4549	21.40	21.40
568-083-03-S	9047 N WHITNEY AVE	0.211	4549	21.40	21.40
568-083-04-S	9033 N WHITNEY AVE	0.220	4549	21.40	21.40
568-083-05-S	9030 N WHITNEY AVE	0.269	4549	21.40	21.40
568-083-06-S	9034 N WHITNEY AVE	0.234	4549	21.40	21.40
568-083-07-S	9048 N WHITNEY AVE	0.198	4549	21.40	21.40
568-083-08-S	9062 N WHITNEY AVE	0.155	4549	21.40	21.40
568-083-09-S	9076 N WHITNEY AVE	0.183	4549	21.40	21.40
568-083-10-S	9079 N RECREATION AVE	0.183	4549	21.40	21.40
568-083-11-S	9063 N RECREATION AVE	0.158	4549	21.40	21.40
568-083-12-S	9049 N RECREATION AVE	0.191	4549	21.40	21.40
568-083-13-S	9035 N RECREATION AVE	0.231	4549	21.40	21.40
568-083-14-S	9028 N RECREATION AVE	0.263	4549	21.40	21.40
568-083-15-S	9036 N RECREATION AVE	0.234	4549	21.40	21.40
568-083-16-S	9050 N RECREATION AVE	0.202	4549	21.40	21.40
568-083-17-S	9064 N RECREATION AVE	0.176	4549	21.40	21.40
568-083-18-S	9078 N RECREATION AVE	0.205	4549	21.40	21.40
568-083-19-S	9092 N RECREATION AVE	0.175	4549	21.40	21.40
568-083-20-S	9104 N RECREATION AVE	0.140	4549	21.40	21.40
568-083-21-S	9116 N RECREATION AVE	0.140	4549	21.40	21.40
568-083-22-S	9128 N RECREATION AVE	0.140	4549	21.40	21.40
568-083-23-S	9140 N RECREATION AVE	0.140	4549	21.40	21.40
568-083-24-S	9150 N RECREATION AVE	0.140	4549	21.40	21.40
568-091-01-S	2271 E BRANDON LN	0.149	4405	41.75	41.74
568-091-02-S	2261 E BRANDON LN	0.137	4405	41.75	41.74
568-091-03-S	2251 E BRANDON LN	0.137	4405	41.75	41.74
568-091-04-S	2241 E BRANDON LN	0.137	4405	41.75	41.74
568-091-05-S	2229 E BRANDON LN	0.137	4405	41.75	41.74
568-091-06-S	2221 E BRANDON LN	0.137	4405	41.75	41.74
568-091-07-S	2211 E BRANDON LN	0.137	4405	41.75	41.74

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568-091-08-S	2199 E BRANDON LN	0.137	4405	41.75	41.74
568-091-09-S	2189 E BRANDON LN	0.137	4405	41.75	41.74
568-091-10-S	2179 E BRANDON LN	0.137	4405	41.75	41.74
568-091-11-S	2178 E RYAN LN	0.137	4405	41.75	41.74
568-091-12-S	2188 E RYAN LN	0.137	4405	41.75	41.74
568-091-13-S	2198 E RYAN LN	0.137	4405	41.75	41.74
568-091-14-S	2210 E RYAN LN	0.137	4405	41.75	41.74
568-091-15-S	2220 E RYAN LN	0.137	4405	41.75	41.74
568-091-16-S	2230 E RYAN LN	0.137	4405	41.75	41.74
568-091-17-S	2242 E RYAN LN	0.137	4405	41.75	41.74
568-091-18-S	2252 E RYAN LN	0.137	4405	41.75	41.74
568-091-19-S	2262 E RYAN LN	0.137	4405	41.75	41.74
568-091-20-S	2272 E RYAN LN	0.137	4405	41.75	41.74
568-092-01-S	2253 E RYAN LN	0.158	4405	41.75	41.74
568-092-02-S	2243 E RYAN LN	0.144	4405	41.75	41.74
568-092-03-S	2231 E RYAN LN	0.144	4405	41.75	41.74
568-092-04-S	2219 E RYAN LN	0.146	4405	41.75	41.74
568-092-05-S	2207 E RYAN LN	0.144	4405	41.75	41.74
568-092-06-S	2195 E RYAN LN	0.144	4405	41.75	41.74
568-092-07-S	2183 E RYAN LN	0.146	4405	41.75	41.74
568-092-08-S	2173 E RYAN LN	0.144	4405	41.75	41.74
568-093-01-S	2273 E RYAN LN	0.156	4405	41.75	41.74
568-093-02-S	2293 E RYAN LN	0.171	4405	41.75	41.74
568-093-03-S	9354 N RECREATION AVE	0.150	4405	41.75	41.74
568-093-04-S	9366 N RECREATION AVE	0.202	4405	41.75	41.74
568-093-05-S	9378 N RECREATION AVE	0.144	4405	41.75	41.74
568-093-06-S	9390 N RECREATION AVE	0.144	4405	41.75	41.74
568-101-01-S	9411 N BACKER AVE	0.187	4405	41.75	41.74
568-101-02-S	9421 N BACKER AVE	0.158	4405	41.75	41.74
568-101-03-S	9431 N BACKER AVE	0.264	4405	41.75	41.74
568-101-04-S	9441 N BACKER AVE	0.123	4405	41.75	41.74
568-101-05-S	9451 N BACKER AVE	0.258	4405	41.75	41.74
568-101-06-S	9442 N BACKER AVE	0.137	4405	41.75	41.74
568-101-07-S	9432 N BACKER AVE	0.188	4405	41.75	41.74
568-101-08-S	9422 N BACKER AVE	0.207	4405	41.75	41.74
568-101-09-S	9412 N BACKER AVE	0.149	4405	41.75	41.74
568-101-10-S	9415 N WOODROW AVE	0.151	4405	41.75	41.74
568-101-11-S	9425 N WOODROW AVE	0.211	4405	41.75	41.74
568-101-12-S	9435 N WOODROW AVE	0.225	4405	41.75	41.74
568-101-13-S	9445 N WOODROW AVE	0.118	4405	41.75	41.74
568-101-14-S	9455 N WOODROW AVE	0.258	4405	41.75	41.74
568-101-15-S	9444 N WOODROW AVE	0.129	4405	41.75	41.74
568-101-16-S	9434 N WOODROW AVE	0.315	4405	41.75	41.74
568-101-17-S	9424 N WOODROW AVE	0.158	4405	41.75	41.74
568-101-18-S	9414 N WOODROW AVE	0.171	4405	41.75	41.74
568-101-19-S	9411 N SIERRA VISTA AVE	0.160	4405	41.75	41.74
568-101-20-S	9423 N SIERRA VISTA AVE	0.142	4405	41.75	41.74
568-101-21-S	9433 N SIERRA VISTA AVE	0.142	4405	41.75	41.74
568-101-22-S	9443 N SIERRA VISTA AVE	0.153	4405	41.75	41.74
568-101-23-S	9453 N SIERRA VISTA AVE	0.165	4405	41.75	41.74
568-101-24-S	9343 N PRICE AVE	0.161	4405	41.75	41.74
568-101-25-S	9355 N PRICE AVE	0.154	4405	41.75	41.74
568-101-26-S	9367 N PRICE AVE	0.154	4405	41.75	41.74
568-101-27-S	9379 N PRICE AVE	0.149	4405	41.75	41.74
568-101-28-S	9391 N PRICE AVE	0.151	4405	41.75	41.74
568-102-01-S	2047 E BRANDON LN	0.149	4405	41.75	41.74
568-102-02-S	2059 E BRANDON LN	0.137	4405	41.75	41.74
568-102-03-S	2071 E BRANDON LN	0.137	4405	41.75	41.74
568-102-04-S	2083 E BRANDON LN	0.137	4405	41.75	41.74
568-102-05-S	2091 E BRANDON LN	0.137	4405	41.75	41.74
568-102-06-S	2103 E BRANDON LN	0.137	4405	41.75	41.74
568-102-07-S	2113 E BRANDON LN	0.137	4405	41.75	41.74
568-102-08-S	2123 E BRANDON LN	0.137	4405	41.75	41.74
568-102-09-S	2135 E BRANDON LN	0.137	4405	41.75	41.74
568-102-10-S	2147 E BRANDON LN	0.137	4405	41.75	41.74
568-102-11-S	2159 E BRANDON LN	0.137	4405	41.75	41.74

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568-102-12-S	2169 E BRANDON LN	0.137	4405	41.75	41.74
568-102-13-S	2168 E RYAN LN	0.137	4405	41.75	41.74
568-102-14-S	2158 E RYAN LN	0.137	4405	41.75	41.74
568-102-15-S	2146 E RYAN LN	0.137	4405	41.75	41.74
568-102-16-S	2134 E RYAN LN	0.137	4405	41.75	41.74
568-102-17-S	2122 E RYAN LN	0.137	4405	41.75	41.74
568-102-18-S	2112 E RYAN LN	0.137	4405	41.75	41.74
568-102-19-S	2102 E RYAN LN	0.137	4405	41.75	41.74
568-102-20-S	2090 E RYAN LN	0.137	4405	41.75	41.74
568-102-21-S	2080 E RYAN LN	0.137	4405	41.75	41.74
568-102-22-S	2070 E RYAN LN	0.137	4405	41.75	41.74
568-102-23-S	2058 E RYAN LN	0.137	4405	41.75	41.74
568-102-24-S	2046 E RYAN LN	0.149	4405	41.75	41.74
568-103-01-S	2045 E RYAN LN	0.160	4405	41.75	41.74
568-103-02-S	2057 E RYAN LN	0.148	4405	41.75	41.74
568-103-03-S	2069 E RYAN LN	0.148	4405	41.75	41.74
568-103-04-S	2081 E RYAN LN	0.152	4405	41.75	41.74
568-103-05-S	2093 E RYAN LN	0.156	4405	41.75	41.74
568-103-06-S	2103 E RYAN LN	0.159	4405	41.75	41.74
568-103-07-S	2115 E RYAN LN	0.164	4405	41.75	41.74
568-103-08-S	2129 E RYAN LN	0.161	4405	41.75	41.74
568-103-09-S	2141 E RYAN LN	0.156	4405	41.75	41.74
568-103-10-S	2153 E RYAN LN	0.152	4405	41.75	41.74
568-103-11-S	2163 E RYAN LN	0.147	4405	41.75	41.74
577-110-01-S	10267 N PIERPONT CIR	0.216	4639	100.96	100.96
577-110-02-S	10281 N PIERPONT CIR	0.202	4639	100.96	100.96
577-110-03-S	10295 N PIERPONT CIR	0.202	4639	100.96	100.96
577-110-04-S	10309 N PIERPONT CIR	0.202	4639	100.96	100.96
577-110-05-S	10321 N PIERPONT CIR	0.286	4639	100.96	100.96
577-110-06-S	10331 N PIERPONT CIR	0.413	4639	100.96	100.96
577-110-07-S	10339 N PIERPONT CIR	0.287	4639	100.96	100.96
577-110-08-S	10351 N PIERPONT CIR	0.209	4639	100.96	100.96
577-110-09-S	10365 N PIERPONT CIR	0.209	4639	100.96	100.96
577-110-10-S	10379 N PIERPONT CIR	0.209	4639	100.96	100.96
577-110-11-S	10393 N PIERPONT CIR	0.209	4639	100.96	100.96
577-110-12-S	10407 N PIERPONT CIR	0.209	4639	100.96	100.96
577-110-13-S	10421 N PIERPONT CIR	0.266	4639	100.96	100.96
577-110-14-S	10433 N PIERPONT CIR	0.344	4639	100.96	100.96
577-110-15-S	10439 N PIERPONT CIR	0.256	4639	100.96	100.96
577-110-16-S	10451 N PIERPONT CIR	0.204	4639	100.96	100.96
577-110-17-S	10463 N PIERPONT CIR	0.173	4639	100.96	100.96
577-110-18-S	10475 N PIERPONT CIR	0.204	4639	100.96	100.96
577-110-19-S	10487 N PIERPONT CIR	0.173	4639	100.96	100.96
577-110-20-S	10499 N PIERPONT CIR	0.204	4639	100.96	100.96
577-110-21-S	10212 N PIERPONT CIR	0.270	4639	100.96	100.96
577-110-22-S	10234 N PIERPONT CIR	0.204	4639	100.96	100.96
577-110-23-S	10248 N PIERPONT CIR	0.188	4639	100.96	100.96
577-110-24-S	10260 N PIERPONT CIR	0.188	4639	100.96	100.96
577-110-25-S	10272 N PIERPONT CIR	0.188	4639	100.96	100.96
577-110-26-S	10284 N PIERPONT CIR	0.188	4639	100.96	100.96
577-110-27-S	10296 N PIERPONT CIR	0.188	4639	100.96	100.96
577-110-28-S	10310 N PIERPONT CIR	0.188	4639	100.96	100.96
577-110-29-S	10324 N PIERPONT CIR	0.202	4639	100.96	100.96
577-110-30-S	10323 N STERLING LN	0.202	4639	100.96	100.96
577-110-31-S	10309 N STERLING LN	0.188	4639	100.96	100.96
577-110-32-S	10295 N STERLING LN	0.188	4639	100.96	100.96
577-110-33-S	10283 N STERLING LN	0.188	4639	100.96	100.96
577-110-34-S	10271 N STERLING LN	0.188	4639	100.96	100.96
577-110-35-S	10259 N STERLING LN	0.188	4639	100.96	100.96
577-110-36-S	10247 N STERLING LN	0.188	4639	100.96	100.96
577-110-37-S	10233 N STERLING LN	0.254	4639	100.96	100.96
577-110-38-S	10246 N STERLING LN	0.255	4639	100.96	100.96
577-110-39-S	10258 N STERLING LN	0.204	4639	100.96	100.96
577-110-40-S	10270 N STERLING LN	0.188	4639	100.96	100.96
577-110-41-S	10282 N STERLING LN	0.188	4639	100.96	100.96
577-110-42-S	10294 N STERLING LN	0.188	4639	100.96	100.96

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577-110-43-S	10308 N STERLING LN	0.188	4639	100.96	100.96
577-110-44-S	10322 N STERLING LN	0.202	4639	100.96	100.96
577-110-45-S	10446 N PIERPONT CIR	0.202	4639	100.96	100.96
577-110-46-S	10458 N PIERPONT CIR	0.188	4639	100.96	100.96
577-110-47-S	10470 N PIERPONT CIR	0.188	4639	100.96	100.96
577-110-48-S	10482 N PIERPONT CIR	0.188	4639	100.96	100.96
577-110-49-S	10494 N PIERPONT CIR	0.188	4639	100.96	100.96
577-110-50-S	10508 N PIERPONT CIR	0.310	4639	100.96	100.96
577-120-01-S	10169 N PIERPONT CIR	0.292	4639	100.96	100.96
577-120-02-S	10185 N PIERPONT CIR	0.197	4639	100.96	100.96
577-120-03-S	10199 N PIERPONT CIR	0.202	4639	100.96	100.96
577-120-04-S	10217 N PIERPONT CIR	0.202	4639	100.96	100.96
577-120-05-S	10235 N PIERPONT CIR	0.202	4639	100.96	100.96
577-120-06-S	10249 N PIERPONT CIR	0.216	4639	100.96	100.96
577-120-07-S	10621 N PIERPONT CIR	0.305	4639	100.96	100.96
577-120-08-S	10609 N PIERPONT CIR	0.263	4639	100.96	100.96
577-120-09-S	10597 N PIERPONT CIR	0.210	4639	100.96	100.96
577-120-10-S	10585 N PIERPONT CIR	0.210	4639	100.96	100.96
577-120-11-S	10573 N PIERPONT CIR	0.210	4639	100.96	100.96
577-120-12-S	10555 N PIERPONT CIR	0.261	4639	100.96	100.96
577-120-13-S	10539 N PIERPONT CIR	0.248	4639	100.96	100.96
577-120-14-S	10527 N PIERPONT CIR	0.278	4639	100.96	100.96
577-120-15-S	10519 N PIERPONT CIR	0.289	4639	100.96	100.96
577-120-16-S	10511 N PIERPONT CIR	0.178	4639	100.96	100.96
577-131-01-S	10540 N SINCLAIR CIR	0.216	4540	100.96	100.96
577-131-02-S	10528 N SINCLAIR CIR	0.210	4540	100.96	100.96
577-131-03-S	10516 N SINCLAIR CIR	0.246	4540	100.96	100.96
577-131-04-S	10504 N SINCLAIR CIR	0.266	4540	100.96	100.96
577-131-05-S	10496 N SINCLAIR CIR	0.413	4540	100.96	100.96
577-131-06-S	10484 N SINCLAIR CIR	0.253	4540	100.96	100.96
577-131-07-S	10474 N SINCLAIR CIR	0.216	4540	100.96	100.96
577-131-08-S	10458 N SINCLAIR CIR	0.216	4540	100.96	100.96
577-131-09-S	10446 N SINCLAIR CIR	0.216	4540	100.96	100.96
577-131-10-S	10432 N SINCLAIR CIR	0.216	4540	100.96	100.96
577-131-11-S	10418 N SINCLAIR CIR	0.241	4540	100.96	100.96
577-131-12-S	10406 N SINCLAIR CIR	0.321	4540	100.96	100.96
577-131-13-S	10398 N SINCLAIR CIR	0.330	4540	100.96	100.96
577-131-14-S	10376 N SINCLAIR CIR	0.200	4540	100.96	100.96
577-131-15-S	10364 N SINCLAIR CIR	0.195	4540	100.96	100.96
577-131-16-S	10360 N SINCLAIR CIR	0.195	4540	100.96	100.96
577-131-17-S	10350 N SINCLAIR CIR	0.200	4540	100.96	100.96
577-131-18-S	10340 N SINCLAIR CIR	0.351	4540	100.96	100.96
577-131-19-S	10322 N SINCLAIR CIR	0.240	4540	100.96	100.96
577-131-20-S	10308 N SINCLAIR CIR	0.173	4540	100.96	100.96
577-131-21-S	10294 N SINCLAIR CIR	0.204	4540	100.96	100.96
577-131-22-S	10282 N SINCLAIR CIR	0.173	4540	100.96	100.96
577-131-23-S	10266 N SINCLAIR CIR	0.204	4540	100.96	100.96
577-131-24-S	10254 N SINCLAIR CIR	0.173	4540	100.96	100.96
577-131-25-S	10240 N SINCLAIR CIR	0.204	4540	100.96	100.96
577-131-26-S	10226 N SINCLAIR CIR	0.204	4540	100.96	100.96
577-131-27-S	10210 N SINCLAIR CIR	0.277	4540	100.96	100.96
577-132-01-S	10485 N SINCLAIR CIR	0.191	4540	100.96	100.96
577-132-02-S	10473 N SINCLAIR CIR	0.225	4540	100.96	100.96
577-132-03-S	10457 N SINCLAIR CIR	0.191	4540	100.96	100.96
577-132-04-S	10441 N SINCLAIR CIR	0.225	4540	100.96	100.96
577-132-05-S	10423 N SINCLAIR CIR	0.191	4540	100.96	100.96
577-132-06-S	10411 N SINCLAIR CIR	0.225	4540	100.96	100.96
577-132-07-S	10319 N SINCLAIR CIR	0.191	4540	100.96	100.96
577-132-08-S	10297 N SINCLAIR CIR	0.225	4540	100.96	100.96
577-132-09-S	10285 N SINCLAIR CIR	0.191	4540	100.96	100.96
577-132-10-S	10267 N SINCLAIR CIR	0.225	4540	100.96	100.96
577-132-11-S	10255 N SINCLAIR CIR	0.191	4540	100.96	100.96
577-132-12-S	10241 N SINCLAIR CIR	0.225	4540	100.96	100.96
577-141-01-S	1821 E OAK HAVEN DR	0.201	4564	100.96	100.96
577-141-02-S	1811 E OAK HAVEN DR	0.188	4564	100.96	100.96
577-141-03-S	1801 E OAK HAVEN DR	0.275	4564	100.96	100.96

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577-141-04-S	1802 E OAK HAVEN DR	0.328	4564	100.96	100.96
577-141-05-S	1818 E OAK HAVEN DR	0.277	4564	100.96	100.96
577-142-01-S	1830 E OAK HAVEN DR	0.204	4564	100.96	100.96
577-142-02-S	1844 E OAK HAVEN DR	0.206	4564	100.96	100.96
577-142-03-S	1858 E OAK HAVEN DR	0.192	4564	100.96	100.96
577-142-04-S	1870 E OAK HAVEN DR	0.192	4564	100.96	100.96
577-142-05-S	1882 E OAK HAVEN DR	0.170	4564	100.96	100.96
577-142-06-S	1894 E OAK HAVEN DR	0.181	4564	100.96	100.96
577-142-07-S	1920 E OAK HAVEN DR	0.181	4564	100.96	100.96
577-142-08-S	1940 E OAK HAVEN DR	0.170	4564	100.96	100.96
577-142-09-S	1956 E OAK HAVEN DR	0.181	4564	100.96	100.96
577-142-10-S	1970 E OAK HAVEN DR	0.181	4564	100.96	100.96
577-142-11-S	1984 E OAK HAVEN DR	0.239	4564	100.96	100.96
577-142-12-S	10194 N MERIDIAN AVE	0.309	4564	100.96	100.96
577-142-13-S	10180 N MERIDIAN AVE	0.253	4564	100.96	100.96
577-142-14-S	10152 N MERIDIAN AVE	0.196	4564	100.96	100.96
577-142-15-S	10146 N MERIDIAN AVE	0.199	4564	100.96	100.96
577-142-16-S	10138 N MERIDIAN AVE	0.196	4564	100.96	100.96
577-142-17-S	10120 N MERIDIAN AVE	0.202	4564	100.96	100.96
577-142-18-S	10102 N MERIDIAN AVE	0.208	4564	100.96	100.96
577-143-01-S	1973 E OAK HAVEN DR	0.171	4564	100.96	100.96
577-143-02-S	1957 E OAK HAVEN DR	0.163	4564	100.96	100.96
577-143-03-S	1941 E OAK HAVEN DR	0.165	4564	100.96	100.96
577-143-04-S	1925 E OAK HAVEN DR	0.167	4564	100.96	100.96
577-143-05-S	1891 E OAK HAVEN DR	0.165	4564	100.96	100.96
577-143-06-S	1879 E OAK HAVEN DR	0.165	4564	100.96	100.96
577-143-07-S	1867 E OAK HAVEN DR	0.243	4564	100.96	100.96
577-143-08-S	10166 N BARTON AVE	0.227	4564	100.96	100.96
577-143-09-S	10156 N BARTON AVE	0.279	4564	100.96	100.96
577-143-10-S	1860 E DESERT ISLAND DR	0.175	4564	100.96	100.96
577-143-11-S	1876 E DESERT ISLAND DR	0.165	4564	100.96	100.96
577-143-12-S	1896 E DESERT ISLAND DR	0.165	4564	100.96	100.96
577-143-13-S	1924 E DESERT ISLAND DR	0.167	4564	100.96	100.96
577-143-14-S	1942 E DESERT ISLAND DR	0.165	4564	100.96	100.96
577-143-15-S	1958 E DESERT ISLAND DR	0.163	4564	100.96	100.96
577-143-16-S	1974 E DESERT ISLAND DR	0.171	4564	100.96	100.96
577-144-01-S	1975 E DESERT ISLAND DR	0.163	4564	100.96	100.96
577-144-02-S	1961 E DESERT ISLAND DR	0.160	4564	100.96	100.96
577-144-03-S	1943 E DESERT ISLAND DR	0.150	4564	100.96	100.96
577-144-04-S	1923 E DESERT ISLAND DR	0.160	4564	100.96	100.96
577-144-05-S	1903 E DESERT ISLAND DR	0.160	4564	100.96	100.96
577-144-06-S	1885 E DESERT ISLAND DR	0.160	4564	100.96	100.96
577-144-07-S	1869 E DESERT ISLAND DR	0.150	4564	100.96	100.96
577-144-08-S	1851 E DESERT ISLAND DR	0.160	4564	100.96	100.96
577-144-09-S	1835 E DESERT ISLAND DR	0.167	4564	100.96	100.96
577-144-10-S	1834 E LA QUINTA DR	0.167	4564	100.96	100.96
577-144-11-S	1852 E LA QUINTA DR	0.160	4564	100.96	100.96
577-144-12-S	1866 E LA QUINTA DR	0.150	4564	100.96	100.96
577-144-13-S	1886 E LA QUINTA DR	0.160	4564	100.96	100.96
577-144-14-S	1906 E LA QUINTA DR	0.160	4564	100.96	100.96
577-144-15-S	1926 E LA QUINTA DR	0.160	4564	100.96	100.96
577-144-16-S	1944 E LA QUINTA DR	0.160	4564	100.96	100.96
577-144-17-S	1962 E LA QUINTA DR	0.160	4564	100.96	100.96
577-144-18-S	1976 E LA QUINTA DR	0.163	4564	100.96	100.96
577-151-01-S	1639 E LA QUINTA DR	0.187	4603	100.96	100.96
577-151-02-S	1629 E LA QUINTA DR	0.181	4603	100.96	100.96
577-151-03-S	1619 E LA QUINTA DR	0.170	4603	100.96	100.96
577-151-04-S	1609 E LA QUINTA DR	0.181	4603	100.96	100.96
577-151-05-S	1599 E LA QUINTA DR	0.181	4603	100.96	100.96
577-151-06-S	1591 E LA QUINTA DR	0.170	4603	100.96	100.96
577-151-07-S	1583 E LA QUINTA DR	0.181	4603	100.96	100.96
577-151-08-S	1575 E LA QUINTA DR	0.239	4603	100.96	100.96
577-151-09-S	10005 N BOYD AVE	0.264	4603	100.96	100.96
577-151-10-S	10015 N BOYD AVE	0.184	4603	100.96	100.96
577-151-11-S	10025 N BOYD AVE	0.162	4603	100.96	100.96
577-151-12-S	10035 N BOYD AVE	0.162	4603	100.96	100.96

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577-151-13-S	10045 N BOYD AVE	0.152	4603	100.96	100.96
577-151-14-S	10055 N BOYD AVE	0.160	4603	100.96	100.96
577-151-15-S	10065 N BOYD AVE	0.206	4603	100.96	100.96
577-151-18-S	10044 N BOYD AVE	0.160	4603	100.96	100.96
577-151-19-S	10034 N BOYD AVE	0.173	4603	100.96	100.96
577-151-20-S	1598 E DESERT ISLAND DR	0.173	4603	100.96	100.96
577-151-21-S	1604 E DESERT ISLAND DR	0.241	4603	100.96	100.96
577-151-22-S	1608 E DESERT ISLAND DR	0.266	4603	100.96	100.96
577-151-24-S	1616 E DESERT ISLAND DR	0.218	4603	100.96	100.96
577-151-25-S	1626 E DESERT ISLAND DR	0.173	4603	100.96	100.96
577-151-26-S	1642 E DESERT ISLAND DR	0.173	4603	100.96	100.96
577-151-27-S	1646 E DESERT ISLAND DR	0.229	4603	100.96	100.96
577-151-28-S	1648 E DESERT ISLAND DR	0.272	4603	100.96	100.96
577-151-29-S	1652 E DESERT ISLAND DR	0.367	4603	100.96	100.96
577-151-32-S	1676 E DESERT ISLAND DR	0.152	4603	100.96	100.96
577-151-33-S	1684 E DESERT ISLAND DR	0.152	4603	100.96	100.96
577-151-34-S	1692 E DESERT ISLAND DR	0.152	4603	100.96	100.96
577-151-35-S	1700 E DESERT ISLAND DR	0.152	4603	100.96	100.96
577-151-36-S	1708 E DESERT ISLAND DR	0.167	4603	100.96	100.96
577-151-37-S	1656 E DESERT ISLAND DR	0.245	4603	100.96	100.96
577-151-38-S	1668 E DESERT ISLAND DR	0.156	4603	100.96	100.96
577-151-40-S	1612 E DESERT ISLAND DR	0.238	4603	100.96	100.96
577-151-42-S	10054 N BOYD AVE	0.252	4603	100.96	100.96
577-151-44-S	10075 N BOYD AVE	0.277	4603	100.96	100.96
577-152-01-S	1581 E DESERT ISLAND DR	0.167	4603	100.96	100.96
577-152-02-S	1589 E DESERT ISLAND DR	0.152	4603	100.96	100.96
577-152-03-S	1599 E DESERT ISLAND DR	0.162	4603	100.96	100.96
577-152-04-S	1607 E DESERT ISLAND DR	0.152	4603	100.96	100.96
577-152-05-S	1615 E DESERT ISLAND DR	0.162	4603	100.96	100.96
577-152-06-S	1625 E DESERT ISLAND DR	0.152	4603	100.96	100.96
577-152-07-S	1633 E DESERT ISLAND DR	0.162	4603	100.96	100.96
577-152-08-S	1641 E DESERT ISLAND DR	0.152	4603	100.96	100.96
577-152-09-S	1651 E DESERT ISLAND DR	0.162	4603	100.96	100.96
577-152-10-S	1659 E DESERT ISLAND DR	0.152	4603	100.96	100.96
577-152-11-S	1667 E DESERT ISLAND DR	0.162	4603	100.96	100.96
577-152-12-S	1677 E DESERT ISLAND DR	0.152	4603	100.96	100.96
577-152-13-S	1685 E DESERT ISLAND DR	0.162	4603	100.96	100.96
577-152-14-S	1693 E DESERT ISLAND DR	0.152	4603	100.96	100.96
577-152-15-S	1703 E DESERT ISLAND DR	0.152	4603	100.96	100.96
577-152-16-S	1711 E DESERT ISLAND DR	0.167	4603	100.96	100.96
577-152-17-S	1710 E LA QUINTA DR	0.167	4603	100.96	100.96
577-152-18-S	1702 E LA QUINTA DR	0.152	4603	100.96	100.96
577-152-19-S	1692 E LA QUINTA DR	0.152	4603	100.96	100.96
577-152-20-S	1684 E LA QUINTA DR	0.162	4603	100.96	100.96
577-152-21-S	1676 E LA QUINTA DR	0.152	4603	100.96	100.96
577-152-22-S	1666 E LA QUINTA DR	0.162	4603	100.96	100.96
577-152-23-S	1658 E LA QUINTA DR	0.152	4603	100.96	100.96
577-152-24-S	1650 E LA QUINTA DR	0.162	4603	100.96	100.96
577-152-25-S	1640 E LA QUINTA DR	0.152	4603	100.96	100.96
577-152-26-S	1632 E LA QUINTA DR	0.162	4603	100.96	100.96
577-152-27-S	1624 E LA QUINTA DR	0.152	4603	100.96	100.96
577-152-28-S	1614 E LA QUINTA DR	0.162	4603	100.96	100.96
577-152-29-S	1606 E LA QUINTA DR	0.152	4603	100.96	100.96
577-152-30-S	1598 E LA QUINTA DR	0.162	4603	100.96	100.96
577-152-31-S	1588 E LA QUINTA DR	0.152	4603	100.96	100.96
577-152-32-S	1580 E LA QUINTA DR	0.167	4603	100.96	100.96
577-153-01-S	1655 E LA QUINTA DR	0.187	4603	100.96	100.96
577-153-02-S	1663 E LA QUINTA DR	0.170	4603	100.96	100.96
577-153-03-S	1671 E LA QUINTA DR	0.181	4603	100.96	100.96
577-153-04-S	1679 E LA QUINTA DR	0.170	4603	100.96	100.96
577-153-05-S	1687 E LA QUINTA DR	0.181	4603	100.96	100.96
577-153-06-S	1695 E LA QUINTA DR	0.170	4603	100.96	100.96
577-153-07-S	1703 E LA QUINTA DR	0.170	4603	100.96	100.96
577-153-08-S	1711 E LA QUINTA DR	0.272	4603	100.96	100.96
577-153-09-S	1719 E LA QUINTA DR	0.238	4603	100.96	100.96
577-153-10-S	10004 N BARTON AVE	0.179	4603	100.96	100.96

City of Fresno
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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
577-153-11-S	10014 N BARTON AVE	0.176	4603	100.96	100.96
578-081-01S	10363 N SIERRA VISTA DR	0.160	4432	51.32	51.32
578-081-02S	10355 N SIERRA VISTA DR	0.200	4432	51.32	51.32
578-081-03S	10347 N SIERRA VISTA	0.236	4432	51.32	51.32
578-081-04S	10339 N SIERRA VISTA DR	0.244	4432	51.32	51.32
578-081-05S	10327 N SIERRA VISTA DR	0.206	4432	51.32	51.32
578-081-06S	10319 N SIERRA VISTA DR	0.188	4432	51.32	51.32
578-081-07S	10299 N SIERRA VISTA DR	0.153	4432	51.32	51.32
578-081-08S	10287 N SIERRA VISTA DR	0.162	4432	51.32	51.32
578-081-09S	2232 E MUIR FIELD DR	0.149	4432	51.32	51.32
578-081-10S	2226 E MUIR FIELD DR	0.160	4432	51.32	51.32
578-081-11S	2220 E MUIR FIELD DR	0.207	4432	51.32	51.32
578-081-12S	2214 E MUIR FIELD DR	0.168	4432	51.32	51.32
578-081-13S	2208 E MUIR FIELD DR	0.155	4432	51.32	51.32
578-081-14S	2204 E MUIR FIELD DR	0.154	4432	51.32	51.32
578-081-15S	2188 E MUIR FIELD DR	0.153	4432	51.32	51.32
578-081-16S	2174 E MUIR FIELD DR	0.151	4432	51.32	51.32
578-081-17S	2160 E MUIR FIELD DR	0.239	4432	51.32	51.32
578-081-18S	10326 N BAIRD AVE	0.192	4432	51.32	51.32
578-081-19S	10340 N BAIRD AVE	0.117	4432	51.32	51.32
578-081-20S	10348 N BAIRD AVE	0.117	4432	51.32	51.32
578-081-21S	10356 N BAIRD AVE	0.117	4432	51.32	51.32
578-081-22S	10364 N BAIRD AVE	0.114	4432	51.32	51.32
578-081-23S	10370 N BAIRD AVE	0.114	4432	51.32	51.32
578-081-24S	10376 N BAIRD AVE	0.114	4432	51.32	51.32
578-081-25S	10384 N BAIRD AVE	0.114	4432	51.32	51.32
578-081-26S	10390 N BAIRD AVE	0.114	4432	51.32	51.32
578-082-01S	2203 E MUIR FIELD DR	0.149	4432	51.32	51.32
578-082-02S	2215 E MUIR FIELD DR	0.137	4432	51.32	51.32
578-082-03S	2227 E MUIR FIELD DR	0.137	4432	51.32	51.32
578-082-04S	2239 E MUIR FIELD DR	0.156	4432	51.32	51.32
578-082-05S	10263 N SIERRA VISTA DR	0.159	4432	51.32	51.32
578-083-01S	10266 N SIERRA VISTA DR	0.119	4432	51.32	51.32
578-083-02S	10274 N SIERRA VISTA DR	0.119	4432	51.32	51.32
578-083-03S	10284 N SIERRA VISTA DR	0.119	4432	51.32	51.32
578-083-04S	10292 N SIERRA VISTA DR	0.119	4432	51.32	51.32
578-083-05S	10300 N SIERRA VISTA DR	0.119	4432	51.32	51.32
578-083-06S	10314 N SIERRA VISTA DR	0.137	4432	51.32	51.32
578-083-07S	10340 N SIERRA VISTA DR	0.156	4432	51.32	51.32
578-083-08S	10362 N SIERRA VISTA DR	0.160	4432	51.32	51.32
578-083-09S	10374 N SIERRA VISTA	0.149	4432	51.32	51.32
578-091-01S	10333 N PRICE AVE	0.206	4432	51.32	51.32
578-091-02S	10345 N PRICE AVE	0.170	4432	51.32	51.32
578-091-03S	10357 N PRICE AVE	0.170	4432	51.32	51.32
578-092-01S	10261 N PRICE AVE	0.209	4432	51.32	51.32
578-092-02S	10273 N PRICE AVE	0.170	4432	51.32	51.32
578-092-03S	10285 N PRICE AVE	0.170	4432	51.32	51.32
578-092-04S	10297 N PRICE AVE	0.165	4432	51.32	51.32
578-092-05S	10309 N PRICE AVE	0.198	4432	51.32	51.32
578-093-01S	2049 E FOX GLEN DR	0.146	4432	51.32	51.32
578-093-02S	2061 E FOX GLEN DR	0.129	4432	51.32	51.32
578-093-03S	2073 E FOX GLEN DR	0.146	4432	51.32	51.32
578-093-04S	2085 E FOX GLEN DR	0.149	4432	51.32	51.32
578-093-05S	2093 E FOX GLEN DR	0.216	4432	51.32	51.32
578-093-06S	2097 E FOX GLEN DR	0.222	4432	51.32	51.32
578-093-07S	2096 E FOX GLEN DR	0.197	4432	51.32	51.32
578-093-08S	2090 E FOX GLEN DR	0.183	4432	51.32	51.32
578-093-09S	2078 E FOX GLEN DR	0.176	4432	51.32	51.32
578-093-10S	2062 E FOX GLEN DR	0.157	4432	51.32	51.32
578-093-11S	2050 E FOX GLEN DR	0.170	4432	51.32	51.32
578-093-12S	10384 N BACKER DR	0.149	4432	51.32	51.32
578-093-13S	10388 N BACKER DR	0.137	4432	51.32	51.32
578-093-14S	10394 N BACKER DR	0.137	4432	51.32	51.32
578-093-15S	10400 N BACKER DR	0.184	4432	51.32	51.32
578-093-16S	2111 E EMILIE AVE	0.165	4432	51.32	51.32
578-093-17S	2117 E EMILIE AVE	0.114	4432	51.32	51.32

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578-093-18S	2125 E EMILIE AVE	0.114	4432	51.32	51.32
578-093-19S	2137 E EMILIE AVE	0.136	4432	51.32	51.32
578-093-20S	2145 E EMILIE AVE	0.309	4432	51.32	51.32
578-093-21S	10352 N WOODROW AVE	0.176	4432	51.32	51.32
578-093-22S	10356 N WOODROW AVE	0.114	4432	51.32	51.32
578-093-23S	10362 N WOODROW AVE	0.114	4432	51.32	51.32
578-093-24S	10376 N WOODROW AVE	0.119	4432	51.32	51.32
578-093-25S	10365 N BAIRD AVE	0.119	4432	51.32	51.32
578-093-26S	10353 N BAIRD AVE	0.114	4432	51.32	51.32
578-093-27S	10345 N BAIRD AVE	0.114	4432	51.32	51.32
578-093-28S	10337 N BAIRD AVE	0.114	4432	51.32	51.32
578-093-29S	10329 N BAIRD AVE	0.114	4432	51.32	51.32
578-093-30S	10321 N BAIRD AVE	0.114	4432	51.32	51.32
578-093-31S	10313 N BAIRD AVE	0.216	4432	51.32	51.32
578-093-32S	10301 N BAIRD AVE	0.224	4432	51.32	51.32
578-093-33S	2132 E MUIR FIELD DR	0.160	4432	51.32	51.32
578-093-34S	2120 E MUIR FIELD DR	0.137	4432	51.32	51.32
578-093-35S	2108 E MUIR FIELD DR	0.137	4432	51.32	51.32
578-093-36S	2096 E MUIR FIELD DR	0.137	4432	51.32	51.32
578-093-37S	2084 E MUIR FIELD DR	0.137	4432	51.32	51.32
578-093-38S	2072 E MUIR FIELD DR	0.137	4432	51.32	51.32
578-093-39S	2060 E MUIR FIELD DR	0.137	4432	51.32	51.32
578-093-40S	2048 E MUIR FIELD DR	0.149	4432	51.32	51.32
578-094-01S	2047 E MUIR FIELD DR	0.153	4432	51.32	51.32
578-094-02S	2059 E MUIR FIELD DR	0.137	4432	51.32	51.32
578-094-03S	2071 E MUIR FIELD DR	0.137	4432	51.32	51.32
578-094-04S	2083 E MUIR FIELD DR	0.137	4432	51.32	51.32
578-094-05S	2095 E MUIR FIELD DR	0.142	4432	51.32	51.32
578-094-06S	2107 E MUIR FIELD DR	0.142	4432	51.32	51.32
578-094-07S	2119 E MUIR FIELD DR	0.137	4432	51.32	51.32
578-094-08S	2131 E MUIR FIELD DR	0.137	4432	51.32	51.32
578-094-09S	2143 E MUIR FIELD DR	0.142	4432	51.32	51.32
578-094-10S	2155 E MUIR FIELD DR	0.142	4432	51.32	51.32
578-094-11S	2167 E MUIR FIELD DR	0.137	4432	51.32	51.32
578-094-12S	2179 E MUIR FIELD DR	0.149	4432	51.32	51.32
578-102-01S	10369 N PRICE AVE	0.170	4432	51.32	51.32
578-102-02S	10381 N PRICE AVE	0.192	4432	51.32	51.32
578-102-03S	10393 N PRICE AVE	0.170	4432	51.32	51.32
578-102-04S	10405 N PRICE AVE	0.170	4432	51.32	51.32
578-102-05S	10417 N PRICE AVE	0.170	4432	51.32	51.32
578-102-06S	10429 N PRICE AVE	0.170	4432	51.32	51.32
578-102-07S	10441 N PRICE AVE	0.170	4432	51.32	51.32
578-102-08S	10453 N PRICE AVE	0.198	4432	51.32	51.32
578-102-09S	10465 N PRICE AVE	0.344	4432	51.32	51.32
578-102-10S	2036 E RUSH AVE	0.253	4432	51.32	51.32
578-102-11S	2048 E RUSH AVE	0.179	4432	51.32	51.32
578-102-12S	2060 E RUSH AVE	0.173	4432	51.32	51.32
578-102-13S	2072 E RUSH AVE	0.162	4432	51.32	51.32
578-102-14S	2084 E RUSH AVE	0.155	4432	51.32	51.32
578-102-15S	2096 E RUSH AVE	0.164	4432	51.32	51.32
578-102-16S	2108 E RUSH AVE	0.164	4432	51.32	51.32
578-102-17S	2120 E RUSH AVE	0.164	4432	51.32	51.32
578-102-18S	2132 E RUSH AVE	0.156	4432	51.32	51.32
578-102-19S	2144 E RUSH AVE	0.156	4432	51.32	51.32
578-102-20S	2156 E RUSH AVE	0.156	4432	51.32	51.32
578-102-21S	2168 E RUSH AVE	0.164	4432	51.32	51.32
578-102-22S	2180 E RUSH AVE	0.164	4432	51.32	51.32
578-102-23S	2192 E RUSH AVE	0.156	4432	51.32	51.32
578-102-24S	2204 E RUSH	0.171	4432	51.32	51.32
578-103-01S	10384 N PRICE AVE	0.158	4432	51.32	51.32
578-103-02S	10396 N PRICE AVE	0.149	4432	51.32	51.32
578-103-03S	10408 N PRICE AVE	0.149	4432	51.32	51.32
578-103-04S	10420 N PRICE AVE	0.149	4432	51.32	51.32
578-103-05S	10432 N PRICE AVE	0.149	4432	51.32	51.32
578-103-06S	10444 N PRICE AVE	0.158	4432	51.32	51.32
578-103-07S	2065 E RUSH AVE	0.146	4432	51.32	51.32

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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
578-103-08S	2077 E RUSH AVE	0.137	4432	51.32	51.32
578-103-09S	2089 E RUSH AVE	0.140	4432	51.32	51.32
578-103-10S	2101 E RUSH AVE	0.140	4432	51.32	51.32
578-103-11S	2113 E RUSH AVE	0.144	4432	51.32	51.32
578-103-12S	2088 E EMILIE AVE	0.257	4432	51.32	51.32
578-103-13S	2076 E EMILIE AVE	0.168	4432	51.32	51.32
578-103-14S	2064 E EMILIE AVE	0.183	4432	51.32	51.32
578-103-15S	2063 E EMILIE AVE	0.207	4432	51.32	51.32
578-103-16S	2075 E EMILIE AVE	0.206	4432	51.32	51.32
578-103-17S	2087 E EMILIE AVE	0.241	4432	51.32	51.32
578-104-01S	10412 N BACKER AVE	0.160	4432	51.32	51.32
578-104-02S	10418 N BACKER AVE	0.162	4432	51.32	51.32
578-104-03S	10424 N BACKER AVE	0.165	4432	51.32	51.32
578-104-04S	10430 N BACKER AVE	0.160	4432	51.32	51.32
578-104-05S	10436 N BACKER AVE	0.162	4432	51.32	51.32
578-104-06S	10442 N BACKER AVE	0.165	4432	51.32	51.32
578-104-07S	10455 N WOODROW AVE	0.142	4432	51.32	51.32
578-104-08S	10443 N WOODROW AVE	0.121	4432	51.32	51.32
578-104-09S	10431 N WOODROW AVE	0.133	4432	51.32	51.32
578-104-10S	10419 N WOODROW AVE	0.139	4432	51.32	51.32
578-104-11S	10407 N WOODROW AVE	0.153	4432	51.32	51.32
578-104-12S	10395 N WOODROW AVE	0.139	4432	51.32	51.32
578-104-13S	10383 N WOODROW AVE	0.153	4432	51.32	51.32
578-104-14S	10371 N WOODROW AVE	0.134	4432	51.32	51.32
578-104-15S	10359 N WOODROW AVE	0.133	4432	51.32	51.32
578-105-01S	10462 N WOODROW AVE	0.133	4432	51.32	51.32
578-105-02S	10452 N WOODROW AVE	0.114	4432	51.32	51.32
578-105-03S	10440 N WOODROW AVE	0.114	4432	51.32	51.32
578-105-04S	10432 N WOODROW AVE	0.119	4432	51.32	51.32
578-105-05S	10426 N WOODROW AVE	0.114	4432	51.32	51.32
578-105-06S	10414 N WOODROW AVE	0.110	4432	51.32	51.32
578-105-07S	10406 N WOODROW AVE	0.110	4432	51.32	51.32
578-105-08S	10398 N WOODROW AVE	0.110	4432	51.32	51.32
578-105-09S	10392 N WOODROW AVE	0.110	4432	51.32	51.32
578-105-10S	10384 N WOODROW AVE	0.110	4432	51.32	51.32
578-105-11S	10373 N BAIRD AVE	0.114	4432	51.32	51.32
578-105-12S	10381 N BAIRD AVE	0.114	4432	51.32	51.32
578-105-13S	10389 N BAIRD AVE	0.114	4432	51.32	51.32
578-105-14S	10401 N BAIRD AVE	0.114	4432	51.32	51.32
578-105-15S	10409 N BAIRD AVE	0.114	4432	51.32	51.32
578-105-16S	10417 N BAIRD AVE	0.114	4432	51.32	51.32
578-105-17S	10425 N BAIRD AVE	0.114	4432	51.32	51.32
578-105-18S	10431 N BAIRD AVE	0.114	4432	51.32	51.32
578-105-19S	10439 N BAIRD AVE	0.114	4432	51.32	51.32
578-105-20S	10451 N BAIRD AVE	0.114	4432	51.32	51.32
578-105-21S	10461 N BAIRD AVE	0.133	4432	51.32	51.32
578-111-01S	10490 N BAIRD AVE	0.196	4432	51.32	51.32
578-111-02S	10478 N BAIRD AVE	0.159	4432	51.32	51.32
578-111-03S	10466 N BAIRD AVE	0.159	4432	51.32	51.32
578-111-04S	10454 N BAIRD AVE	0.174	4432	51.32	51.32
578-111-05S	10438 N BAIRD AVE	0.201	4432	51.32	51.32
578-111-06S	10428 N BAIRD AVE	0.268	4432	51.32	51.32
578-111-07S	2294 E RUSH	0.228	4432	51.32	51.32
578-111-08S	2298 E RUSH	0.187	4432	51.32	51.32
578-111-09S	2302 E RUSH	0.208	4432	51.32	51.32
578-111-10S	2306 E RUSH	0.298	4432	51.32	51.32
578-111-11S	2310 E RUSH	0.236	4432	51.32	51.32
578-111-12S	2314 E RUSH	0.156	4432	51.32	51.32
578-111-13S	2320 E RUSH	0.167	4432	51.32	51.32
578-111-14S	2338 E RUSH	0.293	4432	51.32	51.32
578-112-01S	2321 E RUSH AVE	0.149	4432	51.32	51.32
578-112-02S	2309 E RUSH AVE	0.159	4432	51.32	51.32
578-112-03S	2297 E RUSH AVE	0.151	4432	51.32	51.32
578-112-04S	2285 E RUSH AVE	0.149	4432	51.32	51.32
578-112-05S	2273 E RUSH AVE	0.150	4432	51.32	51.32
578-112-06S	2261 E RUSH AVE	0.160	4432	51.32	51.32

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Assessor's Parcel Number	Situs Address	Taxable Acreage	Tract Number	MaxTax	FY 2026/27 Charge
578-112-07S	2249 E RUSH AVE	0.198	4432	51.32	51.32
578-112-08S	2237 E RUSH AVE	0.241	4432	51.32	51.32
578-112-09S	10402 N BAIRD AVE	0.162	4432	51.32	51.32
578-112-10S	10379 N SIERRA VISTA	0.292	4432	51.32	51.32
578-112-11S	10391 N SIERRA VISTA	0.224	4432	51.32	51.32
578-112-12S	10403 N SIERRA VISTA AVE	0.174	4432	51.32	51.32
578-112-13S	10415 N SIERRA VISTA AVE	0.149	4432	51.32	51.32
578-112-14S	2290 E CARTER AVE	0.174	4432	51.32	51.32
578-112-15S	2304 E CARTER AVE	0.169	4432	51.32	51.32
578-112-16S	2318 E CARTER AVE	0.160	4432	51.32	51.32
578-113-01S	10392 N SIERRA VISTA DR	0.153	4432	51.32	51.32
578-113-02S	10410 N SIERRA VISTA AVE	0.153	4432	51.32	51.32
578-114-01S	2299 E CARTER AVE	0.160	4432	51.32	51.32
578-114-02S	2315 E CARTER AVE	0.160	4432	51.32	51.32
578-114-03S	2331 E CARTER AVE	0.156	4432	51.32	51.32
Totals				**$713,271.30**	**$713,122.38**
Parcel Count					**14,868**

ENGINEER'S REPORT OF CITY OF FRESNO
LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 1

CERTIFICATION OF FILING & CONFORMATION OF ASSESSMENT

I, _____, Deputy City Clerk of the City of Fresno, do hereby certify that the forgoing assessment, together with diagram, was filed with me on _____, 2026.

By: _____
Deputy

I, _____, Interim City Clerk of the City of Fresno, do hereby certify that the forgoing assessment, together with diagram, was approved and confirmed by the Council of the City of Fresno on _____, 2026 by adoption of Resolution No. 2026- _____.

By: _____
Deputy

Date: _____

Signed:_____

SCOTT MOZIER
Public Works Director
City of Fresno

File #: ID 26-638 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-CC.

REPORT TO THE CITY COUNCIL

FROM: SCOTT L. MOZIER, PE, Director
Public Works Department

BY: JILL M. GORMLEY, TE, Assistant Director
Public Works Department, Traffic & Engineering Services Division

ANDREINA AGUILAR, Chief Engineering Technician
Public Works Department, Traffic & Engineering Services Division

SUBJECT
RESOLUTION - To Adopt the City of Fresno Vision Zero Action Plan (Citywide)

RECOMMENDATION

Staff recommends City Council adopt the Resolution of the City of Fresno Vision Zero Action Plan.

EXECUTIVE SUMMARY

The City of Fresno Vision Zero Action Plan (Action Plan) establishes a comprehensive, data-driven framework to eliminate traffic fatalities and severe injuries on city streets by 2050 through a Safe System Approach that prioritizes human life, anticipates human error, and prioritizes safety in transportation decisions. Fresno is facing a traffic safety crisis, with 217 fatalities and 629 severe-injury crashes between 2019 and 2023, with crashes disproportionately impacting vulnerable road users. The Action Plan responds to this crisis with coordinated policies, programs, and strategies that will have the greatest impact particularly on high-collision corridors and priority locations.

Adopting the Action Plan will formalize the City's commitment to work towards eliminating traffic fatalities and serious injuries, align safety goals, maintain eligibility for state and federal grant funding, and establish clear measures for implementation and progress tracking measures. Staff recommend the City Council adopt the Action Plan to reinforce its commitment to proactive, citywide traffic safety.

BACKGROUND

Vision Zero is a nationally, and internationally, recognized approach that acknowledges traffic deaths and severe injuries are preventable and unacceptable. The United States Department of Transportation (US DOT) has declared traffic safety as a crisis and calls for the need of an "all-of-America response to address the crisis" *(US DOT, Progress Report on the National Roadway Safety*

Strategy, February 2023). The State of California Office of Traffic Safety (OTS) is "responding to this crisis with urgency and calling upon all state and local partners to join us in this critical work to save lives." *(California OTS, Highway Safety Plan, 2024-2026)*. In 2024, Smart America Growth, *Dangerous by Design*, ranked the Fresno Metro Area as the seventh most dangerous metros for pedestrians. The City of Fresno responded to the state and federal call-for-action by pursuing and successfully receiving a US DOT Safe Streets for All Program planning grant, to develop and adopt a Vision Zero Action Plan (Action Plan). The Action Plan was developed with extensive community engagement, a multi-agency Vision Zero Task Force, and a five year of crash data analysis (2019-2023). The Action Plan builds upon more than a decade of local and regional safety initiatives, including the City's Complete Streets Policy, Safe Routes to School efforts, and speed management actions.

Vision Zero Action Plan

The Vision Zero Action Plan, found in Exhibit A and related appendix in Exhibit B, establishes a proposed goal to eliminate traffic fatalities and severe injuries by 2050 aligning with the State of California's goal, affirming that loss of life on city streets is preventable and unacceptable. The Action Plan is grounded in the Safe System Approach, which prioritizes human life and health by recognizing shared responsibility among roadway users, designers, and policymakers; anticipating human error, encouraging safe human behavior, and designing streets that reduce the severity of crashes when they occur.

Through the analysis of collision data, the Action Plan identifies the High Injury Network (HIN) that represents approximately 14 percent of the City's roadway system but accounts for nearly 89 percent of fatal and severe injury crashes. This data-driven approach enables the City to strategically focus systemic safety improvements and targeted investments on arterials and collectors where collisions are most concentrated. Priority projects emphasize improvements along five corridors and five intersections during the first five years of implementation.

The Action Plan is rooted in an equitable, people-first process shaped by citywide community engagement, including multilingual outreach, surveys, 12 pop-up events, one walking event, three bike events, two focus groups, and collaboration with over 23 local Community Based Organizations (CBOs). Engagement efforts focused on populations disproportionately affected, including pedestrians, bicyclists, youth, and seniors.

Staff presented the Vision Zero Action Plan Workshop to the City Council on April 23, 2026. The presentation provided updates on the purpose of the Action Plan, data analysis, community outreach and engagement efforts, recommended policies and programs, the public review period, and next steps. The Council offered feedback and support as the City moves towards adopting the Action Plan.

Implementation policies, programs, and strategies include aspects of the Safe System Approach, advancing coordinated actions related to safe road users, safe vehicles, safe speeds, safe roads, post-crash care, and safety data. These actions are supported by establishing a standing Vision Zero Task Force, aligning priorities with future funding opportunities, and transparent progress tracking through a public collision-data dashboard and public updates. Together, these elements provide a comprehensive and actionable framework to guide progress towards safer streets citywide. Adoption

of the City of Fresno Vision Zero Action Plan is a critical step to addressing a local traffic safety crisis with urgency, coordination, and accountability.

Staff recommend the City Council adopt the City of Fresno Vision Zero Action Plan.

ENVIRONMENTAL FINDINGS

By the definition provided in the California Environmental Quality Act (CEQA) Guidelines Section 15378, action does not qualify as a “project”.

LOCAL PREFERENCE

Local preference was not considered because this project does not include a bid or award of a construction or service contract.

FISCAL IMPACT

There is no fiscal impact associated with this action of adopting the plan. Implementation of future projects or programs is subject to future City budget appropriations.

Attachments:
Exhibit A- City of Fresno Vision Zero Action Plan
Exhibit B- Vision Zero Action Plan Appendix A
Exhibit C- Resolution for Vision Zero Adoption



ZERO FATALITIES
VISION ZERO FRESNO
SAFER STREETS

Fresno Vision Zero Action Plan

May 2026 Draft

Acknowledgments

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Vision Zero Task Force

The following agencies, organizations, groups, and departments constituted the Task Force:

Agencies

- Caltrans
- City of Clovis – Planning & Development Services
- City of Fresno – FAX
- County of Fresno – Public Health Department
- County of Fresno – Public Works and Planning Department
- Fresno City College
- Fresno Council of Governments
- California State University of Fresno
- Central Unified School District
- Clovis Unified School District
- Fresno Unified School District
- Sanger Unified School District
- Community Regional Medical Center

Organizations

- Fresno County Bicycle Coalition

Groups

- Active Transportation Advisory Committee (ATAC)
- Disability Advisory Commission (DAC)

Departments

- City Manager's Office
- City of Fresno – Fire Department
- City of Fresno – Planning & Development Department
- City of Fresno – Parks After School, Recreation & Community Services (PARCS)
- City of Fresno – Police Department
- City of Fresno – Public Utilities Department
- City of Fresno – Public Works Department

We would also like to thank the following community-based organizations for their participation in the Vision Zero Action Plan process, and their ongoing commitment to reducing fatal and severe collision across Fresno.

- Every Neighborhood Partnership
- Fresno Building Healthy Communities
- Fresno County Bicycle Coalition
- Jackson Neighborhood Community Development Corporation (CDC)

Letter from the Mayor

Letter to come.

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1.



Introduction and Plan Purpose

Fresno is facing a preventable traffic safety crisis, with an average of more than 40 deaths and 125 severe injuries each year on city streets, irrespective of cause. Vision Zero commits the City to eliminating these tragedies by 2050 through a Safe System Approach that prioritizes human life, designs for human error, and embeds safety into every transportation decision. This Plan establishes the framework, leadership commitment, and urgency needed to shift from reactive responses to proactive, life-saving action.

What is Vision Zero?

Vision Zero is a strategy focused on eliminating traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all.

The most recent data from the National Highway Traffic Safety Administration (NHTSA) show that in 2023, **more than 40,900 people were killed** in motor-vehicle crashes on American streets, and **nearly 2.5 million people were injured.** This translates to **one person killed every 13 minutes** and **five people injured every minute.** Every fatal or severe collision is not just a statistic — the people impacted are our friends, family, and neighbors. A Vision Zero approach recognizes that these traffic deaths are preventable.

A New Way of Thinking About Safety: the Safe Systems Approach

The Safe System Approach is a guiding model for addressing roadway safety that centers human needs and behaviors. The model uses a holistic method for achieving road safety, acknowledging that there is a shared responsibility between those that design, build, operate, and use the street network. The recommendations, strategies, and actions outlined in this Plan are rooted in the Safe System approach and guided by the following principles:

- **Death and severe injury are unacceptable.** While preventing every crash may not be possible, it is possible to attempt to design a system where no one loses their life or suffers devastating injuries just trying to get from place to place.
- **Humans make mistakes:** Whether it's a moment of distraction or a wrong decision, the road system should be built to absorb common human errors and prevent those mistakes from turning into tragedies, as much as possible.
- **Humans are vulnerable:** When crashes do happen, people are vulnerable to the forces involved. Streets, speeds, and vehicles should be designed with these physical limits in mind, reducing the risk of deadly or disabling outcomes.
- **Responsibility is shared:** There are many different players that make the transportation system safe or unsafe. Elected officials, planners, engineers, school officials, automotive designers, and all people moving on streets need to work together to create a safe roadway network.
- **Safety is proactive:** A crash should not have to happen to prove that something is unsafe. Transportation agencies should use the best practices and research to proactively identify and address dangerous locations.
- **Redundancy is crucial:** Safety works best when multiple strategies, like safe street design, appropriate speeds, protective infrastructure, and safe behavior work together to catch problems before they become deadly.

In a Safe System, No Singular Strategy is Sufficient

The Safe Systems Approach requires concurrent commitment strategies that address all the root causes of fatal and severe collisions



Safe Road Users

Active transportation public education campaign: Conduct a public education campaign, building on existing OTS-funded and community-based programs, to shift norms around traffic safety.

Safe Vehicles

Municipal Fleet Safety: Improve safety across municipal fleets through updated purchasing and management policies and the use of telematics and other technologies to monitor, support, and reinforce safe driving practices.

Safe Speeds

City of Fresno Traffic Calming Program: Expand and clarify the City's Residential Speed Hump Policy to include other traffic calming treatments, using the Vision Zero Major Streets Traffic Calming Toolkit and Mobility Design Guidelines to guide design, implementation, and maintenance.

Safe Roads

Daylighting: Provide public education on the purpose and safety benefits of daylighting, and implement consistent, easily recognizable treatments to improve visibility and reduce conflicts at intersections and crossings.

Post-Crash Care

Technology upgrades: Implement traffic signal technology, such as emergency vehicle preemption and coordinated signal progression, to reduce emergency response times, improve responder safety, and support faster access to medical care following serious crashes.



The Time is Now: A Traffic Safety Crisis in Fresno

Nationwide, roadway design has historically prioritized vehicle efficiency and movement over human safety. As a direct result, Fresno is one of many cities in the United States experiencing an epidemic of preventable deaths and serious injuries.[1] Like many peer cities, crashes involving people walking, bicycling, or riding motorcycles, account for a disproportionate share of fatal and severe injury outcomes in Fresno.

The data points to a traffic safety crisis in the City of Fresno: **Between 2019 and 2023, each year on average, more than 40 people lost their lives and 125 suffered severe injuries in traffic crashes[2]** on Fresno's streets. The consequences of crashes were particularly severe for people walking - more than 280 pedestrians died or were severely injured over five years. In addition, the pedestrian fatality rate for the broader Fresno Metro area is one of the highest in the nation; Smart Growth America's 2024 Dangerous by Design report[3] ranks the Fresno metro seventh in the nation—out of more than 100 metro areas—for pedestrian fatalities, with pedestrian fatality rates trending upward over time.

> **"Just the number of fatalities in certain intersections around Fresno is appalling. I've lived by a couple of them and it's heartbreaking how many have flowers or photos of killed loved ones."**
>
> ***– Fresno VZAP Community Survey, April 2025***

Between 2019 and 2023 in Fresno, there were

217
fatal crashes

629
severe injury crashes

In 2024, the Fresno Metro Area was

ranked #7
most dangerous metro area for pedestrians out of 101 metro areas

1 According to the United States Department of Health and Human Services (DHHS) Office of Disease Prevention and Health Promotion (OASH), "motor vehicle crashes are the second leading cause of death from unintentional injuries in the United States. In addition, the rate of motor vehicle crash deaths in the United States is about twice the average rate of other high-income countries.

2 Traffic crashes included in this report do not account for crashes where people were struck by trains. Local media from 2019 does indicate that between 2013 and 2017, Fresno County was on the top 10 list of counties where people were struck by trains according to the Federal Railroad Administration (https://kmph.com/news/local/trains-hitting-people-fresno-county-very-high-on-list).

3 Smart Growth America – Dangerous by Design, 2024 (Pp 10-11) https://www.smartgrowthamerica.org/signature-reports/dangerous-by-design/ (Page 10)

A Vision Zero Movement is Born in Fresno

For two decades, City of Fresno community members have been advocating for safer streets in Fresno. Fresno City Council members built on this momentum by stating publicly that roadway safety is a top priority for them and their constituents. In response, the staff from the City of Fresno's Public Works Department pursued ambitious and competitive funding for a Safe Streets for All grant from the Federal Department of Transportation. In 2022, the City was awarded funding to complete a Vision Zero Action Plan as part of the inaugural Safe Streets for All cohort.



A memorial erected in memory of a victim of traffic violence. Photo taken near Woodward Park, December 2024

Responding to the Crisis: A Vision Zero Plan for Fresno

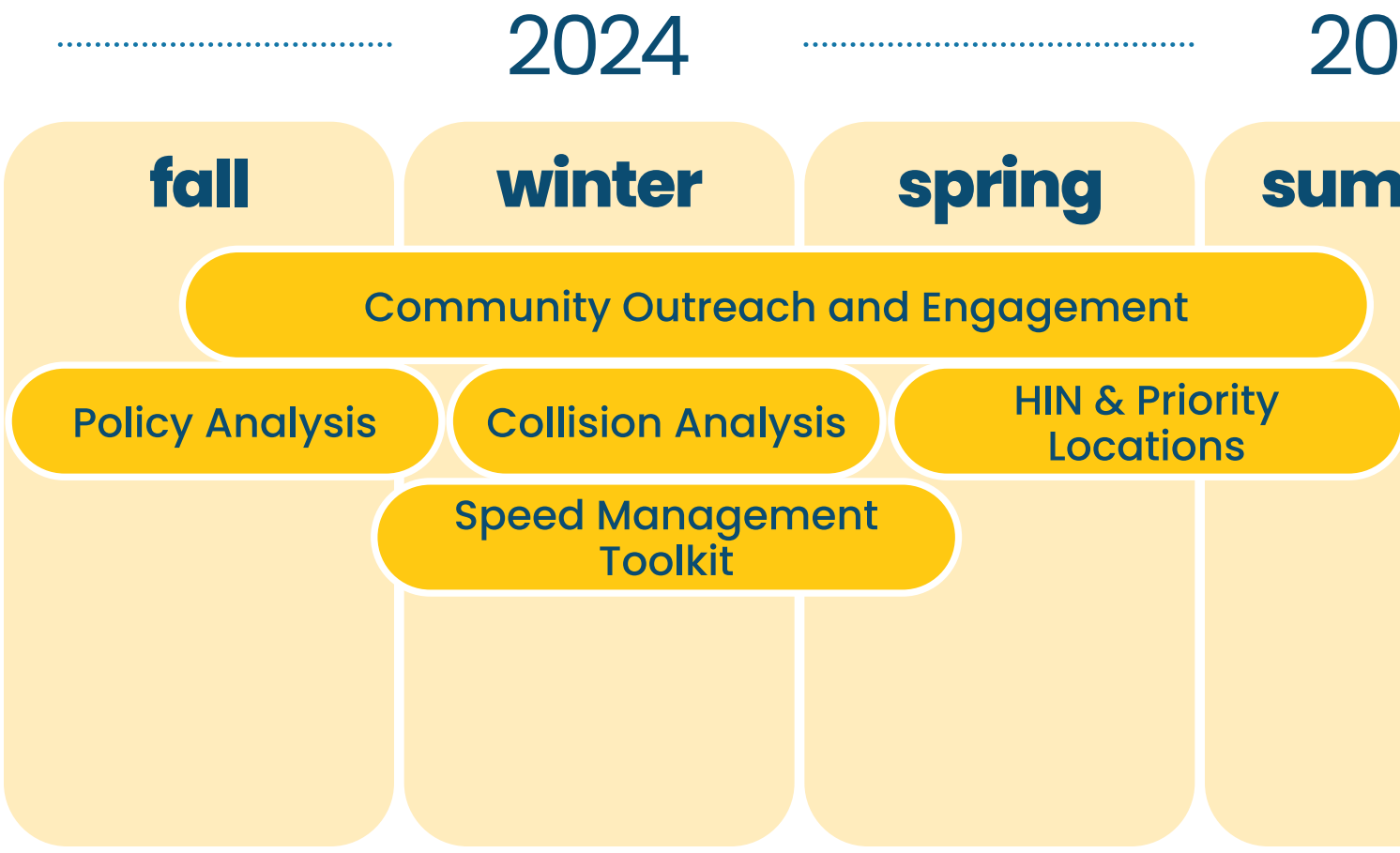
Implementing the City's Vision Zero Action Plan now is critical. Fresno has built momentum towards a culture of safety and has articulated a clear commitment to eliminating traffic fatalities and severe injuries while improving health, safety, and equitable mobility for all. Acting now ensures that this momentum translates into measurable, life-saving goal outcomes.

The City of Fresno acknowledges that achieving this goal will require a commitment to a fundamental shift in the day-to-day "business" of transportation in the City of Fresno, moving away from practices that tolerate severe crashes as inevitable, and toward a system that proactively designs streets for human life. This Plan provides the framework to make that shift, and the scale of harm on Fresno's streets makes implementation not just important, but urgent.

"Si es importante eliminar los accidentes lamentablemente la solución viene después de tanto accidente."

"If it's important to eliminate accidents, unfortunately the solution comes only after so many accidents."

– Fresno VZAP Community Survey, April 2025



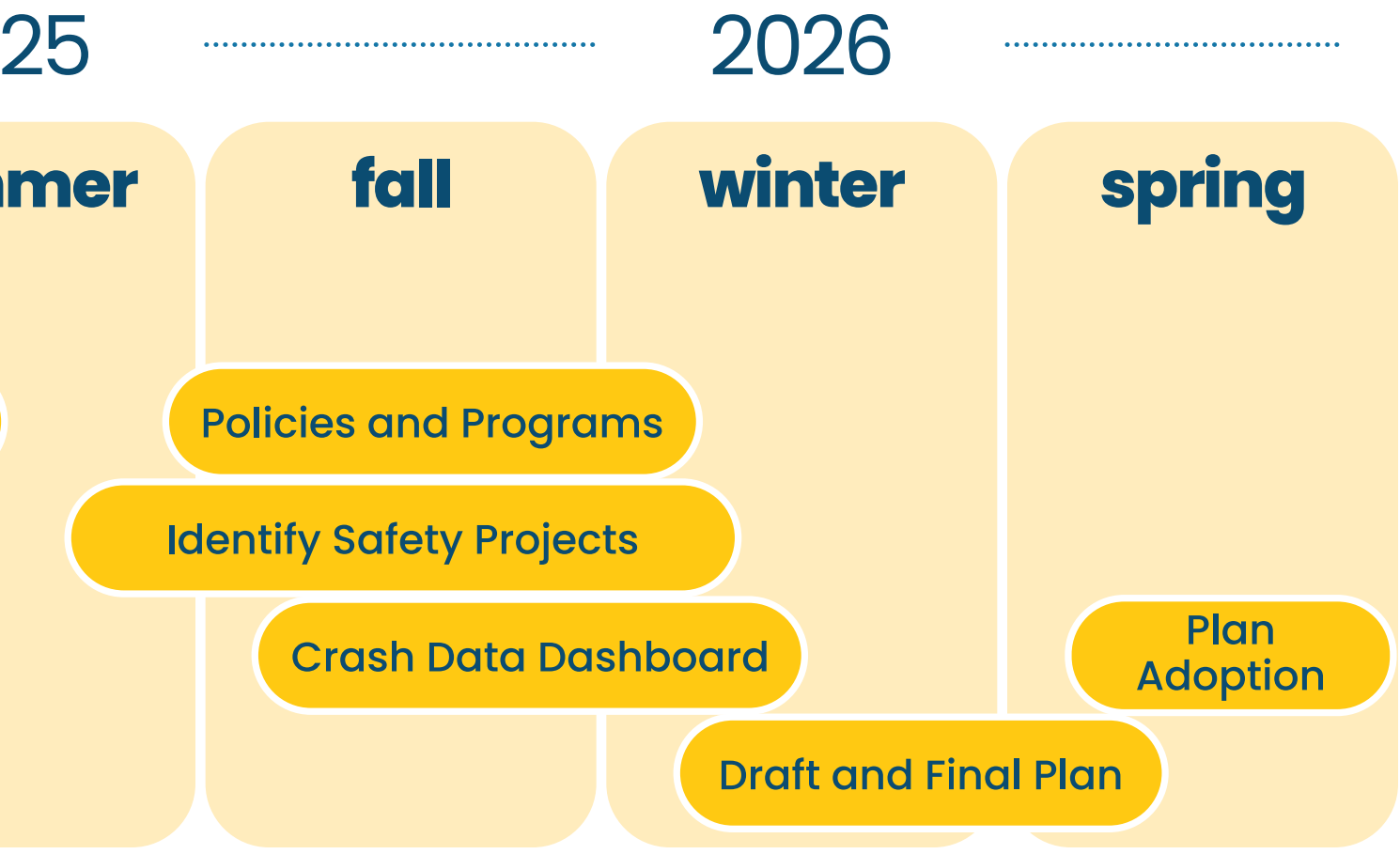
Rooted in the Safe System Approach, this plan emphasizes that human life and health are paramount, and transportation systems should be designed to accommodate human error and vulnerability. The Fresno Vision Zero Action Plan outlines strategies and recommendations to eliminate all traffic fatalities and severe injuries while promoting safe, healthy, and equitable mobility for all road users. This Plan:

Analyzes crash data to understand when, where, and why crashes are happening in Fresno;

Documents comprehensive engagement with community members, stakeholders, and decision makers to understand how they are impacted by Fresno's road safety crisis;

Identifies strategies, projects, priorities, and policy changes that aim to eliminate fatal and serious crashes on Fresno streets; and

Prepares the City of Fresno to apply for future funding opportunities to implement transportation safety improvements.



Goal: Zero Fatalities and Serious Injuries by 2050

City of Fresno Goal for Zero

The City of Fresno is committed to reaching zero deaths and eliminating severe injuries on roadways by 2050, acknowledging that loss of life is preventable and not inevitable.

Vision for Change

To achieve zero deaths and severe injuries, the City of Fresno envisions citywide transformation towards a Proactive Safety Culture characterized by:



Institutional Change (Governance and Systems)

City departments, local agencies, and partner organizations demonstrate shared responsibility for safety by aligning policies, practices, and operational procedures with the Safe System Approach. There is a transition from reactive, collision-driven safety planning to proactive strategies that identify and attempt to address high-risk behaviors and high-exposure locations and conditions before serious injuries or fatalities occur.



Community Change (Public Norms and Behavior)

Community members – including people walking, bicycling, driving, taking transit, and using electric mobility devices – look out for one another on the roads. There is a measurable shift in community behavior, expectations, and dialogue around transportation safety, reinforcing that safe travel is a shared responsibility and a core community value.

Leadership Commitment

Achieving Vision Zero in Fresno requires strong, visible leadership and shared accountability across City government. Eliminating traffic deaths and severe injuries by 2050 is not the responsibility of a single department—it is a Citywide commitment that must be reflected in policies, programs, investments, and everyday decision-making.

City leadership sets the expectation that human life and health are the highest transportation priorities by supporting policies that prioritize safety over speed and convenience, directing resources to high-risk locations and communities, and embedding the Safe System Approach across all transportation-related activities. This commitment ensures Vision Zero remains central over time, even as staff, funding sources, and priorities evolve.



Leaders from Community Based Organizations participate in a Safety 101 Workshop, October, 2024



2.



A Strong Foundation for Safe Streets

Fresno's Vision Zero Action Plan builds on more than a decade of safety investments. This plan does not exist in isolation but builds on region-wide safety efforts. Together, initiatives led by the City, County, Council of Governments, FAX, school districts, and other key partners will advance Fresno's culture of safety.

Over A Decade of Road Safety Investments in Fresno

The City of Fresno Vision Zero Action Plan represents the culmination of more than a decade of sustained investment and action by Fresno area agencies to improve roadway safety. The timeline below highlights key milestones, programs, and projects undertaken by the City—and its partners—that have helped advance Fresno's evolving culture of safety on its streets.

Plans/Programs | Funding/Awards | Partner Agency Initiatives

2014

DEC. 2014
City of Fresno **adopted** the General Plan: Mobility and Transportation Element

SEPT. 2015
City of Fresno **completed** the Recommendations to Improve Pedestrian Safety in the City of Fresno report

MAR. 2017
City of Fresno **adopted** the Active Transportation Plan

2016–2023
The city has been **awarded funding** through HSIP during cycles 8, 10, 11, and 12

2018
City of Fresno **adopted** the Fresno Safe Routes to School Action Plan

DEC. 2018
City of Fresno **funded** Highway Safety Improvement Program (HSIP) Cycle 9 Projects

SEPT. 2019
City of Fresno **adopted** a Complete Streets Policy

SEPT. 2020
City of Fresno **completed** the Fresno Systemic Local Roadway Safety Plan

MAY 2020
Fresno Area Express (FAX) **adopted** a Public Transit Agency Safety Plan

FEB. 2020
City of Fresno **completed** the City of Fresno Trail Network Expansion Feasibility Plan

FEB. 2022

City of Fresno **implemented** the Residential Speed Hump Program

JUL. 2024

City of Fresno **secured funding** to develop a Mobility Design Guide

SEPT. 2025

Fresno County **initiated development** of a SS4A-**funded** Safety Action Plan

2018–2023

City of Fresno PARCs Department, through the Office of Traffic Safety, has been **awarded** funding for Bicycle and Pedestrian Safety Programs every year except 2019

NOV. 2024, ONGOING

City of Fresno **began** an Active Transportation Plan update

2020–2026

City of Fresno **participated** in the Statewide Zero Traffic Fatalities Task Force established by AB 2363

2026

2023 AND 2024

City of Fresno **received** state and national transportation awards: Transportation Project of the Year Award (APWA 2023) and IPI Diamond Award and Project of the Year Award (2024)

MAR. 2025, ONGOING:

Fresno County **launched** a Safe Routes to School Program

FEB. 2023

City of Fresno was **awarded** a Safe Streets and Roads for All Action Plan Grant (FY 2022)

JUN. 2024, ONGOING

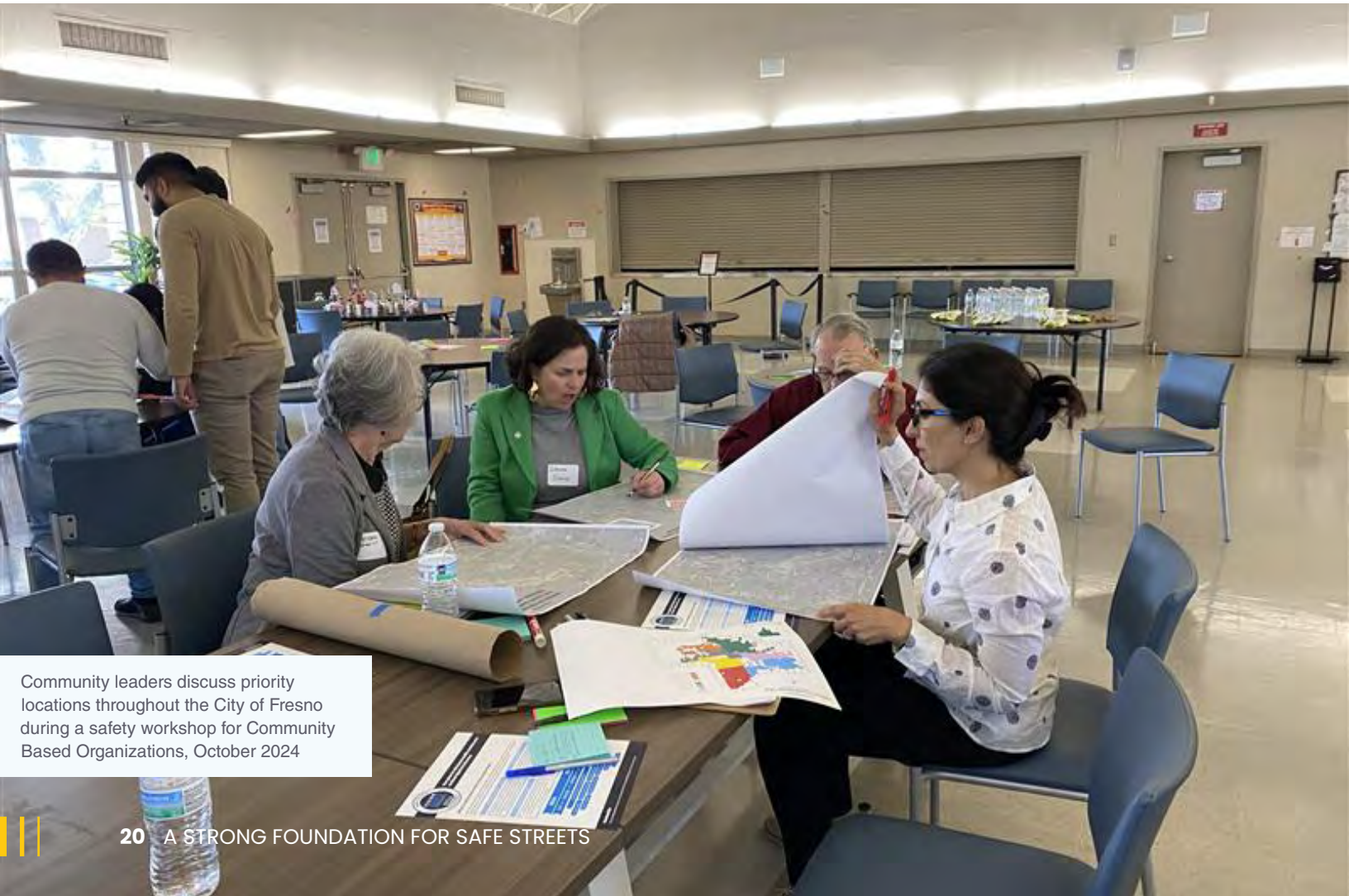
Fresno Unified School District **initiated** the Fresno Unified Safe Routes for Students Plan

MAY 2026

City of Fresno is scheduled to **adopt** the Vision Zero Action Plan

What is Different About this Process?

Prior transportation safety plans are fundamentally reactive - they focus on responding to the history of collisions at specific locations through once-off projects and spot treatments. While it is critical to address safety at high-collision locations, the scale of the road safety crisis in Fresno demands holistic, proactive, systemic interventions. The Vision Zero Action Plan was developed through a proactive, collaborative process that centered safety as a shared responsibility across City departments, community partners, and residents. The planning process integrated data-driven analysis with feedback from engagement with stakeholders and community members to identify systemic risks, prioritize high-injury locations, and develop strategies grounded in the Safe System Approach to prevent severe injuries and fatalities before they occur.

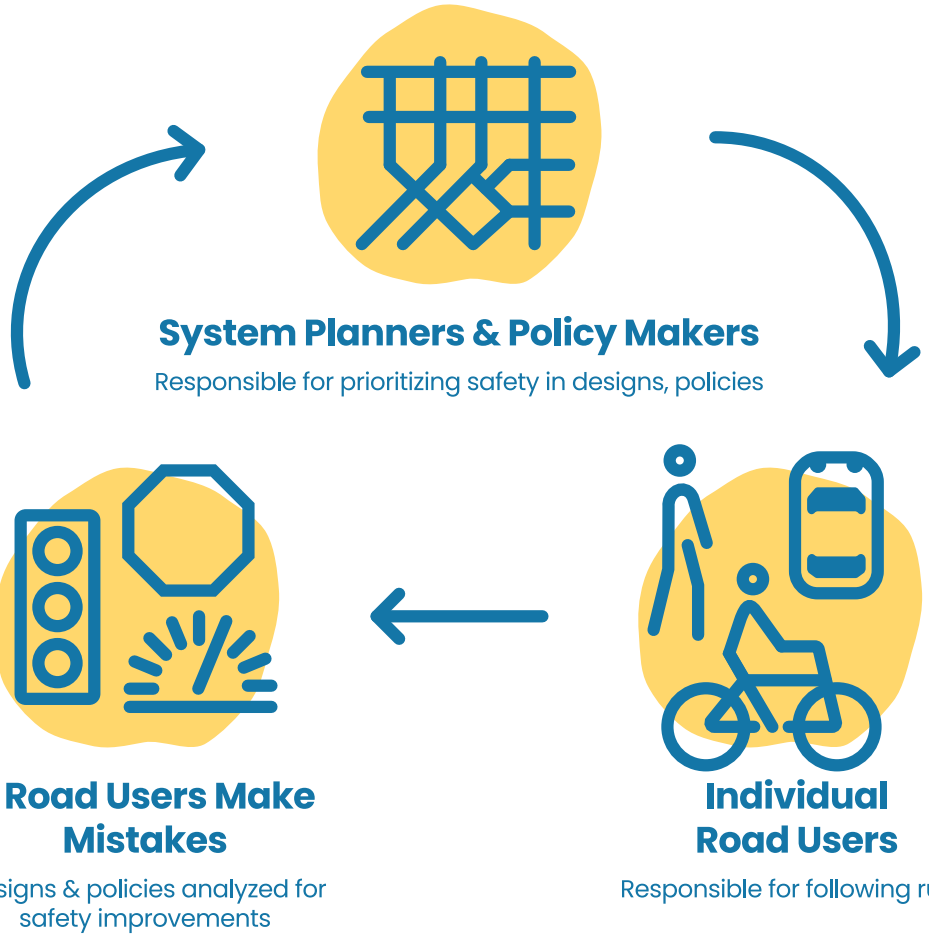


Community leaders discuss priority locations throughout the City of Fresno during a safety workshop for Community Based Organizations, October 2024

Moving From Individual Responsibility to a System Approach

The National Vision Zero network recognizes that many factors contribute to road safety - including roadway design, vehicle speeds, road-user behaviors, technology, and policies. Historically, road safety efforts in the United States have focused on individual responsibility, separating user behavior (such as speeding and failing to follow the rules of the road) from other factors that influence safety (like design and policy). **The Vision Zero movement recognizes that while road user behavior is a key factor in ensuring system safety, it is a complex problem that must be tackled in coordination with design, policy, and planning.** The figure below shows the relationship between:

- **Individual road users** who are responsible for following the rules
- **Planners and policy-makers** who are responsible for prioritizing safety in decision-making, and
- **Implementing agencies** who are responsible for ensuring design and operations help prevent collisions, and help reduce the severity of those collisions when they happen.



Source: Vision Zero Network



3.



A People-First Approach

The Vision Zero Action Plan is rooted in deep, city-wide engagement. The process centered community voices, equity, and cross-department collaboration to identify community priorities and systemic risks. The result is a people-first roadmap that aligns data, lived experience, and strategies to create safer streets for everyone.

Comprehensive Citywide Engagement

A people-first approach was essential to developing a Vision Zero Action Plan that prioritizes protecting the lives and wellbeing of everyone who travels in Fresno, especially those who have historically been underserved or disproportionately impacted by roadway safety conditions. To ground the Plan in community experience, the City conducted broad, inclusive, and accessible outreach, including extensive multilingual engagement and hosted events and pop-ups in each City Council district to reduce barriers to participation and reach a wide range of communities. By pairing community voices and local knowledge with technical analysis, the Plan is shaped by the people it is intended to serve.

Feedback gathered throughout the planning process directly informs the Plan's priorities and recommended actions. Input from residents, community-based organizations, and stakeholders was used alongside crash and roadway data to identify and validate priority corridors and segments, elevate locations where people feel there are opportunities to enhance safety, and refine the types of improvements most needed. Community priorities also shaped the development of policies, programs, and education efforts that are recommended to address the user behaviors and operational characteristics contributing to severe and fatal crashes.



1 "Safety 101" Workshop for Community Based Organizations



1 Community Open House



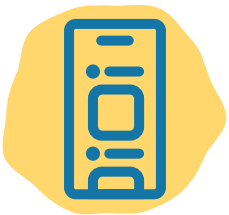
2 focus groups with youth and seniors



5 Task Force meetings



12 pop-ups at schools, parks, and community events



A dozen social media posts



1 bilingual Walk + Talk



1 bilingual survey, over 1,000 responses



Thousands of multilingual printed publicity materials



3 community bike rides & bike clinics



"Before winter break, on Sunnyside Ave. two young boys were killed in a collision with an amazon truck. As an educator its very hard when something like that happens to young adults, because you can see them as school one day, then they are gone the next."

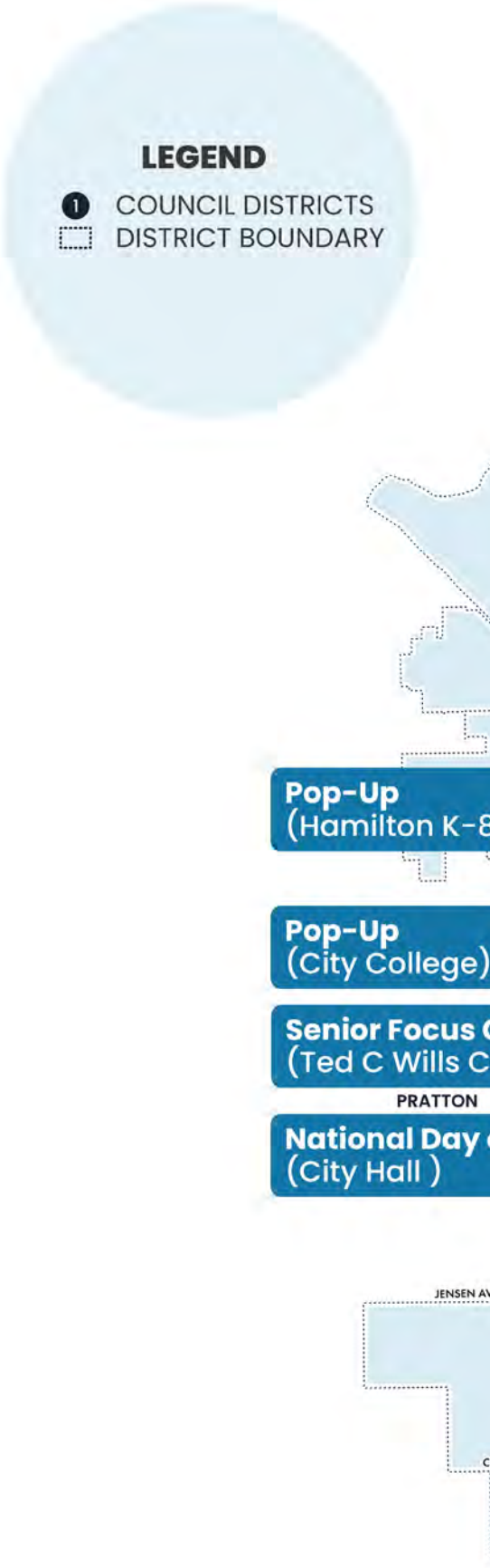
– Fresno VZAP Community Survey, April 2025

What did we hear?

1000+ **people** took the community survey

50% **Half** of all people who took the survey know someone who has been **seriously injured or killed** in a crash in Fresno.

40+ **5% (44 people)** who took the survey have been **personally seriously injured.**



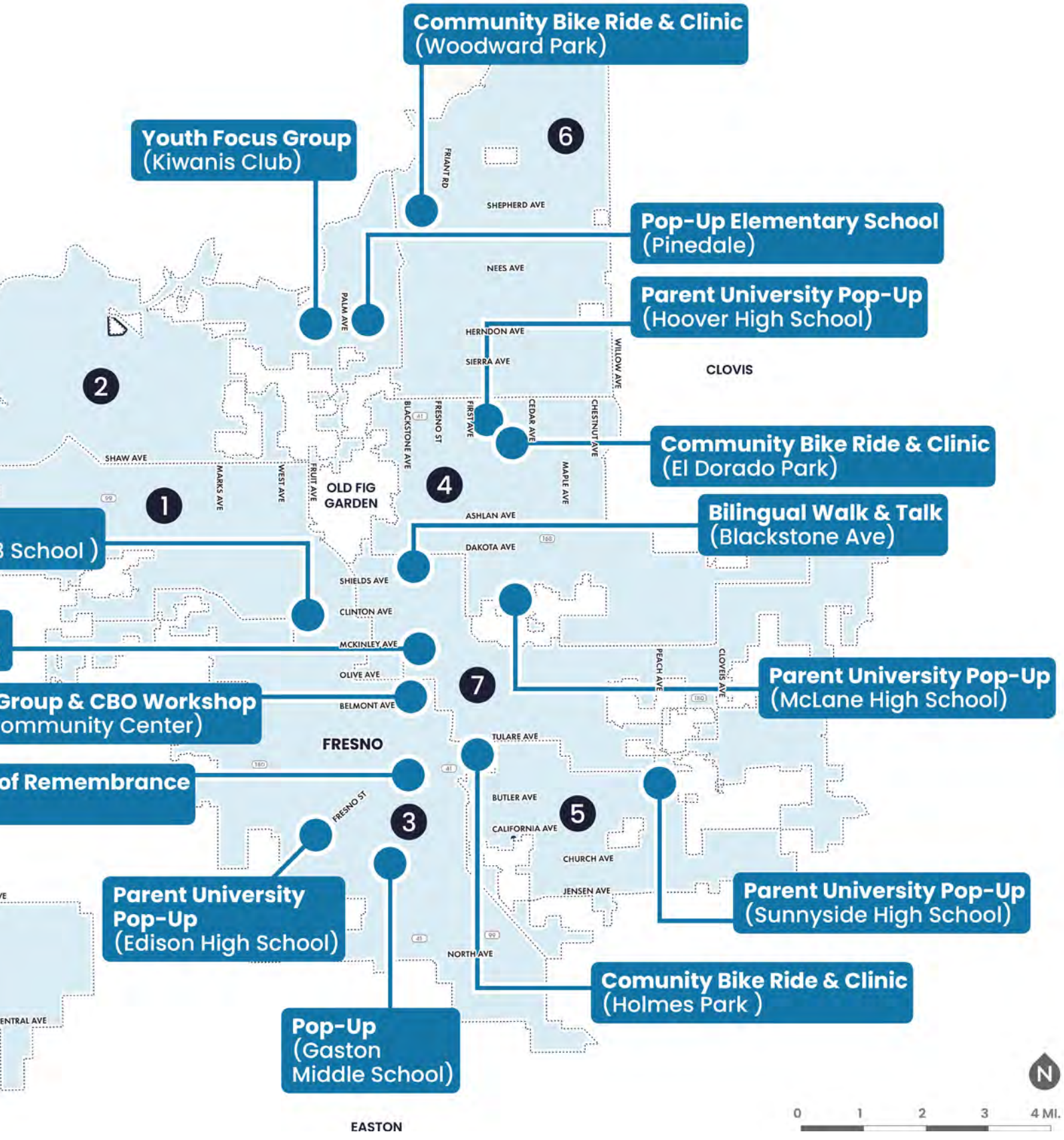
Community members shared that their top concerns when navigating Fresno's roads are:

Infrastructure Gaps and Interactions with Cars

- Intersections feel unsafe, and it can be difficult to see oncoming drivers at intersections and crosswalks
- There are areas with limited sidewalks, and there aren't enough safe places to bicycle
- There are too many cars on the roads
- There is poor street lighting

Road User Behaviors

- Distracted driving (cell phones, screens)
- Reckless or aggressive driving
- Drivers running through red lights or stop signs
- Impaired driving (drugs/alcohol)
- Drivers speeding
- People crossing outside of crosswalks and bicycling outside of bike lanes


Community Bike Ride & Clinic
(Woodward Park)
Youth Focus Group
(Kiwanis Club)
Pop-Up Elementary School
(Pinedale)
Parent University Pop-Up
(Hoover High School)
Community Bike Ride & Clinic
(El Dorado Park)
Bilingual Walk & Talk
(Blackstone Ave)
Parent University Pop-Up
(McLane High School)
Parent University Pop-Up
(Sunnyside High School)
Comunity Bike Ride & Clinic
(Holmes Park)
Pop-Up
(Gaston
Middle School)
Parent University
Pop-Up
(Edison High School)
of Remembrance
Group & CBO Workshop
ommunity Center)
School)
FRIANT RD
SHEPHERD AVE
NEES AVE
PALM AVE
HERNDON AVE
SIERRA AVE
WILLOW AVE
CLOVIS
BLACKSTONE AVE
FRESNO ST
FIRST AVE
CEDAR AVE
CHESTNUT AVE
MAPLE AVE
SHAW AVE
MARKS AVE
WEST AVE
FRUIT AVE
OLD FIG
GARDEN
ASHLAN AVE
DAKOTA AVE
SHIELDS AVE
CLINTON AVE
MCKINLEY AVE
OLIVE AVE
BELMONT AVE
FRESNO
TULARE AVE
PEACH AVE
CLOVIS AVE
BUTLER AVE
CALIFORNIA AVE
CHURCH AVE
JENSEN AVE
NORTH AVE
FRESNO ST
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Partnerships with Community-Based Organizations

Community-based organizations (CBOs) and community advocates played a central role in shaping and strengthening the plan's outreach and engagement approach. In coordination with City staff, the project team convened a group of CBOs and community advocates to build project buy-in, share high-level findings, gather feedback on engagement strategies, and help disseminate information and publicize opportunities for public participation. Four CBOs were compensated through paid partnerships to conduct deeper, on-the-ground engagement with underserved and highly impacted communities through strategies such as community walking tours and bike rides. Highlights from the CBO and project team-led engagement are pictured on the following pages. CBOs and Community Advocates included the following groups:

Community Organizations and Agencies involved in the Vision Zero Action Plan



Advocacy and Policy Organizations

- Central Valley Community Foundation
- Central Valley IAF – St Anthony Mary Claret Catholic Church
- Every Neighborhood Partnership*
- Fresno Building Healthy Communities*
- Fresno County Bicycle Coalition*
- Safe2School
- US Green Building Council



Neighborhood Specific Organizations

- Better Blackstone
- Chinatown Fresno Foundation
- Hidalgo Community Development Corporation (CDC)
- Highway City Community Development Inc.
- Jackson Community Development Corporation (CDC)*



Institutional, Service, and Community Partners

- Fresno Cycling Club
- Fresno Housing Authorities
- Fresno Interdenominational Refuge Ministries (FIRM)
- Fresno Metro Ministry
- Gazarian Real Estate Center
- Organizacion las Panchas
- Pequeños Empresarios
- Sierra Challenge Running Club
- The Children's Movement Resident Council
- The Fresno Center
- Tree Fresno

*Indicates compensated CBO

Vision Zero Taskforce

The Vision Zero Taskforce was established to guide development of the Action Plan, align decision-makers and partner agencies, and sustain the cross-sector coordination necessary for long-term implementation. Through a series of five virtual meetings, the Taskforce helped build a shared understanding of Fresno's safety challenges, identify general priorities for improvement, and provide input on which strategies were most appropriate for different locations and contexts across the city.

The Fresno Vision Zero Task Force met 5 times to discuss the following topics:

Meeting Dates	Topic(s)
September 23, 2024	Project Overview and Introduction, Taskforce Roles and Responsibilities, Safe System Approach overview, and Challenges and Opportunities Discussion
November 18, 2024	Community Engagement Overview and Brainstorm Discussion, Policy and Procedure Review, Collision Analysis Overview
May 21, 2025	Community Engagement Highlights and Key Outcomes, High Injury Network and Priority Locations Overview, Major Streets Traffic Calming Toolkit
November 4, 2025	Policy and Program Working Meeting, including Safe System Approach Case Studies, Strategy Mapping, and Prioritizing Equity and Collaboration
March 31, 2026	Review and provide feedback on the Draft Plan

FIGURE 1 Example of multilingual public-facing project materials





Senior Center Focus Group

Ted C Wills Community Center
October 30, 2024
20 Attendees
Hosted by Project Team



Bilingual Walk and Talk

Blackstone Ave. | December 7, 2024
26 Attendees
CBO Partner: Every Neighborhood Partnership (ENP)



CBO Workshop

Ted C Wills Community Center
October 30, 2024
22 Attendees
Hosted by Project Team





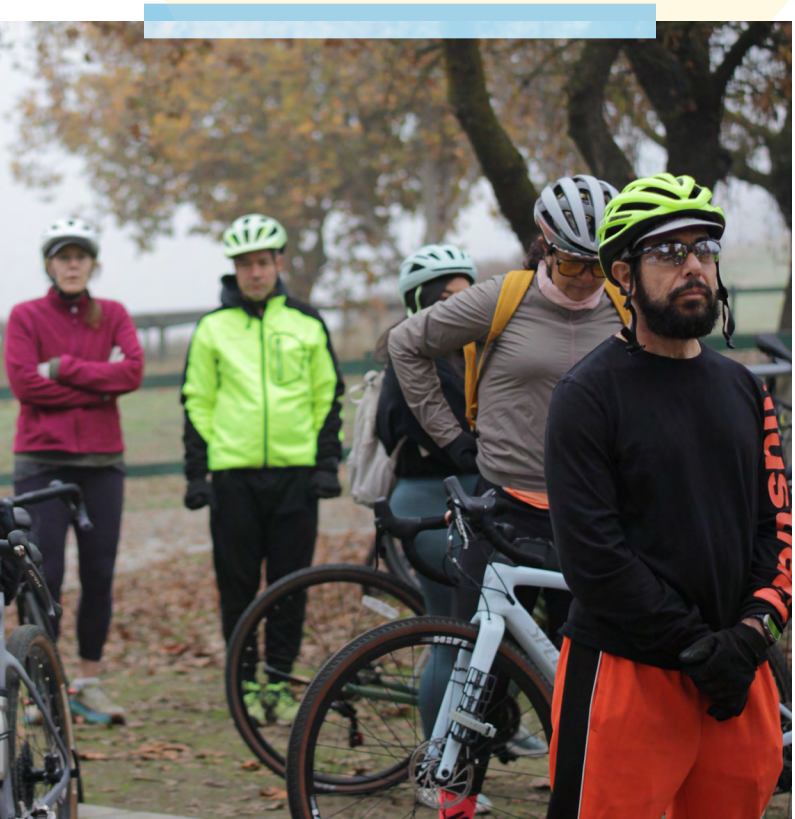


Community Bike Ride and Clinic #2

Holmes Park | February 22, 2025
50 Attendees
CBO Partner: Fresno County Bicycle Coalition

Community Bike Ride and Clinic #1

Woodward Park | December 8, 2024
55 Attendees
CBO Partner: Fresno County Bicycle Coalition





Community Bike Ride and Bike Rodeo

El Dorado Park | March 30, 2025
53 Attendees
CBO Partner: Fresno County Bicycle Coalition



4.



Traffic Safety in Fresno

Crash data reveal that Fresno's most severe crashes are not random—they are concentrated on a small share of high-speed and high-volume arterial and connector corridors and at intersections, and disproportionately impact people walking, biking, and riding motorcycles. Nearly 90% of fatal and severe injury crashes occur on just 14% of the City's roadway network, underscoring the power of targeted, systemic change. Safer street design, speed management, intersection improvements, and safer road-user behavior are essential to reach the goal of preventing the most devastating outcomes.

What are the Underlying Conditions in Fresno?

Fresno is one of California's largest cities and the primary urban center of the San Joaquin Valley. With more than half a million residents spread across roughly 115 square miles, the city functions as a major economic and transportation hub for California's Central Valley. Like many large American cities that experienced significant growth during the automobile era, Fresno's road safety crisis is directly related to the underlying development patterns. While the data show that most fatal and severe collisions are associated with factors such as high vehicle speeds and volumes, the following underlying land use and transportation patterns may create the conditions that allow these factors to occur.



Car-Dependent Land Use Patterns: Like many peer cities, Fresno's development pattern is characterized by suburban sprawl, with long distances between key community destinations like schools, parks, grocery stores, retail, and recreation. As a result, most residents need a car to reach daily destinations, increasing the volume of vehicles on the road. Higher vehicle volumes increase the likelihood of fatal and severe crashes via increased exposure to conflicts.



Auto-Oriented Street Network: Fresno's 20th-century, auto-oriented street network prioritizes vehicle throughput on wide, multi-lane arterials. Many schools and bus stops are located along these corridors, requiring students and transit users to cross high-volume, high-speed streets. Gaps in sidewalks, crossings, and lighting further increase exposure for people walking, biking, or rolling.



Roads that Accommodate Higher Speeds: Data shows that wide, straight, multi-lane roads are associated with faster driving speeds, because drivers feel more comfortable traveling faster when there is more space to maneuver.[1] Higher speeds significantly increase crash severity and reduce driver reaction time. When exposed to these speeds, people walking, bicycling, driving, or riding motorcycles are exposed to the risk for serious injury and fatal collisions.

It is important to understand road user behavior and underlying transportation and land use conditions side by side. While the City can work to address design, policy, and infrastructure factors, every resident of Fresno - whether walking, bicycling, driving, taking transit, or riding a motorcycle - has a role to play in following the rules of the road. In Fresno, it is critical to address issues like reckless and distracted driving, driving under the influence, running red lights, and walking or bicycling outside of safe and protected facilities.

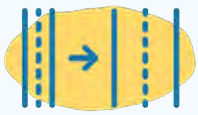
"American cities are among the most sprawling and car-oriented cities where, in most cases, driving is the only travel mode available to households for commuting and other transportation needs. Higher numbers of car trips and longer distances significantly increase the likelihood of car crashes and fatalities."

– Johns Hopkins Center for Injury Research and Policy, Narrowing Travel Lanes: A Safer Choice for U.S. Cities, 2023.

1 Johns Hopkins Center for Injury Research and Policy. (2023). Narrowing travel lanes: A safer choice for U.S. cities. Johns Hopkins Bloomberg School of Public Health. https://narrowlanes.americanhealth.jhu.edu/report/JHU-2023-Narrowing-Travel-Lanes-Report.pdf

How Roadway Characteristics Influence Speed

In the City of Fresno, vehicle speeds are the second highest contributing cause of severe injuries and fatalities during collisions. Managing vehicle speeds is a complex issue, but most research shows that roadway design has an important impact on vehicle speeds. There are several key factors in how roadway design affects vehicle speeds:



Lane Widths

As marked travel lanes increase in width, vehicle speeds may increase. Recent research from Johns Hopkins University finds that lane widths wider than 12 feet
are associated with less safe roadways. The National Association of City Transportation Officials (NACTO) recommends 10-11-foot-wide travel lanes in urban contexts to balance mobility and safety.



Edge Friction

Visual and physical cues along the roadway, like street trees on sidewalks or parked vehicles in the roadway, may lead to calmer vehicle speeds. Street design elements that visually or physically narrow the roadway, particularly those with strong vertical elements (street trees or utility poles) lead to edge friction. This edge friction encourages more attentive driver behavior and slower driving speeds.



Visual Interruptions

Similar to edge friction, visual interruptions in the roadway can also lead to slower speeds. For example, curved roadways and streets with more frequent intersections can provide a varied driving environment that encourages driver attentiveness, according to research in the Journal of Planning Literature.



Posted Speed Limits

Simply reducing the posted speed limit along a corridor does not necessarily cause drivers to slow down, though well-marked slower speed limits can lower mean vehicle speeds by 1 to 3 miles per hour according to the National Highway Traffic Safety Administration. Recent changes to the California Vehicle Code in AB 43 allow cities to reduce speed limits by 5 miles per hour on HIN (High Injury Network) streets or on streets with higher volumes of people walking and biking. However, unless these posted speed limit changes are accompanied with traffic enforcement, they are unlikely to significantly change speeding behavior.

Like many elements of Vision Zero, street design alone cannot lead to safer roadway behavior. It is essential for road users to adjust their behavior to protect one another - including reducing their speeds, avoiding distractions like cell phones, and following the rules of the road. But the Safe System approach that leans on multiple layers of redundancy, including street design and speed management, can lead to safer streets for all road users.

What are the Underlying Conditions in Fresno?

Population and Environmental Considerations

A Diverse Population with Diverse Mobility Needs

Vulnerable Age Groups: Youth and older adults make up nearly 40% of Fresno's population. These populations are more likely to rely on walking, biking, and transit due to limited access to personal vehicles. These groups are also more physically vulnerable in traffic collisions and are overrepresented in crash data. Safe, accessible roadway design is especially critical to reduce severe and fatal injuries for these populations.

Income and Transportation Equity: Fresno's lower median household income and higher poverty rate than state and national averages limit transportation choices for many residents, increasing reliance on walking, biking, and transit. Targeted safety investments are essential to reduce inequitable exposure to severe traffic injuries and fatalities.

Ethnicity and Culture: Fresno's diverse population includes a large share of foreign-born residents and households that speak languages other than English. Language barriers can limit access to transportation services, safety information, and participation in planning processes, making multilingual materials and culturally responsive engagement essential for effective communication and education with residents. Table 2 summarizes the major racial and ethnic groups represented in the city.

TABLE 1 Median Household Income and Poverty Rate Comparison

	City of Fresno	California	National
Median Household Income	$66,804	$96,334	$78,538
Poverty Rate	20.9%	11.8%	10.6%

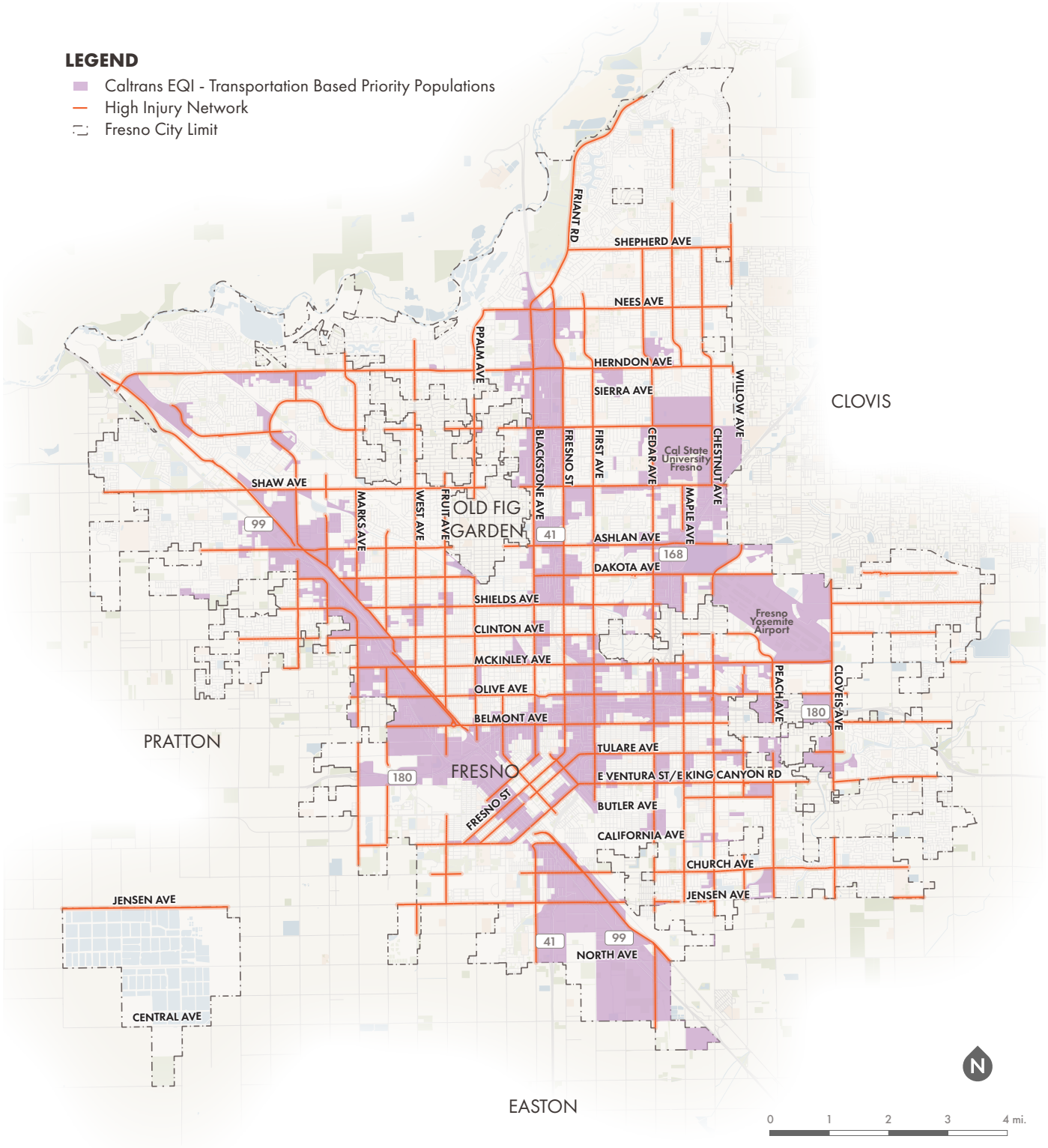
TABLE 2 City of Fresno Race and Ethnicity Demographics

Race/ Ethnicity	City of Fresno	California	National
Hispanic / Latino	50.6%	40.8%	20.0%
White	38.0%	69.8%	74.8%
Asian	14.2%	17.0%	6.7%
Black / African American	6.7%	6.4%	13.7%

Compounding Transportation, Environmental, and Geographic Barriers: Fresno's Central Valley location contributes to extreme heat and poor air quality that discourage walking and biking and increase health risks for people traveling without vehicles. When safe and comfortable travel options are limited, people who must walk, bike, or access transit face greater exposure to challenging roadway conditions. These systemic barriers disproportionately affect communities already facing higher crash risk, compounding transportation safety inequities.

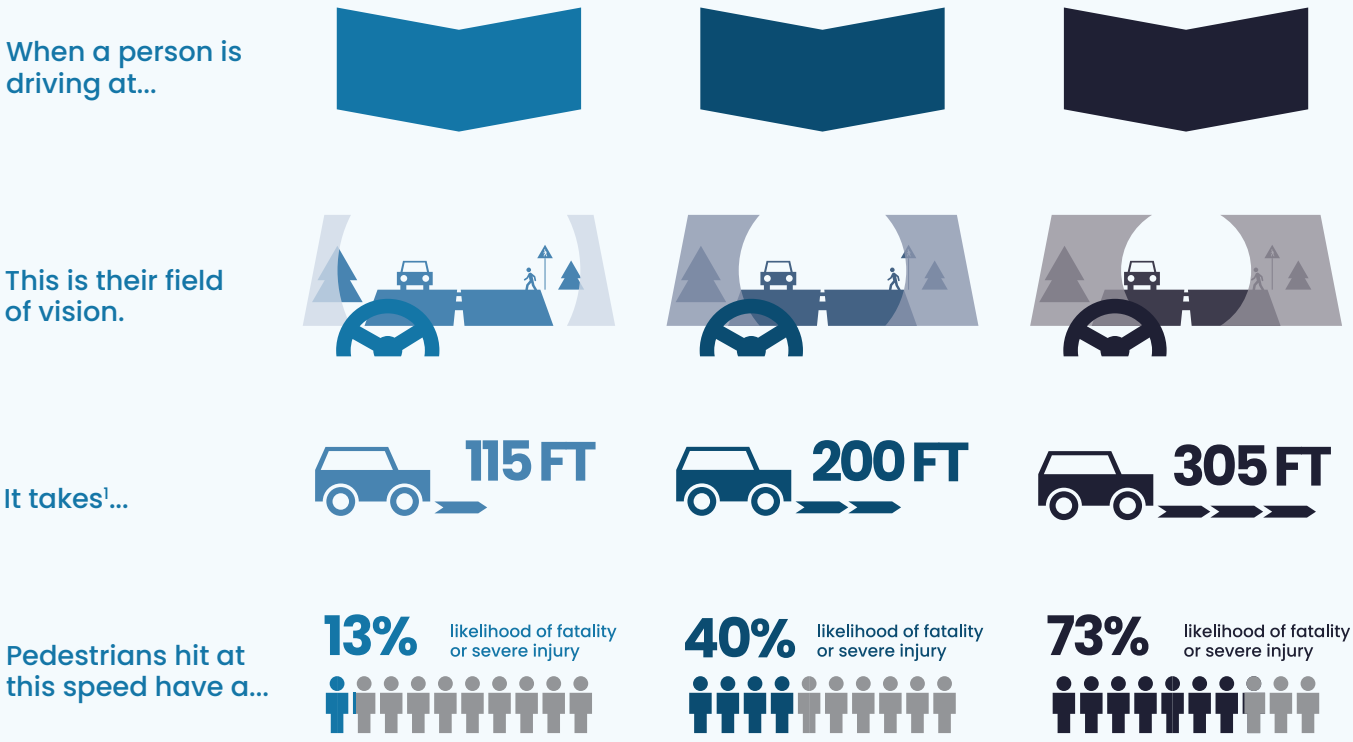
Equity: The Caltrans Transportation Equity Index identifies priority-based populations by combining transportation, environmental, health, and socioeconomic indicators to highlight communities that face greater transportation-related burdens and barriers. In Fresno, these populations are concentrated along major corridors, including Highways 99, 41, 180, and 168, which align closely with the City's High Injury Network. Residents in these areas experience overlapping challenges and are disproportionately exposed to high-speed, high-volume roadways, reinforcing the strong link between equity, exposure, and traffic safety risk.

FIGURE 2 Caltrans Transportation Equity Index Priority Populations and Fresno's High Injury Network



Safe Speeds

Assembly Bill 43, introduced in 2021, allows California cities to reduce the speed limit to 25 MPH in business and residential districts without a traffic study. Additionally, the California State Motor Vehicle Code 5 allows cities to reduce the standard school zone speed limit of 25 MPH to 15 MPH within 500 feet of schools for streets that are 30 MPH or less. However, even speeds of 30 MPH come with great risks for pedestrians: A study by the AAA Foundation for Traffic Safety found that the average risk of severe injury or fatality for pedestrians struck by a motor vehicle traveling 30 MPH is 40 percent, as illustrated in the graphic.[2]



1 Includes 2.5 seconds braking reaction time.

Sources

Bartmann, A., Spijkers, W., and Hess, M. 1991. Street Environment, Driving Speed and Field of Vision. Vision in Vehicles III.
W. A. Leaf, W.A. and Preusser, D.F. Literature Review on Vehicle Travel Speeds and Pedestrian Injuries Among Selected Racial/Ethnic Groups. DTNH22-97-D-05018 Task Order 97-03. U.S. Department of Transportation, 1999.
AASHTO Green Book—A Policy on Geometric Design of Highways and Streets, 7th Edition. American Association of State and Highway Transportation Officials, 2018.
Teff, B. 2013. Impact Speed and a Pedestrian's Risk of Severe Injury or Death. Accident Analysis & Prevention, 50(87): 1-8. DOI: 10.1016/j.aap.2012.07.022

2 Tefft, 2013. Impact speed and a pedestrian's risk of severe injury or death. AAA Foundation for Traffic Safety.



> **"This city, like most cities, isn't made for pedestrians. It's made for cars. I fear for my kids walking riding their bikes to school because there are no sidewalks, the speed limits are too high [...]"**
>
> ***– Fresno VZAP Community Survey, April 2025***

Traffic Safety in Fresno

Collision Trends

The project team analyzed five years of crash data (January 1, 2019 to December 31, 2023) to understand where, how, and why crashes are happening in Fresno. Understanding this data is a crucial step in identifying ways to make Fresno streets safer and prevent future crashes and fatal and severe injuries. This section focuses on fatal and severe injury crashes (FSI), as understanding those types of crashes can reveal highest risk locations and factors. The findings from this analysis serve as a foundation for identifying safety issues, prioritizing projects, and guiding future actions in Fresno.

Over the 5-year time period, **crashes in Fresno resulted in 217 deaths and left 629 people severely injured.** That means that **on average, 43 people lost their lives, and over 125 became severely injured each year.** Figure 3 shows the breakdown of fatal and severe injury crashes over the 5-year period. Figure 4 shows a map of all crashes in Fresno over the 5-year period, color coded by severity.

FIGURE 3 Fatal and Injury Crashes in Fresno, 2019–2023

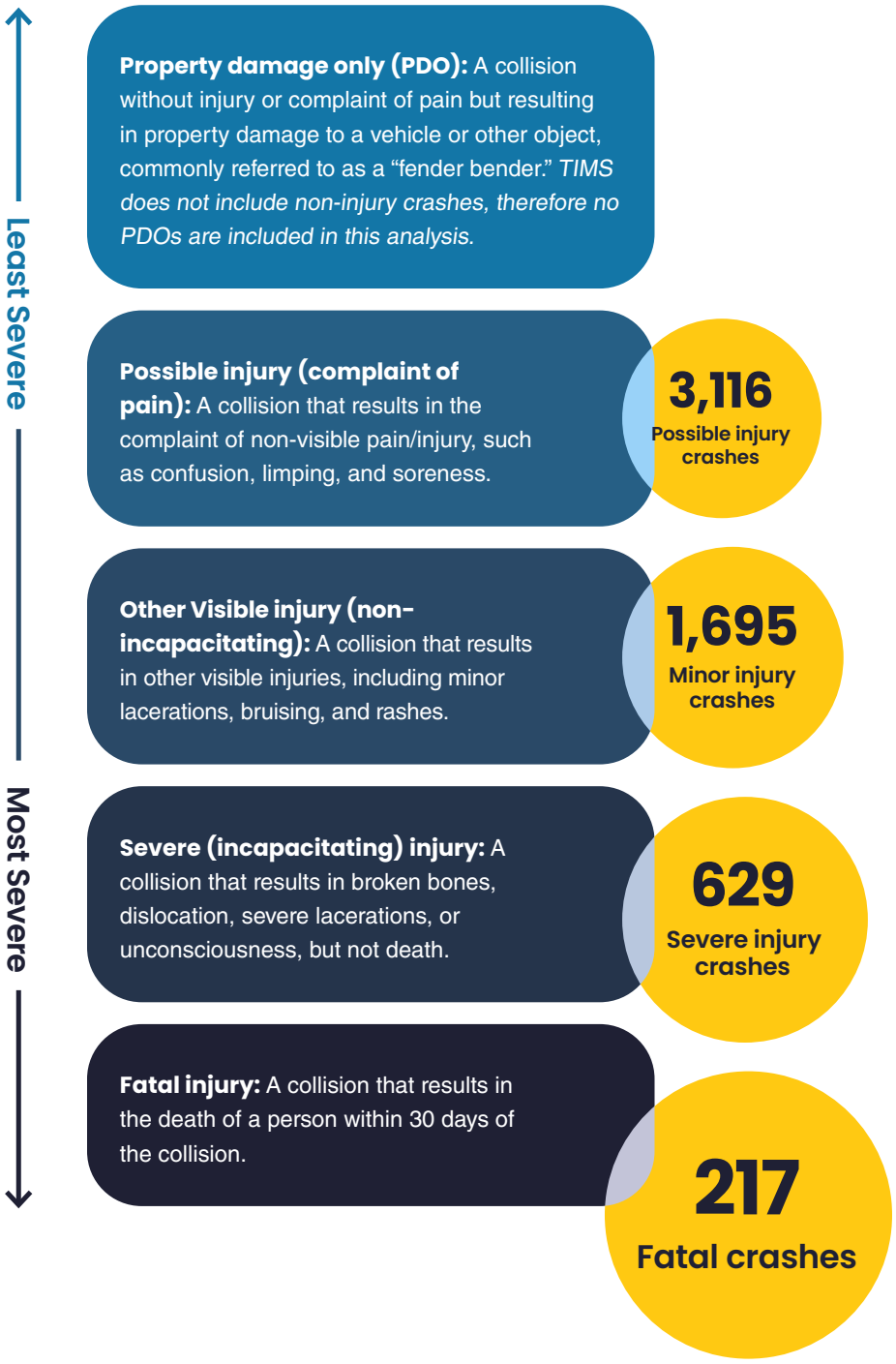
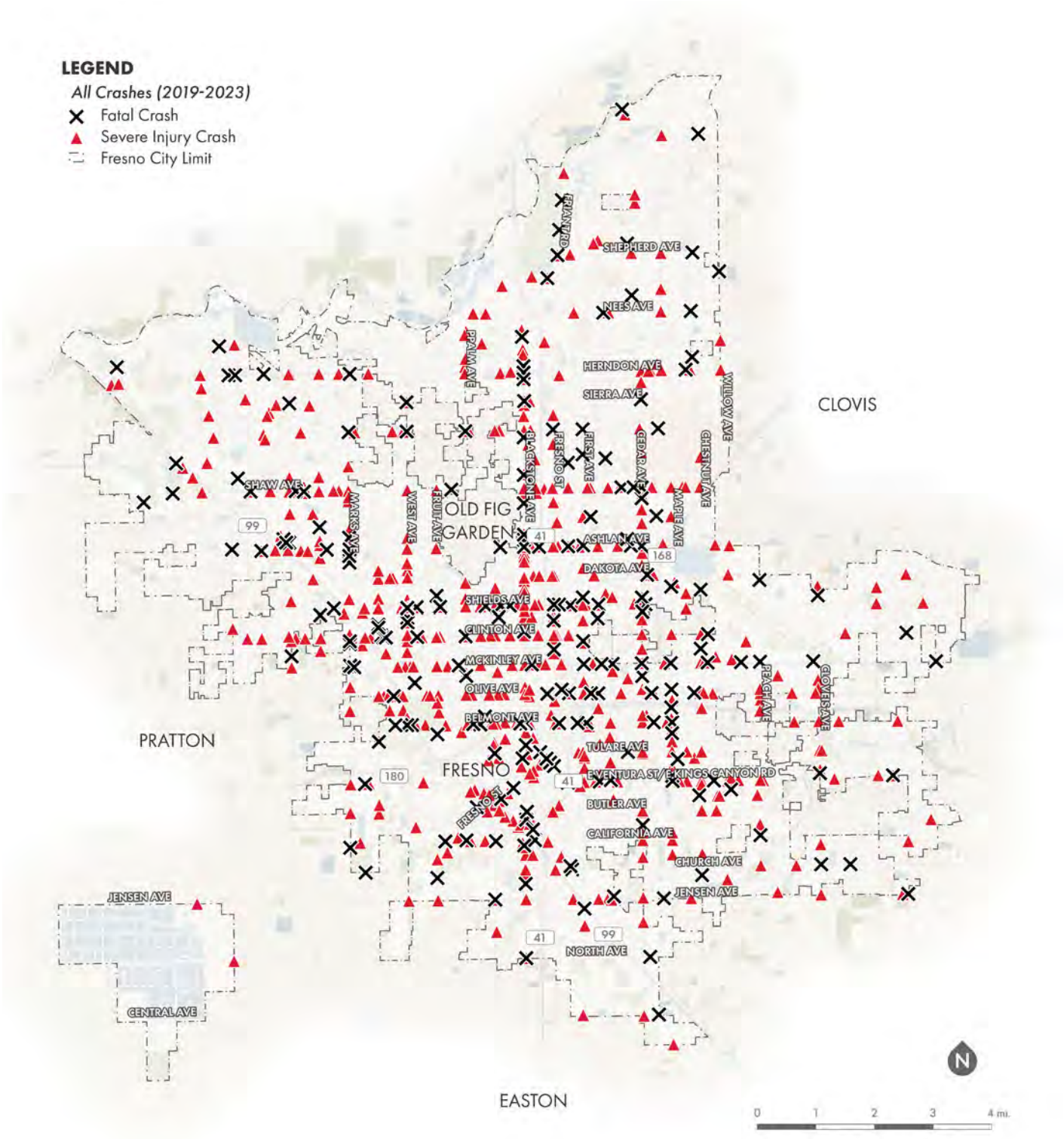


FIGURE 4 Fatal and Severe Crashes in Fresno, 2019–2023, Crossroads and TIMS data



Top Crash Trends

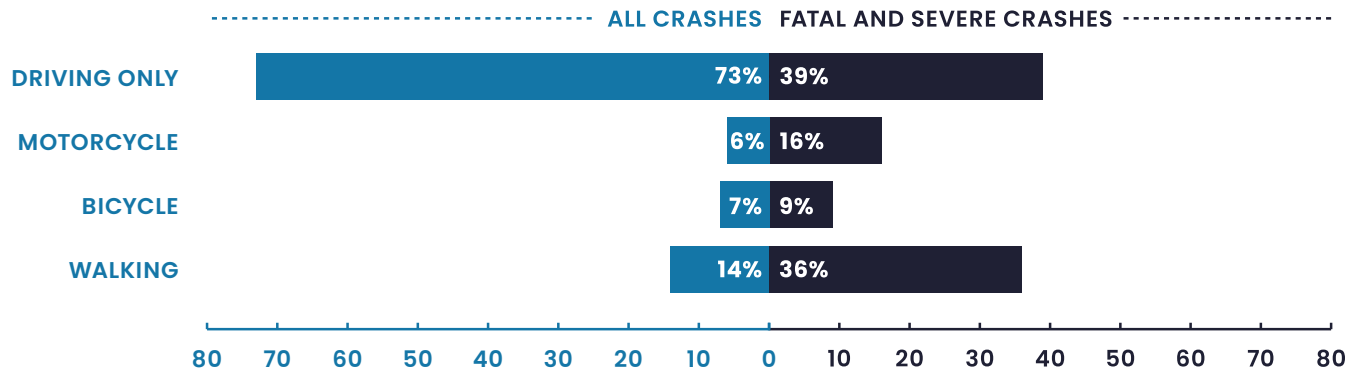


Overall, the crash trends analysis reveals that fatal and severe injury crashes in Fresno are highly concentrated at intersections and are driven by a combination of pedestrian exposure, speed, and impaired driving. The volume, regularity, and consistent nature of Fresno's crashes across many locations point to systemic safety issues rather than isolated incidents. This also highlights clear opportunities for targeted interventions. The following key findings highlight the leading issues contributing to severe and fatal crashes on Fresno's roads.

People Walking, Biking, or Riding Motorcycles are Disproportionately Impacted

Vulnerable road users is a term used to describe road users who do not travel inside the protection of a vehicle and are therefore more vulnerable to death and injury when crashes occur. This includes people walking, and people riding bicycles or motorcycles. **In Fresno, crashes that involve vulnerable road users make up just 27% of all crashes, but 61% of fatal and severe injury crashes (Figure 5). This means that the people who are least protected during a crash are the most likely to die or be severely injured.** Of fatal and severe injury crashes involving vulnerable road users, 36% involved pedestrians, 16% involved motorcyclists, and 9% involved bicyclists. This further reinforces that **people walking are most at risk on Fresno's roads.**

FIGURE 5 All Crashes by Mode vs Fatal and Severe Crashes by Mode, 2019-2023

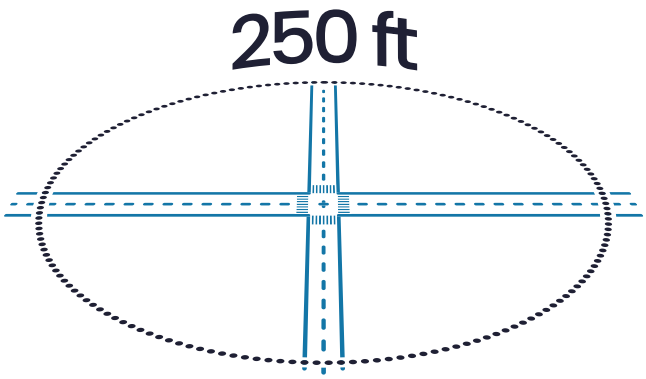


> **" I was using the crosswalk at Tulare & 6th, crossing safely with the "walk" sign lit for us to go. I was pushing my 1 year old in a stroller, and my 2.5 year old was riding a push bike next to me. He moved ahead of me out of reach, while I eyed a Nissan Pathfinder turning left that was supposed to yield to us. I started yelling and waving my arms to get his attention but he did not stop and hit my son on his bike. This led to creating the Tulare Street Project through community advocacy."**
>
> ***– Fresno VZAP Community Survey, April 2025***

Crashes by Location:

Most Fatal and Severe Crashes in Fresno Happen at Intersections

Over the 5-year period evaluated, 86% of all crashes occurred within 250 feet of an intersection. 82% of fatal and severe injury crashes occurred at intersections and 18% occurred at non-intersections. This same distribution applies to fatal and severe crashes involving people walking and riding bicycles.



Key Takeaway: Reducing Conflicts at Intersections is a Priority

The high proportion of crashes at intersections underscores the importance of intersection-focused safety interventions, including geometric redesign, signal timing, access management, and complementary enforcement and behavior-shaping strategies. There is also a need for safety strategies that include both design solutions and policies that prioritize reducing conflicts between roadway users.



"My husband has nearly been hit several times by people who don't look before turning at an intersection."

– Fresno VZAP Community Survey, April 2025

What are the different crash types?

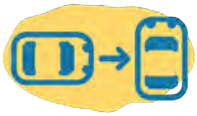
From most common to least common in Fresno

The following categories are used by the Fresno Police Department to code crashes in an incident report.



36%

Pedestrian/Motor Vehicle: A crash in which a driver strikes a person traveling on foot, including people crossing the road, walking along the roadway, or in the shoulder or crosswalk.



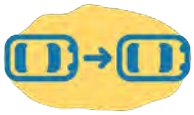
30%

Broadside: A crash in which a driver strikes another driver and the front of one vehicle strikes the side of the other vehicle. Typically occurring at intersections and commonly associated with drivers failing to yield, running red lights, or turning conflicts. (Also referred to as an angle crash.)



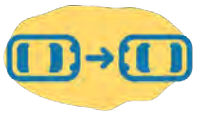
13%

Hit Object: A single-vehicle crash in which a driver strikes a fixed object, such as a tree, utility pole, sign, curb, barrier, or guardrail. These crashes are often associated with roadway departures and higher travel speeds.



8%

Rear End: A crash in which a driver strikes another driver traveling in the same direction, typically from behind. Often related to drivers following too closely, stopping suddenly, or congestion.



6%

Head-On: A crash in which a driver strikes another driver traveling in the opposite direction and the front ends of the two vehicles collide. Typically associated with people driving the wrong way, making unsafe passing maneuvers, or lane departure.



4%

Sideswipe: A crash in which the sides of two vehicles make contact while drivers are traveling in the same or opposite directions, often occurring when drivers change lanes or merge.

"I just got the green arrow to begin my left turn onto Herndon (I was first in line) with my precious grandchildren in the car, and in a blink, a car flew through the intersection on a red light ... a moment later and I would have been hit on the driver's side at a speed of probably 70mph."

– Fresno VZAP Community Survey, April 2025

Primary Collision Factors Explained

From most to least common in Fresno

The following categories are used by the Fresno Police Department in an incident report. Because police are typically not present when a crash occurs, they rely on eye-witness reports, video footage, and professional judgment to report each crash.



19%

Pedestrian Violation: A crash in which a pedestrian's action, such as crossing outside a crosswalk, against a signal, or unexpectedly entering the roadway, is identified as the primary contributing factor.



17%

DUI (Driving Under the Influence) Driving or Cycling: A crash in which alcohol and/or drug impairment of a driver is identified as the primary contributing factor, affecting judgment, reaction time, or vehicle control.



16%

Unsafe Speed: A crash in which a driver is traveling too fast for roadway, traffic, or environmental conditions, regardless of whether the posted speed limit is exceeded. This includes speeds that are unsafe due to weather, congestion, or roadway design.



13%

Traffic Signs and Signals: A crash resulting from a driver's failure to obey traffic control devices, such as running a red light, stop sign, or disregarding other regulatory signs or signals.



10%

Automobile Right of Way: A crash in which a driver fails to yield the right of way to another motor vehicle, commonly occurring at intersections, during merging, or when entering or crossing a roadway.



6%

Improper Turning: A crash caused by an unsafe or illegal turning movement, such as improper left or right turns, wide turns, turning from the wrong lane, or turning without adequate clearance.



4%

Pedestrian Right of Way: A crash in which a driver fails to yield to a pedestrian who has the legal right of way, such as a pedestrian in a marked or unmarked crosswalk or crossing with a walk signal.



15%

Other: Crashes attributed to less common or unspecified factors that do not fall into the primary categories above, including miscellaneous driver actions, environmental factors, or conditions not otherwise classified.

"I was waiting for the traffic signal at Audubon & Friant to change so I could cross the street. When the light changed, I stepped off the curb to cross when someone made a left turn from eastbound Audubon to northbound Friant. I had taken 2 steps into the street when I realized a car was turning on a red light. They were driving very fast, which is common in NE Fresno."

– Fresno VZAP Community Survey, April 2025

Crashes by Type:

Crashes in which a person walking is struck by a driver are the most common crash type in Fresno

Among fatal and severe injury crashes, Pedestrian/Motor Vehicle crashes accounted for the largest share (36%), followed by broadside crashes (30%) and Hit Object crashes (13%). These types of crashes indicate opportunities for systemic roadway treatments that address conflict areas between users, turning movements, and high-speed environments.

Key Takeaway: There is a mismatch between **pedestrian travel patterns and crossing opportunities.**

Pedestrians crossing outside marked or protected crossings or against signals account for the largest share of severe outcomes. This pattern indicates a mismatch between pedestrian travel patterns and available crossing infrastructure. The severity of these crashes also reflects limited redundancy in the system—when a person walking is struck by a driver, higher vehicle speeds greatly increase the likelihood of serious injury or death. These findings highlight the need for engineering solutions that provide safer, more frequent, and more intuitive crossings at locations of high pedestrian demand, paired with education and outreach that reinforce safe crossing behaviors.

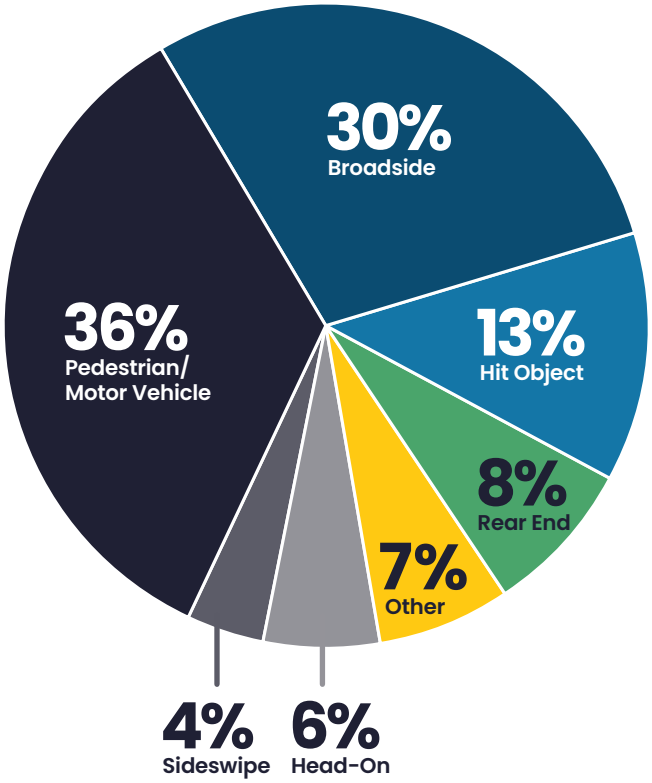


FIGURE 6 Fatal and Severe Injury Crashes by Type, 2019-2023 (Crossroads data)

Why "Pedestrian Violations" Often Reflect System Design, Not Individual Choice

Pedestrian "violations" often occur in locations where the built environment does not provide safe, convenient, or intuitive crossing opportunities. When marked crossings are spaced far apart, people may choose to cross mid-block—often near destinations such as schools, transit stops, parks, and neighborhood services.

For children, older adults, and people with mobility limitations, these conditions are especially challenging. In many cases, crossing outside of a marked crosswalk is a predictable response to roadway design that prioritizes vehicle movement over safe pedestrian access. Addressing these crashes may include changes to street design, crossing frequency, signal timing, speed management, education, and enforcement.

Crashes by Primary Collision Factors:

Fatal and severe crashes are driven by predictable, system-level design and operational failures - not isolated individual behavior - and therefore require systemic interventions

Figure 7 illustrates that fatal and severe injury crashes are most frequently associated with pedestrian violations (19%), DUI-related behavior (17%), and unsafe speed (16%). Together, these factors point to a combination of high-risk behaviors and roadway environments that fail to safely manage speed and protect vulnerable road users. While the shares are lower, it is still notable that traffic control compliance and right-of-way violations further highlight how intersection design and driver behavior contribute to severe crashes.

Key Takeaway: Crashes involving **pedestrians and impaired driving** are far more likely to result in severe injury or death.

These crash types represent a relatively small share of total crashes, but they produce disproportionately high severity outcomes, reflecting the vulnerability of people walking and the extreme risk posed by impairment. This reinforces the Safe System Approach that recommends managing crash forces through design while also prioritizing interventions that prevent the most dangerous behaviors from occurring in the first place.

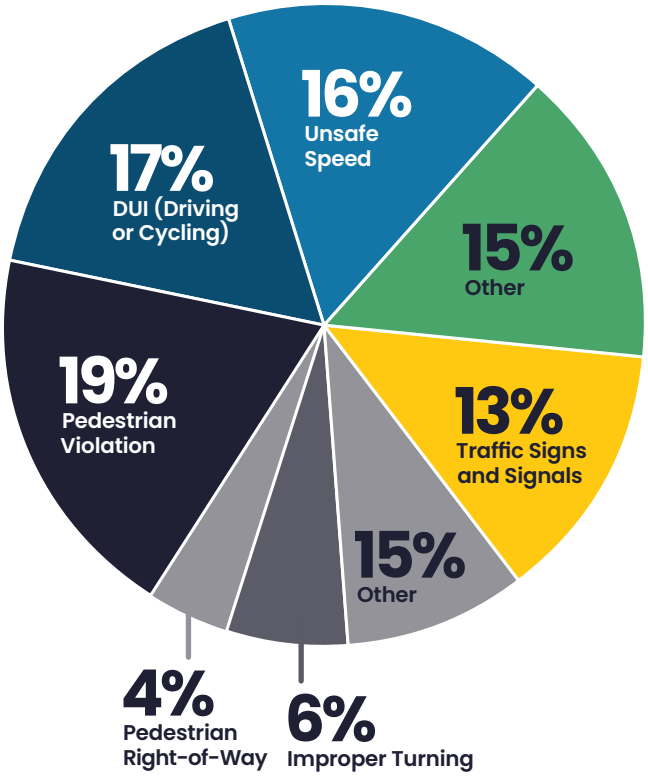


FIGURE 7 Fatal and Severe Injury Crashes by Primary Collision Factor, 2019-2023, (Crossroads data)

Key Takeaway: High-severity crashes are disproportionately associated with **risky driving behaviors.**

Driving under the influence (DUI) is the second most common contributor to high-severity crashes, followed by unsafe speeds, showing that the most severe outcomes are concentrated among a smaller set of high-risk behaviors. This indicates a need for roadway designs that reduce opportunities for speeding and severe errors, alongside targeted enforcement, policy, and public health strategies to address impaired and reckless driving. The Safe Systems approach recognizes that even with design and behavior improvements, humans will make mistakes. Systemwide strategies that reduce the severity of collision when they happen--such as lowering vehicle speeds and ensuring rapid emergency response and effective post-crash care—are essential for reducing fatal and severe collisions.

Crashes by Time of Day:

Lighting conditions alone are not a primary cause of fatal and severe injury crashes, but do contribute to crash severity.

Most fatal and severe crashes occur during daylight or at night in areas with street lighting, suggesting that lighting conditions alone are not a primary cause of crashes. However, a higher proportion of FSI crashes occur at night (48%) compared to all injury crashes (30%), indicating that reduced visibility may contribute to more severe outcomes, particularly when combined with factors such as unsafe speeds and driving under the influence.

Key Takeaway: Most fatal and serious injury crashes occur in **daylight or lit conditions.**

The concentration of severe crashes outside of dark or unlit environments suggests that limited visibility alone does not explain crash severity. This finding points toward systemic safety issues, such as speed, conflict complexity, and user behavior, that must be addressed through holistic design and operational strategies rather than lighting improvements alone.

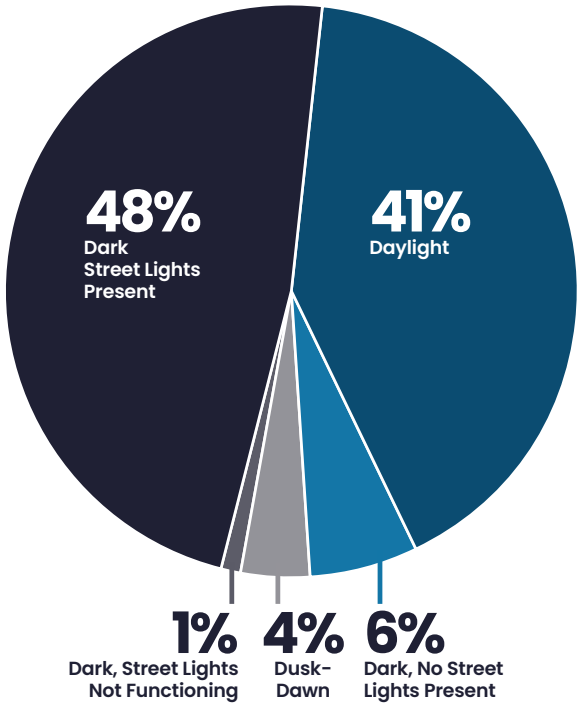


FIGURE 8 Fatal and Severe Injury Crashes by Lighting Conditions, 2019-2023, (Crossroads data)

Behavioral factors play a major role in severe crashes but are shaped by the roadway environment. Many high-severity crashes are associated with behavioral violations; however, these behaviors often occur in environments that encourage or fail to safely accommodate them. This reinforces that neither roadway design nor behavior change interventions are enough in isolation. Effective safety strategies must combine engineering, policy, enforcement, education, and community engagement to prevent severe outcomes.



At least once a week the street light turns green and then someone comes flying through the red light. I wait ten seconds before going into the intersection now after too many close calls. I also like to walk my daughter to school but because we have to cross a main street (Fruit Street) without a stop sign we have to walk down to the intersection and it adds too much time to our walk commute. If we had more stop signs and crosswalks we would move through the city differently.

High Injury Network

A High Injury Network (HIN) uses crash data to identify street segments where severe and fatal crashes are most concentrated. Crash concentrations are normalized by segment length to allow fair comparisons across corridors. Rather than focusing on exposure-based crash rates, the HIN prioritizes locations where the greatest number of serious injuries and fatalities occur, helping target improvements where they can have the greatest safety impact.

Key Elements of High Injury Networks[3] include the following:

- A network of corridor segments where the highest concentrations of collisions occur
- In California, the High Injury Network must consist of a subset no greater than 20% of the local jurisdiction's roadways
- Typically based on three to five years of crash data
- Typically focused on fatal and severe injury crashes

Fresno's High Injury Network

Fresno's HIN represents about 14% of the City's roadway miles, but accounts for 81% of all crashes and 89% of FSI crashes. This data suggests that targeting 14% of the City's roadways with systemic safety treatments has the potential to address the vast majority of severe crashes.

Figure 9 illustrates the City of Fresno's HIN. The HIN is not confined to neighborhoods or districts within Fresno but is distributed citywide. This widespread pattern reveals that serious crashes are associated with major corridors, as opposed to isolated parts of the City, and impact a broad range of community members.

> **"I walk early in the morning every day and the near misses I have experienced as a pedestrian are (with) drivers who are making right turns, not yielding the right of way when I'm crossing, drivers who stop at traffic lights in the crosswalk instead of behind the white line, and drivers exiting parking lots who drive onto the sidewalk instead of stopping behind it. I have seen law enforcement officers, City bus drivers and delivery trucks do this in addition to average drivers. I have also seen many red light runners since I walk along Shaw Avenue."**
>
> ***– Fresno VZAP Community Survey, April 2025***

3 High Injury Network | SoCal Transportation Safety Resource Hub

The roadway segments identified on the HIN are dominated by arterial and collector roadways. These roadways typically feature wider cross-sections, higher vehicle speeds, and more complex traffic movements. Nearly half of the HIN consists of arterial streets, while local roads make up less than 5%. Arterials typically carry higher traffic volumes and serve more travel activity than local streets. As a result, they experience more potential conflict points and interactions between roadway users, which contribute to a greater number of severe and fatal crashes occurring on these corridors.

- **Arterial roads:** major, high-capacity routes for long-distance traffic flow (e.g., Shaw Avenue, Blackstone Avenue, Veterans Boulevard (Super-Arterial)
- **Collector roads:** medium-sized streets that connect traffic between arterial and local roads (e.g., Fresno Street, Clinton Avenue, Barstow Avenue)

The High Injury Network provides a clear framework for understanding the systemic nature of fatal and severe crashes in Fresno. By understanding the nature of these corridors (including land use patterns, collision history, blocks, number of lanes, etc.), the City can more effectively invest in systemic treatments to reduce serious crashes in these locations.

91% of crashes on the HIN took place on arterials or collectors.

What are arterials and collectors?

Multilane, high-volume and high-speed streets.

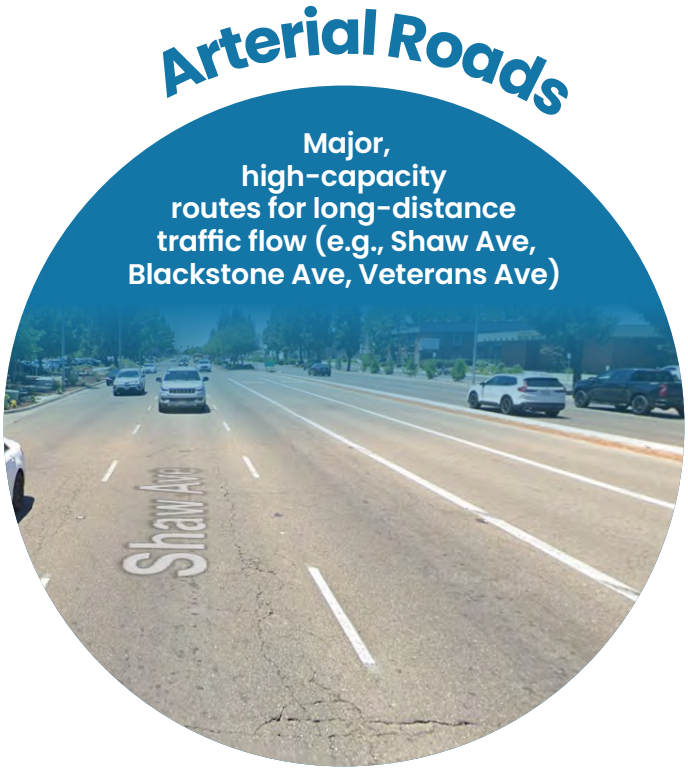
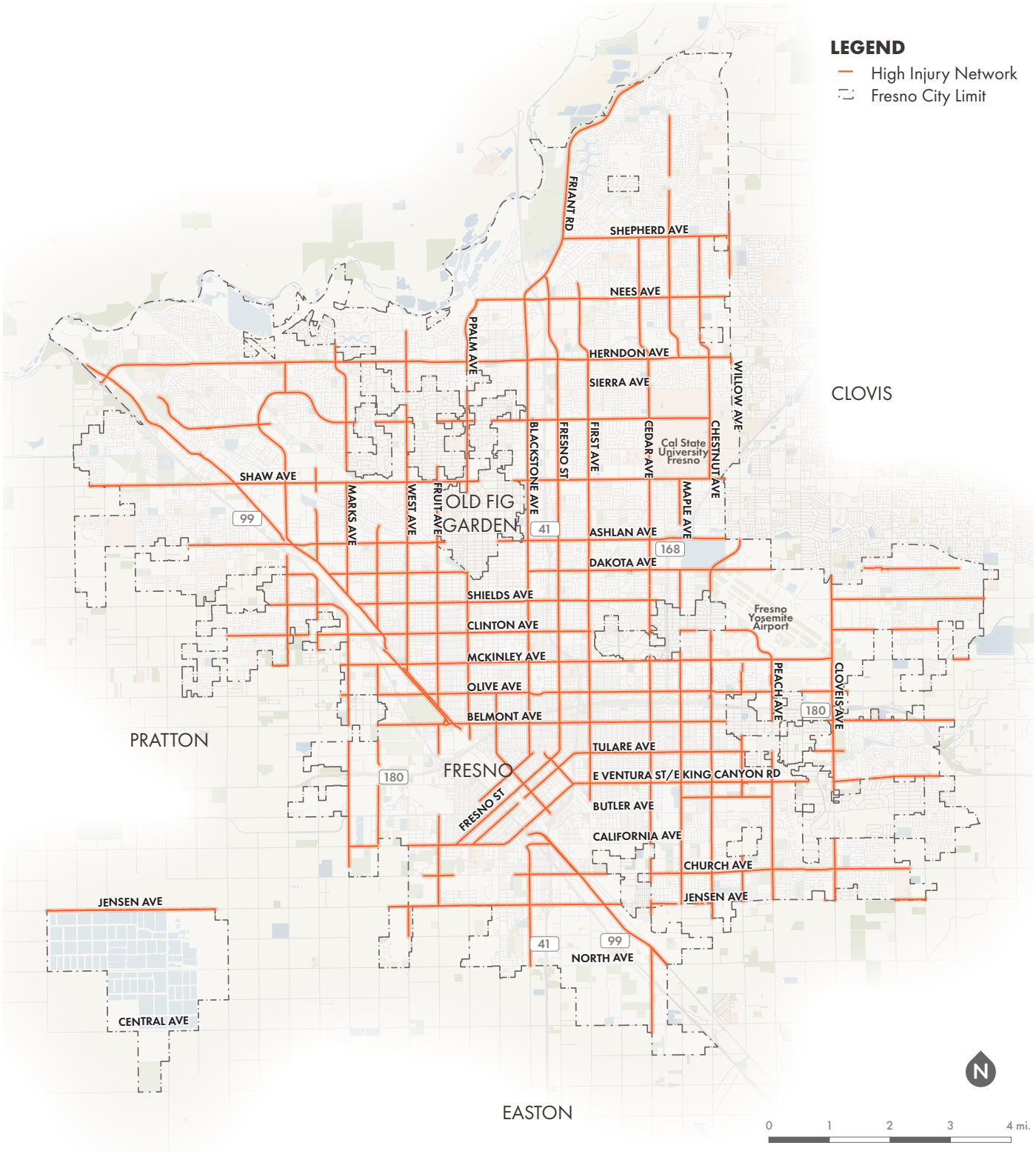




FIGURE 9 City of Fresno High Injury Network, 2025, (Crossroads and TIMS data)

81% of all injury crashes and **89% of fatal and severe injury crashes** occur on the HIN.



Reducing Speeds on the High Injury Network

The High Injury Network also provides a strong foundation for implementing speed limit reductions under California's AB 43. By formally designating the HIN as safety-priority corridors, the City can use documented crash history and roadway context to support speed limit reductions on the corridors where severe crashes are most concentrated. Because the HIN covers a relatively small share of the overall street network - well within the statute's allowance of up to 20 percent of a jurisdiction's streets - the City also retains flexibility to accommodate evolving crash trends without requiring frequent changes to posted speed limits. Leveraging the HIN in this way supports a proactive, data-driven approach to speed management that advances citywide safety goals while focusing implementation where it will have the greatest impact.

City of Fresno Adopts 20 MPH School Zone Speed Limits

On February 26, 2026, the Fresno City Council adopted a resolution establishing a 20 MPH speed limit in school zones to improve safety for students and families traveling to and from school. The resolution builds on California Assembly Bill 382 (AB 382), which authorizes cities to reduce speed limits from 25 MPH to 20 MPH on streets within school zones.

This state legislation was enacted to help communities create safer conditions for children walking and biking to school by allowing lower speeds in areas with high concentrations of young pedestrians. By adopting the 20 MPH school zone speed limit, Fresno is implementing this authority to improve safety around schools and better protect students and families traveling through these areas.

Lower vehicle speeds significantly reduce both the likelihood and severity of crashes involving pedestrians. Slower speeds give drivers more time to react to unexpected movements by children and other pedestrians, and crashes that do occur are far less likely to result in serious injury or death. The new 20 MPH school zone speed limit supports Fresno's broader efforts to improve traffic safety and create safer streets for students and families.



5.



Ready to Act: Vision Zero Recommendations

Eliminating traffic deaths requires more than isolated projects. It demands coordinated policies, programs, and design changes that reshape how safety is prioritized citywide. This chapter outlines clear, implementable actions across Safe Road Users, Safe Speeds, Safe Roads, Safe Vehicles, Post-Crash Care, and Safety Data, with a focus on high-risk corridors and priority populations. Together, these strategies embed the Safe System Approach into everyday decision-making and move Fresno from commitment to action.

Balancing Proactive Systemic Change and Targeted Safety Action

Vision Zero is grounded in a proactive, systemic approach that seeks to prevent fatal and severe injury crashes before they occur by transforming policies, standards, and everyday practices. While the HIN provides a broad framework for where systemic safety interventions should be applied over time, it is neither feasible nor effective to implement all improvements simultaneously. Targeting a smaller set of priority corridors and intersections within the HIN allows the City to address the most urgent safety risks, align projects with existing implementation pipelines - such as roadway resurfacing, capital programs, grants, and local funding measures - and deliver near-term safety benefits. These focused investments complement ongoing efforts to plan and institutionalize systemic safety treatments across the entire HIN, ensuring that short-term actions reinforce long-term transformation.

How Proactive and Targeted Safety Interventions Work Together

TABLE 3 Proactive and Targeted Safety Interventions

Approach	Description	Examples	Benefits	Limitations
Proactive (Systemic) Safety Interventions	Citywide or network-based strategies designed to reduce risk before crashes occur by changing policies, standards, and default practices.	• Updating street design standards • Citywide speed limit policy changes • Systemic speed management on arterials • Signal timing policies that prioritize pedestrian crossing time • Safe System–aligned capital planning	• Reduces risk across the entire network • Prevents crashes before they happen • More equitable and consistent outcomes • Aligns with Safe System and Vision Zero principles	• Often slower to implement • May require policy changes and institutional shifts • Benefits may be less visible in the short term
Targeted (Location-Specific) Safety Interventions	Location-specific projects focused on corridors and intersections with a documented history of fatal and severe injury crashes.	• High Injury Network corridor projects • Intersection redesigns at high-crash locations • Quick-build safety improvements • Grant-funded capital projects	• Delivers near-term safety benefits • Aligns well with existing funding and delivery pipelines • Helps demonstrate progress and build momentum • Addresses urgent safety needs	• Reactive by nature • Limited to locations with historical crash data • Cannot, on their own, eliminate systemwide risk

On December 7, 2024, community members joined a bilingual Walk and Talk led by Every Neighborhood Partnership, walking along Blackstone Avenue and discussing safety challenges along the corridor.



Programs and Policies

How Programs and Policies can Make a Difference

The crash trends identified earlier in this plan show that the fatal and severe injury crashes in Fresno follow clear and predictable patterns. These crashes are specific to street types and in intersections where higher speeds, impaired driving, and exposure of people walking and biking combine to create unsafe conditions. Addressing these patterns requires more than isolated street design projects; it calls for coordinated programs and policies that shape how safety is prioritized and implemented across the City.

Programs and policies help ensure that safety is built into everyday transportation decisions, from street design and operations to enforcement, maintenance, and the behaviors and decisions of people using the transportation system. They allow the City to act proactively, focusing on known high-exposure locations before severe crashes occur. Policies also help align City departments around shared safety goals and provide a consistent framework for prioritizing investments, especially on the High Injury Network and in communities most impacted by traffic violence. When the City acts proactively and invests in safety, it sends a message to other local agencies, organizations, and community members that the City prioritizes a culture of safety.

By establishing clear expectations and priorities, programs and policies make safety improvements more consistent, equitable, and lasting, supporting Fresno's progress toward the goal of eliminating traffic deaths and serious injuries.

Applying the Safe System Approach to Programs and Policies

The Safe System Approach recognizes that people make mistakes and that streets should be designed so those mistakes do not result in severe injury or death. Applying this approach to the programs and policies that the City and other agencies and organizations commit to shifts the focus from blaming individual behavior and inevitability to improving the conditions that shape how people travel.

In practice, this means prioritizing lower speeds, safer intersections, and better protection for people walking, biking, rolling, and using transit—especially on the streets and corridors identified in earlier sections of this plan. It also means pairing proactive street design changes with programs that address risky behaviors of all roadway users, such as unsafe operation and impairment.

By embedding Safe System principles into City policies and programs, Fresno can take a consistent, citywide approach to safety, one that reduces the risk of severe crashes, limits their impact when they occur, and supports a culture of safety for everyone.

Priority Policies, Programs, and Populations

The priority policies and programs summarized on the following pages reflect a coordinated, citywide strategy to improve traffic safety in Fresno. Developed through collaboration with City departments, the Vision Zero Taskforce, and community stakeholders, these priorities are informed by crash trends, the High Injury Network, and community input. Together, they complement infrastructure investments by addressing the underlying conditions that contribute to fatal and severe injury crashes. Many of these actions expand or formalize work the City and its partners are already doing.

Organized to align with established safety objectives, the policies and programs span a range of strategies, with many focused on improving safety for people walking, biking, and using transit—particularly populations that experience disproportionate traffic-related harm. The table identifies lead and supporting partners and intended priority populations, providing a clear framework for embedding safety into everyday decision-making and supporting a coordinated, systemic approach to reducing fatal and severe injury crashes citywide.

The following pages also document priority actions for each aspect of the safe system approach. Priority actions are those that the City of Fresno and its partners will focus on implementing in the next 5 years.



Safe System Approach Objective

Safe Road Users

› PRIORITY ACTION

1. Applied and Experiential Education for all road users

including drivers, people walking, bicycling, and using micromobility devices such as e-scooters and e-bikes:

Education programs are integral to create a culture of shared responsibility for traffic safety.

The City is committed to working with partners to update and expand transportation safety education programs using the Safe System approach. This requires collaboration with institutions currently leading transportation education programs, including Fresno COG, Fresno County, Fresno Unified School District, the Fresno Police Department, and community organizations like the Fresno Bicycle Coalition.

Enhanced educational programs will center hands-on, experiential, and behavior-focused strategies that allow participants to practice safe behaviors and understand risk in real-world contexts. They may include interactive demonstrations, temporary street safety events, youth bicycle and pedestrian safety trainings, Train-the-Trainer opportunities for educators and community partners, proactive engagement with parents and caregivers, or other strategies to meet the needs of diverse road users.

To enhance the efficacy of these programs, they can be supplemented by resources that support safer driving habits, including information on tools such as Intelligent Speed Assist (ISA) and other in-vehicle technologies designed to reduce speeding and support safer teen driving.

- **Lead Agency:** School Districts; Youth Educational Partners; Fresno Police Department; PARCs
- **Supporting Partners:** Fresno Police Department; PARCS; Fresno County Department of Public Health; Valley Children's Healthcare; Fresno Fire Department; community-based safety organizations
- **Key Outcomes:** Increased awareness and adoption of safe behaviors among drivers (especially teens), pedestrians, bicyclists, and e-scooter/e-bike users, supporting safer shared roadway use and reduced injuries.
- **Priority Populations Identified:** Pedestrians, youth, seniors

"Education. Educate drivers, educate cyclists, educate pedestrians, educate everyone!"

"Create avenues to educate people on traffic safety - especially those tailored to communities who aren't able to access such information through general channels of info."

"Re-educate the public of the dangers of distracted driving. Also teaching young drivers the importance of all the rules of the road, not just the ones they studied to get their license."

– Fresno VZAP Community Survey, April 2025

› **PRIORITY ACTION**

2. High-Risk Behavior Driving Enforcement and Training:

Strengthen enforcement of the most dangerous driving behaviors, including speeding, reckless driving, and impaired driving, through targeted enforcement strategies and enhanced officer training. Expand training opportunities such as ARIDE (Advanced Roadside Impaired Driving Enforcement) and DRE (Drug Recognition Expert), and other professional training programs to support effective and safety-focused traffic enforcement. Align enforcement priorities with Safe System principles by focusing resources on behaviors and locations associated with the highest concentrations of severe crashes.

- **Lead Agency:** Fresno Police Department
- **Supporting Partners:** Department of Public Works; Fresno Fire Department; California Highway Patrol
- **Key Outcomes:** Reduced high-risk driving behaviors and improved capacity for effective, safety-focused traffic enforcement
- **Priority Populations Identified:** Pedestrians, youth, seniors

3. Bus Driver Training Program Expansion:

Expand on Bus Driver Training programs to include:

- Proactive retraining for drivers involved in preventable accidents, with emphasis on root cause analysis and corrective actions.
- Dedicated or protected bus lanes, potentially shared with bicycles, to minimize traffic interactions and improve safety.
- Enhanced equipment such as mirror monitors (already in use), audible alerts for pedestrians during bus turns, and exploration of additional technologies to reduce collisions

- **Lead Agency:** FAX
- **Supporting Partners:** Fresno County Rural Transit Agency
- **Key Outcomes:** Reduced frequency and severity of preventable FAX-involved crashes
- **Priority Populations Identified:** Pedestrians, youth, seniors

4. Build Community Capacity:

Build long-term community capacity for traffic safety by empowering trusted local leaders and residents with the tools, knowledge, and resources to advocate for safer streets. Use hands-on engagement strategies, such as pop-up demonstrations, temporary installations, and interactive events, to help community members experience proposed changes, provide feedback, and co-create solutions grounded in lived experience.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Community-based organizations; neighborhood associations; faith-based organizations; schools; public health partners; youth and senior-serving organizations
- **Key Outcomes:** Increased community capacity to meaningfully engage in and advocate for traffic safety improvements
- **Priority Populations Identified:** Pedestrians, youth, seniors

Safe Road Users

5. Internal Capacity Building / City Staff Training:

Provide required Safe System Approach training for City staff and partner agencies, supported by agency-specific guidance, experiential learning, and technical resources that translate Safe System principles into day-to-day decision-making and implementation. Include training on the use, limitations, and differences among local, state, and federal crash data sources to improve interpretation, coordination, and application of safety data.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** City departments including: Planning & Development Department; Fresno Police Department; Fresno Fire Department; Fresno Area Express (FAX); PARCS; Public Utilities
- **Key Outcomes:** Increased staff understanding and consistent application of the Safe System Approach across City departments and partner agencies, improved coordination across departments when planning, designing, and implementing transportation projects, earlier identification of safety impacts in routine City decisions and projects
- **Priority Populations Identified:** Pedestrians, youth, seniors

6. Safe Routes to Transit:

Partner with Fresno Area Express and Department of Public Works to establish performance targets and implement improvements that enhance safety and accessibility for people walking, biking, and waiting at transit stops.

- **Lead Agency:** Department of Public Works
- **Key Outcomes:** Improved safety and accessibility for people walking, biking, and waiting at transit stops
- **Priority Populations Identified:** Pedestrians, youth, seniors

Safe System Approach Objective

Safe Vehicles

› PRIORITY ACTION

1. Municipal Fleet Safety:

Improve safety across municipal fleets through updated purchasing and management policies and the use of telematics and other technologies to monitor, support, and reinforce safe driving practices.

- **Lead Agency:** General Services Department
- **Supporting Partners:** City departments including: Department of Public Works; PARCS; Fresno Fire Department; Department of Public Utilities – Solid Waste Division; Fresno Police Department
- **Key Outcomes:** Reduced frequency and severity of preventable crashes involving municipal fleet vehicles

2. Contractor Fleet Safety Requirements:

Require contractors working on City-funded projects to meet basic fleet safety standards, including driver training, vehicle safety equipment, and safe operating practices, consistent with Vision Zero goals.

- **Lead Agency:** General Services Department
- **Supporting Partners:** Department of Public Works; Fresno Fire Department; Fresno Police Department; Fresno Area Express (FAX); Public Utilities; City Attorney's Office
- **Key Outcomes:** Reduced frequency and severity of preventable crashes involving contractor-operated vehicles on City-funded projects



The project team conducted a vehicle size and front blind spot demonstration using a large truck and cardboard cutout showing the size of the average kindergartner child

The Impact of Vehicle Size

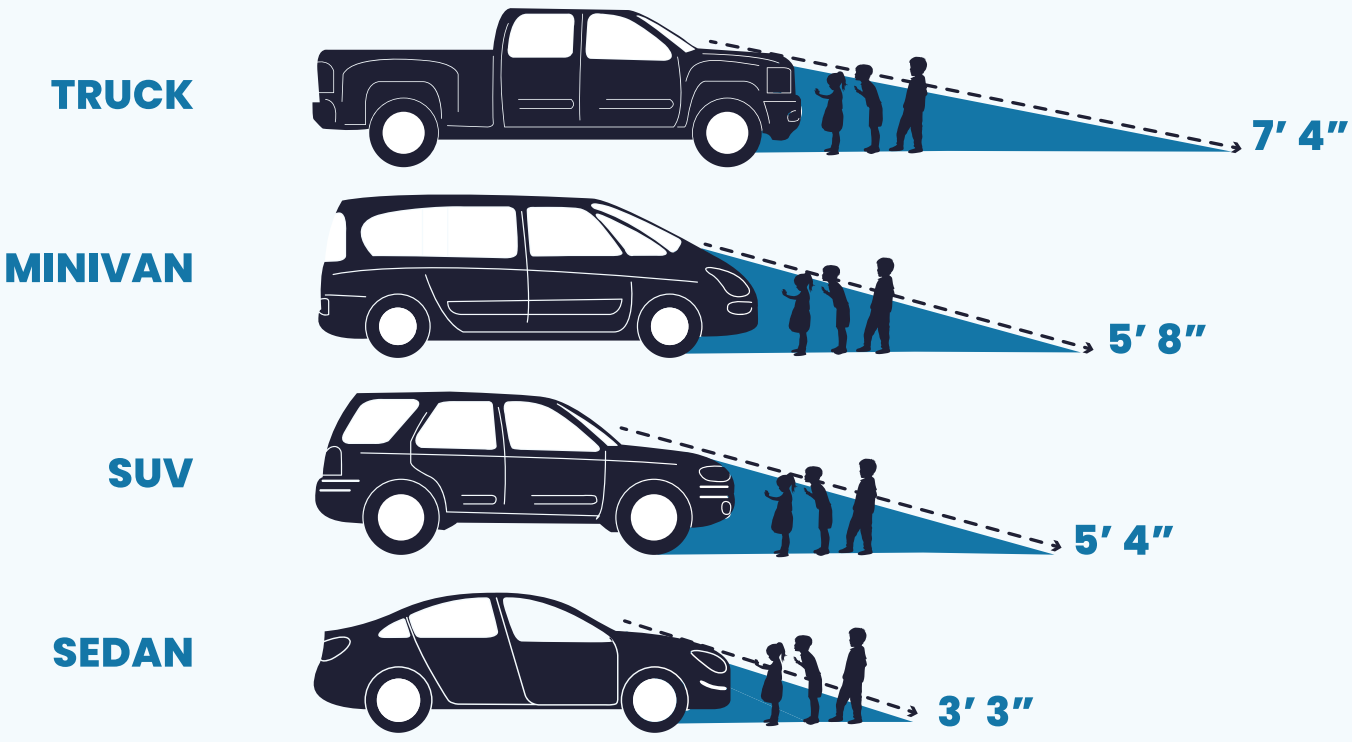
Across the nation, vehicle size has grown over the last two decades. The prevalence of large trucks and SUVs in Fresno exacerbates the risk associated with high vehicle speeds and reckless driver behavior. Research shows that larger vehicles are more dangerous for people walking and bicycling than standard-size sedans.

Larger trucks and SUVs have substantial front blind spots that make it harder to see children crossing in front. During a crash, tall SUV or truck bumpers strike pedestrians higher, in the torso or head, resulting in more severe injuries. Tyndall (2024) found that just a 4-inch increase in the front-end height of a vehicle increases the pedestrian fatality risk by 22%.[1]

Due to the popularity of large vehicles in Fresno, it is important that community members receive education about the risks, and how to adjust their behavior to protect students walking near vehicles.

The relationship between vehicle size, speeding, and crash severity also underscores the urgency of infrastructure treatments that slow driver speeds.

Front Blindspot



1 Tyndall, J. The effect of front end vehicle height on pedestrian death risk. *Economics of Transportation*, 2024.

Safe System Approach Objective

Safe Speeds

› PRIORITY ACTION

1. Safe Speed Limits:

Establish speed limits that reflect the surrounding street context, such as land use, street design, and the presence of people walking, biking, and accessing transit. Support reduced speed limits through enhanced speed limit signs, travel lane narrowing, public education campaigns, and targeted speed enforcement. To increase efficiency and avoid duplication, public education and messaging efforts should be coordinated with the California Office of Traffic Safety (OTS) and NHTSA Communications Calendar to complement existing high-visibility enforcement campaigns.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Police Department; Fresno Area Express (FAX); Fresno Fire Department; CA Office of Traffic Safety; NHTSA
- **Key Outcomes:** Lower vehicle speeds on streets with high pedestrian and bicycle activity
- **Priority Populations Identified:** Pedestrians, youth

2. Play streets:

Temporarily or permanently limit through traffic on neighborhood streets to create low-speed, people-focused spaces for play, walking, biking, and community activities.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Community-based organizations; PARCS; neighborhood associations; Fresno Police Department; Fresno Fire Department
- **Key Outcomes:** Reduced vehicle speeds and cut-through traffic on residential streets; increased safe outdoor activity and community use of neighborhood streets; improved perceptions of safety among residents, particularly children and seniors
- **Priority Populations Identified:** Pedestrians, youth, seniors

3. School Zones:

Improve safety in school zones by evaluating and applying context-appropriate speed limits and implementing a combination of engineering, education, and enforcement strategies to support safe speeds during school travel times. This recommendation is aligned with the City Council's February 26, 2026 resolution establishing a 20 mph speed limit in school zones, consistent with California Assembly Bill 382 (AB 382), which authorizes cities to reduce speeds on streets near schools during school hours.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Police Department; school districts; PARCS; Fresno Fire Department
- **Key Outcomes:** Reduced vehicle speeds and improved driver compliance in school zones
- **Priority Populations Identified:** Pedestrians, youth

Safe Speeds

4. City of Fresno Traffic Calming Program:

Expand and clarify the City's Residential Speed Hump Policy to include other traffic calming treatments, using the Vision Zero Major Streets Traffic Calming Toolkit and Mobility Design Guidelines to guide design, implementation, and maintenance.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Fire Department; Fresno Police Department
- **Key Outcomes:** Increased use of a broader range of traffic calming strategies tailored to street context; reduced vehicle speeds and cut-through traffic on neighborhood and major streets; improved safety and comfort for people walking, biking, and rolling; greater community understanding of available traffic calming options
- **Priority Populations Identified:** Pedestrians, youth, seniors

Assembly Bill 413 (AB 413): California's Daylighting Law

California's 2024 daylighting law (AB 413) allows cities to prohibit parking within 20 feet of an intersection. This law brings California in line with more than 40 other states that already restrict vehicle parking near intersections for visibility.

While this was a state law that significantly changed the legality of parking across California, individual cities are responsible for explaining the change and determining whether or how to implement these parking restrictions. Most cities have relied on enforcement (issuing parking citations to cars parked in the 20-foot zone near intersections) and/or engineering (marking curbs red in these 20-foot zones) to implement AB 413.

Key Considerations:

Enforcement: An enforcement-focused approach relies on broad public messaging about daylighting in general, along with specifics on the change to California Vehicle Code. While any city can now issue parking citations to vehicles parked in the daylighting zone, most cities have issued no-fee warning citations or educational materials to parked vehicles prior to true enforcement.

Marking: Painting curbs red, or marking parking restrictions with No Parking signs, at intersections is among the most effective ways to implement AB 413, though the logistics of undertaking such a citywide effort are daunting. The City could proactively paint curbs red or install signs at a subset of intersections where visibility may be a contributing factor to collisions to have the greatest safety impact. By focusing this effort on intersections on the HIN or near schools (in which the benefit of improved visibility is greater for those who cannot see over or see through a vehicle), the City could use limited resources to better improve safety citywide.

"Hardened Daylighting": Research from the New York City DOT in 2025 has found that hardened daylighting, or daylighting that includes a physical barrier like posts or wheel stops, had a greater safety benefit than daylighting with signs alone. Hardened daylighting also allows roadway space to be reallocated to different uses that do not impede visibility: bike or scooter parking, neighborhood parklets with planters, community art, or expansions of sidewalk space.

Safe System Approach Objective

Safe Roads

› PRIORITY ACTION

1. Red Light Cameras:

Explore the implementation of SB 720, which allows automated enforcement of red light violations. Using crash data, identify a subset of intersections on the HIN where this automated enforcement could be deployed. The priority intersections identified in this plan may be good candidates for initial evaluation.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Police Department
- **Key Outcomes:** Automated enforcement

2. Pedestrian Policy and Design Standards:

Create and adopt a policy and design guide for pedestrian crossings, and update roadway and streetscape design standards to improve pedestrian safety and accessibility. Standards should provide clear, context-sensitive guidance for crossing spacing and safety treatments, and incorporate design strategies that discourage speeding while maintaining required lane widths, turning radii, vertical clearance, and access for emergency and service vehicles.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Fire Department; Department of Public Utilities - Solid Waste Division; Fresno Police Department; Planning & Development Department; Fresno Area Express (FAX)
- **Key Outcomes:** Improved pedestrian safety and accessibility through clear, context-sensitive design standards; ensure safe operation for emergency and service operations and vehicles

3. Complete Streets Policy:

Update and implement the City's Complete Streets policy to explicitly align with Vision Zero and the Safe System Approach by prioritizing speed management, pedestrian safety, and equitable investments on the High Injury Network, while ensuring safe, continuous access for all users during construction and maintenance.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Fire Department
- **Key Outcomes:** More consistent, safety-focused application of Complete Streets treatments on high-injury corridors, resulting in lower speeds and improved safety for people walking, biking, and using transit

4. Traffic control:

Coordinate traffic control plans among the City, Fresno Police and Fire Departments, and school districts to improve pedestrian safety, manage vehicle speeds, and maintain reliable emergency access during school travel periods, construction, and special events.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Fire Department; Fresno Police Department; school districts
- **Key Outcomes:** Reduced conflicts between emergency vehicles, pedestrians, and general traffic during peak activity periods

Safe Roads

5. Daylighting:

Provide public education on the purpose and safety benefits of daylighting, and implement consistent, easily recognizable treatments to improve visibility and reduce conflicts at intersections and crossings.

- **Lead Agency:** Planning & Development Department
- **Supporting Partners:** Fresno Police Department; Department of Public Works
- **Key Outcomes:** Improved visibility and reduced conflicts at intersections and crossings
- **Priority Populations Identified:** Improved visibility and reduced conflicts at intersections and crossings

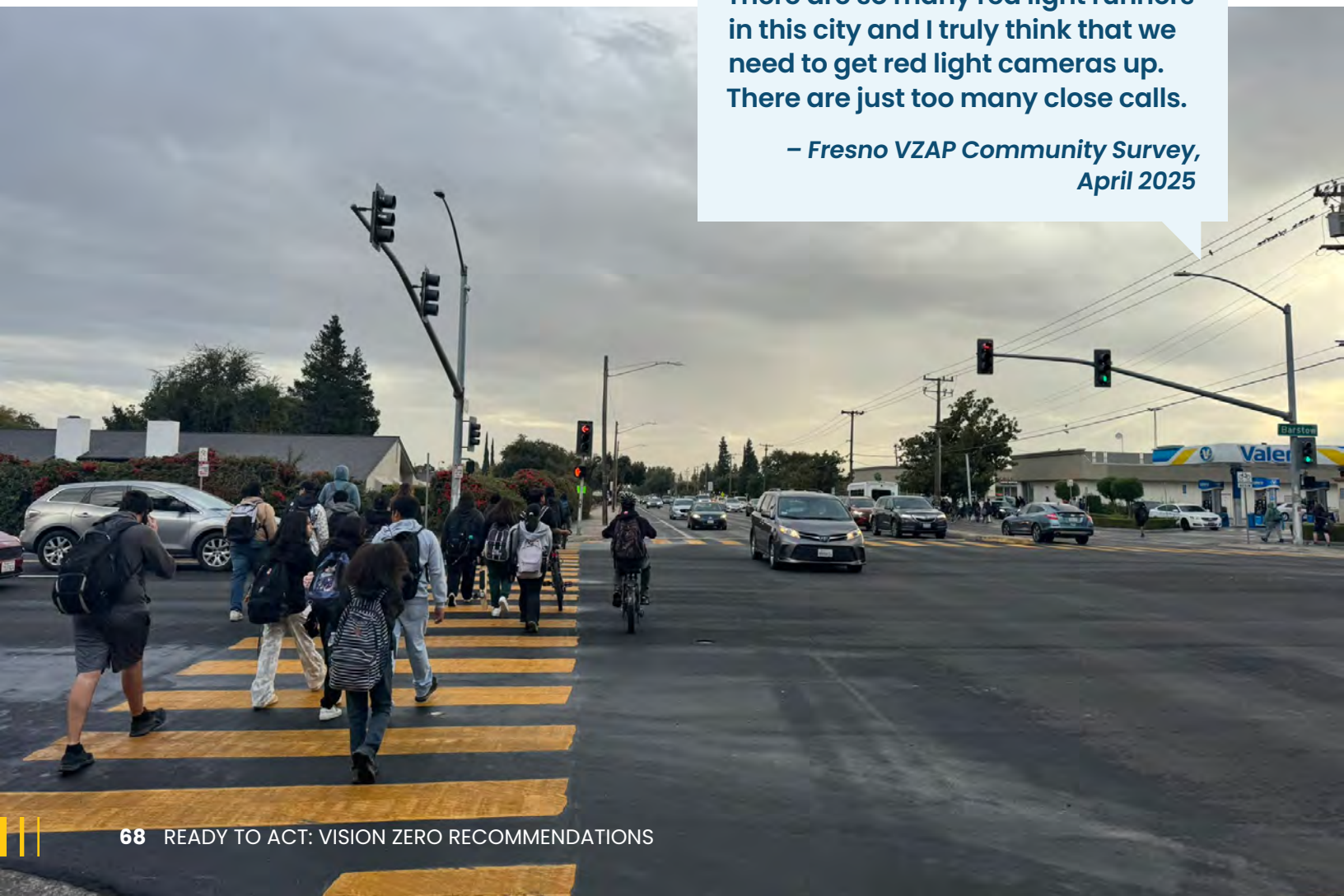
6. Intersection control evaluation:

Incorporate Caltrans Intersection Safety and Operational Assessment Process (ISOAP) and Intersection Control Evaluation (ICE) guidance into City decision-making for evaluating and changing intersection control types to improve safety outcomes.

- **Lead Agency:** Capital Project Department
- **Supporting Partners:** Fresno Police Department; Fresno Fire Department; Department Public Works; Caltrans
- **Key Outcomes:** Improved safety outcomes at intersections through appropriate control selection

There are so many red light runners in this city and I truly think that we need to get red light cameras up. There are just too many close calls.

– Fresno VZAP Community Survey, April 2025



Safe System Approach Objective

Post-Crash Care

› PRIORITY ACTION

1. Technology upgrades:

Implement traffic signal technology, such as emergency vehicle preemption and coordinated signal progression in locations where this does not already exist in Fresno, to reduce emergency response times, improve responder safety, and support faster access to medical care following serious crashes. Consider additional technology strategies, such as Haas alerts in emergency vehicles.

- **Lead Agency:** Department of Public Works; Fresno Fire Department
- **Supporting Partners:** Fresno Fire Department; Fresno Police Department; Fresno Area Express (FAX); Caltrans; Clovis Community Medical Center
- **Key Outcomes:** Reduced emergency response and transport times following severe crashes

2. Partnerships:

Partner with trusted community-based organizations to connect people impacted by traffic crashes to recovery resources, peer support, and services, and to provide culturally responsive post-crash outreach in communities disproportionately affected by traffic violence.

- **Lead Agency:** Community-based organizations
- **Supporting Partners:** Fresno County Department of Public Health; Fresno Fire Department; Fresno Police Department; hospitals and trauma centers; victim support organizations; Community Medical Center
- **Key Outcomes:** Improved access to post-crash recovery resources and support for people and families impacted by traffic violence
- **Priority Populations Identified:** Pedestrians, youth, seniors

3. Crash review and analysis:

Expand post-crash analysis beyond fatal crashes to include serious injury and high-risk crash types through multidisciplinary review involving transportation, public safety, and health partners. Use findings to identify systemic contributing factors and inform targeted engineering, policy, and operational safety improvements.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Police Department; Fresno Fire Department; Fresno County Department of Public Health; hospitals and trauma centers; Planning and Development Department; Clovis Community Medical Center
- **Key Outcomes:** Improved identification of systemic factors contributing to severe and fatal crashes
- **Priority Populations Identified:** Pedestrians, youth, seniors

Safe System Approach Objective

Safety Data

› PRIORITY ACTION

1. Database coordination:

Coordinate and align the City's crash database (Crossroads) with statewide databases (TIMS and SWITRS) to better understand differences in definitions, reporting practices, and timelines, reduce data discrepancies, and support more consistent safety analysis and decision-making.

- **Lead Agency:** Fresno Police Department
- **Supporting Partners:** California Highway Patrol; Caltrans; Department of Public Works
- **Key Outcomes:** Improved consistency and reliability of crash data used for Vision Zero analysis and reporting

2. Vision Zero dashboard:

Create a data dashboard to track progress towards accomplishing Vision Zero actions and meeting key metrics. (In Progress)

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Police Department
- **Key Outcomes:** Improved transparency and accountability for Vision Zero progress and safety outcomes
- **Priority Populations Identified:** Pedestrians

3. Bike and pedestrian volumes:

Update intersection data collection to reflect California MUTCD guidance and more accurately measure bicyclist and pedestrian volumes, supporting data-driven safety improvements and equitable prioritization.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Planning & Development Department; Fresno Police Department; Fresno Area Express (FAX)
- **Key Outcomes:** Improved accuracy and use of bicyclist and pedestrian volume data in safety analysis and project decision-making and implementation prioritization
- **Priority Populations Identified:** Pedestrians

4. Motorcycle crashes:

Improve identification and tracking of motorcycle-involved crashes within the City's Crossroads database to resolve discrepancies with statewide data and support more accurate safety analysis and targeted countermeasures.

- **Lead Agency:** Department of Public Works
- **Key Outcomes:** More accurate and consistent identification of motorcycle-involved crashes across City and state data systems
- **Priority Populations Identified:** Pedestrians, youth, seniors

Safety Data

5. Data coordination:

Partner with hospitals and trauma centers to establish shared, HIPAA-compliant Vision Zero safety metrics and reporting processes that improve understanding of injury severity, outcomes, and response times, and support more effective post-crash care and safety interventions.

- **Lead Agency:** Fresno County Department of Public Health, in coordination with the Department of Public Works
- **Supporting Partners:** Hospitals and trauma centers; Fresno Fire Department; Fresno Police Department; Fresno County Department of Public Health
- **Key Outcomes:** Improved understanding of fatal and serious injury outcomes to inform post-crash care and safety investments
- **Priority Populations Identified:** Pedestrians, youth, seniors



Safe System Approach Objective

Other Planning and Coordination Strategies

› **PRIORITY ACTION**

1. Planning coordination and alignment:

Coordinate Vision Zero implementation with related City and regional efforts, including the Fresno Active Transportation Plan, Fresno Unified Safe Streets for Students program, and Fresno County Vision Zero initiatives, to align priorities, develop coordinated project lists, and strengthen future grant applications.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Planning & Development Department; Fresno Unified School District; Fresno County; Fresno Council of Governments
- **Key Outcomes:** Improved coordination and consistency across City and regional safety initiatives
- **Priority Populations Identified:** Pedestrians, youth, seniors

› **PRIORITY ACTION**

2. Vision Zero Task Force:

Establish a standing Vision Zero Task Force to coordinate implementation across City departments and partner agencies. The Task Force will meet regularly (e.g., quarterly) to review crash trends and performance metrics, coordinate priority safety projects and policies, and address cross-departmental implementation barriers.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Mayor and City Manager's Office; Fresno Police Department; Fresno Fire Department; Planning & Development Department; Fresno County; Caltrans; Fresno Council of Governments; Fresno School Districts
- **Key Outcomes:** Improved interdepartmental coordination and accountability for implementing Vision Zero strategies and tracking progress toward reducing severe and fatal crashes.
- **Priority Populations Identified:** Pedestrians, youth, seniors

3. Safety scoring criteria:

Update safety scoring criteria within major transportation funding programs (e.g., TIP) to place greater weight on crash history and severity, speed risk, High Injury Network locations, and benefits to people walking, biking, and using transit, ensuring funded projects advance Safe System and Vision Zero outcomes.

- **Lead Agency:** Fresno Council of Governments
- **Supporting Partners:** Department of Public Works; Fresno Police Department; Planning & Development Department; Caltrans, Fresno County
- **Key Outcomes:** Funding decisions that more consistently prioritize projects with the greatest potential to reduce severe and fatal crashes.
- **Priority Populations Identified:** Pedestrians, youth, seniors

Other Planning and Coordination Strategies

4. Safety plan updates:

Regularly (every five years) update City-led traffic safety plans to reflect new data, completed projects, and emerging risks, and to maintain eligibility for state and federal safety funding programs. When the next update occurs, consider combining the Local Roadway Safety Plan (LRSP) and Vision Zero Action Plan into a single comprehensive safety plan.

- **Lead Agency:** Department of Public Works
- **Key Outcomes:** Continued eligibility for state and federal safety funding programs
- **Priority Populations Identified:** Pedestrians, youth, seniors



Systemic Safety Treatments

The crash patterns in Fresno show that fatal and severe crashes tend to occur under similar conditions across many locations, particularly on major streets with higher speeds, wide cross-sections, and frequent turning and crossing activity. Addressing these conditions effectively requires more than isolated, location-by-location fixes. Systemic safety treatments offer a way to improve safety across the city by applying proven proactive design strategies.

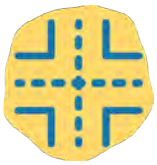
As part of the Vision Zero Action Plan, the City developed a Major Streets Traffic Calming Toolkit (Appendix A) to identify a set of flexible, context-sensitive treatments that can be applied consistently across Fresno's street network to manage speeds, reduce conflicts, and improve safety for people walking, biking, driving, and using transit. When implemented in a coordinated and citywide manner, these treatments can help create more predictable, safer streets, reduce the likelihood of severe crashes, and support long-term progress toward Vision Zero.

Four Types of High-Impact Systemic Safety Treatments

The treatments included in the Major Streets Traffic Calming Toolkit, and as part of the location-specific engineering recommendations, fall into four "types" of treatments. The following categories provide a helpful organizing principle but are not mutually exclusive (treatments may correspond to more than one category):



Travel Lanes



Intersections and Crossings



Speed Management



Signs and Signals

Travel Lanes

Countermeasures that focus on design and operational improvements to lane configurations to enhance safety and mobility.

TABLE 4 Travel Lane Treatments

Systemic Intervention	Primary Safety Benefit	Options for Rapid Implementation
Road diets / lane reconfiguration	Reduces speeds, simplifies movements, and lowers crash frequency and severity	Interim restriping, paint, flexible delineators, modular curb
Narrowed travel lanes / visual friction	Encourages lower operating speeds and improved driver attention	Lane restriping, paint, edge lines, flexible posts
Hardened centerlines	Reduces head-on and sideswipe crashes	Painted centerlines, rumble striping
Median refuge islands (lane reallocation)	Reduces pedestrian exposure and supports two-stage crossings	Painted medians, delineators, modular refuge islands
Reallocation of roadway space for bicycle facilities	Improves predictability and reduces conflicts between modes	Striping, buffered bike lanes, flexible posts, curb stops
Adjustments to Existing Slip Lanes	Slows turning vehicles, shortens pedestrian crossings, and reduces pedestrian–vehicle conflict points.	Paint, flexible delineators, modular pedestrian refuge islands, temporary curb extensions

Example Travel Lane Interventions:



Medians and Pedestrian Islands



Road Diet



Adjustments to Existing Slip Lanes



Narrowed Lanes/ Visual Friction



Hardened Centerline

Intersections and Crossings

Countermeasures that address design and operational improvements at intersections and pedestrian crossing locations.

TABLE 5 Intersections and Crossings Treatments

Systemic Intervention	Primary Safety Benefit	Options for Rapid Implementation
High-visibility crosswalk markings	Increases pedestrian visibility and driver yielding	Durable high-visibility striping
Curb extensions (bulb-outs)	Shortens crossing distances and slows turning speeds	Paint, modular curb, delineators
Protected intersections	Reduces conflict points and improves multimodal safety	Interim protection using striping and posts
Advanced stop lines	Improves sight lines and reduces vehicle encroachment	Pavement markings
Median refuge islands (crossing-focused)	Allows pedestrians to cross in stages and reduces exposure	Painted refuge areas, posts, modular islands
Protected left turns	Reduces turning conflicts by separating left-turn movements from opposing traffic	Paint, flexible delineators, modular median extension, planter-protected median

Example Intersection and Crossing Interventions:



Protected Intersection



Crosswalk Visibility Enhancements



Protected Left Turns



Advanced Stop Lines



Median Refuge Island

Speed Management

Countermeasures that focus on reducing motorists' speeds, recognizing the strong relationship between speed and crash severity.

TABLE 6 Speed Management Treatments

Systemic Intervention	Primary Safety Benefit	Options for Rapid Implementation
Speed limit reductions on safety priority corridors (AB 43)	Reduces crash likelihood and severity on high-risk corridors	Signage changes supported by policy action
Corridor-wide traffic calming	Lowers operating speeds and improves driver compliance	Paint, striping, flexible posts, speed cushions
Speed humps / speed cushions	Reduces vehicle speeds on residential and collector streets and improves safety for people walking and biking (note: not appropriate on arterials)	Temporary or modular speed humps/ cushions, rubber or asphalt overlays
Speed management near schools	Reduces risk for children and caregivers	Striping, signage, temporary curb elements
Signal coordination to discourage speeding	Reduces excessive speeds between intersections	Signal timing and progression adjustments
Chicanes	Reduces vehicle speeds and increases driver awareness by introducing horizontal deflection in the travel lane	Interim restriping, paint, flexible delineators, modular or planter-based, temporary curb extensions

Example Speed Management Interventions:



Context-Sensitive Speed Limits



Speed Feedback Signs



Chicanes



Speed Humps/Speed Cushions

Signs, Signals, and Pavement Markings

Countermeasures that relate to regulatory, warning, and traffic control devices guiding street user behavior.

TABLE 7 Signs, Signals, and Pavement Marking Treatments

Systemic Intervention	Primary Safety Benefit	Options for Rapid Implementation
Leading Pedestrian Intervals (LPIs)	Improves pedestrian visibility and reduces turning conflicts	Signal timing changes
Pedestrian Hybrid Beacons (PHBs)	Increases driver yielding at uncontrolled crossings	Permanent installation required (limited quick-build flexibility)
Rapid Rectangular Flashing Beacons (RRFBs)	Improves yielding compliance at unsignalized crossings	Permanent installation required (limited quick-build flexibility)
Signal timing and clearance interval adjustments	Reduces red-light running and broadside crashes	Signal timing updates
Improved signal head visibility	Improves driver compliance and awareness	Repositioning or upgrading signal heads
High visibility pavement markings	Improves roadway visibility and driver awareness, helping users identify crossings and conflict areas	Paint, flexible delineators, reflective markers

Example Signs, Signals, and Pavement Marking Interventions:



High Visibility Pavement Markings



Leading Pedestrian Intervals



Pedestrian Hybrid Beacons



Rapid Rectangular Flashing Beacons

Senate Bill 720 (SB 720): Red Light Cameras

Explore the implementation of SB 720, which allows automated enforcement of red light violations. Using crash data, identify a subset of intersections on the HIN where this automated enforcement could be deployed. The priority intersections identified in this plan may be good candidates for initial evaluation.

California's 2025 red light camera law (SB 720) allows automated enforcement of red-light violations in cities across the state. Red-light running has typically been classified as a moving violation, requiring a law enforcement officer to identify the driver of a vehicle to issue such a citation. However, this law allows jurisdictions in California to implement automated red light camera systems and issue civil penalties to the registered owner of a violating vehicle.

Automated enforcement systems can significantly reduce red light running and improve traffic safety. The impact of red-light safety cameras is well documented: an Insurance Institute for Highway Safety (IIHS) study found that cameras reduced the fatal red light running crash rate of cities by 21%.

Key Considerations:

- **Locations:** The City of Fresno is eligible to install automated enforcement under this law. A critical early step is to identify intersection approaches on the HIN that would be good candidates for this technology: pulling crash histories to identify incidents of red-light running across the City and their impacts of safety. This will create an eligible list of locations that could be further screened by land use contexts, population centers, and constructability restrictions.
- **Analysis:** SB 720 requires that implementing jurisdictions document the potential impacts of automated enforcement on their populations, and that red-light cameras be placed in areas that are geographically and socioeconomically diverse.
- **Program:** SB 720 allows cities to utilize automated enforcement cameras for red-light running by following a consistent program. Cities must first issue warning notices before issuing citations, the systems must be well-marked with signage in advance, only civil penalties (not moving violations) of $100 may be issued, and penalties are issued to the registered owner of the vehicle (not necessarily the driver at the time of the violation).
- **Red Light Running Only:** While a separate California law, AB 645, allows certain cities to implement automated speed enforcement cameras, this is currently not authorized for the City of Fresno.

Designing Safer Streets that Support Emergency Response

Designing safer streets and maintaining reliable emergency response can sometimes see, like competing priorities. In practice, thoughtfully-designed safety treatments and early and ongoing coordination with emergency responders can support both goals.

- Safety-oriented street designs such as lane reductions, traffic calming, and protected bike lanes can affect emergency operations if not designed carefully.
- High-speed streets increase severe crashes, which generate emergency calls and strain response systems.
- Vision Zero and the Safe System approach emphasize designing streets that reduce severe crashes and coordinating with emergency responders.

60%
of Fresno Fire Department responses to medical aid calls[1]

14%
of fire department responses in the U.S. are to street incidents[2]

There are three complementary best practices or strategies for integrating emergency response needs with safer streets.

1. Design streets that support both safety and emergency vehicle access.

Design details can help ensure that street safety treatments do not measurably hinder emergency vehicle mobility. Examples include:



- Mountable curbs in bulb outs, medians, roundabouts, etc.



- Flexible delineators for vertical separation



- Speed humps with emergency vehicles wheel cutouts (speed cushions)



- Visual treatments (e.g., optical speed bars) that reduce motorists' speed without impacting emergency vehicle mobility

1 Fresno Fire Annual Report 2024; https://www.fresno.gov/wp-content/uploads/2025/04/2024-Annual-Report-FINAL.pdf

2 Topical Fire Report Series; June 2022; U.S. Fire Administration, FEMA https://www.usfa.fema.gov/statistics/reports/firefighters-departments/fire-department-run-profile-v22i1.html

Street redesigns can improve emergency vehicle mobility by organizing road space and streamlining operations. Examples include:

- Road diets that create dedicated two-way left-turn lanes that emergency responders can use as a through lane
- Protected bike lanes that can function as emergency access space
- Connected streets network that allow multiple routes for emergency response
- Dedicated emergency vehicle signal preemption

2. Promote coordination between transportation and emergency response agencies.

Early and continuous coordination between transportation and emergency response agencies helps ensure street safety projects account for safety and operational needs. Examples include:

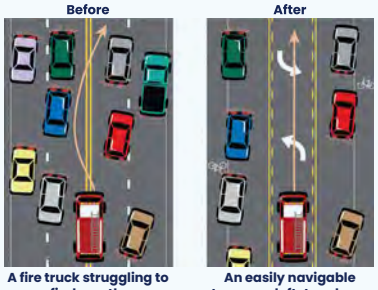
- Develop pre-approved standards for street design treatments with EMS and fire department
- Conduct on-the-ground reviews and short-term installations with street designers and emergency responders to test and iterate on designs
- Include fire department and other first responders in Vision Zero task forces and post-crash review teams

3. Adapt response models and equipment that work in safer street environments.

Emergency response practices and vehicle fleets can evolve alongside safer street design. Examples include:

- Deploy motor medic units and fire apparatuses that can navigate streets more easily.
- Institute dispatch strategies that send the appropriate vehicle type for the call.
- Designate priority emergency response routes where speed management treatments are strategically designed to maintain emergency mobility, while allowing for flexibility of treatments on other types of streets in the network.

An Iowa study of response times before and after 4-to-3 lane street conversions found that there was no impact to emergency response times.[3]



A fire truck struggling to find a path.

An easily navigable two-way left-turn lane.

3 Impact of 4-to-3 lane conversions on emergency response; July 2024; N. Corcoran, C.J. Hamann, M. L. Reyes, et. al; https://www.sciencedirect.com/science/article/pii/S2590198224001441

Priority Streets and Intersections

High Priority Locations

To advance the City's targeted safety intervention process, the project team identified five priority street segments and five priority intersections to focus investments over the next five years. The project team used a two-step process to identify the priority locations:

1. Analyze collision data to identify the 10 corridors and 10 intersections in the city with the highest rate of fatal and severe collisions. Located on the high injury network, over 25% of fatal and severe injury crashes occurred at these 20 locations.
2. Analyze demographic, land use, and destination data, and community input to narrow the high-collision locations to the top 5 priority corridors (Table 8) and top 5 priority intersections (Table 9). Data used to identify the final priority locations included:
   - Proximity to bus routes and stops
   - Proximity to community centers
   - Proximity to parks
   - Proximity to schools
   - Community engagement comments and responses
   - Caltrans Equitable Transportation Index – Transportation-Based Priority Populations
   - Locations with a high concentration of bicycle and pedestrian involved injuries and fatalities

The final 10 locations (Figure 10) represent key opportunities in Fresno for reducing fatal and severe injuries through coordinated infrastructure and non-infrastructure strategies. These locations reflect not only crash history, but also community context, access needs, and equity considerations.

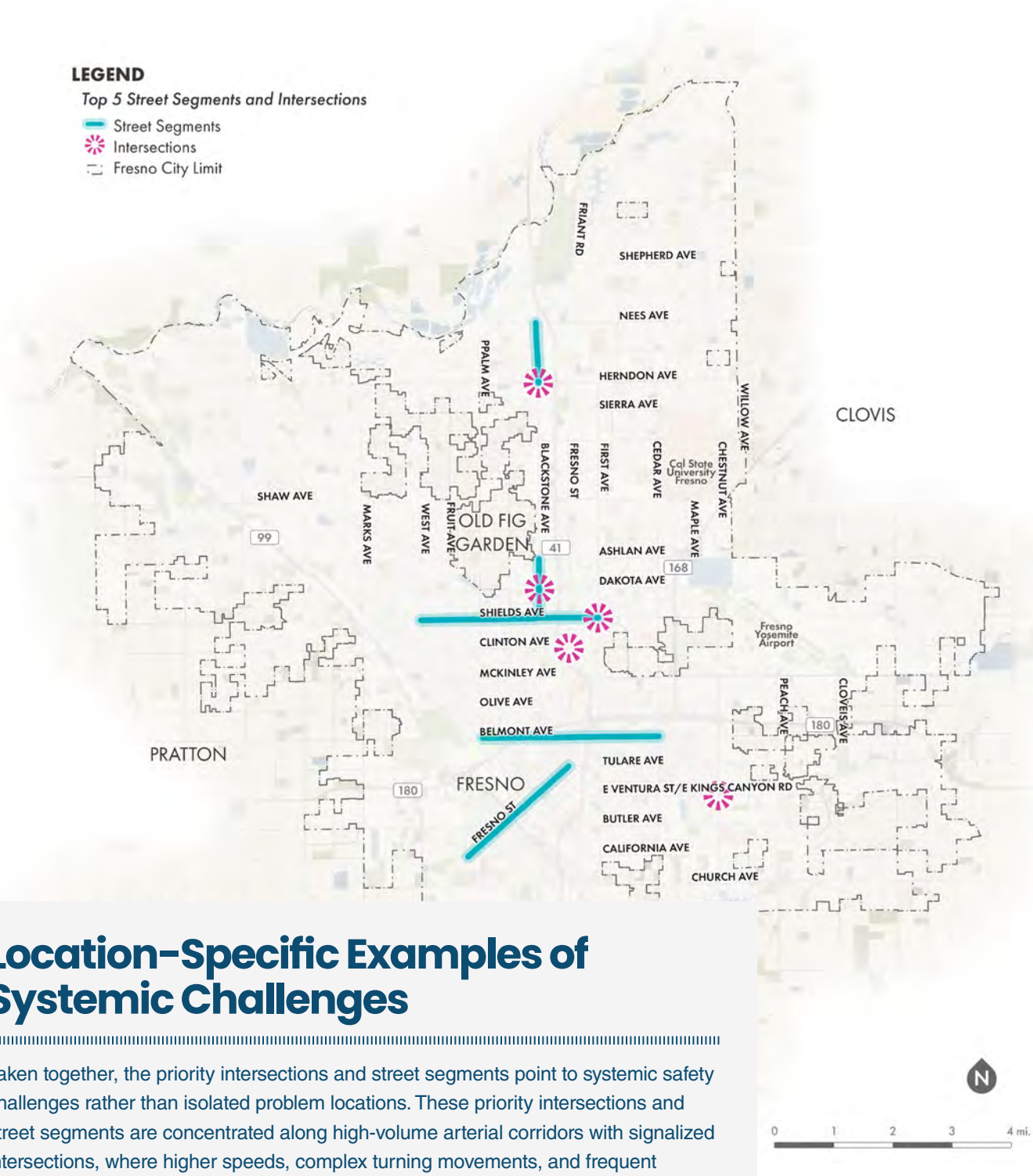
TABLE 8 Top 5 Priority Street Segments

Street Name	From	To
Blackstone Avenue	Nees Avenue	Herndon Avenue
Blackstone Avenue	Ashlan Avenue	Shields Avenue
Belmont Avenue	Palm Avenue	Cedar Avenue
Fresno Street	East California Avenue	Divisadero Street
Shields Avenue	West Avenue	First Street

TABLE 9 Top 5 Priority Intersections

Intersection	Cross Street A	Cross Street B
	Blackstone Avenue	Herndon Avenue
	Blackstone Avenue	Dakota Avenue
	Shields Avenue	First Street
	Clinton Avenue	Fresno Street
	East Kings Canyon Road	Chestnut Avenue

FIGURE 10 Top 5 High Priority Street Segments and Intersections



Location-Specific Examples of Systemic Challenges

Taken together, the priority intersections and street segments point to systemic safety challenges rather than isolated problem locations. These priority intersections and street segments are concentrated along high-volume arterial corridors with signalized intersections, where higher speeds, complex turning movements, and frequent pedestrian and bicycle crossings create elevated risk, particularly for people walking or riding bikes. Recurrent crash patterns, such as turning conflicts, broadside crashes, and crashes involving pedestrians and motorcycles, highlight the influence of existing conditions and operating characteristics on crash severity. Many priority locations also reflect overlapping risk factors, reinforcing the need for corridor-based, data-driven safety strategies aligned with the High Injury Network and state policy tools.

Priority Safety Projects

As discussed in Chapter 3, the High Priority Opportunity locations represent the most impactful opportunities for reducing fatal and severe injuries through coordinated infrastructure and non-infrastructure strategies.

The following section highlights recommended safety improvements for the top five priority intersections and top five priority street segments. These recommendations draw primarily from the Major Streets Traffic Calming Toolkit, while also identifying additional opportunities to address location-specific safety challenges. These locations are intended to serve as examples of how the City can apply similar countermeasures to other locations throughout Fresno that share similar contexts, characteristics, and risk factors. A high-level overview of the treatments applied to each street segment and intersection are included below. Corridor and intersection profiles are also included to provide additional context and project recommendations.



Community members that use all modes of travel participated in Vision Zero Action Plan process, including people who walk, bicycle, take transit, drive, ride motorcycles and use small-wheeled devices like scooters, skateboards and one-wheels

CORRIDOR PROFILE

1 Fresno Street

from East California Avenue to Divisadero Street

Crash data from 2019–2023

Speed Limit
40

Functional Class
Arterial

Segment Length (Miles)
2.5

Lane Count
4

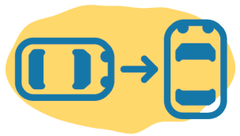
Vehicle Volumes
9,000–18,000

Total Crashes
114

Killed or Seriously Injured
13



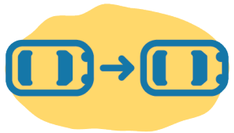
Top 3 Crash Types



60%
Broadside

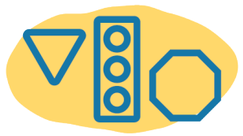


18%
Vehicle & Pedestrian Crash



6%
Rear End

Top 3 Primary Collision Factors



35%
Traffic Signals & Signs

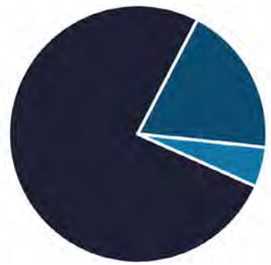


18%
Automobile Right of way



9%
Pedestrian Right of Way

Crashes by Mode

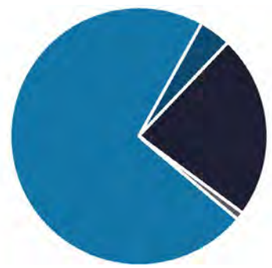


76%
Motor Vehicle or Motorcycle-Involved

19%
Pedestrian-Involved

5%
Cyclist-Involved

Lighting Conditions



72%
Daylight

4%
Dusk/Dawn

23%
Dark - Streetlights

1%
Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities



Partial Bike Lane



Sidewalk Present

Crash Locations



Intersection
100%



Mid-block
0%

Land Use Context

- Main arterial into and through Downtown Fresno
- Provides Access to CA-99
- High Concentration of Pedestrian & Bicycle Collisions*

Community Assets

53 Bus Stops**

4 Schools***

2 Parks***

1 Hospital*

* As identified using the Safe Streets Priority Finder tool
** Within a quarter-mile buffer
*** Within a half-mile buffer

Community Voices

"The street I live on (Fresno Street between C Street and [East California Avenue]) is increasingly unsafe for pedestrians and cyclists. There is little protection for cyclists on this busy street."

– Fresno VZAP Community Survey, April 2025

See next page for corridor maps.

1 Fresno Street

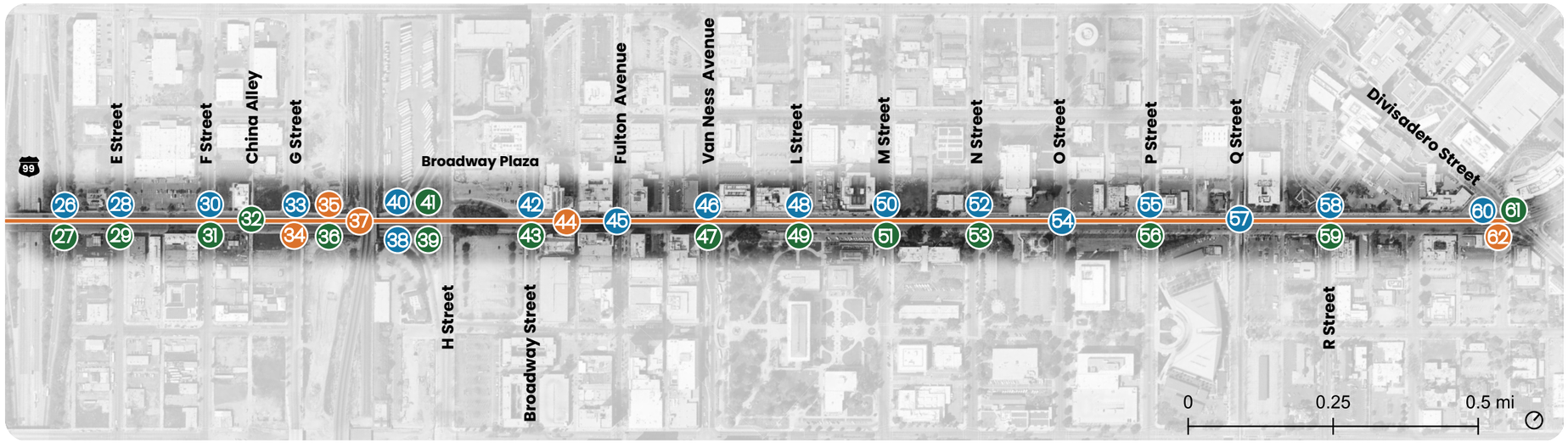
from East California Avenue to Divisadero Street

RECOMMENDATIONS

Fresno Street: East California Avenue to CA-99



Fresno Street: CA-99 to Divisadero Street



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

Treatment Type
Speed Management

1 Fresno Street

from East California Avenue to Divisadero Street

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
East Kings Canyon Rd and Fresno St	1	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Skew angle increases pedestrian exposure and crash risk	Square-up intersection	Improve Intersection sight distance	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Line	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
Fresno St, East Kings Canyon Rd to Kearney Blvd	2	Travel Lanes	Delineate road and add visual friction for traffic calming	Stripe Street Side Parking/Restricted Parking Areas	Visual Friction	✔		
Fresno St, East Kings Canyon Rd to C St	3	Travel Lanes	Corridor prioritizes motor vehicle mobility over safe operations.	Study the potential for a road diet	Reallocating road space can enhance safety for all road users		✔	
Martin Ave and Fresno St	4	Intersection and Crossing	Driver awareness of school pedestrian activity may be insufficient	In-Street Pedestrian Crossing Sign	Yielding Compliance Near School	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Long crossing distances	Curb Extensions	Shorten crossing distance and slow turning speeds	✔		✔
	5	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior near school	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔
	6	Travel Lanes	Ensure slow, controlled turns near school	Harden Centerline	Slower turning speeds	✔		
Klette Ave and Fresno St	7	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhance Vulnerable Road User crossing visibility, Planned Class 1 Bikeway in Fresno ATP			✔
Pottle Ave and Fresno St	8	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
Fresno St, Pottle Ave to C St	9	Signs and Signals	No School Zone	Establish School Zone Conditional Speed limit	School Zone Speed Limit to 20 or 15 MPH	✔		
Collins Ave and Fresno St	10	Intersection and Crossing	Driver awareness of school pedestrian activity may be insufficient	In-Street Pedestrian Crossing Sign	Yielding Compliance Near School	✔		
			Long crossing distances	Curb Extensions	Shorten crossing distance and slow turning speeds	✔		✔
	11	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior near school	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔
Mayor Ave (south/east) and Fresno St	12	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Line	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Driver awareness of school pedestrian activity may be insufficient	In-Street Pedestrian Crossing Sign	Yielding Compliance Near School	✔		
			Long crossing distances	Curb Extensions, on south approach	Shorten crossing distance and slow turning speeds	✔		✔
	13	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior near school	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔
	14	Travel Lanes	Unsafe crossing for people using mobility devices	ADA-compliant Pedestrian Refuge Island	Provides safe, accessible street crossing for people living with disabilities			✔
Kearney Blvd and Fresno St	15	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Line	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Long crossing distances	Curb Extensions	Shorten crossing distance and slow turning speeds	✔		✔

1 Fresno Street

from East California Avenue to Divisadero Street

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
A St and Fresno St	16	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Driver awareness of school pedestrian activity may be insufficient	In-Street Pedestrian Crossing Sign	May increase motor vehicle yielding compliance	✔		
			Long crossing distances	Curb Extensions, on A St north and south approaches	Shorten crossing distance and slow turning speeds	✔		✔
	17	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior near school	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔
	18	Travel Lanes	Long crossing distance	Pedestrian Refuge Island	Provide option for two-stage crossing			✔
Fresno St, A St to C St	19	Travel Lanes	Limited bikeway delineation	Bicycle Lane Pavement Markings and 6" striping	Delineate bicycle facilities from travel lanes and clearly define road user space	✔		
	20	Speed Management	School zone conditional speed limit may be too high	Evaluate Lowering School Zone Speed Limit to 20 or 15 MPH		✔		
B St and Fresno St	21	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds		✔	
			Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
C St and Fresno St	22	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
Fresno St, C St to G St	23	Travel Lanes	No existing bicycle facilities	Class II Bikeway (planned in Fresno ATP)	Delineates road space for bicyclists and reduces bicycle-motor vehicle conflicts		✔	
CA-99 northbound off-ramp and Fresno St	24	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	25	Signs and Signals	Broadside crash type history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
CA-99 southbound off-ramp and Fresno St	26	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	27	Signs and Signals	Skew angle increases pedestrian exposure and crash risk	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
E St and Fresno St	28	Intersection and Crossing	Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
	29	Signs and Signals	Broadside crash type history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
			Pedestrian and bicycle crash history	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
F St and Fresno St	30	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
	31	Signs and Signals	Broadside crash type history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
Fresno St, between China Alley and G St, south side of street and center median	32	Signs and Signals	Unclear lane alignment	Lane Geometry Sign	Provide clear guidance and minimize conflicts	✔		
G St and Fresno St	33	Intersection and Crossing	Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	34	Travel Lanes	Need additional communication of "No Left Turns"	Lane Geometry Pavement Markings	Provide clear guidance and minimize conflicts	✔		

1 Fresno Street

from East California Avenue to Divisadero Street

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
Fresno St, either side intersection with G St, northbound and south-bound lanes	35	Travel Lanes	Need additional communication of "No Left Turns"	Dotted Centerline Lane Extensions	Delineate travel paths	✔		
Fresno St between G St and train tracks, center median and north side of street	36	Signs and Signals	Need additional communication of "No Left Turns"	Lane Geometry Sign	Provide clear guidance and minimize conflicts	✔		
Fresno St, G St to Broadway St	37	Travel Lanes	No existing bicycle facilities	Class III Bikeway (planned in Fresno ATP)	Increases bicyclist visibility and motorist awareness		✔	
H Street, just before merging with Fresno St	38	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	39	Signs and Signals	Insufficient driver awareness at uncontrolled crossing	Rapid Rectangular Flashing Beacon (RRFB)	Crash Reduction Factor = 47% (FHWA Proven Safety Countermeasure)		✔	
Fresno St, upper ramp from Broadway St to Broadway Plz	40	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited crossing visibility	Advanced Yield Sign and Pavement Markings	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Limited advance warning of pedestrian crossing	Advanced Pedestrian Warning Sign	Increase motorist awareness of crossing	✔		
			Limited crossing visibility	Advanced Yield Markings	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	41	Signs and Signals	Insufficient driver awareness at uncontrolled crossing	Rapid Rectangular Flashing Beacon (RRFB)	Crash Reduction Factor = 47% (FHWA Proven Safety Countermeasure)		✔	
Broadway Plz/Broadway St and Fresno St	42	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	43	Signs and Signals	Pedestrian and bicycle crash history	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
Fresno St, Broadway St to Divisadero St	44	Travel Lanes	No existing bicycle facilities	Class II Bikeway (planned in Fresno ATP)	Delineates road space for bicyclists and reduces bicycle-motor vehicle conflicts		✔	
Fulton St and Fresno St	45	Intersection and Crossing	Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
Van Ness Ave and Fresno St	46	Intersection and Crossing	Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	47	Signs and Signals	Pedestrian and bicycle crash history	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
L St and Fresno St	48	Intersection and Crossing	Pedestrian and bicycle crash history	Advanced Stop Line	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	49	Signs and Signals	Pedestrian and bicycle crash history	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
M St and Fresno St	50	Intersection and Crossing	Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	51	Signs and Signals	Traffic signal head visibility	Backplates w/ Retroreflective Borders	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Broadside crash type history	No Left Turn/U-turn Blank Out Sign	Minimize broadside crashes	✔		
			Broadside crash type history	Protected Left Turn Phasing	Minimize broadside crashes		✔	

1 Fresno Street

from East California Avenue to Divisadero Street

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
N St and Fresno St	52	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Near pedestrian generators	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	53	Signs and Signals	Pedestrian and bicycle crash history and near pedestrian generators	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
O St and Fresno St	54	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
P St and Fresno St	55	Intersection and Crossing	Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Near pedestrian generators	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	56	Signs and Signals	Traffic signal head visibility	Backplates w/ Retroreflective Borders	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Pedestrian and bicycle crash history and near pedestrian generators	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
Q St and Fresno St	57	Intersection and Crossing	Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Line	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
R St/Maddy Dr and Fresno St	58	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Near hospital	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	59	Signs and Signals	Standard crosswalk markings limit crosswalk visibility and safety	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian Awareness for Left Turning Vehicles		✔	
Divisadero St and Fresno St	60	Intersection and Crossing	Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔	✔	
	61	Intersection and Crossing	Skew angle increases pedestrian exposure and crash risk	Square Up Intersection	Improve Intersection sight distance		✔	
	62	Travel Lanes	Intersection crash history	Harden Centerline	Minimize cross-centerline conflicts due to skewed intersection	✔		

CORRIDOR PROFILE

2 Blackstone Avenue

from Shields Avenue to Ashlan Avenue

Crash data from 2019–2023

Speed Limit
40

Functional Class
Arterial

Segment Length (Miles)
1

Lane Count
8

Vehicle Volumes
26,000

Total Crashes
83

Killed or Seriously Injured
20



Top 3 Crash Types

34%
Vehicle & Pedestrian Crash

28%
Broadside

23%
Rear End

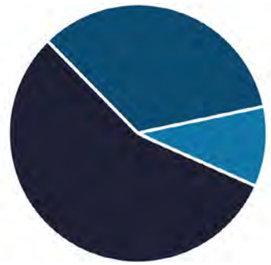
Top 3 Primary Collision Factors

24%
Unsafe Speed

20%
Traffic Signals & Signs

16%
Pedestrian Violation

Crashes by Mode

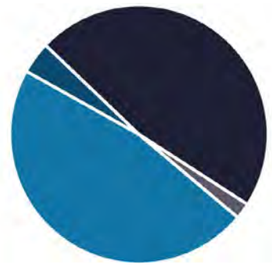


56%
Motor Vehicle or Motorcycle-Involved

34%
Pedestrian-Involved

10%
Cyclist-Involved

Lighting Conditions



47%
Daylight

4%
Dusk/Dawn

47%
Dark - Streetlights

2%
Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

Partial Bike Lane

Sidewalk Present

Crash Locations

Intersection
86%

Mid-block
14%

Land Use Context

- FAX Q Bus Rapid Transit Route
- Commercial & multi-family residences
- High Concentration of Pedestrian & Bicycle Collisions*

Community Assets

18
Bus Stops**

1
School***

1
Park***

N/A

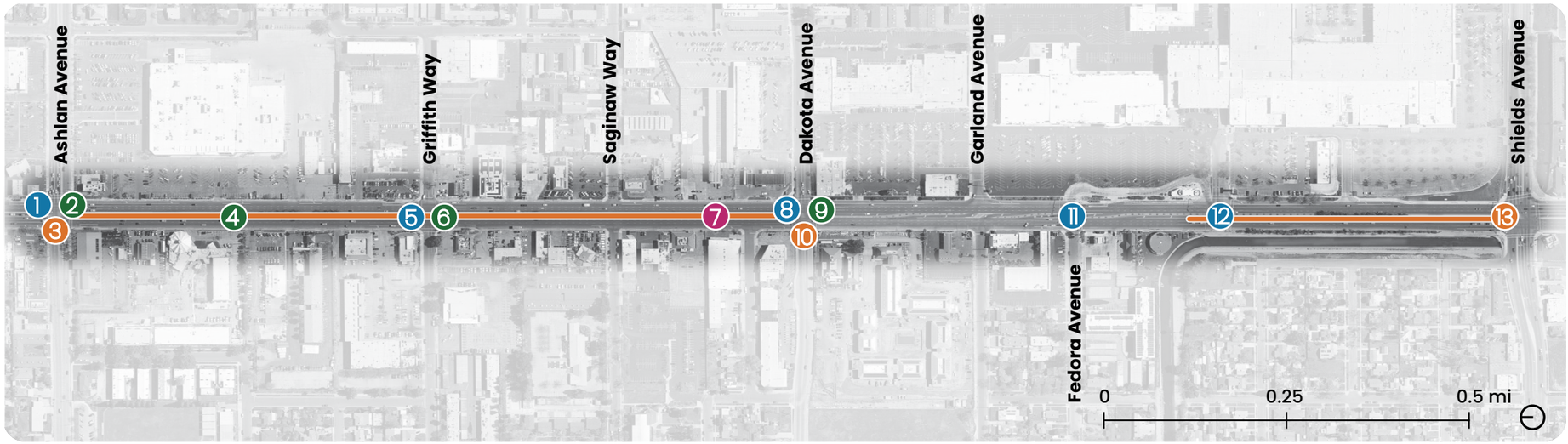
* As identified using the Safe Streets Priority Finder tool
** Within a quarter-mile buffer
*** Within a half-mile buffer

Community Voices

"I've seen so many accidents on Blackstone Avenue caused by high-speed traffic or distracted drivers."

– Fresno VZAP Community Survey, April 2025

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

Treatment Type
Speed Management

2 Blackstone Avenue

from Shields Avenue to Ashlan Avenue

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
Ashlan Ave and Blackstone Ave	1	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Long crossing distances	Review Pedestrian Crossing Times	Ensure pedestrians have ample time to cross intersection	✔		
			Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	2	Signs and Signals	Broadside crash type history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
			Pedestrian and bicycle crash history	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
	3	Travel Lanes	Wide intersections create uncertainty about proper turning paths.	Dotted Lane Extension Lines - Left Turn	Delineate travel paths	✔		
Blackstone Ave, mid-block between Griffith Way and Ashlan Ave	4	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔
Griffith Way and Blackstone Ave	5	Intersection and Crossing	Long crossing distances	Review Pedestrian Crossing Times	Ensure pedestrians have ample time to cross intersection	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	6	Signs and Signals	Broadside crash type history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
			Pedestrian and bicycle crash history	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
Blackstone Ave, from Dakota Ave to Ashlan Ave	7	Speed Management	Corridor prioritizes motor vehicle mobility over safe operations.	Once projects south of Dakota are complete, study the potential of a road diet or reallocating roadway space, Business Access & Transit Lanes, wider sidewalks and eliminating right-turn lanes	Reallocating road space can enhance safety for all road users			✔
Dakota Ave and Blackstone Ave	8	Intersection and Crossing	See Blackstone Ave and Dakota Ave Profile for detailed recommendations.					
	9	Signs and Signals						
	10	Travel Lanes						
Fedora Ave and Blackstone Ave	11	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
Blackstone Ave at Manchester Transit Center parking lot entrance	12	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
Blackstone Ave, from Shields Ave, north along canal	13	Travel Lanes	No bicycle facilities present.	Class I Bikeway (planned in Fresno ATP)	Physically separates bikes from motor vehicles, minimizing bicycle–vehicle conflicts			✔

CORRIDOR PROFILE

3 Shields Avenue

from West Avenue to First Street

Crash data from 2019–2023

Speed Limit
40

Functional Class
Arterial

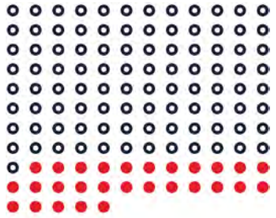
Segment Length (Miles)
3

Lane Count
6

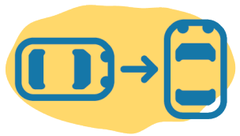
Vehicle Volumes
13,000–31,000

Total Crashes
125

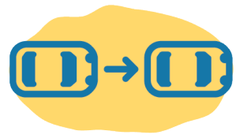
Killed or Seriously Injured
28



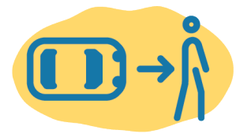
Top 3 Crash Types



50%
Broadside

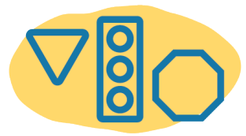


20%
Rear End



14%
Vehicle & Pedestrian Crash

Top 3 Primary Collision Factors



33%
Traffic Signals & Signs

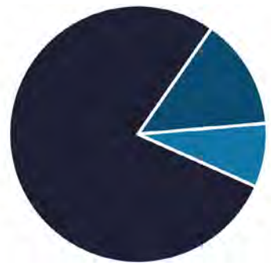


18%
Unsafe Speed



12%
Autombile Right of Way

Crashes by Mode

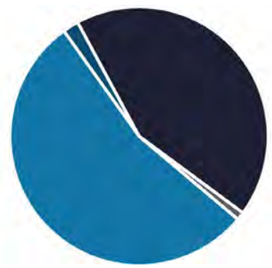


78%
Motor Vehicle or Motorcycle-Involved

14%
Pedestrian-Involved

8%
Cyclist-Involved

Lighting Conditions



54%
Daylight

2%
Dusk/Dawn

43%
Dark - Streetlights

1%
Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities



Partial Bike Lane



Sidewalk Present

Crash Locations



Intersection
90%



Mid-block
10%

Land Use Context

- Major east-west connector
- Commercial and residential land use
- Provids access to CA-41

Community Assets

5
Bus Stops**

2
Schools***

1
Park***

N/A

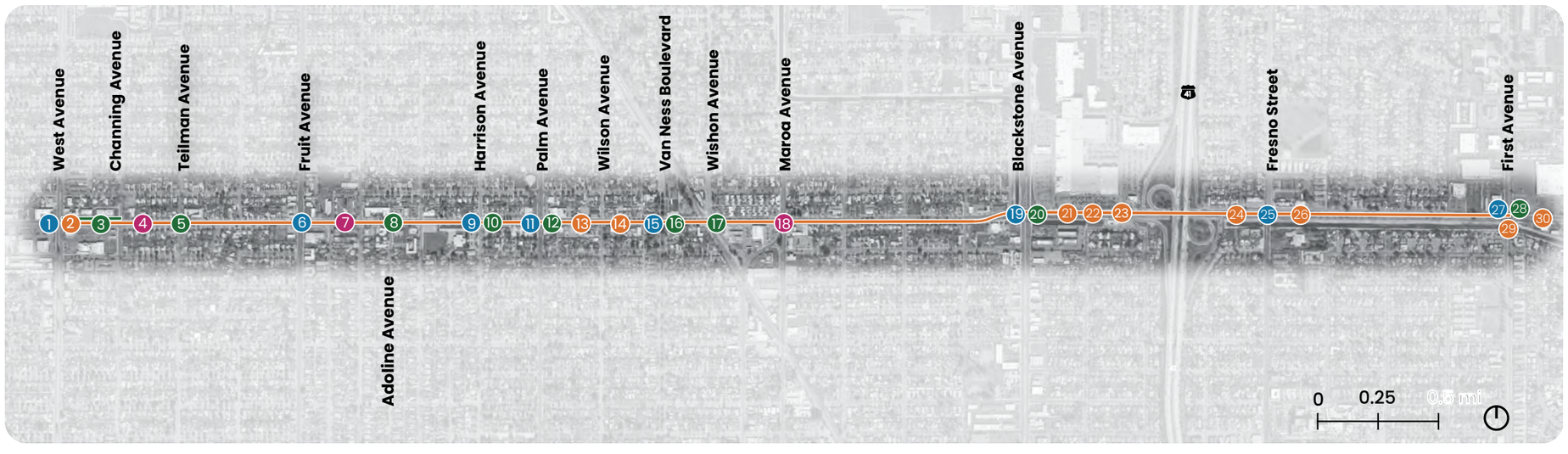
* N/A
** Within a quarter-mile buffer
*** Within a half-mile buffer

Community Voices

"[I see lots of] crashes around Blackstone Avenue/ Shields Avenue"

– Fresno VZAP Community Survey, April 2025

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

Treatment Type
Speed Management

3 Shields Avenue

from West Avenue to First Street

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
West Ave and Shields Ave	1	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds, may yield space for continuous bicycle facilities and pedestrian facility improvements	✔		
	2	Travel Lanes	Unclear turn-lane guidance	Lane geometry pavement markings and signs	Provide clear guidance and minimize conflicts	✔		
			Unclear bike lane termination and merging behavior.	Install Shared Lane Markings through the intersection in accordance with CA MUTCD guidance	Provide guidance to bicyclists and motorists	✔		
Shields Ave, from West Ave to Channing Way	3	Signs and Signals	Non-intersection broadside crash type history	Access Management	Numerous driveways and broadside collisions		✔	
Shields Ave, from West Ave to First Ave	4	Travel Lanes and Speed Management	Speed-involved crash history	Narrow Travel Lanes (10' inner/10.5' Outer)	Traffic Calming, Allows bicycle lanes to be buffered	✔		
			No existing bicycle facilities	Bicycle Lane Pavement Markings and 6" striping	Delineate bicycle facilities from travel lanes and clearly define road user space	✔		
Teilman Ave and Shields Ave	5	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Pedestrian Hybrid Beacon (PHB), Median Diverter/Modal Filter, High Visibility Pavement Markings, Pedestrian Refuge Island, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings, Median/Modal filter will restrict NB-SB through and left-turn movements			✔
Fruit Ave and Shields Ave	6	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds, may yield space for continuous bicycle facilities and pedestrian facility improvements		✔	
			Broadside crash history	Consider protected-only left turn phasing	Minimize broadside crashes	✔		
Shields Ave, from Fruit Ave to Palm Ave	7	Speed Management	Corridor prioritizes motor vehicle mobility over safe operations.	Study the potential for a road diet, bicycle facilities, street side parking, eliminating right-turn lanes, curb extensions	Reallocating road space can enhance safety for all road users			✔
Adoline Ave and Shields Ave	8	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Pedestrian Hybrid Beacon (PHB), Median Diverter/Modal Filter, High Visibility Pavement Markings, Pedestrian Refuge Island, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings, Median/Modal filter will restrict NB-SB through and left-turn movements			✔
Harrison Ave and Shields Ave	9	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety. Additionally, this crossing meets CA MUTCD guidance for proximity to school grounds.	Yellow High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if the SB dedicated right-turn lane is needed	Shorten crossing distance and slow turning speeds, may yield space for continuous bicycle facilities and pedestrian facility improvements		✔	
	10	Signs and Signals	Crossing is near an elementary school	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
Palm Ave and Shields Ave	11	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)		✔	
		Intersection and Crossing	Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds, may yield space for continuous bicycle facilities and pedestrian facility improvements		✔	
		Intersection and Crossing	Bicycle crash history	Two-stage bicycle turning boxes for bicyclist traveling on Shields Ave and turning to Palm Ave	Allows bicyclists to turn left in two stages, reducing conflicts with motor vehicle traffic.		✔	
	12	Signs and Signals	Broadside and rear end crash types history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
Shields Ave, from Harrison Ave to train tracks	13	Travel Lanes	Delineate road and add visual friction for traffic calming	Stripe Street Side Parking and No Parking Areas	Visual Friction	✔		
Shields Ave, from Fruit Ave to Blackstone Ave	14	Travel Lanes	No existing bikeways	Class II Bikeways (planned in Fresno ATP)	Delineates road space for bicyclists and reduces bicycle-motor vehicle conflicts			✔
Van Ness Blvd and Shields Ave	15	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds, may yield space for bicycle and pedestrian facility improvements		✔	
	16	Signs and Signals	Broadside crash type history	Time of Day Protected/Permissive Left Turn Phasing via Flashing Yellow Arrows	Crash Reduction Factor = 16% (FHWA Proven Safety Countermeasure)		✔	

3 Shields Avenue

from West Avenue to First Street

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
Wishon Ave and Shields Ave	17	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Pedestrian Refuge Island, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔
Maroa Ave and Shields Ave	18	Speed Management	Long crossing distances	Curb Extensions NW and NE corners	Shorten crossing distance and slow turning speeds	✔		✔
Blackstone Ave and Shields Ave	19	Intersection and Crossing	Large high-volume intersection with bikeways and bicycle crash history	Consider studying the need and potential for bicycle signals	May provide bicyclists a dedicated right-of-way, reducing conflicts and improving predictability.		✔	
		Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds, may yield space for continuous bicycle facilities and pedestrian facility improvements		✔	
	20	Signs and Signals	Broadside and rear end crash types history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
Shields Ave, between Blackstone Ave and CA-41 underpass	21	Travel Lanes	Existing high stress bikeways terminate without notice/guidance	Bicycle Lane Guidance Markings	Provide guidance to bicyclists and motorists	✔		
		Travel Lanes	Limited bikeway delineation	Bicycle Lane Pavement Markings and 6" striping	Delineate bicycle facilities from travel lanes and clearly define road user space	✔		
		Travel Lanes	Long crossing distance	Consider the need for two lanes on the SB on-ramp from WB Shields Ave	Will allow a shorter crossing distance at the crosswalk and may improve pedestrian comfort and safety		✔	
		Travel Lanes	Skewed slip lanes encourage high-speed turns and reduce visibility, increasing crash risk for all road users.	Consider studying CA-41 ramps reconstruction; slip lanes should be perpendicular to Shields Ave, consistent with the Caltrans Highway Design Manual	Can slow turn speeds, improve sight distance, and minimize vulnerable road user-motor vehicle conflicts		✔	
Shields Ave, from Blackstone to Fresno St	22	Travel Lanes	High stress bicycling conditions	Class I Bikeways (planned in Fresno ATP)	Physically separates bikes from motor vehicles, minimizing bicycle–vehicle conflicts			✔
		Travel Lanes	No pedestrian walkways on southside of Shields Ave at CA-41	Sidewalks (EB Shields Ave)	Provides a pedestrian facility and guidance for pedestrians walking along Shields Ave			✔
Shields Ave entrance to parking lot between Blackstone Ave and CA-41	23	Travel Lanes	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
Shields Ave, from CA-41 underpass to Fresno St	24	Travel Lanes	Existing high stress bikeways terminate without notice/guidance	Bicycle Lane Guidance Markings	Provide guidance to bicyclists and motorists	✔		
Fresno St and Shields Ave	25	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds, may yield space for continuous bicycle facilities and pedestrian facility improvements		✔	
Shields Ave, from Fresno St to First St	26	Travel Lanes	No on street bikeways	Class II Bikeways (planned in Fresno ATP)	Delineates road space for bicyclists and reduces bicycle-motor vehicle conflicts			✔
Shields Ave and First Ave	27	Intersection and Crossing	See Shields Avenue and First Avenue Profile for detailed recommendations.					
	28	Signs and Signals						
	29	Travel Lanes						
Shields Ave Frontage Road and Shields Ave, west of First St	30	Travel Lanes	Existing high stress bikeways terminate without notice/guidance	Install Wayfinding/Guidance Signs and Pavement Markings (Bike Lane Ends, Arrow to Shields Frontage)	Provide guidance to bicyclists and motorists	✔		

CORRIDOR PROFILE

4 Blackstone Avenue

from Herndon Avenue to Nees Avenue

Crash data from 2019–2023

Speed Limit
40

Functional Class
Arterial

Segment Length (Miles)
1

Lane Count
9

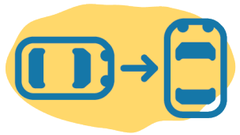
Vehicle Volumes
40,000

Total Crashes
53

Killed or Seriously Injured
8



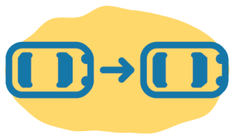
Top 3 Crash Types



47%
Broadside

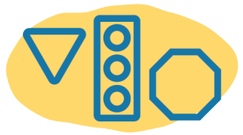


25%
Vehicle & Pedestrian Crash



13%
Rear End

Top 3 Primary Collision Factors



28%
Traffic Signals & Signs

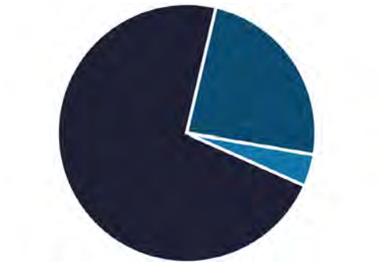


19%
Unsafe Speed



17%
Pedestrian Violation

Crashes by Mode

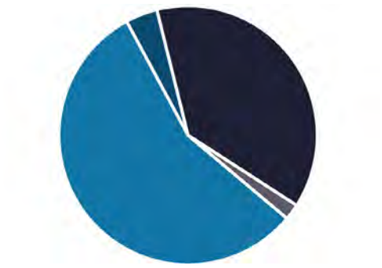


72%
Motor Vehicle or Motorcycle-Involved

24%
Pedestrian-Involved

4%
Cyclist-Involved

Lighting Conditions



56%
Daylight

4%
Dusk/Dawn

38%
Dark - Streetlights

2%
Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities



Partial Bike Lane



Sidewalk Present

Crash Locations



Intersection
87%



Mid-block
13%

Land Use Context

- Major north-south corridor
- Commercial land use
- Runs parallel to CA-41

Community Assets

15 Bus Stops**

1 School***

1 Park***

N/A

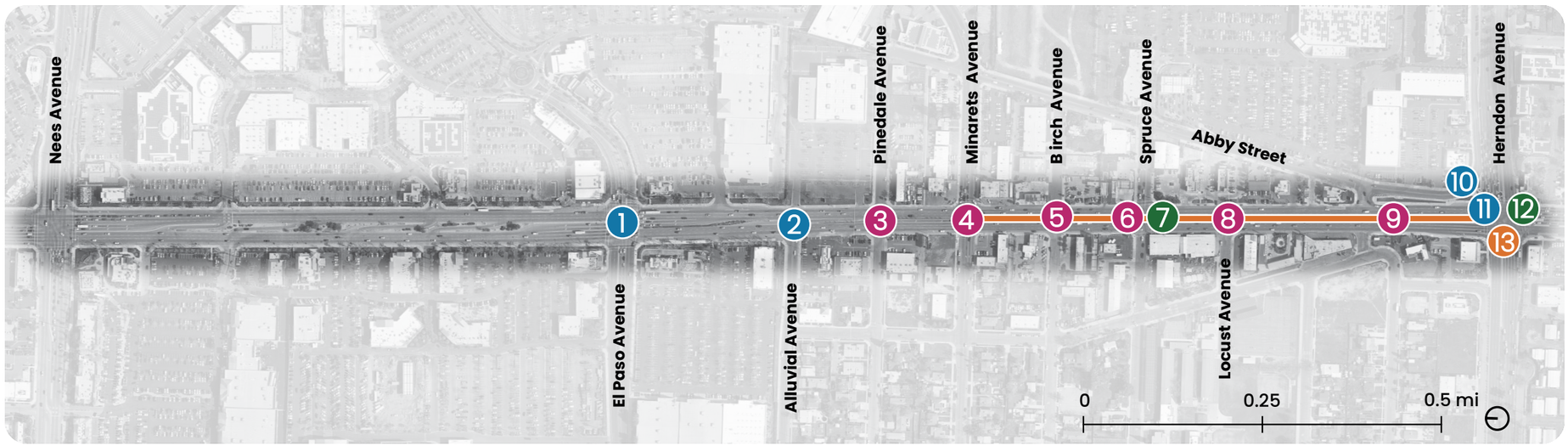
* N/A
** Within a quarter-mile buffer
*** Within a half-mile buffer

Community Voices

"The major streets like Blackstone Avenue have no bike lanes. The busiest streets are the most dangerous for pedestrians and cycling. A bike lane is necessary for public safety."

– Fresno VZAP Community Survey, April 2025

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

Treatment Type
Speed Management

4 Blackstone Avenue

from Herndon Avenue to Nees Avenue

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
El Paso Ave and Blackstone Ave	1	Intersection and Crossing	Turning conflicts at long crossings.	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
			Turning conflicts at driveways and intersections with dedicated right-turn lanes	Revisit bicycle facility designs at conflict points to better reflect the 2024 AASHTO Bike Guide's design principles, including shorter merge areas, reduced storage lengths, buffer or physical separation between pocket bicycle lane and thru travel lane, clear yield signage (R4-4), and consideration of treatments such as two-stage turn boxes, outside-running bikeways, and protected bike signal phases.	Minimize bicycle-motor vehicle conflicts at driveways and intersections		✔	
Alluvial Ave and Blackstone Ave	2	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
Pinedale Ave and Blackstone Ave	3	Speed Management	Long crossing distance on minor street.	Curb Extensions NW and SW corner	Shorten crossing distance and slow turning speeds			✔
		Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Consider a two-stage Pedestrian Hybrid Beacon (PHB) utilizing the median as a protected refuge area, High Visibility Pavement Markings, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔
Minarets Ave and Blackstone Ave	4	Speed Management	Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds, may yield space for bicycle and pedestrian improvements		✔	
			Long crossing distance on minor street.	Curb Extensions on Minarets Ave at NW and SE corner	Shorten crossing distance and slow turning speeds	✔		✔
Birch Ave and Blackstone Ave	5	Speed Management	Long crossing distance on minor street.	Curb Extensions NW and SW corner	Shorten crossing distance and slow turning speeds	✔		✔
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Gap in sidewalk (NE corner)	ADA-compliant sidewalk and curb ramps	Crash Reduction Factor = 65-89% (FHWA Proven Safety Countermeasure), will provide opportunity to reduce curb radii and provide directional curb ramps			✔
Spruce Ave and Blackstone Ave	6	Speed Management	Long crossing distance on minor street.	Curb Extensions NW and SW corner	Shorten crossing distance and slow turning speeds	✔		✔
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Turning conflicts at long crossings.	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	7	Signs and Signals	Longer wait times and complicated operations may increase unsafe crossing behavior	Consider reviewing the current signal operation to determine whether a more conventional traffic signal pattern could be used	Opportunity to reduce pedestrian wait times and confusion, which may increase predicatable crossing behavior		✔	
			Turning conflicts at long crossings.	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian Awareness for Left Turning Vehicles		✔	
Locust Ave and Blackstone Ave (west approach)	8	Speed Management	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Long crossing distance on minor street.	Curb Extensions NW and SW corner	Shorten crossing distance and slow turning speeds	✔		✔
Blackstone Ave from Herndon Ave to Minarets Ave	9	Speed Management	Corridor prioritizes motor vehicle mobility over safe operations.	Study the opportunity to reallocate roadway space to accommodate bicycle facilities, Business Access & Transit Lanes, wider sidewalks, and eliminating right-turn lanes	Reallocating road space can enhance safety for all road users and create continu-ity and uniformity in this segment.			✔
Frontage Rd, NE of Herndon/ Blackstone intersection	10	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
Blackstone Ave and Herndon Ave	11	Intersection and Crossing	See Blackstone Avenue and Herndon Avenue Profile for detailed recommendations.					
	12	Signs and Signals						
	13	Travel Lanes						

5

Belmont Avenue

from Palm Avenue to Cedar Avenue

Crash data from 2019–2023

CORRIDOR PROFILE

Speed Limit
30-40

Functional Class
Collector

Segment Length (Miles)
3

Lane Count
Between 3 and 5

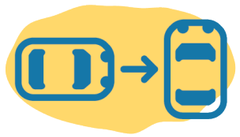
Vehicle Volumes
10,000–15,000

Total Crashes
138

Killed or Seriously Injured
25



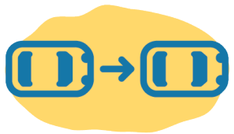
Top 3 Crash Types



43%
Broadside

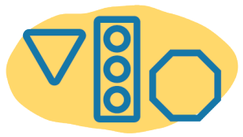


22%
Vehicle & Pedestrian Crash



15%
Rear End

Top 3 Primary Collision Factors



26%
Traffic Signals & Signs

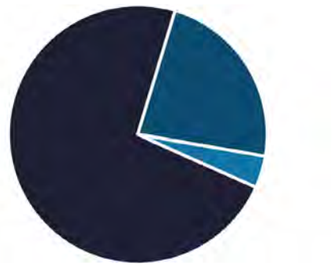


17%
Automobile Right of way



12%
Pedestrian Violation

Crashes by Mode

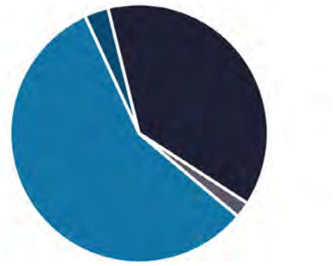


73%
Motor Vehicle or Motorcycle-Involved

23%
Pedestrian-Involved

4%
Cyclist-Involved

Lighting Conditions



57%
Daylight

3%
Dusk/Dawn

38%
Dark - Streetlights

2%
Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities



Partial Bike Lane



Sidewalk Present

Crash Locations



Intersection
99%



Mid-block
1%

Land Use Context

- Major east-west connector
- Commercial land use
- High Concentration of Pedestrian & Bicycle Collisions*

Community Assets

54
Bus Stops**

2
Schools***

3
Parks***

N/A

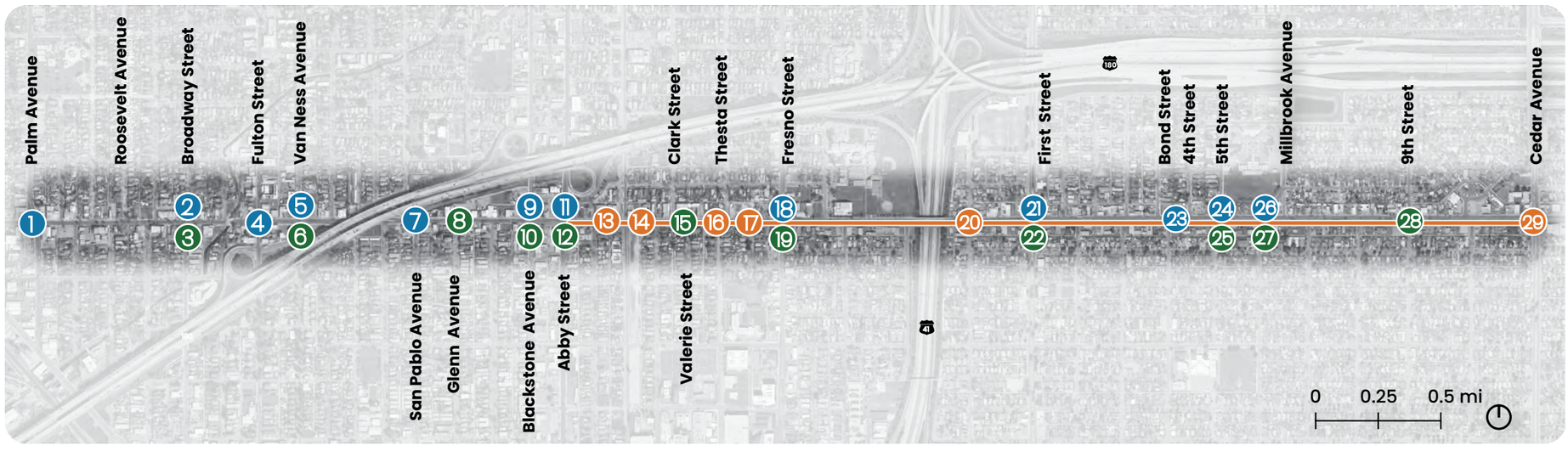
* As identified using the Safe Streets Priority Finder tool
** Within a quarter-mile buffer
*** Within a half-mile buffer

Community Voices

"I'm on the border of riding my bike more often than driving, but need a few more safe routes between home and places I'm going."

– Fresno VZAP Community Survey, April 2025

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

5 Belmont Avenue

from Palm Avenue to Cedar Avenue

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
Palm Ave and Belmont Ave	1	Intersection and Crossing	Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
			Long crossing distance	Corner Redesign, NW corner	Slow turning speeds and shorten crossing distance			✔
			Long crossing distance	Curb extensions, NW corner	Slow turning speeds and shorten crossing distance	✔		✔
			Many bicycle-motor vehicle conflict points	Study the potential to convert to a protected intersection	Slow turning speeds and minimize bicycle-motor vehicle conflicts	✔		✔
			Skew angle increases pedestrian exposure and crash risk	Square-up intersection	Improve Intersection sight distance			✔
			Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if SB dedicated right-turn lane is needed	Shorten crossing distance and slow turning speeds		✔	
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
Broadway St and Belmont Ave	2	Intersection and Crossing	Irregular intersection geometry increases pedestrian–vehicle conflict risk	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Long crossing distance and overly wide receiving lane	Corner Redesign, SW corner	Slow turning speeds			✔
	3	Signs and Signals	Broadside crash type history	Time of Day Protected/Permissive Left Turn Phasing via Flashing Yellow Arrows	Crash Reduction Factor = 16% (FHWA Proven Safety Countermeasure)		✔	
Fulton St and Belmont Ave	4	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
Van Ness Ave and Belmont Ave	5	Intersection and Crossing	Irregular intersection geometry increases pedestrian–vehicle conflict risk	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds		✔	
	6	Signs and Signals	Broadside crash type history	Split Phasing	Minimize Broadside/Rear-end Crashes			✔
San Pablo Ave and Belmont Ave	7	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated SB right-turn lane is needed	Shorten crossing distance and slow turning speeds		✔	
Glenn Ave and Belmont Ave	8	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Rapid Rectangular Flashing Beacon (RRFB), Pedestrian Refuge Island (z-crossing), High Visibility Pavement Markings, Advanced Yield Sign and Pavement Markings	Enhance pedestrian crossing visibility			✔
Blackstone Ave and Belmont Ave	9	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	10	Signs and Signals	Broadside crash type history	Split Phasing (Coordinated with Abby intersection)	Minimize Broadside/Rear-end Crashes			✔
Abby St and Belmont Ave	11	Intersection and Crossing	Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	12	Signs and Signals	Broadside crash type history	Split Phasing (Coordinated with Blackstone intersection)	Minimize Broadside/Rear-end Crashes			✔
Belmont Ave, Abby St to Cedar Ave	13	Travel Lanes	Corridor prioritizes motor vehicle mobility over safe operations	Study the potential for a road diet, bicycle facilities, street side parking, eliminating right-turn lanes, curb extensions	Reallocating road space can enhance safety for all road users			✔
Blackstone Ave and Beechwood Ave	14	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Consider a two-stage Pedestrian Hybrid Beacon (PHB) utilizing the median as a protected refuge area, High Visibility Pavement Markings, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔
Belmont Ave, Abby St to First St	15	Travel Lanes	No bicycle facilities	Class IV Bikeways (planned in Fresno ATP)	An on-street protected bikeway, separating bicycle and motor vehicle traffic			✔
Belmont Ave, Clark St to Valeria St	16	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Pedestrian Refuge Island, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔

5 Belmont Avenue

from Palm Avenue to Cedar Avenue

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
Belmont Ave, east of Valeria St to Fresno St	17	Travel Lanes	Delineate road and add visual friction for traffic calming	Stripe Street Side Parking/Restricted Parking Areas, north side of street	Visual Friction	✔		
Belmont Ave, east of Thesta St to Fresno St	18	Travel Lanes	Delineate road and add visual friction for traffic calming	Stripe Street Side Parking/Restricted Parking Areas, south side of street	Visual Friction	✔		
Fresno St and Belmont Ave	19	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Proximity to elementary and middle school	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Unsafe crossing for people using mobility devices	ADA-compliant curb ramps needed at NW, NE, and SW corners	Provides safe, accessible street crossings for people living with disabilities		✔	
		Intersection and Crossing	Long crossing distances	Curb extensions, all corners	Slow turning speeds and shorten crossing distance			✔
	20	Signs and Signals	Broadside crash type history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
Belmont Ave, east of CA-41 to just west of First St	21	Travel Lanes	Delineate road and add visual friction for traffic calming	Stripe Street Side Parking/Restricted Parking Areas, south side of street	Visual Friction	✔		
		Travel Lanes	Delineate road and add visual friction for traffic calming	Stripe on-street Parking, north side of street	Visual Friction	✔		
First St and Belmont Ave	22	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds		✔	
	23	Signs and Signals	Broadside and head-on crash history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
Belmont Ave, between Bond St and 4th St	24	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Proximity to middle school	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
5th St and Belmont Ave	25	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Long crossing distances	Curb extensions, NE corner	Slow turning speeds and shorten crossing distance	✔		✔
		Intersection and Crossing	Skew angle increases pedestrian exposure and crash risk	Square-up SB approach	Improve Intersection sight distance			✔
	26	Signs and Signals	Uncontrolled school crossing	Pedestrian Hybrid Beacon (PHB), Median/Modal Filter, High Visibility Pavement Markings, Pedestrian Refuge Island, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings, Median/Modal filter will restrict NB-SB through and left-turn movements			✔
Millbrook Ave and Belmont Ave	27	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Proximity to elementary school	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Long crossing distances	Curb extensions, all corners	Slow turning speeds and shorten crossing distance			✔
		Intersection and Crossing	Near-side stops increase conflicts by blocking sight lines and encourage vehicles to pass or unsafely make a right turn around a stopped bus	Consider relocation transit stop to far-side of intersection instead of near-side	Improves intersection visibility and minimizes conflicts with turning and passing vehicles		✔	
	28	Signs and Signals	Intersection crash history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
9th St and Belmont Ave	29	Signs and Signals	Uncontrolled school crossing	Pedestrian Hybrid Beacon (PHB), Median Diverter/Modal Filter, High Visibility Pavement Markings, Pedestrian Refuge Island, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings, Median/Modal filter will restrict NB-SB through and left-turn movements			✔
Belmont Ave, First St to Cedar Ave	30	Travel Lanes	Delineate road and add visual friction for traffic calming	Stripe Street Side Parking/Restricted Parking Areas, north and south side of street	Visual Friction	✔		
		Travel Lanes	No bicycle facilities	Class II Bikeways (planned in Fresno ATP)	Delineates road space for bicyclists and reduces bicycle-motor vehicle conflicts			✔

INTERSECTION PROFILE

1 Blackstone Avenue and Dakota Avenue

Crash data from 2019–2023

	BLACKSTONE AVE	DAKOTA AVE
SPEED LIMIT	40 mph	35 mph
LANE COUNT	8	4

Killed or Seriously Injured
7

Total Crashes
25

Top Crash Types

40%
Broadside

32%
Vehicle and Pedestrian Crash

12%
Rear End

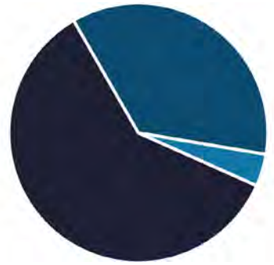
Primary Collision Factor

24%
Unsafe Speed

20%
Automobile Right of Way

16%
Traffic Signals and Signs

Crashes by Mode

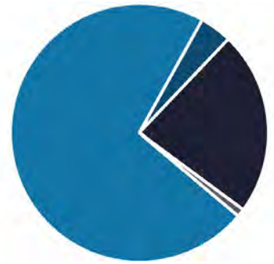


60%
Motor Vehicle or Motorcycle-Involved

36%
Pedestrian-Involved

4%
Cyclist-Involved

Lighting Conditions



56%
Daylight

8%
Dusk/Dawn

36%
Dark - Streetlights

0%
Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

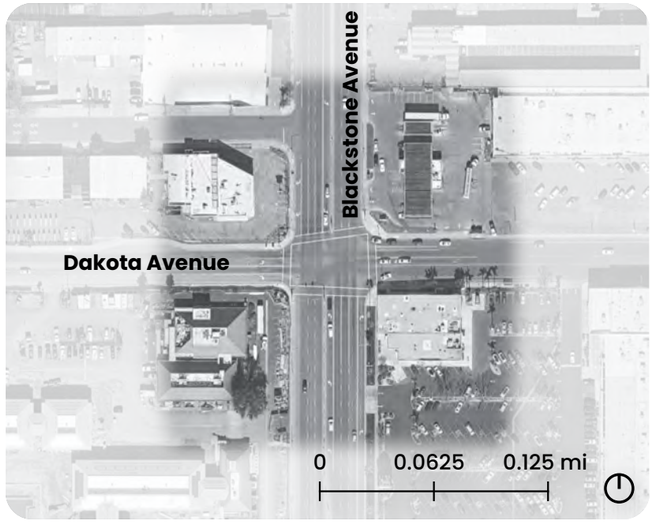
	BLACKSTONE AVE	DAKOTA AVE
PEDESTRIAN FACILITY	Sidewalk Present	Sidewalk Present
BICYCLE FACILITY	No Bike Lane	Partial Bike Lane

Community Assets

2 Bus Stops*
1 Park**
2 Schools**

* within a quarter-mile buffer
** within a half-mile buffer

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

Treatment Type
Speed Management

Treatments

INTERSECTION AND CROSSING

- High Visibility Continental Crosswalks
- Review Pedestrian Crossing Times
- Advanced Stop Lines
- Adjust Pedestrian Crossing Locations
- Consider a study to determine if dedicated right-turn lanes are needed
- Leading Pedestrian Interval (LPI)

SIGNS AND SIGNALS

- Backplates w/ Retroreflective Borders
- Turning Lane Pedestrian Indicators (TLPI)
- No Right Turn on Red
- Time-of-Day Protected Only Left Turn Phasing (Dakota Ave via Flashing Yellow Arrows)
- Dilemma Zone Protection (Advance Detection)
- Review of yellow and red light clearance times
- Emergency Vehicle Preemption

TRAVEL LANES

- Bikeway Transition Striping to Pocket Bike Lane
- Class II Bikeways (planned in Fresno ATP)

Community Voices

"Dakota Avenue and Blackstone Avenue [is] very unsafe, Vision Zero is a disciplined approach [to making our city safer]"

– Fresno VZAP Community Survey, April 2025

2 First Street and Shields Avenue

Crash data from 2019–2023

INTERSECTION PROFILE

	FIRST ST	SHIELDS AVE
SPEED LIMIT	40 mph	40 mph
LANE COUNT	6	6

Killed or Seriously Injured
7

Total Crashes
19

Top Crash Types

26%
Broadside

26%
Rear End

21%
Vehicle and Pedestrian

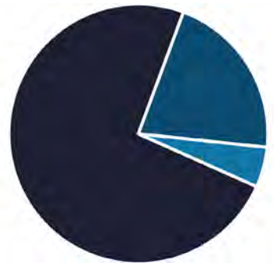
Primary Collision Factor

37%
Traffic Signals and Signs

16%
DUI/BUI

16%
Unsafe Speed

Crashes by Mode



74%
Motor Vehicle or Motorcycle-Involved

21%
Pedestrian-Involved

5%
Cyclist-Involved

Lighting Conditions



58%
Daylight

0%
Dusk/Dawn

42%
Dark - Streetlights

0%
Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

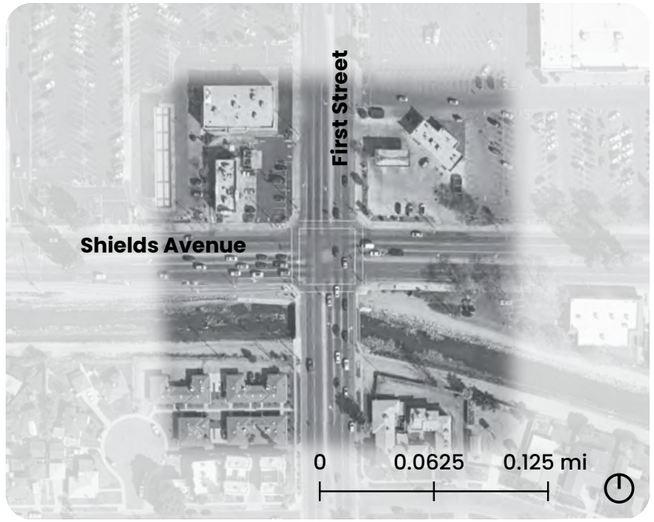
	FIRST ST	SHIELDS AVE
PEDESTRIAN FACILITY	Sidewalk Present	Sidewalk Present
BICYCLE FACILITY	Partial Bike Lane	Bike Lane

Community Assets

5 Bus Stops*
1 Park**
2 Schools**

* within a quarter-mile buffer
** within a half-mile buffer

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

Treatment Type
Speed Management

Treatments

INTERSECTION AND CROSSING
- High Visibility Continental Crosswalks
- Restripe crosswalk to eliminate obstructions in crossing path
- Advanced Stop Lines
- Leading Pedestrian Interval (LPI)
- Corner Redesign (tighter curb radii)
- Pedestrian illumination
- Consider a study to determine if dedicated right-turn lanes are needed

SIGNS AND SIGNALS
- Backplates w/ Retroreflective Borders
- Turning Lane Pedestrian Indicators (TLPI)
- Time-of-Day NTOR
- Dilemma Zone Protection (Advance Detection)
- Review of yellow and red light clearance times
- Pedestrian/Bicycle Detection for Signal Actuation & Extension

TRAVEL LANES
- Colored Bike Conflict Zone Markings

Community Voices

"At First Street & Shields Avenue, my wife and I exited a parking lot… a car approached from the left, about to run the red light. We both FELT it pass as it narrowly missed slamming into us"

– Fresno VZAP Community Survey, April 2025

3 Chestnut Avenue and East Kings Canyon Road

Crash data from 2019–2023

INTERSECTION PROFILE

	CHESTNUT AVE	EAST KINGS CANYON RD
SPEED LIMIT	40 mph	35 mph
LANE COUNT	7	7

Killed or Seriously Injured
4

Total Crashes
17

Top Crash Types

35% Rear End

24% Vehicle and Pedestrian Crash

18% Broadside

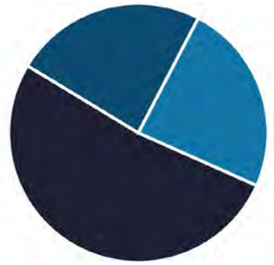
Primary Collision Factor

35% Unsafe Speed

18% Pedestrian Violation

12% Automobile Right of Way

Crashes by Mode

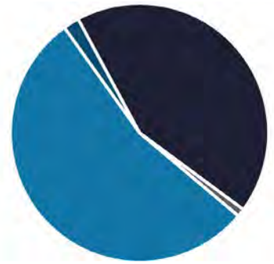


52% Motor Vehicle or Motorcycle-Involved

24% Pedestrian-Involved

24% Cyclist-Involved

Lighting Conditions



53% Daylight

6% Dusk/Dawn

41% Dark - Streetlights

0% Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

	CHESTNUT AVE	EAST KINGS CANYON RD
PEDESTRIAN FACILITY	✓ Sidewalk Present	✓ Sidewalk Present
BICYCLE FACILITY	– Partial Bike Lane	– Partial Bike Lane

Community Assets

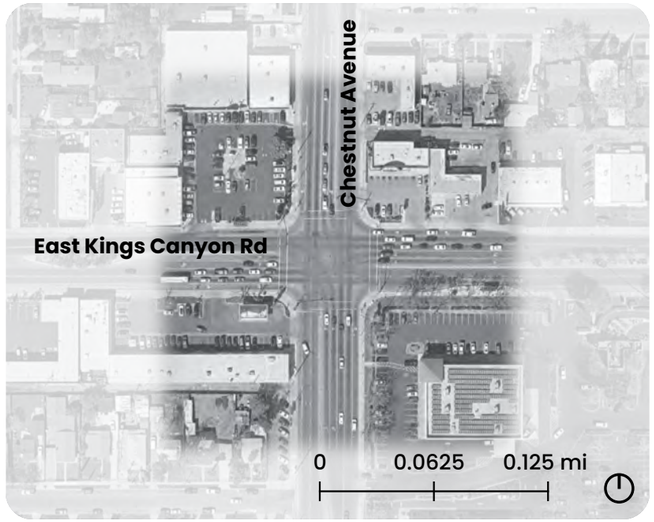
5 Bus Stops*

1 Park**

2 Schools**

* within a quarter-mile buffer
** within a half-mile buffer

RECOMMENDATIONS



Treatment Type Intersection & Crossing

Treatment Type Signs & Signals

Treatment Type Travel Lanes

Treatment Type Speed Management

Treatments

INTERSECTION AND CROSSING

- Yellow High Visibility Continental Crosswalks
- Advanced Stop Lines
- Leading Pedestrian Interval (LPI)
- Consider using floating bus stops where bicycle facilities are continuous between the gutter and right travel lane
- Consider a study to determine if dedicated right-turn lanes are needed
- Corner Redesign (all corners)
- Pedestrian illumination

SIGNS AND SIGNALS

- Backplates w/ Retroreflective Borders
- Turning Lane Pedestrian Indicators (TLPI)
- Time-of-Day NTOR
- Dilemma Zone Protection (Advance Detection)
- Review of yellow and red light clearance times

Community Voices

"Disappearing bike lanes at intersections [like Chesnut Avenue and East Kings Canyon Road] make me feel unsafe."

– Fresno VZAP Community Survey, April 2025

4 Blackstone Avenue and Herndon Avenue

Crash data from 2019–2023

INTERSECTION PROFILE

RECOMMENDATIONS

	BLACKSTONE AVE	HERNDON AVE
SPEED LIMIT	35 mph	45 mph
LANE COUNT	9	9

Killed or Seriously Injured
4

Total Crashes
20

Top Crash Types

40% Broadside

25% Rear End

15% Sideswipe

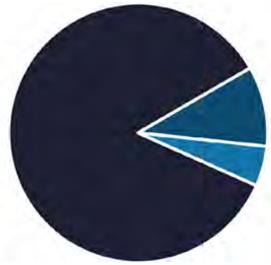
Primary Collision Factor

40% Traffic Signals and Signs

15% Improper Turning

15% Unsafe Speed

Crashes by Mode

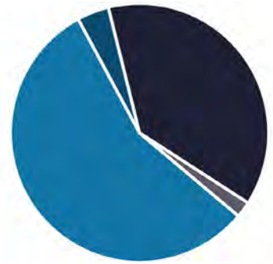


85% Motor Vehicle or Motorcycle-Involved

10% Pedestrian-Involved

5% Cyclist-Involved

Lighting Conditions



55% Daylight

10% Dusk/Dawn

35% Dark - Streetlights

0% Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

	BLACKSTONE AVE	HERNDON AVE
PEDESTRIAN FACILITY	Sidewalk Present	Partial Sidewalk
BICYCLE FACILITY	No Bike Lane	No Bike Lane

Community Assets

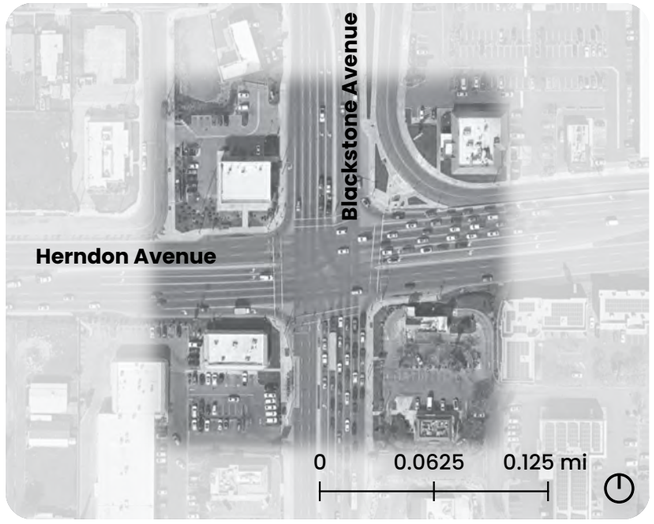
4 Bus Stops*

1 Park**

1 School**

1 Community Center**

* within a quarter-mile buffer
** within a half-mile buffer



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

Treatment Type
Speed Management

Treatments

INTERSECTION AND CROSSING

- High Visibility Continental Crosswalks
- Rapid Rectangular Flashing Beacon (RRFB), Raised Crossing, High Visibility Continental Crosswalk, Advanced Yield Sign and Pavement Markings
- Adjust Pedestrian Crossing Locations
- Pedestrian illumination
- Continuous sidewalks on south side of intersection

SIGNS AND SIGNALS

- Turning Lane Pedestrian Indicators (TLPI)
- Backplates w/ Retroreflective Borders
- Dilemma Zone Protection (Advance Detection)
- Review of yellow and red light clearance times

TRAVEL LANES

- Dotted Lane Extension Lines - Left Turn

Community Voices

"It's not uncommon to see people run red lights on Herndon Avenue. The speed limits here are high. Herndon Ave might as well be a freeway except it is residential and commercial."

– Fresno VZAP Community Survey, April 2025

5 Fresno Street and Clinton Avenue

Crash data from 2019–2023

INTERSECTION PROFILE

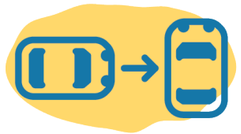
	FRESNO ST	CLINTON AVE
SPEED LIMIT	40 mph	40 mph
LANE COUNT	5	5

Killed or Seriously Injured
2

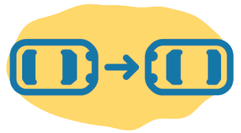
Total Crashes
23



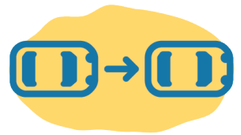
Top Crash Types



48%
Broadside



17%
Head-On



9%
Rear End

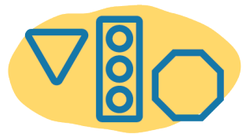
Primary Collision Factor



43%
Automobile Right of Way



17%
DUI/BUI



17%
Traffic Signals and Signs

Crashes by Mode

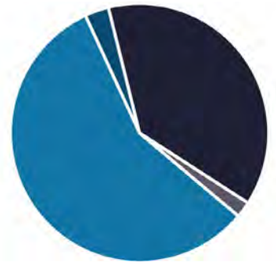


87%
Motor Vehicle or Motorcycle-Involved

4%
Pedestrian-Involved

9%
Cyclist-Involved

Lighting Conditions



57%
Daylight

9%
Dusk/Dawn

35%
Dark - Streetlights

0%
Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

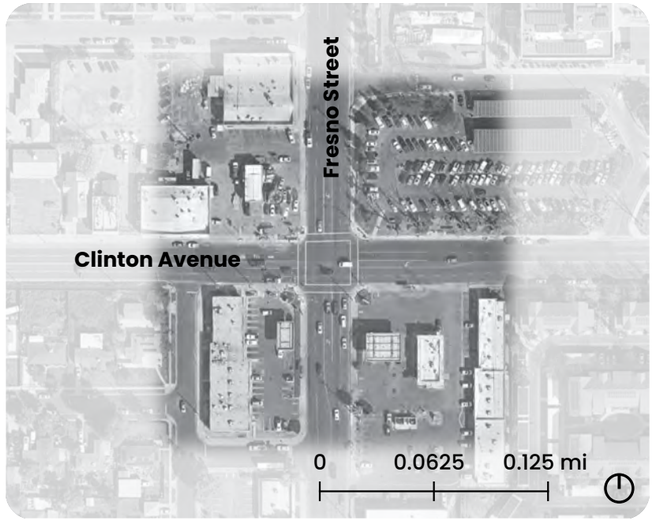
	FRESNO ST	CLINTON AVE
PEDESTRIAN FACILITY	Sidewalk Present	Sidewalk Present
BICYCLE FACILITY	No Bike Lane	No Bike Lane

Community Assets

8 Bus Stops*
1 Park**
2 Schools**
1 Hospital*

* within a quarter-mile buffer
** within a half-mile buffer

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatments

INTERSECTION AND CROSSING
- Advanced Stop Lines
- Pedestrian illumination

SIGNS AND SIGNALS
- Leading Pedestrian Interval (LPI)
- Turning Lane Pedestrian Indicators (TLPI)
- Dilemma Zone Protection (Advance Detection)
- Review of yellow and red light clearance times

Community Voices

"Students are not able to safely cross Fresno Street and many large trucks pass through at high speeds."

– Fresno VZAP Community Survey, April 2025

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6.



Achieving Zero: Implementation

Vision Zero success depends on sustained leadership, accountability, and transparent progress tracking. This chapter establishes the governance structure, funding pathways, and performance measures needed to turn recommendations into measurable safety outcomes. By aligning departments, leveraging existing programs and grants, and publicly tracking progress, Fresno positions itself to make steady, lasting progress toward zero traffic deaths and severe injuries.

Achieving Vision Zero in Fresno will require sustained leadership, clear accountability, coordinated action across departments and partners, and consistent tracking of progress over time. Earlier chapters of this plan identify where the most serious crashes occur, who is most impacted, and which strategies are most effective at reducing fatal and severe injuries. This chapter focuses on how the City can translate those findings into action, by establishing clear roles and responsibilities, aligning funding with safety priorities, and using performance measures to guide and evaluate progress.

The implementation framework outlined below is designed to support a proactive, data-driven, and equitable approach to traffic safety, ensuring that safety improvements are applied consistently across the City and focus on the locations and populations most at risk.

Governance and Accountability

Leadership Roles and Accountability

The City of Fresno's leadership commitment to Vision Zero is carried forward through clear roles, accountability structures, and decision-making processes that guide implementation over time. City leadership is responsible for ensuring that Vision Zero goals are integrated into policies, programs, and investments, and that progress is regularly monitored and reported.

This includes aligning departmental responsibilities around shared safety objectives, prioritizing resources toward high-risk locations and communities, and reinforcing the application of the Safe System Approach across transportation planning, design, operations, and maintenance. Leadership also plays a key role in maintaining continuity as staff, funding sources, and priorities evolve, ensuring that Vision Zero remains central to City decision-making.

Through these governance and accountability mechanisms, the City establishes clear ownership of Vision Zero outcomes and creates the conditions necessary for sustained, citywide progress toward eliminating traffic deaths and serious injuries.

Interdepartmental and Agency Coordination

Crash trends in Fresno show that severe crashes are driven by a combination of street design, speed, vehicle characteristics, user behavior, and post-crash response. Addressing these factors requires coordination across multiple City departments and external partners, including Transportation, Public Works, Planning, Police, Fire, Public Health, Transit Agencies, School Districts, and Community Organizations.

Coordination on Integrated Policies and Programs

The Vision Zero Task Force provides a foundation for continued collaboration. Ongoing coordination will help ensure that safety strategies are implemented consistently, avoid duplication of effort, and reflect both technical expertise and community input. Partnerships with state agencies, regional entities, and community-based organizations will also be critical for addressing equity, supporting behavior-focused programs, and improving post-crash care.

Implementation: Critical Next Step

To sustain interdepartmental and agency coordination, The City will formalize the Vision Zero Task Force as a standing, recurring body that meets regularly (e.g., quarterly) and is led by Transportation/Department of Public Works with support from the City Mayor and Manager's Office. The Task Force will include decision-making representatives from key City departments and partner agencies and will convene around a consistent agenda focused on reviewing crash trends and performance metrics, coordinating implementation of priority projects and policies, and resolving cross-departmental barriers.



Coordination on Capital Projects Across Jurisdictions and Right-of-Way Owners

Interdepartmental coordination is essential for implementing the systemic safety treatments and priority policies identified in this Plan. Speed management strategies, for example, require coordination across roadway design, signal operations, enforcement, and public education, while improvements on priority corridors and intersections depend on alignment among public works, emergency response, capital planning, maintenance, and operations. Many priority projects also extend across jurisdictional boundaries or occur on roadways owned or operated by multiple agencies, requiring early and ongoing coordination among the City of Fresno, Fresno County, Fresno Area Express (FAX), school districts, and neighboring jurisdictions such as the City of Clovis to align design, funding, operations, and maintenance responsibilities and ensure consistent safety outcomes.

Project types that require cross-agency implementation coordination include:

TABLE 10 Project Types and Cross-Agency Coordination

Project Type	Agencies Requiring Coordination
Corridor and intersection safety improvements on roadways crossing neighboring cities, City–County boundaries or within County islands	City of Fresno Public Works; Fresno County Department of Public Works and Planning; Caltrans District 6 (where state routes are involved), City of Clovis
Speed management projects (lane reconfiguration, traffic calming, signal timing changes) involving multiple roadway owners or shared responsibilities	City of Fresno Public Works (Traffic Engineering); Fresno County Public Works; Fresno Police Department; Fresno County Sheriff's Office; California Highway Patrol (on state routes), City of Clovis
Transit-related safety improvements (bus stop access, crossings, lighting, curb management)	City of Fresno; Fresno Area Express (FAX); Fresno Council of Governments (Fresno COG); Fresno County Public Works or Caltrans District 6, as applicable, Fresno County Rural Transit Agency
School-area safety projects (Safe Routes to School, crossings, loading zones, speed management near campuses)	City of Fresno; Fresno Unified School District; Clovis Unified School District; Sanger Unified School District, Central Unified School District, Washington Unified School District Fresno County Office of Education; applicable roadway owner (City, County, or Caltrans)
Pedestrian and bicycle network connections crossing jurisdictional boundaries or connecting facilities owned by different agencies	City of Fresno; Fresno County; City of Clovis; Caltrans District 6; Fresno COG
Emergency response and post-crash safety improvements (access management, signal preemption, intersection modifications)	City of Fresno Police Department; City of Fresno Fire Department; Fresno County Sheriff's Office; Fresno County Fire Protection District; emergency medical service providers; applicable roadway owner

Implementation Through Existing Maintenance Processes

While many capital improvement projects require elements of construction, reconstruction, or installation of new signal equipment, some of the recommended safety projects described in this plan require little more than striping and sign installation and may be implemented as part of the City's routine restriping and resurfacing plans. This is a cost- and time-efficient way to implement improvements without having to apply for and procure additional grant funding. To leverage this implementation mechanism, the City can regularly review the full list of all recommended infrastructure projects before carrying out their routine restriping and resurfacing. Furthermore, the City should share these recommendations with the County and FAX so that they also can review the relevant recommendations and potentially implement them through routine maintenance.

Implementation Through the Existing Neighborhood Traffic Calming Program

Many systemic traffic safety recommendations in this plan - particularly those addressing speeding on residential streets - can be advanced through the City's established Residential Traffic Calming Program. The City of Fresno currently administers a Residential Street Speed Hump Program through the Public Works Traffic & Engineering Services Division, allowing neighborhoods with demonstrated speeding concerns and sufficient petition support to request speed humps and similar calming measures. Applications are accepted annually and ranked based on traffic speed, volume, collision history, and complaint data, with installations occurring between May and October of the following year.

While the Vision Zero Action Plan priority corridors are primarily located on major streets (arterials and collectors), the Residential Traffic Calming Program provides a complimentary mechanism to address speeding concerns on local neighborhood streets. Leveraging this existing program allows the City to continue responding to community concerns while supporting broader Vision Zero goals of reducing speeds and improving safety across the full street network.

Funding

A range of funding opportunities exist at the Federal, State, and regional level to increase safety on roadways. While future funding is uncertain, the funding programs below provide the City of Fresno opportunities to compete effectively for public grants that can advance the actions and project recommendations included in this plan to help eliminate crashes that kill and seriously injure people.

Priority funding mechanisms for the City of Fresno (those most typically used to fund safety infrastructure and programs in Fresno) are indicated with a green flag.

Infrastructure Funding Opportunities

TABLE 11 Federal, State, and Local Competitive Grant Opportunities

Program	Agency	What it Supports	Description	Typical Award Amount	Application Cycle and Next Deadline
FEDERAL					
Active Transportation Infrastructure Investment Program (ATIIP)	Federal Highway Administration	Funds Planning and Design projects including developing plans for active transportation networks and active transportation spines. Funds Construction projects that provide safe and connective active transportation facilities in an active transportation network or active transportation spine.	Both types of grants can go towards planning, designing, and constructing active transportation *networks* and active transportation *spines*. Active transportation *networks* are active transportation facilities that *connect between destinations within a community or metropolitan region*, including schools, workplaces, residences, businesses, recreation areas, medical facilities, and other community areas. Active transportation *spines* are active transportation facilities that *connect between communities, metropolitan regions.*	Funds Planning and Design projects of at least $100,000. Funds construction projects of at least $15 million.	Annual: Last cycle applications closed in summer 2024. Next cycle anticipated Spring/ Summer 2026.
Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants	U.S. Dept. of Transportation	Roads, bridges, transit, rail, ports, or intermodal transportation	Funds capital investments on surface transportation projects that achieve a significant impact for a metropolitan area, region, or the nation. Selection criteria encompass safety, economic competitiveness, quality of life, state of good repair, innovation, and partnerships with a broad range of stakeholders.	$1M-$25M+	Annual: FY2026 applications were due February 24, 2026. FY2027 NOFO anticipated in Winter 2026

Program	Agency	What it Supports	Description	Typical Award Amount	Application Cycle and Next Deadline
Community Development Block Grant (CDBG)	Housing and Urban Development (HUD)	Neighborhood revitalization, transportation services, public safety programs, drainage facilities, water and sewer improvements, street improvements for pedestrians and bicyclists	Provides communities with resources to address a wide range of unique community development needs by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.	$200-$400K	Annual: Next entitlement allocations and funding guidance typically open in early-to-mid 2026 (check HUD for official schedule) City of Fresno applied in 2026
Safe Streets and Roads for All (SS4A) PRIORITY GRANT PROGRAM FOR FRESNO	U.S. Dept. of Transportation	Planning, demonstration projects (pilot or quick-build projects), and implementation	Funds regional, local, and tribal initiatives to prevent roadway deaths and serious injuries. The City of Fresno is highly competitive for SS4A funds and has completed successful applications during FY2022 and FY2025. To date, The City of Fresno has focused on applying for supplemental planning funds. With an adopted Vision Zero Action Plan, the City will be eligible for implementation funds in FY2026.	$200K-$25M	Annual: FY2025 applications closed in June 2025. FY2026 (the final cycle) NOFO due May 26, 2026. Note: FY2026 will be the last committed grant cycle as part of the IJAA. Future grant cycles will depend on what happens with the transportation authorization funding package at the federal level
Surface Transportation Block Grant (STBG)	Federal Highway Administration	Bicycle and pedestrian infrastructure projects.	Funds are administered at the County level through the Fresno Council of Governments. Projects awarded with STBG funding require an 11.47% match by the project sponsor for all project phases.		Varies; funding for FFY 2027/2030 closed Oct. 2025. Next cycle will likely open with the next Federal Transportation Improvement Program
STATE					
Active Transportation Program (ATP)	California Transportation Commission	Bicycle and pedestrian infrastructure projects	Prioritizes projects in disadvantaged communities that closes gaps in pedestrian and bicycle infrastructure between communities of need.	$500K-$2M	2-4 Year Cycle: ATP Cycle 8 Call for Projects is scheduled to open March 19–20, 2026, with applications due June 22, 2026.
California Highway Safety Improvement Program (HSIP) PRIORITY GRANT PROGRAM FOR FRESNO	California Department of Transportation (Caltrans)	Infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.	Funds projects and programs that reduce traffic fatalities and serious injuries by correcting or improving a specific problem. Highly competitive at the state level – roughly 75% of projects were funded during Cycle 12. Requires a Vision Zero Action Plan or an eligible local road safety plan. HSIP can be used to fund systemic safety treatments across multiple locations, or location-specific and corridor-level safety interventions.	$100K-$10M	2-Year Cycle: Cycle 13 schedule not yet released. Monitor HSIP for future NOFOs.

Program	Agency	What it Supports	Description	Typical Award Amount	Application Cycle and Next Deadline
California Sustainable Transportation Equity Project (STEP)	California Air Resources Board	Funds clean transportation and supporting projects, including public transit and shared mobility services, pedestrian and bicycle infrastructure, urban greening, land use planning and housing policy, workforce development, and clean transportation planning and education.	Funds community-led transportation projects that address local transportation needs, increase access to key destinations, and reduce vehicle miles traveled in disadvantaged or low-income communities.	$3M-$14M	Annual: No current funding available; application window is currently closed. Monitor CARB for future RFA announcements
Sustainable Transportation Planning (STP) Grants	California Department of Transportation (Caltrans)	Planning, community engagement, and studies to improve bicycle and pedestrian connections	Funds for communities to do planning, studies, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects.	$100K-$500K	Annual: FY2026-27 applications closed November 2025. Next cycle NOFO anticipated Fall 2026.
Local Streets and Roads Program (LSRP)	California Department of Transportation (Caltrans)	Infrastructure projects that improve or add pedestrian crosswalks, accessible sidewalks, road repair, lane reconfiguration, and bike facilities	Provides approximately $1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Varies	Annual: Typically opens in spring – monitor Caltrans Local Assistance updates in early 2026.
LOCAL					
Measure C PRIORITY FUNDING MECHANISM FOR FRESNO	Fresno County Transportation Authority	Funds transportation projects across the region including local streets and roads, highway improvements, transit services, bike lanes, pedestrian pathways, and environmental transportation programs.	Funds projects that improve the overall quality of Fresno County's transportation system.	Varies	Current Measure C extension set to expire 2027; a citizen-led Measure C will be on the 2026 ballot.
San Joaquin Valley Air Pollution Control District's Bikeway Incentive Program (Bike Path Program)	California Air Pollution Control Board	Bicycle facility projects including: Class I: Bicycle paths/trails Class II: Bicycle lane striping Class III: Bicycle route signage and shared-lane markings (e.g., sharrows)	Funds the development or expansion of a comprehensive bicycle-transportation network which will provide a viable transportation option for travel to school, work, and commercial sites.	Class I: Up to $150,000 per project Class II: Up to $100,000 per project Class III: Up to $100,000 per project	Typical annual call-for-projects; exact 2026 cycle dates not posted

Programmatic Funding Opportunities

Several state grant resources can be leveraged by school districts and other lead/partner agencies to support implementation of programmatic opportunities to advance Vision Zero priorities.

TABLE 12 Programmatic Competitive Grant Opportunities

Program	Agency	What it Supports	Description
Active Transportation Program (ATP)	California Transportation Commission	Safe Routes Programs (including infrastructure and non-infrastructure)	Funds a wide range of capital and non-capital projects. A strong preference is given to projects in disadvantaged communities that closes gaps in pedestrian and bicycle infrastructure between communities of need. Applicants include jurisdictional agencies as well as schools/school districts.
California Office of Traffic Safety (OTS) Grants	California Office of Traffic Safety	Certain activities under the SRTS, safety/ education and enforcement programs	Funds traffic-safety education, awareness and enforcement programs aimed at drivers, pedestrians, and cyclists. Fresno County and the Fresno Unified School District are currently using OTS funding to fund Safe Routes to Schools projects across the city and the county.
California Highway Safety Improvement Program (HSIP)	California Department of Transportation (Caltrans)	Certain activities under the SRTS, safety/ education and enforcement programs	Funds projects and programs that reduce traffic fatalities and serious injuries by correcting or improving a specific problem. Highly competitive at the state level.
Local Control and Accountability Plan (LCAP)	California Department of Education	Non-infrastructure safe routes to school activities	The LCAP is a three-year plan that describes the goals, actions, services, and expenditures to support positive student outcomes that address eight key state and local priorities related to school standards, student achievement, parent involvement, and school climate.



Performance Measures

Tracking progress is essential to achieving Vision Zero. Performance measures help the City understand whether safety strategies are working, identify emerging trends, and adjust approaches as needed. Transparent performance tracking also supports accountability by clearly communicating progress to City leadership, partner agencies, and the public.

While reductions in traffic fatalities and serious injuries remain the ultimate measure of success, the City will also use leading indicators, such as changes in vehicle speeds, implementation of safety treatments, and progress on Vision Zero actions, to assess whether Fresno is moving in the right direction over time. Together, these measures reinforce Vision Zero as an ongoing, data-informed effort rather than a one-time plan.

Vision Zero Data Dashboard

The City of Fresno has developed a public-facing Vision Zero Data Dashboard to track and communicate progress over time. The dashboard provides up-to-date information on crash trends, locations, severity, and contributing factors, and serves as the primary tool for annual reporting on Vision Zero performance.

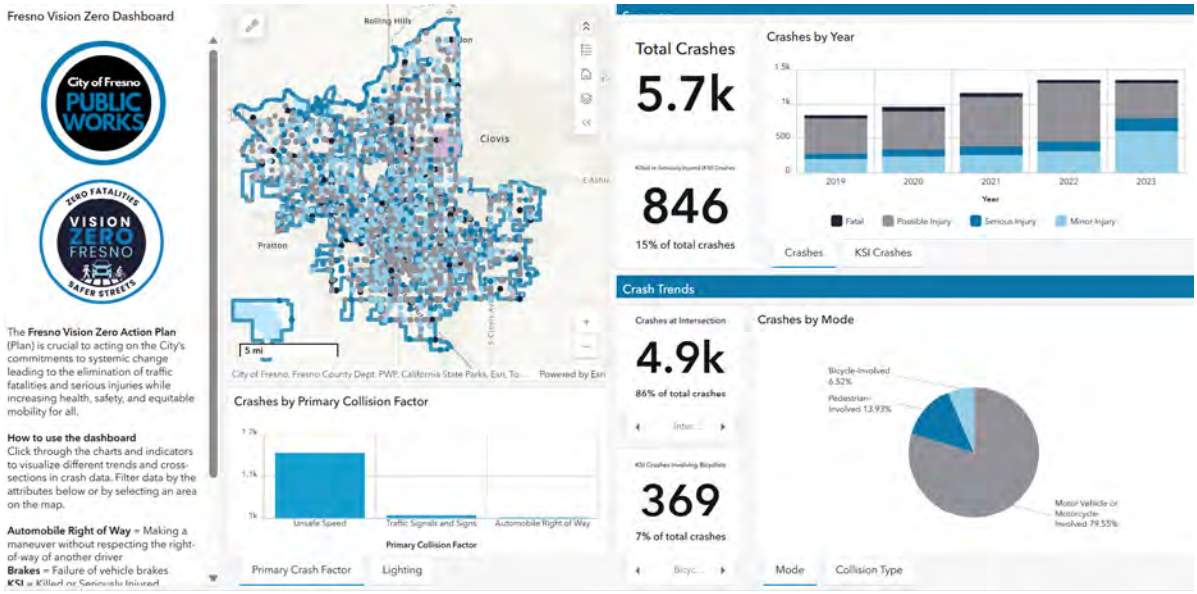

FIGURE 11 Fresno Vision Zero Data Dashboard

The dashboard is publicly accessible and allows community members, decision-makers, and partner agencies to view trends across the city and filter data based on:

- Crash trends
- Crashes by mode
- Crashes by severity
- Crashes by year
- Primary collision factors
- Crashes by lighting conditions

By making safety data accessible and easy to understand, the dashboard supports transparency, builds public trust, and helps keep Vision Zero outcomes visible over time. The dashboard is designed to evolve as new data sources become available, including improved coordination between local and statewide crash databases and partnerships with hospitals and public health agencies. Over time, it may expand to include additional performance measures beyond crash outcomes to support evaluation of safety strategies and investment priorities.

While crash and injury data remain critical for measuring long-term safety outcomes, the City recognizes that these data often lag by several years. To demonstrate near-term progress and maintain accountability, updates over the next 5-years to the Vision Zero Data Dashboard will incorporate a limited set of short-term, process-based performance measures that reflect implementation activity and momentum.

These measures may include:

- Number of street redesign or safety improvement projects completed annually
- Implementation of proactive speed management measures, such as speed limit updates or traffic calming installations
- Adoption or updates of Vision Zero–related policies and standards
- Community outreach and engagement activities conducted each year
- Progress on priority Vision Zero action items

Together, these near-term indicators will complement crash data by showing how the City is advancing Vision Zero strategies in real time, particularly within the first five years of implementation.

Plan Updates and Next Steps

Vision Zero is a long-term commitment that requires continuous learning and adaptation. As safety improvements are implemented and conditions change, the City should regularly revisit and update this Action Plan to reflect new data, community input, and lessons learned. No city has completely solved roadway safety, and best practices are evolving. This plan will be updated to reflect those evolutions and ensure that strategies remain relevant and that resources continue to be directed where they are most needed.

Next steps following adoption of this Plan include advancing recommended priority projects, implementing systemic safety treatments using the Major Streets Traffic Calming Toolkit, and continuing to refine policies and programs identified through the Vision Zero Taskforce. The top five priority intersections and street segments highlighted in earlier chapters are intended to serve as early implementation opportunities and as examples for applying similar strategies across the City. They can also be used to apply for future grant opportunities.

By pairing strong leadership, coordinated action, sustainable funding, and transparent performance tracking, Fresno can make steady progress toward its Vision Zero goal—**to eliminate all traffic fatalities and severe injuries while promoting safe, healthy, and equitable mobility for all road users.**


ZERO FATALITIES
VISION
ZERO
FRESNO
SAFER STREETS

APPENDIX A



Major Streets Traffic Calming Toolkit



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INTRODUCTION

The City of Fresno is working to improve street safety amid rising crash-related fatalities and injuries. This is particularly true on major streets (arterials, major collectors) where higher speeds, wider streets, and greater traffic volumes increase the prevalence of severe collisions. This *Major Streets Traffic Calming Toolbox* can also be interpreted as an *Arterial and Collector Speed Management Toolbox*. It identifies context-appropriate countermeasures for improving street safety and reducing the likelihood of crashes, specifically along arterials and collectors. This toolbox provides a range of countermeasures that address common safety challenges on the city's major streets. This toolkit responds to Fresno's existing conditions and crash history by focusing on proven safety measures that respond to common crash types on major streets in Fresno.

The City of Fresno's General Plan[1] defines arterials and collectors as follows:

Facility Type	Typical Configuration	Primary Purpose	Access Characteristics
Super-Arterial	Four- to six-lane divided roadway with median separation	Moves high volumes of multi-modal traffic between major generators and across subregions	Very limited access. Select right-in/right-out access points between major intersections; limited partial median openings (max one per half-mile). No left turns allowed out of local streets or properties.
Arterial	Four- to six-lane divided roadway with median separation	Moves traffic within and between neighborhoods and provides connections to freeways and expressways	Somewhat limited access to adjacent properties. Major intersections allow full movements; selected local street intersections may allow left turns where appropriately designed and spaced.
Collector	Two- to four-lane undivided roadway (typically without median; often includes center two-way left-turn lane)	Connects local streets to arterials and serves neighborhood traffic generators while providing property access	Local street intersections and driveway access permitted consistent with City standards. Typically allows two-way left-turn access via center turn lane.

[1] See City of Fresno General Plan section 4.3 Roadways and Automobiles for more information on street classification.
Fresno General Plan

HOW TO USE THE TOOLKIT

City staff are encouraged to use this document as guidance when evaluating safety interventions, acknowledging that each location is unique and that solutions should be supported by engineering judgment. This guide can be used as a complement to the City's current traffic calming practices on neighborhood streets through the Neighborhood Traffic Calming Program.

The countermeasures are organized into four categories; however, countermeasures may correspond to more than one category:

1. Travel Lanes
   Includes countermeasures that focus on design and operational improvements to lane configurations to enhance safety and mobility.
2. Intersections and Crossings
   Includes countermeasures that address design and operational improvements at intersections, which are critical due to the number of street users, movements, interactions, and decisions at these locations.
3. Speed Management
   Includes countermeasures that focus on reducing motorists' speeds, as excessive speeds significantly increase the likelihood and severity of crashes.
4. Signs and Signals
   Includes countermeasures that relate to regulatory, warning, and traffic control devices that guide the behavior of streets users.

In the Toolbox, each countermeasure is organized as follows:

Countermeasure

Description

Provides a brief depiction of the measure or measures.

Safety Benefits

Lists all the potential safety benefits that, when implemented, the countermeasure could provide.

Target Crash Types

Identifies crash types the countermeasure targets, including:

- **Head-on** is a crash that happens when two motorists travelling in opposite directions collide front to front.
- **Intersection-related** is a crash that happens at an intersection, usually related to turning maneuvers, motorists failing to yield, or motorists running through red lights.
- **Lighting conditions-related** is a crash that happens when lighting conditions related to time of day or the weather affect the visibility of the street, leading to a collision.
- **Pedestrian involved and/or bicyclist involved** is a crash where a pedestrian or a bicyclist is involved in the collision.
- **Rear end** is when a motorist crashes into the back of another vehicle.
- **Roadway or lane departure** is a crash that happens when a motorist swerves out of the travel lane and collides with another vehicle or with an object.
- **Side impact** is when a motorist crashes into the side of another vehicle.
- **Speeding-related** is a crash that happens as a result of a motorist travelling above the posted speed limit.

Crash Reduction

Refers to Crash Modification Factors (CMF) used by the Federal Highway Administration (FHWA) to provide a quantitative measure of the expected change in the number of crashes resulting from the implementation of the countermeasure. When referring specifically to the estimated percentage decrease of crashes, the FHWA calls it 'Crash Reduction Factors (CRF). The FHWA determines the factors by historical data and analysis of past interventions, but not all countermeasures have been researched, analyzed, and assigned a CMF.

In the state of California, Caltrans has prioritized a small number of CRFs and has linked them to applications for grants with the aim of establishing an accurate comparison between projects. The Toolbox identifies these CRFs through the reference "(CT)" at the end of the factor.

Considerations and Applicability

Outlines where the countermeasure is most effective and what factors should be considered during implementation. The section describes suitable locations based on traffic patterns and context while addressing design constraints and maintenance needs, and identifies potential impacts, tradeoffs, and conflicts that may arise as a result of implementation

Feasibility

Provides a threshold of the countermeasure's implementation cost represented as a graphic scale from low to high. Shaded circles indicate where the countermeasure falls within the scale. If more than one circle is shaded it indicates the cost falls within a range.



This section also provides infromation on funding opportunities for planning and implementing the countermeasures, including federal, state, and local grant programs.

Resources

Includes federal manuals, design guidelines, and research that refer to the countermeasure.

Coordinating Speed Management with Emergency Management Vehicles

Performance and System Level Considerations

Emergency response time is a critical performance measure for transportation networks. Delays in emergency vehicle travel can negatively affect outcomes for fire suppression, emergency medical services (EMS), and law enforcement response. Research and publicly available resources suggest strategies to balance the tradeoffs of traffic calming measures, emergency response times, vehicle sizes, and reliability.

Key considerations for emergency services travel and reliability include:

- **Network effects:** Countermeasures that introduce additional delay or deflection should be evaluated in the context of emergency response routes.
- **Temporal patterns:** Peak travel demands can compound emergency response delay; designs should account for variability in travel times.
- **Performance measures:** Emergency response time reliability can be incorporated into project evaluation criteria alongside safety and mobility metrics.

Design Impacts on Emergency Vehicles

Physical speed management features and roadway geometries implemented to reduce vehicle speeds and improve safety outcomes can affect larger vehicles, including fire apparatus and ambulances, by creating additional delay, vehicle handling challenges, or potential for equipment wear. Federal guidance specifically highlights the need to balance the safety benefits of geometric treatments with potential impacts on emergency mobility:

- The Federal Highway Administration's *Traffic Calming ePrimer* documents that geometric measures that create deflection are effective at lowering vehicle speeds but *must be designed to maintain emergency vehicle access*.[2] Design variants such as speed cushions, mountable curbing, or provision of bypass lanes are common design strategies to maintain access while preserving safety benefits.
- Professional safety organizations, including the Insurance Institute for Highway Safety (IIHS), emphasize that physical traffic calming treatments are effective at reducing speeds and crashes, but that coordination with emergency service providers is a recommended best practice to ensure operational compatibility.[3]

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[2] FHWA Speed Management / Traffic Calming ePrimer — addresses traffic calming effects on speeds and the need for design consideration for emergency vehicles. https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer

[3] Insurance Institute for Highway Safety (IIHS), *Traffic Calming* Topic Page — describes safety benefits of traffic calming and best practices. https://www.iihs.org/topics/traffic-calming

Emergency vehicle compatibility should not be assumed; instead, treatment design should explicitly account for vehicle dimensions, turning radii, and operational characteristics of local fire and EMS fleets. Early engagement with emergency service providers can help identify preferred design treatments and mitigation options that reduce delay without compromising safety.

Operational Countermeasures and Mitigations

In addition to geometric design features, operational countermeasures can mitigate potential negative impacts on emergency response. For example, *traffic signal priority and preemption* systems allow emergency vehicles to influence signal timing, reducing delay at signalized intersections and improving travel time reliability for responders. These systems are referenced in national signal control guidance and have been documented in public signal design manuals.[4]

Other operational strategies that should be considered in conjunction with physical countermeasures include:

- Coordination of signal timing along key emergency routes.
- Use of real-time traveler information and routing for emergency vehicles.
- Detection and priority systems for emergency responders.

Implications for Countermeasure Applicability

Incorporating emergency response considerations into countermeasure evaluation and selection supports a more balanced and context-sensitive application of traffic safety treatments. Countermeasure selection and implementation should include:

- Identifying locations where emergency vehicle responsiveness is a critical performance factor.
- Evaluating geometric and speed management measures and their potential impact on emergency travel times.
- Engaging fire, EMS, and law enforcement agencies early in the planning and design phases to identify concerns and mitigation strategies.
- Considering operational enhancements such as traffic signal priority as part of the countermeasure suite.

These considerations help ensure that countermeasure recommendations not only improve safety and traffic operations for the public but also support essential emergency services.

[4] Traffic Signal Preemption (public overview) — explains priority signal control for emergency vehicles. https://en.wikipedia.org/wiki/Traffic_signal_preemption

Medians and Pedestrian Islands

Travel Lanes

Description



Medians are raised or street level areas that separate opposing traffic.

Pedestrian islands are designated refuge spaces in the middle of the crosswalk where people can wait and safely cross the street in two stages.

Considerations and Applicability

- Ensure that the street section is wide enough to include a median and still have the lanes' widths within regulations.
- Ensure access and flow management by aligning the median gaps with intersections, driveways, and turning lanes.
- Coordinate with the Fire Department and School Districts to ensure that emergency vehicle, school bus, and public transit access can be maintained.
- Make the pedestrian islands between 4 feet and 8 feet wide to ensure pedestrian safety and comfort.

Recommended:

- Implement medians on multilane streets and streets with traffic volumes over 9,000 vehicles per day.
- Implement pedestrian islands at mid-block crossings.
- Implement pedestrian islands in zones with a high number of pedestrians or vulnerable street users, including near schools, hospitals, and senior living centers.

Safety Benefits	Feasibility
Medians help organize opposing traffic flows and calm speeds, enhancing visibility and predictability of motorists' movements. Pedestrian islands enhance safety by reducing pedestrian exposure to traffic and providing a refuge when crossing. **Targets:** • Head-on crashes • Intersection-related crashes • Lane departure crashes • Pedestrian-involved crashes • Side impact crashes	**Cost Range**  **Grants | Funding** Active Transportation Program (ATP) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Safe Streets and Roads for All (SS4A) California Office of Traffic Safety Grants (OTS) Local Streets and Roads Program (LSRP) Solutions for Congested Corridors Program Surface Transportation Block Grant Program (STBG) Highway Safety Improvement Program (HSIP)
Crash Reduction	**Resources**
25% Reduction in all crash types when installing a raised median on approaches. (CT) **45%** Reduction in pedestrian crashes when installing a raised median and pedestrian island at unsignalized intersections. (CT)	FHWA Proven Safety Countermeasures Pedsafe Guide GDCI Global Street Design Guide California Local Roadway Safety Manual

Narrow Travel Lanes

Description



Travel lanes typically range in width from 9 feet to 12 feet based on the street's function and context; narrow lanes are considered those between 9 feet and 10 feet. Nine-foot travel lanes are only feasible where striping, mountable features, or operational treatments are provided to accommodate larger vehicles such as emergency responders and transit vehicles. Narrow lanes help manage speeds and can free up space to accommodate infrastructure needs or other street users.

Considerations and Applicability

- Ensure that lane widths align with local regulations.
- Coordinate with the Fire Department and School Districts to ensure that emergency vehicle, school bus, and public transit access can be maintained.

Recommended:

- Implement narrow travel lanes on streets with lower posted speed limits or with low traffic volumes.
- Implement in dense urban and/or residential areas.
- Implement in areas with a high volume of people walking and/or biking.

Not recommended:

- Implementation is not recommended on streets with regular transit service or freight traffic.

Safety Benefits	Feasibility
Narrow travel lanes enhance road safety by encouraging slower motorists' speeds which reduces the likelihood and severity of crashes. **Targets:** • Pedestrian or bicyclist involved crashes • Speed-related crashes	**Cost Range**  **Grants | Funding** California Office of Traffic Safety Grants (OTS) Local Streets and Roads Program (LSRP) Solutions for Congested Corridors Program Caltrans Sustainable Transportation Planning Grant Congestion Mitigation and Air Quality Improvement Program Surface Transportation Block Grant Program (STBG) Highway Safety Improvement Program (HSIP)
Crash Reduction	**Resources**
24% Reduction in all crash types when converting 12 foot lanes to 11 foot lanes. **42%** Reduction in all crash types when converting 12 foot lanes to 10 foot lanes.	FHWA Safety Countermeasures NACTO Urban Street Design Guide GDCI Global Street Design Guide

Road Diet

Travel Lanes

Description



A road diet is a street reconfiguration that usually involves reducing travel lane widths or eliminating travel lanes, resulting in fewer travel lanes and often the space to accommodate other modes. The redesign encourages slower speeds and allows for the safe integration of different street users.

Considerations and Applicability

- Ensure widths align with local regulations.
- Coordinate with the Fire Department and School Districts to ensure that emergency vehicle, school bus, and public transit access can be maintained.
- Include bike lanes where needed and feasible.

Recommended:

- Implement on streets with excess roadway capacity.
- Implement on multi-lane streets.
- Implement in areas with high pedestrian/or bicyclist volumes.
- Implement where there is a need for dedicated left-turn lanes.

Not recommended:

- Implementation is not recommended on streets with an ADT of 10,000 or above.

Safety Benefits

Road diets enhance road safety by encouraging slower motorists' speeds, defining motorists' maneuvers, shortening pedestrian crossings, and minimizing conflicts between street users.

Targets:

- Intersection-related crashes
- Pedestrian and bicyclist involved crashes

Feasibility

Cost Range

○●●●

Grants | Funding

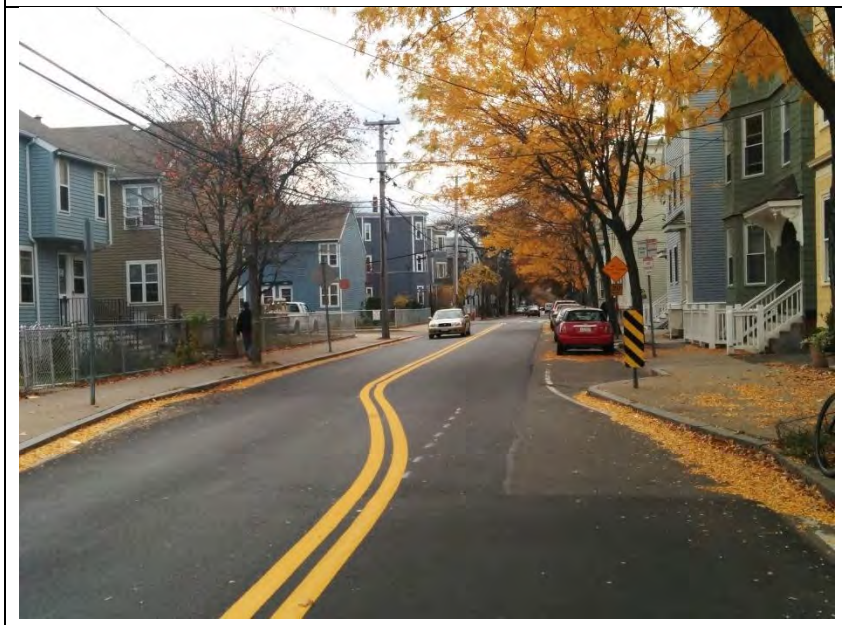
Active Transportation Program (ATP)
Better Utilizing Investments to Leverage Development (BUILD)
Safe Streets and Roads for All (SS4A)

• Rear-end crashes • Speed-related crashes	California Office of Traffic Safety Grants (OTS) Local Streets and Roads Program (LSRP) Solutions for Congested Corridors Program Surface Transportation Block Grant Program (STBG) Clean California Local Grant Highway Safety Improvement Program (HSIP)
Crash Reduction	Resources
35% Reduction in all crash types when converting or replacing vehicle lanes with left-turn and bike lanes. (CT)	FHWA Road Diet Desk Reference FHWA Proven Safety Countermeasures NMDOT Design Manual California Local Roadway Safety Manual

Chicanes

Travel Lanes

Description



Chicanes are horizontal deflections which use a series of alternating curb extensions placed mid-block that guide motorists into multiple lane shifts and increase motorists' awareness and reduce speeds.

Considerations and Applicability

- Consider drainage needs when implementing chicanes.
- Make sure the street width allows for chicanes.
- Consider the impact of the reduction in parking spaces.
- Utilize the gained space to incorporate landscaping elements.
- Identify emergency vehicle needs.
- Ensure chicanes are visible to motorists.

Recommended:

- Implement on residential streets.
- Implement on downtown streets
- Implement in school zones and near parks.

Not recommended:

- Implementation is not recommended on truck routes and transit corridors.
- Implementation is not recommended on streets with more than one travel lane in each direction.

Safety Benefits	Feasibility
Chicanes encourage safer driving behavior by reducing straight-line acceleration and increasing motorist awareness enhancing motorist and pedestrian safety. **Targets:** • Pedestrian and bicyclist involved crashes • Speed-related crashes	**Cost Range**  **Grants | Funding** Active Transportation Program (ATP) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Safe Streets and Roads for All (SS4A) California Office of Traffic Safety Grants (OTS) Local Streets and Roads Program (LSRP) Solutions for Congested Corridors Program Surface Transportation Block Grant Program (STBG) Clean California Local Grant
Crash Reduction	**Resources**
While the FHWA CMF Clearinghouse does not list a treatment-specific CMF labeled *chicane*, the Clearinghouse does include CMFs for *traffic calming* treatments incorporating horizontal deflection. For example, an approximate 33% reduction in crashes is documented for traffic calming treatments on urban minor collectors (FHWA CMF Clearinghouse, CMF ID 131), demonstrating measurable crash reduction associated with physical speed management measures.	NACTO Urban Street Design Guide Pedsafe Guide GDCI Global Street Design Guide California Local Roadway Safety Manual FHWA Speed Management Crash Modification Factors Clearinghouse

Roundabout

Intersections and Crossings

Description



A roundabout is a circular intersection that eliminates stop signs and signals and relies on the motorists who are entering the intersection to yield to the traffic already inside. Motorists travel counterclockwise around a center island at slower speeds, improving traffic flow and road safety.

Speed calming features like channelized approaches and curvature design must be incorporated to ensure low travel speeds of 30 mph.

Considerations and Applicability

- Ensure that there is enough space for the central island and the entry and exit lanes.
- Incorporate adequate designs for pedestrians and bicyclists, such as setback pedestrian crosswalks.
- Add destination signage at the entry and exit points.
- Incorporate splitter islands or road markings to organize flows.
- Include speed signage and design features to slow down motorists approaching the intersection.
- Consider that this type of intersection may be challenging for people with visual disabilities.
- Coordinate with the Fire Department and School Districts to ensure that emergency vehicle, school bus, and public transit access can be accommodated.

Recommended:

- Implement at intersections with moderate to high traffic volumes.
- Implement at intersections with a history of left-turn crashes.
- Implement in urban, suburban, and rural areas.

Not recommended:

- Implementation is not recommended on streets with high-speed limits.
- Implementation is not recommended at intersections with unbalanced traffic volumes.
- Implementation is not recommended at locations with high pedestrian volumes.

Safety Benefits	Feasibility
Roundabouts reduce conflict points and encourage slower speeds, decreasing the likelihood of severe crashes. They can also improve pedestrian safety by providing shorter crossing distances and pedestrian islands when designed and implemented properly. **Targets:** • Intersection-related crashes • Pedestrian-involved crashes • Side impact crashes	**Cost Range**  **Grants | Funding** Surface Transportation Block Grant (STBG) Highway Safety Improvement Program (HSIP) Safe Streets and Roads for All (SS4A) Local Streets and Roads Program (LSRP)
Crash Reduction	**Resources**
82% Reduction in all crash types when converting a stop-controlled intersection into a single-lane roundabout. **35% - 67%** Reduction in all crash types when converting a signalized intersection into a roundabout. (CT) **12%-78%** Reduction in left-turn crashes when converting an intersection into a roundabout. (CT)	FHWA Roundabouts with Pedestrians and Bicycles FHWA Roundabouts: An Informational Guide Pedsafe Guide FHWA Proven Safety Countermeasures California Local Roadway Safety Manual

Protected Intersection

Intersections and Crossings

Description



A protected intersection incorporates infrastructure like corner islands and signal elements that prioritize the safety and traffic of pedestrians and bicyclists.

Considerations and Applicability

- Ensure that adequate space is available for the redesign of the intersection.
- Consider that traffic flow may be affected.
- Coordinate with the Fire Department and School Districts to ensure that emergency vehicle, school bus, and public transit access can be maintained.

Recommended:

- Implement in urban and suburban areas
- Implement at locations with a high number of pedestrians and bicyclists.
- Implement on transit corridors

Not recommended:

- Implementation is not recommended in rural or low-density urban areas.
- Implementation is not recommended in intersections with limited space.

Safety Benefits

Protected intersections reduce collision risks by enhancing visibility and reducing conflicts between street users through clear separation of flows and crossing areas.

Targets:

- Intersection-related crashes
- Pedestrian and bicyclist involved crashes

Feasibility

Cost Range

○●●○

Grants | Funding

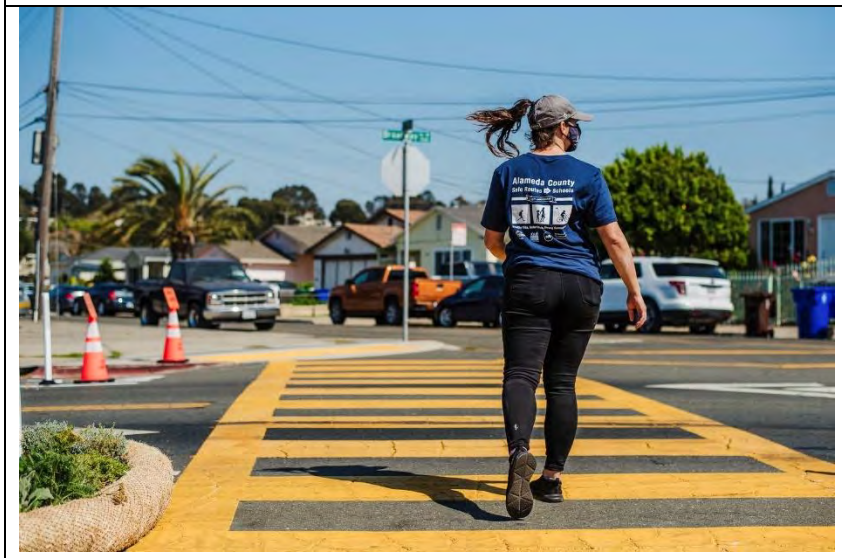
Active Transportation Program (ATP)
Safe Streets and Roads for All (SS4A)
Highway Safety Improvement Programs (HSIP)
California Office of Traffic Safety Grants (OTS)
Local Streets and Roads Program (LSRP)

Crash Reduction	Resources
59% Reduction in bicyclist-involved injury crashes at intersections when installing cycle tracks, bike lanes, or on-street cycling.	Caltrans Pedestrian Safety Countermeasures Toolbox NACTO Urban Street Design Guide MASSDOT Separated Bike Lane Planning and Design Guide

Crosswalk Visibility Enhancements

Intersections and Crossings

Description



Crosswalk visibility enhancements are design and marking improvements that make pedestrian crossings more noticeable to all street users. This approach includes:

High visibility markings using reflective and durable paint.
Advanced warning signs alerting motorists to upcoming crosswalks.
Overhead lighting enhancing visibility at intersections.
Rectangular Rapid Flashing Beacons (RRFB) providing active warning crosswalk beacons to motorists.

Considerations and Applicability

- Take into consideration speed limits when choosing intervention type.
- Assess pedestrian volumes at crosswalks.
- Ensure regular maintenance at crosswalks.
- If possible, follow a systematic approach to enhance predictability.

Recommended:

- Implement at mid-block crossings and unsignalized crossings.
- Implement at intersections with a high volume of pedestrians, like school zones or near transit stops.
- Implement in areas with poor visibility.

Not recommended:

- Implementation is not recommended in areas with low pedestrian activity or volumes.
- Implementation is not recommended on high-speed streets without additional safety measures.

Safety Benefits	Feasibility
Improve pedestrian safety by increasing motorists' awareness and predictability of crosswalk locations. **Targets:** • Pedestrian-involved crashes • Intersection-related crashes • Lighting-related crashes	**Cost Range**  **Grants | Funding** Active Transportation Program (ATP) Safe Streets and Roads for All (SS4A) Highway Safety Improvement Programs (HSIP) California Office of Traffic Safety Grants (OTS) Local Streets and Roads Program (LSRP)
Crash Reduction	**Resources**
35% Reduction in pedestrian-involved crashes when installing or upgrading a high-visibility crosswalk at unsignalized intersections. **CMF ID 9017 • 42%** Reduction in pedestrian-involved crashes when implementing advance yield or stop markings and signs. **CMF ID 1786 • 37%** Reduction in all crash types when installing a pedestrian crossing with signs, ramps, and extensions. **30%** Reduction in all crash types when installing advanced flashing beacons at intersections. (CT) **35%** Reduction in pedestrian-involved crashes when installing RRFB. (CT) **25%** Reduction in all crash types when upgrading pavement markings at unsignalized intersections. (CT) **40%** Reduction in all nighttime crashes when adding lighting at intersections. (CT)	FHWA Proven Safety Countermeasures Pedsafe Guide Manual on Uniform Traffic Control Devices (MUTCD) NCHRP 926 Guidance to Improve Pedestrian and Bicyclist Safety at Intersections California Local Roadway Safety Manual

Corner Redesign

Intersections and Crossings

Description



Corner redesign measures modify intersections by reducing curb radii and/or adding curb extensions. A curb extension is a sidewalk extension that narrows the roadway at intersections or mid-block crossings.

These measures shorten the crossing distance for pedestrians, reduce motorists' turning speeds, and improve visibility between motorists and pedestrians.

Considerations and Applicability

- Coordinate with the Fire Department, School Districts, and public to ensure curb radii are design to accommodate large-vehicle turning movements.
- Allow for adequate water drainage when implementing curb extensions.
- Consider bicyclist circulation when implementing curb extensions.
- A width of 6 feet is suggested for curb extensions.

Recommended:

- Implement at urban and suburban intersections with high pedestrian activity and volumes.
- Implement at locations with frequent turning conflicts.
- Implement in school zones

Not recommended:

- Curb extension implementation is not recommended on streets without an on-street parking lane.

Safety Benefits	Feasibility
Corner redesign improves safety by reducing motorists' speeds, improving visibility and reducing pedestrians' exposure to vehicles. This measure helps reduce conflicts between motorists and pedestrians and bicyclists. Targets: • Intersection-related crashes • Pedestrian and bicyclist involved crashes	**Cost Range**  **Grants | Funding** Active Transportation Program (ATP) Safe Streets and Roads for All (SS4A) Highway Safety Improvement Programs (HSIP) California Office of Traffic Safety Grants (OTS) Local Streets and Roads Program (LSRP) Community Development Block Grant (CDBG)
Crash Reduction	**Resources**
35% Reduction in all pedestrian-involved crashes when installing a pedestrian crossing with signs, ramps, and curb extensions (CT)	Pedsafe Guide NCHRP 926 Guidance to Improve Pedestrian and Bicyclist Safety at Intersections FHWA Traffic Calming ePrimer, Module 3, Part 2 AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities

Adjustments to Existing Slip Lanes

Intersections and Crossings

Description



Slip lanes are channelized dedicated right-turn lanes that allow motorists to turn without stopping.

Adjustments to existing slip lanes can include traffic calming measures and pedestrian-centered interventions to make the intersection safer. Slip lanes may also be eliminated to create a tighter and more controlled intersection.

Considerations and Applicability

- Assess the impact on vehicle capacity and flow when removing the slip lane.
- Reclaim gained space from the lane closure with green infrastructure or amenities.
- When implementing pedestrian-focused measures, add advance sign warnings to increase motorists' awareness.

Recommended:

- Implement at intersections where right turns pose a risk to pedestrians.
- Implement at urban and suburban intersections with a high volume of pedestrians, including school zones, transit hubs, and commercial areas.

Not recommended:

- Implementation is not recommended on major freight or emergency routes.
- Lane closures are not recommended at locations where there is a high number of turning vehicles.

Safety Benefits	Feasibility
Adjustments to existing slip lanes and slip lane closures enhance safety by reducing turning speeds, improving sightlines, and eliminating conflicts between motorists and pedestrians and bicyclists. **Targets:** • Intersection-related crashes • Pedestrian-involved crashes	**Cost Range**  **Grants | Funding** Safe Streets and Roads for All (SS4A) Highway Safety Improvement Programs (HSIP) California Office of Traffic Safety Grants (OTS) Clean California Local Grant Program
Crash Reduction	**Resources**
A crash reduction factor has not been determined for this countermeasure.	Caltrans Pedestrian Safety Countermeasures Toolbox LADOT Vision Zero Toolkit FHWA Countermeasures Pedsafe Guide

Context-Sensitive Speed Limits

Speed Management

Description



Context-sensitive speed limits adjust speed regulations based on the surrounding environment, street classification and function, and street user needs. Catered speed limits differ from statutory speed limits on a case-by-case basis.

Applicability and Considerations

- Accompany the new speed limits with traffic calming measures or adequate enforcement.

Recommended:

- Implement in urban and residential areas.
- Implement in school zones and near parks.

Not recommended:

- Implementation is not recommended on freeways.
- Implementation is not recommended on rural streets with low pedestrian and bicyclist activity.

Safety Benefits	Feasibility
Context-sensitive speed limits enhance safety by reducing motorists' speeds and crash risk and severity. **Targets:** • Speed-related crashes	**Cost Range**  **Grants | Funding** Active Transportation Program (ATP) Safe Streets and Roads for All (SS4A) Highway Safety Improvement Programs (HSIP) California Office of Traffic Safety Grants (OTS) Local Streets and Roads Program (LSRP) Measure C Regional Transportation Program
Crash Reduction	**Resources**
40% Reduction in fatal and serious injury crashes on rural streets when setting the speed limit 5 mph below the engineering study recommendation. **34%** Reduction in all crash types when installing variable speed limits on principal arterials. **65%** Reduction in rear-end crashes when installing variable speed limits on principal arterials.	FHWA Proven Safety Countermeasures FHWA Safe System Approach for Speed Management

Speed Limit Signs and Markings

Speed Management

Description



Signs and markings provide clear, visible guidance on posted speed limits helping regulate motorists' speeds. Signs are installed at regular intervals and sign size depends on the function of the street and its speed.

Pavement markings can reinforce speed regulations by painting the posted speed limit on the street surface. Markings are usually considered in critical areas or where there is a high volume of pedestrians.

Signs and pavement markings are complementary and serve as reminders to motorists to travel at the posted speed limit.

Considerations and Applicability

- Ensure sign and marking placement is visible.
- Use reflective materials and proper sizing.
- Align signs and markings with local regulations.
- Install signs and markings at regular intervals.
- Provide regular maintenance.

Recommended:

- Implement at street entry points.
- Implement at transition zones where the speed limit changes.
- Implement at curves.
- Implement in areas with high pedestrian and/or bicyclist volumes.
- Implement on multimodal corridors.

Safety Benefits	Feasibility
Speed limit signs and markings reinforce safe driving behavior and improve compliance with speed limits, reducing motorists' speeds and reducing crashes and/or their severity. **Targets:** • Speed-related crashes	**Cost Range**  **Grants | Funding** Highway Safety Improvement Program (HSIP) Measure C Funding Active Transportation Program (ATP)
Crash Reduction	**Resources**
A crash reduction factor has not yet been associated with in-roadway speed pavement markings or static speed limit signs.	FHWA Speed Management Toolkit FHWA Proven Safety Countermeasures NCHRP Posted Speed Limit Setting Procedure and Tool California Local Roadway Safety Manual

Speed Feedback Signs

Speed Management

Description



Speed feedback signs are permanent or portable electronic displays that show motorists their speed in real-time.

Considerations and Applicability

- Install the signs where motorists have enough time to react and adjust their speeds before reaching critical areas.
- Ensure sign visibility in all lighting and weather conditions.
- Accompany with speed limit signs, pavement markings, calming measures, and/or enforcement.

Recommended:

- Implement in transition zones and school zones.
- Implement in work zones.
- Implement on downhill segments.

Not recommended:

- Implementation is not recommended in areas with poor visibility.

Safety Benefits

Speed feedback signs increase motorists' awareness and helps maintain speed limits, reducing the risk of crashes.

Targets:

- Speed-related crashes

Feasibility

Cost Range

○●○○

Grants | Funding

Highway Safety Improvement Program (HSIP)
Measure C Funding
Active Transportation Program (ATP)
Community Development Block Grant (CDBG)

Crash Reduction	Resources
34% Reduction in all crash types when installing variable speed limit system where posted speed limits change in real time according to traffic and/or weather conditions. **51%** Reduction in fatal and serious injury crashes when installing variable speed limit system where posted speed limits change in real time according to traffic and/or weather conditions. **65%** Reduction in rear-end crashes when installing variable speed limit system where posted speed limits change in real time according to traffic and/or weather conditions. **7%** Reduction in all crash types when implementing feedback indicator signs at high crash rate curve sites with identified speeding problems.	FHWA Proven Safety Countermeasures NHTSA Countermeasures That Work Pedsafe Guide California Local Roadway Safety Manual

Advanced Stop Lines

Signs and Signals

Description



Advanced stop lines are pavement markings placed ahead of the standard distance from the crosswalks, usually 4 feet before the crosswalk.

This measure may be accompanied by a bike-box, which is a dedicated space at intersections for bicyclists to wait during the stop phase, making them more visible to motorists.

Considerations and Applicability

- Do not place more than 4 feet away from the crosswalk as motorists might not comply.
- Effectiveness of advance stop lines depends on motorist compliance.
- Advance stop lines work best as part of a systemic approach for high-visibility crosswalks.
- Accompany with a bike-box at signalized intersections.

Recommended:

- Implement in areas with a high number of pedestrians and bicyclists.
- Implement at intersections with frequent turning movements.

Not recommended:

- Implementation is not recommended on street sections without traffic control.

Safety Benefits	Feasibility
Advanced stop lines improve visibility of pedestrians and reduce conflicts between motorists and vulnerable street users. **Targets:** • Pedestrian-involved crashes	**Cost Range**  **Grants | Funding** Highway Safety Improvement Program (HSIP) Measure C Funding Active Transportation Program (ATP)
Crash Reduction	**Resources**
15% Reduction in pedestrian and/or bicyclist involved crashes when installing an advance stop bar before a crosswalk. (CT)	Pedsafe Guide Caltrans Pedestrian Safety Countermeasures Toolkit FHWA Step Studio California Local Roadway Safety Manual

Protected Left Turns

Signs and Signals

Description



A protected left turn is an exclusive signal phase that allows left-turning motorists to proceed with a green arrow, while all other traffic and pedestrians are stopped.

Considerations and Applicability

- Implementing a protected left turn could increase the signal cycle length.
- The wait time for pedestrians and bicyclists could increase.
- Additional signal heads and detection systems may be required.

Recommended:

- Implement in locations with high left-turn volumes.
- Implement at intersection with a history of left-turn crashes and/or conflicts.
- Implement on streets with multiple oncoming traffic lanes.
- Implement at intersections with limited visibility.

Not recommended:

- Implementation is not recommended at intersections with low vehicle volumes.
- Implementation is not recommended on corridors with coordinated signal timing needs.

Safety Benefits	Feasibility
Protected left turns eliminate conflicts between turning motorists and other street users, reducing crash risks at intersections. **Targets:** • Intersection-related crashes • Side impact crashes	**Cost Range**  **Grants | Funding** Highway Safety Improvement Program (HSIP) Measure C Funding Caltrans Statewide Traffic Safety Program (STSP) Active Transportation Program (ATP) Safe Streets and Roads for All (SS4A) Community Development Block Grant (CDBG)
Crash Reduction	**Resources**
28% Reduction in all crash types when providing a left-turn lane on one major-street approach. **48%** Reduction in all crash types when providing a left-turn lane on both major-street approaches. **42%** Reduction in left-turn related crashes when changing left-turn signals from permitted to protected only during certain times of day. **55%** Reduction in all crash types when installing a left-turn lane and phase where there was none before. (CT) **30%** Reduction in all crash types when providing a left-turn phase in an existing left-turn lane. (CT)	California Local Roadway Safety Manual

High Visibility Pavement Markings

Signs and Signals

Description



High visibility pavement markings are roadway markings used to delineate space and improve visibility for all street users, especially in the dark and in adverse weather conditions. These can be:

Reflective pavement markings which use paint that is brighter and more durable than standard paint.
Raised pavement markers (RMPs) which are small reflective devices that mark lane boundaries or other specific areas.

Considerations and Applicability

- Provide regular maintenance.
- Ensure alignment with MUTCD standards.

Recommended:

- Implement at crosswalks in areas with high-pedestrian volumes.
- Implement at intersections with frequent conflicts.
- Implement in contexts with weather conditions that affect visibility.
- Implement in rural areas with poor lighting.

Not recommended:

- Implementation is not recommended on streets subject to frequent resurfacing.
- Implementation is not recommended on streets with low traffic volumes.

Safety Benefits	Feasibility
High visibility pavement markings reduce the risk of crashes related to poor visibility by enhancing lane definition and guiding street users through specific areas. **Targets:** • Pedestrian-involved crashes • Lane departure crashes • Nighttime crashes • Intersection-related crashes	**Cost Range**  **Grants | Funding** Highway Safety Improvement Program (HSIP) Measure C Funding Active Transportation Program (ATP) Safe Streets and Roads for All (SS4A)
Crash Reduction	**Resources**
24% Reduction in nighttime crashes in rural areas when implementing reflective pavement markings. **10%** Reduction in fatal and injury related crashes when applying thermoplastic markings in rural areas. **15%** Reduction in all crash types when installing delineators, reflectors and/or object markers when approaching a curve or fixed object. (CT)	FHWA Guidelines for the Use of Raised Pavement Markers FHWA Proven Countermeasures

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, TO ADOPT THE CITY OF FRESNO VISION ZERO ACTION PLAN

WHEREAS, on September 18, 2022, by Resolution No. 2022-183, the City Council authorized the submission of a grant application to the United States Department of Transportation Safe Streets for All program for the development and adoption of a Vision Zero Action Plan; and

WHEREAS, on April 18, 2024, the City Council approved a professional consultant agreement with TDG Engineering, Inc., and affiliate of Toole Design Group, LLC., for the development of a Vision Zero Action Plan; and

WHEREAS, on April 23, 2026, city staff presented the developed draft Vision Zero Action Plan to City Council.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. The City Council finds the adoption of the City of Fresno Vision Zero Action Plan is in the best interest of the City of Fresno.

2. The City Council hereby adopts the City of Fresno Vision Zero Action Plan.

3. This resolution shall be effective upon final approval.

* * * * * * * * * * * * * *

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: DEC

Resolution No. _____

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY K. ALLER, Interim City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

AMY K. ALLER
Interim City Clerk

By: _____
Date
Deputy

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Daniel E. Casas Date
Senior Deputy City Attorney

File #: ID 26-595 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-DD.

REPORT TO THE CITY COUNCIL

FROM: SCOTT L. MOZIER, PE, Director
Public Works Department

BY: JILL M. GORMLEY, TE, Assistant Director
Public Works Department, Traffic & Engineering Services Division

ANDREINA AGUILAR, Chief Engineering Technician
Public Works Department, Traffic & Engineering Services Division

SUBJECT

Active Transportation Advisory Committee (ATAC) Biannual Report (October 2025 through March 2026) (Citywide)

RECOMMENDATION

Staff recommends that Council review and accept the ATAC's biannual report, which provides an overview of activities for the period between October 2025 and March 2026.

EXECUTIVE SUMMARY

On October 8, 2002, the City Council voted 7-0 to establish the Active Transportation Advisory Committee (ATAC), formerly known as the Bicycle and Pedestrian Advisory Committee (BPAC), along with its charter and by-laws. The ATAC was created to advise the Council on bicycle and pedestrian matters citywide, with the goal of ensuring that Public Works projects are designed and implemented with careful consideration for bicyclists and pedestrians.

This biannual report provides an overview of the ATAC's activities and accomplishments from October 2025 through March 2026. The ATAC's intent is to continue providing these reports to the Council on a biannual basis.

BACKGROUND

On October 8, 2002, the City Council voted 7-0 to establish the Bicycle and Pedestrian Advisory Committee (BPAC), along with the charter and by-laws guiding its role in advising the Council on bicycle and pedestrian matters throughout the City. On May 25, 2023, the Council approved a resolution renaming the BPAC to the Active Transportation Advisory Committee (ATAC). This change was in name only, as the committee continued to advance its longstanding goals of promoting safety

and ensuring thoughtful consideration of bicycle and pedestrian needs in the design and implementation of all Public Works projects affecting these users. The ATAC meets monthly and is composed of a representative for each Council District as well as two (2) Mayoral appointees.

Between October 2025 and March 2026, four (4) task force committees were formed to support strategic planning for citywide events. These included the World Day of Remembrance Task Force, Bicycle Parking Task Force, Biannual Report Task Force, and Bike Month Task Force. During this period, ATAC coordinated the World Day of Remembrance event held on November 16, 2025, honoring bicyclists and pedestrians who were victims of vehicle collisions in Fresno.

Through the objectives of the ATAC Charter, members participated in a variety of interactive and exciting events to promote active transportation facilities, education, and community in the City of Fresno. ATAC provided letters of support for grant applications for projects with bicycle and pedestrian components. In addition, members were active in various capacities throughout the community, leading bike rides and repair clinics, being involved in various plan updates, and conducting advocacy. ATAC has been active in the City's planning efforts for the Active Transportation Plan Update and the Vision Zero Action Plan. Members continue to serve as a voice to help build a connected network and to make every street as safe as possible for the City's most vulnerable users with a goal of zero traffic related deaths. Committee members continue to be passionate in their effort to ensure that safety and consideration of bicyclists and pedestrians are included in the planning and design of capital improvement projects.

Goals for the next six months include filling in vacancies on the committee, continuing ATAC's involvement in the Active Transportation Plan update and Vision Zero Action Plan, and providing ongoing support to grant applications for active transportation projects.

Of particular interest to the ATAC are the number of pedestrian and bicycle fatalities occurring within the city limits. Based on monthly activity reports, the following are the number of pedestrian and bicycle fatalities by year:

- 2025 - Pedestrian 28, Bicyclist 3
- 2026 - Pedestrian 1, Bicyclist 0 (January 1, 2026 - February 28, 2026)

Per the charter, the ATAC is tasked with reviewing matters related to walking and bicycling, including the following:

- Provide input into the development and review of the comprehensive bicycle/pedestrian goals, objectives, and policies (i.e. General Plan, Specific Plans, ATP)
- Work with the City to promote bicycle and pedestrian safety
- Review and comment on the functional classification and physical condition of existing bicycle and pedestrian facilities
- Identify road hazards, obstruction, site access restrictions, and circulation impediments as they affect cyclists and pedestrians
- Identify the current provisions of bicycle parking facilities within the City and recommend appropriate bicycle technology and locations which would increase use of bicycles
- Review all projects that fall within the City's jurisdiction insofar as they relate to bicycling and walking
- Evaluate and make recommendations regarding safety issues for all types of bicycle and

pedestrian facilities
- Make recommendations on capital improvements to increase the use and safety of bicycle and pedestrian facilities
- Participate in the review, prioritizing and recommendations of bicycle and pedestrian projects for funding under either Capital Improvement Programs, designated Transportation Development Act Article 3 funds or other district, county, state or federal bicycle and pedestrian grant programs
- Provide input to the City, County, and Police Department regarding enforcement provisions of the vehicle code pertaining to the rights and responsibilities of bicyclists and pedestrians, bicycle parking security and theft prevention, legislation regarding bicycle and pedestrian travel in the City of Fresno
- Participate in the City's effort to promote operator awareness and competence through education programs, coordinating with County projects where available
- Participate in the City's effort to promote bicycling and walking as viable forms of urban transportation and recreation
- Participate in other local, regional or statewide bicycle and walking promotion activities and take a leadership role in planning and implementing Bike to Work Day/Week in May

ENVIRONMENTAL FINDINGS

By the definition in the California Environmental Quality Act (CEQA) Guidelines Section 15378, the biannual report does not qualify as a "project" as defined by CEQA.

LOCAL PREFERENCE

Local preference was not implemented because the biannual report does not include a bid or award a construction or services contract.

FISCAL IMPACT

The biannual report was completed within the operating budget of the Public Works Department. There will be no additional impact on the General Fund.

Attachment:
ATAC Biannual Report October 2025 - March 2026

Active Transportation Advisory Committee

Biannual Report (October 2025 - March 2026)

Overview

During the reporting period, the Active Transportation Advisory Committee conducted five meetings, hosted the World Day of Remembrance, and had a number of active subcommittees including the Bicycle Parking Task Force, the World Day of Remembrance Task Force, the Bike Month Task Force, and the Biannual Report Task Force. Members also served on additional committees spearheaded by the City of Fresno Public Works Department including the Vision Zero Action Plan Task Force and the Active Transportation Steering Committee.

The Committee reviewed numerous active transportation projects during the reporting period, and have recurring concerns about electric bicycle safety and regulations, limited greening and shade included in active transportation projects, connectivity of walking/biking routes, high level of pedestrian and bike collisions and fatalities in the City of Fresno, and the ability to provide usable input when projects are presented for review by the Committee only in late stages of project completion.

CURRENT STATUS OF MEMBERS			
Appointing Authority	**Committee Member**	**Term**	**End of Term**
District 1	Sean Zweifler, Vice Chair	2nd term	October 1, 2028
District 2	Laura Gromis	2nd term	April 4, 2027
District 3	Jacob Bailey	1st term	March 30, 2029
District 4	Aric Mine	1st term	February 19, 2029
District 5	Nick Yovino Jr., Chair	1st term	September 11, 2028
District 6	Dianna Durham	1st term	April 8, 2028
District 7	Edna Pedrosa	1st term	March 21, 2027 (Resigned February 2026)
Mayoral Appointment #1	Paul Marquez	1st term	November 16, 2026
Mayoral Appointment #2	Mohammad Shaikh	1st term	December 12, 2027

PEDESTRIAN AND BICYCLIST COLLISIONS WITHIN FRESNO CITY LIMITS				
Year	**Total Collisions***	**Pedestrians**	**Bicyclists**	**Total Fatalities**
1/1/26 to 2/28/26	574	41 (1 death)	26 (0 death)	1
2025	3,801	254 (28 deaths)	157 (3 deaths)	31
2024	3,860	244 (26 deaths)	131 (7 deaths)	33
2023	4,101	284 (22 deaths)	125 (2 deaths)	24
2022	3,976	212 (23 deaths)	99 (7 deaths)	30
2021	3,807	204 (22 deaths)	84 (3 deaths)	25
2020	3,273	172 (29 deaths)	73 (6 deaths)	35
2019	3,095	180 (20 deaths)	89 (3 deaths)	23
2018	3,208	213 (25 deaths)	117 (5 deaths)	30

**Total Collisions include all documented collisions reported to the Police Department, citywide.*

Monthly Meeting Summaries

October 22, 2025
The Committee received a presentation from Public Works about the Bill of Ordinances related to Bicycle Facilities and Bicyclists. The Committee suggested revisions and shared concerns regarding availability of bike racks and regulation of bike parking. Public Works led discussion and presentations regarding three portions of the Blackstone Smart Mobility Plan. The 2026 Meeting Schedule and Calendar and the Biannual Report were approved. Reports from all active task forces and Committee members were shared. Staff reports were received including the October Traffic Collision Report from the Police Department, and updates from Public Works on the Eaton Trailhead at Fort Washington, the Blackstone AC Overlay from Minarets to Nees, and September's Capital Projects Summary.

December 3, 2025
The Committee nominated Members Yovino and Zweifler as Chair and Vice Chair for the 2026 calendar year, voted to create the Bike Month Task Force, and appointed Chair Gromis, Vice Chair Zweifler, Member Yovino and Member Bailey to the task force. The Committee discussed the recent approval of a major change to the Downtown bike loop in the Active Transportation Plan Update, and expressed concerns related to connectivity, cost, and lack of input on a major change to active transportation infrastructure. The Biannual Report Task Force and the World Day of Remembrance Task Force were dissolved by unanimous vote following approval of the Biannual Report by Council and the successful completion of the World Day of Remembrance event on November 16, 2025. Members shared that the event included 50 attendees, and included testimonies from families of victims, medical community, the Deputy Chief of Police, Public Works, and Councilmember Perea. Attendees particularly enjoyed the commemorative flower lapels provided at the event. Reports were received from Committee members and all active task forces. Staff reports included updates on the ATP and Vision Zero Action Plan, the Police Department's November Collision Report, and presentations regarding the following projects from Public Works: Herndon/BNSK Bridge Widening from Polk to Millburn; Behymer and Granville Traffic Calming Phase II; Cedar Ave Complete Streets from Jensen to Church; Yosemite Safe Routes Street Improvements, Planned Pedestrian Improvements on Bullard between Van Ness and Forkner; and November's Capital Projects Summary. The traffic calming at Behymer and Granville was highlighted by the Committee as an exemplary project, with hopes that similar traffic calming strategies would be incorporated in future projects.

January 28, 2026
The Committee elected Member Yovino as Chair and re-elected Vice Chair Zweifler. A presentation on the Brown Act and Advisory Boards was received, and discussion took place regarding ATAC Priorities and Vision, during which the Committee expressed interest in meeting with the Public Works' Grants Team. Reports were heard from sitting members, and task force teams. Bike Month Task Force reviewed work on Bike Month events including Mayor's Bike Ride, Park to Park and a Bike Rodeo. Staff presented an update on the ATP and Vision Zero Action Plan, and the Police Department's January Collision Report. Public Works presented on the following projects: Fresno Street Overlay from C Street to F Street; Church Avenue Complete Streets Project from MLK Jr. Blvd. to Elm Street; Cesar Chavez Grade Separation; January's Capital Projects Summary; Draft Options for MLK Jr. Blvd/ Pottle Avenue & Cesar Chavez Blvd Intersection Project, of which the committee preferred option 1.

February 25, 2026
Public Works presented on the Active Transportation Plan and timelines, and was presented with a variety of comments, clarifying questions, and recommendations from both the committee and attendees. The Bike Month Task Force presented updates on the Mayor's Bike Ride, and the Park to Park Ride and Bike Rodeo. Members presented reports on their districts. Public Works gave updates on the Bike Ordinances which were approved by Council, as well as the ATP and Vision Zero Plan. The February Traffic Collision Report from Fresno Police Department, and the February Capital Projects Summary were both shared.

March 25, 2026
Public Works' Grants Team presented information regarding grant writing processes and priorities, and project request processes. The Committee asked clarifying questions and suggested environmental justice goals be added to priorities as well as opportunities for the Committee to provide feedback. Public Works presented capital projects updates including: Herndon Frontage Road Traffic Study; River West Project; Bullard Avenue from Van Ness to Forkner Sidewalk Improvement; and March's Capital Projects Summary. The Committee voted to establish the Biannual Report Task Force with Chair Yovino and Member Bailey as the appointees. Reports from each active task force were presented, and the Committee voted to approve the Bike Month Task Force's flyers for the Mayor's Bike Ride and the Park to Park event. Active members presented reports on their districts. Staff presented updated timelines for the ATP Plan, Vision Zero Action Plan, and the Mobility Design Guide, as well as the Police Department's March Traffic Collision Report.

File #: ID 26-566 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-EE.

REPORT TO THE CITY COUNCIL

FROM: FRANCISCO PARTIDA, C.M.,C.A.E., USAP, Interim Director of Aviation
Airports Department

SCOTT L. MOZIER, PE, Director
Public Works Department

BY: ANN D. KLOOSE, Sustainability Manager
Public Works Department

SUBJECT

Actions pertaining to the Parking Lot Solar and Energy Storage at Fresno Yosemite International Airport (FAT): (Council District 4)

1. Approve the First Amendment to the Energy Services Agreement-Solar with ForeFront Power (FFP) BTM Solar, LLC, for the design, financing, construction, installation, operation, maintenance of a 2,970 kW (DC) (estimated) solar photovoltaic system;
2. Approve the First Amendment to the Energy Services Agreement-Energy Storage with FFP BTM Solar, LLC, for the design, financing, construction, installation, operation, maintenance of a 2,000 kW/3,828 kWh (estimated) energy storage system;
3. Authorize the Director of Airports or designee to execute the Amended Energy Service Agreements on behalf of the City of Fresno.

RECOMMENDATION

Staff recommends that the City Council approve the Amendments to the Energy Services Agreements (ESA) with ForeFront Power (FFP), Inc. to adjust the construction schedule and energy pricing, and authorize the Airports Director, or designee, to execute the First Amendment(s) on behalf of the City of Fresno.

EXECUTIVE SUMMARY

The City of Fresno Airports Department executed ESAs with FFP in July of 2021 for solar and battery storage projects to support the new Airport Parking Garage and the Airport Terminal Expansion projects. While the new parking garage solar project is completed and operational, the terminal expansion solar and battery storage project (Project) has experienced delays. Despite delays and rising construction costs, the anticipated savings on electricity bills are still expected to exceed $10.5 million over the next two decades, surpassing the initial projection of $6.85 million when Council approved the original Agreement. This enhanced savings is achievable due to a variety of factors to

include FFP safe harboring federal investment tax credits (ITC) and the Project retaining its Net Energy Metering (NEM) 2.0 status, provided it is completed before the deadline of September 3, 2027. Time is of the essence for approval of the Amendment, procurement of materials and completion of the construction phase.

Since initial approval in July 2021, rising costs have impacted the Project, including construction inflation, tariff hikes, upgrades required by PG&E, phased construction and the possible loss of property tax exempt status. While most cost increases are outside the City's control, the property tax exempt status is currently under review in the CA Legislature with AB 2389. The City is actively supporting this Bill, and if passed, AB 2389 would safeguard and preserve over $1.66 million in PG&E bill savings for this airport. The Amendment assures the City will reap financial advantages, and the resulting savings, if AB 2389 is enacted. In the original Agreement, the Council authorized modifications to the PPA rates and the energy storage system size, within the limits set by the Agreement. The Amendment acknowledges that certain development and construction milestones and energy pricing may be modified due to factors beyond the Provider's reasonable control.

BACKGROUND

The City of Fresno Airports Department executed ESAs with FFP in July of 2021 for solar and battery storage projects to support the new Airport Parking Garage and the Airport Terminal Expansion projects. These new systems are in addition to the previously installed solar systems at the Airport in 2008. While the new parking garage solar project is completed and operational, the terminal expansion solar and battery storage project has experienced delays. It was known at the time of award that both projects would need to coordinate at a future date to accommodate the ongoing construction of the parking garage and the new terminal expansion. The objective of the City's team was to lock in NEM 2.0 favorable pricing which has proven successful.

The 401 kW parking garage project is complete and provides an additional 120 shaded parking spaces at the top garage level. The more expansive airport terminal surface lot project is 3.55 MW in combined solar and battery storage and upon completion will provide an additional 600 shaded spaces. The attached site-map provides an overview of where the solar canopies will be installed. The final location has been based on the closest proximity to PG&E infrastructure for interconnection and will not interfere with future potential airport parking structure plans.

The final airport parking lot project has encountered multiple delays which have been out of the City and FFP's control with much of the additional time needed by PG&E. However, PG&E has worked with the team who have remained diligent and secured a NEM 2.0 project extension deadline of September 3, 2027. It is important to highlight that the allowance for the NEM 2.0 extension granted to the City is a result of prompt actions taken by both the City and FFP at the California Public Utilities Commission (CPUC), advocating for extensions to the current April 15, 2026, deadline should there be any delays caused by the utility.

Despite these delays and rising construction costs, the anticipated savings on electricity bills are still conservatively expected to exceed $10.5 million over the next two decades, surpassing the initial projection of $6 million made when the Council approved the original agreement. This enhanced savings is achievable due to a variety of factors to include FFP safe harboring federal investment tax credits (ITC) and the Project retaining its NEM 2.0 status, provided the Project is finished before the

September 3, 2027, deadline.

Since gaining initial approval in July 2021, rising costs have impacted the final Project. These cost factors include construction inflation, tariff hikes, the installation of a fire hydrant at the battery site, essential upgrades required by PG&E for interconnection, construction phases aimed at reducing parking disruptions, and the possible loss of property tax exempt status. While most of these cost increases are outside the City's control, the matter of property tax exempt status is currently under review in the CA Legislature with AB 2389. If this bill is passed and signed by the Governor, AB 2389 would safeguard and preserve over $1.66 million in PG&E bill savings for this Project over the next twenty (20) years. The City Manager has sent a letter of support to the legislature, and follow-up meetings with the Legislatures' and Governor's office have taken place to emphasize the significance of backing this legislation. It should be noted that the Amendment outlines in Exhibit A that if AB 2389 is enacted in its original form, the City will reap financial advantages, and the resulting savings will be allocated accordingly.

In the original agreement, the Council granted the Director of Airports the authority to approve modifications to the Power Purchase Agreement rates and the energy storage system size, within the limits set by the Agreement. This includes the ability to execute related documents necessary for the financing of the solar and energy storage systems. Since the Agreement's execution, the Project has faced delays due to interconnection issues and utility coordination, which necessitate system upgrades and adjustments. The Amendment acknowledges that certain development and construction milestones and energy pricing may be modified due to factors beyond the Provider's reasonable control.

The updated rate of $0.2107/kWh is fixed for 20 years and is significantly lower than PG&E rates which will certainly rise during this time. The projected 20-year Project savings are now over $10 million.

The City Attorney's Office has reviewed and approved the Amendments as to form.

ENVIRONMENTAL FINDINGS

On July 29, 2021, when City Council awarded these contracts, Council also adopted a finding of Categorical Exemption pursuant to Section 15303, Class 3 *New Construction or Conversion of Small Structures* and Section 15311, Class 11 *Accessory Structures,* pursuant to CEQA Guidelines for these contracts and their subsequent Agreements.

LOCAL PREFERENCE

Local Preference was not implemented in this procurement because it is a cooperative purchase contract. However, the construction portion of the Project is being competitively bid by ForeFront with a continued commitment to hiring local labor to include IBEW Local 100.

FISCAL IMPACT

The Project is located in Council District 4 and the approval of this Amendment will have no impact to the General Fund. The projected utility bill savings will have a positive impact on FAT's ongoing O&M

costs, which supports Airports initiative to grow net revenue through prudent fiscal management.

Attachments:
ESA - Solar
ESA - Energy Storage
Project Area Map
Categorical Exemptions
FAT Proposed Parking

AMENDMENT NO. 1 FOR ENERGY SERVICES AGREEMENT – SOLAR FRESNO YOSEMITE INTERNATIONAL AIRPORT

Date: May ____, 2026

Reference: Reference is hereby made to the following agreement (Agreement):

Energy Services Agreement – Solar (Fresno Yosemite International Airport), dated August 1, 2021, between FFP BTM Solar, LLC (Provider) and City of Fresno (Purchaser).

Premises: 5175 E. Clinton Way, Fresno, CA 93727; APN: 494-071-78T

Purchaser: City of Fresno, a California Municipal Corporation

Provider: FFP BTM Solar, LLC, a Delaware limited liability company

Definitions: Capitalized terms not otherwise defined herein shall have the meaning ascribed to such term in the Solar Agreement.

Background: On August 1, 2021, the Parties entered into an Energy Services Agreement - Solar, Fresno Yosemite International Airport, for the installation and operation of a solar photovoltaic system at the Premises for the purpose of providing Energy Services (Agreement).

Council authorized the Director of Aviation, or designee, to approve any changes to the Power Purchase Agreement rates and energy storage system size, up to the maximum amount authorized in the Agreement, as well as to execute any subsequent documents, instruments, estoppel and acknowledgement certificates, etc. related to Provider's financing of the solar and energy storage systems.

Since execution of the Agreement, the Project schedule has been impacted by interconnection and related utility coordination activities, including required

system upgrades and associated timing considerations. As contemplated under the Agreement, certain development and construction milestones are subject to adjustment due to factors outside of Provider's reasonable control.

Solar System Size/ Estimated Annual Production/Early Termination Fee:

Pursuant to Schedule 1 and Schedule 4 of the Agreement, the Solar System Size set forth in Schedule 1 is an estimate of approximately how many kW DC are expected to be generated by such System, and the Estimated Annual Production set forth in Schedule 2 of the Agreement is an estimate of approximately how many kWh are expected to be generated annually by such System.

The Solar System Size and Estimated Annual Production were calculated on the Effective Date. Under the Agreement, the Solar System Size and Estimated Annual Production are subject to change prior to or about the Commercial Operation Date based on the actual System size and design. Further, Schedule 3 sets forth the Early Termination Fee which is based on the System Size as of the Effective Date and is subject to change upon System Size change.

As provided in the Agreement, Provider has calculated updated system sizes, production estimates, and early termination fees for the System based on the final designs of the System and desires to amend the Agreement to reflect the final system size, production estimates, and early termination fees.

Therefore, the Solar System Size referenced in Schedule 1 shall be replaced in part, Schedule 2 replaced in part, and the Early Termination Fee set forth in Schedule 3 and the Estimated Annual Production Table set forth in Schedule 4 shall be replaced in their entirety with the tables set forth in **Exhibit A** attached herein, to reflect the Final System Size, Energy Services Payment, Early Termination Fee, and updated Estimated Annual Production.

Milestone Dates:

The Parties desire to update the milestone dates to reflect the current Project schedule and anticipated

progression of remaining work. Section 5.1 and 5.2 shall be replaced in their entirety with the milestones set forth in **Exhibit A**.

[signature page follows]

PURCHASER:
CITY OF FRESNO, a California municipal corporation

By: _____
Francisco Partida
Interim Director of Aviation

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: Christine Charitar 5/11/26
Christine C. Charitar
Date
Deputy City Attorney

ATTEST:
AMY K. ALLER
Interim City Clerk

By: _____
Deputy Date

PROVIDER:
FFP BTM Solar, LLC, a Delaware limited liability company

By: _____ 04/28/2026
Ruben Fontes Date
President

(If corporation or LLC., CFO, Treasurer, Secretary, or Assistant Secretary)

By: _____ April 28, 2026
Deborah Stewart Date
Secretary

(If corporation or LLC., CFO, Treasurer, Secretary, or Assistant Secretary)

Exhibit A

Amended Schedules for the Updated Solar System Size and Estimated Annual Production

For the System located at: 5175 E. Clinton Way, Fresno, CA 93727; APN: 494-071-78T

5. Milestone Dates.

5.1 The Guaranteed Construction Start Date shall mean the date that is the later of (i) sixty (60) days following issuance of all required Permits, or (ii) January 10, 2027.

5.2 The Guaranteed Commercial Operation Date shall be the later of (i) Permission to Operate from the Local Electric Utility plus +90 days, or (ii) January 10, 2028.

Schedule 1:

Solar System Size (kW DC)	2550.60 kW DC

Schedule 2—Energy Services Payment:

PPA Rate Table

Term Year	**kWh Rate ($/kWh)**	**Term Year**	**kWh Rate ($/kWh)**
1	$0.2107	11	$0.2107
2	$0.2107	12	$0.2107
3	$0.2107	13	$0.2107
4	$0.2107	14	$0.2107
5	$0.2107	15	$0.2107
6	$0.2107	16	$0.2107
7	$0.2107	17	$0.2107
8	$0.2107	18	$0.2107
9	$0.2107	19	$0.2107
10	$0.2107	20	$0.2107

For the avoidance of doubt, the change in kWh Rate referenced in this Amendment shall not be included in the maximum total increase to the kWh Rate set forth in Schedule 2 of the Special Conditions.

Notwithstanding the foregoing, to the extent that Provider receives written confirmation from the local taxing authority prior the date that the System is mechanically complete, and such confirmation states that the System will be exempt from property tax for the duration of the Initial Term, Provider will lower the Energy Services Payment commensurate with such exemption.

Schedule 3 – Early Termination Fee:

Early Termination Occurs in Year	Column 1a Early Termination Fee where Purchaser does not take Title to the System ($/Wdc including costs of removal)	Column 1b Expected Termination Fee based on System Size**/***
1*	$6.62	$16,876,408
2	$6.13	$15,645,901
3	$5.58	$14,229,099
4	$5.11	$13,022,784
5	$4.68	$11,934,915
6	$4.67	$11,900,630
7	$4.65	$11,866,442
8	$4.64	$11,832,353
9	$4.63	$11,798,362
10	$4.61	$11,764,469
11	$4.60	$11,730,673
12	$4.59	$11,696,974
13	$4.57	$11,663,371
14	$4.56	$11,629,866
15	$4.55	$11,596,456
16	$4.53	$11,563,143
17	$4.52	$11,529,925
18	$4.51	$11,496,803
19	$4.49	$11,463,776
20	$4.48	$11,430,843

Purchase Date Occurs on the 91st day following: (Each "Anniversary" below shall refer to the anniversary of the Commercial Operation Date)	Column 2a Early Termination Fee where Purchaser takes Title to the System ($/Wdc, does not include costs of removal)	Column 2b Expected Termination Fee based on System Size** /
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5th Anniversary	$4.17	$10,625,330
6th Anniversary	$4.15	$10,591,154
7th Anniversary	$4.14	$10,557,089
8th Anniversary	$4.13	$10,523,133
9th Anniversary	$4.11	$10,489,286
10th Anniversary	$4.10	$10,455,548
11th Anniversary	$4.09	$10,421,919
12th Anniversary	$4.07	$10,388,397
13th Anniversary	$4.06	$10,354,984
14th Anniversary	$4.05	$10,321,678
15th Anniversary	$4.03	$10,288,479
16th Anniversary	$4.02	$10,255,387
17th Anniversary	$4.01	$10,222,402
18th Anniversary	$3.99	$10,189,522
19th Anniversary	$3.98	$10,156,748

Schedule 4 – Estimated Annual Production:

Year of System Term	Estimated Production (kWh)	Year of System Term	Estimated Production (kWh)
1	3,994,240	11	3,798,962
2	3,974,268	12	3,779,967
3	3,954,397	13	3,761,067
4	3,934,625	14	3,742,262
5	3,914,952	15	3,723,550
6	3,895,377	16	3,704,933
7	3,875,900	17	3,686,408
8	3,856,521	18	3,667,976
9	3,837,238	19	3,649,636
10	3,818,052	20	3,631,388

AMENDMENT NO. 1 FOR ENERGY SERVICES AGREEMENT – ENERGY STORAGE FRESNO YOSEMITE INTERNATIONAL AIRPORT

Date:	May ____, 2026
Reference:	Reference is hereby made to the following agreement (Energy Storage Agreement): Energy Services Agreement – Energy Storage (Fresno Yosemite International Airport), dated August 1, 2021, between FFP BTM Solar, LLC (Provider) and City of Fresno (Purchaser).
Premises:	5175 E. Clinton Way, Fresno, CA 93727; APN: 494-071-78T
Purchaser:	City of Fresno, a California Municipal Corporation
Provider:	FFP BTM Solar, LLC, a Delaware limited liability company
Definitions:	Capitalized terms not otherwise defined herein shall have the meaning ascribed to such term in the Energy Storage Agreement.
Background:	On August 1, 2021, the Parties entered into an Energy Services Agreement – Energy Storage, Fresno Yosemite International Airport, for the installation and operation of an Energy Storage System at the Premises for the purpose of providing Energy Services (Energy Storage Agreement). Council authorized the Director of Aviation, or designee, to approve any changes to the Power Purchase Agreement rates and energy storage system size, up to the maximum amount authorized in the Energy Storage Agreement, as well as to execute any subsequent documents, instruments, estoppel and acknowledgement certificates, etc. related to Provider's financing of the solar and energy storage systems. Since execution of the Energy Storage Agreement, the Project schedule has been impacted by interconnection and related utility coordination

activities, including required system upgrades and associated timing considerations. As contemplated under the Energy Storage Agreement, certain development and construction milestones are subject to adjustment due to factors outside of Provider's reasonable control.

Energy Services Payment / Energy Storage System Size / Delivery of Energy Services / Early Termination Fee:

Pursuant to Section 6, the Energy Services Payment is set forth. Pursuant to Schedule 1 and Schedule 4 of the Energy Storage Agreement, the Energy Storage System Size set forth in Schedule 1 is an estimate of the System's power in kW and the System's capacity in kWh, and the Delivery of Energy Services set forth in Schedule 4 of the Energy Storage Agreement describes the Minimum Guaranteed Demand Reduction and the Minimum Guaranteed Energy Arbitrage of the System.

The Energy Services Payment, the Energy Storage System Size, and the Energy Services were calculated on the Effective Date. Under the Energy Storage Agreement, the Energy Storage System Size and Energy Services are subject to change prior to or about the Commercial Operation Date based on the actual System Size and design. Further, Schedule 3 sets forth the Early Termination Fee which is based on the System Size as of the Effective Date and is subject to change upon System Size change.

As provided in the Energy Storage Agreement, Provider has calculated updated Energy Services Payment, system sizes, Energy Services, and early termination fees for the System based on the final designs of the System and desires to amend the Energy Storage Agreement to reflect the final system size, Energy Services, and early termination fees.

Therefore, the Energy Storage System Size referenced in Schedule 1 shall be replaced in part, and the Energy Services Payment referred in Section 6, Early Termination Fee set forth in Schedule 3, and the Delivery of Energy Services set forth in Schedule 4 shall be replaced in their entirety with the information set forth in

Exhibit A attached herein, to reflect the final Energy Services Payment, Final System Size, Early Termination Fee, and updated Schedule 4 – Delivery of Energy Services.

Milestone Dates: The Parties desire to update the milestone dates to reflect the current Project schedule and anticipated progression of remaining work. Section 5.1 and 5.2 shall be replaced in their entirety with the milestones set forth in **Exhibit A.**

[signature page follows]

PURCHASER:
CITY OF FRESNO, a California municipal corporation

By: _____
Francisco Partida,
Interim Director of Aviation

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: Christine Charitar 5/11/26
Christine C. Charitar
Date
Deputy City Attorney

ATTEST:
AMY K. ALLER,
Interim City Clerk

By: _____
Deputy Date

PROVIDER:
FFP BTM Solar, LLC, a Delaware limited liability company

By: _____ 04/28/2026
Ruben Fontes Date
President

(If corporation or LLC., CFO, Treasurer, Secretary, or Assistant Secretary)

By: Deborah Stewart April 28, 2026
Deborah Stewart Date
Secretary

(If corporation or LLC., CFO, Treasurer, Secretary, or Assistant Secretary)

Exhibit A

Amended Schedules for the Updated Energy Storage System Size and Energy Services

For the System located at: 5189 E. McKinley Ave. Fresno, CA 93727; APN: 496-220-04T

5. Milestone Dates.

5.1 The Guaranteed Construction Start Date shall mean the date that is the later of (i) sixty (60) days following issuance of all required Permits, or (ii) January 10, 2027.

5.2 The Guaranteed Commercial Operation Date shall be the later of (i) Permission to Operate from the Local Electric Utility plus +90 days, or (ii) January 10, 2028.

6. Energy Services Payment. Purchaser shall pay to Provider a monthly payment (the "Energy Services Payment") for the Energy Services provided by the System during each calendar month of the Term, equal to the following annual payment multiplied by the Energy Storage System Size in kilowatts AC divided by twelve:

Energy Storage System Size (kW AC)	Energy Services Payment ($/year/kW AC for each Term Year)
1,000	$141.01

Schedule 1:

Energy Storage System Size	1,000 kW / 2,087.8 kWh

Schedule 3 – Early Termination Fee:

Early Termination Occurs in Year	Column 1a Early Termination Fee where Purchaser does not take Title to the System ($/Wac including costs of removal)	Column 1b Expected Termination Fee based on System Size**/***
1*	$4.46	$4,459,015
2	$3.51	$3,510,546
3	$2.86	$2,860,920
4	$2.24	$2,236,303
5	$2.02	$2,023,675
6	$1.97	$1,972,032

7	$1.92	$1,921,706
8	$1.87	$1,872,665
9	$1.82	$1,824,875
10	$1.78	$1,778,304

Purchase Date Occurs on the 91st day following: (Each "Anniversary" below shall refer to the anniversary of the Commercial Operation Date)	**Column 2a Early Termination Fee where Purchaser takes Title to the System ($/Wac, does not include costs of removal)**	**Column 2b Expected Termination Fee based on System Size** /**
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5th Anniversary	$1.45	$1,077,650
6th Anniversary	$1.40	$1,025,308
7th Anniversary	$1.35	$975,509
8th Anniversary	$1.31	$928,129
9th Anniversary	$1.26	$883,050
Thereafter	**Fair Market Value**	**Fair Market Value**

Schedule 4 – Delivery of Energy Services:

4.1 Energy Services. Provider shall operate the System to, when feasible, reduce Purchaser's electricity charges from the Local Electric Utility, including but not limited to changes in demand charges, energy charges, utility usage taxes, and revenues earned from other grid services programs ("Energy Services").

(a) Savings Performance Guarantee. Provider shall perform the Energy Services such that the Purchaser receives savings at a minimum as follows for each True-Up Period (such amount, the "Minimum Guaranteed Savings Amount"):

True-Up Period	**Term Years**	**Minimum Guaranteed Savings Amount**
1	1-2	$282,020
2	3-4	$282,020

3	5-6	$282,020
4	7-8	$282,020
5	9-10	$282,020

(b) Lost Savings. For each True-Up Period, if Provider does not provide at least the Minimum Guaranteed Savings Amount, Provider shall credit Purchaser an amount equal to Purchaser's Lost Savings on an invoice or invoices within ninety (90) days after the end of such True-Up Period, up to the Lost Savings Cap. Upon Provider's payment of any Lost Savings, Provider shall be deemed to have met the Minimum Guaranteed Savings Amount for such True-Up Period.

(c) The Parties acknowledge and agree that Purchaser's purchase under this Energy Storage Agreement does not include any right or title to seek any capacity payments that may be attributable to the System, and that all such rights are reserved and retained by Provider, subject to Applicable Law.

(d) The Parties acknowledge that the actual Base Year Load data is not available at the time of the execution of this Energy Storage Agreement. Purchaser has provided a projection of the Base Year Load data for the Premises ("Projected Base Year Load"). The Projected Base Year Load will be used for the purposes of setting the Minimum Guaranteed Savings Amount for the first Term Year. After completing the initial Term Year, actual electrical load of the Premises during the first 12 months of operation ("Actual First Term Year Load") will be used to either continue or change the Minimum Guaranteed Savings Amount for the remainder of the Initial Term. Upon completing the Actual First Term Year Load analysis, Provider will determine if any adjustments need to be made to the terms listed in Section 4.1. Provider has sole discretion to update Section 4.1 and will notify Purchaser of changes in writing. All adjustments will be retroactive to the commencement of the first Term Year, and any cure will be calculated on the adjusted amounts as determined by the Actual First Term Year Load.

4.2 The Minimum Guaranteed Savings Amount shall, for each Term Year, be reduced to the extent Provider's ability or cost to provide the Energy Services are adversely affected by any of the following:

(a) Any act or omission by Purchaser affects the System in any way that impairs its ability to safely store and discharge energy or Provider's ability to monitor or control the System.

(b) Theft, destruction or damage affects the System in any way that impairs its ability to safely store and discharge energy or Provider's ability to monitor or control the System, except to the extent caused by the manufacturer of the System or Provider.

(c) A Disruption Period occurs.

(d) A Purchaser Default, including Provider suspending the Energy Services as a result of a Purchaser Default.

(e) Purchaser fails to provide access to the Premises or the System as required by Section 7.2(d) of the General Terms and Conditions.

(f) A Force Majeure Event.
(g) Purchaser elects to have the Local Electric Utility apply a different tariff to the Premises that has no adverse impact on Provider's ability to reduce Purchaser's peak demand from the Local Electric Utility.
(h) Any material deviation in the Purchaser's load profile at the Premises from the Base Year Load not resulting from the Energy Services or Provider's acts or omissions.

On each invoice submitted by Provider to Purchaser, Provider shall, if applicable, include a statement of the amount by which the Minimum Guaranteed Savings Amount will be reduced pursuant to this Section 4.2. If Purchaser does not dispute the amount of such reduction within thirty (30) days after its receipt of such invoice, Purchaser will be deemed to have accepted such reduction.

4.3 The Local Electric Utility Tariff means the retail tariff pursuant to which the Local Electric Utility provides electric distribution and interconnection services to Purchaser at the Premises. As of the date below, the Local Electric Utility Tariff applicable to the Premises is as follows:

Date	**Local Electric Utility Tariff**
Effective Date	B-20P
Commercial Operation Date	B-20P Option S

If at any time after the date above, Provider determines that an alternative Local Electric Utility Tariff is more advantageous for Purchaser, Provider may, with Purchaser's consent, change the Local Electric Utility Tariff set forth above to such alternative Local Electric Utility Tariff for the Premises.

If there is a change in the Local Electric Utility Tariff applicable to the Premises that has a material impact on Provider' s ability to provide the Energy Services or evaluate compliance with the performance guarantee in this Schedule 4, then upon written notice from Provider to Purchaser, the Parties shall negotiate in good faith to make the minimum changes to this Energy Storage Agreement necessary to preserve to the maximum extent possible the benefits, burdens and obligations set forth in this Energy Storage Agreement as of the Effective Date; provided, any change in the rates or other costs applicable to the Premises under the Local Electric Utility Tariff will not constitute a change that will cause this Section 4.3 to be applicable. Notwithstanding the foregoing, Provider shall continue to provide the Energy Management Services, and Purchaser shall continue to make the Energy Services Payments, while the Parties negotiate the changes to this Energy Storage Agreement contemplated in this Section 4.3.

4.4 Additional Defined Terms.

"Actual System Savings" means the gross aggregate savings that accrues to Purchaser's Local Electric Utility bill resulting from the operation of the System, calculated based on Purchaser's load and the Energy Services metered data, and shall include, but is not limited to, changes in demand charges, energy charges, utility usage taxes, and revenues earned from other grid services programs, calculated based on Purchaser's actual Local Electric Utility bill compared with the bill that would have been payable had the System not been installed.

"Base Year Load" means the electrical load of the Premises during the first 12 months of availability under operating conditions as recorded by the Local Electric Utility meter(s).

"Billing Period(s)" means each of the consecutive time periods applicable to Purchaser during which the Local Electric Utility assesses and bills demand charges for the Premises.

"Local Electric Utility Tariff" has meaning set forth in Section 4.3 of this Schedule 4.

"Lost Savings" means the dollar amount Provider will credit to Purchaser in accordance with the terms of this Energy Storage Agreement for any True-Up Period for which Minimum Guaranteed Savings Amount exceeds Actual System Savings, calculated as the positive difference between the Minimum Guaranteed Savings Amount and Actual System Savings.

"Lost Savings Cap" means, for each True-Up Period, an amount equal to $282,020.

"Off-Peak Hours" means 9:01 pm - 4:00 pm, Pacific time.

"Peak Hours" means 4:01 pm - 9:00 pm, Pacific time.

4.5 System Size. To the extent there is a change in System size, Provider shall be required to obtain Purchaser consent to such change. If Purchaser consents to such change in System size, then the Parties agree to amend the Energy Storage Agreement accordingly. The Guaranteed Commercial Operation Date and the Guaranteed Construction Start Date shall be extended on a day for day basis for delays in obtaining any such consent and/ or amendment.

4.6 Temporary Power During Outage. Purchaser shall be responsible for furnishing, installing, and maintaining any temporary or backup power generation equipment required to support facility operations during any planned or unplanned outages associated with the installation, commissioning, or maintenance of the System. Provider shall coordinate outage timing and duration with Purchaser in advance, but shall have no obligation to supply or bear the cost of generators, fuel, or related equipment necessary to maintain Purchaser's operations during such periods.

Notwithstanding the foregoing, to the extent that Provider receives written confirmation from the local taxing authority prior the date that the Energy Storage System is mechanically complete, and such confirmation states that the Energy Storage System will be exempt from property tax for the duration of the Initial Term, Provider will lower the Energy Services Payment commensurate with such exemption.

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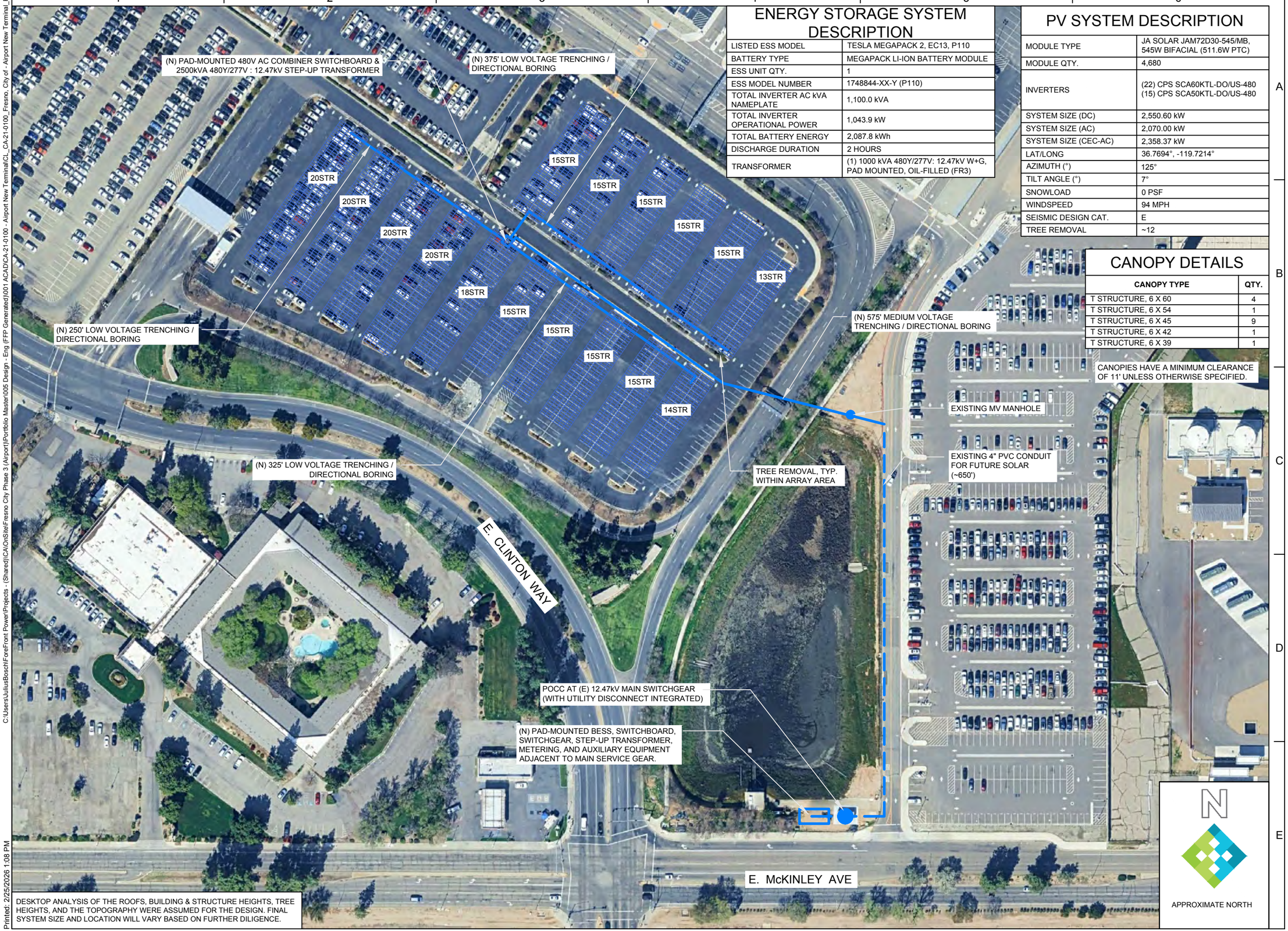


DESKTOP ANALYSIS OF THE ROOFS, BUILDING & STRUCTURE HEIGHTS, TREE HEIGHTS, AND THE TOPOGRAPHY WERE ASSUMED FOR THE DESIGN. FINAL SYSTEM SIZE AND LOCATION WILL VARY BASED ON FURTHER DILIGENCE.

ENERGY STORAGE SYSTEM DESCRIPTION

LISTED ESS MODEL	TESLA MEGAPACK 2, EC13, P110
BATTERY TYPE	MEGAPACK LI-ION BATTERY MODULE
ESS UNIT QTY.	1
ESS MODEL NUMBER	1748844-XX-Y (P110)
TOTAL INVERTER AC kVA NAMEPLATE	1,100.0 kVA
TOTAL INVERTER OPERATIONAL POWER	1,043.9 kW
TOTAL BATTERY ENERGY	2,087.8 kWh
DISCHARGE DURATION	2 HOURS
TRANSFORMER	(1) 1000 kVA 480Y/277V: 12.47kV W+G, PAD MOUNTED, OIL-FILLED (FR3)

PV SYSTEM DESCRIPTION

MODULE TYPE	JA SOLAR JAM72D30-545/MB, 545W BIFACIAL (511.6W PTC)
MODULE QTY.	4,680
INVERTERS	(22) CPS SCA60KTL-DO/US-480 (15) CPS SCA50KTL-DO/US-480
SYSTEM SIZE (DC)	2,550.60 kW
SYSTEM SIZE (AC)	2,070.00 kW
SYSTEM SIZE (CEC-AC)	2,358.37 kW
LAT/LONG	36.7694°, -119.7214°
AZIMUTH (°)	125°
TILT ANGLE (°)	7°
SNOWLOAD	0 PSF
WINDSPEED	94 MPH
SEISMIC DESIGN CAT.	E
TREE REMOVAL	~12

CANOPY DETAILS

CANOPY TYPE	QTY.
T STRUCTURE, 6 X 60	4
T STRUCTURE, 6 X 54	1
T STRUCTURE, 6 X 45	9
T STRUCTURE, 6 X 42	1
T STRUCTURE, 6 X 39	1

CANOPIES HAVE A MINIMUM CLEARANCE OF 11' UNLESS OTHERWISE SPECIFIED.

APPROXIMATE NORTH

FOREFRONT POWER

2019 FOREFRONT POWER, LLC AND ITS AFFILIATES, ALL RIGHTS RESERVED

100 MONTGOMERY ST. #725
SAN FRANCISCO, CA 94104
(855) 204-5083
www.ForeFrontPower.com

STAMP:

NOT FOR CONSTRUCTION

CITY OF FRESNO
FRESNO YOSEMITE INTL. AIRPORT
NEW TERMINAL ELECTRICAL SERVICE
PHOTOVOLTAIC SYSTEM

5175 E CLINTON WAY
FRESNO, CA 93727

PROJECT NUMBER
CA-21-0100 & CA-21-0116

SHEET TITLE
LAYOUT

SHEET SIZE
ANSI B
11" X 17"

THIS DRAWING IS THE PROPERTY OF FOREFRONT POWER, LLC. THIS INFORMATION IS CONFIDENTIAL AND IS TO BE USED ONLY IN CONNECTION WITH WORK DESCRIBED BY FOREFRONT POWER, LLC. NO PART IS TO BE DISCLOSED TO OTHERS WITHOUT WRITTEN PERMISSION FROM FOREFRONT POWER, LLC.

NO.	REVISION	DATE	INIT.
2	ESS MODEL	5.4.2021	AF
3	ESS LOCATION	5.12.2021	AF
4	ESS MODEL	5.10.2022	AF
5	MODS / INVS.	05.05.2025	DRM
6	ESS MODEL / +BKR	10.16.2025	DRM
7	MODS	02.25.2026	JB

DATE:	4.6.2021
DRAWN BY:	AF
ENGINEER:	AF
APPROVED BY:	XXX

PROJECT PHASE:
PLANNING

SCALE:
1"=120'

SHEET NO.:
E-111

Print Form

Notice of Exemption E20211000295

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Fresno

From: (Public Agency):
City of Fresno
2600 Fresno St, Fresno CA 93721
(Address)

FILED
NOV 16 2021
TIME 11:28am
By FRESNO COUNTY CLERK
Jessica Muno DEPUTY

Project Title: Fresno Yosemite Intl Airport New Terminal Electrical Service Photovoltaic System

Project Applicant: Fresno Yosemite Intl Airport & Forefront Power

Project Location - Specific:
517 E Clinton Way, Fresno CA 93727

Project Location - City: Fresno Project Location - County: Fresno

Description of Nature, Purpose and Beneficiaries of Project:
The proposed project would install multiple solar photovoltaic (PV) canopies, and associated electrical components over the existing eastern parking lot, paved and landscaped areas at Fresno Yosemite Intl Airport to supplement the airport's energy needs, and to generate savings in energy costs.

Name of Public Agency Approving Project: City of Fresno

Name of Person or Agency Carrying Out Project: City of Fresno

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Classes 3, 4, and 11
- ☐ Statutory Exemptions. State code number:

Reasons why project is exempt:
The construction and installation of a canopy PV solar system on a portion of an existing parking lot is to provide electricity to the airport. The canopies, solar arrays, inverters, AC combiner, utility line and trenching, and security fencing, are minor structures appurtenant to the existing uses (parking lots and buildings). There are no sensitive resources in the project area and the battery storage facility will serve the existing facilities. Therefore, they are classified as exempt from the provisions of CEQA under Section 1503 - Class 3, New Construction of Small Structures; Section 15304 - Class 4, minor alterations to land; Section 15311 - Class 11, Accessory Structures; None of the exceptions to these Categorical Exemptions apply.

Lead Agency Contact Person: Jean Thomas-Runnels Area Code/Telephone/Extension: 5596214521

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: Kevin Meikle Date: 09/-7/2021 Title: Director of Aviation

☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

Figure 1



NORTH

GRAPHIC SCALE IN FEET

0 150 300 600

LEGEND:

Existing Garage Footprint

Pedestrian Paths of Travel

FRESNO YOSEMITE International Airport

Potential Garage Expansion Sites

Kimley»Horn

File #: ID 26-697 **Agenda Date:** 5/21/2026 **Agenda #:** 2.-FF.

REPORT TO THE CITY COUNCIL

FROM: MIGUEL A. ARIAS, Councilmember
City Council, District 3

SUBJECT
***RESOLUTION - Directing the Administration to Identify a Funding Source for an Allocation of $200,000 to the City Attorney's Office to Fund the Eviction Protection Program. (Subject to Mayor's Veto)
Attachment:
Resolution

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, DIRECTING THE ADMINISTRATION TO IDENTIFY A FUNDING SOURCE FOR AN ALLOCATION OF $200,000 TO THE CITY ATTORNEY'S OFFICE TO FUND THE EVICTION PROTECTION PROGRAM

WHEREAS, the City established the Eviction Protection Program on May 13, 2021, via Resolution No. 2021-132, to ensure residents remain in safe and habitable housing through access to legal representation in unlawful evictions; and

WHEREAS, the majority of landlords retain legal counsel for eviction proceedings, while most tenants cannot afford legal assistance; and

WHEREAS, access to legal counsel for tenants is an important tool to maintain safe and affordable housing; and

WHEREAS, the City of Fresno (City) established the Local Housing Trust Fund (LHTF) on July 29, 2021, via Resolution No. 2021-201 to support affordable housing initiatives within the community; and

WHEREAS, LHTF has been the Fiscal Year (FY) 2026 funding source for the City's EPP with an allocation of $1,500,000; and

WHEREAS, this allocation has been nearly exhausted, and approximately $200,000 in funds are necessary to continue to provide EPP services for the balance of FY 2026; and

WHEREAS, it is the desire of the Council to maintain EPP services for the balance of FY 2026; and

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: CR

677598v1

WHEREAS, it is necessary to identify a funding source for the additional necessary $200,000.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. The Administration is directed to identify a funding source for $200,000 to be allocated to the City Attorney's Office to maintain EPP services through the balance of FY 2026.

2. Upon identification of a funding source, the Administration is directed to bring forward an amendment to the Annual Appropriation Resolution allocating this money to the City Attorney's Office to fund EPP services for the balance of FY 2026.

3. This Resolution shall become effective immediately upon final Council approval.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, AMY ALLER, City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the day of _____ 2026.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2026
Mayor Approval/No Return: _____, 2026
Mayor Veto: _____, 2026
Council Override Vote: _____, 2026

Amy Aller
Interim City Clerk

By: _____
Deputy Date

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By: _____
Christina Roberson Date
Assistant City Attorney

File #: ID 26-654 **Agenda Date:** 5/21/2026 **Agenda #:** 3.-A.

REPORT TO THE CITY COUNCIL

FROM: GEORGEANNE A. WHITE, City Manager
Office of Mayor & City Manager

AMY K. ALLER, Interim City Clerk
Office of the City Clerk

SUBJECT
WORKSHOP - Transparency Portal Presentation

Attachment: Presentation

Transparency Portal

A single search across every public record the City has already published.

Bryon Horn - Chief Information Officer

Pedro Braz - Senior Programmer Analyst

Information Services Department

Arturo Pineda - Programmer Analyst IV/Webmaster

Transparency Portal

Where things stand

Public records exist — but they aren't easy to find

Documents are spread across Fresno.gov pages, Laserfiche archives, and standalone compensation spreadsheets. Residents who can't find what they need file a Public Records Act request — which costs staff time

Transparency Portal

What we built

One search bar for every published City record

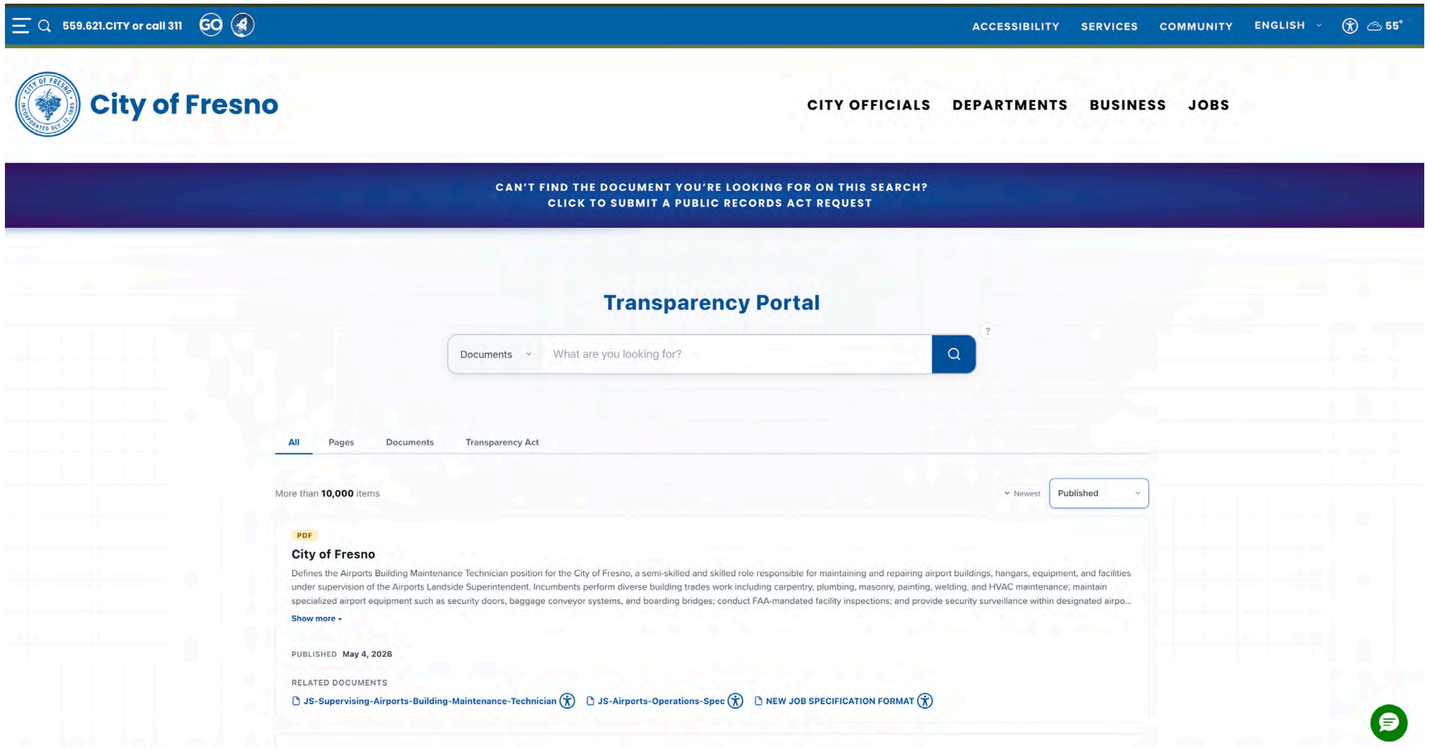
Fresno.gov pages, Laserfiche documents, and Transparency Act data — indexed together, searchable from a single page.

36,781

Documents indexed at launch
Growing every day as new records are published.

Goal

Fewer PRSA requests
If a resident can find it themselves, they don't need to file a request.



Transparency Portal

A Real Search

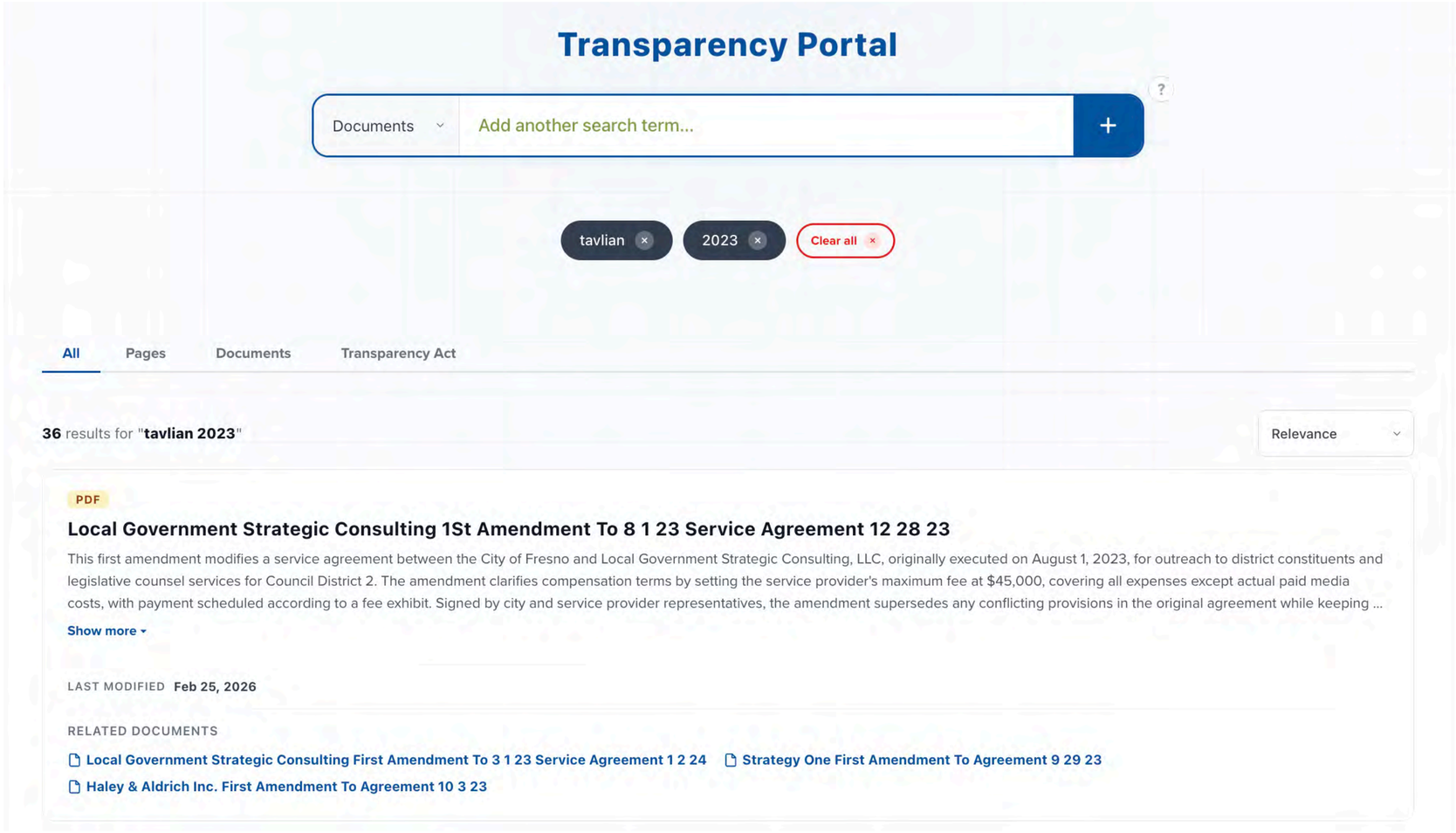
Two search terms. Thirty-six matching documents.

- **Multi-term, faceted search**
  A resident types a name and a year. The portal returns 36 matching documents.

- **Auto-generated summaries**
  Every document has a plain-language summary so residents don't have to download a 40-page PDF to know what it is.

- **Related documents**
  Pull up an amendment and the original agreement and prior amendments are right there.

- **Filter, sort, and request**
  Filter by document type, sort by relevance or date — and if the record isn't there, a one-click PRSA request.

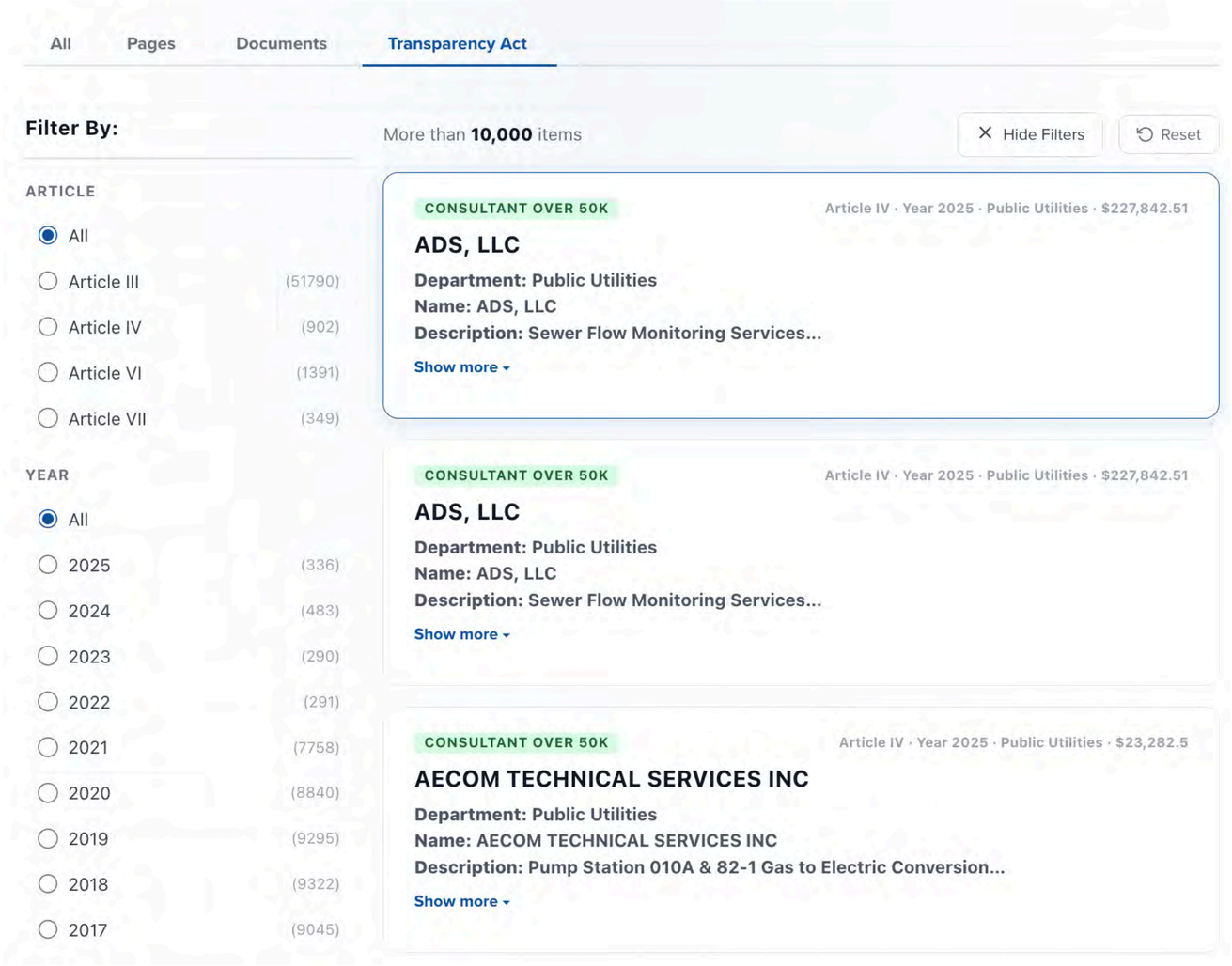


Transparency Portal

Compliance Made Easy

Every Transparency Act record — now a searchable dataset.

Employee earnings. Consultant disclosures. Executive and elected official compensation benchmarks. Indexed and filterable by Article and year.



Transparency Portal

Questions / Nexts Steps

Thank you.

Information Services Department

File #: ID 26-655 **Agenda Date:** 5/21/2026 **Agenda #:** 4.-A.

REPORT TO THE CITY COUNCIL

FROM: TYLER MAXWELL, Council Vice President
City Council

SUBJECT
Presentation - Reimagining City-Owned Land for Economic Activation, Transparency & Community Growth

Attachment: Presentation

Reimagining City-Owned Land for Economic Activation, Transparency & Community Growth.

Focus: North Grove Industrial / Airport Business Park

Understanding layered leasing on public land

WHAT'S HAPPENING NOW:

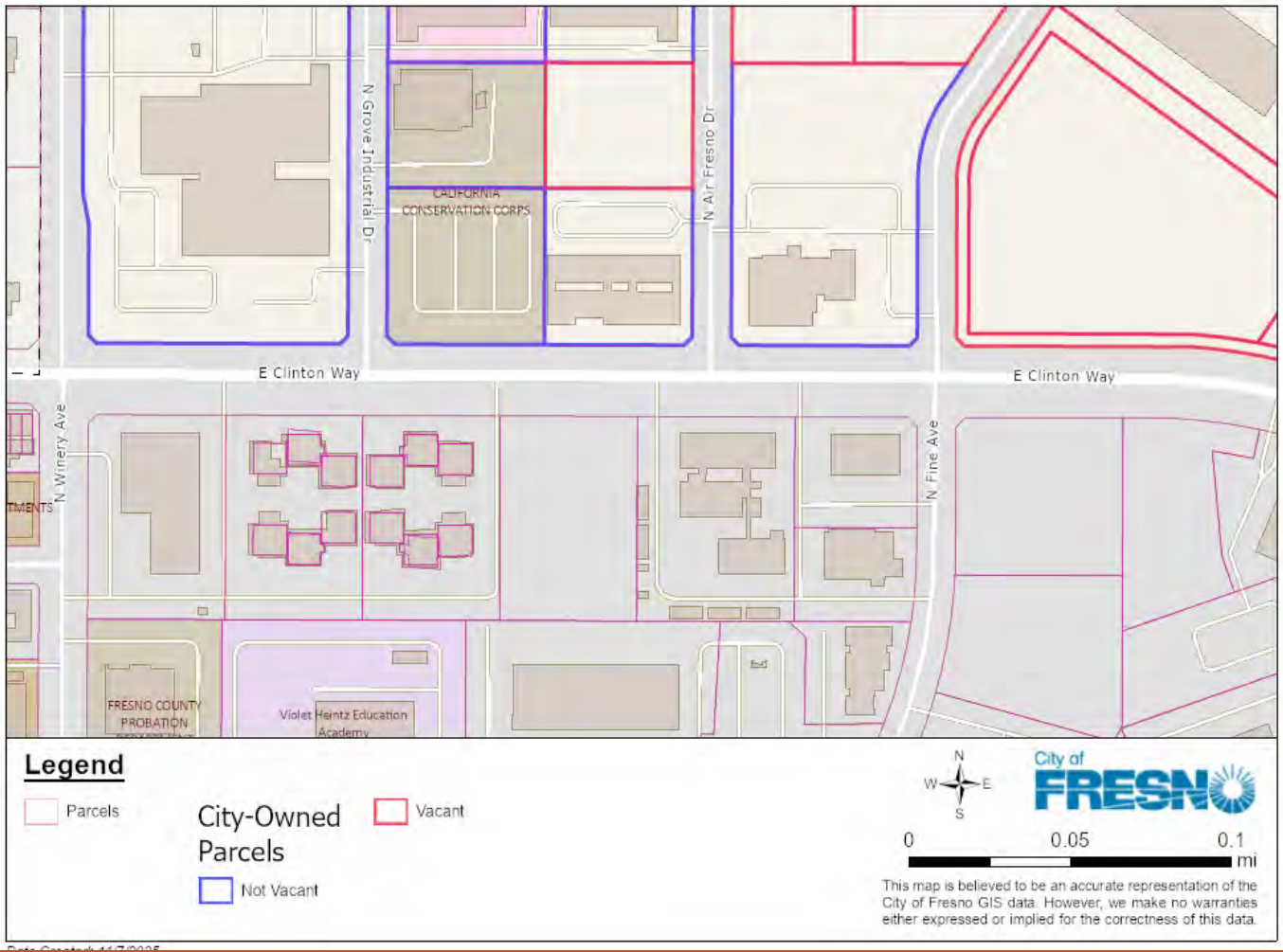
- Community interested in opportunities
- Public land leased through long-term master leases
- Private entities control access and subleasing
- Limited transparency or measurable benchmarks

Lease Structure Overview



- City of Fresno (Owner)
- ↓ Ground Lease (~$0.19/SF/yr/land
- Master Lessee
- ↓ Sublease
- Private Tenants

- Procurement Process?



Total: 174,000 SF (~4 acres)

City-owned Airport Exempt Land

13 parcels under long-term lease

KEY QUESTION:

System for community use or access of these spaces?

These properties are classified as exempt surplus—likely due to airport-related restrictions—which allows the City to lease them without going through the standard surplus land process."

"However, exemption from process does not mean exemption from accountability."

Lease Highlights

Ground Lease tied to Private Management Company

Lease agreement 2007-2044 (Originally 1977 until recently modified in 2024 for early termination of parcel lease and new lease signed by private mgmt. agency)

174,000 sq ft. x .19 sq.

13-APN Lots Entire block of buildings & lots

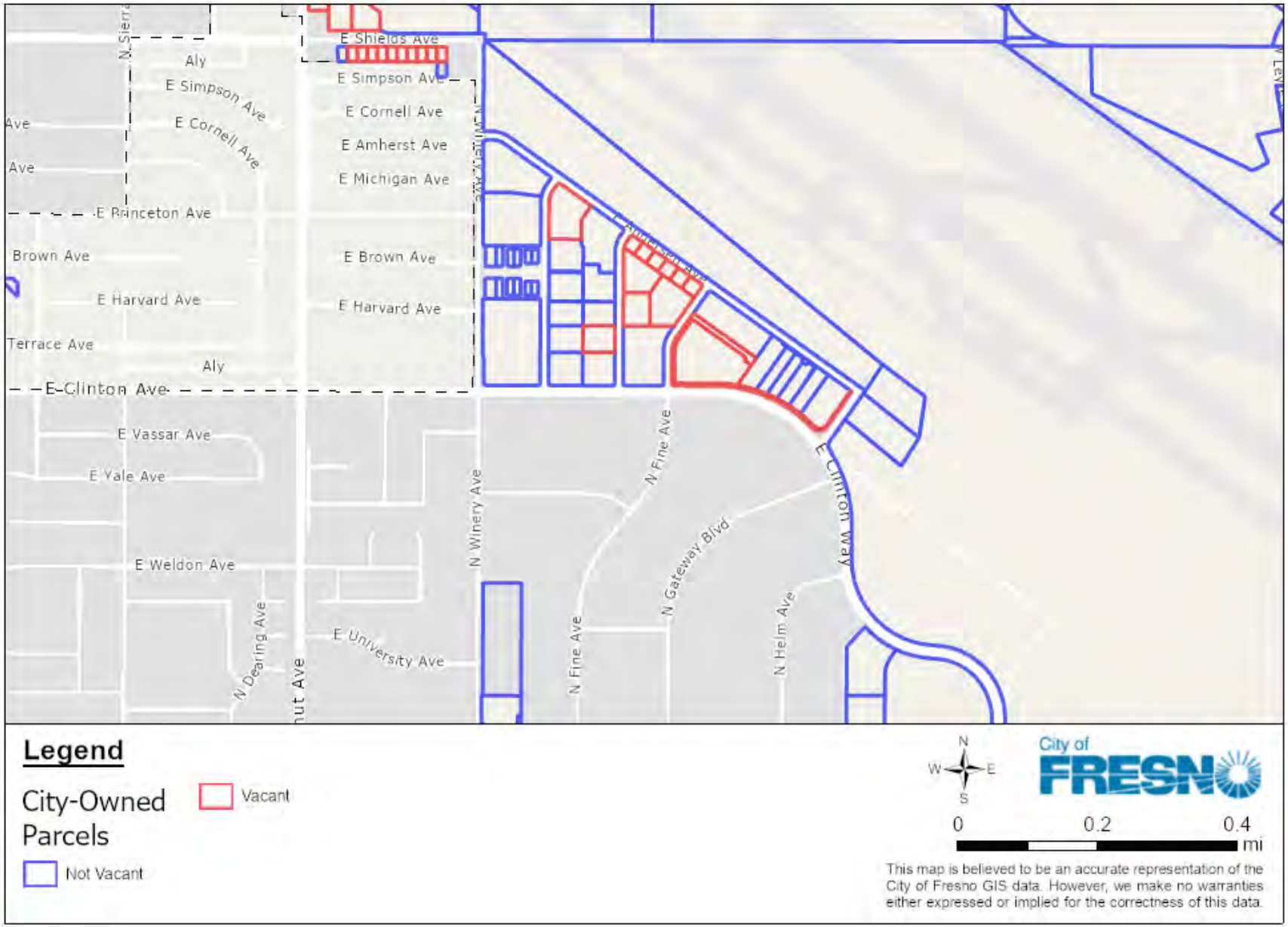
Sublease Complexity

City → Master Lease → Sublease → Assignment

Multiple layers reduce transparency and access

The further you get from the City, the less transparency and access there is.

ArcGIS Web Map



Opportunities:
Public Land, Community Activation

OPPORTUNITIES:

- Community-based master leases (nonprofits/co-ops)
- Incubator lease models for small businesses
- Temporary activation (farmers markets, pop-ups)
- Shared wealth / revenue models

(DRIVE Initiative, CIT, Land Trust)

- Transparent public access system

BOTTOM LINE:

Public land is leveraged, ideal if the community can participate in the value it creates

Community Opportunity



Policy Reform Opportunities

This is fixable through lease amendments:

Accountability + reporting measures

Use-It-or-Lose-It Enforcement

Community Benefit Clauses

Access Pathways for Local Businesses

Activation timelines

Transparency & Oversight of Land Use

Measurable outcomes:

1. Jobs
2. Small business growth
3. Workforce development
4. Access to services

File #: ID 26-653 **Agenda Date:** 5/21/2026 **Agenda #:** 5.-A.

CLOSED SESSION ITEM

SUBJECT

CONFERENCE WITH LABOR NEGOTIATORS - Government Code Section 54957.6
City Negotiators: Sumeet Malhi
Employee Organization(s): 1. International Union of Operating Engineers, Stationary Engineers, Local 39 (Local 39); 2. Fresno City Employees Association (FCEA); 3. Fresno Police Officers Association (FPOA Basic), Unit 4; 4. International Association of Firefighters, Local 202, Unit 5 (Fire Basic); 5. Amalgamated Transit Union, Local 1027 (ATU); 6. International Brotherhood of Electrical Workers, Local 100 (IBEW); 7. Fresno Police Officers Association (FPOA Management); 8. International Association of Firefighters, Local 202, Unit 10 (Fire Management); 9. City of Fresno Professional Employees Association (CFPEA); 10. City of Fresno Management Employees Association (CFMEA). 11. Employee Organization(s): Unrepresented Employees in Unit 2 (Non-Represented Management and Confidential Classes): Airport Public Safety Manager, Airports Public Safety Assistant Manager, Assistant City Attorney, Assistant City Manager, Assistant Controller, Assistant Director, Assistant Director of Personnel Services, Assistant Director of Public Utilities, Assistant Director of Public Works, Assistant Police Chief, Assistant Retirement Administrator, Background Investigator, Budget Analyst, Budget Manager, Chief Assistant City Attorney, Chief Information Officer, Chief Labor Negotiator, Chief of Staff to Councilmember, Chief of Staff to the Mayor, City Attorney (City Negotiator, Council President Esparza), City Attorney Investigator, City Clerk (City Negotiator, Council President Esparza), City Engineer, City Manager (City Negotiator, Mayor Dyer), Community Coordinator, Community Outreach Specialist, Controller, Council Assistant, Deputy City Attorney II, Deputy City Attorney III, Deputy City Manager, Director, Director of Aviation, Director of Development, Director of Personnel Services, Director of Public Utilities, Director of Transportation, Economic Development Coordinator, Economic Development Director, Executive Assistant to Department Director, Executive Assistant to the City Attorney, Executive Assistant to the City Council, Executive Assistant to the City Manager, Executive Assistant to the Mayor, Fire Chief, Governmental Affairs Manager, Human Resources Manager, Independent Reviewer, Internal Auditor, Investment Officer, Management Analyst II, Payroll Accountant, Payroll Manager, Police Chief, Principal Budget Analyst, Principal Internal Auditor, Principal Labor Relations Analyst, Project Liaison/Program Administrator, Public Affairs Officer, Public Works Director, Retirement Administrator, Retirement Benefits Manager, Retirement Office Manager, Senior Budget Analyst, Senior City Attorney Investigator, Senior Deputy City Attorney I, Senior Deputy City Attorney II, Senior Deputy City Attorney III, Senior Human Resources/Risk Analyst, Senior Law Clerk, Special Assistant City Attorney, Supervising Deputy City Attorney, Veterinarian

powered by Legistar™

2600 Fresno Street
Fresno, CA 93721
www.fresno.gov

City of Fresno

Staff Report

File #: ID 26-711 **Agenda Date:** 5/21/2026 **Agenda #:** 5.-B.

CLOSED SESSION ITEM

SUBJECT
CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Government Code Section 54956.9, subdivision (d)(2)
Lionel Puig, et al. v. City of Fresno, Risk File No. 2026047426

powered by Legistar™

File #: ID 26-712 **Agenda Date:** 5/21/2026 **Agenda #:** 5.-C.

CLOSED SESSION ITEM

SUBJECT
CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Government Code Section 54956.9, subdivision (d)(2)
David Rose v. City of Fresno; Risk File No. 2025047316

2600 Fresno Street
Fresno, CA 93721
www.fresno.gov

City of Fresno

Staff Report

File #: ID 26-658 **Agenda Date:** 5/21/2026 **Agenda #:** 5.-D.

CLOSED SESSION ITEM

SUBJECT

PUBLIC EMPLOYEE PERFORMANCE EVALUATION

1. Government Code Section 54957(b): consider the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee.
   Title: City Clerk
2. Government Code Section 54957.6: conference with labor negotiator.
   City Negotiator: Council President Nelson Esparza.
   Unrepresented Employee: City Clerk

powered by Legistar™

File #: ID 26-659 **Agenda Date:** 5/21/2026 **Agenda #:** 5.-E.

CLOSED SESSION ITEM

SUBJECT

PUBLIC EMPLOYEE PERFORMANCE EVALUATION

1. Government Code Section 54957(b): consider the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee.
   Title: City Attorney
2. Government Code Section 54957.6: conference with labor negotiator.
   City Negotiator: Council President Nelson Esparza.
   Unrepresented Employee: City Attorney